

VICTORIA.



VOTES

AND

PROCEEDINGS

OF THE

LEGISLATIVE

COUNCIL.

SESSION.

1862-3.

VICTORIA.



VOTES AND PROCEEDINGS

OF THE

LEGISLATIVE COUNCIL

DURING THE SESSION

1862-3,

WITH COPIES OF THE VARIOUS DOCUMENTS ORDERED BY
THE COUNCIL TO BE PRINTED.

By Authority:

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RETURN OF MEMBERS OF THE LEGISLATIVE COUNCIL, 7TH NOVEMBER, 1862, AT THE
OPENING OF THE SEVENTH SESSION OF PARLIAMENT.

Names arranged in the Order of Retirement.	Elected at		Remarks.
	Nomination.	Polling.	
CENTRAL PROVINCE :			
Thomas Howard Fellows	22nd Sept., 1862	...	Retired by rotation and re-elected.
George Ward Cole... ..	20th Sept., 1860.		
Thomas Turner a'Beckett ... ..	...	21st Sept., 1858.
William Hull ... ..	...	27th Sept., 1860.
John Pascoe Fawkner ... ..	...	26th Aug., 1856.
SOUTH PROVINCE :			
W. J. T. Clarke	29th Sept., 1862	Elected instead of Hon. Joseph Sutherland, retired by rotation.
William Degraes	18th Sept., 1860.		
John Barter Bennett ... ..	...	28th Sept., 1858.
Donald Kennedy	}	29th Aug., 1856.	
Thomas Herbert Power			
SOUTH WESTERN PROVINCE :			
James Henty	27th Sept., 1862	...	Retired by rotation and re-elected.
John McCrae ... ..	...	8th Oct., 1860.
George Selth Coppin ... ..	...	7th Oct., 1858.
James Ford Strachan	}	4th Sept., 1856.	
Robert Culbertson Hope			
WESTERN PROVINCE :			
Niel Black	6th Oct., 1862	...	Retired by rotation and re-elected.
Sir James Frederick Palmer	5th Oct., 1860.		
Charles Vaughan ... ..	...	15th Oct., 1858.
Stephen George Henty ... ..	...	11th Sept., 1856.
Henry Miller ... ..	...	25th Mar., 1858.
NORTH WESTERN PROVINCE :			
(One Seat Vacant.)	The Hon. William Campbell was elected 1st Nov., 1862, <i>vice</i> Hon. G. Rolfe, retired by rotation; but the writ had not been returned up to the 7th.
William Henry Fancourt Mitchell	18th Oct., 1860.		
David Elliot Wilkie ... ..	...	1st Nov., 1858.
Francis Robertson ... ..	...	21st May, 1860.
Alexander Fraser ... ..	...	13th Sept., 1858.
EASTERN PROVINCE :			
Robert Thomson	6th Oct., 1862	...	Retired by rotation and re-elected.
William Highett	5th Oct., 1860.		
Benjamin Williams	25th Oct., 1858.	
Matthew Hervey	}	16th Sept., 1856.	
James Stewart			

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- 7th Nov. 1. Glasgow Lead Gold Fields Common.—Proclamation (16th June, 1862).
 „ 2. Axedale Farmers Common enlarged.—Proclamation (16th June, 1862).
 „ 3. Axedale Town Common.—Proclamation (16th June, 1862).
 „ 4. Great Western Gold Fields Common enlarged.—Proclamation (18th June, 1862).
 „ 5. Hotham Town Common.—Proclamation (10th June, 1862).
 „ 6. The Land Act, 1862—Regulations under (1st May, 1862).
 „ 7. Issue of Deeds—Fees chargeable on (30th June, 1862).
 „ 8. Board of Agriculture—Third Annual Report of.
 „ 9. Central Board of Health—Seventh Annual Report of.
 „ 10. Sanitary Station—Report on, for the year 1861.
 „ 11. Aborigines in the Colony of Victoria—Second Report of the Central Board appointed to watch over the Interests of.
- 11th Nov. 12. State of the Volunteer Force in Victoria (8th June, 1862).
 „ 13. Land Act, 1862—Progress Report of—Proceedings taken under.
- 18th Nov. 14. Sewerage and Water Department.—Receipts and Expenditure from 1st January to 31st December, 1859.
 „ 15. Sewerage and Water Department.—Receipts and Expenditure from 1st January to 31st August, 1860.
 „ 16. Sewerage and Water Department.—Receipts and Expenditure from 1st September to 31st December, 1860.
 „ 17. Sewerage and Water Department.—Receipts and Expenditure from 1st January to 31st December, 1861.
 „ 18. Court of Mines—Rule of Practice (18th November, 1862).
 „ 19. Weights and Measures.—Copy of Despatch from the Secretary of State relating to the Act No. 151, for Weights and Measures (23rd September, 1862).
 „ 20. Victoria Volunteer Force.—Report on the course of Musketry Instruction.
 „ 21. Public Accounts—General Regulations respecting.
 „ 22. Victorian Railways.—Report of Board of Land and Works.
- 2nd Dec. 23. Imperial Staff.—Maintenance.—Return to Order (28th May, 1862).
 „ 24. Water Reserves—Mining operations under.—Orders in Council (1st September, 1862).
 „ 25. Regulating Leases to Mine.—Land Act 1862.—Orders in Council (5th August, 1862).
- 16th Dec. 26. The Government Printing Establishment.—Report for years 1859, 1860, 1861.
 „ 27. Separation of the Western District.—Despatch from Secretary of State (20th September 1862).
 „ 28. Schedule D.—Statement of Expenditure on account of the year 1860.
 „ 29. Schedule D.—Statement of Expenditure on account of the year 1861.
 „ 30. Census of Victoria, 1861.—Part I—Inhabitants and Houses.
- 18th Dec. 31. Victoria Railway Loan Debentures.—Correspondence between Government and Contracting Banks.
- 19th Dec. 32. Observatories.—Special Report of Board of Visitors.
- 1863.
- 20th Jan. 33. Military Correspondence referring to Volunteer Force, etc.
 „ 34. Post Office Department.—Report (30 September, 1862).
 „ 35. International Exhibition, 1862.—Reports of Commissioners.
 „ 36. Lunatic Asylum Commission.—Progress Report.
 „ 37. Auriferous Mining Leases Act.—Order in Council.
 „ 38. National Education.—Ninth and last Report.
- 3rd Feb. 39. International Exhibition, 1862.—Copy of a letter from Earl Granville to Sir Redmond Barry.
 „ 40. Beechworth Mining District—Divisions of.—Order in Council (5th January, 1863).
 „ 41. Leases to mine—Land Act, 1862—Supplementary Regulation respecting.—Order in Council (5th January, 1863).

- 1863.
- 3rd Feb. 42. Beaufort—Mining on Police Paddock.—Gold Fields Act.—Order in Council (1st December, 1862).
- „ 43. Leases—Amendment of Order regulating.—Land Act, 1862.—Order in Council (31st December, 1862).
- „ 44. Daylesford.—Mining under Pound Reserve.—Gold Fields Act.—Order in Council (8th December, 1862).
- „ 45. Races, Dams, and Reservoirs.—Gold Fields Act.—Order in Council (22nd December, 1862).
- „ 46. Criminal Statistics.
- „ 47. Statistics of the Colony of Victoria, 1861.
- 11th Feb. 48. Crown Lands alienated (1st January to 31st March, 1862).
- „ 49. Crown Lands alienated (1st April to 30th June, 1862).
- 18th Feb. 50. Mining under Water Reserve, Ballarat.—Gold Fields Act.—Order in Council (12th January, 1863).
- „ 51. Board of Education.—First Report.
- „ 52. Polling Places altered.—Gold Fields Act.—Order in Council (26th January, 1863).
- „ 53. Members for Divisions, Mining District, Beechworth.—Gold Fields Act.—Order in Council (26th January, 1863).
- 24th Feb. 54. Refreshment Rooms.—Second Progress Report.
- 3rd Mar. 55. Polling Places altered.—Gold Fields Act.—Order in Council (9th February, 1863).
- „ 56. Creswick.—Mining under Market Reserve.—Gold Fields Act.—Order in Council (26th January, 1863).
- „ 57. Schedule amended to Order in Council.—Land Act, 1862.—Order in Council (26th January, 1863).
- 18th Mar. 58. Iron Plated Vessels—Expenses incurred by Home Government on account of.—Return to Order.—(*Hon. W. Hull*).
- „ 59. Mining Lease Regulations.—Land Act, 1862.
- 26th Mar. 60. Appointment of Arbitrators under the Land Act.—Circular addressed to the County Court Judges in relation thereto.
- 31st Mar. 61. Municipalities and Charitable Institutions.—Report of Commission (25th March, 1863).
- „ 62. Arbitrators under 88th sec. of Land Sales Act, 1862.—Letter appointing; together with Opinion as to Arbitrators estimating capabilities of Runs.
- 21st April. 63. Sanatory Station—Report of Chief Medical Officer on, 1862.
- „ 64. Health Officer's Report.—Year ending 31st December, 1862.
- 28th April. 65. Mining under Reserves, and Polling Places altered.—Order in Council (16th February, 1863) (23rd February, 1863).
- „ 66. Mining under Paddock, Taradale.—Order in Council (18th March, 1863).
- „ 67. Immigration.—Introduction of Vinedressers.—Despatch from Right Honorable Secretary of State (25th January, 1863), with Enclosures.
- „ 68. Immigration.—Letter from Colonial Land and Emigration Commissioners (26th January, 1863).
- „ 69. Friendly Societies—Return of, registered and dissolved in 1862 (1st March, 1863).
- 1st May. 70. Mining within Camp Reserve, Rushworth.—Order in Council (23rd March, 1863).
- 13th May. 71. Crown Lands alienated under the Land Act, 1862, from 1st July to 31st December, 1862.
- „ 72. Store and Transport Regulations (20th April, 1863).
- „ 73. Lien on Crops Bill.—Despatch from the Right Honorable the Secretary of State (1st November, 1862).
- 15th May. 74. Statistics.—Agricultural and Live Stock (Year ending 31st March, 1863).
- 21st May. 75. Joint Stock Banks in England—Circular Despatch from the Right Honorable the Secretary of State (31st December, 1862), with Enclosures.
- „ 76. Botanist—Government—Report of (15 April, 1863).
- 27th May. 77. Public Accounts.—Regulations (4th May, 1863).
- 2nd June. 78. Land Act 1862—Proceedings under.—Second Progress Report.
- 3rd June. 79. Return of Diseases.—Chief Medical Officer, 1862.
- 9th June. 80. Immigration.—Introduction of Vinedressers.—Despatch from the Right Honorable the Secretary of State (24th March, 1863), with Enclosures.
- 11th June. 81. Gold Field Statistics, 1862.
- 12th June. 82. Electric Telegraph.—Report of Superintendent for year 1862.
- 17th June. 83. Public Accounts—Store and Transport Regulations (1st June, 1863).
- 5th Aug. 84. Pensions to Responsible Officers.—Correspondence, &c.—Return to Address of Council.
- „ 85. Militia and Volunteers.—Despatch from the Right Honorable the Secretary of State (6th April, 1863).
- „ 86. University of Melbourne.—Annual Report (26th May, 1863).
- „ 87. Census of Victoria, 1861.

- 1863.
- 5th Aug. 88. Railway Expenditure in England, and Discounts.—Return to Order of Council.
- ” 89. Rule of Supreme Court (25th July, 1863).
- ” 90. Land Act, 1862.—Order in Council.—Additional Regulations (1st June, 1863).
- ” 91. Immigration.—Regulations for introducing Immigrants (4th August, 1863).
- ” 92. Trade and Customs Accounts for year 1862.
- 12th Aug. 93. Nosological Index (3rd August, 1863).
- 13th Aug. 94. Sewers and Water Supply.—Receipts and Expenditure, 1862.
- 18th Aug. 95. Gold Fields—Report of Commission upon, 1863.
- 19th Aug. 96. Colonial Allowance for Troops and Local Defences.—Despatch from the Right Honorable the Secretary of State (26th June, 1863).
- ” 97. Vinedressers—Introduction of, from Europe.—Despatch from Right Honorable the Secretary of State (20th April, 1863), with Enclosures.
- 25th Aug. 98. Victoria Volunteer Force.—Report (13th August, 1863).
- ” 99. Census of Victoria, 1861, Part III.
- ” 100. Beaufort County Court.—Order in Council (10th August, 1863).
- ” 101. Ararat District Court of Mines.—Order in Council (10th August, 1863).
- 26th Aug. 102. Ballaarat Mining District, Polling Place.—Order in Council (27th July, 1863).
- 1st Sept. 103. Vinedressers—Introduction of.—Despatch (with Enclosures) from the Right Honorable the Secretary of State (26th June, 1862).
- 10th Sept. 104. Vagrant and Destitute Children.—Return to Order of the Council.
- ” 105. Emigration and Immigration Regulations (10th September, 1863).
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VICTORIA.

SUMMARY OF PROCEEDINGS ON BILLS IN THE LEGISLATIVE COUNCIL DURING THE SESSION 1862-3.

No.	SHORT TITLES OF BILLS.	By whom and when initiated.	PROGRESS.															Number of Act.	REMARKS.	
			First Reading.	Second Reading.	Committal.	Report.	Re-committal.	Report after Re-committal.	Adoption of Report.	Third Reading.	Passing.	Sent to Legislative Assembly.	Returned from Legislative Assembly.	Amendments considered.	Re-transmitted to Legislative Assembly.	Assent.	Publication in the Government Gazette.			
1	Privileges of Parliament Bill	Honorable W. H. F. Mitchell.. ..	1862. 7th Nov.	1862. 7th Nov.	1863. 3rd Feb.	1863. 10th Feb.	1863. 11th Feb.	1863. 11th Feb.	1863. 11th Feb.	1863. 18th Feb.	1863. 18th Feb.	1863. 18th Feb.	1863. 18th Feb.	1863. 15th May	1863. 15th May	1863. 30th June	1863. 3rd July	CLXVII.	Discharged from Paper.—2nd December, 1862.	
2	Punishment of Frauds Bill	Honorable W. Highett	16th Dec.	16th Dec.	1863. 3rd Feb.	1863. 10th Feb.	1863. 11th Feb.	1863. 11th Feb.	1863. 18th Dec.	1863. 18th Dec.	1863. 18th Dec.	1863. 18th Dec.	1863. 18th Dec.	1863. 18th Dec.	1863. 18th Dec.	1863. 19th Dec.	1863. 9th Jan.	CLXII.	Lapsed.	
3	Consolidated Revenue Bill (1)	Message from Legislative Assembly ..	18th Dec. 1863.	18th Dec. 1863.	1863. 3rd Feb.	1863. 10th Feb.	1863. 11th Feb.	1863. 11th Feb.	1863. 18th Dec.	1863. 18th Dec.	1863. 18th Dec.	1863. 18th Dec.	1863. 18th Dec.	1863. 18th Dec.	1863. 18th Dec.	1863. 19th Dec.	1863. 20th Feb.	CLXIII.	Lapsed.	
4	Rating of Land Bill	Honorable T. H. Fellows	10th Feb.	10th Feb.	11th Feb.	11th Feb.	11th Feb.	11th Feb.	11th Feb.	11th Feb.	11th Feb.	11th Feb.	11th Feb.	11th Feb.	11th Feb.	11th Feb.	11th Feb.	11th Feb.	CLXIII.	Lapsed.
5	Provident Institute Bill	Message from Legislative Assembly ..	10th Feb.	10th Feb.	11th Feb.	11th Feb.	11th Feb.	11th Feb.	11th Feb.	11th Feb.	11th Feb.	11th Feb.	11th Feb.	11th Feb.	11th Feb.	11th Feb.	11th Feb.	11th Feb.	CLXIV.	Negatived on the question of Second reading.—24th February, 1863.
6	Conveyancers Bill	Message from Legislative Assembly ..	10th Feb.	10th Feb.	11th Feb.	11th Feb.	11th Feb.	11th Feb.	11th Feb.	11th Feb.	11th Feb.	11th Feb.	11th Feb.	11th Feb.	11th Feb.	11th Feb.	11th Feb.	11th Feb.	CLXIV.	Lapsed.
7	Registration Act Suspension Bill	Message from Legislative Assembly ..	10th Feb.	10th Feb.	11th Feb.	11th Feb.	11th Feb.	11th Feb.	11th Feb.	11th Feb.	11th Feb.	11th Feb.	11th Feb.	11th Feb.	11th Feb.	11th Feb.	11th Feb.	11th Feb.	CLXIII.	Lapsed.
8	Geelong Commissioner of Insolvent Estates Bill	Message from Legislative Assembly ..	18th Feb.	18th Feb.	24th Feb.	24th Feb.	24th Feb.	24th Feb.	24th Feb.	24th Feb.	24th Feb.	24th Feb.	24th Feb.	24th Feb.	24th Feb.	24th Feb.	24th Feb.	24th Feb.	CLXXXVII.	Lapsed.
9	Mercantile Law Amendment Bill	Message from Legislative Assembly ..	24th Feb.	24th Feb.	20th May	20th May	18th Aug.	18th Aug.	20th Aug.	21st Aug.	21st Aug.	21st Aug.	21st Aug.	1st Sept.	2nd Sept.	2nd Sept.	11th Sept.	15th Sept.	CLXXXVII.	Lapsed.
10	Melbourne and Geelong Corporations Acts Amendment Bill	Message from Legislative Assembly ..	19th Mar.	19th Mar.	5th May	7th May	11th June	11th June	11th June	11th June	11th June	11th June	11th June	11th June	11th June	11th June	11th June	11th June	CLXXXVIII.	Lapsed.
11	Electoral Act Amendment Bill	Message from Legislative Assembly ..	19th Mar.	19th Mar.	31st Mar.	31st Mar.	30th April	30th April	30th April	30th April	30th April	30th April	30th April	30th April	30th April	30th April	30th April	30th April	CLXXXVIII.	Not returned from Legislative Assembly.
12	Supreme Court Bill	Message from Legislative Assembly ..	24th Mar.	24th Mar.	31st Mar.	31st Mar.	30th June	30th June	30th June	30th June	30th June	30th June	30th June	30th June	30th June	30th June	30th June	30th June	CLXXXVIII.	Not returned from Legislative Assembly.
13	Local Government Bill	Message from Legislative Assembly ..	26th Mar.	26th Mar.	30th April	30th April	7th May	7th May	7th May	7th May	7th May	7th May	7th May	7th May	7th May	7th May	7th May	7th May	CLXXXVI.	Ordered to be read a second time "this day six months."—3rd June, 1863.
14	Melbourne and Hobson's Bay Railway Act Amendment Bill	Message from Legislative Assembly ..	26th Mar.	26th Mar.	13th May	14th May	14th May	14th May	14th May	14th May	14th May	14th May	14th May	14th May	14th May	14th May	14th May	14th May	CLXXXI.	Referred to Select Committee.—21st April, 1863.
15	East Collingwood Improvement Bill	Message from Legislative Assembly ..	26th Mar.	26th Mar.	13th May	14th May	14th May	14th May	14th May	14th May	14th May	14th May	14th May	14th May	14th May	14th May	14th May	14th May	CLXXXI.	Referred to Select Committee.—21st April, 1863.
16	Passage Brokers Bill	Message from Legislative Assembly ..	31st Mar.	31st Mar.	29th April	29th April	29th April	29th April	29th April	29th April	29th April	29th April	29th April	29th April	29th April	29th April	29th April	29th April	CLXXXIV.	Ordered to be read a second time "this day six months."—3rd June, 1863.
17	Immigration Bill	Message from Legislative Assembly ..	31st Mar.	31st Mar.	10th June	10th June	12th June	12th June	12th June	12th June	12th June	12th June	12th June	12th June	12th June	12th June	12th June	12th June	CLXXXV.	Ordered to be read a second time "this day six months."—3rd June, 1863.
18	Consolidated Revenue Bill (2)	Message from Legislative Assembly ..	31st Mar.	31st Mar.	31st Mar.	31st Mar.	31st Mar.	31st Mar.	31st Mar.	31st Mar.	31st Mar.	31st Mar.	31st Mar.	31st Mar.	31st Mar.	31st Mar.	31st Mar.	31st Mar.	CLXXXV.	Discharged from Paper.—5th August, 1863.
19	Bankruptcy Bill	Honorable W. H. F. Mitchell.. ..	1st April	1st April	28th April	28th April	28th April	28th April	28th April	28th April	28th April	28th April	28th April	28th April	28th April	28th April	28th April	28th April	CLXXXV.	Discharged from Paper.—17th June, 1863.
20	Hawkers and Pedlars Acts Amendment Bill	Message from Legislative Assembly ..	21st April	21st April	28th April	28th April	20th May	21st May	4th June	4th June	4th June	4th June	4th June	4th June	4th June	4th June	4th June	4th June	CLXXXIX.	Discharged from Paper.—17th June, 1863.
21	Customs Laws Amendment Bill	Message from Legislative Assembly ..	5th May	5th May	13th May	13th May	20th May	21st May	4th June	4th June	4th June	4th June	4th June	4th June	4th June	4th June	4th June	4th June	CLXXXIX.	Discharged from Paper.—17th June, 1863.
22	Adulteration of Food Bill	Message from Legislative Assembly ..	7th May	7th May	4th June	4th June	10th June	17th June	30th June	11th June	11th June	11th June	11th June	11th June	11th June	11th June	11th June	11th June	CLXXXVII.	Not returned from Legislative Assembly.
23	Industrial Schools Bill	Message from Legislative Assembly ..	12th May	12th May	20th May	20th May	11th June	11th June	11th June	11th June	11th June	11th June	11th June	11th June	11th June	11th June	11th June	11th June	CLXXXVII.	Not returned from Legislative Assembly.
24	Reformatory Schools Bill	Message from Legislative Assembly ..	12th May	12th May	20th May	20th May	11th June	11th June	11th June	11th June	11th June	11th June	11th June	11th June	11th June	11th June	11th June	11th June	CLXXX.	Not returned from Legislative Assembly.
25	Chinese Immigrants Act Amendment Bill	Message from Legislative Assembly ..	2nd June	2nd June	9th June	9th June	9th June	9th June	9th June	9th June	9th June	9th June	9th June	9th June	9th June	9th June	9th June	9th June	CLXXX.	Not returned from Legislative Assembly.
26	Governor's Salary Reduction Bill	Message from Legislative Assembly ..	17th June	17th June	5th Aug.	5th Aug.	5th Aug.	5th Aug.	5th Aug.	5th Aug.	5th Aug.	5th Aug.	5th Aug.	5th Aug.	5th Aug.	5th Aug.	5th Aug.	5th Aug.	CLXXXII.	Reserved for the signification of Her Majesty's pleasure thereon.—2nd September, 1863.
27	Consolidated Revenue Bill (3)	Message from Legislative Assembly ..	30th June	30th June	30th June	30th June	30th June	30th June	30th June	30th June	30th June	30th June	30th June	30th June	30th June	30th June	30th June	30th June	CLXXXII.	Reserved for the signification of Her Majesty's pleasure thereon.—2nd September, 1863.
28	Railway Management Bill	Message from Legislative Assembly ..	11th Aug.	11th Aug.	18th Aug.	18th Aug.	26th Aug.	26th Aug.	26th Aug.	26th Aug.	26th Aug.	26th Aug.	26th Aug.	26th Aug.	26th Aug.	26th Aug.	26th Aug.	26th Aug.	CLXXXVI.	Reserved for the signification of Her Majesty's pleasure thereon.—2nd September, 1863.
29	Real Property Act Amendment Bill	Message from Legislative Assembly ..	11th Aug.	11th Aug.	18th Aug.	18th Aug.	25th Aug.	25th Aug.	25th Aug.	25th Aug.	25th Aug.	25th Aug.	25th Aug.	25th Aug.	25th Aug.	25th Aug.	25th Aug.	25th Aug.	CLXXXIX.	Reserved for the signification of Her Majesty's pleasure thereon.—2nd September, 1863.
30	Partnerships Bill	Message from Legislative Assembly ..	11th Aug.	11th Aug.	19th Aug.	19th Aug.	19th Aug.	19th Aug.	19th Aug.	19th Aug.	19th Aug.	19th Aug.	19th Aug.	19th Aug.	19th Aug.	19th Aug.	19th Aug.	19th Aug.	CLXXXIX.	Reserved for the signification of Her Majesty's pleasure thereon.—2nd September, 1863.
31	Supreme Court Costs Bill	Message from Legislative Assembly ..	11th Aug.	11th Aug.	20th Aug.	20th Aug.	25th Aug.	1st Sept.	1st Sept.	3rd Sept.	3rd Sept.	3rd Sept.	3rd Sept.	3rd Sept.	3rd Sept.	3rd Sept.	3rd Sept.	3rd Sept.	CLXXXV.	Reserved for the signification of Her Majesty's pleasure thereon.—2nd September, 1863.
32	Electoral Act 1863 Amendment Bill	Message from Legislative Assembly ..	18th Aug.	18th Aug.	19th Aug.	19th Aug.	19th Aug.	19th Aug.	19th Aug.	19th Aug.	19th Aug.	19th Aug.	19th Aug.	19th Aug.	19th Aug.	19th Aug.	19th Aug.	19th Aug.	CLXXXI.	Withdrawn.—3rd September, 1863.
33	Insolvent Debtors Bill	Honorable T. T. a'Beckett	25th Aug.	25th Aug.	3rd Sept.	3rd Sept.	3rd Sept.	3rd Sept.	3rd Sept.	3rd Sept.	3rd Sept.	3rd Sept.	3rd Sept.	3rd Sept.	3rd Sept.	3rd Sept.	3rd Sept.	3rd Sept.	CLXXXIII.	Lapsed.
34	Trading Companies Bill	Message from Legislative Assembly ..	25th Aug.	25th Aug.	3rd Sept.	3rd Sept.	3rd Sept.	3rd Sept.	3rd Sept.	3rd Sept.	3rd Sept.	3rd Sept.	3rd Sept.	3rd Sept.	3rd Sept.	3rd Sept.	3rd Sept.	3rd Sept.	CLXXXIII.	Lapsed.
35	Volunteer Corps Bill	Message from Legislative Assembly ..	2nd Sept.	2nd Sept.	3rd Sept.	3rd Sept.	9th Sept.	9th Sept.	9th Sept.	9th Sept.	9th Sept.	9th Sept.	9th Sept.	9th Sept.	9th Sept.	9th Sept.	9th Sept.	9th Sept.	CLXXXIV.	Ordered to be read a second time "this day six months."—8th September, 1863.
36	Land Act Amendment Bill	Message from Legislative Assembly ..	3rd Sept.	3rd Sept.	4th Sept.	4th Sept.	4th Sept.	4th Sept.	4th Sept.	4th Sept.	4th Sept.	4th Sept.	4th Sept.	4th Sept.	4th Sept.	4th Sept.	4th Sept.	4th Sept.	CLXXXIV.	Reserved for the signification of Her Majesty's pleasure thereon.—9th September, 1863.
37	Real Property Act Validity Bill	Message from Legislative Assembly ..	4th Sept.	4th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	CLXXXIV.	Reserved for the signification of Her Majesty's pleasure thereon.—9th September, 1863.
38	Municipalities Acts Amendment Bill	Message from Legislative Assembly ..	9th Sept.	9th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	CLXXXVII.	Lapsed.
39	Naval and Military Forces Bill	Message from Legislative Assembly ..	10th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	CLXXXVII.	Lapsed.
40	Appropriation Bill	Message from Legislative Assembly ..	10th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	10th Sept.	CLXXXVII.	Lapsed.

RECAPITULATION.

Bills initiated during the Session	40
Passed and assented to	25
Reserved for signification of Her Majesty's pleasure	2
Not returned from Legislative Assembly	3
Order of the Day discharged from Paper	1
Lost on motion for Second reading	3
Lapsed	1
Withdrawn	1
Disposed of on the question "this day six months"	2
	40

N.B.—The Aliens Bill of Session 1861-2, having received the Royal assent in England, was numbered CLXVI during the Session 1862-3.

No. 1.

Minutes of the Proceedings
OF THE
LEGISLATIVE COUNCIL.

FRIDAY, 7TH NOVEMBER, 1862.

The Council met in accordance with Proclamation.

The President took the Chair.

The Proclamation convening Parliament was read by the Clerk:—

PROCLAMATION.

By His Excellency SIR HENRY BARKLY, Knight Commander of the Most Honorable Order of the Bath, Captain-General and Governor-in-Chief of the Colony of Victoria, and Vice-Admiral of the same, &c., &c., &c.

WHEREAS by *The Constitution Act* it is, amongst other things, enacted, that it shall be lawful for the Governor to fix such places within Victoria, and (subject to the limitation in the said Act contained) such times for holding the first and every other session of the Legislative Council and Legislative Assembly of Victoria, and to vary and alter the same respectively as he may think fit: And whereas it is expedient to fix the time for holding the next session of the said Legislative Council and Legislative Assembly now called "The Parliament of Victoria," which stands prorogued to Monday, the twenty-ninth day of September instant: Now therefore I, Sir Henry Barkly, the Governor of Victoria, do hereby, in pursuance of the power and authority in me vested as aforesaid, appoint and proclaim that the Second Session of the Third Parliament of Victoria shall commence and be holden, for the despatch of business, on Friday, the seventh day of November next, at Two of the clock in the afternoon, in the Parliament Houses, situate in Parliament Place, Spring Street, in the City of Melbourne: And the Members of the said Legislative Council and Legislative Assembly respectively are hereby required to give their attendance at the said time and place accordingly.

Given under my Hand and the Seal of the Colony, at Melbourne, this twenty-second day of September, in the year of our Lord One thousand eight hundred and sixty-two, and in the twenty-sixth year of Her Majesty's reign.

(L.S.)

HENRY BARKLY.

By His Excellency's Command,
 JOHN O'SHANASSY.

GOD SAVE THE QUEEN!

The President read the Prayer.

APPROACH OF HIS EXCELLENCY THE GOVERNOR.—The approach of His Excellency the Governor was announced by the Usher.

His Excellency the Governor came into the Council Chamber, and commanded the Usher to desire the attendance of the Legislative Assembly in the Council Chamber: who being come with their Speaker, His Excellency was pleased to speak as follows —

MR. PRESIDENT AND HONORABLE GENTLEMEN OF THE LEGISLATIVE COUNCIL:

MR. SPEAKER AND GENTLEMEN OF THE LEGISLATIVE ASSEMBLY:

In calling you together for the despatch of business, I anticipate that it will be found that the measures passed by you during the last session will tend materially to shorten the period to be devoted to your Parliamentary duties, and that you will now be able to direct your attention to several subjects of a practical character which have hitherto not been disposed of, although their pressing importance has been generally admitted.

In order further to relieve you from the necessity of having to give to matters of detail that time which may more profitably be given to questions of a wider range, a measure will be submitted to you, the object of which is to confer upon local bodies many of those duties and responsibilities which have hitherto devolved upon the general Government, and have therefore formed more or less the subject of the deliberations of the Legislature.

A Bill will also be laid before you for consolidating and amending the laws

relating to local government in our towns, and the object has been kept in view of making its provisions, as far as possible, harmonize with those contained in the Bill for the local government of the other portions of Victoria.

The advantages to be derived from the extension of local government are not confined to relieving Parliament of a burthensome portion of its functions. Public works will be carried out more economically than hitherto has been the case, when their execution shall be placed under the control of those who will be directly benefited by them; while there are certain sources of revenue out of which a portion of the cost of these works might properly be defrayed, which would be more productive if the task of collecting them were entrusted to the same persons upon whom the duty of expending them devolved.

In accordance with a desire expressed during the last session, steps have been taken towards the consolidation of our statute law. Among others, a Bill has been prepared embracing the substance of all the Acts now in force relating to the commission of crimes and the punishment of criminals. The establishment of local insolvency courts has been long desired, and a Bill will be submitted for your consideration which contains provisions to effect this end; while, at the same time, it will form an Insolvency Code.

The Act for the Registration of Parliamentary Electors has been found of such an unsatisfactory character that it has been deemed necessary in two sessions to pass Acts for suspending its operation. It occasions a heavy expenditure; it has not been found to ensure that the names of all persons entitled to votes are placed on the Electoral Rolls; the improper repetition of names which so frequently occurs under it has, it is to be feared, in too many instances, facilitated frauds; and it has afforded no adequate protection against personation. The laws which regulate proceeding at elections and provide for the determination of the questions which arise out of elections also stand in need of amendment.

My advisers have prepared a Bill relating to the registration of electors, the conduct of elections, and the investigation of disputed returns, of such a character that, while it does not restrict the existing franchise, or abridge the political privileges now enjoyed, it will, as they believe, tend to economy, and check the offences to which I have referred; and to it, therefore, I have to invite you to give your careful consideration.

Several Acts relating to partnerships and the formation of companies with limited liability are at present in force, but serious defects have been found to exist in all of them, and your attention will be called to the necessity of further legislation on this subject, with a view of affording additional facilities for the safe investment of capital in those industrial enterprises which develop the resources of a new country.

GENTLEMEN OF THE LEGISLATIVE ASSEMBLY :

It affords me much satisfaction to be able to inform you, that when the accounts of the year 1862 are finally closed, the deficiency of the year 1861 will, in all probability, be extinguished, and that no liabilities on account of preceding years will burthen the revenue of the year 1863.

The Estimates will be laid before you without delay. They have been framed with a view to keep the expenditure within such limits as will render additional taxation unnecessary. Should the measures which will be submitted to you for the purpose of extending the powers and duties of local bodies receive your sanction, I trust the time is at hand at which considerable reductions may be effected in the cost of central establishments.

MR. PRESIDENT AND HONORABLE GENTLEMEN OF THE LEGISLATIVE COUNCIL :

MR. SPEAKER AND GENTLEMEN OF THE LEGISLATIVE ASSEMBLY :

At the close of last session I intimated my intention of appointing a Commission to enquire into the condition and requirements of the population on the gold fields. I have accordingly appointed three Commissioners, who have given much time and attention to the subject, and whose Report I am assured will be prepared in time to enable measures based upon it to be submitted for your consideration during the present session.

I have also appointed a Commission to enquire into the best method of dealing with lunatics. It has recommended that new Lunatic Asylums should be erected: and it will be the duty of my advisers to invite you to consider the best mode of giving effect to this recommendation. Your attention will also be called to a Bill embracing the whole question of the treatment of lunatics and the management of their property.

In addition to those which I have already enumerated, Bills will be submitted to you in the course of the session relating to the management of railways, the sale of fermented and spirituous liquors, industrial schools, and reformatories for juvenile offenders, the post office, the regulation of the police force, and other important subjects.

Full and exact information in respect to the working of the Land Act which came into force at the close of the last session will be speedily laid before you, as well as a report of the measures which have been taken, and which it is still proposed to take, to prevent the evasion of the law.

I have to congratulate you upon the opening up, since last session, of one of our national lines of railway through the north-western gold fields. Steps have already

been taken towards its extension to the Murray, in accordance with the decision of the Legislature.

I am rejoiced to say that the resources and industrial enterprise of Victoria have received so satisfactory a recognition at the International Exhibition in London as cannot fail to be highly advantageous to our interests.

I trust that the labor to be devoted by you to the consideration of the various measures to which I have referred will, by the blessing of God, greatly tend to the moral, social, and material prosperity of the inhabitants of this country.

HENRY BARKLY.

Government Offices,
7th November, 1862.

Which being concluded, a copy of the Speech was delivered to the President, and a copy to Mr. Speaker, and the Legislative Assembly withdrew.

His Excellency the Governor left the Council Chamber.

SWEARING IN OF MEMBERS.—The President announced to the Council that he had received a Commission (hereunder set forth) empowering him to swear in any new Members who might be introduced.

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith.

TO the Honorable SIR JAMES FREDERICK PALMER, Knight, President of the Legislative Council of our Colony of Victoria,

WHEREAS, by the Bill contained in the Schedule to a statute passed in the Session of our Imperial Parliament, holden in the eighteenth and nineteenth years of our reign, intituled, "*An Act to enable Her Majesty to assent to a Bill as amended of the Legislature of Victoria to establish a Constitution in and for the Colony of Victoria,*" it is enacted, that no Member, either of the Legislative Council or of the Assembly, shall be permitted to sit or vote therein respectively, until he shall have taken and subscribed before the Governor, or before some person authorized by the Governor in that behalf, the oath in the said Bill mentioned: WE DO THEREFORE by these presents command and authorize you from time to time, in the Parliament House in the City of Melbourne, to administer the said oath to such Members of the said Legislative Council as have not already taken and subscribed the same. IN TESTIMONY whereof, we have caused the Seal of our said Colony to be hereunto affixed.

WITNESS our trusty and well-beloved Sir HENRY BARKLY, Knight Commander of the Most honorable Order of the Bath, Captain-General and Governor-in-Chief of our Colony of Victoria, and Vice-Admiral of the same, at Melbourne, this sixth day of November, One thousand eight hundred and sixty-two, and in the twenty-sixth year of Our reign.

(L. S.)

HENRY BARKLY.

By His Excellency's Command,

J. MOORE.

Entered on Record by me, in Register of Patents,
Book 12, page 90, this sixth day of November,
One thousand eight hundred and sixty-two.

(L. S.)

J. MOORE.

NEW MEMBERS.—The President announced that Writs had been received from His Excellency's Private Secretary, showing the Return of the following Members:—

- Central Province—Honorable Thomas Howard Fellows.
- South Province—Honorable William John Turner Clarke.
- South-west Province—Honorable James Henty.
- Western Province—Honorable Niel Black.
- Eastern Province—Honorable Robert Thomson.

The Honorables Robert Thomson and James Henty approached the Table and took and subscribed the Oath of Allegiance provided for by the thirty-second clause of the *Constitution Act* and delivered to the Clerk the declarations required by the seventh clause of the *Constitution Act* as hereunder set forth, viz:—

"I, ROBERT THOMSON, do declare and testify that I am duly seised at law or in equity of an estate of freehold for my own use and benefit in lands or tenements in the Colony of Victoria of the full value of five thousand pounds, sterling money, above all charges and incumbrances affecting the same: And, further, that the lands and tenements out of which such qualification arises are situate in the parish of Yarram Yarram, and in Gipps Land, counties unnamed; the descriptions of which lands and tenements are as follow:—

1st.—Various farms in the parish of Yarram, county unnamed, Gipps Land.

2nd.—960 acres pre-emptive rights of Clyde Bank and Marley Point Stations, Gipps Land, and houses, &c. thereon.

3rd.—Stores and dwelling-houses at Port Albert, Gipps Land, county unnamed.

4th.—Dwelling-houses at Sale, Gipps Land.

5th.—Various farms adjoining Sale, county unnamed.

6th.—Various lands and tenements situate in the township of Sale, county unnamed.

And I further declare, that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council of the Colony of Victoria."

"ROBT. THOMSON."

"I, JAMES HENTY, do declare and testify that I am duly seised at Law or in equity of an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the full value of five thousand pounds, sterling money, above all charges and incumbrances affecting the same: And further that the lands and tenements out of which such qualification arises are situate in the parishes of Duneed, Paraparap, and Geelong, in the county or reputed county of Grant, the descriptions of which lands and tenements are as follow:—One thousand eight hundred and forty-three acres of land situate in the parishes of Duneed and Paraparap, part in my own occupation and part in the occupation of various tenants; also, sundry allotments and buildings thereon, situate in Brougham place, in the town of Geelong, all in the county of Grant: And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a member of the Legislative Council of the Colony of Victoria.

"JAMES HENTY."

PRIVILEGES OF PARLIAMENT BILL.—The Honorable W. H. F. Mitchell, with leave of the Council, moved, without notice, for leave to introduce a Bill to Preserve the Privileges of Parliament.

Question—put and passed.

The Honorable W. H. F. Mitchell moved, That the Bill be now read a first time.

Question—put and passed.

Bill read a first time.

The Honorable W. H. F. Mitchell moved, That the Bill be read a second time on Tuesday fortnight.

Ordered.

SPEECH OF HIS EXCELLENCY THE GOVERNOR.—The President announced that he had received from the Governor a copy of His Excellency's Speech.

THE PRESIDENT CONGRATULATED.—The Honorable M. Hervey, on behalf of himself and the House, congratulated the President on his safe return from England, and on the restoration of his health.

The President thereupon made acknowledgment to the Council.

PAPERS.—The Honorable W. H. F. Mitchell presented to the Council the following Papers:—

1. Glasgow Lead Gold Fields Common.—Proclamation (16th June, 1862).
Axedale Farmers' Common enlarged.—Proclamation (16th June, 1862).
Axedale Town Common.—Proclamation (16th June, 1862).
2. Great Western Gold Fields Common enlarged.—Proclamation (10th June, 1862).
Hotham Town Common.—Proclamation (10th June, 1862).
3. The Land Act, 1862—Regulations under (1st July, 1862).
4. Issue of Deeds—Fees chargeable on (30th June, 1862).
5. Board of Agriculture—Third Annual Report of.
6. Central Board of Health—Seventh Annual Report of.
7. Sanitary Station—Report on, for the year 1861.
8. Aborigines in the Colony of Victoria—Second Report of the Central Board appointed to watch over the interests of.

ADJOURNMENT.—The Honorable W. H. F. Mitchell moved, That the House, at its rising, adjourn until Tuesday next, at four o'clock.

Question—put and passed.

The Council adjourned at a quarter to three o'clock until Tuesday next at four o'clock.

NOTICES OF MOTION AND ORDER OF THE DAY.

TUESDAY, 11TH NOVEMBER, 1862.

NOTICES OF MOTION:—

1. The Hon. W. H. F. MITCHELL: To move, That the Speech of His Excellency the Governor be taken into consideration.
2. The Hon. W. H. F. MITCHELL: To move, That Tuesdays, Wednesdays, and Thursdays, be the days on which the Council shall meet for the despatch of business during the present session, and that four o'clock be the hour of meeting on each day.

3. The Hon. W. H. F. MITCHELL : To move, That on Wednesday in each week during the present session, the transaction of Government business take precedence of all other business.
4. The Hon. W. H. F. MITCHELL : To move, That the Honorables the President, J. P. Fawkner, T. T. a'Beckett, T. H. Power, and W. Hull, be members of the Joint Committee of both Houses to manage the Library.
5. The Hon. W. H. F. MITCHELL : To move, That the Honorables R. Thomson, C. Vaughan, J. P. Fawkner, M. Hervey, W. Hull, be appointed a Printing Committee, and that Papers presented to the House be referred to the said Committee for report.
6. The Hon. W. H. F. MITCHELL : To move, That the Honorables S. G. Henty, J. Henty, J. Stewart, B. Williams, and W. Highett, be members of the Joint Committee of both Houses to manage the Refreshment Rooms and Stables.
7. The Hon. W. H. F. MITCHELL : To move, That the Honorables the President, G. W. Cole, G. S. Coppin, J. F. Strachan, and the Mover, be members of the Joint Committee of both Houses to manage and superintend the Parliament Buildings.
8. The Hon. W. H. F. MITCHELL : To move, That the Honorables the President, T. H. Fellows, M. Hervey, F. Robertson, and T. T. a'Beckett, be appointed a Select Committee on the Standing Orders of the House.

TUESDAY, 25TH NOVEMBER.

ORDER OF THE DAY :—

1. PRIVILEGES OF PARLIAMENT BILL.—To be read a second time.

CHARLES L. COMYNS,
Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings
OF THE
LEGISLATIVE COUNCIL.

TUESDAY, 11TH NOVEMBER, 1862.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

MESSAGE FROM HIS EXCELLENCY THE GOVERNOR.—The following Message from His Excellency the Governor was presented, received, and read :—

HENRY BARKLY,

Message, No. 1.

Governor.

The Governor acquaints the Legislative Council that he has received a despatch from the Secretary of State for the Colonies, acknowledging the receipt of the Council's Address of Condolence to Her Majesty on the death of His Royal Highness the Prince Consort.

His Grace requests the Governor to convey to the Council the assurance that the Queen values very highly the expression of its sympathy and attachment, and adds that the marks of affection which have reached Her Majesty from all parts of her empire, and all classes of her subjects, have afforded her sensible consolation under the bereavement which she has sustained.

Government Offices,
Melbourne, 7th November, 1862.

PAPER.—The Honorable W. H. F. Mitchell laid upon the Council Table the following paper:—
State of the Volunteer Force in Victoria (8th June, 1862).

CHAIRMAN OF COMMITTEES.—The Honorable W. H. F. Mitchell, with leave of the Council, moved, without notice, That the Honorable Robert Thomson be Chairman of Committees of the Council.

Question—put and passed.

ELECTIONS AND QUALIFICATIONS.—In pursuance of the "*Electoral Act of 1856*," the President laid upon the Council Table the following Warrant, appointing the Committee of Elections and Qualifications :—

VICTORIA.

Pursuant to the provisions of the Victoria Electoral Act of 1856, I do hereby appoint

The Honorable Stephen George Henty,
The Honorable R. C. Hope,
The Honorable Henry Miller,
The Honorable W. H. F. Mitchell,
The Honorable Francis Robertson,
The Honorable Charles Vaughan,
The Honorable Benjamin Williams,

to be Members of a Committee to be called "The Committee of Elections and Qualifications."

Given under my hand this eleventh day of November, 1862.

JAMES F. PALMER,
President of the Legislative Council.

RETURN OF WRIT.—The President announced that a Writ had been received from His Excellency's Private Secretary, showing the return of the Honorable William Campbell as member for the North-Western Province.

NEW MEMBER.—The Honorable Niel Black approached the Table, and took and subscribed the Oath of Allegiance, provided for by the thirty-second clause of the Constitution Act, and delivered to the Clerk the declaration required by the seventh clause of the Constitution Act, as hereunder set forth, viz :—

"I, NIEL BLACK, do declare and testify that I am duly seised at law or in equity of an estate of freehold for my own use and benefit in lands or tenements in the Colony of Victoria of the value of Five thousand pounds sterling money, above all charges and

incumbrances affecting the same : and further, that the lands and tenements out of which such qualification arises are situate in the parishes of Terang and Glenormiston, Keilambete, Manda Yaloak, and Colungulac, in the county or reputed county of Hampden, the descriptions of which lands and tenements are as follow :—All those one hundred and sixty-two allotments or sections of land, situate in the parishes of Glenormiston, Terang, Keilambete, Manda Yaloak, and Colungulac, in the county of Hampden, containing in the aggregate upwards of twenty-two thousand acres, and of which I am seised as joint tenant with Thomas Stuart Gladstone, and Alex. Struthers Findlay, together with the various messuages and buildings erected thereon, and commonly known as the premises belonging to Niel Black and Co. And I further declare, that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council of the Colony of Victoria.

“NIEL BLACK.”

SPEECH OF HIS EXCELLENCY THE GOVERNOR.—The President read His Excellency's Speech.

The Honorable W. H. F. Mitchell moved, That a Select Committee consisting of the Honorables T. H. Power, W. Hull, H. Miller, M. Hervey, and the Mover be appointed to prepare an Address to His Excellency the Governor in reply to his speech delivered to Parliament.

Debate ensued.

Question—put and passed.

The Honorable W. H. F. Mitchell moved, That the Council do now adjourn during pleasure in order that the Committee may prepare an Address in reply to the speech of His Excellency the Governor.

Question—put and passed.

The President left the Chair.

The President having resumed the Chair, the Honorable W. H. F. Mitchell brought up the Report of the Committee appointed to prepare an Address in reply to the speech of His Excellency the Governor.

The Address was read at the Table by the Clerk, as follows :—

To His Excellency SIR HENRY BARKLY, Knight Commander of the Most Honorable Order of the Bath, &c., &c., &c.

MAY IT PLEASE YOUR EXCELLENCY—

We, Her Majesty's faithful subjects, the Members of the Legislative Council of Victoria, in Parliament assembled, desire to express our loyalty to our Most Gracious Sovereign, and to thank Your Excellency for having called the Parliament together to consider the various and important subjects announced in Your Excellency's speech.

We desire to express our satisfaction that the Bills relating to local government in country districts and in towns will be laid before us without delay, for it is generally admitted that immediate legislation on these subjects has become indispensable.

We are glad to learn that the Report of the Gold Fields Commission, appointed during the recess, will enable Your Excellency's advisers to submit a series of measures, based upon that Report, to our attention during the present session.

Our earnest attention will be given to the recommendations of the Commission appointed to consider the best method of dealing with our lunatics, and we sincerely hope that before this session closes, practical effect will be given to the reforms so urgently required in the management and treatment of the insane.

We shall cheerfully give our best consideration to those measures which Your Excellency's advisers are about to introduce to Parliament for the establishment of local insolvency courts ; for regulating the sale of fermented and spirituous liquors ; for the conduct of elections and the registration of electors ; for the amendment of the law of partnership ; for the management of railways ; for the regulation of the police force ; for the control and establishment of industrial schools and reformatories ; and for the consolidation of our statute law.

We await with deep interest the promised information on the working of the Land Act, as well as for the report of the measures taken, and which it is still proposed to take to prevent the evasion of the law.

And we rejoice with Your Excellency that one of our national lines of railway, through the northern gold fields, has been auspiciously opened for traffic during the recess, and that its extension to the River Murray is to be effected with as little delay as possible.

We learn with much pleasure that there are reasonable grounds for the anticipation that the deficiency of 1861 will be extinguished at the close of this year.

We beg to thank Your Excellency for directing the Estimates to be laid before us without delay, and to express our satisfaction at hearing that the proposed expenditure is kept within moderate limits, and may shortly be still further reduced, and that it will not render necessary the imposition of any new burthens on the people.

We are gratified to learn that our efforts in furtherance of the Industrial Interests of Victoria have earned a corresponding recognition at the Great International Exhibition, in London.

We regret that, through what we believe an inadvertence, Your Excellency has not been advised to allude to the important question of the defence of the colony, and to the

efficient organization of the volunteer force, which has called forth marks of approbation from Your Excellency, and all classes of the people.

We join Your Excellency in prayer to Almighty God that our deliberations and labors may advance the moral, social, and material prosperity of the people of this country.

The Honorable W. Hull moved, That the Address be now adopted.

Debate ensued.

The Honorable J. P. Fawcner moved, That the debate upon this question be adjourned until to-morrow.

Question—That this debate be adjourned until to-morrow—put and negatived.

Question—That the Address be now adopted—put and passed.

The Honorable W. H. F. Mitchell, with leave of the Council, moved, without notice, That the Address be presented to His Excellency the Governor by the President and such members as may desire to accompany him, at such time as His Excellency may appoint.

Ordered.

PAPER.—The Honorable W. H. F. Mitchell laid on the Council Table the following paper:—
Land Act, 1862—Progress Report of Proceedings taken under.

DAYS OF BUSINESS.—The Honorable W. H. F. Mitchell, in accordance with notice, moved, That Tuesdays, Wednesdays, and Thursdays, be the days on which the Council shall meet for despatch of business during the present session, and that four o'clock be the hour of meeting on each day.

Question—put and passed.

GOVERNMENT BUSINESS.—The Honorable W. H. F. Mitchell, in accordance with notice, moved, That on Wednesday in each week during the present session, the transaction of Government business take precedence of all other business.

LIBRARY COMMITTEE (JOINT).—The Honorable W. H. F. Mitchell, in accordance with notice, moved, That the Honorables the President, J. P. Fawcner, T. T. a'Beckett, T. H. Power, and W. Hull, be Members of the Joint Committee of both Houses to manage the Library.

Question—put and passed.

PRINTING COMMITTEE.—The Honorable W. H. F. Mitchell, in accordance with notice, moved, That the Honorables R. Thomson, C. Vaughan, J. P. Fawcner, M. Hervey, and W. Hull be appointed a Printing Committee, and that papers presented to the House be referred to the said Committee for report.

Question—put and passed.

REFRESHMENT ROOMS COMMITTEE (JOINT).—The Honorable W. H. F. Mitchell, in accordance with notice, moved, That the Honorables S. G. Henty, J. Stewart, B. Williams, W. Highett, and the Mover, be members of the Joint Committee of both Houses to manage the Refreshment Rooms and Stables.

Question—put and passed.

PARLIAMENT BUILDINGS COMMITTEE (JOINT).—The Honorable W. H. F. Mitchell, in accordance with notice, moved, That the Honorables the President, G. W. Cole, G. S. Coppin, J. F. Strachan, and J. Henty, be Members of the Joint Committee of both Houses, to manage and superintend the Parliament Buildings.

Question—put and passed.

STANDING ORDERS COMMITTEE.—The Honorable W. H. F. Mitchell, in accordance with notice, moved, That the Honorables the President, T. H. Fellows, M. Hervey, F. Robertson, and T. T. a'Beckett, be appointed a Select Committee on the Standing Orders of the House.

Question—put and passed.

JOINT COMMITTEES.—The Honorable W. H. F. Mitchell moved, That a Message be carried to the Legislative Assembly, acquainting them that the Legislative Council have appointed certain members to serve on the following Joint Committees, viz.:—Library, Refreshment Rooms, and Parliament Buildings.

ADJOURNMENT.—The Honorable W. H. F. Mitchell moved, That the House at its rising do adjourn to this day week.

Ordered.

The Council adjourned at a quarter to six o'clock until Tuesday, 18th instant, at four o'clock.

NOTICES OF MOTION AND ORDER OF THE DAY.

TUESDAY, 18TH NOVEMBER, 1862.

NOTICE OF MOTION:—

1. The Hon. J. P. FAWCNER: To move for a Return of expenses of every description connected with the working of the Railways of Victoria, together with a Return of all sums of money received at the railway stations, or elsewhere, for the carriage of passengers, goods, stock, including all moneys received by, for, or through the use of the Victorian Railways; the Returns to be made up for the last six months, except where the traffic has been for a less or shorter period, but in every case up to the latest recorded receipts.

- (2.) A return of all engines with their tenders, the date of their being first used, the cost of each, the estimated time they will last, or the cost of yearly or other repairs, with the gross sum expended up to the present time for all engines. And return of any that may have been injured or destroyed, with the cost of any destroyed, or of the repairs, if any, that have been performed.
- (3.) A similar account of all carriages for passengers, first and second class separate, together with the cost of all luggage vans, trucks or other vehicles used, or that have been used on the Victorian railways, and the estimated cost of keeping them in a serviceable condition.
- (4.) An account of all and sundry quantities and values of oil, grease, paints, brushes, and all sorts of miscellaneous things required and used on or about the railways, stations, engines, carriages, vans, trucks, &c., &c., &c.; giving a monthly statement of the cost of all these miscellaneous adjuncts.
- (5.) A return of the estimated or known cost of each station on every railway belonging to the public of Victoria, with the size of each building, the substance, whether wood, stone, brick, or iron, or partly of each or any of them; and the estimated yearly cost of keeping them in repair; also, a report of all removals of stations, sheds, &c., &c., &c., within the last six months, whether any new ones have been erected or any shut up after having been once used.
- (6.) An alphabetical return of all persons employed on, or about, or in any way connected with the Victorian railways, viz:—from Melbourne to Sandhurst, and all intermediate places; from Melbourne to Williamstown, and all intermediate places; from Melbourne to Geelong, and also to Ballarat, and all intermediate places; and from Geelong to Ballarat, and all intermediate places: the number of persons, men or women, employed throughout, but giving the occupations or employment of each class of employes; giving the separate numbers at each station, together with their daily or weekly pay at each station; and the gross pay for the last three or six months of all persons employed on the railways, or on the business connected with any one and of all these railways.
- (7.) A like return for six months, or such less time as that part of the railway may have been used, of the number of passengers, the distance taken, the numbers taken up and also the numbers set down at each station on the whole of the railways; the quantity of goods on each line; the place, distinguishing the place received at and the place conveyed to; the money received in like manner for the same period as above, distinguishing the amounts received on the up-country traffic, from the amounts received by goods and passengers passing from the country to the capital or intermediate towns.
- (8.) Generally, a return of all expenses incurred in the use or service of the above railways, not forgetting paper, pens, ink, tape, pins, printing, and all other expenditures, in order to estimate what rates may safely be charged for goods and travellers for the future.

WEDNESDAY, 19TH NOVEMBER.

NOTICE OF MOTION:—

1. The Hon. J. P. FAWKNER: To move, That so much of the late Land Bill which authorises the sale of land shall be held in abeyance, and that no grant shall issue for any land sold, or said to have been sold, under the present Land Bill, until Parliament or other duly constituted body, shall have made enquiry, and reported upon the charges of illegality as practised (as it is alleged), by many of the persons who (as reported) have employed various agents to become nominal purchasers; and these persons, except thus prevented, will fraudulently enter upon the public property of the Colony to the imminent danger of destroying the fund formally devoted to paying off the eight millions of money borrowed to construct the main railways of the Colony. And further, that the lands of the colony from and after this date shall be sold by public auction to the highest bidder, save and except that every person coming to this Colony at his or her own expense, shall immediately upon landing be entitled to select from forty to eighty acres of land, measured, charted, and marked, at a fixed price, according to quality, and that the Government shall be bound to have, and from time to time to measure off such quantities of land as shall be required by persons duly qualified to enter upon these lands. The new comer to pay for forty or eighty acres in cash and to have the use of the next forty or eighty acres at six per cent. of its valuation, paying for the second lot the rent yearly (in advance), the second lot to be paid for on or before the seventh year expires; no buildings to be allowed on the lot rented; and the land forfeited the day after the seventh year from the day of sale expires, except it is paid for in full.

TUESDAY, 25TH NOVEMBER.

ORDER OF THE DAY:—

1. PRIVILEGES OF PARLIAMENT BILL.—To be read a second time.

CHARLES L. COMYNS,
Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings
OF THE
LEGISLATIVE COUNCIL.

TUESDAY, 18TH NOVEMBER, 1862.

The Council met in accordance with adjournment.—The President took the Chair.
The President read the Prayer.

REPLY OF THE GOVERNOR TO THE ADDRESS OF THE COUNCIL.—The President announced to the Council that the Address to His Excellency the Governor had been presented by the President and other Members of the House, and that His Excellency had been pleased to make thereto the following reply :—

MR. PRESIDENT AND HONORABLE GENTLEMEN OF THE LEGISLATIVE COUNCIL :

It affords me much gratification to receive your loyal and dutiful Address, and to learn how cheerfully you will give your best consideration to the measures which my advisers are about to submit to Parliament.

HENRY BARKLY.

Government Offices,
18th November, 1862.

ELECTIONS AND QUALIFICATIONS COMMITTEE.—The President, for the second time, laid upon the Council Table the Warrant, appointing the Committee of Elections and Qualifications.

PAPERS.—The Honorable W. H. F. Mitchell laid upon the Council Table the following papers, viz :—

1. Sewerage and Water Department.—Receipts and Expenditure from 1st January to 31st December, 1859.
2. Sewerage and Water Department.—Receipts and Expenditure from 1st January to 31st August, 1860.
3. Sewerage and Water Department.—Receipts and Expenditure from 1st September to 31st December, 1860.
4. Sewerage and Water Department.—Receipts and Expenditure from 1st January to 31st December, 1861.
5. Court of Mines.—Rule of practice (18th November, 1862).
6. Weights and Measures.—Copy of despatch from the Secretary of State, relating to the Act No. 151, for Weights and Measures (23rd September, 1862).
7. Victoria Volunteer Force.—Report on the Course of Musketry Instruction.
8. Public Accounts.—General Regulations respecting.
9. Victorian Railways.—Report of the Board of Land and Works.

PETITION.—The Honorable T. H. Power presented a petition from J. P. Bear and others, praying that the Council will give its favorable consideration to the promotion of the undertaking of the *British and Australian Steam Navigation Company*.
Petition received.

POSTPONEMENT.—The Honorable J. P. Fawcner, with leave of the Council, postponed the motion standing in his name until Tuesday, 2nd proximo.

ADJOURNMENT.—The Honorable W. H. F. Mitchell, with leave of the Council, moved, without notice, That the House at its rising do adjourn until this day fortnight, and that all business on the notice paper be set down for that day.
Ordered.

The Council adjourned at twenty minutes past four o'clock until four o'clock on Tuesday, 2nd December.

NOTICES OF MOTION AND ORDER OF THE DAY.

TUESDAY, 2ND DECEMBER, 1862.

NOTICES OF MOTION :—

1. The Hon. W. HULL: To move, That a Copy of any instructions (if any) from the Home Government, which may have been received *with*, or *subsequent* to, the Duke of Newcastle's despatch, dated 1st August last, relative to the issue of Letters of Marque by the United States Government, be laid on the Table of this House.

2. The Hon. J. P. FAWKNER : To move for a Return of expenses of every description connected with the working of the Railways of Victoria, together with a Return of all sums of money received at the railway stations, or elsewhere, for the carriage of passengers, goods, stock, including all moneys received by, for, or through the use of the Victorian Railways; the Returns to be made up for the last six months, except where the traffic has been for a less or shorter period, but in every case up to the latest recorded receipts.
- (2.) A return of all engines with their tenders, the date of their being first used, the cost of each, the estimated time they will last, or the cost of yearly or other repairs, with the gross sum expended up to the present time for all engines. And return of any that may have been injured or destroyed, with the cost of any destroyed, or of the repairs, if any, that have been performed.
 - (3.) A similar account of all carriages for passengers, first and second class separate, together with the cost of all luggage vans, trucks or other vehicles used, or that have been used on the Victorian railways, and the estimated cost of keeping them in a serviceable condition.
 - (4.) An account of all and sundry quantities and values of oil, grease, paints, brushes, and all sorts of miscellaneous things required and used on or about the railways, stations, engines, carriages, vans, trucks, &c., &c., &c.; giving a monthly statement of the cost of all these miscellaneous adjuncts.
 - (5.) A return of the estimated or known cost of each station on every railway belonging to the public of Victoria, with the size of each building, the substance, whether wood, stone, brick, or iron, or partly of each or any of them; and the estimated yearly cost of keeping them in repair; also, a report of all removals of stations, sheds, &c., &c., &c., within the last six months, whether any new ones have been erected or any shut up after having been once used.
 - (6.) An alphabetical return of all persons employed on, or about, or in any way connected with the Victorian railways, viz:—from Melbourne to Sandhurst, and all intermediate places; from Melbourne to Williamstown, and all intermediate places; from Melbourne to Geelong, and also to Ballarat, and all intermediate places; and from Geelong to Ballarat, and all intermediate places: the number of persons, men or women, employed throughout, but giving the occupations or employment of each class of employés; giving the separate numbers at each station, together with their daily or weekly pay at each station; and the gross pay for the last three or six months of all persons employed on the railways, or on the business connected with any one and of all these railways.
 - (7.) A like return for six months, or such less time as that part of the railway may have been used, of the number of passengers, the distance taken, the numbers taken up and also the numbers set down at each station on the whole of the railways; the quantity of goods on each line; the place, distinguishing the place received at and the place conveyed to; the money received in like manner for the same period as above, distinguishing the amounts received on the up-country traffic, from the amounts received by goods and passengers passing from the country to the capital or intermediate towns.
 - (8.) Generally, a return of all expenses incurred in the use or service of the above railways, not forgetting paper, pens, ink, tape, pins, printing, and all other expenditures, in order to estimate what rates may safely be charged for goods and travellers for the future.
3. The Hon. J. P. FAWKNER : To move, That so much of the late Land Bill, which authorises the sale of land shall be held in abeyance, and that no grant shall issue for any land sold, or said to have been sold, under the present Land Bill, until Parliament or other duly constituted body, shall have made enquiry, and reported upon the charges of illegality as practised (as it is alleged), by many of the persons who (as reported) have employed various agents to become nominal purchasers; and these persons, except thus prevented, will fraudulently enter upon the public property of the Colony to the imminent danger of destroying the fund formally devoted to paying off the eight millions of money borrowed to construct the main railways of the Colony. And further, that the lands of the colony from and after this date shall be sold by public auction to the highest bidder, save and except that every person coming to this Colony at his or her own expense, shall immediately upon landing be entitled to select from forty to eighty acres of land, measured, charted, and marked, at a fixed price, according to quality, and that the Government shall be bound to have, and from time to time to measure off such quantities of land as shall be required by persons duly qualified to enter upon these lands. The new comer to pay for forty or eighty acres in cash and to have the use of the next forty or eighty acres at six per cent. of its valuation, paying for the second lot the rent yearly (in advance), the second lot to be paid for on or before the seventh year expires; no buildings to be allowed on the lot rented; and the land forfeited the day after the seventh year from the day of sale expires, except it is paid for in full.

ORDER OF THE DAY :—

1. PRIVILEGES OF PARLIAMENT BILL.—To be read a second time.

CHARLES L. COMYNS,

Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings

OF THE

LEGISLATIVE COUNCIL.

TUESDAY, 2ND DECEMBER, 1862.

The Council met in accordance with adjournment.—The President took the Chair.
The President read the Prayer.

ELECTIONS AND QUALIFICATIONS COMMITTEE.—The President laid upon the Table, for the third time, the Warrant appointing the Committee of Elections and Qualifications.

PAPERS.—The Honorable W. H. F. Mitchell laid upon the Council Table the following papers, viz :—

1. Imperial Staff.—Maintenance. (Return to Order, 28th May, 1862.)
2. Water Reserves.—Mining operations under Order in Council (1st September, 1862).
3. Regulating leases to mine, Land Act, 1862.—Orders in Council (5th August, 1862).

NEW MEMBER.—The Honorable W. Campbell approached the Table and took and subscribed the Oath of Allegiance provided for by the thirty-second clause of the Constitution Act, and delivered to the clerk the declaration required by the seventh clause of the Constitution Act, as hereunder set forth.

“I, WILLIAM CAMPBELL, do declare and testify that I am duly seised at law or in equity of an estate of freehold for my own use and benefit in lands or tenements in the Colony of Victoria of the value of Five thousand pounds sterling money, above all charges and incumbrances affecting the same : And further, that the lands and tenements out of which such qualification arises, are situated in the parishes of Carlsruhue, in the county or reputed county of Dalhousie, the descriptions of which lands and tenements are as follows :—Six hundred and forty (640) acres let at a rent of £600 per annum, five thousand acres at parish of Salisbury, county unnamed. And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council of the Colony of Victoria.

“ W. CAMPBELL.”

LETTERS OF MARQUE BY UNITED STATES' GOVERNMENT.—The Honorable W. Hull, in accordance with *amended* notice, moved, That a copy of any instructions and advices (if any) from the Home Government, which may have been received with or subsequent to the Duke of Newcastle's despatch, dated 1st August last, relative to the issue of Letters of Marque by the United States' Government, be laid upon the Table of this House.

Debate ensued.

Motion, by leave, withdrawn.

VICTORIAN RAILWAY ACCOUNTS.—The Honorable J. P. Fawkner, in accordance with notice, moved—

- (1.) For a return of expenses of every description connected with the working of the Railways of Victoria, together with a return of all sums of money received at the railway stations, or elsewhere, for the carriage of passengers, goods, stock, including all moneys received by, for, or through the use of the Victorian Railways; the returns to be made up for the last six months, except where the traffic has been for a less or shorter period, but in every case up to the latest recorded receipts.
- (2.) A return of all engines with their tenders, the date of their being first used, the cost of each, the estimated time they will last, or the cost of yearly or other repairs, with the gross sum expended up to the present time for all engines. And return of any that may have been injured or destroyed, with the cost of any destroyed, or of the repairs, if any, that have been performed.
- (3.) A similar account of all carriages for passengers, first and second class separate, together with the cost of all luggage vans, trucks or other vehicles used, or that have been used on the Victorian railways, and the estimated cost of keeping them in a serviceable condition.

- (4.) An account of all and sundry quantities and values of oil, grease, paints, brushes, and all sorts of miscellaneous things required and used on or about the railways, stations, engines, carriages, vans, trucks, &c., &c., &c.; giving a monthly statement of the cost of all these miscellaneous adjuncts.
- (5.) A return of the estimated or known cost of each station on every railway belonging to the public of Victoria, with the size of each building, the substance, whether wood, stone, brick, or iron, or partly of each or any of them; and the estimated yearly cost of keeping them in repair; also, a report of all removals of stations, sheds, &c., &c., &c., within the last six months, whether any new ones have been erected or any shut up after having been once used.
- (6.) An alphabetical return of all persons employed on, or about, or in any way connected with the Victorian railways, viz:—from Melbourne to Sandhurst, and all intermediate places; from Melbourne to Williamstown, and all intermediate places; from Melbourne to Geelong, and also to Ballaarat, and all intermediate places; and from Geelong to Ballaarat, and all intermediate places: the number of persons, men or women, employed throughout, but giving the occupations or employment of each class of employés; giving the separate numbers at each station, together with their daily or weekly pay at each station; and the gross pay for the last three or six months of all persons employed on the railways, or on the business connected with any one and of all these railways.
- (7.) A like return for six months, or such less time as that part of the railway may have been used, of the number of passengers, the distance taken, the numbers taken up and also the numbers set down at each station on the whole of the railways; the quantity of goods on each line; the place, distinguishing the place received at and the place conveyed to; the money received in like manner for the same period as above, distinguishing the amounts received on the up-country traffic, from the amounts received by goods and passengers passing from the country to the capital or intermediate towns.
- (8.) Generally, a return of all expenses incurred in the use or service of the above railways, not forgetting paper, pens, ink, tape, pins, printing, and all other expenditures, in order to estimate what rates may safely be charged for goods and travellers for the future.

Debate ensued.

The Honorable J. Henty moved, That the debate be adjourned till to-morrow.

Question—That the debate be adjourned till to-morrow—put and negatived.

Question—That there be laid upon the Table of this House a return of expenses of every description connected with the working of the Railways of Victoria, together with a return of all sums of money received at the railway stations, or elsewhere, for the carriage of passengers, goods, stock, including all moneys received by, for, or through the use of the Victorian Railways; the returns to be made up for the last six months, except where the traffic has been for a less or shorter period, but in every case up to the latest recorded receipts.

- (2.) A return of all engines with their tenders, the date of their being first used, the cost of each, the estimated time they will last, or the cost of yearly or other repairs, with the gross sum expended up to the present time for all engines. And return of any that may have been injured or destroyed, with the cost of any destroyed, or of the repairs, if any, that have been performed.
- (3.) A similar account of all carriages for passengers, first and second class separate, together with the cost of all luggage vans, trucks, or other vehicles used, or that have been used on the Victorian railways, and the estimated cost of keeping them in a serviceable condition.
- (4.) An account of all and sundry quantities and values of oil, grease, paints, brushes, and all sorts of miscellaneous things required and used on or about the railways, stations, engines, carriages, vans, trucks, &c., &c., &c.; giving a monthly statement of the cost of all these miscellaneous adjuncts.
- (5.) A return of the estimated or known cost of each station on every railway belonging to the public of Victoria, with the size of each building, the substance, whether wood, stone, brick, or iron, or partly of each or any of them; and the estimated yearly cost of keeping them in repair; also, a report of all removals of stations, sheds, &c., &c., &c., within the last six months, whether any new ones have been erected or any shut up after having been once used.
- (6.) An alphabetical return of all persons employed on, or about, or in any way connected with the Victorian railways, viz:—from Melbourne to Sandhurst, and all intermediate places; from Melbourne to Williamstown, and all intermediate places; from Melbourne to Geelong, and also to Ballaarat, and all intermediate places; and from Geelong to Ballaarat, and all intermediate places; the number of persons, men or women, employed throughout, but giving the occupations or employment of each class of employés; giving the separate numbers at each station, together with their daily or weekly pay at each station; and the gross pay for the last three or six months of all persons employed on the railways, or on the business connected with any one and of all these railways.
- (7.) A like return for six months, or such less time as that part of the railway may have been used, of the number of passengers, the distance taken, the numbers taken up and also the numbers set down at each station on the whole of the railways; the quantity of goods on each line; the place, distinguishing the place received at and the place con-

veyed to ; the money received in like manner for the same period as above, distinguishing the amounts received on the up-country traffic from the amounts received by goods and passengers passing from the country to the capital, or intermediate towns.

- (8.) Generally, a return of all expenses incurred in the use or service of the above railways, not forgetting paper, pens, ink, tape, pins, printing, and all other expenditures, in order to estimate what rates may safely be charged for goods and travellers for the future—put and negatived.

ADJOURNMENT.—The Honorable W. H. F. Mitchell moved, That the House at its rising adjourn until Tuesday the 16th instant, and that all business on the notice paper be set down for that day.

Ordered.

PRIVILEGES OF PARLIAMENT BILL.—The Order of the Day for the second reading of this Bill being read, the Honorable W. H. F. Mitchell moved, That the order be discharged.

Question—put and passed.

The Council adjourned at twenty minutes past five o'clock until four o'clock on Tuesday, 16th instant.

NOTICES OF MOTION.

TUESDAY, 16TH DECEMBER, 1862.

NOTICES OF MOTION :—

1. The Hon. G. W. COLE : To move for copies of correspondence relative to floating batteries and fortifications in accordance with the recommendation of the Select Committee on the Defences, &c.
2. The Hon. G. W. COLE : To move for the following (six months) returns from the 30th June, 1860, to the 30th June, 1862 :—
 - (1.) The number and tonnage of vessels that have discharged cargo into lighters in Hobson's Bay.
 - (2.) A similar return for Government Pier at Williamstown.
 - (3.) A similar return for Government Pier, Sandridge.
 - (4.) A similar return for Hobson's Bay Railway Pier, distinguishing sea-going steamers.
 - (5.) A similar return at the Wharves, Melbourne, distinguishing number and tonnage of lighters, sea-going steamers, and steamers inside the Heads.
 - (6.) A similar return for the Port of Geelong.
3. The Hon. W. HIGGETT : To move for leave to bring in a Bill to make better provision for the punishment of frauds committed by trustees, bankers, and others intrusted with property.

CHARLES L. COMYNS,

Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings

OF THE

LEGISLATIVE COUNCIL.

TUESDAY, 16TH DECEMBER, 1862.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

NEW MEMBER.—The Honorable T. H. Fellows, being introduced, approached the Table and took and subscribed the Oath of Allegiance provided for by the thirty-second clause of the Constitution Act, and delivered to the clerk the declaration required by the seventh clause of the Constitution Act, as hereunder set forth.

“I, THOMAS HOWARD FELLOWS, do declare and testify that I am duly seised at law of an estate of freehold for my own use and benefit in lands or tenements in the Colony of Victoria of the value of Five thousand pounds sterling money, above all charges and incumbrances affecting the same: And further, that the lands and tenements out of which such qualification arises, are situate as hereinafter mentioned, the descriptions of which lands and tenements are as follow:—Four houses in the Punt-road, in the city of Melbourne; two shops in the Gardiner’s Creek-road, in the parish of Prahran, in the county of Bourke; two houses and land at Queenscliff, in the parish of Paywit, in the county of Grant; and a house and land at Brighton, in the parish of Moorabbin, in the said county of Bourke. And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council of the Colony of Victoria.

“THOMAS HOWARD FELLOWS.”

PAPERS.—The Honorable W. H. F. Mitchell laid on the Council Table the following papers, viz:—

1. The Government Printing Establishment.—Report for years 1859, 1860, 1861.
2. Separation of the Western District.—Despatch from Secretary of State (20th September, 1862).
3. Schedule D.—Statement of Expenditure on account of the year 1860.
4. Schedule D.—Statement of Expenditure on account of the year 1861.
5. Census of Victoria, 1861.—Part I. Inhabitants and Houses.

Ordered severally to lie on the Table.

FLOATING BATTERIES AND FORTIFICATIONS.—The Honorable G. W. Cole, in accordance with notice, moved for copies of correspondence relative to floating batteries and fortifications, in accordance with the recommendations of the Select Committee on the Defences, &c.

Debate ensued.

Question—put and passed.

RAILWAY COMMITTEE.—The Honorable J. P. Fawcner, with leave of the Council, moved, without notice, That a Committee of seven members be formed to enquire into all matters connected with the railways held by the Government of Victoria, and also with any additions or enlargements thereto, with full power to call for witnesses, papers, or books, or other documents, and to report generally thereon to the Council; such Committee to consist of the Honorables T. T. a’Beckett, J. McCrae, W. Degraives, W. H. F. Mitchell, James Henty, Charles Vaughan, and the Mover.

Question—put and passed.

CARGO DISCHARGED AT PIERS AND WHARVES.—The Honorable G. W. Cole, in accordance with notice, moved for the following (six months') Returns, from 30th June, 1860, to 30th June, 1862 :—

- (1.) The number and tonnage of vessels that have discharged cargo into lighters in Hobson's Bay.
- (2.) A similar Return for Government Pier at Williamstown.
- (3.) A similar Return for Government Pier, Sandridge.
- (4.) A similar Return for Hobson's Bay Railway Pier, distinguishing sea-going steamers.
- (5.) A similar Return at the wharves, Melbourne, distinguishing number and tonnage of lighters, sea-going steamers, and steamers inside the Heads.
- (6.) A similar Return for the Port of Geelong.

Question—put and passed.

PUNISHMENT OF FRAUDS BILL.—The Honorable W. Highett, in accordance with notice, moved for leave to bring in a Bill to make better provision for the punishment of frauds committed by trustees, bankers, and others intrusted with property.

Question—put and passed.

Bill brought in, and, on the motion of the Honorable W. Highett, read a first time, ordered to be printed, and second reading made an Order of the Day for Tuesday, 23rd instant.

ADJOURNMENT.—The Honorable W. H. F. Mitchell moved, That the House, at its rising, adjourn until Thursday, the 18th instant, at five o'clock.

Ordered.

The Council adjourned at five o'clock until five o'clock on Thursday, 18th instant.

ORDER OF THE DAY.

THURSDAY, 18TH DECEMBER, 1862.

1. The Hon. T. H. FELLOWS : To ask the Honorable the Commissioner of Roads and Railways—
 - (1.) Whether the Commissioner of Trade and Customs is aware that a difference of opinion exists between the Harbor Master on the one hand, and some of the pilots and masters of coasting vessels as to the expediency of allowing the lights at Shortland's Bluff to be visible from all points.
 - (2.) Whether the Commissioner of Trade and Customs will appoint a Board to enquire and report upon the matters before fixing the lights.

TUESDAY, 23RD DECEMBER.

ORDER OF THE DAY :—

1. PUNISHMENT OF FRAUDS BILL.—To be read a second time.

MEETING

OF

SELECT COMMITTEE.

Thursday, 18th December.

REFRESHMENT ROOMS—at 3 p.m.

CHARLES L. COMYNS,
Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings
OF THE
LEGISLATIVE COUNCIL.

THURSDAY, 18TH DECEMBER, 1862.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

FUNERAL OF THE EXPLORERS BURKE AND WILLS.—The President announced to the Council that he had received a letter from the Secretary of the Exploration Committee, intimating that the Public Funeral has been appointed to take place on Wednesday, 21st January, and that the appropriate position in the Procession has been set apart for the President and Honorable Members of the Council.

MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced to the Council the receipt of the following Message from the Legislative Assembly:—

MR. PRESIDENT,

The Legislative Assembly transmit to the Legislative Council a Bill, intituled, "*An Act to apply out of the Consolidated Revenue the sum of Thirty-six thousand pounds to the service of the year One thousand eight hundred and sixty-two, and the sum of Five hundred thousand pounds to the service of the year One thousand eight hundred and sixty-three,*" in which they desire the concurrence of the Legislative Council.

Legislative Assembly Chamber,
Melbourne, 18th December, 1862.

FRANS. MURPHY,
Speaker.

CONSOLIDATED REVENUE BILL.—The Honorable W. H. F. Mitchell moved, That the Bill be now read a first time.

Question—put and passed.

Bill read a first time.

The Honorable W. H. F. Mitchell moved, That the Bill be now read a second time.

Debate ensued.

Question—put and passed.

Bill read a second time.

The Honorable W. H. F. Mitchell moved, That the Bill be now considered in Committee of the whole Council.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill and agreed to the same without amendment.

The Honorable W. H. F. Mitchell moved, That the report be now adopted.

Question—put and passed.

The President having reported that the Chairman of Committees had certified that the fair print of the Bill was in accordance with the Bill as reported, the Bill, on the motion of the Honorable W. H. F. Mitchell, was read a third time and *passed*.

The Honorable W. H. F. Mitchell moved, That the title of the Bill be "*An Act to apply out of the Consolidated Revenue the sum of Thirty-six thousand pounds to the service of the year One thousand eight hundred and sixty-two and the sum of Five hundred thousand pounds to the service of the year One thousand eight hundred and sixty-three.*"

Question—put and passed.

Ordered—That a Message be transmitted to the Legislative Assembly, acquainting them that the Council have agreed to the Bill without amendment.

PAPER.—The Honorable W. H. F. Mitchell laid on the Council Table the following paper, viz :—

1. Victoria Railway Loan Debentures.—Correspondence between Government and Contracting Banks.

Ordered to lie upon the Table.

ADJOURNMENT.—The Honorable W. H. F. Mitchell moved, That the House, at its rising, adjourn until to-morrow, at four o'clock.

Ordered.

The Council adjourned at six o'clock until four o'clock on Friday, 19th instant.

NOTICE OF MOTION AND ORDER OF THE DAY.

FRIDAY, 19TH DECEMBER, 1862.

NOTICE OF MOTION :—

1. The Hon. T. H. FELLOWS : To move the adoption of the following additional Joint Standing Order—

XXIV. The question, "*That this Bill be now read a third time,*" shall not be put in the House in which any Bill is originated ; nor shall the question, "*That this Bill be now read a second time,*" be put in the House to which any Bill is transmitted, if matters or things, which have no proper relation to each other, be intermixed in such Bill, or if such Bill would not, when passed, constitute the only Colonial Enactment on the subject to which it relates.

TUESDAY, 23RD DECEMBER.

ORDER OF THE DAY :—

1. PUNISHMENT OF FRAUDS BILL.—To be read a second time.

M E E T I N G

OF

S E L E C T C O M M I T T E E .

Friday, 19th December.

REFRESHMENT ROOMS (JOINT)—at 3 o'clock.

CHARLES L. COMYNS,

Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings
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FRIDAY, 19TH DECEMBER, 1862.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

PAPERS.—The Honorable W. H. F. Mitchell laid on the Council Table the following paper:—

1. Observatories.—Special report of Board of Visitors.

Ordered to lie upon the Table.

ADJOURNMENT.—The Honorable W. H. F. Mitchell, with leave of the Council, moved, without notice, That the House, at its rising, adjourn until Tuesday, 20th January, 1863.

Ordered.

ROYAL ASSENT TO BILLS.—His Excellency the Governor came into the Council Chamber, and commanded the Usher to desire the attendance of the Legislative Assembly in the Council Chamber; who, being come, with their Speaker, His Excellency was pleased to assent, in the name of Her Majesty, to the following Bill:—

“An Act to apply out of the Consolidated Revenue the sum of Thirty-six thousand pounds to the Service of the year One thousand eight hundred and sixty-two and the sum of Five hundred thousand pounds to the Service of the year One thousand eight hundred and sixty-three.”

The Royal Assent being read by the Clerk of the Parliaments in the following words:—

“In the name and on behalf of Her Majesty I assent to this Act.

“HENRY BARKLY,
“Governor.”

The Clerk of the Parliaments delivered to Mr. Speaker a schedule of the Act assented to. Mr. Speaker and the Legislative Assembly withdrew.

His Excellency the Governor left the Council Chamber.

ADDITIONAL JOINT STANDING ORDER.—The Honorable T. H. Fellows, in accordance with notice, moved, That the following proposed Joint Standing Order be adopted:—

XXIV. The question, “*That this Bill be now read a third time,*” shall not be put in the House in which any Bill is originated, nor shall the question, “*That this Bill be now read a second time,*” be put in the House to which any Bill is transmitted, if matters or things, which have no proper relation to each other, be intermixed in such Bill, or if such Bill would not, when passed, constitute the only Colonial Enactment on the subject to which it relates.

Debate ensued.

Motion, by leave, withdrawn.

The Council adjourned at ten minutes to five o'clock until four o'clock on Tuesday, 20th January, 1863.

CHARLES L. COMYNS,
Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings
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LEGISLATIVE COUNCIL.

TUESDAY, 20TH JANUARY, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

LEAVE OF ABSENCE TO MR. FRASER.—The Honorable W. H. F. Mitchell, with leave of the Council, moved, without notice, That the leave of absence accorded to Mr. Fraser on the 12th February, 1862, be extended for four months.

Question—put and passed.

NEW MEMBER.—The Honorable W. J. T. Clarke, being introduced, approached the Table, and took and subscribed the Oath of Allegiance, provided for by the thirty-second clause of the Constitution Act, and delivered to the Clerk the declaration required by the seventh clause of the Constitution Act, as hereunder set forth :—

“I, W. J. T. CLARKE, do declare and testify that I am duly seised at law or in equity of an estate of freehold for my own use and benefit in lands or tenements in the colony of Victoria of the value of five thousand pounds, sterling money, above all charges and incumbrances affecting the same : And further, that the lands and tenements out of which such qualification arises are situate in the parish of Bulla Bulla, in the county or reputed county of Bourke, the descriptions of which lands and tenements are as follow :—Known as Clarke’s Special Survey, containing upwards of thirty thousand acres. And I further declare that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a Member of the Legislative Council of the colony of Victoria.

“W. J. T. CLARKE.”

PAPERS.—The Honorable W. H. F. Mitchell laid upon the Council Table the following Papers :—

1. Military Correspondence referring to Volunteer Force, &c.
2. Post Office Department.—Report (30th September, 1862).
3. International Exhibition, 1862.—Reports of Commissioners, &c.
4. Lunatic Asylum Commission.—Progress Report.
5. Auriferous Mining Leases Act.—Order in Council.
6. National Education.—Ninth and last Report.

Ordered severally to lie upon the Table.

ADJOURNMENT.—The Honorable W. H. F. Mitchell, with leave of the Council, moved, without notice, That the House, at its rising, adjourn to this day week.

The Honorable T. H. Power moved, as an amendment, That the word “week” be omitted, with the view of inserting the word “fortnight”.

Question—That the word proposed to be omitted stand part of the question—put and negatived.

Question—That the word proposed to be inserted be so inserted—put and passed.

Question—That the House, at its rising, adjourn until this day fortnight—put and passed.

PUNISHMENT OF FRAUDS BILL.—The Honorable W. Highett, with leave of the Council, moved, without notice, That the Order of the Day for the second reading of this Bill be restored to the Paper for the next day of meeting.

Ordered.

SELECT COMMITTEES.—The Honorable W. H. F. Mitchell, with leave of the Council, moved, without notice, That all Select Committees of the House have power to sit during the adjournment.

Ordered.

ADJOURNMENT.—The Council adjourned at half-past four o’clock until four o’clock, Tuesday, the 3rd February.

NOTICE OF MOTION AND ORDER OF THE DAY.

TUESDAY, 3RD FEBRUARY, 1863.

1. The Hon. G. S. COPPIN: To ask the Honorable the Commissioner of Railways when a Report may be expected to be laid upon the Table from the Commissioners appointed to enquire into the condition and working of the municipal and charitable institutions of the colony.

NOTICE OF MOTION:—

1. The Hon. T. H. FELLOWS: To move for leave to bring in a Bill for uniformity of rating land, and for other purposes connected therewith.

ORDER OF THE DAY:—

1. PUNISHMENT OF FRAUDS BILL.—To be read a second time.

CHARLES L. COMYNS,
Clerk of the Council and Clerk of the Parliaments.

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TUESDAY, 3RD FEBRUARY, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

PAPERS.—The Honorable W. H. F. Mitchell laid upon the Council Table the following Papers :—

1. International Exhibition, 1862.—Copy of Letter from Earl Granville to Sir Redmond Barry.
2. Beechworth Mining District—Divisions of.—Order in Council (5th January, 1863).
3. Leases to Mine.—Land Act, 1862.—Supplementary Regulation respecting. Order in Council (5th January, 1863).
4. Beaufort.—Mining on Police Paddock.—Gold Fields Act.—Order in Council (1st December, 1862).
5. Leases.—Amendment of Order Regulating.—Land Act, 1862.—Order in Council (31st December, 1862).
6. Daylesford.—Mining under Pound Reserve.—Gold Fields Act.—Order in Council (8th December, 1862).
7. Races, Dams, and Reservoirs.—Gold Fields Act.—Order in Council (22nd December, 1862).
8. Criminal Statistics.
9. Statistics of the Colony of Victoria, 1861.

Ordered severally to lie on the Table

REFRESHMENT ROOMS (JOINT) SELECT COMMITTEE.—The Honorable W. Highett brought up the first report of the Select Committee of both Houses, appointed for the management of the refreshment rooms, and moved that it be taken into consideration on the next day of the meeting of the Council.

Question—put and passed.

RATING OF LAND BILL.—The Honorable T. H. Fellows, in accordance with notice, moved, That leave be given to introduce a Bill for uniformity of rating land, and for other purposes connected therewith.

Question—put and passed.

Bill brought in, and, on the motion of the Honorable T. H. Fellows, read a first time and ordered to be printed.

PUNISHMENT OF FRAUDS BILL.—The Order of the Day for the second reading of this Bill being read, the Honorable W. Highett moved, That the Bill be now read a second time.

Question—put and passed.

Bill read a second time.

The Honorable W. Highett moved, That the Bill be now considered in Committee of the whole Council.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported progress and asked leave to sit again on Tuesday next.

Ordered.

ADJOURNMENT.—The Honorable W. H. F. Mitchell, with leave of the Council, moved, without notice, That the House, at its rising, adjourn until Tuesday next.

Ordered.

The Council adjourned at half-past four o'clock until four o'clock on Tuesday next.

NOTICE OF MOTION AND ORDERS OF THE DAY.

TUESDAY, 10TH FEBRUARY, 1863.

ORDERS OF THE DAY :—

1. REFRESHMENT ROOMS COMMITTEE.—Adoption of Report.
2. PUNISHMENT OF FRAUDS BILL.—To be further considered in Committee.

TUESDAY, 17TH FEBRUARY.

NOTICE OF MOTION :—

1. The Hon. G. S. COPPIN : To move, That it is desirable to establish Savings Banks in connection with the various Post Offices throughout the Colony, similar to the Act at present in operation in England.

CHARLES L. COMYNS,

Clerk of the Council and Clerk of the Parliaments.

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TUESDAY, 10TH FEBRUARY, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

REFRESHMENT ROOMS (JOINT) SELECT COMMITTEE.—The Order of the Day for the adoption of the Report of the Joint Committee of both Houses of Parliament appointed to manage the Refreshment Rooms being read, on the motion of the Hon. W. Highett, the Report was read, as follows :—

“The Joint Committee on the Refreshment Rooms have the honor to recommend, That compensation to the amount of £100 be given to Mr. Taylor, late Keeper of the Parliament House Stables, in lieu of the employment recommended by the Refreshment Room Committee of last session, which recommendation was not carried into effect.

“Committee Rooms,
“19th December, 1862.”

The Hon. W. Highett moved, That the Report be now adopted.

Question—put and passed.

The Hon. W. Highett moved, That a Message be transmitted to the Legislative Assembly, acquainting them that the Legislative Council have adopted the Report, and requesting their concurrence therewith.

Ordered.

PUNISHMENT OF FRAUDS BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole Council being read, the President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill, and had agreed to the same with amendments.

The Honorable W. Highett moved, That the adoption of the Report be made an Order of the Day for to-morrow.

Question—put and passed.

MESSAGES FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Messages from the Legislative Assembly :—

MR. PRESIDENT,

The Legislative Assembly transmit to the Legislative Council a Bill, intituled “*An Act for the better enabling the Assignees of the Insolvent Estate of the Provident Institute of Victoria to collect and administer the same for the benefit of the Creditors of such Company and to vest the said Estate in the said Assignees with power to sell and give discharges for moneys received by them and for other purposes the short title of which is ‘The Provident Institute Estate Act;’*” in which they desire the concurrence of the Legislative Council.

FRANS. MURPHY,
Speaker.

Legislative Assembly Chamber,
Melbourne, 10th February, 1863.

MR. PRESIDENT,

The Legislative Assembly transmit to the Legislative Council a Bill, intituled “*An Act to provide for the admission of certain persons as Attorneys, Solicitors, and Proctors of the Supreme Court;’*”

Also, a Bill, intituled “*An Act to suspend the operation of certain Enactments relating to Registration of Parliamentary Electors;’*” in which they desire the concurrence of the Legislative Council.

FRANS. MURPHY,
Speaker.

Legislative Assembly Chambers,
Melbourne, 10th February, 1863.

REGISTRATION ACT SUSPENSION BILL.—The Honorable W. H. F. Mitchell moved, That this Bill be now read a first time, printed, and read a second time to-morrow.

Question—put and passed.

PROVIDENT INSTITUTE ESTATE BILL.—The Honorable T. H. Fellows produced a certificate of the payment of the sum of twenty pounds into the hands of the Colonial Treasurer for the public uses of the colony, and moved, That this Bill be read a first time and printed.

Question—put and passed.

The Honorable T. H. Fellows, with leave of the Council, moved, without notice, That a message be carried to the Legislative Assembly, requesting that they will be pleased to communicate to the Council copies of the Report and Proceedings from the Select Committee of that House, appointed during the present session of Parliament, on the Bill.

Question—put and passed.

ADJOURNMENT.—The Council adjourned at ten minutes to five o'clock until four o'clock on Wednesday, 11th instant.

NOTICES OF MOTION AND ORDERS OF THE DAY.

WEDNESDAY, 11TH FEBRUARY, 1863.

Government Business.

ORDER OF THE DAY:—

1. REGISTRATION ACT SUSPENSION BILL.—To be read a second time.

General Business.

NOTICES OF MOTION:—

1. The Hon. T. H. FELLOWS: To move, That Standing Order CXIII. be suspended, with a view to proceeding with the Provident Institute Estate Bill.
2. The Hon. T. H. FELLOWS: To move (*contingently*), That the Provident Institute Estate Bill be now read a second time.

ORDER OF THE DAY:—

1. PUNISHMENT OF FRAUDS BILL.—Adoption of Report.

TUESDAY, 17TH FEBRUARY.

NOTICE OF MOTION:—

1. The Hon. G. S. COPPIN: To move, That it is desirable to establish Savings Banks in connection with the various Post Offices throughout the colony, similar to the Act at present in operation in England.

CHARLES L. COMYNS,

Clerk of the Council and Clerk of the Parliaments.

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WEDNESDAY, 11TH FEBRUARY, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

PAPERS.—The Honorable W. H. F. Mitchell laid upon the Council Table the following papers :—

1. Crown Lands alienated (1st January to 31st March, 1862).
2. Crown Lands alienated (1st April to 30th June, 1862).

Ordered severally to lie upon the Table.

REGISTRATION ACT SUSPENSION BILL.—The Order of the Day for the second reading of this Bill being read, the Honorable W. H. F. Mitchell moved, That the Bill be now read a second time.

Question—put and passed.

Bill read a second time.

The Honorable W. H. F. Mitchell now moved, That the Bill be now considered in Committee of the whole Council.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill, and agreed to the same without amendment.

The Honorable W. H. F. Mitchell moved, That the adoption of the Report be made an Order of the Day for Tuesday next.

Question—put and passed.

STANDING ORDER SUSPENSION.—The Honorable T. H. Fellows, in accordance with notice, moved, that Standing Order CXIII. be suspended, with a view to proceeding with the Provident Institute Estate Bill.

Question—put and passed.

MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT,

The Legislative Assembly transmit to the Legislative Council copies of the Report and Evidence taken before the Select Committee on the Bill, intituled "*An Act for the better enabling the Assignees of the Insolvent Estate of the Provident Institute of Victoria to collect and administer the same for the benefit of the Creditors of such Company and to vest the said Estate in the said Assignees with power to sell and give discharges for moneys received by them and for other purposes the short title of which is 'Provident Institute Estate Act;'*" as requested by the Legislative Council.

FRANS. MURPHY,
Speaker.

Legislative Assembly Chamber,
Melbourne, 11th February, 1863.

PROVIDENT INSTITUTE ESTATE BILL.—The Honorable T. H. Fellows, in accordance with notice, moved, That the Provident Institute Estate Bill be now read a second time.

Question—put and passed.

Bill read a second time.

The Honorable W. H. F. Mitchell moved, That the Bill be now considered in Committee of the whole Council.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill and agreed to the same without amendment.

The Honorable W. H. F. Mitchell moved, That the Report be now adopted.

Question—put and passed.

The President having reported that the Chairman of Committees had certified that the fair print of the Bill was in accordance with the Bill as reported, the Bill, on the motion of the Honorable W. H. F. Mitchell, was read a third time and *passed*.

The Honorable W. H. F. Mitchell moved, that the title of the Bill be “*An Act for the better enabling the Assignees of the Insolvent Estate of the Provident Institute of Victoria to collect and administer the same for the benefit of the Creditors of such Company and to vest the said Estate in the said Assignees with power to sell and give discharges for moneys received by them and for other purposes the short title of which is ‘Provident Institute Estate Act.’*”

Question—put and passed.

Ordered—That a Message be carried to the Legislative Assembly acquainting them that the Council have agreed to the Bill without amendment.

PUNISHMENT OF FRAUDS BILL.—The Order of the Day for the adoption of the Report of the Committee of the whole Council on this Bill being read, the Honorable W. Highett moved, That the same be discharged, with a view to the re-committal of the Bill.

Question—put and passed.

Question—That the Bill be now re-considered in Committee of the whole Council—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported the Bill to the House, with further amendments.

The Honorable W. Highett moved, That the Report be now adopted.

Question—put and passed.

The Honorable W. Highett moved, That the third reading of this Bill be made an order of the day for Tuesday next.

Question—put and passed.

ADJOURNMENT.—The Honorable W. H. F. Mitchell, with leave of the Council, moved, without notice, That the House, at its rising, adjourn until Wednesday, 18th instant, and that all business on the notice paper be set down for that day.

Ordered.

The Council adjourned at a quarter to five o'clock until four o'clock on Wednesday, 18th instant.

NOTICES OF MOTION AND ORDERS OF THE DAY.

WEDNESDAY, 18TH FEBRUARY, 1863.

Government Business.

ORDER OF THE DAY:—

1. REGISTRATION ACT SUSPENSION BILL.—Adoption of Report.

General Business.

NOTICES OF MOTION:—

1. The Hon. G. S. COPPIN: To move, That it is desirable to establish Savings Banks in connection with the various Post Offices throughout the colony, similar to the Act at present in operation in England.
2. The Hon. G. S. COPPIN: To move, That the Conveyancers Bill be now read a first time.

ORDER OF THE DAY:—

1. PUNISHMENT OF FRAUDS BILL.—To be read a third time.

CHARLES L. COMYNS,
Clerk of the Council and Clerk of the Parliaments.

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WEDNESDAY, 18TH FEBRUARY, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

ROYAL ASSENT TO BILLS.—The President announced to the Council that he had received a letter from the Private Secretary, stating that it is the intention of His Excellency the Governor to proceed to the Legislative Council Chamber on Thursday, the 19th day of February, at half-past four o'clock, to assent, in Her Majesty's name, to a certain Bill passed by the Legislative Council and Legislative Assembly.

PAPERS.—The Honorable W. H. F. Mitchell laid on the Council Table the following Papers :—

1. Mining under Water Reserve, Ballaarat.—Gold Fields Act.—Order in Council (12th January, 1863).
2. Board of Education.—First Report.
3. Polling Places altered.—Gold Fields Act.—Order in Council (26th January, 1863).
4. Members for Divisions, Mining District, Beechworth.—Gold Fields Act.—Order in Council (26th January, 1863).

PETITION.—The Honorable M. Hervey presented a Petition from T. Hamlet Taylor and others against Conveyancers Bill.

Petition received.

REGISTRATION ACT SUSPENSION BILL.—The Honorable W. H. F. Mitchell, with leave of the Council, moved, That this Order of the Day be postponed until to-morrow.

Question—put and passed.

SAVINGS BANKS IN CONNECTION WITH POST OFFICES.—The Honorable G. S. Coppin, in accordance with notice, moved, That it is desirable to establish Savings Banks in connection with the various Post Offices throughout the Colony, similar to the Act at present in operation in England.

Debate ensued.

The Honorable W. H. F. Mitchell moved, That the debate be adjourned until to-morrow.

Question—put and passed.

CONVEYANCERS BILL.—The Honorable G. S. Coppin, in accordance with notice, moved, That the Conveyancers Bill be now read a first time, printed, and read a second time on Tuesday next.

Question—put and passed.

PUNISHMENT OF FRAUDS BILL.—The President having reported that the Chairman of Committees had certified that the fair print of this Bill was in accordance with the Bill as reported, the Bill, on the motion of the Honorable W. Highett, was read a third time and passed.

The Honorable W. Highett moved, That the title of the Bill be "*An Act to make better provision for the punishment of Frauds committed by Trustees Bankers and other Persons entrusted with Property.*"

Question—put and passed.

Ordered—That a Message be carried to the Legislative Assembly, transmitting the Bill, and requesting their concurrence therewith.

MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled, “ *An Act to remove Doubts as to the validity of acts done by John George Forbes Esquire as Commissioner of Insolvent Estates for the Geelong Circuit District,*” in which they desire the concurrence of the Legislative Council.

FRANS. MURPHY,
Speaker.

Legislative Assembly Chamber,
Melbourne, 18th February, 1863.

GEELONG COMMISSIONER OF INSOLVENT ESTATES BILL.—The Honorable W. H. F. Mitchell moved, That the Bill be now read a first time, printed, and read a second time on Tuesday next.

Question—put and passed.

The Council adjourned at a quarter to five o'clock until four o'clock on Thursday, 19th instant.

NOTICE OF MOTION AND ORDERS OF THE DAY.

THURSDAY, 19TH FEBRUARY.

NOTICE OF MOTION :—

1. The Hon. T. H. FELLOWS: To move, That the Bill intituled “ *An Act for Uniformity of Rating and for other Purposes connected therewith,*” be now read a second time.

ORDERS OF THE DAY :—

1. REGISTRATION ACT SUSPENSION BILL.—Adoption of Report.
2. SAVINGS BANKS IN CONNECTION WITH POST OFFICES.—Adjourned debate.

TUESDAY, 24TH FEBRUARY.

ORDERS OF THE DAY :—

1. CONVEYANCERS BILL.—To be read a second time.
2. GEELONG COMMISSIONER OF INSOLVENT ESTATES BILL.—To be read a second time.

MEETING OF SELECT COMMITTEE.

Thursday, 19th February.

RAILWAY COMMITTEE—2 o'clock.

CHARLES L. COMYNS,
Clerk of the Council and Clerk of the Parliaments.

No. 13.

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THURSDAY, 19TH FEBRUARY, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

REGISTRATION ACT SUSPENSION BILL.—The Order of the Day for the adoption of the Report of the Committee of the whole Council on this Bill being read, the Honorable W. H. F. Mitchell moved, That the Report be now adopted.

Question—put and passed.

The President having reported that the Chairman of Committees had certified that the fair print of this Bill was in accordance with the Bill as reported, the Bill, on the motion of the Honorable W. H. F. Mitchell, was read a third time and *passed*.

The Honorable W. H. F. Mitchell moved, That the title of the Bill be, “*An Act to suspend the operation of certain Enactments relating to Registration of Parliamentary Electors.*”

Question—put and passed.

Ordered—That a Message be carried to the Legislative Assembly, informing them that the Legislative Council have agreed to the Bill without amendment.

APPROACH OF HIS EXCELLENCY THE GOVERNOR.—The approach of His Excellency the Governor was announced by the Usher.

ROYAL ASSENT TO BILLS.—His Excellency the Governor came into the Council Chamber, and commanded the Usher to desire the attendance of the Legislative Assembly in the Council Chamber; who being come with their Speaker, His Excellency was pleased to assent, in the name of Her Majesty the Queen, to the following Bills:—

“*An Act for the better enabling the Assignees of the Insolvent Estate of the Provident Institute of Victoria to collect and administer the same for the benefit of the Creditors of such Company and to vest the said Estate in the said Assignees with power to sell and give discharges for monies received by them and for other purposes*” the short title of which is “*The Provident Institute Estate Act.*”

“*An Act to suspend the operation of certain Enactments relating to Registration of Parliamentary Electors.*”

The Royal Assent being read severally by the Clerk of the Parliaments in the following words:—

“In the name and on behalf of Her Majesty I assent to this Act,

“HENRY BARKLY,
“Governor.”

The Clerk of the Parliaments then delivered to Mr. Speaker a schedule of the Acts assented to.

Mr. Speaker and the Legislative Assembly withdrew.

His Excellency the Governor left the Council Chamber.

RATING OF LAND BILL.—The Honorable T. H. Fellows, in accordance with notice, moved, That the Bill intituled “*An Act for Uniformity of Rating and for other purposes connected therewith,*” be now read a second time.

Question—put and passed.

Bill read a second time.

The Honorable T. H. Fellows moved, That the Bill be now considered in Committee of the whole Council.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported progress and asked leave to sit again on Tuesday, 3rd March.

Ordered.

SAVINGS BANKS IN CONNECTION WITH POST OFFICES.—ADJOURNED DEBATE.—The Order of the Day for the resumption of the Debate on the motion, “That it is desirable to establish Savings Banks in connection with the various Post Offices throughout the Colony similar to the Act at present in operation in England,” having been read,

Debate resumed.

Motion by leave withdrawn.

The Council adjourned at a quarter past five o'clock until four o'clock on Tuesday, 24th instant.

NOTICE OF MOTION AND ORDERS OF THE DAY.

TUESDAY, 24TH FEBRUARY, 1863.

1. The Hon. F. ROBERTSON: To ask the Honorable the Commissioner of Railways if it has come to the knowledge of the Government that escaped convicts from Western Australia have been brought to this colony by the mail steamer *Northam*; if not, will the Government cause inquiries to be made to ascertain if such is the case; and, if true, will they take steps to prevent in future so undesirable a class of immigrants from being landed in Victoria.
2. The Hon. W. HULL: To ask the Honorable the Commissioner of Railways if the Government has received any communication from Mr. Childers with reference to an application made by him (on the 13th October last) to His Grace the Duke of Newcastle to grant a sum in aid of “*Iron-plated Vessels*” for the defence of this port and harbor; and, if so, will there be any objection to lay the same before this House.

NOTICE OF MOTION:—

1. The Hon. W. HIGHETT: To move the adoption of the following Joint Standing Order:—
XXVI. That the Joint Committees appointed to manage the Library, for the management of the Refreshment rooms, and for the management and superintendence of the Parliament Buildings, shall respectively have power to sit during the adjournment of both or either of the Houses.

ORDERS OF THE DAY:—

1. CONVEYANCERS BILL.—To be read a second time.
2. GEELONG COMMISSIONER OF INSOLVENT ESTATES BILL.—To be read a second time.

TUESDAY, 3RD MARCH.

ORDER OF THE DAY:—

1. RATING OF LAND BILL.—To be further considered in Committee.

MEETING OF SELECT COMMITTEE.

Wednesday, 25th February.

RAILWAY COMMITTEE—half-past 1 o'clock.

CHARLES L. COMYNS,
Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings

OF THE

LEGISLATIVE COUNCIL.

TUESDAY, 24TH FEBRUARY, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

RESIGNATION OF MEMBER.—The Honorable the President announced to the Council that the Clerk of the Parliaments had received a letter from the Private Secretary of His Excellency the Governor announcing the resignation of his seat by the Honorable George S. Coppin, and of the issue of a Writ returnable on the 24th day of March next, for a new member.

REFRESHMENT ROOMS (JOINT) SELECT COMMITTEE.—The Honorable W. Highett brought up the Second Progress Report of the Select Committee of both Houses appointed for the management of the Refreshment Rooms.

Ordered to lie upon the Table.

ADDITIONAL JOINT STANDING ORDER.—The Honorable W. Highett, in accordance with notice, moved the adoption of the following Joint Standing Order:—

XXVI. That the Joint Committees appointed to manage the Library, for the management of the Refreshment Rooms, and for the management and superintendence of the Parliament Buildings, shall respectively have power to sit during the adjournment of both or either of the Houses.

Question—put and passed.

CONVEYANCERS BILL.—The Order of the Day for the second reading of this Bill being read, the Honorable J. P. Fawcner moved, That the Bill be now read a second time.

Debate ensued.

Question—put and negatived.

GEELONG COMMISSIONER OF INSOLVENT ESTATES BILL.—The Order of the Day for the second reading of this Bill being read, the Honorable W. H. F. Mitchell moved, That the Bill be now read a second time.

Question—put and passed.

Bill read a second time.

The Honorable W. H. F. Mitchell moved, That the Bill be now considered in Committee of the whole Council.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill and agreed to the same without amendment.

The Honorable W. H. F. Mitchell moved, That the Report be now adopted.

Question—put and passed.

The President having reported that the Chairman of Committees had certified that the fair print of the Bill was in accordance with the Bill as reported, the Bill, on the motion of the Honorable W. H. F. Mitchell, was read a third time and *passed*.

The Honorable W. H. F. Mitchell moved, That the title of the Bill be, "*An Act to remove doubts as to the validity of acts done by John George Forbes Esquire as Commissioner of Insolvent Estates for the Geelong Circuit District.*"

Question—put and passed.

Ordered—That a Message be carried to the Legislative Assembly, acquainting them that the Council have agreed to the Bill without amendment.

MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT,

The Legislative Assembly transmit to the Legislative Council a Bill, intituled, "*An Act for the further Amendment of the Law,*" in which they desire the concurrence of the Legislative Council.

Legislative Assembly Chamber,
Melbourne, 24th February, 1863.

FRANS. MURPHY,
Speaker.

MERCANTILE LAW AMENDMENT BILL.—The Honorable T. T. a'Beckett moved, That the Bill be read a first time, printed, and read a second time on Tuesday next.
Ordered.

ADJOURNMENT.—The Honorable W. H. F. Mitchell, with leave of the Council, moved, without notice, that the House, at its rising, adjourn until Tuesday, 3rd March, and that all Select Committees of the House have leave to sit during the adjournment.
Question—put and passed.

The Council adjourned at twenty minutes to five o'clock until four o'clock on Tuesday, the 3rd proximo.

ORDERS OF THE DAY.

TUESDAY, 3RD MARCH.

1. The Hon. F. ROBERTSON: To ask the Honorable the Commissioner of Railways if it has come to the knowledge of the Government that escaped convicts from Western Australia have been brought to this colony by the mail steamer *Northam*; if not, will the Government cause inquiries to be made to ascertain if such is the case; and, if true, will they take steps to prevent in future so undesirable a class of immigrants from being landed in Victoria.
2. The Hon. W. HULL: To ask the Honorable the Commissioner of Railways if the Government has received any communication from Mr. Childers with reference to an application made by him (on the 13th October last) to His Grace the Duke of Newcastle to grant a sum in aid of "*Iron-plated Vessels*" for the defence of this port and harbor; and, if so, will there be any objection to lay the same before this House.

ORDERS OF THE DAY :—

1. RATING OF LAND BILL.—To be further considered in Committee.
2. MERCANTILE LAW AMENDMENT BILL.—To be read a second time.

MEETING

OF

SELECT COMMITTEE.

Wednesday, 25th February.

RAILWAY COMMITTEE—half-past 1 o'clock.

CHARLES L. COMYNS,
Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings

OF THE

LEGISLATIVE COUNCIL.

TUESDAY, 3RD MARCH, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

PAPERS.—The Honorable W. H. F. Mitchell laid on the Council Table the following papers:—

1. Cargo discharged at Piers and Wharves. Return to Order (16th December, 1862).
2. Polling Places altered.—Gold Fields Act.—Order in Council (9th February, 1863).
3. Creswick.—Mining under Market Reserve.—Gold Fields Act.—Order in Council (26th January, 1863).
4. Schedule amended to Order in Council.—Land Act 1862.—Order in Council (26th January, 1863).

RATING OF LAND BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole Council having been read, the President left the Chair.

The Chairman of Committees reported progress and asked leave to sit again on Tuesday next.

Ordered.

MERCANTILE LAW AMENDMENT BILL.—The Order of the Day for the second reading of this Bill having been read, the Honorable W. H. F. Mitchell moved, That a second reading of this Bill be postponed until Tuesday, 17th instant.

Question—put and passed.

ADJOURNMENT.—The Honorable W. H. F. Mitchell, with leave of the Council, moved, without notice, That the House, at its rising, adjourn until Tuesday, 10th instant.

Question—put and passed.

The Council adjourned at twenty-five minutes past four o'clock until four o'clock on Tuesday, the 10th instant.

NOTICES OF MOTION AND ORDERS OF THE DAY.

TUESDAY, 10TH MARCH.

NOTICES OF MOTION:—

1. The Hon. G. W. COLE : To move, That certain Returns laid on the Council Table, on the 3rd instant, of Cargo discharged at Piers and Wharves, be printed.
2. The Hon. W. HULL : To move, That a copy of any expenses (if any) incurred by the Home Government on account of iron plated vessels for the defence of the Colony be laid on the Table of this House.

ORDER OF THE DAY:—

1. RATING OF LAND BILL.—To be further considered in Committee.

TUESDAY, 17TH MARCH.

ORDER OF THE DAY:—

1. MERCANTILE LAW AMENDMENT BILL.—To be read a second time.

MEETING
OF
SELECT COMMITTEE.

Tuesday, 10th March.

RAILWAYS—at half-past 1 o'clock.

CHARLES L. COMYNS,
Clerk of the Council and Clerk of the Parliaments.

No. 16.

Minutes of the Proceedings
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LEGISLATIVE COUNCIL.

TUESDAY, 10TH MARCH, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

CARGO DISCHARGED AT PIERS AND WHARVES.—The Honorable G. W. Cole, in accordance with notice, moved, That certain returns laid on the Council Table, on the 3rd instant, of cargo discharged at piers and wharves, be printed.

Question—put and passed.

IRON-PLATED VESSELS.—The Honorable W. Hull, in accordance with notice, moved, That a copy of any expenses (if any) incurred by the Home Government on account of iron-plated vessels for the defence of the colony be laid on the Table of this House.

Debate ensued.

Question—put and passed.

POSTPONEMENT.—The Order of the Day for the further consideration in Committee of the Rating of Land Bill was postponed until Wednesday, 18th instant.

ADJOURNMENT.—The Honorable W. H. F. Mitchell, with leave of the Council, moved, without notice, That the House, at its rising, adjourn until Wednesday, 18th instant.

Question—put and passed.

The Council adjourned at twenty-five minutes past four o'clock until four o'clock on Wednesday, the 18th instant.

ORDERS OF THE DAY.

WEDNESDAY, 18TH MARCH.

ORDERS OF THE DAY :—

1. **MERCANTILE LAW AMENDMENT BILL.**—To be read a second time.
 2. **RATING OF LAND BILL.**—To be further considered in Committee.
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MEETING
OF
SELECT COMMITTEE.

Wednesday, 18th March.

RAILWAYS—at half-past 1 o'clock.

CHARLES L. COMYNS,
Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings
OF THE
LEGISLATIVE COUNCIL.

WEDNESDAY, 18TH MARCH, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

PAPERS.—The Honorable W. H. F. Mitchell laid on the Council Table the following papers :—

1. Iron Plated Vessels—Expenses incurred by Home Government on account of.—
Return to order (Honorable W. Hull).

2. Mining Lease Regulations.—Land Act, 1862.

Ordered severally to lie upon the Table.

POSTPONEMENTS.—The Order of the Day for the second reading of the Mercantile Law Amendment Bill was postponed until Tuesday, the 24th instant ; and the Order of the Day for the further consideration of the Rating of Land Bill in Committee of the whole Council was postponed until Wednesday, 25th instant.

ADJOURNMENT.—The Council adjourned at half-past four o'clock until four o'clock on Thursday, the 19th instant.

ORDERS OF THE DAY.

THURSDAY, 19TH MARCH.

1. The Hon. T. H. FELLOWS : To ask the Honorable the Commissioner of Railways—
- (1.) What were the objects and purposes of the " Meeting of the Board of Land and Works and the arbitrators appointed by the Board under the 88th section of the Land Act, 1862," mentioned in Mr. Hodgkinson's communication (of 13th September, 1862,) to the Law Officers, and what occurred at such meeting.
 - (2.) Whether the arbitrators appointed by the Board and by the County Court Judges have been so appointed as that the same two persons act as arbitrators in more than one appeal.
 - (3.) Whether such combination (if it exist) is the result of accident or design.
 - (4.) What was the arrangement or communication (if any) by which such combination was effected.

TUESDAY, 24TH MARCH.

ORDER OF THE DAY :—

1. MERCANTILE LAW AMENDMENT BILL.—To be read a second time.

WEDNESDAY, 25TH MARCH.

ORDER OF THE DAY :—

1. RATING OF LAND BILL.—To be further considered in Committee.

MEETING
OF
SELECT COMMITTEE.

Tuesday, 31st March.

RAILWAYS—at half-past 1 o'clock.

CHARLES L. COMYNS,

Clerk of the Council and Clerk of the Parliaments.

1. The first part of the document discusses the importance of maintaining accurate records of all transactions and activities. It emphasizes that this is essential for ensuring transparency and accountability in the organization's operations.

2. The second part of the document outlines the various methods and tools used to collect and analyze data. It highlights the need for consistent and reliable data collection processes to support informed decision-making.

3. The third part of the document focuses on the role of technology in modern data management. It discusses how advanced software solutions can streamline data collection, storage, and analysis, thereby improving efficiency and accuracy.

4. The fourth part of the document addresses the challenges associated with data security and privacy. It stresses the importance of implementing robust security measures to protect sensitive information from unauthorized access and breaches.

5. The fifth part of the document explores the benefits of data-driven insights. It explains how analyzing large volumes of data can uncover valuable trends and patterns, enabling organizations to optimize their performance and gain a competitive edge.

6. The sixth part of the document discusses the importance of data governance. It outlines the need for clear policies and procedures to ensure that data is managed responsibly and in compliance with relevant regulations.

7. The seventh part of the document highlights the role of data in fostering innovation. It explains how data analysis can identify new opportunities and inform the development of innovative products and services.

8. The eighth part of the document discusses the importance of data literacy. It emphasizes that all employees should have a basic understanding of data and its applications to make the most of the organization's data resources.

9. The ninth part of the document outlines the future of data management. It discusses emerging trends such as artificial intelligence and machine learning, which are expected to revolutionize the way data is processed and analyzed.

10. The tenth part of the document concludes by summarizing the key points discussed throughout the document. It reiterates the importance of data in driving organizational success and the need for a data-centric mindset.

Minutes of the Proceedings
 OF THE
LEGISLATIVE COUNCIL.

THURSDAY, 19TH MARCH, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

MESSAGES FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Messages from the Legislative Assembly :—

MR. PRESIDENT,

The Legislative Assembly transmit to the Legislative Council a Bill, intituled, "*An Act to further alter and amend the Laws relating to the Corporations of the City of Melbourne and of the Town of Geelong respectively and to extend and apply other existing Acts thereto,*" in which they desire the concurrence of the Legislative Council.

FRANS. MURPHY,
 Speaker.

Legislative Assembly Chamber,
 Melbourne, 18th March, 1863.

MR. PRESIDENT,

The Legislative Assembly transmit to the Legislative Council a Bill, intituled, "*An Act to amend the Law relating to the Qualifications and Registration of Electors of Members to serve in Parliament and to regulate proceedings at Parliamentary Elections,*" in which they desire the concurrence of the Legislative Council.

FRANS. MURPHY,
 Speaker.

Legislative Assembly Chamber,
 Melbourne, 19th March, 1863.

MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—The Honorable T. H. Fellows produced a certificate of the payment of the sum of twenty pounds into the hands of the Colonial Treasurer, for the public uses of the Colony, and moved, That this Bill be read a first time, printed, and read a second time on Tuesday the 31st instant.

Question—put and passed.

The Honorable T. H. Fellows, with leave of the Council, moved, without notice, That a Message be carried to the Legislative Assembly, requesting that they will be pleased to communicate to the Council copies of the Report and Proceedings from the Select Committee of that House, appointed during the present Session of Parliament, on the Bill.

Question—put and passed.

MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT,

The Legislative Assembly transmit to the Legislative Council copies of the Report and Evidence taken before the Select Committee on the Bill intituled, "*An Act to further alter and amend the Laws relating to the Corporations of the City of Melbourne and of the Town of Geelong respectively and to extend and apply other existing Acts thereto,*" as requested by the Legislative Council.

FRANS. MURPHY,
 Speaker.

Legislative Assembly Chambers,
 Melbourne, 19th March, 1863.

ELECTORAL ACT AMENDMENT BILL.—The Honorable W. H. F. Mitchell moved, That this Bill be now read a first time, printed, and read a second time on Tuesday next.

Question—put and passed.

ADJOURNMENT.—The Council adjourned at ten minutes to five o'clock until four o'clock on Tuesday, 24th instant.

NOTICE OF MOTION AND ORDERS OF THE DAY.

TUESDAY, 24TH MARCH.

1. The Hon. T. H. FELLOWS : To ask the Honorable the Commissioner of Railways—
 - (1.) What were the objects and purposes of the "Meeting of the Board of Land and Works and the arbitrators appointed by the Board under the 88th section of the Land Act, 1862," mentioned in Mr. Hodgkinson's communication (of 13th September, 1862,) to the Law Officers, and what occurred at such meeting.
 - (2.) Whether the arbitrators appointed by the Board and by the County Court Judges have been so appointed as that the same two persons act as arbitrators in more than one appeal.
 - (3.) Whether such combination (if it exist) is the result of accident or design.
 - (4.) What was the arrangement or communication (if any) by which such combination was effected.
2. The Hon. W. H. F. MITCHELL : To move for leave to bring in a Bill to establish a Court of Bankruptcy.

ORDERS OF THE DAY :—

1. MERCANTILE LAW AMENDMENT BILL.—To be read a second time.
2. ELECTORAL ACT AMENDMENT BILL.—To be read a second time.

WEDNESDAY, 25TH MARCH.

ORDER OF THE DAY :—

1. RATING OF LAND BILL.—To be further considered in Committee.

TUESDAY, 31ST MARCH.

ORDER OF THE DAY :—

1. MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—To be read a second time.

M E E T I N G

OF

S E L E C T C O M M I T T E E .

Tuesday, 31st March.

RAILWAYS—at half-past 1 o'clock.

CHARLES L. COMYNS,

Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings
OF THE
LEGISLATIVE COUNCIL.

TUESDAY, 24TH MARCH, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

RETURN OF WRIT.—The President announced that a letter had been received from the Private Secretary to His Excellency the Governor, reporting that a writ issued on the 19th February last for an election of one member for the South-Western Province has been returned to His Excellency, by which it appears, upon the authority of James Noble, Esq., the Returning Officer, that Caleb Joshua Jenner was duly elected.

PETITION.—The Honorable F. Robertson presented a Petition signed by J. P. Westwood and others, praying that the House will not pass into law the Electoral Act Amendment Bill.

Petition received.

POSTPONEMENT.—The following Order of the Day was postponed until Tuesday next :—

“*Mercantile Law Amendment Bill*”—To be read a second time.

ELECTORAL ACT AMENDMENT BILL.—The Honorable W. H. F. Mitchell moved, That this Bill be now read a second time.

Debate ensued.

The Honorable J. P. Fawkner moved, That the debate on the second reading of the Bill be adjourned until this day week.

Question—That the debate on the second reading of the Bill be adjourned until this day week—put and passed.

MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced to the Council the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT,

The Legislative Assembly transmit to the Legislative Council a Bill, intituled, “*An Act to amend the Practice and Procedure of the Crown side of the Supreme Court and for the regulation of the Crown Office of the said Court*, in which they desire the concurrence of the Legislative Council.

FRANS. MURPHY,
Speaker.

Legislative Assembly Chamber,
Melbourne, 24th March, 1863.

SUPREME COURT BILL.—The Honorable W. H. F. Mitchell moved, That this Bill be now read a first time, printed, and read a second time on Tuesday next.

Question—put and passed.

Bill read a first time.

ADJOURNMENT.—The Honorable W. H. F. Mitchell, with leave of the Council, moved, without notice, That the House, at its rising this day, adjourn until Thursday next.

Question—put and passed.

The Council adjourned at twenty minutes to five o'clock until four o'clock on Thursday, the 26th instant.

NOTICES OF MOTION AND ORDERS OF THE DAY.

THURSDAY, 26TH MARCH.

1. The Hon. T. H. FELLOWS : To ask the Honorable the Commissioner of Railways—
- (1.) What were the objects and purposes of the "Meeting of the Board of Land and Works and the arbitrators appointed by the Board under the 88th section of the Land Act, 1862," mentioned in Mr. Hodgkinson's communication (of 13th September, 1862,) to the Law Officers, and what occurred at such meeting.
 - (2.) Whether the arbitrators appointed by the Board and by the County Court Judges have been so appointed as that the same two persons act as arbitrators in more than one appeal.
 - (3.) Whether such combination (if it exist) is the result of accident or design.
 - (4.) What was the arrangement or communication (if any) by which such combination was effected.

NOTICE OF MOTION:—

1. The Hon. W. H. F. MITCHELL : To move for leave to bring in a Bill to establish a Court of Bankruptcy.

TUESDAY, 31ST MARCH.

NOTICE OF MOTION:—

1. The Hon. J. F. STRACHAN : To move, That, on the Melbourne and Geelong Corporation Amendment Bill passing the second reading, it be an instruction of this Council to the Committee on the Bill, that the amendments hereafter enumerated be embodied therein, namely:—

Out-going and in-coming tenants to pay rates proportionately.

Aldermen to be elected for three years only.

Mayor to be elected by the new Council.

Carters and cabmen to register in the municipality where they reside, one such registration to be sufficient for Geelong and other municipalities.

Appeals on assessments to be heard at Petty Sessions.

The qualification for councillors to be fifty pounds.

Two councillors to retire annually from each ward.

Assessments to be made by persons unconnected with the Town Council.

Property to be recognized by plurality of votes.

The rates on assessments to be spent within the ward in which they are collected, after proportionate deduction for general expenses.

ORDERS OF THE DAY:—

1. MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—To be read a second time.
2. MERCANTILE LAW AMENDMENT BILL.—To be read a second time.
3. ELECTORAL ACT AMENDMENT BILL.—To be read a second time.
4. SUPREME COURT BILL.—To be read a second time.

M E E T I N G

OF

S E L E C T C O M M I T T E E .

Tuesday, 31st March.

RAILWAYS—at half-past 1 o'clock.

G. W. RUSDEN,

Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings

OF THE

LEGISLATIVE COUNCIL.

THURSDAY, 26TH MARCH, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

NEW MEMBER.—The Honorable Caleb Joshua Jenner approached the Table and took and subscribed the Oath of Allegiance, provided for by the thirty-second clause of the Constitution Act, and delivered to the Clerk the declaration required by the seventh clause of the Constitution Act, as hereunder set forth, viz :—

“I, CALEB JOSHUA JENNER, do declare and testify that I am duly seized at law or in equity of an estate of freehold, for my own use and benefit, in lands or tenements in the Colony of Victoria, of the annual value of Five hundred and twenty pounds sterling money above all charges and incumbrances affecting the same : And further, that the lands and tenements out of which such qualification arises are situate in the parishes of Ballaarat, Moorpanyal, and Jika Jika, in the counties or reputed counties of Grenville, Grant, and Bourke, the descriptions of which lands and tenements are as follows :

“42 feet frontage to Armstrong-street, Ballaarat, by a depth of 165 feet, on which is erected a stone warehouse 42 feet by 160 feet.

“46 feet frontage to Yuille-street, Ballaarat, by a depth of 112 feet, with house and sundry buildings.

“2 acres and house, parish of Moorpanyal, county of Grant.

“5 acres and residence, parish of Moorpanyal, county of Grant.

“50 feet by 150 feet and house, parish of Moorpanyal, county of Grant.

“6 acres (more or less) with improvements, parish of Jika Jika, county of Bourke.

“And I further declare that I have not collusively or colorably obtained a title to, or become possessed of, the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a member of the Legislative Council of the Colony of Victoria.

“C. J. JENNER.”

PAPER.—The Honorable W. H. F. Mitchell presented to the Council the following Paper :—
Appointment of Arbitrators under the Land Act—Circulars addressed to the County Court Judges in relation to the.

MESSAGES FROM THE LEGISLATIVE ASSEMBLY.—The President announced to the Council the receipt of the following Messages from the Legislative Assembly :—

MR. PRESIDENT,

The Legislative Assembly transmit to the Legislative Council a Bill, intituled, “*An Act to establish Road Districts and Shires and generally to provide for the administration of Local Affairs without the limits of Boroughs,*” in which they desire the concurrence of the Legislative Council.

FRANS. MURPHY,
Speaker.

Legislative Assembly Chamber,
Melbourne, 26th March, 1863.

MR. PRESIDENT,

The Legislative Assembly transmit to the Legislative Council a Bill, intituled, “*An Act to amend an Act passed in the sixteenth year of the reign of Her present Majesty Queen Victoria intituled ‘An Act to incorporate a Company to be called ‘The Melbourne and Hobson’s Bay Railway Company ;’*”

Also a Bill, intituled, “*An Act for the improvement of the Municipal District of East Collingwood in the Colony of Victoria ;*” in which they desire the concurrence of the Legislative Council.

FRANS. MURPHY,
Speaker.

Legislative Assembly Chambers,
Melbourne, 26th March, 1863.

LOCAL GOVERNMENT BILL.—The Honorable W. H. F. Mitchell moved, That this Bill be now read a first time, printed, and read a second time on Tuesday next.

Question—put and passed.

Bill read a first time.

EAST COLLINGWOOD IMPROVEMENT BILL.—The Honorable J. P. Fawcner produced a certificate of the payment of the amount required to be paid to the Colonial Treasurer for the public uses of the colony, and moved that this Bill be now read a first time, and that the second reading be made an Order of the Day for the first day of meeting after the Easter recess.

Question—put and passed.

The Honorable J. P. Fawcner, with leave of the Council, moved, without notice, That a Message be carried to the Legislative Assembly, requesting that they will be pleased to communicate to the Council copies of the Report and Proceedings from the Select Committee of that House appointed in the present session of Parliament on the Bill, together with the Minutes of Evidence taken before the said Committee.

Question—put and passed.

The Council adjourned at twenty minutes to five o'clock until four o'clock on Tuesday, the 31st instant.

NOTICES OF MOTION AND ORDERS OF THE DAY.

TUESDAY, 31ST MARCH, 1863.

1. The Hon. J. McCRAE: To ask the Honorable the Commissioner of Roads and Railways if it is the intention of the Government this session to introduce a Bill to amend the Real Property Act.
2. The Hon. T. H. FELLOWS: To ask the Honorable the Commissioner of Roads and Railways whether the Board of Land and Works consider that the arbitrators appointed by them under the Land Act are bound to follow the instructions of the Board, or are at liberty to act in all appeals as they, in their unfettered discretion as judges, think fit.

NOTICES OF MOTION:—

1. The Hon. J. F. STRACHAN: To move, That, on the Melbourne and Geelong Corporation Amendment Bill passing the second reading, it be an instruction of this Council to the Committee on the Bill, that the amendments hereafter enumerated be embodied therein, namely:—
 Out-going and in-coming tenants to pay rates proportionately.
 Aldermen to be elected for three years only.
 Mayor to be elected by the new Council.
 Carters and cabmen to register in the municipality where they reside, one such registration to be sufficient for Geelong and other municipalities.
 Appeals on assessments to be heard at Petty Sessions.
 The qualification for councillors to be fifty pounds.
 Two councillors to retire annually from each ward.
 Assessments to be made by persons unconnected with the Town Council.
 Property to be recognized by plurality of votes.
 The rates on assessments to be spent within the ward in which they are collected, after proportionate deduction for general expenses.
2. The Hon. W. H. F. MITCHELL: To move for leave to bring in a Bill to establish a Court of Bankruptcy.

ORDERS OF THE DAY:—

1. MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—To be read a second time.
2. MERCANTILE LAW AMENDMENT BILL.—To be read a second time.
3. ELECTORAL ACT AMENDMENT BILL.—To be read a second time.
4. SUPREME COURT BILL.—To be read a second time.
5. LOCAL GOVERNMENT BILL.—To be read a second time.

MEETING OF SELECT COMMITTEE.

Tuesday, 31st March.

RAILWAYS—at half-past 1 o'clock.

G. W. RUSDEN,
Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings
OF THE
LEGISLATIVE COUNCIL.

TUESDAY, 31ST MARCH, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

PAPER.—The Honorable W. H. F. Mitchell laid on the Table the following Paper :—
Municipalities and Charitable Institutions.—Report of Commission (25th March, 1863).

Ordered to lie on the Table.

ADJOURNMENT.—The Honorable W. H. F. Mitchell, with leave of the Council, moved, without notice, That the House, at its rising to-morrow, adjourn until this day three weeks.

Debate ensued.

Amendment moved by the Honorable T. H. Fellows, That the words “three weeks” be omitted, with a view to insert the word “fortnight” instead thereof.

Question—That the words proposed to be omitted stand part of the question—put and passed.

Question—That the House, at its rising to-morrow, adjourn until this day three weeks—put and passed.

PETITION.—The Honorable T. H. Fellows presented to the Council a Petition, under the seal of the Melbourne and Hobson’s Bay Railway Company, praying, That the Melbourne and Hobson’s Bay Railway Act Amendment Bill may be referred to a Select Committee of the House, and that the Petitioners may be heard by themselves, their counsel, agents, and witnesses, against the preamble and the first clause of the Bill on the merits.

Petition received.

PAPER.—The Honorable W. H. F. Mitchell laid on the Table the following Paper :—
Arbitrators under 88th section of Lands Sales Act, 1862— Letter appointing ; together with Opinion as to Arbitrators estimating capabilities of Runs.

Ordered to lie on the Table.

MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced to the Council the receipt of the following Message from the Legislative Assembly :—

MR. PRÆSIDENT,

The Legislative Assembly transmit to the Legislative Council copies of the Report and Evidence taken before the Select Committee on the Bill intituled, “*An Act for the improvement of the Municipal District of East Collingwood in the Colony of Victoria,*” as requested by the Legislative Council.

FRANS. MURPHY,
Speaker.

Legislative Assembly Chambers,
Melbourne, 26th March, 1863.

MELBOURNE AND GEELONG CORPORATIONS ACT AMENDMENT BILL.—The Order of the Day for the second reading of this Bill being called on, the Honorable T. H. Fellows moved, That the Bill be now read a second time.

Debate ensued.

The Honorable G. W. Cole moved, That the debate be adjourned until this day month.

Question—That the debate be adjourned until this day month—put and passed.

MERCANTILE LAW AMENDMENT BILL.—The Order of the Day for the second reading of this Bill being read, the Honorable T. H. Fellows moved, That the Bill be now read a second time.

Debate ensued.

Amendment moved by the Honorable J. P. Fawcner—That the word “now” be omitted, with a view to insert the words “this day six months” after the word “time.”

Debate ensued.

Question—That the word “now,” proposed to be omitted, stand part of the question—put and negatived.

Question—That the words “this day six months,” proposed to be inserted, be so inserted—put.
Council divided.

Contents, 7.
The Hon. J. F. Strachan
C. J. Jenner
F. Robertson
Dr. Hope
J. Henty
J. P. Fawkner
W. Degraives (*Teller*).

Not Contents, 11.
The Hon. R. Thomson
W. H. F. Mitchell
W. Campbell
D. Kennedy
T. H. Power
W. Hull
Dr. Wilkie
J. McCrae
W. Highett
G. W. Cole
T. H. Fellows (*Teller*).

The question was therefore negatived.

The Honorable T. H. Fellows moved, That the word “to-morrow” be inserted after the word “time.”

Question—put and passed.

Question—That the Bill be read a second time to-morrow—put and passed.

MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced to the Council the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT,

The Legislative Assembly transmit to the Legislative Council a Bill intituled, “*An Act to regulate the Passenger Trade of Victoria ;*”

Also, a Bill intituled “*An Act to regulate Immigration into Victoria,*” in which they desire the concurrence of the Legislative Council.

FRANS. MURPHY,
Speaker.

Legislative Assembly Chamber,
Melbourne, 31st March, 1863.

IMMIGRATION BILL.—The Honorable W. H. F. Mitchell moved, That this Bill be now read a first time, printed, and read a second time on the first day after the Easter recess.

Question—put and passed.

Bill read a first time.

PASSAGE BROKERS BILL.—The Honorable W. H. F. Mitchell moved, That this Bill be now read a first time, printed, and read a second time on the first day after the Easter recess.

Question—put and passed.

Bill read a first time.

MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced to the Council the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT,

The Legislative Assembly transmit to the Legislative Council a Bill intituled, “*An Act to apply out of the Consolidated Revenue the sum of Five hundred thousand pounds to the service of the year One thousand eight hundred and sixty-three,*” in which they desire the concurrence of the Legislative Council.

FRANS. MURPHY,
Speaker.

Legislative Assembly Chamber,
Melbourne, 31st March, 1863.

CONSOLIDATED REVENUE BILL.—The Honorable W. H. F. Mitchell moved, That this Bill be now read a first time.

Question—put and passed.

Bill read a first time.

The Honorable W. H. F. Mitchell moved, That the Bill be now read a second time.

Question—put and passed.

Bill read a second time.

The Honorable W. H. F. Mitchell moved, That the Bill be now considered in Committee of the whole Council.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill and agreed to the same without amendment.

The Honorable W. H. F. Mitchell moved, That the report be now adopted.

Question—put and passed.

The President having reported that the Chairman of Committees had certified that the fair print of the Bill was in accordance with the Bill as reported, the Bill, on the motion of the Honorable W. H. F. Mitchell, was read a third time and *passed*.

The Honorable W. H. F. Mitchell moved, That the title of the Bill be “*An Act to apply out of the Consolidated Revenue the sum of Five hundred thousand pounds to the service of the year One thousand eight hundred and sixty-three.*”

Question—put and passed.

Ordered—That a Message be transmitted to the Legislative Assembly acquainting them that the Council have agreed to the Bill without amendment.

ELECTORAL ACT AMENDMENT BILL.—The Order of the Day respecting this Bill being called on, the adjourned debate on the second reading of the Bill was resumed.

Question—That the Bill be now read a second time—put and passed.

Bill read a second time.

The Honorable W. H. F. Mitchell moved, That the Bill be now considered in Committee of the whole Council.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported progress, and asked leave to sit again to-morrow.

Ordered.

SUPREME COURT BILL.—The Order of the Day for the second reading of this Bill being called on, the Honorable T. H. Fellows moved, That the Bill be now read a second time.

Question—put and passed.

Bill read a second time.

The Honorable T. H. Fellows moved, That the Bill be now considered in Committee of the whole Council.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported progress, and asked leave to sit again this day three weeks.

Ordered.

POSTPONEMENT.—The following Order of the Day was postponed until Tuesday, 21st April :—
“*Local Government Bill*”—to be read a second time.

The Council adjourned at five minutes to seven o'clock until four o'clock on Wednesday, the 1st April.

NOTICES OF MOTION AND ORDERS OF THE DAY.

WEDNESDAY, 1ST APRIL, 1863.

1. The Hon. J. P. FAWKNER : To ask the Honorable the Commissioner of Roads and Railways, does the President of the Lands and Survey support the valuation he has made on the assessment by the surveyor who reported on Pastoral Runs, or by any other competent witnesses, or does he leave the valuations to the tender mercies of the Squatters and their witnesses.

Government Business.

NOTICE OF MOTION :—

1. The Hon. W. H. F. MITCHELL : To move for leave to bring in a Bill to establish a Court of Bankruptcy.

ORDERS OF THE DAY :—

1. **MERCANTILE LAW AMENDMENT BILL.**—To be read a second time.
2. **ELECTORAL ACT AMENDMENT BILL.**—To be further considered in Committee.

General Business.

NOTICE OF MOTION :—

1. The Hon. T. H. FELLOWS : To move, That the Melbourne and Hobson's Bay Railway Act Amendment Bill be referred to a Select Committee of this House, and that the Melbourne and Hobson's Bay Railway Company be heard by themselves, their counsel, agents, and witnesses, against the preamble and the clause of the Bill, on the merits.

TUESDAY, 21ST APRIL.

ORDERS OF THE DAY :—

1. **EAST COLLINGWOOD IMPROVEMENT BILL.**—To be read a second time.
2. **IMMIGRATION BILL.**—To be read a second time.
3. **PASSAGE BROKERS BILL.**—To be read a second time.
4. **SUPREME COURT BILL.**—To be read a second time.
5. **LOCAL GOVERNMENT BILL.**—To be further considered in Committee.

TUESDAY, 28TH APRIL.

ORDER OF THE DAY :—

1. **MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.**—Adjourned debate on second reading.

G. W. RUSDEN,
Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings
OF THE
LEGISLATIVE COUNCIL.

WEDNESDAY, 1ST APRIL, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

ROYAL ASSENT TO BILL.—The President announced to the Council that he had received an intimation from the Private Secretary, to the effect that it is the intention of His Excellency the Governor to proceed to the Legislative Council Chamber this day to give the Royal Assent to a Bill.

APPROACH OF HIS EXCELLENCY THE GOVERNOR.—The approach of His Excellency the Governor was announced by the Usher.

ROYAL ASSENT TO BILL.—His Excellency the Governor came into the Council Chamber, and commanded the Usher to desire the attendance of the Legislative Assembly in the Council Chamber; who, being come, with their Speaker, His Excellency was pleased to assent, in the name of Her Majesty the Queen, to the following Bill:—

“An Act to apply out of the Consolidated Revenue the sum of Five hundred thousand pounds to the service of the year One thousand eight hundred and sixty-three.”

The Royal Assent being read by the Clerk of the Parliaments in the following words:—

“In the name and on behalf of Her Majesty I assent to this Act.

“HENRY BARKLY,
“Governor.”

The Clerk of the Parliaments delivered to Mr. Speaker a schedule of the Act assented to. Mr. Speaker and the Legislative Assembly withdrew.

His Excellency the Governor left the Council Chamber.

MELBOURNE AND HOBSON'S BAY RAILWAY ACT AMENDMENT BILL.—The Honorable J. F. Strachan, with leave of the Council, moved, without notice, That a Message be sent to the Legislative Assembly requesting that they will be pleased to communicate to the Council copies of the Report and Proceedings from the Select Committee of that House appointed during the present session of Parliament on the Bill.

Question—put and passed.

BANKRUPTCY BILL.—The Honorable W. H. F. Mitchell, in accordance with notice, moved for leave to bring in a Bill to establish a Court of Bankruptcy.

Question—put and passed.

Bill brought in, and, on the motion of the Honorable W. H. F. Mitchell, read a first time, ordered to be printed, and read a second time on Wednesday the 29th instant.

POSTPONEMENT.—The following Order of the Day was postponed until Tuesday the 21st April:—
“*Mercantile Law Amendment Bill*”—To be read a second time.

ELECTORAL ACT AMENDMENT BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole Council being read, the President left the Chair.

The Honorable W. Highett, as Chairman of the Committee, reported progress, and asked leave for the Committee to sit again on Tuesday, the 21st instant.

Ordered.

MELBOURNE AND HOBSON'S BAY RAILWAY ACT AMENDMENT BILL.—The Honorable J. F. Strachan produced a certificate of the payment of the amount required to be paid to the Colonial Treasurer for the public uses of the colony, and moved, That this Bill be now read a first time.

Question—put and passed.

Bill read a first time.

The Council adjourned at ten minutes to five o'clock until four o'clock on Tuesday, the 21st instant.

NOTICE OF MOTION AND ORDERS OF THE DAY.

 TUESDAY, 21ST APRIL, 1863.

NOTICE OF MOTION:—

1. The Hon T. H. FELLOWS: To move, That the Melbourne and Hobson's Bay Railway Act Amendment Bill be referred to a Select Committee of this House, and that the Melbourne and Hobson's Bay Railway Company be heard by themselves, their counsel, agents, and witnesses, against the preamble and the clause of the Bill, on the merits.

ORDERS OF THE DAY:—

1. EAST COLLINGWOOD IMPROVEMENT BILL.—To be read a second time.
2. IMMIGRATION BILL.—To be read a second time.
3. PASSAGE BROKERS BILL.—To be read a second time.
4. SUPREME COURT BILL.—To be read a second time.
5. LOCAL GOVERNMENT BILL.—To be further considered in Committee.
6. MERCANTILE LAW AMENDMENT BILL.—To be read a second time.
7. ELECTORAL ACT AMENDMENT BILL.—To be further considered in Committee.

 TUESDAY, 28TH APRIL.

ORDER OF THE DAY:—

1. MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—Adjourned debate on second reading.

 WEDNESDAY, 29TH APRIL.
Government Business.

ORDER OF THE DAY:—

1. BANKRUPTCY BILL.—To be read a second time.

G. W. RUSDEN,

Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings
OF THE
LEGISLATIVE COUNCIL.

TUESDAY, 21ST APRIL, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

PAPERS.—The Honorable W. H. F. Mitchell laid upon the Council Table the following papers :—

1. Sanatory Station—Report of Chief Medical Officer on, 1862.
2. Health Officer's Report.—Year ending 31st December, 1862.

Ordered severally to lie on the Table.

MELBOURNE AND HOBSON'S BAY RAILWAY ACT AMENDMENT BILL.—The Honorable T. H. Fellows, in accordance with notice, moved, That the Melbourne and Hobson's Bay Railway Act Amendment Bill be referred to a Select Committee of this House, and that the Melbourne and Hobson's Bay Railway Company be heard by themselves, their counsel, agents, and witnesses, against the preamble and the clause of the Bill, on the merits.

The Honorable J. F. Strachan moved, That the debate be adjourned until to-morrow.

MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced to the Council the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council copies of the Report and Evidence taken before the Select Committee on the Bill intituled "*An Act to amend an Act passed in the sixteenth year of the reign of Her present Majesty Queen Victoria intituled 'An Act to incorporate a Company to be called the Melbourne and Hobson's Bay Railway Company,'*" as requested by the Legislative Council.

FRANS. MURPHY,
Speaker.

Legislative Assembly Chamber,
Melbourne, 1st April, 1863.

MELBOURNE AND HOBSON'S BAY RAILWAY ACT AMENDMENT BILL.—The question, That the debate be adjourned until to-morrow, was by leave withdrawn.

Amendment moved by the Honorable T. T. a'Beckett, That all the words after the first word "be" be omitted, with a view to insert the words "not read a second time until the evidence taken before the Select Committees of the Legislative Assembly shall have been printed and laid on the Table of this House.

Debate ensued.

Question—That the words proposed to be omitted stand part of the question—put and negatived.

Question—That the words proposed to be inserted be so inserted—put and passed.

Question—That the Melbourne and Hobson's Bay Railway Act Amendment Bill be not read a second time until the evidence taken before the Select Committees of the Legislative Assembly shall have been printed and laid on the Table of this House—put and passed.

MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced to the Council the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled, "*An Act to amend an Act to repeal the Laws relating to Hawkers and Pedlars in the Colony of New South Wales and to substitute other provisions in lieu thereof ;*" in which they desire the concurrence of the Legislative Council.

FRANS. MURPHY,
Speaker.

Legislative Assembly Chamber,
Melbourne, 21st April, 1863.

HAWKERS AND PEDLERS ACTS AMENDMENT BILL.—The Honorable A. Fraser moved, That this Bill be now read a first time, printed, and read a second time this day week.

Question—put and passed.

Bill read a first time.

PETITION.—The Honorable T. T. a'Beckett presented a Petition, signed by R. Heales, senior, and other ratepayers of East Collingwood, praying that the East Collingwood Improvement Bill may be rejected by the Council.

Petition received.

EAST COLLINGWOOD IMPROVEMENT BILL.—The Order of the Day for the second reading of this Bill being read, the Honorable J. P. Fawkner moved, That the Order of the Day be discharged.

Question—put and passed.

The Honorable J. P. Fawkner moved, That the Bill be referred to a Select Committee of the Council.

Question—put and passed.

The Council proceeded to the ballot in accordance with the third Standing Order on Private Bills; and the following members, being reported by the Clerk to have the greatest number of votes, were declared by the President to be the members of the Select Committee, viz.:—The Honorables J. P. Fawkner, F. Robertson, J. McCrae, C. J. Jenner, and A. Fraser.

POSTPONEMENTS.—The following Orders of the Day were severally postponed until after the disposal of the seventh Order of the Day.

“*Immigration Bill*”—to be read a second time.

“*Passage Brokers Bill*”—to be read a second time.

“*Supreme Court Bill*”—to be read a second time.

“*Local Government Bill*”—to be read a second time.

“*Mercantile Law Amendment Bill*”—to be read a second time.

ELECTORAL ACT AMENDMENT BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole Council being read, the President left the Chair.

The Chairman of Committees reported progress, and asked leave to sit again to-morrow.

Ordered.

POSTPONEMENTS.—The following Orders of the Day were severally postponed until to-morrow:—

“*Immigration Bill*”—to be read a second time;

“*Passage Brokers' Bill*”—to be read a second time;

“*Local Government Bill*”—to be read a second time;

“*Mercantile Law Amendment Bill*”—to be read a second time.

POSTPONEMENT.—The following Order of the Day was postponed until Tuesday, 5th May:—

“*Supreme Court Bill*”—to be read a second time.

The Council adjourned at half-past six o'clock until four o'clock on Wednesday, the 22nd inst.

NOTICES OF MOTION AND ORDERS OF THE DAY.

WEDNESDAY, 22ND APRIL, 1863.

1. The Hon. F. ROBERTSON: To ask the Honorable the Commissioner of Railways, whether regulations have been framed by the Governor and Executive Council for the distribution of pensions, under the Constitution Act, to responsible ministers who have held office for two years; and if so, what are the regulations.

Government Business.

ORDERS OF THE DAY:—

1. ELECTORAL ACT AMENDMENT BILL.—To be further considered in Committee.
2. IMMIGRATION BILL.—To be read a second time.
3. PASSAGE BROKERS BILL.—To be read a second time.
4. LOCAL GOVERNMENT BILL.—To be read a second time.
5. MERCANTILE LAW AMENDMENT BILL.—To be read a second time.

General Business.

NOTICES OF MOTION:—

1. The Hon. J. F. STRACHAN: To move, That the second reading of the Melbourne and Hobson's Bay Railway Bill be made an Order of the Day for Tuesday next.

2. The Hon. F. ROBERTSON: To move, That a Return be laid on the Table of the House, showing in a tabular form—
- (1.) The names of the squatters who appealed against the assessment of their runs.
 - (2.) The name of each run.
 - (3.) The assessment paid in 1861, and the amount assessed by the Board of Land and Works for 1862, in each case respectively.
 - (4.) The award of the arbitrators appointed under the Land Act.
 - (5.) The amount of increase or reduction, if any, and the reasons assigned for making such increase or reduction.
 - (6.) The probable reduction for 1863, on account of the alienation of land under the existing law.
 - (7.) The amount of costs awarded in each case of appeal, and whether to be paid by the Government or appellant.

TUESDAY, 28TH APRIL.

1. The Hon. F. ROBERTSON: To ask the Honorable Commissioner of Railways whether it is the intention of the Government to adopt any measures this session with a view to the establishment of a branch of Her Majesty's Royal Mint in this colony.

ORDER OF THE DAY:—

1. MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—Adjourned debate on second reading.
2. HAWKERS' AND PEDLERS' ACTS AMENDMENT BILL.—To be read a second time.

WEDNESDAY, 29TH APRIL.

Government Business.

ORDER OF THE DAY:—

1. BANKRUPTCY BILL.—To be read a second time.

TUESDAY, 5TH MAY.

ORDER OF THE DAY:—

1. SUPREME COURT BILL.—To be read a second time.

M E E T I N G
OF
S E L E C T C O M M I T T E E .

Thursday, 23rd April.

EAST COLLINGWOOD IMPROVEMENT BILL—at 11 o'clock.

G. W. RUSDEN,
Clerk of the Council and Clerk of the Parliaments.



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WEDNESDAY, 22ND APRIL, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

EAST COLLINGWOOD IMPROVEMENT BILL.—The Honorable J. P. Fawcner, with leave of the Council, moved, without notice, That the Select Committee on this Bill have power to call for papers and documents, to take evidence, and to hear counsel.

Question—put and passed.

POSTPONEMENTS.—The Honorable W. H. F. Mitchell moved the postponement of the Orders of the Day until after the disposal of the General Business.

Question—put and passed.

MELBOURNE AND HOBSON'S BAY RAILWAY ACT AMENDMENT BILL.—The Honorable J. F. Strachan, in accordance with notice, moved, That the second reading of the Melbourne and Hobson's Bay Railway Act Amendment Bill be made an Order of the Day for Tuesday next.

Question—put and passed.

ASSESSMENT AND APPEALS.—The Honorable F. Robertson, in accordance with notice, moved, That a Return be laid on the Table of the House, showing in a tabular form—

- (1.) The names of the squatters who appealed against the assessment of their runs.
- (2.) The name of each run.
- (3.) The assessment paid in 1861, and the amount assessed by the Board of Land and Works for 1862, in each case respectively.
- (4.) The award of the arbitrators appointed under the Land Act.
- (5.) The amount of increase or reduction, if any, and the reasons assigned for making such increase or reduction.
- (6.) The probable reduction for 1863, on account of the alienation of land under the existing law.
- (7.) The amount of costs awarded in each case of appeal, and whether to be paid by the Government or appellant.

Question—put and passed.

ELECTORAL ACT AMENDMENT BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole Council being read, the President left the Chair.

The Chairman of Committees reported progress, and asked leave to sit again on Tuesday next.

Ordered.

The Honorable W. H. F. Mitchell moved, That the Order of the Day for the further consideration of the Bill in Committee on Tuesday next have precedence of other business.

Question—put and passed.

ADJOURNMENT.—The Honorable W. H. F. Mitchell, with leave of the Council, moved, without notice, That the House, at its rising this day, adjourn until Tuesday next.

Question—put and passed.

POSTPONEMENTS.—The following Orders of the Day were severally postponed until Tuesday next :—

- “*Immigration Bill*”—To be read a second time.
- “*Passage Brokers Bill*”—To be read a second time.
- “*Local Government Bill*”—To be read a second time.
- “*Mercantile Law Amendment Bill*”—To be read a second time.

The Council adjourned at a quarter to seven o'clock until four o'clock on Tuesday, the 28th inst.

NOTICES OF MOTION AND ORDERS OF THE DAY.

TUESDAY, 28TH APRIL.

1. The Hon. F. ROBERTSON: To ask the Honorable Commissioner of Railways whether it is the intention of the Government to adopt any measures this session with a view to the establishment of a branch of Her Majesty's Royal Mint in this colony.
2. The Hon. F. ROBERTSON: To ask the Honorable the Commissioner of Railways, whether regulations have been framed by the Governor and Executive Council for the distribution of pensions, under the Constitution Act, to responsible ministers who have held office for two years; and if so, what are the regulations.

ORDER OF THE DAY:—

1. ELECTORAL ACT AMENDMENT BILL.—To be further considered in Committee.

NOTICE OF MOTION:—

1. The Hon. D. KENNEDY: To move, That considering the unsatisfactory manner in which the present Land Act has wrought, it is the opinion of this House that no further alienation of Crown Lands by selection should take place until after further legislation.

ORDERS OF THE DAY:—

2. MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—Adjourned debate on second reading.
3. HAWKERS AND PEDLERS ACTS AMENDMENT BILL.—To be read a second time.
4. MELBOURNE AND HOBSON'S BAY RAILWAY ACT AMENDMENT BILL.—To be read a second time.
5. IMMIGRATION BILL.—To be read a second time.
6. PASSAGE BROKERS BILL.—To be read a second time.
7. LOCAL GOVERNMENT BILL.—To be read a second time.
8. MERCANTILE LAW AMENDMENT BILL.—To be read a second time.

WEDNESDAY, 29TH APRIL.

Government Business.

ORDER OF THE DAY:—

1. BANKRUPTCY BILL.—To be read a second time.

TUESDAY, 5TH MAY.

ORDER OF THE DAY:—

1. SUPREME COURT BILL.—To be read a second time.

M E E T I N G
OF
S E L E C T C O M M I T T E E .

Thursday, 30th April.

EAST COLLINGWOOD IMPROVEMENT BILL—at 11 o'clock.

G. W. RUSDEN,
Clerk of the Council and Clerk of the Parliaments.

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TUESDAY, 28TH APRIL, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

FRIDAY A DAY OF BUSINESS.—The Honorable W. H. F. Mitchell, with leave of the Council, moved, without notice, That Friday be a Day of Business.

Question—put and passed.

ELECTORAL ACT AMENDMENT BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole Council being read, the President left the Chair.

The Chairman of Committees reported progress, and asked leave to sit again to-morrow.

The Honorable T. H. Fellows moved, That leave be given to the Committee to sit again on Thursday next.

Question—put and passed.

POSTPONEMENT.—The following Order of the Day was postponed until Tuesday, 5th May :—

“*Melbourne and Geelong Corporations Acts Amendment Bill*”—Adjourned debate on second reading.

HAWKERS AND PEDLERS ACTS AMENDMENT BILL.—The Order of the Day for the second reading of this Bill being read, the Honorable A. Fraser moved, That the Bill be now read a second time.

Question—put and passed.

Bill read a second time.

The Honorable A. Fraser moved, That the Bill be now considered in Committee of the whole Council.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported progress, and asked leave to sit again on Friday next.

Ordered.

POSTPONEMENTS.—The following Orders of the Day were severally postponed until the days hereunder named :—

“*Melbourne and Hobson's Bay Railway Act Amendment Bill*”—to be read a second time, Wednesday, 6th May.

“*Immigration Bill*”—to be read a second time; and

“*Passage Brokers Bill*”—to be read a second time, Wednesday, 29th April.

“*Local Government Bill*”—to be read a second time, Thursday, 30th April; and

“*Mercantile Law Amendment Bill*”—to be read a second time, Friday, 1st May.

PAPERS.—The Honorable W. H. F. Mitchell laid on the Table the following Papers :—

(1.) Mining under Reserves and Polling Places altered.—Order in Council (16th February, 1863). (23rd February, 1863.)

(2.) Mining under Police Paddock, Taradale.—Order in Council (18th March, 1863).

(3.) Immigration.—Introduction of Vinedressers.—Despatch from the Right Honorable the Secretary of State (25th January, 1863), with enclosures.

(4.) Immigration.—Letter from Colonial Land and Emigration Commissioners (26th January, 1863).

(5.) Friendly Societies—Return of, registered, and dissolved in 1862. (1st March, 1863.)

Ordered severally to lie on the Table.

The Council adjourned at a quarter past six o'clock until four o'clock on Wednesday, the 29th instant.

NOTICES OF MOTION AND ORDERS OF THE DAY.

WEDNESDAY, 29TH APRIL.

1. The Hon. F. ROBERTSON: To ask the Honorable Commissioner of Railways whether it is the intention of the Government to adopt any measures this session with a view to the establishment of a branch of Her Majesty's Royal Mint in this colony.
2. The Hon. F. ROBERTSON: To ask the Honorable the Commissioner of Railways, whether regulations have been framed by the Governor and Executive Council for the distribution of pensions, under the Constitution Act, to responsible ministers who have held office for two years; and if so, what are the regulations.

Government Business.

ORDERS OF THE DAY:—

1. BANKRUPTCY BILL.—To be read a second time.
2. IMMIGRATION BILL.—To be read a second time.
3. PASSAGE BROKERS BILL.—To be read a second time.

THURSDAY, 30TH APRIL.

NOTICE OF MOTION:—

1. The Hon. D. KENNEDY: To move, That considering the unsatisfactory manner in which the present Land Act has wrought, it is the opinion of this House that no further alienation of Crown Lands by selection should take place until after further legislation.

ORDERS OF THE DAY:—

1. ELECTORAL ACT AMENDMENT BILL.—To be further considered in Committee.
2. LOCAL GOVERNMENT BILL.—To be read a second time.

FRIDAY, 1ST MAY.

ORDERS OF THE DAY:—

1. HAWKERS AND PEDLERS ACTS AMENDMENT BILL.—To be further considered in Committee.
2. MERCANTILE LAW AMENDMENT BILL.—To be read a second time.

TUESDAY, 5TH MAY.

ORDERS OF THE DAY:—

1. SUPREME COURT BILL.—To be read a second time.
2. MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—Adjourned debate on second reading.

WEDNESDAY, 6TH MAY.

General Business.

ORDER OF THE DAY:—

1. MELBOURNE AND HOBSON'S BAY RAILWAY ACT AMENDMENT BILL.—To be read a second time.

MEETING

OF

SELECT COMMITTEE.

Thursday, 30th April.

EAST COLLINGWOOD IMPROVEMENT BILL—at 11 o'clock.

G. W. RUSDEN,
Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings
OF THE
LEGISLATIVE COUNCIL.

WEDNESDAY, 29TH APRIL, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

POSTPONEMENT.—The following Order of the Day was postponed until Wednesday, the 6th proximo :—

“*Bankruptcy Bill*”—to be read a second time.

IMMIGRATION BILL.—The Order of the Day for the second reading of this Bill being read, the Honorable J. F. Strachan moved, That the Bill be now read a second time.

Debate ensued.

The Honorable J. McCrae moved, That the debate be adjourned until this day week.

Question—That the debate be adjourned until this day week—put and passed.

PASSAGE BROKERS BILL.—The Order of the Day for the second reading of this Bill being read, the Honorable J. F. Strachan moved, That the Bill be now read a second time.

Question—put and passed.

Bill read a second time.

The Honorable J. F. Strachan moved, that the Bill be now considered in Committee of the whole Council.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill and had agreed to the same without amendment.

The Honorable J. F. Strachan moved, that the Report be now adopted.

Question—put and passed.

The Honorable J. F. Strachan moved, That the third reading of the Bill be made an Order of the Day for Tuesday next.

Ordered.

The Council adjourned at half past five o'clock until four o'clock on Thursday, the 30th instant.

NOTICE OF MOTION AND ORDERS OF THE DAY.

THURSDAY, 30TH APRIL.

NOTICE OF MOTION :—

1. The Hon. D. KENNEDY : To move, That, considering the unsatisfactory manner in which the present Land Act has wrought, it is the opinion of this House that no further alienation of Crown Lands by selection should take place until after further legislation.

ORDERS OF THE DAY :—

1. ELECTORAL ACT AMENDMENT BILL.—To be further considered in Committee.
2. LOCAL GOVERNMENT BILL.—To be read a second time.

FRIDAY, 1ST MAY.

ORDERS OF THE DAY :—

1. HAWKERS AND PEDLERS ACTS AMENDMENT BILL.—To be further considered in Committee.
2. MERCANTILE LAW AMENDMENT BILL.—To be read a second time.

TUESDAY, 5TH MAY.

ORDERS OF THE DAY :—

1. SUPREME COURT BILL.—To be read a second time.
2. MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—Adjourned debate on second reading.
3. PASSAGE BROKERS BILL.—To be read a third time.

WEDNESDAY, 6TH MAY.

Government Business.

ORDERS OF THE DAY :—

1. BANKRUPTCY BILL.—To be read a second time.
2. IMMIGRATION BILL.—Adjourned debate on second reading.

General Business.

ORDER OF THE DAY :—

1. MELBOURNE AND HOBSON'S BAY RAILWAY ACT AMENDMENT BILL.—To be read a second time.

M E E T I N G
OF
S E L E C T C O M M I T T E E .

Thursday, 30th April.

EAST COLLINGWOOD IMPROVEMENT BILL—at 11 o'clock.

G. W. RUSDEN,
Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings
OF THE
LEGISLATIVE COUNCIL.

THURSDAY, 30TH APRIL, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

SELECT COMMITTEE ON EAST COLLINGWOOD IMPROVEMENT BILL.—The Honorable J. P. Fawkner reported to the House that two members of the Select Committee on the East Collingwood Improvement Bill had not attended at a meeting duly convened in the Committee Room, and the President having ruled that, under the Standing Orders on Private Bills, it was not competent for the Committee to proceed to business without attendance of all the members thereof, and that the leave of the Council was essential in order to enable the Committee to meet on a future day, the Honorable J. P. Fawkner, with leave of the Council, moved, without notice, That the Select Committee on the East Collingwood Improvement Bill have leave to sit again to-morrow.

Question—put and passed.

ELECTORAL ACT AMENDMENT BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole Council being read, the President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill and had agreed to the same with amendments.

The Honorable W. H. F. Mitchell moved, That the Bill be now re-committed to the consideration of a Committee of the whole Council.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill and had agreed to the same with further amendments.

The Honorable W. H. F. Mitchell moved, That the adoption of the Report of the Committee be made an Order of the Day for Tuesday, the 12th proximo.

Ordered.

LOCAL GOVERNMENT BILL.—The Order of the Day for the second reading of this Bill being read, the Honorable W. H. F. Mitchell moved, That the Bill be now read a second time.

Question—put and passed.

Bill read a second time.

The Honorable W. H. F. Mitchell moved, That the Bill be now considered in Committee of the whole Council.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported progress and asked leave to sit again to-morrow.

Ordered.

The Council adjourned at twenty minutes to six o'clock until four o'clock on Friday, the 1st proximo.

NOTICE OF MOTION AND ORDERS OF THE DAY.

FRIDAY, 1ST MAY.

1. The Hon. J. McCRAE : To ask the Honorable the Commissioner of Railways, if it is the intention of the Department to form a Station at Warrenheep, on the Geelong and Ballaarat line ; and if so, when.

NOTICE OF MOTION :—

1. The Hon. G. W. COLE : To move, for copies of—
 - (1.) Any instructions to the Harbor Master of Port Albert to report on the capabilities and requirements of the Harbor of Welshpool.
 - (2.) Any report made in consequence of such instructions.
 - (3.) All papers and correspondence relative to the opening of the Port Welshpool, and to the customs and pilotage of that Port.
 - (4.) Any correspondence relative to applications to act as Custom House Agent for the Port.
 - (5.) A statement of the steps are taken to have Pilot and Custom House Officers appointed to facilitate the business of the trade now opening up.
 - (6.) Any report that may have reached the Government as to any difficulties which have been met with by the Oregon or other large vessel in reaching the Port.

ORDERS OF THE DAY :—

1. HAWKERS AND PEDLERS ACTS AMENDMENT BILL.—To be further considered in Committee.
2. MERCANTILE LAW AMENDMENT BILL.—To be read a second time.
3. LOCAL GOVERNMENT BILL.—To be further considered in Committee.

TUESDAY, 5TH MAY.

The Hon. T. H. FELLOWS : To ask the Honorable the Commissioner of Railways—

- (1.) Whether operators in charge of telegraph stations on the railways have been exempted from the operation of the Civil Service Act.
- (2.) If not, why persons gazetted on the 10th September, 1862, as employed in the Telegraph Department were omitted from the *Gazette* of 28th March, 1863.
- (3.) If they have been exempted, will persons transferred from telegraph stations off the railways to telegraph stations on the railway have a preferential claim to employment on stations off the railway.

ORDERS OF THE DAY :—

1. SUPREME COURT BILL.—To be read a second time.
2. MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—Adjourned debate on second reading.
3. PASSAGE BROKERS BILL.—To be read a third time.

WEDNESDAY, 6TH MAY.

Government Business.

ORDERS OF THE DAY :—

1. BANKRUPTCY BILL.—To be read a second time.
2. IMMIGRATION BILL.—Adjourned debate on second reading.

General Business.

ORDER OF THE DAY :—

1. MELBOURNE AND HOBSON'S BAY RAILWAY ACT AMENDMENT BILL.—To be read a second time.

TUESDAY, 12TH MAY.

ORDER OF THE DAY :—

1. ELECTORAL ACT AMENDMENT BILL.—Adoption of Report.

MEETING

OF

SELECT COMMITTEE.

Friday, 1st May.

EAST COLLINGWOOD IMPROVEMENT BILL—at 11 o'clock.

G. W. RUSDEN,
Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings
OF THE
LEGISLATIVE COUNCIL.

FRIDAY, 1ST MAY, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

SELECT COMMITTEE ON EAST COLLINGWOOD IMPROVEMENT BILL.—The Honorable J. P. Fawcner, as Chairman of the Select Committee to which this Bill was referred, brought up the Report of the Committee, and moved, that the same do lie on the Table.

Ordered.

The Report was read by the Clerk.

PAPER.—The Honorable W. H. F. Mitchell laid on the Council Table the following paper—
Mining within Camp Reserve, Rushworth.—Order in Council (23rd March, 1863).

Ordered to lie on the Table.

WELSHPOOL HARBOR.—The Honorable G. W. Cole, in accordance with *amended* notice, moved, That there be laid on the Table of the House copies of—

- (1.) Any instructions to the Harbor Master of Port Albert to report on the capabilities and requirements of the Harbor of Welshpool.
- (2.) Any report made in consequence of such instructions.
- (3.) All papers and correspondence relative to the opening of the Port Welshpool, and to the customs and pilotage of that Port.
- (4.) Any correspondence relative to applications to act as Custom House Agent for the Port.
- (5.) A statement of the steps taken to have Pilot and Custom House Officers appointed to facilitate the business of the trade now opening up.
- (6.) Any report that may have reached the Government as to any difficulties which have been met with by the Oregon or other large vessel in reaching the Port.
- (7.) The Report of Captain Ross on Corner Inlet and the Harbor of Welshpool.

Debate ensued.

Question—put and passed.

HAWKERS AND PEDLERS ACTS AMENDMENT BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole Council being read, the President left the Chair.

The Chairman of Committees reported progress and asked leave to sit again this day week.

Ordered.

POSTPONEMENT.—The following Order of the Day was postponed until Tuesday, the 12th instant :—

“*Mercantile Law Amendment Bill*”—to be read a second time.

LOCAL GOVERNMENT BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole Council being read, the President left the Chair.

The Chairman of Committees reported progress and asked leave to sit again on Tuesday next.

Ordered.

The Council adjourned at twenty minutes past six o'clock until four o'clock on Tuesday, the 5th instant.

NOTICE OF MOTION AND ORDERS OF THE DAY.

TUESDAY, 5TH MAY.

1. The Hon. T. H. FELLOWS : To ask the Honorable the Commissioner of Railways—
- (1.) Whether operators in charge of telegraph stations on the railways have been exempted from the operation of the Civil Service Act.
 - (2.) If not, why persons gazetted on the 10th September, 1862, as employed in the Telegraph Department were omitted from the *Gazette* of 28th March, 1863.
 - (3.) If they have been exempted, will persons transferred from telegraph stations off the railways to telegraph stations on the railway have a preferential claim to employment on stations off the railway.

NOTICE OF MOTION :—

1. The Hon. J. P. FAWKNER : To move, That the second reading of the East Collingwood Improvement Bill be made an Order of the Day for to-morrow.

ORDERS OF THE DAY :—

1. SUPREME COURT BILL.—To be read a second time.
2. MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—Adjourned debate on second reading.
3. PASSAGE BROKERS BILL.—To be read a third time.
4. LOCAL GOVERNMENT BILL.—To be further considered in Committee.

WEDNESDAY, 6TH MAY.

Government Business.

ORDERS OF THE DAY :—

1. BANKRUPTCY BILL.—To be read a second time.
2. IMMIGRATION BILL.—Adjourned debate on second reading.

General Business.

ORDER OF THE DAY :—

1. MELBOURNE AND HOBSON'S BAY RAILWAY ACT AMENDMENT BILL.—To be read a second time.

FRIDAY, 8TH MAY.

ORDER OF THE DAY :—

1. HAWKERS AND PEDLERS ACTS AMENDMENT BILL.—To be further considered in Committee.

TUESDAY, 12TH MAY.

ORDERS OF THE DAY :—

1. ELECTORAL ACT AMENDMENT BILL.—Adoption of Report.
2. MERCANTILE LAW AMENDMENT BILL.—To be read a second time.

G. W. RUSDEN,
Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings
OF THE
LEGISLATIVE COUNCIL.

TUESDAY, 5TH MAY, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

PETITION.—The Honorable T. H. Fellows presented a Petition signed by M. Barry, M.D., and others, styling themselves owners, tenants, and ratepayers, in the portion of the city of Melbourne on the south side of the river Yarra, praying that the Melbourne and Geelong Corporations Acts Amendment Bill may be altered as to boundaries of the city of Melbourne.

Petition received.

POSTPONEMENT.—The following Order of the Day was postponed until Tuesday, the 19th instant:—

“*Supreme Court Bill*”—to be read a second time.

MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—The Order of the Day for the resumption of the adjourned debate on the second reading of this Bill being read, the question, That the Bill be now read a second time was put.

Council divided.

Contents, 19.
The Hon. W. H. F. Mitchell
N. Black
T. H. Fellows
T. H. Power
T. T. a'Beckett
W. Campbell
S. G. Henty
G. W. Cole
J. Henty
W. Highett
J. McCrae
F. Robertson
Dr. Hope
Dr. Wilkie
B. Williams
H. Miller
A. Fraser
R. Thomson
W. Degraives (*Teller*).

Not Contents, 3.
The Hon. J. F. Strachan
J. P. Fawkner
M. Hervey (*Teller*).

The question was therefore passed.

Bill read a second time.

The Honorable T. H. Fellows moved, That the committal of the Bill be made an Order of the Day for Thursday next.

Ordered.

PASSAGE BROKERS BILL.—The Order of the Day for the third reading of this Bill being called on, the Honorable J. P. Fawkner moved, That the same be discharged.

Debate ensued.

Question—put and passed.

The Honorable J. P. Fawkner moved, That the re-committal of the Bill to the consideration of a Committee of the whole Council be made an Order of the Day for Tuesday next.

Ordered.

MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced to the Council the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill, intituled, "*An Act to further amend the Laws relating to the Customs,*" to which they desire the concurrence of the Legislative Council.

FRANS. MURPHY,
Speaker.

Legislative Assembly Chamber,
Melbourne, 5th May, 1863.

CUSTOMS LAWS AMENDMENT BILL.—The Honorable J. F. Strachan moved, That this Bill be read a first time, printed, and read a second time on Tuesday, the 12th instant.

Question—put and passed.

Bill read a first time.

LOCAL GOVERNMENT BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole Council being read, the President left the Chair.

The Chairman of Committees reported progress and asked leave to sit again to-morrow. Ordered.

The Council adjourned at a quarter to seven o'clock until four o'clock on Wednesday, the 6th instant.

NOTICES OF MOTION AND ORDERS OF THE DAY.

WEDNESDAY, 6TH MAY.

Government Business.

ORDERS OF THE DAY :—

1. LOCAL GOVERNMENT BILL.—To be further considered in Committee.
2. BANKRUPTCY BILL.—To be read a second time.
3. IMMIGRATION BILL.—Adjourned debate on second reading.

General Business.

ORDER OF THE DAY :—

1. MELBOURNE AND HOBSON'S BAY RAILWAY ACT AMENDMENT BILL.—To be read a second time.

THURSDAY, 7TH MAY.

NOTICE OF MOTION :—

1. The Hon. W. DEGRAVES : To move, That there be laid on the Table of this House—
 - (1.) Returns of all money expended through the Agent-General for this colony, showing the expenditure in each department severally.
 - (2.) Return of what discounts have been made, on the purchase of material, to the London Agent; and, if any, what amount of that discount has been placed to the credit of the colony.

ORDER OF THE DAY :—

1. MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—To be considered in Committee.

FRIDAY, 8TH MAY.

NOTICE OF MOTION :—

1. The Hon. J. P. FAWKNER : To move, That the second reading of the East Collingwood Improvement Bill be made an Order of the Day for to-morrow.

ORDER OF THE DAY :—

1. HAWKERS AND PEDLERS ACTS AMENDMENT BILL.—To be further considered in Committee.

TUESDAY, 12TH MAY.

ORDERS OF THE DAY :—

1. ELECTORAL ACT AMENDMENT BILL.—Adoption of Report.
2. MERCANTILE LAW AMENDMENT BILL.—To be read a second time.
3. PASSAGE BROKERS BILL.—To be re-considered in Committee.
4. CUSTOMS LAWS AMENDMENT BILL.—To be read a second time.

TUESDAY, 19TH MAY.

ORDER OF THE DAY :—

1. SUPREME COURT BILL.—To be read a second time.

G. W. RUSDEN,
Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings

OF THE

LEGISLATIVE COUNCIL.

WEDNESDAY, 6TH MAY, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

PETITION.—The Honorable J. McCrae presented a Petition, signed by John Hasty and others, of Geelong, praying that certain amendments may be made in the Melbourne and Geelong Corporations Acts Amendment Bill.

Petition received.

The Honorable J. McCrae moved, That the Petition be referred to the Committee of the whole Council to which the Bill may be referred.

Question—put and passed.

LOCAL GOVERNMENT BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole Council being read, the President left the Chair.

The Chairman of Committees reported progress and asked leave to sit again to-morrow.

Ordered.

The Honorable W. H. F. Mitchell moved, That the Order of the Day for the further consideration of the Bill in Committee take precedence of all other Orders of the Day to-morrow.

Question—put and passed.

POSTPONEMENTS.—The following Orders of the Day were severally postponed until the days hereunder named :—

Bankruptcy Bill—to be read a second time, Wednesday, 20th May.

Immigration Bill—Adjourned debate on second reading, Tuesday, 12th May.

Melbourne and Hobson's Bay Railway Act Amendment Bill—to be read a second time, Wednesday, 13th May.

The Council adjourned at half-past six o'clock until four o'clock on Thursday, the 7th instant.

NOTICES OF MOTION AND ORDERS OF THE DAY.

THURSDAY, 7TH MAY.

NOTICE OF MOTION:—

1. The Hon. W. DEGRAVES : To move, That there be laid on the Table of this House—
 - (1.) Returns of all money expended through the Agent-General for this colony, showing the expenditure in each department severally.
 - (2.) Return of what discounts have been made, on the purchase of material, to the London Agent ; and, if any, what amount of that discount has been placed to the credit of the colony.

ORDERS OF THE DAY:—

1. LOCAL GOVERNMENT BILL.—To be further considered in Committee.
2. MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—To be considered in Committee.

FRIDAY, 8TH MAY.

NOTICE OF MOTION :—

1. The Hon. J. P. FAWKNER: To move, That the second reading of the East Collingwood Improvement Bill be made an Order of the Day for to-morrow.

ORDER OF THE DAY :—

1. HAWKERS AND PEDLERS ACTS AMENDMENT BILL.—To be further considered in Committee.

TUESDAY, 12TH MAY.

ORDERS OF THE DAY :—

1. ELECTORAL ACT AMENDMENT BILL.—Adoption of Report.
2. MERCANTILE LAW AMENDMENT BILL.—To be read a second time.
3. PASSAGE BROKERS BILL.—To be re-considered in Committee.
4. CUSTOMS LAWS AMENDMENT BILL.—To be read a second time.
5. IMMIGRATION BILL.—Adjourned debate on second reading.

WEDNESDAY, 13TH MAY.

General Business.

ORDER OF THE DAY :—

1. MELBOURNE AND HOBSON'S BAY RAILWAY ACT AMENDMENT BILL.—To be read a second time.

TUESDAY, 19TH MAY.

ORDER OF THE DAY :—

1. SUPREME COURT BILL.—To be read a second time.

WEDNESDAY, 20TH MAY.

Government Business.

ORDER OF THE DAY :—

1. BANKRUPTCY BILL.—To be read a second time.

G. W. RUSDEN,

Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings
OF THE
LEGISLATIVE COUNCIL.

THURSDAY, 7TH MAY, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

EXPENDITURE THROUGH AGENT-GENERAL, AND DISCOUNTS.—The Honorable W. Degraives, in accordance with *amended* notice, moved, That there be laid on the Table of this House—

- (1.) Returns of all money expended through the Agent-General for the colony, showing the expenditure in each department severally.
- (2.) Return of what discounts have been made, on the purchase of material, to the London Agent; and, if any, what amount of that discount has been placed to the credit of the colony since the date of the appointment of Mr. Childers.

Debate ensued.

Motion by leave withdrawn.

LOCAL GOVERNMENT BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole Council being read, the President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill and had agreed to the same with amendments.

The Honorable W. H. F. Mitchell moved, That the adoption of the report of the Committee be made an Order of the Day for Wednesday next.

Ordered.

MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced to the Council the receipt of the following Message from the Legislative Assembly:—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill, intituled, "*An Act to prevent the adulteration of Articles of Food or Drink*," to which they desire the concurrence of the Legislative Council.

FRANS. MURPHY,
Speaker.

Legislative Assembly Chamber,
Melbourne, 7th May, 1863.

ADULTERATION OF FOOD BILL.—The Honorable Dr. Wilkie moved, That this Bill be now read a first time, printed, and read a second time on Thursday, the 14th instant.

Question—put and passed.

Bill read a first time.

MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—The Order of the Day for the consideration of this Bill in Committee of the whole Council being read, the Honorable T. H. Fellows moved, That the Bill be now committed.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported progress, and asked leave to sit again on Tuesday next.

Ordered.

The Honorable T. H. Fellows moved, That the Order of the Day for the further consideration of the Bill take precedence on Tuesday.

Question—put and passed.

ADJOURNMENT.—The Honorable W. H. F. Mitchell, with leave of the Council, moved, without notice, That the Council, at its rising this day, adjourn until Tuesday next.
Question—put and passed.

POSTPONEMENT.—The following Order of the Day, set down for Friday, the 8th instant, was ordered to be set down for Thursday, the 14th instant:—

“*Hawkers and Pedlers Acts Amendment Bill*”—To be further considered in Committee.

The Council adjourned at a quarter to seven o'clock until four o'clock on Tuesday, the 12th instant.

NOTICES OF MOTION AND ORDERS OF THE DAY.

TUESDAY, 12TH MAY, 1863.

NOTICE OF MOTION :—

1. The Hon. J. P. FAWKNER: To move, That the second reading of the East Collingwood Improvement Bill be made an Order of the Day for to-morrow.

ORDERS OF THE DAY :—

1. MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—To be further considered in Committee.
2. ELECTORAL ACT AMENDMENT BILL.—Adoption of Report.
3. MERCANTILE LAW AMENDMENT BILL.—To be read a second time.
4. PASSAGE BROKERS BILL.—To be re-committed.
5. CUSTOMS LAWS AMENDMENT BILL.—To be read a second time.
6. IMMIGRATION BILL.—Adjourned debate on second reading.

WEDNESDAY, 13TH MAY.

Government Business.

ORDER OF THE DAY :—

1. LOCAL GOVERNMENT BILL.—Adoption of Report.

General Business.

ORDER OF THE DAY :—

1. MELBOURNE AND HOBSON'S BAY RAILWAY ACT AMENDMENT BILL.—To be read a second time.

THURSDAY, 14TH MAY.

ORDERS OF THE DAY :—

1. ADULTERATION OF FOOD BILL.—To be read a second time.
2. HAWKERS AND PEDLERS ACTS AMENDMENT BILL.—To be further considered in Committee.

TUESDAY, 19TH MAY.

ORDER OF THE DAY :—

1. SUPREME COURT BILL.—To be read a second time.

WEDNESDAY, 20TH MAY.

Government Business.

ORDER OF THE DAY :—

1. BANKRUPTCY BILL.—To be read a second time.

G. W. RUSDEN,
Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings
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LEGISLATIVE COUNCIL.

TUESDAY, 12TH MAY, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

ISSUE OF WRIT.—The President announced to the Council that a letter had been received from His Excellency's Private Secretary, reporting for the information of the President of the Council, that His Excellency had received the resignation of the Honorable J. B. Bennett as a member of the Legislative Council for the South Province, and had issued a Writ, returnable on the 8th day of June next, for a new member.

EAST COLLINGWOOD IMPROVEMENT BILL.—The Honorable J. P. Fawkner, in accordance with notice of motion, moved, That the second reading of the East Collingwood Improvement Bill be made an Order of the Day for to-morrow.

Question—put and passed.

MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole Council being read, the President left the Chair.

The Chairman of Committees reported progress, and asked leave to sit again on Wednesday, the 20th instant.

Ordered.

MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced to the Council the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill, intituled, "*An Act to make provision for the Education and control of Vagrant Destitute and Disorderly Children in Industrial Schools;*"

Also a Bill, intituled, "*An Act to establish promote and regulate Reformatory Schools for Youthful Offenders in Victoria;*" in which they desire the concurrence of the Legislative Council.

FRANS. MURPHY,
Speaker.

Legislative Assembly Chamber,
Melbourne, 12th May, 1863.

INDUSTRIAL SCHOOLS BILL.—The Honorable W. H. F. Mitchell moved, That this Bill be now read a first time, printed, and read a second time to-morrow week.

Question—put and passed.

Bill read a first time.

REFORMATORY SCHOOLS BILL.—The Honorable W. H. F. Mitchell moved, That this Bill be now read a first time, printed, and read a second time to-morrow week.

Question—put and passed.

Bill read a first time.

ELECTORAL ACT AMENDMENT BILL.—The Order of the Day for the adoption of the Report of the Committee of the whole Council on this Bill being called on, the Honorable W. H. F. Mitchell moved, That the same be discharged from the paper.

Question—put and passed.

The Honorable W. H. F. Mitchell moved, That the Bill be now re-committed to the consideration of a Committee of the whole Council.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported progress and asked leave to sit again to-morrow.
Ordered.

MERCANTILE LAW AMENDMENT BILL.—The Order of the Day for the second reading of this Bill being read, the question, That the Bill be now read a second time, was put.
Council divided.

Contents, 8.	Not Contents, 8.
The Hon. W. H. F. Mitchell	The Hon. J. Henty
T. H. Fellows	N. Black
J. McCrae	C. J. Jenner
G. W. Cole	J. P. Fawcner
Dr. Wilkie	Dr. Hope
B. Williams	J. F. Strachan
R. Thomson	W. Degraives
T. T. a'Beckett (<i>Teller</i>).	W. Campbell (<i>Teller</i>).

The President declared that he gave his voice with the Not Contents.
The question was therefore negatived.

PASSAGE BROKERS BILL.—The Order of the Day for the re-committal of this Bill to the consideration of a Committee of the whole Council being read, The Honorable T. H. Fellows moved, That the Bill be now re-committed.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported progress and asked leave to sit again on Wednesday, the 20th instant.

Ordered.

CUSTOMS LAWS AMENDMENT BILL.—The Order of the Day for the second reading of this Bill being read, the Honorable J. F. Strachan moved, That the Bill be now read a second time.

Debate ensued.

The Honorable T. H. Fellows moved, That the debate be adjourned till to-morrow.

Question—That the debate be adjourned till to-morrow—put and passed.

POSTPONEMENT.—The following Order of the Day was postponed until to-morrow :—
“*Immigration Bill*”—Adjourned debate on second reading.

The Council adjourned at a quarter to seven o'clock until four o'clock on Wednesday, the 13th instant.

NOTICE OF MOTION AND ORDERS OF THE DAY.

WEDNESDAY, 13TH MAY, 1863.

Government Business.

ORDERS OF THE DAY :—

1. LOCAL GOVERNMENT BILL.—Adoption of Report.
2. ELECTORAL ACT AMENDMENT BILL.—To be further re-considered in Committee.
3. CUSTOMS LAWS AMENDMENT BILL.—Adjourned debate on second reading.
4. IMMIGRATION BILL.—Adjourned debate on second reading.

General Business.

NOTICE OF MOTION :—

1. The Hon. W. HULL : To move, That a copy of any despatch which may have been received from Mr. Childers subsequent to his letter, dated London, 27th October, 1862, addressed to the Honorable the Treasurer, in reference to a communication with His Grace the Duke of Newcastle, dated 13th October, 1862, relative to “The Defences of Port Phillip,” be laid upon the Table of this House.

ORDERS OF THE DAY :—

1. MELBOURNE AND HOBSON'S BAY RAILWAY ACT AMENDMENT BILL.—To be read a second time.
2. EAST COLLINGWOOD IMPROVEMENT BILL.—To be read a second time.

THURSDAY, 14TH MAY.

ORDERS OF THE DAY :—

1. ADULTERATION OF FOOD BILL.—To be read a second time.
2. HAWKERS AND PEDLERS ACTS AMENDMENT BILL.—To be further considered in Committee.

TUESDAY, 19TH MAY.

ORDER OF THE DAY :—

1. SUPREME COURT BILL.—To be read a second time.
-

WEDNESDAY, 20TH MAY.

Government Business.

ORDERS OF THE DAY :—

1. BANKRUPTCY BILL.—To be read a second time.
2. INDUSTRIAL SCHOOLS BILL.—To be read a second time.
3. REFORMATORY SCHOOLS BILL.—To be read a second time.
4. PASSAGE BROKERS BILL.—To be further re-considered in Committee.

General Business.

ORDER OF THE DAY :—

1. MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—To be further considered in Committee.
-

M E E T I N G

OF

S E L E C T C O M M I T T E E .

Thursday, 14th May.

PRINTING—at 3 o'clock,

G. W. RUSDEN,

Clerk of the Council and Clerk of the Parliaments.



Minutes of the Proceedings

OF THE

LEGISLATIVE COUNCIL.

WEDNESDAY, 13TH MAY, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

PAPERS.—The Honorable W. H. F. Mitchell laid on the Council Table the following Papers:—

1. Crown Lands alienated under the Land Act, 1862, from 1st July to 31st December, 1862.
2. Store and Transport Regulations (20th April, 1863).
3. Lien on Crops Bill. Despatch from the Right Honorable the Secretary of State (1st November, 1862).

Ordered severally to lie on the Table.

POSTPONEMENT.—The following Order of the Day was postponed until Thursday, the 14th instant:—

“*Local Government Bill*”—adoption of Report.

ELECTORAL ACT AMENDMENT BILL.—The Order of the Day for the further re-consideration of this Bill in Committee of the whole Council being read, the President left the Chair.

The Chairman of Committees reported, That the Committee had gone through the Bill, and had agreed to the same, with further amendments.

The Honorable W. H. F. Mitchell moved, That the adoption of the Report of the Committee be made an Order of the Day for Wednesday, the 20th instant.

Ordered.

CUSTOMS LAWS AMENDMENT BILL.—The Order of the Day for the resumption of the adjourned debate on the second reading of this Bill being read, the debate was resumed.

Question—That the Bill be now read a second time—put and passed.

Bill read a second time.

The Honorable J. F. Strachan moved, That the Bill be now considered in Committee of the whole Council.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported progress, and asked leave to sit again to-morrow.

Ordered.

The Honorable J. F. Strachan moved, That the Order of the Day for the further consideration of the Bill take precedence of all other business to-morrow.

Question—put and passed.

POSTPONEMENT.—The following Order of the Day was postponed until Wednesday, the 20th instant:—

“*Immigration Bill*”—adjourned debate on second reading.

PETITION.—The Honorable T. H. Fellows presented a Petition from the Corporation of the City of Melbourne, under their common seal, praying that the Petitioners may be heard by counsel at the Bar of the House against certain amendments proposed to be made in the Melbourne and Geelong Corporations Acts Amendment Bill.

Petition received.

DEFENCES OF PORT PHILLIP.—The Honorable G. W. Cole, on behalf of the Honorable W. Hull, moved, in accordance with amended notice, That copies of any despatches which may have been received from Mr. Childers subsequent to his letter, dated London, 27th October, 1862, addressed to the Honorable the Treasurer, in reference to a communication with His Grace the Duke of Newcastle, dated 13th October, 1862, relative to

“The Defences of Port Phillip,” be laid upon the Table of this House.

Question—put and passed.

POSTPONEMENT.—The following Order of the Day was postponed until Wednesday next, then to take precedence.

“*Melbourne and Hobson's Bay Railway Act Amendment Bill*”—to be read a second time.

EAST COLLINGWOOD IMPROVEMENT BILL.—The Order of the Day for the second reading of this Bill being read, the Honorable J. P. Fawkner moved, That this Bill be now read a second time.

Question—put and passed.

Bill read a second time.

The Council adjourned at half-past five o'clock until four o'clock on Thursday, the 14th instant.

NOTICES OF MOTION AND ORDERS OF THE DAY.

THURSDAY, 14TH MAY.

ORDER OF THE DAY:—

1. CUSTOMS LAWS AMENDMENT BILL.—To be further considered in Committee.

NOTICES OF MOTION:—

1. The Hon. J. P. FAWKNER: To move, That the East Collingwood Improvement Bill be now committed.
2. The Hon. T. H. FELLOWS: To move, That the Mayor, Aldermen, Councillors, and Citizens of the City of Melbourne may appear and be heard by counsel at the Bar of this House, against certain of the amendments proposed to be made in the Bill, intituled, “*An Act to further alter and amend the Laws relating to the Corporation of the City of Melbourne and of the Town of Geelong respectively and to extend and apply other existing Acts thereto.*”
3. The Hon. W. H. F. MITCHELL: To move, That the House at its rising adjourn till Wednesday, the 20th instant.

ORDERS OF THE DAY:—

2. ADULTERATION OF FOOD BILL.—To be read a second time.
3. HAWKERS AND PEDLERS ACTS AMENDMENT BILL.—To be further considered in Committee.
4. LOCAL GOVERNMENT BILL.—Adoption of Report.

TUESDAY, 19TH MAY.

ORDER OF THE DAY:—

1. SUPREME COURT BILL.—To be read a second time.

WEDNESDAY, 20TH MAY.

General Business.

ORDER OF THE DAY:—

1. MELBOURNE AND HOBSON'S BAY RAILWAY ACT AMENDMENT BILL.—To be read a second time.

Government Business.

ORDERS OF THE DAY:—

1. BANKRUPTCY BILL.—To be read a second time.
2. INDUSTRIAL SCHOOLS BILL.—To be read a second time.
3. REFORMATORY SCHOOLS BILL.—To be read a second time.
4. PASSAGE BROKERS BILL.—To be further re-considered in Committee.
5. ELECTORAL ACT AMENDMENT BILL.—Adoption of Report.
6. IMMIGRATION BILL.—Adjourned debate on second reading.

General Business.

ORDER OF THE DAY:—

1. MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—To be further considered in Committee.

MEETING

OF

SELECT COMMITTEE.

Thursday, 14th May.

PRINTING—at 3 o'clock.

G. W. RUSDEN,

Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings
OF THE
LEGISLATIVE COUNCIL.

THURSDAY, 14TH MAY, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

PAPERS.—The Honorable W. H. F. Mitchell laid on the Council Table the following Paper :—

Pensions.—Regulations and Correspondence connected therewith.
Ordered to lie on the Table.

PETITION.—The Honorable W. Campbell presented a Petition from the Municipal Council of Castlemaine, under their corporate seal, praying that a certain amendment may be made in the Customs Laws Amendment Bill.

Petition received.

CUSTOMS LAWS AMENDMENT BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole Council being read, the President left the Chair.

The Chairman of Committees reported progress, and asked leave to sit again on Wednesday next.

Ordered.

EAST COLLINGWOOD IMPROVEMENT BILL.—The Honorable J. P. Fawkner, in accordance with notice, moved, That this Bill be now committed.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill and had agreed to the same with amendments.

The Honorable J. P. Fawkner moved, That the Bill be now re-committed to the consideration of a Committee of the whole Council.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill and had agreed to the same with further amendments.

The Honorable J. P. Fawkner moved, That the adoption of the Report of the Committee be made an Order of the Day for Thursday next.

Question—put and passed.

PETITION TO BE HEARD BY COUNSEL.—The Honorable T. H. Fellows, in accordance with notice, moved, That the Mayor, Aldermen, Councillors, and Citizens of the City of Melbourne may appear and be heard by counsel at the Bar of this House against certain of the amendments proposed to be made in the Bill intituled, "*An Act to further alter and amend the Laws relating to the Corporation of the City of Melbourne and of the Town of Geelong respectively and to extend and apply other existing Acts thereto.*"

Question—put and passed.

POSTPONEMENT.—The following Orders of the Day were severally postponed until the days hereunder named :—

"*Adulteration of Food Bill*"—to be read a second time, Thursday, 21st instant.

"*Hawkers and Pedlers Acts Amendment Bill*"—to be further considered in Committee, Thursday, 21st instant.

"*Local Government Bill*"—adoption of Report, Friday, 15th instant.

The Council adjourned at half-past five o'clock until four o'clock on Friday, the 15th instant.

NOTICES OF MOTION AND ORDERS OF THE DAY.

FRIDAY, 15TH MAY, 1863.

NOTICE OF MOTION :—

The Hon. W. H. F. MITCHELL : To move, That the House at its rising this day, adjourn until Wednesday next.

ORDER OF THE DAY :—

1. LOCAL GOVERNMENT BILL.—Adoption of Report.

TUESDAY, 19TH MAY.

ORDER OF THE DAY :—

1. SUPREME COURT BILL.—To be read a second time.

WEDNESDAY, 20TH MAY.

General Business.

ORDER OF THE DAY :—

1. MELBOURNE AND HOBSON'S BAY RAILWAY ACT AMENDMENT BILL.—To be read a second time.

Government Business.

ORDERS OF THE DAY :—

1. BANKRUPTCY BILL.—To be read a second time.
2. INDUSTRIAL SCHOOLS BILL.—To be read a second time.
3. REFORMATORY SCHOOLS BILL.—To be read a second time.
4. PASSAGE BROKERS BILL.—To be further re-considered in Committee.
5. ELECTORAL ACT AMENDMENT BILL.—Adoption of Report.
6. IMMIGRATION BILL.—Adjourned debate on second reading.
7. CUSTOMS LAWS AMENDMENT BILL.—To be further considered in Committee.

General Business.

NOTICES OF MOTION :—

1. The Hon. T. T. A'BECKETT : To move, That there be produced to this House, on the second reading of the Melbourne and Hobson's Bay Railway Act, 1853, the maps or plans of the railway deposited at the office of the Surveyor-General, in accordance with the provisions of the 33rd clause of such Act.
2. The Hon. T. H. FELLOWS : To move, That the Mercantile Law Amendment Bill be now read a second time.

ORDER OF THE DAY :—

1. MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—To be further considered in Committee.

THURSDAY, 21ST MAY.

ORDERS OF THE DAY :—

1. EAST COLLINGWOOD IMPROVEMENT BILL.—Adoption of Report.
2. ADULTERATION OF FOOD BILL.—To be read a second time.
3. HAWKERS AND PEDLERS ACTS AMENDMENT BILL.—To be further considered in Committee.

M E E T I N G

OF

S E L E C T - C O M M I T T E E .

Wednesday, 20th May.

PRINTING—at 3 o'clock.

G. W. RUSDEN,
Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings
OF THE
LEGISLATIVE COUNCIL.

FRIDAY, 15TH MAY, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

PAPER.—The Honorable W. H. F. Mitchell laid on the Council Table the following Paper:—
Statistics—Agricultural and Live Stock.—(Year ending 31st March, 1863.)

Ordered to lie on the Table.

ADJOURNMENT.—The Honorable W. H. F. Mitchell, in accordance with notice, moved, That the House, at its rising this day, adjourn until Wednesday next.

Debate ensued.

Question—put and passed.

LOCAL GOVERNMENT BILL.—The Order of the Day for the adoption of the report of the Committee of the whole Council on this Bill being read, the Honorable W. H. F. Mitchell moved, That the same be discharged from the paper.

Question—put and passed.

The Honorable W. H. F. Mitchell moved, That the Bill be now re-committed to the consideration of a Committee of the whole Council.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill and had agreed to the same with further amendments.

The Honorable W. H. F. Mitchell moved, That the Bill be now re-committed to the consideration of a Committee of the whole Council.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill and had agreed to the same with further amendments.

The Honorable W. H. F. Mitchell moved, That the adoption of the Report of the Committee be made an Order of the Day for Thursday next.

Ordered.

MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced to the Council the receipt of the following Message from the Legislative Assembly:—

MR. PRESIDENT—

The Legislative Assembly return to the Legislative Council the Bill, intituled, "*An Act to make better provision for the Punishment of Frauds committed by Trustees Bankers and other persons entrusted with Property,*" and acquaint the Legislative Council that they have agreed to the same with amendments, in which they desire the concurrence of the Legislative Council.

FRANS. MURPHY,
Speaker.

Legislative Assembly Chamber,
Melbourne, 15th May, 1863.

PUNISHMENT OF FRAUDS BILL.—The Honorable W. Highett moved, That the Amendments made by the Legislative Assembly in this Bill be read.

The same were read at the Table by the Clerk as follows:—

Clause II., line 1, after "attorney" insert "auctioneer."

Clause V., line 1, leave out "or public."

" line 1, after "officer" insert "or manager."

Clause VI., line 1, leave out "public" and insert "member."

Clause VII., line 1, leave out "public."

Clause VIII., line 1, after "director" insert "member."

" line 1, leave out "public."

- Clause XVI., line 1, before "the" insert "in this Act."
 ,, line 1, leave out "in this Act," occurring after the word "shall."
 ,, lines 4 and 5, leave out "receivers under the Act 11 Vict. No. 19"
 and insert "and all receivers liquidators and other persons appointed under any Act now or hereafter to be in force."
 ,, line 6, leave out the second word "and," insert "or."
 ,, after "insolvency" insert "the word banker shall include a director of any incorporated banking company."
 ,, line 12, after "personal" insert "property."

The Honorable W. Highett moved, That the Council do agree with the amendments made by the Legislative Assembly in the Bill.

Question—put and passed.

Ordered—That a Message be sent to the Legislative Assembly to acquaint them that the Council have agreed to the amendments made in the Bill.

The Council adjourned at a quarter past six o'clock until four o'clock on Wednesday, the 20th instant.

NOTICES OF MOTION AND ORDERS OF THE DAY.

WEDNESDAY, 20TH MAY.

1. The Hon. J. McCRAE: To ask the Honorable the Commissioner of Railways if it is the intention of the Government this session to introduce a Bill to limit the liability of Public Companies.

General Business.

ORDER OF THE DAY:—

1. MELBOURNE AND HOBSON'S BAY RAILWAY ACT AMENDMENT BILL.—To be read a second time.

Government Business.

ORDERS OF THE DAY:—

1. BANKRUPTCY BILL.—To be read a second time.
2. INDUSTRIAL SCHOOLS BILL.—To be read a second time.
3. REFORMATORY SCHOOLS BILL.—To be read a second time.
4. PASSAGE BROKERS BILL.—To be further re-considered in Committee.
5. ELECTORAL ACT AMENDMENT BILL.—Adoption of Report.
6. IMMIGRATION BILL.—Adjourned debate on second reading.
7. CUSTOMS LAWS AMENDMENT BILL.—To be further considered in Committee.

General Business.

NOTICES OF MOTION:—

1. The Hon. T. T. A'BECKETT: To move, That there be produced to this House, on the second reading of the Melbourne and Hobson's Bay Railway Act, 1853, the maps or plans of the railway deposited at the office of the Surveyor-General, in accordance with the provisions of the 33rd clause of such Act.
2. The Hon. T. H. FELLOWS: To move, That the Mercantile Law Amendment Bill be now read a second time.

ORDER OF THE DAY:—

1. MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—To be further considered in Committee.

THURSDAY, 21ST MAY.

ORDERS OF THE DAY:—

1. EAST COLLINGWOOD IMPROVEMENT BILL.—Adoption of Report.
2. ADULTERATION OF FOOD BILL.—To be read a second time.
3. HAWKERS AND PEDLERS ACTS AMENDMENT BILL.—To be further considered in Committee.
4. LOCAL GOVERNMENT BILL.—Adoption of Report.

M E E T I N G

OF

S E L E C T C O M M I T T E E .

Wednesday, 20th May.

PRINTING—at 3 o'clock.

G. W. RUSDEN,
Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings

OF THE

LEGISLATIVE COUNCIL.

WEDNESDAY, 20TH MAY, 1863.

The Council met in accordance with adjournment.—The President took the Chair.
The President read the Prayer.

DEFENCES OF PORT PHILLIP.—The Honorable W. H. F. Mitchell laid on the Council Table a
Return to the Order of the Council made on the 13th instant.

The Honorable G. W. Cole moved, That the Return be read.

Question—put and passed.

The Return was read at the Table by the Clerk.

The Honorable G. W. Cole moved, That the Return be printed.

Question—put and passed.

PRINTING COMMITTEE.—FIRST REPORT.—The Honorable J. P. Fawkner brought up the First
Report of the Printing Committee, and moved, That the same be printed, and that the
adoption of the Report of the Committee be made an Order of the Day for to-morrow.
Question—put and passed.

POSTPONEMENTS.—The following Orders of the Day were severally postponed until the days
hereunder named :—

“*Melbourne and Hobson's Bay Railway Act Amendment Bill*”—To be read a second
time Wednesday, 27th instant.

“*Bankruptcy Bill*”—To be read a second time Wednesday, 27th instant.

INDUSTRIAL SCHOOLS BILL.—The Order of the Day for the second reading of this Bill being
read, the Honorable W. H. F. Mitchell moved, That the Bill be now read a second time.

Debate ensued.

Question—put and passed.

Bill read a second time.

The Honorable W. H. F. Mitchell moved, That the Bill be now considered in Committee
of the whole Council.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported progress, and asked leave to sit again to-morrow.

Ordered.

REFORMATORY SCHOOLS BILL.—The Order of the Day for the second reading of this Bill being
read, the Honorable W. H. F. Mitchell moved, That the Bill be now read a second time.

Debate ensued.

Question—put and passed.

Bill read a second time.

The Honorable W. H. F. Mitchell moved, That the Bill be now considered in Committee
of the whole Council.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported progress, and asked leave to sit again to-morrow.

Ordered.

PASSAGE BROKERS BILL.—The Order of the Day for the further re-consideration of this
Bill in Committee of the whole Council being read, the President left the Chair.

The Chairman of Committees reported progress, and asked leave to sit again this day week.

Ordered.

POSTPONEMENTS.—The following Orders of the Day were severally postponed until the days
hereunder named :—

“*Electoral Act Amendment Bill*”—Adoption of Report, Wednesday, 27th instant.

“*Immigration Bill*”—Adjourned debate on second reading, Tuesday, 26th instant.

CUSTOMS LAWS AMENDMENT BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole Council being read, the President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill and had agreed to the same with amendments.

The Honorable J. F. Strachan moved, That the adoption of the Report of the Committee be made an Order of the Day for to-morrow.

Ordered.

MELBOURNE AND HOBSON'S BAY RAILWAY ACT AMENDMENT BILL.—The Honorable T. T. a'Beckett, in accordance with *amended* notice, moved, That there be produced to this House, before the second reading of the Melbourne and Hobson's Bay Railway Act Amendment Bill, the maps or plans of the railway deposited at the office of the Surveyor-General, in accordance with the provisions of the 35rd clause of the *Melbourne and Hobson's Bay Railway Act 1853*.

Question—put and passed.

MERCANTILE LAW AMENDMENT BILL.—The Honorable T. H. Fellows, in accordance with notice, moved, That the Mercantile Law Amendment Bill be now read a second time.

Debate ensued.

The Honorable J. P. Fawkner moved, That the word "now" be omitted, with a view to insert the words "this day six months" after the word "time."

Question—That the word proposed to be omitted stand part of the question—put.

Council divided.

Contents, 11.

The Hon. W. H. F. Mitchell
G. W. Cole
B. Williams
A. Fraser
H. Miller
T. H. Fellows
W. Highett
J. McCrae
Dr. Wilkie
R. Thomson
T. T. a'Beckett (*Teller*).

Not Contents, 5.

The Hon. Dr. Hope
J. P. Fawkner
C. J. Jenner
W. Degraives
J. F. Strachan (*Teller*).

The question was therefore passed.

Question—That the Bill be now read a second time—put and passed.

Bill read a second time.

The Honorable T. H. Fellows moved, That the Bill be now considered in Committee of the whole Council.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported progress, and asked leave to sit again on Tuesday next.

Ordered.

POSTPONEMENT.—The following Order of the Day was postponed until Tuesday next, then to take precedence:—

"*Melbourne and Geelong Corporations Acts Amendment Bill*"—To be further considered in Committee.

The Council adjourned at five minutes to six o'clock until four o'clock on Thursday next.

ORDERS OF THE DAY.

THURSDAY, 21ST MAY, 1863.

1. The Hon. J. McCRAE: To ask the Honorable the Commissioner of Railways if it is the intention of the Government this session to introduce a Bill to limit the liability of Public Companies.

ORDERS OF THE DAY:—

1. EAST COLLINGWOOD IMPROVEMENT BILL.—Adoption of Report.
2. ADULTERATION OF FOOD BILL.—To be read a second time.
3. HAWKERS AND PEDLERS ACTS AMENDMENT BILL.—To be further considered in Committee.
4. LOCAL GOVERNMENT BILL.—Adoption of Report.
5. PRINTING COMMITTEE.—Adoption of Report.
6. INDUSTRIAL SCHOOLS BILL.—To be further considered in Committee.
7. REFORMATORY SCHOOLS BILL.—To be further considered in Committee.
8. CUSTOMS LAWS AMENDMENT BILL.—Adoption of Report.

TUESDAY, 26TH MAY.

ORDERS OF THE DAY :—

1. MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—To be further considered in Committee.
2. IMMIGRATION BILL.—Adjourned debate on second reading.
3. MERCANTILE LAW AMENDMENT BILL.—To be further considered in Committee.

WEDNESDAY, 27TH MAY.

Government Business.

ORDERS OF THE DAY :—

1. BANKRUPTCY BILL.—To be read a second time.
2. PASSAGE BROKERS BILL.—To be further re-considered in Committee.
3. ELECTORAL ACT AMENDMENT BILL.—Adoption of Report.

General Business.

ORDER OF THE DAY :—

1. MELBOURNE AND HOBSON'S BAY RAILWAY ACT AMENDMENT BILL.—To be read a second time.

G. W. RUSDEN,

Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings
OF THE
LEGISLATIVE COUNCIL.

THURSDAY, 21ST MAY, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

PAPERS.—The Honorable W. H. F. Mitchell laid on the Council Table the following papers:—

1. Joint Stock Banks in England—Circular Despatch from the Right Honorable the Secretary of State (31st December, 1862), with enclosures.
2. Botanist, Government—Report of (15th April, 1863).

Ordered severally to lie on the Table.

EAST COLLINGWOOD IMPROVEMENT BILL.—The Order of the Day for the adoption of the Report of the Committee of the whole Council on this Bill being read, the Honorable J. P. Fawkner moved, That the Report be now adopted.

Question—put and passed.

The Honorable J. P. Fawkner moved, That the third reading of the Bill be made an Order of the Day for Wednesday next.

Question—put and passed.

POSTPONEMENTS.—The following Orders of the Day were severally postponed until the days hereunder named:—

- “*Adulteration of Food Bill*”—To be read a second time, Thursday, 28th instant.
- “*Hawkers and Pedlers Acts Amendment Bill*”—To be further considered in Committee, Thursday, 28th instant.
- “*Local Government Bill*”—Adoption of Report, Wednesday, 27th instant.
- “*Printing Committee*”—Adoption of Report, Wednesday, 27th instant.

INDUSTRIAL SCHOOLS BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole Council being read, the President left the Chair.

The Chairman of Committees reported progress, and asked leave to sit again on Wednesday next.

Ordered.

POSTPONEMENT.—The following Order of the Day was postponed until Wednesday, the 27th instant:—

- “*Reformatory Schools Bill*”—To be further considered in Committee.

CUSTOMS LAWS AMENDMENT BILL.—The Order of the Day for the adoption of the Report of the Committee of the whole Council being read, the Honorable J. F. Strachan moved, That the Report be now adopted.

The Honorable T. H. Fellows moved, That the Order of the Day be discharged, in order that the Bill be re-committed.

Question—That the Order of the Day be discharged—put and passed.

The Honorable T. H. Fellows moved, That the Bill be now re-committed.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported progress, and asked leave to sit again on Thursday next.

Ordered.

MARRIAGE OF HIS ROYAL HIGHNESS THE PRINCE OF WALES.—The Honorable W. H. F. Mitchell, with leave of the Council, moved, without notice, That a Select Committee of five members be appointed to frame an Address to Her Most Gracious Majesty the Queen upon the occasion of the Marriage of His Royal Highness the Prince of Wales; the Committee to consist of the Honorables J. P. Fawkner, T. H. Fellows, H. Miller, M. Hervey, and the Mover.

Question—put and passed.

The Council adjourned at twenty minutes past five o'clock until four o'clock on Friday, the 22nd instant.

NOTICE OF MOTION AND ORDERS OF THE DAY.

FRIDAY, 22ND MAY, 1863.

NOTICE OF MOTION:—

1. The Hon. W. H. F. MITCHELL: To move, That the House, at its rising, adjourn until Wednesday next.

TUESDAY, 26TH MAY.

ORDERS OF THE DAY:—

1. MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—To be further considered in Committee.
2. IMMIGRATION BILL.—Adjourned debate on second reading.
3. MERCANTILE LAW AMENDMENT BILL.—To be further considered in Committee.

WEDNESDAY, 27TH MAY.

Government Business.

ORDERS OF THE DAY:—

1. BANKRUPTCY BILL.—To be read a second time.
2. PASSAGE BROKERS BILL.—To be further re-considered in Committee.
3. ELECTORAL ACT AMENDMENT BILL.—Adoption of Report.
4. LOCAL GOVERNMENT BILL.—Adoption of Report.
5. INDUSTRIAL SCHOOLS BILL.—To be further considered in Committee.
6. REFORMATORY SCHOOLS BILL.—To be further considered in Committee.

General Business.

ORDERS OF THE DAY:—

1. MELBOURNE AND HOBSON'S BAY RAILWAY ACT AMENDMENT BILL.—To be read a second time.
2. EAST COLLINGWOOD IMPROVEMENT BILL.—To be read a third time.
3. PRINTING COMMITTEE.—Adoption of Report.

THURSDAY, 28TH MAY.

ORDERS OF THE DAY:—

1. ADULTERATION OF FOOD BILL.—To be read a second time.
2. HAWKERS AND PEDLERS ACTS AMENDMENT BILL.—To be further considered in Committee.
3. CUSTOMS LAWS AMENDMENT BILL.—To be further re-considered in Committee.

MEETING

OF

SELECT COMMITTEE.

Friday, 22nd May, 1863.

MARRIAGE OF HIS ROYAL HIGHNESS THE PRINCE OF WALES—at 3 o'clock.

G. W. RUSDEN,

Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings
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LEGISLATIVE COUNCIL.

FRIDAY, 22ND MAY, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

PAPERS.—The Honorable W. H. F. Mitchell laid on the Table a corrected portion of the Paper relating to Pensions, laid on the Council Table on the 14th instant, and moved, That the corrected copy be substituted in the Return.

Question—put and passed.

ADDRESS TO HER MOST GRACIOUS MAJESTY.—The Honorable W. H. F. Mitchell brought up the Report of the Select Committee appointed to frame an Address to Her Most Gracious Majesty the Queen, on the occasion of the Marriage of His Royal Highness the Prince of Wales.

The Address was read at the Table by the Clerk as follows :—

To the Queen's Most Gracious Majesty.

MAY IT PLEASE YOUR MAJESTY,

We, the Members of the Legislative Council of Victoria, in Parliament assembled, beg leave to approach Your Majesty with the deepest feelings of sympathy and loyal affection.

We desire to offer our heartfelt congratulations to Your Majesty on the occasion of the marriage of His Royal Highness the Prince of Wales with the Princess Alexandra of Denmark.

We trust, and under the gracious care of Divine Providence, we doubt not, that an event, which has been hailed with universal joy throughout Your Majesty's wide spread dominions, will redound in future years to the well-being of the empire, and will contribute to that domestic happiness in Your Majesty's Royal circle which is the object of the fervent prayers of all Your Majesty's subjects.

The Honorable W. H. F. Mitchell moved, That the Address be now adopted.

Question—put and passed.

The Honorable W. H. F. Mitchell moved, That the Address be presented to His Excellency the Governor, for transmission to England, by the President and such Members of Council as may desire to attend.

Question—put and passed.

ADJOURNMENT.—The Honorable W. H. F. Mitchell, in accordance with notice, moved, That the House, at its rising this day, adjourn until Wednesday next.

Question—put and passed.

The Council adjourned at half past four o'clock until four o'clock on Wednesday, the 27th instant.

ORDERS OF THE DAY.

WEDNESDAY, 27TH MAY, 1863.

Government Business.

ORDERS OF THE DAY :—

1. BANKRUPTCY BILL.—To be read a second time.
2. PASSAGE BROKERS BILL.—To be further re-considered in Committee.
3. ELECTORAL ACT AMENDMENT BILL.—Adoption of Report.
4. LOCAL GOVERNMENT BILL.—Adoption of Report.
5. INDUSTRIAL SCHOOLS BILL.—To be further considered in Committee.
6. REFORMATORY SCHOOLS BILL.—To be further considered in Committee.

General Business.

ORDERS OF THE DAY :—

1. MELBOURNE AND HOBSON'S BAY RAILWAY ACT AMENDMENT BILL.—To be read a second time.
2. EAST COLLINGWOOD IMPROVEMENT BILL.—To be read a third time.
3. PRINTING COMMITTEE.—Adoption of Report.

THURSDAY, 28TH MAY.

ORDERS OF THE DAY :—

1. ADULTERATION OF FOOD BILL.—To be read a second time.
2. HAWKERS AND PEDLERS ACTS AMENDMENT BILL.—To be further considered in Committee.
3. CUSTOMS LAWS AMENDMENT BILL.—To be further re-considered in Committee.

G. W. RUSDEN,

Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings
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LEGISLATIVE COUNCIL.

WEDNESDAY, 27TH MAY, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

PRESENTATION OF ADDRESS.—The President informed the Council that the Address to Her Most Gracious Majesty the Queen, adopted by the Council on the 22nd instant, had been presented to His Excellency the Governor for transmission to England, and that His Excellency had been pleased to speak as follows :—

MR. PRESIDENT AND HONORABLE GENTLEMEN OF THE LEGISLATIVE COUNCIL :

I shall have much pleasure in transmitting for presentation to Her Majesty this loyal and dutiful Address, and doubt not that the congratulations of Her subjects in all parts of the globe, on the Marriage of His Royal Highness the Prince of Wales with Her Royal Highness the Princess of Alexandra of Denmark, will prove most gratifying and acceptable to Her Majesty.

HENRY BARKLY.

Government Offices,
22nd May, 1863.

PAPER.—The Honorable W. H. F. Mitchell laid on the Council Table the following Paper :—
Public Accounts.—Regulations (4th May 1863).

Ordered to lie on the Table.

LAPSED ORDERS OF THE DAY.—The following Orders of the Day, set down for Tuesday, the 26th, lapsed by the adjournment of the House, were, on the motion of Honorable W. H. F. Mitchell, restored to the Paper for Thursday, 28th instant.

“*Melbourne and Geelong Corporations Acts Amendment Bill*”—To be further considered in Committee.

“*Immigration Bill*”—Adjourned debate on second reading.

“*Mercantile Law Amendment Bill*”—To be further considered in Committee.

MESSAGE TO THE LEGISLATIVE ASSEMBLY.—The Honorable J. F. Strachan, with leave of the Council, moved, without notice, That a Message be sent to the Legislative Assembly, requesting that they will be pleased to communicate to the Council any plans and specifications connected with the Melbourne and Hobson's Bay Railway Act which may be in possession of the Legislative Assembly.

Question—put and passed.

POSTPONEMENT.—The following Order of the Day was postponed until Wednesday, the 10th proximo :—

“*Bankruptcy Bill*”—To be read a second time.

PASSAGE BROKERS BILL.—The Order of the Day for the further re-consideration of this Bill in Committee of the whole Council being read, the President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill, and had agreed to the same with further amendments.

The Honorable J. F. Strachan moved, That the adoption of the Report of the Committee be made an Order of the Day for to-morrow.

Question—put and passed.

ELECTORAL ACT AMENDMENT BILL.—The Order of the Day for the adoption of the Report of the Committee of the whole Council on this Bill being read, the Honorable W. H. F. Mitchell moved, That the Report be now adopted.

Question—put and passed.

The President having reported that the Chairman of Committees had certified that the fair print of the Bill was in accordance with the Bill as reported, the Bill, on the motion of the Honorable W. H. F. Mitchell, was read a third time and *passed*.

The Honorable W. H. F. Mitchell moved, That the title of the Bill be “*An Act to amend the Law relating to the Qualifications and Registration of Electors of Members to serve in Parliament and to regulate proceedings at Parliamentary Elections.*”

Question—put and passed.

Ordered—That the Bill be carried to the Legislative Assembly with a Message, acquainting them that the Council have agreed to the Bill with amendments, and desiring their concurrence therewith.

LOCAL GOVERNMENT BILL.—The Order of the Day for the adoption of the Report of the Committee of the whole Council on this Bill being called on, the Honorable W. H. F. Mitchell moved, That the same be discharged, with a view to the re-committal of the Bill.

Question—put and passed.

The Honorable W. H. F. Mitchell moved, That the Bill be now re-considered in Committee of the whole Council.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill, and had agreed to the same with further amendments.

The Honorable W. H. F. Mitchell moved, That the Report of the Committee be now adopted.

Question—put and passed.

The President having reported that the Chairman of Committees had certified that the fair print of the Bill was in accordance with the Bill as reported, the Bill, on the motion of the Honorable W. H. F. Mitchell, was read a third time and *passed*.

The Honorable W. H. F. Mitchell moved, That the title of the Bill be, “*An Act to establish Road Districts and Shires and generally to provide for the Administration of Local Affairs without the limits of Boroughs.*”

Question—put and passed.

Ordered—That the Bill be carried to the Legislative Assembly with a Message, acquainting them that the Council have agreed to the Bill with amendments, and desiring their concurrence therewith.

POSTPONEMENTS.—The following Orders of the Day were severally postponed until the days hereunder set down :—

“*Industrial Schools Bill*”—to be further considered in Committee, Tuesday, 2nd proximo.

“*Reformatory Schools Bill*”—to be further considered in Committee, Tuesday, 2nd proximo.

“*Melbourne and Hobson's Bay Railway Act Amendment Bill*”—to be read a second time, Tuesday, 2nd proximo, then to take precedence.

EAST COLLINGWOOD IMPROVEMENT BILL.—The President having reported that the Chairman of Committees had certified that the fair print of this Bill was in accordance with the Bill as reported, the Bill, on the motion of the Honorable J. P. Fawcner, was read a third time and *passed*.

The Honorable J. P. Fawcner moved, That the title of the Bill be, “*An Act for the Improvement of the Municipal District of East Collingwood in the Colony of Victoria.*”

Question—put and passed.

Ordered—That the Bill be carried to the Legislative Assembly with a Message, acquainting them that the Council have agreed to the Bill with amendments, and desiring their concurrence therewith.

PRINTING COMMITTEE.—FIRST REPORT.—The Order of the Day for the adoption of the First Report of the Printing Committee being read, the Honorable J. P. Fawcner moved, That the Report be now adopted.

Question—put and passed.

ADJOURNMENT.—The Honorable W. H. F. Mitchell, with leave of the Council, moved, without notice, That the House, at its rising this day, adjourn until Tuesday next.

Question—put and passed.

POSTPONEMENTS.—The following Orders of the Day set down for Thursday next, were severally postponed until the days hereunder named :—

“*Adulteration of Food Bill*”—to be read a second time, Thursday, 4th proximo.

“*Hawkers and Pedlers Acts Amendment Bill*”—to be further considered in Committee, Wednesday, 3rd proximo.

“*Customs Laws Amendment Bill*”—to be further re-considered in Committee, Tuesday, 2nd proximo.

“*Melbourne and Geelong Corporations Acts Amendment Bill*”—to be further considered in Committee, Wednesday, 3rd proximo, then to take precedence.

“*Immigration Bill*”—adjourned debate on second reading, Tuesday, 2nd proximo.

“*Mercantile Law Amendment Bill*”—to be further considered in Committee, Tuesday, 2nd proximo.

“*Passage Brokers Bill*”—adoption of Report, Tuesday, 2nd proximo.

The Council adjourned at five minutes to six o'clock until four o'clock on Tuesday, the 2nd proximo.

ORDERS OF THE DAY.

TUESDAY, 2ND JUNE, 1863.

ORDERS OF THE DAY :—

1. MELBOURNE AND HOBSON'S BAY RAILWAY ACT AMENDMENT BILL.—To be read a second time.
2. INDUSTRIAL SCHOOLS BILL.—To be further considered in Committee.
3. REFORMATORY SCHOOLS BILL.—To be further considered in Committee.
4. CUSTOMS LAWS AMENDMENT BILL.—To be further re-considered in Committee.
5. IMMIGRATION BILL.—Adjourned debate on second reading.
6. MERCANTILE LAW AMENDMENT BILL.—To be further considered in Committee.
7. PASSAGE BROKERS BILL.—Adoption of Report.

WEDNESDAY, 3RD JUNE.

General Business.

ORDERS OF THE DAY :—

1. MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—To be further considered in Committee.
2. HAWKERS AND PEDLERS ACTS AMENDMENT BILL.—To be further considered in Committee.

THURSDAY, 4TH JUNE.

ORDER OF THE DAY :—

1. ADULTERATION OF FOOD BILL.—To be read a second time.

WEDNESDAY, 10TH JUNE.

Government Business.

ORDER OF THE DAY :—

1. BANKRUPTCY BILL.—To be read a second time.

M E E T I N G

OF

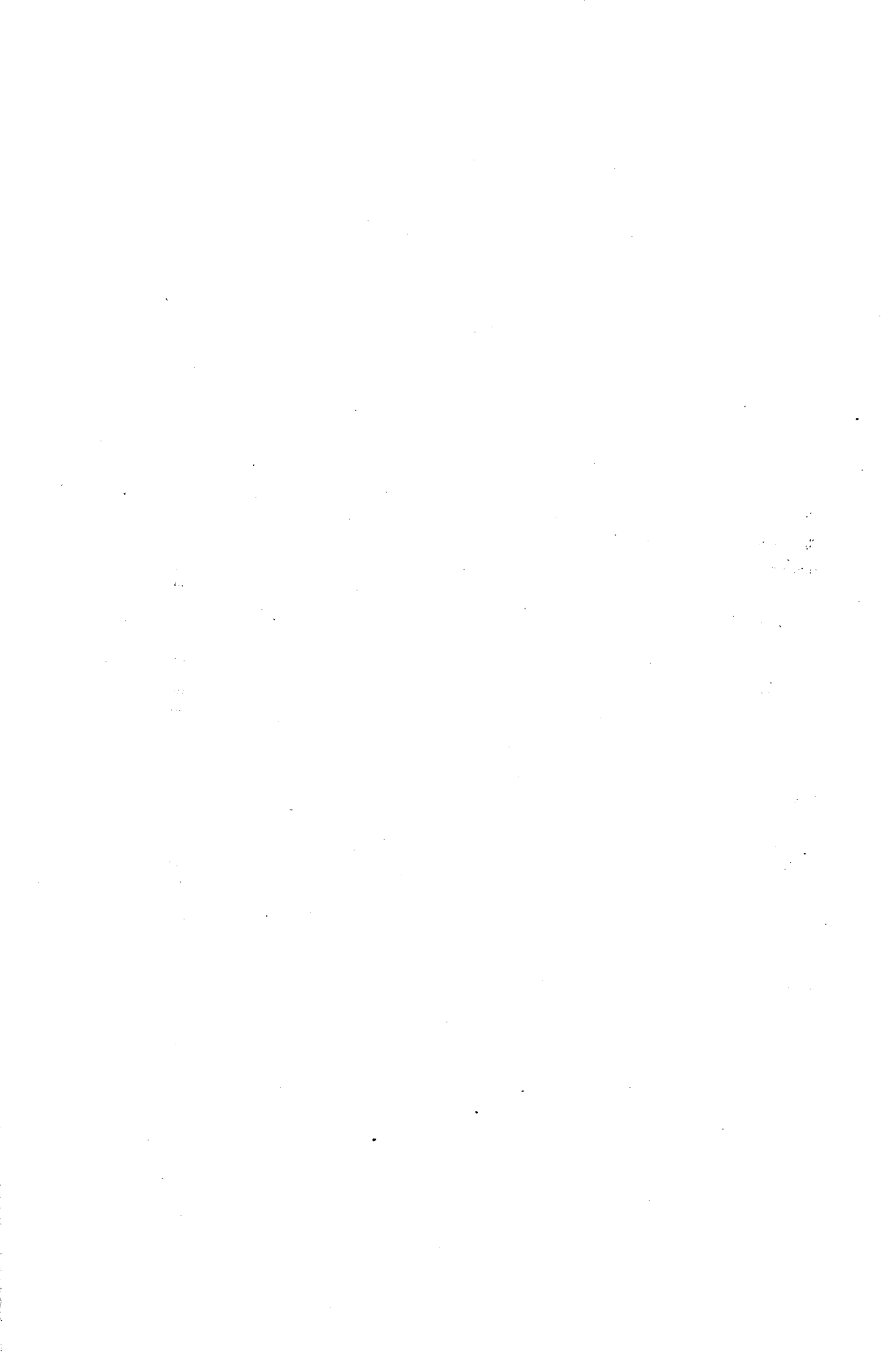
S E L E C T C O M M I T T E E .

Wednesday, 3rd June, 1863.

RAILWAYS—at 2 o'clock.

G. W. RUSDEN,

Clerk of the Council and Clerk of the Parliaments.



Minutes of the Proceedings
 OF THE
LEGISLATIVE COUNCIL.

TUESDAY, 2ND JUNE, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

RESTORATION OF LAPSED ORDER.—The Honorable F. Robertson, on behalf of the Honorable T. H. Fellows, with leave of the Council, moved, without notice, That the Order of the Day for the second reading of the Supreme Court Bill, which lapsed by the adjournment of the Council from the 15th to the 20th ultimo, be restored to the business paper, and set down for Tuesday, the 9th instant.

Question—put and passed.

MELBOURNE AND HOBSON'S BAY RAILWAY ACT AMENDMENT BILL.—The Order of the Day for the second reading of this Bill being read, the Honorable J. F. Strachan moved, That the Bill be now read a second time.

Debate ensued.

MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced to the Council the receipt of the following Message from the Legislative Assembly:—

MR. PRESIDENT—

In compliance with the request of the Legislative Council, the Legislative Assembly transmit to the Legislative Council two plans, marked respectively A and B, which were laid before the Select Committee of the Legislative Assembly upon the Melbourne and Hobson's Bay Railway Act Amendment Bill on the 5th June, 1861.

FRANS. MURPHY,
 Speaker.

Legislative Assembly Chamber,
 Melbourne, 2nd June, 1863.

MELBOURNE AND HOBSON'S BAY RAILWAY ACT AMENDMENT BILL.—Debate resumed on the second reading.

The Honorable T. T. a'Beckett moved, That the word "now" be omitted, with a view to insert the words "this day six months" after the word "time."

MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced to the Council the receipt of the following Message from the Legislative Assembly:—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled "*An Act to amend An Act intituled 'An Act to consolidate and amend the Laws affecting the Chinese emigrating to and resident in Victoria,'*" in which they desire the concurrence of the Legislative Council.

FRANS. MURPHY,
 Speaker.

Legislative Assembly Chamber,
 Melbourne, 20th May, 1863.

CHINESE IMMIGRANTS ACT AMENDMENT BILL.—The Honorable W. H. F. Mitchell moved, That this Bill be now read a first time, printed, and read a second time on Tuesday next.

Question—put and passed.

Bill read a first time.

MELBOURNE AND HOBSON'S BAY RAILWAY ACT AMENDMENT BILL.—Debate resumed on the second reading.

The Honorable J. P. Fawcner moved, That this debate be adjourned until to-morrow.

Question—That this debate be adjourned until to-morrow—put and passed.

PAPER.—The Honorable W. H. F. Mitchell laid on the Council Table the following Paper:—
 Land Act, 1862—Proceedings under.—Second Progress Report.

Ordered to lie on the Table.

POSTPONEMENTS.—The following Orders of the Day were severally postponed until Wednesday, the 3rd instant :—

- “*Industrial Schools Bill*”—To be further considered in Committee.
- “*Reformatory Schools Bill*”—To be further considered in Committee.
- “*Customs Laws Amendment Bill*”—To be further re-considered in Committee.
- “*Immigration Bill*”—Adjourned debate on second reading.
- “*Mercantile Law Amendment Bill*”—To be further considered in Committee.
- “*Passage Brokers Bill*”—Adoption of Report.

The Council adjourned at half-past six o'clock until four o'clock on Wednesday, the 3rd instant.

NOTICE OF MOTION AND ORDERS OF THE DAY.

WEDNESDAY, 3RD JUNE, 1863.

1. The Hon. W. HULL : To ask the Honorable the Commissioner of Railways if, in the face of impending renewal of hostilities in New Zealand, it is still the intention of the Government to pay off or reduce the armament of the Colonial War Steamer *Victoria*.

General Business.

ORDER OF THE DAY :—

1. MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—To be further considered in Committee.

NOTICE OF MOTION :—

1. The Hon. W. H. F. MITCHELL : To move, That a Message be carried to the Legislative Assembly, requesting them to expunge new clause E of the Electoral Act Amendment Bill, the same having been agreed to by the Council by mistake, on occasion of a re-committal of the Bill.

Government Business.

ORDERS OF THE DAY :—

1. INDUSTRIAL SCHOOLS BILL.—To be further considered in Committee.
2. REFORMATORY SCHOOLS BILL.—To be further considered in Committee.
3. CUSTOMS LAWS AMENDMENT BILL.—To be further re-considered in Committee.
4. IMMIGRATION BILL.—Adjourned debate on second reading.
5. MERCANTILE LAW AMENDMENT BILL.—To be further considered in Committee.
6. PASSAGE BROKERS BILL.—Adoption of Report.

General Business.

ORDERS OF THE DAY :—

1. HAWKERS AND PEDLERS ACTS AMENDMENT BILL.—To be further considered in Committee.
2. MELBOURNE AND HOBSON'S BAY RAILWAY ACT AMENDMENT BILL.—Adjourned debate on second reading.

THURSDAY, 4TH JUNE.

ORDER OF THE DAY :—

1. ADULTERATION OF FOOD BILL.—To be read a second time.

TUESDAY, 9TH JUNE.

ORDERS OF THE DAY :—

1. SUPREME COURT BILL.—To be read a second time.
2. CHINESE IMMIGRANTS ACT AMENDMENT BILL.—To be read a second time.

WEDNESDAY, 10TH JUNE.

Government Business.

ORDER OF THE DAY :—

1. BANKRUPTCY BILL.—To be read a second time.

MEETING

OF

SELECT COMMITTEE.

Wednesday, 3rd June, 1863.

RAILWAYS—at 2 o'clock.

G. W. RUSDEN,

Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings
OF THE
LEGISLATIVE COUNCIL.

WEDNESDAY, 3RD JUNE, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

PAPER.—The Honorable W. H. F. Mitchell laid on the Council Table the following paper :—
Return of Diseases.—Chief Medical Officer, 1862.

Ordered to lie on the Table.

POSTPONEMENT.—The following Order of the Day was postponed until after the disposal of the Notice of Motion on the Business Paper.

“*Melbourne and Geelong Corporations Acts Amendment Bill*”—To be further considered in Committee.

MESSAGE TO THE LEGISLATIVE ASSEMBLY.—The Honorable W. H. F. Mitchell, in accordance with Notice of Motion, moved, That a Message be carried to the Legislative Assembly, requesting them to expunge the new Clause E of the Electoral Act Amendment Bill, the same having been agreed to by the Council by mistake on occasion of a re-committal of the Bill.

Question—put and passed.

POSTPONEMENTS.—The following Orders of the Day were severally postponed until after the disposal of the Order of the Day for the resumption of the adjourned debate on the second reading of the Melbourne and Hobson's Bay Railway Act Amendment Bill :—

“*Melbourne and Geelong Corporations Acts Amendment Bill*”—To be further considered in Committee.

“*Industrial Schools Bill*”—To be further considered in Committee.

“*Reformatory Schools Bill*”—To be further considered in Committee.

“*Customs Laws Amendment Bill*”—To be further re-considered in Committee.

“*Immigration Bill*”—Adjourned debate on second reading.

“*Mercantile Law Amendment Bill*”—To be further considered in Committee.

“*Passage Brokers Bill*”—Adoption of Report.

“*Hawkers and Pedlers Acts Amendment Bill*”—To be further considered in Committee.

MELBOURNE AND HOBSON'S BAY RAILWAY ACT AMENDMENT BILL.—The Order of the Day for the resumption of the adjourned debate on the second reading of this Bill being read, the debate was resumed.

Question—That the word “now,” proposed to be omitted, stand part of the question—put. Council divided.

Contents, 9.
The Hon. J. F. Strachan
T. H. Power
B. Williams
C. J. Jenner
Dr. Hope
J. McCrae
C. Vaughan
Dr. Wilkie
M. Hervey (*Teller*).

Not Contents, 15.
The Hon. R. Thomson
G. W. Cole
T. H. Fellows
W. J. T. Clarke
D. Kennedy
S. G. Henty
W. Hull
H. Miller
J. Henty
A. Fraser
J. P. Fawkner
W. Degraives
J. Stewart
W. Highett
T. T. a'Beckett (*Teller*).

Objection was taken to the vote of the Honorable W. Degraives, on the ground that he was a shareholder in the Melbourne and Hobson's Bay Railway Company :—whereupon the Honorable W. Degraives declared that he was a shareholder.

The Honorable J. F. Strachan moved, That the vote of the Honorable W. Degraives be disallowed.

Debate ensued.

The President stated his opinion, that any shareholder in the Melbourne and Hobson's Bay Railway Company, or any member of the Corporation of Emerald Hill, should not vote.

Question—That the vote of the Honorable W. Degraives be disallowed—put.

Council divided.

Contents, 8.
The Hon. J. F. Strachan
T. H. Power
B. Williams
Dr. Hope
Dr. Wilkie
C. Vaughan
C. J. Jenner
M. Hervey (*Teller*).

Not Contents, 10.
The Hon. R. Thomson
G. W. Cole
D. Kennedy
S. G. Henty
W. Hull
H. Miller
J. Henty
A. Fraser
J. Stewart
T. H. Fellows (*Teller*).

The question was therefore negatived.

The question—That the word "now," proposed to be omitted, stand part of the question—
"That the Bill be now read a second time"—was declared by the President to be negatived.

Question—That the words "this day six months," proposed to be added after the word "time," be so added—put and passed.

Question—That the Bill be read a second time this day six months—put and passed.

MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole Council being read, the President left the Chair.

The Chairman of Committees reported progress, and asked leave to sit again to-morrow.

Ordered—and that the consideration of the Order of the Day take precedence.

POSTPONEMENTS.—The following Orders of the Day were severally postponed until to-morrow.

"*Industrial Schools Bill*"—To be further considered in Committee.

"*Reformatory Schools Bill*"—To be further considered in Committee.

"*Customs Laws Amendment Bill*"—To be further re-considered in Committee.

"*Immigration Bill*"—Adjourned debate on second reading.

"*Mercantile Law Amendment Bill*"—To be further considered in Committee.

"*Passage Brokers Bill*"—Adoption of Report.

"*Hawkers and Pedlers Acts Amendment Bill*"—To be further considered in Committee.

The Council adjourned at ten minutes to seven o'clock until four o'clock on Thursday, the 4th instant.

ORDERS OF THE DAY.

THURSDAY, 4TH JUNE, 1863.

ORDERS OF THE DAY:—

1. MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—To be further considered in Committee.
2. ADULTERATION OF FOOD BILL.—To be read a second time.
3. INDUSTRIAL SCHOOLS BILL.—To be further considered in Committee.
4. REFORMATORY SCHOOLS BILL.—To be further considered in Committee.
5. CUSTOMS LAWS AMENDMENT BILL.—To be further re-considered in Committee.
6. IMMIGRATION BILL.—Adjourned debate on second reading.
7. MERCANTILE LAW AMENDMENT BILL.—To be further considered in Committee.
8. PASSAGE BROKERS BILL.—Adoption of Report.
9. HAWKERS AND PEDLERS ACTS AMENDMENT BILL.—To be further considered in Committee.

TUESDAY, 9TH JUNE.

ORDERS OF THE DAY:—

1. SUPREME COURT BILL.—To be read a second time.
2. CHINESE IMMIGRANTS ACT AMENDMENT BILL.—To be read a second time.

WEDNESDAY, 10TH JUNE.

Government Business.

ORDER OF THE DAY:—

1. BANKRUPTCY BILL.—To be read a second time.

G. W. RUSDEN,

Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings
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LEGISLATIVE COUNCIL.

THURSDAY, 4TH JUNE, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole Council being read, the President left the Chair.

The Chairman of Committees reported progress and asked leave to sit again on Tuesday next.

Ordered.

ADULTERATION OF FOOD BILL.—The Order of the Day for the second reading of this Bill being read, the Honorable Dr. Wilkie moved, That the Bill be now read a second time.

Question—put and passed.

Bill read a second time.

The Honorable Dr. Wilkie moved, That this Bill be now considered in Committee of the whole Council.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported progress and asked leave to sit again on Wednesday next.

Ordered.

PAPER.—The Honorable W. H. F. Mitchell laid on the Council Table the following paper :—

Assessment Appeals and Awards—Return of (3rd June, 1863).

Ordered to lie on the Table.

POSTPONEMENTS.—The following Orders of the Day were severally postponed until tomorrow :—

“*Industrial Schools Bill*”—To be further considered in Committee.

“*Reformatory Schools Bill*”—To be further considered in Committee.

CUSTOMS LAWS AMENDMENT BILL.—The Order of the Day for the further re-consideration of this Bill in Committee of the whole Council being read, the President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill, and had agreed to the same with further amendments.

The Honorable W. H. F. Mitchell moved, That the Report of the Committee be now adopted.

Question—put and passed.

The President having reported that the Chairman of Committees had certified that the fair print of the Bill was in accordance with the Bill as reported, the Bill, on the motion of the Honorable W. H. F. Mitchell, was read a third time and *passed*.

The Honorable W. H. F. Mitchell moved, That the title of the Bill be “*An Act to further amend the Laws relating to the Customs.*”

Question—put and passed.

Ordered—That the Bill be carried to the Legislative Assembly with a Message, acquainting them that the Council have agreed to the Bill with amendments, and desiring their concurrence therewith.

POSTPONEMENT.—The following Orders of the Day were postponed until the days hereunder set down :—

“*Immigration Bill*”—Adjourned debate on second reading, Friday, 5th instant.

“*Mercantile Law Amendment Bill*”—To be further considered in Committee, Tuesday, 9th instant.

PASSAGE BROKERS BILL.—The Order of the Day for the adoption of the Report of the Committee of the whole Council on this Bill being called on, the Honorable J. F. Strachan moved, That the same be discharged, with a view to the re-committal of the Bill.

Question—put and passed.

The Honorable J. F. Strachan moved, That the Bill be now re-considered in Committee of the whole Council.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill and had agreed to the same with further amendments.

The Honorable J. F. Strachan moved, That the Report of the Committee be now adopted.

Question—put and passed.

The President having reported that the Chairman of Committees had certified that the fair print of the Bill was in accordance with the Bill as reported, the Bill, on the motion of the Honorable J. F. Strachan, was read a third time and *passed*.

The Honorable J. F. Strachan moved, That the title of the Bill be “*An Act to regulate the Passenger Trade of Victoria.*”

Question—put and passed.

Ordered—That the Bill be carried to the Legislative Assembly with a Message, acquainting them that the Council have agreed to the Bill with amendments, and desiring their concurrence therewith.

POSTPONEMENT.—The following Order of the Day was postponed until Wednesday, the 10th instant :—

“*Hawkers and Pedlers Acts Amendment Bill*”—To be further considered in Committee.

ADJOURNMENT.—The Honorable W. H. F. Mitchell, with leave of the Council, moved, without notice, That the House, at its rising this day, adjourn until Tuesday next.

Question—put and passed.

BUSINESS PAPER.—The Honorable W. H. F. Mitchell, with leave of the Council, moved, without notice, That all business set down for to-morrow be postponed until Tuesday next.

Question—put and passed.

The Council adjourned at five minutes past six o'clock until four o'clock on Tuesday, the 9th instant.

NOTICE OF MOTION AND ORDERS OF THE DAY.

TUESDAY, 9TH JUNE, 1863.

NOTICE OF MOTION :—

The Hon. W. HULL : To move for a Return of the actual number of Chinamen in this Colony, distinguishing those engaged in gold mining, and in mercantile and manufacturing pursuits, together with the number of Chinese females in Victoria; also a Return of the total amount of Capitation Money received from these foreigners during the last year.

ORDERS OF THE DAY :—

1. SUPREME COURT BILL.—To be read a second time.
2. CHINESE IMMIGRANTS ACT AMENDMENT BILL.—To be read a second time.
3. MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—To be further considered in Committee.
4. MERCANTILE LAW AMENDMENT BILL.—To be further considered in Committee.
5. INDUSTRIAL SCHOOLS BILL.—To be further considered in Committee.
6. REFORMATORY SCHOOLS BILL.—To be further considered in Committee.
7. IMMIGRATION BILL.—Adjourned debate on second reading.

WEDNESDAY, 10TH JUNE.

Government Business.

ORDER OF THE DAY :—

1. BANKRUPTCY BILL.—To be read a second time.

General Business.

ORDERS OF THE DAY :—

1. ADULTERATION OF FOOD BILL.—To be further considered in Committee.
2. HAWKERS AND PEDLERS ACTS AMENDMENT BILL.—To be further considered in Committee.

G. W. RUSDEN,

Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings

OF THE

LEGISLATIVE COUNCIL.

TUESDAY, 9TH JUNE, 1863.

The Council met in accordance with adjournment.—The President took the Chair.
The President read the Prayer.

RETURN OF WRIT.—The President announced that a letter had been received from the Acting Private Secretary to His Excellency the Governor, reporting that a Writ, issued on the 7th ultimo for an election of a Member for the South Province, has been returned to His Excellency, by which it appears, upon the authority of the Returning Officer, that John Pinney Bear, Esq., was duly elected.

NEW MEMBER.—The Honorable John Pinney Bear approached the Table, and took and subscribed the Oath of Allegiance, provided for by the thirty-second clause of the Constitution Act, and delivered to the Clerk the declaration required by the seventh clause of the Constitution Act, as hereunder set forth, viz. :—

“I, JOHN PINNEY BEAR, do declare and testify that I am duly seized at law or in equity of an estate of freehold for my own use and benefit in lands or tenements in the Colony of Victoria of the full value of Five thousand pounds, sterling money, above all charges and encumbrances affecting the same: And further, that the lands and tenements out of which such qualification arises are situate in the parish of _____, in the county or reputed county of Bourke, the descriptions of which lands and tenements are as follow :—Three warehouses situated in McKillop-street, in the city of Melbourne, known as “The Central Bonding Warehouses.” And I further declare, that I have not collusively or colorably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a member of the Legislative Council of the Colony of Victoria.

“ J. P. BEAR.”

PAPER.—The Honorable W. H. F. Mitchell laid on the Council Table the following paper :—
Immigration.—Introduction of Vinedressers.—Despatch from the Right Honorable the Secretary of State (24th March, 1863), with enclosures.

Ordered to lie on the Table.

CHINESE IMMIGRANTS AND CAPITATION MONEY.—The Honorable W. Hull, in accordance with notice, moved, That there be laid on the Table of the House a Return of the actual number of Chinamen in this colony, distinguishing those engaged in gold mining and in mercantile and manufacturing pursuits, together with the number of Chinese females in Victoria; also a Return of the total amount of Capitation Money received from these foreigners during the last year.

Question—put and passed.

POSTPONEMENT.—The following Order of the Day was postponed until after the disposal of the remainder of the business on the paper :—

“*Supreme Court Bill*”—To be read a second time.

CHINESE IMMIGRANTS ACT AMENDMENT BILL.—The Order of the Day for the second reading of this Bill being read, the Honorable W. H. F. Mitchell moved, That the Bill be now read a second time.

Debate ensued.

Question—put.

Council divided.

Contents, 12.

The Hon. W. H. F. Mitchell
G. W. Cole
H. Miller
J. P. Bear
W. Highett
J. Henty
Dr. Hope
Dr. Wilkie
C. J. Jenner
W. J. T. Clarke
A. Fraser
S. G. Henty (*Teller*).

Not Contents, 10.

The Hon. R. Thomson
M. Hervey
T. H. Power
W. Degraives
F. Robertson
W. Campbell
J. P. Fawkner
W. Hull
J. Stewart
T. T. a'Beckett (*Teller*).

The question was therefore passed.
Bill read a second time.

The Honorable W. H. F. Mitchell moved, That the Bill be now considered in Committee of the whole Council.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill and had agreed to the same with amendments.

Ordered—That the adoption of the Report of the Committee be made an Order of the Day for to-morrow.

PETITION.—The Honorable T. H. Fellows presented a Petition signed by John Levy and Sons and others, styling themselves merchants, bankers, barristers, solicitors, brokers, traders, and others, resident in Melbourne, praying that steps may be taken for placing the Courts of Law and Equity in a convenient site; that the Corporation of Melbourne may not be permitted to take powers to use or dispose of the site of the Western Market for any other purposes than a site for the said Courts; and that the petitioners may be heard at the Bar of the House in support of the said prayer.

Petition received.

PETITION.—The Honorable G. W. Cole presented a Petition signed by James Blackwood and others, styling themselves members of the Melbourne Chamber of Commerce, praying that such steps may be taken as may seem expedient for the removal of the Courts of Law and Equity to a more convenient site.

Petition received.

MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole Council being read, the President left the Chair.

The Chairman of Committees reported progress and asked leave to sit again to-morrow.

Ordered.

POSTPONEMENTS.—The following Orders of the Day were severally postponed until to-morrow, the 10th instant:—

“*Mercantile Law Amendment Bill*”—To be further considered in Committee.

“*Industrial Schools Bill*”—To be further considered in Committee.

“*Reformatory Schools Bill*”—To be further considered in Committee.

“*Immigration Bill*”—Adjourned debate on second reading.

“*Supreme Court Bill*”—To be read a second time.

The Council adjourned at ten minutes to seven o'clock until four o'clock on Wednesday, the 10th instant.

NOTICE OF MOTION AND ORDERS OF THE DAY.

WEDNESDAY, 10TH JUNE.

Government Business.

ORDERS OF THE DAY:—

1. BANKRUPTCY BILL.—To be read a second time.
2. CHINESE IMMIGRANTS ACT AMENDMENT BILL.—Adoption of Report.
3. MERCANTILE LAW AMENDMENT BILL.—To be further considered in Committee.
4. INDUSTRIAL SCHOOLS BILL.—To be further considered in Committee.
5. REFORMATORY SCHOOLS BILL.—To be further considered in Committee.
6. IMMIGRATION BILL.—Adjourned debate on second reading.

General Business.

NOTICE OF MOTION:—

1. Hon. M. HERVEY: To move, That an Address be presented to His Excellency the Governor, praying that he will cause to be laid upon the Table of the House—
 - (1.) Copies of all correspondence, minutes, and opinions on the subject of granting pensions under Schedule D, Part 7, of the Constitution Act.
 - (2.) Also, copies of all applications, if any, for pensions under Schedule D, Part 7, of the Constitution Act, and of all correspondence connected therewith.
 - (3.) *Contingent* on the foregoing resolutions being carried, That an Address be presented to His Excellency the Governor, praying that he will be pleased to refrain from taking any action with regard to the granting of pensions under Schedule D, Part 7, of the *Constitution Act*, and suspend any regulations relating thereto until both Houses of Parliament shall have maturely deliberated upon the papers connected with the subject.

ORDERS OF THE DAY:—

1. ADULTERATION OF FOOD BILL.—To be further considered in Committee.
2. HAWKERS AND PEDLERS ACTS AMENDMENT BILL.—To be further considered in Committee.
3. SUPREME COURT BILL.—To be read a second time.
4. MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—To be further considered in Committee.

G. W. RUSDEN,

Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings
OF THE
LEGISLATIVE COUNCIL.

WEDNESDAY, 10TH JUNE, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

POSTPONEMENT.—The following Order of the Day was postponed until Wednesday, the 24th instant :—

“*Bankruptcy Court Bill*”—To be read a second time.

REFRESHMENT ROOMS (JOINT) SELECT COMMITTEE.—The Honorable W. Highett brought up the First Report of the (Joint) Select Committee appointed for the management of the Refreshment Rooms, and moved, That the same be printed, and that the adoption of the Report of the Committee be made an Order of the Day for to-morrow.

Question—put and passed.

CHINESE IMMIGRANTS ACT AMENDMENT BILL.—The Order of the Day for the adoption of the Report of the Committee of the whole Council on this Bill being read, the Honorable W. H. F. Mitchell moved, That the Report of the Committee be now adopted.

Question—put and passed.

The President having reported that the Chairman of Committees had certified that the fair print of the Bill was in accordance with the Bill as reported, the Bill, on the motion of the Honorable W. H. F. Mitchell, was read a third time and *passed*.

The Honorable W. H. F. Mitchell moved, That the title of the Bill be “*An Act to amend an Act intituled ‘An Act to consolidate and amend the Laws affecting the Chinese emigrating to and resident in Victoria.’*”

Question—put and passed.

Ordered—That the Bill be carried to the Legislative Assembly with a Message, acquainting them that the Council have agreed to the same with amendments, and desiring their concurrence therewith.

POSTPONEMENT.—The following Order of the Day was postponed until Wednesday, the 17th instant :—

“*Mercantile Law Amendment Bill*”—To be further considered in Committee.

INDUSTRIAL SCHOOLS BILL.—The Honorable W. H. F. Mitchell moved, that the Order of the Day for the further consideration of this Bill be postponed until this day week.

Debate ensued.

Question—put and negatived.

The Order of the Day being read, the President left the Chair.

The Chairman of Committees reported progress, and asked leave to sit again to-morrow.

Ordered.

MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced to the Council the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT,

The Legislative Assembly return to the Legislative Council the Bill, intituled, “*An Act to amend the Law relating to the Qualifications and Registration of Electors of Members to serve in Parliament and to regulate Proceedings at Parliamentary Elections,*” and acquaint the Legislative Council that they have agreed to several of the amendments made by the Legislative Council in this Bill, and have agreed to others, with amendments, in which they desire the concurrence of the Legislative Council; also, that, in compliance with the request of the Legislative Council, they have disagreed to the amendment for the insertion of new clause E.

FRANS. MURPHY,
Speaker.

Legislative Assembly Chamber,
Melbourne, 10th June, 1863.

ELECTORAL ACT AMENDMENT BILL—MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The Honorable W. H. F. Mitchell moved, That the consideration of the Message from the Legislative Assembly be made an Order of the Day for to-morrow.
Question—put and passed.

POSTPONEMENT.—The following Order of the Day was postponed until Thursday, the 11th instant.

“*Reformatory Schools Bill*”—To be further considered in Committee.

IMMIGRATION BILL.—The Honorable J. P. Fawkner moved, That the Order of the Day for the resumption of the adjourned debate on the second reading of this Bill be postponed until to-morrow.

Question—put and negatived.

The Order of the Day being read, the debate was resumed.

Question—That the Bill be now read a second time—put and passed.

The Honorable W. H. F. Mitchell moved, That the Bill be now considered in Committee of the whole Council.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported progress, and asked leave to sit again to-morrow.

Ordered.

PENSIONS TO RESPONSIBLE OFFICERS.—CORRESPONDENCE, ETC.—The Honorable M. Hervey, in accordance with *amended* notice, moved, That an Address be presented to His Excellency the Governor, praying that he will cause to be laid upon the Table of the House—

- (1.) Copies of all official correspondence, minutes, and opinions on the subject of granting pensions under Schedule D, Part 7, of the Constitution Act.
- (2.) Also, copies of all applications, if any, for pensions under Schedule D, Part 7, of the Constitution Act, and of all official correspondence, minutes, and opinions connected therewith.

Question—put and passed.

PENSIONS TO RESPONSIBLE OFFICERS—REGULATIONS RELATING TO.—The Honorable M. Hervey, in accordance with *contingent* notice, moved, That an Address be presented to His Excellency the Governor, praying that he will be pleased to refrain from taking any action with regard to the granting of pensions under Schedule D, Part 7, of the *Constitution Act*, and suspend any regulations relating thereto until both Houses of Parliament shall have maturely deliberated upon the papers connected with the subject.

Debate ensued.

Question—put.

Council divided.

Contents, 15.

The Hon. G. W. Cole
J. P. Fawkner
T. H. Power
M. Hervey
D. Kennedy
J. P. Bear
Dr. Hope
W. Campbell
W. J. T. Clarke
Dr. Wilkie
A. Fraser
F. Robertson
C. Vaughan
R. Thomson
C. Jenner (*Teller*).

Not Contents, 6.

The Hon. H. Miller
T. H. Fellows
W. H. F. Mitchell
W. Highett
B. Williams
J. F. Strachan (*Teller*).

The question was therefore passed.

ADULTERATION OF FOOD BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole Council being read, the President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill and had agreed to the same with amendments.

The Honorable Dr. Wilkie moved, That the adoption of the Report of the Committee be made an Order of the Day for to-morrow.

Ordered.

POSTPONEMENT.—The following Order of the Day was postponed until Wednesday, the 17th instant:—

“*Hawkers and Pedlers Acts Amendment Bill*”—To be further considered in Committee.

SUPREME COURT BILL.—The Order of the Day for the second reading of this Bill being read,
The Honorable T. H. Fellows moved, That the Bill be now read a second time.
Question—put and passed.
Bill read a second time.
The Honorable T. H. Fellows moved, That the Bill be now considered in Committee of the whole Council.
Question—put and passed.
Question—That the President do now leave the Chair—put and passed.
The President left the Chair.
The Chairman of Committees reported progress, and asked leave to sit again on Tuesday next.
Ordered.

MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole Council being read, the President left the Chair.
The Chairman of Committees reported progress, and asked leave to sit again to-morrow.
Ordered.
The Council adjourned at half-past six o'clock, until four o'clock on Thursday, the 11th instant.

ORDERS OF THE DAY.

THURSDAY, 11TH JUNE, 1863.

ORDERS OF THE DAY :—

1. INDUSTRIAL SCHOOLS BILL.—To be further considered in Committee.
2. REFRESHMENT ROOMS.—Consideration of Report.
3. ELECTORAL ACT AMENDMENT BILL.—Consideration of Message from Legislative Assembly.
4. REFORMATORY SCHOOLS BILL.—To be further considered in Committee.
5. IMMIGRATION BILL.—To be further considered in Committee.
6. ADULTERATION OF FOOD BILL.—Adoption of Report.
7. MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—To be further considered in Committee.

TUESDAY, 16TH JUNE.

ORDER OF THE DAY :—

1. SUPREME COURT BILL.—To be further considered in Committee.

WEDNESDAY, 17TH JUNE.

Government Business.

ORDER OF THE DAY :—

1. MERCANTILE LAW AMENDMENT BILL.—To be further considered in Committee.

General Business.

ORDER OF THE DAY :—

1. HAWKERS AND PEDLERS ACTS AMENDMENT BILL.—To be further considered in Committee.

WEDNESDAY, 24TH JUNE.

Government Business.

ORDER OF THE DAY :—

1. BANKRUPTCY BILL.—To be read a second time.

MEETING

OF

SELECT COMMITTEE.

Friday, 12th June.

RAILWAYS—at 2 o'clock.

G. W. RUSDEN,
Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings
OF THE
LEGISLATIVE COUNCIL.

THURSDAY, 11TH JUNE, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

PAPERS.—The Honorable W. H. F. Mitchell laid on the Council Table the following paper :—
Gold Fields Statistics (1862).

Ordered to lie on the Table.

INDUSTRIAL SCHOOLS BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole Council being read, the President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill and had agreed to the same with amendments.

The Honorable J. P. Fawcner moved, That the Bill be now re-committed.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill and had agreed to the same with further amendments.

Ordered—That the adoption of the Report of the Committee be made an Order of the Day for Tuesday next.

REFRESHMENT ROOMS FIRST (JOINT) SELECT COMMITTEE REPORT.—The Order of the Day for the adoption of the First Report of the Joint Select Committee appointed for the management of the Refreshment Rooms being read, the Honorable W. Highett moved, That the Report be now adopted.

Debate ensued.

Question—put and passed.

Ordered—That a Message be carried to the Legislative Assembly, acquainting them that the Council have agreed to the Report of the Committee, and desiring their concurrence therewith.

ELECTORAL ACT AMENDMENT BILL.—CONSIDERATION OF MESSAGE FROM LEGISLATIVE ASSEMBLY.—The Order of the Day for the consideration of the Message from the Legislative Assembly with amendments on amendments made by the Council being read, the amendments were severally read as follows :—

Clause LXXV., line 21, after the words (inserted by the Council) “who shall have retired from his candidature under the provisions hereinafter contained or” insert the words “who shall have been returned without a poll or.”

The Honorable W. H. F. Mitchell moved, That the Council do agree with this amendment.

Question—put and passed.

New clause C (inserted by the Council), leave out the words “two months” and insert “one month.”

The Honorable W. H. F. Mitchell moved, That the Council do agree with this amendment.

Question—put and passed.

New clause E disagreed to.

The Honorable W. H. F. Mitchell moved, That the Council do not insist on the insertion of the clause.

Question—put and passed.

Schedule A, line 2, amended by the omission of the words (inserted by the Legislative Council) “so far as not already repealed,” and the insertion of the words “except section 55” instead.

The Honorable W. H. F. Mitchell moved, That this amendment be agreed to.

Question—put and passed.

Ordered—That a Message be carried to the Legislative Assembly to acquaint them that the Council have agreed to the amendments made by the Legislative Assembly in the amendments made by the Legislative Council, and that the Council do not insist on the amendment to insert new clause E.

REFORMATORY SCHOOLS BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole Council being called on, the Honorable W. H. F. Mitchell moved, That the Order be postponed until Wednesday next.

Question—put and negatived.

The Order of the Day was read.

The Chairman of Committees reported that the Committee had gone through the Bill and had agreed to the same with amendments.

Ordered—That the adoption of the Report of the Committee be made an Order of the Day for Tuesday next.

POSTPONEMENT.—The following Order of the Day was postponed until Friday, the 12th instant :—

“Immigration Bill”—To be further considered in Committee.

ADULTERATION OF FOOD BILL.—The Order of the Day for the adoption of the Report of the Committee of the whole Council on this Bill being read, the Honorable Dr. Wilkie moved, That the Report be adopted.

Question—put.

Council divided.

Contents, 19.

The Hon. C. J. Jenner
T. T. a'Beckett
M. Hervey
S. G. Henty
W. H. F. Mitchell
H. Miller
B. Williams
A. Fraser
W. Highett
W. Hull
J. Henty
J. P. Bear
W. Degraives
W. Campbell
T. H. Power
Dr. Wilkie
J. P. Fawkner
R. Thomson
J. F. Strachan (*Teller*).

Not Contents, 2.

The Hon. T. H. Fellows
G. W. Cole (*Teller*).

The question was therefore passed.

Ordered—That the third reading of the Bill be made an Order of the Day for Tuesday, the 16th instant.

MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole Council being read, the President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill and had agreed to the same with amendments.

The Honorable T. H. Fellows moved, That the Bill be now re-committed.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill, and had agreed to the same with further amendments.

The Council adjourned at a quarter to seven o'clock, until four o'clock on Friday, the 12th instant.

ORDERS OF THE DAY.

FRIDAY, 12TH JUNE, 1863.

ORDER OF THE DAY :—

1. IMMIGRATION BILL.—To be further considered in Committee.

TUESDAY, 16TH JUNE.

ORDERS OF THE DAY :—

1. SUPREME COURT BILL.—To be further considered in Committee.
2. INDUSTRIAL SCHOOLS BILL.—Adoption of Report.
3. REFORMATORY SCHOOLS BILL.—Adoption of Report.
4. ADULTERATION OF FOOD BILL.—To be read a third time.

WEDNESDAY, 17TH JUNE.

Government Business.

ORDER OF THE DAY:—

1. MERCANTILE LAW AMENDMENT BILL.—To be further considered in Committee.

General Business.

ORDER OF THE DAY:—

1. HAWKERS AND PEDLERS ACTS AMENDMENT BILL.—To be further considered in Committee.

WEDNESDAY, 24TH JUNE.

Government Business.

ORDER OF THE DAY:—

1. BANKRUPTCY BILL.—To be read a second time.

M E E T I N G
OF
S E L E C T C O M M I T T E E .

Friday, 12th June.

RAILWAYS—at 2 o'clock.

G. W. RUSDEN,
Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings
OF THE
LEGISLATIVE COUNCIL.

FRIDAY, 12TH JUNE, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

IMMIGRATION BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole Council being read, the President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill and had agreed to the same with amendments.

The Honorable J. F. Stráchan moved, That the Bill be now re-committed.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill and had agreed to the same with further amendments.

Ordered—That the adoption of the Report of the Committee be made an Order of the Day for Tuesday, the 16th instant.

MESSAGES FROM THE LEGISLATIVE ASSEMBLY.—The President announced to the Council the receipt of the following Messages from the Legislative Assembly:—

MR. PRESIDENT—

The Legislative Assembly return to the Legislative Council a Bill intituled "*An Act for the Improvement of the Municipal District of East Collingwood in the Colony of Victoria,*" and acquaint the Legislative Council that they have agreed to the amendments made therein by the Legislative Council.

FRANS. MURPHY,
Speaker.

Legislative Assembly Chamber,
Melbourne, 12th June, 1863.

MR. PRESIDENT,

The Legislative Assembly return to the Legislative Council a Bill intituled, "*An Act to establish Road Districts and Shires and generally to provide for the administration of Local Affairs without the limits of Boroughs,*" and acquaint the Legislative Council that they have agreed to some of the amendments made therein by the Legislative Council; have disagreed to other of the amendments, and have agreed to other of the amendments with amendments, and have made an amendment in the Bill consequent on an amendment made by the Legislative Council, in which various amendments they desire the concurrence of the Legislative Council.

FRANS. MURPHY,
Speaker.

Legislative Assembly Chamber,
Melbourne, 10th June, 1863.

LOCAL GOVERNMENT BILL.—MESSAGE FROM LEGISLATIVE ASSEMBLY.—The Honorable W. H. F. Mitchell moved, That the consideration of the Message from the Legislative Assembly, with amendments in this Bill, be made an Order of the Day for Tuesday next.
Ordered.

PAPERS.—The Honorable W. H. F. Mitchell laid on the Council Table the following paper:—
Electric Telegraph—Report of Superintendent for the year 1862.
Ordered to lie on the Table.

The Council adjourned at half-past six o'clock, until four o'clock on Tuesday, the 16th instant.

NOTICE OF MOTION AND ORDERS OF THE DAY.

TUESDAY, 16TH JUNE, 1863.

NOTICE OF MOTION:—

1. The Hon. W. DEGRAVES : To move, That there be laid on the Table of this House—
 - (1.) Returns of all money expended in the United Kingdom on the authority of the Colonial Government on behalf of this colony, from the time of the appointment of Mr. H. C. E. Childers as Railway Agent for this colony, showing the expenditure in each department severally.
 - (2.) Return of what discounts have been made, on the purchase of material, to the London Railway Agent, Mr. Childers ; and if any, what amount of that discount has been placed to the credit of the colony.

ORDERS OF THE DAY :—

1. SUPREME COURT BILL.—To be further considered in Committee.
2. INDUSTRIAL SCHOOLS BILL.—Adoption of Report.
3. REFORMATORY SCHOOLS BILL.—Adoption of Report.
4. ADULTERATION OF FOOD BILL.—To be read a third time.
5. IMMIGRATION BILL.—Adoption of Report.
6. LOCAL GOVERNMENT BILL.—Consideration of Message from Legislative Assembly.

WEDNESDAY, 17TH JUNE.

Government Business.

ORDER OF THE DAY :—

1. MERCANTILE LAW AMENDMENT BILL.—To be further considered in Committee.

General Business.

ORDER OF THE DAY :—

1. HAWKERS AND PEDLERS ACTS AMENDMENT BILL.—To be further considered in Committee.

WEDNESDAY, 24TH JUNE.

Government Business.

ORDER OF THE DAY :—

1. BANKRUPTCY BILL.—To be read a second time.

MEETING

OF

SELECT COMMITTEE.

Tuesday, 16th June.

RAILWAYS—at 2 o'clock.

G. W. RUSDEN,

Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings
OF THE
LEGISLATIVE COUNCIL.

TUESDAY, 16TH JUNE, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

DECEASE OF THE USHER.—The Honorable W. H. F. Mitchell announced to the Council the decease of Colonel Farquharson, the Usher of the Council, and moved, 'That the House do now adjourn, as a mark of respect for the late Usher of the Council, Colonel Farquharson, now removed by death.

Question—put and passed.

The Council adjourned at a quarter-past four o'clock, until four o'clock on Wednesday, the 17th instant.

NOTICE OF MOTION AND ORDERS OF THE DAY.

WEDNESDAY, 17TH JUNE.

NOTICE OF MOTION:—

1. The Hon. W. DEGRAVES: To move, That there be laid on the Table of this House—
 - (1.) Returns of all money expended in the United Kingdom on the authority of the Colonial Government on behalf of this colony, from the time of the appointment of Mr. H. C. E. Childers as Railway Agent for this colony, showing the expenditure in each department severally.
 - (2.) Return of what discounts have been made, on the purchase of material, to the London Railway Agent, Mr. Childers; and if any, what amount of that discount has been placed to the credit of the colony.

Government Business.

ORDERS OF THE DAY:—

1. MERCANTILE LAW AMENDMENT BILL.—To be further considered in Committee.
2. INDUSTRIAL SCHOOLS BILL.—Adoption of Report.
3. REFORMATORY SCHOOLS BILL.—Adoption of Report.
4. ADULTERATION OF FOOD BILL.—To be read a third time.
5. IMMIGRATION BILL.—Adoption of Report.
6. LOCAL GOVERNMENT BILL.—Consideration of Message from Legislative Assembly.

General Business.

ORDERS OF THE DAY:—

1. HAWKERS AND PEDLERS ACTS AMENDMENT BILL.—To be further considered in Committee.
2. SUPREME COURT BILL.—To be further considered in Committee.

WEDNESDAY, 24TH JUNE.

Government Business.

ORDER OF THE DAY:—

1. BANKRUPTCY BILL.—To be read a second time.

MEETINGS
OF
SELECT COMMITTEES.

Friday, 19th June.

RAILWAYS—at 2 o'clock.

PARLIAMENT BUILDINGS—at 3 o'clock.

G. W. RUSDEN,

Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings
OF THE
LEGISLATIVE COUNCIL.

WEDNESDAY, 17TH JUNE, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

PAPERS.—The Honorable W. H. F. Mitchell laid on the Council Table the following Paper:—
Public Accounts.—Store and Transport Regulations (1st June, 1863).

Ordered to lie on the Table.

RAILWAY EXPENDITURE IN ENGLAND AND DISCOUNTS.—The Honorable W. Degraives, in accordance with notice, moved, That there be laid on the Table of the House—

(1.) Returns of all money expended in the United Kingdom on the authority of the Colonial Government on behalf of this colony, from the time of the appointment of Mr. H. C. E. Childers as Railway Agent for this colony, showing the expenditure in each department severally.

(2.) Return of what discounts have been made, on the purchase of material, to the London Railway Agent, Mr. Childers; and if any, what amount of that discount has been placed to the credit of the colony.

Question—put and passed.

MERCANTILE LAW AMENDMENT BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole Council being read, the President left the Chair.

The Chairman of Committees reported progress and asked leave to sit again this day week.
Ordered.

INDUSTRIAL SCHOOLS BILL.—The Order of the Day for the adoption of the Report of the Committee of the whole Council on this Bill being read, the Honorable J. P. Fawkner moved, That the Report be now adopted.

Question—put and passed.

The President having reported that the Chairman of Committees had certified that the fair print of the Bill was in accordance with the Bill as reported, the Bill, on the motion of the Honorable J. P. Fawkner, was read a third time and *passed*.

The Honorable J. P. Fawkner moved, That the title of the Bill be "*An Act to make provision for the Education and Control of Vagrant Destitute and Disorderly Children in Industrial Schools.*"

Question—put and passed.

Ordered—That the Bill be carried to the Legislative Assembly with a Message acquainting them that the Council have agreed to the same with amendments, and desiring their concurrence therewith.

REFORMATORY SCHOOLS BILL.—The Order of the Day for the adoption of the Report of the Committee of the whole Council on this Bill being read, the Honorable J. P. Fawkner moved, That the Report be now adopted.

Question—put and passed.

The President having reported that the Chairman of Committees had certified that the fair print of the Bill was in accordance with the Bill as reported, the Bill on the motion of the Honorable J. P. Fawkner, was read a third time and *passed*.

The Honorable J. P. Fawkner moved, That the title of the Bill be "*An Act to establish promote and regulate Reformatory Schools for Youthful Offenders in Victoria.*"

Question—put and passed.

Ordered—That the Bill be carried to the Legislative Assembly with a Message acquainting them that the Council have agreed to the same with amendments, and desiring their concurrence therewith.

ADULTERATION OF FOOD BILL.—The Order of the Day for the third reading of this Bill being called on, the Honorable Dr. Wilkie moved, That the Order of the Day be discharged with a view to the re-committal of the Bill.

Question—That the Order of the Day be discharged—put and passed.

The Honorable Dr. Wilkie moved, That the Bill be now re-committed to the consideration of a Committee of the whole Council.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported progress and asked leave to sit again on Friday next.

Ordered.

MESSAGES FROM THE LEGISLATIVE ASSEMBLY.—The President announced to the Council the receipt of the following Messages from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly return to the Legislative Council a Bill, intituled, "*An Act to regulate the Passenger Trade of Victoria,*" and acquaint the Legislative Council that they have agreed to some of the amendments and agreed to one of them with an amendment, in which they desire the concurrence of the Legislative Council.

FRANS. MURPHY,
Speaker.

Legislative Assembly Chamber,
Melbourne, 16th June, 1863.

MR. PRESIDENT—

The Legislative Assembly return to the Legislative Council a Bill, intituled, "*An Act to further amend the Laws relating to the Customs,*" and acquaint the Legislative Council that they have agreed to some of the amendments and disagreed to other of the amendments, in which they desire the concurrence of the Legislative Council.

FRANS. MURPHY,
Speaker.

Legislative Assembly Chamber,
Melbourne, 17th June, 1863.

MR. PRESIDENT—

The Legislative Assembly return to the Legislative Council a Bill, intituled "*An Act to amend an Act intituled 'An Act to consolidate and amend the Laws affecting the Chinese emigrating to and resident in Victoria,'*" and acquaint the Legislative Council that they have agreed to one of the amendments, and agreed to the other of the amendments with an amendment, in which they desire the concurrence of the Legislative Council.

FRANS. MURPHY,
Speaker.

Legislative Assembly Chamber,
Melbourne, 16th June, 1863.

PASSAGE BROKERS BILL.—The Honorable J. F. Strachan moved, That the Council do not agree with the following amendment, made by the Legislative Assembly on the amendment made by the Legislative Council in this Bill in clause V., line 7, to leave out certain words and to insert certain words, which amendment the Legislative Assembly agreed to with the following amendment :—

Add "unless in a vessel propelled by sails alone."

Question—That the House do not agree with the amendment made by the Legislative Assembly—put and passed.

CUSTOMS LAWS AMENDMENT BILL.—The Honorable J. F. Strachan moved, That the Council do not insist on the amendment made by the Legislative Council in Schedule A, line 2, of this Bill, to which amendment the Legislative Assembly have not agreed.

Question—put and passed.

CHINESE IMMIGRANTS ACT AMENDMENT BILL.—The Honorable W. H. F. Mitchell moved, That the Council do agree to the following amendment, made by the Legislative Assembly on the amendment made by the Council, in clause I., line 12 :—

Omit "is," insert "are."

Question—put and passed.

IMMIGRATION BILL.—The Order of the Day for the adoption of the Report of the Committee of the whole Council on this Bill being read, the Honorable J. P. Fawcner moved, That the Order of the Day be discharged with a view to the re-committal of the Bill.

Question—put.

Council divided.

Contents, 8.
 The Hon. J. P. Fawcner
 J. P. Bear
 J. McCrae
 W. Campbell
 F. Robertson
 H. Miller
 W. Degraives
 C. J. Jenner (*Teller*).

Not Contents, 15.
 The Hon. T. H. Power
 S. G. Henty
 M. Hervey
 R. Thomson
 T. T. a'Beckett
 Dr. Hope
 N. Black
 G. W. Cole
 W. Highett
 Dr. Wilkie
 A. Fraser
 W. Hull
 W. H. F. Mitchell
 B. Williams
 J. F. Strachan (*Teller*).

The question was therefore negatived.

The Honorable J. F. Strachan moved, That the Report of the Committee be now adopted.

Question—put and passed.

The President having reported that the Chairman of Committees had certified that the fair print of the Bill was in accordance with the Bill as reported, the Bill, on the motion of the Honorable J. F. Strachan, was read a third time and *passed*.

The Honorable J. F. Strachan moved, That the title of the Bill be "*An Act to regulate Immigration into Victoria.*"

Question—put and passed.

Ordered—That the Bill be carried to the Legislative Assembly with a Message acquainting them that the Council have agreed to the same with amendments, and desiring their concurrence therewith.

LOCAL GOVERNMENT BILL.—CONSIDERATION OF MESSAGE FROM LEGISLATIVE ASSEMBLY.—

The Order of the Day for the consideration of Message from the Legislative Assembly, with the amendments on the amendments made by the Council on this Bill, being read, the same were severally read as follows:—

Clause XXXII., line 38, leave out "twenty-five" and insert "fifty."—*Disagreed to.*

Clause XXXIV., line 53, after "board" insert "or who shall let out for hire any waggon cart or other carriage or any horse cattle or team for the use of any road within the district or who shall either in his own name or in the name of any other person provide furnish or supply for his own profit any tools implements labor or materials for the use of any such road or who shall by himself or by any other person for or on his account directly or indirectly receive any sum of money to his use or benefit out of the tolls collected under this Act or who shall sell fermented or spirituous liquors by retail."—*Disagreed to.*

Clause XLIV., line 49, leave out "fifty," and insert "one hundred."—*Disagreed to.*

Clause CXXXII., line 15, after "act" insert "and all ordinary meetings shall be held with open doors."—*Agreed to, with the following amendment, add "unless it shall become necessary to exclude strangers on account of their disorderly conduct."*

Clause CLV., line 30, leave out "then on complaint thereof being made to a justice such" and insert "any."—*Amendment to leave out words agreed to. Amendment to insert word agreed to, with the following amendment: Add thereto "two justices," and, as an amendment consequent thereon, omit from line 30 "justice shall."*

" line 31, leave out "summon such officer to appear before two or more justices at any time and place to be set forth in such summons to answer such charge and upon the appearance of such officer or upon proof that such summons was personally served upon him or left at his last known place of abode such justices," and insert "and."—*Amendment to leave out words agreed to. Amendment to insert word disagreed to.*

" line 36, leave out "may adjust and declare the balance owing by such officer and if it appear either upon confession of such officer or upon evidence or upon inspection of the account that any monies of the board are in the hands of such officer or owing by him to the board such justices may order such officer to pay the same" and insert "order such officer to render such accounts or to deliver up such vouchers and receipts as aforesaid or to pay over the balance owing by him and if such officer shall neglect or refuse to obey such order he may by any justice be committed to gaol for any period not exceeding six months."—*Amendment to leave out words agreed to. Amendment to insert words agreed to, with the following amendment: Leave out "justice" and insert "justices."*

Clause CLVIII., line 53, after "kept" insert "in such form as shall from time to time be appointed by the Governor in Council to be used in all districts and shires."—*Agreed to, with the following amendment: Insert after "form" the words "if any."*

Clause CLIX., line 37, after "disapproved of" leave out all the words to the end of the clause."—*Disagreed to.*

Clause CLXII., line 14, leave out "unless an appeal shall have been prosecuted against such accounts as herein provided."—*Disagreed to.*

After Clause CLXIII. insert new clause I:—

"I. If any such audit shall have been required by ratepayers the board shall defray the expenses thereof but if required by the Governor in Council the said expenses shall be defrayed by the Governor in Council."—*Agreed to, with the following amendment: Leave out last words "by the Governor in Council" and insert "out of the consolidated revenue."*

Clause CLXXIII., line 26, leave out "No bye-law shall be of any force or effect until the expiration of one month after the same or a copy thereof sealed with the seal of the board shall have been sent to some responsible officer of the Government having charge of such matters for the time being and at any time within the said period of one month."

„ line 31, leave out "disallow," and insert "at any time revoke any."

„ line 31, leave out "after such disallowance" and insert every order by which any."

„ line 32, leave out "not come into operation and every bye-law shall forthwith on the expiration of one month after the same shall have been sent as aforesaid if not disallowed within that time," and insert "be revoked shall."

„ line 34, after "Gazette" insert "and shall take effect from the time of such publication."—*Disagreed to.*

Clause CCXLVI., line 49, leave out "from any member of either House of Parliament for any horse or private vehicle ridden or driven by him or for any private vehicle in which he shall be conveyed or of or."—*Disagreed to.*

After clause CCLX. insert new clause M:—

"M. For the purposes of so much of this Act as is included under the heading "Road Tolls" etc. being section Two hundred and forty-two to section Two hundred and sixty both sections included the city of Melbourne and town of Geelong shall be and be deemed to be boroughs in terms of this Act anything herein elsewhere contained to the contrary notwithstanding."—*Disagreed to.*

After clause CCCXV. insert new clause O, as follows:—

"O. The provisions of the said last mentioned Act shall be and the same are hereby extended to every district and shire and in lieu of the fees thereby made payable on the registration of dogs the following fees shall within every district and shire be paid on such registration that is to say five shillings for one dog if only one be kept and ten shillings for every dog if more than one be kept."—*Disagreed to, it being the opinion of the Assembly that the Council had not the power to make the amendment, the same imposing a tax upon the people.*

The Honorable W. H. F. Mitchell moved, That the Council do not insist on the amendment to leave out "twenty-five" and insert "fifty" in clause XXXII.

Question—put and passed.

The Honorable W. H. F. Mitchell moved, That the Council do not insist on the amendment to insert in clause XXXIV., line 53, the words "or who shall let out for hire any waggon cart or other carriage or any horse cattle or team for the use of any road within the district or who shall either in his own name or in the name of any other person provide furnish or supply for his own profit any tools implements labor or materials for the use of any such road or who shall by himself or by any other person for or on his account directly or indirectly receive any sum of money to his use or benefit out of the tolls collected under this Act."

Question—put and passed.

The Honorable W. H. F. Mitchell moved, That the Council do insist on the amendment to insert the words "or who shall sell fermented or spirituous liquors by retail."

Question—put and passed.

On the motion of the Honorable W. H. F. Mitchell, the Council agreed to the amendments made by the Legislative Assembly on the amendments made by the Council in clauses XLIV., CXXXII., CLV., and CLVIII.

The Honorable W. H. F. Mitchell moved, that the Council do not insist on the amendment made by the Council in clause CLIX., line 37.

Debate ensued.

Council divided.

Contents, 15.
 The Hon. W. H. F. Mitchell
 Dr. Hope
 G. W. Cole
 T. H. Power
 B. Williams
 T. T. a'Beckett
 A. Fraser
 J. P. Bear
 W. Highett
 F. Robertson
 W. Degraives
 Dr. Wilkie
 W. Campbell
 R. Thomson
 N. Black (*Teller*).

Not Contents, 2.
 The Hon. J. P. Fawkner
 C. J. Jenner (*Teller*).

The question was therefore passed.

PETITION.—The Honorable W. Highett presented a Petition, under the seal of the Corporation of Melbourne, praying that the Council will maintain the provisions of clause M in the Local Government Bill.

Petition received.

The Honorable W. H. F. Mitchell moved, That the consideration of the amendment in clause CLXII. be postponed.

Question—put and passed.

The Honorable W. H. F. Mitchell moved, That the Council do agree to the amendment made by the Legislative Assembly to the amendment in new clause I.

Question—put and passed.

The Honorable W. H. F. Mitchell moved, That the Council do not insist on the amendments made by the Council in clause CLXXIII.

The Honorable J. P. Fawkner moved, That the word “not” be omitted from the question.

Question—That the word “not,” proposed to be omitted, stand part of the question—put and negatived.

Question—That the Council do insist on the amendments made by the Council in clause CLXXIII.—put and passed.

The Honorable W. H. F. Mitchell moved, That the Council do not insist on the amendment made by the Council in clause CCXLVI.

The Honorable J. P. Fawkner moved, That the word “not” be omitted from the question.

Question—That the word “not,” proposed to be omitted, stand part of the question—put.

Council divided.

Contents, 6.
 The Hon. W. H. F. Mitchell
 N. Black
 W. Highett
 W. Campbell
 R. Thomson
 Dr. Wilkie (*Teller*).

Not Contents, 11.
 The Hon. T. T. a'Beckett
 Dr. Hope
 T. H. Power
 G. W. Cole
 C. J. Jenner
 F. Robertson
 A. Fraser
 J. P. Bear
 J. P. Fawkner
 W. Degraives
 B. Williams (*Teller*).

The question was therefore negatived.

Question—That the Council do insist on the amendment made by the Council in clause CCXLVI.—put and passed.

The Honorable W. H. F. Mitchell moved, That the Council do not insist on the amendment to insert new clause M in the Bill.

The Honorable W. Highett moved, That the Petition presented by him be now read.

The Petition was read at the Table by the Clerk.

The Honorable W. Highett moved, That the word “not” be omitted from the question.

Question—That the word “not,” proposed to be omitted, stand part of the question—put and negatived.

Question—That the Council do insist on the amendment to insert new clause M in the Bill—put and passed

The Honorable W. H. F. Mitchell moved, That the Council do not insist on the amendment to insert new clause O in the Bill.

The Honorable J. P. Fawkner moved, That the word “not” be omitted from the question.

Question—That the word “not,” proposed to be omitted, stand part of the question—put and carried.

Question—That the Council do not insist on the amendment to insert new clause O in the Bill—put and carried.

The Honorable J. P. Fawkner moved, That the following rider be attached to the Bill:— That this House do not insist on the insertion of clause O, believing that it would more conveniently form the subject of separate legislation; but they are of opinion that the insertion of this clause falls within the undoubted privileges of this Council.

Question—put and passed.

MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced to the Council the receipt of the following Message from the Legislative Assembly:—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill, intituled, "*An Act to repeal the Appropriation of the sum provided for the payment of the Salaries of the Governor's Staff and of the Governor's travelling and other expenses,*" in which they desire the concurrence of the Legislative Council.

FRANS. MURPHY,
Speaker.

Legislative Assembly Chamber,
Melbourne, 17th June, 1863.

GOVERNOR'S SALARY REDUCTION BILL.—The Honorable W. H. F. Mitchell moved, That this Bill be now read a first time, printed, and read a second time on Tuesday next.

Debate ensued.

Question—put and passed.

Bill read a first time.

MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—The Honorable J. F. Strachan, with leave of the Council, moved, without notice, That the adoption of the Report of the Committee of the whole Council on this Bill be made an Order of the Day for Tuesday next.

Question—put and passed.

HAWKERS AND PEDLERS ACTS AMENDMENT BILL.—The Order of the Day for the further consideration of this Bill in Committee being called on, the Honorable A. Fraser moved, That it be discharged from the paper.

Question—put and passed.

POSTPONEMENT.—The following Order of the Day was postponed until Tuesday, the 23rd instant:—

"*Supreme Court Bill*"—to be further considered in Committee.

ADJOURNMENT.—The Honorable W. H. F. Mitchell, with leave of the Council, moved, without notice, That the House, at its rising this day, do adjourn until Tuesday, the 23rd instant.

Question—put and passed.

BUSINESS ON NOTICE PAPER.—The Honorable W. H. F. Mitchell moved, That all business on the Paper set down for Friday be postponed until Tuesday next.

Question—put and passed.

The Council adjourned at half-past six o'clock until four o'clock on Tuesday, the 23rd instant.

NOTICE OF MOTION AND ORDERS OF THE DAY.

TUESDAY, 23RD JUNE, 1863.

NOTICE OF MOTION:—

1. The Hon. J. P. FAWKNER: To move, That an Address be prepared by this House, and presented to His Excellency Sir Henry Barkly, Governor, calling his attention to the dangers imminent of war between England and other powers, and calling the attention of His Excellency to the necessity of fortifications in and around Hobson's Bay, and particularly to the recommendation of Captain Scratchley upon the urgent necessity of the Pile Fort, which can be erected by the Colonists without reference to Great Britain.

ORDERS OF THE DAY:—

1. GOVERNOR'S SALARY REDUCTION BILL.—To be read a second time.
2. SUPREME COURT BILL.—To be further considered in Committee.
3. ADULTERATION OF FOOD BILL.—To be further considered in Committee.
4. MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—Adoption of Report.

WEDNESDAY, 24TH JUNE.

Government Business.

ORDERS OF THE DAY:—

1. BANKRUPTCY BILL.—To be read a second time.
2. MERCANTILE LAW AMENDMENT BILL.—To be further considered in Committee.

MEETINGS
OF
SELECT COMMITTEES.

Friday, 19th June.

RAILWAYS—at 2 o'clock.

PARLIAMENT BUILDINGS—at 3 o'clock.

G. W. RUSDEN,
Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings

OF THE

LEGISLATIVE COUNCIL.

TUESDAY, 23RD JUNE, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

LOCAL GOVERNMENT BILL.—FURTHER CONSIDERATION OF MESSAGE FROM LEGISLATIVE ASSEMBLY.—The Honorable W. H. F. Mitchell, with leave of the Council, moved, without notice, That the consideration of the proposed amendment made by the Legislative Assembly in clause CLXII. of this Bill be made an Order of the Day for this day, to take precedence of the other Orders of the Day.

Question—put and passed.

APPOINTMENT OF USHER.—The Honorable A. Fraser, with leave of the Council, moved, without notice, That this Council, whilst it does not assume to itself the right of making appointments, such being by the Constitution Act vested in the Governor in Council, expresses a hope that no gentleman in any manner distasteful to them will be placed in an office so intimately connected with them personally as is the Usher of the Council.

Debate ensued.

Question—put and passed.

LOCAL GOVERNMENT BILL.—FURTHER CONSIDERATION OF MESSAGE FROM LEGISLATIVE ASSEMBLY.—The Order of the Day for the further consideration of the Message from the Legislative Assembly with amendments made by the Assembly on amendments made by the Legislative Council in this Bill being read, the Honorable W. H. F. Mitchell moved, That the Council do not insist on the amendment to leave out the following words in clause CLXII of this Bill, “unless an appeal shall have been prosecuted against such accounts as herein provided.”

Question—put and passed.

Ordered—That the Bill be carried to the Legislative Assembly with a Message, acquainting them that the Council have agreed to some of the amendments made by the Legislative Assembly on amendments made by the Council in the Bill, and that they do not insist on certain amendments made by the Council in the Bill, but that they insist on other amendments.

POSTPONEMENT.—The following Order of the Day was postponed until the next day of meeting of the Council :—

“*Governor’s Salary Reduction Bill*”—to be read a second time.

SUPREME COURT BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole Council being read, the President left the Chair.

The Chairman of Committees reported progress, and asked leave to sit again on Tuesday next.

Ordered.

ADULTERATION OF FOOD BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole Council being read, the President left the Chair.

The Chairman of Committees reported progress, and asked leave to sit again on the next day of meeting of the Council.

Ordered.

POSTPONEMENT.—The following Order of the Day was postponed until Tuesday, the 7th proximo :—

“*Melbourne and Geelong Corporations Acts Amendment Bill*”—Adoption of Report.

ADJOURNMENT.—The Honorable W. H. F. Mitchell, with leave of the Council, moved, without notice, That the House, at its rising this day, do adjourn until Tuesday next.

Question—put and passed.

SELECT COMMITTEES—SITTINGS OF.—The Honorable W. H. F. Mitchell, with leave of the Council, moved, without notice, That all Select Committees of the House have power to sit during the adjournment.

Question—put and passed.

The Council adjourned at a quarter to five o'clock until four o'clock on Tuesday, the 30th instant.

NOTICE OF MOTION AND ORDERS OF THE DAY.

TUESDAY, 30TH JUNE, 1863.

NOTICE OF MOTION:—

1. The Hon. J. P. FAWKNER: To move, That an Address be prepared by this House, and presented to His Excellency Sir Henry Barkly, Governor, calling his attention to the dangers imminent of war between England and other powers, and calling the attention of His Excellency to the necessity of fortifications in and around Hobson's Bay, and particularly to the recommendation of Captain Scratchley upon the urgent necessity of the Pile Fort, which can be erected by the Colonists without reference to Great Britain.

ORDERS OF THE DAY:—

1. GOVERNOR'S SALARY REDUCTION BILL.—To be read a second time.
2. SUPREME COURT BILL.—To be further considered in Committee.
3. ADULTERATION OF FOOD BILL.—To be further considered in Committee.

TUESDAY, 7TH JULY.

ORDER OF THE DAY:—

1. MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—Adoption of Report.

G. W. RUSDEN,

Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings

OF THE

LEGISLATIVE COUNCIL.

TUESDAY, 30TH JUNE, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

ROYAL ASSENT TO BILLS.—The President announced to the Council that a letter had been received from the Acting Private Secretary to His Excellency the Governor, stating that it is the intention of His Excellency to proceed to the Legislative Council Chamber this day to assent, in Her Majesty's name, to certain Bills passed by the Legislative Council and the Legislative Assembly.

ISSUE OF WRIT FOR NEW MEMBER.—The President announced to the Council that a letter had been received from the Acting Private Secretary to His Excellency the Governor, reporting, for the information of the President of the Council, that the Honorable Matthew Hervey having vacated his seat in the Legislative Council, by the acceptance of an office of profit under the Crown, His Excellency has issued a writ, returnable on the 11th August next, for the election of a member for the Eastern Province.

ADJOURNMENT.—The Honorable T. H. Fellows, with leave of the Council, moved, without notice, That the House, at its rising this day, adjourn until Tuesday, 4th August.

Question—put and passed.

SELECT COMMITTEES—MEETINGS OF.—The Honorable W. H. F. Mitchell, with leave of the Council, moved, without notice, That all Select Committees of the House have leave to sit during the adjournment of the House.

Question—put and passed.

LAPSED BUSINESS.—The Honorable T. H. Fellows, with leave of the Council, moved, without notice, That all lapsed business and all business set down for intervening days be set down for the 4th August.

Question—put and passed.

POSTPONEMENT.—The following Order of the Day was postponed until Tuesday, the 4th August :—

“*Governor's Salary Reduction Bill*”—to be read a second time.

SUPREME COURT BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole Council being read, the President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill and had agreed to the same with amendments.

Ordered—That the adoption of the Report of the Committee be made an Order of the Day for Tuesday, the 4th August.

ADULTERATION OF FOOD BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole Council being read, the President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill and had agreed to the same with amendments.

Ordered—That the adoption of the Report of the Committee be made an Order of the Day for Tuesday, 4th August.

ROYAL ASSENT TO BILLS.—His Excellency the Governor came into the Council Chamber, and commanded the Acting-Usher to desire the attendance of the Legislative Assembly in the Council Chamber ; who being come with their Speaker, His Excellency was pleased to assent, in the name of Her Majesty the Queen, to the following Bills :—

“*An Act to make better provision for the punishment of Frauds committed by Trustees Bankers and other persons intrusted with property.*”

“*An Act to amend the Law relating to the Qualifications and Registration of Electors of Members to serve in Parliament and to regulate proceedings at Parliamentary Elections.*”

“*An Act to further amend the Laws relating to the Customs.*”

“*An Act to amend an Act intituled ‘An Act to consolidate and amend the Laws affecting the Chinese emigrating to and resident in Victoria.’*”

“*An Act for the Improvement of the Municipal District of East Collingwood in the Colony of Victoria.*”

The Royal Assent being read severally by the Clerk of the Parliaments in the following words :—

“In the name and on behalf of Her Majesty I assent to this Act.

“HENRY BARKLY,
“Governor.”

The Clerk of the Parliaments delivered to Mr. Speaker a schedule of the Acts assented to. Mr. Speaker and the Legislative Assembly withdrew. His Excellency the Governor left the Council Chamber.

MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced to the Council the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT,

The Legislative Assembly transmit to the Legislative Council a Bill intituled “*An Act to apply out of the Consolidated Revenue the sum of Ninety-two thousand pounds to the service of the year One thousand eight hundred and sixty-two and the further sum of Five hundred thousand pounds to the service of the year One thousand eight hundred and sixty-three,*” in which they desire the concurrence of the Legislative Council.

FRANS. MURPHY,
Speaker.

Legislative Assembly Chamber,
Melbourne, 30th June, 1863.

CONSOLIDATED REVENUE BILL.—The Honorable T. H. Fellows moved, That this Bill be now read a first time.

Question—put and passed.

Bill read a first time.

The Honorable T. H. Fellows moved, That the Bill be now read a second time.

Question—put and passed.

Bill read a second time.

The Honorable T. H. Fellows moved, That the Bill be now considered in Committee of the whole Council.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill and had agreed to the same without amendment.

The President having reported that the Chairman of Committees had certified that the Bill as reported was in accordance with the Bill as passed in Committee of the whole Council, the Bill, on the motion of the Honorable T. H. Fellows, was read a third time and *passed*.

The Honorable T. H. Fellows moved, That the title of the Bill be, “*An Act to apply out of the Consolidated Revenue the sum of Ninety-two thousand pounds to the service of the year One thousand eight hundred and sixty-two and the further sum of Five hundred thousand pounds to the service of the year One thousand eight hundred and sixty-three.*”

Question—put and passed.

Ordered—That a Message be carried to the Legislative Assembly to acquaint them that the Council have agreed to the Bill without amendment.

The Council adjourned at ten minutes past eleven o'clock until four o'clock on Tuesday, the 4th August.

NOTICE OF MOTION AND ORDERS OF THE DAY.

TUESDAY, 4TH AUGUST, 1863.

NOTICE OF MOTION :—

1. The Hon. J. P. FAWKNER : To move, That an Address be prepared by this House, and presented to His Excellency Sir Henry Barkly, Governor, calling his attention to the dangers imminent of war between England and other powers, and calling the attention of His Excellency to the necessity of fortifications in and around Hobson's Bay, and particularly to the recommendation of Captain Scratchley upon the urgent necessity of the Pile Fort, which can be erected by the Colonists without reference to Great Britain.

ORDERS OF THE DAY :—

1. GOVERNOR'S SALARY REDUCTION BILL.—To be read a second time.
2. SUPREME COURT BILL.—Adoption of Report.
3. ADULTERATION OF FOOD BILL.—Adoption of Report.
4. MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—Adoption of Report.
5. BANKRUPTCY BILL.—To be read a second time.
6. MERCANTILE LAW AMENDMENT BILL.—To be further considered in Committee.

G. W. RUSDEN,
Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings
OF THE
LEGISLATIVE COUNCIL.

TUESDAY, 4TH AUGUST, 1863.

The President took the Chair at the expiration of half an hour after the time appointed for the meeting of the Council, and, a quorum not being present, adjourned the Council, without question put, to the next sitting day, Wednesday, 5th August, stating that he believed that, as a mark of respect for the memory of the Honorable James Stewart, deceased, honorable members had absented themselves from their places in the House in order to attend the funeral appointed for this day.

NOTICE OF MOTION AND ORDERS OF THE DAY.

WEDNESDAY, 5TH AUGUST, 1863.

NOTICE OF MOTION:—

1. The Hon. J. P. FAWKNER: To move, That an Address be prepared by this House, and presented to His Excellency Sir Henry Barkly, Governor, calling his attention to the dangers imminent of war between England and other powers, and calling the attention of His Excellency to the necessity of fortifications in and around Hobson's Bay, and particularly to the recommendation of Captain Scratchley upon the urgent necessity of the Pile Fort, which can be erected by the Colonists without reference to Great Britain.

ORDERS OF THE DAY:—

1. GOVERNOR'S SALARY REDUCTION BILL.—To be read a second time.
 2. SUPREME COURT BILL.—Adoption of Report.
 3. ADULTERATION OF FOOD BILL.—Adoption of Report.
 4. MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—Adoption of Report.
 5. BANKRUPTCY BILL.—To be read a second time.
 6. MERCANTILE LAW AMENDMENT BILL.—To be further considered in Committee.
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M E E T I N G
OF
S E L E C T C O M M I T T E E .

Thursday, 6th August.

RAILWAYS—at 1 o'clock.

G. W. RUSDEN,
Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings

OF THE

LEGISLATIVE COUNCIL.

WEDNESDAY, 5TH AUGUST, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

ROYAL ASSENT TO BILL.—The President announced that a letter had been received from the Acting Private Secretary, informing the President that it is His Excellency's intention to proceed to the Legislative Council Chamber on Wednesday, the 5th day of August, at half-past four o'clock, to assent, in Her Majesty's name, to a Bill passed by the Legislative Council and the Legislative Assembly.

RETURN OF WRIT.—The President announced that a letter had been received from the Acting Private Secretary to His Excellency the Governor, reporting that the Writ issued by the Governor on the 27th day of June, 1863, for an election of one member to serve in the Legislative Council for the Eastern Province, has been returned to His Excellency, by which it appears, upon the authority of Peter Snodgrass, Esq., the Returning Officer, that Matthew Hervey, Esq., was duly elected.

ISSUE OF WRIT.—The President announced that a letter had been received from the Acting Private Secretary to His Excellency the Governor, reporting, for the information of the President, that His Excellency has issued a Writ, returnable on the 19th September next, for the election of one member to serve in the Legislative Council for the Eastern Province, in the room of the Honorable James Stewart, deceased.

NEW MEMBER.—The Honorable Matthew Hervey, being introduced, took and subscribed the oath of allegiance provided for by the thirty-second clause of the *Constitution Act*, and delivered to the Clerk the declaration required by the seventh clause of the *Constitution Act*, as hereunder set forth:—

“I, MATTHEW HERVEY, do declare and testify that I am duly seised at law or in equity of an estate of freehold for my own use and benefit in lands or tenements in the Colony of Victoria of the full value of Five thousand pounds, sterling money, above all charges and incumbrances affecting the same: And further, that the lands and tenements out of which such qualification arises are situated in the parish of Melbourne and another not known, in the county or reputed county of Bourke, the descriptions of which lands and tenements are as follow:—Thirty acres, Elsternwick, portion 40; lands in Atherton and Young streets, Collingwood, 200 feet; house and land, corner Lonsdale and William streets, Melbourne; two stores, Market square, Melbourne; thirteen acres of land, dwelling-house and offices, St. Kilda; the above in county of Bourke. Also, as follows:—Lots 5, 8, 13, and 16 of section 2, town of Wangaratta: And I further declare that I have not collusively or colourably obtained a title to or become possessed of the said lands or tenements, or any part thereof, for the purpose of enabling me to be returned a member of the Legislative Council of the Colony of Victoria.

“MATTHEW HERVEY.”

PENSIONS TO RESPONSIBLE OFFICERS, CORRESPONDENCE, &c.—The Honorable M. Hervey laid on the Council Table a Return to the Address of the Council adopted on the 10th of June.

PAPERS.—The Honorable M. Hervey laid on the Council Table the following papers:—

1. Militia and Volunteers.—Despatch from the Right Honorable the Secretary of State (6th April, 1863).
2. University of Melbourne.—Annual Report (26th May, 1863).
3. Census of Victoria, 1861.

Ordered severally to lie on the table.

MESSAGE TO THE LEGISLATIVE ASSEMBLY.—The Honorable M. Hervey, with leave of the Council, moved, without notice, that a Message be sent to the Legislative Assembly, setting forth certain clerical errors which had been discovered in the transcription of the amendments made by the Legislative Council in the Local Government Bill, and requesting the Legislative Assembly to rectify the errors.

Question—put and passed.

WELSHPOOL HARBOR.—The Honorable M. Hervey laid on the Table a Return to the Order of the House of the 1st May, 1863.

RAILWAY EXPENDITURE IN ENGLAND, AND DISCOUNTS.—The Honorable M. Hervey laid on the Table a Return to the Order of the House of the 17th June, 1863.

PAPERS.—The Honorable M. Hervey laid on the Council Table the following papers :—

1. Rule of Supreme Court (25th July, 1863).
2. Land Act, 1862.—Order in Council.—Additional Regulation (1st June, 1863).
3. Immigration.—Regulations for Introducing Immigrants (4th August, 1863).
4. Trade and Customs.—Accounts for year 1862.

Ordered severally to lie on the Table.

ROYAL ASSENT TO A BILL.—His Excellency the Governor came into the Council Chamber, and commanded the Acting Usher to desire the attendance of the Legislative Assembly in the Council Chamber; who, being come with their Speaker, His Excellency was pleased to assent, in Her Majesty's name, to the following Bill :—

“An Act to apply out of the Consolidated Revenue the sum of Ninety-two thousand pounds to the service of the Year One thousand eight hundred and sixty-two and the further sum of Five hundred thousand pounds to the service of the Year One thousand eight hundred and sixty-three.”

The Royal Assent being read by the Clerk of the Parliaments in the following words :—

“In the name and on behalf of Her Majesty I assent to this Act.

“HENRY BARKLY,
“Governor.”

The Clerk of the Parliaments delivered to Mr. Speaker a Schedule of the Act assented to. Mr. Speaker and the Legislative Assembly withdrew.

His Excellency the Governor left the Council Chamber.

FORTIFICATIONS IN AND AROUND HOBSON'S BAY.—The Honorable J. P. Fawcner, in accordance with notice, moved, That an Address be prepared by this House, and presented to His Excellency Sir Henry Barkly, Governor, calling his attention to the dangers imminent of war between England and other powers, and calling the attention of His Excellency to the necessity of fortifications in and around Hobson's Bay, and particularly to the recommendation of Captain Scratchley upon the urgent necessity of the Pile Fort, which can be erected by the colonists without reference to Great Britain.

Debate ensued.

The Honorable G. W. Cole moved, That the following words be added to the question :—

“Also praying that he will be pleased to recommend that measures may be taken to ascertain whether iron-clad floating batteries or gun-boats cannot be furnished here at a far less cost than bringing them from England, either by building new ones, or converting vessels now in the bay.”

Question—That the words proposed to be added be so added—put and passed.

The Honorable J. F. Strachan moved, That the following words be omitted from the question, “dangers imminent of war between England and other powers, and calling the attention of His Excellency to the necessity of fortifications in and around Hobson's Bay, and particularly to the recommendation of Captain Scratchley upon the urgent necessity of the Pile Fort, which can be erected by the colonists without reference to Great Britain,” with a view to insert the following words instead thereof, “necessity of fortifications to protect the ports within Port Phillip Bay.”

Question—That the words proposed to be omitted be so omitted—put and passed.

Question—That the words proposed to be inserted be so inserted—put and passed.

Question—That an Address be prepared by this House, and presented to His Excellency Sir Henry Barkly, Governor, calling his attention to the necessity of fortifications to protect the ports within Port Phillip Bay; also, praying that he will be pleased to recommend that measures may be taken to ascertain whether iron-clad floating batteries or gun-boats cannot be furnished here at a far less cost than bringing them from England, either by building new ones, or converting vessels now in the Bay—put and passed.

GOVERNOR'S SALARY REDUCTION BILL.—The Order of the Day for the second reading of this Bill being read, the Honorable J. P. Fawcner moved, That the Bill be now read a second time.

The President pointed out that, as the Bill came under the provisions of Clause LX of the *Constitution Act*, it would be requisite that the number of members voting for the Bill should be recorded, and therefore he required the members voting for the second reading of the Bill to go to the right of the Chair.

It appeared that there were seventeen members voting for the Bill, and none against it.

The question was therefore passed.

Bill read a second time.

The Honorable M. Hervey moved, That the Bill be now considered in Committee of the whole Council.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill and had agreed to the same with amendments.

Ordered—That the adoption of the Report of the Committee be made an Order of the Day for Thursday, the 6th instant.

SUPREME COURT BILL.—The Order of the Day for the adoption of the Report of the Committee of the whole Council on this Bill being read, the Honorable T. H. Fellows moved, That the Order of the Day be discharged.

Question—put and passed.

The Honorable T. H. Fellows moved, That the Bill be now re-committed to the consideration of a Committee of the whole Council.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill and had agreed to the same with further amendments.

Ordered—That the adoption of the Report of the Committee be made an Order of the Day for to-morrow.

ADULTERATION OF FOOD BILL.—The Order of the Day for the adoption of the Report of the Committee of the whole Council on this Bill being read, the Honorable Dr. Wilkie moved, That the Report be now adopted.

Question—put and passed.

Ordered—That the third reading of the Bill be made an Order of the Day for to-morrow.

MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—The Order of the Day for the adoption of the Report of the Committee of the whole Council on this Bill being read, the Honorable T. H. Fellows moved, That the Order of the Day be discharged.

Question—put and passed.

The Honorable T. H. Fellows moved, That the Bill be now re-committed to the consideration of a Committee of the whole Council.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported progress and asked leave to sit again to-morrow.

Ordered.

BANKRUPTCY BILL.—The Order of the Day for the second reading of this Bill being called on, the Honorable T. H. Fellows moved, That the Order of the Day be discharged.

Question—put and passed.

POSTPONEMENT.—The following Order of the Day was postponed until to-morrow :—

“*Mercantile Law Amendment Bill*”—To be further considered in Committee.

ORDERS OF THE DAY.

THURSDAY, 6TH AUGUST, 1863.

1. GOVERNOR'S SALARY REDUCTION BILL.—Adoption of Report.
2. SUPREME COURT BILL.—Adoption of Report.
3. ADULTERATION OF FOOD BILL.—To be read a third time.
4. MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—To be further re-considered in Committee.
5. MERCANTILE LAW AMENDMENT BILL.—To be further considered in Committee.

M E E T I N G

OF

S E L E C T C O M M I T T E E .

Thursday, 6th August.

RAILWAYS—at 1 o'clock.

G. W. RUSDEN,

Clerk of the Council and Clerk of the Parliaments.



Minutes of the Proceedings
OF THE
LEGISLATIVE COUNCIL.

THURSDAY, 6TH AUGUST, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

POSTPONEMENT.—The following Order of the Day was postponed until after the disposal of the other Orders of the Day :—

“Governor’s Salary Reduction Bill”—Adoption of Report.

SUPREME COURT BILL.—The Order of the Day for the adoption of the Report of the Committee of the whole Council on this Bill being read, the Honorable T. T. a’Beckett, on behalf of the Honorable T. H. Fellows, moved, That the Report be now adopted.

Question—put and passed.

Ordered—That the third reading of the Bill be made an Order of the Day for Tuesday, the 11th instant.

ADULTERATION OF FOOD BILL.—The President having reported that the Chairman of Committees had certified that the fair print of this Bill was in accordance with the Bill as reported, the Bill, on the motion of the Honorable Dr. Wilkie, was read a third time and passed.

The Honorable Dr. Wilkie moved, That the title of the Bill be, “An Act to prevent the Adulteration of Articles of Food or Drink.”

Question—put and passed.

Ordered—That the Bill be carried to the Legislative Assembly with a Message, acquainting them that the Council have agreed to the Bill with amendments, and requesting their concurrence therewith.

MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—The Order of the Day for the further re-consideration of this Bill in Committee of the whole Council being read, the President left the Chair.

The Chairman of Committees reported progress and asked leave to sit again on Tuesday next.

Ordered.

MERCANTILE LAW AMENDMENT BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole Council being read, the President left the Chair.

The Chairman of Committees reported progress and asked leave to sit again.

The Honorable T. H. Fellows moved, That the further consideration of the Bill in Committee be made an Order of the Day for Tuesday next.

Debate ensued.

Question—put.

Council divided.

Contents, 12.
The Hon. T. H. Fellows
M. Hervey
C. J. Jenner
J. P. Bear
T. H. Power
G. W. Cole
W. Highett
Dr. Wilkie
A. Fraser
C. Vaughan
J. P. Fawkner
T. T. a’Beckett (*Teller*).

Not Contents, 6.
The Hon. S. G. Henty
W. Campbell
F. Robertson
J. F. Strachan
W. Degraives
J. Henty (*Teller*).

The question was therefore passed.

GOVERNOR'S SALARY REDUCTION BILL.—The Order of the Day for the adoption of the Report of the Committee of the whole Council on this Bill being read, the Honorable M. Hervey moved, That the Report be now adopted.

Question—put and passed.

The President having reported that the Chairman of Committees had certified that the fair print of the Bill was in accordance with the Bill as reported, the Honorable M. Hervey moved, That the Bill be now read a third time.

The President pointed out that, as the Bill came under the provisions of Clause LX of the Constitution Act, it would be requisite that the number of members voting for the Bill should be recorded, and therefore he required the Members voting for the third reading of the Bill to go to the right of the Chair.

It appeared that there were nineteen Members voting for the Bill, and none against it.

The question was therefore passed.

Bill read a third time, and, on the motion of the Honorable M. Hervey, *passed*.

The Honorable M. Hervey moved, That the title of the Bill be "*An Act to repeal the appropriation of the Sum provided for the payment of the Salaries of the Governor's Staff and of the Governor's travelling and other Expenses.*"

Question—put and passed.

Ordered—That the Bill be carried to the Legislative Assembly with a Message, acquainting them that the Council have agreed to the same with amendments, and desiring their concurrence therewith.

ADJOURNMENT.—The Honorable M. Hervey, with leave of the Council, moved, without notice, That the House, at its rising this day, adjourn until Tuesday next.

The Council adjourned at a quarter to five o'clock until four o'clock on Tuesday next.

NOTICES OF MOTION AND ORDERS OF THE DAY.

TUESDAY, 11TH AUGUST, 1863.

NOTICES OF MOTION :—

1. The Hon. W. DEGRAVES : To move, That an Address be prepared by this House and presented to His Excellency Sir Henry Barkly, Governor, requesting that he will be pleased to cause to be laid upon the Table of this Council copy of all letters or correspondence, law opinions, warrants, or other documents, not yet in possession of this Council up to the date of motion, relative to the pensions to responsible ministers.
2. The Hon. G. W. COLE : To move, That a Committee consisting of the Honorables J. F. Strachan, W. Campbell, J. P. Fawcner, W. Degraives, and the Mover, be appointed to prepare an Address to His Excellency the Governor on the subject of fortifications.
3. The Hon. W. DEGRAVES : To move, That an Address be prepared by this House and presented to His Excellency Sir Henry Barkly, requesting that he will be pleased to cause to be laid upon the Table of this House copy of any despatch or document which he may have received from the Secretary of State in reference to the retaining of the title of "Honorable" by retired responsible ministers.
4. The Hon. W. DEGRAVES : To move, That further particulars be furnished in reference to the railway expenditure in England, in consequence of the very meagre information afforded in reply to a former question.

ORDERS OF THE DAY :—

1. SUPREME COURT BILL.—To be read a third time.
2. MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—To be further re-considered in Committee.
3. MERCANTILE LAW AMENDMENT BILL.—To be further considered in Committee.

MEETINGS OF SELECT COMMITTEES.

Friday, 7th August.

REFRESHMENT ROOMS (JOINT) COMMITTEE—at 3 o'clock.

Tuesday, 11th August.

RAILWAYS—at 2 o'clock.

G. W. RUSDEN,
Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings
OF THE
LEGISLATIVE COUNCIL.

TUESDAY, 11TH AUGUST, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

PAPERS.—The Honorable M. Hervey laid on the Table the following Paper :—

Defences.—Despatch from the Right Honorable the Secretary of State (26th May, 1863), with memorandum from Sir John Burgoyne (28th April, 1863).

The Despatch was read at the Table by the Clerk.

The Honorable W. Hull moved, That the Paper be printed.

Question—put and passed.

PENSIONS TO RESPONSIBLE OFFICERS, CORRESPONDENCE, &c.—The Honorable W. Degraves, in accordance with *amended* notice, moved, That an Address be presented to His Excellency Sir Henry Barkly, Governor, requesting that he will be pleased to cause to be laid upon the Table of this Council copy of all letters or correspondence, law opinions, warrants, or other documents, not yet in possession of this Council up to the date of motion, relative to the pensions to responsible ministers.

Debate ensued.

Motion, by leave, withdrawn.

FORTIFICATIONS IN AND AROUND HOBSON'S BAY.—The Honorable G. W. Cole, in accordance with *amended* notice, moved, That a Committee, consisting of the Honorables J. F. Strachan, W. Campbell, J. P. Fawcner, W. Degraves, and the Mover, be appointed to prepare an Address to His Excellency the Governor on the subject of fortifications, in pursuance of a resolution passed by this House on the 5th instant.

The Honorable M. Hervey moved, That the name of the Honorable W. Hull be added to the question.

Question—That the name of the Honorable W. Hull be added to the question—put and passed.

Question—That a Committee consisting of the Honorables J. F. Strachan, W. Campbell, J. P. Fawcner, W. Degraves, W. Hull, and the Mover, be appointed to prepare an Address to His Excellency the Governor on the subject of fortifications, in pursuance of a resolution passed by this House on the 5th instant—put and passed.

RETENTION OF TITLE BY RETIRED RESPONSIBLE MINISTERS.—The Honorable W. Degraves, in accordance with *amended* notice, moved, That an Address be presented to His Excellency Sir Henry Barkly, requesting that he will be pleased to cause to be laid upon the Table of this House copy of any despatch or document which he or any former Governor may have received from the Secretary of State in reference to the retaining of the title of "Honorable" by retired responsible ministers, together with any despatches and correspondence relating thereto.

Question—put and passed.

MESSAGES FROM THE LEGISLATIVE ASSEMBLY.—The President announced to the Council the receipt of the following Messages from the Legislative Assembly :—

MR. PRESIDENT,

The Legislative Assembly return to the Legislative Council the Bill, intituled, "*An Act to regulate Immigration into Victoria*," and acquaint them that the Legislative Assembly agree to some of the amendments, and agree to others of them with amendments, and disagree to one of such amendments, and have also made an amendment in the Bill consequent upon an amendment of the Assembly on one of the amendments of the Council, with which they desire the concurrence of the Legislative Council.

FRANS. MURPHY,
Speaker.

Legislative Assembly Chamber,
Melbourne, 11th August, 1863.

MR. PRESIDENT,

The Legislative Assembly transmit to the Legislative Council a Bill, intituled, "*An Act for the better Management of the Victorian Railways,*" in which they desire the concurrence of the Legislative Council.

Legislative Assembly Chambers,
Melbourne, 11th August, 1863.

FRANS. MURPHY,
Speaker.

MR. PRESIDENT,

The Legislative Assembly return to the Legislative Council the Bill intituled, "*An Act to establish Road Districts and Shires and generally to provide for the Administration of Local Affairs without the Limits of Boroughs,*" and acquaint them that the Legislative Assembly agree with the amendments omitted previously to be sent to the Legislative Assembly; that they insist on disagreeing with one of the amendments of the Legislative Council, that they do not insist on disagreeing to others of the amendments, and that they have agreed to another amendment of the Legislative Council with amendments, with which they desire the concurrence of the Legislative Council.

Legislative Assembly Chambers,
Melbourne, 11th August, 1863.

FRANS. MURPHY,
Speaker.

MR. PRESIDENT,

The Legislative Assembly transmit to the Legislative Council a Bill intituled, "*An Act to amend the Real Property Act;*"

Also, a Bill intituled, "*An Act to exempt certain Contracts from the Law of Partnerships,*" in which they desire the concurrence of the Legislative Council.

Legislative Assembly Chamber,
Melbourne, 6th August, 1863.

FRANS. MURPHY,
Speaker.

MR. PRESIDENT,

The Legislative Assembly transmit to the Legislative Council a Bill intituled, "*An Act to reduce the Expenses of Proceedings in the Supreme Court at Common Law,*" in which they desire the concurrence of the Legislative Council.

Legislative Assembly Chamber,
Melbourne, 6th August, 1863.

FRANS. MURPHY,
Speaker.

IMMIGRATION BILL.—The Honorable M. Hervey moved, That the Message from the Legislative Assembly with this Bill be taken into consideration to-morrow.

Question—put and passed.

LOCAL GOVERNMENT BILL.—The Honorable M. Hervey moved, That the Message from the Legislative Assembly with this Bill be taken into consideration to-morrow.

Question—put and passed.

RAILWAY MANAGEMENT BILL.—The Honorable T. H. Fellows moved, That this Bill be now read a first time, printed, and read a second time this day week.

Question—put and passed.

Bill read a first time.

REAL PROPERTY ACT AMENDMENT BILL.—The Honorable T. H. Fellows moved, That this Bill be now read a first time, printed, and read a second time on Thursday next.

Question—put and passed.

Bill read a first time.

PARTNERSHIPS BILL.—The Honorable T. H. Fellows moved, That this Bill be now read a first time, printed, and read a second time to-morrow week.

Question—put and passed.

Bill read a first time.

SUPREME COURT COSTS BILL.—The Honorable T. H. Fellows moved, That this Bill be now read a first time, printed, and read a second time on Thursday the 20th instant.

Question—put and passed.

Bill read a first time.

SUPREME COURT BILL.—The President having reported that the Chairman of Committees had certified that the fair print of this Bill was in accordance with the Bill as reported, the Bill, on the motion of the Honorable T. H. Fellows, was read a third time and *passed*.

The Honorable T. H. Fellows moved, That the title of the Bill be "*An Act to amend the Practice and Procedure of the Supreme Court and for other purposes.*"

Question—put and passed.

Ordered—That the Bill be carried to the Legislative Assembly with a Message, acquainting them that the Council have agreed to the Bill with amendments, and with an amended title, and requesting their concurrence therewith.

MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—The Order of the Day for the further re-consideration of this Bill in Committee of the whole Council being read, the President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill and had agreed to the same with further amendments.

The Honorable T. T. a'Beckett moved, That the Bill be now re-committed to the consideration of a Committee of the whole Council.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill and had agreed to the same with further amendments.

The Honorable T. H. Fellows moved, That the adoption of the Report of the Committee be made an Order of the Day for Thursday next.

Ordered.

POSTPONEMENT.—The following Order of the Day was postponed until Wednesday next :—

“*Mercantile Law Amendment Bill*”—To be further considered in Committee.

MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced to the Council the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT,

The Legislative Assembly return to the Legislative Council a Bill intituled, “*An Act to regulate the Passenger Trade of Victoria.*” and acquaint the Legislative Council, that they do not insist upon the amendment made by them on the amendment made by the Legislative Council in this Bill, in clause V, line 7, viz. : to add “unless in a vessel propelled by sails alone” to the amendment made by the Legislative Council.

FRANS. MURPHY,
Speaker.

Legislative Assembly Chamber,
Melbourne, 11th August, 1863.

PETITION.—The Honorable J. F. Strachan presented a Petition, signed by W. H. Brown, praying that the Council will not pass a certain clause in the Railway Management Bill, and moved, That the Petition be referred to the Committee of the whole Council to which the said Bill may be referred.

Question—put and passed.

The Council adjourned at five minutes past six o'clock until four o'clock on Wednesday, the 12th instant.

NOTICES OF MOTION AND ORDERS OF THE DAY.

WEDNESDAY, 12TH AUGUST, 1863.

1. The Hon. A. FRASER : To ask the Honorable the Commissioner of Public Works whether the Government intend to establish an Immigration Board for the purpose of making proper provision for Immigrants shortly expected to arrive.

Government Business.

ORDERS OF THE DAY :—

1. IMMIGRATION BILL.—Consideration of Message from Legislative Assembly.
2. LOCAL GOVERNMENT BILL.—Consideration of Message from Legislative Assembly.

General Business.

NOTICE OF MOTION :—

1. The Hon. W. DEGRAVES : To move, That a Return be laid on the Table of this House, shewing—
 - (1.) The name of the Agent-General of the Colony.
 - (2.) Copy of instructions given to Mr. Childers respecting the Railway Plant Contract.
 - (3.) What notices were, or are, published in England calling for Tenders for the Railway Plant, either by the Agent-General or by Mr. Childers, for this Government.
 - (4.) Does Mr. Childers alone consider and accept all contracts, or if associated with others, with whom.
 - (5.) How many Tenders were sent in in each and every case, and by whom, their amount and conditions respectively, and was any rebate or allowance stated in such Tenders, and on what grounds.
 - (6.) The details of the sum of £3257 1s. 3d., amount of discount for cash said to have been allowed, and how the amount has been arrived at, and to what credit placed.

- (7.) Have any trade, manufacturing, or cash discount, other or beyond the said £3257 1s. 3d., been allowed; if so, a detailed statement of such discounts upon the supply of machinery and railway materials.
 - (8.) Does Mr. Childers, or the Agent-General, engage, or contract for freight, or does he engage it through the agency of a London ship-broking firm; if the latter, who are the shipping agents for Mr. Childers, or the Agent-General, and what remuneration do they receive, and what, if any, discounts are they allowed.
 - (9.) Who effects insurances, and in what office or offices have they been effected; what are the rates paid; what, if any, discounts allowed; how credited; and what, if any, commission be paid to the agent or other person for effecting them.
 - (10.) What are the rates of freight paid by the Government of Victoria, and *where* do the owners of the vessels contract to deliver the goods; what are the owners' or firms' names, and has the Government to pay anything for lighterage or towage; if so, the names of vessels and firm on which such lighterage or cost *has been* incurred, and the names of the vessels and owners in which it *has not* been incurred; and the difference, if any, of the freight respectively.
 - (11.) Has any machinery been insured; and if so, to what amount on particular average, and at what rate; and has any money for damage been paid or claimed by the Government.
 - (12.) Has the Government been put to any cost, since Mr. Childers has been shipping the goods, for damage to machinery or engines; if so, to what amount.
 - (13.) Copy of a detailed statement of all purchases made by Mr. Childers on the part of the Government, from whom, and how the settlement was effected.
2. The Hon. W. HIGGETT: To move, That the Honorable W. Hull be appointed a member of the Committee to manage the Refreshment Rooms, in room of the Honorable J. Stewart, deceased.

ORDER OF THE DAY:—

1. MERCANTILE LAW AMENDMENT BILL.—To be further considered in Committee.

THURSDAY, 13TH AUGUST.

ORDERS OF THE DAY:—

1. REAL PROPERTY ACT AMENDMENT BILL.—To be read a second time.
 2. MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—Adoption of Report.

TUESDAY, 18TH AUGUST.

ORDER OF THE DAY:—

1. RAILWAY MANAGEMENT BILL.—To be read a second time.

WEDNESDAY, 19TH AUGUST.

ORDER OF THE DAY:—

1. PARTNERSHIPS BILL.—To be read a second time.

THURSDAY, 20TH AUGUST.

ORDER OF THE DAY:—

1. SUPREME COURT COSTS BILL.—To be read a second time.

MEETINGS OF SELECT COMMITTEES.

Thursday, 13th August.

RAILWAYS—at 2 o'clock.
 FORTIFICATIONS—at 3 o'clock.

G. W. RUSDEN,

Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings
OF THE
LEGISLATIVE COUNCIL.

WEDNESDAY, 12TH AUGUST, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

APPOINTMENT OF USHER.—The President announced to the Council that he had received a letter from the Under-Secretary intimating that Albert A. C. Le Souef, Esquire, had been appointed Usher to the Legislative Council.

PAPERS.—The Honorable M. Hervey laid on the Table the following Paper :—

Nosological Index (3rd August, 1863).

Ordered to lie on the Table.

IMMIGRATION BILL.—MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The Order of the Day for the consideration of the Message from the Legislative Assembly, with amendments on amendments made by the Council in this Bill, being read, the amendments were read as follows :—

Clause IV, line 29, leave out “be bound by any” and insert “Act without or against.”

Agreed to, with the following amendment :—

Add “the advice of a majority of the commissioners present at some meeting held under this Act,” and with a further amendment in the Bill, being consequent upon that last made, viz., omit from line 29 “such advice.”

Clause VII, line 14, leave out “nominate for the approval of the Governor in Council,” and insert “appoint.”

Agreed to, with the following amendment :—

Add “subject to the approval of the Governor in Council.”

Clause IX, line 37, after “agent-general” insert “with the advice aforesaid.”

Agreed to, with the following amendment :—

Add “and subject to the approval of the Governor in Council.”

New Clause B. “This Act shall continue in force for the term of three years and thence to the end of the then next Session of Parliament.”

Disagreed to.

The Honorable M. Hervey moved, That the Council do agree to the amendments made by the Legislative Assembly on the amendments made by the Council in Clause IV of the Bill.

Question—put and passed.

The Honorable M. Hervey moved, That the Council do agree with the amendments made by the Legislative Assembly on the amendments made by the Council in Clause VII of the Bill.

Question—put and passed.

The Honorable M. Hervey moved, That the Council do agree to the amendments made by the Legislative Assembly on the amendments made by the Legislative Council in Clause IX of the Bill.

Question—put and passed.

The Honorable M. Hervey moved, That the Council do not insist on the insertion of the new Clause B in the Bill.

Debate ensued.

Question—put and passed.

Ordered—That a Message be carried to the Legislative Assembly to acquaint them that the Council have agreed to the amendments made by the Assembly on the amendments made by the Council, and that they do not insist on the insertion of Clause B in the Bill.

LOCAL GOVERNMENT BILL.—MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The Order of the Day for the consideration of the Message from the Legislative Assembly with amendments made by the Legislative Assembly on amendments made by the Legislative Council in the above Bill, the amendments were read as follows:—

Clause XXXIV, line 53, after “board” insert “or who shall sell fermented or spirituous liquors by retail”

Disagreement insisted on.

After Clause CCLX insert new clause M:—

“For the purposes of so much of this Act as is included under the heading ‘Road Tolls, etc.,’ being section Two hundred and forty-two to section Two hundred and sixty both sections included the city of Melbourne and town of Geelong shall be and be deemed to be boroughs in terms of this Act anything herein elsewhere contained to the contrary notwithstanding.”

Disagreement not insisted on, but amendment agreed to with the following amendments, viz.—

After “included” in line 2, insert “in the nineteen sections thereof.”

After the words “Tolls &c.” omit “being section Two hundred and forty-two to section Two hundred and sixty both sections included.”

At the end of clause add “Provided that nothing herein contained shall be construed to allow the corporation either of the city of Melbourne or of the town of Geelong to claim or participate in any of the monies receivable from tolls on account of any of the streets of the said city or town respectively.”

Clause XXVIII, line 54—

“as shall be rated or liable to be rated in respect of property situated in any such subdivision shall subject to the provisions hereof in case of excess be deemed to fall in the first instance to such subdivision and if any such members shall be so rated or liable in respect of properties separately situated in two or more subdivisions he shall subject to the said provisions be deemed to fall in the first instance to that one of such subdivisions in which he is so rated or liable in respect of the greatest net annual value or in case of equality of such net annual value to such one of such subdivisions as shall stand highest in order in the Order in Council creating the same and the members so falling in the first instance to any subdivision shall if in excess of the number of three rank for preferable title to office for such subdivision for the purposes of this section according to the scale herein elsewhere provided as to the retirement of members taking the first person liable to retirement to be the lowest in such scale and in every case of such excess as aforesaid those of the members having fallen in the first instance to such subdivision who shall according to the scale aforesaid form such excess if rated or liable as aforesaid in some one or more other subdivisions of the district shall be deemed next to fall each to some one such subdivision in which he is so rated and liable subject to the provisions hereinbefore made in case of liability or rating of the same person in two or more subdivisions “and” in case of excess and all such members shall be members for the subdivision to which they shall fall not forming an excess in the same and all members who shall for any subdivision form such excess and shall not be so rated or liable in some other subdivision shall cease to be members of the board and all seats which shall not be filled up in manner aforesaid for any subdivision shall be and be deemed to be vacant and be extraordinary vacancies.”

Agreed to with the following amendment, viz., line 39 of the M.S. (but line 18 in this reprint) omit “and.”

The Honorable M. Hervey moved, That the Council do not insist on the amendment in Clause XXXIV of the Bill.

Debate ensued.

Question—put and passed.

The Honorable M. Hervey moved, That the Council do agree to the amendments made by the Legislative Assembly in the new Clause M in the Bill.

Question—put and passed.

The Honorable M. Hervey moved, That the Council agree to omit the word “and” in line 39 of the M.S. amendment in Clause XXVIII of the Bill.

Question—put and passed.

Ordered—That a Message be carried to the Legislative Assembly to acquaint them that the Council do not insist on the amendment in Clause XXXIV of the Bill, and that they agree to the amendments made by the Legislative Assembly on the amendments made by the Legislative Council in the other clauses of the Bill.

RAILWAY EXPENDITURE.—The Honorable W. Degraives, in accordance with notice, moved, That a Return be laid on the Table of this House, shewing—

- (1.) The name of the Agent-General of the Colony.
- (2.) Copy of instructions given to Mr. Childers respecting the Railway Plant Contract.
- (3.) What notices were, or are, published in England calling for Tenders for the Railway Plant, either by the Agent-General or by Mr. Childers, for this Government.

- (4.) Does Mr. Childers alone consider and accept all contracts, or if associated with others, with whom.
- (5.) How many Tenders were sent in in each and every case, and by whom, their amount and conditions respectively, and was any rebate or allowance stated in such Tenders, and on what grounds.
- (6.) The details of the sum of £3257 1s. 3d., amount of discount for cash said to have been allowed, and how the amount has been arrived at, and to what credit placed.
- (7.) Have any trade, manufacturing, or cash discounts, other or beyond the said £3257 1s. 3d., been allowed; if so, a detailed statement of such discounts upon the supply of machinery and railway materials.
- (8.) Does Mr. Childers, or the Agent-General, engage, or contract for freight, or does he engage it through the agency of a London ship-broking firm; if the latter, who are the shipping agents for Mr. Childers, or the Agent-General, and what remuneration do they receive, and what, if any, discounts are they allowed.
- (9.) Who effects insurances, and in what office or offices have they been effected; what are the rates paid; what, if any, discounts allowed; how credited; and what, if any, commission be paid to the agent or other person for effecting them.
- (10.) What are the rates of freight paid by the Government of Victoria, and *where* do the owners of the vessels contract to deliver the goods; what are the owners' or firms' names, and has the Government to pay anything for lighterage or towage; if so, the names of vessels and firm in which such lighterage or cost *has been* incurred, and the names of the vessels and owners in which it *has not* been incurred; and the difference, if any, of the freight respectively.
- (11.) Has any machinery been insured; and if so, to what amount on particular average, and at what rate; and has any money for damage been paid or claimed by the Government.
- (12.) Has the Government been put to any cost, since Mr. Childers has been shipping the goods, for damage to machinery or engines; if so, to what amount.
- (13.) Copy of a detailed statement of all purchases made by Mr. Childers on the part of the Government, from whom, and how the settlement was effected.

Debate ensued.

Question—put and passed.

REFRESHMENT ROOMS (JOINT) SELECT COMMITTEE—MEMBER OF.—The Honorable W. Highett, in accordance with notice, moved, That the Honorable W. Hull be appointed a member of the Committee of the management of the Refreshment Rooms, in room of the Honorable J. Stewart, deceased.

Question—put and passed.

MERCANTILE LAW AMENDMENT BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole Council being read, the President left the Chair. The Chairman of Committees reported progress and asked leave to sit again on Tuesday next.

Ordered.

The Council adjourned at six o'clock until four o'clock on Thursday, the 13th instant.

NOTICES OF MOTION AND ORDERS OF THE DAY.

THURSDAY, 13TH AUGUST.

NOTICE OF MOTION:—

1. The Hon. W. HULL: To move, That a copy of the most recently dated Despatch from the Duke of Newcastle (or any other Despatch) relative to Defences, be laid on the Table of this House.

ORDERS OF THE DAY:—

1. REAL PROPERTY ACT AMENDMENT BILL.—To be read a second time.
2. MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—Adoption of Report.

TUESDAY, 18TH AUGUST.

NOTICE OF MOTION:—

1. The Hon. T. T. A'BECKETT: To move for leave to bring in a Bill to amend the laws relating to Insolvent Debtors.

ORDERS OF THE DAY:—

1. RAILWAY MANAGEMENT BILL.—To be read a second time.
2. MERCANTILE LAW AMENDMENT BILL.—To be further considered in Committee.

WEDNESDAY, 19TH AUGUST.

Government Business.

ORDER OF THE DAY :—

1. PARTNERSHIPS BILL.—To be read a second time.

THURSDAY, 20TH AUGUST.

ORDER OF THE DAY :—

1. SUPREME COURT COSTS BILL.—To be read a second time.
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MEETINGS
OF
SELECT COMMITTEES.

Thursday, 13th August.

RAILWAYS—at 2 o'clock.

FORTIFICATIONS—at 3 o'clock.

G. W. RUSDEN,

Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings
OF THE
LEGISLATIVE COUNCIL.

THURSDAY, 13TH AUGUST, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

DESPATCHES RELATIVE TO DEFENCES OF THE COLONY.—The Honorable W. Hull, in accordance with *amended* notice, moved, That an Address be presented to His Excellency the Governor, praying that he will be pleased to cause to be laid on the Table of the House a copy of the most recently dated Despatch from the Duke of Newcastle (or any other Despatch) relative to Defences.

Question—put and passed.

PAPERS.—The Honorable M. Hervey laid on the Council Table the following Paper :—

Sewers and Water Supply.—Receipts and Expenditure, 1862.

Ordered to lie on the Table.

POSTPONEMENT.—The following Order of the Day was postponed until after the disposal of the second Order of the Day :—

“*Real Property Act Amendment Bill*”—to be read a second time.

MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—The Order of the Day for the adoption of the Report of the Committee of the whole Council on this Bill being read, the Honorable M. Hervey moved, That the Report be now adopted.

Question—put and passed.

Ordered—That the third reading of the Bill be made an Order of the Day for Tuesday next.

POSTPONEMENT.—The following Order of the Day was postponed until Tuesday next :—

“*Real Property Act Amendment Bill*”—to be read a second time.

ADJOURNMENT.—The Honorable M. Hervey moved, That the House at its rising adjourn until Tuesday next.

Question—put and passed.

The Council adjourned at half-past four o'clock until four o'clock on Tuesday, the 18th instant.

NOTICES OF MOTION AND ORDERS OF THE DAY.

TUESDAY, 18TH AUGUST.

NOTICE OF MOTION :—

1. The Hon. T. T. A'BECKETT : To move for leave to bring in a Bill to amend the laws relating to Insolvent Debtors.

ORDERS OF THE DAY :—

1. RAILWAY MANAGEMENT BILL.—To be read a second time.
2. MERCANTILE LAW AMENDMENT BILL.—To be further considered in Committee.
3. MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—To be read a third time.
4. REAL PROPERTY ACT AMENDMENT BILL.—To be read a second time.

WEDNESDAY, 19TH AUGUST.

Government Business.

ORDER OF THE DAY :—

1. PARTNERSHIPS BILL.—To be read a second time.
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THURSDAY, 20TH AUGUST.

ORDER OF THE DAY :—

1. SUPREME COURT COSTS BILL.—To be read a second time.
-

M E E T I N G S
OF
S E L E C T C O M M I T T E E S .

Tuesday, 18th August.

FORTIFICATIONS—at 3 o'clock.

Wednesday, 19th August.

REFRESHMENT ROOMS (JOINT) COMMITTEE—at 3 o'clock.

Thursday, 20th August.

RAILWAYS—at 2 o'clock.

G. W. RUSDEN,

Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings
 OF THE
LEGISLATIVE COUNCIL.

TUESDAY, 18TH AUGUST, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

PAPERS.—The Honorable M. Hervey laid on the Table the following Paper :—

Gold Fields—Report of Commission upon (1863).

Ordered to lie on the Table.

RAILWAY MANAGEMENT BILL.—The Order of the Day for the second reading of this Bill being read, the Honorable T. H. Fellows moved, That the Bill be now read a second time. Debate ensued.

Question—put and passed.

Bill read a second time.

The Honorable T. H. Fellows moved, That the Bill be now considered in Committee of the whole Council.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported progress, and asked leave to sit again on Thursday next.

Ordered.

MERCANTILE LAW AMENDMENT BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole Council being read, the President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill, and had agreed to the same with amendments.

The Honorable T. H. Fellows moved, That the Bill be now re-committed to the consideration of a Committee of the whole Council.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill, and had agreed to the same with further amendments.

The Honorable T. H. Fellows moved, That the adoption of the Report be made an Order of the Day for Thursday next.

Ordered.

MESSAGES FROM THE LEGISLATIVE ASSEMBLY.—The President announced to the Council the receipt of the following Messages from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill, intituled "*An Act to amend the Electoral Act 1863*," in which they desire the concurrence of the Legislative Council.

FRANS. MURPHY,
 Speaker.

Legislative Assembly Chamber,
 Melbourne, 18th August, 1863.

MR. PRESIDENT—

The Legislative Assembly return to the Legislative Council the Bill, intituled "*An Act to repeal the appropriation of the Sum provided for the payment of the Salaries of the Governor's Staff and of the Governor's Travelling and other Expenses*," and acquaint them that the Legislative Assembly agree to the amendments made in this Bill by the Legislative Council.

FRANS. MURPHY,
 Speaker.

Legislative Assembly Chamber,
 Melbourne, 13th August, 1863.

ELECTORAL ACT 1863 AMENDMENT.—The Honorable M. Hervey moved, That this Bill be now read a first time, printed, and read a second time to-morrow.

Question—put and passed.

Bill read a first time.

MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—The President having reported that the Chairman of Committees had certified that the fair print of this Bill was in accordance with the Bill as reported, the Bill, on the motion of the Honorable T. H. Fellows, was read a third time and *passed*.

The Honorable T. H. Fellows moved, That the title of the Bill be, "*An Act to further alter and amend the Laws relating to the Corporations of the City of Melbourne and of the Town of Geelong respectively and to extend and apply other existing Acts thereto.*"

Question—put and passed.

Ordered—That the Bill be carried to the Legislative Assembly with a Message, acquainting them that the Council have agreed to the Bill with amendments, and requesting their concurrence therewith.

REAL PROPERTY ACT AMENDMENT BILL.—The Order of the Day for the second reading of this Bill being read, the Honorable T. H. Fellows moved, That the Bill be now read a second time.

Question—put and passed.

Bill read a second time.

The Honorable T. H. Fellows moved, That the Bill be now considered in Committee of the whole Council.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported progress and asked leave to sit again to-morrow.

Ordered.

The Council adjourned at twenty minutes to six o'clock until four o'clock on Wednesday, the 19th instant.

NOTICE OF MOTION AND ORDERS OF THE DAY.

WEDNESDAY, 19TH AUGUST, 1863.

Government Business.

ORDERS OF THE DAY:—

1. PARTNERSHIPS BILL.—To be read a second time.
2. ELECTORAL ACT 1863 AMENDMENT BILL.—To be read a second time.
3. REAL PROPERTY ACT AMENDMENT BILL.—To be further considered in Committee.

General Business.

NOTICE OF MOTION:—

1. The Hon. T. T. A'BECKETT: To move for leave to bring in a Bill to amend the laws relating to Insolvent Debtors.

THURSDAY, 20TH AUGUST.

ORDERS OF THE DAY:—

1. SUPREME COURT COSTS BILL.—To be read a second time.
2. RAILWAY MANAGEMENT BILL.—To be further considered in Committee.
3. MERCANTILE LAW AMENDMENT BILL.—Adoption of Report.

MEETINGS OF SELECT COMMITTEES.

Wednesday, 19th August.

REFRESHMENT ROOMS (JOINT) COMMITTEE—at 3 o'clock.

Thursday, 20th August.

RAILWAYS—at 2 o'clock.

G. W. RUSDEN,

Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings

OF THE

LEGISLATIVE COUNCIL.

WEDNESDAY, 19TH AUGUST, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

PAPERS.—The Honorable M. Hervey laid on the Table the following Papers :—

Colonial Allowance for Troops and Local Defences.—Despatch from the Right Honorable the Secretary of State (26th June, 1863).

Ordered to lie on the Table.

CHINESE IMMIGRANTS AND CAPITATION TAX.—The Honorable M. Hervey laid on the Table a Return to an Order of the Council made on the 9th June, 1863.

PARTNERSHIPS BILL.—The Order of the Day for the second reading of this Bill being read, the Honorable T. H. Fellows moved; That the Bill be now read a second time.

Question—put and passed.

Bill read a second time.

The Honorable T. H. Fellows moved, That the Bill be now considered in Committee of the whole Council.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill and had agreed to the same with amendments.

Ordered—That the adoption of the Report of the Committee be made an Order of the Day for to-morrow.

REFRESHMENT ROOMS (JOINT) SELECT COMMITTEE.—PROGRESS REPORT.—The Honorable W. Highett brought up a Progress Report from the Select Committee of both Houses of Parliament appointed to manage the Refreshment Rooms.

The same was read at the Table by the Clerk as follows :—

“The Select Joint Committee, appointed to manage the Refreshment Rooms, have the honor to report that they recommend that Mr. W. G. Palmer, Sergeant-at-Arms of the Legislative Assembly, be appointed Comptroller of the Refreshment Rooms and Stables, with an allowance of £100 per annum, to commence from this date.

“Wednesday, 19th August, 1863.”

The Honorable W. Highett moved, That the adoption of the Report of the Committee be made an Order of the Day for to-morrow.

Question—put and passed.

PAPERS.—The Honorable M. Hervey laid on the Table the following Paper :—

Vinedressers—Introduction of, from Europe.—Despatch from the Right Honorable the Secretary of State (20th April, 1863), with Enclosures.

Ordered to lie on the Table.

ELECTORAL ACT 1863 AMENDMENT BILL.—The Order of the Day for the second reading of this Bill being read, the Honorable M. Hervey moved, That the Bill be now read a second time.

Debate ensued.

Bill read a second time.

The Honorable M. Hervey moved, That the Bill be now considered in Committee of the whole Council.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill and had agreed to the same with amendments.

The Honorable M. Hervey moved, That the Bill be now re-committed, with a view to the re-consideration of clause XVII of the Bill.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill and had agreed to the same without further amendment.

Ordered—That the adoption of the Report of the Committee be made an Order of the Day for to-morrow.

POSTPONEMENT.—The following Order of the Day was postponed until Tuesday the 25th instant:—

“*Real Property Act Amendment Bill*”—to be further considered in Committee.

The Council adjourned at six o'clock until four o'clock on Thursday, the 20th instant.

NOTICE OF MOTION AND ORDERS OF THE DAY.

THURSDAY, 20TH AUGUST, 1863.

1. The Hon. A. FRASER: To ask the Honorable the Commissioner of Public Works what the Government intend doing with reference to the Volunteer Force, whose term of service expires very shortly.

NOTICE OF MOTION:—

1. The Hon. J. F. STRACHAN: To move, That the Mercantile Law Amendment Bill be re-committed, with the view of striking out clauses I to IX inclusive, of the Bill.
2. The Hon. T. T. A'BECKETT: To move for leave to bring in a Bill to amend the laws relating to Insolvent Debtors.

ORDERS OF THE DAY:—

1. SUPREME COURT COSTS BILL.—To be read a second time.
2. RAILWAY MANAGEMENT BILL.—To be further considered in Committee.
3. MERCANTILE LAW AMENDMENT BILL.—Adoption of Report.
4. PARTNERSHIPS BILL.—Adoption of Report.
5. REFRESHMENT ROOMS (JOINT) COMMITTEE.—Adoption of Report.
6. ELECTORAL ACT 1863 AMENDMENT BILL.—Adoption of Report.

TUESDAY, 25TH AUGUST.

ORDER OF THE DAY:—

1. REAL PROPERTY ACT AMENDMENT BILL.—To be further considered in Committee.

M E E T I N G S

OF

S E L E C T C O M M I T T E E S .

Thursday, 20th August.

RAILWAYS—at 2 o'clock.

Tuesday, 25th August.

FORTIFICATIONS—at 2 o'clock.

PRINTING—at 3 o'clock.

G. W. RUSDEN,

Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings
OF THE
LEGISLATIVE COUNCIL.

THURSDAY, 20TH AUGUST, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

SUPREME COURT COSTS BILL.—The Order of the Day for the second reading of this Bill being read, the Honorable T. H. Fellows moved, That the Bill be now read a second time.

Question—put and passed.

Bill read a second time.

The Honorable T. H. Fellows moved, That the Bill be now considered in Committee of the whole Council.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported progress and asked leave to sit again on Tuesday next.

Ordered.

RAILWAY MANAGEMENT BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole Council being read, the President left the Chair.

The Chairman of Committees reported progress and asked leave to sit again to-morrow.

Ordered.

MERCANTILE LAW AMENDMENT BILL.—The Order of the Day for the adoption of the Report of the Committee of the whole Council on this Bill being called on, the Honorable M. Hervey moved, That the Report be now adopted.

The Honorable J. F. Strachan moved, That all the words after the word “that” be omitted, with a view to insert instead thereof the following words, “the Order of the Day be discharged with a view to the re-committal of the Bill.”

Question—That the words proposed to be omitted stand part of the question—put.

Council divided.

Contents, 13.
The Hon. T. H. Fellows
J. P. Bear
W. H. F. Mitchell
B. Williams
H. Miller
C. J. Jenner
A. Fraser
W. Highett
C. Vaughan
J. McCrae
T. H. Power
R. Thomson
M. Hervey (*Teller*).

Not Contents, 10.
The Hon. G. W. Cole
W. Degraes
D. Kennedy
W. Campbell
Dr. Hope
F. Robertson
J. P. Fawkner
J. F. Strachan
T. T. a'Beckett
J. Henty (*Teller*).

The question was therefore passed.

Question—That the Report of the Committee be now adopted—put and passed.

The Honorable M. Hervey moved, That the third reading of the Bill be made an Order of the Day for to-morrow.

Question—put and passed.

PARTNERSHIPS BILL.—The Order of the Day for the adoption of the Report of the Committee of the whole Council on this Bill being read, the Honorable M. Hervey moved, That the Report be now adopted.

The Honorable W. H. F. Mitchell moved, That the debate be adjourned until Tuesday next.

Question—That the debate be adjourned until Tuesday next—put and passed.

REFRESHMENT ROOMS (JOINT) COMMITTEE.—PROGRESS REPORT.—The Order of the Day for the adoption of the Report of the Select Committee of both Houses of Parliament appointed to manage the Refreshment Rooms and Stables being read, the Honorable W. Highett moved, That the Report be now adopted.

Debate ensued.

Question—put and passed.

POSTPONEMENT.—The following Order of the Day was postponed until Tuesday the 25th instant:—

“*Electoral Act 1863 Amendment Bill*”—Adoption of Report.

The Council adjourned at twenty minutes to six o'clock until four o'clock on Friday, the 21st instant.

NOTICES OF MOTION AND ORDERS OF THE DAY.

FRIDAY, 21ST AUGUST, 1863.

NOTICES OF MOTION:—

1. The Hon. T. T. A'BECKETT : To move for leave to bring in a Bill to amend the laws relating to Insolvent Debtors.
2. The Hon. G. W. COLE : To move, That an Address be presented to His Excellency the Governor, praying that he will be pleased to cause to be laid on the Table of the House a copy of his Despatch to the Duke of Newcastle, No. 3 (Military), of the 22nd January, on the progress made in the fortifications around Hobson's Bay.

ORDERS OF THE DAY:—

1. RAILWAY MANAGEMENT BILL.—To be further considered in Committee.]
2. MERCANTILE LAW AMENDMENT BILL.—To be read a third time.

TUESDAY, 25TH AUGUST.

ORDERS OF THE DAY:—

1. REAL PROPERTY ACT AMENDMENT BILL.—To be further considered in Committee.
2. SUPREME COURT COSTS BILL.—To be further considered in Committee.
3. PARTNERSHIPS BILL.—Adjourned debate on adoption of Report.
4. ELECTORAL ACT 1863 AMENDMENT BILL.—Adoption of Report.

M E E T I N G S

OF

S E L E C T C O M M I T T E E S .

Tuesday, 25th August.

FORTIFICATIONS—at 2 o'clock.

PRINTING—at 3 o'clock.

Wednesday, 26th August.

RAILWAYS—at 2 o'clock.

G. W. RUSDEN,

Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings
 OF THE
LEGISLATIVE COUNCIL.

FRIDAY, 21ST AUGUST, 1863.

The Council met in accordance with adjournment.

At half-past four o'clock the Clerk having informed Honorable Members that the President had not arrived at the House, and that no communication by letter had been received from the President, the Chairman of Committees took the Chair, as Deputy President.

The Deputy President read the Prayer.

FORTIFICATIONS AROUND HOBSON'S BAY, DESPATCH RELATING TO.—The Honorable G. W. Cole, in accordance with notice, moved, That an Address be presented to His Excellency the Governor, praying that he will be pleased to cause to be laid on the Table of the House a copy of his Despatch to the Duke of Newcastle, No. 3 (Military), of the 22nd January, on the progress made in the fortifications around Hobson's Bay.

Debate ensued.

Question—put and passed.

MESSAGES FROM THE LEGISLATIVE ASSEMBLY.—The Deputy President announced to the Council the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly return to the Legislative Council a Bill intituled "*An Act to prevent the adulteration of Articles of Food or Drink,*" and acquaint the Legislative Council that the Legislative Assembly agree to the amendments made by the Legislative Council in this Bill, with an amendment, with which they desire the concurrence of the Legislative Council.

FRANS. MURPHY,
 Speaker.

Legislative Assembly Chamber,
 Melbourne, 21st August, 1863.

ADULTERATION OF FOOD BILL.—The Honorable F. Robertson moved, That the amendment made by the Legislative Assembly on an amendment made by the Legislative Council in this Bill be now taken into consideration.

Question—put and passed.

The amendment was read as follows :—In new clause B, after "authority," in line 13, insert "or some other certificate duly signed by some other competent analyst."

The Honorable F. Robertson moved, That the Council do agree with the amendment made by the Legislative Assembly.

Question—put and passed.

Ordered that a Message be sent to the Legislative Assembly to acquaint them that the Council have agreed to the amendment.

CHAIRMAN OF COMMITTEE.—The Honorable M. Hervey, with leave of the Council, moved, without notice, That, in the further consideration of the Railway Management Bill in Committee of the whole Council this day, the Honorable T. H. Power do take the Chair in Committee.

Question—put and passed.

POSTPONEMENT.—The following Order of the Day was postponed until after the disposal of the second Order of the Day :—

"*Railway Management Bill*"—to be further considered in Committee.

MERCANTILE LAW AMENDMENT BILL.—The Deputy President having reported that the fair print of this Bill was in accordance with the Bill as reported from a Committee of the whole Council, the Bill, on the motion of the Honorable T. H. Fellows, was read a third time and passed.

The Honorable T. H. Fellows moved, That the amended title of the Bill be "*An Act for the amendment of the Mercantile Law.*"

Question—put and passed.

Ordered—That the Bill be carried to the Legislative Assembly, with a Message, acquainting them that the Council have agreed to the Bill with amendments and with an amended title, and desiring their concurrence therewith.

RAILWAY MANAGEMENT BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole Council being read, the Deputy President left the Chair. The Chairman of the Committee reported progress and asked leave for the Committee to sit again on Tuesday next.
Ordered.

MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The Deputy President announced to the Council the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Message from His Excellency the Governor, proposing certain amendments to be made in the Bill intituled "*An Act to establish Road Districts and Shires and generally to provide for the administration of Local Affairs within the limits of Boroughs,*" and acquaint the Legislative Council that they have agreed to the amendments suggested by the Governor in this Bill with amendments, in which they desire the concurrence of the Legislative Council.

Legislative Assembly Chamber,
Melbourne, 21st August, 1863.

FRANS. MURPHY,
Speaker.

HENRY BARKLY,
Governor.

Message No. 17.

In pursuance of the provisions of the 36th section of the Constitution Act, the Governor transmits to the Legislative Assembly a Bill intituled "*An Act to establish Road Districts and Shires and generally to provide for the administration of Local Affairs within the limits of Boroughs,*" and recommends that the same be amended as follows :—

- Clause LXXXIX., line 3, leave out "voting" and insert "ballot."
 Clause XCV., line 3, after "box" insert "to be called the ballot box."
 „ line 4, leave out "voting" and insert "ballot."
 Clause XCVI., line 2, leave out "voting" and insert "ballot."
 „ line 4, leave out "voting" and insert "ballot."
 „ line 5, leave out "voting" and insert "ballot."
 „ line 13, leave out "voting" and insert "ballot."
 „ line 14, leave out "voting" and insert "ballot."
 „ line 17, leave out "voting" and insert "ballot."
 Clause XCVII., line 1, leave out "voting" and insert "ballot."
 „ line 2, after "upon" insert "the back of;" leave out "voting" and insert "ballot;" after "paper" insert "as near as practicable to the lower edge thereof."
 Clause XCVIII., line 1, leave out "voting" and insert "ballot."
 Clause CII., line 5, after "candidate" insert "and such returning officer and deputy shall respectively abstain from inspecting the number written as aforesaid on any ballot paper and take care that the same is not seen by any person before being sealed up as herein provided;" leave out "afterwards."
 „ line 6, leave out "voting" and insert "ballot."
 „ line 8, before "and" insert "and the returning officer shall in like manner seal up the ballot papers deposited in the room in which he shall have presided."
 Clause CIII., line 2, leave out "voting" and insert "sealed parcels of ballot."
 „ lines 2, 3, and 4, leave out "arranged for convenient reference in the order of the numbers shown thereon and shall cause them to be."
 „ line 7, after "clerk" insert "safely and secretly;" after "kept" leave out "with and in like manner in all respects as the records of his office" and insert "for six months after such delivery of the same and such clerk shall after the expiration of such period of six months cause such ballot papers to be destroyed."

After Clause CIII., insert two new Clauses, as follows :—

"If any person shall knowingly and wilfully break the seal of or open any such sealed parcel of ballot papers as aforesaid unless by the lawful command of some competent court or other tribunal he be required so to do or to produce some portion of the contents of such parcel he shall be guilty of a misdemeanor."

"If any returning officer deputy or scrutineer shall in the discharge of his duties under this Act at or concerning any election learn or have the means of learning for what candidate any person shall vote or have voted at such election he shall not by word or act or any other means whatsoever directly or indirectly divulge or discover or aid in divulging or discovering the same save in answer to some question which he is legally bound to answer every such returning officer deputy or scrutineer who shall knowingly and wilfully offend against the provisions of this section shall be guilty of misdemeanor."

Clause CCCXXXIV., leave out this clause.

Government Offices,
Melbourne, 20th August, 1863.

Agreed to by the Legislative Assembly with the following amendments :—

Omit “after” (before Clause CIII) and insert “add to;” after “CIII” omit “insert two new clauses as follows” and insert “and.”

After “misdemeanor” (in line 7 of M.S.) insert “or.”

On the motion of the Honorable M. Hervey, the amendments recommended by His Excellency the Governor were severally read and agreed to as amended by the Legislative Assembly.

Ordered—That a Message be sent to the Legislative Assembly to acquaint them that the Council have agreed to the amendments as amended by the Legislative Assembly.

The Council adjourned at six o'clock until four o'clock on Tuesday, the 25th instant.

NOTICES OF MOTION AND ORDERS OF THE DAY.

TUESDAY, 25TH AUGUST, 1863.

NOTICES OF MOTION :—

1. The Hon. T. T. A'BECKETT : To move for leave to bring in a Bill to amend the laws relating to Insolvent Debtors.
2. The Hon. W. HULL : To move, That a Return of the number of vagrant and destitute children and others charged with petty offences, under the age of sixteen years, brought up before the City Police Bench since the 1st January last, be laid upon the Table of this House.

ORDERS OF THE DAY :—

1. REAL PROPERTY ACT AMENDMENT BILL.—To be further considered in Committee.
 2. SUPREME COURT COSTS BILL.—To be further considered in Committee.
 3. PARTNERSHIPS BILL.—Adjourned debate on adoption of Report.
 4. ELECTORAL ACT 1863 AMENDMENT BILL.—Adoption of Report.
 5. RAILWAY MANAGEMENT BILL.—To be further considered in Committee.
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M E E T I N G S

OF

S E L E C T C O M M I T T E E S .

Tuesday, 25th August.

FORTIFICATIONS—at 2 o'clock.
PRINTING—at 3 o'clock.

Wednesday, 26th August.

RAILWAYS—at 2 o'clock.

G. W. RUSDEN,

Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings
OF THE
LEGISLATIVE COUNCIL.

TUESDAY, 25TH AUGUST, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

PAPERS.—The Honorable M. Hervey laid on the Table the following Papers :—

(1.) Victoria Volunteer Force.—Report (13 August, 1863).

(2.) Census of Victoria, 1861.—Part III.

Ordered severally to lie on the Table.

PETITION.—The Honorable J. P. Fawkner presented a Petition from James Fairhurst, praying that a certain provision may be incorporated in the Real Property Act Amendment Bill, now before the Council.

Petition received.

The Honorable J. P. Fawkner moved, That the Petition be referred to the Committee of the whole Council on the Real Property Act Amendment Bill.

Question—put and passed.

PETITION.—The Honorable J. P. Fawkner presented a Petition, signed by Robert Service and others, praying for the abolition of State Aid to Religion.

Petition received.

INSOLVENT DEBTORS BILL.—The Honorable T. T. a'Beckett, in accordance with notice, moved, That leave be given to bring in a Bill to amend the laws relating to Insolvent Debtors.

Debate ensued.

Question—put and passed.

Bill brought in, and, on the motion of the Honorable T. T. a'Beckett, read a first time, ordered to be printed, and read a second time on Tuesday next.

VAGRANT AND DESTITUTE CHILDREN.—The Honorable W. Hull, in accordance with notice, moved, That a Return of the number of vagrant and destitute children and others, charged with petty offences, under the age of sixteen years, brought up before the City Police Bench since the 1st January last, be laid upon the Table of this House.

Question—put and passed.

PAPERS.—The Honorable M. Hervey laid on the Table the following Papers :—

(1.) Beaufort County Court.—Order in Council (10th August, 1863).

(2.) Ararat District Court of Mines.—Order in Council (10th August, 1863).

Ordered severally to lie on the Table.

FORTIFICATIONS AROUND HOBSON'S BAY—DESPATCH RELATING TO.—The Honorable M. Hervey laid on the Table a Return to the Address of the Council, adopted on the 21st August, 1863.

PRINTING COMMITTEE.—SECOND PROGRESS REPORT.—The Honorable J. P. Fawkner brought up the Second Progress Report of the Printing Committee, and moved, That the same be adopted and printed.

Question—put and passed.

ROYAL ARTILLERY.—The Honorable J. P. Fawkner, with leave of the Council, moved, without notice, That an Address be presented to His Excellency the Governor, calling his attention to the great danger that will arise by the withdrawal of the Royal Artillery from this Colony for the service of New Zealand, which would necessarily expose the people and wealth of this Colony to considerable danger, and render the batteries and fortifications erected along our coasts at great expense utterly useless ; and praying that he will take immediate steps to prevent a measure fraught with so much danger being carried into effect.

The Honorable W. Degraives moved, That the Debate be adjourned until after the disposal of the first Order of the Day.

Question—That the debate be adjourned—put and passed.

MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced to the Council the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly transmit to the Legislative Council a Bill intituled "*An Act for the Incorporation Regulation and Winding up of Trading Companies and other Associations,*" in which they desire the concurrence of the Legislative Council.

Legislative Assembly Chambers,
Melbourne, 25th August, 1863.

FRANS. MURPHY,
Speaker.

TRADING COMPANIES BILL.—The Honorable T. H. Fellows moved, That this Bill be now read a first time and printed.

Question—put and passed.

Bill read a first time.

REAL PROPERTY ACT AMENDMENT BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole Council being read, the President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill and had agreed to the same with amendments.

The Honorable W. Campbell moved, That the Bill be now re-committed on the new Clause B.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported that the Committee had agreed to the Bill with a further amendment.

Ordered—That the adoption of the Report of the Committee be made an Order of the Day for Thursday next.

ROYAL ARTILLERY.—Debate, on the motion of the Honorable J. P. Fawkner, resumed.

Question—That an Address be presented to His Excellency the Governor calling his attention to the great danger that will arise by the withdrawal of the Royal Artillery from this Colony, for the service of New Zealand, which would necessarily expose the people and wealth of this Colony to considerable danger, and render the batteries and fortifications, erected along our coast at great expense, utterly useless, and praying that he will take immediate steps to prevent a measure fraught with so much danger being carried into effect—put.

Council divided.

Contents, 7.
The Hon. G. W. Cole
W. Hull
J. P. Fawkner
J. P. Bear
W. Degraives
W. Highett
B. Williams (*Teller*).

Not Contents, 9.
The Hon. M. Hervey
D. Kennedy
W. Campbell
J. F. Strachan
Dr. Wilkie
W. H. F. Mitchell
R. Thomson
T. H. Fellows
F. Robertson (*Teller*).

The question was therefore negatived.

SUPREME COURT COSTS BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole Council being read, the President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill and had agreed to the same with amendments.

Ordered—That the adoption of the Report of the Committee be made an Order of the Day for Tuesday, the 1st proximo.

MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced to the Council the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly return to the Legislative Council the Bill intituled "*An Act to further alter and amend the Laws relating to the Corporations of the City of Melbourne and of the Town of Geelong respectively and to extend and apply other existing Acts thereto,*" and acquaint them that the Legislative Assembly have agreed to some of the amendments made therein by the Legislative Council, and have disagreed with one of such amendments, in which they desire the concurrence of the Legislative Council.

Legislative Assembly Chamber,
Melbourne, 25th August, 1863.

FRANS. MURPHY,
Speaker.

MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—The Honorable T. H. Fellows moved, That the Message from the Legislative Assembly with this Bill be now taken into consideration.

Question—put and passed.

The Honorable T. H. Fellows moved, That the Council do insist on the amendment in Clause IV. of the Bill, for the following reason, viz. :—That, as both Houses have during the present session, embodied in the Local Government Bill the principle of that amendment, manifest inconveniences would arise if an exception were made in the case of Melbourne and Geelong.

Question—put and passed.

Ordered—That the Bill be carried to the Legislative Assembly with a Message acquainting them that the Council insist on the amendment in Clause IV., and stating the reason.

PARTNERSHIPS BILL.—The Order of the Day for the resumption of the Debate on the adoption of the Report of the Committee of the whole Council on this Bill being read, the Honorable T. H. Fellows moved, That the same be discharged from the Paper.

Question—put and passed.

The Honorable T. H. Fellows moved, That the Bill be now re-committed to the consideration of a Committee of the whole Council.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill and agreed to the same with further amendments.

The Honorable T. H. Fellows moved, That the adoption of the Report of the Committee be made an Order of the Day for to-morrow.

Ordered.

ELECTORAL ACT 1863 AMENDMENT BILL.—The Order of the Day for the adoption of the Report of the Committee of the whole Council on this Bill being read, the Honorable M. Hervey moved, That the Report be now adopted.

Question—put and passed.

Ordered—That the third reading of the Bill be made an Order of the Day for Wednesday, the 26th instant.

POSTPONEMENT.—The following Order of the Day was postponed until Wednesday the 26th instant :—

“*Railway Management Bill*”—to be further considered in Committee.

The Council adjourned at half-past six o'clock until four o'clock on Wednesday, the 26th instant.

ORDERS OF THE DAY.

WEDNESDAY, 26TH AUGUST, 1863.

Government Business.

ORDERS OF THE DAY :—

1. PARTNERSHIPS BILL.—Adoption of Report.
2. ELECTORAL ACT 1863 AMENDMENT BILL.—To be read a third time.
3. RAILWAY MANAGEMENT BILL.—To be further considered in Committee.

THURSDAY, 27TH AUGUST.

ORDER OF THE DAY :—

1. REAL PROPERTY ACT AMENDMENT BILL.—Adoption of Report.

TUESDAY, 1ST SEPTEMBER.

ORDERS OF THE DAY :—

1. INSOLVENT DEBTORS BILL.—To be read a second time.
2. SUPREME COURT COSTS BILL.—Adoption of Report.

M E E T I N G S

OF

SELECT COMMITTEES.

Wednesday, 26th August.

RAILWAYS—at 2 o'clock.

Thursday, 27th August.

FORTIFICATIONS—at 2 o'clock.

G. W. RUSDEN,

Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings
OF THE
LEGISLATIVE COUNCIL.

WEDNESDAY, 26TH AUGUST, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

PARTNERSHIPS BILL.—The Order of the Day for the adoption of the Report of the Committee of the whole Council on this Bill being read, the Honorable T. H. Fellows moved, That the Report be now adopted.

Question—put and passed.

The President having reported that the Chairman of Committees had certified that the fair print of the Bill was in accordance with the Bill as reported, the Bill, on the motion of the Honorable T. H. Fellows, was read a third time and *passed*.

The Honorable T. H. Fellows moved, That the title of the Bill be "*An Act to exempt certain Contracts from the Law of Partnership.*"

Question—put and passed.

Ordered—That the Bill be carried to the Legislative Assembly with a Message acquainting them that the Council have agreed to the Bill with amendments, and desiring their concurrence therewith.

ELECTORAL ACT 1863 AMENDMENT BILL.—The Order of the Day for the third reading of this Bill being called on, the Honorable W. H. F. Mitchell moved, That the Order of the Day be discharged.

Question—put and passed.

The Honorable W. H. F. Mitchell moved, That the Bill be now re-committed to the consideration of a Committee of the whole Council.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported that the Committee had agreed to the Bill without amendment.

The Honorable M. Hervey moved, That the Report of the Committee be now adopted.

Question—put and passed.

The President having reported that the Chairman of Committees had certified that the fair print of the Bill was in accordance with the Bill as reported, the Bill, on the motion of the Honorable M. Hervey, was read a third time and *passed*.

The Honorable M. Hervey moved, That the title of the Bill be "*An Act to amend the Electoral Act 1863.*"

Question—put and passed.

Ordered—That the Bill be carried to the Legislative Assembly with a Message acquainting them that the Council have agreed to the Bill with amendments, and desiring their concurrence therewith.

PAPERS.—The Honorable M. Hervey laid on the Table the following Paper :—

Ballaarat Mining District Polling Place.—Order in Council (27th July, 1863).

Ordered to lie on the Table.

RAILWAY MANAGEMENT BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole Council being read, the President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill and had agreed to the same with amendments.

The Honorable T. H. Fellows moved, That the Bill be now re-committed to the consideration of a Committee of the whole Council.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill and had agreed to the same with further amendments.

MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced to the Council the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT—

The Legislative Assembly return to the Legislative Council the Bill intituled "*An Act to further alter and amend the Laws relating to the Corporations of the City of Melbourne and of the Town of Geelong respectively and to extend and apply other existing Acts thereto,*" and acquaint them that the Legislative Assembly do not insist upon disagreeing to the amendment made by the Legislative Council in Clause IV of this Bill.

Legislative Assembly Chamber,
Melbourne, 26th August, 1863.

FRANS. MURPHY,
Speaker.

RAILWAY MANAGEMENT BILL.—The Honorable T. H. Fellows moved, That the adoption of the Report of the Committee of the whole Council on this Bill be made an Order of the Day for Tuesday next.

Question—put and passed.

ADJOURNMENT.—The Honorable M. Hervey, with leave of the Council, moved, without notice, That the House at its rising this day adjourn until Tuesday next.

Question—put and passed.

SELECT COMMITTEE.—The Honorable M. Hervey moved, That the Select Committee on Railways have power to sit during the adjournment.

Question—put and passed.

BUSINESS PAPER.—The Honorable M. Hervey moved, That all business set down for intermediate days be postponed until Tuesday next.

Question—put and passed.

The Council adjourned at a quarter to six o'clock until four o'clock on Tuesday, the 1st proximo.

NOTICE OF MOTION AND ORDERS OF THE DAY.

TUESDAY, 1ST SEPTEMBER, 1863.

NOTICE OF MOTION :—

1. The Hon. J. F. STRACHAN: To move, That the Despatch of His Excellency Sir Henry Barkly to the Duke of Newcastle, marked No. 3, Military, be printed.

ORDERS OF THE DAY :—

1. INSOLVENT DEBTORS BILL.—To be read a second time.
2. SUPREME COURT COSTS BILL.—Adoption of Report.
3. RAILWAY MANAGEMENT BILL.—Adoption of Report.
4. REAL PROPERTY ACT AMENDMENT BILL.—Adoption of Report.

M E E T I N G S

OF

S E L E C T C O M M I T T E E S .

Thursday, 27th August.

FORTIFICATIONS—at 2 o'clock.
RAILWAYS—at 2 o'clock.

G. W. RUSDEN,
Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings

OF THE

LEGISLATIVE COUNCIL.

TUESDAY, 1ST SEPTEMBER, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

ROYAL ASSENT TO BILLS.—The President announced to the Council that a letter had been received from the Acting Private Secretary to His Excellency the Governor, intimating that it is the intention of His Excellency the Governor to proceed to the Legislative Council Chamber on Wednesday, the second of September, at half-past four o'clock, to give the Royal Assent to certain Bills.

PAPERS.—The Honorable M. Hervey laid on the table the following paper :—

Vinedressers — Introduction of.—Despatch (with enclosures) from the Right Honorable the Secretary of State (26th June, 1863).

Ordered to lie on the Table.

MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—The Honorable T. H. Fellows, with leave of the Council, moved, without notice, That the insertion of "fifty," instead of "one hundred," in the fourth clause of the Melbourne and Geelong Corporations Acts Amendment Bill, is a clerical error within the meaning of the One hundred and nineteenth Standing Order.

Question—put and passed.

MILITARY DESPATCH NO. 3.—The Honorable J. F. Strachan, in accordance with notice, moved, That the Despatch of His Excellency Sir Henry Barkly to the Duke of Newcastle, marked No. 3, Military, be printed.

Question—put and passed.

POSTPONEMENT.—The following Order of the Day was postponed until Thursday the 3rd instant :—

"*Insolvent Debtors Bill*"—to be read a second time.

SUPREME COURT COSTS BILL.—The Order of the Day for the adoption of the Report of the Committee of the whole Council on this Bill being read, the Honorable T. H. Fellows moved, That the same be discharged from the paper, with a view to the re-committal of the Bill.

Question—put and passed.

Question—That the Bill be now re-considered in Committee of the whole Council—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported, That the Committee had gone through the Bill, and had agreed to the same with further amendments.

Ordered—That the adoption of the Report of the Committee be made an Order of the Day for Thursday next.

MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced to the Council the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT,

The Legislative Assembly return to the Legislative Council the Bill intituled "*An Act to amend the Electoral Act 1863*," and acquaint the Legislative Council that the Legislative Assembly agree to some of the amendments and disagree with one of such amendments, with which they desire the concurrence of the Legislative Council.

FRANS. MURPHY,
Speaker.

Legislative Assembly Chamber,
Melbourne, 1st September, 1863.

MR. PRESIDENT,

The Legislative Assembly return to the Legislative Council the Bill intituled "*An Act to exempt certain Contracts from the Law of Partnerships*," and acquaint the Legislative Council that the Legislative Assembly agree to some of the amendments, and disagree to another of the amendments, and agree to another of such amendments with amendments, with which they desire the concurrence of the Legislative Council.

FRANS. MURPHY,
Speaker.

Legislative Assembly Chamber,
Melbourne, 1st September, 1863.

ELECTORAL ACT 1863 AMENDMENT BILL.—The Honorable M. Hervey moved, That the consideration of the Message from the Legislative Assembly with this Bill be made an Order of the Day for to-morrow.

Question—put and passed.

PARTNERSHIPS BILL.—The Honorable T. H. Fellows moved, That the consideration of the Message from the Legislative Assembly with this Bill be made an Order of the Day for to-morrow.

Question—put and passed.

RAILWAY MANAGEMENT BILL.—The Order of the Day for the adoption of the Report of the Committee of the whole Council on this Bill being read, the Honorable T. H. Fellows moved, That the Order of the Day be discharged with a view to the re-committal of the Bill.

Question—put and passed.

Question—That the Bill be now re-considered in Committee of the whole Council—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported progress and asked leave to sit again to-morrow.

Ordered.

REAL PROPERTY ACT AMENDMENT BILL.—The Order of the Day for the adoption of the Report of the Committee of the whole Council on this Bill being read, the Honorable T. H. Fellows moved, That the Order of the Day be discharged with a view to the re-committal of the Bill for the insertion of new clauses.

Question—put and passed.

Question—That the Bill be now re-considered in Committee of the whole Council—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported, That the Committee had agreed to the Bill with further amendments.

The Honorable W. Campbell moved, That the Bill be now re-committed on the new Clause B of the Bill.

Question—put and negatived.

Ordered—That the adoption of the Report of the Committee be made an Order of the Day for Wednesday, the 2nd instant.

MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced to the Council the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT,

The Legislative Assembly return to the Legislative Council the Bill intituled "*An Act for the further amendment of the Law*," and acquaint the Legislative Council that the Legislative Assembly agree to some of the amendments made therein by the Legislative Council, and to one of the amendments with amendments, with which they desire the concurrence of the Legislative Council.

FRANS. MURPHY,
Speaker.

Legislative Assembly Chamber,
Melbourne, 1st September, 1863.

MERCANTILE LAW AMENDMENT BILL.—The Honorable T. H. Fellows moved, That the consideration of the Message from the Legislative Assembly with this Bill be made an Order of the Day for to-morrow.

Question—put and passed.

The Council adjourned at five o'clock until four o'clock on Wednesday, the 2nd instant.

NOTICE OF MOTION AND ORDERS OF THE DAY.

WEDNESDAY, 2ND SEPTEMBER, 1863.

1. The Hon. J. F. STRACHAN : To ask the Honorable the Commissioner of Public Works the period during which lands proclaimed for selection under the Land Act 1862 were withdrawn from selection, under the provisions of the 23rd Section of such Act.

Government Business.

ORDERS OF THE DAY :—

1. ELECTORAL ACT 1863 AMENDMENT BILL.—Consideration of Message from Legislative Assembly.
2. PARTNERSHIPS BILL.—Consideration of Message from Legislative Assembly.
3. RAILWAY MANAGEMENT BILL.—To be further re-considered in Committee.
4. REAL PROPERTY ACT AMENDMENT BILL.—Adoption of Report.
5. MERCANTILE LAW AMENDMENT BILL.—Consideration of Message from Legislative Assembly.

General Business.

NOTICE OF MOTION :—

1. The Hon. J. F. STRACHAN : To move, That the second reading of the Trading Companies Bill be made an Order of the Day for Thursday next.
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THURSDAY, 3RD SEPTEMBER.

1. INSOLVENT DEBTORS BILL.—To be read a second time.
2. SUPREME COURT COSTS BILL.—Adoption of Report.

G. W. RUSDEN,

Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings

OF THE

LEGISLATIVE COUNCIL.

WEDNESDAY, 2ND SEPTEMBER, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

APPROACH OF HIS EXCELLENCY THE GOVERNOR.—The approach of His Excellency the Governor was announced by the Usher.

ROYAL ASSENT TO BILLS, AND RESERVATION OF A BILL FOR THE SIGNIFICATION OF HER MAJESTY'S PLEASURE.—His Excellency the Governor came into the Council Chamber and commanded the Usher to desire the attendance of the Legislative Assembly in the Council Chamber, who being come with their Speaker, His Excellency was pleased to assent, in the name of Her Majesty the Queen, to the following Bills:—

“An Act to remove doubts as to the validity of acts done by John George Forbes Esquire as Commissioner of Insolvent Estates for the Geelong Circuit District.”

“An Act to regulate the Passenger Trade of Victoria.”

“An Act to regulate Immigration into Victoria.”

“An Act to establish Road Districts and Shires and generally to provide for the administration of Local Affairs without the limits of Boroughs.”

“An Act to prevent the adulteration of Articles of Food or Drink.”

“An Act to further alter and amend the Laws relating to the Corporations of the City of Melbourne and of the Town of Geelong respectively and to extend and apply other existing Acts thereto.”

The Royal Assent being read severally by the Clerk of the Parliaments in the following words:—

“In the name and on behalf of Her Majesty I assent to this Act.

“HENRY BARKLY,
“Governor.”

His Excellency was then pleased to reserve for the signification of Her Majesty's pleasure thereon the following Bill, viz., a Bill intituled *“An Act to repeal the appropriation of the sum provided for the payment of the Salaries of the Governor's Staff and of the Governor's travelling and other Expenses.”*

The Clerk of the Parliaments delivered to Mr. Speaker Schedules of the Acts assented to and of the Bill reserved.

Mr. Speaker and the Legislative Assembly withdrew.

His Excellency the Governor left the Council Chamber.

ELECTORAL ACT AMENDMENT BILL 1863.—The Order of the Day for the consideration of the Message from the Legislative Assembly with this Bill being read, the disagreement of the Legislative Assembly with the amendment made by the Council, to strike out Clause XVIII, was read.

The Honorable W. H. F. Mitchell moved, That the Council do insist on the amendment to strike out Clause XVIII of the Bill, for the following reason: That it is unjust to confer upon persons taking out miner's rights privileges which are not conceded to persons taking out business or any other licenses.

Question—put and passed.

Ordered—That the Bill be carried to the Legislative Assembly with a Message, acquainting them that the Council insist on the amendment, and stating the reason.

PARTNERSHIPS BILL.—The Order of the Day for the consideration of the Message from the Legislative Assembly with amendments in this Bill on the amendments made by the Legislative Council being called on, the amendments were read as follows :—

Clause IV. line 3, leave out “during twelve months from the time of its withdrawal,” and insert “for the period during which an action at law might be brought on such agreement and in that case such amount shall be applicable to the payment of all debts contracted by the person carrying on such trade or undertaking and in either of the cases aforesaid the whole of such amount or such portion thereof as shall not be applicable as aforesaid shall be repaid to the person so withdrawing as aforesaid his executors and administrators.”

Agreed to, with the following amendments :—

Omit from line 7 the words “by the person ” and insert instead thereof the word “in.”

After “undertaking,” in the same line, insert “by the person carrying on the same.”

Omit from lines 8 and 9 the words “the whole of such amount or.”

Omit from line 10 the word “thereof” and insert instead “of the amount.”

Omit from lines 10 and 11 the words “be applicable as aforesaid” and insert instead “have been so applied.”

Clause XII., line 45, after “matter” insert “or proceeding.”

Disagreed to.

The Honorable T. H. Fellows moved, That the Council agree to the amendments made by the Legislative Assembly on the amendments made by the Council in Clause IV. of the Bill.

Question—put and passed.

The Honorable T. H. Fellows moved, That the Council do not insist on the amendment to insert the words “or proceeding” in Clause XII.

Question—put and passed.

Ordered—That a Message be sent to the Legislative Assembly to acquaint them that the Council have agreed to the amendments made by the Legislative Assembly in Clause IV. of the Bill, and that they do not insist on their amendment in Clause XII.

RAILWAY MANAGEMENT BILL.—The Order of the Day for the further re-consideration of this Bill in Committee of the whole Council being read, the President left the Chair.

The Chairman of Committees reported, That the Committee had gone through the Bill and had agreed to the same with further amendments.

Ordered—That the adoption of the Report of the Committee be made an Order of the Day for to-morrow.

REAL PROPERTY ACT AMENDMENT BILL.—The Order of the Day for the adoption of the Report of the Committee of the whole Council on this Bill being called on, the Honorable T. H. Fellows moved, That the Report of the Committee be now adopted.

Question—put and passed.

The President having reported that the Chairman of Committees had certified that the fair print of the Bill was in accordance with the Bill as reported, the Bill, on the motion of the Honorable W. H. F. Mitchell, was read a third time and *passed*.

The Honorable W. H. F. Mitchell moved, That the title of the Bill be, “*An Act to amend the Real Property Act.*”

Question—put and passed.

Ordered—That the Bill be carried to the Legislative Assembly with a Message, acquainting them that the Council have agreed to the Bill with amendments, and desiring their concurrence therewith.

MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced to the Council the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT,

The Legislative Assembly transmit to the Legislative Council a Bill intituled “*An Act to amend the Law relating to Volunteer Corps,*” in which they desire the concurrence of the Legislative Council.

Legislative Assembly Chamber,
Melbourne, 2nd September, 1863.

FRANS. MURPHY,
Speaker.

VOLUNTEER CORPS BILL.—The Honorable M. Hervey moved, That this Bill be now read a first time, printed, and read a second time to-morrow.

Question—put and passed.

Bill read a first time.

MERCANTILE LAW AMENDMENT BILL.—The Order of the Day for the consideration of the Message from the Legislative Assembly with amendments on the amendments of the Legislative Council in this Bill being read, the amendments were read as follow :—

The First Schedule.

Agreed to, with the following amendments :—

Omit “St. Patrick’s Day St. George’s Day Queen’s Accession Separation Day St. Andrew’s Day.”

The Honorable T. H. Fellows moved, That the Council insist on the insertion of the words in the amendment.

Question—put and passed.

Ordered—That the Bill be carried to the Legislative Assembly with a Message, acquainting them that the Council insist on the insertion of the words in the amendment.

TRADING COMPANIES BILL.—The Honorable J. F. Strachan, in accordance with notice, moved, That the second reading of the Trading Companies Bill be made an Order of the Day for Thursday next.

Debate ensued.

Question—put and passed.

MONDAY A DAY OF BUSINESS.—The Honorable M. Hervey, with leave of the Council, moved, without notice, That the House sit on Mondays during the remainder of the session.

Debate ensued.

Question—put and passed.

The Council adjourned at twenty minutes to six o'clock until four o'clock on Thursday, the 3rd instant.

NOTICE OF MOTION AND ORDERS OF THE DAY.

THURSDAY, 3RD SEPTEMBER, 1863.

NOTICE OF MOTION :—

1. The Hon. W. HULL : To move for a Return of the sum due from the Imperial Government in liquidation of expenses incurred by this colony in military and naval aid to New Zealand during the late Maori War.

ORDERS OF THE DAY :—

1. INSOLVENT DEBTORS BILL.—To be read a second time.
 2. SUPREME COURT COSTS BILL.—Adoption of Report.
 3. RAILWAY MANAGEMENT BILL.—Adoption of Report.
 4. VOLUNTEER CORPS BILL.—To be read a second time.
 5. TRADING COMPANIES BILL.—To be read a second time.
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M E E T I N G S

OF

S E L E C T C O M M I T T E E S .

Friday, 4th September.

FORTIFICATIONS—at 3 o'clock.

G. W. RUSDEN,

Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings
OF THE
LEGISLATIVE COUNCIL.

THURSDAY, 3RD SEPTEMBER, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

LICENSEES UNDER CLAUSE XLVII, ACT 25 VICT. NO. 145.—The Honorable W. H. F. Mitchell, with leave of the Council, moved, without notice, That there be laid on the Table of the House a Return of all persons who have received licenses to occupy land under Clause XLVII of the Act No. 145 ; their names, quantity of land conceded, and when ; rent, locality, and distance of each lot from any town or railway terminus.

Question—put and passed.

MELBOURNE AND GEELONG CORPORATIONS BILL.—The Honorable T. H. Fellows, with leave of the Council, moved, without notice, That there be laid on the Table of this House copies of all correspondence or communications which have been made to the Honorable the Speaker of the Legislative Assembly in reference to a clerical error presumed to have occurred in the Melbourne and Geelong Corporations Bill.

Question—put and passed.

The President laid on the Table a document upon the subject.

NEW ZEALAND WAR EXPENSES.—The Honorable W. Hull, in accordance with notice, moved, for a Return of the sum due from the Imperial Government in liquidation of expenses incurred by this colony in military and naval aid to New Zealand during the late Maori War.

Question—put and passed.

INSOLVENT DEBTORS BILL.—The Order of the Day for the second reading of this Bill being read, the Honorable T. T. a'Beckett moved, That the Bill be now read a second time.

Debate ensued.

Motion, by leave, withdrawn.

AGRICULTURAL AREAS.—The Honorable M. Hervey laid on the Table a Return of agricultural areas, shewing the dates upon which they were opened and upon which they were closed.

The Honorable J. F. Strachan moved, That the Return be printed.

Question—put and passed.

MESSAGES FROM THE LEGISLATIVE ASSEMBLY.—The President announced to the Council the receipt of the following Messages from the Legislative Assembly :—

MR. PRESIDENT,

The Legislative Assembly transmit to the Legislative Council a Bill intituled "*An Act to amend the Land Act 1862*," in which they desire the concurrence of the Legislative Council.

FRANS. MURPHY,
Speaker.

Legislative Assembly Chamber,
Melbourne, 3rd September, 1863.

MR. PRESIDENT,

The Legislative Assembly return to the Legislative Council a Bill intituled "*An Act to amend the Electoral Act 1863*," and acquaint them that the Legislative Assembly do not now insist upon disagreeing in the amendment of the Legislative Council to leave out Clause XVIII of the Bill.

FRANS. MURPHY,
Speaker.

Legislative Assembly Chamber,
Melbourne, 2nd September, 1863.

LAND ACT AMENDMENT BILL.—The Honorable M. Hervey moved, That this Bill be now read a first time, printed, and read a second time on Tuesday next.

Question—put and passed.

Bill read a first time.

SUPREME COURT COSTS BILL.—The Order of the Day for the adoption of the Report of the Committee of the whole Council on this Bill being read, the Honorable T. H. Fellows moved, That the Report be now adopted.

Question—put and passed.

The President having reported that the Chairman of Committees had certified that the fair print of this Bill was in accordance with the Bill as reported, the Bill, on the motion of the Honorable T. H. Fellows, was read a third time and *passed*.

The Honorable T. H. Fellows moved, That the title of the Bill be "*An Act to reduce the Expenses of Proceedings in the Supreme Court at Common Law.*"

Question—put and passed.

Ordered—That the Bill be carried to the Legislative Assembly with a Message, acquainting them that the Council have agreed to the Bill with amendments, and desiring their concurrence therewith.

RAILWAY MANAGEMENT BILL.—The Order of the Day for the adoption of the Report of the Committee of the whole Council on this Bill being read, the Honorable T. H. Fellows moved, That the Report be now adopted.

Question—put and passed.

The President having reported that the Chairman of Committees had certified that the fair print of the Bill was in accordance with the Bill as reported, the Bill, on the motion of the Honorable T. H. Fellows, was read a third time and *passed*.

The Honorable T. H. Fellows moved, That the *amended* title of the Bill be "*An Act for the better management of Railways.*"

Question—put and passed.

Ordered—That the Bill be carried to the Legislative Assembly with a Message, acquainting them that the Council have agreed to the Bill with amendments, and with an amended title, and desiring their concurrence therewith.

VOLUNTEER CORPS BILL.—The Order of the Day for the second reading of this Bill being read, the Honorable M. Hervey moved, That the Bill be now read a second time.

Question—put and passed.

Bill read a second time.

The Honorable M. Hervey moved, That the Bill be now considered in Committee of the whole Council.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported progress and asked leave to sit again to-morrow.

Ordered.

TRADING COMPANIES BILL.—The Order of the Day for the second reading of this Bill being read, the Honorable J. F. Strachan moved, That the Bill be now read a second time.

Debate ensued.

Question—put and passed.

Bill read a second time.

The Honorable J. F. Strachan moved, That the Bill be now considered in Committee of the whole Council.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported progress and asked leave to sit again on Wednesday, 9th instant.

Ordered.

The Council adjourned at a quarter past five o'clock until four o'clock on Friday, the 4th instant.

ORDERS OF THE DAY.

FRIDAY, 4TH SEPTEMBER, 1863.

ORDER OF THE DAY :—

1. VOLUNTEER CORPS BILL.—To be further considered in Committee.

TUESDAY, 8TH SEPTEMBER.

ORDER OF THE DAY :—

1. LAND ACT AMENDMENT BILL.—To be read a second time.

WEDNESDAY, 9TH SEPTEMBER.

ORDER OF THE DAY :—

1. TRADING COMPANIES BILL.—To be further considered in Committee.

MEETING
OF
SELECT COMMITTEE.

Friday, 4th September.

FORTIFICATIONS—at 3 o'clock.

G. W. RUSDEN,
Clerk of the Council and Clerk of the Parliaments.



Minutes of the Proceedings
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LEGISLATIVE COUNCIL.

FRIDAY, 4TH SEPTEMBER, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

VOLUNTEER CORPS BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole Council being read, the President left the Chair.

The Chairman of Committees reported progress and asked leave to sit again on Tuesday next.

Ordered.

ADJOURNMENT.—The Honorable M. Hervey, with leave of the Council, moved, without notice, That the House at its rising adjourn until Tuesday next.

Question—put and passed.

MESSAGES FROM THE LEGISLATIVE ASSEMBLY.—The President announced to the Council the receipt of the following Messages from the Legislative Assembly :—

MR. PRESIDENT,

The Legislative Assembly transmit to the Legislative Council the accompanying communication from the Clerk of the Parliaments, calling attention to a clerical error in the Bill intituled "*An Act to amend the Electoral Act 1863*," and acquaint the Legislative Council that the Legislative Assembly have agreed to the amendment suggested by the Clerk of the Parliaments, to which they desire the concurrence of the Legislative Council.

Legislative Assembly Chamber,
 Melbourne, 4th September, 1863.

FRANS. MURPHY,
 Speaker.

Parliament Houses,
 4th September, 1863.

SIR,

I do myself the honor to report, that the following clerical error has been discovered in the Bill intituled "*An Act to amend the Electoral Act 1863*."

In the fifth and sixth lines of the seventh clause the following words occur :—
 "folding up such ballot paper as in the one hundredth and fourth section mentioned."

As the folding of a ballot paper in the manner mentioned is only alluded to in the one hundred and fourth section of the "*Electoral Act 1863*," the word "hundredth" has been inserted by a clerical error, instead of the word "hundred," in the fifth line of the seventh clause of the accompanying Bill.

I have the honor to be, Sir,
 Your most obedient Servant,
 G. W. RUSDEN,
 Clerk of the Parliaments.

The Honorable the Speaker.

MR. PRESIDENT,

The Legislative Assembly transmit to the Legislative Council a Bill intituled "*An Act to allay Doubts as to the validity of 'The Real Property Act,'*" in which they desire the concurrence of the Legislative Council.

Legislative Assembly Chamber,
 Melbourne, 4th September, 1863.

FRANS. MURPHY,
 Speaker.

ELECTORAL ACT 1863 AMENDMENT BILL.—The Honorable M. Hervey moved, That the Council agree with the Legislative Assembly to correct the clerical error reported to have been discovered in this Bill, and to substitute the word "hundred" for the word "hundredth" in the fifth line of the seventh clause of the Bill.

Question—put and passed.

REAL PROPERTY ACT VALIDITY BILL.—The Honorable M. Hervey moved, That this Bill be now read a first time.
 Question—put and passed.
 Bill read a first time.
 The Honorable M. Hervey moved, That the Bill be now read a second time.
 Question—put and passed.
 Bill read a second time.
 The Honorable M. Hervey moved, That the Bill be now considered in Committee of the whole Council.
 Question—put and passed.
 Question—That the President do now leave the Chair—put and passed.
 The President left the Chair.
 The Chairman of Committees reported, That the Committee had gone through the Bill and had agreed to the same without amendment.
 The Honorable M. Hervey moved, That the Report of the Committee be now adopted.
 Question—put and passed.
 The President having reported that the Chairman of Committees had certified that the fair print of the Bill was in accordance with the Bill as reported, the Bill, on the motion of the Honorable M. Hervey, was read a third time and *passed*.
 The Honorable M. Hervey moved, That the title of the Bill be, “*An Act to allay Doubts as to the validity of ‘The Real Property Act.’*”
 Question—put and passed.
 Ordered—That a Message be sent to the Legislative Assembly to acquaint them that the Council have agreed to the Bill without amendment.

The Council adjourned at a quarter past five o’clock until four o’clock on Tuesday, the 8th instant.

NOTICE OF MOTION AND ORDERS OF THE DAY.

TUESDAY, 8TH SEPTEMBER, 1863.

NOTICE OF MOTION :—

1. The Hon. M. HERVEY : To move, That a Select Committee be appointed to prepare an Address to His Excellency the Governor previous to his departure from the colony.

ORDERS OF THE DAY :—

1. LAND ACT AMENDMENT BILL.—To be read a second time.
2. VOLUNTEER CORPS BILL.—To be further considered in Committee.

WEDNESDAY, 9TH SEPTEMBER.

ORDER OF THE DAY :—

1. TRADING COMPANIES BILL.—To be further considered in Committee.

MEETING

OF

SELECT COMMITTEE.

Tuesday, 8th September.

FORTIFICATIONS—at 3 o’clock.

G. W. RUSDEN,
Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings
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LEGISLATIVE COUNCIL.

TUESDAY, 8TH SEPTEMBER, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

LICENSES UNDER CLAUSE XLVII, ACT 25 VICT. No. 145.—The Honorable M. Hervey laid on the Table a Return to the Order of the Council made on the 3rd September, 1863.

ADDRESS TO HIS EXCELLENCY THE GOVERNOR.—The Honorable M. Hervey, in accordance with notice, moved, That a Select Committee be appointed to prepare an Address to His Excellency the Governor previous to his departure from the Colony.

Question—put and passed.

The Honorable M. Hervey moved, That the Honorables T. H. Power, J. P. Fawkner, S. G. Henty, W. H. F. Mitchell, and the Mover be appointed members of the Select Committee to prepare the Address.

Question—put and passed.

The Honorable M. Hervey moved, That the House do now adjourn during pleasure, in order that the Select Committee may prepare an Address.

Question—put and passed.

The President left the Chair.

The President resumed the Chair.

The Honorable M. Hervey brought up an Address prepared by the Select Committee, and the same was read as follows:—

To His Excellency SIR HENRY BARKLY, Knight Commander of the Most Honorable Order of the Bath, Captain-General and Governor-in-Chief of the Colony of Victoria, and Vice-Admiral of the same, &c., &c., &c.

MAY IT PLEASE YOUR EXCELLENCY—

We, the Members of the Legislative Council of Victoria, in Parliament assembled, desire to convey to Your Excellency our high sense of the valuable public services you have rendered to this colony during the time that you have filled the office of Governor.

We do not fail to remember that the administration of responsible government is attended during the earlier stages of its existence with peculiar and novel difficulties, and that those difficulties may be increased by the double obligation imposed upon Her Majesty's representative, who is bound at once to comply with the instructions he receives from home in the name of Her Majesty, and to give effect in their integrity to the principles of responsible government as established in the Colony.

We desire to express our cordial acknowledgment of the impartiality which Your Excellency has displayed in administering a new system of government in Victoria, and of the fidelity with which you have discharged your obligations both to the Crown and the Colony.

Your Excellency has thus contributed important aid in consolidating free institutions in this part of Her Majesty's dominions, and in strengthening in the minds of the people feelings of loyal attachment to Our Sovereign.

The Honorable M. Hervey moved, That the Address be adopted.

Question—put and passed.

LAND ACT AMENDMENT BILL.—The Order of the Day for the second reading of this Bill being read, the Honorable M. Hervey moved, That the Bill be now read a second time.

MESSAGES FROM THE LEGISLATIVE ASSEMBLY.—The President announced to the Council the receipt of the following Messages from the Legislative Assembly:—

MR. PRESIDENT,

The Legislative Assembly transmit to the Legislative Council a Message from His Excellency the Governor recommending an alteration in the Electoral Act Amendment Bill, and acquaint the Legislative Council that the Legislative Assembly have agreed to the amendment recommended by His Excellency the Governor, and request the concurrence therein of the Legislative Council.

FRANS. MURPHY,
Speaker.

Legislative Assembly Chamber,
Melbourne, 8th September, 1863.

HENRY BARKLY,
Governor.

Message No.

In pursuance of the 36th section of *The Constitution Act*, the Governor transmits to the Legislative Assembly the following amendment, which he recommends to be made in the Bill, intituled "*An Act to amend the Electoral Act 1863*," presented to him for Her Majesty's assent:—

That the words "*The Local Government Act 1863*," in the second and third lines of the fifteenth clause of the said Bill, be omitted, and the words "the Act of the Parliament of Victoria numbered CLXXXVI" be substituted therefor.

MR. PRESIDENT,

The Legislative Assembly return to the Legislative Council the Bill, intituled "*An Act to amend the Real Property Act*," and acquaint the Legislative Council that the Legislative Assembly agree to some of the amendments, and also agree to one of the amendments with amendments, in which they desire the concurrence of the Legislative Council.

Legislative Assembly Chamber,
Melbourne, 7th September, 1863.

FRANS. MURPHY,
Speaker.

MR. PRESIDENT,

The Legislative Assembly return to the Legislative Council the Bill intituled, "*An Act for the further amendment of the Law*," and acquaint the Legislative Council that the Legislative Assembly still insist on disagreeing to the amendment in the Bill insisted upon by the Legislative Council, for the following reasons, viz.:—Because the too great frequency of holidays is injurious to commerce, and beyond the list of recognised holidays in Great Britain or elsewhere; and further, the frequency of continuous holidays has been matter of complaint to the Melbourne Chamber of Commerce.

Legislative Assembly Chamber,
Melbourne, 7th September, 1863.

FRANS. MURPHY,
Speaker.

MR. PRESIDENT,

The Legislative Assembly return to the Legislative Council the Bill intituled, "*An Act for the better Management of the Victorian Railways*," and acquaint the Legislative Council that the Legislative Assembly agree to some of the amendments, disagree to one of the amendments, and agree to other of the amendments with amendments, in which they desire the concurrence of the Legislative Council.

Legislative Assembly Chamber,
Melbourne, 8th September, 1863.

FRANS. MURPHY,
Speaker.

ELECTORAL ACT 1863 AMENDMENT BILL.—MESSAGE FROM LEGISLATIVE ASSEMBLY.—The amendment recommended by His Excellency the Governor in this Bill was read as follows:—

Leave out in Clause XV the words "*The Local Government Act 1863*," and insert the words "the Act of the Parliament of Victoria numbered CLXXXVI."

The Honorable M. Hervey moved, That the Council do agree with the Legislative Assembly in making the amendment recommended by His Excellency the Governor in the Bill.

Question—put and passed.

Ordered—That a Message be sent to the Legislative Assembly to acquaint them that the Council have agreed to the amendment.

REAL PROPERTY ACT AMENDMENT BILL.—MESSAGE FROM LEGISLATIVE ASSEMBLY.—The amendments made by the Legislative Assembly in the amendments made by the Legislative Council in this Bill were read as follows:—

Insert in new clause D after the word "grants" in line 3, the words "in fee and leases for years." Omit from the same line the word "waste" and insert instead thereof the word "Crown." Insert in line 9, after the word "granted" the words "or leased." Omit all the words in the said clause after the word "Act" in the 15th line, and insert instead thereof the words:—"And such leased land shall be under the provisions of the said Act and the provisions hereinbefore and in the said Act contained respecting grants in fee shall apply to grants for years with such variations only as the difference in the nature of such property requires or as may be necessary to render such provisions applicable to leaseholds for years and the registered proprietor of land leased by the Crown or by any person for years shall upon any transfer or transmission thereof be entitled to receive a certificate of title for the same upon delivering up any existing certificate. At the time of the registration of every grant in fee to two or more persons in joint tenancy for any public purpose the Registrar-General shall enter thereon and on every subsequent certificate of title the words 'No survivorship' and shall sign such entry."

The Honorable M. Hervey moved, That the Council do agree to the amendments made by the Legislative Assembly in Clause D.

Question—put and passed.

Ordered—That a Message be sent to the Legislative Assembly to acquaint them that the Council have agreed to the amendments.

MERCANTILE LAW AMENDMENT BILL.—MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—

The Honorable T. H. Fellows moved, That the Council do not insist on inserting in the first Schedule of this Bill those words to which the Legislative Assembly have not agreed.

Question—put and passed.

Ordered—That a Message be sent to the Legislative Assembly to acquaint them that the Council do not insist on the insertion of the words.

LAND ACT AMENDMENT BILL.—Debate resumed on the question, That the Bill be now read a second time.

The Honorable J. P. Fawkner moved, That the word “now” be omitted, with a view to insert the words “this day six months” after the word “time.”

At half-past six o'clock the House adjourned during pleasure.

At half-past seven the President resumed the Chair.

Debate resumed.

Question—That the word “now,” proposed to be omitted, stand part of the question—put. Council divided.

Contents, 10.

The Hon. T. H. Fellows
T. T. a'Beckett
M. Hervey
G. W. Cole
J. P. Bear
C. J. Jenner
A. Fraser
J. McCrae
Dr. Wilkie
J. Henty (*Teller*).

Not Contents, 16.

The Hon. F. Robertson
T. H. Power
Dr. Hope
S. G. Henty
W. Degraives
D. Kennedy
W. Campbell
N. Black
H. Miller
W. Highett
B. Williams
J. F. Strachan
W. H. F. Mitchell
J. P. Fawkner
W. Hull
C. Vaughan (*Teller*).

The question was therefore negatived.

Question—That the words “this day six months” be added after the word “time”—put and passed.

Question—That the Bill be read a second time this day six months—put and passed.

POSTPONEMENT.—The following Order of the Day was postponed until Wednesday, the 9th instant :—

“*Volunteer Corps Bill*”—to be further considered in Committee.

The Council adjourned at twenty minutes to eleven o'clock until four o'clock on Wednesday, the 9th instant.

ORDERS OF THE DAY.

WEDNESDAY, 9TH SEPTEMBER, 1863.

Government Business.

ORDER OF THE DAY :—

1. **VOLUNTEER CORPS BILL.**—To be further considered in Committee.

General Business.

ORDER OF THE DAY :—

1. **TRADING COMPANIES BILL.**—To be further considered in Committee.

MEETING
OF
SELECT COMMITTEE.

Tuesday, 15th September.

RAILWAYS—at 1 o'clock.

G. W. RUSDEN,

Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings
OF THE
LEGISLATIVE COUNCIL.

WEDNESDAY, 9TH SEPTEMBER, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

ROYAL ASSENT TO BILLS.—The President informed the Council that he had received an intimation to the effect that it is the intention of His Excellency the Governor to proceed to the Legislative Council, at half-past four o'clock, to assent in Her Majesty's name to certain Bills passed by the Legislative Council and Legislative Assembly.

ADDRESS TO HIS EXCELLENCY SIR HENRY BARKLY.—The President announced to the Council that he had, accompanied by Members of the House, presented to His Excellency Sir Henry Barkly the Address adopted by the Council on the 8th instant, and that His Excellency had been pleased to make thereto the following reply:—

MR. PRESIDENT AND HONORABLE GENTLEMEN—

The Address which you have just presented to me in the name of the Legislative Council of Victoria in Parliament assembled will be treasured by me as one of the most gratifying mementos of my past career, one of the most cheering associations of my future life. You have generously made allowances for the difficulties I have had to encounter as the first constitutional Governor of Victoria, and have given me full credit at the same time for freedom from party bias, and for a faithful discharge of my duties both to my Queen and to the people of this Colony. I ask no greater meed of praise.

To have contributed to consolidating free institutions in this important portion of Her Majesty's dominions, and to have strengthened in the minds of its inhabitants feelings of loyal attachment to their Sovereign constitute the highest glory to which I could have ventured to aspire in my administration here, and I cannot but be deeply grateful to you for thus publicly endorsing claims thereto which I should not have had the presumption to advance of my own accord.

(Signed) HENRY BARKLY.

Melbourne,
9th September, 1863.

MESSAGE FROM HIS EXCELLENCY THE GOVERNOR.—The Honorable T. H. Fellows laid on the Table a Message from His Excellency the Governor.

The Message was read as follows:—

VICTORIA.

"Mercantile Law amendment Bill."

HENRY BARKLY,
Governor.

Message No.

In pursuance of the 36th section of The Constitution Act, the Governor transmits to the Legislative Council the following amendments which he recommends to be made in the Bill, intituled "*An Act for the amendment of the Mercantile Law,*" presented to him for Her Majesty's assent:—

That Clause XIV, and the first schedule be omitted.

That the word "Last" be omitted in Clause XV, and in the "last" schedule.

Government Offices,
Melbourne, 9th September, 1863.

The Honorable T. H. Fellows moved, That the Council do agree to the amendments recommended by His Excellency the Governor in the Bill.

Question—put and passed.

The Honorable T. H. Fellows moved, That a Message be sent to the Legislative Assembly, acquainting them that the Council have agreed to the amendments, and desiring their concurrence therewith.

Question—put and passed.

PETITION.—The Honorable J. F. Strachan presented to the Council a Petition, signed by John Levy and Sons and others, praying that the Trading Companies Bill may be passed into law.

Petition received.

The Honorable J. F. Strachan moved, That the Petition be referred to any Committee of the Council to which the Bill may be referred.

Question—put and passed.

MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced to the Council the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT,

The Legislative Assembly transmit to the Legislative Council a Bill intituled "*An Act to consolidate and amend the Laws relating to Municipal Institutions,*" in which they desire the concurrence of the Legislative Council.

FRANS. MURPHY,
Speaker.

Legislative Assembly Chamber,
Melbourne, 9th September, 1863.

MUNICIPALITIES ACTS AMENDMENT BILL.—The Honorable M. Hervey moved, That this Bill be now read a first time, printed, and read a second time to-morrow.

Question—put and passed.

Bill read a first time.

MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced to the Council the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT,

The Legislative Assembly return to the Legislative Council the Bill intituled "*An Act for the further Amendment of the Law,*" and acquaint the Legislative Council that the Legislative Assembly concur with the Legislative Council in agreeing with the amendment recommended by His Excellency the Governor in the Bill.

FRANS. MURPHY,
Speaker.

Legislative Assembly Chamber,
Melbourne, 9th September, 1863.

ROYAL ASSENT TO BILLS, AND RESERVATION OF A BILL FOR THE SIGNIFICATION OF HER MAJESTY'S PLEASURE THEREON.—His Excellency the Governor came into the Council Chamber and commanded the Usher to desire the attendance of the Legislative Assembly in the Council Chamber, who being come with their Speaker, His Excellency was pleased to assent in Her Majesty's name to the following Bills :—

"*An Act to exempt certain Contracts from the Law of Partnerships.*"

"*An Act to amend the Real Property Act.*"

The Royal Assent being read severally by the Clerk of the Parliaments in the following words :—

"In the name and on behalf of Her Majesty I assent to this Act.

"HENRY BARKLY,
"Governor."

His Excellency was then pleased to reserve for the signification of Her Majesty's pleasure thereon the following Bill, viz., a Bill intituled "*An Act to allay doubts as to the validity of the Real Property Act.*"

The Clerk of the Parliaments delivered to Mr. Speaker Schedules of the Acts assented to, and of the Bill reserved.

Mr. Speaker and the Legislative Assembly withdrew.

His Excellency the Governor left the Council Chamber.

VOLUNTEER CORPS BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole Council being read, the President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill, and had agreed to the same without amendment.

The Honorable M. Hervey moved, That the Report be now adopted.

Question—put and passed.

The President having reported that the Chairman of Committees had certified that the fair print of the Bill was in accordance with the Bill as reported, the Bill, on the motion of the Honorable M. Hervey, was read a third time and *passed*.

The Honorable M. Hervey moved, That the title of the Bill be "*An Act to amend the Law relating to Volunteer Corps.*"

Question—put and passed.

Ordered—That a Message be sent to the Legislative Assembly, to acquaint them that the Council have agreed to the Bill without amendment.

RAILWAY MANAGEMENT BILL.—MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The Honorable T. H. Fellows, with leave of the Council, moved, without notice, That the Message from the Legislative Assembly with this Bill be now taken into consideration.

Question—put and passed.

The amendments made by the Legislative Assembly on amendments made by the Legislative Council were read, as follows :—

“In new Clause C omit the words ‘commonly called “The Victorian Railways.””

The Honorable T. H. Fellows moved, That the Council do not insist on the insertion of the said words.

Question—put and passed.

“Striking out of Clause IV disagreed with.”

The Honorable T. H. Fellows moved, That the Council do not insist on striking out Clause IV.

Question—put and passed.

“In Clause X, line 49, insertion of the words ‘and approved by some resolution of both Houses’ disagreed with.”

The Honorable J. F. Strachan moved, That the Council do insist on the insertion of the said words.

Question—put and passed.

“In Clause XI, line 56, amendment to insert certain words agreed to, with the following amendment :—

“Insert after the word ‘rooms’ the following words ‘tobacconists’ shops fruit stalls.’”

The Honorable T. H. Fellows moved, That the Council do agree to insert the said words.

Question—put and passed.

“Clause XV, line 21, insertion of words ‘one month after the same’ disagreed with.”

The Honorable J. F. Strachan moved, That the Council insist on the insertion of the said words.

Question—put and passed.

The Honorable T. H. Fellows moved, That, as a consequential amendment on the agreement with the Legislative Assembly to insert in Clause XI the words “tobacconists’ shops fruit stalls,” the Council agree to insert the words “tobacconists’ shops fruit stalls” after the word “office” in line 50 of Clause VII of the Bill.

Question—put and passed.

Ordered—That a Message be sent to the Legislative Assembly to acquaint them that the Council have agreed to some amendments, insist on two amendments, do not insist on another amendment, and have agreed to a consequential amendment, and desiring the concurrence of the Legislative Assembly.

TRADING COMPANIES BILL.—The Order of the Day for the further consideration of this Bill in Committee of the whole Council being read, the President left the Chair.

The President having resumed the Chair,

The Council adjourned at twenty minutes to seven o’clock until four o’clock on Thursday, the 10th instant.

ORDER OF THE DAY.

THURSDAY, 10TH SEPTEMBER, 1863.

ORDER OF THE DAY :—

I. MUNICIPALITIES ACTS AMENDMENT BILL.—To be read a second time.

MEETINGS OF SELECT COMMITTEES.

Thursday, 10th September.

FORTIFICATIONS—at half-past 3 o’clock.

Tuesday, 15th September.

RAILWAYS—at 1 o’clock.

G. W. RUSDEN,

Clerk of the Council and Clerk of the Parliaments.

Minutes of the Proceedings
OF THE
LEGISLATIVE COUNCIL.

THURSDAY, 10TH SEPTEMBER, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

VAGRANT AND DESTITUTE CHILDREN.—The Honorable M. Hervey laid on the Table a Return to an Order of the House made on the 25th ultimo.

PAPER.—The Honorable M. Hervey laid on the Table the following Paper :—
Emigration and Immigration Regulations (10th September, 1863).

Ordered to lie on the Table.

MUNICIPALITIES ACTS AMENDMENT BILL.—The Order of the Day for the second reading of this Bill being read, the Honorable M. Hervey moved, That the Bill be now read a second time.

Debate ensued.

Question—put and passed.

Bill read a second time.

The Honorable M. Hervey moved, That the Bill be now considered in Committee of the whole Council.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill and had agreed to the same without amendments.

The Honorable M. Hervey moved, That the Report of the Committee be now adopted.

Question—put and passed.

The President having reported that the Chairman of Committees had certified that the fair print of the Bill was in accordance with the Bill as reported, the Bill, on the motion of the Honorable M. Hervey, was read a third time and *passed*.

The Honorable M. Hervey moved, That the title of the Bill be, "*An Act to consolidate and amend the Laws relating to Municipal Institutions.*"

Question—put and passed.

Ordered—That a Message be sent to the Legislative Assembly to acquaint them that the Council have agreed to the Bill without amendment.

MESSAGES FROM THE LEGISLATIVE ASSEMBLY.—The President announced to the Council the receipt of the following Messages from the Legislative Assembly :—

MR. PRESIDENT,

The Legislative Assembly transmit to the Legislative Council a Message from His Excellency the Governor, recommending certain amendments in the Bill, intituled, "*An Act to amend the Electoral Act 1863,*" and acquaint the Legislative Council that the Legislative Assembly have agreed to such amendments, the last of which they desire to have added to clause XX of the Bill, and that they desire the concurrence therein of the Legislative Council.

FRANS. MURPHY,
Speaker.

Legislative Assembly Chamber,
Melbourne, 10th September, 1863.

HENRY BARKLY,
Governor.

Message No.

In pursuance of the 36th section of The Constitution Act the Governor transmits to the Legislative Assembly the following amendments, which he recommends to be made in The Electoral Act Amendment Bill 1863, presented to him for Her Majesty's assent :—

That the word "October" be substituted for "September" in the 15th and 16th sections of the said Bill, and that a clause be inserted in the said Bill, providing that wherever the words "*The Local Government Act 1863*" occur in the "*Electoral Act 1863,*" the same shall be construed to mean and shall mean the Act of the Parliament of Victoria numbered CLXXVI.

Government Offices,
Melbourne, September, 1863.

MR. PRESIDENT,

The Legislative Assembly return to the Legislative Council the Bill, intituled, "*An Act for the better management of the Victorian Railways*," and acquaint them that the Legislative Assembly insist upon disagreeing with the amendment of the Legislative Council in Clause X, line 49, for the following reason, viz. :—That the amendment insisted on by the Legislative Council involves a novel principle of legislation equivalent to an Act of both Houses of Parliament without the Royal Assent, and that it relates to public interests of a pecuniary kind, the consideration of which peculiarly belongs to the Legislative Assembly ; that the Legislative Assembly agree to the consequential amendment made by the Legislative Council in Clause VII, line 50, and that they do not insist upon disagreeing in the amendment of the Legislative Council in Clause XV, line 21.

Legislative Assembly Chamber,
Melbourne, 9th September, 1863.

FRANS. MURPHY,
Speaker.

RAILWAY MANAGEMENT BILL.—The Honorable M. Hervey moved, That this House do not insist on the amendment to insert the words in Clause X with which the Legislative Assembly do not agree.

Debate ensued.

Question—put.

Council divided.

	Contents, 7.	
The Hon. M. Hervey		
A. Fraser		
C. J. Jenner		
W. Highett		
H. Miller		
R. Thomson		
J. P. Bear (<i>Teller</i>).		

	Not Contents, 8.
The Hon. T. H. Power	
W. H. F. Mitchell	
N. Black	
J. P. Fawkner	
F. Robertson	
J. McCrae	
B. Williams	
T. H. Fellows (<i>Teller</i>).	

The question was therefore negatived.

The Honorable T. H. Fellows moved, That the Council insist on the insertion of the words in Clause X, line 49, of the Bill, for the following reasons :—That the principle involved is not without precedent in the Constitution Act, 13 and 14 Vict., c. 59, s. 30, and that the Bill no more relates to interests of a pecuniary kind than would a Bill for the sale or letting of any other portions of the Crown Lands.

Question put.

Council divided.

	Contents, 8.
The Hon. T. H. Fellows	
T. H. Power	
N. Black	
F. Robertson	
B. Williams	
J. McCrae	
J. P. Fawkner	
W. H. F. Mitchell (<i>Teller</i>).	

	Not Contents, 7.
The Hon. A. Fraser	
C. J. Jenner	
W. Highett	
H. Miller	
R. Thomson	
M. Hervey	
J. P. Bear (<i>Teller</i>).	

The question was therefore passed.

Ordered—That the Bill be carried to the Legislative Assembly with a Message acquainting them that the Council insist on the amendment, and stating the reasons.

ELECTORAL ACT 1863 AMENDMENT BILL.—The Honorable M. Hervey moved, That the Message from the Legislative Assembly, with the amendments recommended by His Excellency the Governor in this Bill, be now taken into consideration.

Question—put and passed.

The Honorable M. Hervey moved, That the Council do agree with the Legislative Assembly to substitute the word "October" for the word "September" in the fifteenth and sixteenth clauses of the Bill ; and to add the following words to the last Clause of the Bill :—"And wherever the words 'The Local Government Act 1863' occur in 'The Electoral Act 1863' the same shall be construed to mean and shall mean the Act of the Parliament of Victoria numbered CLXXVI."

Question—put and passed.

Ordered—That a Message be sent to the Legislative Assembly to acquaint them that the Council have agreed to the amendments recommended by His Excellency the Governor.

At six o'clock the Council adjourned during pleasure.

At ten minutes to eight o'clock the President resumed the Chair.

ADDRESS TO HIS EXCELLENCY SIR CHARLES DARLING.—The Honorable M. Hervey, with leave of the Council, moved, without notice, That an Address be presented by the Legislative Council to His Excellency Sir Charles Darling.

Question—put and passed.

The Honorable M. Hervey brought up a Draft Address, and the same was read, as follows :—

To His Excellency SIR CHARLES DARLING, Knight Commander of the Most Honorable Order of the Bath, Governor and Commander-in-Chief of the Colony of Victoria, &c., &c., &c.

MAY IT PLEASE YOUR EXCELLENCY—

We, Her Majesty's most dutiful and loyal subjects, the Members of the Legislative Council of Victoria, in Parliament assembled, desire to express to Your Excellency our attachment and loyalty to Her Majesty's throne and person, and our respect for the high office which she has been pleased to confer upon you.

We beg to convey our assurance that we shall at all times be ready to co-operate with Your Excellency in promoting the welfare of Victoria, and in preserving the connection which happily subsists between this colony and the mother country.

The Honorable M. Hervey moved, That the Address be now adopted.

Question—put and passed.

MESSAGES FROM THE LEGISLATIVE ASSEMBLY.—The President announced to the Council the receipt of the following Messages from the Legislative Assembly :—

MR. PRESIDENT,

The Legislative Assembly transmit to the Legislative Council a Bill intituled "*An Act to provide for the Regulation and Discipline of the paid Naval and Military Forces in the Service of Her Majesty's Local Government in Victoria,*" in which they desire the concurrence of the Legislative Council.

Legislative Assembly Chamber,
Melbourne, September, 1863.

FRANS. MURPHY,
Speaker.

MR. PRESIDENT,

The Legislative Assembly transmit to the Legislative Council a Bill intituled "*An Act to apply a sum out of the Consolidated Revenue to the Service of the year One thousand eight hundred and sixty-three and to appropriate the Supplies granted in this Session of Parliament and for other purposes,*" in which they desire the concurrence of the Legislative Council.

Legislative Assembly Chamber.
Melbourne, September, 1863.

FRANS. MURPHY,
Speaker.

APPROPRIATION BILL.—The Honorable M. Hervey moved, That this Bill be now read a first time.

Question—put and passed.

Bill read a first time.

The Honorable M. Hervey moved, That the Bill be now read a second time.

Debate ensued.

Question—put and passed.

Bill read a second time.

The Honorable M. Hervey moved, That the Bill be now considered in Committee of the whole Council.

Question—put and passed.

Question—That the President do now leave the Chair—put and passed.

The President left the Chair.

The Chairman of Committees reported that the Committee had gone through the Bill and had agreed to the same without amendment.

The Honorable M. Hervey moved, That the Report of the Committee be now adopted.

Question—put and passed.

The Honorable M. Hervey moved, That the title of the Bill be "*An Act to apply a sum out of the Consolidated Revenue to the service of the year One thousand eight hundred and sixty-three and to appropriate the Supplies granted in this Session of Parliament and for other purposes.*"

Question—put and passed.

Ordered—That a Message be sent to the Legislative Assembly, acquainting them that the Council have agreed to the Bill without amendment.

MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced to the Council the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT,

The Legislative Assembly acquaint the Legislative Council that they have appointed the following Members, viz., Mr. Grant, Mr. O'Shanassy, Mr. Cohen, Capt. Mac Mahon, Mr. Anderson, Mr. Snodgrass, Mr. Michie, Mr. Mollison, Mr. Gillies, Mr. J. S. Johnston, a Committee to confer with a Committee of the Legislative Council on the amendment in the Railway Management Bill disagreed to by the Assembly, and that they have appointed five of the Members to be a quorum.

Legislative Assembly,
Melbourne, 10th September, 1863.

FRANS. MURPHY,
Speaker.

RAILWAY MANAGEMENT BILL.—The Honorable M. Hervey moved, That the following Members be appointed a Committee to confer with the Committee appointed by the Assembly on the amendment in the Railway Bill on which the Council insist, viz., the Honorables J. P. Bear, T. H. Fellows, W. Highett, T. H. Power, W. H. F. Mitchell, A. Fraser, C. J. Jenner, A. McCrae, F. Robertson, and the Mover; that five Members form a quorum, and that the Committee meet immediately in the Library.

Question—put and passed.

Ordered—That a Message be sent to the Legislative Assembly to acquaint them that the Council have appointed a Committee to confer with the Committee of the Legislative Assembly, and have named the time and place of meeting as above set forth.

The Council adjourned during pleasure.

At twenty minutes to eleven o'clock the President resumed the Chair.

MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced to the Council the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT,

The Legislative Assembly transmit to the Legislative Council the Bill intituled "*An Act for the better management of the Victorian Railways*," and acquaint the Legislative Council that, in accordance with the Report from the Joint Committee of both Houses, the Assembly still insist in their disagreement to insert certain words in Clause X of this Bill, but they have made other amendments, with which they desire the concurrence of the Legislative Council.

FRANS. MURPHY,
Speaker.

Legislative Assembly Chamber,
10th September, 1863.

RAILWAY MANAGEMENT BILL.—The Honorable M. Hervey moved, That the amendments made by the Legislative Assembly in Clause X of the Bill be now read.

The same were read, as follows :—

"Disagreement in Clause X still insisted on."

"Insert in place of 'fourteen days at least' 'thirty days at least.'"

"Omit 'forty times' from line 52, insert 'eight months.'"

The Honorable M. Hervey moved, That the Council do not insist on their amendment in Clause X of the Bill, and agree to the amendments made by the Legislative Assembly in Clause X of the Bill.

Debate ensued.

Question—put and passed.

Ordered—That a Message be sent to the Legislative Assembly, to acquaint them that the Council do not insist on their amendment in Clause X, and that they have agreed to the amendments made by the Legislative Assembly in the same clause of the Bill.

MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced to the Council the receipt of the following Message from the Legislative Assembly :—

MR. PRESIDENT,

The Legislative Assembly return to the Legislative Council the Bill intituled "*An Act to reduce the expenses of Proceedings in the Supreme Court at Common Law*," and acquaint them that the Legislative Assembly have agreed to some of the amendments made by the Legislative Council in this Bill, and have agreed to the insertion of new Clauses E and F with amendments, with which they desire the concurrence of the Legislative Council.

FRANS. MURPHY,
Speaker.

Legislative Assembly Chamber,
Melbourne, 10th September, 1863.

SUPREME COURT COSTS BILL.—The Honorable T. H. Fellows moved, That the amendments made by the Legislative Assembly in this Bill be now read.

Question—put and passed.

The amendments were read as follows :—

"Clause E agreed to, with the following amendment :—Omit 'into' in 15th line, insert 'in.'"

"Clause F, omit from line 4 'one hundred,' insert 'fifty.'"

"Clause G, omit last word 'number,' insert 'numbers.'"

The Honorable T. H. Fellows moved, That the Council agree to the amendments.

Question—put and passed.

Ordered—That a Message be sent to the Legislative Assembly to acquaint them that the Council have agreed to the amendments.

The Honorable J. P. Fawkner called the attention of the President to the fact that a quorum was not present.

The President forthwith counted the House, and, there being no quorum present, adjourned the House at half-past eleven o'clock until four o'clock on Friday, the 11th instant.

MEETING OF SELECT COMMITTEE.

Friday, 11th September.

RAILWAYS—at 2 o'clock.

G. W. RUSDEN,
Clerk of the Council and Clerk of the Parliaments.

No. 70.

Minutes of the Proceedings

OF THE

LEGISLATIVE COUNCIL.

FRIDAY, 11TH SEPTEMBER, 1863.

The Council met in accordance with adjournment.—The President took the Chair.

The President read the Prayer.

ROYAL ASSENT TO BILLS.—The President announced to the Council that it had been intimated to him that it is His Excellency the Governor's intention to proceed to the Legislative Council this day to assent to certain Bills passed by the Legislative Council and Legislative Assembly.

REPLY OF HIS EXCELLENCY THE GOVERNOR TO ADDRESS.—The President announced to the Council that he had presented to His Excellency the Governor the Address adopted by the Council on the 10th instant, and that His Excellency had been pleased to make thereto the following reply:—

MR. PRESIDENT AND HONORABLE GENTLEMEN OF THE LEGISLATIVE COUNCIL—

I beg to thank you for the expression of affection and loyalty to the Queen, and of your respect for the high office to which Her Majesty has been pleased to appoint me, which this Address conveys.

It is at once my duty and my desire to be instrumental in promoting the welfare of this colony, and I am, I assure you, deeply sensible of the inestimable value of your co-operation in the advancement of that object, and in preserving the connection which happily subsists between this colony and the mother country.

(Signed) C. H. DARLING.

RAILWAY SELECT COMMITTEE.—The Honorable J. P. Fawcner, as Chairman of the Select Committee appointed on the 16th December, 1862, "to enquire into all matters connected with the Railways held by the Government of Victoria, and also with any additions or enlargements thereto, with full power to call for witnesses, papers, books, or other documents, and to report generally thereon to the Council," brought up the Report of the Committee, and moved, with leave of the Council, without notice, That the Report, together with the Evidence and the Proceedings of the Committee, be printed.

Question—put and passed.

SUPREME COURT COSTS BILL.—The Honorable T. T. a'Beckett, with leave of the Council, moved, without notice, That this Bill be transmitted to the Legislative Assembly, with schedules the fifth, the sixth, and the last, which, by means of a clerical error, were omitted in transcription when the Bill was sent to the Legislative Assembly with amendments, and with a Message requesting that the Legislative Assembly will agree to the said schedules, and to correct the said clerical error in the Bill.

Question—put and passed.

LICENSES UNDER CLAUSE XLVII, ACT 25 VICT. NO. 145.—The Honorable W. H. F. Mitchell, with leave of the Council, moved, without notice, That the return laid on the Table of the House, on the 8th instant, be printed.

Question—put and passed.

MESSAGE FROM THE LEGISLATIVE ASSEMBLY.—The President announced to the Council the receipt of the following Message from the Legislative Assembly:—

MR. PRESIDENT,

The Legislative Assembly return to the Legislative Council the Bill intituled "*An Act to reduce the expenses of proceedings in the Supreme Court at Common Law*," and acquaint them that the Legislative Assembly agree with the amendments of the Legislative Council to insert three additional Schedules to this Bill, which were omitted previously to be sent to the Legislative Assembly.

FRANS. MURPHY,
Speaker.

Legislative Assembly Chamber,
Melbourne, 11th September, 1863.

APPROACH OF HIS EXCELLENCY THE GOVERNOR.—The approach of His Excellency the Governor was announced by the Usher.

His Excellency the Governor came into the Council Chamber and commanded the Usher, in Her Majesty's name, to desire the attendance of the Legislative Assembly in the Council Chamber; who being come, with their Speaker, he, after a speech to His Excellency, delivered the Appropriation Bill to the Clerk, who brought it to the Table.

His Excellency was then pleased to assent, in Her Majesty's name, to the following Bills:—

“*An Act to amend ‘The Electoral Act 1863.’*”

“*An Act for the amendment of the Mercantile Law.*”

“*An Act to amend the Law relating to Volunteer Corps.*”

“*An Act to Consolidate and Amend the Laws relating to Municipal Institutions.*”

“*An Act to reduce the Expenses of Proceedings in the Supreme Court at Common Law.*”

“*An Act for the better Management of Railways.*”

“*An Act to apply a sum out of the Consolidated Revenue to the Service of the year One thousand eight hundred and sixty-three and to appropriate the Supplies granted in this Session of Parliament and for other purposes.*”

The Royal Assent being read severally by the Clerk of the Parliaments in the following words:—

“In the name and on behalf of Her Majesty I assent to this Act.

C. H. DARLING,
“Governor.”

The Clerk of the Parliaments delivered to Mr. Speaker a schedule of the Acts assented to.

His Excellency was then pleased to speak as follows:—

MR. PRESIDENT AND HONORABLE GENTLEMEN OF THE LEGISLATIVE COUNCIL:

MR. SPEAKER AND GENTLEMEN OF THE LEGISLATIVE ASSEMBLY:

In accordance with the advice of my responsible Ministers, it becomes my duty thus immediately after my assumption of the high office to which Her Majesty has been pleased to appoint me, to meet you for the purpose of relieving you for the present from the discharge of your legislative functions: I rejoice that this early opportunity presents itself of personally assuring you while in Parliament assembled of my earnest desire faithfully to fulfil the responsibilities of my position as the representative of the British Crown in this great and prosperous Colony.

The results of the lengthened Session now drawing to a close will yield, I trust, a valuable contribution to the statute book of the Colony.

The circumstances under which my present advisers succeeded to the administration of the Government of the Colony, imposed on them, in deference to the opinion of Parliament, the necessity of conducting to a termination some of the measures introduced by the late Ministry, which were pending at the time of my present advisers entering upon the discharge of their duties.

The evasions of the Land Act of 1862 rendered it necessary to make legislative provision to remedy the admitted defects of that measure. Accordingly a Bill was introduced for that purpose, which having been rejected by the Legislative Council, after passing the Assembly, leaves my Government no other resource but to administer the present Land Law with as careful a regard to all the interests involved as the importance of the subject demands.

The Immigration Bill, the Electoral Act Amendment Bill, the Melbourne and Geelong Corporations Acts Amendment Bill, the Customs Laws Amendment Bill, the Railway Management Bill, the Chinese Immigrants Act Amendment Bill, the Partnership Amendment Bill, the Municipal Corporations Bill, the Local Government Bill, the Volunteer Act Amendment Bill, and the Adulteration of Food Bill, and other measures have respectively become law. These results of your deliberations will, I trust, in a greater or less degree conduce to the prosperity and advancement of the Colony.

The Bills for the reduction of the Governor's salary and to allay doubts respecting the Real Property Act have been reserved for Her Majesty's assent.

The generous and loyal sympathy which you have so lately manifested towards our fellow-countrymen in the sister colony of New Zealand under the very trying circumstances to which, there is much reason to believe, they are now exposed, will, I doubt not, be adequately appreciated by Her Most Gracious Majesty and by the entire British people.

GENTLEMEN OF THE LEGISLATIVE ASSEMBLY:

In Her Majesty's name I thank you for the liberal manner in which you have provided for the necessities of the public service of the year.

HONORABLE GENTLEMEN OF THE LEGISLATIVE COUNCIL, AND GENTLEMEN OF THE LEGISLATIVE ASSEMBLY:

Although the past Session has been unusually protracted, it will be my duty again to call you together at a period as early as will admit of the maturing of various measures which must be necessarily laid before you in the next Session of Parliament.

I now, in Her Majesty's name, declare this Parliament to be prorogued to Thursday, the 15th day of October next.

And it is prorogued accordingly.

C. H. DARLING,
Governor.

Which being concluded, a copy of the Speech was delivered to the President of the Council, and to Mr. Speaker, and Mr. Speaker and the Legislative Assembly withdrew. His Excellency the Governor left the Council Chamber.

G. W. RUSDEN,
Clerk of the Council and Clerk of the Parliaments.

ERRATA.

Page 105, line 7, for "First" read "Third Progress."

„ 109, lines 18 and 19, for "First" read "Third Progress."

„ 187, after line 47, read—

“The President having reported that the Chairman of Committees had certified that the fair print of the Bill was in accordance with the Bill as reported, the Bill, on the motion of the Hon. M. Hervey, was read a third time and *passed.*”



SELECT COMMITTEES

APPOINTED DURING THE SESSION 1862-3.

1.—ELECTIONS AND QUALIFICATIONS.

Appointed (by President's Warrant) 11th November, 1862.

The Hon. S. G. Henty	The Hon. F. Robertson
R. C. Hope	C. Vaughan
H. Miller	B. Williams.
W. H. F. Mitchell	

2.—ADDRESS IN REPLY TO GOVERNOR'S SPEECH.

Appointed 11th November, 1862.

The Hon. T. H. Power	The Hon. M. Hervey
W. Hull	W. H. F. Mitchell (<i>Mover</i>).
H. Miller	

3.—LIBRARY (JOINT).

Appointed 11th November, 1862.

The Hon. The President	The Hon. T. H. Power
J. P. Fawkner	W. Hull.
T. T. a'Beckett	

4.—PRINTING.

Appointed 11th November, 1862.

The Hon. R. Thomson	The Hon. M. Hervey
C. Vaughan	W. Hull.
J. P. Fawkner	

5.—REFRESHMENT ROOMS (JOINT).

Appointed 11th November, 1862.

The Hon. S. G. Henty	The Hon. W. Highett
J. Stewart*	W. H. F. Mitchell (<i>Mover</i>).
B. Williams	

* The Hon. W. Hull was appointed 12th August, 1863, *vice* Hon. J. Stewart, deceased.

6.—PARLIAMENT BUILDINGS (JOINT).

Appointed 11th November, 1862.

The Hon. The President	The Hon. J. F. Strachan
G. W. Cole	J. Henty.
G. S. Coppin	

7.—STANDING ORDERS.

Appointed 11th November, 1862.

The Hon. The President T. H. Fellows M. Hervey	The Hon. F. Robertson T. T. a'Beckett.
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8.—RAILWAYS.

Appointed 16th December, 1862.

The Hon. T. T. a'Beckett J. McCrae W. Degraives W. H. F. Mitchell	The Hon. J. Henty C. Vaughan J. P. Fawkner (<i>Mover</i>).
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9.—EAST COLLINGWOOD IMPROVEMENT BILL.

Appointed (by Ballot) 21st April, 1863.

The Hon. J. P. Fawkner F. Robertson J. McCrae	The Hon. C. J. Jenner A. Fraser.
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10.—MARRIAGE OF HIS ROYAL HIGHNESS THE PRINCE OF WALES.

Appointed 21st May, 1863.

The Hon. J. P. Fawkner T. H. Fellows H. Miller	The Hon. M. Hervey W. H. F. Mitchell (<i>Mover</i>).
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11.—FORTIFICATIONS IN AND AROUND HOBSON'S BAY.

Appointed 11th August, 1863.

The Hon. J. F. Strachan W. Campbell J. P. Fawkner	The Hon. W. Degraives W. Hull G. W. Cole (<i>Mover</i>).
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12.—ADDRESS TO HIS EXCELLENCY SIR HENRY BARKLY.

Appointed 8th September, 1863.

The Hon. T. H. Power J. P. Fawkner S. G. Henty	The Hon. W. H. F. Mitchell M. Hervey (<i>Mover</i>).
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13.—RAILWAY MANAGEMENT BILL.

Appointed 10th September, 1863.

The Hon. J. P. Bear T. H. Fellows W. Highett T. H. Power W. H. F. Mitchell	The Hon. A. Fraser C. J. Jenner J. McCrae F. Robertson M. Hervey (<i>Mover</i>).
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VICTORIA.

LEGISLATIVE COUNCIL.

SESSION 1862-3.

WEEKLY REPORT OF DIVISIONS

IN

COMMITTEE OF THE WHOLE COUNCIL.

No. 1.

Extracted from the Minutes.

WEDNESDAY, 22ND APRIL, 1863.

ELECTORAL ACT AMENDMENT BILL.—LXV. Writs for the election of members to serve in the Legislative Council in all cases of vacancy therein whether by retirement in rotation or otherwise shall be issued by the "*President*" under his hand and seal for each province as occasion may require and if at the time of the occurrence of any such vacancy there be no President and the Council be not in session or if the President be absent from Victoria then such writ shall be issued by the Governor under his hand and the seal of the colony.

Motion made—That the word "*President*," in the third line of the above clause, be omitted, with a view to insert the word "*Governor*".—(*Hon. J. McCrae.*)

Question—That the word proposed to be omitted stand part of the question—put and negatived.

Question—That the word proposed to be inserted be so inserted—put.

Committee divided.

Contents, 10.
The Hon. G. W. Cole
J. P. Fawkner
W. Degraives
D. Kennedy
F. Robertson
H. Miller
Dr. Wilkie
W. Campbell
C. J. Jenner
J. McCrae (*Teller*).

Not Contents, 3.
The Hon. T. H. Power
W. H. F. Mitchell
J. F. Strachan (*Teller*).

VICTORIA.

LEGISLATIVE COUNCIL.

SESSION 1862-3.

WEEKLY REPORT OF DIVISIONS

IN

COMMITTEE OF THE WHOLE COUNCIL.

No. 2.

Extracted from the Minutes.

WEDNESDAY, 29TH APRIL, 1863.

No. 1.—PASSAGE BROKERS BILL.—Clause I.—No person whatever in Victoria shall directly or indirectly act as a passage broker in respect of passages from Victoria to any place out of the said colony coming under the operation of any proclamation from time to time issued by the Governor of the colony under the *Passengers Act* 1855 or shall sell or let or agree to sell or let or be in anywise concerned in the sale or letting of passages in any ship whether a passenger ship or otherwise proceeding from Victoria to any such place as aforesaid unless such person with two good and sufficient sureties to be approved by the emigration officer at the port nearest to the place of business of such person shall have previously entered into a joint and several bond in the sum of “one thousand” pounds to Her Majesty her heirs and successors according to the form contained in schedule A hereto annexed which bond shall be renewed on each occasion of obtaining such license as hereinafter mentioned and shall be in duplicate and one part thereof shall be deposited at the office in Melbourne of the immigration agent and the other part thereof with the emigration officer at the port nearest to the place of business of such person nor unless such person shall have obtained a license as hereinafter mentioned to let or sell passages nor unless such license shall then be in force and if any person shall offend in any particular against this enactment every person so offending shall for each offence be liable to a penalty not exceeding fifty pounds nor less than twenty pounds to be sued for and recovered as hereinafter mentioned Provided that there shall be excepted from the operation of this section the said immigration agent and any persons contracting with the Government of Victoria or acting under its authority and also any person acting as the agent of any passage broker in pursuance of an appointment made in the form prescribed by schedule F hereto annexed signed by such passage broker and countersigned by such emigration officer as aforesaid Provided further that the acts and defaults of any person acting under the authority or as agent of any passage broker shall for the purposes of this Act be deemed to be also the acts and defaults of such passage broker Provided also that nothing hereinbefore contained shall be held or construed to prevent the said emigration officer from accepting the bond of a guarantee society approved by the Governor in Council in lieu of the bond of two good and sufficient securities as aforesaid.

Motion made, that the words “one thousand,” in the ninth line of the above clause, be omitted, with a view to insert the words “five hundred.”—(*Hon. J. P. Fawcner.*)

Question—that the words proposed to be omitted stand part of the Bill—put.

Committee divided.

Contents, 8.
The Hon. J. F. Strachan

N. Black
T. H. Power
S. G. Henty
W. Degraives
W. Highett
Dr. Wilkie
W. H. F. Mitchell (*Teller*).

Not Contents, 7.

The Hon. C. J. Jenner
G. W. Cole
A. Fraser
J. P. Fawcner
H. Miller
J. McCrae
T. T. a'Beckett (*Teller*).

VICTORIA.

LEGISLATIVE COUNCIL.

SESSION 1862-3.

WEEKLY REPORT OF DIVISIONS

IN

COMMITTEE OF THE WHOLE COUNCIL.

No. 3.

Extracted from the Minutes.

WEDNESDAY, 6TH MAY, 1863.

No. 1.—LOCAL GOVERNMENT BILL.—Clause CLXXIX.—Every rate which the board of any district are by this Act authorised to make or levy shall be made or levied by them at yearly half yearly or such other periods less than a year as they shall think fit upon every person who occupies or if there be no occupier then upon the owner of any ratable property whatsoever within such district according to the full net annual value thereof and the said rates shall be vested in the board and shall be payable at such times as they shall appoint “*Provided that every person occupying otherwise than under any lease Crown lands for pastoral purposes only shall be rated in respect of the same in proportion of one third part only of such net annual value thereof as aforesaid*” Provided further that notwithstanding any of the provisions hereof whereby the owner of ratable property is to be rated to or to pay any rate on the default or instead of the occupier thereof the Crown shall not be rated to or pay any rate.

Motion made—That the words “*Provided that every person occupying otherwise than under any lease Crown lands for pastoral purposes only shall be rated in respect of the same in proportion of one third part only of such net annual value thereof as aforesaid*” occurring in the seventh and two following lines of the above clause be struck out.—(Hon. J. P. Fawkner.)

Question—That the words proposed to be struck out stand part of the clause—put.

Committee divided.

Contents, 17.
The Hon. W. H. F. Mitchell
T. H. Fellows
T. H. Power
B. Williams
S. G. Henty
T. T. a'Beckett
H. Miller
J. Henty
A. Fraser
W. Highett
F. Robertson
Dr. Wilkie
D. Kennedy
M. Hervey
C. Vaughan
W. Degraes
J. F. Strachan (*Teller*).

Not Contents, 4.
The Hon. G. W. Cole
J. P. Fawkner
J. McCrae
N. Black (*Teller*).

THURSDAY, 7TH MAY, 1863.

No. 2.—LOCAL GOVERNMENT BILL.—Proposed New Clause J to follow Clause CCCXV.—
The provisions of the said last-mentioned Act shall be and the same is hereby extended to every district and shire and in lieu of the fees thereby made payable on the registration of dogs the following fees shall be paid on such registration that is to say five shillings for one dog if only one be kept and ten shillings for every dog if more than one be kept.

Motion made and question put—That the above clause stand part of the Bill.—(*Hon. T. H. Fellows.*)

Council divided.

Contents, 14.
The Hon. The President
J. F. Strachan
W. Degraives
G. W. Cole
J. McCrae
F. Robertson
C. J. Jenner
Dr. Hope
W. Highett
Dr. Wilkie
T. H. Power.
A. Fraser
J. P. Fawkner
T. H. Fellows (*Teller*).

Not Contents, 7.
The Hon. N. Black
M. Hervey
J. Henty
W. H. F. Mitchell
S. G. Henty
B. Williams
T. T. a'Beckett (*Teller*).

VICTORIA.

LEGISLATIVE COUNCIL.

SESSION 1862-3.

WEEKLY REPORT OF DIVISIONS

IN

COMMITTEE OF THE WHOLE COUNCIL.

No. 4.

Extracted from the Minutes.

FRIDAY, 15TH MAY, 1863.

No. 1.—LOCAL GOVERNMENT BILL.—Clause CCXLVI.—No toll shall be demanded or taken by virtue of this Act of or “*from any member of either House of Parliament for any horse or private vehicle ridden or driven by him or for any private vehicle in which he shall be conveyed or of or*” from any of Her Majesty’s officers or soldiers being in proper staff or regimental or military uniform dress or undress for any horse ridden or any horse or carriage then employed by such officer or soldier upon or for Her Majesty’s service or returning from such employment or of or from any member of any corps of volunteers going to or returning from exercise as such for any horse ridden by such member or for any gun-carriage waggon or other vehicle belonging to any such corps or then being employed exclusively for the purposes of the same or returning from such employment and not otherwise employed or of or from any member of the police force being on actual duty or prisoner under the charge of such member of the police force or for any horse or carriage exclusively employed in carrying such member of the police force or prisoner or their baggage respectively or returning from such employment and not otherwise employed or of or from any minister of religion or of or from any person going to or returning from attending at a funeral or going to or returning from any place of worship on Sunday neither shall any toll be demanded or levied upon any animal or vehicle employed in carting manure Provided always that every such member as aforesaid of any volunteer corps or of the police force shall have his dress and accoutrements according to the regulations of such corps or force for the time being.

Motion made—That the words “*from any member of either House of Parliament for any horse or private vehicle ridden or driven by him or for any private vehicle in which he shall be conveyed or of or,*” occurring in the second and two following lines of the above clause, be left out.—(*Hon. J. P. Fawkner.*)

Question—That the words proposed to be left out be so left out—put.

Committee divided.

Contents, 9.
The Hon. S. G. Henty
T. H. Fellows
T. T. a’Beckett
N. Black
J. P. Fawkner
G. W. Cole
F. Robertson
W. Degraives
J. McCrae (*Teller*).

Not Contents, 4.
The Hon. W. H. F. Mitchell
W. Highett
J. Henty
A. Fraser (*Teller*).

No. 2.—LOCAL GOVERNMENT BILL.—Clause H.—*It shall be lawful for the board of any district or for the council of any shire by some person duly authorised by such board or council in that behalf to distrain and impound any cattle that may be found straying on any road within the boundaries of such district or shire if such road shall have a substantial fence on both sides "thereof" Provided that cattle travelling under the charge of any person or in course of travelling from one district of the colony to another district and being in the charge of any person shall not be considered stray cattle.*

Motion made—That the words "*and such cattle shall not belong to the occupier of the land on either side of such road*" be inserted after the word "*thereof*" in the fifth line of the above clause.—(*Hon. N. Black.*)

Question—That the words proposed to be inserted be so inserted—put.

Committee divided.

Contents, 6.
The Hon. W. Campbell
The President
J. Henty
S. G. Henty
J. P. Fawkner
N. Black (*Teller*).

Not Contents, 5.
The Hon. F. Robertson
A. Fraser
W. H. F. Mitchell
W. Highett
J. McCrae (*Teller*).

VICTORIA.

LEGISLATIVE COUNCIL.

SESSION 1862-3.

WEEKLY REPORT OF DIVISIONS

IN

COMMITTEE OF THE WHOLE COUNCIL.

No. 5.

Extracted from the Minutes.

THURSDAY, 21ST MAY, 1863.

No. 1.—INDUSTRIAL SCHOOLS BILL.—Clause I.—It shall be lawful for the Governor in Council to appoint such person as he may think fit to examine into and report to him upon the condition and regulations of any school or institution which has been or may hereafter be established by private persons as an industrial school in which children are clothed lodged and fed as well as taught and if such school or other institution shall from such report appear to the Governor to be useful and efficient for its purpose it shall be lawful for the Governor in Council to declare by proclamation to be published in the *Government Gazette* such school an industrial school for males or females to which children may be sent in pursuance of this “Act” Provided that no industrial school so proclaimed under this Act shall be proclaimed a reformatory school but nothing herein contained shall be held to prevent any such schools being under the same managers and in the same building so as the inmates of each school are kept separate Provided also that the Governor in Council by any proclamation published as aforesaid may close such industrial school and thereupon such school shall cease to be an industrial school according to the provisions of this Act.

Motion made—That the words “*Provided that no school shall be proclaimed under this Act which shall not be available equally for all persons of whatsoever denomination and that no such school shall be proclaimed within a distance of ten miles of each other provided also that facilities shall be given for the giving of religious instruction to the inmates of such persons as the parents or guardians of such inmates shall appoint,*” be inserted in the ninth line of the above clause after the word “Act.”—(Hon. M. Hervey.)

Question—that the words proposed to be inserted be so inserted—put.

Committee divided.

Contents, 15.

The Hon. N. Black
T. H. Fellows
G. W. Cole
J. Heuty
B. Williams
S. G. Henty
C. J. Jenner
A. Fraser
W. Degraives
W. Campbell
M. Hervey
The President
J. McCrae
J. P. Fawkner
T. T. a'Beckett (*Teller*).

Not Contents, 5.

The Hon. J. F. Strachan
W. Highett
H. Miller
F. Robertson
W. H. F. Mitchell (*Teller*).

VICTORIA.

LEGISLATIVE COUNCIL.

SESSION 1862-3.

WEEKLY REPORT OF DIVISIONS

IN

COMMITTEE OF THE WHOLE COUNCIL.

No. 6.

Extracted from the Minutes.

WEDNESDAY, 27TH MAY, 1863.

No. 1.—LOCAL GOVERNMENT BILL.—New Clause L.—*It shall be lawful for the board of any district or for the council of any shire by some person duly authorised by such board or council in that behalf to distrain and impound any cattle that may be found straying on any road within the boundaries of such district or shire if such road shall have a substantial fence on both sides thereof "and such cattle shall not belong to the occupier of the land on either side of such road."*

Motion made—That the words "*and such cattle shall not belong to the occupier of the land on either side of such road,*" occurring in the fifth and following line of the above clause, be omitted.—(*Hon. F. Robertson.*)

Question—That the words proposed to be omitted stand part of the clause—put.

Committee divided.

Contents, 7.

The Hon. M. Hervey
W. Highett
H. Miller
Dr. Wilkie
W. Campbell
T. H. Power
N. Black (*Teller*).

Not Contents, 15.

The Hon. T. T. a'Beckett
C. J. Jenner
F. Robertson
C. Vaughan
W. Degraives
W. J. T. Clarke
W. H. F. Mitchell
Dr. Hope
The President
A. Fraser
J. McCrae
J. P. Fawcner
B. Williams
J. Henty
J. F. Strachan (*Teller*).

VICTORIA.

LEGISLATIVE COUNCIL.

SESSION 1862-3.

WEEKLY REPORT OF DIVISIONS

IN

COMMITTEE OF THE WHOLE COUNCIL.

No. 7.

Extracted from the Minutes.

TUESDAY, 9TH JUNE, 1863.

No. 1.—MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—Clause XL.—So much of the ninety-first section of the Act of the Governor and Legislative Council of New South Wales made and passed in the sixth year of the reign of Her present Majesty intituled “*An Act to incorporate the Inhabitants of the Town of Melbourne*” as enacts that no by-law shall be of any force until a copy of the same shall have been published in one or more newspapers published in the said town for at least one week shall be and the same is hereby repealed and instead thereof Be it enacted that the publication of any by-law of the said city or town as the case may be shall be sufficient if made by the insertion of the same three times within the week preceding the date of such by-law coming into force in one or more newspapers published in the said city or town as the case may be.

Motion made and question put—That the above clause stand part of the Bill.

Committee divided.

Contents, 13.

The Hon. S. G. Henty
A. Fraser
J. Henty
T. T. a’Beckett
G. W. Cole.
W. Campbell
M. Hervey
Dr. Hope
T. H. Power
W. Highett
The President
Dr. Wilkie
T. H. Fellows (*Teller*).

Not Contents, 7.

The Hon. C. J. Jenner
J. P. Bear
W. H. F. Mitchell
W. Degraives
J. P. Fawkner
H. Miller
J. F. Strachan (*Teller*).

No. 2.—MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—Clause XLI.—And for the more equitable distribution of the cost of carrying out the provisions of the various Acts relating to the corporations of the said city and town respectively Be it enacted that the second proviso to section fourteen of an Act made and passed in the eighth year of the reign of Her Majesty Queen Victoria intituled “*An Act to amend an Act passed in the sixth year of the reign of Her present Majesty intituled ‘An Act to incorporate the Inhabitants of the Town of Melbourne’*” which relieves premises untenanted or occupied by servants solely for the care of the same for a specified period from the payment of rates shall be and the same is hereby repealed.

Motion made and question put—That the above clause stand part of the Bill.

Committee divided.

Contents, 5.
 The Hon. J. P. Bear
 C. J. Jenner
 J. P. Fawkner
 T. H. Fellows
 J. Henty (*Teller*).

Not Contents, 12.
 The Hon. M. Hervey
 T. H. Power
 G. W. Cole
 Dr. Hope
 W. Degraives
 W. Highett
 A. Fraser
 W. H. F. Mitchell
 H. Miller
 Dr. Wilkie
 J. F. Strachan
 W. Campbell (*Teller*).

FRIDAY, 12TH JUNE, 1863.

No. 3.—IMMIGRATION BILL.—Clause IV.—It will be the duty of the emigration commissioners to promote emigration especially from the United Kingdom to Victoria and to consult with and advise the agent-general upon all matters relating thereto but the agent-general shall not "*be bound by any*" such advice and if he dissent therefrom it will be his duty forthwith to transmit to the Governor in Council a statement of the advice so tendered to him and of his reason for declining to adopt the same.

Motion made—That the words "*be bound by any*," occurring in the fourth line of the above clause, be omitted with a view of inserting the words "*act without or against*."—(*Hon. T. H. Fellows*).

Question—That the words proposed to be omitted stand part of the Bill—put
 Committee divided.

Contents, 3.
 The Hon. W. H. F. Mitchell
 W. Highett
 J. F. Strachan (*Teller*).

Not Contents, 16.
 The Hon. The President
 M. Hervey
 T. H. Power
 W. Degraives
 G. W. Cole
 W. J. T. Clarke
 C. Vaughan
 J. P. Bear
 H. Miller
 S. G. Henty
 J. P. Fawkner
 W. Campbell
 T. T. a'Beckett
 A. Fraser
 J. Henty
 T. H. Fellows (*Teller*).

No. 4.—IMMIGRATION BILL.—Clause VII.—The agent-general with the advice of the emigration commissioners may from time to time nominate for the approval of the Governor in Council agents not exceeding in the whole five in number in such towns of the United Kingdom as the Governor in Council may from time to time direct and it will be the duty of such agents to encourage so far as in them lies emigration to Victoria and to superintend the shipping of emigrants thereto and to carry into effect such instructions as they may from time to time receive from the agent-general "*and they may with his consent and subject to his confirmation employ sub-agents for the selection of emigrants*" and such agents may be removed by the Governor in Council from time to time as may be.

Motion made—That the words "*and they may with his consent and subject to his confirmation employ sub-agents for the selection of emigrants*," occurring in the seventh and following line of the above clause, be omitted.—(*Hon. T. H. Fellows*).

Question—That the words proposed to be omitted stand part of the Bill—put.
 Committee divided.

Contents, 10.
 The Hon. G. W. Cole
 J. F. Strachan
 J. Henty
 W. Highett
 J. P. Bear
 W. H. F. Mitchell
 W. J. T. Clarke
 A. Fraser
 J. P. Fawkner
 T. T. a'Beckett (*Teller*).

Not Contents, 7.
 The Hon. The President
 W. Campbell
 M. Hervey
 S. G. Henty
 W. Degraives
 T. H. Power
 T. H. Fellows (*Teller*).

No. 5.—IMMIGRATION BILL.—Clause VIII.—Every such agent shall be entitled to receive exclusive of his travelling expenses a yearly salary of five hundred pounds or of such less sum as the Governor in Council may from time to time direct and “*every sub-agent shall be entitled to receive such fees as the agent-general with the advice of the emigration commissioners may direct not exceeding however the sum of one pound for each emigrant approved by the agent-general (not nominated under any regulations issued under this Act) and landed in Victoria and one moiety of such fees shall be payable upon the departure of such emigrant and the other upon his arrival in Victoria and upon his approval by the immigration agent Provided that*” such salaries and fees shall be derived from the fund appropriated to immigration by “*The Land Act 1862.*”

Motion made—That the words “*every sub-agent shall be entitled to receive such fees as the agent-general with the advice of the emigration commissioners may direct not exceeding however the sum of one pound for each emigrant approved by the agent-general (not nominated under any regulations issued under this Act) and landed in Victoria and one moiety of such fees shall be payable upon the departure of such emigrant and the other upon his arrival in Victoria and upon his approval by the immigration agent Provided that*” occurring in the third and six following lines of the above clause be omitted.—(Hon. T. H. Fellows).

Question—That the words proposed to be omitted stand part of the Bill—put.

Committee divided.

Contents, 5.

The Hon. G. W. Cole
J. P. Bear
A. Fraser
J. F. Strachan
W. H. F. Mitchell (*Teller*).

Not Contents, 8.

The Hon. The President
M. Hervey
T. H. Power
S. G. Henty
W. Campbell
J. P. Fawkner
W. Degraives
T. H. Fellows (*Teller*).

VICTORIA.

LEGISLATIVE COUNCIL.

SESSION 1862-3.

WEEKLY REPORT OF DIVISIONS

IN

COMMITTEE OF THE WHOLE COUNCIL.

No. 8.

Extracted from the Minutes.

TUESDAY, 11TH AUGUST, 1863.

No. 1. MELBOURNE AND GEELONG CORPORATIONS ACTS AMENDMENT BILL.—Clause LII.—It shall be lawful for the councils of the said city and town respectively to lease demise and to farm let the rents tolls fees and dues lawfully leviable in all the public markets and abattoirs established or which may be established within the said city and town respectively and also all buildings erected or to be erected on the several market and abattoir sites which heretofore have been or hereafter may be granted or reserved to the use of the corporations of the mayor aldermen councillors and citizens of the city of Melbourne or the mayor aldermen councillors and burgesses of the town of Geelong as the case may “be” Provided that no lease or letting of such rents tolls rates fees dues or buildings shall be for a longer period than five years.

Motion made and question put—That after the word “be,” in the ninth line of the above clause, the following words be inserted, “for market purposes and to lease the whole or any portion of such lands on building leases for the erection thereon of buildings suitable for market purposes and according to a plan to be approved by the Board of Land and Works and to be referred to in such lease at such rentals for such periods and subject to such conditions as the said councils respectively shall think fit but such power of leasing shall not apply to the land mentioned in schedule B to this Act.”—(Hon. T. H. Fellows.)

Committee divided.

Contents, 11.
The Hon. T. H. Power
W. H. F. Mitchell
T. T. a'Beckett
M. Hervey
J. P. Bear
C. J. Jenner
W. Hull
W. Highett
Dr. Wilkie
Dr. Hope
T. H. Fellows (*Teller*).

Not Contents, 5.
The Hon. J. Henty
W. Degraives
J. P. Fawkner
G. W. Cole
J. F. Strachan (*Teller*).

No. 2. MERCANTILE LAW AMENDMENT BILL.—Clause I.—From and after the passing of this Act any agent who shall thereafter be intrusted with the possession of goods or of the documents of title to goods shall be deemed and taken to be owner of such goods and documents so far as to give validity to any contract or agreement by way of pledge lien or security *bonâ fide* made by any person with such agent so intrusted as aforesaid as well for any original loan advance or payment made upon the security of such goods or documents as also for any further or continuing advance in respect thereof and such contract or agreement shall be binding upon and good against the owner of such goods and all other persons interested therein notwithstanding the person claiming such pledge or lien may have had notice that the person with whom such contract or agreement is made is only an agent.

Motion made and question put—That the above clause stand part of the Bill.—(*Hon. T. H. Fellows*).

Committee divided.

Contents, 9.
 The Hon. J. P. Bear
 Dr. Wilkie
 T. H. Power
 A. Fraser
 W. Highett
 W. Hull
 W. H. F. Mitchell
 J. McCrae
 T. H. Fellows (*Teller*).

Not Contents, 6.
 The Hon. J. F. Strachan
 T. T. a'Beckett
 F. Robertson
 W. Degraives
 J. P. Fawkner
 W. Campbell (*Teller*).

VICTORIA.

LEGISLATIVE COUNCIL.

SESSION 1862-3.

WEEKLY REPORT OF DIVISIONS

IN

COMMITTEE OF THE WHOLE COUNCIL.

No. 9.

Extracted from the Minutes.

WEDNESDAY, 19TH AUGUST, 1863.

No. 1. ELECTORAL ACT 1863 AMENDMENT BILL.—Clause XVII.—The twenty-eighth section of the said recited Act shall be and the same is hereby repealed.

Motion made—That the above Clause be struck out.—(*Hon. M. Hervey.*)

Question—That the Clause proposed to be struck out stand part of the Bill—put.

Committee divided.

Contents, 11.

The Hon. J. Henty
T. H. Power
J. P. Bear
T. H. Fellows
W. Highett
W. H. F. Mitchell
W. Degraives
W. Campbell
D. Kennedy
J. P. Fawkner
J. F. Strachan (*Teller*).

Not Contents, 5.

The Hon. G. W. Cole
F. Robertson
C. J. Jenner
A. Fraser
M. Hervey (*Teller*).

VICTORIA.

LEGISLATIVE COUNCIL.

SESSION 1862-3.

WEEKLY REPORT OF DIVISIONS

IN

COMMITTEE OF THE WHOLE COUNCIL.

No. 10.

Extracted from the Minutes.

TUESDAY, 24TH AUGUST, 1863.

No. 1.—REAL PROPERTY ACT AMENDMENT BILL.—New Clause B.—The twelfth section of the said Act shall be and the same is hereby repealed and the grants of all waste lands remaining unalienated from the Crown on the day on which this Act shall come into operation shall be in duplicate and in addition to proper words of description shall contain a diagram of the land thereby granted on such scale as the Governor in Council may have already directed or may from time to time hereafter direct and shall be delivered “to the grantee named therein or at the request of such grantee” to the Registrar-General who shall register the same in manner mentioned in the said Act but no grant from the Crown which has been or shall be made upon or subject to any trusts declared thereby shall hereafter be delivered to the Registrar-General under the said Act.

Motion made—That the words “to the grantee named therein or at the request of such grantee,” occurring in the seventh line of the above clause, be struck out.—(Hon. W. Campbell.)

Question—That the words proposed to be omitted stand part of the clause—put.

Committee divided.

Contents, 6.

The Hon. The President
J. F. Strachan
T. T. a'Beckett
W. H. F. Mitchell
Dr. Wilkie
T. H. Fellows (*Teller*).

Not Contents, 13.

The Hon. W. Hull
T. H. Power
F. Robertson
J. P. Bear
D. Kennedy
W. Campbell
W. Degraives
G. W. Cole
J. P. Fawcner
A. Fraser
B. Williams
W. Highett
M. Hervey (*Teller*).

VICTORIA.

LEGISLATIVE COUNCIL.

SESSION 1862-3.

WEEKLY REPORT OF DIVISIONS

IN

COMMITTEE OF THE WHOLE COUNCIL.

No. 11.

Extracted from the Minutes.

WEDNESDAY, 9TH SEPTEMBER, 1863.

VOLUNTEER CORPS BILL.—Proposed New Clause A.—That every Volunteer of Victoria that faithfully and truly serves three years shall for that period and any longer service receive ten acres of land per year subject to the certificate of the officer in command that he has attended regularly and performed his duty efficiently.

Motion made and question put—That the above clause stand part of the Bill.—(*Hon. J. P. Fawkner.*)

Committee divided.

Contents, 10.

The Hon. N. Black
T. H. Power
J. McCrae
J. P. Fawkner
W. Hull
W. Highett
H. Miller
C. J. Jenner
B. Williams
T. T. a'Beckett (*Teller*).

Not Contents, 12.

The Hon. The President
C. Vaughan
D. Kennedy
W. Campbell
W. Degraives
M. Hervey
G. W. Cole
J. F. Strachan
A. Fraser
F. Robertson
J. P. Bear
T. H. Fellows (*Teller*).

1862-3.

VICTORIA.

CARGOES AT PIERS AND WHARVES.

RETURN TO AN ORDER OF THE LEGISLATIVE COUNCIL.

THE HONORABLE G. W. COLE.—16TH DECEMBER, 1862.

LAI D ON THE COUNCIL TABLE BY THE HONORABLE W. H. F. MITCHELL, 3RD MARCH,
AND ORDERED BY THE COUNCIL TO BE PRINTED, 10TH MARCH, 1863.

RETURNS from 30th June, 1860, to 30th June, 1862;—

- (1.) The Number and Tonnage of Vessels that have discharged Cargo into Lighters in Hobson's Bay.
 - (2.) A similar Return for Government Pier at Williamstown.
 - (3.) A similar Return for Government Pier, Sandridge.
 - (4.) A similar Return for Hobson's Bay Railway Pier, distinguishing Sea-going Steamers.
 - (5.) A similar Return of the Wharves, Melbourne, distinguishing Number and Tonnage of Lighters, Sea-going Steamers, and Steamers inside the Heads.
 - (6.) A similar Return for the Port of Geelong.
-

By Authority:

JOHN FERRES, GOVERNMENT PRINTER, MELBOURNE.

RETURNS.

RETURN of the Number and Tonnage of Vessels that discharged Cargo at the undernamed Stations during the half-year ended 31st December, 1860.

Whence.	Where discharged.											
	Hobson's Bay into Lighters.		Williamstown.		Sandridge Old Pier.		Melbourne and Hobson's Bay Railway Pier.					
	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.	Sailing Vessels.		Sea-going Steamers.		Total.	
							No.	Tonnage.	No.	Tonnage.	No. of Vessels.	Tonnage.
Foreign Ports	60	41,189	31	26,914	46	21,906	60	61,291	..	..	60	61,291
Inter-colonial Ports	128	30,406	23	7,839	57	13,109	15	3,218	66	25,466	81	28,684
Coastwise ...	29	2,527	3	183	2	294	4	414	..	..	4	414
Totals ..	217	74,122	57	34,936	105	35,309	79	64,923	66	25,466	145	90,389

Customs, Williamstown,
18th December, 1862.

J. MACFARLANE,
L.S. & T.I.
THOS. DRYBURGH.

RETURN of the Number and Tonnage of Vessels that discharged Cargo at the undernamed Stations during the half-year ended 30th June, 1861.

Whence.	Where discharged.											
	Hobson's Bay into Lighters.		Williamstown.		Sandridge Old Pier.		Melbourne and Hobson's Bay Railway Pier.					
	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.	Sailing Vessels.		Sea-going Steamers.		Total.	
							No.	Tonnage.	No.	Tonnage.	No. of Vessels.	Tonnage.
Foreign Ports	56	34,406	20	13,238	37	16,357	43	40,330	..	..	43	40,330
Inter-colonial Ports	106	26,460	16	5,120	39	9,200	12	2,507	75	28,320	87	30,827
Coastwise ..	60	3,359	6	711	3	188	3	369	..	..	3	369
Totals ..	222	64,225	42	19,069	79	25,745	58	43,206	75	28,320	133	71,526

Customs, Williamstown,
18th December, 1862.

J. MACFARLANE,
L.S. & T.I.
THOS. DRYBURGH.

RETURN of the Number and Tonnage of Vessels that discharged Cargo at the undernamed Stations during the half-year ended 31st December, 1861.

Whence.	Where discharged.											
	Hobson's Bay into Lighters.		Williamstown.		Sandridge Old Pier.		Melbourne and Hobson's Bay Railway Pier.					
	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.	Sailing Vessels.		Sea-going Steamers.		Total.	
							No.	Tonnage.	No.	Tonnage.	No. of Vessels.	Tonnage.
Foreign Ports	104	71,549	33	26,375	42	25,555	66	65,739	..	..	66	65,739
Inter-colonial Ports	117	39,105	8	1,293	30	7,019	34	9,980	70	26,513	104	36,493
Coastwise ..	73	4,691	6	676	2	119	3	270	..	..	3	270
Totals ..	294	115,345	47	28,344	74	32,693	103	75,989	70	26,513	173	102,502

Customs, Williamstown,
18th December, 1862.

J. MACFARLANE,
L.S. & T.I.
THOS. DRYBURGH.

RETURN of the Number and Tonnage of Vessels that discharged Cargo at the undernamed Stations during the half-year ended 30th June, 1862.

Whence.	Where discharged.											
	Hobson's Bay into Lighters.		Williamstown.		* Sandridge Old Pier.		Melbourne and Hobson's Bay Railway Pier.					
	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.	Sailing Vessels.		Sea-going Steamers.		Total.	
							No.	Tonnage.	No.	Tonnage.	No. of Vessels.	Tonnage.
Foreign Ports	35	21,335	24	20,031	49	22,250	53	59,000	1	674	54	59,674
Inter-colonial Ports	109	38,577	27	15,343	46	14,560	17	5,735	66	25,746	83	31,481
Coastwise ..	28	1,668	6	400	2	83	8	273	..	..	8	273
Totals ..	172	61,580	57	35,774	97	36,893	78	65,008	67	26,420	145	91,428

Customs, Williamstown,
18th December, 1862.

J. MACFARLANE,
L.S. & T.I.
THOS. DRYBURGH.

RETURN, showing Number and Register Tonnage of Vessels berthed at Melbourne Wharves during each half-year, commencing 1st July, 1860, to 30th June, 1862; distinguishing Sailing Vessels, Sea-going Steamers, Lighters, and Bay Steamers.

Date.		Sailing Vessels.		Sea-going Steam Vessels.		Lighters.		Bay Steamers.	
From.	To.	Number.	Register Tonnage.	Number.	Register Tonnage.	Number.	Register Tonnage.	Number.	Register Tonnage.
1st July, 1860	31st Dec., 1860	842	68,663	149	28,336	431	63,655	286	129,428
1st Jan., 1861	30th June, 1861	709	56,597	144	25,327	273	39,741	286	129,428
1st July, 1861	31st Dec., 1861	839	91,588	154	25,864	450	68,136	286	129,428
1st Jan., 1862	30th June, 1862	673	56,201	135	24,622	305	46,119	286	129,428
Totals ..		3,063	273,049	582	104,149	1,459	217,651	1,144	517,712

Harbor Office,
Melbourne, 15th January, 1863.

ALEX. CAMPBELL,
Harbor Master.

62 | 4754.

No. 1.

PORT OF GEELONG.

RETURN, showing Number and Tonnage of Vessels which have discharged Cargoes into Lighters at Point Henry during each half-year, from 1st July, 1860, to 30th June, 1862, as under:—

Half-year ending 31st December, 1860.		Half-year ending 30th June, 1861.		Half-year ending 31st December, 1861.		Half-year ending 30th June, 1862.		Total.	
No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
12	4,904	4	1,774	5	2,262	Nil	Nil	21	8,938

J. GUTHRIE, Collector.

Custom House, Geelong,
10th December, 1862.

62 | 4754.

No. 2.

PORT OF GEELONG.

RETURN, showing the Number and Tonnage of Vessels that have discharged their Cargoes into Lighters in Geelong Harbor during each half-year, from 1st July, 1860, to 30th June, 1862.

Nil.

J. GUTHRIE, Collector.

Custom House, Geelong,
12th December, 1862.

PORT OF GEELONG.

RETURN, showing the Number and Tonnage of Vessels that have discharged Cargo at the Geelong Wharves, distinguishing Lighters, Sea-going Steamers, and Steamers inside the Heads, during each half-year, from 1st July, 1860, to 30th June, 1862, as under, viz. :—

Vessels.	Half-year ending 31st Dec., 1860.		Half-year ending 30th June, 1861.		Half-year ending 31st Dec., 1861.		Half-year ending 30th June, 1862.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Lighters ..	102	5,030	81	3,957	102	5,296	87	3,725	372	18,008
Inside Steamers	312	38,064	193	25,015	135	21,060	135	20,655	775	104,794
Sea Steamers ..	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil.
Other Vessels ..	129	22,166	104	12,858	90	16,257	75	10,680	398	61,961
Totals ..	543	65,260	378	41,830	327	42,613	297	35,060	1545	184,763

MEM.—The above does not include timber or produce traders under general transire.

Custom House, Geelong,
12th December, 1862.

J. GUTHRIE,
Collector.

VICTORIA.

DEFENCES OF PORT PHILLIP.

RETURN TO AN ORDER OF THE LEGISLATIVE COUNCIL.

THE HONORABLE W. HULL, 13TH MAY, 1863.

LAI'D ON THE COUNCIL TABLE BY THE HONORABLE W. H. F. MITCHELL, AND ORDERED
BY THE COUNCIL TO BE PRINTED, 20TH MAY, 1863.

COPIES of any Despatches which may have been received from Mr. Childers subsequent to his letter dated London, 27th October, 1862, addressed to the Honorable the Treasurer, in reference to a communication with His Grace the Duke of Newcastle, dated 13th October, 1862, relative to the Defences of Port Phillip.

17 Prince's Gardens, London (W.),
26th November, 1862.

DEAR SIR,

I have not yet received from the Duke of Newcastle any reply to my letter of the 13th October, the copy of which I sent you by the last mail; but I understand that I may expect to see him on the subject in a few days.

I have at present nothing further to communicate with respect to the defences of Port Phillip.

I am, &c., &c.,

The Hon. W. C. Haines,
Melbourne.

(Signed) HUGH C. E. CHILDERS.

17 Prince's Gardens, London (W.),
26th February, 1863.

DEAR SIR,

In compliance with your request, that I should obtain for you information as to the best manner in which the cupola vessels, recommended in my letter of the 27th October last, might be taken out to Melbourne, I enclose a letter addressed to me by Capt. Coles, R.N., and an estimate and tracing handed to me by Messrs. Laird, Brothers.

I am, &c., &c.,

The Hon. William C. Haines,
Treasurer, Melbourne.

(Signed) HUGH C. E. CHILDERS

Birkenhead Iron Works,
Birkenhead, 26th February, 1863.

DEAR SIR,

In reply to your note of _____, relating to the approximate estimate we gave to you through Captain Cowper Coles, R.N., in September last, for two classes of iron-clad cupola vessels, we would state—

(1.) That the models of both classes would be so designed as to be seaworthy and manageable in any weather, and in no respect resemble the *Monitor*.

(2.) As we understand that draught of water is not of much importance, we advise increasing the draught of water of the small class to twelve or thirteen feet, and the large class to sixteen or eighteen feet.

(3.) The iron hulls of both the classes of vessels proposed would be quite strong enough to make the voyage to Australia, when fitted with the armor plating of the sides and the cupolas.

(4.) That the masts, rigging, sails, ropes, ship chandlery, and general outfit of stores, provided for in the design, is intended to be sufficient to fit the vessel for sea.

The sides of this class of vessels are, however, lower than is usual for sea-going ships for long voyages. We would therefore consider it necessary for the comfort and protection of the crew for so long a voyage, to make the bulwarks of a more permanent character than would be actually necessary for coast or harbor service; and in addition to this, for the smaller class, marked as No. 1 in the approximate estimate of September, to fit a light weather deck and bulwarks at the height of the top of cupolas.

And for the larger class, marked as No. 2 in the estimate of September, to fit either a weather deck or top-gallant fore-castle, which, perhaps, would be sufficient for this class, as she would, from her size, be higher out of the water than the other.

These extra fastenings to the bulwarks and the beams, for the light deck and fore-castle, can be so fitted as to be easily removed when the vessel arrives at her destination, and when so removed she would be ready for service.

We think that the approximate estimates we gave in September will include the cost of thus preparing the vessels to leave England for their voyage to Australia.

The expense of sending the vessels out would depend, to some extent, whether it was decided to send them out under sail alone, or partly under sail and partly under steam, using the steam as auxiliary for getting clear of the Channel and crossing the line, and finally approaching the coast.

The latter course would be the best, in our opinion, as being more expeditious, and perhaps safer. The exact expense is not easy to estimate until details are settled, but we should put it down, for the small class, at about £2000 if the voyage be made under sail alone, and about £3000 to £3500 using steam as auxiliary.

The large class would be about one-half more.

We enclose a tracing which will explain generally the style of vessel proposed for the smaller class, No. 1.

The red line about the height of the cupolas shows the light weather deck for the passage out.

We would add, that we have no doubt of being able to carry out the building of one or more vessels in a manner that will give satisfactory results.

We remain, &c., &c.,

H. C. E. Childers, Esq.

(Signed)

LAIRD, BROTHERS.

SIR,

25th February, 1863.

In reply to your queries, I have much pleasure in sending you my views relative to sending these vessels out to Australia.

If the smaller class of vessel is preferred, I would suggest that she should be completed with her armour, cupolas, and all her fittings; and, as it is a long voyage, that a deck should be thrown over the cupolas by means of angle irons or beams riveted on to the ordinary bulwarks. She should be fully rigged and sent out under sail, merely using the screw on emergencies.

She will require from thirty to forty men, depending on the number required for engine.

The expense, if sent out as a sailing vessel, would be approximately—

							£
	Captain	...	...	...	...	...	100
	Three officers	...	...	...	...	...	150
	Twenty-five men	...	...	...	...	...	300
	Provisions	...	...	...	...	...	300
	Insurance, £3 3s. per cent.	...	...	...	...	...	1,000
Extra, if steam is used—							
	Engineer	...	...	...	...	...	54
	Second Engineer	...	...	...	...	...	42
	Third Engineer	...	...	...	...	...	36
	Fourth Engineer	...	...	...	...	...	30
	Twelve Firemen	...	...	...	...	...	144
	Assuming that she fills up coal at St. Vincent	...	...	...	...	...	1,000
							<u>£3,156</u>

She might go out under sail only when the screw would be unshipped.

The larger vessel, for which you had an estimate, would go out without any extra deck.

Excuse these hurried notes.

Believe me, &c., &c.,

(Signed)

COWPER P. COLES.

1862-3.

VICTORIA.

P E N S I O N S

TO

RESPONSIBLE MINISTERS:

REGULATIONS AND CORRESPONDENCE CONNECTED THEREWITH.

LAI D ON THE COUNCIL TABLE BY THE HONORABLE W. H. F. MITCHELL, 14TH MAY, 1863,
AND ORDERED BY THE COUNCIL TO BE PRINTED, 27TH MAY, 1863.

At the Government House, Melbourne. The Sixth day of November, 1862.

PRESENT :

His Excellency the Governor.
Mr. O'Shanassy, Mr. Haines, Mr. Mitchell.

WHEREAS, by the Constitution Act, the amount of all pensions and retiring allowances to the persons who might, after the time the said Act should come into operation, accept any of the offices hereinafter mentioned, and who on political grounds might retire or be released from any such office, must be granted in accordance with regulations to be framed by the Governor and Executive Council, so that the same should, so far as might be, accord with the provisions in the said Act referred to in that behalf.

Now therefore His Excellency the Governor, by and with the advice of the Executive Council, doth by this present Order frame the Regulations following (that is to say):—

I. No pension to be granted to any person in respect of his having served in any one or more of the offices of Colonial Secretary or Chief Secretary, Attorney-General, Treasurer, Commissioner of Public Works, Collector of Customs or Commissioner of Trade and Customs, and Surveyor-General or Commissioner of Crown Lands and Survey, shall exceed the sum of one thousand pounds per annum; nor shall any such pension be granted to any person unless he shall have held one or more of the said offices for a period of not less than two years in the whole, either uninterruptedly or at different times; nor shall any more or greater number than four such pensions hereafter to be granted be existing or in force at the same time.

II. No pension to be granted to any person in respect of his having served in the office of Solicitor-General shall exceed the sum of seven hundred pounds per annum, nor shall any such pension be granted to any person unless he shall have held the said office for a period of not less than five years in the whole, either uninterruptedly or at different times; nor shall any more or greater number than one such last mentioned pension be existing or in force at the same time.

III. Inasmuch as the principle of the regulations for granting allowances of this nature is, and ought to be, founded on a consideration not only of the services performed by the individual to the state, but of the inadequacy of his private fortune to maintain his station in life, therefore whenever any person shall seek to obtain any one of the pensions before mentioned, his application for that purpose shall be made in writing to the Governor, to which the applicant shall subscribe his name, and which shall contain not only a statement of the services performed by him, and the grounds on which such pension is claimed, but a specific declaration that the amount of his income from other sources is so limited as to bring him within the intent and meaning of this order; and the principle above declared; and without such declaration, no pension as hereinbefore provided or authorised shall be granted.

IV. Nothing in this Order contained shall extend or be construed to extend to give any person an absolute right to compensation for past services.

And the Honorable William Clarke Haines, Her Majesty's Treasurer for Victoria, shall give the necessary directions herein accordingly.

(Signed) J. H. KAY,
Clerk of the Executive Council.

In drawing this order, I have followed the very words of the English Act, except so far as the language of an Order in Council must of necessity differ from that of an Act of Parliament.

This is clearly the safest way to make the Regulations "accord, so far as may be," with the prescribed model.

(Signed) T. H. F.

SIR,

Chief Secretary's Office,
Melbourne, 25th June, 1862.

I have the honor to request that you will be so good as inform me—

1. Are the pensions^b to Cabinet Ministers, under the 4th and 5th Wm. IV., chapter 24, uniformly paid at the amounts named in the Act (£2000 a year), or graduated according to either the length of service or the necessities of the persons receiving them?

2. The number of pensions paid to Cabinet Ministers is fixed by this Act at four. A doubt has arisen whether this means four in all, or four to each Cabinet Office.

I enclose a report of the Pensions Committee,* which is the ground of the present application for information on the subject.

I have, &c.,
(Signed) JNO. O'SHANASSY.

The Hon. H. C. E. Childers, M.P.,
&c., &c., &c.

SIR,

17, Prince's Gardens, London (W.),
26th August, 1862.

On the receipt of your letter of the 25th June last, No. 1366 G.B., I made personal inquiries at the Treasury on the subject of the existing practice as to the pensions of Cabinet Ministers, and on the 16th instant I addressed to the Secretary of the Treasury a formal letter requesting a reply to your two questions.

I have now the honor to enclose, in original, Mr. Hamilton's answer, and the regulation which accompanied it. I also enclose the Pensions Account for the year ending the 31st March, 1862, being Part No. 32 of the "Finance Accounts," presented to Parliament during the last session.

I have, &c., &c.,
(Signed) HUGH C. E. CHILDERS.

To the Honorable John O'Shanassy,
Chief Secretary, Melbourne.

[Enclosure to No. 2.]

SIR,

Treasury Chambers,
18th August, 1862.

I have laid before the Lords Commissioners of Her Majesty's Treasury your letter of the 16th instant, and I am desired by their Lordships to transmit, for the information of the Government of Victoria, the enclosed copy of the "Existing Arrangements for the Grant of Allowances on retirement from the different branches of the Civil Service;" and I am to state, in reply to the questions contained in your letter, that there is no instance of a pension of a less amount than £2000 a year being granted to a "Great Officer of State," and that no more than four of such pensions can be in existence at the same time.

I am, &c., &c.,
(Signed) GEO. A. HAMILTON.

H. C. E. Childers, Esq., M.P.,
&c., &c., &c.,
17, Prince's Gate.

* The printed paper enclosed was the Report of the Select Committee of the Legislative Assembly of Victoria, Session 1861-2, and was not ordered to be printed by the Legislative Council.

34, Temple Court, 28th October, 1862.

I have read the Report and the Draft (proposed) Report of the Committee, and the evidence appended to the former, and have again (more attentively than I had previously) read the 51st section of the Constitution Act, as well as the statute 4 and 5 W. 4, c. 24, and have come to the conclusion that the latter contains (in the phraseology of our Constitution Act, as well as of the Imperial statute) the following "Regulations":—

1. A classification of offices.
2. A limitation of the number of pensions.
3. A limitation of the amount of them.
4. The period of service before receiving them.
5. A declaration of insufficiency of means.
6. A provision that pensions cannot be claimed as a right.

The Governor in Council is required to frame regulations which "shall, so far as may be, accord with the provisions of" the 4 and 5 W. 4, and when they are framed "the amount of all such pensions shall be granted in accordance with" them. These regulations must be framed, not in a manner which may be supposed to be best suited to our particular circumstances, but upon a prescribed model; they "shall, so far as may be, accord with" (not in the general purview, but) "the provisions of the" English statute. In other words, where we can, we must follow the latter.

I will now proceed to point out how, in my opinion, the Imperial Act is to be followed; and, in passing, I may remark that, when I gave evidence before the committee, I had not, until I was asked specific questions, had my attention directed to any but general matters.

As regards a classification of offices, I think it ought to be made. The first class in the English statute corresponds "so far as may be" with the officers in Schedule D, Part 3, except the Solicitor-General. I make this exception, in order that our first class, like that in England, may contain only chiefs of departments, of whom the Solicitor-General is not one. Neither class can comprise any of the recently created officers, such as Postmaster-General and Commissioner of Railways, because they are not named in the schedule, and it is only to those named that pensions can be legally granted. The Solicitor-General, for the reason given for excluding him from the first, will be the only officer in the second class. The English statute presents the analogy of the President and Vice-President of the Board of Trade, and I think the Attorney and Solicitor-General here may not inaptly be compared to them, as two superintendents of the same department or branch of the service. As we have no officers analogous to the Under Secretaries, we cannot of course have more than two classes, and that number will "accord, so far as may be," with the model.

As regards the number of pensions, we can follow literally the English Act, and I am of opinion that it will be the safer course to do so. At any rate, if the number is departed from, so as to endeavor to make the number of offices and pensions bear a relative proportion to each other, we should have here *three* pensions for six offices, because in the English Act there are *four* pensions for *eight* offices. But proportion is no feature of the English Act, because in the second class there are *two* pensions for *two* offices, viz., the Irish and War Secretaries.

As regards the amount of pensions, it is clearly necessary to limit that.

If the amount were left at large, and the number only provided for, the regulation would not accord "so far as may be" with the English Act, as a pension of £3000 per annum might then be granted to one, and £1000 divided among the other three; whereas, the pensions of each class must not exceed a specific (and that the same) sum for each officer in the class. Assuming four to be the number of pensions in the first class, the amount of £1000 per annum at once suggests itself as the limit. We cannot in that respect literally follow the English Act, as £4000, on the English basis of "amount," would only supply two pensions, and I am not prepared to say that it would be illegal to take the "amount" as our guide; and though that would make the "salary" and the "pension" equal in amount, it would not on that account be illegal, for we find precisely the same thing in the case of the President of the Board of Trade, whose salary and pension are both £2000 per annum. The circumstance just referred to also shows that the pension bears nothing like a fixed proportion to the salary, as does the fact that the salary of the Vice-President of the Board of Trade is equal to that of the President, while his pension is only £1200. We cannot follow both number and amount; and though it would be legal to follow either, it will probably be expedient to take the former rather than the latter. As to the period of service, the declaration of insufficiency of means, and the provision that no pension can be claimed as a right, the English Act can be literally followed with the exception—applicable alike to all the regulations—of the mere change of language necessary to adapt the words of an Act to those of an Order in Council.

The fact of being a member of the Cabinet in England, or Executive Council in this colony, in no way affects the question of pensions.

Mr. Cardwell, when Secretary for Ireland, was, I believe, in the Cabinet, though that officer is not always so, and the office itself is in the second class. Again, the Postmaster-General in England is always a member of the Cabinet, but has no pension at all. Similarly, here, the Solicitor-General is usually, but not always, a member of the Executive Council, for Mr. Adamson was not so.

As to the second class, the number of pensions should be *one*, for the *one* officer comprised it. There are *two* for the *two* officers in the second class in England, and the amount is a sum which equals seven-tenths of that of the first class. A regulation to that effect will "accord, so far as may be, with the" English Act.

Without, therefore, venturing to assert that there is only one mode of framing the regulations, or that one part of the English Act may not be followed in preference to another—such, for instance, as the English amount rather than the English number of pensions—I am of opinion that the provisions I have suggested will be legal.

I should add, that I have given this opinion at the request of Mr. Haines, personally, and not officially, or "for or in expectation of any fee, gain, or reward."

(Signed) THO. HOWARD FELLOWS.

EXISTING ARRANGEMENTS FOR THE GRANT OF ALLOWANCES ON
RETIREMENT FROM THE DIFFERENT BRANCHES OF THE CIVIL
SERVICE IN 1862.—(GREAT BRITAIN AND IRELAND.)

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MEMORANDUM RELATIVE TO THE VARIOUS SCALES, ACCORDING TO WHICH RETIRED OR SUPERANNUATED ALLOWANCES ARE AWARDED TO THOSE OFFICERS WHO DO NOT COME UNDER THE ORDINARY PROVISIONS OF THE SUPERANNUATION ACTS; TOGETHER WITH THE TREASURY MINUTE OF 14TH JUNE, 1859, REGULATING THE GRANT OF RETIRED AND COMPENSATION ALLOWANCES UNDER 22 VICT., C. 26.

GREAT OFFICERS OF STATE.

The Act of 57 Geo. III. c. 65 empowered the Crown to grant pensions to the Great Officers of State; and the Superannuation Act, 4 and 5 Will. IV. c. 24, reduced the amount of those pensions, as follows :

The 1st class from	£3000	to	£2000	per annum.
The 2nd	„	£2000	to	£1400
The 3rd	„	£1500	to	£1200
The 4th	„	—	£1000	„

THE FIRST CLASS INCLUDES

The First Lord of the Treasury,
The Secretaries of State,
The Chancellor of the Exchequer,
The First Lord of the Admiralty,
The President of the Board of Control, and
The President of the Board of Trade.

The period of service to entitle any of the persons holding the said offices to a pension in this class must not be less than two years in the whole, either uninterruptedly or at different times, nor can there be more than four such pensions granted at the same time.

THE SECOND CLASS COMPRISES

The Chief Secretary for Ireland, and
The Secretary at War.

One or both of these offices must be held, uninterruptedly or at different times, for a period of not less than five years, to give claim to a pension in this class, nor can there exist more than two pensions of this description at the same time.

THE THIRD CLASS COMPRISES

The Two Secretaries of the Treasury,
The First Secretary of the Admiralty, and
The Vice-President of the Board of Trade.

One or more of these offices must be held for five years, either uninterruptedly or at different times, to give claim to a grant of a pension in this class, nor can more than four pensions of this description exist at the same time.

THE FOURTH CLASS COMPRISES

The Under Secretaries of State,
The Second Secretary to the Admiralty,
The Secretaries to the India Board,
The Clerk of the Ordnance.

One or more of these offices must be held for a period of ten years in the whole, either uninterruptedly or at different times, before a pension can be claimed in this class, and no more than six pensions of this description can exist at one time.

In the event of any one of these Officers of State serving in more than one of the said offices where the pension is less than £2000 per annum, he would be entitled to a pension of the higher class, whenever he completed ten years, provided he should have served during a period of three years in the higher class. And in case the service of any such person in any class of those offices should not be sufficient to entitle him to the pension of that class, he would be entitled to a pension not exceeding £1000, provided the period of his aggregate services in that and any inferior class or classes or department of the public service amounts to ten years. Provided also, that there be not more than the aforesaid number of pensions to that amount existing at the same time.

The officer who applies for the benefit of any of these pensions must state the grounds upon which he makes his claim, accompanied by a declaration that his income is so limited as to require it.

JUDGES OF SUPERIOR COURTS.—ENGLAND.

To the Lord High Chancellor of Great Britain, an annuity or pension of £5000 per annum may be granted under the Acts of 39 Geo. III. c. 110, and 2 and 3 Will. IV. c. 111.

The pensions hereafter mentioned may be granted to the under-mentioned officers from the Consolidated Fund, provided they shall have held office for the period of fifteen years, or shall be afflicted with some permanent infirmity disabling them from the execution of the duties of their offices, which must be distinctly recited in the grant.

To the two additional Judges appointed by the Act of 5 Vict. c. 5, to assist the Lord Chancellor, and to be styled Vice-Chancellors, an annuity or pension of £3500.

To the Master of the Rolls, an annuity or yearly pension of £3750, under the provisions contained in the Acts of 39 Geo. III. c. 110; 53 Geo. III. c. 153; and 6 Geo. IV. c. 84.

To the Lord Chief Justice of the Court of Queen's Bench, an annuity or pension of £4000, under the provisions contained in the Acts of 39 Geo. III. c. 110; 53 Geo. III. c. 153; and 6 Geo. IV. c. 82.

To the Chief Justice of the Court of Common Pleas, an annuity or pension of £3750, under the provisions contained in the Acts of 39 Geo. III. c. 110; 53 Geo. III. c. 153; and 6 Geo. IV. c. 84.

The Chief Baron of the Court of Exchequer, an annuity or pension of £3700, under the provisions contained in the Acts of 39 Geo. III. c. 110; 53 Geo. III. c. 153, and 6 Geo. IV. c. 84.

To the Lords Justices of the Court of Appeal in Chancery, an annuity or pension of £3750, under the provisions contained in the Act of 14 and 15 Vict. c. 83.

To the Puisne Judges of the Courts of Queen's Bench and Common Pleas, and the Barons of the Exchequer, an annuity or pension of £3500, under the provisions contained in the Acts of 39 Geo. III. c. 110; 53 Geo. III. c. 153; 6 Geo. IV. c. 84.

To the Judge of the High Court of Admiralty, an annuity or yearly sum not exceeding £2000, under the provisions of the 7th section of the Act of the 3rd and 4th Vict. c. 66, on the condition that, if the grantee of any such annuity shall hold any office of profit under Her Majesty, he shall be entitled to receive so much only of the said annuity as, together with the salary and profits of such other office, shall not exceed £2000.

COUNTY COURT JUDGES.—ENGLAND.

By the 15th section of the Act 15 and 16 Vict. c. 54, it is enacted, "That it shall be lawful for the Lord Chancellor to recommend to the Commissioners of Her Majesty's Treasury that there shall be paid out of the Consolidated Fund to such of the Judges of the County Courts as shall be afflicted with some permanent infirmity, disabling him from the due execution of his office, and shall be desirous of resigning the same, an annuity or clear yearly sum of money for the term of his life, not exceeding two-thirds of the yearly salary to which such Judge shall be entitled at the time of presenting his petition."

MASTERS IN CHANCERY.—ENGLAND.

The 50th section of the Act 3 and 4 Will. IV. c. 94, is as follows:—"Whereas by the Act of 46 Geo. III. c. 128, s. 2, it is provided among other things that it shall be competent to the Lord Chancellor to order an annuity or clear yearly sum of £1500 to be paid to any of the eleven Masters in Ordinary of the High Court of Chancery who shall have been a Master in Ordinary for the term of 20 years, or who shall be afflicted with some permanent infirmity disabling him from the due execution of his duty, or who shall be desirous of resigning the same: And whereas it is expedient that such allowances should not be made to any of such Masters hereafter to be appointed, in respect of length of service, but only in case of permanent infirmity and disability: Be it therefore enacted, that no Master in Ordinary appointed after the passing of this Act shall receive, or be entitled to receive, any annuity or allowance whatsoever in respect only of length of service."

OTHER OFFICERS OF THE COURT OF CHANCERY.—ENGLAND.

The 19th section of the Act of 5 and 6 Vict. c. 103 enacts, that it shall be lawful for the Lord Chancellor, by an order made on a petition, to order, if he shall think fit, to be paid to any person executing the office of Clerk of Enrolments in Chancery, Clerk of Records and Writs, or Taxing Master, under this Act, who shall be affected with some permanent infirmity disabling him from the due execution of his office, or shall have continued in his office during a period of twenty years, and shall be desirous of resigning the same, an annuity not exceeding two-thirds of the salary such person shall be entitled to at the time of presenting such petition; provided always, that the time during which any person appointed under this Act, or to be hereafter appointed to the offices of Clerk of Enrolments in Chancery, Clerk of Records and Writs, or Taxing Master, shall have been a six clerk, sworn clerk, waiting clerk, or agent, shall be added to the time during which such person shall be Clerk of Enrolments, &c.

The 46th section of the Act of 15 and 16 Vict. c. 87 provides, that it shall be lawful for the Lord Chancellor, by any order as above stated, to order (if he shall think fit) to be paid to any person, now or hereafter holding any office in the Court of Chancery, other than that of Clerk of Enrolments, Clerk of Records and Writs, or Taxing Master, such allowance as the Commissioners of Her Majesty's Treasury may think proper, according to the principles laid down in the Act of 4 and 5 Will. IV. c. 24.

In addition to the provisions contained in the above-mentioned Act, the 5th section of the Act of 10 and 11 Vict. c. 97 enacts, that it shall be lawful for the Lord Chancellor, with the consent of the Commissioners of Her Majesty's Treasury, to order retiring allowances to be granted to the clerk, assistant clerk, and second assistant clerk of affidavits, and to the chief junior and copying clerk to the Master in Ordinary of the Court of Chancery, in the event of their being afflicted with permanent infirmity, not exceeding two-thirds of their salary.

No period of service is specified in this Act.

OFFICERS OF THE SUPERIOR COURTS OF COMMON LAW.—ENGLAND.

1 Vict. c. 30.

As regards the masters, clerks, and messengers in the Superior Courts of Common Law at Westminster, appointed under the provisions of the Act of 1 Vict. c. 30, it is enacted, by the 21st section of the said Act, "that every person appointed or to be appointed, under the provisions of this Act, as a master of the said courts respectively, or as a clerk or messenger in the offices of any such masters, and who are entitled to, and has received, compensation or salary in respect of the office formerly held by him, under the Act hereinbefore mentioned (11 Geo. IV. and 1 Will. IV. c. 58), or under that or any other Act regulating or relating to his office or situation, who shall hereafter resign

his office or situation, giving two months' notice in writing of such resignation to the Lord Chief Justice or Lord Chief Baron of the Court to which he shall belong, shall be entitled to receive during his life such annual sum as the Commissioners of Her Majesty's Treasury shall think proper to fix and appoint, not exceeding in any case the net annual value of the office or situation formerly held by him, and not being less in any case than three-fourths thereof, provided such annual sum shall exceed the superannuation allowance to be ascertained as hereinafter mentioned; and every person appointed or to be appointed to any situation as aforesaid under this Act, where such annual sum shall amount to a less sum than the superannuation allowance to be ascertained as hereinafter mentioned, or who was not entitled to and has not received compensation in respect of any former office held by him under the provisions of the said Act, and who shall hereafter resign his office or situation, with the sanction and under the authority of the Lord Chief Justice or Lord Chief Baron of the Court to which he shall belong, in consequence of his being incapable, from infirmity in mind or body, to discharge the duties thereof, shall be entitled to receive such superannuation allowance as the said Commissioners of Her Majesty's Treasury shall think proper to direct; and in ascertaining and awarding the amount of such superannuation allowance, the said Commissioners shall take into consideration the whole period during which any such person shall have been permanently employed in any office or situation in any of the said Courts, or in any other public office or situation, prior to the passing of this Act, and shall proceed according to the principles laid down in the Act of 4 and 5 Will. IV. c. 24."

SCOTLAND.

JUDICIAL PENSIONS.

The Act of 48 Geo. III. c. 145, empowers Her Majesty to grant unto any person who shall have executed the office of the Lord President of the Courts of Session, the Lord Justice Clerk, the Chief Baron of the Court of Exchequer, or of any Judge or Lord of Session, or of any Lord Commissioner of Justiciary, or Baron of the Exchequer, an annuity or pension not exceeding three-fourths of the salary appertaining to each office: provided he shall have continued in one or more of the said offices for the period of fifteen years, or shall be afflicted with some permanent infirmity disabling him from executing the duties of his office.

SHERIFF'S SUBSTITUTE.—SCOTLAND.

1 and 2 Vict. c. 119.

The sixth section of this Act empowers Her Majesty to grant an annuity, payable in like manner as salaries to Sheriff's Substitute, to any person who has held, or now holds, or may hereafter hold, the office of Sheriff's Substitute, if from old age or any permanent infirmity, such person shall be disabled from the due exercise of his office; such allowance not to exceed the following proportions of his salary:—

Service not less than 10 years,	allowance not to exceed one-third.
„ „ 15 years,	„ „ two-thirds.
„ „ 20 or upwards,	„ „ three-fourths.

By the thirty-eighth section of 16 and 17 Vict., c. 80, power is given to the Commissioners of Her Majesty's Treasury to grant the above pensions. The Treasury is also empowered by this section to grant pensions to Sheriffs upon the same terms.

IRELAND.

JUDICIAL PENSIONS.

The Lord Chancellor of Ireland may be granted an annuity or pension of £3692 6s. 1d., under the authority of the Act of 40 Geo. III., c. 69, equivalent to £4000 late Irish currency.

The Master of the Rolls may be granted an annuity or pension of £3045 13s. 1d., under the provisions of the Acts of 55 Geo. III., c. 114, and 40 Geo. III., c. 69.

To the Chief Justice of the Court of Queen's Bench, an annuity or pension of £3507 13s. 10d. may be granted under the provisions of the Acts of 40 Geo. III., c. 69, and 54 Geo. III., c. 95.

To the Chief Justice of the Court of Common Pleas, and Chief Baron of the Court of Exchequer, an annuity or pension of £3046 3s. 1d. may be granted under the above-mentioned Acts.

To the Puisne Judges of the Courts of Queen's Bench and Common Pleas, and the Barons of the Exchequer, an annuity or pension of £2400 may be granted under the above-mentioned Acts.

The pensions to the Judges of the several Law Courts cannot be claimed until after a period of fifteen years' service, unless upon the grounds of ill health.

MASTERS IN CHANCERY.—IRELAND.

The Masters in Chancery in Ireland are entitled, by the Act of 4 Geo. IV., c. 61, s. 37, to an annuity or pension, according to the following scale, viz.:—

After 10 years' service, and not exceeding 20,	an annuity not exceeding £923 1s. 6d.
After 20 years' service, and not exceeding 25,	an annuity not exceeding £1384 14s. 4d.
After 25 years' service, and not exceeding 30,	an annuity not exceeding £1846 3s. 1d.
After 30 years' service or more,	£2307 13s. 10d.

Pensions may be granted after twenty years' service, without requiring the production of medical certificates. After ten years' service, pensions may be granted on the ground of ill health.

OTHER OFFICERS OF THE COURT OF CHANCERY.—IRELAND.

The thirty-eighth section Act of 13 and 14 Vict., c. 89, is as follows:—"Whereas it is just that a retiring allowance should be provided for the officers of the Court of Chancery in Ireland: Be it enacted, that if any such officer, who shall have executed the duties of his office under the said court for the term of twenty years, shall, by petition to the Lord Chancellor, express his desire to be allowed to retire, it shall and may be lawful for the Lord Chancellor, by and with the consent of the Commissioners of Her Majesty's Treasury, to direct the payment to such officer, during his life, of an annuity as retiring allowance not exceeding two-thirds of his salary and emoluments; provided that if any such officer shall, after his appointment, and before he shall have completed the term of twenty years, become afflicted with any permanent infirmity of mind or of body, disabling him from the due execution of the duties of his office, it shall be lawful to direct the payment of such annuity as the Lord Chancellor and the Commissioners of Her Majesty's Treasury shall think just and reasonable, on his resigning his office, or on an order being made for his removal on account of such disability, which order the Lord Chancellor is empowered to make; such annuity, in any case, not to exceed two-thirds of the salary and emoluments of the office; provided also, that if any officer of the said court already appointed, or who may hereafter be appointed, shall prior to such appointment have permanently discharged the duties of an assistant officer or clerk in the said court, it shall be lawful, in calculating the term of twenty years, to allow one year for every two years during which such officer shall have previously discharged the duties of such assistant officer or clerk."

Under the 39th section it is enacted, that the assistant clerk in each of the Master's Offices, and also every other clerk of the court holding his office during good behaviour, not being an officer of the court, who shall resign his office with the sanction and under the authority of the Lord Chancellor, or who shall be removed therefrom by the Lord Chancellor, in consequence of his being permanently incapable, from infirmity of body or of mind, to discharge the duties, shall be entitled to receive such superannuation allowance as the Commissioners of Her Majesty's Treasury may direct, according to the principles laid down by the Act of 4 and 5 Will. IV. c. 24.

OFFICERS OF THE SUPERIOR COURTS OF COMMON LAW.—IRELAND.

7 and 8 Vict. c. 107.

The 34th section of this Act recites the 15th section of 4 and 5 Will. IV. c. 34, and enacts, that after the passing of this Act (7 and 8 Vict. c. 107), every officer, assistant, or clerk appointed, retained, or employed under its provisions, or who shall be hereafter retained, or who shall resign his office or situation therein, with the sanction of the Lord Chief Justice or Lord Chief Baron of the Court to which he shall belong, in consequence of his being incapable, from infirmity of body or mind, to discharge the duties thereof, shall be entitled to receive such a superannuated allowance as the Commissioners of Her Majesty's Treasury shall think proper to direct, according to the principles laid down in the Act of 4 and 5 Will. IV., c. 24.

ASSISTANT BARRISTERS.—IRELAND.

21 and 22 Vict. c. 88.

By the 1st section of this Act it is provided, that it shall be lawful for Her Majesty to grant to any person who shall have executed the office of Assistant Barrister, and who shall have resigned the same, an annuity not exceeding two-thirds of the annual salary or salaries, or emoluments to which the person so resigning shall have been entitled immediately before his resignation, provided such officer shall have continued in his office 20 years, or be afflicted with some permanent infirmity disabling him from the due execution of his office.

DIPLOMATIC PENSIONS.

2 and 3 Will. IV. c. 116.

It is provided by this Act that the whole annual charge for the Diplomatic Service of the country, including salaries, allowances, and pensions, shall not exceed the sum of £180,000.

No specific portion of this sum is allotted to Pensions; but the Treasury has considered it to be its duty to take care that, in sanctioning the grant of pensions to diplomatic servants on the recommendation of the Secretaries of State, the liabilities incurred for this branch of the expenditure do not form too large a proportion of the whole charge, with reference to the probable requirements of the effective service.

The 6th section defines the conditions under which Diplomatic Pensions may be granted, and enacts that no new Diplomatic Pension shall exceed £1700 per annum to any one person of the first class, £1300 per annum to any one in the second class, £900 per annum to any one person of the third class, and £700 per annum to any one person of the fourth class; and that such pensions shall only be so granted under the following regulations and restrictions, viz.:

1. That no Diplomatic Pension whatever shall be granted to any person until the expiration of fifteen years from the date of his first commission, nor unless he shall have actually served ten years.
2. That no person shall be qualified to receive a pension of the first class, unless he shall have actually resided three years as Ambassador at some Foreign Court.
3. That no person shall be qualified to receive a pension of the second class, who shall not have actually resided five years as Envoy Extraordinary and Minister Plenipotentiary at some Foreign Court.
4. That no person shall be qualified to receive a pension of the third class, who shall not have actually resided five years as Minister Plenipotentiary or Minister Resident at some Foreign Court.
5. That pensions in the remaining class shall not exceed £700 per annum, under the same conditions as to time of residence.

The 7th section enacts, that all Diplomatic Pensions shall be subject to forfeiture, in case of the refusal of the person holding the same to undertake any mission of equal or higher rank than that in respect of which such pension may have been granted; and to suspension or abatement in any case in which the person holding the same shall be appointed to any office of profit under the Crown.

IRISH CONSTABULARY AND DUBLIN METROPOLITAN POLICE.

The following rules were laid down by the Act 10 and 11 Vict. c. 100, entitled "An Act to regulate the Superannuation Allowances of the Constabulary Force in Ireland, and the Dublin Metropolitan Police."

CONSTABULARY SUPERANNUATION FUND.

The 2nd section of the Act authorises an abatement being made of £2 per cent. from the pay and salaries of the several Magistrates heretofore appointed and of the Inspector-General, Deputy Inspector-General, Assistant Inspector-General, County Inspectors, Sub-Inspectors, Officers, Head Constables, or Sub-Constables, heretofore appointed or hereafter to be appointed, except the Receiver and Paymasters; and the sums so deducted are to be applied from time to time, as occasion may require, for the payment of such superannuation allowances or gratuities, as may be, or may have been awarded; and in case the sums so deducted shall amount to a larger sum than may be required to pay the amount at any time due or payable on such superannuations, pensions, and gratuities, the excess shall be paid into the Consolidated Fund.

SCALE OF SUPERANNUATION FOR HEAD OR OTHER CONSTABLES OR SUB-CONSTABLES.

Superannuation allowances may be granted by the Treasury under the 3rd section, according to the following scale; provided that, in each case, unless the age of the party shall exceed 60 years, a medical certificate shall be produced, certifying that such person is unable, from mental or bodily infirmity, to perform his duty, and provided that, in every case, the inspector of the county, or other superior officer, shall also certify that such party has served with diligence and fidelity.

IF APPOINTED PREVIOUSLY TO THE 22ND OF JULY, 1847, THE DATE OF THE ACT OF 10 AND 11 VICT., c. 100.

After 15 years' service, and under 20, a sum not exceeding two-thirds of the salary.

After 20 years, a sum not exceeding the whole of the salary.

IF APPOINTED SUBSEQUENTLY TO THE 22ND JULY, 1847.

After 15 years' service, and under 20, any sum not exceeding one-half of the salary.

After 20 years' service, and under 25, any sum not exceeding two-thirds of the salary.

After 25 years' service, and under 30, any sum not exceeding three-fourths of the salary.

After 30 years' service, any sum not exceeding the whole of the salary.

OFFICERS.

Under the 4th section of the Act, superannuation allowance may be granted by the Treasury as hereinafter mentioned upon the recommendation of the Lord Lieutenant, supported by a certificate from the Inspector-General, or in the case of the Inspector-General's superannuation, then on the certificate of the Chief Secretary of the Lord Lieutenant, that the person has served, with diligence and fidelity—supported by a medical certificate when the age shall not exceed 60 years,—

TO ANY MAGISTRATE, INSPECTOR-GENERAL, DEPUTY INSPECTOR-GENERAL, ASSISTANT INSPECTOR-GENERAL, COUNTY INSPECTOR, OR SUB-INSPECTOR OF THE CONSTABULARY FORCE APPOINTED PREVIOUSLY TO THE 22ND JULY, 1847.

After 15 years' service, and less than 20, a sum not exceeding two-thirds of the salary.

For above 20 years', an annual sum not exceeding the whole of the salary.

Section 2 of 16 and 17 Vict., c. 60, directs the certificate of diligence and fidelity, in the case of a magistrate, to be furnished by the Chief Secretary instead of the Inspector-General.

OFFICERS (EXCLUDING MAGISTRATES) APPOINTED SUBSEQUENTLY TO THE 22ND JULY, 1847.

Above 15 years' service, and less than 20, a sum not exceeding one-half of the salary.

Above 20 years' service, and less than 30, a sum not exceeding two-thirds of the salary.

Above 30 years' service, and less than 40, a sum not exceeding three-fourths of the salary.

Above 40 years' service, a sum not exceeding the whole of the salary.

Magistrates appointed subsequently to the 22nd of July, 1847, have by Treasury Warrant been placed under the provisions of the Superannuation Act.

DUBLIN METROPOLITAN POLICE.

The 10th section of the Act of 10 and 11 Vict., c. 100, empowers the Treasury, on the recommendation of the Lord Lieutenant, supported by the certificates required in the cases of officers and men of the Constabulary Force, to grant superannuation allowances to any divisional or other justice, receiver, clerk, or other person, not being a constable or sub-constable, appointed previously to the 22nd of July, 1847, provided an abatement of £2 per cent. shall have been made from their salaries, according to the following scale:—

Above 15 years' service, a sum not exceeding two-thirds of the salary.

Above 20 years' service, a sum not exceeding the whole of the salary.

The cases of divisional or other justices, &c., appointed since the 22nd July, 1847, have been placed on the schedule of the Superannuation Act of 4 and 5 Will. IV., c. 24.

The constables, &c., in the service of the Dublin Metropolitan Police, are dealt with according to the scale laid down for constables, &c., of the constabulary, and pay the abatement of £2 per cent.

LONDON METROPOLITAN POLICE.

2 and 3 Vict., c. 47.

By the 21st section, the commissioners, surgeon, receiver, and clerks, are subjected to all the provisions of the 4 and 5 Will., c. 24.

By the 22nd and 23rd sections, provision is made for establishing a Superannuation Fund, by making an abatement from the salaries of the constables at the rate of £2 10s. per cent., for the payment of such superannuation allowances or gratuities as may be ordered by the Secretary of State, at any time to any of the constables of this force, subject to the following conditions, and not exceeding the following proportions, viz. :—

If he shall have served with diligence and fidelity for 15 years, and less than 20, an annual sum not more than one-half of his pay.

20 years, or upwards, an annual sum not more than two-thirds of his pay.

Provided that, if he shall be under 60 years of age, it shall not be lawful to grant any such allowance, unless upon the certificate of the Commissioner of Police that he is incapable, from infirmity of mind or body, to discharge the duties of his office. Provided also, that if any constable shall be disabled by any wound or injury received in the actual execution of the duty of his office, it shall be lawful to grant him any allowance not more than the whole of his pay; but nothing herein contained shall be construed to entitle any constable absolutely to any superannuation allowance, or to prevent him from being dismissed without superannuation allowance.

CEYLON.

SUPERANNUATION SCALES.

JUDICIAL PENSIONS.

The following is an extract from a Minute dated "Colonial Secretary's Office, Colombo, 5th December, 1846" :—

A judge who is unable, after 15 years' service, to discharge the duties of his office, will be entitled to a pension not exceeding one-half his salary; such pension, however, will not be increased in consequence of prolonged service beyond 15 years.

After 7 years' service and less than 15 years, a judge may retire on a pension not exceeding one-fourth of his salary, on producing a medical certificate showing that he is incapable of performing the duties of his office.

No pension will be granted for services of less than 7 years' duration.

No judge will be held to have an absolute right to compensation for past services; and no pension will be granted without the authority of Her Majesty's Government, in order to obtain which, a certificate of service and age, together with the grounds upon which the judge may seek to retire, must be submitted to the Secretary of State.

In consideration of the claim to pensions being thus established for the judges of the Supreme Court at Ceylon, an abatement, at the rate of 5 per cent., will be made from their salaries from the 14th September, 1846.

CIVIL SERVICE.—CEYLON.

SCALE OF PENSIONS.

The term "Civil Service" is held to exclude "Government Clerks, the Clergy, and Teachers."

The following is an extract from the Minute issued from the Colonial Secretary's Office, at Colombo, and dated the 3rd July, 1845 :—

"The pensions of the Civil Servants, appointed prior to 1832, will be regulated by the rules hitherto in force.*"

"A Civil Servant appointed subsequently to 1832 will be entitled to a pension according to the following rates; and, under restrictions founded upon the provisions of the Superannuation Act of the 4th and 5th Will. IV., c. 24, medical certificates will be required where the age of the officer seeking to obtain a pension is less than 55 years."

An abatement of 5 per cent. was authorized to be made from the salaries of every Civil Servant appointed since 1832, from the 14th February, 1845.

SCALE.

- For 15 years' service, and less than 20, a pension equal to four-twelfths of the salary.
- For 20 years' service, and less than 25, a pension equal to five-twelfths of the salary.
- For 25 years' service, and less than 30, a pension equal to six-twelfths of the salary.
- For 30 years' service, and less than 35, a pension equal to seven-twelfths of the salary.
- For 35 years' service, and upwards, a pension equal to eight-twelfths of the salary.

* Under the regulations alluded to, an abatement of 10 per cent. was made from the salaries of officers on the establishment at Ceylon. Fixed sums were granted to officers holding certain situations by way of pensions on retirement. Thus, after eight years' service, the Secretary to the Governor of Ceylon might be granted an annual retired allowance of £700. The President of the Board of Revenue, or any public officer receiving a salary of £2000, might be awarded a retired allowance of £600. When the salary amounted to £1000, a retired allowance of £400 could be granted, and all other pensions were regulated as follows:

At the termination of 12 years, a retired allowance of £400.
At the termination of 15 years, a retired allowance of £500.
At the termination of 18 years, a retired allowance of £600.

After which period, the pension might be advanced to the amount of the pension attached to the highest situation the officer might attain to.

THE CLERGY AND TEACHERS.—CEYLON.

The benefits of the above scale, together with the payment of 5 per cent., were authorized to be extended to all the clergy and ministers of the Christian religion in Ceylon receiving stipends from the public treasury, and to the masters of the superior schools; with the modification, however, that a pension not exceeding three-twelfths of the salary may be granted to any clergyman or schoolmaster who may be compelled to retire after 10 years' service, but under 15 years, on the ground of ill health.

GOVERNMENT CLERKS.

The scale sanctioned for Government clerks is similar to that approved of for the Civil Service. The names of the several officers are inserted in a printed list, which includes, with certain exceptions, all officers not receiving a salary of less amount than £25 per annum.

The Ceylon abatements on account of superannuation were abolished by Treasury Minute of 10th January, 1869.

CEYLON PENSIONS.

MINUTE BY THE GOVERNOR.

1. Under instructions from the Right Honorable the Secretary of State, His Excellency the Governor is pleased to direct that the following rules respecting pensions to the public servants of this colony be published for general information.

2. Subject to the exceptions and provisions hereinafter contained, all public servants on the fixed establishment of the island, drawing a salary of £25 and upwards, shall be entitled to pensions as follows:—

To any person who shall have served ten years and upwards, and under eleven years, an annual allowance of fifteen-sixtieths of the annual salary of his office.

For eleven years, and under twelve years, an annual allowance of sixteen-sixtieths of such salary. And in like manner, a further addition to the annual allowance of one-sixtieth in respect of each additional year of such service, until the completion of a period of service of thirty-five years, when the annual allowance of forty-sixtieth may be granted; and no addition shall be made in respect of any service beyond thirty-five years.

3. The surveyor general, assistant surveyors, and draftsmen shall be entitled to pensions as follows:—

To any person who shall have served ten years and upwards, and under eleven years, an annual allowance of twenty-sixtieths of the annual salary of his office.

For eleven years and under twelve years, an annual allowance of twenty-one-sixtieths of such salary. And in like manner a further addition to the annual allowance of one-sixtieth in respect of each additional year of such service, until the completion of a period of service of thirty years, when the annual allowance of forty-sixtieths may be granted; and no addition shall be made in respect of any service beyond thirty years.

4. Any public servant of the colony already or to be hereafter elevated to the office of Governor of Ceylon, shall, on his retirement from that office, be entitled to the same pension as if he had continued to hold the office which he vacated when he was appointed Governor, and (supposing him not to be fifty-five years of age) as if he had retired from ill health: Provided that if there shall be offered to any such ex-Governor, being under the age of fifty-five years, any public office or situation under the Crown, which having reference as well to the state of his health as to the nature of his previous services, such ex-Governor may, in the judgment of the Lords Commissioners of Her Majesty's Treasury, be properly called upon to accept; it shall be competent to the said Lords Commissioners to declare that the pension of such ex-Governor shall be suspended, either during his tenure of such office or situation, in case he shall accept the same; or, in case of his non-acceptance, until he shall attain the age of fifty-five years.

5. The pensions of the Judges of the Supreme Court are not affected by this Minute. They will, in all respects, continue to be regulated by the Minute of the 5th December, 1846.

6. In case of the elevation of the Queen's Advocate to the Bench of the Supreme Court, half of his period of service as Queen's Advocate shall be reckoned towards his pension.

7. No public servant will be held to have an absolute right to compensation for past services, or to any pension under this Minute, and Government will retain power and authority to dismiss any public servant without compensation.

8. No pension will be granted to any public servant without the authority of Her Majesty's Government, in order to obtain which, certificates of service, age, good conduct, and of the ground of retirement, must be submitted to the Secretary of State.

9. No pension shall be granted to any public servant who shall be under fifty-five years of age, unless upon certificate from the head of the department to which he may belong, and from two medical practitioners, that he is incapable, from infirmity of mind or body, to discharge the duties of his situation; nor unless he shall have discharged those duties with diligence and fidelity, to the satisfaction of the head of his department. And in case the officer claiming such pension shall be himself the head of the department, then such pension shall not be granted unless he shall have discharged the duties of his office with diligence and fidelity, to the satisfaction of the Governor, by whom the same shall be certified to the Secretary of State.

10. It will be competent to Her Majesty's Government, in cases of peculiar and extraordinary merit, to grant special and higher rates of pension than those laid down in this minute.

11. The above-mentioned rates are only to be granted in cases of decidedly faithful and meritorious service; but where the testimony as to fidelity, diligence, and merit is in any respect defective, a deduction will be made from the apportioned rates. Where there has been obvious negligence, irregularity, or misconduct, the grant of allowance will be altogether withheld.

12. The claim of a public servant to pension will be considered to have commenced from his first permanent appointment to the fixed establishment of the island.

13. Writers appointed since the 30th July 1853, in the civil establishments of this colony, will date the commencement of their claim to pension from the period at which they may obtain the certificate required by the 19th clause of the Minute of the 14th February 1845, as to their general attainments

and proficiency in the native language, and as to their competency to fill an appointment in the service. Writers appointed before the 30th July, 1853, will date the commencement of their claim to pension from the date of their appointment as writers.

14. The services in respect of which superannuation allowances are granted ought in all cases to have been continuous, unless interrupted by reduction of office or other temporary suspension of employment not arising from misconduct or voluntary resignation of the party.

15. The pension shall be computed upon the amount of the salary enjoyed by a public servant at the time of his retirement: Provided he shall have been in the receipt of the same, or in the same branch and class of the service for at least three years, otherwise the pension shall be calculated upon the average amount of salary received by such person for three years next preceding the commencement of such pension.

16. In case of suspension or reduction, or abolition of office, temporary allowances may be assigned, agreeably to the specified rates, on condition, however, that the parties receiving the same will be liable to be recalled into service, and with the understanding that they are to be re-employed as opportunity may offer, in preference to new applicants for office.

17. Every officer on the provisional establishment will, in the event of transfer to the fixed establishment, be entitled to reckon his temporary service when it has been continuous with his subsequent permanent service.

18. All pensions to be allowed under this minute shall be reckoned on the salary of the permanent office only.

19. The period of service upon which the superannuation allowance of all officers appointed to the public service, taking leave of absence in the regular manner with abatement of salary will be calculated, will be at the rate of one month for every two months of such leave.

20. The above rule shall apply to all public servants who have been appointed since the 1st September, 1852. Those who were appointed before that time will continue to be entitled to have the entire period of their absence calculated.

21. Should the term of service not warrant the assignment of an annual allowance, a gratuity may be granted after the rate of one month's salary for each year of service.

22. The Minutes of 3rd July, 1845, 28th August, and 19th September, 1846, 30th January, 1847, 31st July, 1848, 12th September, 1849, 1st September, 1852, and 16th September, 1857, are hereby repealed.

Colonial Secretary's Office,
Colombo, July 26th, 1861.

By His Excellency's Command,
W. C. GIBSON,
Colonial Secretary.

OTHER COLONIAL OFFICERS.

Before June, 1849, no pensions could be granted to officers of the civil establishments in the colonies, without the previous sanction of the Treasury to the amount proposed, except in colonies where the civil establishments were dependent upon enactments of the local representative legislatures; but on the 29th of that month a Treasury Minute (14,182) was passed, by which authority was given to the colonial authorities to determine, according to specified rules, the amount which should be awarded on retirement to colonial officers paid wholly from colonial funds, provided the salary upon which the retired allowance was to be calculated should not exceed £120 a year. These awards, however, are subjected to revision by the Secretary of State and the Treasury, by whom, if it is thought proper, they can be modified and revoked.

The rules observed by the Treasury or by the colonial authorities in deciding upon the grant of retired allowances are the same as those adopted, in accordance with the provisions of the Superannuation Acts (4 and 5 Will. IV. c. 24), in the case of persons serving in this country, and 22 Vict. c. 26.

MIXED COMMISSIONS FOR THE SUPPRESSION OF THE SLAVE TRADE.

The following rates of retired allowances were fixed by Treasury Minute of 22nd November, 1842, as applicable to the cases of the Commissioners, Arbitrators, and Registrars of the above-mentioned Courts, viz.: four-twelfths of annual salary after 12 years' actual service, and two more twelfths after each further six years' actual service at the post.

TREASURY MINUTE, DATED 14TH JUNE, 1859.

My Lords have under consideration the report of the Committee appointed under the Board Minute of 20th May, 1859, upon the provisions of the Superannuation Act, 22 Vict. c. 26.

My Lords approve of the regulations proposed by the Committee for ascertaining the amount of retiring allowances to be granted to persons who may have entered the Civil Service previous to the passing of the Act, and whether before or after the 5th August, 1829; also for awarding compensation allowances for abolition of office.

These regulations are as follows:—

I. As regards those who may have entered the Civil Service before 5th August, 1829:—

1. That the maximum amount of the superannuation allowance for the quinquennial period, under the 4 and 5 Will. IV. c. 24, s. 9, preceding that through which the applicant is passing, be estimated.
2. That to that maximum there be added for each year in excess of the preceding quinquennial period, one-fifth of one-twelfth equal to one-sixtieth of the applicant's salary and emoluments.

3. That the applicant be considered entitled to this amount under ordinary circumstances.

A larger amount may be awarded in cases of special merit, but within the maximum of the quinquennial period.

A smaller amount may be awarded in case of demerit.

In either of these cases the claim to be submitted to the full Superannuation Committee, and a note to be made of the grounds of the decision.

II. As regards those who may have entered the service since 5th August, 1829 :—

1. That the maximum amount of the superannuation allowance for the septennial period under the 4 and 5 Will. IV. c. 24, s. 10, preceding that through which the applicant is passing, be estimated.

2. That to that maximum there be added for each year in excess of the preceding septennial period one-seventh of one-twelfth equal to one-eighty-fourth of the applicant's salary and emoluments.

3. As in the former cases the applicant shall be considered entitled to this amount under ordinary circumstances.

A larger amount may be awarded in cases of special merit, but within the maximum of the septennial period.

A smaller amount may be awarded in case of demerit.

In either of these cases the claim shall be submitted to the full Superannuation Committee and a note be made of the grounds of the decision.

4. When a higher rate of superannuation would accrue under the 22 Vict. c. 26, that higher rate shall be allowed.

III. That in no case shall any fractional part of a year be allowed.

IV. That with respect to cases of abolition of office which may arise under clause 7 of the Act 22 Vict. c. 26, persons who shall have served *twenty* years and upwards, a period of *ten* years shall be added to their actual service in computing their retiring allowance under the circumstances described in the clause in question :—

To persons who shall have served under twenty years and not less than *fifteen* years, a period of *seven* years shall be added.

To persons who shall have served under fifteen years and not less than *ten*, a period of *five* years shall be added.

To persons who shall have served under ten years and not less than *five*, a period of *three* years shall be added.

To persons who shall have served *less than five* years, an allowance shall be awarded calculated at the rate of one-sixtieth for each year of service, with an addition of one year or one-sixtieth.

In consideration, however, of the very small allowances which would frequently have to be granted in these latter cases, my Lords will be prepared to entertain any application which may be made to them, to commute such annual allowances for fixed payments, calculated at five year's purchase.

With regard to persons appointed or to be appointed subsequently to the passing of the Act of 22 Vict., my Lords observe that the language of the Act is precise, and that such persons are to be held entitled to the retiring allowances prescribed by the 2nd section of the Act, provided they fulfil the conditions of the 17th section, and provided my Lords do not find it necessary to exercise the power conferred on them by the 9th section, of reducing the allowance, on account of the demerits of the person claiming it.

The parties entitled to be considered Civil Servants under the 17th clause are accurately stated in the Report of the Committee, as follows. viz. :—

I. Persons hereafter to be appointed :

A.—Those holding appointments directly from the Crown.

B.—Those admitted into the Civil Service with a Certificate from the Civil Service Commissioners.

II. Persons appointed to office before 19th April, 1859, —the date of the passing of the Superannuation Act of 1859 :

A.—Those belonging to a class already entitled to Superannuation Allowance.

B.—Those holding appointments directly from the Crown.

C.—Those admitted into the Civil Service with a Certificate from the Civil Service Commissioners, or belonging to a class which is hereafter to be admitted.

As regards the provisions of the 4th section of the Act, under which my Lords are empowered to admit the claims to superannuation of persons not fulfilling the conditions of the 17th section, and to add a number of years, not exceeding twenty, to the period of service in certain cases, for the purpose of computing the amount of the retiring allowance, my Lords are pleased to declare that the following offices should be considered as entitling their holders to the benefits of the Act, though they may not have fulfilled the conditions of the 17th section, and that the number of years to be added to the service of the officers for the purpose of computation should be—

For the 1st class ten years.

For the 2nd class seven years.

For the 3rd class five years.

FIRST CLASS (TEN YEARS).

Under Secretaries of State,
Assistant Secretary to the Treasury,
Counsel for Drawing Bills,
Solicitors to Public Departments,
Police and Stipendiary Magistrates,
Chief Commissioner of Police,
Medical Officers attached to the Privy Council,
Chairman of Directors of Convict Prisons,
Inspector-General for Art,
Director of the National Gallery.

SECOND CLASS (SEVEN YEARS).

Legal Assistants at—

Board of Trade,
Colonial Office,
Poor Law Board, and
Other Departments ;

Directors of Convict Prisons,
Commissioners of Police,
Professors and Masters of the Royal Military College and similar Establishments ;
Medical men employed in the Civil Service, and giving their whole time ;
Inspectors of Mines,
Inspectors of Factories,
Inspectors of Coal-mines,
Inspectors of Constabulary,
Inspectors of Prisons and Reformatories,
Inspectors of Poor Law.

THIRD CLASS (FIVE YEARS).

Government Chaplains of Convict Prisons,
Inspectors of Schools,
Inspectors of Art,
Translator at the Foreign Office.

My Lords will add to the foregoing list any other offices, which may, on full consideration, appear to be properly within the scope of the 4th section of the Act.

REPORT OF SUPERANNUATION COMMITTEE, DATED 19TH OCTOBER, 1859.

The Committee appointed by the Minute of the 30th May last (8793), in their Report of 11th June (10,010), stated it to be, in their opinion, inexpedient to suggest general rules with regard to the application of the clauses relating to professional or special offices, allowances in case of bodily injury, gratuities in case of short services, or allowance on abolition of offices, until they should have before them communications which had been invited from the several departments on those heads.

The Board, however, in their Minute of 14th June, having to some extent dealt with the application of the 4th clause to certain offices, and of the 7th clause to the abolition of offices, it remains for the Committee now to report upon the communications from several departments which have been referred to them, as regards principally the application of the 4th clause.

In the first instance we desire to remark, that, while the Superannuation Act of 1859 is intended to provide a retiring allowance for all Civil Servants, according to the definition and with the limitations contained in the 2nd and 17th clauses, it expressly restricts the application of the 4th clause to "offices" requiring professional or other peculiar qualifications in the parties filling those offices ; and the object seems to be, that, inasmuch as there are certain offices in the Civil Service requiring experience and professional or other attainments not usually to be found in the department, or in the Civil Service generally, and therefore, under ordinary circumstances, not admitting of being filled by promotion or selection from the Civil Service, it would appear just and for the public interest that the persons filling such offices, when age or infirmity compels them to retire, should not find themselves in a worse position than those who, from their employment in inferior situations not demanding those peculiar qualifications, have had the advantage of entering the service at a far earlier age, and thus becoming entitled, when the period of retirement arrives, to a higher rate of superannuation allowance in proportion to the greater length of their public service.

This view would appear consistent both with the reasoning of the Commissioners in pages 23, 24 of their report, and with the Bills introduced into Parliament, in which certain offices were set forth in the schedules.

The Commissioners, after comparing the case of a youth entering first the Civil Service at a low salary proportioned to the supposed value of his services, gradually improving in position and salary, till he arrives at a more mature age, with that of a barrister, receiving his training in the exercise of his professional duties, till he arrives at the same age, and then induced to join the Civil Service in a situation in which his professional training becomes available for the public interest, proceed to state,—“ In both cases the remuneration is proportioned to the fair value of the services to be rendered, whether that value arises from qualifications which are the result of a course of training within the service itself, or in some other profession. Supposing, therefore, these two civil servants to have been at the same period of life receiving the same salary, there does not appear to be any good reason for making a difference in the proportion which their retiring pensions should bear to their salary. All the reasons for awarding an adequate superannuation, which we have stated in the former part of this Report, apply equally in both cases.”

We have deemed it proper to notice this argument, because, while in our view it was the intention of the Legislature to attach to certain offices an allowance of years, which would be equivalent to the training and experience out of the Civil Service, and to the maturity of age requisite for the proper discharge of the duties of these offices, in the communications addressed to the Treasury we find the claims of the individuals filling the offices, in many cases, strongly urged, not on the grounds of the requirements of these offices, but because the individuals now filling them may have happened to enter the Civil Service at a mature period of life.

Whatever may be the special claims of individuals, it appears to us a matter of much importance, that for the future, at least, the offices intended to be comprised within the 4th section should be strictly defined, according to right principles, and the terms of superannuation well ascertained, upon which every civil servant enters the public service. We believe it to be necessary to guard as much as possible against the danger of appointing persons beyond the proper age to offices not requiring the qualifications intended by the 4th clause, and then giving them the advantage of that claim.

We submit also, that no pension of this description should be allowed to exceed the maximum of two-thirds, prescribed by the 1st section of the Act 1859. This appears to be alike consistent with the views which we have just expressed, and with the object of the Legislature, and it is in accordance with the recommendation of the report of 11th June last. If this limitation be observed, no difficulty will arise in cases in which gentlemen in the Civil Service may be found already qualified for appointments of this nature, and to whom of course the additional number of years under the 4th clause would not be awarded, because it may be assumed, if the scale of additional years is properly fixed, and it would be always found to be the case, that the previous service of these gentlemen would place them at least in the same position as regards the prospects of superannuation allowance when appointed to the offices in question, as gentlemen then introduced for the first time with the allowance of years under the 4th clause.

We have further to observe, that in the case of navel or military officers who may be appointed to offices of this description, they will remain subject to the conditions and limitations of the 16th clause of the Act Will. IV. c. 24, which is incorporated with the present Act, and which provides that any half-pay of which they may be in receipt must be included in the final computation of their retiring allowance.

In conformity with the principles we have now laid down, we confine ourselves to inquiring, first, what are the offices requiring the peculiar qualifications contemplated by the 4th clause? and secondly, what are the periods beyond the ordinary limit of age for entering the public service, requisite for the acquisition of the experience or qualifications considered necessary for the several offices?

The Board, in their Minute of 14th June, have determined the first of these questions as regards certain classes of offices, and have also, in reference to these offices, appointed three scales of years to be added to the services of the officers in those cases.

Adopting the classification laid down in the Minute of 14th June, we append a table containing the suggestions of the several departments, and the offices and classification which we recommend.

Offices suggested by the Department to be brought under the 4th Clause.	Offices and Classification recommended.
I. FOREIGN OFFICE.	
Translator	Already comprised in Minute 14 June ... 3rd Class.
II. HOME OFFICE.	
Permanent Under Secretary	Already comprised in Minute 14 June ... 1st Class.
Counsel for drawing Bills	Do. do. ... 1st "
Magistrates of Police Courts	Do. do. ... 1st "
Commissioners of Police	Do. do. ... 2nd "
Assistant do.	Assistant Commissioners of Police ... 3rd "
Police Surgeon-in-Chief	Police Surgeon-in-Chief ... 2nd "
Inspectors of Constabulary	Already comprised in Minute 14 June ... 2nd "
Directors of Prisons and Reformatories	Do. do. ... 2nd "
Chaplains do.	Do. do. ... 3rd "
Medical Officers do.	Do. do. ... 2nd "
Inspectors of Prisons and Reformatories	Do. do. ... 2nd "
Inspectors of Factories	Do. do. ... 2nd "
Inspectors of Mines	Do. do. ... 2nd "
Inspectors of Anatomy	Do. do. ... 2nd "
Governors of Prisons	Governors of Prisons... ... 3rd "
Surveyor-General of Prisons	Surveyor-General of Prisons ... 1st "
<i>Offices not recommended for Special Classification.</i>	
Schoolmasters.	_____
Deputy Governors.	_____
Warders.	_____
Schoolmasters.	_____
Scripture Readers.	_____
Secretary, Convict Prisons.	_____
Accountant.	_____
Clerks.	_____
Stewards and Manufacturers.	_____
Foremen of Works.	_____
III. COLONIAL OFFICE.	
Law Adviser	Already comprised in Minute 14 June ... 2nd Class.
Emigration Commissioners... ..	Emigration Commissioners ... 2nd "
<i>Offices not recommended for Special Classification.</i>	
Secretary, Emigration Office.	_____
Accountant do.	_____
IV. WAR OFFICE.	
Professors and Masters, Royal Military College	Already comprised in Minute 14 June ... 2nd Class.
Do. Royal Academy, Woolwich	Do. do. ... 2nd "
Under Secretary of State	Do. do. ... 1st "
Solicitor	Do. do. ... 1st "

Offices suggested by the Department to be brought under the 4th Clause.	Offices and Classification recommended.
V. ADMIRALTY.	
Medical Director-General	Medical Director-General 1st Class.
Director of Works	Director of Works 1st "
<i>Offices not recommended for Special Classification.</i>	
Accountant-General.	=====
Storekeeper-General.	=====
Comptroller of Victualling.	=====
VI. COUNCIL OFFICE.	
Superintendent-General of Quarantine ...	Already comprised in Minute 14 June ... 1st Class.
Medical Officers of Privy Council	Do. do. ... 1st "
Inspector-General of Art and Referee ...	Inspector-General of Art and Referee ... 1st "
Inspectors of Art, Science, and Navigation ...	Inspectors of Art, Science, and Navigation ... 2nd "
Architect and Engineer	Architect and Engineer 2nd "
Director of Geological Surveys	Director of Geological Surveys ... 2nd "
Director of Museums, London	Directors, &c. 2nd "
Do. Edinburgh	
Do. Dublin	
Professors do.	Professors, &c. 2nd "
<i>Offices not recommended for Special Classification.</i>	
Clerk of the Council.	=====
Registrar of the Council.	=====
Secretary of Department of Art and Science.	=====
Assistant Secretary do.	=====
VII. BOARD OF TRADE.	
Legal Assistant	Comprised in Minute 14 June 2nd Class.
2 Professional Members of Marine Department	2 Professional Members, &c. 2nd "
Surveyor-General, Marine Department ...	Surveyor-General, &c. 2nd "
3 Inspectors, Railway Department	3 Inspectors, &c. 2nd "
Head of Meteorological Department ...	Head of Meteorological Department ... 2nd "
<i>Offices not recommended for Special Classification.</i>	
Registrar-General of Seamen.	=====
Secretary, Marine Department.	=====
Assistant Secretary, do.	=====
Assistant Secretary, Railway Department.	=====
Accountant.	=====
VIII. BRITISH MUSEUM.	
Principal Librarian and Curator	Principal Librarian, &c. 1st Class.
IX. OFFICE OF WORKS.	
Surveyor of Works	Surveyor of Works 2nd Class.
Salaried Architect and Surveyor	Salaried Architect and Surveyor ... 2nd "
Clerks of Works	Clerks of Works 3rd "
Solicitor	Already comprised in Minute 14 June ... 1st "
Director of Kew Gardens	Director of Kew Gardens 1st "
Curator do.	Curator ditto 2nd "
<i>Offices not recommended for Special Classification.</i>	
Assistant Surveyor of Works.	=====
Do., out of London.	=====
2 Itinerant do., Post Office and Registries.	=====
Measuring Clerk.	=====
Chief Examiner of Accounts.	=====
Assistant do.	=====
Examiner of Furniture.	=====
Clerk of Furniture.	=====
Assistants to Clerk of Furniture.	=====
Assistant Surveyor, Scotland.	=====
Principal Clerk to Solicitor.	=====
Park Superintendents.	=====
Assistant do.	=====
Engineer of Holyhead Road and Bridges.	=====

Offices suggested by the Department to be brought under the 4th Clause.	Offices and Classification recommended.
X. WOODS AND FORESTS.	
Solicitor	Already comprised in Minute 14 June ... 1st Class.
Chief Mineral Inspectors	Chief Mineral Inspectors 2nd „
Architect	Architect 2nd „
Surveyor	Surveyor 2nd „
<i>Offices not recommended for Special Classification.</i>	
1st Clerk to Solicitor.	=====
2nd Clerk to do.	=====
3rd Clerk to do.	=====
XI. POOR LAW BOARD.	
2 Secretaries	Legal Secretary 2nd Class.
Inspectors	Inspectors 2nd „
<i>Offices not recommended for Special Classification.</i>	
2 Assistant Secretaries.	=====
Architectural Clerk.	=====
XII. SECRETARY FOR IRELAND.	
Under Secretary	Under Secretary 1st Class.
Crown and Treasury Solicitor	Already comprised in Minute 14 June ... 1st „
Commissioners, Dublin Metropolitan Police	Do. do. ... 2nd „
Resident Magistrates Constabulary	Do. do. ... 1st „
Chairman, Convict Prisons... ..	Do. do. ... 1st „
Inspectors-General of Prisons	Inspector-General of Prisons ... 1st „
Inspectors of Lunatic Asylums	Already comprised in Minute 14 June ... 2nd „
Inspectors of Poor Law	Do. do. ... 2nd „
Resident Physician, Criminal Lunatic Asylum.	Do. do. ... 2nd „
Directors, Convict Prisons	Do. do. ... 2nd „
Local Inspectors, do.	Do. do. ... 2nd „
Governors, do.	Do. do. ... 3rd „
President and Vice-Presidents, Queen's College	Governors 3rd „
Medical Officers, Convict Prisons	President and Vice-Presidents, Queen's College... 2nd „
Inspectors of National Schools	Already comprised in Minute 14 June ... 2nd „
Chaplains, Convict Prisons	Do. do. ... 3rd „
Solicitor, Board of Works... ..	Do. do. ... 3rd „
Architect, do.	Do. do. ... 1st „
Engineer, do.	Architect, &c. 2nd „
Surveyor of Buildings	Engineer, &c. 2nd „
	Surveyor, &c. 2nd „
<i>Offices not recommended for Special Classification.</i>	
Resident Commissioner, National Education.	=====
Commissioners, Poor Law.	=====
Commissioners, Public Works.	=====
Registrar-General, Marriages.	=====
Registrar of Deeds.	=====
Secretary, Board of Education.	=====
Secretaries, Board National Education.	=====
Secretaries, Board Charitable Bequests.	=====
Accountant, do.	=====
Assistant-Registrars of Deeds.	=====
Matron, Criminal Lunatic Asylum.	=====
Superintendent, Female Convict Prisons.	=====
Local Inspector, Four Court, Marshalsea.	=====
Receiver, Constabulary.	=====
Receiver, Dublin Metropolitan Police.	=====
Secretary, do.	=====
Deputy-Governors, Convict Prisons.	=====
Deputy-Marshal, Four Court, Marshalsea.	=====

As regards offices in the colonies, from the variety of circumstances under which appointments are made, and salaries fixed and paid, as well as from the different position in which the civil servants of the Crown are placed, where the climate is unhealthy, as compared with those in a healthy climate, we find it difficult to recommend any fixed classification. We suggest, however, that at least in the more unhealthy climates the right to receive a superannuation allowance might accrue in case of retirement from bad health after 7 years; and that an addition of 10 years might be granted under the 4th clause to colonial judges and magistrates, and of 7 years to colonial chaplains.

The Committee further suggest that, in the case of civil servants of the Crown holding offices in the more unhealthy colonies, the right to receive superannuation allowance might accrue, in case of retirement, from bad health, after seven years.

My Lords, concurring in the recommendations of the Committee, are pleased by this order to direct and declare, that the offices enumerated by the Committee shall be added to those appointed in the Minute of 14th June, 1859, to come within the 4th clause of the Act of 1859, and that they shall be classified, as regards the number of years to be added in computing the amount of retiring allowance, according to the recommendations of the Committee.

As regards the period at which, in the more unhealthy of the British Colonies, such as the West Coast of Africa, and some of the West India Islands, the right to receive superannuation allowance should accrue in case of retirement from bad health, my Lords are of opinion that it is not expedient at present to lay down any general rule, but that the cases of such offices should be dealt with under the 4th clause as they arise.

Further additions.

First Class.

Commissioners in Lunacy.
Comptroller of Legacy Duties.
Director-General of Geological Survey.
Comptroller of the Navy.
Master of the Mint.

Second Class.

Surveyor of Buildings.—Inland Revenue Department.

Third Class.

Chaplains appointed under the Consular Act, and to Embassies and Missions.
Managers in the Manufacturing Branches of the War Office.

TREASURY MINUTE, DATED 6TH DECEMBER, 1860.

Read letters from the Secretary of the Admiralty, dated the 9th August and 21st September last, on the subject of the superannuation of artificers and laborers employed in the various establishments of the Naval Departments.

Being now in possession of the requisite information as to these classes, my Lords proceed to consider the proper manner of applying the provisions of the Superannuation Act, 22 Vic., c. 26, to their different cases.

The 2nd section of the Act contemplates the extension of the same benefits as are given to civil servants paid by annual salary, to workmen on day pay or weekly wages, provided they shall have served "in an established capacity in the permanent Civil Service of the State," but not otherwise, and leaves it to the Treasury to decide what persons or class of persons come within this description.

The 17th section of the Act establishes another test, viz., that no person shall be deemed to have served in the permanent Civil Service of the State, "unless such person holds his appointment directly from the Crown, or has been admitted into the Civil Service with a certificate from the Civil Service Commissioners."

This test, however, is of a negative character, and does not supersede the discretion vested in the Treasury by the 2nd section, of deciding what classes are to be considered as serving in an established capacity in the permanent Civil Service of the State.

The examination of the Civil Service Commissioners is applied in many cases, as in that of temporary clerks, where no claim to superannuation can be supposed to arise; and it by no means follows that, because any of the departments of the State may think it advisable to avail themselves of the assistance of the Civil Service Commissioners to establish some sort of educational test for admission to employment, such admission is to constitute a claim to superannuation, unless the service be clearly of a permanent and established character.

My Lords proceed to consider what classes of public servants admitted by certificate, and in receipt of day pay or weekly wages, can be fairly considered to come within the denomination of being engaged in the permanent Civil Service of the State in an established capacity. The true test of this appears to be a permanence of service, which, while leaving untouched the power of dismissal for misconduct, establishes at the same time such a mutual relation between the employer and employed, that a portion of the full market value of the labor in the form of weekly wages is foregone for the sake of steady employment, and the prospect of being provided for in old age.

When a laborer receives the full market rate of wages on employment of a fluctuating or temporary nature, there can be no reason why the State should make him a present over and above of a retiring pension which he would not obtain from any other employer.

On the other hand, when the employment is of a permanent character, it is often for the mutual advantage of the State and its workmen, that they should receive the fair price of their labor, partly in the form of present wages, and partly in that of provision for the future, to accrue in case of retirement caused by ill health or old age, after a certain number of years' service, shall have established a permanent connexion.

These principles have been already acted upon in the dockyards and other public establishments, and it only appears to be necessary to apply the provisions of the Superannuation Act to the existing practice, with some slight modifications.

As regards the whole class of factory men, my Lords entirely concur in the opinion expressed by the Lords Commissioners of the Admiralty, in their letter of the 21st February, that the principle of superannuation cannot properly apply. Factory men are paid the full market rate of wages, and the conditions of their employment would make it extremely difficult to obtain the most efficient class of labor on any other terms, or to establish any fair and satisfactory system of reduction in present wages as an equivalent for superannuation.

Moreover, the creation of a permanent class of workmen in this division of the naval yards would be at variance with the constitution of establishments which have been to a great extent modelled after those of the private trade.

On the other hand, the established system is peculiarly applicable to the class of shipwrights, riggers, and other similar dockyard workmen, who work in classes at fixed wages, often below the market value at the time in private yards, and whose permanent connexion is alike beneficial to the State, by enabling it to secure and retain the services of a trained and efficient body of workmen in case of urgency or war, and to the men, by securing their steady employment during periods of peace or of depression in their trade, with a provision in case of incapacity from old age or illness.

More doubt may exist as to the class of laborers who comprise all degrees, from the most ordinary day laborers to those who have been long attached to the establishment, and who perform services requiring some skill and experience.

The system pursued in the dockyards with regard to laborers appears to be, to place a certain proportion of the whole number on the establishment, and to consider the rest as hired men to be taken on or discharged as occasion may require.

This system appears on the whole best suited to the circumstances of the case, provided the establishment be properly limited, and my Lords believe that the spirit of the Superannuation Act will be best met by extending its benefits to the existing class of established laborers, as well as to the shipwrights and others on the establishment, but excluding all those connected with the factories, and others who are engaged simply as hired workmen on the same principle as in the private trade, and who must be dealt with specially, as has hitherto been done, if any extraordinary case arise which might reasonably require a small gratuity on dismissal.

My Lords believe that the rate of wages of the established class of laborers is at present somewhat below that of ordinary labor in private yards, and therefore that no reduction in the present rate could fairly be enforced in giving them the benefit of superannuation; but it will be the duty of the Admiralty so to regulate this rate in future as to see that the remuneration for labor, whether given solely in wages, or partly in wages and partly in superannuation, does not on the whole exceed its fair market value.

My Lords also trust that the Lords, &c., of the Admiralty, and Secretary of State for War, will carefully revise the list of the establishment so as to reduce them, as vacancies occur, within such a number as may appear indispensable for the work of the dockyards, in order that the public may only have to pay for superannuation in cases where a fair equivalent has been given in the shape of long and faithful service at fixed and moderate wages; and the establishment of laborers should, it appears to my Lords, be ultimately confined to a limited class, comprising those only who, from their merits or length of service as hired men, are fairly entitled to some advantage over the mass of ordinary laborers, admission to it being made not a matter of chance or favor, but a reward for a considerable period of good service.

My Lords understand that 35 years is the limit of age, now enforced, beyond which no admission is allowed on the establishment, and as the financial result of any system of superannuation must depend mainly on the age at which persons are admitted on the establishment, my Lords are of opinion that the Treasury should be consulted before any material change is made in the regulations as to the age of admission.

Subject to these conditions, my Lords are prepared to extend the full benefit of the Act as regards superannuation to the different classes of men on day pay or weekly wages, who are considered by the Lords, &c., of the Admiralty to be on their permanent establishment, as fully as to those who are recognized as established clerks upon annual salary.

The consequence will be, that in lieu of the pensions which have been heretofore granted under the Order in Council of the 22nd May, 1839, the scale of pensions to men on the establishment will be that regulated by the Act, and by the Treasury Minute of the 14th June, 1859.

The period of service to be computed in determining the amount of superannuation allowance will commence from the date of the Civil Service Commissioners' Certificate, so long as such certificate is required by law as the condition of admission; subject only to this exception, that in the case of apprentices who may be admitted by such an examination, the operation of the Act should only begin when the apprenticeship ceases, and they are placed on an established footing as workmen.

As regards compensation for abolition of office, it must be distinctly understood that no claim whatever is established as regards hired men, and no claim to any annual pension as regards men on the establishment until they have completed the period of ten years' service, when the right to superannuation commences.

The term "abolition of office" does not justly apply to the case of mechanics or workmen who may be discharged after a short period because their services are no longer required, and who are in no worse position to obtain employment elsewhere than others of their class who have served with private employers.

All cases therefore of this description must be dealt with as heretofore, by giving small gratuities in special instances, and without reference to the Superannuation Act, unless where a continuous service of ten years on the establishment has given the party a recognized claim to the benefits provided by that Act.

If there are any other points upon which the Lords, &c., of the Admiralty require information as to the application of the Act, my Lords will be happy to afford it, but they believe that the views above expressed will enable the Admiralty to deal without difficulty with the different classes of workmen enumerated in their letter.

No. 32.—AN ACCOUNT of ANNUITIES and PENSIONS paid out of the CONSOLIDATED FUND in Great Britain and Ireland in the year ended 31st March, 1862, and of the future ANNUAL CHARGE as it stood on that day.

NAMES OF PERSONS.	By what Acts granted.		PAYMENTS in the Year ended 31st March, 1862.			FUTURE ANNUAL CHARGE.		
	Act.	Cap.	£	s.	d.	£	s.	d.
ANNUITIES to the Royal Family :								
The Trustees of His Royal Highness Leopold George, Prince of Saxe Coburg (now King of the Belgians)	56 G. 3	24	*50,000	0	0	50,000	0	0
Her Royal Highness the Duchess of Kent (to 16th March, 1861)	1 & 2 V.	8	5,833	6	8	—		
Her Royal Highness the Duchess of Cambridge	{ 58 G. 3. 1 G. 4.	{ 24 108 }	6,000	0	0			
His Royal Highness Prince Albert of Saxe Coburg and Gotha (to 14th December, 1861)	3 V.	3	28,103	9	0	24,000	0	0
Her Royal Highness the Princess Augusta, Duchess of Mecklenburg Stréltz	6 & 7 V.	25	3,000	0	0			
His Royal Highness the Duke of Cambridge	13 & 14 V.	77	12,000	0	0			
Her Royal Highness the Princess Mary of Cambridge	13 & 14 V.	77	3,000	0	0			
Her Royal Highness the Princess Royal, now Crown Princess of Prussia	20 & 21 V.	2	8,000	0	0	8,000	0	0
PENSIONS for NAVAL and MILITARY SERVICES:								
	Duration of the Grant.							
Lord Rodney	{ To all and every the Heirs male to whom the Title of Lord Rodney shall descend }		33 G. 3	77	{ 1,000 0 0 1,000 0 0 }			
Dowager Lady Rodney	{ To all and every the Heirs male to whom the Title of Lord Rodney shall descend }							
Viscount Duncan (now Earl of Camperdown)	For Life	{ 38 G. 3 38 G. 3 (1)	22 70	{ 2,000 0 0 997 9 0 }				
Earl Morley, in trust for Earl Amherst	{ To the Representatives of Jeffrey Earl Amherst	43 G. 3	159	3,000 0 0				
Viscount St. Vincent	{ To the present Viscount and his Successor	{ 46 G. 3 4 G. 4	50 92	{ 2,000 0 0 1,000 0 0 }				
Earl Nelson	{ To whom the Title of Earl Nelson shall descend	46 G. 3	146	{ 3,500 0 0 1,500 0 0 }				
Frances Elizabeth Countess Nelson ..	{ To the present Duke and his Successor	{ 50 G. 3 52 G. 8	8 37	{ 2,000 0 0 2,000 0 0 }				
The Duke of Wellington	{ To the present Viscount and two next Heirs male on whom the Title shall descend	54 G. 3	163	2,000 0 0				
Viscount Combermere	{ To the Heirs male on whom the Title shall descend	54 G. 3	164	2,000 0 0				
Lord Seaton	{ To the present Baron and two next Heirs male who may succeed to the Title	3 V.	11	2,000 0 0			38,997 9 0	
Lord Keane	{ To the present Baron and his Successor	4 V.	1	2,000 0 0				
Lord Hardinge	{ To the present Viscount and next Heir male who may succeed to the Title	9 & 10 V.	31	3,000 0 0				
Lord Gough (£2,000 per annum)	{ To the present Baron and two next Heirs male who may succeed to the Title	9 & 10 V.	32	1,000 0 0 Moiety while receiving a Pension of £2,000 from the Revenues of India.				
Lord Raglan	{ To the present Baron and next Heir male who may succeed to the Title	18 & 19 V.	64	2,000 0 0				
Lady Raglan	For Life	18 & 19 V.	64	1,000 0 0				
Sir William F. Williams, Bart.	Ditto	19 & 20 V.	30	1,000 0 0				
Sir Henry Marshman Havelock, Bart. ..	Ditto			1,000 0 0				
Lady Havelock	Ditto	21 V.	2	1,000 0 0				
PENSIONS for CIVIL SERVICES:								
Granville John Penn	{ To the Heirs of Wm. Penn } for ever	30 G. 3.	46	4,000 0 0				
Lord Colchester	For his Life	57 G. 3	47	3,000 0 0				
Viscount Canterbury	Ditto	2 & 3 W. 4.	109	3,000 0 0			17,000 0 0	
(This Pension is subject to reduction in the event of Viscount Canterbury succeeding to Compensation for the abolished Office of Registrar of the Prerogative Court of Canterbury.)								
Viscount Eversley	Ditto	20 V.	9	4,000 0 0				
The Trustees of the Family of the late Right Hon. George Canning	{ During the Life of his second Son, Chas. Canning, now Viscount Canning	9 G. 4	28	3,000 0 0				
First Class (£2,000):								
Lord Glenelg				2,000 0 0			4,000 0 0	
The Right Hon. Sir G. Grey (moiety) (to 24th July, 1861)		4 & 5 W. 4	24	548 19 5				
The Right Hon. Benjamin Disraeli				2,000 0 0				
(One vacant)								
Second Class (£1,400):								
(Two vacant)								
Third Class (£1,200):								
The Right Hon. Stephen Rumbold Lushington		57 G. 3	65	1,500 0 0			2,700 0 0	
The Right Hon. Sir George Clerk, Bart. ..		4 & 5 W. 4	24	1,200 0 0				
(Two vacant)								
Fourth Class (£1,000):								
The Right Hon. S. M. Phillips (late U.S.S. Home Dept.)				1,000 0 0			2,600 0 0	
The Right Hon. H. U. Addington (ditto, Foreign Dept.)		57 G. 3	65	600 0 0				
(Receives also a Diplomatic Pension of £900 per annum, vide p. 45)*		and						
Robert William Hay (late U.S.S. Colonial Dept.) (to 9th May, 1861)		4 & 5 W. 4	24	343 8 1				
Rear-Admiral W. A. B. Hamilton (late Second Secretary to the Admiralty)				1,000 0 0				
(Three vacant)								
Green, Philip James, officer of the late Levant Company (to 10th January, 1861)..		6 G. 4.	33	4 3 4				
Blewett, Thomas E.				65 0 0				
Fountaine, John (to 6th March, 1861)				32 10 0			295 0 0	
Heather, John	{ Officers of the late African Company	1 & 2 G. 4	28	100 0 0				
Sewell, William B.	{ Officers of the late African Company			130 0 0				
Carried forward				181,458 5 6			147,592 9 0	

No. 32.—ACCOUNT of Annuities and Pensions paid out of Consolidated Fund, &c.—*continued.*

NAMES OF PERSONS.	By what Acts granted.		PAYMENTS in the Year ended 31st March, 1862.			FUTURE ANNUAL CHARGE.		
	Act.	Cap.	£	s.	d.	£	s.	d.
Brought forward	181,458	5	6	147,592	9	0
Adams, William D. } Officers of the late Lottery Office	4 G. 4	60	375	0	0	} 508 6 8		
Earle, Percival H. } .. .. .	..	..	133	6	8	
Brereton, Frederick William } .. .. .	..	..	467	0	0	
Frederick, Arthur } .. .. .	..	..	141	0	0	
Gimingham, John } (to 4th April, 1861)	..	..	109	17	9	
Glasse, William B. } .. .. .	..	..	108	0	0	
Mayhew, Thomas P. } .. .. .	..	..	396	0	0	
Nottidge, Charles } .. .. .	..	..	260	0	0	
Penwarne, John } Officers of the late Exchequer in England	4. W. 4	15	291	0	0			
Roberts, William Henry } .. .. .	..	..	875	0	0	
Taylor, Henry } .. .. .	..	..	50	0	0	
Walford, Edward } .. .. .	..	..	83	0	0	
Welch, Martial L. } .. .. .	..	..	113	0	0	
Wilde, Samuel F. T. } .. .. .	..	..	270	0	0	
Edward Mitchell, late Second Senior Clerk, Irish Treasury (<i>vide</i> also allowance at p. 46) *	505	19	4	} 3,554 0 0		
Wm. D. Delap, late Chief Clerk in the Irish Exchequer Office in London	54 G. 3	83	248	6	0			
The Earl of Roden, late Auditor-General of the Exchequer, Ireland	57 G. 3	84	2,698	5	4			
Thomas Ferrall .. late Clerk }	3 G. 4	56						
William Joanson .. Ditto } .. .. .	..	..	208	15	4	
Henry Newton .. Ditto } .. .. .	..	..	43	2	1	
Willoughby C. Newton } Military Audit Office, Ireland	3 G. 4	56	110	10	0			
Thomas Quinton .. Ditto } .. .. .	..	..	85	0	0	
Jacob M. Wanty .. Ditto } .. .. .	..	..	55	0	0	
Robert Douglas .. Ditto } .. .. .	..	..	124	10	0	
Ann Barrett, late Office-keeper } .. .. .	..	..	32	6	0	
George Archdall, Commissioner of late Board of Works, Ireland	5 G. 4	23	14	8	8			
			177	11	8			
PENSIONS FOR JUDICIAL SERVICES:								
Lord Brougham and Vaux, late Lord Chancellor	5,000	0	0	} 49,884 12 0		
Lord Lyndhurst .. ditto	39 G. 3	110	5,000	0	0			
Lord St. Leonards .. ditto	2 & 3 W. 4	111	5,000	0	0			
Lord Cranworth .. ditto .. .. .	..	..	5,000	0	0	
Lord Chelmsford .. ditto .. .. .	..	..	5,000	0	0	
The Right Hon. Joseph Napier, late ditto, Ireland	40 G. 3.	69	3,692	6	0			
The Right Hon. Francis Blackburn, ditto ditto	40 G. 3.	69	3,692	6	0			
Sir Thomas Erskine, late Puisne Judge, Common Pleas .. .. .	..	..	3,500	0	0	
Sir John Taylor Coleridge, Queen's Bench	39 G. 3.	110	3,500	0	0			
Sir J. Patteson .. ditto (to 28th June, 1861)	53 G. 3.	153	1,682	13	10			
Sir Hugh Hill .. ditto (from 4th Dec., 1861) .. .. .	..	..	331	17	11	
Lord Wensleydale, late Baron Court of Exchequer	6 G. 4	84	3,500	0	0			
Sir Thomas J. Platt, ditto .. .. .	..	..	3,500	0	0	
Sir James Wigram, late Vice-Chancellor	5. V.	5	3,500	0	0			
Charles Heneage Elsley, late Judge, County Court	15 & 16 V.	54	800	0	0			
Serjeant H. Storks .. ditto	15 & 16 V.	54	1,000	0	0			
Benjamin Parham .. ditto (to 16th August, 1861) .. .. .	..	..	502	3	6	
Edward Cooke .. ditto (from 1st May, 1861) .. .. .	..	..	400	10	11	
John Johnes .. ditto (from 31st October, 1861) .. .. .	..	..	134	15	8	
Right Hon. Philip Cecil Crampton, late Justice of Queen's Bench, Ireland .. .. .	..	..	2,400	0	0	
Right Hon. Louis Perrin .. ditto	40 G. 3	69	2,400	0	0			
The Hon. John Richards, late Baron, Court of Exchequer, Ireland .. .. .	..	..	2,400	0	0	
The Right Hon. Richard Greene, ditto (from 12th February to 3rd March, 1861) .. .. .	..	..	266	13	4	
Acheson Lyle, Master in Chancery (from 12th October, 1860)	13 & 14 V.	51	623	11	3			
Viscount Avonmore, Principal Registrar, Court of Chancery, Ireland	4 G. 4.	61	4,199	19	0			
John Brennan .. ditto	6 & 7 W. 4	74	952	10	4			
Mervyn Stewart, Second Clerk, or Lord Treasurer's Remembrancer	5 & 6 W. 4	55	575	10	4			
John Stewart, for Life of Mervyn Stewart, Deputy to Lord Treasurer's Remembrancer .. .. .	..	..	298	7	8	
John Stewart (for Life), Secondary in the Office of Second Clerk, or Lord Treasurer's Remembrancer .. .. .	..	..	62	8	4	
George Tomb, Assistant Barrister, County Wicklow	40 G. 3.	69	276	18	4			
John Gibson .. ditto Antrim	21 & 22 V.	88	733	6	8			
Hon. John Plunkett ditto Meath .. .. .	..	..	466	13	4	
Edward Tickle ditto Armagh .. .. .	..	..	733	6	8	
Jonathan Henn ditto Donegal .. .. .	..	..	733	6	8	
HEREDITARY PENSIONS, transferred from GROSS REVENUES:								
The Duke of Marlborough	4,000	0	0	} 7,360 0 0		
The Heirs of the Duke of Schoenberg	19 & 20 V.	59	2,160	0	0			
Moiety of the Earl of Bath's pension .. .. .	..	..	1,200	0	0	
MISCELLANEOUS PENSIONS:								
The Servants of Her late Majesty Queen Charlotte	59 G. 3	22	1,178	16	8	} 34,000 0 0 (Estimated.)		
His late Majesty George the Third	1 G. 4	109	1,675	14	4			
Her late Majesty Queen Caroline	3 G. 4	98	279	12	0			
Pensions formerly on the Civil List of their late Majesties George the Fourth and William the Fourth, the Hereditary Revenues of Scotland, and 4½ per cent., duties The Trustees of Mrs. Sarah Hamilton and her Children	1 & 2 V.	95	31,127	9	3			
Annuities granted in Ireland	37 G. 3	62	625	0	8			
Charles Joseph Jolly, Doorkeeper .. } House of Lords, Ireland, for loss	39 G. 3.	65	184	12	4			
Mary Anne Forster, now Tomes, Housemaid } of emoluments by the Union	40 G. 3	34	82	0	2			
Persons who suffered by the Rebellion in Ireland, in 1798	2 & 3 W. 4	116	18	0	10			
Pensions formerly on the Civil List, Ireland	40 G. 3	50	129	5	2			
	1 & 2 V.	95	9,108	0	7			
			£312,962	2	8	£275,764	16	2

* English Parliamentary Papers.

1862-3.

VICTORIA.

DEFENCES.

DESPATCH FROM THE SECRETARY OF STATE, WITH
ENCLOSURE FROM SIR JOHN BURGOYNE.

LAI'D ON THE COUNCIL TABLE BY THE HONORABLE M. HERVEY, AND ORDERED BY
THE COUNCIL TO BE PRINTED, 11TH AUGUST, 1863.

VICTORIA.
No. 35.

Downing Street,
26th May, 1863.

SIR,

I communicated to the Secretary of State for War a copy of your despatch, No. 3 (Military), of the 22nd January, reporting the progress made in the fortifications around Hobson's Bay, and I enclose, for your information and for that of your responsible advisers, a copy of a memorandum which has been drawn up on the subject by Sir John Burgoyne. 28th April, 1863.

I have the honor to be,

Sir,
Your most obedient humble Servant,
(Signed) NEWCASTLE.

Governor Sir Henry Barkly, K.C.B.,
&c., &c., &c.

[COPY.]

Among all the British foreign settlements, Victoria is one of the most energetic in showing a desire to apply self-dependent means for its protection.

These papers, without entering into details, deal with the general principles involved in the consideration of measures for its defence, but they are hardly precise enough with reference to the different modes of attack (none by any means impossible) to which the colony may be subjected.

First.—The attack to which it would be most liable:—one, two, or three detached cruisers that might, at times, in the absence of a superior naval force, make a dash into Port Phillip, do great damage to the shipping therein, and to the establishments on its immediate shores, and retire.

Secondly.—An attack by a much more powerful fleet of men of war, but having limited means for undertaking operations on shore.

Thirdly.—An attack by a fleet of the above description, but with means for landing a force of from 8,000 to 10,000 or 12,000 men, including regiments of drilled seamen.

Against the two first, the character of the defences will be the same, only varying in amount, and if adapted to meet the greater, it will be most ample to oppose the smaller. It consists in simply providing for the defence of Port Phillip against a floating attack.

An armed flotilla within the great estuary, of equal power to the attacking force, would, of course, afford perfect protection; but the expense of its establishment and maintenance, merely for the chance service, renders it hopeless to have anything of the kind, except on the smallest scale.

The only chance of security, therefore, is in the establishment of powerful co-operating shore batteries, and, notwithstanding the reported length of ranges to the navigable channel, my own persuasion is that, without any very extravagant means expended on them, these batteries may be very formidable to an enemy by their direct action, by the support they will give to the floating means, great or small, and by facilitating the application of floating and submerged mines and other obstructions.

On these grounds, my own strong opinion is, that *no check* should be put on the progress and construction of the shore batteries in their fullest extent.

If the service of the batteries is so difficult and ineffective as some of the representations in these papers seem to imply, it is the greater reason for multiplying them, to increase the chances of their efficiency; for it is manifest that the two small floating batteries here advocated would afford but an insignificant protection without such support, which must also be on a sufficient scale.

The third system of defence involves different considerations altogether. It is to resist what may be called invasion. If such a force as above mentioned can be landed by an enemy, all the defences for Port Phillip would be turned and nullified, and indeed the safety of the entire settlement compromised; whereas, if sufficient means are adopted for encountering this evil, they will be of great assistance in repelling the other mode of attack, by affording an ample supply of gunners, and of detachments to prevent partial small landings, &c.

The basis of what is required to obtain this last object, and that on which it will entirely or almost entirely depend, must be local corps; and the easiest system will be to enrol a *large* force, and during peace to have the whole very partially drilled and exercised in a way that would least interfere with the ordinary avocations of the men and create the smallest expense. The main object is the *engagement* of every individual to join at an appointed rendezvous when called upon, and the maintenance at all times of arms and ammunition for the whole, well stored and preserved.

This would form a basis for the rapid organization of a force sufficient to meet any emergency, when the greatest exertions would be willingly made.

It may be worthy of consideration, whether the building of any floating batteries for Melbourne might not be deferred till some interesting questions are decided regarding the best system for their construction, and this seems likely to be elucidated early. The considerations referring to the application of iron to shore batteries are farther advanced, and only apply to one small portion of their construction, which can be added at any time.

(Signed)

J. F. BURGOYNE.

28th April, 1863.

1862-3.

VICTORIA.

P E N S I O N S

TO

RESPONSIBLE MINISTERS:

REGULATIONS AND CORRESPONDENCE CONNECTED THEREWITH.

LAI'D ON THE COUNCIL TABLE BY THE HONORABLE W. H. F. MITCHELL, 14TH MAY, 1863,
AND ORDERED BY THE COUNCIL TO BE PRINTED, 27TH MAY, 1863.

At the Government House, Melbourne. The Sixth day of November, 1862.

PRESENT :

His Excellency the Governor.

Mr. O'Shanassy, Mr. Haines, Mr. Mitchell.

WHEREAS, by the Constitution Act, the amount of all pensions and retiring allowances to the persons who might, after the time the said Act should come into operation, accept any of the offices hereinafter mentioned, and who on political grounds might retire or be released from any such office, must be granted in accordance with regulations to be framed by the Governor and Executive Council, so that the same should, so far as might be, accord with the provisions in the said Act referred to in that behalf.

Now therefore His Excellency the Governor, by and with the advice of the Executive Council, doth by this present Order frame the Regulations following (that is to say) :—

I. No pension to be granted to any person in respect of his having served in any one or more of the offices of Colonial Secretary or Chief Secretary, Attorney-General, Treasurer, Commissioner of Public Works, Collector of Customs or Commissioner of Trade and Customs, and Surveyor-General or Commissioner of Crown Lands and Survey, shall exceed the sum of one thousand pounds per annum; nor shall any such pension be granted to any person unless he shall have held one or more of the said offices for a period of not less than two years in the whole, either uninterruptedly or at different times; nor shall any more or greater number than four such pensions hereafter to be granted be existing or in force at the same time.

II. No pension to be granted to any person in respect of his having served in the office of Solicitor-General shall exceed the sum of seven hundred pounds per annum, nor shall any such pension be granted to any person unless he shall have held the said office for a period of not less than five years in the whole, either uninterruptedly or at different times; nor shall any more or greater number than one such last mentioned pension be existing or in force at the same time.

III. Inasmuch as the principle of the regulations for granting allowances of this nature is, and ought to be, founded on a consideration not only of the services performed by the individual to the state, but of the inadequacy of his private fortune to maintain his station in life, therefore whenever any person shall seek to obtain any one of the pensions before mentioned, his application for that purpose shall be made in writing to the Governor, to which the applicant shall subscribe his name, and which shall contain not only a statement of the services performed by him, and the grounds on which such pension is claimed, but a specific declaration that the amount of his income from other sources is so limited as to bring him within the intent and meaning of this order; and the principle above declared; and without such declaration, no pension as hereinbefore provided or authorised shall be granted.

IV. Nothing in this Order contained shall extend or be construed to extend to give any person an absolute right to compensation for past services.

And the Honorable William Clarke Haines, Her Majesty's Treasurer for Victoria, shall give the necessary directions herein accordingly.

(Signed) J. H. KAY,
Clerk of the Executive Council.

In drawing this order, I have followed the very words of the English Act, except so far as the language of an Order in Council must of necessity differ from that of an Act of Parliament.

This is clearly the safest way to make the Regulations "accord, so far as may be," with the prescribed model.

(Signed) T. H. F.

Chief Secretary's Office,
Melbourne, 25th June, 1862.

SIR,

I have the honor to request that you will be so good as inform me—

1. Are the pensions to Cabinet Ministers, under the 4th and 5th Wm. IV., chapter 24, uniformly paid at the amounts named in the Act (£2000 a year), or graduated according to either the length of service or the necessities of the persons receiving them?

2. The number of pensions paid to Cabinet Ministers is fixed by this Act at four. A doubt has arisen whether this means four in all, or four to each Cabinet Office.

I enclose a report of the Pensions Committee,* which is the ground of the present application for information on the subject.

I have, &c.,
(Signed) JNO. O'SHANASSY.

The Hon. H. C. E. Childers, M.P.,
&c., &c., &c.

17, Prince's Gardens, London (W.),
26th August, 1862.

SIR,

On the receipt of your letter of the 25th June last, No. 1366 G.B., I made personal inquiries at the Treasury on the subject of the existing practice as to the pensions of Cabinet Ministers, and on the 16th instant I addressed to the Secretary of the Treasury a formal letter requesting a reply to your two questions.

I have now the honor to enclose, in original, Mr. Hamilton's answer, and the regulation which accompanied it. I also enclose the Pensions Account for the year ending the 31st March, 1862, being Part No. 32 of the "Finance Accounts," presented to Parliament during the last session.

I have, &c., &c.,
(Signed) HUGH C. E. CHILDERS.

To the Honorable John O'Shanassy,
Chief Secretary, Melbourne.

[Enclosure to No. 2.]

Treasury Chambers,
18th August, 1862.

SIR,

I have laid before the Lords Commissioners of Her Majesty's Treasury your letter of the 16th instant, and I am desired by their Lordships to transmit, for the information of the Government of Victoria, the enclosed copy of the "Existing Arrangements for the Grant of Allowances on retirement from the different branches of the Civil Service;" and I am to state, in reply to the questions contained in your letter, that there is no instance of a pension of a less amount than £2000 a year being granted to a "Great Officer of State," and that no more than four of such pensions can be in existence at the same time.

I am, &c., &c.,
(Signed) GEO. A. HAMILTON.

H. C. E. Childers, Esq., M.P.,
&c., &c., &c.,
17, Prince's Gate.

* The printed paper enclosed was the Report of the Select Committee of the Legislative Assembly of Victoria, Session 1861-2, and was not ordered to be printed by the Legislative Council.

34, Temple Court, 28th October, 1862.

I have read the Report and the Draft (proposed) Report of the Committee, and the evidence appended to the former, and have again (more attentively than I had previously) read the 51st section of the Constitution Act, as well as the statute 4 and 5 W. 4, c. 24, and have come to the conclusion that the latter contains (in the phraseology of our Constitution Act, as well as of the Imperial statute) the following "Regulations":—

1. A classification of offices.
2. A limitation of the number of pensions.
3. A limitation of the amount of them.
4. The period of service before receiving them.
5. A declaration of insufficiency of means.
6. A provision that pensions cannot be claimed as a right.

The Governor in Council is required to frame regulations which "shall, so far as may be, accord with the provisions of" the 4 and 5 W. 4, and when they are framed "the amount of all such pensions shall be granted in accordance with" them. These regulations must be framed, not in a manner which may be supposed to be best suited to our particular circumstances, but upon a prescribed model; they "shall, so far as may be, accord with" (not in the general purview, but) "the provisions of the" English statute. In other words, where we can, we must follow the latter.

I will now proceed to point out how, in my opinion, the Imperial Act is to be followed; and, in passing, I may remark that, when I gave evidence before the committee, I had not, until I was asked specific questions, had my attention directed to any but general matters.

As regards a classification of offices, I think it ought to be made. The first class in the English statute corresponds "so far as may be" with the officers in Schedule D, Part 3, except the Solicitor-General. I make this exception, in order that our first class, like that in England, may contain only chiefs of departments, of whom the Solicitor-General is not one. Neither class can comprise any of the recently created officers, such as Postmaster-General and Commissioner of Railways, because they are not named in the schedule, and it is only to those named that pensions can be legally granted. The Solicitor-General, for the reason given for excluding him from the first, will be the only officer in the second class. The English statute presents the analogy of the President and Vice-President of the Board of Trade, and I think the Attorney and Solicitor-General here may not inaptly be compared to them, as two superintendents of the same department or branch of the service. As we have no officers analogous to the Under Secretaries, we cannot of course have more than two classes, and that number will "accord, so far as may be," with the model.

As regards the number of pensions, we can follow literally the English Act, and I am of opinion that it will be the safer course to do so. At any rate, if the number is departed from, so as to endeavor to make the number of offices and pensions bear a relative proportion to each other, we should have here *three* pensions for six offices, because in the English Act there are *four* pensions for *eight* offices. But proportion is no feature of the English Act, because in the second class there are *two* pensions for *two* offices, viz., the Irish and War Secretaries.

As regards the amount of pensions, it is clearly necessary to limit that.

If the amount were left at large, and the number only provided for, the regulation would not accord "so far as may be" with the English Act, as a pension of £3000 per annum might then be granted to one, and £1000 divided among the other three; whereas, the pensions of each class must not exceed a specific (and that the same) sum for each officer in the class. Assuming four to be the number of pensions in the first class, the amount of £1000 per annum at once suggests itself as the limit. We cannot in that respect literally follow the English Act, as £4000, on the English basis of "amount," would only supply two pensions, and I am not prepared to say that it would be illegal to take the "amount" as our guide; and though that would make the "salary" and the "pension" equal in amount, it would not on that account be illegal, for we find precisely the same thing in the case of the President of the Board of Trade, whose salary and pension are both £2000 per annum. The circumstance just referred to also shows that the pension bears nothing like a fixed proportion to the salary, as does the fact that the salary of the Vice-President of the Board of Trade is equal to that of the President, while his pension is only £1200. We cannot follow both number and amount; and though it would be legal to follow either, it will probably be expedient to take the former rather than the latter. As to the period of service, the declaration of insufficiency of means, and the provision that no pension can be claimed as a right, the English Act can be literally followed with the exception—applicable alike to all the regulations—of the mere change of language necessary to adapt the words of an Act to those of an Order in Council.

The fact of being a member of the Cabinet in England, or Executive Council in this colony, in no way affects the question of pensions.

Mr. Cardwell, when Secretary for Ireland, was, I believe, in the Cabinet, though that officer is not always so, and the office itself is in the second class. Again, the Postmaster-General in England is always a member of the Cabinet, but has no pension at all. Similarly, here, the Solicitor-General is usually, but not always, a member of the Executive Council, for Mr. Adamson was not so.

As to the second class, the number of pensions should be *one*, for the *one* officer comprised it. There are *two* for the *two* officers in the second class in England, and the amount is a sum which equals seven-tenths of that of the first class. A regulation to that effect will "accord, so far as may be, with the" English Act.

Without, therefore, venturing to assert that there is only one mode of framing the regulations, or that one part of the English Act may not be followed in preference to another—such, for instance, as the English amount rather than the English number of pensions—I am of opinion that the provisions I have suggested will be legal.

I should add, that I have given this opinion at the request of Mr. Haines, personally, and not officially, or "for or in expectation of any fee, gain, or reward."

(Signed) THO. HOWARD FELLOWS.

EXISTING ARRANGEMENTS FOR THE GRANT OF ALLOWANCES ON
RETIREMENT FROM THE DIFFERENT BRANCHES OF THE CIVIL
SERVICE IN 1862.—(GREAT BRITAIN AND IRELAND.)

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MEMORANDUM RELATIVE TO THE VARIOUS SCALES, ACCORDING TO WHICH RETIRED OR SUPERANNUATED ALLOWANCES ARE AWARDED TO THOSE OFFICERS WHO DO NOT COME UNDER THE ORDINARY PROVISIONS OF THE SUPERANNUATION ACTS; TOGETHER WITH THE TREASURY MINUTE OF 14TH JUNE, 1859, REGULATING THE GRANT OF RETIRED AND COMPENSATION ALLOWANCES UNDER 22 VICT., C. 26.

GREAT OFFICERS OF STATE.

The Act of 57 Geo. III. c. 65 empowered the Crown to grant pensions to the Great Officers of State, and the Superannuation Act, 4 and 5 Will. IV. c. 24, reduced the amount of those pensions, as follows :

The 1st class from	£3000 to £2000	per annum.
The 2nd	£2000 to £1400	„
The 3rd	£1500 to £1200	„
The 4th	— £1000	„

THE FIRST CLASS INCLUDES

The First Lord of the Treasury,
The Secretaries of State,
The Chancellor of the Exchequer,
The First Lord of the Admiralty,
The President of the Board of Control, and
The President of the Board of Trade.

The period of service to entitle any of the persons holding the said offices to a pension in this class must not be less than two years in the whole, either uninterruptedly or at different times, nor can there be more than four such pensions granted at the same time.

THE SECOND CLASS COMPRISES

The Chief Secretary for Ireland, and
The Secretary at War.

One or both of these offices must be held, uninterruptedly or at different times, for a period of not less than five years, to give claim to a pension in this class, nor can there exist more than two pensions of this description at the same time.

THE THIRD CLASS COMPRISES

The Two Secretaries of the Treasury,
The First Secretary of the Admiralty, and
The Vice-President of the Board of Trade.

One or more of these offices must be held for five years, either uninterruptedly or at different times, to give claim to a grant of a pension in this class, nor can more than four pensions of this description exist at the same time.

THE FOURTH CLASS COMPRISES

The Under Secretaries of State,
The Second Secretary to the Admiralty,
The Secretaries to the India Board,
The Clerk of the Ordnance.

One or more of these offices must be held for a period of ten years in the whole, either uninterruptedly or at different times, before a pension can be claimed in this class, and no more than six pensions of this description can exist at one time.

In the event of any one of these Officers of State serving in more than one of the said offices where the pension is less than £2000 per annum, he would be entitled to a pension of the higher class, whenever he completed ten years, provided he should have served during a period of three years in the higher class. And in case the service of any such person in any class of those offices should not be sufficient to entitle him to the pension of that class, he would be entitled to a pension not exceeding £1000, provided the period of his aggregate services in that and any inferior class or classes or department of the public service amounts to ten years. Provided also, that there be not more than the aforesaid number of pensions to that amount existing at the same time.

The officer who applies for the benefit of any of these pensions must state the grounds upon which he makes his claim, accompanied by a declaration that his income is so limited as to require it.

JUDGES OF SUPERIOR COURTS.—ENGLAND.

To the Lord High Chancellor of Great Britain, an annuity or pension of £5000 per annum may be granted under the Acts of 39 Geo. III. c. 110, and 2 and 3 Will. IV. c. 111.

The pensions hereafter mentioned may be granted to the under-mentioned officers from the Consolidated Fund, provided they shall have held office for the period of fifteen years, or shall be afflicted with some permanent infirmity disabling them from the execution of the duties of their offices, which must be distinctly recited in the grant.

To the two additional Judges appointed by the Act of 5 Vict. c. 5, to assist the Lord Chancellor, and to be styled Vice-Chancellors, an annuity or pension of £3500.

To the Master of the Rolls, an annuity or yearly pension of £3750, under the provisions contained in the Acts of 39 Geo. III. c. 110; 53 Geo. III. c. 153; and 6 Geo. IV. c. 84.

To the Lord Chief Justice of the Court of Queen's Bench, an annuity or pension of £4000, under the provisions contained in the Acts of 39 Geo. III. c. 110; 53 Geo. III. c. 153; and 6 Geo. IV. c. 82.

To the Chief Justice of the Court of Common Pleas, an annuity or pension of £3750, under the provisions contained in the Acts of 39 Geo. III. c. 110; 53 Geo. III. c. 153; and 6 Geo. IV. c. 84.

The Chief Baron of the Court of Exchequer, an annuity or pension of £3700, under the provisions contained in the Acts of 39 Geo. III. c. 110; 53 Geo. III. c. 153, and 6 Geo. IV. c. 84.

To the Lords Justices of the Court of Appeal in Chancery, an annuity or pension of £3750, under the provisions contained in the Act of 14 and 15 Vict. c. 83.

To the Puisne Judges of the Courts of Queen's Bench and Common Pleas, and the Barons of the Exchequer, an annuity or pension of £3500, under the provisions contained in the Acts of 39 Geo. III. c. 110; 53 Geo. III. c. 153; 6 Geo. IV. c. 84.

To the Judge of the High Court of Admiralty, an annuity or yearly sum not exceeding £2000, under the provisions of the 7th section of the Act of the 3rd and 4th Vict. c. 66, on the condition that, if the grantee of any such annuity shall hold any office of profit under Her Majesty, he shall be entitled to receive so much only of the said annuity as, together with the salary and profits of such other office, shall not exceed £2000.

COUNTY COURT JUDGES.—ENGLAND.

By the 15th section of the Act 15 and 16 Vict. c. 54, it is enacted, "That it shall be lawful for the Lord Chancellor to recommend to the Commissioners of Her Majesty's Treasury that there shall be paid out of the Consolidated Fund to such of the Judges of the County Courts as shall be afflicted with some permanent infirmity, disabling him from the due execution of his office, and shall be desirous of resigning the same, an annuity or clear yearly sum of money for the term of his life, not exceeding two-thirds of the yearly salary to which such Judge shall be entitled at the time of presenting his petition."

MASTERS IN CHANCERY.—ENGLAND.

The 50th section of the Act 3 and 4 Will. IV. c. 94, is as follows:—"Whereas by the Act of 46 Geo. III. c. 128, s. 2, it is provided among other things that it shall be competent to the Lord Chancellor to order an annuity or clear yearly sum of £1500 to be paid to any of the eleven Masters in Ordinary of the High Court of Chancery who shall have been a Master in Ordinary for the term of 20 years, or who shall be afflicted with some permanent infirmity disabling him from the due execution of his duty, or who shall be desirous of resigning the same: And whereas it is expedient that such allowances should not be made to any of such Masters hereafter to be appointed, in respect of length of service, but only in case of permanent infirmity and disability: Be it therefore enacted, that no Master in Ordinary appointed after the passing of this Act shall receive, or be entitled to receive, any annuity or allowance whatsoever in respect only of length of service."

OTHER OFFICERS OF THE COURT OF CHANCERY.—ENGLAND.

The 19th section of the Act of 5 and 6 Vict. c. 103 enacts, that it shall be lawful for the Lord Chancellor, by an order made on a petition, to order, if he shall think fit, to be paid to any person executing the office of Clerk of Enrolments in Chancery, Clerk of Records and Writs, or Taxing Master, under this Act, who shall be affected with some permanent infirmity disabling him from the due execution of his office, or shall have continued in his office during a period of twenty years, and shall be desirous of resigning the same, an annuity not exceeding two-thirds of the salary such person shall be entitled to at the time of presenting such petition; provided always, that the time during which any person appointed under this Act, or to be hereafter appointed to the offices of Clerk of Enrolments in Chancery, Clerk of Records and Writs, or Taxing Master, shall have been a six clerk, sworn clerk, waiting clerk, or agent, shall be added to the time during which such person shall be Clerk of Enrolments, &c.

The 46th section of the Act of 15 and 16 Vict. c. 87 provides, that it shall be lawful for the Lord Chancellor, by any order as above stated, to order (if he shall think fit) to be paid to any person, now or hereafter holding any office in the Court of Chancery, other than that of Clerk of Enrolments, Clerk of Records and Writs, or Taxing Master, such allowance as the Commissioners of Her Majesty's Treasury may think proper, according to the principles laid down in the Act of 4 and 5 Will. IV. c. 24.

In addition to the provisions contained in the above-mentioned Act, the 5th section of the Act of 10 and 11 Vict. c. 97 enacts, that it shall be lawful for the Lord Chancellor, with the consent of the Commissioners of Her Majesty's Treasury, to order retiring allowances to be granted to the clerk, assistant clerk, and second assistant clerk of affidavits, and to the chief junior and copying clerk to the Master in Ordinary of the Court of Chancery, in the event of their being afflicted with permanent infirmity, not exceeding two-thirds of their salary.

No period of service is specified in this Act.

OFFICERS OF THE SUPERIOR COURTS OF COMMON LAW.—ENGLAND.

1 Vict. c. 30.

As regards the masters, clerks, and messengers in the Superior Courts of Common Law at Westminster, appointed under the provisions of the Act of 1 Vict. c. 30, it is enacted, by the 21st section of the said Act, "that every person appointed or to be appointed, under the provisions of this Act, as a master of the said courts respectively, or as a clerk or messenger in the offices of any such masters, and who are entitled to, and has received, compensation or salary in respect of the office formerly held by him, under the Act hereinbefore mentioned (11 Geo. IV. and 1 Will. IV. c. 58), or under that or any other Act regulating or relating to his office or situation, who shall hereafter resign

his office or situation, giving two months' notice in writing of such resignation to the Lord Chief Justice or Lord Chief Baron of the Court to which he shall belong, shall be entitled to receive during his life such annual sum as the Commissioners of Her Majesty's Treasury shall think proper to fix and appoint, not exceeding in any case the net annual value of the office or situation formerly held by him, and not being less in any case than three-fourths thereof, provided such annual sum shall exceed the superannuation allowance to be ascertained as hereinafter mentioned; and every person appointed or to be appointed to any situation as aforesaid under this Act, where such annual sum shall amount to a less sum than the superannuation allowance to be ascertained as hereinafter mentioned, or who was not entitled to and has not received compensation in respect of any former office held by him under the provisions of the said Act, and who shall hereafter resign his office or situation, with the sanction and under the authority of the Lord Chief Justice or Lord Chief Baron of the Court to which he shall belong, in consequence of his being incapable, from infirmity in mind or body, to discharge the duties thereof, shall be entitled to receive such superannuation allowance as the said Commissioners of Her Majesty's Treasury shall think proper to direct; and in ascertaining and awarding the amount of such superannuation allowance, the said Commissioners shall take into consideration the whole period during which any such person shall have been permanently employed in any office or situation in any of the said Courts, or in any other public office or situation, prior to the passing of this Act, and shall proceed according to the principles laid down in the Act of 4 and 5 Will. IV. c. 24."

SCOTLAND.

JUDICIAL PENSIONS.

The Act of 48 Geo. III. c. 145, empowers Her Majesty to grant unto any person who shall have executed the office of the Lord President of the Courts of Session, the Lord Justice Clerk, the Chief Baron of the Court of Exchequer, or of any Judge or Lord of Session, or of any Lord Commissioner of Justiciary, or Baron of the Exchequer, an annuity or pension not exceeding three-fourths of the salary appertaining to each office: provided he shall have continued in one or more of the said offices for the period of fifteen years, or shall be afflicted with some permanent infirmity disabling him from executing the duties of his office.

SHERIFF'S SUBSTITUTE.—SCOTLAND.

1 and 2 Vict. c. 119.

The sixth section of this Act empowers Her Majesty to grant an annuity, payable in like manner as salaries to Sheriff's Substitute, to any person who has held, or now holds, or may hereafter hold, the office of Sheriff's Substitute, if from old age or any permanent infirmity, such person shall be disabled from the due exercise of his office; such allowance not to exceed the following proportions of his salary:—

Service not less than 10 years, allowance not to exceed one-third.

„ „ 15 years, „ „ two-thirds.

„ „ 20 or upwards, „ „ three-fourths.

By the thirty-eighth section of 16 and 17 Vict., c. 80, power is given to the Commissioners of Her Majesty's Treasury to grant the above pensions. The Treasury is also empowered by this section to grant pensions to Sheriffs upon the same terms.

IRELAND.

JUDICIAL PENSIONS.

The Lord Chancellor of Ireland may be granted an annuity or pension of £3692 6s. 1d., under the authority of the Act of 40 Geo. III., c. 69, equivalent to £4000 late Irish currency.

The Master of the Rolls may be granted an annuity or pension of £3045 13s. 1d., under the provisions of the Acts of 55 Geo. III., c. 114, and 40 Geo. III., c. 69.

To the Chief Justice of the Court of Queen's Bench, an annuity or pension of £3507 13s. 10d. may be granted under the provisions of the Acts of 40 Geo. III., c. 69, and 54 Geo. III., c. 95.

To the Chief Justice of the Court of Common Pleas, and Chief Baron of the Court of Exchequer, an annuity or pension of £3046 3s. 1d. may be granted under the above-mentioned Acts.

To the Puisne Judges of the Courts of Queen's Bench and Common Pleas, and the Barons of the Exchequer, an annuity or pension of £2400 may be granted under the above-mentioned Acts.

The pensions to the Judges of the several Law Courts cannot be claimed until after a period of fifteen years' service, unless upon the grounds of ill health.

MASTERS IN CHANCERY.—IRELAND.

The Masters in Chancery in Ireland are entitled, by the Act of 4 Geo. IV., c. 61, s. 37, to an annuity or pension, according to the following scale, viz.:—

After 10 years' service, and not exceeding 20, an annuity not exceeding £923 1s. 6d.

After 20 years' service, and not exceeding 25, an annuity not exceeding £1384 14s. 4d.

After 25 years' service, and not exceeding 30, an annuity not exceeding £1846 3s. 1d.

After 30 years' service or more, £2307 13s. 10d.

Pensions may be granted after twenty years' service, without requiring the production of medical certificates. After ten years' service, pensions may be granted on the ground of ill health.

OTHER OFFICERS OF THE COURT OF CHANCERY.—IRELAND.

The thirty-eighth section Act of 13 and 14 Vict., c. 89, is as follows:—"Whereas it is just that a retiring allowance should be provided for the officers of the Court of Chancery in Ireland: Be it enacted, that if any such officer, who shall have executed the duties of his office under the said court for the term of twenty years, shall, by petition to the Lord Chancellor, express his desire to be allowed to retire, it shall and may be lawful for the Lord Chancellor, by and with the consent of the Commissioners of Her Majesty's Treasury, to direct the payment to such officer, during his life, of an annuity as retiring allowance not exceeding two-thirds of his salary and emoluments; provided that if any such officer shall, after his appointment, and before he shall have completed the term of twenty years, become afflicted with any permanent infirmity of mind or of body, disabling him from the due execution of the duties of his office, it shall be lawful to direct the payment of such annuity as the Lord Chancellor and the Commissioners of Her Majesty's Treasury shall think just and reasonable, on his resigning his office, or on an order being made for his removal on account of such disability, which order the Lord Chancellor is empowered to make; such annuity, in any case, not to exceed two-thirds of the salary and emoluments of the office; provided also, that if any officer of the said court already appointed, or who may hereafter be appointed, shall prior to such appointment have permanently discharged the duties of an assistant officer or clerk in the said court, it shall be lawful, in calculating the term of twenty years, to allow one year for every two years during which such officer shall have previously discharged the duties of such assistant officer or clerk."

Under the 39th section it is enacted, that the assistant clerk in each of the Master's Offices, and also every other clerk of the court holding his office during good behaviour, not being an officer of the court, who shall resign his office with the sanction and under the authority of the Lord Chancellor, or who shall be removed therefrom by the Lord Chancellor, in consequence of his being permanently incapable, from infirmity of body or of mind, to discharge the duties, shall be entitled to receive such superannuation allowance as the Commissioners of Her Majesty's Treasury may direct, according to the principles laid down by the Act of 4 and 5 Will. IV. c. 24.

OFFICERS OF THE SUPERIOR COURTS OF COMMON LAW.—IRELAND.

7 and 8 Vict. c. 107.

The 34th section of this Act recites the 15th section of 4 and 5 Will. IV. c. 34, and enacts, that after the passing of this Act (7 and 8 Vict. c. 107), every officer, assistant, or clerk appointed, retained, or employed under its provisions, or who shall be hereafter retained, or who shall resign his office or situation therein, with the sanction of the Lord Chief Justice or Lord Chief Baron of the Court to which he shall belong, in consequence of his being incapable, from infirmity of body or mind, to discharge the duties thereof, shall be entitled to receive such a superannuated allowance as the Commissioners of Her Majesty's Treasury shall think proper to direct, according to the principles laid down in the Act of 4 and 5 Will. IV., c. 24.

ASSISTANT BARRISTERS.—IRELAND.

21 and 22 Vict. c. 88.

By the 1st section of this Act it is provided, that it shall be lawful for Her Majesty to grant to any person who shall have executed the office of Assistant Barrister, and who shall have resigned the same, an annuity not exceeding two-thirds of the annual salary or salaries, or emoluments to which the person so resigning shall have been entitled immediately before his resignation, provided such officer shall have continued in his office 20 years, or be afflicted with some permanent infirmity disabling him from the due execution of his office.

DIPLOMATIC PENSIONS.

2 and 3 Will. IV. c. 116.

It is provided by this Act that the whole annual charge for the Diplomatic Service of the country, including salaries, allowances, and pensions, shall not exceed the sum of £180,000.

No specific portion of this sum is allotted to Pensions; but the Treasury has considered it to be its duty to take care that, in sanctioning the grant of pensions to diplomatic servants on the recommendation of the Secretaries of State, the liabilities incurred for this branch of the expenditure do not form too large a proportion of the whole charge, with reference to the probable requirements of the effective service.

The 6th section defines the conditions under which Diplomatic Pensions may be granted, and enacts that no new Diplomatic Pension shall exceed £1700 per annum to any one person of the first class, £1300 per annum to any one in the second class, £900 per annum to any one person of the third class, and £700 per annum to any one person of the fourth class; and that such pensions shall only be so granted under the following regulations and restrictions, viz.:

1. That no Diplomatic Pension whatever shall be granted to any person until the expiration of fifteen years from the date of his first commission, nor unless he shall have actually served ten years.
2. That no person shall be qualified to receive a pension of the first class, unless he shall have actually resided three years as Ambassador at some Foreign Court.
3. That no person shall be qualified to receive a pension of the second class, who shall not have actually resided five years as Envoy Extraordinary and Minister Plenipotentiary at some Foreign Court.
4. That no person shall be qualified to receive a pension of the third class, who shall not have actually resided five years as Minister Plenipotentiary or Minister Resident at some Foreign Court.
5. That pensions in the remaining class shall not exceed £700 per annum, under the same conditions as to time of residence.

The 7th section enacts, that all Diplomatic Pensions shall be subject to forfeiture, in case of the refusal of the person holding the same to undertake any mission of equal or higher rank than that in respect of which such pension may have been granted; and to suspension or abatement in any case in which the person holding the same shall be appointed to any office of profit under the Crown.

IRISH CONSTABULARY AND DUBLIN METROPOLITAN POLICE.

The following rules were laid down by the Act 10 and 11 Vict. c. 100, entitled "An Act to regulate the Superannuation Allowances of the Constabulary Force in Ireland, and the Dublin Metropolitan Police."

CONSTABULARY SUPERANNUATION FUND.

The 2nd section of the Act authorises an abatement being made of £2 per cent. from the pay and salaries of the several Magistrates heretofore appointed and of the Inspector-General, Deputy Inspector-General, Assistant Inspector-General, County Inspectors, Sub-Inspectors, Officers, Head Constables, or Sub-Constables, heretofore appointed or hereafter to be appointed, except the Receiver and Paymasters; and the sums so deducted are to be applied from time to time, as occasion may require, for the payment of such superannuation allowances or gratuities, as may be, or may have been awarded; and in case the sums so deducted shall amount to a larger sum than may be required to pay the amount at any time due or payable on such superannuations, pensions, and gratuities, the excess shall be paid into the Consolidated Fund.

SCALE OF SUPERANNUATION FOR HEAD OR OTHER CONSTABLES OR SUB-CONSTABLES.

Superannuation allowances may be granted by the Treasury under the 3rd section, according to the following scale; provided that, in each case, unless the age of the party shall exceed 60 years, a medical certificate shall be produced, certifying that such person is unable, from mental or bodily infirmity, to perform his duty, and provided that, in every case, the inspector of the county, or other superior officer, shall also certify that such party has served with diligence and fidelity.

IF APPOINTED PREVIOUSLY TO THE 22ND OF JULY, 1847, THE DATE OF THE ACT OF 10 AND 11 VICT., c. 100.

After 15 years' service, and under 20, a sum not exceeding two-thirds of the salary.

After 20 years, a sum not exceeding the whole of the salary.

IF APPOINTED SUBSEQUENTLY TO THE 22ND JULY, 1847.

After 15 years' service, and under 20, any sum not exceeding one-half of the salary.

After 20 years' service, and under 25, any sum not exceeding two-thirds of the salary.

After 25 years' service, and under 30, any sum not exceeding three-fourths of the salary.

After 30 years' service, any sum not exceeding the whole of the salary.

OFFICERS.

Under the 4th section of the Act, superannuation allowance may be granted by the Treasury as hereinafter mentioned upon the recommendation of the Lord Lieutenant, supported by a certificate from the Inspector-General, or in the case of the Inspector-General's superannuation, then on the certificate of the Chief Secretary of the Lord Lieutenant, that the person has served, with diligence and fidelity—supported by a medical certificate when the age shall not exceed 60 years,—

TO ANY MAGISTRATE, INSPECTOR-GENERAL, DEPUTY INSPECTOR-GENERAL, ASSISTANT INSPECTOR-GENERAL, COUNTY INSPECTOR, OR SUB-INSPECTOR OF THE CONSTABULARY FORCE APPOINTED PREVIOUSLY TO THE 22ND JULY, 1847.

After 15 years' service, and less than 20, a sum not exceeding two-thirds of the salary.

For above 20 years', an annual sum not exceeding the whole of the salary.

Section 2 of 16 and 17 Vict., c. 60, directs the certificate of diligence and fidelity, in the case of a magistrate, to be furnished by the Chief Secretary instead of the Inspector-General.

OFFICERS (EXCLUDING MAGISTRATES) APPOINTED SUBSEQUENTLY TO THE 22ND JULY, 1847.

Above 15 years' service, and less than 20, a sum not exceeding one-half of the salary.

Above 20 years' service, and less than 30, a sum not exceeding two-thirds of the salary.

Above 30 years' service, and less than 40, a sum not exceeding three-fourths of the salary.

Above 40 years' service, a sum not exceeding the whole of the salary.

Magistrates appointed subsequently to the 22nd of July, 1847, have by Treasury Warrant been placed under the provisions of the Superannuation Act.

DUBLIN METROPOLITAN POLICE.

The 10th section of the Act of 10 and 11 Vict., c. 100, empowers the Treasury, on the recommendation of the Lord Lieutenant, supported by the certificates required in the cases of officers and men of the Constabulary Force, to grant superannuation allowances to any divisional or other justice, receiver, clerk, or other person, not being a constable or sub-constable, appointed previously to the 22nd of July, 1847, provided an abatement of £2 per cent. shall have been made from their salaries, according to the following scale:—

Above 15 years' service, a sum not exceeding two-thirds of the salary.

Above 20 years' service, a sum not exceeding the whole of the salary.

The cases of divisional or other justices, &c., appointed since the 22nd July, 1847, have been placed on the schedule of the Superannuation Act of 4 and 5 Will. IV., c. 24.

The constables, &c., in the service of the Dublin Metropolitan Police, are dealt with according to the scale laid down for constables, &c., of the constabulary, and pay the abatement of £2 per cent.

LONDON METROPOLITAN POLICE.

2 and 3 Vict., c. 47.

By the 21st section, the commissioners, surgeon, receiver, and clerks, are subjected to all the provisions of the 4 and 5 Will., c. 24.

By the 22nd and 23rd sections, provision is made for establishing a Superannuation Fund, by making an abatement from the salaries of the constables at the rate of £2 10s. per cent., for the payment of such superannuation allowances or gratuities as may be ordered by the Secretary of State, at any time to any of the constables of this force, subject to the following conditions, and not exceeding the following proportions, viz. :—

If he shall have served with diligence and fidelity for 15 years, and less than 20, an annual sum not more than one-half of his pay.

20 years, or upwards, an annual sum not more than two-thirds of his pay.

Provided that, if he shall be under 60 years of age, it shall not be lawful to grant any such allowance, unless upon the certificate of the Commissioner of Police that he is incapable, from infirmity of mind or body, to discharge the duties of his office. Provided also, that if any constable shall be disabled by any wound or injury received in the actual execution of the duty of his office, it shall be lawful to grant him any allowance not more than the whole of his pay; but nothing herein contained shall be construed to entitle any constable absolutely to any superannuation allowance, or to prevent him from being dismissed without superannuation allowance.

CEYLON.

SUPERANNUATION SCALES.

JUDICIAL PENSIONS.

The following is an extract from a Minute dated "Colonial Secretary's Office, Colombo, 5th December, 1846" :—

A judge who is unable, after 15 years' service, to discharge the duties of his office, will be entitled to a pension not exceeding one-half his salary; such pension, however, will not be increased in consequence of prolonged service beyond 15 years.

After 7 years' service and less than 15 years, a judge may retire on a pension not exceeding one-fourth of his salary, on producing a medical certificate showing that he is incapable of performing the duties of his office.

No pension will be granted for services of less than 7 years' duration.

No judge will be held to have an absolute right to compensation for past services; and no pension will be granted without the authority of Her Majesty's Government, in order to obtain which, a certificate of service and age, together with the grounds upon which the judge may seek to retire, must be submitted to the Secretary of State.

In consideration of the claim to pensions being thus established for the judges of the Supreme Court at Ceylon, an abatement, at the rate of 5 per cent., will be made from their salaries from the 14th September, 1846.

CIVIL SERVICE.—CEYLON.

SCALE OF PENSIONS.

The term "Civil Service" is held to exclude "Government Clerks, the Clergy, and Teachers."

The following is an extract from the Minute issued from the Colonial Secretary's Office, at Colombo, and dated the 3rd July, 1845 :—

"The pensions of the Civil Servants, appointed prior to 1832, will be regulated by the rules hitherto in force.*

"A Civil Servant appointed subsequently to 1832 will be entitled to a pension according to the following rates; and, under restrictions founded upon the provisions of the Superannuation Act of the 4th and 5th Will. IV., c. 24, medical certificates will be required where the age of the officer seeking to obtain a pension is less than 55 years."

An abatement of 5 per cent. was authorized to be made from the salaries of every Civil Servant appointed since 1832, from the 14th February, 1845.

SCALE.

For 15 years' service, and less than 20, a pension equal to four-twelfths of the salary.

For 20 years' service, and less than 25, a pension equal to five-twelfths of the salary.

For 25 years' service, and less than 30, a pension equal to six-twelfths of the salary.

For 30 years' service, and less than 35, a pension equal to seven-twelfths of the salary.

For 35 years' service, and upwards, a pension equal to eight-twelfths of the salary.

* Under the regulations alluded to, an abatement of 10 per cent. was made from the salaries of officers on the establishment at Ceylon. Fixed sums were granted to officers holding certain situations by way of pensions on retirement. Thus, after eight years' service, the Secretary to the Governor of Ceylon might be granted an annual retired allowance of £700. The President of the Board of Revenue, or any public officer receiving a salary of £2000, might be awarded a retired allowance of £600. When the salary amounted to £1000, a retired allowance of £400 could be granted, and all other pensions were regulated as follows:

At the termination of 12 years, a retired allowance of £400.

At the termination of 15 years, a retired allowance of £500.

At the termination of 18 years, a retired allowance of £600.

After which period, the pension might be advanced to the amount of the pension attached to the highest situation the officer might attain to.

THE CLERGY AND TEACHERS.—CEYLON.

The benefits of the above scale, together with the payment of 5 per cent., were authorized to be extended to all the clergy and ministers of the Christian religion in Ceylon receiving stipends from the public treasury, and to the masters of the superior schools; with the modification, however, that a pension not exceeding three-twelfths of the salary may be granted to any clergyman or schoolmaster who may be compelled to retire after 10 years' service, but under 15 years, on the ground of ill health.

GOVERNMENT CLERKS.

The scale sanctioned for Government clerks is similar to that approved of for the Civil Service. The names of the several officers are inserted in a printed list, which includes, with certain exceptions, all officers not receiving a salary of less amount than £25 per annum.

The Ceylon abatements on account of superannuation were abolished by Treasury Minute of 10th January, 1859.

CEYLON PENSIONS.

MINUTE BY THE GOVERNOR.

1. Under instructions from the Right Honorable the Secretary of State, His Excellency the Governor is pleased to direct that the following rules respecting pensions to the public servants of this colony be published for general information.

2. Subject to the exceptions and provisions hereinafter contained, all public servants on the fixed establishment of the island, drawing a salary of £25 and upwards, shall be entitled to pensions as follows:—

To any person who shall have served ten years and upwards, and under eleven years, an annual allowance of fifteen-sixtieths of the annual salary of his office.

For eleven years, and under twelve years, an annual allowance of sixteen-sixtieths of such salary.

And in like manner, a further addition to the annual allowance of one-sixtieth in respect of each additional year of such service, until the completion of a period of service of thirty-five years, when the annual allowance of forty-sixtieth may be granted; and no addition shall be made in respect of any service beyond thirty-five years.

3. The surveyor general, assistant surveyors, and draftsmen shall be entitled to pensions as follows:—

To any person who shall have served ten years and upwards, and under eleven years, an annual allowance of twenty-sixtieths of the annual salary of his office.

For eleven years and under twelve years, an annual allowance of twenty-one-sixtieths of such salary.

And in like manner a further addition to the annual allowance of one-sixtieth in respect of each additional year of such service, until the completion of a period of service of thirty years, when the annual allowance of forty-sixtieths may be granted; and no addition shall be made in respect of any service beyond thirty years.

4. Any public servant of the colony already or to be hereafter elevated to the office of Governor of Ceylon, shall, on his retirement from that office, be entitled to the same pension as if he had continued to hold the office which he vacated when he was appointed Governor, and (supposing him not to be fifty-five years of age) as if he had retired from ill health: Provided that if there shall be offered to any such ex-Governor, being under the age of fifty-five years, any public office or situation under the Crown, which having reference as well to the state of his health as to the nature of his previous services, such ex-Governor may, in the judgment of the Lords Commissioners of Her Majesty's Treasury, be properly called upon to accept; it shall be competent to the said Lords Commissioners to declare that the pension of such ex-Governor shall be suspended, either during his tenure of such office or situation, in case he shall accept the same; or, in case of his non-acceptance, until he shall attain the age of fifty-five years.

5. The pensions of the Judges of the Supreme Court are not affected by this Minute. They will, in all respects, continue to be regulated by the Minute of the 5th December, 1846.

6. In case of the elevation of the Queen's Advocate to the Bench of the Supreme Court, half of his period of service as Queen's Advocate shall be reckoned towards his pension.

7. No public servant will be held to have an absolute right to compensation for past services, or to any pension under this Minute, and Government will retain power and authority to dismiss any public servant without compensation.

8. No pension will be granted to any public servant without the authority of Her Majesty's Government, in order to obtain which, certificates of service, age, good conduct, and of the ground of retirement, must be submitted to the Secretary of State.

9. No pension shall be granted to any public servant who shall be under fifty-five years of age, unless upon certificate from the head of the department to which he may belong, and from two medical practitioners, that he is incapable, from infirmity of mind or body, to discharge the duties of his situation; nor unless he shall have discharged those duties with diligence and fidelity, to the satisfaction of the head of his department. And in case the officer claiming such pension shall be himself the head of the department, then such pension shall not be granted unless he shall have discharged the duties of his office with diligence and fidelity, to the satisfaction of the Governor, by whom the same shall be certified to the Secretary of State.

10. It will be competent to Her Majesty's Government, in cases of peculiar and extraordinary merit, to grant special and higher rates of pension than those laid down in this minute.

11. The above-mentioned rates are only to be granted in cases of decidedly faithful and meritorious service; but where the testimony as to fidelity, diligence, and merit is in any respect defective, a deduction will be made from the apportioned rates. Where there has been obvious negligence, irregularity, or misconduct, the grant of allowance will be altogether withheld.

12. The claim of a public servant to pension will be considered to have commenced from his first permanent appointment to the fixed establishment of the island.

13. Writers appointed since the 30th July 1853, in the civil establishments of this colony, will date the commencement of their claim to pension from the period at which they may obtain the certificate required by the 19th clause of the Minute of the 14th February 1845, as to their general attainments

and proficiency in the native language, and as to their competency to fill an appointment in the service. Writers appointed before the 30th July, 1853, will date the commencement of their claim to pension from the date of their appointment as writers.

14. The services in respect of which superannuation allowances are granted ought in all cases to have been continuous, unless interrupted by reduction of office or other temporary suspension of employment not arising from misconduct or voluntary resignation of the party.

15. The pension shall be computed upon the amount of the salary enjoyed by a public servant at the time of his retirement: Provided he shall have been in the receipt of the same, or in the same branch and class of the service for at least three years, otherwise the pension shall be calculated upon the average amount of salary received by such person for three years next preceding the commencement of such pension.

16. In case of suspension or reduction, or abolition of office, temporary allowances may be assigned, agreeably to the specified rates, on condition, however, that the parties receiving the same will be liable to be recalled into service, and with the understanding that they are to be re-employed as opportunity may offer, in preference to new applicants for office.

17. Every officer on the provisional establishment will, in the event of transfer to the fixed establishment, be entitled to reckon his temporary service when it has been continuous with his subsequent permanent service.

18. All pensions to be allowed under this minute shall be reckoned on the salary of the permanent office only.

19. The period of service upon which the superannuation allowance of all officers appointed to the public service, taking leave of absence in the regular manner with abatement of salary will be calculated, will be at the rate of one month for every two months of such leave.

20. The above rule shall apply to all public servants who have been appointed since the 1st September, 1852. Those who were appointed before that time will continue to be entitled to have the entire period of their absence calculated.

21. Should the term of service not warrant the assignment of an annual allowance, a gratuity may be granted after the rate of one month's salary for each year of service.

22. The Minutes of 3rd July, 1845, 28th August, and 19th September, 1846, 30th January, 1847, 31st July, 1848, 12th September, 1849, 1st September, 1852, and 16th September, 1857, are hereby repealed.

Colonial Secretary's Office,
Colombo, July 26th, 1861.

By His Excellency's Command,
W. C. GIBSON,
Colonial Secretary.

OTHER COLONIAL OFFICERS.

Before June, 1849, no pensions could be granted to officers of the civil establishments in the colonies, without the previous sanction of the Treasury to the amount proposed, except in colonies where the civil establishments were dependent upon enactments of the local representative legislatures; but on the 29th of that month a Treasury Minute (14,182) was passed, by which authority was given to the colonial authorities to determine, according to specified rules, the amount which should be awarded on retirement to colonial officers paid wholly from colonial funds, provided the salary upon which the retired allowance was to be calculated should not exceed £120 a year. These awards, however, are subjected to revision by the Secretary of State and the Treasury, by whom, if it is thought proper, they can be modified and revoked.

The rules observed by the Treasury or by the colonial authorities in deciding upon the grant of retired allowances are the same as those adopted, in accordance with the provisions of the Superannuation Acts (4 and 5 Will. IV. c. 24), in the case of persons serving in this country, and 22 Vict. c. 26.

MIXED COMMISSIONS FOR THE SUPPRESSION OF THE SLAVE TRADE.

The following rates of retired allowances were fixed by Treasury Minute of 22nd November, 1842, as applicable to the cases of the Commissioners, Arbitrators, and Registrars of the above-mentioned Courts, viz.: four-twelfths of annual salary after 12 years' actual service, and two more twelfths after each further six years' actual service at the post.

TREASURY MINUTE, DATED 14TH JUNE, 1859.

My Lords have under consideration the report of the Committee appointed under the Board Minute of 20th May, 1859, upon the provisions of the Superannuation Act, 22 Vict. c. 26.

My Lords approve of the regulations proposed by the Committee for ascertaining the amount of retiring allowances to be granted to persons who may have entered the Civil Service previous to the passing of the Act, and whether before or after the 5th August, 1829; also for awarding compensation allowances for abolition of office.

These regulations are as follows:—

I. As regards those who may have entered the Civil Service before 5th August, 1829:—

1. That the maximum amount of the superannuation allowance for the quinquennial period, under the 4 and 5 Will. IV. c. 24, s. 9, preceding that through which the applicant is passing, be estimated.
2. That to that maximum there be added for each year in excess of the preceding quinquennial period, one-fifth of one-twelfth equal to one-sixtieth of the applicant's salary and emoluments.

3. That the applicant be considered entitled to this amount under ordinary circumstances.
 A larger amount may be awarded in cases of special merit, but within the maximum of the quinquennial period.
 A smaller amount may be awarded in case of demerit.
 In either of these cases the claim to be submitted to the full Superannuation Committee, and a note to be made of the grounds of the decision.

II. As regards those who may have entered the service since 5th August, 1829 :—

1. That the maximum amount of the superannuation allowance for the septennial period under the 4 and 5 Will. IV. c. 24, s. 10, preceding that through which the applicant is passing, be estimated.
2. That to that maximum there be added for each year in excess of the preceding septennial period one-seventh of one-twelfth equal to one-eighty-fourth of the applicant's salary and emoluments.
3. As in the former cases the applicant shall be considered entitled to this amount under ordinary circumstances.
 A larger amount may be awarded in cases of special merit, but within the maximum of the septennial period.
 A smaller amount may be awarded in case of demerit.
 In either of these cases the claim shall be submitted to the full Superannuation Committee and a note be made of the grounds of the decision.
4. When a higher rate of superannuation would accrue under the 22 Vict. c. 26, that higher rate shall be allowed.

III. That in no case shall any fractional part of a year be allowed.

IV. That with respect to cases of abolition of office which may arise under clause 7 of the Act 22 Vict. c. 26, persons who shall have served *twenty* years and upwards, a period of *ten* years shall be added to their actual service in computing their retiring allowance under the circumstances described in the clause in question :—

To persons who shall have served under twenty years and not less than *fifteen* years, a period of *seven* years shall be added.

To persons who shall have served under fifteen years and not less than *ten*, a period of *five* years shall be added.

To persons who shall have served under ten years and not less than *five*, a period of *three* years shall be added.

To persons who shall have served *less than five* years, an allowance shall be awarded calculated at the rate of one-sixtieth for each year of service, with an addition of one year or one-sixtieth.

In consideration, however, of the very small allowances which would frequently have to be granted in these latter cases, my Lords will be prepared to entertain any application which may be made to them, to commute such annual allowances for fixed payments, calculated at five year's purchase.

With regard to persons appointed or to be appointed subsequently to the passing of the Act of 22 Vict., my Lords observe that the language of the Act is precise, and that such persons are to be held entitled to the retiring allowances prescribed by the 2nd section of the Act, provided they fulfil the conditions of the 17th section, and provided my Lords do not find it necessary to exercise the power conferred on them by the 9th section, of reducing the allowance, on account of the demerits of the person claiming it.

The parties entitled to be considered Civil Servants under the 17th clause are accurately stated in the Report of the Committee, as follows. viz. :—

I. Persons hereafter to be appointed :

A.—Those holding appointments directly from the Crown.

B.—Those admitted into the Civil Service with a Certificate from the Civil Service Commissioners.

II. Persons appointed to office before 19th April, 1859, —the date of the passing of the Superannuation Act of 1859 :

A.—Those belonging to a class already entitled to Superannuation Allowance.

B.—Those holding appointments directly from the Crown.

C.—Those admitted into the Civil Service with a Certificate from the Civil Service Commissioners, or belonging to a class which is hereafter to be admitted.

As regards the provisions of the 4th section of the Act, under which my Lords are empowered to admit the claims to superannuation of persons not fulfilling the conditions of the 17th section, and to add a number of years, not exceeding twenty, to the period of service in certain cases, for the purpose of computing the amount of the retiring allowance, my Lords are pleased to declare that the following offices should be considered as entitling their holders to the benefits of the Act, though they may not have fulfilled the conditions of the 17th section, and that the number of years to be added to the service of the officers for the purpose of computation should be—

For the 1st class ten years.

For the 2nd class seven years.

For the 3rd class five years.

FIRST CLASS (TEN YEARS).

Under Secretaries of State,
 Assistant Secretary to the Treasury,
 Counsel for Drawing Bills,
 Solicitors to Public Departments,
 Police and Stipendiary Magistrates,
 Chief Commissioner of Police,
 Medical Officers attached to the Privy Council,
 Chairman of Directors of Convict Prisons,
 Inspector-General for Art,
 Director of the National Gallery.

SECOND CLASS (SEVEN YEARS).

Legal Assistants at—

Board of Trade,
Colonial Office,
Poor Law Board, and
Other Departments ;

Directors of Convict Prisons,
Commissioners of Police,
Professors and Masters of the Royal Military College and similar Establishments ;
Medical men employed in the Civil Service, and giving their whole time ;
Inspectors of Mines,
Inspectors of Factories,
Inspectors of Coal-mines,
Inspectors of Constabulary,
Inspectors of Prisons and Reformatories,
Inspectors of Poor Law.

THIRD CLASS (FIVE YEARS).

Government Chaplains of Convict Prisons,
Inspectors of Schools,
Inspectors of Art,
Translator at the Foreign Office.

My Lords will add to the foregoing list any other offices, which may, on full consideration, appear to be proper within the scope of the 4th section of the Act.

REPORT OF SUPERANNUATION COMMITTEE, DATED 19TH OCTOBER, 1859.

The Committee appointed by the Minute of the 30th May last (8793), in their Report of 11th June (10,010), stated it to be, in their opinion, inexpedient to suggest general rules with regard to the application of the clauses relating to professional or special offices, allowances in case of bodily injury, gratuities in case of short services, or allowance on abolition of offices, until they should have before them communications which had been invited from the several departments on those heads.

The Board, however, in their Minute of 14th June, having to some extent dealt with the application of the 4th clause to certain offices, and of the 7th clause to the abolition of offices, it remains for the Committee now to report upon the communications from several departments which have been referred to them, as regards principally the application of the 4th clause.

In the first instance we desire to remark, that, while the Superannuation Act of 1859 is intended to provide a retiring allowance for all Civil Servants, according to the definition and with the limitations contained in the 2nd and 17th clauses, it expressly restricts the application of the 4th clause to "offices" requiring professional or other peculiar qualifications in the parties filling those offices ; and the object seems to be, that, inasmuch as there are certain offices in the Civil Service requiring experience and professional or other attainments not usually to be found in the department, or in the Civil Service generally, and therefore, under ordinary circumstances, not admitting of being filled by promotion or selection from the Civil Service, it would appear just and for the public interest that the persons filling such offices, when age or infirmity compels them to retire, should not find themselves in a worse position than those who, from their employment in inferior situations not demanding those peculiar qualifications, have had the advantage of entering the service at a far earlier age, and thus becoming entitled, when the period of retirement arrives, to a higher rate of superannuation allowance in proportion to the greater length of their public service.

This view would appear consistent both with the reasoning of the Commissioners in pages 23, 24 of their report, and with the Bills introduced into Parliament, in which certain offices were set forth in the schedules.

The Commissioners, after comparing the case of a youth entering first the Civil Service at a low salary proportioned to the supposed value of his services, gradually improving in position and salary, till he arrives at a more mature age, with that of a barrister, receiving his training in the exercise of his professional duties, till he arrives at the same age, and then induced to join the Civil Service in a situation in which his professional training becomes available for the public interest, proceed to state,—“ In both cases the remuneration is proportioned to the fair value of the services to be rendered, whether that value arises from qualifications which are the result of a course of training within the service itself, or in some other profession. Supposing, therefore, these two civil servants to have been at the same period of life receiving the same salary, there does not appear to be any good reason for making a difference in the proportion which their retiring pensions should bear to their salary. All the reasons for awarding an adequate superannuation, which we have stated in the former part of this Report, apply equally in both cases.”

We have deemed it proper to notice this argument, because, while in our view it was the intention of the Legislature to attach to certain offices an allowance of years, which would be equivalent to the training and experience out of the Civil Service, and to the maturity of age requisite for the proper discharge of the duties of these offices, in the communications addressed to the Treasury we find the claims of the individuals filling the offices, in many cases, strongly urged, not on the grounds of the requirements of these offices, but because the individuals now filling them may have happened to enter the Civil Service at a mature period of life.

Whatever may be the special claims of individuals, it appears to us a matter of much importance, that for the future, at least, the offices intended to be comprised within the 4th section should be strictly defined, according to right principles, and the terms of superannuation well ascertained, upon which every civil servant enters the public service. We believe it to be necessary to guard as much as possible against the danger of appointing persons beyond the proper age to offices not requiring the qualifications intended by the 4th clause, and then giving them the advantage of that claim.

We submit also, that no pension of this description should be allowed to exceed the maximum of two-thirds, prescribed by the 1st section of the Act 1859. This appears to be alike consistent with the views which we have just expressed, and with the object of the Legislature, and it is in accordance with the recommendation of the report of 11th June last. If this limitation be observed, no difficulty will arise in cases in which gentlemen in the Civil Service may be found already qualified for appointments of this nature, and to whom of course the additional number of years under the 4th clause would not be awarded, because it may be assumed, if the scale of additional years is properly fixed, and it would be always found to be the case, that the previous service of these gentlemen would place them at least in the same position as regards the prospects of superannuation allowance when appointed to the offices in question, as gentlemen then introduced for the first time with the allowance of years under the 4th clause.

We have further to observe, that in the case of navel or military officers who may be appointed to offices of this description, they will remain subject to the conditions and limitations of the 16th clause of the Act Will. IV. c. 24, which is incorporated with the present Act, and which provides that any half-pay of which they may be in receipt must be included in the final computation of their retiring allowance.

In conformity with the principles we have now laid down, we confine ourselves to inquiring, first, what are the offices requiring the peculiar qualifications contemplated by the 4th clause? and secondly, what are the periods beyond the ordinary limit of age for entering the public service, requisite for the acquisition of the experience or qualifications considered necessary for the several offices?

The Board, in their Minute of 14th June, have determined the first of these questions as regards certain classes of offices, and have also, in reference to these offices, appointed three scales of years to be added to the services of the officers in those cases.

Adopting the classification laid down in the Minute of 14th June, we append a table containing the suggestions of the several departments, and the offices and classification which we recommend.

Offices suggested by the Department to be brought under the 4th Clause.	Offices and Classification recommended.
I. FOREIGN OFFICE.	
Translator	Already comprised in Minute 14 June ... 3rd Class.
II. HOME OFFICE.	
Permanent Under Secretary	Already comprised in Minute 14 June ... 1st Class.
Counsel for drawing Bills	Do. do. 1st "
Magistrates of Police Courts	Do. do. 1st "
Commissioners of Police	Do. do. 2nd "
Assistant do.	Assistant Commissioners of Police ... 3rd "
Police Surgeon-in-Chief	Police Surgeon-in-Chief ... 2nd "
Inspectors of Constabulary	Already comprised in Minute 14 June ... 2nd "
Directors of Prisons and Reformatories	Do. do. 2nd "
Chaplains do.	Do. do. 3rd "
Medical Officers do.	Do. do. 2nd "
Inspectors of Prisons and Reformatories	Do. do. 2nd "
Inspectors of Factories	Do. do. 2nd "
Inspectors of Mines	Do. do. 2nd "
Inspectors of Anatomy	Do. do. 2nd "
Governors of Prisons	Governors of Prisons... 3rd "
Surveyor-General of Prisons	Surveyor-General of Prisons ... 1st "
<i>Offices not recommended for Special Classification.</i>	
Schoolmasters.	_____
Deputy Governors.	_____
Warders.	_____
Schoolmasters.	_____
Scripture Readers.	_____
Secretary, Convict Prisons.	_____
Accountant.	_____
Clerks.	_____
Stewards and Manufacturers.	_____
Foremen of Works.	_____
III. COLONIAL OFFICE.	
Law Adviser	Already comprised in Minute 14 June ... 2nd Class.
Emigration Commissioners... ..	Emigration Commissioners ... 2nd "
<i>Offices not recommended for Special Classification.</i>	
Secretary, Emigration Office.	_____
Accountant do.	_____
IV. WAR OFFICE.	
Professors and Masters, Royal Military College	Already comprised in Minute 14 June ... 2nd Class.
Do. Royal Academy, Woolwich	Do. do. 2nd "
Under Secretary of State	Do. do. 1st "
Solicitor	Do. do. 1st "

Offices suggested by the Department to be brought under the 4th Clause.	Offices and Classification recommended.
V. ADMIRALTY.	
Medical Director-General	Medical Director-General 1st Class.
Director of Works	Director of Works 1st "
<i>Offices not recommended for Special Classification.</i>	
Accountant-General.	=====
Storekeeper-General.	=====
Comptroller of Victualling.	=====
VI. COUNCIL OFFICE.	
Superintendent-General of Quarantine	Already comprised in Minute 14 June ... 1st Class.
Medical Officers of Privy Council	Do. do. ... 1st "
Inspector-General of Art and Referee	Inspector-General of Art and Referee ... 1st "
Inspectors of Art, Science, and Navigation	Inspectors of Art, Science, and Navigation 2nd "
Architect and Engineer	Architect and Engineer 2nd "
Director of Geological Surveys	Director of Geological Surveys 2nd "
Director of Museums, London	Directors, &c. 2nd "
Do. Edinburgh	
Do. Dublin	
Professors do.	Professors, &c. 2nd "
<i>Offices not recommended for Special Classification.</i>	
Clerk of the Council.	=====
Registrar of the Council.	=====
Secretary of Department of Art and Science.	=====
Assistant Secretary do.	=====
VII. BOARD OF TRADE.	
Legal Assistant	Comprised in Minute 14 June 2nd Class.
2 Professional Members of Marine Department	2 Professional Members, &c. 2nd "
Surveyor-General, Marine Department	Surveyor-General, &c. 2nd "
3 Inspectors, Railway Department	3 Inspectors, &c. 2nd "
Head of Meteorological Department	Head of Meteorological Department ... 2nd "
<i>Offices not recommended for Special Classification.</i>	
Registrar-General of Seamen.	=====
Secretary, Marine Department.	=====
Assistant Secretary, do.	=====
Assistant Secretary, Railway Department.	=====
Accountant.	=====
VIII. BRITISH MUSEUM.	
Principal Librarian and Curator	Principal Librarian, &c. 1st Class.
IX. OFFICE OF WORKS.	
Surveyor of Works	Surveyor of Works 2nd Class.
Salaried Architect and Surveyor	Salaried Architect and Surveyor ... 2nd "
Clerks of Works	Clerks of Works 3rd "
Solicitor	Already comprised in Minute 14 June ... 1st "
Director of Kew Gardens	Director of Kew Gardens 1st "
Curator do.	Curator ditto 2nd "
<i>Offices not recommended for Special Classification.</i>	
Assistant Surveyor of Works.	=====
Do., out of London.	=====
2 Itinerant do., Post Office and Registries.	=====
Measuring Clerk.	=====
Chief Examiner of Accounts.	=====
Assistant do.	=====
Examiner of Furniture.	=====
Clerk of Furniture.	=====
Assistants to Clerk of Furniture.	=====
Assistant Surveyor, Scotland.	=====
Principal Clerk to Solicitor.	=====
Park Superintendents.	=====
Assistant do.	=====
Engineer of Holyhead Road and Bridges.	=====

Offices suggested by the Department to be brought under the 4th Clause.	Offices and Classification recommended.
X. WOODS AND FORESTS.	
Solicitor	Already comprised in Minute 14 June ... 1st Class.
Chief Mineral Inspectors	Chief Mineral Inspectors 2nd "
Architect	Architect 2nd "
Surveyor	Surveyor 2nd "
<i>Offices not recommended for Special Classification.</i>	
1st Clerk to Solicitor.	=====
2nd Clerk to do.	=====
3rd Clerk to do.	=====
XI. POOR LAW BOARD.	
2 Secretaries	Legal Secretary 2nd Class.
Inspectors	Inspectors 2nd "
<i>Offices not recommended for Special Classification.</i>	
2 Assistant Secretaries.	=====
Architectural Clerk.	=====
XII. SECRETARY FOR IRELAND.	
Under Secretary	Under Secretary 1st Class.
Crown and Treasury Solicitor	Already comprised in Minute 14 June ... 1st "
Commissioners, Dublin Metropolitan Police	Do. do. ... 2nd "
Resident Magistrates Constabulary	Do. do. ... 1st "
Chairman, Convict Prisons... ..	Do. do. ... 1st "
Inspectors-General of Prisons	Inspector-General of Prisons ... 1st "
Inspectors of Lunatic Asylums	Already comprised in Minute 14 June ... 2nd "
Inspectors of Poor Law	Do. do. ... 2nd "
Resident Physician, Criminal Lunatic Asylum	Do. do. ... 2nd "
Directors, Convict Prisons	Do. do. ... 2nd "
Local Inspectors, do.	Do. do. ... 2nd "
Governors, do.	Governors 3rd "
President and Vice-Presidents, Queen's College	President and Vice-Presidents, Queen's College... .. 2nd "
Medical Officers, Convict Prisons	Already comprised in Minute 14 June ... 2nd "
Inspectors of National Schools	Do. do. ... 3rd "
Chaplains, Convict Prisons	Do. do. ... 3rd "
Solicitor, Board of Works... ..	Do. do. ... 1st "
Architect, do.	Architect, &c. 2nd "
Engineer, do.	Engineer, &c. 2nd "
Surveyor of Buildings	Surveyor, &c. 2nd "
<i>Offices not recommended for Special Classification.</i>	
Resident Commissioner, National Education.	=====
Commissioners, Poor Law.	=====
Commissioners, Public Works.	=====
Registrar-General, Marriages.	=====
Registrar of Deeds.	=====
Secretary, Board of Education.	=====
Secretaries, Board National Education.	=====
Secretaries, Board Charitable Bequests.	=====
Accountant, do.	=====
Assistant-Registrars of Deeds.	=====
Matron, Criminal Lunatic Asylum.	=====
Superintendent, Female Convict Prisons.	=====
Local Inspector, Four Court, Marshalsea.	=====
Receiver, Constabulary.	=====
Receiver, Dublin Metropolitan Police.	=====
Secretary, do.	=====
Deputy-Governors, Convict Prisons.	=====
Deputy-Marshal, Four Court, Marshalsea.	=====

As regards offices in the colonies, from the variety of circumstances under which appointments are made, and salaries fixed and paid, as well as from the different position in which the civil servants of the Crown are placed, where the climate is unhealthy, as compared with those in a healthy climate, we find it difficult to recommend any fixed classification. We suggest, however, that at least in the more unhealthy climates the right to receive a superannuation allowance might accrue in case of retirement from bad health after 7 years; and that an addition of 10 years might be granted under the 4th clause to colonial judges and magistrates, and of 7 years to colonial chaplains.

TREASURY MINUTE, DATED 24TH AUGUST, 1860.

My Lords have under consideration the 2nd Report of the Superannuation Committee, appointed by the Minute of 30th May, 1859.

The Committee recommend that the following offices, in addition to those enumerated in the Minute of the 14th June, 1859, shall be brought within the provision of the 4th clause of the 22nd Vict. c. 26, so far as entitling the persons filling such offices to have an additional number of years computed in the calculation of the period of their services, with a view to superannuation allowance on retirement, by reason of the professional or peculiar qualifications required for such offices, and be placed in the 1st, 2nd, or 3rd classes established by the said Minute for such purposes:—

<i>In the Home Office.</i>							
Assistant Commissioners of Police	...	...	...	...	...	To be placed in the 3rd Class.	
Police Surgeon-in-Chief	...	...	...	...	...	Do.	2nd "
Directors of Reformatories	...	...	...	...	...	Do.	2nd "
Governors of Prisons	...	...	...	...	...	Do.	3rd "
Surveyor-General of Prisons	...	...	...	...	...	Do.	1st "
<i>Colonial Office.</i>							
Emigration Commissioners	...	...	...	...	...	Do.	2nd Class.
<i>Admiralty.</i>							
Medical Director-General	...	...	...	...	...	Do.	1st Class.
Director of Works	...	...	...	...	...	Do.	1st "
<i>Council Office.</i>							
Inspector-General of Art and Referee	...	...	...	...	...	Do.	1st Class.
Superintendent-General of Quarantine	...	...	...	...	...	Do.	1st "
Inspectors of Art, Science, and Navigation	...	...	...	...	...	Do.	2nd "
Architect and Engineer	...	...	...	...	...	Do.	2nd "
Director of Geological Survey	...	...	...	...	...	Do.	2nd "
Director of Museum, London	...	...	...	...	...	Do.	2nd "
" Edinburgh	...	...	...	...	...	Do.	2nd "
" Dublin	...	...	...	...	...	Do.	2nd "
Professors	...	...	...	...	...	Do.	2nd "
<i>Board of Trade.</i>							
Professional Members of Marine Department	...	...	...	...	...	Do.	2nd Class.
Surveyor-General, Marine Department	...	...	...	...	...	Do.	2nd "
Inspectors, Railway Department	...	...	...	...	...	Do.	2nd "
Head of Meteorological Department	...	...	...	...	...	Do.	2nd "
<i>British Museum.</i>							
Principal Librarian	...	...	...	...	...	Do.	1st Class.
<i>Office of Works.</i>							
Surveyor of Works	...	...	...	...	...	Do.	2nd Class.
Salariated Architect and Surveyor	...	...	...	...	...	Do.	2nd "
Clerks of Works	...	...	...	...	...	Do.	3rd "
Director of Kew Gardens	...	...	...	...	...	Do.	1st "
Curator of Kew Gardens	...	...	...	...	...	Do.	2nd "
<i>Woods and Forests.</i>							
Chief Mineral Inspector	...	...	...	...	...	Do.	2nd Class.
Architect	...	...	...	...	...	Do.	2nd "
Surveyor	...	...	...	...	...	Do.	2nd "
<i>Poor Law Board.</i>							
Legal Secretary	...	...	...	...	...	Do.	2nd Class.
Inspectors	...	...	...	...	...	Do.	2nd "
<i>Ireland.</i>							
Under Secretary	...	...	...	...	...	Do.	1st Class.
Chairman of Convict Prisons	...	...	...	...	...	Do.	1st "
Inspector-General of Prisons	...	...	...	...	...	Do.	1st "
Governor of Prisons and similar Institutions	...	...	...	...	...	Do.	3rd "
Presidents and Vice-Presidents, Queen's College	...	...	...	...	...	Do.	2nd "
Inspectors of National Schools	...	...	...	...	...	Do.	3rd "
Chaplains of Convict Prisons and similar Institutions	...	...	...	...	...	Do.	3rd "
Solicitor, Board of Works	...	...	...	...	...	Do.	1st "
Architect, do.	...	...	...	...	...	Do.	2nd "
Engineer, Board of Works	...	...	...	...	...	Do.	2nd "
Surveyor of Buildings, do.	...	...	...	...	...	Do.	2nd "
Inspectors of Lunatic Asylums	...	...	...	...	...	Do.	2nd "
Colonial Judges and Magistrates	...	...	...	...	...	Do.	1st "
Colonial Chaplains	...	...	...	...	...	Do.	2nd "

The Committee further suggest that, in the case of civil servants of the Crown holding offices in the more unhealthy colonies, the right to receive superannuation allowance might accrue, in case of retirement, from bad health, after seven years.

My Lords, concurring in the recommendations of the Committee, are pleased by this order to direct and declare, that the offices enumerated by the Committee shall be added to those appointed in the Minute of 14th June, 1859, to come within the 4th clause of the Act of 1859, and that they shall be classified, as regards the number of years to be added in computing the amount of retiring allowance, according to the recommendations of the Committee.

As regards the period at which, in the more unhealthy of the British Colonies, such as the West Coast of Africa, and some of the West India Islands, the right to receive superannuation allowance should accrue in case of retirement from bad health, my Lords are of opinion that it is not expedient at present to lay down any general rule, but that the cases of such offices should be dealt with under the 4th clause as they arise.

Further additions.

First Class.

Commissioners in Lunacy.
Comptroller of Legacy Duties.
Director-General of Geological Survey.
Comptroller of the Navy.
Master of the Mint.

Second Class.

Surveyor of Buildings.—Inland Revenue Department.

Third Class.

Chaplains appointed under the Consular Act, and to Embassies and Missions.
Managers in the Manufacturing Branches of the War Office.

TREASURY MINUTE, DATED 6TH DECEMBER, 1860.

Read letters from the Secretary of the Admiralty, dated the 9th August and 21st September last, on the subject of the superannuation of artificers and laborers employed in the various establishments of the Naval Departments.

Being now in possession of the requisite information as to these classes, my Lords proceed to consider the proper manner of applying the provisions of the Superannuation Act, 22 Vic., c. 26, to their different cases.

The 2nd section of the Act contemplates the extension of the same benefits as are given to civil servants paid by annual salary, to workmen on day pay or weekly wages, provided they shall have served "in an established capacity in the permanent Civil Service of the State," but not otherwise, and leaves it to the Treasury to decide what persons or class of persons come within this description.

The 17th section of the Act establishes another test, viz., that no person shall be deemed to have served in the permanent Civil Service of the State, "unless such person holds his appointment directly from the Crown, or has been admitted into the Civil Service with a certificate from the Civil Service Commissioners."

This test, however, is of a negative character, and does not supersede the discretion vested in the Treasury by the 2nd section, of deciding what classes are to be considered as serving in an established capacity in the permanent Civil Service of the State.

The examination of the Civil Service Commissioners is applied in many cases, as in that of temporary clerks, where no claim to superannuation can be supposed to arise; and it by no means follows that, because any of the departments of the State may think it advisable to avail themselves of the assistance of the Civil Service Commissioners to establish some sort of educational test for admission to employment, such admission is to constitute a claim to superannuation, unless the service be clearly of a permanent and established character.

My Lords proceed to consider what classes of public servants admitted by certificate, and in receipt of day pay or weekly wages, can be fairly considered to come within the denomination of being engaged in the permanent Civil Service of the State in an established capacity. The true test of this appears to be a permanence of service, which, while leaving untouched the power of dismissal for misconduct, establishes at the same time such a mutual relation between the employer and employed, that a portion of the full market value of the labor in the form of weekly wages is foregone for the sake of steady employment, and the prospect of being provided for in old age.

When a laborer receives the full market rate of wages on employment of a fluctuating or temporary nature, there can be no reason why the State should make him a present over and above of a retiring pension which he would not obtain from any other employer.

On the other hand, when the employment is of a permanent character, it is often for the mutual advantage of the State and its workmen, that they should receive the fair price of their labor, partly in the form of present wages, and partly in that of provision for the future, to accrue in case of retirement caused by ill health or old age, after a certain number of years' service, shall have established a permanent connexion.

These principles have been already acted upon in the dockyards and other public establishments, and it only appears to be necessary to apply the provisions of the Superannuation Act to the existing practice, with some slight modifications.

As regards the whole class of factory men, my Lords entirely concur in the opinion expressed by the Lords Commissioners of the Admiralty, in their letter of the 21st February, that the principle of superannuation cannot properly apply. Factory men are paid the full market rate of wages, and the conditions of their employment would make it extremely difficult to obtain the most efficient class of labor on any other terms, or to establish any fair and satisfactory system of reduction in present wages as an equivalent for superannuation.

Moreover, the creation of a permanent class of workmen in this division of the naval yards would be at variance with the constitution of establishments which have been to a great extent modelled after those of the private trade.

On the other hand, the established system is peculiarly applicable to the class of shipwrights, riggers, and other similar dockyard workmen, who work in classes at fixed wages, often below the market value at the time in private yards, and whose permanent connexion is alike beneficial to the State, by enabling it to secure and retain the services of a trained and efficient body of workmen in case of urgency or war, and to the men, by securing their steady employment during periods of peace or of depression in their trade, with a provision in case of incapacity from old age or illness.

More doubt may exist as to the class of laborers who comprise all degrees, from the most ordinary day laborers to those who have been long attached to the establishment, and who perform services requiring some skill and experience.

The system pursued in the dockyards with regard to laborers appears to be, to place a certain proportion of the whole number on the establishment, and to consider the rest as hired men to be taken on or discharged as occasion may require.

This system appears on the whole best suited to the circumstances of the case, provided the establishment be properly limited, and my Lords believe that the spirit of the Superannuation Act will be best met by extending its benefits to the existing class of established laborers, as well as to the shipwrights and others on the establishment, but excluding all those connected with the factories, and others who are engaged simply as hired workmen on the same principle as in the private trade, and who must be dealt with specially, as has hitherto been done, if any extraordinary case arise which might reasonably require a small gratuity on dismissal.

My Lords believe that the rate of wages of the established class of laborers is at present somewhat below that of ordinary labor in private yards, and therefore that no reduction in the present rate could fairly be enforced in giving them the benefit of superannuation; but it will be the duty of the Admiralty so to regulate this rate in future as to see that the remuneration for labor, whether given solely in wages, or partly in wages and partly in superannuation, does not on the whole exceed its fair market value.

My Lords also trust that the Lords, &c., of the Admiralty, and Secretary of State for War, will carefully revise the list of the establishment so as to reduce them, as vacancies occur, within such a number as may appear indispensable for the work of the dockyards, in order that the public may only have to pay for superannuation in cases where a fair equivalent has been given in the shape of long and faithful service at fixed and moderate wages; and the establishment of laborers should, it appears to my Lords, be ultimately confined to a limited class, comprising those only who, from their merits or length of service as hired men, are fairly entitled to some advantage over the mass of ordinary laborers, admission to it being made not a matter of chance or favor, but a reward for a considerable period of good service.

My Lords understand that 35 years is the limit of age, now enforced, beyond which no admission is allowed on the establishment, and as the financial result of any system of superannuation must depend mainly on the age at which persons are admitted on the establishment, my Lords are of opinion that the Treasury should be consulted before any material change is made in the regulations as to the age of admission.

Subject to these conditions, my Lords are prepared to extend the full benefit of the Act as regards superannuation to the different classes of men on day pay or weekly wages, who are considered by the Lords, &c., of the Admiralty to be on their permanent establishment, as fully as to those who are recognized as established clerks upon annual salary.

The consequence will be, that in lieu of the pensions which have been heretofore granted under the Order in Council of the 22nd May, 1839, the scale of pensions to men on the establishment will be that regulated by the Act, and by the Treasury Minute of the 14th June, 1859.

The period of service to be computed in determining the amount of superannuation allowance will commence from the date of the Civil Service Commissioners' Certificate, so long as such certificate is required by law as the condition of admission; subject only to this exception, that in the case of apprentices who may be admitted by such an examination, the operation of the Act should only begin when the apprenticeship ceases, and they are placed on an established footing as workmen.

As regards compensation for abolition of office, it must be distinctly understood that no claim whatever is established as regards hired men, and no claim to any annual pension as regards men on the establishment until they have completed the period of ten years' service, when the right to superannuation commences.

The term "abolition of office" does not justly apply to the case of mechanics or workmen who may be discharged after a short period because their services are no longer required, and who are in no worse position to obtain employment elsewhere than others of their class who have served with private employers.

All cases therefore of this description must be dealt with as heretofore, by giving small gratuities in special instances, and without reference to the Superannuation Act, unless where a continuous service of ten years on the establishment has given the party a recognized claim to the benefits provided by that Act.

If there are any other points upon which the Lords, &c., of the Admiralty require information as to the application of the Act, my Lords will be happy to afford it, but they believe that the views above expressed will enable the Admiralty to deal without difficulty with the different classes of workmen enumerated in their letter.

No. 32.—AN ACCOUNT of ANNUITIES and PENSIONS paid out of the CONSOLIDATED FUND in Great Britain and Ireland in the year ended 31st March, 1862, and of the future ANNUAL CHARGE as it stood on that day.

NAMES OF PERSONS.	By what Acts granted.		PAYMENTS in the Year ended 31st March, 1862		FUTURE ANNUAL CHARGE.
	<i>Act.</i>	<i>Cap.</i>	£	s. d.	£ s. d.
ANNUITIES to the Royal Family :					
The Trustees of His Royal Highness Leopold George, Prince of Saxe-Coburg (now King of the Belgians)	56 G. 3	24	*50,000	0 0	50,000 0 0
Her Royal Highness the Duchess of Kent (to 16th March, 1861)	1 & 2 V.	8	5,833	6 8	—
Her Royal Highness the Duchess of Cambridge	{ 58 G. 3. 1 G. 4.	{ 24 108	6,000	0 0	} 24,000 0 0
His Royal Highness Prince Albert of Saxe-Coburg and Gotha (to 14th December, 1861)	3 V.	3	28,103	9 0	
Her Royal Highness the Princess Augusta, Duchess of Mecklenburg-Strelitz	6 & 7 V.	25	3,000	0 0	
His Royal Highness the Duke of Cambridge	13 & 14 V.	77	12,000	0 0	
Her Royal Highness the Princess Mary of Cambridge	13 & 14 V.	77	3,000	0 0	
Her Royal Highness the Princess Royal, now Crown Princess of Prussia	20 & 21 V.	2	8,000	0 0	8,000 0 0
PENSIONS for NAVAL and MILITARY SERVICES:					
	Duration of the Grant.				
Lord Rodney	{ To all and every the Heirs male to whom the Title of Lord Rodney shall descend	33 G. 3	77	{ 1,000 0 0 1,000 0 0	}
Dowager Lady Rodney					
Viscount Duncan (now Earl of Camperdown)	For Life	{ 38 G. 3 38 G. 3 (1)	{ 22 70	{ 2,000 0 0 997 9 0	} 38,997 9 0
Earl Morley, in trust for Earl Amherst	{ To the Representatives of Jeffrey Earl Amherst	43 G. 3	159	3,000 0 0	
Viscount St. Vincent	{ To the present Viscount and his Successor					{ 46 G. 3 4 G. 4	{ 50 92	{ 2,000 0 0 1,000 0 0
Earl Nelson	{ To whom the Title of Earl Nelson shall descend	46 G. 3	146	{ 3,500 0 0 1,500 0 0	
Frances Elizabeth Countess Nelson					
The Duke of Wellington	{ To the present Duke and his Successor	{ 50 G. 3 52 G. 8	{ 8 37	{ 2,000 0 0 2,000 0 0	
Viscount Combermere	{ To the present Viscount and two next Heirs male on whom the Title shall descend	54 G. 3	163	2,000 0 0	
Viscount Exmouth	{ To the Heirs male on whom the Title shall descend	54 G. 3	164	2,000 0 0	
Lord Seaton	{ To the present Baron and two next Heirs male who may succeed to the Title	3 V.	11	2,000 0 0	
Lord Keane	{ To the present Baron and his Successor	4 V.	1	2,000 0 0	
Lord Hardinge	{ To the present Viscount and next Heir male who may succeed to the Title	9 & 10 V.	31	3,000 0 0	
Lord Gough (£2,000 per annum)	{ To the present Baron and two next Heirs male who may succeed to the Title	9 & 10 V.	32	1,000 0 0	
Lord Raglan	{ To the present Baron and next Heir male who may succeed to the Title	18 & 19 V.	64	2,000 0 0	} 17,000 0 0
Lady Raglan	For Life	18 & 19 V.	64	1,000 0 0	
Sir William F. Williams, Bart.	Ditto	19 & 20 V.	30	1,000 0 0	
Sir Henry Marshman Havelock, Bart.	Ditto	21 V.	2	{ 1,000 0 0 1,000 0 0	
Lady Havelock	Ditto				
PENSIONS for CIVIL SERVICES:					
Granville John Penn	{ To the Heirs of Wm. Penn for ever	30 G. 3.	46	4,000 0 0	} 17,000 0 0
Lord Colchester	For his Life	57 G. 3	47	3,000 0 0	
Viscount Canterbury	Ditto	2 & 3 W. 4.	109	3,000 0 0	
Viscount Eversley	Ditto	20 V.	9	4,000 0 0	
The Trustees of the Family of the late Right Hon. George Canning	{ During the Life of his second Son, Chas. Canning, now Viscount Canning	9 G. 4	28	3,000 0 0	
<i>First Class (£2,000):</i>					
Lord Glenelg	}	4 & 5 W. 4	24	{ 2,000 0 0 548 19 5 2,000 0 0	} 4,000 0 0
The Right Hon. Sir G. Grey (moiety) (to 24th July, 1861)					
The Right Hon. Benjamin Disraeli (One vacant)					
<i>Second Class (£1,400):</i>					
(Two vacant)					
<i>Third Class (£1,200):</i>					
The Right Hon. Stephen Rumbold Lushington		57 G. 3	65	1,500 0 0	} 2,700 0 0
The Right Hon. Sir George Clerk, Bart. (Two vacant)		4 & 5 W. 4	24	1,200 0 0	
<i>Fourth Class (£1,000):</i>					
The Right Hon. S. M. Phillips (late U.S.S. Home Dept.)	}	57 G. 3	65	{ 1,000 0 0 600 0 0 313 8 1 1,000 0 0	} 2,900 0 0
The Right Hon. H. U. Addington (ditto, Foreign Dept.)					
(Receives also a Diplomatic Pension of £900 per annum, vide p. 45).					
Robert William Hay (late U.S.S. Colonial Dept.) (to 9th May, 1861)					
Rear-Admiral W. A. B. Hamilton (late Second Secretary to the Admiralty) (Three vacant)					
Green, Philip James, officer of the late Levant Company (to 10th January, 1861)		6 G. 4.	33	4 3 4	} 295 0 0
Blewett, Thomas E.	} Officers of the late African Company	1 & 2 G. 4	28	{ 65 0 0 32 10 0 100 0 0 130 0 0	
Fountaine, John (to 6th March, 1861)					
Heather, John					
Sewell, William B.					
Carried forward				181,458 5 6	117,592 9 0

No. 32.—ACCOUNT of Annuities and Pensions paid out of Consolidated Fund, &c.—*continued.*

NAMES OF PERSONS.	By what Acts granted.		PAYMENTS in the Year ended 31st March, 1862.			FUTURE ANNUAL CHARGE.		
	Act.	Cap.	£	s.	d.	£	s.	d.
Brought forward	181,458	5	6	147,592	9	0
Adams, William D. } Officers of the late Lottery Office	4 G. 4	60	375	0	0	508	6	8
Earle, Percival H. } .. .. .	..	..	133	6	8	
Brereton, Frederick William }	467	0	0	3,554	0	0
Frederick, Arthur } .. .. .	..	..	141	0	0	
Gimingham, John } (to 4th April, 1861)	..	..	109	17	9	
Glasse, William B. } .. .. .	..	..	108	0	0	
Mayhew, Thomas P. } .. .. .	..	..	396	0	0	
Nottidge, Charles } .. .. .	..	..	260	0	0	
Penwarne, John }	4. W. 4	15	291	0	0			
Roberts, William Henry } .. .. .	..	..	875	0	0	
Taylor, Henry } .. .. .	..	..	50	0	0	
Walford, Edward } .. .. .	..	..	83	0	0	
Welch, Martial L. }	113	0	0	500	0	0
Wilde, Samuel F. T. } .. .. .	..	..	270	0	0	
Edward Mitchell, late Second Senior Clerk, Irish Treasury (<i>vide</i> also allowance at p. 46) *	505	19	4	2,698	5	4
Wm. D. Delap, late Chief Clerk in the Irish Exchequer Office in London	54 G. 3	83	248	6	0			
The Earl of Roden, late Auditor-General of the Exchequer, Ireland	57 G. 3	84	57	3	3	4,303	15	0
Thomas Ferrall .. late Clerk }	3 G. 4	56	208	15	4			
William Johnston .. Ditto } .. .. .	..	..	43	2	1	
Henry Newton .. Ditto } .. .. .	..	..	110	10	0	
Willoughby C. Newton } Military Audit Office, Ireland	3 G. 4	56	85	0	0			
Thomas Quinton .. Ditto } .. .. .	..	..	55	0	0	
Jacob M. Wanty .. Ditto } .. .. .	..	..	124	10	0	
Robert Douglas .. Ditto } .. .. .	..	..	32	6	0	
Ann Barrett, late Office-keeper } .. .. .	..	..	14	8	8	
George Archdall, Commissioner of late Board of Works, Ireland	5 G. 4	23	177	11	8			
PENSIONS for JUDICIAL SERVICES:								
Lord Brougham and Vaux, late Lord Chancellor	5,000	0	0	49,884	12	0
Lord Lyndhurst .. ditto	39 G. 3	110	5,000	0	0			
Lord St. Leonards .. ditto	2 & 3 W. 4	111	5,000	0	0			
Lord Cranworth .. ditto .. .. .	..	..	5,000	0	0	
Lord Chelmsford .. ditto .. .. .	..	..	5,000	0	0	
The Right Hon. Joseph Napier, late ditto, Ireland	40 G. 3.	69	3,692	6	0			
The Right Hon. Francis Blackburn, ditto ditto	40 G. 3.	69	3,692	6	0			
Sir Thomas Erskine, late Puisne Judge, Common Pleas .. .. .	..	..	3,500	0	0	
Sir John Taylor Coleridge, Queen's Bench	39 G. 3.	110	3,500	0	0			
Sir J. Patteson .. ditto (to 28th June, 1861)	53 G. 3.	153	1,682	13	10			
Sir Hugh Hill .. ditto (from 4th Dec., 1861) .. .. .	..	..	331	17	11	
Lord Wensleydale, late Baron Court of Exchequer	6 G. 4	84	3,500	0	0	2,600	0	0
Sir Thomas J. Platt, ditto ditto .. .. .	..	..	3,500	0	0	
Sir James Wigram, late Vice-Chancellor	5. V.	5	3,500	0	0			
Charles Heneage Elesley, late Judge, County Court	15 & 16 V.	54	800	0	0			
Serjeant H. Storks ditto	15 & 16 V.	54	1,000	0	0			
Benjamin Parham ditto (to 16th August, 1861) .. .. .	..	..	502	3	6	
Edward Cooke .. ditto (from 1st May, 1861) .. .. .	..	..	400	10	11	
John Johnes .. ditto (from 31st October, 1861) .. .. .	..	..	134	15	8	
Right Hon. Phillip Cecil Crampton, late Justice of Queen's Bench, Ireland .. .. .	..	..	2,400	0	0	
Right Hon. Louis Perrin .. ditto	40 G. 3	69	2,400	0	0			
The Hon. John Richards, late Baron Court of Exchequer, Ireland	2,400	0	0	7,200	0	0
The Right Hon. Richard Greene, ditto (from 12th February to 3rd March, 1861) .. .. .	..	..	266	13	4	
Acheson Lyle, Master in Chancery (from 12th October, 1860)	13 & 14 V.	51	623	11	3			
Viscount Avonmore, Principal Registrar, Court of Chancery, Ireland	4 G. 4.	61	4,199	19	0			
John Brennan .. ditto ditto	6 & 7 W. 4	74	952	10	4			
Mervyn Stewart, Second Clerk, or Lord Treasurer's Remembrancer	5 & 6 W. 4	55	575	10	4			
John Stewart, for Life of Mervyn Stewart, Deputy to Lord Treasurer's Remembrancer .. .. .	..	..	298	7	8	
John Stewart (for Life), Secondary in the Office of Second Clerk, or Lord Treasurer's Remembrancer .. .. .	..	..	62	8	4	
George Tomb, Assistant Barrister, County Wicklow	40 G. 3.	69	276	18	4			
John Gibson ditto .. Antrim	21 & 22 V.	88	733	6	8			
Hon. John Plunkett ditto .. Meath	466	13	4	2,943	11	8
Edward Tickle ditto .. Armagh .. .. .	..	..	733	6	8	
Jonathan Henn ditto .. Donegal .. .. .	..	..	733	6	8	
HEREDITARY PENSIONS, transferred from GROSS REVENUES:								
The Duke of Marlborough	4,000	0	0	7,360	0	0
The Heirs of the Duke of Schomberg	19 & 20 V.	59	2,160	0	0			
Moiety of the Earl of Bath's pension .. .. .	..	..	1,200	0	0	
MISCELLANEOUS PENSIONS:								
The Servants of Her late Majesty Queen Charlotte	59 G. 3	22	1,178	16	8	34,000	0	0
His late Majesty George the Third	1 G. 4	109	1,075	14	4			
Her late Majesty Queen Caroline	3 G. 4	98	279	12	0			
Pensions formerly on the Civil List of their late Majesties George the Fourth and William the Fourth, the Hereditary Revenues of Scotland, and 4½ per cent., duties The Trustees of Mrs. Sarah Hamilton and her Children	1 & 2 V.	95	31,127	9	3	229	6	2
Annunities granted in Ireland	37 G. 3.	62	625	0	8			
Charles Joseph Jolly, Doorkeeper } House of Lords, Ireland, for loss }	39 G. 3.	65	184	12	4			
Mary Anne Forster, now Tonnes, Housemaid } of emoluments by the Union }	40 G. 3.	34	82	0	2			
Persons who suffered by the Rebellion in Ireland, in 1798	2 & 3 W. 4	116	18	0	19	9,000	0	0
Pensions formerly on the Civil List, Ireland	40 G. 3.	49	129	5	2			
.. .. .	1 & 2 V.	93	9,108	0	7			
			£312,962	2	8	£275,764 16 2		

* English Parliamentary Papers.

VICTORIA.

WELSHPOOL HARBOR.

RETURN TO AN ORDER OF THE LEGISLATIVE COUNCIL.
HONORABLE G. W. COLE.—1st MAY, 1863.

LAI'D UPON THE COUNCIL TABLE BY THE HON. M. HERVEY 5TH AUGUST, 1863, AND
EXTRACTS FROM THE SAME ORDERED TO BE PRINTED 25TH AUGUST, 1863.

RETURN of—

- (1.) Any instructions to the Harbor Master of Port Albert to report on the capabilities and requirements of the Harbor of Welshpool.
- (2.) Any report made in consequence of such instructions.
- (3.) All papers and correspondence relative to the opening of the Port Welshpool, and to the customs and pilotage of that Port.
- (4.) Any correspondence relative to applications to act as Custom House Agent for the Port.
- (5.) A statement of the steps taken to have Pilot and Custom House Officers appointed to facilitate the business of the trade now opening up.
- (6.) Any report that may have reached the Government as to any difficulties which have been met with by the *Oregon* or other large vessel in reaching the Port.
- (7.) The Report of Captain Ross on Corner Inlet and the Harbor of Welshpool.

[No. 21.]

Department, Ports and Harbors,
Williamstown, 6th May, 1863.

SIR,

In accordance with your verbal instructions, I herewith have the honor to furnish copies of correspondence which has recently passed through the office upon the subject of the Port of Welshpool.

The undermentioned questions were addressed by me to Mr. Firmanir, the Harbor Master of Port Albert, in consequence of an application I received from Messrs. McMeckan and Blackwood, who had some intention of sending one of their steamers there:—

1. Could a steamer of 1000 tons go up to Welshpool and load cattle from the jetty, the vessel to draw (say) fourteen feet?
2. What is the depth of water at high water and low water?
3. What is the width of the channel all the way up?
4. What length of narrow water is there to navigate?

Enclosure No. 1 is the Harbor Master's Report, since which he has marked the banks of the fairway leading to Welshpool with stakes from the elbow buoy up to the jetty.

Mr. Peterson, who formerly was Pilot and Officer of Customs at Corner Inlet, has received from the Pilot Board an acting order authorising him to pilot vessels to and from Corner Inlet.

The barque *Oregon*, from New Zealand, was piloted by him from sea to Welshpool a short time ago.

I have, &c.,

(Signed)

CHARLES FERGUSON,
Chief Harbor Master.

The Honorable

The Commissioner of Trade and Customs.

[ENCLOSURE.]

Harbor Master's Office,
Port Albert, 11 , 1863.

SIR,

In answer to yours of the 4th instant, with regard to the width of the channel and depth of water at Welshpool, I beg to inform you that I have measured the width of the channel for about a mile and a half down, and find it from 205 feet to 170 feet for about half a mile; it

then gradually widens for about a mile further until it reaches 600 feet, and it runs at that width, a little more or less, until it reaches the Inlet.

The depth of water is from fourteen feet to four fathoms at low water.

On the day I measured and sounded, the fall of tide was four feet six inches by the marks on the jetty ; the measurement was taken from bank to bank in six feet depth.

With regard to the size of the vessels that might go to Welshpool, my opinion is, that vessels from two to three hundred tons, if not over 130 feet long, and the channel properly beacons off, with a leading wind, could, with proper precaution, get in.

The Chief Harbor Master.

(Signed)

DAVID FIRMANIR,
Harbor Master.

SHIPPING PORT IN GIPPS LAND, AND ROUTE TO THE JORDAN DIGGINGS.

The following letter from Commander Ross, R.N., dated 28th August, 1854, relating to his survey of Welshpool, at Corner Inlet, is published at the request of persons interested in shipping cattle from thence to New Zealand, and who desire to use this port as a landing place from which to explore a route to the Jordan Diggings:—

H.M. Cutter *Lælia*,
Corner Inlet, 28th August, 1854.

SIR,

Since the last tracing I had the honor of forwarding you, I have extended the survey of the northern coast of the Inlet as far as the mouth of the Franklin River, taking in the Little River, which is about half way between the former and the Lewis Channel ; also Snake Island, La Trobe Island as far as Point Townsend, and the coast of the promontory to Rabbit Island. I have also fixed the most prominent points in the Inlet.

The Inlet has several mud and sand banks, but the main channels are clear and well defined, with good anchoring ground, as much as fifteen fathoms in the main channel, and is capable of containing a very large mercantile fleet with perfect safety.

The entrance to the Inlet will require eight buoys to mark its shoals ; and I should strongly recommend a light vessel being placed at the entrance of the ship channel, which would enable vessels to run for the Inlet, affording them, particularly those bound to the eastward, safe shelter—the Inlet being the only place of refuge along the coast during an easterly gale.

The Lewis Channel, leading to the township of Welshpool, possesses many advantages. There is no bar to contend with ; large ships can anchor in the lower part of the channel, and vessels of moderate draught can work up or down with perfect safety.

I have erected a large beacon on the point of the sand spit of the entrance, on the port side, the black buoy being placed outside of it in two fathoms low water, and the white buoy on the starboard side in the same depth.

I should recommend a wharf and stockyard being erected at Welshpool as soon as possible, as it would be the means of bringing trade to that port, would materially benefit the stockholders, and open immediate communication with the interior ; as I have no hesitation in saying that Welshpool must eventually become the key to Gipps Land. I may here state that, for two days prior to my leaving the Inlet, a barque and brigantine bound for Port Albert were at anchor outside, windbound ; whereas, had there been a wharf and stockyard, as above recommended, at Welshpool, these vessels would have had no detention. A great loss of stock is occasioned by vessels being detained in Port Albert awaiting a fair wind.

I visited Rodonda on the 11th ultimo, but was unable to land, owing to the day being so far advanced. I sailed, however, sufficiently near to it to satisfy me of its being accessible. It is covered with vegetation, and on its summit are some large trees, which leads me to believe there is a large flat surface there. It commands a sea view from N.W. round south to N.N.E. I have never seen it capped with fog, as are the surrounding peaks of the promontory, and should therefore recommend it as the most eligible site for a light.

Cleft Island is also in a commanding position for the above purpose, but would not be seen so well by vessels coming from the eastward ; its sides are also too precipitous to enable a landing to be effected.

Moncœur, again, is too far to the eastward, being shut out by Cleft and the adjacent islands from vessels coming from the westward.

Owing to the many conflicting opinions promulgated regarding Corner Inlet as a port, I beg leave to state, in conclusion, that it is perfectly accessible both by day and night, in addition to which the good anchorage in the Inlet renders it the second in Victoria.

I have the honor to be,

Sir,

Your obedient Servant,

M. G. H. W. ROSS,
Comr. R.N.

Capt. Clarke, R.E.,
Surveyor-General.

VICTORIA.

CHINESE IMMIGRANTS AND CAPITATION MONEY.

RETURN TO AN ORDER OF THE LEGISLATIVE COUNCIL.
THE HONORABLE W. HULL.—9TH JUNE, 1863.

LAI D ON THE COUNCIL TABLE BY THE HONORABLE M. HERVEY 19TH AUGUST, AND
ORDERED BY THE COUNCIL TO BE PRINTED 25TH AUGUST, 1863.

A RETURN of the actual Number of Chinamen in this Colony, distinguishing those engaged in Gold Mining and in Mercantile and Manufacturing Pursuits, together with the Number of Chinese Females in Victoria; also, a Return of the Total Amount of Capitation Money received from these Foreigners during the last Year.

THE NUMBER of Chinese in the Colony on the 31st May, 1863, as recorded in this department, was approximately as follows:—

Males	...	...	...	...	19,833
Females	...	...	...	...	8
Total	...	...	...	...	19,841

By taking the same proportions of occupations of Chinese as were returned in the Census (7th April, 1861), the above number (19,841), on the 31st May, 1863, would be distributed as follows:—

	Number.	Per Centage.
Engaged in Gold Mining	16,977	85·6
„ Mercantile Pursuits	1,088	5·5
„ Manufacturing	120	·6
„ Other Pursuits	1,656	8·3
“Total	19,841	100·0

I think it right to state, however, that, according to the returns forwarded to the Secretary for Mines, the number of Chinese estimated as now employed in gold mining alone amounts to 22,317, or 2,476 in excess of the total number supposed to be in the Colony, according to my approximation. I am unable, however, to reconcile this estimate with the total number of Chinese (24,732) returned at the Census of 1861, and the excess of Chinese departures over arrivals (4,891) since that period. I have therefore thought it advisable to submit the figures recorded in this department without modification.

(Signed)

W. H. ARCHER,
Registrar General.

R.G.O., 17 | 8 | 63.

Amount of Capitation Money received during 1862 was £1660.

1862-3.

VICTORIA.

FORTIFICATIONS AROUND HOBSON'S BAY.

Return to Address :

HONORABLE G. W. COLE.—21ST AUGUST, 1863.

LAI^D ON THE COUNCIL TABLE BY THE HONORABLE M. HERVEY, 25TH AUGUST, 1863, AND
ORDERED BY THE COUNCIL TO BE PRINTED, 1ST SEPTEMBER, 1863.

COPY of Despatch (No. 3, Military), of His Excellency the Governor, to His Grace the
Duke of Newcastle, on the progress made in the Fortifications around Hobson's Bay.

MILITARY.

No. 3.

Government Offices,
Melbourne, 22ND January, 1863.

MY LORD DUKE,

In reporting on the progress made with the Fortifications of this Colony, in my despatch (Military No. 9, of 21ST July), I mentioned that my advisers had undertaken to complete and arm the sixty-eight pounder batteries already commenced around Hobson's Bay, but had determined to obtain further information as to the new steam rams from England before proceeding any further with the schemes of the Defence Commission.

I am happy to state that the first object has been accomplished, though not entirely to the satisfaction of the Commanding Royal Engineer; and the Port of Melbourne is at length in a state of defensive preparation which would probably deter a privateer of small force from entering it with hostile intent.

As regards the second point, I consider it right that Her Majesty's Government should be put in possession of the correspondence which has passed between the Treasurer and Mr. Childers, M.P., the Agent of the Colony, on the subject, and I therefore enclose copies Enclosure A. with which I have been recently furnished by the former.

It will be seen that the authorities consulted by Mr. Childers recommend the employment of two iron-clad gunboats, in lieu of the fortification of the Heads of Port Phillip, or the erection of a pile battery on the shoal in Hobson's Bay.

These they estimate could be obtained for about £60,000 a piece; and in this case the outlay would not be very much larger than would be required to carry out the original plan of defence.

The Correspondence has not yet been laid before the Legislature; but, as a sum of £60,000 has been placed on the estimates towards the purchase of floating batteries, the question must shortly come under consideration, and the willingness of the Assembly to grant this instalment be ascertained.

I have, &c.,

(Signed)

HENRY BARKLY.

His Grace the Duke of Newcastle, K.G.,
&c., &c., &c.

VICTORIA.

AGRICULTURAL AREAS.

LAI'D UPON THE COUNCIL TABLE BY THE HON. M. HERVEY, AND ORDERED BY THE COUNCIL TO BE PRINTED 3RD SEPTEMBER, 1863.

RETURN of AGRICULTURAL AREAS, showing Dates upon which Opened and upon which Closed.

Name of Area.	When Opened.	When Closed or Withdrawn.	Remarks.
	1862.	1863.	
a'Beckett's Plains ...	12th September ...	2nd February.	} Withdrawn on account of supposed auriferous nature.
Abermacculloch ...	12th September ...	2nd February.	
Andersonsbawn ...	10th September ...	26th January ...	
Arddaly ...	17th September ...	2nd February.	
Ardgray ...	15th September ...	2nd February.	
Ballybourke ...	12th September ...	2nd February.	
Ballyduffy ...	10th September ...	2nd February.	
Batman ...	17th September ...	2nd February.	
Bealanbarry ...	Never ...	2nd February.	
Belle Lattrobe ...	12th September ...	2nd February.	
Bruthen ...	10th September ...	2nd February.	
Burke ...	10th September ...	2nd February.	
Burnewang ...	12th September ...	2nd February.	
Benalla ...	17th September ...	2nd February.	
Brugworden ...	22nd September ...	2nd February.	
Boloke ...	24th October ...	2nd February.	
Castle Barkly ...	10th September ...	2nd February.	
Childerscourt ...	12th September ...	2nd February.	
Clarke ...	22nd September ...	2nd February.	
Cobaw ...	10th September ...	2nd February.	
Cole ...	15th September ...	2nd February.	
Collinsford ...	10th September ...	2nd February.	
Cooksmere ...	10th September ...	2nd February.	
Currawa ...	12th September ...	2nd February.	
Carrickoshanassy ...	12th September ...	2nd February.	
Chapman ...	17th September ...	2nd February.	
Cowperland ...	12th September ...	2nd February.	
Cobra-killuc ...	22nd September ...	1862. 24th September 1863.	All allotments selected.
Condah ...	Never ...	2nd February.	
Dargile ...	15th September ...	2nd February.	
Darriman ...	10th September ...	2nd February.	

RETURN OF AGRICULTURAL AREAS—*continued.*

Name of Area.	When Opened.	When Closed or Withdrawn.	Remarks.
	1862.	1863.	
Delatite	19th September ...	2nd February. 1862.	
Doma Mungi... ..	Never	8th September.	Withdrawn on account of auriferous land.
		1863.	
Drum Martin	10th September ...	2nd February.	
Drum Murphy	10th September ...	2nd February.	
		1862.	
Dun Lang	15th September ...	4th November.	All allotments selected.
		1863.	
Elingamite	22nd September ...	2nd February.	
Ennish Stawell	12th September ...	2nd February.	
Esmond	10th September ...	2nd February.	
Evansford	10th September ...	2nd February.	
Eurambeen	Never	2nd February.	
Fawkner	10th September ...	2nd February.	
Flinders	Never	2nd February.	
Fort Fellows	15th September ...	2nd February.	
Francisford	10th September ...	2nd February.	
Franklin	12th September ...	2nd February.	
Gellibrand	24th September ...	2nd February.	
Glen Grant	17th September ...	2nd February.	
Glen Johnston	10th September ...	2nd February.	
Glen Thomson	10th September ...	2nd February.	
Glen Wood	12th September ...	2nd February.	
Gooramadda	10th September ...	2nd February.	
Goorambat	12th September ...	2nd February.	
Greeves Park	12th September ...	2nd February.	
Griffithston	19th September ...	2nd February.	
Gundowring	10th September ...	2nd February.	
Hainesford	17th September ...	2nd February.	
Hanson	15th September ...	2nd February.	
Healeshirst	15th September ...	2nd February.	
Hentyhirst	Never	2nd February.	
Herveysbridge	12th September ...	2nd February.	
Higinbotham	10th September ...	2nd February.	
Hoddle	Never	2nd February.	
Hodgkinson	1st October	2nd February.	
Hoodstead	10th September ...	2nd February.	
Hothamwood	19th September ...	2nd February.	
Hull	10th September ...	2nd February.	
Invermiechie	10th September ...	2nd February.	
Killgoold	10th September ...	2nd February.	
Kirkcairns	12th September ...	2nd February.	
Knock Kennedy	19th September ...	2nd February.	
Lake Wilson	17th September ...	2nd February.	
Leichardt	15th September ...	2nd February.	
Ligarwood	Never	2nd February.	
Lispower	22nd September ...	2nd February.	
Loader Downs	15th September ...	2nd February.	
Loughlalar	10th September ...	2nd February.	
Lowe	22nd September ...	2nd February.	
Macarthurmere	15th September ...	2nd February.	
Meerlieu	22nd September ...	2nd February.	
Merthyr Humffray	29th September ...	2nd February.	
Mitchellsdale... ..	12th September ...	2nd February.	
Mokoan	15th September ...	2nd February.	
Mollisonsbridge	12th September ...	2nd February.	
Mowrngay	19th September ...	2nd February.	
Mount Aspinall	15th September ...	2nd February.	
Mount MacMahon	10th September ...	2nd February.	
Mount Molesworth	17th September ...	2nd February.	
Mininera	20th October	2nd February.	
Mocamboro	22nd October	2nd February.	

RETURN OF AGRICULTURAL AREAS—*continued.*

Name of Area.	When Opened.	When Closed or Withdrawn.	Remarks.
	1862.	1863.	
Myamyn	Never	2nd February.	
Moylin	12th September ...	2nd February.	
Nattle Yallock ...	10th September ...	2nd February.	
Newtown Nicholson ...	12th September ...	2nd February.	
Palmerswood... ..	10th September ...	2nd February.	
Parkes Plains	12th September ...	2nd February.	
Pasley	10th September ...	2nd February.	
Plunkett	15th September ...	2nd February.	
Rath Ireland... ..	15th September ...	2nd February.	
Robertson	15th September ...	2nd February.	
Skenesburn	10th September ...	2nd February.	
Slievesullivan	15th September ...	2nd February.	
Snodgrass	17th September ...	2nd February.	
Strathservice... ..	12th September ...	15th September 1863.	All allotments selected.
Strathstrachan	19th September ...	2nd February.	
Tarnagulla	17th September ...	2nd February.	
Templeperry	15th September ...	2nd February.	
Torrensedale	12th September ...	2nd February.	
Wandool	28th October ...	2nd February.	
Warrambat	10th September ...	2nd February.	
Warrabkook	Never	2nd February.	
Warrawinga	17th September ...	2nd February.	
Weerangourt	Never	2nd February.	
Wentworth	10th September ...	2nd February.	
Westgarth	15th September ...	2nd February.	
Willatook	17th September ...	2nd February.	
Williamschase	12th September ...	2nd February.	
Wills	15th September ...	2nd February.	
Winy-a-yuny... ..	24th October ...	2nd February.	
Wandoomarook	22nd September ...	2nd February.	
Woorndoo	Never	2nd February.	
Woodnaggerak	Never	2nd February.	
Wrixondale	24th September ...	2nd February.	
Yallock	12th September ...	2nd February.	
Yarpturk	15th September ...	2nd February.	
Young	10th September ...	2nd February.	
Yuppeekiar	Never	2nd February.	
Bungeleen	Never	20th July.	
Cargerie	Never	20th July.	
Morandiny	Never	20th July.	
Omeo	Never	20th July.	
Totara	Never	20th July.	
Ullina	Never	20th July.	

VICTORIA.

LEASES UNDER THE 47TH SECTION OF
"THE LAND ACT, 1862."

NOVEL INDUSTRIAL ENTERPRISES.

RETURN TO AN ORDER OF THE LEGISLATIVE COUNCIL.
THE HONORABLE W. H. F. MITCHELL.—3RD SEPTEMBER, 1863.

LAI D ON THE COUNCIL TABLE BY THE HONORABLE M. HERVEY, 8TH SEPTEMBER, 1863,
AND ORDERED BY THE COUNCIL TO BE PRINTED, 11TH SEPTEMBER, 1863.

RETURN of all Persons who have been granted Leases to occupy Land under Clause 47 of
the Act 145 ; their Names, quantity of Land conceded, and when, locality and distance
of each lot from any Town or Railway Station.

Names of Lessees.	Area.			Date of Approval by the Governor in Council of the issue of Lease.	Parish.	County.	Distance from nearest Town or Railway Station.
	A.	R.	P.				
Patrick Murnane ...	10	0	0	1862. 31st Dec.	Unnamed ...	Unnamed	Immediately outside of the township boundary of Redbank.
James E. Blake ...	30	0	0	"	Holden ...	Bourke ...	} About 2 miles from the Sunbury railway station.
Thomas H. Bear ...	30	0	0	"	Holden ...	Bourke ...	
George W. Knight ...	30	0	0	"	Holden ...	Bourke ...	
J. V. A. Bruce ...	30	0	0	"	Holden ...	Bourke ...	
G. S. Kemp ...	30	0	0	"	Clunes ...	Talbot ...	About 2 miles from the township of Clunes.
Carl Pfitzner ...	30	0	0	"	Walmer ...	Unnamed	About 1 mile from the Harcourt railway station.
G. Brown ...	30	0	0	"	Carlyle ...	Unnamed	About 4 miles from the township of Rutherglen.
Charles Johnson ...	30	0	0	"	Clunes ...	Talbot ...	About 2 miles from the township of Clunes.
Friederick Hirschi ...	27	2	13	"	Walmer ...	Unnamed	About 1 mile from the Harcourt railway station.
Henry Clarke ...	8	2	0	"	Burrumbeep	Ripon ...	About 5 miles from the township of Ararat.
James H. Dardel ...	30	0	0	"	Wabdallah...	Grant ...	About 4 miles from the Lethbridge railway station.
Ezekiel Lawton ...	30	0	0	"	Walmer ...	Unnamed	About 1 mile from the Harcourt railway station.
Northcote Knight ...	30	0	0	"	Durdidwarrah	Grant ...	About 4 miles from the Lethbridge railway station.
Fk. Schar ...	30	0	0	"	Moorpanyal	Grant ...	About 2½ miles from Batesford.
J. B. Murdoch ...	30	0	0	"	Anakie ...	Grant ...	About 5 miles from Steiglitz.
Thomas Bignell ...	18	0	0	"	Harcourt ...	Unnamed	About 1 mile from the Harcourt railway station.
James Cook...	26	0	13	"	Harcourt ...	Unnamed	About 1 mile from the Harcourt railway station.
Anthony Morey ...	30	0	0	"	Castlemaine	Unnamed	About 1 mile from the town boundary of Castlemaine.
R. Wood ...	30	0	0	"	Glenhope ...	Dalhousie	About 11 miles from the Taradale railway station.
W. B. Downe ...	30	0	0	"	Castlemaine	Unnamed	Immediately outside the Castlemaine town boundary.

RETURN of Leases granted under the 47th section of "The Land Act, 1862"—continued.

Names of Lessees.	Area.			Date of Approval by the Governor in Council of the issue of Lease.	Parish.	County.	Distance from nearest Town or Railway Station.
	A.	R.	P.	1862.			
Jonas Weber ...	30	0	0	31st Dec.	Wabdallah...	Grant ...	About 4 miles from the Lethbridge railway station.
J. Belperroud ...	20	0	0	"	Duneeed ...	Grant ...	About 6 miles from Geelong.
H. Cordell ...	20	0	0	"	Barrabool ...	Grant ...	In close proximity to Fyansford.
Hugh Longmore ...	30	0	0	"	Wabdallah...	Grant ...	About 4 miles from the Lethbridge railway station.
John Smith ...	21	2	4	"	Kerrie ...	Bourke ...	About $\frac{3}{4}$ of a mile from the Riddell's Creek railway station
John Shea ...	30	0	0	"	Merrimu ...	Bourke ...	About 5 miles from the township of Melton.
William Fletcher ...	30	0	3	"	Cundare ...	Grenville	About 9 miles from the township of Colac.
Joseph Webster ...	30	0	0	"	Carlyle ...	Unnamed	About 4 miles from the township of Rutherglen.
H. Alisch ...	30	0	0	"	Benalla ...	Unnamed	About 4 miles from the township of Benalla.
Richard Griffith ...	30	0	0	"	Merrimu ...	Bourke ...	About 4 miles from the township of Melton.
Martin Shea ...	30	0	0	"	Merrimu ...	Bourke ...	About 4 miles from the township of Melton.
Edward Woods ...	23	1	25	"	Gisborne ...	Bourke ...	About $\frac{1}{2}$ a mile from the Riddell's Creek railway station.
William Hobby ...	10	2	0	"	Castlemaine	Bourke ...	About $\frac{3}{4}$ of a mile from Castle-maine.
John Jones ...	30	0	0	"	Yarrowee ...	Grenville	About 5 miles from the township of Smythesdale.
Robert Davcy ...	11	1	5	"	Walmer ...	Unnamed	About $\frac{1}{2}$ a mile from the Harcourt railway station.
John Clifton ...	29	0	32	"	Fryers ...	Talbot ...	About 4 miles from Fryers-town.
Alfred Fletcher ...	30	0	0	"	Cundare ...	Grenville	About 9 miles from the township of Colac.
John Oakes ..	2	0	15	"	Boroondara	Bourke ...	About $5\frac{1}{2}$ miles from the General Post Office, Melbourne.
Geelong Vineyard Co.	27	0	0	"	Moorpanyal	Grant ...	About 2 miles from Geelong.
John O'Hair ...	30	0	0	"	Cundare ...	Grenville	About 9 miles from the township of Colac.
William Kirk ...	30	0	0	"	Maryborough	Talbot ...	Outside the township boundary of Maryborough.
B. B. Johnson ...	7	3	27	"	Kerrie ...	Bourke ...	About 1 mile from the Riddell's Creek railway station.
William Turner, jun....	30	0	0	"	Mooroolbark	Mornington	} About 5 miles from the township of Warrandyte.
James S. Cappiter ...	30	0	0	"	Mooroolbark	Mornington	
Samuel Caswell ...	10	0	25	"	Gisborne ...	Bourke ...		About $\frac{1}{4}$ of a mile from the Riddell's Creek railway station
Alexander McKenzie...	20	0	0	"	Duneeed ...	Grant ..	About 6 miles from Geelong.
Elijah Bignell ...	18	0	0	"	Harcourt ...	Unnamed	About 1 mile from the Harcourt railway station.
William Turner ...	29	1	24	"	Mooroolbark	Mornington	About 5 miles from the township of Warrandyte.
Thomas Cowan ...	30	0	0	"	Wabdallah...	Grant ...	About $3\frac{1}{2}$ miles from the Lethbridge railway station.
M. J. McCulla ...	30	0	0	"	Lowry ...	Dalhousie	About $5\frac{1}{2}$ miles from the township of Broadford.
George Cook ...	19	0	0	"	Bet Bet ...	Talbot ...	About 1 mile from the township of Bet Bet.
A. Thomson ...	20	0	0	"	Duneeed ...	Grant ...	About 6 miles from Geelong.
E. J. McKenzie ...	20	0	0	"	Duneeed ...	Grant ...	About $6\frac{1}{2}$ miles from Geelong.
J. J. Dardel...	5	3	31	"	Wabdallah...	Grant ...	About 4 miles from the Lethbridge railway station.
William Watkins ...	13	0	0	"	Warrandyte	Bourke ...	Adjoins the township of Warrandyte.
George Meddings ...	10	0	0	"	Sandon ...	Talbot ...	About $2\frac{1}{2}$ miles from the township of Newstead.
George Blunt ...	30	0	0	"	Castlemaine	Unnamed	Immediately outside the township boundary of Castlemaine.
John Mackenzie ...	20	0	0	"	Duneeed ...	Grant ...	About 6 miles from Geelong.
R. Adams ...	30	0	0	"	Holden ...	Bourke ...	About $1\frac{3}{4}$ miles from the Sunbury railway station.
J. Spalding ...	30	0	0	"	Moranghurk	Grant ...	About $\frac{1}{2}$ a mile from the Duck Ponds railway station.
Peter Potter ...	30	0	0	"	Wellsford ...	Unnamed	About 5 miles from Sandhurst.
F. G. Johnson ...	30	0	0	"	Chintin ...	Bourke ...	About 5 miles from the township of Wallan.
M. O'Grady...	16	2	23	"	Gisborne ...	Bourke ...	About $\frac{3}{4}$ of a mile from the Riddell's Creek railway station
Martin Wilson ...	30	0	0	"	Cundare ...	Grenville	About 9 miles from the township of Colac.

RETURN of Leases granted under the 47th section of "The Land Act, 1862"—*continued.*

Names of Lessees.	Area.	Date of Approval by the Governor in Council of the issue of Lease.	Parish.	County.	Distance from nearest Town or Railway Station.
Daniel Bunce ...	A. R. P. 30 0 0	1862. 31st Dec.	Gnarwarre...	Grant ...	About 6 miles from the township of Layard.
A. C. Downing ...	30 0 0	"	Moorpanyal	Grant ...	About 2½ miles from the township of Batesford.
John Myles ...	30 0 0	"	Bellarine ...	Grant ...	} About 7½ miles from Queenscliff.
George Myles ...	30 0 0	"	Bellarine ...	Grant ...	
Thomas Morgan ...	30 0 0	"	Bellarine ...	Grant ...	
John Parker ...	30 0 0	"	Bellarine ...	Grant ...	
John Middemiss ...	30 0 0	"	Connewarren	Grant ...	About 9 miles from Queenscliff.
A. Moffatt ...	30 0 0	"	Durdidwarrah	Grant ...	About 4 miles from the Lethbridge railway station.
James Cowan ...	30 0 0	"	Emberton ...	Dalhousie	About 11 miles from the Tara-dale railway station.
Joseph Peverell ...	30 0 0	"	Clunes ...	Talbot ...	About 3 miles from the township of Clunes.
Thomas Pattenden ...	30 0 0	"	Lal Lal ...	...	About 1½ miles from the Buninyong railway station.
John How ...	19 0 0	"	Bet Bet ...	Talbot ...	About 1 mile from the township of Bet Bet.
Andrew Munro ...	30 0 0	"	Tourello ...	Talbot ...	About 4 miles from the township of Creswick.
William F. Woods ...	14 3 29	1863. 13th July	Gisborne ...	Bourke ...	About 1 mile from the Riddell's Creek railway station.
William Garlick ...	30 0 0	"	Durdidwarrah	Grant ...	About 3 miles from the township of Steiglitz.
M. Connell ...	30 0 0	"	Merrimu ...	Bourke ...	About ½ a mile from the village of Darley.
Walter Sydenham ...	25 0 0	"	Maribyrnong	Bourke ...	About ½ a mile from the township of Keilor, 2 miles from the railway station.
William Shehan ...	30 0 0	"	Clarendon ...	Grant ...	Adjoins the township of Clarendon.
Richard Jose ...	13 3 20	"	Unnamed ...	Dalhousie	About 2 miles from the township of Heathcote.
Patrick O'Gready ...	30 0 0	"	Bylands ...	Dalhousie	About 5 miles from the township of Kilmore.
John Black ...	20 3 8	"	Walmer ...	Unnamed	About 1 mile from the Harcourt railway station.
James Peverell ...	30 0 0	"	Clunes ...	Talbot ...	About 3 miles from the township of Clunes.
Richard Conroy ...	20 0 0	"	Duneed ...	Grant ...	About 6 miles from Geelong.
Augustus Shebler ...	30 0 0	"	Djerriwarh	Bourke ...	} About ½ a mile from the township of Melton.
Rudolph Shebler ...	30 0 0	"	Djerriwarh	Bourke ...	
James Chapman ...	30 0 0	"	Gnarwarre...	Grant ...	About 6 miles from the township of Layard.
Samuel Kitson ...	30 0 0	"	Yangerdook	Bourke ...	About 7 miles from the township of Melton.
Septimus Martin ...	30 0 0	"	Holden ...	Bourke ...	About 2 miles from the Sunbury railway station.
James Stodart ...	30 0 0	"	Holden ...	Bourke ...	About 1 mile from the Sunbury railway station.
Thomas Loader ...	30 0 0	"	Buttlejorrk	Bourke ...	About ¾ of a mile from the Sunbury railway station.
J. G. Francis ...	30 0 0	"	Bulla Bulla...	Bourke ...	About ¾ of a mile from the Sunbury railway station.
William Williams ...	About 28 a.	"	Buttlejorrk	Bourke ...	About ¼ of a mile from the Sunbury railway station.
J. S. Johnston ...	26 0 0	"	Bulla Bulla...	Bourke ...	About ¾ of a mile from the Sunbury railway station.
John Raddenbury ...	30 0 0	"	Scarsdale ...	Grenville	About 3½ miles from the township of Smythesdale.
David Weir ...	7 2 38	"	Sandhurst ...	Unnamed	Immediately outside the town boundary of Castlemaine.
William Forster ...	30 0 0	7th Sept.	Scarsdale ...	Grenville	About 4 miles from the township of Smythesdale.
Alexander Whyte ...	30 0 0	"	Wallan-wallan	Bourke ...	About 4 miles from the township of Wallan.
Thomas Sparey ...	25 0 0	"	Bullarook ...	Talbot ...	About 4½ miles from the township of Daylesford.
Jules Jonas Dardel ...	4 3 24	"	Wabdallah...	Grant ...	About 4 miles from the Lethbridge railway station.
John Baines ...	30 0 0	"	Clunes ...	Talbot ...	About 2 miles from the township of Clunes.
Thomas Wade ...	30 0 0	"	Lowry ...	Dalhousie	About 6 miles from the township of Broadford.
John Thomas ...	14 0 0	"	Castlemaine	Talbot ...	About 2 miles from the township of Fryers.

RETURN of Leases granted under the 47th section of "The Land Act, 1862"—*continued.*

Names of Lessees.	Area.			Date of Approval by the Governor in Council of the issue of Lease.	Parish.	County.	Distance from nearest Town or Railway Station.
	A.	R.	P.	1863.			
William Harrison ...	30	0	0	7th Sept.	Franklin ...	Talbot ...	About 1½ miles from the township of Franklin.
Patrick Guthrie ...	30	0	0	"	Smeaton ...	Talbot ...	About 3 miles from the township of Clunes.
Jacob Weibel ...	10	1	34	"	Maryborough	Talbot ...	Immediately outside the township boundary of Maryborough
Francis O'Connor ...	30	0	0	"	Gnarwarre...	Grant ...	About 6 miles from the township of Layard.
Robert Donaldson ...	30	0	0	"	Walmer ...	Unnamed	About 3 miles from Harcourt railway station.
John O'Rell ...	30	0	0	"	Smeaton ...	Talbot ...	About 3 miles from the township of Clunes.
William Ryan ...	30	0	0	"	Warrenheip	Grant ...	About ½ a mile from the Buninyong railway station.
Thomas Webb ...	30	0	0	"	Buninyong ...	Grant ...	About ¼ of a mile from the Buninyong railway station.
Thomas O'Connor ...	30	0	0	"	Gnarwarre...	Grant ...	About 6 miles from the township of Layard.
Archibald Mac Intosh	30	0	0	"	Tourello ...	Talbot ...	About 3½ miles from the township of Clunes.
George Lister ...	30	0	0	"	Holcombe ...	Talbot ...	About 5 miles from Fryers-town.
John Donaldson ...	30	0	0	"	Walmer ...	Unnamed	About 3 miles from the Harcourt railway station.
Michael Lawlor ...	30	0	0	"	Mepunga ...	Heytesbury	About 11 miles from the township of Warrnambool.
Henry Hutton ...	8	0	3	"	Castlemaine	...	About ¾ of a mile from the town boundary of Castlemaine.
William Lade ...	30	0	0	"	Chintin ...	Bourke ...	} About 5 miles from the township of Wallan-wallan.
Thomas Lade ...	30	0	0	"	Chintin ...	Bourke ...	
Albert Lobb ...	30	0	0	"	Chintin ...	Bourke ...	
William H. Sedgman...	30	0	0	"	Chintin ...	Bourke ...	
Charles C. S. Anning	30	0	0	"	Tolleen ...	Rodney ...	About 10 miles from the township of Axedale.
Frederick Cook ...	10	0	31	"	Walmer ...	Unnamed	} About ½ a mile from the Harcourt railway station.
H. Lubke ...	7	0	2	"	Walmer ...	Unnamed	
Christoph Stien ...	10	1	24	"	Walmer ...	Unnamed	
Daniel Thompson ...	30	0	0	"	Moorpanyal	Grant ...	
Maurice Troy ...	30	0	0	"	Anakie ...	Grant ...	About 2½ miles from Cowie's Creek railway station.
Francis Dunstone ...	20	0	0	"	Castlemaine	...	About 4½ miles from Steiglitz. About ¾ of a mile from the township boundary of Castlemaine.
John Alexander ...	...			"	Clunes ...	Talbot ...	About 2 miles from the township of Clunes.
William Carr ...	11	2	36	"	Walmer ...	Unnamed	About ½ a mile from the Harcourt railway station.
Daniel Percy ...	22	0	3	"	Buninyong...	Grant ...	About 2 miles from the Buninyong railway station.
Jacinto Antonio dos Reis	12	0	0	"	Creswick ...	Talbot ...	About 1½ miles from the township of Creswick.
David Penman ...	30	0	0	"	Springhill ...	Talbot ...	} About 5 miles from the township of Creswick.
William Burton Dick...	30	0	0	"	Springhill ...	Talbot ...	
Samuel Hancock ...	30	0	0	"	Smeaton ...	Talbot ...	
William Lees ...	30	0	0	"	Clunes ...	Talbot ...	About 2 miles from the township of Clunes.
Richard Hancock ...	30	0	0	"	Smeaton ...	Talbot ...	About 2½ miles from the township of Clunes.
Richard Hancock ...	30	0	0	"	Smeaton ...	Talbot ...	About 2 miles from the township of Clunes.
John Hawkins ...	30	0	0	"	Smeaton ...	Talbot ...	About 3½ miles from the township of Clunes.
John Wilson ...	30	0	0	"	Smeaton ...	Talbot ...	About 3 miles from the township of Clunes.
John Simmonds ...	30	0	0	"	Anakie ...	Grant ...	About 7 miles from the Lethbridge railway station.
Patrick Walsh ...	30	0	0	"	Unnamed ...	Grenville	About 3 miles from the township of Smythesdale.
Robert Fletcher ...	30	0	0	"	Smeaton ...	Talbot ...	About 2 miles from the township of Clunes.
William Williams ...	30	0	0	"	Unnamed ...	Grenville	About 3 miles from the township of Smythesdale.
Peter Fletcher ...	30	0	0	"	Smeaton ...	Talbot ...	About 2½ miles from the township of Clunes.
John Craig ...	30	0	0	"	Moolap ...	Grant ...	About 4 miles from Geelong.
E. H. Gregory ...	30	0	0	"	Strangways	Talbot ...	In close proximity to the township of Newstead.
John Hanks ...	30	0	0	"	Burke ...	Talbot ...	} About 5 miles from the Malmshbury railway station.
D. Rimmington ...	29	0	0	"	Burke ...	Talbot ...	

RETURN of Leases granted under the 47th section of "The Land Act, 1862"—*continued.*

Names of Lessees.	Area.			Date of Approval by the Governor in Council of the issue of Lease.	Parish.	County.	Distance from nearest Town or Railway Station.
	A.	R.	P.				
Archibald McPhail ...	30	0	0	1863. 7th Sept.	Clunes ...	Talbot ...	About 2 miles from the township of Clunes.
Henry Morgan ...	30	0	0	"	Holden ...	Bourke ...	} About 2 miles from the Sunbury railway station.
Charles J. Morgan ...	30	0	0	"	Holden ...	Bourke ...	
Vance Gregg ...	30	0	0	"	Coimadai ...	Bourke ...	
George Taylor ...	30	0	0	"	Smeaton ...	Talbot ...	About 5 miles from the township of Darley.
Travers Adamson ...	30	0	0	"	Smeaton ...	Talbot ...	About 3 miles from the township of Clunes.
Gustave Beckx ...	30	0	0	"	Holden ...	Bourke ...	About 2 miles from the Sunbury railway station.
Duncan Kennedy ...	19	2	0	"	Bulla Bulla...	Bourke ...	About $\frac{1}{2}$ a mile from the Sunbury railway station.
John Cannard ...	30	0	0	"	Smeaton ...	Talbot ...	About $1\frac{1}{2}$ miles from the township of Clunes.
J. C. Thomson ...	27	0	0	"	Clunes ...	Talbot ...	About 3 miles from the township of Clunes.
Thomas Stodart ...	30	0	0	"	Holden ...	Bourke ...	} About 1 mile from the Sunbury railway station.
Joseph Deis ...	30	0	0	"	Holden ...	Bourke ...	
Henry Stephenson ...	30	0	0	"	Springhill ...	Talbot ...	About 5 miles from the township of Creswick.
O. Mulhare ...	29	0	4	"	Unnamed ...	Dalhousie	About 3 miles from the township of Heathcote.
Clement Etter ...	30	0	0	"	Ellerslie ...	Villiers ...	About 5 miles from the township of Mortlake.
	26	0	1	"	Burrumbeet	Ripon ...	About 5 miles from the township of Minersrest.

Crown Lands Office,
8th September, 1863.

CLEMENT HODGKINSON,
Assistant Commissioner of Lands and Survey.

1862-3.

VICTORIA.

LEGISLATIVE COUNCIL.

FIRST REPORT

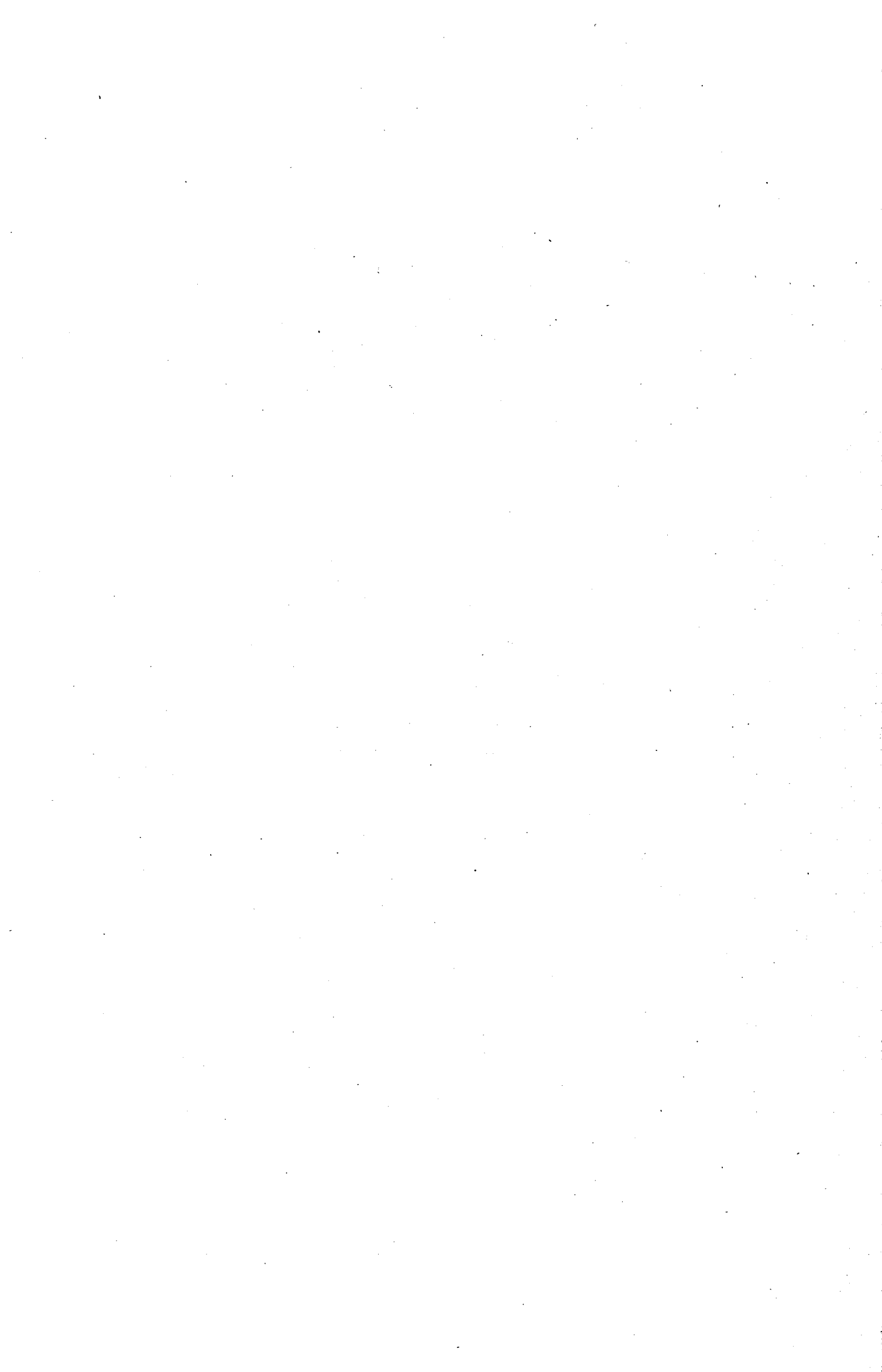
OF THE

PRINTING COMMITTEE.

LAI'D UPON THE COUNCIL TABLE BY THE HONORABLE J. P. FAWKNER, AND ORDERED
TO BE PRINTED 20TH MAY, 1863.

By Authority:

JOHN FERRES, GOVERNMENT PRINTER, MELBOURNE.



REPORT.

In pursuance of the Order of your Honorable House, your Committee have had referred to them the several Papers mentioned in the following Table, upon which your Committee beg to report as appears by such Table:—

Subject.	When moved for and by whom.	When laid on Council Table.	By Command.	Report and Remarks of the Committee.
Glasgow Lead Gold Fields Common.—Proclamation (16th June, 1862)	7th Nov., 1862	... ..	No order made.
Axedale Farmers' Common enlarged.—Proclamation (16th June, 1862)	"	"
Axedale Town Common.—Proclamation (16th June, 1862)	"	"
Great Western Gold Fields Common enlarged.—Proclamation (18th June, 1862)	"	"
Hotham Town Common.—Proclamation (10th June, 1862)	"	"
The Land Act, 1862—Regulations under (1st May, 1862)	"	"
Issue of Deeds—Fees chargeable on (30th June, 1862)	"	"
Board of Agriculture — Third Annual Report of	"	"
Central Board of Health—Seventh Annual Report of	"	"
Sanitary Station — Report on, for the year 1861	"	"
Aborigines in the Colony of Victoria—Second Report of the Central Board appointed to watch over the Interests of	"	"
State of the Volunteer Force in Victoria (8th June, 1862)	11th Nov., 1862	... ..	"
Land Act, 1862—Progress Report of—Proceedings taken under	"	"
Sewerage and Water Department.—Receipts and Expenditure from 1st of January to 31st December, 1859	18th Nov., 1862	... ..	Recommended to be printed, if no arrangements have already been made for its printing.
Sewerage and Water Department.—Receipts and Expenditure from 1st January to 31st August, 1860	"	"
Sewerage and Water Department.—Receipts and Expenditure from 1st September to 31st December, 1860	"	"
Sewerage and Water Department.—Receipts and Expenditure from 1st January to 31st December, 1861	"	"

Subject.	When moved for and by whom.	When laid on Council Table.	By Command.	Report and Remarks of the Committee.
Court of Mines.—Rule of Practice (18th November, 1862)	18th Nov., 1862	... ..	No order made.
Weights and Measures.—Copy of Despatch from the Secretary of State relating to the Act, No. 151, for Weights and Measures (23rd September, 1862)	" "	Recommended to be printed, if no arrangements have already been made for having it printed
Victoria Volunteer Force.—Report on the course of Musketry Instruction	"	No order made.
Public Accounts.—General regulations respecting	"	"
Victorian Railways.—Report of the Board of Land and Works	"	"
Imperial Staff.—Maintenance.—Return to Order (28th May, 1862)	2nd Dec., 1862	... ..	"
Water Reserves.—Mining operations under.—Order in Council (1st September, 1862)	"	"
Regulating Leases to Mine.—Land Act 1862.—Orders in Council (5th August, 1862)	"	"
The Government Printing Establishment.—Report for years 1859, 1860, 1861	16th Dec., 1862	... ..	"
Separation of the Western District.—Despatch from Secretary of State (20th September, 1862)	"	"
Schedule D.—Statement of Expenditure on account of the year 1860	"	"
Schedule D.—Statement of Expenditure on account of the year 1861.	"	"
Census of Victoria, 1861.—Part I.—Inhabitants and Houses	"	"
Victoria Railway Loan Debentures.—Correspondence between Government and Contracting Banks	18th Dec., 1862	... ..	"
Observatories.—Special Report of Board of Visitors	19th Dec., 1862	... ..	"
Military Correspondence referring to Volunteer Force, etc.	20th Jan., 1863	... ..	"
Post Office Department.—Report (30th September, 1862)	"	"
International Exhibition, 1862.—Reports of Commissioners	"	"
Lunatic Asylum Commission.—Progress Report	"	"
Auriferous Mining Leases Act.—Order in Council	"	"
National Education.—Ninth and last Report	"	"
International Exhibition, 1862.—Copy of a Letter from Earl Granville to Sir Redmond Barry	3rd Feb., 1863	... ..	"

Subject.	When moved for and by whom.	When laid on Council Table.	By Command.	Report and Remarks of the Committee.
Beechworth Mining District—Divisions of.—Order in Council (5th January, 1863)	...	3rd Feb., 1863	... ..	No order made.
Leases to Mine—Land Act, 1862—Supplementary Regulation respecting.—Order in Council (5th January, 1863)	...	"	"
Beaufort.—Mining on Police Paddock.—Gold Fields Act.—Order in Council (1st December, 1862)	...	"	"
Leases—Amendment of Order regulating.—Land Act, 1862.—Order in Council (31st December, 1862)	...	"	"
Daylesford.—Mining under Pound Reserve.—Gold Fields Act.—Order in Council (8th December, 1862)	...	"	"
Races, Dams, and Reservoirs.—Gold Fields Act.—Order in Council (22nd December, 1862)	...	"	"
Criminal Statistics	"	"
Statistics of the Colony of Victoria, 1861	...	"	"
Crown Lands alienated (1st January to 31st March, 1862)	...	11th Feb., 1863	... ..	"
Crown Lands alienated (1st April to 30th June, 1862)	...	"	"
Mining under Water Reserve, Ballaarat.—Gold Fields Act.—Order in Council (12th January, 1863)	...	18th Feb., 1863	... ..	"
Board of Education.—First Report	...	"	"
Polling Places altered.—Gold Fields Act.—Order in Council (26th January, 1863)	...	"	"
Members for Divisions, Mining District, Beechworth.—Gold Fields Act.—Order in Council (26th January, 1863)	...	"	"
Refreshment Rooms.—Second Progress Report	...	24th Feb., 1863	... ..	"
Polling Places altered.—Gold Fields Act.—Order in Council (9th February, 1863)	...	3rd March, 1863	... ..	"
Creswick.—Mining under Market Reserve.—Gold Fields Act.—Order in Council (26th January, 1863)	...	"	"
Schedule amended to Order in Council.—Land Act 1862.—Order in Council (26th January, 1863)	...	"	"
Iron Plated Vessels—Expenses incurred by Home Government on account of.—Return to Order.—(Hon. W. Hull)	...	18th Mar., 1863	... ..	"
Mining Lease Regulations.—Land Act 1862	...	"	"

Subject.	When moved for and by whom.	When laid on Council Table.	By Command.	Report and Remarks of the Committee.
Appointment of Arbitrators under the Land Act.—Circular addressed to the County Court Judges in relation thereto	26th Mar., 1863	... ..	No order made.
Municipalities and Charitable Institutions.—Report of Commission (25th March, 1863)	31st Mar., 1863	... ..	"
Arbitrators under 88th sec. of Land Sales Act, 1862—Letter appointing; together with Opinion as to Arbitrators estimating capabilities of Runs	"	"
Sanatory Station—Report of Chief Medical Officer on, 1862	21st April, 1863	... ..	"
Health Officer's Report.—Year ending 31st December, 1862	"	"
Mining under Reserves, and Polling Places altered.—Order in Council (16th February, 1863) (23rd February, 1863)	28th April, 1863	... ..	"
Mining under Paddock, Tara-dale.—Order in Council (18th March, 1863)	"	"
Immigration.—Introduction of Vinedressers.—Despatch from Right Honorable Secretary of State (25th January, 1863); with Enclosures	"	"
Immigration.—Letter from Colonial Land and Emigration Commissioners (26th January, 1863)	"	"
Friendly Societies—Return of, registered and dissolved in 1862 (1st March, 1863)	"	"
Select Committee on East Colingwood Improvement Bill—Report of	1st May, 1863	... ..	Recommended to be printed.
Mining within Camp Reserve, Rushworth.—Order in Council (23rd March, 1863)	"	No order made.
Crown Lands alienated under the Land Act, 1862, from 1st July to 31st December, 1862	13th May, 1863	... ..	"
Store and Transport Regulations (20th April, 1863)	"	"
Lien on Crops Bill.—Despatch from the Right Honorable the Secretary of State (1st November, 1862)	"	"
Pensions.—Regulations and Correspondence connected therewith	14th May, 1863	... ..	Recommended to be printed, excepting the Legislative Assembly Report attached in print.
Statistics.—Agricultural and Live Stock (Year ending 31st March, 1863)	15th May, 1863	... ..	No order made.

Committee Room, Parliament Houses,
20th May, 1863.

JOHN P. FAWKNER,
Chairman.

1862-3.

VICTORIA.

FIRST REPORT

FROM THE

SELECT JOINT COMMITTEE

OF THE

LEGISLATIVE COUNCIL AND LEGISLATIVE ASSEMBLY

ON THE

REFRESHMENT ROOMS,

TOGETHER WITH

PROCEEDINGS OF THE COMMITTEE.

ORDERED BY THE COUNCIL TO BE PRINTED, 10TH JUNE, 1863

By Authority:

JOHN FERRES, GOVERNMENT PRINTER, MELBOURNE.

EXTRACTED FROM THE MINUTES.

TUESDAY, 11TH NOVEMBER, 1862.

REFRESHMENT ROOMS COMMITTEE (JOINT).—The Honorable W. H. F. Mitchell, in accordance with notice, moved, That the Honorables S. G. Henty, J. Stewart, B. Williams, W. Highett, and the Mover, be members of the Joint Committee of both Houses to manage the Refreshment Rooms and Stables.

Question—put and passed.

WEDNESDAY, 10TH JUNE, 1863.

REFRESHMENT ROOMS (JOINT) SELECT COMMITTEE.—The Honorable W. Highett brought up the First Report of the (Joint) Select Committee appointed for the management of the Refreshment Rooms, and moved, That the same be printed, and that the adoption of the Report of the Committee be made an Order of the Day for to-morrow.

Question—put and passed.

REPORT.

THE JOINT SELECT COMMITTEE of both Houses of Parliament, appointed to manage the Refreshment Rooms, have the honor to submit to your Honorable House the following resolutions, to which they have agreed :—

1. That, as no necessity exists for affording Hotel accommodation to Strangers visiting the Parliament Houses, your Committee recommend a discontinuance of the practice of serving Strangers with refreshments ; and that under no circumstances whatever shall they be introduced during the sitting of either Chamber to the Refreshment Rooms or Corridors intended for Members.

2. That, in order to carry out the foregoing resolution, the Purveyor is ordered, on pain of censure of the Committee, to refuse to serve refreshments to, or for, any other person, than Members of the Council or Assembly.

3. That an Officer be appointed by the Comptroller, whose duty it shall be to report to that officer any breach of the foregoing rules ; and the Comptroller shall report the same to the Refreshment Rooms Committee, who shall deal with the matter.

Committee-room, Parliament House,
9th June, 1863.

PROCEEDINGS OF THE COMMITTEE.

TUESDAY, 9TH JUNE, 1863.

Members present :

MR. HOWARD, in the Chair ;

Hon. W. H. F. Mitchell, | Hon. W. Highett.

Mr. Speaker attended to make an explanation.

The Hon. W. H. F. Mitchell moved the Resolutions numbered 1, 2, 3, as set out in the Report.
They were agreed to and ordered to be reported.

1862-3.

VICTORIA.

LEGISLATIVE COUNCIL.

SECOND REPORT

OF THE

PRINTING COMMITTEE.

LAI D ON THE COUNCIL TABLE BY THE HONORABLE J. P. FAWKNER, AND ORDERED
BY THE COUNCIL TO BE PRINTED 25TH AUGUST, 1863.

By Authority:

JOHN FERRES, GOVERNMENT PRINTER, MELBOURNE.

R E P O R T .

In pursuance of the Order of your Honorable House, your Committee have had referred to them the several papers mentioned in the following Table, upon which your Committee beg to report as appears by such Table :—

Subject.	When moved for, and by whom.	When laid on the Council Table.	By Command.	Report and Remarks of the Committee.
Joint Stock Banks in England—Circular Despatch from the Right Honorable the Secretary of State (31st December, 1862), with Enclosures	21st May, 1863	... ..	No order made.
Botanist—Government—Report of (15th April, 1863)	”	”
Public Accounts.—Regulations (4th May, 1863)	27th May, 1863	... ..	”
Land Act, 1862—Proceedings under.—Second Progress Report	2nd June, 1863	... ..	”
Return of Diseases.—Chief Medical Officer, 1862	3rd June, 1863	... ..	”
Assessment Appeals and Awards—Return of (3rd June, 1863)	4th June, 1863	... ..	Recommended to be printed, if no arrangements have been already made for its being printed.
Immigration.—Introduction of Vinedressers.—Despatch from the Right Honorable the Secretary of State (24th March, 1863), with Enclosures	9th June, 1863	... ..	No order made.
Gold Fields Statistics, 1862	11th June, 1863	... ..	”
Electric Telegraph.—Report of Superintendent for year 1862	12th June, 1863	... ..	”
Public Accounts.—Store and Transport Regulations (1st June, 1863)	17th June, 1863	... ..	”
Pensions to Responsible Officers.—Correspondence, &c.—Return to Address of Council	Hon. M. Hervey, 10th June, 1863	5th Aug., 1863	... ..	”
Militia and Volunteers.—Despatch from the Right Honorable the Secretary of State (6th April, 1863)	”	”
University of Melbourne.—Annual Report (26th May, 1863)	”	”
Census of Victoria, 1861	”	”
Welshpool Harbor.—Return to Order of Council	Hon. G. W. Cole, 1st May, 1863	”	... ..	Recommended that so much be printed as contains Reports on the Harbor, &c.

Subject.	When moved for, and by whom.	When laid on the Council Table.	By Command.	Report and Remarks of the Committee.
Railway Expenditure in England and Discounts.—Return to Or- der of Council	Hon. W. Degraives, 17th June, 1863	5th Aug., 1863	... ..	No order made.
Rule of Supreme Court (25th July, 1863)	"	"
Land Act, 1862.—Order in Coun- cil.—Additional Regulations (1st June, 1863)	"	"
Immigration.—Regulations for in- troducing Immigrants (4th Au- gust, 1863)	"	"
Trade and Customs Accounts for year 1862	"	"
Nosological Index (3rd August, 1863)	12th Aug., 1863	... ..	"
Sewers and Water Supply.—Re- ceipts and Expenditure, 1862	13th Aug., 1863	... ..	Recommended to be printed, if no arrangements have been made for the printing already.
Gold Fields—Report of Commis- sion upon, 1863	18th Aug., 1863	... ..	No order made.
Colonial Allowance for Troops and Local Defences.—Despatch from the Right Honorable the Secretary of State (26th June, 1863)	19th Aug., 1863	... ..	"
Chinese Immigrants and Capita- tion Tax.—Return to Order of Council	Hon. W. Hull, 9th June, 1863	"	... ..	Recommended to be printed.
Vinedressers—Introduction of, from Europe.—Despatch from Right Honorable the Secretary of State (20th April, 1863), with Enclosures	"	No order made.

JOHN P. FAWKNER,

Committee Room,
25th August, 1863.

Chairman.

1862-3.

VICTORIA.

REPORT

OF THE

SELECT COMMITTEE OF THE LEGISLATIVE COUNCIL

ON

RAILWAYS,

TOGETHER WITH

THE PROCEEDINGS OF COMMITTEE, MINUTES OF EVIDENCE, AND
APPENDICES.

ORDERED BY THE COUNCIL TO BE PRINTED, 11TH SEPTEMBER, 1863.

By Authority:

JOHN FERRES, GOVERNMENT PRINTER, MELBOURNE.

EXTRACTED FROM THE MINUTES.

TUESDAY, 16TH DECEMBER, 1862.

RAILWAY COMMITTEE.—The Honourable J. P. Fawcner, with leave of the Council, moved, without notice, That a Committee of seven members be formed to enquire into all matters connected with the Railways held by the Government of Victoria, and also with any additions or enlargements thereto, with full power to call for witnesses, papers, or books, or other documents, and to report generally thereon to the Council; such Committee to consist of the Honorables T. T. a'Beckett, J. McCrae, W. Degraives, W. H. F. Mitchell, James Henty, Charles Vaughan, and the mover.

Question—put and passed.

FRIDAY, 11TH SEPTEMBER, 1863.

RAILWAY SELECT COMMITTEE.—The Honorable J. P. Fawcner, as Chairman of the Select Committee appointed on the 16th December, 1862, "to enquire into all matters connected with the Railways held by the Government of Victoria, and also with any additions or enlargements thereto, with full power to call for witnesses, papers, books, or other documents, and to report generally thereon to the Council," brought up the Report of the Committee, and moved, with leave of the Council, without notice, That the Report, together with the Evidence and the Proceedings of the Committee, be printed.

Question—put and passed.

REPORT.

THE SELECT COMMITTEE appointed by Your Honorable House, on the 16th December, 1862, to enquire into all matters connected with the Railways held by the Government of Victoria, and also with any additions or enlargements thereto, with full power to call for witnesses, papers, books, or other documents, and to report generally thereon to the Council, have the honor to submit the following Report:—

Your Committee held their first sitting 19th February, 1863, and at twenty-one sittings held by them they examined sixteen witnesses, to elucidate the matters committed to their investigation. The results are contained in the returns, and in the evidence given by the witnesses, and appended hereto:—

1. The Committee proceeded to enquire into the construction, present state, and the management of the railway generally; the efficiency of the lines, and prospects and costs of extension thereof to Echuca; the means of working the line, and other general questions. They first called the Engineer-in-Chief (Thomas Higinbotham, Esq.); they took also the evidence of Messrs. Christy (Locomotive Superintendent) and Carruthers, Jeremy, and Down (*see Index*).

2. The condition of railway stock, cost of stations, care and maintenance of stores, consumption and repairs. *See evidence of Messrs. Higinbotham, Carruthers, Moore, and Down (see Index)*.

3. The management and development of traffic. *See evidence of Messrs. Higinbotham, Fehon, Fyfe, Rochfort, Down, Christy, Bruce, and Jeremy (see Index)*.

4. Accountant's department. *See Mathison, Down, Rochfort, Fyfe, and Wright (see Index)*.

5. General management, defects, and the necessary improvements, costs of working the lines in the various years from 1859 to July, 1863, and its practicable reduction. The results of working the lines hitherto and the great necessity of some more talented supervision. They also enquired into appointments and dismissals, and the probability of making these expensive railways a source of profit to the colony (*see returns and the evidence of Fyfe, Mathison, Fehon*).

Your Committee take leave to say that a concern of such magnitude—the Victorian railways, costing, as it is asserted, somewhere about nine millions by the time they reach the Murray, should be under the guidance of Heads of Departments (under the political head) who are thoroughly able, and perfectly conversant with the branches they specially have charge of, and the placing any one as Head of a Department who had no knowledge of railway affairs when he joined the Department! and who admitted he was

perfectly innocent of all skill in railway matters, is not likely to forward the interests of the public or correctly open out the capabilities of this very extensive and most important undertaking.

It appears to your Committee that the railways since the commencement have not been economically worked ; since May, 1861, they have fallen off in profits, and since October, 1861, there has been an uncalled for addition of employés placed on the staff, with an enormous addition to the costs of working the same ; for, although the distances for passengers and goods are more than doubled, and the fares also, the cost per ton of goods and per passenger has increased (*see* evidence and returns of Fehon, Fyfe, Rochfort, Bruce, and Jeremy, and Appendix Returns of Mr. Fehon, Letter R, and Mr. Fyfe, Letter T, and Mathison, Appendix S), more particularly to increase of salaries to nearly double on the gross sum to each station master.

The expenses are enormous, and the returns seem so mystified that they are difficult to unravel. The Return Appendix O, from Engineer-in-Chief, and the Return Addendum No. 1, and Appendix X, show a very heavy outlay, and there is a discrepancy in the payments of the two. In the Return of Clerks in the Locomotive Branch, Return letter O gives names and yearly and daily wages of employés in the locomotive branch, averaging about 11s. each. Addendum No. 1 makes the number of men employed 315, and the costs—

Total costs for all the lines (loco. costs)	... £1,088	per week
Store charges, including coalmen	... 93	per week extra

Total locomotive alone ... £1,181 per week.

This, at 52 weeks in the year, gives a net sum of ... £61,412 leaving out the Engineer-in-Chief's salary, the cost of replacing the engines and carriages, stations, buildings, and replacing the line, and all things requiring to be renewed ; also the Commissioner's salary. Then the Return Appendix Y gives the numbers employed under the Traffic Superintendent, Secretary, and others, at 572, which number, if taken at £3 per week, gives for the year, as wages and salaries 89,232

Total for the 887 employés per annum £150,644
besides the costs left out, as above enumerated.

The total working expenses as set down, Addendum No. 2-4, for 1862, for the year, were only £115,500 19s. 8d., yet Mr. Christy, question 1515, stated that the working expenses and repairs for three months were £21,648, or £7,216 a month, or for a year £86,592.

Therefore the return of £1,181 per week does not include all the costs in the locomotive department, and no general account of all costs summed up has been furnished ; for the £1,181 would only reach per month to £4,724, instead of £7,216.

This demands explanation.

The Secretary's department, and the advances it receives, require instant revision, for it was proved by the Accountant (Mr. Mathison), and by Return Appendix letter L, that the Secretary can and did pay moneys before they were due, and in excess of the rate of salary, even if it had been due. Thus a sum of £167 4s. 1d. was paid July 19th, 1861, long before it was due, and, in fact, the sum was paid at the rate of £300 a year in excess of the salary. This sum was paid out of advances made by the Treasurer to the Secretary under the Commissioner, and as much as £23,765 4s. 1d. has been taken from the Treasury in one day, lodged to the credit of the Secretary of Railways, and placed at his instant and unfettered disposal. But larger

sums by some means pass through the Secretariat, for we find Appendix U 2 returns in these words—"Highest aggregate of cheques paid on one day to Treasury, either as revenue or in adjustment of advances," was £28,785 13s. 7d. Thus it also appears that money, called for first as an advance, has to be returned, too much having been asked for. Your Committee think this practice should be abolished, or put under some more efficient safeguard; for, on questions 705, 6, and 707, it appears that the Accountant must sign the cheques as well as the Secretary, and the Accountant, when asked (705) "Did you sign that [cheque] in advance?" answered "I think about fifteen days in advance." Q. 706. "How came you to sign your name to a cheque for payment in advance?" Answer. "I stated that to Mr. Nash (late Secretary)." Q. 707. "Are you not there to prevent any improper payments?" Answer. "I am not an independent officer" !!! Q. 714 also bears on this question.

For costs of passengers, *see* Return Letter S, A. Mathison:—

Costs per passenger in October, 1860, Melbourne, were	2 $\frac{1}{4}$ d.
" " " " Geelong	3 $\frac{1}{4}$ d.
" " " " May, 1863, Geelong	8 $\frac{1}{4}$ d.
" " " " " Melbourne	5 $\frac{3}{4}$ d.

Costs of passengers per Appendix R, Mr. W. M. Fehon:—

October, 1860. Melbourne, each,	2 $\frac{1}{2}$ d.	Geelong, each,	3 $\frac{1}{4}$ d.
May, 1863. " " "	6 $\frac{3}{4}$ d.	" " "	8 $\frac{1}{4}$ d.

Thus there is a difference between Mr. A. Mathison and Mr. W. M. Fehon of a farthing on each Melbourne passenger. One is clerk in the goods stations, the other accountant at the secretary's office.

The capabilities of the department for traffic is very satisfactory, as per Addendum, p. 43, which reports that one thousand tons per day could be carried, and that sixty tons per trip would be the average.

Return C and Addendum 1 make the number of engines 77 (of which no less than 10 are out of repair); first-class carriages, 49; second-class, 70; state carriage, 1; third-class, 2; wagons, 795; break vans, 38; mail vans, 4; prisoners vans, 4; powder vans, 5; horse boxes, 17; carriage trucks, 23; sheep wagons, 54 (Christy and Jeremy's returns). Total of engines and rolling stock, 1,080 (one thousand and eighty).

Therefore it may be confidently assumed that there are not only men enough and to spare, but also rolling stock in excess of our present wants.

Your Committee learn with pleasure that several of the older employés on the railways are confident that a very great reduction in the costs that have lately accrued can be carried out without injuring the efficiency of the railway, *see* returns and evidence of the Messrs. Fyfe, Fehon, and Rochfort, and they are borne out by the statement of the traffic superintendent, and by Mr. W. H. Wright, *see* Q. 1890; and the reduction in the amount of salaries is desirable, besides the reduction in numbers of employés—put on lately, as your Committee understand, to answer political purposes, and not to fill up any want of workmen. The cost is set out by Messrs. Fyfe's Return Letter T, and the enormous rise in salaries of station masters, also in A. Mathison's return and Letter T, shows an increase of station masters in 1861 from 17 at an average of £123 per annum, to 44 station masters in 1863, raised on an average to £236 per annum; an advance of nearly double pay per head on 44 stations.

Return S shows that, upon the late Commissioner taking office, there were 5 Station Masters at Melbourne and 18 Porters and Pointsmen.

At Geelong 2 Station Masters and 7 Porters and Pointsmen.

Average cost per Passenger, Melbourne, 4d.; Geelong 3d.; Passengers 18,921.

These were increased at Melbourne to (Station Masters) 9; Porters, &c., 33. Total 42. And at Geelong still only (Station Masters) 2; Porters, &c., 7; or total 9 at Geelong.

Whilst the Passenger Traffic had fallen off in numbers to 15,570 $\frac{1}{2}$, yet the cost per passenger, the average, had mounted up to 7 $\frac{1}{2}$ d. Melbourne, and 9d. Geelong.

The Goods in like manner. In October, 1861—*See* return S—

At Melbourne, 14,016 tons. Geelong, 4,345 tons.

Station Masters, Melbourne, 14 ; Porters, 16. Station Masters, Geelong, 2 ; Porters, &c., 3.

In October, 1862, there were—*See* return S—

At Melbourne (Station Masters) 45 ; Porters, 51. Station Masters, Geelong, 8 ; Porters, &c., 6.

Average cost per ton of Goods, October, 1861, Melbourne, 1s. 8 $\frac{1}{4}$ d. Geelong, 5d.

Average cost per ton of Goods, May, 1862, Melbourne, 2s. 2 $\frac{1}{2}$ d. Geelong, 1s. 2 $\frac{1}{2}$ d. Whilst the tonnage varied but little, being for Melbourne 14,942 tons ; for Geelong 2,751 tons in 1862, being a few hundreds of tons less than October 1861 ; but 96 men employed in 1862 against 30 in 1861.

Thus 18,000 tons were moved at a cost of 2s. 1 $\frac{1}{4}$ d. at both places, and with only 30 employés ; whilst in 1863 less than 18,000 tons cost to the State per ton (taking Geelong and Melbourne) 3s. 4 $\frac{1}{2}$ d., and this was, no doubt, owing to the employés being increased at these two places only from 35 to 110 persons, and the Salaries of the Station Masters nearly doubled in addition, and the Clerks' salaries on the average reduced (*see* letter T). Thus, in 1861, May, 32 Clerks average £156 10s ; and in May, 1862, 111 Clerks at £154 10s., or reduced £2 per man. The Station Masters increased from 17 to 44, and salaries increased by £113 each, from £123 to £236, and this when profits have been falling and incomes in general reduced.

Your Committee find that the acts of the present Commission have set in a course of retrenchment, and feel confident that the reductions pointed out in the evidence of several of the staff of the department will meet with attention and conduce to the economical working of this most extensive undertaking, and thus enable the public interests to receive the corresponding benefits of increased rent when these important and highly necessary reductions of expenditure are made, thus enabling the lessee to offer a better price for the use and profits of a work when the use can be shewn to be profitable.

The Locomotive Superintendent, F. C. Christy, Esq., has been requested to explain a discrepancy in the salaries of the clerks in his department, found in the returns O and X ; and replies that the X return (the largest in amount) is the right one, but does not show why, only a few days before the O return was made out, in which the salaries were less in amount in several instances than they are set down in the last return X.

JOHN P. FAWKNER,
Chairman.

Committee-room,
Parliament Houses,
11th September, 1863.

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1. Thomas Higinbotham, Esq., Engineer-in-Chief, examined 25th February.—Pages 1 to 9, and Questions 1 to 234. Examined 16th June.—Pages 26, 27—Questions 741 to 769.
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 - Costs of stations—questions 61 to 67, and 95.
 - Appointments—question 107.
 - Power of engines—questions 120 to 123.
 - Wear and tear—questions 124 to 132—214 and 215.
 - Fares to and fro—questions 158 to 160.
 - Maintenance—questions 741 to 744.
 - Extension to Echuca—questions 191 to 193 and 207.
 - Costs of construction of railway—questions 16 to 18, 23 to 27, and 29 to 30.
 - Powers of commissioner—questions 42 to 56, 93, and 107.
 - Riddell's (creek) station—questions 74 to 76; cost of stopping at, 747.
 - Powers of engines, old and new—questions 121, 135, 136.
 - Expense of engines—question 189 (*See* Appendix, Christy).
 - Back or return freights—questions 224, 225.
2. J. Carruthers, Esq., Traffic Superintendent, examined 27th February.—Pages 9 to 16. Questions 235 to 440. 18th March.—Pages 16 to 29, Questions 441 to 537. 29th June.—Pages 41 to 43, Questions 1178 to 1213.
 - Rates, pier, and to and from Ballarat—questions 302 to 306.
 - Number of officials—questions 377 to 382, 513.
 - Inequality of pay to station masters—questions 412 to 422.
 - Number of employes, Williamstown—question 513.
 - Coals and costs—questions 534 to 537.
 - Costs of loading—questions 1191 to 1201.
 - Charges to Geelong and to Kyneton—questions 383 to 386 and 402, 403.
 - Probation—questions 429 to 432.
 - Laborers—questions 1184 to 1192.
3. A. Mathison, Esq., Accountant, examined 12th June.—Pages 19 to 26, Questions 538 to 738. Examined 16th June.—Pages 27 to 29, Questions 770 to 807; June 24th.—Pages 32 to 38, Questions 922 to 1082; 15th July.—Pages 72 to 74, Questions 1553 to 1635; 13th August.—Page 89, Questions 1932 to 1945; August 27th.—Page 104, Questions 2289 to 2296.
 - Advances from Treasurer—questions 599 to 609, 626 to 640, and 666 to 670.
 - Payment of moneys (Houston)—questions 700 to 713.
 - Advance payment to Mr. Secretary Houston, return of this case—questions 1004 to 1033, 1078 to 1081, and 1579, Report Appendix L, &c., &c.
 - Book-keeping—questions 779, 780.
 - Arrears of accounts—questions 785 to 797.
 - Report furnished—question 932.
 - Returns—letter Q and Addendum No. 9, Christy.
4. Mr. James Down, audit clerk; examined 24th June.—Pages 29 to 32, Questions 808 to 921.
 - Number of clerks in his office—question 914 to 921 (*see* Fehon 1227, &c)—claims as correct by furnished returns lettered A, E, F, G, H, I, J, M, N, and one no letter or number.

5. Mr. F. J. Moore, storekeeper, examined 29th June.—Pages 38 to 41, Questions 1083 to 1177.
On lending materials—questions 1111 to 1115.
6. Mr. W. M. Fehon, clerk, 6th July.—Pages 44 to 49; questions 1214 to 1395. 10th July—
Pages 52 to 53; questions 1460 to 1488.
Return Appendix R, 35 and 36.
Clerks, number in office—questions 1227, 1233 to 1239.
Costs of handling goods at stations—questions 1289 to 1290, 129, 1327 to 1343, 1352
and 1281.
Heavy Costs—questions 1376 to 1385.
Reductions on staff practical—questions 1460 and 1469 to 1481, 1483, 1484, 1487.
7. Mr. L. J. Rochfort, examined 9th July.—Pages 50 to 52; questions 1396 to 1459.
Causes of expenses—questions 1401, 1404, 1406 to 1409 and 1412 to 1419.
Clerks engaged in 1859, 1860, 1861 and 1862.
Many of each year.
Station Masters—questions 1422, 1434, 1438 to 1441.
Heavy costs compared, 1859, 1860, 1861 and 1862.
Many of each year (*see return*)—questions 1455 to 1459.
8. F. C. Christy, Esq., Loco. Superintendent, examined 10th July.—Pages 54 to 57; questions
1489 to 1552. 13th August.—Pages 89 to 90; questions 1346 to 1386.
Number of engines (locomotives)—questions 1494 to 1504.
Costs of the above—questions 1505 to 1507.
Number of workmen—question 1508 and return.
Costs of workmen—questions 1978 to 1985, and returns O and Y.
Costs of them weekly and yearly—(*See Addendum No. 1, &c.*) questions 1508.
Extraordinary Sum for—question 1515 and Addendum No. 1.
Expenses and repairs—*See above, Addendum and 1529.*
Saving in coals—question 1534; in time—questions 1535 and 1536.
Return of work of engines—questions 1538 to 1540 and return.
Reduction of expenses since examined before this Committee—question 1977.
Life of an engine, 10 years—question 1963.
Returns, Appendix Letters O and Y, and Addendum V No. 4, pages 1 to 14, and
Letters W.
9. W. H. Wright, Esq., Secretary of Railways, examined 15th July.—Pages 74 to 77;
questions 1636 to 1708. 22nd July.—Pages 78 to 79; questions 1709 to 1730.
11th August.—Pages 86, 87; questions 1875 to 1896. 20th August.—Pages 94, 95;
questions 2077 to 2092.
Returns Appendices, A A, B B, and D D, &c., &c.
The account of his duties—questions 1637, 1638, and 1641 to 1642.
Acknowledging ignorance of railways—questions 1648, 1649, 1650.
Want of due control over employés—questions 1662, 1728, &c.
Carelessness—questions 1656 and 1685.
Advances, how effected—questions 1692 to 1694; denied, question 1701.
Advances, how disposed of—questions 1714 to 1718; duty, question 1722.
Method of increase of salaries—questions 1711 and 1712, and 2079 to 2082, 2086.
Probations—questions 1877 to 1881, 1882, *see* 1711 and 1712.
Variance on increase of salaries—questions 1711, 1712, 2079, 2080, 2081 and 2082.
Advance of pay—question 1885 (*see* 1692, 1694).
Advises reduction—question 1890, twenty per cent.
10. Mr. Wm. Fyfe, clerk, goods shed, January, 1859, examined August 6th.—Pages 79 to 83;
questions 1731 to 1790.
Former staff and expenses—questions 1737, 1738, 1739 and 1740, *see* letter U, Report.
Goods—question 1748 to 1751.
Competition with steamboats, Geelong—questions 1768, 1769.
Management—questions 1754 to 1757, 1759, 1760 to 1767.
Costs on extended line—questions 1785 to 1788.
Want of method—question 1789.
Return letter U, showing costs and number of employés formerly and under the present
management.
11. Mr. E. S. Symonds, under treasurer, examined August 8th.—Pages, 83, 84, Questions
1791 to 1812.

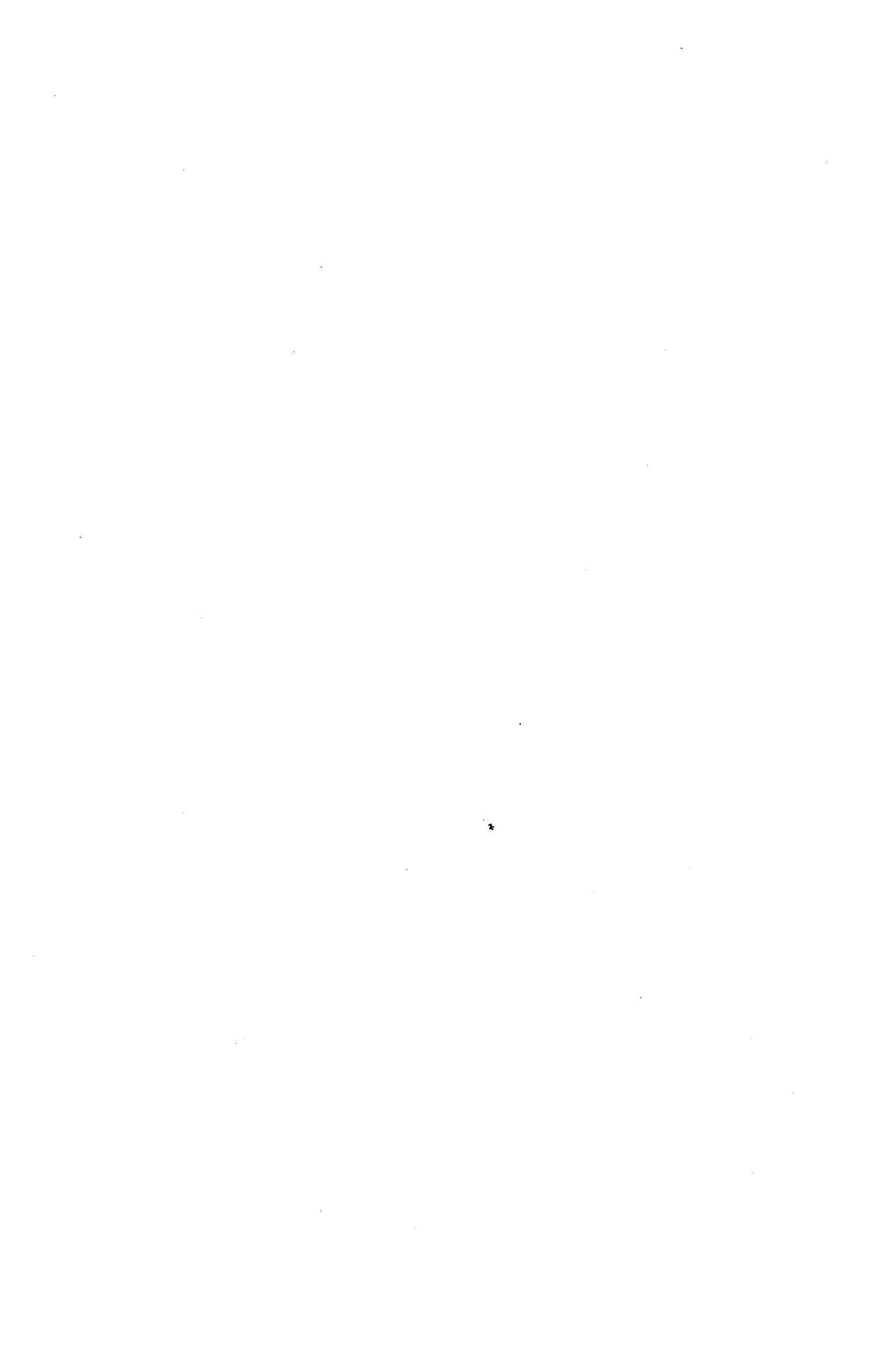
12. John Jeremy, Esq., traffic superintendent, traffic master, examined August 11th.—Pages 84, 87, Questions 1813 to 1874. August 26th.—Pages 96 and 98, Questions 2107 to 2153 :—
- Probation—questions 1827 and 1858.
 - Excess of employés—questions 1831 to 1833.
 - Projected reduction—questions 1839 to 1841.
 - Alteration in handling goods—questions 1833 to 1837.
 - Increase of salaries, irregularity—questions 1848 to 1850. (*See Wright*—questions 1711, 2079 to 82.)
 - Recommendations of retrenchment—questions 1862 to 1865 and 1871.
 - Returns, Appendix—letters B, C, D, R, and Z, &c.
13. Mr. Jas. Bruce, goods clerk, examined August 11th.—Page 87 and 88, Questions 1897 to 1931. August 20th.—Pages 92 to 94, Questions 1987 to 2076 :—
- Comparative costs of goods—questions 1988 to 1992.
 - Goods per engine—questions 1999, 2000.
 - Competition Geelong steamboats—questions 2003 to 2011; in 1859 and 60 to 62—questions 2040 to 2044.
 - Tonnage per truck—questions 2050, 2051.
 - Ditto per train—question 2057.
 - Too many employés—questions 2073, 2074.
 - Number of employés and goods handled—questions 1900 to 1902.
 - System of receiving goods—questions 1925 to 1926.

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- Letter A (Appendix).—March 10th, 1862, signed Jas. Down, Audit. Revenue derived from each station for the years 1859, 1860, 1861, and 1862.
- Letter B (Addendum).—John Jeremy, Traffic Superintendent, 21·8·63, Locomotive Branch. Reply to question 456. The number of passengers for the first six months.
- Letter C.—Locomotive Branch, J. Jeremy. Reply to question 457. Rolling stock of Victorian railways.
- Letter D.—Locomotive Branch, John Jeremy, Traffic Superintendent, 21·8·63. Reply to question 459. Return of removal of goods per day.
- Appendix E.—Railway Audit Office, March 9, 1863, Jas. Down, Audit. Quantity of sawn and split timber and firewood for 3 months sent to Town from Nov. to end of Jan., 1863.
- Appendix F.—Jas. Down, Audit, Railway Audit Office, 9th March, 1863. Statement of goods passed over the Williamstown railway pier; years 1859, 60, 61, and 1862.
- Appendix G.—Statement of direct goods traffic from Williamstown pier to Ballarat. Jas. Down, Audit Office, Spencer-street, 9th March, 1863.
- Appendix H.—Statement of quantity of goods sent up-country weekly for the months of Nov. and Dec., 1862 and Jan., 1863, and the amount of money taken for such goods. Jas. Down, Audit Office, 7th March, 1863.
- Appendix I.—Approximate average of the cost of stores supplied to each station on the Victorian Railways for one month.
- Appendix J.—Jas. Down, Audit, Railway Audit Office, 7th March, 1863. Weekly amount of traffic for Nov. and Dec., 1862, and January, 1863.
- Appendix K not supplied by Mr. Carruthers, late Traffic Superintendent.
- Appendix L.—Statement of payment of moneys to the Commissioner of Railways in advance and in excess of salary, July 19, 1861. Anthony Mathison, Railway Department, Secretary's Office, June 16, 1863.
- Appendix M.—Locomotive engines and rolling stock in working order on the 9th March, 1863.
- Appendix N.—Statement showing the number of passengers booked from, and the total amount of revenue received at, each station for the year 1859, 1860, 1861, and 1862. Jas. Down, Audit.
- Appendix O.—Return of clerks and all workmen employed in the locomotive branch, with names of employés and wages. There are three discrepancies in the accounts of salaries of the clerks, here given by name. No date or signature to O.
- Appendix P.—Report upon the accounts of Victorian railways. Accountant's Office. Long Report. Anthony Mathison.
(Addendum to P).—Forms of railway accounts, simply forms of railway Government accounts, supplied by Mr. A. Mathison, but no name signed to them.

- Appendix Q.—Return of staff of the railway department, showing the employés in the secretary's and traffic audit office, with rank and date of appointment, salaries, &c. Traffic Superintendent's Office, Melbourne, 2nd July. John Jeremy, Acting Traffic Superintendent.
- Appendix R.—Return showing number of passengers booked at Melbourne and Geelong monthly, from October, 1860, to May, 1863: also showing the number of staff, amount paid for salaries and wages, and the average cost per passenger; exclusive of passengers booked on the Essendon Company's line; also a Return showing the tonnage of goods forwarded from and received at Melbourne and Geelong monthly from October, 1860, to May, 1863: also showing the number of staff, amount paid for salaries and wages, and the average cost per ton on goods. Very important Return. W. M. Fehon, 9th July, 1863.
- Appendix S.—Return of goods traffic at the following stations during the months of October, 1860, and May, 1863. Anthony Mathison.
Return of passenger traffic at the following stations during the months of October, 1860, and May, 1863. Anthony Mathison. This Return is one of great value.
Average salaries paid station masters and clerks in May, 1861, and May, 1863. Anthony Mathison.
Return showing the tonnage and rates from and to the following stations for the month of May, 1863.
Return of quantity of goods sent direct from Williamstown to all stations in the interior for the month of May, 1863. 339 tons, 7 cwt., 6 lbs. Anthony Mathison. One page.
- Appendix T.—A comparative statement showing the cost of handling a ton of goods at the goods station, Melbourne, under different systems. A most valuable return. William Fyfe.
- Appendix U 1.—Railway Secretary's return of work done at his office, and books kept. Mr. W. H. Wright.
- Appendix U 2.—Return of moneys received from, and of moneys paid into the Treasury, by the Secretary and Accountant. No signature.
- Appendix U 3.—Date and amount of each increase of salary. No signature.
- Appendix U 4.—Per centage of traffic wages to revenue, 1862.
- Appendix V.—Return of passenger rolling stock at all stations on the 12th of August, 1863. F. C. Christy, Loco. Supt., 13th 8th 63.
- Appendix W 1.—Return of revenue from passengers and goods received monthly at Melbourne and Geelong stations, from October, 1860, to May, 1863, inclusive. Secretary's office, Victorian Railways, 22nd July, 1863. Anthony Mathison.
- Appendix W 2.—Statement of passengers and goods traffic, tonnage, revenue, wages, salaries, &c., &c. Department of Victorian Railways, Melbourne, 18th August, 1863. W. H. Wright, Secretary.
- Appendix X.—Return of clerks employed in the locomotive branch.
- Appendix Y.—Return showing a summary of the staff in the traffic branch. Traffic Superintendent's office, 25th August, 1863.
- Appendix Z.—Three letters on improvements on railway traffic. John Jeremy, traffic supt. Received September 7th, 1863; detained from August 20th. From Mr. Secretary Wright's office.
- Appendix AA.—Statement of tonnage, rate, and gross receipts of goods traffic between Melbourne and Geelong, from 1st August, 1861, to 31st July, 1862; ditto, ditto, from 1st August, 1862, to 31st July, 1863.
- Appendix BB.—Return of persons employed in Government Service; ditto, ditto, of employés in Secretary's office, Traffic Audit office, and Traffic Superintendent; ditto, ditto, persons employed in Engineer-in-Chief's department. W. H. Wright, Secretary, 3rd September, 1863.
- Appendix CC.—Amount of storage collected at different stations. J. Jeremy, 4th September, 1863.
- Appendix DD.—Return showing, under separate heads, the total amount of money expended during January, February, and March, 1863, in salaries, wages, and management. W. H. Wright, Secretary, 9th September, 1863.

- Addendum 1.**—Return in reply to question 1508. Number of hands employed at Williamstown 151. Total number of hands employed 315. A subsequent return from the railway secretary's office make out the number of employes 921. Answer to question 1511 and 1513 do not correspond with answer to 1515; return and answer. F. C. Christy, Loco. Superintendent. 22·7·63.
- Addendum No. 2.**—Return of locomotive engines, carriages, waggons, E.T.C., on the Victorian railways. F. C. Christy. 22·7·63.
- Addendum No. 3.**—Details of the items included in working expenses and repairs for the year 1862. F. C. Christy. 22·7·63.
- Addendum No. 4.**—Locomotive branch, Return No. 2. Passengers and goods trains, total working expenses, and repairs for the twelve months ending 31st December, 1862. Detail account of working expenses of engines for the twelve months ending 31st December, 1862. Mileage for the year 1862. No. 2 (*continued*), page 5, dated 22·7·63. F. C. Christy.—Pages 6 to 14 inclusive, continuation of returns. 13·7·63. F. C. Christy.—Return of first and second class passengers booked for the first six months of 1863. 21·8·63. James Down, Audit. [The above addenda are subjoined to Mr. Christy's evidence, *vide* p. 57, &c.]

These returns have been delayed until the 7th of September, although ordered and promised on the 20th of August; they give the yearly wages of all persons employed, but do not accomplish the demand, and also a return of all persons employed. By which return it appears that the former returns of employes were incorrect; for this return gives 921 for the locomotive department instead of 315, and 789 instead of 572 traffic department. This delay occurred in Mr. W. H. Wright's office.



PROCEEDINGS OF THE COMMITTEE.

THURSDAY, 19TH FEBRUARY, 1863.

Members present :

The Honorables J. P. Fawkner, W. H. F. Mitchell, T. T. a'Beckett.

The Honorable J. P. Fawkner was appointed Chairman.

Ordered—That the Engineer-in-Chief be summoned to give evidence at next meeting of Committee and that it be intimated to him that the Committee wish to examine him generally upon the state of the Victorian Railways from the time he took charge of them to the present.

The Committee adjourned until Wednesday, at half-past one o'clock.

WEDNESDAY, 25TH FEBRUARY, 1863.

Members present :

The Honorable J. P. Fawkner (in the chair),
The Honorables W. H. F. Mitchell, C. Vaughan, J. McCrae,
T. T. a'Beckett, W. Degraives.

Thomas Higinbotham, Esq., Engineer-in-Chief of Victorian Railways, was called in and examined.
The Committee adjourned until half-past one o'clock on Friday.

FRIDAY, 27TH FEBRUARY, 1863.

Members present :

The Honorable J. P. Fawkner (in the chair),
The Honorables W. H. F. Mitchell, J. McCrae, W. Degraives, T. T. a'Beckett.
John Carruthers, Esq., Traffic Superintendent of Victorian Railways, was called in and examined.
The Committee adjourned until Tuesday, 10th March.

TUESDAY, 10TH MARCH, 1863.

Members present :

The Honorables W. H. F. Mitchell, W. Degraives.
No quorum.

WEDNESDAY, 18TH MARCH, 1863.

Members present :

The Honorable J. P. Fawkner (in the chair),
The Honorables W. Degraives, W. H. F. Mitchell.
John Carruthers, Esq., was called in and further examined.
The Committee adjourned to 31st instant.

TUESDAY, 31ST MARCH, 1863.

Member present :

The Honorable J. McCrae.
No quorum.

WEDNESDAY, 3RD JUNE, 1863.

Members present :

The Honorables T. T. a'Beckett, J. Henty.
No quorum.

FRIDAY, 12TH JUNE, 1863.

Members present :

The Honorable J. P. Fawkner (in the chair),
 The Honorables W. H. F. Mitchell, T. T. a'Beckett, James Henty.
 Anthony Mathison, Esq., Accountant, Railway Department, was called in and examined.
 The Committee adjourned until 2 o'clock of the following Tuesday.

TUESDAY, 16TH JUNE, 1863.

Members present :

The Honorable J. P. Fawkner (in the chair),
 The Honorables C. Vaughan, W. H. F. Mitchell, J. McCrae,
 W. Degraives, T. T. a'Beckett.
 Anthony Mathison, Esq., was called in and further examined.
 Thomas Higinbotham, Esq., was also called in and further examined.
 Anthony Mathison, Esq., was further examined, and the Committee adjourned until the following Friday.

FRIDAY, 19TH JUNE, 1863.

Members present :

The Honorable J. P. Fawkner (in the chair),
 The Honorables W. H. F. Mitchell, J. McCrae, J. Henty, T. T. a'Beckett.
 Anthony Mathison, Esq., was called in and further examined.
 The Meeting adjourned until half-past one on Wednesday.

WEDNESDAY, 24TH JUNE, 1863.

Members present :

The Honorables W. H. F. Mitchell, J. McCrae, W. Degraives, T. T. a'Beckett, J. P. Fawkner.
 The latter Honorable Member withdrew in the course of the proceedings.
 The Honorable W. H. F. Mitchell was appointed Chairman.
 The last meeting of Committee having been held during an adjournment, without leave of the House, the proceedings were consequently informal, and it was resolved they be rescinded.
 Mr. James Down, Audit Clerk, Railway Department, was called in and examined.
 Anthony Mathison, Esq., was further examined, and the Committee was adjourned until the following Monday, at 2 p.m.

MONDAY, 29TH JUNE, 1863.

Members present :

The Honorable J. P. Fawkner (in the chair),
 The Honorables W. H. F. Mitchell, W. Degraives, J. McCrae.
 Mr. F. F. Moore, Storekeeper, Victorian Railways, was called in and examined.
 John Carruthers, Esq., was called in and further examined.
 The Meeting adjourned until the following Monday at 2 o'clock.

MONDAY, 6TH JULY, 1863.

Members present :

The Honorables W. H. F. Mitchell, T. T. a'Beckett, J. McCrae.
 Honorable W. H. F. Mitchell was appointed Chairman.

ordered that a copy of the evidence of Mr. Mathison, referring to Mr. Houston, M.L.A., be sent to that gentleman, with the view of affording him an opportunity of offering, if he should desire, a written or verbal explanation.

M. Fehon was called in and examined.

The Committee adjourned until 2 o'clock on Thursday.

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 It was
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 desire to do so
 Mr. W.

THURSDAY, 9TH JULY, 1863.

Members present :

The Honorable J. P. Fawkner (chairman),
The Honorables W. H. F. Mitchell, W. Degraives, J. McCrae.
Mr. L. J. Rochfort, pay clerk, Railway department, was called in and examined.
Adjourned until 2 o'clock on Friday.

FRIDAY, 10TH JULY, 1863.

Members present :

The Honorable J. P. Fawkner (in the chair),
The Honorables J. McCrae, C. Vaughan.
Mr. W. M. Fehon was called in and further examined.
Mr. F. C. Christy, Locomotive Superintendent, was called in and examined.
The Committee adjourned.

WEDNESDAY, 15TH JULY, 1863.

Members present :

The Honorable J. P. Fawkner (in the chair),
The Honorables W. H. F. Mitchell, T. T. a'Beckett, W. Degraives, J. McCrae
Anthony Mathison, Esq., was further examined.
W. H. Wright, Esq., Secretary Victorian Railways, was called in and examined.
The Meeting adjourned.

FRIDAY, 24TH JULY, 1863.

Member present :

The Honorable J. P. Fawkner.
No quorum.

WEDNESDAY, 29TH JULY, 1863.

Members present :

The Honorable J. P. Fawkner (in the chair),
The Honorables W. H. F. Mitchell, J. McCrae.
W. H. Wright, Esq., was further examined.
Adjourned until Friday.

TUESDAY, 4TH AUGUST, 1863.

Members present :

The Honorables J. P. Fawkner, J. McCrae.
No quorum.
Adjourned until 1 o'clock on Thursday.

THURSDAY, 6TH AUGUST, 1863.

Members present :

The Honorable J. P. Fawkner (in the chair),
The Honorables J. McCrae, C. Vaughan, J. Henty.
Mr. William Fyfe was called in and examined.
E. S. Symonds, Esq., Under-Treasurer, was called in and examined.
The meeting adjourned.

TUESDAY, 11TH AUGUST, 1863.

Members present :

The Honorable J. P. Fawkner (in the chair),
The Honorables J. Henty, W. H. F. Mitchell.
John Jeremy, Esq., Traffic Superintendent, was called in and examined.
W. H. Wright, Esq., was further examined.
Mr. Bruce, of the Traffic Department, was called in and examined.
The meeting adjourned until Thursday.

THURSDAY, 13TH AUGUST, 1863.

Members present :

The Honorable J. P. Fawkner (in the chair),
The Honorables J. McCrae, T. T. a'Beckett, J. Henty.

A. Mathison, Esq., was further examined.

F. C. Christy, Esq., Locomotive Superintendent was called in and examined.

Ordered—That the Clerk do write to the Secretary for Railways, requesting him to furnish the Committee with a return of all sums paid in salaries, wages, and other management expenditure (distinguishing each under separate heads) by the Railway Department for the months of January, February, and March, of the current year.

The Committee adjourned until Thursday, at 2 o'clock.

THURSDAY, 20TH AUGUST, 1863.

Members present :

The Honorable J. P. Fawkner (in the chair),
The Honorables J. Henty, T. T. a'Beckett, J. McCrae, W. Degraives.
Mr. James Bruce was further examined.

The Committee adjourned until two o'clock on Wednesday.

WEDNESDAY, 26TH AUGUST, 1863.

Members present :

The Honorable J. P. Fawkner (in the chair),
The Honorables H. F. Mitchell, J. McCrae, T. T. a'Beckett, W. Degraives.
John Houston, Esq., M.P., was in attendance and examined.
John Jeremy, Esq., was further examined.
W. P. Hammet, Esq., was called in and examined.
Mr. John Stead was called in and examined.

The Committee adjourned until 2 o'clock next day.

THURSDAY, 27TH AUGUST, 1863.

Members present :

The Honorable J. P. Fawkner (in the chair.)
The Honorables W. H. F. Mitchell, J. McCrae.

Mr. John Stead was further examined.

Mr. A. Mathison was further examined.

The Committee adjourned.

TUESDAY, 8TH SEPTEMBER, 1863.

Members present :

The Honorable J. P. Fawkner (in the chair),
The Honorables J. McCrae, C. Vaughan.

The Chairman submitted and read Draft Report.

Ordered—That the same be printed, circulated amongst the members of the Committee, and taken into consideration at next meeting.

Committee adjourned.

FRIDAY, 11TH SEPTEMBER, 1863.

Members present :

The Honorable J. P. Fawkner (in the chair),
The Honorables J. McCrae, C. Vaughan.

Draft Report read paragraph by paragraph, considered, and adopted; the Chairman was ordered to present same to the House.

MINUTES OF EVIDENCE.

WEDNESDAY, 25TH FEBRUARY, 1863.

Members present:

The Honorable J. P. FAWKNER, in the chair;	
The Honorable C. Vaughan	The Honorable T. T. a'Beckett
„ W. H. F. Mitchell	„ W. Degraves.
„ J. McCrae	

Thomas Higinbotham, Esq., Engineer-in-Chief, examined.

1. *By the Chairman.*—At what time did you commence to take charge of the railway works?—I was appointed engineer-in-chief of the Government railways in May, 1860. T. Higinbotham,
Esq.,
25th Feb., 1863.

2. Will you describe in what state you found the railways then?—The line was made from Melbourne to Sunbury, and from Melbourne to Williamstown, on the Mount Alexander railway. Considerable progress had been made with the works between Sunbury and Woodend, but between Woodend and Malmsbury (what is known as the Kyneton deviation) nothing had been done. Towards Castlemaine and Sandhurst the works had made some progress, though they were not at all far advanced. On the Ballaarat line considerable progress had been made at that time with the excavations, and the foundations of the Moorabool viaduct had been put in, but the work had not advanced very far. The remaining works on that line were not very considerably advanced in 1860.

3. Had you to alter any of the working plans after you commenced on the line? and, if so, at what places and to what extent?—I made considerable alterations in some of the plans. It would be difficult at this moment to define all the alterations.

4. Can you put that in, in writing, at a subsequent day?—I shall be happy to do so.

5. So that it can be furnished as an appendix to your evidence?—Yes.

6. State the circumstances and the reasons that induced you to make the alterations also?—I will do so.

7. How long was it before the determination was made as to the Kyneton deviation?—That had been determined upon a short time before I was appointed, but the works had not been commenced: the contractors had not been put in possession of the land.

8. You had to put them in possession of it?—Yes; immediately after my appointment they were put in possession of it.

9. Why were they kept out of it unnecessarily?—They were not kept out of the possession of the land of the deviation line.

10. I understood you to say they were. At what time before they were put in possession was the Bill passed?—I believe they were put in possession immediately on the Bill passing.

11. *By Mr. Mitchell.*—They were kept out of that possession, in fact, pending that Bill passing?—Yes, I am not aware that there was any delay. The contractors complained repeatedly of having been delayed in consequence of the Kyneton deviation; but I am not aware that they made any complaint that, after the deviation was determined upon and passed by Parliament, there was then any delay in giving them possession of the land.

12. At what time did you give possession?—I believe in June, 1860, possession was given. I was appointed at the end of May.

13. *By Mr. a'Beckett.*—What is the present position of the works with reference to their completion?—The works of the Ballaarat line are all but completed; the contractor will hand them over to the Government, after maintaining them for the year specified by the contract, in a month from this time.

14. The year will expire then?—Yes.

15. And the Sandhurst line the same way?—The Sandhurst line is completed as far as Kyneton; that also will be handed over to the Government early in April.

16. I see, in this report presented to the House, there is an estimate here of the “liabilities on account of existing contracts and to complete works already authorised £1,852,606 19s. 1d.”—Yes.

17. Have you any reason to alter that estimate at all now?—I have not.

18. That does not include the sum of £165,000 to be paid for the Geelong Railway?—It does not.

19. It seems to have been a very accurate estimate indeed, when you come actually to 19s. 1d. in estimating the liabilities?—There would have been some excess in the expenditure above the amount to meet it, if my estimate of the Echuca line had been strictly adhered to. When that account was made up, I was asked if I could make any reduction in the estimate of

T. Higinbotham,
Esq.,
continued,
25th Feb., 1865.

the Echuca line. I said I could, in consequence of the experience we had recently obtained in letting some contracts.

20. Was this put in merely as representing the balance available for the railways after giving credit for those amounts?—Yes.

21. I suppose the liabilities were put down just to meet that balance?—That item is the result of a very careful and, I believe, very safe estimate.

22. Is not it curious it should balance to a penny with this large item on the other side of the account?—It was done deliberately.

23. There were sums actually received, "Special appropriations and votes out of the consolidated revenue from 1st January, 1853, to 31st August, 1862, £904,153 15s. 2d.;" then, "To purchase of the Mount Alexander Railway by debentures, £68,100;" "To debentures under the Railway Loan Act, £8,250,000," which, I suppose, have been all issued?—That I cannot speak positively to.

24. "To loan authorised under the Act, 25 Vic. 150, £300,000," and then "Estimated net premiums, £15,000;" I suppose that would be the estimated premiums upon that line?—Yes.

25. Of course you could have no certainty as to what it would be?—It was assumed from the rate debentures were selling at then; it was taken at 5 per cent. premium; that was considerably less than the debentures were then selling for.

26. Those sums collectively amount to a penny, to the amount of the expenditure up to that time, and the liabilities calculated to a penny?—Yes. I mentioned just now that, if the original estimate of the Echuca line had been adhered to, there would, upon the side of expenditure and liabilities, have been an excess above the funds; but when this account was being made out I was asked if I considered the Echuca line would cost the whole sum at which I had originally estimated it. I said I believed the Echuca line could be completed for a less sum than my original estimate, which had been made some considerable time previously.

27. *By Mr. McCrae.*—What was that?—My first estimate, I think, was £640,000.

28. *By the Chairman.*—Is not it in this return?—I do not think it is, but I can give it to the committee.

29. *By Mr. a'Beckett.*—Then I am not right in supposing, as I did suppose, you considered the funds that would be available upon those calculations would be sufficient to meet all the liabilities on account of the existing contracts and works authorised; but you went into the figures and brought them out to a penny that you could calculate upon?—I gave my estimate for a different purpose; upon that there would have been an excess on the expenditure and liabilities above the sum stated as funds.

30. *By the Chairman.*—That was on the first occasion?—Yes; I was asked if I could reduce the estimate; if I believed the Echuca line would cost the whole sum at which I had estimated it or not; if I believed there might be a considerable reduction upon that estimate. I stated I believed it would not cost the whole sum, that my subsequent experience in letting works showed that prices had been considerably reduced since my first estimate was made. The result was, that a sum, with my advice and full consent, was taken off the cost of the Echuca line, which balanced this account.

31. *By Mr. a'Beckett.*—Then so much was taken off the Echuca estimates as would bring the amount of liabilities and complete works to within the sum?—I wish to state most distinctly that I believe there is still a very considerable margin on what will be the cost of the Echuca line; that my present estimate is still considerably above what that line will actually cost.

32. *By the Chairman.*—Then the committee are to understand that you think this may be done for less than your second account?—I believe so.

33. From your experience of what has been done on roads, and wages paid to workmen, it will be further reduced?—Even below the reduced amount I stated.

34. *By Mr. a'Beckett.*—You are of opinion this account overstates the amount that was necessary to meet liabilities?—I believe it does.

35. Would that sum be sufficient, if it were calculated upon, to meet all those liabilities?—I think so. I can give the committee the particulars of the estimate. This is not a sum guessed at in any way.

36. I presume you did strike off from that Echuca estimate as much as will bring the amount to be provided within the balance?—As much as did do it; but if I had been asked if I could have struck off a still larger sum, I think I could have done so.

37. In fact, we can calculate upon sufficient money to meet what we have to construct?—As at present contemplated.

38. This includes the cost of the Echuca line?—Yes.

39. Then this further item of the Geelong railway, supposing all this balance be exhausted by these works, will have to be provided for by a special vote of Parliament?—Yes.

40. With regard to the management of the railways, who has the controlling authority in the management of the railway?—There are different branches.

41. I suppose they concentrate in one general management after all?—There is a broad line of distinction between the traffic and the engineer's branch.

42. I mean such a management as is carried on by a board of directors; I want to know what is the body corresponding to a board of directors?—The commissioner of railways.

43. And does the commissioner of railways attend at fixed periods and stated times, or is he merely asked for directions as they may be thought necessary? are there no fixed days of meeting?—No; the commissioner of railways, in my experience extending over three years, has always attended at his office for the business of the department.

44. Are there no weekly or fortnightly stated meetings for the purpose?—No.

45. Not such meetings as railway directors have?—No.

46. *By Mr. Vaughan.*—The head of the traffic department would be the head of one department, and the engineer-in-chief would be another?—Yes, and communicate with the minister.

47. *By Mr. a'Beckett.*—Suppose it were thought desirable to alter the way or time table, how would that be accomplished? But I would ask first, who it is is supposed to exercise his judgment upon the necessity or the desirability of the alteration of the time tables, the fares, and so on, the ordinary routine of the management of the railway, who is supposed to exercise his mind upon the subject?—The time table has hitherto been drawn up in the first instance by the traffic superintendent and myself; it is then submitted to the commissioner of railways for his approval.

48. *By the Chairman.*—Drawn up by his desire, or on your own suggestion?—At his desire.

49. At all times at his desire?—I am not aware that the commissioner has ever in the first instance suggested any particular times. The time table is a thing that is necessarily adjusted between the traffic superintendent and the engineer; as the engineer finds the power for working the lines, he is necessarily consulted with reference to the times of those trains. If the trains are run at inconvenient hours, the cost of the locomotive branch is very much increased. But after consultation between the traffic superintendent and the engineer as to the time table, a draft time table is drawn up. I never have spoken of the time table myself to the commissioner of railways, but I believe it is always submitted to the commissioner of railways.

50. *By Mr. a'Beckett.*—The commissioner of railways would leave it very much to the traffic superintendent, I presume?—I should suppose so. The thing is done very much in the same way here as in companies at home. The time table is drawn up by the general manager or traffic superintendent and the engineer, or in consultation with the engineer. Of course it is submitted to the board.

51. The board is the commissioner of railways here?—The commissioner is in the situation of an English railway board.

52. You have no stated time of meeting; you meet just as it may be thought desirable to refer to them?—Just so.

53. *By Mr. Degraves.*—Suppose you wanted to alter your time table? suppose you wanted to catch various traffic that does not dovetail in now, would you not then consult together, or would you leave it entirely to the chief traffic manager?—No; he would necessarily consult the commissioner.

54. And you?—Yes.

55. *By the Chairman.*—That is a board then at once?—I think not.

56. Call it by what name you please, it is the board notwithstanding?—Not according to English notions upon the subject, but it is very much the same kind of machinery. The engineer and traffic manager submit the result of their deliberations to the board at home; here it is to the commissioner of railways. If you substitute the commissioner of railways for a board, it is exactly the same system as there is at home.

57. You being conversant with the matter, and the commissioner not having much experience on the matter of railways, he must in a great measure depend upon you?—And so do boards at home upon their principal officers. The leading officers on the English railways of course manage the railways.

58. *By Mr. a'Beckett.*—There is a consultation with the board as to the policy of altering the time table or altering the fares?—Yes.

59. *By the Chairman.*—Who frames the tariff for goods and passengers, can you tell us?—I have not myself framed the fares and charges, though I have been occasionally consulted upon the subject by the commissioner; and the traffic superintendent has frequently spoken to me on the subject, and also the secretary.

60. *By Mr. Degraves.*—Suppose we saw it necessary to reduce the expense of various stations on the line, would that come before the commissioner as well as yourself?—It would be strictly a matter for the commissioner to deal with; but it is the duty of the officers to suggest.

61. Suppose you were building a station at Malmsbury at £3000, and you could give the same accommodation elsewhere for half the amount, who guides that? is it entirely in your hands or the commissioner's?—I am responsible for the stations, as they are now. If the commissioner is satisfied that a less expensive style of station will do, it is entirely at his option to direct a less expensive style to be adopted.

62. Do you not think a much less expensive station would do for such a place as Malmsbury?—No.

63. Do you not think the fine chiselling work about the windows, as you would have about a dwelling-house, is useless?—It is as little ornamental, I think, as possible.

64. *By Mr. a'Beckett.*—What is the cost of the Malmsbury station?—£4,240; that includes the goods' shed and the platform.

65. How much of that is for the goods' shed?—I think the goods' shed would be about £1,800. I have not the means of separating that here. I may just state, that English experience is entirely in favor of building substantial and roomy stations. If there is not a waiting room for ladies, and every possible convenience, there is an outcry, and the expense is forced upon the Government ultimately.

66. *By the Chairman.*—Do I rightly understand you ordered all the stations from Sunbury? Did you fix upon and order the erection of all the stations beyond Sunbury?—Yes, and the whole of the stations on the Ballarat line.

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67. *By Mr. McCrae.*—What was the cost, if you can recollect it, of the Steiglitz road, the Lal Lal, and the Buninyong stations?—The contract for the Steiglitz road station is £2,954; the Lal Lal, £3,033; and the Buninyong, £3,801.

68. Are not those very large sums for the erection of stations in those localities?—No, I think not. If you have stations at all, you could not give the requisite accommodation at a less cost.

69. Is the revenue derived from those stations equal to the expenditure, do you know? Are you aware whether the revenue which is derived from those stations from the traffic both of the passengers and goods is equal to the expense of keeping them?—Yes, and very much more. I believe it justifies the expenditure on those stations.

70. *By Mr. a'Beckett.*—In what way do you mean, justifies the expenditure?—I believe it justified placing the stations there.

71. Do you know the amount of the traffic there is there—the number of passengers taken up at those stations?—I cannot give it you off hand; but a return can be given to the committee. A return was lately moved for in the Assembly, which gives all the particulars.

72. I should like to have a return of the amount taken at every station?—There is no reason why you should not have it. I am not speaking at random, because I have inquired from time to time what those stations were earning.

73. You do keep separate returns of every station's receipts?—Yes.

74. *By the Chairman.*—Did you advise the station at Riddle's Creek?—No, it was promised before I was in the department.

75. *By Mr. Mitchell.*—Can you give the particulars of what caused the erection of the Riddle's Creek station?—I do not know. I do not at this moment recollect how that station was determined on.

76. It began with a platform; then it was increased to a station, and now there is a demand for a goods' shed?—Yes.

77. *By Mr. McCrae.*—Have you heard any complaints regarding the situation of the Steiglitz road station?—There were several representations made before that station was built, that it was desirable the station should be placed nearer the Moorabool viaduct. It was represented that Steiglitz road was not the right situation for a station.

78. Had it been suggested to you to form the station at the crossing of the Ballarat road, where the railway crosses the Ballarat road?—At the Eureka? Yes, it had.

79. *By Mr. a'Beckett.*—Were those representations decided upon formally?—Yes, it was decided upon my representation not to place the station at the Eureka, but where it is now. It was repeatedly represented that it would be better to have the Steiglitz road station nearer the Moorabool viaduct; but any position nearer the Moorabool viaduct was impracticable, and therefore it was placed in the Steiglitz road, where there was an existing road. Then there was another representation, and the matter was very fully discussed; and my opinion was that the Leigh road, which is, I think, about four miles from the Eureka, was the better site for a station, and I advised it being put there.

80. Do you not consider the situation of the Steiglitz road is a very inconvenient one for the whole neighborhood?—I think not; I think it is the best site that could have been chosen. I could have wished there had been a site nearer the Moorabool viaduct, but there was not any. I was guided very much in determining the sites of the stations by considering at what points the line was crossed by roads. At those points it would have been necessary, according to the Act, to have gate-lodges. Stations, I believe, are placed in every case at roads, so that the station and the lodge are combined.

81. The stations are where the line intersects the public road?—Wherever there is a station, there is also a public road crossing the line at that point; for that public road it would have been necessary, and it is necessary, to have gates and a porter.

82. *By Mr. McCrae.*—You did not take into consideration at the same time the centres of population?—Yes, I did.

83. It has been represented to me that this particular station was the most inconvenient for the population on that whole line, for the population of that particular neighborhood?—It is not as convenient a site as I could wish, but it is the only practicable site.

84. *By Mr. a'Beckett.*—You mean practicable with regard to combining the lodge with the station?—No, I do not mean that solely, but it is the only point at which an approach to the station could be obtained; an approach from Batesford to a station near the Moorabool viaduct would have been impracticable.

85. Is not it rather objectionable to have stations at public roads, by reason of the continual stoppage there is to traffic, being more protracted than where the train passes along?—The traffic would not be necessarily stopped while the train stopped at the station. The traffic is not upon any of the roads now mentioned so great as to make it of any importance.

86. Is not it a fact that, when the train is at a station, the passage across the line is stopped?—If the train stands across the road.

87. Without reference to that?—Not necessarily.

88. Is not it a rule upon the line at present?—It is practically.

89. *By the Chairman.*—You have not stations on any road?—No, the road adjoins the station. The stations are placed upon the lines of traffic in the country. That is obviously the sound principle; otherwise, you would have to make expensive approaches to the stations, and take the public out of their way in addition.

90. *By Mr. McCrae.*—You are aware there is a very large population in the neighborhood of Batesford?—There is a considerable population.

91. Supposing that the people in that neighborhood wish to go to Ballaarat, or come from Ballaarat, which would be the most convenient station for them to either go in or get out?—A person going from Batesford to Ballaarat would go to the Steiglitz road station.

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92. I understand that is almost impossible?—No, there is a good road up to the station. You are misinformed on that point; the road which crosses the line close to the station has been made by the Government from the Batesford side.

93. *By Mr. a'Beckett.*—Who is it decides upon the number of persons that are necessary to be employed on the stations?—The traffic superintendent, sanctioned by the commissioner of railways.

94. Practically, it is the traffic superintendent?—I do not know anything at all about it. It is not a matter that comes before me; but, according to usual rule, that would be the course.

95. I have been looking at the returns of the expenses at each station, and I find that, at the Footscray station, there are no less than nine people employed, and looking at the revenue derived from the Williamstown line generally, and particularly looking at Footscray as an intermediate station, it appears to be a large number?—At Footscray the tickets for all the lines are collected.

96. Then that is the reason?—It is the last stopping place before coming to Melbourne. There is one staff for the two lines. There are two stations with only one staff.

97. Then I suppose you would rather we examined the traffic superintendent as to the other questions of this character?—All questions as to the numbers of porters and so on, employed at the stations, the traffic superintendent can answer.

98. You merely attend to the engineering department?—Yes.

99. Do you take any part in the general management of the railway, as to time tables and so on?—So far as I have mentioned just now, that the engineer is necessarily consulted with reference to the time.

100. Have you any means of judging of the desirability of continuing certain kinds of traffic, or do you know anything of the receipts and expenditure connected with the railway?—No, I do not.

101. Has the expenditure, compared with the receipts on any station, induced you to shut it up?—Two stations were closed on the Keilor plains.

102. *By the Chairman.*—For what reasons?—The receipts did not justify keeping them open.

103. *By Mr. a'Beckett.*—Could a loss be sustained at any station for any length of time without being known to you and to the commissioner of railways?—Certainly not without being known to the commissioner.

104. Do you have accounts sent in weekly or monthly, or how?—I cannot speak positively about the accounts. It is not in my department.

105. How would you know it?—I should not know it beyond my general inquiries; it does not come before me.

106. A loss might be going on for years and you would not know anything about it?—It might; it is not any part of my duty to inquire whether a station is paying or not. With reference to the stations closed on the plains, I may say that I did not recommend the erection of those stations; that portion of the line was opened before I had any connection with the railway.

107. *By the Chairman.*—Who appoints the engineers and engine-drivers and persons employed on the engines?—The commissioner of railways, upon my recommendation.

108. Who fixes the number of men to work the engines?—I do.

109. Do you apportion any other men in any part of the road? and if so, where, and what are they?—There are men connected with the maintenance of the lines now, in maintaining the permanent way and works; all the men employed at the workshops at Williamstown, where the erection and repair of the locomotive engines goes on, are under my control; subject, of course, in all cases, to the sanction of the commissioner.

110. Would you state the designation of those men?—I shall be very happy to do so.

111. Can you tell the committee what is the average cost of stopping a train to set down passengers and take them up, where there are not many persons to be taken up or put down?—It is an extremely difficult matter to make an estimate of; I have tried repeatedly.

112. Can you give us an approximation to it?—I am not sure that I could, without you gave me a particular train, and a particular number of carriages, and the gradient on which the station is situated.

113. Take the usual run of carriages for a day, what would be the cost of stopping where they only required to put down three or four persons and take up five or six?—I will endeavor to give you an approximation.

114. *By Mr. a'Beckett.*—Who is the accountant of the railways?—Mr. Mathison.

115. Does it rest with him to draw out the statements of the receipts and expenditure and the apportionment of them?—Yes, all those accounts you have here were prepared by Mr. Mathison.

116. How often does he present them?—I think he would give that information better than I can.

117. Are not the gradients very severe from Melbourne upwards?—Yes.

118. *By the Chairman.*—You do not mean all the way?—They are very severe ascending gradients from Melbourne to Woodend. Between Woodend and Malmsbury the line is comparatively level. From Elphinstone tunnel the line falls very rapidly to Castlemaine.

119. *By Mr. a'Beckett.*—Do you find the gradients so severe that you are limited in the power of taking goods by the engines you have? are you not obliged to have an additional

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engine?—No; I ordered very powerful engines, expressly defining what gradients they had to work.

120. Have you never yet been obliged to have two engines?—We are sending away trains with two engines at present, because the rush of goods is very great since the opening to Sandhurst for goods.

121. How many trucks will an engine take?—The new engines will take sixteen to eighteen trucks loaded with from five to six tons each.

122. *By Mr. Mitchell.*—Those engines have just arrived?—Yes.

123. *By Mr. a' Beckett.*—Are they expensive in their working? do they consume much fuel?—No, they are very economical engines; they have every modern improvement for economy.

124. What is the load an engine will ordinarily take upon an ordinarily well-constructed line—how many trucks?—It depends entirely upon the gradient.

125. Are there any lines in England so severe in the gradients as this?—I do not know of any line which, upon the whole, has such severe gradients.

126. And there is nothing like it in England?—I do not know of anything like it.

127. Does not it involve great wear and tear upon the wheels?—It does upon the wheels, particularly coming down the inclines, where it is very much more than going up.

128. You can come down without any locomotive power at all?—Yes.

129. You would not require steam?—No.

130. I suppose the expense of working the railways will develop itself more and more year by year?—I think not.

131. Why not?—Because we keep up the repairs.

132. You will be obliged to be exposed to the necessity of laying out much more in repairs than ordinary lines would be subject to for similar traffic?—The greater wear of wheels—that is the principal thing.

133. All other things being equal, would not the working of goods upon the Government lines be much more expensive than upon English lines, by reason of the difference in the gradients?—It would be more expensive. I do not think much more expensive.

134. That remains to be proved by experience?—Yes.

135. Have you been obliged to leave goods behind, from the inability of the engines to do their work?—With the old engines; not with the new engines.

136. How long have the new engines been in work?—The goods engines are only just coming into use; the new passenger engines have been at work for five or six months.

137. I believe you have carriages made in the colony, do you not?—Yes.

138. How long have they been in use—the carriages made in the colony? sufficiently long to test their durability?—Yes, quite. The colonial wood seems to be most admirably adapted for carriage building. The carriages built of black wood and cedar stand in this climate better than the imported English carriages do; very much better.

139. You find they actually do stand the wear and tear better?—Yes. The iron work, the wheels, the axles, the axle boxes, and so on, are imported.

140. Can they be constructed in the colony at less cost than they can be imported from England?—As cheaply constructed, allowing for freight and charges. It was felt to be policy to do what we could in the colony, for ourselves, rather than send home, and we have done quite as well, or better than if we had sent home.

141. *By Mr. Degraes.*—How do you manage about your stock of springs and iron-work you supply to Mr. Williams? have you got them in store, and do you have a storekeeper over them?—Yes.

142. Do you let the premises to Mr. Williams?—He has had the use of the premises.

143. How do you manage? Do you deliver out to him so many springs for each carriage, from the stock?—Yes.

144. How often do you take stock?—Once a year.

145. Of the machinery lying down on the line between Williamstown—?—Stock is just now being taken of that.

146. Do you charge him with so many springs?—The contract is let, Government providing those materials. He delivers over the carriages with those materials in.

147. Supposing any are damaged, who replaces them?—He does; but they are not damageable articles.

148. How do you manage when he makes carriages, which he does for the Hobson's Bay Company?—He provides his own wheels in those cases. He had permission to build some carriages for the Hobson's Bay Company in the Government shops. I believe that he used, for a time, some of our wheels. At the time he built carriages for the Hobson's Bay Railway Company he was also building for the Government. His contract with the Government was to build six-wheeled carriages. I saw reasons to change the design and alter them to four-wheeled carriages; the consequence was, there was a considerable surplus of wheels and axles. The Hobson's Bay Company was very much pressed for carriages, and their engineer made application that some carriages might be built in the Government shops by Mr. Williams.

149. As a special favor, was it?—Yes.

150. I thought he could build for any one?—No, not in those shops without permission. I may explain that, in that case, I allowed some of those surplus wheels and axles to be used in the carriages. Mr. Williams undertook to replace them with others of precisely the same pattern he had ordered from England. It was to accommodate the Hobson's Bay Company.

151. When you have those things lying about out of the shed, unless you take stock every three months, could you miss them?—Yes, we could.

152. You have not got them under lock and key?—The stock is taken under the superintendence of the audit commissioners, and they are satisfied.

153. *By Mr. a'Beckett.*—Have you a storekeeper?—Yes.

154. Who is he?—Mr. Moore. Anything that is liable to damage is under cover. Wheels would not suffer by exposure.

155. But bows, springs, and iron fittings would?—They are under cover.

156. Have you made any experiments as to the effect of lowering fares upon the passenger traffic and goods traffic?—No; there has been no alteration made in the fares.

157. No alteration at all?—No.

158. What is your rate of fare to Ballarat, first class?—Threepence three farthings per mile.

159. And the fare to Williamstown is, I think, 1s. the first class?—I do not know; I forget what it is.

160. Can you explain to me why you charge 1s. for nine miles, and 3s. for ninety miles?—The circumstances are quite different. There is competition in the one case, and not in the other. I can tell what I believe to be the reason;—in the one case there is competition to contend with, and in the other case none.

161. Do you find that by that competition, by reducing the fares, you get any advantage? Are you not actually carrying the passengers at a great loss?—The Williamstown line has been worked at a loss.

162. Is not that loss greatly increased by the low rate of charge?—I do not think it is.

163. Have you ever examined the accounts of that line?—No, I have not.

164. There was a time when you charged much more. I should like to know, after you reduced the fares, whether you found your receipts were increased by the reduction?—I cannot say.

165. If you find that it is impossible to compete with another mode of conveyance, or another line, unless at a great loss, do you think, as a matter of public policy, it is desirable to carry on the traffic at a great loss, merely for the purpose of competing with other modes of conveyance carried on by private capital?—You cannot, in my opinion, separate the Williamstown line from the system of Government railways. We expect to carry goods from Williamstown all over the Government lines.

166. Have you examined these accounts at all; do you feel competent to give any explanations upon these returns?—Only so far as the engineering branch is concerned. I think you would get the information as to these various accounts more correctly from others than from me.

167. *By Mr. Degraes.*—In accepting contracts, who form the board to decide upon them? Is it composed of yourself and the chief commissioner of railways?—No; the Board of Land and Works accepts all contracts.

168. Without your consent or without your opinion as to who is the best contractor?—The tenders are opened, and the lowest tender is declared, and the tenders are then referred to me for report, and I have invariably reported that the lowest tender should be accepted, and it has been invariably accepted.

169. *By Mr. a'Beckett.*—Has there been any considerable expenditure on the Williamstown line and pier, since you have been connected with the Government railways?—No; there was a considerable expenditure in the breakwater since I was appointed, but the works were undertaken before my appointment.

170. You did not recommend these works?—I did not.

171. What is the necessity for the breakwater?—To protect the pier.

172. *By Mr. McCrae.*—Do you consider it would not be judicious to raise the traffic charges on the Williamstown line?—I do not think it would. I think the object of the Government should be to encourage all the traffic at the pier they can. As I said before, I do not think it is a fair view to take, to regard the Williamstown railway as independent of the system of the Government railways.

173. *By the Chairman.*—Is that independently of the loss, whatever the loss may be?—No, the loss might mount up to a point which would render it undesirable to work the line at all.

174. Who is to fix that point?—That will be a point for the commissioner of railways to fix; but you will observe, by the accounts, that the loss is diminishing. The line is not losing so much as it was.

175. Can you now, or will you be able hereafter, to give us an account of the wear and tear of the carriages on the line?—Yes.

176. And of the locomotive engines?—Yes.

177. Whatever the carriages may be for, for carrying passengers or goods?—Yes, I can give it you per train.

178. And also the wear and tear of the railway itself per mile?—Yes.

179. Per annum?—Yes.

180. And the waste and the things used about those carriages keeping them in proper trim to run, and oil, and so on?—Yes.

181. From your department can you get that?—Yes.

182. Can you do that in your written statement?—Yes.

183. Will you please to do so?—Certainly.

184. And would you also state at the same time the number of men you require for each carriage and each truck, subject to your appointment?—I can give you the whole number of men employed and the whole number of vehicles.

185. The number that you employ to each carriage, according to its weight or size; I

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suppose the heavy engines require more men than the little ones?—No; each engine has two men upon it.

186. Is that all?—The driver and fireman.

187. Have you other men to keep them in order, to look to them when out of work?—Yes.

188. Will you give a return of that?—Yes.

189. I want to get at the whole expense, the sum total, and by getting it per mile, or per week, or per month, we get at the yearly expense?—Precisely so; I shall be very happy to furnish the information you ask for up to the latest date; but if you examine the accounts, you will see that the rate per mile, the cost per train per mile, and per centage to revenue for locomotive power, and passenger charges, and goods charges, the permanent way, and general charges, are all given in this account.

190. I want to see whether it still continues at that—whether it is higher or lower—and whether you see any reason to change your opinions?—I will give it for the last three months of last year.

191. I wish to know if you have begun on the Echuca line?—The first contract is advertised in the *Gazette*, and tenders are called for.

192. *By Mr. Degrales.*—You intend to let it out in small plots?—Yes; there has been one small contract taken for clearing the line.

193. *By the Chairman.*—Is it to be let in one contract, or in a number of contracts?—I propose to let it in several contracts; but there is no reason why one man should not take the whole, if he be the lowest tenderer for every section.

194. *By Mr. a'Beckett.*—You said just now that the loss upon the Williamstown line was diminishing. I do not perceive it?—If on the second half of 1862 we lost at the same rate as we did on the first half, the loss for the year would be £6,790. The loss on the year 1861 was £7,919; the loss for the first half of 1862 was £3,395.

195. *By Mr. McCrae.*—Supposing that the passenger traffic were given up on the Williamstown line, might there not be still the necessity for goods traffic?—Certainly, the line has been constructed. The government must turn it to the best account they can.

196. There is a large pier there where shipping comes and goods arrive?—Yes.

197. Which goods of course must be conveyed into the interior?—That was the object of constructing the pier at Williamstown.

198. *By the Chairman.*—Have you got out tenders for the whole of the Echuca line?—No, only for five miles at present, but I am preparing the plans and specifications for the rest.

199. Are there any or many difficulties in the route?—No, it is a remarkably easy line, the only difficulty is in procuring ballast; the ballast will be expensive.

200. Cannot you carry it along the line as it is made?—A portion of it; but at the further end the ballast must be obtained from a distance of about seven miles from the line.

201. Have you formed any opinion as to how long it will take to complete it?—I think about eighteen months.

202. *By Mr. Degrales.*—Do you propose to make the line in, say, ten miles at a time and finish it off, and so open it? or only to send the rails as we did here with this line from here to Kyneton, and from here to Bendigo by horse teams?—As far as possible they will be sent by rail; there would be no object in opening that line in short distances.

203. *By the Chairman.*—Would it pay to lay the rails, to carry the ballast on the line?—I do not think it is worth while opening the line in those short sections; it would be a saving to take the rails and ballast, but it would delay the opening of the line.

204. *By Mr. a'Beckett.*—It is desirable to carry on the line simultaneously at different parts?—Yes. Take a work like the Taradale viaduct: if you do not commence it till you get up to it, the delay would be very great in opening the line.

205. *By the Chairman.*—It will be let in separate pieces?—Yes.

206. *By Mr. a'Beckett.*—And the last part will be going on as quickly as the first?—It will be going on simultaneously. There would be some saving of art perhaps in making the line as proposed; but the delay in opening the line would more than balance the saving.

207. *By the Chairman.*—Can you tell the committee whether there will be a saving on your last estimate on the Echuca line, now you are about to let it?—I believe there will be. I am very far from saying I think there will be anything to spare upon the whole sum the Government has raised. Additional rolling stock will be required as the traffic on the line increases.

208. Had you anything to do with the railways in England?—Yes.

209. Did you ever find one made for less than the estimate?—Not in my experience.

210. *By Mr. a'Beckett.*—What is the steepest gradient you know in England on a line of railway?—One in 70. There is one of 1 in 37 on the Bristol and Gloucester line, that is on the Lickey incline, about $1\frac{1}{2}$ miles; and on the Lancaster and Carlisle, 1 in 70 for several miles together.

211. You do not know whether that increases very much the expense of working the line?—It depends entirely upon whether the gradients are compensating or not.

212. What do you mean by compensating gradients?—Descending gradients compensating for ascending. The cost is not greatly increased if the gradients are not extreme.

213. These are not compensating gradients?—No.

214. Would it be possible, without any great expenditure, to lessen the gradients?—No. The quantity of coal burnt in coming from Woodend to Melbourne is something like 5 cwt. only; whereas, in going to Woodend, we burn something like 14 cwt.

215. Then what you save in coal you lose in friction?—On some of the inclines the wear and tear of wheels is heavy.

216. And upon ordinary gradients, what would be the consumption of coal?—It depends of course upon the trains. T. Highbotham,
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217. *By the Chairman.*—And what goods you carry?—Yes. On English lines of average gradients, the consumption of fuel per mile, per train, for passenger trains, is about 20 lbs. or 21 lbs. per mile, per train. For goods trains, it is about 35 lbs. or 36 lbs. per mile.

218. *By Mr. a'Beckett.*—What would that give?—Thirty lbs. per mile, from Melbourne to Woodend.

219. That is less than the English?—I take it for our passenger trains. I should say for goods 40 lbs.

220. Forty as against thirty-six?—Yes.

221. Does it increase the expense of transit at all, coming back with the trucks loaded or empty?—Not seriously.

222. Then, in fact, the low back carriage will be so much profit—very nearly all profit coming back with the trucks with wood and so forth?—The trucks have to come back.

223. And it does not cost much more to bring them back with the wood in them than without?—Just so.

224. You make a great difference in the back carriage. You bring some things at almost a nominal rate?—Wood 1d. per ton per mile, from Woodend to Melbourne.

225. Would not it be beneficial to the colony to take some things at a very much lower rate than others?—I think the railways must be conducted precisely as if they were a private concern; and the object should be to make them pay. I think goods ought not to be carried at all, unless they are carried at a profit to the railway.

226. Do you think the wear and tear of wheels in this country will be greater than in England?—There is no experience to determine. We can take heavier loads here than in the English climate, because the adhesion is more perfect, and there is no frost here, which is very destructive to the lines at home—destructive to the ballast; that is very much in our favor. The cost of maintaining lines in Canada is enormous: the breakage of axles and wheels from the frost in winter is very great there.

227. *By the Chairman.*—Is it consonant with your experience that you find iron will break like glass sometimes?—Yes.

228. *By Mr. a'Beckett.*—Are not the lines very favorably situate for ballast? Cannot you get ballast along the line?—We do get ballast, but it is very expensive; it is broken stone. In England we use nothing but gravel ballast—the natural ballast. It astonishes the English engineers to see the material used for ballast here. The ballast in England is 2s. per yard; on the Ballaarat line it was 16s.

229. What is it at the present time?—Last week we let a portion of the doubling of the Geelong line: it was let for 7s. 6d.

230. You do not go through any gravel soil available for ballasting?—No; at Ballaarat and Sandhurst we get quartz tailings.

231. *By Mr. Degraes.*—Will you get enough there to carry you on to Echuca?—No.

232. *By Mr. McCrae.*—Have you made any estimate at any time of the difference in the cost of the construction of the various Victorian lines of railway, and what would be the cost of constructing the same length of railway in England?—The cost of work here has been, hitherto, about two and a-half times the English cost.

233. *By Mr. a'Beckett.*—And against that we have had the land free and no Parliamentary expenses?—Just so.

234. Is it the case, therefore, that the average per mile is not greater here than the average per mile of the English railways?—No, it is not; and the works are not so heavy as on the English lines, taking the average of the English railways.

The witness withdrawn.

FRIDAY, 27TH FEBRUARY, 1863.

Members present:

The Honorable J. P. FAWKNER, in the chair;

The Honorable W. H. F. Mitchell

„ J. McCrae

The Honorable T. T. a'Beckett

„ W. Degraes.

John Carruthers, Esq., examined.

235. *By the Chairman.*—You have charge of the whole of the traffic at the head station? John Carruthers,
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—Yes. 236. Can you tell the committee how many engines you have under your charge altogether?—The engines are under the Locomotive Department, under the engineer-in-chief.

237. Are the passenger carriages under him also?—Yes.

238. The luggage carriages?—They are also under the engineer-in-chief.

239. Can you tell us what quantity of goods you send up per trip or per day? what quantity of goods you could send up by the trip or the day, if an emergency arose?—It would have to be a guess to make such a statement as that.

240. *By Mr. a'Beckett.*—How many trucks have you got?—I have not got the correct number.

R. M.—c.

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continued,
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241. Have you no record in some book of all your stock?—Yes; the engineer-in-chief keeps that record.
242. *By the Chairman.*—Can you tell us what quantity of trucks and carriages, &c., you sent up at any time within the last three months of the year, the last one month, or two months, or three months, in the year?—I can give that information; I have not got it with me.
243. The committee would like to have it for the last three months: the quantity of goods sent up the country, the weekly quantity, so much per week for three months, and the amount of money taken for such goods, and what amount or quantity of sawn and split timber and firewood have been sent down?—I will send in a return of all that.
244. What number of men have you in your employ, and how are they employed?—I can tell you that, and how employed, but it must be in writing; I cannot tell it from memory.
245. *By Mr. a'Beckett.*—Does not this report show it?—There will be an addition since that was made.
246. *By Mr. McCrae.*—A larger number?—Yes.
247. *By the Chairman.*—What proportion of the men have been employed in the last three months of the year, and what proportion you have now employed up to the latest return?—The numbers are so very great.
248. And what part of the work they are employed upon, and what is their pay for the same time; the home station by itself, and each station separately?—There is no difficulty about it; I will give it up to date.
249. *By Mr. a'Beckett.*—Have you not a book containing a record from week to week of the receipts each day at each station?—Yes.
250. How many stations are there between here and Sandhurst?—There are twenty-one, Melbourne and Sandhurst included.
251. *By Mr. McCrae.*—How long have you been the traffic superintendent?—Two years in May; I was appointed in May, 1861.
252. Could you inform the committee the average amount of weekly traffic?—It is published weekly.
253. For goods and passengers?—They are all published weekly.
254. Could you give the committee any idea of the weekly expenditure of the whole?—I can furnish that return also.
255. You are not prepared to give it at once?—I am not.
256. Of course, including fuel and every other expense?—Quite so.
257. *By Mr. a'Beckett.*—What I wish to know is the system that is pursued in the department for the ascertaining the daily receipts, and how the expenditure is paid; can you explain that?—The receipts of the various stations are accounted for daily, by a return issued to the Railway Audit Office.
258. Sent to the Audit Office?—They come up every morning with the money in despatch cases to the railway audit clerk. The cash is received in a cash box, and is handed to the cashier, who takes an account of it; he also daily renders an account to the audit clerk of the amount deposited in the bank to the credit of the Victorian railways.
259. Are those returns when they come in entered in the traffic book?—Yes; the audit clerk informs me they are, after being checked.
260. What is the name of that book?—The Weekly Traffic Book.
261. *By the Chairman.*—You say checked. How are they checked? the same as the passenger tickets? What check have you?—The station master receives the tickets at each station; those tickets accompany the returns to the audit office, and they are all checked by the returns to show the number issued from each station.
262. Do you say the guards do not receive tickets?—They do not.
263. Who does?—The station master.
264. Does not the station master issue the tickets?—He does not issue the same tickets that he collects.
265. *By Mr. Degraives.*—The station master at Kyneton issues them, and the station master at Footscray collects them?—Yes.
266. *By Mr. a'Beckett.*—Suppose persons were desirous of committing a fraud—two station masters—could they not easily commit a fraud in this way, by each returning to the other certain tickets that have been issued from that station?—They could not.
267. Why not?—They would have to collect every ticket issued that day, and return every ticket issued that day.
268. Why?—If any ticket were missing in between, they would detect it from the numbers. The entire amount for the whole day's issue must be accounted for, or not accounted for. If they account for the whole, and the tickets are not produced for the whole of the amount, then there is something wrong.
269. Then what is the use of collecting tickets at all? would not looking at the last ticket issued be the same?—It prevents the tickets being issued all over the country.
270. They are all dated every day?—Yes, every day.
271. *By the Chairman.*—How do you arrive at the traffic? are the tickets issued in the same way for the goods?—No.
272. How do you check the goods?—The goods are checked by the receiving and sending station. Every package which is carried by the Victorian railways is invoiced; it is entered upon an invoice.
273. *By Mr. a'Beckett.*—When do you have a pay-day?—Once a month.
274. Who looks over the pay sheets?—The pay clerk—there is a pay clerk expressly for that purpose—and the accountant.

275. Are the pay sheets brought before any person? Who are the pay sheets brought before?—They are brought to me for signature, checked and ready for being paid.

276. You are supposed to satisfy yourself that all the persons whose names were down there were really employed, and earned the wages they had to be paid?—As head of the department, I am responsible.

277. And you have to satisfy yourself upon that, and that is the justification for ordering payment?—Yes.

278. And do you do that?—Yes.

279. Would you explain to the committee fully?—The pay lists are made out for the various officers and porters once a month. It is the duty of the pay clerk to attend to that exclusively and pay them, and he makes out the bills. The station masters of the various stations send in their pay sheets and the pay clerk makes out his sheet from the whole.

280. *By the Chairman.*—You, for your own office, send in the number of men you have, knowing you have those men?—Yes.

281. *By Mr. a'Beckett.*—Do you take receipts from all the men for their wages?—Each individual signs opposite the amount opposite his name. It is the pay-sheet: each individual is classified according to the classification. If he be a porter, he is designated so in this sheet; the number of days and half-days, and the rate per diem or per annum, as the case may be; the amount is carried out, and he signs for that amount opposite his name.

282. Then I suppose money is sent down to the different stations to pay the people at the different stations?—The one person takes it all over the line.

283. Why every month? why not oftener? Is not it a great disadvantage to the men to be paid only once a month?—I have not heard them complain. I should say, where the laborers are employed, they are paid once a fortnight, because their time is not required for longer payments.

284. And they sign the receipt opposite?—The same signature is required for the laborer.

285. Before the pay sheet is approved, you have certificates from some persons in authority knowing the men had been employed?—Yes.

286. All works, maintenance of way, and so on, do they come in the same category? I am speaking of those under contracts?—Those are under Mr. Higinbotham, and I believe are all treated nearly the same.

287. With reference to stores, what is the mode of supply?—A requisition is sent from the various stations to myself for the requisite supplies for the month only, and I sign that requisition, if I approve of it; it is then forwarded to the storekeeper. It is competent for me to strike out any item I consider should not be supplied, if it be in excess, or if in my opinion the station should not have such an item.

288. *By the Chairman.*—I understand you have a clerk examining all those, to see that the quantities are what they should be?—I personally do it; I cannot delegate that to any individual. The requisition passes to the storekeeper and he has authority to issue; he has a daily ledger account opened for the various stations, and the amount for the stores so issued is placed to the debit of that station, so that it can be shown at any time what amount of stores has been issued to any station on the line.

289. Then, do you send down coke and coal, or do you burn wood, or what do you burn?—Coals, not coke.

290. You send coals down to the different stations, I suppose?—Only during the winter months.

291. Why only during the winter months?—I am only speaking of the stations.

292. If you find one station consuming more than another, or more than you think they ought to do, you remonstrate, I presume?—We have carefully calculated. We allow a certain quantity, in accordance with the number of fires at each station.

293. *By Mr. McCrae.*—Who has the management of the tariff for goods and passengers?—The commissioner of railways authorises it.

294. *By Mr. a'Beckett.*—On being moved to do so by representation?—Yes.

295. By whom?—I first arrange the rates, and submit them to the commissioner of railways.

296. Giving your reasons?—Yes.

297. You were not in the department, I believe, when the reduction was made upon the Williamstown line in the rate of the passenger traffic?—No, I was not.

298. Have you been able to ascertain what the effect of the reduction of the fares was upon the receipts, when it took place, on the Williamstown line?—I hope to be able to give the committee this information by a return that is being prepared; it will contain the whole.

299. Would not the book you have been alluding to have shown it at a glance?—There are a great many books to go through for four years' traffic on the lines.

300. *By Mr. Degraives.*—I should like to ask you whether, in the event, after you have sanctioned the requisition, say for coals or anything else that might be required, say for Kyneton or Woodend, or any station you like to name, is it possible or probable that, in the event of your having sanctioned such a requisition (without wishing to cast any slur upon any storekeeper), there could be any collusion between the contractor and the storekeeper?—It is impossible, because there is a check upon check.

301. *By Mr. a'Beckett.*—Have you yet sent any goods direct from the Williamstown pier to Ballaarat, or into the interior?—Yes.

302. What rate do you charge for sending goods direct from the pier, say, to Ballaarat?—To Ballaarat it is 38s. per ton.

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303. From the pier direct?—Yes.
304. What is the rate from Melbourne to Ballarat?—Thirty-five shillings. I am speaking of one class now.
305. *By the Chairman.*—The same class going to the same places?—Yes.
306. *By Mr. a'Beckett.*—How do you account for its being higher at Williamstown? and, under those circumstances, what benefit is it to discharge goods at Williamstown pier for Ballarat, in preference to sending them from Melbourne to Ballarat?—The benefit I can show the committee. If the goods were forwarded to Melbourne, there would be a charge of 7s. per ton added to 35s., which would make 42s. per ton. If they are sent direct from the Williamstown pier to Ballarat, they are charged 38s. Either the consignee or consignor effect a saving of 4s. a ton.
307. What benefit is it to the railway?—We have less distance to forward.
308. How do you mean you have less distance to forward?—We forward to the Geelong junction.
309. Suppose there were no Williamstown pier at all, the railway would get the goods?—Yes.
310. I want to know what benefit the Williamstown pier is to the Victorian railways, looking at it as a private company. What benefit is it to the railway, to have that pier with reference to the goods from Melbourne?—Goods would have to be forwarded direct, if it were not for the pier.
311. By whom?—The Hobson's Bay railway, or water, or direct by land to Geelong. If forwarded by Melbourne, the department charges 35s. per ton, adding the Hobson's Bay charges, which I believe are 6s. or 7s. Or take the water, which will come about the same; take the freight to Melbourne, and the cartage across the town.
312. I want to know what benefit it would be to the railway?—There is also storage.
313. That does not follow at all?—Well, I will leave that out. The benefit will be the difference between 38s. and 45s.
314. How so?—That is, the benefit to the public at large.
315. Never mind the public at large at present?—The benefit to the railway is simply 3s. per ton; because, if those goods are delivered to us in Melbourne, we get 35s.; if delivered alongside the ship, loaded into our trucks, and delivered at Ballarat without any re-loading, we get 38s.
316. Therefore you only get 3s. benefit from that pier upon every ton of goods?—Yes, but there is a benefit not apparent at first sight, namely, the number of miles we have to convey the goods from Melbourne to the Geelong junction, which I think is six miles.
317. Are there not special expenses connected with taking goods out of the ship and putting them into the trucks, over and above those upon putting them into the trucks at Spencer street?—None whatever.
318. How do you make that out?—I am quite satisfied there is no additional charge.
319. What is the staff on the pier?—It differs.
320. *By Mr. Degraes.*—What do you give your pier master?—Four hundred pounds a year.
321. And a house?—Yes.
322. Coals?—No other perquisite but a house.
323. *By Mr. a'Beckett.*—It is in consequence of the competition by water to Geelong that you are obliged to make the goods so low to Ballarat?—Quite so.
324. What is the charge from Williamstown pier to Sandhurst direct?—We have never yet sent any—the charges have not yet been submitted to the commissioner of railways. We have never had an application for goods to Sandhurst.
325. How far have you sent goods up that line?—No distance.
326. Are there large quantities of goods taken from the pier direct to Ballarat?—I can give you all that information; I cannot from memory. It is not a large quantity.
327. What is your charge for taking goods by railway from Williamstown to Melbourne?—Six shillings and sixpence, and 5s. 6d. taking the ships manifest throughout.
328. To go back to the question of additional expense: When you take goods from the ship's side, have you not to give a receipt that they are received in good order, and so forth?—Yes.
329. Does not that involve more trouble than in receiving them at Spencer-street?—We have the same receipt to give there precisely. We give a receipt to the public for every package or quantity of goods we receive.
320. Stating in what order and condition they are?—Stating in what order and condition they are.
331. I understand 6s. 6d. and 5s. 6d. is what you charge?—Yes.
332. Do you pay anything for towage?—We pay all towages to and from the pier.
333. What do you pay for towage per ton?—So much per ship.
334. A ship of 2000 tons you charge the same as one of 100?—We are entirely at the mercy of the steam boats.
335. Ten pounds is the most you ever pay?—The most.
336. And did you ever pay less?—We have paid under contract prices since I joined the department, I think £8; and the last advertisement put out, we had no tender.
337. Then you pay £8 for 100 tons, and up to £10 for a 2000 ton ship?—Yes.
338. You would have to pay the same for 500?—It would be the same.
339. Is not there much more trouble when goods are discharged by ship at a particular spot in selecting them from a particular cargo, and sending some to Melbourne and some to

Ballaarat? Is not there some trouble in separating them, and having a separate truck for them? —It does not require a large quantity of goods to make five tons.

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340. You must happen to come upon those particular goods?—The ship sorts them. It is generally an arrangement between the consignee and the ship. It is entirely apart from the department. We have no difficulty about those goods. We say we want a truck for Geelong or Ballaarat, and the truck is run alongside and loaded. It may sometimes occur it is four tons; and, if it be, we put it back.

341. Are you not obliged to have special locomotive power for that particular traffic?—No.

342. Do you wait for a train, or have you to go to the junction to forward it on? Suppose you are going to send goods to Ballaarat from Williamstown, and it is a special train with reference to those particular goods, that would have to stop short and would not go up to town, but stop at a particular point, is not that an expense?—No. I will explain that we have an engine that works the goods' traffic on the Williamstown line—exclusively goods' traffic. When it is required to take trucks from Williamstown to Geelong and Ballaarat, those are detached at the junction and attached to the Geelong or Ballaarat trains. The only expense incurred by so doing is simply the stoppage.

343. The stoppage both ways?—Yes.

344. *By Mr. McCrae.*—They do stop there?—The train always stops there.

345. So that there is no extra expense?—No.

346. *By Mr. a'Beckett.*—Excepting that?—Excepting that.

347. *By the Chairman.*—That is not extra? they always stop?—They always stop at the junction.

348. You must have persons to detach them?—The guard always does that. The station-master receives the invoices at the junction, as he would at any other junction. There is the same mode of receiving goods and passengers into the station. The same porter, who is kept there to do other duty, does that, and so places the trucks that the next train going on to Geelong or Ballaarat takes them forward.

349. *By Mr. Degraes.*—Do you not think you could work the traffic under one general store, such as the Spencer-street station, cheaper than at Williamstown, where you have to employ chance laborers in case of emergency? When I say a store, I mean a goods' department?—There is no doubt about that, if it was all concentrated into one.

350. If you had all your business to do at Spencer-street station, you could do it cheaper than having the Williamstown pier?—It could be superintended better.

351. And be worked more economically?—Yes, if it were all concentrated.

352. *By Mr. McCrae.*—Supposing that the Williamstown line was closed to-morrow, do you not think that the loss by closing up the Williamstown railway would curtail very much the profits of the Victorian railways in general?—I think so. My opinion is, that the Williamstown railway is a part of the whole system and cannot be dispensed with. If it had never been made prior to the completion of the Victorian railways, it would be another question altogether; but now it is there, it should be viewed, in my opinion, not as simply a part by itself separated from the rest of the Victorian railways. In my opinion, the benefit arises in this way, that, if the Williamstown pier were not there, we should lose the entire traffic between Melbourne and Geelong.

353. *By Mr. a'Beckett.*—How so?—It would all go by water.

354. How so?—That is my opinion. It would go direct from the ship's side to Geelong by lighters.

355. Do not the lighters go now?—Yes, for such cargo as sugar and heavy articles.

356. Is not it incidental to a coast line? is not it a mistake altogether, a coast line? —Yes.

357. It is only starting from Williamstown instead of starting from Melbourne; could you ever compete successfully with water carriage, situated as that line is?—I think so, between Melbourne and Ballaarat.

358. *By Mr. Degraes.*—Between here and Geelong?—It would be difficult to say who could compete with the traffic of Geelong in any other way than to take away the traffic to the westward of Ballaarat, entering Geelong by seaboard; such a course would destroy the earnings of a steamboat.

359. *By Mr. Mitchell.*—The quantity of traffic would not be enough?—It would not.

360. *By the Chairman.*—Would that destroy the passenger traffic?—Entirely, I think.

361. *By Mr. McCrae.*—Is there any passenger traffic by water to Geelong?—I am not aware that there is.

362. The estimated profit, according to this report of the honorable the Commissioner, is 52½ per cent. on the working expenses; 47½ for the earnings, and 52½ for the expenses. Now, supposing the Williamstown railway was abolished, do you not consider that 47½ per cent. would be lowered very much?—I consider it would be jeopardised very much.

363. *By Mr. a'Beckett.*—In that general estimate, showing the difference of expenses, you have to set against the profits on the other portions of the line the heavy loss upon the Williamstown line?—I could pick out several places on the line that have been a decided loss besides Williamstown.

364. *By Mr. Degraes.*—That is on a straight line, I presume? For instance, go from Gisborne or Sunbury up to Riddle's Creek, and to Woodend?—That part pays well, between Sunbury and Riddle's Creek; that pays well enough.

365. *By Mr. a'Beckett.*—Supposing all this had been struck out, the receipts from the passengers upon the Williamstown line and the receipts upon the goods upon the Williamstown line; in point of fact, that the Williamstown line had not been worked as between Williamstown

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and Melbourne; how would it have diminished the receipts upon the other portions of the line?—It would almost annihilate the traffic as far as Geelong is concerned.

366. How so? you go to Geelong just the same?—We should not get the traffic.

367. Why not?—It would go down by water.

368. I am not speaking of the Ballarat line; I am speaking of between Williamstown and Melbourne, not between Williamstown and any other places?—You must recollect that goods are sent direct from the pier to Geelong, and those goods are carried to Geelong at about 7s. 6d. per ton. It is an inducement to shippers to bring their vessels alongside, because they get their goods at a similar rate to what they can convey them by water.

369. I am not speaking about that; I am speaking about goods not going from Williamstown to Geelong, but from Williamstown to Melbourne?—I have not thoroughly considered that question.

370. *By Mr. McCrae.*—Do you consider that the abolition of the Williamstown line would injuriously affect all the other Government lines?—I do.

371. *By Mr. a'Beckett.*—Will you tell the committee how and why? If you have come to that conclusion, you must have come to it upon some consideration?—In the first place, the wool coming down the country can go direct to the ship's side.

372. You are answering a question that I am not asking. I am speaking of the traffic between Williamstown and your station in Melbourne, that particular portion of the traffic; that is the only portion of the traffic I am directing my questions to. Of course it would be a benefit to be able to receive wool and so on from Sandhurst and other places, and ship the wool from that pier, and the pier would be very valuable for that purpose; but I am not speaking of that, but whether you would have suffered, suppose you had said, it is not worth our while to take goods from Williamstown to Melbourne at those rates, and it is not worth our while to keep up the special passenger traffic between those points: how would that have affected the receipts upon the other portions of the line that have paid?—I am of opinion, that, if the Williamstown line had not been in connection with the Victorian railways, it would be certainly unwise to work it distinct.

373. Though it is in connection with it, you distinguish it as a branch, and you keep the accounts, as a branch, separate, and it shows upon the branch there is a loss?—I should like to go onto that matter.

374. *By Mr. McCrae.*—I find by this return that the loss on the Williamstown line is decreasing gradually: is that the case?—Yes, it continues to decrease.

375. *By Mr. a'Beckett.*—How much of those goods, that are represented here as received upon the Williamstown line, are represented by your own shipments?—I will distinguish that in the return. For what periods?

376. Since the commencement. How much has been charged against the railways themselves out of that money?—I will furnish that.

377. *By Mr. McCrae.*—I find, by this report, that there are in the audit department, the traffic superintendent, and the Melbourne passenger station, no less than twenty-seven clerks: this is apart from the secretary's office?—Yes.

378. Is not that a very large number of clerks?—I think not.

379. In the audit traffic superintendent's office and the Melbourne passenger station?—I do not consider it is a large number for what they have to do.

380. I also find in your own station—traffic superintendent's goods' station—no less than forty-four clerks?—Yes.

381. Forty-four clerks?—Yes.

382. I find, in the whole there are 144 employés in that Spencer-street station: do you not consider that is a very large number of hands employed at that particular place?—No, I do not.

383. *By Mr. Degraes.*—You charge 7s., as I understand you, per ton, from Williamstown to Geelong?—Seven shillings and sixpence per ton.

384. And at the same time you charge 23s. to Kyneton?—Yes.

385. Is not that about the same distance?—It is as 48 miles to 56½.

386. So that the State not only loses on the traffic to Melbourne, but on the traffic to Geelong, as compared with the other localities in the country, does it not?—From its unfortunate connection with the Geelong line.

387. *By Mr. a'Beckett.*—Does that give you a profit, the 7s. 6d. a ton?—I think not.

388. Why do you incur that continuous loss?—We do not make a continuous loss. One part of a ship's cargo makes up for the other, and in one case we charge by measurement, in the other dead weight.

389. On what principle do you do it if you know the more you do, the worse you are?—Its connection with the Ballarat line enforces it.

390. *By Mr. Degraes.*—In the event of the Williamstown line being closed, would the country not be a great gainer? Supposing the goods to be put in the trucks at Spencer-street, coming up in drays from Sandridge, and delivering it to your Spencer-street station, would not the country be benefited by it, you charging the same rate that you do to other parts of the country?—The State would not be benefited, for this reason, that the traffic would be so reduced, they would get none at all.

391. Why?—If you put on a corresponding charge between Melbourne and Geelong, as you do to Kyneton, you would not get an ounce. The State is now encumbered in the purchase money of the Geelong railway; it is necessarily a part of the Ballarat railway, in consequence of being joined at Geelong. You must virtually throw away that traffic altogether, or shut up the railway; you must do the one or the other.

392. As a matter of pounds, shillings, and pence, would not it be better to shut up a line that is a continuous loss than keep it open?—Taking the whole of the Victorian lines together, I do not think there is any necessity for shutting up any portion of it. John Carruthers,
Esq.,
continued,
27th Feb., 1863.

393. Could you not put on such a charge to Geelong as would be paid by the public? You think the public are not willing to pay a remunerating price for being carried by railway between here and Geelong?—Because there is another mode of convenience by water.

394. Then, if that is the fact, it is a stern fact: is it any use contending against it?—Yes.

395. For whose benefit?—For the benefit of the State.

396. How is it for the benefit of the State, if it is a loss to the State?—You cannot call it a loss, in my opinion, when it forms part of the whole system; you cannot take out that portion from Melbourne to Geelong, and work the Ballarat line only.

397. *By the Chairman.*—And shut up that piece without shutting up the whole?—No.

398. *By Mr. a'Beckett.*—Assuming it would have the effect of shutting it up, it would shut it up because the public would have another means of conveyance open to them, which is more desirable?—Not more desirable, but cheaper.

399. In fact, you pay so much a year out of the public funds to accommodate certain persons?—Geelong is so situated, it cannot be otherwise.

400. *By Mr. McCrae.*—Do you not think the profits derivable from the Ballarat railway compensate for any loss sustained by the Geelong railway?—I think so.

401. *By Mr. a'Beckett.*—Do you think that, if you were to charge a higher rate for goods to Geelong, a great number of persons would still send their goods, in preference to other modes of conveyance?—I do not think so.

402. Do you not think you might safely increase the rate you charge, and yet keep a large quantity of the traffic?—It has been raised, by the sanction of the present commissioner of railways, from 7s. 6d., from Melbourne, to 10s. 6d.

403. And what is the effect of that?—The effect was, until we reduced the through rate to Ballarat, seriously to affect the railway.

404. But then, considering that you made a through rate, do you not think the public would prefer sending their goods direct without a break, even if the charge between Geelong and Ballarat were something more than by the lighters and so forth?—It is now.

405. You charge now a much higher rate for passengers than the steamers?—Yes.

406. Though you may charge higher for goods to Geelong, would not a great many persons prefer going by railway to going about the other way?—They act it very fine with goods; they do not like paying one shilling more than they can possibly help.

407. *By Mr. McCrae.*—What rate per ton would pay between Melbourne and Geelong?—The rate established on the Victorian railways.

408. Would nothing short of that pay?—Nothing short of that amount over the whole system of railways.

409. How much does it amount to per ton, between Williamstown and Geelong?—Seven and sixpence.

410. *By Mr. a'Beckett.*—When was the Geelong line taken over by the Government railways?—Before I joined the department.

411. Did the department lower the rates, or did you adopt the rates you found?—I cannot say; I have not recommended that the rates should be lowered.

412. *By the Chairman.*—I find here Ballarat station-master, £250; Ballarat east passenger station, £250; I find Geelong passenger station, £275, and Geelong goods station £200. Turning a little lower down, I find Kyneton (a very inferior station) station-master, £300. Can you tell me why a difference of rates is given? I am told you have something to do with fixing the salaries?—The commissioner of railways fixes the salaries.

413. Do you recommend them?—The Kyneton salary amount was made in 1859, I believe.

414. Can you tell us any reason why Kyneton should be £300, and Ballarat, a larger and more important station, should be £250, and Geelong, another large station, £275, and the Geelong goods station £200, and the Kyneton station £300, and Sandhurst, the terminus, £200 only?—I had nothing to do with the station master's salary at Kyneton. He was appointed prior to my joining the department, and his salary has remained the same as at that period. He was removed from the Diggers' Rest station.

415. *By Mr. Degraes.*—That is something for servitude?—I do not know what it is for, but he is one of the oldest officers.

416. *By the Chairman.*—Do you remove an old officer, if he is a good officer and efficient officer, who has been a length of time, to an inferior station and give him a larger salary?—No.

417. Do you know anything of the Gisborne station?—Yes.

418. Is there much less or more to do there than Kyneton?—Much less.

419. Do you know how long Mr. Moore has been in the Government service?—I could not say from memory; but I see, by the return, 1st January, 1859.

420. When was Frederick Durell appointed? he was employed before the other I understand, and has got only £200 a year. Has any fault been found with him since he joined?—He was relieving station master.

421. Have you ever had any reason to find fault with him?—None.

422. He is an older officer, having been appointed in 1857, and has £100 a year less than Mr. Moore, who has been a less time in the service; why is that?—Mr. Durell was relieving station master, and he has been promoted to be a station master.

423. You know something about the other traffic master?—Yes.

John Carruthers,
Esq.,
continued,
27th Feb., 1863.

424. How many clerks do you have in your department?—Five.
425. How many has the man next under you (the assistant traffic master) how many does he have?—None.
426. Is it usual to have a traffic master without any clerks? Can he do the duty as he ought to do, an assistant traffic master without clerks?—Yes, inasmuch as he is in my office, and has the control over my clerks.
427. Is that the rule in the other stations? have they none of these clerks to assist him?—None.
428. It appears, by the return, there are nine clerks in your office, and a messenger?—The cashier and the pay clerk are there, and they are both independent officers; and there is a person in charge of the stores, and a clerk who has to keep all the guards' time, and attend to all the gatemen on the line and the relieving station master; that would reduce it to four; but in the five I include the assistant traffic master, who has been appointed since this return was made.
429. Do you recommend persons for a rise as regards the different persons in your office?—Yes.
430. Do they get appointed upon your recommendation?—Generally.
431. Do they get an advance of salary upon being so appointed?—After they have served a period of probation.
432. They always have to serve a period of probation?—Always. It applies to all promotions.
433. *By Mr. McCrae.*—Have there been many more additional hands employed to the number here returned in this report, since this report has been furnished?—I believe there have been several, but I cannot state now. I can furnish that information hereafter.
434. *By Mr. Degraives.*—Supposing, as we frequently find in business, you were to bring in business to a large extent for A, B, C, D, and you have a lot of outstanding accounts; how do you manage?—We do not allow any outstanding accounts beyond a month.
435. No accounts after a month?—No.
436. If they send goods by you, you refuse to take them if they do not pay, I suppose?—If they do not pay their account when due, at the expiration of a month their account is stopped. We should forward their goods upon their authority to do so, but they could not get delivery without paying freight.
437. *By Mr. a'Beckett.*—Do you make a uniform rate for goods to Geelong for all classes of goods?—There is a classification, and they are charged according to their classification.
438. *By Mr. Degraives.*—Supposing A, B, or C had a cargo of sugar or tea, and they store it with you for a month or two months, do you make any charge for storage?—We should not allow them to store it.
439. Suppose they do not take it away, you have no means of compelling them to take it away?—We should charge it, if it remained there; we always force the delivery where practicable.
440. Have you come to any scale of charges or rental, or have you any hire?—We shall come to a scale of charges; a scale of charges is being prepared.

The witness withdrawn.

WEDNESDAY, 18TH MARCH, 1863.

Members present:

The Honorable J. P. FAWKNER, in the chair;

The Honorable W. Degraives | The Honorable W. H. F. Mitchell.

John Carruthers, Esq., further examined.

John Carruthers,
Esq.,
18th March, 1863.

441. *By the Chairman.*—Do you apportion the number of men employed to the number of carriages dispatched in the twenty-four hours?—Yes.
442. Can you tell the committee what number you apportion to each carriage?—That would depend upon the traffic.
443. Then I am to understand that, if there is much traffic, you have a larger proportion of men to each carriage?—Yes.
444. What number of men are employed in cleaning and keeping the carriages in order at your station—the home station?—The number of men to the carriages at the terminus at Melbourne is six.
445. Can you tell the number generally employed throughout the whole of the railway for the same purpose, cleaning and keeping in order?—The porters at Castlemaine, Ballarat, and Sandhurst clean the carriages in the interim between the departure and the arrival of the trains.
446. The porters at the out-stations clean the carriages at all the out-stations?—Yes, where carriages are kept.
447. *By Mr. Degraives.*—Are those six you speak of in Melbourne six porters, or six engineers, or engine drivers?—Common laborers.
448. They clean the engines as well as the carriages?—The carriages only. I am now referring to the carriages only.
449. *By the Chairman.*—I do not see anything of that name in this list you ret

station masters, clerks, porters, guards and ticket collectors, pointsmen and watchmen. Are there any yardsmen?—They would be included as porters.

450. This list, as I have shown you, is not complete; it should give laborers instead of porters. There should be two classes of laborers, or is it actual porters that do it at porters' wages?—Actual porters clean those carriages.

451. At porters' wages they do that laborers' work?—It is not exactly laborers' work—it is combined in both.

452. You consider it is work superior to laborers' work?—Yes, I do.

453. Can you tell the committee what number of passengers go from your station per day or per week for any length of time—one, two, or three months?—I have furnished a return for the committee, which I now hand in.—[*The witness handed in the same. Vide Appendix A.*]

454. In that return does it show the number of passengers at all the stations on each line?—It gives the revenue derived.

455. I want a return of the number of first and second class passengers?—That has not been yet furnished. This gives the revenue derived from each station.

456. Will you furnish the committee with an account of the number of passengers, first and second class, for the same period from the various stations under your charge?—Yes.—[*The witness subsequently furnished the same. Vide Appendix B.*]

457. How many first and second class carriages have you at the head station, and what is their joint passenger capacity?—I will furnish those particulars.—[*The witness subsequently furnished the same. Vide Appendix C.*]

458. How many luggage carriages, vans, trucks, or other vehicles for carrying goods have you at the head station and generally through the whole station?—The return will comprise all the particulars of the carriages belonging to the department.

459. Can you tell the committee what quantity of goods you can send up per trip or per day, if an emergency arose?—I will also furnish those particulars in another return.—[*The witness subsequently furnished the same. Vide Appendix D.*]

460. Do you set any quantity of carriages apart for the carriage of timber; and if so, how many, and what quantity is brought in per day or per week?—I cannot give the exact number of trucks, because I believe the order is not yet complete; but the engineer-in-chief can furnish the full particulars of that.

461. Can you give the committee a return of the quantity of sawn timber, and split timber, and fire-wood, and the value received for those since you have been there, or say, for three months?—I can give that for three months; I now hand in that return.—[*The witness handed in the same. Vide Appendix E.*]

462. I see by this return that you have a number of station masters, the maximum of whose hours is eighteen and three-quarters. Do they work eighteen hours and three-quarters upon uniform wages, or do they get extra wages for extra hours?—No extra wages for extra hours; they are paid by annual salaries.

463. Do you expect the men to work eighteen hours a day, day after day, without extra pay?—In the case of the station master, it is a rule of the service, and he is provided with quarters at the station. I will state what the station master's duties are: He has to attend to the arrivals and departures of the trains, and also to the requirements of the public as regards the traffic to and from the station. Although the hours may appear to be eighteen, he is not constantly on duty all that time.

464. I see the clerks work a quarter of an hour less; why is that? Why are they called upon to work eighteen hours and a-half, and why is there a difference of a quarter of an hour between the two?—The clerks are not provided with quarters on the stations.

465. Am I to understand that the quarter of an hour makes the difference of the lodgings? is there any necessity for their being kept the eighteen hours and a-half?—The difference between the clerk and the station master is this: The station master is held responsible, and he must be necessarily longer on duty than the clerk who is under him; it is his place to see the property of the department is secure for the night, and it is his duty also to be there to enable the clerk to commence the duties in the morning.

466. Why are they kept eighteen hours and a-half?—It is unavoidable.

467. Is this only on an emergency?—It is the extreme, they are not constantly at work—this is the extreme.

468. Is it frequently, or only on extra occasions?—Only on a press of business, it is not consecutive days.

469. Is any allowance made to the clerks for their extra time?—None.

470. Does the extra employment of those persons not warrant you in allowing them some extra money for their time?—I consider they are entitled to overtime.

471. I see porters seventeen hours, yardsmen fifteen and a half, pointsmen fifteen and a half, and gate-keepers nineteen hours?—I will explain that: The gate-keepers have very long hours; that is the extreme.

472. Then they have a house?—They have a house, and have nothing to do, except attend to the gate when the train is passing, and to be there, in fact, ready at any time when they are required.

473. Would you recommend that those men who are kept over twelve hours should have any extra pay, or not?—I would recommend twelve hours' duty, and that they should be paid overtime after that.

474. There are ten inspectors. Their hours I see are fixed—ten hours each, minimum and maximum?—They are on the engineer-in-chief's staff.

John Carruthers,
Esq.,
continued,
18th March, 1863.

475. Do you keep at your terminus the amount of passengers going to each stopping place?—Yes.

476. And at each of the places also do they keep the amount of the persons they take up and set down at each place?—I will furnish that in the return that has been asked for to-day.

477. I would wish you, in the return you are going to furnish, to carry out the totals of the number of men, and the amounts of money?—The amounts paid to each?

478. Yes—the totals as well as the separate items?—I will do so.

479. I wish to have a further return of the number of men taken on since this return was furnished in November, 1862?—Yes; I can furnish you here with the number in each class, but not the amounts.

480. We shall want the total amount in all?—I will furnish that. I am prepared to hand in the returns asked for before, which I do now.—[*The witness handed in the same. Vide Appendices F to J, both inclusive.*]

481. *By Mr. Degraives.*—Do you consider your various stations on the line fully manned now?—Yes.

482. Fully officered?—Yes.

483. Is there any room for a reduction of the number, do you think?—I do not think that. Our traffic is going on to increase rather than diminish. In some stations there are no more than are absolutely necessary at present.

484. Some are short-handed?—Yes; that has been remedied by the removal of some other stations.

485. For instance, a station like Woodend, where the traffic has left?—We have moved the staff to Sandhurst and Castlemaine.

486. Will you continue to keep an expensive station master there, or remove him to a more permanent berth?—He now takes the responsibility of the goods and passengers at Woodend; he had not done so formerly. He takes both duties combined now.

487. At the same pay?—At the same pay.

488. I find you have got twenty porters in Melbourne, according to this list; is that actually requisite, do you think?—That includes carriage cleaners and all together.

489. *By the Chairman.*—Have you any explanation to offer with regard to the returns you have put in?—With regard to the return of the stores, I would wish to observe that, at the new stations, it may appear that the amount is large; but that is accounted for by the fact that, on opening a new station, the supply must be necessarily larger than the continuous supply afterwards.

490. *By Mr. Degraives.*—Where do you keep your head stores?—Formerly at Spencer-street, but they are now removed to Williamstown under the supervision of one storekeeper.

491. Why at Williamstown?—There is no inconvenience for its being there; there is only one store and one supervision. The stores are requisitioned for monthly.

492. You call Melbourne your head station?—Yes.

493. Is not it usual to keep the stores at the head station?—It is not the head station for the works; Williamstown is the head station for the works; all the repairs are done at Williamstown.

494. *By the Chairman.*—Have you increased the number of men, clerks, and so forth, at the pier and breakwater at Williamstown since this return was furnished?—No.

495. I find twenty-five in number at Williamstown?—That has not been increased.

496. I find the salaries are as follows—first £350. Does the business there warrant a station master receiving £350?—Yes.

497. First clerk £300, second and third £175 each, the next four £150 each, and the next £80. Does the business there warrant those sums?—Yes, I consider so. I might explain, as to the twenty-five men.—There are nine clerks, and when the clerks' services are not required at Williamstown, they are drafted off to Melbourne. For instance, if there be a rush of shipping at any time, there is a requirement for additional clerks to tally out the cargo and so on.

498. One to each ship?—Sometimes two clerks are required to a ship.

499. *By Mr. Degraives.*—How two clerks?—Discharging at double hatches.

500. I suppose we can find out how much per ton the expenses at Williamstown are from the return?—You get the exact tonnage in the return.

501. Have you ever estimated what it is?—Yes.

502. What is the cost of receiving and delivering?—It varies over the whole line from eleven pence halfpenny to seventeen pence per ton.

503. What does it cost you at Williamstown to receive goods?—I could not say from memory; I will furnish you with that.—[*The witness subsequently furnished the same. Vide Appendix K.*]

504. *By the Chairman.*—I look down this return, and I see 8s., 8s., 7s. 6d., 8s., 8s., 5s., and 11s., I am confining myself to the pier and breakwater?—That man at 11s. is a sailmaker.

505. Is a sailmaker worth eleven shillings?—Yes.

506. I do not see any down this line more than nine shillings any where, except that one. Do you require sails made?—We require our tarpaulin covers to be repaired there.

507. Do you make or purchase your tarpaulins?—We purchase some and make others; they are also constantly requiring repairs.

508. There is one in Melbourne eleven shillings, under the head of coopers, sailmakers, and time keepers?—There is a cooper employed at eleven shillings, and one head porter at the passengers station gets eleven shillings.

509. *By Mr. Degraives.*—Does this station manager do the duty of pier master?—He does the duty of pier master.
510. Has he got quarters with this £350 a-year?—Yes.
511. *By the Chairman.*—There is a clerk at £300. Has he also quarters?—No.
512. *By Mr. Degraives.*—Has not the clerk got the most work to do?—No.
513. There are eight clerks at the pier at Williamstown?—I have explained before that that depends upon the number of ships; they do not always remain there.
514. You have got them down at the Melbourne station as well, have you not?—Yes.
515. *By the Chairman.*—That is, supposing that, when there is a rush at one place, there is a scarcity at another; but suppose both those places require those men, how do you do then?—It is not often that that occurs.
516. Do you ever put on supernumeraries?—We have no supernumeraries.
517. You change the men from place to place?—Yes, as the requirements arise.
518. Can you advise the committee of any reductions that can be made either in men, salaries, or rolling stock, on the railway?—I cannot advise any reduction in the salaries.
519. Can you advise any reduction in the number of men?—No.
520. Can you advise any reduction in the quantity of rolling stock employed?—No, I cannot; it will have to go on increasing, instead of being reduced.
521. *By Mr. Degraives.*—The rolling stock is not in your department?—No, I have nothing to do with that.
522. Of course, you cannot tell us whether your stock is excessive, as regards the rolling stock and engines?—I can tell, as far as the luggage is concerned, that we are short.
523. *By the Chairman.*—Do you employ all the carriages you have at your disposal?—Yes.
524. For passenger and goods traffic?—For passenger and goods traffic we could not do with any fewer carriages.
525. *By Mr. Degraives.*—You must have of course a great many lame carriages?—That must necessarily be so.
526. Is that repair done by your own people, or by Messrs. Williams, the contractors?—By our own people.
527. Is it done by day labor?—Yes.
528. *By the Chairman.*—Are those men returned that do that work?—That is in the engineer-in-chief's department.
529. *By Mr. Degraives.*—Could you recommend a larger use of wood for the down trains, instead of so much coal?—No.
530. Why?—I would recommend that wood should not be used at all.
531. Do you think it is more expensive?—It is dangerous, and it should not be used in the summer time under any circumstances, and in the winter it should not be used. The Department has sustained a loss through sparks in consequence of the wood.
532. What is the difference in cost between wood and coal?—Wood costs 4s. per ton delivered at Woodend, and, I think, coals are about £2. I am not certain at Melbourne.
533. Do you think it is an actual saving to use coals instead of wood?—I think it is, besides being much safer, and there is a greater certainty for our trains.
534. Is the coal department under your management?—No, of the engineer-in-chief; but I know the contractor is bound to deliver over so many tons of coal per day at the locomotive department.
535. Is that weighed over to you?—Yes, it is weighed over.
536. Is not that a high figure for coal?—We have no depôt for storing it, and the contractor has to deliver it daily in bags, which would make a difference. The contractor sustained a serious loss last year.
537. Would not it be a great saving to build a large coal shed at the Spencer-street station, and buy in the summer months?—I consider the department should never have less than 1000 tons of coal in hand; but there is no accommodation there for anything.

The witness withdrew.

FRIDAY, 12TH JUNE, 1863.

Members present:

The Honorable J. P. FAWKNER, in the Chair;

The Hon. W. H. F. Mitchell

The Hon. T. T. a'Beckett.

J. Henty

Anthony Mathison, Esq., examined.

538. *By Mr. a'Beckett.*—You are the accountant of the Government lines?—Yes.
539. Can you explain the system upon which the accounts of the Victorian railways are kept?—Yes, generally I can; I pass all the accounts.
540. But who prepares the accounts?—The different officers of the different branches of the service.
541. I do not understand that answer exactly; I should be glad if you would explain generally the system under which you carry on your branch?—All construction accounts are

A. Mathison,
Esq.,
12th June, 1863.

John Carruthers,
Esq.,
continued,
18th March, 1863.

A. Mathison,
Esq.,
continued,
12th June, 1863.

prepared in the engineer-in-chief's office, the measurements necessary for that purpose being furnished by the district engineers; the account is examined, entered in the engineer-in-chief's books, and certified by him; it is then passed to the secretary's office, where I enter it in the ultimate books of the department.

542. That is the construction account?—Yes.

543. How do you check that construction account? or do you check it at all? or do you trust entirely to other people?—The certificate books of contracts are checked both in the engineer-in-chief's office and in my office. The bulk of the payments for construction are under contract; all the other payments are checked by the engineer-in-chief's staff in his office, and by the district engineers, who prepare the materials for the accounts.

544. I do not now understand what you mean by their being checked. If you could just go through the process, that would explain it to the committee?—Take Cornish and Bruce's contract, it is a certain section, and the measurements, upon which the contractors perhaps receive, say £5000 on account, are made by the district engineers. Those measurements go up to the engineer-in-chief's office, are checked there, and put into the certificate book.

545. The certificate is a certificate given by the engineer, I suppose, entitling the contractors to receive payment?—Yes.

546. By the engineer?—A claim is made out by the engineer-in-chief. He certifies all payments to contractors.

547. He certifies all payments to contractors?—I should rather have said, he certifies all claims. Except salaries, there is nothing really paid in the department. It is paid in the Treasury, but of course the claims are authorised by the department to be paid.

548. Let me see if I understand you. Cornish and Bruce, say, are the contractors, and they do certain work; they send in a statement of that work, I suppose?—No.

549. Who does?—The district engineer.

550. Does not the contractor make out his own account?—He checks the engineer. The contractors do not make out their own accounts against the Government. The district engineer measures up the work and signs those measurements.

551. Periodically?—Yes.

552. *By Mr. Mitchell.*—Fortnightly, is not it?—Yes, fortnightly.

553. *By Mr. a'Beckett.*—He goes over the line, and sees how much work has been done since he last certified?—Yes.

554. And certifies that so much work has been done to be paid according to the schedule of prices?—Yes.

555. Who is that sent to?—To the engineer-in-chief's office.

556. For what purpose?—To check the nature of the work, and to check the measurement by the computations.

557. To see the calculations are made correctly?—Yes.

558. Then in fact the district engineer has the immediate inspection of the work, and certifies that so much has been done at a certain rate?—Yes.

559. That is sent to the resident engineer?—Yes.

560. For what purpose?—It has to be entered in the book connected with the previous payments on the contract, and all the details calculated, and put into the regular Government account, and the per centages shown.

561. I want to know what you consider the proper shape. From the district engineer's account does the resident engineer enter in any book what is sent up from the district engineer?—Yes.

562. He does not practically exercise any check upon it?—Not upon the measurements.

563. *By Mr. Henty.*—Who does exercise any check upon the measurements?—I cannot say really from my own knowledge what check is exercised upon the district engineer as to measurements.

564. *By Mr. a'Beckett.*—Then, if the resident engineer sees nothing to object to in the account, what is done with it then?—It is passed through their certificate books, certified by the resident engineer, or the engineer-in-chief; it is then passed up to the secretary's office.

565. What is it passed up to the secretary's office for?—To be brought into the general account of railway expenditure.

566. Then, after it leaves the resident engineer, he has got in his office, or the engineer-in-chief has got, a general account of the contract?—Yes.

567. And, as he receives his accounts from time to time from the district engineer, he puts them to the debit of that contract?—Yes.

568. Then it goes to the secretary's office?—Yes.

569. What does it go to the secretary for?—To be put to the general account of the expenditure.

570. Under the head of "Construction"?—Yes.

571. Then where does it travel to?—From the secretary's office it goes to the Treasury.

572. Then what have you got to do with it?—I enter it. Accounts are forwarded direct to the secretary as the head of the department.

573. How does it come under you, as the general accountant for the railways? how do you get cognizance of it?—From the secretary.

574. And are all accounts forwarded from the secretary to you?—Yes, I get them out of his room daily.

575. Then you enter them? Where do you enter them?—In the books of the office. There are two sets of books kept now. A progress certificate has to be entered in respect of being

a general payment upon a contract gazetted for a certain amount; and also it is entered for construction, according to the nature of the works.

576. Have you an open account for each contract, the same as a merchant would on a particular operation?—Yes.

577. It would be very desirable for you to bring the books, or some specimen, to show as a model?—I can do so.

578. Then, after it has been carried to the particular contract, does it go into any general account under what is called, "Construction Account"?—Yes, when the contract is finished.

579. But before it is finished, from time to time as you go on?—I prefer analysing the contract when it is really finished, or when a section is finished.

580. What do you mean by analysing a contract?—Analysing a contract is dividing it. Supposing a contractor gets £50,000 as the full amount of his contract, that will be analysed into a great many descriptions of work, and shown under the heads of "Construction."

581. What is the advantage of the analysis?—It shows not only the general construction of the line, but what it has cost—wages, so much; earthwork, so much; stations, so much.

582. Does not the engineer analyse the contract too?—I cannot speak from positive certainty; but, even if it were so, the engineer-in-chief's accounts are not in the form required for my analysis.

583. Why do you make the analysis of those construction accounts, rather than the engineer-in-chief, and for what purpose do you make the analysis?—The purpose for which the analysis is made is to show the construction accounts. Construction might be shown in a variety of ways; you might either say this cost so much, paid to certain contractors; or it has cost so much, and it has been paid for certain work. It is necessary, I think, to show both.

584. And you therefore show not only what is paid on each contract, but also how the items are made up?—Yes.

585. Is the result of this analysis communicated to the engineer-in-chief?—No, it is taken from his own books.

586. I suppose he has a duplicate of it?—Yes, he has.

587. And your sole object in analysing this account is to be able to show, upon your books, the particular cost of each particular work in the contract?—Exactly.

588. You never have considered in any way whether there is anything requiring investigation or remark? you never make any remark?—I could not.

589. The contracts, I believe, are all by schedule of prices? there are none of them for specific sums?—I think they are almost all for schedule of prices.

590. Are there any for lump sums?—Yes.

591. Supposing you find the amount paid is exceeding the lump sum, do you remark upon it?—Yes; when the vouchers come to me, I would not pass them to the Treasurer.

592. Has such a thing ever occurred?—Not to my knowledge.

593. In no case has the sum paid to a contractor exceeded the gross amount of his tender?—It does not exceed the amount authorised to be paid. It may exceed the amount of his original tender. Suppose a contractor takes a contract for £5000. He is paid £5000, and he does extra work, say, to the extent of £200 or £100. Before any attempt is made to send up the vouchers for that sum, the extra works are allowed and gazetted generally as extra.

594. You do not inquire into all that? You leave other people to exercise their authority upon that?—Yes.

595. You cannot dispute anything that comes to you from the engineer-in-chief's office?—No.

596. Then, shortly, the account you call a construction account shows, I suppose, all sums paid upon every contract, whether for a gross or a schedule of prices?—Yes.

597. Could any person going to those books ascertain, by inspection, what every particular work upon the railway has cost the country?—I should state, it would be difficult for me to give it at present up to date, because, when I was appointed to the department, in November, 1860, the accounts were in a state of great confusion.

598. Then the railway books do not show it?—They show it up to a certain date. When I was appointed, the books were commenced to be written up from the beginning—from 1854 or 1855, from the very first votes of the Assembly for railway service. They are finished now to the 31st December, 1860. About the end of 1862 I received those accounts; they were handed over to me—the arrears. I then commenced to write up 1861 and 1862. This is being done now, and the accounts, I expect, will be completed in about a month.

599. When completed, will they be as clear as I just now suggested?—Yes.

600. So that any stranger, or any man of ordinary intelligence can go to those accounts and ascertain what every bit of the work has cost in the railway?—Yes.

601. Can he also ascertain the terms of the contract upon which they were executed?—Every contract will be shown too, and the amount that every contractor has received.

602. You say they are not yet complete?—They are not complete.

603. Why is it that they have got so much in arrears?—When I was appointed, in November, 1860, I found no accounts at all.

604. No accounts at all?—No accounts, I may say, whatever, that you could call books in the proper sense of the word.

605. What was the substitute for books?—The materials existed for a systematic account, but they had to be gone through with nearly as much labor as if no accounts whatever had been kept.

606. Do you know what the system was before you went into the office?—Yes, the books

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were kept more in accordance with what is necessary to pass an account to the Treasury, but not with reference to what is required for a railway account, an account of the railways to the public.

607. Can you explain, from your knowledge acquired subsequently, the system—that is to say, can you tell in what way moneys were authorised to be paid before you went there?—The system, so far as the authority for payments went, was pretty much the same as it is now; the only difference was, they had no system of book-keeping at all. They had no books by double entry in the department.

608. It was something more like a day-book than anything else, in fact? receipts on one side, and payments on the other?—Yes.

609. And was the construction account and the traffic account all mixed together?—The traffic revenue was paid in pretty much as it is now. It was in the expenses that there was a confusion of the account, especially the working expenses. The revenue was paid into the Treasury, I believe, just as regularly as it is now.

610. Then the object of these accounts going this way, till they come to you, is only that you may record them in the books?—Yes.

611. Is anything paid from the Treasury on railway account that has not previously gone through your hands?—No, nothing except interest on the railway loan.

612. Then you check it? Do you initial everything?—I do not really initial the accounts myself, but they are initialed regularly.

613. The treasurer would require to see something, to show that the accounts have passed through your hands?—Yes.

614. With reference to the other branch of the railway, the revenue, will you state the system as to keeping the accounts of traffic?—I have not, as I explained before, got the books written up to date, but I have been able to keep the accounts in such a state as to show with considerable accuracy the state of the account of revenue and working expenses. All working expenses, with the exception of locomotive repairs and maintenance of permanent way, are certified by the traffic superintendent; they pass through him before coming to the office. The locomotive expenses and repairs of permanent way are under the engineer-in-chief.

615. Do they find their way to you also?—Yes.

616. And the two make up the whole account?—Yes; those make up the whole account of the working expenses. I receive returns from the locomotive superintendent half yearly, and the charges under every head of locomotive working, repairs of engines, repairs of carriages, and so on, firemen's wages, and drivers' wages, and coal and coke, and all those items.

617. How are those expenses defrayed?—Monthly.

618. How is it you get no notice of them under six months?—I did take them monthly formerly, but I found that I could not make much practical use of them. When the books are up to date, it may be then a question whether I should not have them monthly.

619. Why not have them monthly?—If I had them monthly, I must collate them half-yearly to make the entries out; if I get them half-yearly, all entries are made.

620. I do not understand that?—I post up the accounts half-yearly; the returns are half-yearly.

621. Those accounts are paid every month?—Wages are paid monthly.

622. Upon whose authority?—Upon the certificate of the engineer-in-chief.

623. Without reference to you?—Yes.

624. Just now you said no payments were made without your signature to show they had passed into the books?—They all pass into the books.

625. But then they are paid before they pass into the books?—I should, perhaps, explain that all wages are paid by means of an advance.

626. Who makes the advance?—The Treasury.

627. The Treasury puts the sum to the credit of whom?—The secretary alone, now.

628. *By the Chairman.*—And the secretary advances to whom to pay them?—To the engineer-in-chief, and to the traffic pay clerk.

629. *By Mr. a'Beckett.*—There is a sum paid to the credit of the secretary of railways?—Yes.

630. But before he gets a further advance he has to adjust the previous one?—Yes.

631. Do you know what the amount of this sum is?—The engineer-in-chief has £14,000.

632. Standing to his credit?—Yes.

633. He has absolute authority, I suppose, over that, until he requires more money?—Yes.

634. Then, when he wants more money, I suppose, he must send in an account to the Treasury to show how he has expended the £14,000?—Yes.

635. How long does that money last, or how long is it supposed to last—that is to say, how long does it take in expending?—He does not really adjust it to a point.

636. One thing at a time. First, how long will it take to spend that £14,000?—I think it takes a month; but I cannot speak to that positively, because it includes both construction, wages, and locomotive wages.

637. I suppose you say £14,000 as a round sum?—Yes; it varies.

638. It is paid into the hands of the secretary from the treasury?—Yes.

639. When he wants more money, he sends in an account how he has spent it?—A portion of it.

640. You say he does not adjust it to a point?—No.

641. Who certifies to the correctness of this account that is sent in, accounting for this money?—The engineer-in-chief.

642. *By the Chairman.*—Do you know personally who certifies to the correctness?—I cannot speak positively to the different officers employed in checking these accounts before they are certified.

643. *By Mr. a' Beckett.*—But you do know that large sums of money are paid by way of advance to the secretary of railways?—Yes.

644. And that he then expends it—you do not know upon what authority or in what way at present? but that, before he gets a further amount, he has to send in some statement to the treasury of how that money has been employed?—Yes.

645. Then, when do you get knowledge of those advances as the accountant?—Before they are made I send in an application for an advance.

646. Does the secretary of railways go to you and say “I want so much money”?—I mean to say, the advance itself passes through my books in the same way as if it were actually expenditure on works.

647. Do you put the account to the debit of the secretary? that is, do you debit the secretary with so much money?—No: I debit the vote, or the fund out of which the advance is made.

648. Is your authority required to get an advance?—No.

649. Then what is it sent to you for?—Because it must be passed through the books in the ordinary way.

650. Then no application for an advance would be attended to, unless your initials were to it?—No, not unless it passed through the books.

651. Then you have an account in the book of so much having been received?—Yes.

652. How do you discharge the other side?—By vouchers, by payments.

653. When are those payments sent to you? You said just now, they were given in only once in six months?—I was then speaking of certain returns from the locomotive superintendent.

654. Tell the committee when you receive vouchers?—As they are paid; for instance, if the engineer-in-chief, who has an advance of £14,000, pays £5000, he does not get the sheet completed and returned and made up till perhaps fourteen days. Those pay-sheets are completed by the engineer-in-chief and sent to the secretary's office, when they are entered through the books.

655. Through what books?—The books which I keep, and they are passed to the Treasury for re-imburement.

656. Suppose the engineer-in-chief receives £14,000, you say that application would not be attended to, unless it passed through your books?—Yes.

657. You pass it through your books, and it stands to the debit of the engineer-in-chief? If he required a further advance, would you attach your signature until that £14,000 had been fully accounted for?—My initials are only necessary as evidence of the application being passed to the Treasury, not as authority for the advance. Under such circumstances the secretary would not sign a further application, not unless a very strong and very special case was made out.

658. What do you call a very strong case?—There are cases in which the treasurer will give further advances, if you show special circumstances.

659. Who is to judge of those special circumstances?—The head of the department in the first instance.

660. Have you no discretion, then?—I would represent to the secretary such special circumstances as I knew, and if he thought fit to sign the application, I would pass it through the books; but even then the treasurer would be the ultimate judge of whether the special circumstances warranted an advance. If he did not think so, he would not make the advance.

661. Do you from time to time, against these advances, put down the amount that is expended from week to week?—Yes.

662. Where?—All the vouchers, as they come up, are entered in the books and passed into the Treasury in the ordinary manner.

663. What books?—The books of expenditure.

664. Your books?—Yes; I also receive reimbursement of these vouchers from the Treasury, and pass them through the cash-book.

665. You receive them from the Treasury?—Yes; these vouchers are sent to the Treasury, to be reimbursed.

666. Is not it this, that a certain sum in gross, say £14,000, is received from the Treasury by me, and I send a number of vouchers showing how that £14,000 has been expended?—I should explain. When the engineer-in-chief sends up pay-sheets, say to the extent of £5000, he faces those pay-sheets with a claim in the name of the secretary; this pay-sheet is passed to the Treasury, and I, having a general authority to receive for him, receive this money, and any other moneys that may be passed to the Treasury in the same manner.

667. There is a specific account setting out in detail the sum to be paid?—Those are pay-sheets that have been paid under the advance.

668. Who is responsible for the expenditure of the money?—For locomotive expenses and repairs of permanent way, as well as construction, the engineer-in-chief is, I should think, the responsible head.

669. In point of fact, the engineer-in-chief pays the accounts upon his own authority, does he not?—Yes, practically he does; because, though the authority of the minister is obtained for all expenditure, it is in fact made upon the advice of the engineer-in-chief.

670. And it depends entirely upon the character of the engineer-in-chief whether he pays properly or improperly?—Yes, so far as wages are concerned, the best check is the character of the engineer-in-chief and of his principal officers.

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671. He pays just what he pleases, or there is no one who interferes with him?—He is not checked; he could not be checked as to the number of artizans working in the locomotive workshops, the number of plate-layers, laborers, &c.

672. Do the artizans sign receipts for all sums of money received by them?—Yes.

673. Where are those pay sheets preserved?—In the Treasury.

674. Do you keep a duplicate of them?—No, I do not keep a duplicate of them.

675. You say you do not ascertain from week to week what the expenditure upon the lines is for the traffic?—From month to month, I should state, in traffic I do; but in locomotive working expenses I do not get returns monthly.

676. You do not get returns monthly?—I have not asked for returns monthly.

677. If they do not send in any returns, how do you know that the vote has been expended?—I should explain, that those pay-sheets of which I am speaking do not give the information conveyed in a return—a return from the locomotive superintendent; the abstracting of wages and stores will come in a very different shape from what appears on the face of the pay sheets.

678. Will you bring up those books at your next examination?—Yes.

679. *By the Chairman.*—You speak of advances being made. Are advances made by the Treasury to the department?—Yes.

680. Will you state how those advances are made?—They are made upon the application of the secretary.

681. Upon what does he base his application, do you know? Does any paper come in upon which he bases this application?—Upon the necessities of the service.

682. Are there any papers sent in, or are any applications made to him upon which he makes this demand?—No.

683. Does the traffic master and engineer-in-chief, or any one else state to him how much they would want?—The engineer-in-chief states how much he will require, and the traffic superintendent also.

684. Do you know of anybody else that instructs the secretary what is wanted?—No.

685. In whose charge are those advances placed?—They are in the charge of the secretary.

686. *By Mr. Mitchell.*—How?—They are lodged in the Union Bank.

687. *By Mr. a'Beckett.*—To his credit?—To the credit of the department.

688. *By the Chairman.*—Must vouchers be produced to him before money can be paid out of those advances—does he pay the money upon vouchers, or how does he pay the money? Yes, upon vouchers—upon claims.

689. Can the commissioner order any payments to be made at his own pleasure without vouchers upon those advances?—No.

690. Have you ever known an instance since you have been there of the commissioner ordering payment without vouchers?—Not without vouchers obtained.

691. Can the accountant or the secretary if they please, jointly or severally, draw any money from those advances without any other persons knowing or vouching for them?—Jointly, the secretary and myself could draw out money.

692. Not severally?—No.

693. During your official experience, has there been any instance of money being irregularly drawn without a check?—Never without a check, and never without being passed through the books.

694. Has it never come under your notice that such a thing has been done?—No.

695. If any such irregularity took place, ought not the audit commissioners to find it out?—I should explain, that the audit commissioners could not immediately check payments under an advance.

696. But they would know that it was paid under an advance?—Yes, ultimately.

697. That is the voucher for it, because the advance is a voucher?—Yes.

698. Has any complaint been made as yet, during your experience, of money having been irregularly drawn since you have been there?—No.

699. *By Mr. a'Beckett.*—Do you not know that the audit commissioners objected to an expenditure upon the breakwater at Williamstown?—I am not aware that they did object.

700. *By the Chairman.*—Do you know, has any money been paid that was not due?—Yes; there has been.

701. *By Mr. a'Beckett.*—How was that?—It took place when Mr. Nash was secretary of the Victorian railways.

702. State the circumstances?—I speak of the facts as they came within my own knowledge. I was present in Mr. Nash's room when he received a letter; he opened it in my presence, and, from what took place immediately afterwards, I inferred it was from the commissioner. Shortly after that he stated that the commissioner wanted his salary, and he wanted it to the end of the month. I have not dates before me, but I speak from memory. It was about the middle of the month. The salary due to him, of course, was not due till the end of the month—until the 31st. I represented that to the secretary, and he still decided that he would pay him his salary. I then drew a cheque for the amount of the salary. That cheque was signed by me, and also signed by the secretary. I made a voucher out for the salary at such a rate. When I got instructions to pay the salary, my next question was as to the rate of the salary. I inquired the rate from Mr. Nash; he stated that he had inquired the rate from the commissioner, and the commissioner's reply was to the effect that his salary was at the rate of £1600 per annum. Upon this information I made out the account in the ordinary form, and handed it, together with a cheque

for the amount, to the secretary. My next proceeding, when this was done, was to obtain reimbursement of this money from the Treasury. I accordingly sent in an account for the salary up to such a date as it was really due and could be obtained from the Treasury—that was, up to the end of the preceding month. This account was returned from the Treasury, with a memorandum to the effect that the salary was stated at £1600, and should have been £1300. I represented this to Mr. Nash, and the account was made out afresh at £1300, of which I obtained reimbursement from the Treasury in the ordinary way. The account for the next month was made out; but I am speaking from memory, and I cannot be so certain of the facts as if I had the papers before me.

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703. Who was the commissioner you refer to?—Mr. Houston.

704. How was it you did not know the amount?—I will explain that. Mr. Houston was the first commissioner of railways. It was not my habit to pay the commissioner's salary at all. Mr. Houston was the first commissioner to whom I paid salary, and I was not used to the form, and I thought I was perfectly safe in asking Mr. Nash, and he asking Mr. Houston as to what the amount of his salary was.

705. Did you not pay that in advance?—I think about fifteen days in advance.

706. How came you to sign your name to a cheque for payment in advance?—I stated that to Mr. Nash.

707. Are you not there to prevent any improper payments?—I am not an independent officer.

708. Then what is the good of your check? I understand that no cheques can be drawn without you sign them and also the secretary?—Yes; no payments can be made on the public service without my knowledge.

709. That is, that you may be a check upon each other?—Yes.

710. This is just a case in which you might have been a check?—If the secretary directed me to make a particular payment, I could not refuse.

711. If you felt perfectly satisfied that an amount ought not to be paid, would you pay it merely because the secretary instructed you to join in the cheque?—If the cheque were upon the public service, I should probably feel bound, as I did in this instance, to obey instructions.

712. Would you for the future?—No, not without written instructions for my own security.

713. You would fall back upon the inquiry whether you were right or not, before you would do it?—Yes.

714. *By Mr. Henty.*—If the secretary presented you a cheque, signed by himself, and asked you to sign it, would you do so as a mere matter of routine, or would you exercise any discretion?—If it had no connection with the public service I should refuse altogether; but if it were a matter in connection with the service, it is a question how far I am an independent officer, and how far I am bound to act.

715. *By Mr. a'Beckett.*—If a cheque were presented to you for your counter signature, upon the face of it being connected with the railways, you would sign it as a matter of course?—Yes, on obtaining the necessary vouchers; and in a special case like this, I would require a written instruction to pay it.

716. Those advances when received are taken to the bank?—Yes.

717. Paid to the credit of whom?—To the credit of the Victorian Railway Department.

718. And the bank will not pay any cheques excepting they are signed by whom?—The secretary and the accountant.

719. Do you keep a duplicate bank book?—No, not a duplicate bank book. The bank book itself is balanced monthly with my cash book.

720. Then every cheque you sign you enter it as against the amount received?—Yes, it is entered in my bank book.

721. That will be shown when you produce the books?—Yes.

722. In drawing out the statements half yearly, or otherwise, of the revenue, who decides upon how much shall be placed to capital account and how much to revenue account, in the way of repairs to engines and so forth? Do you put against revenue all expenditure upon repairs and expenses of every description, including repairs to engines?—Yes, to the best of my knowledge; but I cannot really inquire into that myself.

723. You know of course all that is expended in repairs for engines for the locomotive department?—Yes, the gross sum.

724. Is the whole of that carried against revenue?—Yes.

725. Every penny?—Every penny.

726. And maintenance of way?—Yes.

727. Is every penny expended in maintenance of way put against revenue?—So far as I receive returns, it is.

728. Do you not receive returns of all expenditure upon the maintenance?—I presume so; all my returns come from the engineer-in-chief, and I presume they are correct.

729. But nothing is expended that you have not notice of?—Nothing.

730. And it appears under different heads?—Yes, under different heads.

731. Is all that appears under the head of expenditure upon maintenance of way and locomotive department placed to the debit of revenue by you?—Yes.

732. Then the difference between the working expenses and the receipts are put down? you have an account showing that?—Yes, the difference between the working expenses and the receipts.

733. Are all the expenses of the department, such as clerks' salaries, put against revenue?—Yes.

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continued,
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734. I mean revenue from traffic?—Yes.

735. Do you keep any account of the stores?—No.

736. Then you have nothing whatever to do with the storekeeping department?—In gross only, not in detail; a gross account of stores I have.

737. Supposing that certain stores were used for the purpose of carrying on the traffic, how do they appear to the debit of revenue, if you have nothing to do with them?—If they are locomotive stores, the locomotive superintendent draws them from the railway storekeeper at Williamstown, and I obtain the return of the consumption of those stores under the different heads of locomotive working from the locomotive superintendent's returns.

738. Then the value of those stores is added to the general expenses, I suppose?—Yes.

The witness withdrew.

TUESDAY, 16TH JUNE, 1863.

Members present:

The Honorable J. P. FAWKNER in the Chair;	
The Hon. Charles Vaughan.	The Hon. W. Degraives
" J. McCrae	" T. T. a Beckett.
" W. H. F. Mitchell	

Anthony Mathison, Esq., further examined.

A. Mathison,
Esq.,
16th June, 1863.

739. *By the Chairman.*—Are you prepared to give the committee the dates and particulars of this transaction with the commissioner of railways—of the payment of the salary in advance?—Yes, I have the dates.

740. Can you hand in a written consecutive narrative, that it can be put in as a narrative, or can you give it from questions asked you?—I have this written out in the office. I will supply it.—[*The witness subsequently supplied the same. Vide Appendix L.*]

Thomas Higinbotham, Esq., further examined.

T. Higinbotham,
Esq.,
16th June, 1863.

741. *By the Chairman.*—You were asked for some returns you were to get for the committee; have you got them?—I have got some of them.

742. State what they are?—The first is a return of the locomotive engines and rolling stock in working order on the 9th March, 1863.—[*The same was handed in. Vide Appendix M.*] The next is a statement showing the number of passengers booked from, and the total amount of revenue received at, each station for the years 1859, 1860, 1861, and 1862.—[*The same was handed in. Vide Appendix N.*] The next is a return of the names, designations, and rates of pay of all persons employed in the Government workshops at Williamstown.—[*The same was handed in. Vide Appendix O.*] I was also asked for the cost of the maintenance of the lines, so far as they were in the hands of the Government, for the year 1862. In that year the Government maintained 48½ miles of the main line at a cost of £9031 14s. 1d.; 6½ miles of Williamstown railway at a cost of £1943 3s. 1d.; 39 miles of the Geelong and Melbourne railway at a cost of £6014 7s. 2d. The whole length maintained was 94½ miles, and the whole cost was £16,989 4s. 4d. The average cost was £180 5s. per mile.

743. *By Mr. Degraives.*—Does that include ballasting?—Yes, on the main lines it includes every expense. There is some ballasting being done on the Geelong line, but it is charged against the construction of that line.

744. Does it include any replacement of wooden sleepers?—It does on the main lines, but not on the Geelong line. I was also asked with reference to the first and subsequent estimates of the Echuca railway. The first estimate was £709,000; the second estimate was £645,000—that was subsequently reduced to £627,000, at which it stands at present. I was also asked for the cost of repairs to rolling stock for the year ending December 31st, 1862. The total cost of repairs to engines was £9,591 16s. 6d., or 3·44d. per mile; the total cost of repairs to carriages was £3,113 4s. 2d., or 1·12d. per mile; the cost of repairs to trucks was £2,243 7s. 8d., or 0·81d. per mile of the main line of railway. I was asked for an estimate of the cost of stopping a train, where it is only required to put down three or four passengers and take up five or six. It is very difficult, if not impossible, to give an accurate estimate of that; but, as an approximation, I should say that it varies from 3s. 6d. to 5s. each stoppage. It is very expensive at some stations.

745. It would be more than that sometimes, particularly on a steep incline?—Yes.

746. And it would be dangerous?—Yes.

747. What would be the cost at Riddell's Creek or Gisborne?—At Gisborne the cost would be moderate; at Riddell's Creek it would not be less than 5s.

748. *By the Chairman.*—Can you, from recollection, tell when Riddell's Creek station was first established, in what year and month?—I could tell when it was built; I do not know when the promise was made to build it, it was before I was connected with the railway department. It was prior to May, 1860, when I first became connected with the department. I was asked what quantity of goods could be sent up per trip or per day if an emergency arose. I do not think there is any limit to any quantity we can send; I cannot imagine any

demand upon the resources of the department which could not be met. There was a question asked, which does not belong to me to answer, but I have made inquiry. The question was, "What does it cost at Williamstown to receive goods," and I am told that the cost is about 10½d. per ton. This information came from the late traffic superintendent.

T. Elginbotham,
Esq.,
continued,
16th June, 1863.

749. *By Mr. Degraives.*—Have you had stock taken of all the material that is lying between the Williamstown pier and the Geelong junction?—Yes.

750. Is there a list of it here?—Not here; it is very voluminous. It is in the hands of the audit commissioners now.

751. Is there any perishable material there, do you know?—Keys and trenails are, to a certain extent, perishable, but everything that could be damaged by the weather is under cover. There is a large quantity of material for the Echuca line, and a large quantity for relaying portions of the Geelong and Melbourne line; also, a large portion of machinery for workshops.

752. Would it be very costly to take stock of that which is lying unprotected from the weather?—We could tell exactly what is lying outside; there is nothing which is capable of being damaged by the weather.

753. *By the Chairman.*—You do not consider the rails take much damage by being so exposed?—No.

754. *By Mr. Degraives.*—Are there springs there?—I believe not. I have not been there very recently. The audit commissioners have been there lately, and they expressed themselves highly satisfied with the way in which the plant and materials are kept.

755. *By Mr. McCrae.*—Are any of the sleepers on the Geelong and Ballarat railway decaying?—I have not heard that they are.

756. Any quantity?—No. I have not had any report to that effect, and I must have heard it if there had been anything like a general decay.

757. I suppose you have not the slightest doubt of the viaduct across the Moorabool?—I have no doubt about it. It was very much strengthened before the line was opened; the original design was very much added to and strengthened. I believe it to be perfectly safe.

758. And durable?—Yes. It will of course require attention to keep the ironwork painted; but, with ordinary care, it is a perfectly durable structure.

759. Does it generally happen that the trains cross each other on the viaduct?—I have never observed trains crossing on the viaduct.

760. Is there any rule that they shall not cross?—There is no rule to prevent it, and there is not the slightest reason why they should not cross. I tested that viaduct by having two trains extending right across the whole length of the viaduct at the same time, and it bore the test most satisfactorily. I believe it to be perfectly secure and safe in every respect.

761. *By Mr. a'Beckett.*—Were those trains in motion or stationary?—In motion.

762. I suppose there is a greater strain upon the bridge when the trains are in motion than when they are stationary?—There is no very great difference. The way in which the test was applied was this—two trains loaded as heavily as it is possible to load them, namely, a ton to a foot lineal, were drawn up at one end, and they were moved parallel with each other across the bridge, so that the bridge had from one end to the other a load of a ton to the foot, which is the extreme load that can come upon it.

763. What was the deflection?—I cannot say from memory, but I shall be happy to furnish it to the committee. It was very trifling.

764. *By the Chairman.*—Would it make any difference if one was going one way and the other the other, the one north and the other south?—Not the slightest. The viaduct is carefully and constantly watched, so that if anything happened it must be immediately known; but I should like to add, that it is not watched because there is any apprehension of danger, but as a rule that is commonly observed on all railways.

765. So that now you have not the slightest doubt of the durability of the viaduct?—Not the slightest.

766. *By Mr. McCrae.*—In regard to the necessity of a station at Warrenheip, do you not think there is a great necessity for a station being erected there?—I do not think that there is. I think it would be a great advantage to some of the residents at Warrenheip; it would improve their property, but it would not pay the Government.

767. *By the Chairman.*—Has it been brought under your notice in this way—that there is a quantity of good land, and persons wish to reside there, and they would go and reside there, if there was a station—would not that make the station pay?—The distance from Ballarat, I think, is too short for a station to pay. It would be no accommodation for the suburban districts.

768. *By Mr. a'Beckett.*—How far is Warrenheip from Ballarat?—Four miles to the station.

769. *By Mr. McCrae.*—Is not there a large quantity of valuable timber at Warrenheip, which would be brought in by railway to Ballarat?—I do not think it would. It would first have to be carted to the station at Warrenheip, and there loaded into trucks and taken to Ballarat, and there re-loaded to be taken to its destination.

The witness withdrawn.

Anthony Mathison, Esq., further examined.

770. *By Mr. a'Beckett.*—Are the books that are now kept, kept upon the system recommended by Mr. Harold Selwyn Smith?—Yes.

A. Mathison,
Esq.,
16th June, 1863.

771. Are his recommendations followed out entirely?—Yes, as far as practicable.

772. Have you read this report?—Yes.

773. Have you a ledger?—Yes.

A. Mathison,
Esq.,
continued,
16th June 1863.

774. Show me, in the ledger, the different headings recommended here?—I have not brought the current ledger, because it is being brought up as I explained in my first examination. They are kept substantially so. I will bring the ledger if the committee require it—it is being brought up now, so that you will not see the ledger in a complete state.

775. Why not keep it in a complete state from a certain point—is it never to be in a complete state? This was given in November of last year?—It was the end of the year before I got the arrears brought up.

776. *By Mr. Degraives.*—How many weeks or months is your ledger behind?—If the committee will allow me to explain, I will state exactly what I am doing. I obtained the books of arrears about the end of 1862; I immediately commenced to write up the arrears of 1861 and 1862, not exactly upon the same principle adopted by Mr. Yates and McLean, nor yet exactly upon the principle recommended by Mr. Smith. I can explain satisfactorily, I think, to the committee, why, in some respects, I departed from the recommendations that he gives. Mr. Smith's report is valuable, but he was not aware, perhaps, of certain regulations for Government accounts, and those have some influence upon the form which railway accounts must take, independent altogether of the form of accounts required by the regulations. I must keep a set of books based upon railway principles of accounts, showing all the detail required by railway accounts. Those books must be connected with the set of accounts brought up, upon entirely different principles, yet relating to the same expenditure.

777. *By Mr. a'Beckett.*—Why?—I have here the books, showing how accounts are kept according to the Government regulations, and they will explain.

778. Then, in consequence of the railways being in the hands of the Government, you think it is not possible to keep the accounts in the same way as ordinary railways?—Not in the same form as ordinary railways.

779. Have you kept them so as to show as clearly as ordinary railway accounts would the monetary transactions of the railways?—Yes, as clearly.

780. Would you point out the actual difference between your accounts and the accounts as suggested by Mr. Smith?—Yes, I will do so; I will bring up a report to that effect at the next sitting of the committee.

781. *By Mr. McCrae.*—Do you say you keep two separate sets of books?—Yes.

782. One according to the Government regulations and another according to departmental regulations?—Yes.

783. *By Mr. a'Beckett.*—How many persons are there in your department?—There are four clerks besides myself.

784. Name them?—Mr. Anketell, Mr. Lavater, Mr. Elderton, and Mr. Kent.

785. *By Mr. Degraives.*—Do I rightly understand you, that you and your staff are only bringing up the back work, or are you the ledger keeping and book-keeping department?—I keep the current work up as well. I must keep the business of the department going while the arrears are being brought up.

786. How long would it have taken you, if you had had double the number of men to bring up the back accounts?—I have thought of employing extra men, but the nature of the work will not allow the putting extra men to writing up the same ledger.

787. How long will it be before you have them brought up?—About a month, to the 31st December, 1862.

788. *By Mr. a'Beckett.*—Who is Mr. Yates?—Mr. Yates was accountant, I believe, to the Geelong company.

789. *By Mr. Mitchell.*—And was a railway accountant in England before?—Yes.

790. *By Mr. a'Beckett.*—Are you engaged in bringing up the arrears?—Yes, from 1st January, 1861. Mr. Yates is responsible for the arrears to 31st December, 1860.

791. Why cannot you go on upon the new system in reference to the current expenditure, leaving him to bring up the arrears?—Because I believe the books of a department should be complete from the earliest commencement of the railways to date, all brought up consecutively.

792. *By Mr. Mitchell.*—Mr. Yates has completed his work?—Yes.

793. Up to what time?—December, 1860.

794. And the arrears up to the 31st December, 1862, you had to do yourself?—Yes.

795. *By Mr. Degraives.*—Can you keep up your work, suppose you had no arrears to bring up?—Yes, without any difficulty whatever.

796. Every day?—Every day.

797. Would not it be better to put a separate class of men to bring up the arrears?—I do not think it would answer to do so. In a month we shall have the arrears up to December, 1862. I have all the material for the accounts, and have brought the accounts to a point as far as it is possible to do.

798. *By Mr. a'Beckett.*—Did you have any communication with Mr. Smith upon the subject of the books?—Yes; frequently.

799. There is this passage in his report—"If the accountant experiences any difficulty in initiating this system, I shall be glad, if it meets your approval, to open the books with him, in order to facilitate his carrying out my plan, which he will afterwards find a very simple one."—Did you have that conference with him?—No. The whole subject was well considered at the time that the report was published.

800. Was this suggestion acted upon? Did you open the books with Mr. Smith?—I did not open the books with Mr. Smith.

801. Did you feel that you had no difficulty whatever in carrying out Mr. Smith's system?—I did not carry it out as he recommends it.

802. In what respect you did not, and why not, you are to explain?—My report will explain that fully.

803. Do you agree with Mr. Selwyn Smith in the opinions he expresses upon your branch of the department?—I may state that, when I saw that report first, I called the attention of the secretary to that passage where he speaks of the unsatisfactory state; and the secretary informed me then that he had also noticed it, and Mr. Harold Selwyn Smyth stated that all he meant to convey was, that it would not be otherwise than a most unsatisfactory state so long as books were in arrear and not up to date.

804. He says so?—But not the unsatisfactory state being caused by me.

805. Not at all; I should not assume that to be so from the report?—I wish that to be understood.

806. *By Mr. Degraes.*—In substance, you and Mr. Selwyn Smith have agreed upon the best system to carry out this book-keeping?—Substantially, we have.

807. You do not differ upon that?—Not at all, materially.

The witness withdrew.

WEDNESDAY, 24TH JUNE, 1863.

Members present:

The Honorable W. H. F. MITCHELL, in the Chair;	
The Hon. J. P. Fawkner	The Hon. W. Degraes
„ T. T. a'Beckett	„ J. McCrae.

James Down, Esq., examined.

808. *By Mr. a'Beckett.*—What office do you hold?—Audit clerk.

809. Would you explain to this committee what your duties are, as audit clerk?—To examine all returns from the out stations, as they come in, daily; goods abstracts, weekly; also, parcels abstracts.

810. What do the daily returns consist of?—Forty-six returns come in daily.

811. What are those returns?—Returns of the tickets issued.

812. They represent so many stations?—Yes, so many stations.

813. And are those returns accompanied by the cash?—The cash goes to the cashier; the returns to my office.

814. What do you do upon the receipt of those returns?—They are examined. The closing number of the previous day is the commencing number of the next day, and the tickets are examined.

815. How examined?—They are ticked off, one from the other.

816. What is the nature of the examination?—To see that the number of tickets sold, and the price attached, is correct, and that the amount is carried out correctly.

817. Does anybody visit the different stations to examine the tickets?—Yes.

818. Who does that?—I have three clerks continually out, and I am frequently out myself.

819. Do they go every day to the different stations to compare the tickets with the dating box, or only once in two or three days?—They cannot visit those stations except once a month, they cannot be more frequently at them than that.

820. Then you have to trust, of course, to the integrity of the station masters, as to whether they send in the return correctly?—I have the daily return checked in my own office daily.

821. What is the nature of the check?—The tickets that are issued on the previous day are sent into my office the following day. They are examined with the classifications and compared with the number there credited.

822. Supposing that a station master desired to act dishonestly, could not he keep in his hands money, representing tickets that he did not return?—He could not.

823. Why?—Because I have a check upon him the following morning.

824. What is the check?—All tickets as issued the previous day come to me.

825. Then, if you found a later date than there returned, you would find it out?—Yes, immediately.

826. Then, are the tickets sent to you by an independent hand, or whom do you get the tickets from?—They are collected at the collecting stations. Footscray is the great collecting station.

827. Then, the persons who receive the tickets, not being the persons who issue them, forward them to you?—Yes.

828. And they go direct from the persons who receive them into your office?—Yes.

829. Therefore, if a station master returned that 200 only had been issued during the preceding day, and 300 had been issued, you would find it out by some of those 300 coming in?—Certainly.

830. Whom is the money transmitted to?—The cashier.

831. Do you ascertain whether he has received the money?—He sends in to me a return of the cash he has received.

832. And you see whether that agrees with the returns issued from the stations?—Yes.

R. M.—h.

A. Mathison,
Esq.,
continued,
16th June, 1863.

J. Down, Esq.,
24th June, 1863.

Down, Esq.,
continued,
24th June, 1863.

833. This money is paid in every day, I suppose?—Yes, every day.
834. Is it the duty of Mr. O'Rourke (the cashier), to produce to you any evidence of his having paid in the money?—He sends me a duplicate bank receipt daily.
835. And then there is a periodical inspection about once a month at the different stations, I suppose?—Sometimes twice a month.
836. What is the object of that inspection?—To see that the books are properly kept, and the business being carried on as it should be, and those documents are properly filed.
837. Those you have been speaking of refer to passenger traffic?—Yes.
838. As to the goods, you say you get that once a week?—Yes.
839. What is the system with reference to goods?—Abstracts come in to me weekly. The week ends on the Thursday, and the abstracts come in on Saturday morning; outwards and inwards abstracts from each station. The check that I have is, the outwards from one station is the inwards from another. If they agree, it is a proof of the correctness of those two stations; if there is any discrepancy, what is called an "Inaccuracy note," as to the cause of the difference, is sent down to each station to report upon, and one reports the other as correct.
840. Do those abstracts show the amount chargeable for goods?—Yes.
841. Do you give any credit?—We have credits.
842. Then, it is not always accompanied by the money representing the amount of the traffic?—As far as at the out stations, there is no credit.
843. What do you mean by out stations?—Stations beyond Melbourne and Geelong.
844. To whom do you give credit for goods? is it for goods shipped from England?—We have a fortnightly credit account for whatever transactions the different parties may have, who are authorised by the commissioner.
845. Does that relate exclusively to goods shipped from England?—No, goods sent up the country just the same.
846. And there are certain recognised carriers, I suppose, who are allowed to open accounts with the Victorian railways?—We have two carriers with credit accounts.
847. Are these the only persons who have credit accounts?—The only carriers who have credit accounts.
848. I suppose that, with the shipping agents, you have accounts?—No, very few shipping agents.
849. Supposing a ship discharges her cargo at Williamstown, and that she has a good number of consignees, how do you receive the money? how do you obtain payment?—At the goods shed.
850. From the different consignees?—Yes.
851. They are obliged to pay before they take away their goods?—Yes, except those who are authorised to have credit.
852. Those who are authorised being, I presume, the agents for the ship?—It would happen so sometimes.
853. I suppose that the principal houses in Melbourne to whom ships are consigned have credit accounts?—Many of them have.
854. Have any losses been experienced by that system of giving credit?—No, I think not, except in one or two instances of carriers' accounts.
855. Is a fortnight the limit of the credit you give?—Yes.
856. In those cases, had they been extended beyond the fortnight?—The failures took place in two instances during the fortnight.
857. I presume that, if they did not settle their accounts at the end of the fortnight, you would stop the credit?—Quite so.
858. Who settles the rate of charge that shall be made?—The traffic superintendent.
859. Mr. Carruthers?—Mr. Carruthers.
860. Does he do that in consultation with any other parties?—I think his system is, to submit it to the commissioner.
861. To the governmental head of the department?—Yes.
862. And also, I suppose, to the secretary of railways?—Yes.
863. Then they, I suppose, do in point of fact the duties of a board of directors?—In fixing those rates and so on.
864. *By Mr. Degraives.*—Is it in the power of Mr. Carruthers at any time to make a reduction, to a good customer, for instance, without going to the secretary?—I should not think he is authorised to do so, and I am not aware that he has ever done so.
865. *By Mr. McCrae.*—It is understood to be a uniform rate with all?—Yes, with all.
866. *By Mr. d'Beckett.*—Have you ever claims made for damages or for losses of goods?—Yes, but they do not come under my cognizance.
867. Whose cognizance would they come under?—The traffic superintendent's.
868. Then, supposing you agree, or that the department agrees upon making an allowance, how is that allowance made? by way of a deduction from the account?—No, it is paid from the vote.
869. Paid out of the sum of money generally available for railways?—Yes, there is a special vote for that purpose.
870. In the half-yearly accounts, or whenever you make up the gross receipts and expenditure, under what heading does that appear—under the head of compensation?—I think the accountant would be the proper party to answer that question. I have nothing to do except with the revenue.
871. *By Mr. Degraives.*—Do you think, with regard to some of the tickets in Melbourne,

we will say for instance to Williamstown, that it would be possible, in any case, to use those tickets twice over? I am supposing there were two rogues in that department playing into each others hands?—I do not think it, and I have never found anything of the kind.

J. Down, Esq.,
continued,
24th June, 1863.

872. It could not be done?—I do not think it.

873. *By Mr. a'Beckett.*—It could only be done by the person receiving the ticket taking it back to the station master?—At Footscray only, if a person is dishonest and makes use of tickets twice a day to Williamstown for instance, it might be done.

874. By collusion with the station master?—Yes.

875. Do you shift the collectors of tickets at all, or do you keep the same men on at the same places?—They have been shifted, I know. It would be well to do it more frequently than they do.

876. Would it be any part of your duty to suggest means of preventing fraud?—It would be my duty to do so.

877. Have you ever suggested the shifting of the men?—I have.

878. Have your suggestions been acted upon?—No.

879. When there is any change in the rates upon goods, is it notified to you?—It is.

880. So that you may test the accounts?—Yes.

881. I suppose you have a different scale of charge for different articles?—We have.

882. Have you anything to do with the stores?—No, I have not now; I had to do with them.

883. What used you to have to do with them?—I had wholly to do at one time with the supply of traffic stores to stations.

884. *By Mr. Degraives.*—How often did you take stock?—Twice a-year.

885. *By Mr. a'Beckett.*—Were the stores issued only upon your authority?—No.

886. What control had you over the stores?—Requisitions were sent to me from the different stations; they were sent to me from the traffic superintendent's office, they being previously sent them up for the sanction of the commissioner.

887. Then the sanction of the commissioner is given to complying with the requisition?—Yes.

888. You would have nothing to do but to take care that those stores so sanctioned were delivered?—Yes.

889. And you kept a debtor and creditor account of the store?—With every station.

890. I suppose there is a general deposit of stores in Melbourne? or have you different store-houses at different stations?—The general deposit of stores was in Melbourne.

891. Then, of course, you sent out from the central depôt to the different stations?—I did.

892. Then I suppose at the end of the six months, or any time, you balanced, stock was taken, and you saw whether the amount of the stores corresponded with what it should be?—Yes.

893. Have you ever found any deficiencies in taking those accounts?—Very trifling; some loss on some articles.

894. Do you mean the articles had disappeared or wasted?—Wasted; I am merely alluding to waste.

895. *By Mr. Degraives.*—When you speak of stores, do you take axles, and springs, and brasses, and so on, into account?—No, only the oil and so on.

896. You never have had any supervision of the carriage-springs and carriage-axles, and brasses, and bolts, and so on, that have been lying at Williamstown?—No.

897. *By Mr. a'Beckett.*—They do not come into the depôt I suppose?—Not into my store.

898. Who is responsible for the care of them and keeping the accounts of them?—Mr. Moore is the traffic storekeeper, and he has charge of the whole.

899. Has he the charge of the two different stores?—Yes.

900. *By Mr. Degraives.*—Then, when a requisition for springs for the carriage maker is issued, that does not come before you?—No.

901. That goes to Mr. Moore?—Yes.

902. *By Mr. a'Beckett.*—Can you state why it was thought desirable to put the whole under one individual?—The audit commissioners disapproved of it, because of its being quite irrelevant to my business and office to have charge of the stores.

903. *By Mr. Degraives.*—What did the stores consist of principally, that you had charge over?—Oil, and waste, and lamps, &c.

904. Not the bolts, and springs, and that sort of thing?—Oh dear! no.

905. *By Mr. McCrae.*—That belongs to the locomotive branch?—Yes, the locomotive branch.

906. *By Mr. a'Beckett.*—Do you know whether the receipts of the different stations are kept under the head of each station?—Yes.

907. Can you therefore tell from week to week what is received at each particular station?—I have a ledger for that purpose.

908. It would not be any part of your duty to call attention to the fact of whether the traffic was diminishing or increasing at any station?—No.

909. I presume it is impossible to ascertain the exact cost of each station, stopping and so forth at each station, to the department?—It is a question I could not answer.

910. *By Mr. Degraives.*—Could you not easily give the public a weekly statement, the same as the Hobson's Bay does, as to receipts and expenditure?—I do give a weekly statement.

911. *By Mr. a'Beckett.*—Separating the passengers from the merchandise?—Yes.

912. That is, you put down the whole that has been earned for goods?—Yes.

913. Would it lie in your province to suggest any improvements in the book-keeping, if

J. Down, Esq.,
continued,
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any should occur to you?—I do not think I can offer anything better than the system that is now adopted.

914. *By Mr. McCrae.*—How many clerks have you in your own office?—Nine.

915. Do not you think that is a larger number than you have any necessity for?—It would appear so, but it is not more than the work requires.

916. You are sure of that?—I am quite certain. I do not keep hands before me to do nothing. I have three continually out travelling, you must bear in mind, and it is necessary they should be so.

917. How long is it since you have had nine?—Within the last six months I have had nine.

918. How many had you previously to that?—I had seven, I think, previously to that.

919. Within the last six months, I understand, you have had two additional?—Two additional.

920. Did you apply for them?—I did.

921. May I ask you this question.—Does the nine you have just mentioned include all the hands, both young and old, in your office?—They do, the whole of my staff. I make ten.

The witness withdrew.

The following addendum was subsequently supplied by the witness:—

Question 921. In answering this question, I give the number of hands appointed to my office, but occasionally young hands from the traffic branch are sent to me for instruction; at this time I have three under such tuition.

Anthony Mathison, Esq., further examined.

A. Mathison,
Esq.,
24th June, 1863.

922. *By Mr. a'Beckett.*—Do you produce a report you undertook to produce at your last examination?—I have a draft here.

923. Will you read it?—I will. [*The witness read the same. Vide Appendix P.*]

924. Through whose hands is the money paid into the Treasury that is received upon the line?—Through my hands.

925. Whom is it given to you by?—I draw it from the Bank of Australasia.

926. How does it get to the Bank of Australasia?—It is paid into the Bank of Australasia as it is collected.

927. By whom?—By the cashier.

928. Who is the cashier?—Mr. O'Rourke.

929. Is there any check upon Mr. O'Rourke, as to the amounts he sends in?—Yes.

930. What?—The traffic audit checks him.

931. What is the traffic audit?—It is the audit of all revenue—it is strictly confined to revenue.

932. Who are the auditors?—Mr. James Down is the audit clerk.

933. From what material does Mr. Down audit?—Upon a frequent inspection of the station books, and comparison of the station masters' returns with the actual cash forwarded every morning from the stations.

934. *By the Chairman.*—The tickets?—He also checks the tickets.

935. *By Mr. a'Beckett.*—Then Mr. O'Rourke receives sums of money from the different stations every day?—Yes.

936. Whom does he give an acknowledgment to for those moneys?—Every morning, when the train comes down, the station master puts the receipts into a box—this box is so constructed that it cannot be opened except by the officer with the key; with this money the station master sends two slips, showing the particulars of the money. This box is brought to Mr. O'Rourke when the train arrives in Melbourne; he opens the box, counts over the cash, compares it with the slips, returns one slip to the station master marked by him, and makes up his account for lodging the money in the bank.

937. Whom does he make up an account to for lodging the money in the bank?—To the traffic audit clerk.

938. *By Mr. Fawcner.*—Does he enter the accounts in a book?—Yes.

939. *By Mr. a'Beckett.*—Where is the cashier's book? have you got it here?—No.

940. Can you bring it here?—Yes.

941. Is there any care taken to see that the moneys that are sent every day in this way to the cashier are paid by the cashier into the bank every day?—Yes; the traffic audit clerk has the same information respecting the money that is possessed by the cashier, and if the cashier retained any of those moneys, it could not be done without the knowledge of the traffic audit clerk.

942. Then it is the traffic audit clerk's duty to see those moneys are paid into the bank every day?—Yes, certainly.

943. Does he countersign it in any way?—He has the bank lodgment book independently of the bank book. There is another book showing simply the lodgments every day, and this agrees with the accounts.

944. Does Mr. Down, as audit clerk, sign every day in the cashier's book, to show the money has been paid in? do the two agree?—I cannot speak of my own knowledge as to the detail of the check.

945. *By Mr. Fawcner.*—You do not know it personally?—I cannot speak with certainty upon it.

946. Those are checked, I suppose, by the tickets for passengers?—Yes.

947. *By Mr. a'Beckett.*—I understand that, after this, in addition to the items sent up by those slips, it is the duty of the traffic audit clerk to visit the stations, to see that all the items received at stations, as shown by the books, have been transmitted to Melbourne?—Yes.

948. Then in this ledger you have here, under the head of "Revenue," I find very large entries indeed. I suppose it is merely the general receipts that are entered here?—All revenue is entered here.

949. But is not it entered in the gross? here is £38,281 in one gross sum. Will you show how it is made up?—I will. [*The witness explained the same by reference to the books.*]

950. Do the audit commissioners go over those books?—They have not done so yet.

951. Why have they not?—I will explain.

952. *By Mr. Fawkner.*—Do you know?—Yes. When those books were finished at the close of 1862 it was suggested to the commissioners of audit that they should be audited before they were handed to me. In reply to that suggestion the commissioners of audit pointed out that a considerable saving, both of time and labour to them and to the department, would be effected by postponing the audit of those books until the years 1861 and 1862 had been joined on with those books and brought up to the 31st December, 1862.

953. *By Mr. a'Beckett.*—Can you state positively, as an accountant, that those books are susceptible of being vouched, and of the items being vouched, if examined by the audit commissioners. Yes, decidedly.

954. *By Mr. McCrae.*—What difference would it have made to the commissioners of audit to have audited this particular book for 1859?—This is up to the 31st December, 1860; the books begin from 1853 or thereabouts, and go up to the 31st December, 1860. The reason they did not audit them was this, that to have audited them then would have employed some months. I was very anxious to go on with my own books and to continue them, and the commissioners of audit pointed out that, if they audited those books then, I could not get them into my possession, and therefore it was better to audit the whole up to the 31st December, 1862.

955. *By Mr. a'Beckett.*—Take the item of coke in the journal under date, December 31st, 1859, £4,743 1s. 4d.?—The items making up this £4,743 1s. 4d., are shown in a number of entries. These accounts [*pointing to the same*] represent actual payments for coke.

956. Upon whose authority?—I cannot speak from positive knowledge. This is 1859.

957. At the present time, upon whose authority would a payment for coke be made, and of whom would it be bought? Have you not got the ledger showing those particulars? Have you not got a ledger account referring to coke?—It is coke stores [*turning to the same in the ledger*]. This is the original account in the ledger. This is the purchase of the coke, and the amount has been written off to coke traffic or other headings of revenue workings [*pointing out the same in the books*].

958. Who purchases the coke?—The department.

959. Upon whose authority?—Upon the authority of the head of the department.

960. Who is the head of the department?—At that time he was the commissioner of public works

961. Would the commissioner of public works exercise his own judgment as to what coke should be bought?—No doubt it would be upon the judgment of the engineer-in-chief.

962. Then the engineer-in-chief, in fact, orders the coke?—Yes.

963. Has he any discretionary power as to the purchase of the coke?—Yes.

964. *By Mr. Fawkner.*—Do you know that?—I infer it from my own knowledge.— [*The witness, in further explanation of the mode of keeping the accounts, referred to and pointed out several items which he traced through the various books, and explained to the committee.*]

965. *By Mr. a'Beckett.*—I have asked you some questions as to the sum of £34,000, which appears in one amount to the credit of revenue in the books: will you show me how those sums are made up, how it is that you arrive at that large amount?—All returns of revenue are made up by the traffic audit clerk; personally I have no actual knowledge of the different items of revenue—the details. I can always tell what is the gross revenue to any date, or gross receipts, and certain detail, but that detail is from the returns furnished to me.

966. I want to know what is furnished to you. I want to know how you are enabled to enter in the book the sum of £34,000?—Full returns are furnished me weekly.

967. Do you keep in any book an account of those weekly returns, sent to you by Mr. Down?—They are filed.

968. Are they entered in any book week by week?—They form a portion of the books that are being written up, and of course they are entered.

969. Although they are filed, the results are entered under a particular heading, I suppose?—Yes.

970. You would find, in some book in the railway department, entries that would record the receipts from week to week?—It would record it more in the form of gross results. For instance, the auditor sends me weekly a large sheet, showing the different items of revenue for the week received or receivable at the several stations. I do not tabulate the contents of that sheet in my ledger in detail.

971. That is exactly what I want to know?—I do not copy that in my ledger.

972. In point of fact, if you wanted to ascertain how this £34,000 was made up, you would have to go outside the books for them, to the details upon which those weekly returns are made? Suppose I wanted to know how much was received at the different stations, say, in the

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third week in March, could I go to your books and find that recorded in the books? or would you have to go somewhere else to find it out?—You would have to go somewhere else—to the returns.

973. Do you not think it would be desirable before those returns are filed to record in a book the gross amounts shown on those returns?—I may explain, that no single set of books of railway account could ever be kept so as to show all the detail.

974. I am not speaking of all the detail, but those returns that are sent to Mr. Down every week, or every day indeed, of the passengers, and every week for the goods, why you cannot enter those in your books?—Not under the head of stations.

975. Under the head of revenue?—Of course, they are kept under the head of revenue.

976. But not kept in a book?—Yes, in the ledger.

977. You just now told me I would not find it in the ledger?—You would not find in the ledger the revenue from each station; the gross results are entered in the ledger. I may explain. The return of revenue and working expenses is all entered in the ledger and journal.

978. I saw £34,000 in one sum, and I wanted to find whether those figures were recorded, that is, the particulars, and I could not find them?—The particulars of all revenue would be in the journal, but not with a minute detail of day by day and week by week, as would be given by the audit clerk.

979. Why not?—As regards the past, I would consider it unnecessary, in bringing up arrears in going into those details in the journal and ledger.

980. At the Hobson's Bay railway a record is kept daily of the receipts at every station, and it occupies a very small space in the books. I want to know why that cannot be done in the Victorian railways. The system is this, an account is sent up from every station, and we have a clerk who, under the head of the station, enters day by day the return of what is taken at each station, and those are added up, and at the end of the day it shows the gross amount taken every day, and it may be seen at a glance. I want to know why you cannot do that at the Victorian railways?—It is done in the traffic audit office, and for that reason I have not considered it necessary to put it in the ledger.

981. Then it comes to what I want to know. Do you, in making up the accounts as recorded in the ledger, make them up from the accounts sent to you from the audit office?—Yes, from the returns.

982. Suppose it became your duty to ascertain and record in the books the gross amount of revenue for six months, from what materials would you make it up?—From the traffic audit returns.

983. Where are the traffic audit returns kept?—They are kept in my office, they are filed, and I may say the originals of them are with the traffic audit office, but I have the information filed more in detail in the returns than I put in the ledger.

984. Then, in point of fact, the book is the file? that is to say, the files are supposed to represent books?—For minute detail it is so.

985. Would not it be much more convenient to put the gross results of each day's return and keep it in some part of your ledger or the day-book?—The thing resolves itself into this: If details are given upon this and numerous other points, I think that the efficiency of a ledger in showing a comprehensive state of things quickly would be lost.

986. Supposing that I were now to go down with you to your office and ask you to tell me what was the amount received on any given day, could you at once refer to a book that would give that information, for passengers?—No, not on any given day, but any given week, I could.

987. Where would you get it for any given week?—The traffic audit returns.

988. The traffic audit returns are sent to you daily?—To the traffic audit daily. I get them once a week.

989. Then, in point of fact, you would have to go to the returns sent in from the traffic audit office?—Yes, for the daily.

990. You say you could for a week?—Yes.

991. Where would you get that return for a week?—From the book where they are filed.

992. What book?—The book in which they are filed.

993. You could not go to a book?—Not to a ledger account.

994. *By Mr. Degraives.*—Supposing one of those was lost?—Even so, if they are lost, I could get them from the traffic audit office.

995. *By Mr. a' Beckett.*—There are duplicates in the traffic audit office?—Yes.

996. Do you know whether the traffic audit clerk keeps them in a book. Could I get it from the traffic audit office in any book?—It is sometime since I was in the traffic audit office, and I am unable to answer as to details of this from my own knowledge.

997. *By Mr. Degraives.*—Do you not think it would be a great improvement if those receipts, as returned by the station, master were entered in your day book, instead of trusting to your file only?—Such details are regularly entered in the books of the cashier and traffic audit office; they are not entered in my day book.

998. No; you then could keep your file, if you wanted it for detail, to find out a particular item. Supposing there was a collusion between any of your clerks, and are up, say, at any particular station, they might take advantage of it?—I may inform you that, sometime ago, it was attempted to institute a check upon those cash slips in the secretary's office; but I found from the first it was impossible—those slips were incorrect, and we had no means in the secretary's office of checking them; the mistakes generally arose from clerical errors, and other trifling inaccuracies.

999. Upon whose authority are the weekly returns sent to the public prints?—Upon the secretary's authority: he signs them.

1000. Who presents them for his signature? who makes them up?—Mr. Down.

1001. Then you test from week to week, by your book-keeping, whether those returns that are furnished agree with the receipts as you have them?—I may state this, that there is no exact correspondence between weekly published returns and the revenue as it is finally brought up in account books. The published return of revenue is approximate—it is made up to a date which is in advance of the strict accounts of the same revenue.

1002. It is made up from actual returns—it is not at all imaginary?—No; it is made up from actual returns.

1003. Then are the returns sent in to the secretary of railways in advance of the returns as recorded in the books?—Yes. The printed public returns of traffic always are.

1004. Why should it be so?—Because the whole of the outwards and inwards traffic returns of each station must be compared and corrected before the results can be properly recorded in books of account. There is a great deal of work in the traffic audit office, in collecting and adjusting all those returns, making them come to the exact balance.

1005. I see that, in the memorandum in the Appendix, as to the advance to Mr. Houston, that you say, “as the commissioner of railways was then absent, I was unable to prepare amended claims for reimbursement, and in consequence of this and the reduced state of the advance, I applied for and obtained from the Treasury, on the 5th August an additional advance of £300.” How did you manage to get that?—The under-treasurer advanced it to me upon my representing that the balance of the advance then in hand was insufficient to meet the ordinary requirements of the service.

1006. And did the under-treasurer, upon your statement, make the advance? was not it verified in any way, or sanctioned in any way by any of your superior officers in the department?—It was sanctioned and verified in this way, that the application for that advance, as all applications are, had to be made by the secretary.

1007. The secretary being Mr. Nash?—The secretary being Mr. Nash.

1008. Then it is, in point of fact, Mr. Nash who asked for the advance of £300?—Yes.

1009. Was it necessary to ask for the advance of £300 in consequence of this immediate draft in favor of Mr. Houston?—Yes, at that time it was.

1010. Then, if he had not had this over-draft, there would have been sufficient to have met the exigencies of the department?—Yes.

1011. *By Mr. McCrae.*—Was Mr. Houston over-drawn at that time £300?—No.

1012. Why did you ask for an advance of £300, when Mr. Houston was only over-drawn £167 4s. 1d?—Because the £313 19s. 6d., paid on 19th July, was not reimbursed by the Treasury until 2nd September. These advances are as it were estimated sums. I asked for such an advance as I thought, with this over-draft, would enable me to carry on the business of the office.

1013. *By Mr. Degraives.*—Who estimates the sum?—Generally, the accountant.

1014. *By Mr. a Beckett.*—When you sent in the statement at the end of the month, did not the treasurer perceive that money had been improperly paid—that you had not sufficiently accounted for your money? You did not adjust, and you could not have adjusted, to his satisfaction, the previous advance?—I did not adjust the previous advance.

1015. Who did adjust it?—It was not adjusted at that time.

1016. Does not the treasurer always insist upon your adjusting one advance before you get another advance?—Not always.

1017. He did not on that occasion?—No.

1018. *By Mr. McCrae.*—I understood the advance generally got for the railway department was £800?—The advance has varied very much, as the lines extended, and the requirements of the department increased.

1019. It appears the advance, then, received previously was £800?—Yes.

1020. Why not apply for £800 more, when you applied for the £300?—I should not have been warranted in applying for such a sum as £800, unless I had adjusted that £800. I had not adjusted that £800 at the time I got the £300.

1021. *By Mr. a Beckett.*—I see in the railway advance account there is debited, “To Treasury cash advance to secretary, £800,” and you discharge that account by, “Commissioner of Railways, £313 19s. 6d.,” and other payments, leaving a balance in hand of £6 0s. 6d.?—Yes.

1022. It seems that the £313 19s. 6d. would not have been allowed, as it would show the commissioner of railways was not entitled to that amount when paid?—Just so.

1023. Was that ever brought under the notice of the treasurer?—I did not bring it formally before him on the occasion.

1024. In point of fact, before this discharge or adjustment of the £800, you got a further sum of £300?—Yes.

1025. Then you had to account for £1100 altogether?—Yes.

1026. Before you were called upon to fully account for the £1100, I suppose the account had worked itself right?—Yes.

1027. *By Mr. Degraives.*—When you drew the £300, did you draw it, knowing that you were about to hand it to Mr. Houston?—Of course I knew that, if I had not paid that £313 19s. 6d. to Mr. Houston, it is probable I would have carried on the business of the office for some time at least, without a further advance.

1028. What did you intimate to the treasurer when you obtained this advance of £300?—The under-treasurer made considerable objection to giving this advance, and I had to explain the circumstances under which I applied for it. I did this generally with reference to the department; but, upon his pressing me, I was obliged to state the circumstance of this advance to the commissioner.

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1029. You say, upon pressing you. Why were you reluctant to let him know?—I felt doubtful in my own mind whether I had a right to compromise the commissioner, or to appear to compromise him in the matter.

1030. You knew it was informal?—Yes, of course.

1031. And you did not feel inclined to compromise him in the eyes of the treasurer?—I did not feel inclined, for this reason: I had felt doubtful whether I had a right to tell the under treasurer. If the under treasurer had said, "I cannot advance this money," I should have reported it.

1032. In fact, was it from any fear of your losing your appointment, or anything?—No, it was rather from a feeling of discipline in the department.

1033. *By Mr. McCrae.*—Or your feeling delicacy towards the commissioner?—No. I could have no feeling of delicacy with the commissioner, because I hardly spoke to him.

1034. *By Mr. a'Beckett.*—You came more in contact with Mr. Nash; it is only fair to ask you to give some explanation why you allowed a cheque to be drawn improperly?—I considered my position in the department perfectly exonerated me from any responsibility as to the drawing of that cheque. In all matters relating to my duties I am not an independent officer, even in matters of account. I am under the control of the secretary. When he therefore directed me to draw this cheque I did not consider that I was entitled to question his authority.

1035. What do you suppose is the necessity for your signature being attached to a cheque—what is your theory upon the matter?—My theory is this—that so far as my powers extend, I am there to keep correct accounts and to see that no moneys are spent without my knowledge. I consider that my position must be somewhat analogous to the position of an accountant in a public bank, if by his fraud or neglect the moneys of the bank are embezzled, he may be held responsible; but he cannot be held responsible for advances of moneys to men who have no prospect of re-paying them.

1036. Is not your position very much that of a ledger-keeper at a bank, who has, before he sanctions the payment of a cheque, to put his initials to it, to show the money is there to the credit of the person who draws it?—No, I do not consider that so; at least, there are considerable differences.

1037. How do you draw the distinction? how can you show the difference between the two positions? You are an accountant. Supposing that you were in that position I was suggesting, where a ledger-keeper, when he finds that there is not the amount to the credit of the customer, does not he go to the manager of the bank and consult with him as to whether he shall allow the advance to be made?—I might take the position that I did so. Suppose you put me in the position of a ledger-keeper, Mr. Nash was in his relative position to me as the manager of the bank, who has supreme control over the direction of the funds.

1038. *By Mr. McCrae.*—You did as you were directed to do?—Yes.

1039. And nothing more?—And nothing more.

1040. You did not consider yourself responsible?—I did not.

1041. *By Mr. a'Beckett.*—We understand you considered yourself very much in the position of a ledger-keeper at a bank, finding an account will not meet a demand upon it, going to the manager and consulting him, and upon his authority putting the initials to the cheque?—Yes.

1042. *By Mr. Degraes.*—Did Mr. Houston speak to you before this over-draft in reference to it?—No, at that time I scarcely ever spoke to Mr. Houston at all; I can only recollect one occasion.

1043. Then, did you speak to Mr. Nash in reference to it?—Mr. Nash first spoke to me.

1044. *By the Chairman.*—You say you had some delicacy in telling the treasurer or under-treasurer what had occurred?—Well, just that feeling, that I felt doubtful whether I had a right to mention this matter out of the department.

1045. Was that from a consciousness that the money had been obtained improperly and a knowledge of it was to be suppressed?—No; I considered my authority in the matter was nil. I had no authority either to pay the money or withhold it.

1046. Your ordinary course would be, before you obtained another advance, to show what you had done with the advance already made?—Not always; you may state generally that I would tell the under-treasurer the circumstances under which I required an advance. If the circumstances rendered it necessary, the under-treasurer would at any time make an additional advance without my adjusting the previous one.

1047. That is, upon proper representation. But when you applied for this second advance, did you apply personally, or take a letter from Mr. Nash?—I did not take a letter, to the best of my belief; it is probable I would take just the sheet upon which the advance was applied for.

1048. A printed form?—Yes.

1049. Which the secretary would sign?—Yes; and I recollect perfectly that the under-treasurer did scruple to make the advance, and I was obliged to tell him frankly the circumstances under which I was under the necessity of applying for it.

1050. Why had you any hesitation about it?—I did not know whether I had a right to compromise him in a matter that was purely departmental.

1051. Was it compromising him?—It might be considered so, by the irregularity of obtaining the money.

1052. The money was issued to the commissioner, and all that you wanted was the authority of the commissioner for issuing it?—Yes.

1053. Which was a compromise as far as he was concerned. Was there any suppression in the business?—None on my part whatever.

1054. Still, you say there was in the first instance, because at first you would not tell the treasurer, and at last you were obliged to do so and told him frankly?—When I was directed to draw this check, I took measures to pass it through the books the same as I would any ordinary payment that was due; that was my record, that I suppressed nothing so far as the knowledge of the transaction went.

1055. Then, what was it you did tell the sub-treasurer?—I told him that, in consequence of a payment to the commissioner of railways, the advance was brought down to a sum not adequate to the requirements of the service.

1056. Did he consider that a sufficient explanation? did he give you more money?—He gave it me upon that representation.

1057. *By Mr. McCrae.*—Was it Mr. Nash or you that applied for the money?—Mr. Nash signed the application.

1058. Was it your own application, or Mr. Nash's, you presented to the sub-treasurer?—It is a requisition for money that is signed by the secretary and countersigned by the minister.

1059. So that, in point of fact, it was not you that applied for the money, it was the secretary?—Of course, the money is really advanced to the secretary. I have no authority to draw that money from the treasury, unless I obtained such authority from the secretary.

1060. *By Mr. a'Beckett.*—In point of fact, the secretary receives the money?—Yes. I was asked the reason by the under-treasurer why an additional advance was applied for.

1061. *By Mr. McCrae.*—And you volunteered this explanation?—I did.

1062. *By the Chairman.*—Then the knowledge was in the Treasury from August until after this was adjusted?—Yes.

1063. *By Mr. a'Beckett.*—Supposing the treasurer had declined to give the £300, what would have been the result?—Probably great inconvenience to the department.

1064. Who would have been especially inconvenienced?—It would be hard to say, unless I went into all the payments made after that time.

1065. Would there have been any further embarrassment than your calling upon Mr. Houston to refund?—I could not call upon Mr. Houston to refund at that time.

1066. Suppose Mr. Houston had refunded, that difficulty would have ceased?—Of course.

1067. Then, it was perfectly possible to have put the thing straight without getting an advance from the treasurer, if Mr. Houston, when his attention had been called to the necessity of replenishing the coffers of the department, had done so by returning what he had been over-paid?—In ordinary cases it would.

1068. Would not it have put you in funds?—In ordinary cases it would, but Mr. Houston was up the country.

1069. Never mind Mr. Houston's being up the country. Suppose you had intimated to Mr. Houston, "You have at this moment in your hands £136 more than you are entitled to, and the department wants money, and will you repay it." If he had repaid it, would it have saved the necessity of getting an advance?—Of course. It is necessary for the treasurer sometimes to make large advances before the previous advances are adjusted; for example, in consequence of the recent collision at North Melbourne, the department has been under the necessity of paying large sums for compensation, with a view to prevent litigation and adverse verdicts in the courts.

1070. *By the Chairman.*—Have you ever known any instance in the public service before of any officer being paid in advance?—No.

1071. And is not it within your knowledge as a rule in the public service, that no extraordinary payment can be made to any one without the authority of the Governor in Council?—Yes, that is a rule.

1072. *By Mr. McCrae.*—Has this account been before the audit commissioners?—If it is not clear by my written statement, I shall explain: I explained in my report the voucher that is in the Treasury for this salary is one voucher for the sum of £363 8s. 9d., and so far as the commissioners of audit examine and check this account they will find it all correct, but the examination of that account will of course throw no light upon this advance.

1073. *By Mr. a'Beckett.*—Suppose the treasurer were not satisfied with the adjustment account, if he objected to particular items, and properly objected to them, who would be responsible to him for the re-payment?—Such instances are very rare.

1074. Does not he surcharge the department?—Yes.

1075. Then, supposing that you had adjusted this account, by showing upon the face of it this over-payment, and the treasurer had objected to allow it in the adjustment, what would have been the course of business? who would have had to re-pay it, if he had said he would not allow it?—Under the circumstances, I can suppose that the secretary would have had to re-pay it.

1076. But the particulars of the adjustment were never sent in until the thing had got right?—No; I should be allowed perhaps to explain that the salaries of ministers form no portion of the ordinary railway expenditure, they are paid under schedule D of the Constitution Act. I took the precaution of passing this through the books, and through the register of accounts book in the ordinary way; more especially because it was a payment of this nature, but I could not send in this account for adjustment in the ordinary sense.

1077. Then, if the commissioner's salary is not paid out of the ordinary railway revenue, why was it necessary to draw a cheque at all for him by you and Mr. Nash? why could not he have got it from some other source?—These things are done for convenience, in the ordinary way. I do not know how it is in other departments, but I think it is the same. I pay the commissioner's salary when it is due.

1078. Yet you say it is payable out of a distinct fund altogether, and has nothing to do

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with the department?—It is charged against a distinct fund; but this endorsed order shows I am authorised to receive this money at the Treasury, and then it is charged against the proper fund.

1079. *By the Chairman.*—The first voucher you sent in with regard to Mr. Houston's salary was for £363 8s. 9d?—Yes.

1080. That voucher would be subjected to the inspection of the audit commissioners?—Yes.

1081. Then, it would appear to the audit commissioners that Mr. Houston had never received the public money, until he received that £363 8s. 9d.?—Yes.

1082. *By Mr. Degraives.*—Then he could have drawn £3000, if Mr. Nash and he had arranged it?—Yes, if the advances would have stood it, and if, as I before explained, such draft was upon the public service.

The witness withdrew.

ADDENDUM.

[*The following Corrections, made by Witness, were ordered by the Committee to be hereto appended.*]

Corrected answer to question 541.—All construction accounts are prepared in the engineer-in-chief's office, the measurements necessary for that purpose being furnished by the district engineers; the account is examined, entered in the engineer-in-chief's books, and certified by him; it is then passed to the secretary's office, where I enter it in the ultimate books of the department.

Corrected answer to question 671.—The engineer-in-chief is not interfered with as to the carrying on of authorised works or services under his professional direction, but there is a number of checks upon all actual payments, whether with reference to contracts, annual salaries, or wages of artisans employed at the locomotive workshops.

Question No. 697, as corrected.—That is because the vouchers for all payments under that advance are checked by the commissioners of audit, and the amount of the advance itself must be repaid the Treasury either by cash or vouchers?

Corrected answer to question 962.—Yes, he did at that time; but at present all fuel, and the great bulk of stores generally are obtained by public tender.

Corrected answer to question 963.—Yes, he has a discretionary power as to the quantity he may recommend should be contracted for. Coal, not coke, is now used.

Amended answer to question 1052.—The payment of £313 19s. 6d. was made to the commissioner, and I believe I had the authority of the commissioner for making it.

MONDAY, 29TH JUNE, 1863.

Members present:

The Honorable J. P. FAWKNER, in the Chair;

The Hon. W. H. F. Mitchell

The Hon. W. Degraives.

„ J. McCrae

Mr. Frederick Farmer Moore examined.

Mr. F. F. Moore,
29th June, 1863.

1083. *By Mr. Degraives.*—You are storekeeper of the Victorian Government railways?—Yes.

1084. Are you storekeeper of the plant, or rails?—The whole of the stores—those which are used for construction and repairs—both plant and general stores. The distinction I draw between plant and stores is, that plant consists of rails, chairs, and other articles used for making the permanent way.

1085. That does not include springs, and brasses, and bolts, and so on?—They are all treated as plant, but absolutely they are stores.

1086. Are those under your charge?—All.

1087. For instance, is the grease, oil, paint, &c., all under your charge?—Yes.

1088. Is there no other storekeeper but you for traffic stores?—There was one, but he has been transferred to me, together with all his stores.

1089. Then, in fact, you have everything under your charge in reference to the railway department?—All articles for construction and locomotive traffic.

1090. How many clerks have you under you altogether?—I can only say I have two clerks as clerks.

1091. How many storekeepers or assistants?—I have now seven assistants.

1092. *By the Chairman.*—Seven in all?—There are two clerks—the original clerk in charge, the traffic clerk, and the rest in the store are all laborers.

1093. Five laborers?—Laborers.

1094. *By Mr. Degraives.*—Whom do you account to for the expenditure in your department? Whom are you working under?—The engineer-in-chief.

1095. How often do you take stock?—Yearly, absolutely.

1096 And do I understand you, when you say you take stock yearly, that that includes all that portion (the axles for instance, wheels, and carriages, and springs, &c.) lying in the open air at Williamstown—in and about Williamstown?—Every article under my charge; but many of the articles you speak of, wheels and axles, are in the possession of the locomotive superintendent.

Mr. F. F. Moore,
continued,
29th June, 1863.

1097. Then there are two storekeepers?—No, I have debited him with the goods.

1098. Where are those goods principally kept—are many of them kept at Williamstown?—There are many wheels and axles at Williamstown.

1099. And springs?—The springs, if not in use, are in store and under my care.

1100. Brasses?—The same.

1101. Do you think once a year sufficiently often to take stock?—I think it is quite sufficiently often to take stock, because I have a stock ledger in which I open an account with each article. I credit it with what comes in.

1102. For instance, I take, say, Geelong, or Ballarat, or Bendigo, now that the line is finished, I see a number bolts, cleets, rails, &c.; are those taken back into stock? or where are they placed or supposed to be placed?—If lying about the different railway stations, they are in charge of the contractor to whom I have delivered them, and to whom I have debited them, and for which articles I hold his receipt; but if he returns them to me with the permission of the engineer-in-chief, the contractor will have credit for them.

1103. They do not belong to the State now?—I do not know the terms of the contractor's contract.

1104. It is pretty well understood that the rails do not belong to the contractor—the State, I think, only supplies the rail to the contractor?—I have no doubt the contractor is at liberty to return what is over his requirements.

1105. Have you called upon the contractor or contractors to return all those rails that may be a little defective, for instance?—On the contrary, I have nothing to do with them, and more, I have an order not to communicate with the contractors without written notice.

1106. *By Mr. Mitchell.*—Your issue is a final issue?—As far as I am concerned; but if the contractor has liberty to return them, they can come into the store and go to his credit.

1107. *By the Chairman.*—Have any been returned to you since you have been in office?—Only those that have been borrowed for special uses.

1108. Only what they borrowed?—The rails could not be returned; the contract is not finished. The Ballarat contract is not completely settled.

1109. Is the Sandhurst settled?—It is nearly completed.

1110. *By Mr. Degraes.*—As far as Kyneton is finished?—That is a portion of the contract; but I am speaking here on that subject almost without knowledge. My knowledge is confined to the issuing of stores, not to their use.

1111. You say, you occasionally lend rails to the contractors?—Stores or plant, rails, angle iron, anything that the engineer-in-chief authorises to be used by them.

1112. When do you take that back into stock?—If in good condition, when it is returned.

1113. Then supposing it is not?—The contractors would be debited with the difference.

1114. Who judges that difference?—I should report it; the chief would be the judge.

1115. Then if you issue rails worth £10 a ton, and they come in worth only £5, the engineer-in-chief is the party to assess that damage?—I presume so—he is my chief.

1116. Do you ever estimate the value of your stock when you take stock?—Yearly. I have now estimated it for the 31st of last December.

1117. Who assists you to estimate?—The secretary's office furnishes me with the data.

1118. Suppose I would say you have £10,000 worth of damaged rails returned to you?—That is only supposition; I have none.

1119. You say you lend stores to the contractors?—But in such few quantities—they have been used up again.

1120. They have not come in damaged?—I believe not, except in the instance of the Suburban line, which was before I joined the service.

1121. In that instance, in reference to the Suburban line, was there much damage done in that instance?—Not a great deal.

1122. Damaged so much that they would not be put again in a substantial line?—Oh! yes, they would.

1123. Do you issue the springs and axles for Mr. Williams, the coach contractor?—Yes.

1124. Does the Government ever sell any to Mr. Williams?—I am not aware that they do. The chief's order to me is, to deliver.

1125. Supposing you give out twenty or thirty sets of springs and axles to Mr. Williams, for the contract he undertakes, and, say, there are £300 or £400 worth of them damaged, where do those come back to? do they ever come back to you, or are they allowed to lie about in the workshop?—Do you speak of damage accruing to goods in Mr. Williams's custody?

1126. Yes?—I know of no such instance except one.

1127. And what was that?—Some springs were returned to me which was thought were too rusty to be retained without cleaning; but I think they were of his own furnishing, and which the Government purchased of him.

1128. *By the Chairman.*—What was done on that occasion?—I reported it, as in duty bound; I know no more.

1129. You do not know what became of it?—I have the springs. I do not know what has become of the complaint or report. No doubt it has been properly dealt with.

Mr. F. F. Moore,
continued.
29th June, 1863.

1130. *By Mr. Degraives.*—Have you any idea, when a requisition is sent in to you, whether there is any other person but Mr. Higinbotham who consents to that requisition, or approves of it?—Shall I tell you the custom of requisitions?

1131. If you please?—The locomotive superintendent, or his foreman, sends me an order for what is wanted. If in store, it is supplied direct; if not, I apply upon requisition to the Government storekeeper, sending it for the approval and signature of the engineer-in-chief; that being completed, and I believe with the minister's sanction, the goods are supplied to me by the Government storekeeper; I then issue them as wanted. I do not always confine the requisition to the exact quantity asked for, if I think more will be soon required.

1132. *By the Chairman.*—Then they are furnished upon the requisition of the engineer-in-chief?—Yes; we may say so wholly, because the authority of the locomotive superintendent is a delegated one from the chief.

1133. *By Mr. Degraives.*—If those stores were your own, and you were in business, do you not think it would be advisable to take stock more frequently than once a year?—I think not. It is too expensive to take more than once a year; the loss that would accrue from waste or speculation is not equal to the expense of taking stock.

1134. You think not?—I think not. In my opinion, it is not.

1135. How long is it since you were down on the Williamstown line?—This morning. It will simplify the matter if I tell you I reside at Williamstown five days out of seven.

1136. Did you two years ago?—Yes, I joined in March, 1861.

1137. Have you any idea of the value of the dead stock that was lying there about two years ago?—What is dead stock?

1138. For instance, springs, damaged rails, damaged brasses, bolts, and everything connected with the carriages and rails and the engines?—Are you asking me that question, as far as regards a storekeeper?

1139. That is what I mean?—There were none, or comparatively none.

1140. Have you no dead stock then, now at all? What I call dead stock is useless stock, stock that is not in good repair?—We have very little (if any) that is not in good repair.

1141. How many crippled engines, for instance, have you?—They are locomotive rolling stock, not stores.

1142. How many crippled springs and broken brasses have you?—The storekeeper has none. The locomotive superintendent, or the carriage superintendent, may have many.

1143. There may be £50,000 or £60,000 worth of crippled stock that you know nothing of?—I think not.

1144. But it is in the traffic superintendent's department?—Still, by analogy, he could not have that, because my premises for stores are ten times as large as his are, and my stock is not £60,000, and is new and good.

1145. *By Mr. McCrae.*—Would it be impossible to make away with any of the stock lying at Williamstown, without being known to the storekeeper?—I think you are confounding two places, to a certain extent. The greater quantity of the plant referred to is at Geelong junction, not Williamstown proper. There is very little of anything there but trucks, carriages, wheels, and engines, except goods, that are housed and cannot be seen. I wish very much that you gentlemen could go to the store and see the goods.

1146. *By Mr. Degraives.*—Do I rightly understand you to say that, provided your carriage contractor had a tender for ten or twenty carriages, he would have to come to you for all the iron and material for those carriages?—All that was specified in his contract; and I induced the chief to compel the contractors for the future to come to me to the Junction and take delivery there, instead of bringing the articles up to Melbourne.

1147. They take delivery there?—Yes, and I can deliver 100 sets of waggon iron work in half a day, if it were required.

1148. That includes the wheels, and axles, and springs?—That would include everything but the wheels and axles; the wheels and axles are generally on the breakwater, because they have to be put on at the hydraulic press at Williamstown by the locomotive department.

1149. The new engines are not in your stock?—Yes, they are.

1150. How many have you now?—Three out of forty-four that have come out since last May twelve months.

1151. Have you only three left?—That is all.

1152. Are they all at work, or are some of them crippled?—I do not know.

1153. Supposing half a dozen engines were crippled and were repaired; when they were repaired, would they be handed back to you into stock?—I never have them after erection.

1154. You say you have the new engines?—They are in cases, as I received them from the ship upon the bill of lading; the object of my having the engines was for examination.

1155. Are the casks of keys and bolts, and such things, in your department?—Yes, all the plant. I have had more than 300 casks arrive these past six weeks.

1156. Have you any idea of the quantity of stock at Geelong?—Little or none, now.

1157. Is there none now there?—No keys.

1158. General stock, bolts, and keys, trenails?—No keys, no bolts, no trenails.

1159. There is very little stock in Geelong?—Very little stock of plant; and of stores, none.

1160. Have you much at Ballaarat?—I have none.

1161. Do you know whether there is any great amount?—I believe not; I have understood that Williams and Little have some small portion remaining there, but it has been debited to them and will be charged to them until returned or paid for.

1162. When you say you take stock, do you estimate the stock? or do you take it as the engineer-in-chief estimates it? or do you take it from your invoices?—I take down every article in tale; I carry out every article at the price furnished to me. I show my stock is true in number and presumed value, but I have no knowledge myself whether the values are assumed or correct.

Mr. F. F. Moore,
continued,
29th June, 1863.

1163. Suppose you get 100 tons of rails from the "Jane Frost," or any other vessel, is the invoice price of those rails handed to you?—I do not know what price is handed to me, but I presume it is the invoice price, plus all other charges.

1164. Have you had a requisition sent in to you for sufficient rail to finish the line to Bendigo?—Yes, I believe so.

1165. And to Ballaarat?—Ballaarat I have wholly done with.

1166. You think you have got a requisition in now to finish all up to Bendigo?—So I have understood; still, my order is to supply material if needed, upon getting authority.

1167. About what amount of rails have you got now lying by you in stock?—I can tell you that the return, furnished to Mr. Woods up to the 12th of May last, stated fifty-four miles and a quarter of single line, two rails.

1168. *By Mr. Mitchell.*—Has all come?—There are a good many ships arriving still, but they bring other things besides rails; but I imagine the sixty-five miles is nearly completed; at any rate possibly afloat, but I do not know.

1169. *By Mr. Degraes.*—Is the coal store under your department?—Yes; both coal and wood.

1170. Do you ever check the weights?—The what?

1171. The coal sent in to you?—Yes, the coal is weighed bag by bag as it comes in.

1172. *By the Chairman.*—Where?—At Melbourne and at Geelong, where the contractors are bound to deliver it.

1173. At the railway you have convenience to weigh it?—At Spencer-street station, and at the Geelong station.

1174. What quantity of coal have you on hand?—One day's consumption: fifty tons, in round numbers—thirty-five at Melbourne, fifteen at Geelong.

1175. You only keep stock for one day on hand?—The contractor is bound to supply us daily, for the convenience of ourselves, and in order to secure good coal.

1176. For what length of time is the contract?—Twelve months.

1177. From when to when?—I think the 1st of January to 31st December; the Government storekeeper makes the contract.

The witness withdrew.

John Carruthers, Esq., further examined.

1178. *By Mr. McCrae.*—How long is it since you joined the railway department?—Two years last May.

J. Carruthers,
Esq.,
29th June, 1863.

1179. Then you were not in connection with the railway department in October, 1860?—No.

1180. What was the general rate of wages that you paid for labor when you first joined the department?—One shilling per hour.

1181. Do you know what is the rate at the present time?—It is six shillings per day.

1182. *By the Chairman.*—You are speaking of laborers, I presume?—Yes.

1183. *By Mr. McCrae.*—How long are laborers supposed to work by the day?—The hours are from about eight o'clock in the morning till half-past five or six o'clock in the evening—in fact till they have finished.

1184. Ten hours?—Ten hours, if necessary.

1185. At that rate, laborers were paid about ten shillings per diem, on the average, when you first joined the department?—Yes, taking the same number of hours.

1186. For which they now receive six shillings?—Yes.

1187. I find that, in this return of the goods' traffic for the month of October, 1860—and of course there was very little difference between the month of October, 1860, and the time that you joined the department in 1861 in the rate of labor—I find, in the return of goods between the month of October, 1860, and May, 1863, that, in the month of October, the average cost of moving goods per ton was 1s. 8½d., and the average cost for moving goods in the month of May last, which is only a month ago, was 2s. 2½d., being a difference of sixpence per ton simply for the labor connected with the moving of goods by the railway department. I find the cost of moving 14,942 tons of goods, which was the amount outwards and inwards for the month of May, 1863, cost the State at the rate of £373 per month more than the same quantity of goods would have cost in the month of May, 1860, or at the time you first joined the department. Can you account to the committee for this difference?—I cannot, in the absence of information, which I have no means to come at just now.

1188. Sixpence per ton goods cost more now for moving than they did at the time you first joined the department?—They should not do so.

1189. I find that, by these returns, the cost of moving goods between the month of May, 1863, and the month of October, 1860, presuming that the difference between the rate of wages in the month of October, before you joined the department, which was in May, 1861, a difference of only a few months, when the difference in the rate of wages could have been very little, and yet that it amounts to sixpence per ton more now than what it cost at that time, now that wages

J. Carruthers,
Esq.,
continued,
29th June, 1863.

are so much reduced, or at the rate of £373 per month for 14,942 tons of goods. I want to know, can you account to me for that difference?—I will endeavour to give you an answer; but I cannot give the answer just now.

1190. I find also that moving goods the same amount of tonnage outwards and inwards in Geelong, notwithstanding the difference in the rate of labor between the month of October, 1860, and of May, 1863, is ninepence per ton; it is ninepence dearer in 1863 than in October, 1860. In October, 1860 the rate of tonnage was 5¼d., and in May, 1863, the rate of tonnage was 1s. 2¼d., making a difference of ninepence per ton: can you account to the committee for this very great discrepancy?—I will endeavor to do so in both cases.

1191. There is another very serious discrepancy I find in this return; I find that, at the present time, the average cost of loading and unloading per ton at the Spencer street station is 2s. 2½d.; I find also at Geelong that the average cost of loading and unloading is 1s. 2¼d., making a difference of 1s. 0¼d. per ton between Melbourne and Geelong: can you account to the committee for that?—I will do so, also at the same time.

1192. I also find by this return that the cost of loading and unloading at Melbourne per ton is 2s. 2½d., and the cost of loading and unloading at Ballarat East is 1s. 3¼d., making a difference of 11¼d. per ton between Melbourne and Ballarat East?—May I ask what months are referred to?

1193. The last month, May, 1863?—I have not had to do with it during the month of May.

1194. Who has had to do with it during the month of May?—Mr. Jeremy.

1195. *By the Chairman.*—Were you there in April?—Yes.

1196. Can you give a return for April?—I will endeavor to do so; I will give the whole of the particulars.

1197. *By Mr. McCrae.*—I find the cost of loading and unloading goods at Ballarat East is 1s. 3¼d., and at Ballarat West it is 2s. 2½d., making a difference of 11¼d. per ton, between East and West Ballarat, to the State?—There must be some mistake about it, I think, but I will inquire into it, and report upon it.

1198. I find, by this same return, that, at Castlemaine, the cost of loading and unloading goods is 2s. 2d per ton; while at Sandhurst the cost of loading and unloading goods is 1s. 9¾d. per ton, being a difference of 4¼d. per ton between Castlemaine and Sandhurst. I want you to account for the difference between the two places?—I make the same answer, that I will inquire into it and report upon it.

1199. I find also that at Ballarat West the cost of loading and unloading is 2s. 2½d. per ton, while at Sandhurst it is 1s. 9¾d. per ton, making a difference of 4½d. per ton, between Sandhurst and Ballarat West?—I will inquire into that also.

1200. Here is a return of the passenger traffic at the following stations during the months of October, 1860, and May, 1863. I find that, in the month of October, 1860, the number of the passengers from the Spencer-street station was 28,830; while in the month of May, 1863, after the lines were all opened, the number of passengers from the Spencer-street station was only 20,614, making a difference of upwards of 8000 passengers for the month. Can you account to me for the great falling off in the number of passengers?—The comparison of those months is hardly fair, because one month is the dead winter and the other is the summer. May and June are the slackest months in the year.

1201. I find that, in the month of October, 1860 (that is only a few months before you joined the department), the cost per passenger to the State was only 2¼d. for those 28,830 passengers, when in the month of May, 1863 (that was only the last month), the cost per passenger to the State was, for 20,000, 5¾d., more than double what it cost in the month of October, 1860?—That also requires an explanation, and I have no doubt I shall be able to give a satisfactory one, but I could not from memory.

1202. I find it makes a difference to the country of £300 per month?—Yes.

1203. I find at Geelong, in October 1860, the cost per head was 3¼d. per passenger, while in Geelong in the month of May last (only last month), it was 8¼d., making a difference of 5d. per passenger; can you account for that discrepancy?—I cannot, but I have no doubt they can be all satisfactorily explained. I may name this, for the information of the committee, that I believe the last month of May the receipts were lower than they were for any month almost during the last twelve months prior to the opening to Castlemaine.

1204. Speaking now of the last month only, I find by this return that the cost per passenger, during the month of May last, was at Melbourne 5¾d., while at Geelong it was 8¼d., making a difference of 2½d. per passenger between Melbourne and Geelong. I also find that in Melbourne the cost per passenger has been 5¾d. for the month of May, while at Ballarat East the cost per passenger is 1s. 7¼d?—That is accounted for; it is the ticket collecting station, and you have to keep an additional staff there to collect the tickets.

1205. Coming now to Ballarat West: in Melbourne the cost per passenger is 5¾d., while at Ballarat West the cost per passenger is 9½d., making a difference of 3¾d. between Melbourne and Ballarat West. I want explained to the committee the discrepancy that exists between the cost of those two places?—That could be explained, I have no doubt.

1206. I find also, by this return, that the cost per passenger at Castlemaine is 6d., while at Sandhurst it is 9½d., making a difference of 3½d. more to the State at Sandhurst than at Castlemaine. Can you account for that?—I will do so along with the others.

1207. There is another matter, perhaps, you could throw some light upon: I find that, in May, 1861 (that was at the time you joined the department), there were seventeen station masters paid at an average salary of £193 per annum, while last month the number increased to forty-

four at an average of £236 per annum. Can you account for that?—There has been an increase in the salaries of nearly all the station masters.

1208. Did the returns from the different stations justify that increase?—I think so.

1209. I find, by a return in answer to a return moved for by an honorable member of the other House, one of the members for Ballaarat, that some of the Victorian stations, instead of justifying an increase, would justify a decrease in the salary of not only the station masters, but all connected with them. I would ask you, as the traffic superintendent, did the profits arising from the various stations in the interior justify the increase in the salaries of the station masters between the time that you came and last month?—I consider so, inasmuch as it is impossible to keep a man serving there as a station master at less wages than his porters.

1210. *By the Chairman.*—Why raise the station masters when you have lowered the men from 10s. to 6s. per day?—The men at the stations are paid at a higher salary than that. It was the laborers I referred to before.

1211. Why then lower the laborers from 10s. to 6s. and raise the station master?—That was an order from the commissioner, not from myself. I would like to put the committee right as to one point in relation to the pay of 1s. an hour. Those men were rushed into the sheds as they were wanted, and were perhaps standing idle the remaining portion of the day. During the week their average wages I do not think would amount to 6s. a day.

1212. You had men regularly employed at daily wages in 1861?—There were men so employed.

1213. What were they paid?—Seven shillings and sixpence to 8s. a day.

The witness withdrew.

ADDENDUM.

[Referring to the Appendices B, C, D, noted in questions 456, 457, and 459 in the foregoing evidence, it is to be remarked that the witness did not supply them, in consequence of his connection with the railways having ceased. His successor, however, subsequently forwarded the following information on the subjects.]

Question 456.—

The numbers for the first six months of the present year have been—

				First Class.	Second Class.
Murray line	..	..	..	29,609	148,774
Ballaarat do.	..	..	..	26,148	75,468
Williamstown do.	..	..	..	58,181	70,218

Question 457.—

ROLLING STOCK OF THE VICTORIAN RAILWAYS.

49 First-class carriages	4 Prisoners vans
18 Composite ditto	5 Powder vans
70 Second-class ditto	327 High sided wagons
1 State carriage	306 Medium sided wagons
2 Third-class carriages	162 Low sided wagons
38 Break vans for both goods and passenger traffic. There are also six in course of construction.	17 Horse boxes
4 Mail vans	23 Carriage trucks
	54 Sheep wagons.

Question 459.—

Say, one thousand tons per day as an outside estimate; but it would greatly depend on the class of goods that offered. About sixty tons per trip would be the average.

Locomotive Branch,
21 | 8 | 63.

JOHN JEREMY.

[*The Traffic Superintendent subsequently added the following.*]

RETURN of First and Second Class Passengers booked monthly for the First Six Months of 1863.

1863.	Main Line.		Williamstown Line.†		Ballaarat Line.		Essendon Line.	
	1st Class.	2nd Class.	1st Class.	2nd Class.	1st Class.	2nd Class.	1st Class.	2nd Class.
January ...	5,281½	28,483	11,593½	12,880	4,816	13,871½	810½	2,188
February ...	4,197	22,822	8,001½	11,549½	4,250	13,125½	1,510½	3,220
March ...	4,289	23,296½	8,231½	11,615½	3,597½	11,611	1,794½	4,013
April ...	6,672½	29,114	10,787	13,008½	5,894½	15,240½	3,051	6,549½
May ...	5,179	24,320	10,869½	11,426½	4,325½	11,796½	761	2,813½
June ...	3,990	20,739	8,698	9,738	3,264½	9,823	720½	2,683½
	29,609	148,774½	58,181	70,218	26,148	75,468	8,648	21,467½
	Total First Class ... ..		...		...		122,586	
	Do. Second Class ... ..		...		...		315,928	
	Together ... ..		...		...		438,514	

JAMES DOWN,
Audit Clerk.

MONDAY, 6TH JULY, 1863.

Members present:

The Hon. W. H. F. MITCHELL, in the Chair;

The Hon. T. T. a'Beckett

The Hon. J. McCrae.

Mr. William Meeke Fehon examined.

Mr. W. M. Fehon,
6th July, 1863.

1214. *By Mr. McCrae.*—How long have you been connected with the Victorian railways?—Since the first opening for traffic in January, 1859.

1215. In what capacity have you been connected with the Victorian railways?—The first year and a-half I was in the Melbourne goods shed; since then, in the audit office.

1216. What situation do you now hold in the audit office?—Second clerk.

1217. Were you connected with any other railways before you came to Victoria?—Yes.

1218. In what capacity?—I was with the Eastern Counties, in England, and the Great Western, in Canada.

1219. In what capacity?—A clerk.

1220. What were you in Canada?—More especially connected with the goods.

1221. You were connected with the goods traffic department in Canada?—Yes.

1222. For how long?—For two years.

1223. And you are now in the audit department here?—Yes.

1224. May I ask you what is the business of the railway audit here? what does it comprehend? what do you do?—We check the returns of passengers, parcels, and goods traffic.

1225. Who is the head of it?—Mr. Down.

1226. *By the Chairman.*—As first clerk?—Yes.

1227. *By Mr. McCrae.*—How many clerks have you in your office at the present time?—There are twelve, including Mr. Down; one clerk has left us to-day.

1228. Last week there were thirteen, including Mr. Down?—Yes, but three are supernumerary clerks.

1229. What do you mean by supernumerary clerks?—Clerks sent in to learn their duties.

1230. To do nothing?—No; they assist in the office at the books, to become acquainted with the general routine of railway business.

1231. I understand that they are clerks?—They are clerks, but they are not appointed to the audit office; ten is the staff of the audit office. Last week we had thirteen, now we have twelve; and the other two might leave in a short while, or they might stay with us.

1232. I want to know what is the business of the supernumeraries?—They assist in the office generally, in checking the daily returns.

1233. I find, in an answer given to me by Mr. Down, he said there were only nine clerks in that office besides himself; now I find that there were, at the time he gave the evidence, three more than he answered to before this committee. I want to know, positively, how many clerks there were in that office on Wednesday, the 24th of June?—There were thirteen, altogether.

1234. May I ask you at what time were those three clerks added to your office?—I think all within the last two months.

1235. They were not all appointed at the same time?—They are not fresh appointments, except in one instance; the others have been removed from the traffic staff to acquire a knowledge of our duties.

1236. Then those three clerks were added to your office within the last two months?—Yes, within the last two months.

1237. Can you inform me, had those clerks been applied for by Mr. Down?—I cannot inform you that.

1238. Were they expected at the office at the time they were appointed?—I think not.

1239. And what have they been doing since they have been appointed?—They have been mostly checking the daily returns of the passenger traffic.

1240. Have they been doing anything?—Oh yes!

1241. *By Mr. a'Beckett.*—Were they wanted?—No I might say we could do the work well enough with the permanent staff

1242. You could have done the work without them?—Yes. In fact, the work has been done a long while without.

1243. Was there any requisition sent in for additional assistance?—Not that I am aware of.

1244. Do you consider them as permanently connected with the audit department?—No. In fact, they are paid from the traffic branch; the audit office is paid from the secretary's office.

1245. Then, although in your department, they are not paid from that branch of the expenditure?—No.

1246. *By the Chairman.*—Would you explain—that if a clerk was sent from the goods shed to be sent up the country to be a clerk at a railway station, he would be, perhaps, a month or two in your office to be made acquainted with the duties he would have to perform; is that so?—Yes.

1247. *By Mr. McCrae.*—Has that been acted upon?—In this instance.

1248. *By Mr. a'Beckett.*—In point of fact, those parties came into the office to know untine of the business?—Yes.

1249. What reason have you for making that statement? how do you know the cause of their coming there? did you hear it from them?—From Mr. Down.

1250. They were introduced to the department?—Yes.

1251. *By Mr. McCrae.*—Can you inform the committee what the audit staff costs the department in salaries?—Yes, I can; I think £2260.

1252. Am I to understand from you, that those whom you term supernumeraries have been merely sent there to learn their business?—Yes. I understood so.

1253. And not as a part of the audit staff?—No, I should think not. In fact, as I have said before, one clerk has left to-day, and gone to Castlemaine.

1254. *By Mr. a'Beckett.*—When you talk about learning their business, it is learning their business with reference to doing duty in the Victorian railways, which they are intended to perform?—Yes, to make out the proper returns.

1255. *By Mr. McCrae.*—Do you not think £2260 is a very large amount for all the work that is done in your office?—There are a great many hands for that salary. They are mostly young people; in fact, young people do as well as men on full salaries.

1256. Do you not think a less number of clerks in your office might do the work quite as efficiently as now? Answer that question straight-forwardly and honestly. Do you not think a less number of hands in your office would do the work quite as efficiently as those ten, or twelve, or thirteen?—I have no doubt the work could be got through with a slight reduction.

1257. What do you call a slight reduction?—We might spare one of the hands, but it would make the work, of course, harder upon those who had to do it.

1258. *By the Chairman.*—Then what you save in hands, you would expend in salaries, of course?—I think so. If you put more work on a man, you must pay him a better salary; the majority of the hands in the office are paid small salaries.

1259. Of those nine, how many officers are constantly away examining on the line?—Mr. Lilly and Mr. Stewart Down take the smaller stations, and I take the large stations.

1260. Then there are three of you constantly away inspecting?—I am away about two days in a week.

1261. *By Mr. McCrae.*—I put a question to Mr. Down—“Does the nine you have just mentioned include all the hands, young and old, in your office,” and Mr. Down answered, that they did, the whole staff—“the whole of my staff, I make ten.” I cannot understand that answer given by Mr. Down, knowing at the same time that he had three more than what he had just stated to the committee. Are they not considered a part of the audit staff for the time being?—They are doing no other duty.

1262. *By Mr. a'Beckett.*—They may be here to-day and gone to-morrow?—They might be.

1263. I understand you, they are not supposed to be permanently belonging to the department?—No; separate cheques are drawn for their payment.

1264. Does this frequently occur, or is this the first time you have had clerks sent into the office?—This is the first.

1265. There were three, and there are now two?—Yes.

1266. Do you know whether the other two are intended to be sent to any particular places?—Not that I am aware of.

1267. But I want to understand the thing. Of course similar duties would have to be performed on the distant stations?—Booking clerks and goods clerks have to make certain returns to the audit officer, and they acquire a knowledge of the returns required from them.

1268. Does it require a two months' apprenticeship, as it were, to ascertain that?—It is all according to the class of men.

1269. A man of ordinary intelligence, could not he make himself acquainted with what is necessary to be done, by being in your department a less time than two months?—Yes.

1270. Could not a man of ordinary intelligence ascertain sufficient to enable him to perform similar duties, merely upon an explanation, and a looking over the books?—If he had a precedent in the books; that would answer his purpose.

1271. He would learn as much in one day as he would learn in one month, if he were an intelligent man, and the thing were explained to him?—Yes. We have had great difficulty with many of the people up the country, from their being deficient in that knowledge.

1272. I understand you to say, speaking of men of ordinary intelligence, that they ought to be able to understand it from explanation in a very short time, by going to the office and looking over the books?—There is nothing very difficult in it. Our duties have been increased 50 per cent. from the inaccuracy and inefficiency of the station masters and others, not knowing their duties in that respect.

1273. *By Mr. McCrae.*—At the time those three men were taken into your office, was it understood that they were merely taken into your office to be transferred to some place up the country, or some other office? was that explained?—Mr. Down understood that new appointments would have to be a short time in the audit office. I believe Mr. Down and the secretary had some conversation upon that subject, as to the desirability of new appointments passing sometime in the audit office.

1274. Did Mr. Down make any statement to you that those were merely *pro tem.*?—Yes. He understood that.

1275. *By Mr. a'Beckett.*—Who have taken the places of those persons in the traffic department? do you know whether their places have been filled up?—No, I believe not. One clerk came from the Ballarat goods shed, where business has rather fallen off. Another is from the Melbourne parcels office, and the third one was a new appointment.

Mr. W. M. Fehon,
continued,
6th July, 1863.

1276. But two out of the three were persons that it was found the falling off in the traffic enabled them to be dispensed with at a particular spot?—Yes.

1277. *By Mr. McCrae.*—And the third was a new appointment?—Yes.

1278. *By Mr. a'Beckett.*—From your experience, do you think it is likely you will have to add to your staff, or diminish it?—I do not think we shall have to add to it.

1279. As experience is obtained, do you find that you could simplify the carrying on the office?—The work has been very much simplified during the last two or three years.

1280. Then there has been many new appointments in the department the last few years?—Yes. We have had a great number of new appointments, but with the opening of new stations, the detail of the work increases very much, and it requires a number of hands to check the detail.

1281. *By Mr. McCrae.*—From your own previous experience in connection with the railway department, both at home and in Canada, are you capable of giving an opinion with respect to the general management of the Victorian railways?—I think I can, with respect to the goods traffic more particularly, and I have had a great deal of experience in that.

1282. You have told the committee you joined the department in 1859?—Yes.

1283. May I ask you the rate of wages in 1859 and in 1860, compared with the present rate of wages—I mean for labor?—As to the laboring men, there is a different system now. Laborers then received 1s. an hour; now, they are paid by the day.

1284. *By Mr. a'Beckett.*—Six shillings a day?—Yes.

1285. *By Mr. McCrae.*—Do you consider that an advantage to the department, paying the laborers by the day, compared to paying them by the hour?—I prefer paying them by the hour at a reduced rate. I think the department would save by reverting to the old system.

1286. *By Mr. a'Beckett.*—I understand you only put them on as they were wanted, by payment by the hour?—Yes.

1287. Do not men require to be paid at a higher rate, having that sort of casual employment, than having steady employment?—I think you could get laborers at nine pence an hour.

1288. At the London docks there is a recognised class of men ready to be employed at any chance job that may be offered; do you think this colony would give you such a chance now, from the condition of the labor market?—I think we could get the same class of men that we have by paying by the hour.

1289. *By Mr. McCrae.*—Can you account to the committee for the difference in the cost of handling goods between October, 1860, and May, 1863? I find, that in the month of October, 1860, there were 8600 tons of goods sent outwards, and received inwards at a cost of 1s. 8½d. per ton; while, in the month of May, there were 14,942 tons, at a cost of 2s. 2½d. per ton, making a difference to the department of £373 for the 14,942 tons for the month of May, notwithstanding the reduced rate of wages. Can you account to the committee for the cause of that difference?—The system has also been altered as respects way-billing goods; that is, invoicing goods up country.

1290. *By Mr. a'Beckett.*—Would that account for the difference of cost? is the new system more expensive?—Yes.

1291. Why was it adopted?—I have no control over that.

1292. Who has the control over that?—The traffic superintendent.

1293. Who is the traffic superintendent now?—Mr. Carruthers; he is not acting at the present time.

1294. Who performs his duties?—Mr. Jeremy.

1295. Can you explain the difference between the two systems?—Yes.

1296. Just explain the difference between the two systems—to show the difference between the way-billing and the other system?—Under the old system, when the truck was loaded, the carters' notes went to the office, and from these carters' notes the way-bill was made; but, at the present time, the goods, as they are received, are passed over the scale, and the carter's note of that individual consignment is handed into a box to the clerk way-billing at the scale.

1297. What do you mean by a scale?—The platform scale in the shed for weighing goods, at the present time in the Sandhurst shed, and the Ballarat shed; there are four clerks in each. Under the old system of way-billing the tonnage in October, 1860, whatever the tonnage might be, I do not remember it at the present time, was done by one clerk in each, the trucks being loaded, and the consignment notes going to the office after the truck was completed weighing.

1298. What is the advantage of the change?—I am at a loss to see the advantage; I do not see, under the present system, the claims are less than they were.

1299. Was it supposed that it would diminish the number of claims?—Yes, I suppose so.

1300. What led to the alteration of the system?—I cannot say.

1301. Who can tell us that?—Mr. Carruthers.

1302. *By Mr. McCrae.*—Are you conversant with the rates and classification of goods?—Yes. I have got the classification in my pocket, I think [*producing the same*].

1303. *By Mr. a'Beckett.*—They are published, I suppose?—Yes, they are published.

1304. *By Mr. McCrae.*—Do you think that it could be improved upon—this goods classification?—Under this classification we have four classes of goods.

1305. *By Mr. a'Beckett.*—Have you anything to do with the classification?—I have not.

1306. Upon whom rests the responsibility of the classification?—The traffic superintendent.

1307. Does he classify in consultation with anybody, or in conference with anybody?—*Mr. W. M. Fehon, continued, 6th July, 1863.*
I am not in a position to answer that question.

1308. *By Mr. McCrae.*—Can you throw any light upon any improvement of the classification?—When I was in the goods shed, in the early days of the Victorian railways, there were three classes of goods; now, there are four, besides a mineral and timber class.

1309. *By Mr. a'Beckett.*—That makes six?—Yes. Merchandize is classed under four heads.

1310. *By Mr. McCrae.*—Can you offer the committee any suggestion how this classification can be improved on?—I think it is advisable to simplify the classification as much as possible, where there is no competition. In England, it is usual to have a complicated classification, for the purposes of competition; but, as there is no competition on the Victorian railways, we might, I think, simplify the classification.

1311. *By Mr. a'Beckett.*—Is not there the competition of the roads?—Yes; but I am alluding to the competition of another line of railway.

1312. Does not the competition by the road correspond to the competition on another railway?—No.

1313. Do you not find those things can be taken cheaper by the road than by railway?—I do not think in sufficient quantities to pay the carriage.

1314. Do not you find that the carriers still convey goods by their carts?—Yes, they do.

1315. Upon roads parallel to the railway?—Yes.

1316. Is not that actual proof of competition?—It is competition, as far as rates are concerned.

1317. Exactly?—But that has no reference to classification.

1318. But it is not with reference to general goods that you convey, but with reference to particular goods, this competition can be brought to bear?—More especially with regard to back traffic, the agricultural produce of the country, and other things, coming to the seaboard.

1319. That is exactly an illustration. Is there not a difference in respect of goods being taken back upon the empty trucks?—Yes, that would alter the rates.

1320. Is there any difference in the rates upon returned trucks and trucks going down?—Firewood and timber are carried as a return traffic, at a reduced rate.

1321. Anything else as a return traffic, at a reduced rate?—Wool is carried at a special rate.

1322. What do the carriers take in competition with the railways? what constitutes the back loading of carriers?—Mostly hides and horns, and farm produce.

1323. Why cannot you adopt a classification that would enable you to take them?—I think that a reduction in the rates would meet that, instead of altering the classification.

1324. *By Mr. McCrae.*—Under what system could the greatest amount of revenue be attained?—Do you refer to traffic in general?

1325. Yes, traffic in general, classification or measurement?—I do not know how far measurement would apply to the interior. Formerly we carried by measurement on the Geelong road, and we do still on the Williamstown road; not on the Geelong road.

1326. Why not?—The system was altered at the opening of the road to Ballaarat.

1327. Was it altered with advantage?—I think we got more by charging measurement than by carrying by classification.

1328. Do you know what is the rate from Melbourne to Geelong, deadweight, at the present time?—There are four rates.

1329. Do you know the four rates?—Ten shillings and five pence, 12s. 6d., 15s., and 19s. 2d.

1330. Nineteen and two pence is the highest rate?—Yes.

1331. May I ask you, Are all goods, no matter of what description, carried by deadweight to Geelong?—Yes.

1332. All goods?—All goods.

1333. Even a case of slops, or a case of hats, which is of large bulk and very little weight?—It would pass over the scale.

1334. Does that pay?—No.

1335. *By Mr. a'Beckett.*—Then why do you take them?—I am not in a position to answer that; more would be derived from the same article by measurement.

1336. *By the Chairman.*—You say more would be derived by measurement with regard to those goods?—Yes.

1337. By measurement when they carried on the highest class, because those are carried on the highest class?—Yes.

1338. *By Mr. McCrae.*—Suppose a case of hats, which is a very large case, two of them taking up a truck?—It would be very light, three hundred weight would be the outside.

1339. *By the Chairman.*—What is the third-class rate to Geelong from Melbourne?—Fifteen shillings.

1340. What is it by boat?—The boats charge 7s. per ton measurement.

1341. *By Mr. a'Beckett.*—That would be a much higher rate in the case of hats than charging by weight, even if it were double the ordinary price?—Yes; hats would be a very light article, the case would be the heaviest part of the consignment; the public actually pay more by boat.

1342. Then, of course, the more business you do with Geelong at those rates the greater the loss to the department?—I cannot say it is run at a loss.

1343. You say it does not pay?—I give an opinion, that I think more would be made by measurement.

Mr. W. M. Fehon,
continued,
6th July, 1863.

1344. *By Mr. McCrae.*—Do you think that a considerable amount of more revenue would be derived from charging deadweight and measurement, than from classifying goods?—I believe there would be.

1345. Then you think a return to the old system would be a great improvement upon the present?—I think so.

1346. In every respect?—I believe it would.

1347. Do you think that if the present system was altered that the goods traffic would be increased?—I think we should compete fairly with the boats, and I believe our tonnage would be increased.

1348. Do you know, are more goods sent now by sea to Geelong than by railway?—I am not in a position to say what goes by the boats; I can tell you what our tonnage has been, at any time.

1349. Can you inform the committee what officer in the department could give evidence as to the past and present methods of conducting the Geelong traffic?—Yes; I think those who conducted it under the old system, and are now conducting it under the present.

1350. Who are they?—Mr. Bruce and Mr. Anderson were both with the Geelong company, they are at present in the service; and Mr. Fyffe, he used to do the Melbourne part of the business, and I think they are the best informed on the point.

1351. Now we will go on to the timber traffic. Here is a return furnished by Mr. Down respecting the timber traffic: I find in January, 1863, there was carried from Woodend, Middle Gully, and Gisborne, 2356 tons of timber, at an average rate of about 6s. 6d. per ton. I want to know from you, if you are able to give the information to the committee, whether the department loads and unloads this timber?—I believe the timber is unloaded for the purpose of getting the use of the rolling stock quicker; but, according to the agreement, the owner of the timber should load and unload it himself.

1352. I find that the cost of moving goods at Melbourne is 2s. 2½d. per ton. Does that apply to timber as well as other goods?—It includes all tonnage.

1353. I find there is 2s. 2d. a ton to take off the 6s. 6d., making 4s. 4d. per ton?—I do not think it is fair to take the average cost per ton as regards timber; that can be unloaded much more cheaply.

1354. *By Mr. a'Beckett.*—That would increase it on the other?—Yes, it would.

1355. *By Mr. McCrae.*—Making the average amount for carrying timber 4s. 4d. per ton from Woodend, and Middle Gully, and Gisborne, do you think 4s. 4d. per ton pays the department for the carriage of timber?—Sawn timber is carried at 10s. a ton, but firewood at 4s. per ton.

1356. *By Mr. a'Beckett.*—How do you make that an average of 6s. 6d. per ton?—I have not made an average.

1357. *By Mr. McCrae.*—I made the average myself. I calculated what was brought down in the month of January, and the amount received from the carriage of that timber, and I struck the average at 6s. 6d. a ton?—If you take the sawn timber at 10s. and firewood at 4s., the average would be 7s.

1358. *By Mr. a'Beckett.*—You say the parties are bound to load and unload for themselves, only that you unload for the purpose of getting the use of the trucks quicker?—Yes.

1359. Where is the timber discharged? have you a depôt for it at the station?—At Spencer street.

1360. And they are allowed to take it away at their leisure, I suppose?—They move it away rapidly.

1361. Is there any particular time in which they are bound to move it?—They would be pushed to move it.

1362. If you pushed without effect, what would you do?—They would be charged storage.

1363. How do you charge storage? so much per week?—One shilling per ton, per day, for the first day; it is prohibitory almost.

1364. Did you ever charge it, and get it?—I believe it has been recovered in a few instances.

1365. Then, you do not press them to remove it, unless you are pressed for room yourself?—In Melbourne, all the goods are sent to Mr. Dowling's store. The Government have no storage in their own sheds. Mr. Dowling has a store for the goods.

1366. Do you pay him, or does he pay you, for the privilege?—I am not in a position to say.

1367. Who could tell us that?—The contract would be entered into from the secretary's office.

1368. Does he then make charges to the public?—Yes.

1369. *By Mr. McCrae.*—Do you consider the present method of conducting the timber traffic the best that could be adopted?—I have been used to a different system in Canada. I had a large timber traffic to conduct there, and we charged per truck. We had no cognizance of the measurement or the number of pieces; all we looked to was to see the truck was not overloaded. They loaded and unloaded themselves.

1370. *By Mr. a'Beckett.*—Then, I suppose, you lent them the truck?—At a certain price.

1371. You placed the truck at their disposal, and all that you did was to see it was not overloaded?—Yes; and if they neglected to unload it within twelve hours, we charged them demurrage.

1372. *By Mr. McCrae.*—And they loaded and unloaded?—Yes; and if we unloaded, we charged for it.

1373. *By Mr. a'Beckett.*—Is the Woodend line as favourably situated for receiving timber traffic as the line you speak of in Canada?—Yes; the Middle Gully station is a most complete station for timber business. Mr. W. M. Fehon,
continued,
6th July, 1863.

1374. Is the timber traffic increasing on the Government lines?—Yes, it has increased.

1375. *By Mr. McCrae.*—Can you account to the committee for the great falling off in the number of passengers between October, 1860, and May, 1863? I find, in October, 1860, there were 28,830 passengers, and in May, 1863, with all the stations in the interior of Victoria open, there were only 20,614, making a difference of upwards of 8000 passengers. Can you give any reason for that?—One reason, I think, the digging districts are getting depopulated to some extent.

1376. I find, in October, 1860, the cost per head was 2½d., and in May, 1863, it was 5¾d., making a difference to the country of 3½d. per head, or upwards of £300 per month. Can you give any explanation to the committee for this extraordinary state of things?—Simply, that there are more hands employed at the present time than there were then.

1377. That is the only reason you can give?—I think salaries, as a rule, are higher. I can give it you during the two corresponding months.

1378. *By Mr. a'Beckett.*—Say May, 1861, and May, 1863?—In May, 1861, the number of passengers booked at Melbourne station was 25,499; May, 1863, you have got.

1379. Take Williamstown; say for May, 1861?—Booked at Williamstown station, 6653.

1380. In October, 1860, what was it at Williamstown?—Ten thousand three hundred and forty-two.

1381. What was May, 1863, for Williamstown?—Eight thousand six hundred and eighty-one.

1382. *By Mr. McCrae.*—Take the corresponding months; say May, 1861, and May, 1863, for Geelong?—That is no criterion, because in May, 1861, the Ballarat-road was not open; traffic would all be centred in Geelong, to be forwarded up the country by the carriers and coaches.

1383. Take the passengers for May, 1861?—Seven thousand seven hundred and sixty-five. Those were the passengers booked in Geelong.

1384. Now take May, 1863?—May, 1863, 4830. But of those 7765 in May, 1861, many booked at Geelong, and then came on to Melbourne by the railway, they having been brought by the coaches from the interior. Now, a great many are booked right through to Ballarat, who would formerly be booked only to Geelong.

1385. I find that, in October, 1860, the cost to the department, per passenger, was 2½d. per head, while in May, 1863, the cost, per head, was 5¾d., more than 100 per cent. difference, making at the rate of £300 per month extra in the charge of the passenger department at Spencer-street. Can you account for that?—I cannot.

1386. *By Mr. a'Beckett.*—Look at November, 1860, and see what was the number of passengers?—The number in November, 1860, was 29,623½. In excess of October.

1387. *By the Chairman.*—Now give us November, 1861?—That will not be a fair average at all, because I see there are 10,354 booked for Essendon.

1388. *By Mr. McCrae.*—Exclude Essendon altogether?—November, 1862, it is 28,029. It should be observed, that the charges of passengers to the Essendon station are also included in the return.

1389. Can you account for the extraordinary difference that exists in the present management of the Victorian lines and the different stations in the interior, compared with the Melbourne station? can you account to the committee for the extraordinary difference that exists in the expenses of the different stations?—If there is a large number of passengers, that will reduce the cost per passenger. The Melbourne station will always stand a comparison better than any other station in that respect; the expenses of the Williamstown station, too, are comparatively light, and therefore the average will be lighter than the up-country stations. There is not a very great difference between the number booked at Castlemaine, Sandhurst, and Ballarat.

1390. Is that how you account for it?—It is the difference of expense at those up-country stations, but at Melbourne and Williamstown the average would be much more favorable.

1391. At Williamstown it is less than half what it is at Melbourne?—At Williamstown there is only the station master and two or three porters; but at Melbourne there is a large parcels business done; the parcels business entails the necessity of parcels clerks, all chargeable against the passenger revenue.

1392. Speaking of Williamstown, there are, at the present time, two distinct trains from Williamstown to Melbourne, one for goods and one for passengers?—Yes, they are carried distinct.

1393. Do you not consider that that is quite unnecessary, inasmuch as the goods trucks could be attached to the passenger trains from Williamstown to Melbourne, and from Melbourne down to Williamstown?—It was tried in the early days—the passenger trains carried goods, but I do not know the reason of its being discontinued.

1394. Do not you think the old system might be resumed with advantage?—I cannot say.

1395. Do you not consider it will be an advantage to run the Williamstown trains oftener—say every hour, and attach goods trucks to them, the same system as is adopted by the Melbourne and Hobson's Bay Company?—I think we should give greater facility to the people bringing ships along side the pier by running oftener during business hours. I know very often people go by the Sandridge railway, and cross over by the boat, in preference to waiting for the Williamstown train.

The witness withdrew.

THURSDAY, 9TH JULY, 1863.

Members present:

The Honorable J. P. FAWKNER, in the Chair;
 The Hon. J. McCrae | The Hon. W. Degrares.
 „ W. H. F. Mitchell

Mr. Lawrence James Rochfort examined.

Mr. Rochfort,
9th July, 1863.

1396. *By Mr. McCrae.*—How long have you been connected with the railway department?—Since January, 1859.

1397. In what capacity?—As pay clerk.

1398. Have you been pay clerk all the time?—Yes.

1399. Do you pay all salaries and wages?—All in the traffic department.

1400. Do you keep a record of the number of people employed at each station?—Yes.

1401. Could you tell the committee the number of people employed at the Melbourne goods station in May, 1861, and May, 1863, distinguishing clerks, porters, and the amounts paid for laborers' wages?—I can.

1402. Will you give the committee that information?—In May, 1861, there were one station master and thirteen clerks, and fifteen porters, pointsmen, and gatekeepers. The amount paid for laborers wages in May, 1861, was £400 11s. 9d. In May, 1863, there was one station master, forty-five clerks, and fifty-seven porters, including pointsmen and gatekeepers. The amount paid for laborers' wages in May, 1863, was £480 6s.

1403. *By Mr. Degrares.*—Does that item for laborers' wages include the clerks, or the porters, or gatekeepers?—No, that is for extra labor.

1404. *By Mr. McCrae.*—What was the difference in the rate of laborers' wages between May, 1861, and May, 1863?—I cannot tell the rate of laborers' wages in May, 1861; I could tell June, 1861. In June, 1861, the rate of wages was one shilling per hour; it is now from six shillings to seven and six pence a day.

1405. *By the Chairman.*—Can you say how many hours a day they work now?—I do not know.

1406. *By Mr. McCrae.*—Can you give the committee the same information for Geelong as you have already given for Melbourne?—For the goods traffic in May, 1861, there were two clerks, two porters, and a pointsman, and £34 13s. 6d. was paid in that month for labor. In May, 1863, there were six clerks, six porters, and one pointsman.

1407. *By Mr. Degrares.*—At what rate of salary were those clerks employed?—From £250 a year to £100 a year.

1408. How were the porters paid?—The foreman porter 9s., another at 8s., and the other 7s. 6d.; the pointsman 8s., and £15 15s. was paid for labor in that month.

1409. How many laborers had you in that month?—In the first fortnight of May there was £4 10s. paid to three men, and in the last fortnight of May there was £11 5s. paid to four men.

1410. That is what you call extra labor?—Yes.

1411. Are the porters supposed to do the bulk of the work?—Yes, they are the permanent men of the goods sheds; the other men are only called in when there is extra work.

1412. *By Mr. McCrae.*—Could you give the same information for the Williamstown pier for the same months?—In May, 1861, there were six clerks, two porters, and two pointsmen, and a sail-maker. The pier-master is included in the number of clerks.

1413. *By Mr. Degrares.*—And the station-master also?—He is the station-master.

1414. Was there an assistant station-master?—There is now.

1415. Who is pier-master?—Captain Blackburn.

1416. What did he get?—In May, 1861, £350; the chief clerk £300, two clerks £175 each, and the other clerks 10s. per working-day.

1417. What wages did the porters get?—The foreman got 11s. a day, the other got 10s. a day; the two pointsmen had 8s. a day each, and the sail-maker 12s. a day.

1418. Was there any extra labor?—Yes; the extra labor for that month, including the horse hire, was £215 4s. 9d.

1419. *By Mr. McCrae.*—Can you give the committee the same information for May, 1863?—In May, 1863, there were one pier-master at £400 a year, and seven clerks; one at £300, two at £175, two at £150, and two at £100; ten porters at 7s. 6d. a day; one pointsman and one watchman at 8s. a day each; and one sail-maker at 11s. a day; and extra labor, including horse hire, £124 17s. 3d.

1420. *By Mr. Degrares.*—What is the object of having a sailmaker?—To mend the tarpaulins for putting over the trucks.

1421. *By the Chairman.*—How many horses have you there?—One horse.

1422. *By Mr. Mitchell.*—Can you give the total amount paid at the pier in May, 1861, and the total amount paid in May, 1863?—In May 1861, £377 18s. 5d., and in May 1863, £415 7s. 4d.

1423. *By the Chairman.*—Can you tell me the number of vessels at the pier at each time?—No.

1424. *By Mr. McCrae.*—Can you inform the committee whether there are any roadside stations without porters?—Yes, there are two, Steiglitz Road and Duck Ponds; I do not mind Cowie's Creek, there is very little traffic there.

1425. Do these stations do any goods traffic?—The Duck Ponds does. I do not know whether Steiglitz Road does; there was a porter at Steiglitz Road until about four or five months ago, when he was removed from there to a station on the main line.

1426. There is no porter there now?—No.

1427. There is no goods traffic at the Steiglitz Road?—I believe not.

1428. But there is at the Duck Ponds?—Yes.

1429. And there is no porter there?—No.

1430. Is there much goods traffic to the Duck Ponds?—I do not know.

1431. Who manages the goods traffic at the Duck Ponds?—I should say the station-master; there is no one else there, unless the parties that bring the goods to the station load them up.

1432. Do you know what has been the lowest rate of salary paid to station-masters?—£100 a-year has been paid to that station-master. In 1861 there were three station-masters at £100 a year; that is, the Duck Ponds station, on the Geelong line; and the Launcefield Road, and Riddell's Creek, on the main line.

1433. So that, in point of fact, those station-masters have been very little better than porters themselves? their position is very little before a porter?—The station-master at Duck Ponds had to do porter's work; at Lancefield Road there was a porter, and also one at Riddell's Creek.

1434. What are those station-masters paid now, that had £100 a-year in 1861?—They are paid £200 a-year now.

1435. *By Mr. DeGraves*—Who has got the advancing of these people's salary?—It would be the traffic superintendent.

1436. *By Mr. McCrae*—At the time those station-masters were receiving that low salary of £100 a-year, what wages were the porters receiving?—There were no porters with the station-masters at the time they received this salary, and the porters were paid at that time as follows:—Head porters at the Melbourne passenger and goods shed, 11s. a day, stowing porters at the Melbourne goods shed, 9s. a day, and the other porters, 8s. a day.

1437. Can you inform the committee what those porters are receiving now?—The head porters are receiving 9s. a day, and the others 8s., and 7s. 6d. When a man enters the service he is on probation for three months at 6s.

1438. Were all the roadside stations paid at the same rate?—No, the rest of them, I think, in 1861, were paid £150, except Footscray, which was £183.

1439. *By Mr. Mitchell*—What was Diggers' Rest in 1861?—£300 a-year.

1440. *By Mr. McCrae*—What is the present salary of those that received £150 a-year then?—£200.

1441. They are all receiving £200?—Yes.

1442. Take the stations open beyond Kyneton on the Mount Alexander line, and open beyond Geelong on the Ballarat line, how many new stations are there?—Eight on the Mount Alexander line, and eight on the Ballarat line.

1443. Were all the station-masters, appointed to these stations, promoted from the old staff?—No.

1444. How many were new appointments?—They were all new appointments, with the exception of the Sandhurst station-master; he had been station-master for many years at the Werribee; he had been station-master there under the old Geelong company.

1445. There was only one of these station-masters appointed from the old staff?—Only one as station-master.

1446. Do you pay any other items of expenditure besides salaries and wages?—Yes, I pay claims.

1447. Is each claim charged against the station incurring that claim?—I do not know whether it is charged against the station, or against the line.

1448. Have you always paid claims?—No; I have paid them now for about twelve months.

1449. Upon whose authority do you pay them?—The authority of the commissioner. The claim, when investigated by the traffic superintendent, is sent up to the commissioner; if he approves of the payment, it is sent down to me and I pay it, and I mark on it the day of payment, and send the papers back to the superintendent's office.

1450. Is the amount paid for claims now less in proportion than when fewer clerks were employed?—I cannot answer that question. I do not know, unless I had my book here; I have not my book with me. There are a great many claims paid by the accountant that I would not know anything about.

1451. How many clerks were employed in the traffic superintendent's office in 1859, 1860, 1861, 1862, and at present, taking the month of May in each year?—In 1859 there was a chief clerk, myself, and a messenger, in the traffic superintendent's office; as well as I recollect, in 1860, there was the same; in 1861 the same; but, if there was any extra work to be done, they generally got a clerk from the goods sheds for a few days. In May, 1862, there was a chief clerk, and three other clerks, and a messenger; in May, 1863, there were seven, including two superintendents, the chief clerk, and the messenger.

1452. Can you give the cost of that department in May, 1859, 1860, 1861, 1862, and 1863?—In May, 1860, £129 3s. 4d. was paid for salaries; in May, 1861, £139 11s. 8d.; in May, 1862, £111 5s.; and in May, 1863, £331 5s.; that includes the pay of the supernumerary station master; and supernumerary clerk, who goes about relieving at the stations.

1453. Is the traffic superintendent's salary included in that?—Yes.

1454. And the assistant traffic superintendent's salary?—Yes.

Mr. Rochfort,
continued,
9th July, 1863.

1455. *By Mr. Mitchell.*—What were the actual clerks employed in this office in all these years?—In May, 1860, a traffic superintendent at £500 a year, chief clerk at £400, pay clerk at £250, storekeeper £200, and two messengers at £200; one of these was at the goods shed, though he was paid at and charged to the traffic superintendent's office. On the 1st October, 1860, the stores were handed over to the Government storekeeper. In May, 1861, there was a traffic superintendent £500, chief clerk at £350, pay clerk £275, and one messenger £100. In May, 1862, there was a traffic superintendent £500, chief clerk £375, one clerk at £200, one clerk at £120, one clerk at £80, messenger £60. In May, 1863, there was a traffic superintendent £750, assistant superintendent £550, chief clerk £450, one clerk at £300, an inspector of gatekeepers £175, three clerks £150 each, and one at £100 (that is the messenger; he is classed as junior clerk).

1456. *By Mr. McCrae.*—Can you give the committee information for Castlemaine, Sandhurst, Ballarat East, and Ballarat West for the month of May last, the number of people employed at the goods stations, clerks, porters, and the amount paid for laborers' wages?—I can give the total amount. In Castlemaine, in the month of May, 1863, the amount paid for the goods station was £189 14s. 6d.; at Sandhurst £209 19s. 10d.

1457. This includes clerks' salaries and expense of labor?—Yes, everything. Ballarat East £70 13s. 4d., and Ballarat West £267 14s. 4d.

1458. Do you pay the clerks in the audit department?—I paid three last month, but one of them has been sent up to Castlemaine.

1459. What did you pay for salaries to these three?—One of them at £150, another at £100, and the third at £80 a year.

The witness withdrew.

FRIDAY, 10TH JULY, 1863.

Members present:

The Honorable J. P. FAWKNER, in the Chair;
The Hon. C. Vaughan | The Hon. J. McCrae.

Mr. William Meeke Fehon further examined.

Mr. W. M. Fehon,
10th July, 1863.

1460. *By Mr. McCrae.*—What is that document you hold in your hand?—A return asked for at my previous examination.—[*The witness handed in a return, showing the number of tons of goods received at and forwarded from, and the number of passengers booked at, Melbourne and Geelong, from October, 1860, to May, 1863. The number of the staff, and the amount paid for extra labor, and average cost per passenger and per ton of goods, and the total amount of salaries and wages. Vide Appendix R.*]

1461. Do you know anything of this return, which was handed in to the committee? Do you know who got up that return—[*handing a return to witness*]?—It came from the accountant's office.

1462. It is not signed by the accountant?—I know the writing. It is from the accountant's office.

1463. *By the Chairman.*—You say that from knowing the hand-writing?—Beyond that; some of the information was asked for from our office by the accountant. I would like to explain in relation to the return I have handed in to-day (Appendix S.), that that return actually contains more information than was asked, but I have given it in that form to substantiate my former evidence. In my former evidence I have stated, that the system in operation in the early days of the Victorian railways was a more complete system, and a more economical system than the present, and I have drawn up the return in that form to substantiate my evidence. I must also say, the passengers booked on to the Essendon line from the Melbourne station are not included, but expenses in connection with booking; and the portage, in connection with putting those passengers into the train, is included in the expense, but it forms a very small item. Mr. a'Beckett asked for it, exclusive of the Essendon traffic.

1464. You could not deduct that?—Not well. Mr. a'Beckett's wish was to exclude the Essendon traffic, so that race-day and other large number of passengers riding on extra occasions should not be taken into account.

1465. *By Mr. McCrae.*—I find by this return that the number of passengers booked to Melbourne in the month of October was 28,830?—Yes.

1466. The total amount for that same month was £289 0s. 8d.; the total number of station-masters and clerks for that month was three—one station-master and two clerks; the total number of porters and pointsmen was sixteen for past month, and the average cost per passenger for that month was 2½d. per head for 28,830 passengers. I find that, in the month of April, that is, the recent month, there were 23,000 (that is, 5000 less) passengers booked at Melbourne, at a cost to the department for the month of £446 5s.; that in that month there were seven station-masters and clerks, twenty-seven porters and pointsmen, at a cost to the department of 4½d., or almost double the cost in the month of October, 1860?—Yes.

1467. *By the Chairman.*—You are perfectly sure you have compared those figures, and they are right according to the books?—Yes; I cast out all those averages, and they have been checked.

1468. And you have carefully compared it, so as to be sure you are correct according to the books?—Yes.

1469. *By Mr. McCrae.*—Can you give the committee any reason for this extraordinary

increase in the numbers of the staff, and the increased expense, between the month of October, 1860, and April, 1863?—

Mr. W. M. Fehon,
continued,
10th July, 1863.

1470. *By the Chairman.*—Do you know sufficiently yourself to tell the committee any reason?—With the extension of the road the parcels business would increase. It would require some addition to the number of porters to look after the large number of parcels, horses, carriages, and dogs, and that class of traffic; but beyond that I could not account for it.

1471. That is, as to the traffic?—That is included in the passenger amount.

1472. It is quite clear you would not want more people to look after the passengers, because there were less passengers, but more people would be required to look after the goods?—Not the goods, but merely articles travelling by passenger trains—parcels, and horses, and carriages.

1473. *By Mr. McCrae.*—Would that account for that extraordinary difference, that in the month of October, 1860, there were only nineteen altogether on the permanent staff in Melbourne, while in April, 1863, there were thirty-four on the permanent staff, instead of nineteen; while there were at the same time upwards of 5000 passengers less?—There is another thing: The quantity of the rolling stock has been increased very much since that time, when more men would be required to wash the carriages and keep them clean; that would account for it in some measure, but not to the extent shown in that return. They are trifling things in the detail, but in the aggregate they form a large item.

1474. *By the Chairman.*—Do you recollect when Mr. Mitchell took charge?—It is about a year and eight months, I think, since.

1475. Can you recollect how long it was before Mr. Wright took charge after Mr. Mitchell was appointed?—Mr. Nash was there for some while.

1476. Can you recollect that?—I think Mr. Wright has been there about a year.

1477. *By Mr. McCrae.*—I find that, in the month of October, 1861, there were entered outwards and inwards at Melbourne 14,016 tons of goods; at that time there were fourteen station masters and clerks in the goods traffic department, and sixteen porters. I find that, in the month of May, last month, there were 14,000 tons, almost the same quantity of goods as in October, 1861. There are about 900 tons of goods more, while there are forty-six station masters and clerks, and fifty-seven porters. Can you account for that in any way to the committee?—I can account for that in some measure. As I stated in evidence the last time I was before this committee, by the system having been altered of forwarding goods.

1478. *By the Chairman.*—It is more than threefold?—It would not make that difference. It would make nothing like that difference. At the first date you mentioned there were only a few men permanently appointed as porters; all others were paid at the rate of 1s per hour.

1479. Then at that time you had daily laborers as well?—Yes. There are day laborers at the present time, as well in addition to the staff you have mentioned.

1480. Does this total of salaries and wages include the daily laborers as well?—Yes; the other is merely a subdivision of the total amount.

1481. *By Mr. McCrae.*—Can you explain to the committee the extraordinary difference between the cost of the tonnage between Geelong and Melbourne for the month of May, viz.:—2s. 2½d. as against 1s. 2½d.?—

1482. *By the Chairman.*—Has it come within the scope of your knowledge, why that is so?—No. In fact, in my position, connected with the audit office, I am not supposed to know. I do not think an explanation can be given by anybody. I mentioned, in answer to a question at the last meeting, the names of three gentlemen who could give some information as to the former method and the present method.

1483. *By Mr. McCrae.*—Do you not consider that a large reduction might be made in the whole railway staff without impairing the efficiency of the department?—Yes.

1484. A large reduction?—Yes. I am speaking, in answering questions of that sort, more from my previous experience in railways than from my present position; because from my present position I am not supposed to know anything of traffic management.

1485. I find by this return that, in the month of January, 1861, there were 22,750 passengers booked at Melbourne; and in the month of January, 1863, there were 21,238 passengers booked at Melbourne. That in the month of January, 1861, the total number of clerks and station-masters was four—the number of porters and pointsmen, fifteen—while, in January, 1863, the number of station-masters and clerks was ten—and the number of porters and pointsmen was thirty-one, making nineteen station-masters, clerks, and porters, in 1861, as against forty-one in 1863, while the difference in the number of passengers was not much over 1000?—Yes.

1486. *By the Chairman.*—Does it consist with your experience of railways that that should be the case?—No; but during some of those months you will find that the staff had been more numerous than they are at the present time—that is accounted for in some measure by the road opening to Sandhurst and Ballarat. Those people were appointed before they were actually required, and they were learning their business for a short period at the Melbourne station; therefore, the charges against the Melbourne station would appear more at that time than was actually necessary.

1487. You are sure you could not have made any mistake in those higher figures? they could not have put down more than the books really are, by way of mistake?—No; that was called to me from the rough draft I made out first; that is all my figuring. I made the document out myself.

1488. *By Mr. Vaughan.*—It has been compared, of course?—Yes. There was an immense deal of work in making out the detail of it

The witness withdrew.

F. C. Christy, Esq., examined.

F. C. Christy,
Esq.,
10th July, 1863.

1489. *By the Chairman.*—What are you?—Locomotive superintendent of the Victorian railways.
1490. Stationed where?—At Williamstown and Melbourne; I live at Williamstown.
1491. You travel from one to the other?—Yes.
1492. Had you been engaged in the railways before you came to the colony?—Yes. Always on railways, more or less; that is, manufacturing engines for railways, but not employed on a railway directly as an employé of the railway, but on my own account, engineering.
1493. Manufacturing rolling stock?—Building engines.
1494. How many engines have you in charge?—We have seventy-seven. [*Schedule of engines handed in.*]
1495. That is, engines?—Yes, locomotives.
1496. How many carriages have you under your charge in that department?—[*Schedule of rolling stock subsequently furnished.*]
1497. Are they all in use? or what proportion of them is in use?—There is about one-third of the second class in use; about fully half of the first constantly running.
1498. *By Mr. McCrae.*—And how many of the locomotives?—Between twenty and twenty-seven running every day.
1499. *By the Chairman.*—If I understand you rightly, there is only one-third of the second class carriages in use?—About one-third running every day.
1500. Do you think it proper to have two-thirds lying idle? Do you think it necessary to have twice as many lying idle? do you require that number to be ready for use?—Yes.
1501. Double the number you are using?—Yes. A good many are undergoing repairs, and at different stations they may be required. For instance, every station requires a certain number of carriages, and we run the trains with as few carriages as we possibly can, always keeping a surplus to put on if required for more passengers.
1502. You think the public service requires twice as many ready to supply a press of passengers?—There ought to be three times the number of carriages to that actually in the trains.
1503. You do not consider you have a superabundance of engines, of locomotives, or carriages?—We are rather short of first-class carriages at the present moment. We have sufficient second-class. We have more engines at the present moment than we are actually using, but as the traffic increases, the engines become gradually worn, and require repairs. I do not consider we have any too many to work the lines economically.
1504. Is the trade increasing?—It is not just at present; but I should add, the engines are all new, and therefore we are not requiring any of the new ones to undergo repairs, so that to a certain extent engines are standing idle; but in a year or two, as the engines require repair, we shall have none too many.
1505. *By Mr. McCrae.*—What is the average cost of locomotives?—The cost of the last passenger engines is £2850 at home, and the goods engines £3100. They have cost from £200 to £400 after they have come out for repairing, from ship damage, from rust, painting, and erecting, and other additions; that includes everything, the lamps, tail-ropes, and all appurtenances.
1506. *By the Chairman.*—To make them fit to go to work?—Yes.
1507. *By Mr. McCrae.*—Does that include the freight?—No; the freight is £250 additional to what I have given as the first cost.
1508. How many working hands have you employed at Williamstown in the locomotive department?—One hundred and fifty-one. The total at all stations is 315.
1509. How are those men employed?—A certain portion of them are engine drivers, a certain portion firemen, a certain portion cleaners, a certain portion repairers, a certain portion erecting new work, and others who bear part of the working expenses, such as greasing carriages and attending to the out duties.
1510. Could you give the committee a return of how those men are employed and what they are paid?—Yes.—[*Schedule furnished.*]
1511. Might I ask you, at this stage of the committee's investigation, what is the amount weekly you expend for wages at Williamstown?—£550. About £1088 a week, including all the working expenses of the locomotive branch—every expense in wages.
1512. *By the Chairman.*—All that comes under your direction?—Yes, £1181, inclusive of store charges and coalmen, but these men are under the storekeepers charge.
1513. *By Mr. McCrae.*—Might I inquire of you, how much of that £1088 a week is paid for repairs?—For the quarter ending 31st March, 1863, the average cost per week for repairs was £237; this includes supervision, clerks, store charges, &c., for all the lines. I will give you the repairs in detail for the last quarter. [*The witness handed in the same.—Vide Appendix S.*]
1514. This return is for the three months ending the 31st March, 1863?—Yes; the return for the last quarter is not yet finished.
1515. I find, by this return, that the working expenses and repairs for the three months were £21,648, that is at the rate of £7000 per month?—That is working expenses and repairs—that is including the whole. What I answered to before as £1088 a week, was only the salaries and wages; so that the total working expenses, including all stores, fuel, wages, salaries, and working expenses, would be £21,648.
1516. *By the Chairman.*—Then does the difference between the two items of £1088 and £7000 arise from fuel, oil, and repairs?—It includes fuel and oil. I will give it exactly by the return taken from the books.

1517. Does that include the expenses of all the carriages that go up to Bendigo, and Ballarat, and Geelong, and everywhere else?—It includes every expense.

1518. You are not at any expense at other places?—We have included the whole of the engines—the cost of everything connected with the engines, the cost of everything connected with the carriages, and the cost of everything connected with the waggons; all of which is entirely under my supervision, and I have given it in my return.

1519. If it is paid for at Geelong, you include it in your return?—Yes, everything.

1520. *By Mr. McCrae.*—Speaking of the Williamstown line, I find there are two distinct trains from Williamstown to Melbourne, one for goods and one for passengers?—Yes.

1521. Do you not think that it would tend to reduce the expense very much if you had two trains—one to take the goods and one to take the passengers by the one locomotive—in the one train?—

1522. *By the Chairman.*—Would it, or would it not?—I do not think it would. The pier is rather a long pier, and we have no shunting engine on the pier, it takes half an hour to run from the Melbourne station to the Williamstown terminus, and it would take at least twenty minutes or half an hour to shunt goods on to that station; so that we could not leave the terminus under an hour or an hour and a quarter; whereas, we have left every three quarters of an hour with the passenger trains.

1523. Could you not put on a small locomotive as they do on the Hobson's Bay line, and have your goods trucks up in time to attach to the passenger train?—We could do that, no doubt, but I do not think there would be any saving in it. We are now running with only one engine, and running 200 miles a day; the passenger engine runs constantly excepting one hour in the day. There are two drivers and two firemen to work that engine, because the hours would be too long for one. There is one goods engine which takes one driver and one fireman; and if we ran that as a passenger engine, and it did the whole of the goods, we should also require a shunting engine which would require a driver and a fireman; the wages would be the same, and the only question would be the saving of fuel as between a large and a small engine.

1524. You would have this advantage, that you would have a train running every hour with both goods and passengers; whereas, it is every hour and a half or every two hours now, and you would be able to compete with the Hobson's Bay line; whereas, you cannot compete with it now?—That is assuming we ran two engines for the passenger trains.

1525. Having one passenger train and the same locomotive to take your goods up, and attach the goods trucks to the passenger trains every hour as they start from Williamstown?—You would require to run two engines and two trains to run every hour. Now we run one passenger train, and one passenger engine, and one goods engine with produce, which makes two trips a day with about forty waggons each trip.

1526. *By the Chairman.*—Does that carry all the goods that come to you?—Yes; there are no goods left behind. It makes two trips, one at twelve o'clock in the day and one at six o'clock in the evening, and that clears the whole pier. The passenger engine is a light engine with a light train running every hour and a half from Melbourne, except at the interval of one hour in the middle of the day. The mid-day train having been dispensed with this last month, the passenger train having to stop at a good many stations, and having a good many junctions to pass over, I think it advisable to be as light a train as you can conveniently run for passenger traffic. That is one reason why we have kept them light for the passenger traffic and run the goods separately.

1527. So that you do not think it would be an advantage to the department to adopt the same system as they adopt on the Hobson's Bay line?—I think it would be a positive loss. We are working now in the cheapest way we possibly can. It has been a matter that has been carefully considered by the present engineer-in-chief, myself, and Mr. Darbyshire, when he was engineer-in-chief. You would save no power by it; you would have as many engines at work; on the Hobson's Bay line you have only one stoppage, and we have six, including the termini.

1528. *By Mr. Vaughan.*—Where is that to?—From Williamstown to Melbourne.

1529. *By Mr. McCrae.*—Referring to these returns, do not you think that this seems a very great sum for the working expenses and repairs for these three months, £21,648?—I do not think our working expenses are high; I do not think that amount is large, taking it upon the mileage we are running, as compared with English returns, which I have. I find our working expenses compare most favourably with the working expenses at home; there they vary from tenpence half-penny, to about one and threepence per mile; whereas, ours are from one and tenpence half-penny to two shillings and a half-penny, and our wages here are nearly three times what they are at home, and our fuel is from five to six times higher, and our other stores are much more costly.

1530. So that you do not think any very great saving could be effected in the working expenses of this department by using strict economy?—I do not think any very great saving could be effected. In some matters I think a saving could be effected. I think the present system of purchasing and dispensing stores is not so cheaply worked as it might be. But then the Government have to consider that they must keep a thorough check upon all their officers, and there is a much greater check attempted to be kept (if it is not kept) under the Government than there is in private companies. For instance, our stores are bought by the Government storekeeper, and transmitted to a general storekeeper, and I have to requisition upon the general storekeeper for these stores. Sometimes it takes six weeks to three months to get what I require.

1531. *By the Chairman.*—Who has the ordering and selecting of the stores to see that they are what they should be, when they are tendered? Do you, or some other party in the department, see that they are such goods as you require?—The stores' lists are made out for the

F. C. Christy,
Esq.,
continued,
10th July, 1868.

quarter, and are submitted to me, and I check them, whether there is anything more than is required or anything omitted; then they are sent up to the Government storekeeper, and obtained through the existing contracts; those contracts are made by the Government storekeeper, duly advertised, and the tenders approved by the tender board; and after having been approved, anything that is required in the quarter is obtained from this schedule. Should it not be on the schedule, it is then requisitioned for by me upon the engineer-in-chief; the engineer-in-chief upon the Government storekeeper; the Government storekeeper gets the approval of the minister, and it is then advertised, and tendered for separately.

1532. That does not answer the question. I wanted to know whether anybody examines those things, to see that they are the things really wanted, and to see that they are not inferior, or things that really would not be the best to be had in the market?—Those that are for my branch of the railway department are examined by my foreman and they are examined also by the storekeeper.

1533. That is to say, they are examined by some head in the place where they are going to be used, to see they are suitable?—Yes, they are examined very strictly.

1534. *By Mr. McCrae.*—How do you suggest that a saving might be possibly effected in the working expenses?—In the first place, I think a saving might be effected in the purchase of the stores. I believe the coals might be bought by any commercial firm at thirty-six shillings to thirty-seven shillings per ton; whereas, they are costing forty shillings. I believe a saving might be effected there; that is, I believe that, were the Government to send their agent to the owners of the pits in New South Wales, and make a direct contract with the railway department, they might get their coals delivered to the railway department at from thirty-five to thirty-seven shillings, instead of forty shillings per ton, and perhaps lower. I believe also that the store system might be improved upon. For instance, in the working of my branch, I do not get the stores sufficiently readily for my men; and the men themselves are waiting very frequently, from there not being stores in each of the shops. I believe that each shop should have its small store, and a workman, when he wanted anything, should be able to go, without losing a minute, to this place and obtain it. At the present time a workman has to wait for the messenger. There are two messengers go round, and if two or three men are waiting, the one man has to wait till his turn comes, the messenger having to get an order for the article from the shop foreman, that order has to be taken to the general store. If those persons who are serving in the general store are attending to anything else, the messenger has to wait until he can be served at the store; he then has to return to the workman who asked for the article, and bring the article to the workman.

1535. *By the Chairman.*—And during that time the men are standing idle?—During that time several others may have been waiting; and this man has to stand idle with others who may be wanting anything also.

1536. A local store for things wanted every day would prevent that?—Yes, that would prevent it. I have been a manufacturer all my life before I came here, and each fitting shop had its store and each smith's shop had its store, and there was a general store; so that a smith, if he wanted a small matter, could go at once and take, say, a bar of iron; he would enter what he used on his slate, and it would be entered from his slate into the books. We adopt that system now in keeping our accounts. At present, if a smith requires ten pounds off of a bar of iron of a hundredweight, he has to send to the general store for the bar, then he brings it into the smith's shop. The general store charges us with the hundredweight, though we only use ten pounds of it. The smith enters the ten pounds on the slate and Mr. Strong, my bookkeeper, has to use his discretion between the store and the smith's slate.

1537. *By Mr. McCrae.*—Who instituted this round about method?—The Government; it is the general system. The plan I would propose to obviate this is, that either the Government storekeeper should purchase as he does now and deliver to the general storekeeper—I consider the railways ought to have a general storekeeper—or let the general storekeeper purchase direct with the sanction of the engineer-in-chief; but that the goods should be delivered to me quarterly, that I should have at least a quarter's stock in hand, and that my signing for that quarter's stock should be sufficient guarantee to the Government that I have had them, and stock should be taken every six months. That should be a sufficient guarantee to guard against the Government being robbed by anybody, or to show if I am deficient. I should be answerable by receiving the stores every three months and taking stock every six months. I consider that every possible check would be adopted that would be necessary.

1538. Can you suggest any other saving that might be made in the working of your department?—I think we are working higher than we need work. Our trains are badly arranged, and this is difficult to obviate, because the traffic only admits of three trains on the main line per day; the consequence is, that the 101 miles which it is, is not enough for an engine to run in one day, and 202 miles is too much for her to run for two days running, and we are obliged to run the 200 miles one day and give a day in shed to the men and engine the following day, virtually only running 101 miles per day. The amount of mileage run by each engine in England is about 150 miles a day; therefore, from the present arrangement of the trains, only having three on the main lines, we do not get a sufficient amount of work out of our engines, and the same on the Ballaarat. Four trains would give us 100 miles out and 100 miles in, and we could make two 100 mile trips the next day and be in shed the third day. With four trains a day they could run backwards and forwards, and come to their own end again; whereas, now, if we run a third trip, viz., with one engine 100 miles one day, and 200 miles the next, she would be at the wrong end, and we have to pay expenses to the driver and fireman from being at the wrong end, that is, away from home.

1539. So that you are obliged, under the present system, to give less mileage to the men than you would do under other circumstances, that is to say, if the line was extended a little further? Suppose the Mount Alexander line was extended to Echuca, then you would be able to give the men more mileage?—No, I think not, because the engines which would run between Echuca and Sandhurst would be a different class; they would be lighter, and not suited for the whole journey.

1540. *By the Chairman.*—Would the traffic be equal to that?—No, that is what makes our working expenses high in proportion to England, because there there are plenty of trains to adjust the running of the engines.

1541. *By Mr. McCrae.*—It would not be remedied until the population increases?—It would not be remedied till the population increases.

1542. *By the Chairman.*—Could you do with less men?—I think not with less men at the present time. I am always giving strict attention to that. If I find there is the slightest chance of reducing men, I bring it before Mr. Higinbotham's notice. These last two years we have gradually decreased, from using coke at £6 10s. 10d. per ton, to coals at 45s., and subsequently at 40s. per ton; and generally we have a better arrangement, by which we have decreased from 2s. 10½d. to 2s. 2d., and now to 2s. 0½d. per mile this quarter, and our trains are now heavier than they used to be; so that we have gradually decreased our working expenses per mile.

1543. *By Mr. McCrae.*—What is the cost per mile on the Hobson's Bay line, do you know?—I do not know, but they have got very small engines, and a very level line; they have a twelve-inch cylinder against a seventeen-inch cylinder, which is the size of our goods engine.

1544. *By the Chairman.*—You have rises in some places of 1 in 60, or 1 in 70?—We have four miles of 1 in 52, and two miles and a half of 1 in 50 in another place, and one mile and a half of 1 in 50 in another place.

1545. What is it on the Hobson's Bay?—As nearly level as possible.

1546. *By Mr. McCrae.*—Could there be no saving made in the rate of wages at Williamstown paid to the working men—the tradesmen?—The men lately have complained to the engineer-in-chief, that they are paid under the current commercial rate of wages. I am not of opinion that they are. About every six months we write to each manufactory in Melbourne to get the current rate of wages, that our men may be paid the fair average rate and no more. The rate we are paying now is the fair current rate of the pay generally throughout Melbourne, but I have letters returned from the manufacturers this last week again, to be submitted to Mr. Higinbotham, and we are going through that matter.

1547. *By the Chairman.*—You look to Mr. Higinbotham as your superior?—Yes, Mr. Higinbotham is my superior.

1548. Do you make all your returns to him?—All my returns are made to Mr. Higinbotham. I think it is very important, that every possible economy of labor should be adopted on railways, and with that view I have reported several times whenever I could see any amount of labor that was useless, and Mr. Higinbotham has always readily gone into the matter, and he is now going to take a tour through the lines, to see if we can economise labor in any way in the greasing and coaling, making the greasers at the different stations do the coaling. I am of opinion the coaling should be altogether in my hands. At present the general storekeeper has that department in his hands. The interest, of course, of myself, is far greater than that of the general storekeeper, to see the least possible amount of labor is used in coaling my engines, and I have a right to that, I think, under my charge. That is the case in all the lines in England, that the storekeeper has never anything to do with the coaling men.

1549. *By Mr. Vaughan.*—It is your prime interest to do it?—Yes.

1550. *By Mr. McCrae.*—Is there any other saving you could suggest to the committee at the present moment?—No; I think the lines generally, as regards the engineer-in-chief's branch, are as cheaply worked as can be; I think the lines could not be worked more cheaply under the Government, but I believe, commercially they could be worked slightly cheaper. I consider Government never can work so cheaply as a commercial company. There is not a line in the world which has a finer set of men than we have in the locomotive branch.

1551. Are the gatekeepers and pointsmen under your control, or in the locomotive branch?—They are not under my control.

1552. Those that attend to the semaphores—the telegraph?—No, they are under the traffic department. The last month the gatekeepers have been transferred to the engineer-in-chief's department.

The witness withdrawn.

ADDENDUM.

[*The witness subsequently handed in the following documents.*]

Question 1508. How many working hands have you employed at Williamstown in the locomotive department?—*Answer.* (151) One hundred and fifty-one.

Total number of hands employed is 315.

151 at Williamstown	31 at Geelong
74 Melbourne	4 Werribee
22 Sandhurst	23 Ballarat
3 Kyneton	2 Lal Lal
2 Sunbury	
1 Woodend	315 Total men employed.
2 Castlemaine	

F. C. Christy,
Esq.,
continued,
10th July, 1863.

Question 1510. How are these men employed, and what are they paid?

Answer—

WILLIAMSTOWN.

- 1 Loco. foreman, 25s.
- 12 Turners—One at 14s., seven at 13s., one at 12s. 6d., one at 12s., one at 10s., one at 9s.
- 33 Fitters—Nine at 13s., five at 12s. 6d., ten at 12s., one at 11s. 6d., six at 11s., one at 10s., one assistant ditto, at 8s.
- 7 Boilersmiths—Four at 13s., three at 12s. 6d.
- 2 Coppersmiths—One at 14s., one at 13s.
- 1 Assistant ditto at 7s.
- 1 Brassmoulder at 15s.
- 1 Assistant ditto at 7s.
- 7 Carpenters at 10s.
- 3 Patternmakers at 12s. 6d.
- 4 Painters—Two at 11s., two at 9s.
- 4 Truck carpenters—One at 12s., two at 10s., one at 9s.
- 7 Blacksmiths—One at 14s., six at 13s. 3d.
- 8 Strikers at 9s.
- 2 Stationary engine drivers—One at 10s., one at 9s.
- 13 Shop laborers—Three at 8s., ten at 7s. 6d.
- 3 Holders up—Two at 9s., one at 8s. 6d.
- 10 Boys—One at 7s., three at 6s., one at 5s., five at 4s.
- 2 Store laborers at 8s.
- 3 Drivers—Two at 15s., one at 13s.
- 3 Firemen—Two at 11s., one at 10s.
- 1 Timekeeper at 12s.
- 1 Watchman at 9s.
- 1 Cleaner at 8s.

Carriage Shed.

- 1 Carriage foreman at 15s.
- 3 Carriage fitters—One at 11s., two at 10s.
- 3 Carriage builders—One at 11s., one at 10s., one at 9s.
- 3 Carriage trimmers—One at 12s. 6d., two at 11s.
- 1 Ditto ditto (female) at 6s.
- 4 Carriage painters—One at 13s., one at 10s., two at 9s.
- 2 Carriage lifters—One at 9s., one at 8s.
- 1 Laborer at 7s. 6d.
- 1 Boy at 4s. 6d.
- 1 Weaver at 8s.
- 1 Ditto (female) at 6s.

151 Total number of men employed at Williamstown.

MELBOURNE.

- 2 Foremen—One at 18s., one at 15s.
- 18 Drivers—Three at 15s., seven at 14s., eight at 13s.
- 18 Firemen—Four at 11s., fourteen at 10s.
- 4 Carriage and truck greasers—Two at 12s., one at 10s., one at 7s.
- 3 Truck lifters—One at 10s., two at 9s.
- 1 Boy at 3s.
- 1 Carriage builder at 10s.
- 4 Yard laborers at 8s.
- 1 Blacksmith at 11s.
- 2 Boys—One at 4s. 6d., one at 3s.
- 4 Fitters—Two at 13s., one at 12. 6d., one at 10s.
- 14 Cleaners at 8s.

MELBOURNE—continued.

- 1 Washer out at 9s.
- 1 Lighter up at 9s.
-
- 74 Total number of men employed at Melbourne.

SANDHURST.

- 1 Foreman at 18s.
- 5 Drivers—Two at 15s., one at 14s., two at 13s.
- 5 Firemen—Two at 11s., three at 10s.
- 6 Cleaners at 8s.
- 1 Yard laborer at 8s.
- 2 Carriage and truck greasers at 10s.
- 1 Lighter up at 9s.
- 1 Fitter at 13s.
-
- 22 Total number of men employed at Sandhurst.

KYNETON.

- 2 Carriage and truck greasers at 10s.
- 1 Pumper at 8s.
-
- 3 Total number of men employed at Kyneton.

SUNBURY.

- 1 Carriage and truck greaser at 8s. 6d.
- 1 Pumper at 7s. 6d.
-
- 2 Total number of men employed at Sunbury.

WOODEND.

- 1 Pumper at 13s.

CASTLEMAINE.

- 2 Carriage and truck greasers—One at 10s., one at 8s.

GEELONG.

- 1 Foreman at 18s.
- 8 Drivers—Two at 15s., three at 14s., three at 13s.
- 8 Firemen—Three at 11s., five at 10s.
- 7 Cleaners at 8s.
- 3 Carriage and truck greasers at 10s.
- 4 Fitters—One at 13s., one at 12s. 6d., two at 10s.
- 31 Total number of men employed at Geelong.

WERRIBEE.

- 4 Pumbers at 7s.

BALLAARAT.

- 1 Foreman at 18s.
- 7 Drivers—Three at 15s., one at 14s., three at 13s.
- 8 Firemen—Two at 11s., six at 10s.
- 4 Cleaners at 8s.
- 1 Carriage and truck greaser at 10s.
- 1 Truck lifter at 10s.
- 1 Fitter at 13s.

23 Total number of men employed at Ballaarat.

LAL LAL.

- 1 Truck lifter at 9s.
- 1 Pumper at 13s.
-
- 2 Total number of men employed at Lal Lal.

Question 1511.—What is the amount you expend weekly at Williamstown ?

Answer.—£550 per week. Total expenses for all the lines £1088 per week. Store charges, including coalmen, £93 per week extra.

F. C. Christy,
Esq.,
continued,
10th July, 1863.

Question 1513.—What is paid a week for repairs ?

Answer.—For the quarter ending 31st March, 1863, the average cost per week for repairs was £237 ; this includes supervision, clerks, store charges, &c., for all the lines.

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F. C. CHRISTY.

LOCOMOTIVE ENGINES, CARRIAGES, WAGONS, ETC., ON THE VICTORIAN RAILWAYS.

LOCOMOTIVES.

No. of Engine.	No. of Engine.
1 Goods engine.	39 Goods engine.
2 Passenger engine, undergoing repair ; damaged by contractors.	40 or "Sirocco," from Geelong Railway Co., out of repair, in bad order when received from Geelong Co.
3 Goods engine.	41 Goods engine.
4 Passenger engine, undergoing repair ; damaged by contractors.	42 or "Hurricane," ditto ditto ditto.
5 Goods engine.	43 Goods engine.
6 Passenger engine.	44 or "Cyclone," ditto ditto ditto.
7 Goods ditto.	45 Goods engine.
8 Passenger ditto.	46 Passenger engine.
9 Goods ditto.	47 Goods ditto.
10 Passenger ditto.	48 Passenger ditto.
11 Goods ditto, out of repair ; damaged by contractor.	49 Goods ditto.
12 Passenger engine.	50 Passenger ditto.
13 Goods ditto, undergoing repair ; damaged by contractors.	51 Goods ditto.
14 Passenger engine.	52 Passenger ditto.
15 Goods ditto, ballasting.	53 Goods ditto.
16 Passenger ditto.	54 Passenger ditto.
17 Goods ditto, out of repair, having met with accident.	55 Goods ditto.
18 Passenger ditto.	56 Passenger ditto.
19 or "Goliath," from Geelong Railway Co., ballasting.	57 Goods ditto.
20 Passenger engine.	58 Passenger ditto.
21 or "Sampson," from Geelong Railway Co., in bad order, as received from Geelong Co.	60 Ditto ditto.
22 Passenger engine.	62 Ditto ditto.
23 Goods ditto.	64 Ditto ditto.
24 Passenger ditto.	66 Ditto ditto.
25 Goods ditto.	68 Ditto ditto.
26 Passenger ditto.	70 Ditto ditto.
27 Goods ditto.	72 Ditto ditto.
28 Passenger ditto.	74 Ditto ditto.
29 Goods ditto.	76 Ditto ditto.
30 Passenger ditto.	78 Ditto ditto.
31 Goods ditto.	80 Ditto ditto.
32 Passenger ditto.	82 Ditto ditto.
33 Goods ditto.	84 Ditto ditto.
34 or "Titania," from Geelong Railway Co.	86 Ditto ditto.
35 Goods engine.	88 Ditto ditto.
36 or "Oberon," from Geelong Railway Co.	90 Ditto ditto.
37 Goods engine.	92 Ditto ditto.
38 or "Typhoon," from Geelong Railway Co., out of repair, met with accident, and in bad order when received from Geelong Co.	94 Ditto ditto.
	96 Ditto ditto.
	77 Total.

F. C. Christy,
Esq.,
continued,
10th July, 1863.

LOCOMOTIVES—*continued.*

Daily under steam, working passenger trains	...	...	...	10
" in shed ditto ditto	...	...	...	6
" under steam, working goods trains	...	...	...	13
" in shed ditto ditto	...	...	...	nil
" under steam, shunting	...	...	...	4
" ditto ballasting	...	...	...	3
Out of repair	...	...	...	10
Undergoing examination and repair at Williamstown	...	...	...	3
New engines not yet finished erecting	...	...	...	10
" finished erecting, but not running	...	...	...	8
Stand by engines	...	...	...	7
Light passenger engines	...	...	...	2
Spare goods, with hands, at Melbourne	...	...	...	1
				<hr/>
				77
				<hr/>

CARRIAGES AND VANS.

49 First class carriages.	38 Break vans, for both passenger and goods traffic. There are also 6 in course of construction.
18 Composite carriages.	4 Mail vans.
70 Second class carriages.	4 Prisoners vans.
1 State carriage.	5 Powder vans.
2 Third class carriages.	

WAGONS, &c.

327 High-sided wagons.	17 Horse boxes.
306 Medium-sided wagons.	23 Carriage trucks.
162 Low-sided wagons.	54 Sheep wagons.

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F. C. CHRISTY.

LOCOMOTIVE BRANCH.—RETURN No. 1.

DETAILS OF THE ITEMS INCLUDED IN WORKING EXPENSES AND REPAIRS FOR THE YEAR 1862.

The working expenses of engines includes wages of foremen, drivers, firemen, cleaners, water supply, yard laborers, cleaning pits, &c., a portion of the salaries of locomotive superintendent and clerks, a portion of the wages of timekeeper and laborers delivering stores, a portion of the salaries of storekeeper and clerk and storeman, wages of coalmen, also the holidays allowed to drivers, firemen, and cleaners, amounting to £590, fuel, water, gas, oil, and sundry stores, board and lodging expenses for drivers and firemen, when away from their homes, and carriage of stores.

The repairs to engines includes a portion of the salaries of locomotive superintendent and clerks, storekeeper and clerk, the wages of locomotive fireman, fitters, and laborers employed on repairs, all stores used, including duplicate parts of engines and depreciation of wheels.

The working expenses of lines includes supervision, wages of carriage and truck greasers, watchmen, grease, oil, &c., used for greasing carriages and trucks, and for this year the following extra items have been included, viz. :—the holidays of fitters, turners, smiths, laborers, &c., amounting to £886 7s. 1d., adding 0.32d. per train mile to the expenses, also £117 15s. 6d., time allowed to men who had received injuries whilst at their work. An increase has also arisen from the bad common grease supplied, and in the use of oil for trucks.

The repairs to carriages includes a portion of the salaries of locomotive superintendent and clerks, storekeeper, clerks, and storemen, wages of foremen, trimmers, builders, &c.

The repairs to trucks includes a portion of the salaries of locomotive superintendent, &c., wages of foreman, truck lifters, carpenters, &c.

The repairs to machinery, tools, &c., includes lathes, stationary engines, and tools repaired during the year.

The whole of the following salaries are included in locomotive returns:—Locomotive superintendent and clerks, storekeeper and two clerks, two fuel clerks, and three storemen, which are diffused over the account at a per centage on the amount of labor done to working expenses of engines, repairs of engines, carriages, trucks, and construction.

The storekeeper, clerk, and storeman were not included in the locomotive returns for the year 1861.

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F. C. CHRISTY.

LOCOMOTIVE BRANCH.—RETURN No. 2.

PASSENGER AND GOODS TRAINS.

F. C. Christy,
Esq.,
continued,
10th July, 1863.

Total Working Expenses and Repairs for the Twelve Months ending 31st December, 1862.

	£ s. d.		Cost per Train Mile.	Cost per Total Mile.
	s.	d.	s.	d.
Working Expenses of Engines, including Fuel, Water, Oil, and sundry Stores; Wages of Foremen, Drivers, and Firemen, Cleaners, Coalmen, and Supervision, and Store Charges ...	48,023	0 1	1 5·23	1 0·41
Repairs to Engines, including Supervision, Wages of Foreman, Fitters, and Laborers, and sundry Stores... ..	9,591	16 6	0 3·44	0 2·48
Working Expenses of Lines, including Wages of Watchmen, Carriage and Truck Greasers; Grease, &c.; Time allowed for holidays and accidents	3,657	12 11	0 1·31	0 0·94
Repairs to Carriages, including Supervision, Wages of Foreman, Fitters, Trimmers, &c., and sundry Stores	3,113	4 2	0 1·12	0 0·81
Repairs to Trucks, including Supervision, Wages of Carpenters and Laborers, and sundry Stores	2,243	7 8	0 0·81	0 0·58
Repairs to Machinery, Tools, Turntables, &c., including Wages and Stores	868	18 3	0 0·31	0 0·22
	£67,497	19 7	2 0·22	1 5·44

Detail Account of Working Expenses of Engines for the Twelve Months ending
31st December, 1862.

	£ s. d.		Cost per Train Mile.	Cost per Total Mile.
	s.	d.	s.	d.
Supervision	2,206	12 6	0 0·79	0 0·57
Wages of Drivers and Firemen	11,722	12 1	0 4·21	0 3·03
„ Cleaners, Coalmen, Laborers, &c.	6,712	13 0	0 2·41	0 1·73
Cost of Coal (9,608 tons 1 cwt. 3 qrs.)	21,270	14 10	0 7·63	0 5·50
„ Wood	872	8 10	0 0·31	0 0·23
„ Water	1,139	0 1	0 0·41	0 0·29
„ Oil, Tallow, and Waste	2,183	16 2	0 0·78	0 0·56
Sundries—Board and Lodging Expenses for Drivers and Firemen, Gas, &c.	1,697	7 7	0 0·61	0 0·44
Pumping Water... ..	217	15 0	0 0·08	0 0·06
	£48,023	0 1	1 5·23	1 0·41

MILEAGE for the Year 1862.

Train Miles	668,707
Shunting and piloting	260,264
Total	928,971

F. C. Christy,
Esq.,
continued,
10th July, 1863.

LOCOMOTIVE BRANCH.—RETURN No. 2—continued.

PASSENGER AND GOODS TRAINS.

WORKING Expenses and Repairs for the Twelve Months ending 31st December, 1862.

	MAIN LINE.						WILLIAMSTOWN LINE.						GEELONG LINE.						BALLAARAT LINE.																	
				Cost per Train Mile.			Cost per Total Mile.						Cost per Train Mile.			Cost per Total Mile.						Cost per Train Mile.			Cost per Total Mile.											
	£	s.	d.	s.	d.	s.	d.	£	s.	d.	s.	d.	s.	d.	£	s.	d.	s.	d.	s.	d.	£	s.	d.	s.	d.	s.	d.								
Working Expenses of Engines, including Fuel, Water, Oil, and sundry Stores; Wages of Foreman, Drivers, and Firemen, Cleaners, Coalmen, and Supervision, and Store Charges ...	20,789	10	11	1	4	66	1	0	63	5,239	9	9	1	4	38	0	11	02	12,087	18	8	1	5	53	1	0	34	9,906	0	9	1	6	72	1	0	88
Repairs to Engines, including Supervision, Wages of Foreman, Fitters, and Laborers, and sundry Stores ...	3,406	13	9	0	2	73	0	2	07	1,104	12	2	0	3	45	0	2	32	3,924	11	11	0	5	69	0	4	01	1,155	18	8	0	2	18	0	1	50
Working Expenses of Lines, including Wages of Watchmen, Carriage and Truck Greasers, Grease, &c.; Time allowed for holidays and accidents ...	1,570	0	8	0	1	26	0	0	95	420	15	4	0	1	32	0	0	88	897	14	9	0	1	30	0	0	91	769	2	2	0	1	46	0	1	00
Repairs to Carriages, including Supervision, Wages of Foreman, Fitters, Trimmers, &c., and sundry Stores ...	1,302	8	8	0	1	04	0	0	79	417	9	9	0	1	30	0	0	89	763	0	6	0	1	11	0	0	78	630	5	3	0	1	19	0	0	82
Repairs to Trucks, including Supervision, Wages of Carpenters and Laborers, and sundry Stores ...	1,094	17	7	0	0	88	0	0	66	166	11	10	0	0	52	0	0	35	607	4	3	0	0	88	0	0	61	374	14	0	0	0	71	0	0	49
Repairs to Machinery, Tools, Turntables, &c., including Wages and Stores ...	387	8	7	0	0	31	0	0	24	110	7	0	0	0	35	0	0	23	231	7	4	0	0	33	0	0	24	139	15	4	0	0	26	0	0	18
	28,551	0	2	1	10	88	1	5	34	7,459	5	10	1	11	32	1	3	69	18,511	17	5	2	2	84	1	6	90	12,975	16	2	2	0	52	1	4	87

DETAIL Account of Working Expenses of Engines for the Twelve Months ending 31st December, 1862.

	MAIN LINE.						WILLIAMSTOWN LINE.						GEELONG LINE.						BALLAARAT LINE.																	
				Cost per Train Mile.			Cost per Total Mile.						Cost per Train Mile.			Cost per Total Mile.						Cost per Train Mile.			Cost per Total Mile.											
	£	s.	d.	s.	d.	s.	d.	£	s.	d.	s.	d.	s.	d.	£	s.	d.	s.	d.	s.	d.	£	s.	d.	s.	d.	s.	d.								
Supervision ...	846	15	0	0	0	68	0	0	51	224	9	6	0	0	70	0	0	48	665	19	6	0	0	96	0	0	67	469	8	6	0	0	88	0	0	61
Wages of Drivers and Firemen ...	4,913	17	9	0	3	94	0	2	98	1,616	16	11	0	5	06	0	3	40	2,985	0	9	0	4	33	0	3	05	2,206	16	8	0	4	17	0	2	87
Wages of Cleaners, Coalmen, Laborers, &c. ...	2,858	17	3	0	2	29	0	1	74	725	9	11	0	2	27	0	1	53	1,869	3	1	0	2	71	0	1	91	1,259	2	9	0	2	38	0	1	64
Cost of Coal ...	9,661	19	1	0	7	74	0	5	87	2,179	0	6	0	6	81	0	4	58	5,212	16	7	0	7	56	0	5	32	4,216	18	8	0	7	97	0	5	48
" Wood ...	438	14	8	0	0	35	0	0	27	72	6	3	0	0	23	0	0	15	107	6	11	0	0	16	0	0	11	254	1	0	0	0	48	0	0	33
" Water ...	260	17	1	0	0	21	0	0	16	88	0	0	0	0	27	0	0	18	436	11	0	0	0	63	0	0	45	353	12	0	0	0	67	0	0	46
" Oil, Tallow, and Waste ...	1,100	13	9	0	0	88	0	0	67	222	0	2	0	0	69	0	0	47	439	0	11	0	0	64	0	0	45	422	1	4	0	0	80	0	0	55
Sundries—Board and Lodging Expenses for Drivers, Firemen, &c.; Gas, &c. ...	707	16	4	0	0	57	0	0	43	111	6	6	0	0	35	0	0	23	371	19	11	0	0	54	0	0	38	506	4	10	0	0	96	0	0	66
Pumping Water ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	217	15	0	0	0	41	0	0	28
	20,789	10	11	1	4	66	1	0	63	5,239	9	9	1	4	38	0	11	02	12,087	18	8	1	5	53	1	0	34	9,906	0	9	1	6	72	1	0	88
MILEAGE :																																				
Train Miles ...	299,426						76,757						165,509						127,015																	
Shunting and piloting ...	95,736						37,353						69,532						57,643																	
	395,162						114,110						235,041						184,658																	

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LOCOMOTIVE BRANCH.—RETURN No. 3.

F. C. Christy,
Esq.,
continued,
10th July, 1863.

Cost of Working Expenses of Engines, Repairs to Rolling Stock, &c., and Average Cost per Train and Total Mile, for Passenger Trains, for the Year ending 31st December, 1862.

PASSENGER TRAINS.	TOTAL FOR ALL THE LINE.		
		Cost per Train Mile.	Cost per Total Mile.
	£ s. d.	s. d.	s. d.
Working Expenses of Engines	26,940 13 5	1 3·39	0 11·10
Repairs to Engines	5,190 16 2	0 2·96	0 2·14
Working Expenses of Lines	2,303 15 2	0 1·32	0 0·95
Repairs to Carriages and Break Vans	2,687 3 0	0 1·54	0 1·11
„ Machinery, Tools, &c.	564 15 2	0 0·32	0 0·23
	37,687 2 11	1 9·53	1 3·53

MILEAGE.

	Total for all the Line.
Train Miles	420,247
Total Miles	582,590

Cost of Working Expenses of Engines, Repairs to Rolling Stock, &c., and Average Cost per Train and Total Mile, for Goods Trains, for the Year ending 31st December, 1862.

GOODS TRAINS.	TOTAL FOR ALL THE LINE.		
		Cost per Train Mile.	Cost per Total Mile.
	£ s. d.	s. d.	s. d.
Working Expenses of Engines	21,082 6 8	1 8·37	1 2·60
Repairs to Engines	4,401 0 4	0 4·25	0 3·05
Working Expenses of Line	1,353 17 9	0 1·31	0 0·94
Repairs to Vans	426 1 2	0 0·41	0 0·30
„ Trucks	2,243 7 8	0 2·17	0 1·56
„ Machinery, Tools, &c.	304 3 1	0 0·29	0 0·21
	29,810 16 8	2 4·80	1 8·66

MILEAGE.

	Total for all the Line.
Train Miles	248,460
Total Miles	346,381

Cost of Working Expenses of Engines, Repairs to Rolling Stock, &c., and Average Cost per Train and Total Mile, divided into Passenger Trains and Goods Trains, for the Year ending 31st December, 1862.

	MAIN LINE.						WILLIAMSTOWN LINE.						GEE LONG LINE.						BALLAARAT LINE.																	
				Cost per Train Mile.			Cost per Total Mile.						Cost per Train Mile.			Cost per Total Mile.						Cost per Train Mile.			Cost per Total Mile.											
	£	s.	d.	s.	d.	s.	d.	£	s.	d.	s.	d.	s.	d.	£	s.	d.	s.	d.	s.	d.	£	s.	d.	s.	d.	s.	d.								
PASSENGER TRAINS.																																				
Working Expenses of Engines ...	9,670	8	5	1	2	28	0	10	91	3,479	14	5	1	0	73	0	9	83	7,310	7	7	1	4	65	0	11	59	6,480	3	0	1	5	90	0	11	66
Repairs to Engines ...	1,471	18	11	0	2	18	0	1	66	831	11	11	0	3	04	0	2	35	2,174	15	10	0	4	95	0	3	45	712	9	6	0	1	96	0	1	28
Working Expenses of Lines ...	877	9	1	0	1	30	0	0	99	353	3	3	0	1	29	0	1		562	18	4	0	1	28	0	0	89	510	4	6	0	1	41	0	0	92
Repairs to Carriages and Break Vans ...	1,072	15	8	0	1	59	0	1	21	394	5	4	0	1	44	0	1	11	658	6	9	0	1	50	0	1	04	561	15	3	0	1	55	0	1	01
„ Machinery, Tools, &c. ...	212	9	4	0	0	32	0	0	24	92	15	6	0	0	34	0	0	26	155	10	8	0	0	36	0	0	25	103	19	8	0	0	29	0	0	19
	13,305	1	5	1	7	67	1	3	01	5,151	10	5	1	6	84	1	2	55	10,861	19	2	2	0	74	1	5	22	8,368	11	11	1	11	11	1	3	06
GOODS TRAINS.																																				
Working Expenses of Engines ...	11,119	2	6	1	7	46	1	2	64	1,759	15	4	3	1	89	1	2	50	4,777	11	1	1	7	07	1	1	71	3,425	17	9	1	8	51	1	4	04
Repairs to Engines ...	1,934	14	10	0	3	39	0	2	55	273	0	3	0	5	88	0	2	25	1,749	16	1	0	6	99	0	5	02	443	9	2	0	2	65	0	2	08
Working Expenses of Lines ...	692	11	7	0	1	21	0	0	91	67	12	1	0	1	46	0	0	56	334	16	5	0	1	34	0	0	96	258	17	8	0	1	55	0	1	21
Repairs to Break Vans ...	229	13	0	0	0	40	0	0	30	23	4	5	0	0	50	0	0	19	104	13	9	0	0	42	0	0	30	68	10	0	0	0	41	0	0	32
„ Trucks ...	1,094	17	7	0	1	92	0	1	44	166	11	10	0	3	58	0	1	37	607	4	3	0	2	42	0	1	74	374	14	0	0	2	24	0	1	75
„ Machinery, Tools, &c. ...	174	10	3	0	0	31	0	0	23	17	11	6	0	0	38	0	0	15	75	16	8	0	0	30	0	0	22	35	15	8	0	0	22	0	0	17
	15,245	18	9	2	2	69	1	8	07	2,307	15	5	4	1	69	1	7	02	7,649	18	3	2	6	54	1	9	95	4,607	4	3	2	3	58	1	9	57

	MILEAGE.							
	PASSENGER TRAINS.				GOODS TRAINS.			
	Main Line.	Williamstown Line.	Geelong Line.	Ballaarat Line.	Main Line.	Williamstown Line.	Geelong Line.	Ballaarat Line.
Train Miles ...	162,328	65,609	105,393	86,917	137,098	11,148	60,116	40,098
Total Miles ...	212,820	84,992	151,388	133,390	182,342	29,118	83,653	51,268

LOCOMOTIVE BRANCH.—RETURN No. 4.

F. C. Christy,
Esq.,
continued,
10th July, 1863.

MILEAGE of Engines and Total Cost of Repairs to Engines, for the Year 1862.

ENGINES.	MILEAGE.		TOTAL AMOUNT FOR REPAIRS.			Cost.			
	Train.	Total.	REPAIRS.			Per Train Mile.		Per Total Mile.	
			£	s.	d.	s.	d.	s.	d.
No. 1	25,170	30,737	207	6	8	0	1·98	0	1·62
" 3	26,821	31,811	249	15	5	0	2·24	0	1·89
" 5	22,585	27,052	408	14	1	0	4·35	0	3·63
" 7	28,206	31,955	375	4	9	0	3·20	0	2·82
" 9	27,699	32,583	318	19	7	0	2·77	0	2·35
" 11 ... ..	...	79	—	—	—	—	—	—	—
" 13 ... ..	...	—	—	—	—	—	—	—	—
" 15	3,711	16,195	186	4	6	1	0·05	0	2·76
" 17	4,979	16,220	146	0	4	0	7·04	0	2·16
" 19	16,763	20,303	1,003	17	5	1	2·37	0	11·87
" 21 ... ..	...	421	65	18	10	...	...	3	1·59
" 23	2,672	3,336	27	10	0	0	2·47	0	1·98
" 25	325	517	313	0	5	19	3·16	12	1·30
" 27	5,220	5,917	39	13	10	0	1·83	0	1·61
" 29	2,951	3,211	22	0	4	0	1·79	0	1·65
" 31	1,880	2,132	11	3	7	0	1·43	0	1·26
" 33	1,852	2,052	13	8	11	0	1·74	0	1·58
" 37	18	90	—	—	—	—	—	—	—
" 2	28,116	36,212	344	7	8	0	2·94	0	2·28
" 4	2,744	3,405	136	17	4	0	11·97	0	9·65
" 6	36,058	46,402	169	3	0	0	1·13	0	0·88
" 8	35,054	44,893	194	15	5	0	1·34	0	1·04
" 10	32,430	41,938	257	7	0	0	1·91	0	1·48
" 12	2,282	18,839	165	5	10	1	5·39	0	2·11
" 14	17,911	24,508	169	2	11	0	2·27	0	1·66
" 16	26,693	37,303	552	7	7	0	4·97	0	3·56
" 18	21,397	29,036	197	16	6	0	2·22	0	1·64
" 20	24,285	29,958	363	7	4	0	3·59	0	2·91
" 22	12,153	23,910	232	16	10	0	4·60	0	2·34
" 24	21,645	32,564	176	8	5	0	1·96	0	1·30
" 26	17,753	27,162	230	17	1	0	3·12	0	2·04
" 28	9,116	22,938	180	16	2	—	—	—	—
" 30	22,349	33,674	194	0	9	0	2·09	0	1·39
" 32	21,914	34,685	204	15	1	0	2·24	0	1·42
" 34	21,760	27,502	707	17	7	0	7·81	0	6·18
" 36	31,332	39,191	256	1	0	0	1·96	0	1·57
" 38	23,009	29,654	305	7	2	0	3·19	0	2·47
" 40	21,762	28,533	551	19	9	0	6·09	0	4·65
" 42	223	4,715	21	15	4	1	11·43	0	1·11
" 44	370	3,002	10	7	0	—	—	—	—
" 46	8,168	9,619	65	8	6	0	1·92	0	1·63
" 48	10,169	11,726	50	13	6	0	1·20	0	1·04
" 50	9,985	11,498	55	6	2	0	1·33	0	1·16
" 52	11,615	13,455	84	2	8	0	1·74	0	1·50
" 54	7,768	9,399	41	14	3	0	1·29	0	1·07
" 56	9,958	14,277	37	16	5	0	0·90	0	0·64
" 58	9,836	14,362	39	18	1	0	0·98	0	0·67
" 13 ... ..	...	...	28	11	6	—	—	—	—
Ariel ... ..	...	...	15	15	0	—	—	—	—
Carriage of Stores ...	...	...	80	0	0	—	—	—	—
Supervision :— Storekeeper's Ac- count—January to March ...	...	...	80	0	0	—	—	—	—
	668,707	928,971	9,591	16	6	0	3·45	0	2·48

LOCOMOTIVE BRANCH.—RETURN No. 5.

GOODS AND PASSENGERS.

AVERAGE Cost per Train and Total Mile of Working Expenses of Engines, Repairs to Rolling Stock, &c., for the Half-years ending 30th June, 1861; 31st December, 1861; 30th June, 1862; and 31st December, 1862.

	Half year ending 30th June, 1861.			Half-year ending 31st December, 1861.			Half-year ending 30th June, 1862.			Half-year ending 31st December, 1862.																		
	Cost per Train Mile.		Cost per Total Mile.	Cost per Train Mile.		Cost per Total Mile.	Cost per Train Mile.		Cost per Total Mile.	Cost per Train Mile.		Cost per Total Mile.																
	£	s.	d.	s.	d.	£	s.	d.	s.	d.	£	s.	d.	s.	d.													
Working Expenses of Engines ...	14,208	12	5	1	7·63	1	1·74	16,956	3	0	1	5·22	1	0·12	20,010	18	11	1	5·06	0	11·99	28,012	1	2	1	5·36	1	0·72
Repairs to Engines ...	4,175	2	3	0	5·77	0	4·04	5,050	13	2	0	5·12	0	3·61	4,167	1	0	0	3·55	0	2·50	5,424	15	6	0	3·36	0	2·47
Working Expenses of Lines ...	445	10	2	0	0·61	0	0·43	823	10	0	0	0·83	0	0·59	1,296	1	7	0	1·11	0	0·78	2,361	11	4	0	1·46	0	1·07
Repairs to Carriages ...	1,561	12	8	0	2·16	0	1·52	1,736	15	6	0	1·76	0	1·24	1,460	16	11	0	1·24	0	0·88	1,652	7	3	0	1·03	0	0·75
Repairs to Trucks ...	488	16	5	0	0·67	0	0·47	852	18	6	0	0·86	0	0·61	808	2	11	0	0·69	0	0·48	1,435	4	9	0	0·89	0	0·65
Repairs to Machinery, Tools, &c....	125	13	10	0	0·17	0	0·12	342	11	2	0	0·34	0	0·25	499	18	1	0	0·43	0	0·30	369	0	2	0	0·23	0	0·17
	21,005	7	9	2	5·01	1	8·32	25,762	11	4	2	2·13	1	6·42	28,242	19	5	2	0·08	1	4·93	39,255	0	2	2	0·33	1	5·83
	MILEAGE.			MILEAGE.			MILEAGE.			MILEAGE.																		
	Train.		Total.	Train.		Total.	Train.		Total.	Train.		Total.	Train.		Total.													
	173,755		248,073	236,265		335,731	281,507		400,524	387,200		528,447																

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LOCOMOTIVE BRANCH.—RETURN No. 6.

F. C. Christy,
Esq.,
continued,
10th July, 1863.

PASSENGER AND GOODS TRAINS.

TOTAL Working Expenses and Repairs for the Three Months ending 31st March, 1863.

		Cost per Train Mile.	Cost per Total Mile.
	£ s. d.	s. d.	s. d.
Working expenses of engines, including coals, wood, water, oil, and sundry stores, board and lodging expenses, wages of foremen, drivers and firemen, cleaners, coalmen, lighters-up, watermen, general yard laborers, supervision, proportion of salaries of clerks, storekeeper, and storemen	15,765 6 6	1 5·78	1 1·32
Repairs to engines, including supervision, proportion of salaries of clerks, store charges, wages of foremen, fitters, and laborers, and sundry stores	1,796 0 2	0 2·02	0 1·52
Working expenses of lines, including wages of carriage and truck-greasers, grease, oil, &c., wages of watchmen, and time allowed for holidays and accidents	1,877 0 6	0 2·12	0 1·59
Repairs to break vans and carriages, including supervision, store charges, wages of foreman, fitters, trimmers, &c., and sundry stores	933 8 1	0 1·05	0 0·78
Repairs to break vans for goods trains	137 5 10	0 0·15	0 0·12
Repairs to trucks, including supervision, store charges, wages of carpenters, and laborers, and sundry stores	912 18 3	0 1·03	0 0·77
Repairs to machinery, tools, turntables, &c., including wages and stores	226 11 11	0 0·26	0 0·19
	21,648 11 3	2 0·41	1 6·29

DETAIL Working Expenses of Engines for the Three Months ending 31st March, 1863.

		Cost per Train Mile.	Cost per Total Mile.
	£ s. d.	s. d.	s. d.
Supervision, store charges, &c.	1,065 2 0	0 1·201	0 0·900
Wages of drivers and firemen	3,697 14 7	0 4·170	0 3·125
„ cleaners, coalmen, and laborers. (Coalmen, £723 4s. 10d.)	2,389 2 5	0 2·694	0 2·019
Cost of coal	6,596 13 10	0 7·438	0 5·574
„ wood	127 19 9	0 0·145	0 0·108
„ water	328 15 6	0 0·371	0 0·278
„ oil, tallow, and waste	843 1 9	0 0·951	0 0·713
Sundries, board and lodging expenses for drivers, firemen, &c., gas, coal bags, &c.	526 11 0	0 0·594	0 0·445
Water for 1862	190 5 8	0 0·214	0 0·161
	15,765 6 6	1 5·778	1 1·323

MILEAGE.

Train miles	212,829
Shunting and piloting	71,164
Total	283,993

F. C. CHRISTY.

F. C. Christy,
Esq.,
continued,
10th July, 1863.

LOCOMOTIVE BRANCH.—RETURN No. 7.

PASSENGER TRAINS.

TOTAL Working Expenses and Repairs for the Three Months ending 31st March, 1863.

	£ s. d.			Cost per Train Mile.		Cost per Total Mile.	
	£	s.	d.	s.	d.	s.	d.
Working expenses of engines, including coals, wood, water, oil, and sundry stores, board and lodging expenses, wages of foremen, drivers and firemen, cleaners, coalmen, lighters-up, watermen, general yard laborers, supervision, proportion of salaries of clerks, storekeeper, and storemen ...	8,286	3	4	1	4.44	0	11.87
Repairs to engines, including supervision, proportion of salaries of clerks, store charges, wages of foremen, fitters, and laborers, and sundry stores	973	18	8	0	1.93	0	1.40
Working expenses of lines, including wages of carriage greasers, grease, oil, &c., and wages of watchmen, and time allowed for holidays and accidents	853	2	0	0	1.69	0	1.22
Repairs to break vans and carriages, including supervision, store charges, wages of foreman, fitters, trimmers, &c., and sundry stores	933	8	1	0	1.85	0	1.34
Repairs to machinery, tools, turntables, &c.; including wages and stores	128	16	11	0	0.26	0	0.18
	11,175	9	0	1	10.17	1	4.01

DETAIL Account of the Working Expenses of Engines during the Three Months ending 31st March, 1863.

	£ s. d.			Cost per Train Mile.		Cost per Total Mile.	
	£	s.	d.	s.	d.	s.	d.
Supervision, store charges, &c.	581	18	0	0	1.155	0	0.834
Wages of drivers and firemen	2,041	5	7	0	4.050	0	2.924
„ cleaners, coalmen, and laborers (coalmen, £409 7s.)	1,284	3	0	0	2.548	0	1.840
Cost of coal	3,263	17	0	0	6.474	0	4.675
„ wood	63	6	9	0	0.126	0	0.091
„ water	179	15	0	0	0.357	0	0.258
„ oil, tallow, and waste	434	4	0	0	0.860	0	0.622
Sundries, board and lodging expenses for drivers, firemen, &c., gas, coal bags, &c.	307	10	4	0	0.610	0	0.441
Water for 1862	130	3	8	0	0.258	0	0.186
	8,286	3	4	1	4.438	0	11.871

MILEAGE.

Train miles	120,977
Shunting and piloting	46,550
Total	167,527

LOCOMOTIVE BRANCH.—RETURN No. 7—continued.

PASSENGER TRAINS.

WORKING Expenses and Repairs for the Three Months ending 31st March, 1863.

R.M.—8.

	MAIN LINE.					WILLIAMSTOWN LINE.					GEELONG LINE.					BALLAARAT LINE.												
				Cost per Train Mile.	Cost per Total Mile.				Cost per Train Mile.	Cost per Total Mile.				Cost per Train Mile.	Cost per Total Mile.				Cost per Train Mile.	Cost per Total Mile.								
	£	s.	d.	s.	d.	s.	d.	£	s.	d.	s.	d.	s.	d.	£	s.	d.	s.	d.	£	s.	d.	s.	d.				
Working expenses of engines, including coal and wood, water, oil, and sundry stores, board and lodging expenses, wages of foremen, drivers and firemen, cleaners, coalmen, lighters-up, watermen, general yard laborers, supervision, proportion of salaries of clerks, storekeeper, and storemen ...	3,537	11	9	1	4.24	1	1.41	850	19	2	1	0.59	0	9.80	1,722	15	7	1	5.36	0	10.98	2,174	16	10	1	6.22	0	11.71
Repairs to engines, including supervision, proportion of salaries of clerks, store charges, wages of foremen, fitters and laborers, and sundry stores ...	327	16	3	0	1.51	0	1.24	103	19	7	0	1.54	0	1.14	369	17	8	0	3.73	0	2.36	172	5	2	0	1.45	0	0.93
Working expenses of lines, including wages of carriage greasers, grease, oil, &c., and wages of watchmen, and time allowed for holidays and accidents ...	368	13	0	0	1.69	0	1.40	114	8	0	0	1.69	0	1.25	168	0	0	0	1.69	0	1.07	202	1	0	0	1.68	0	1.09
Repairs to break vans and carriages, including supervision, store charges, wages of foreman, fitters, trimmers, &c., and sundry stores	403	6	0	0	1.85	0	1.53	125	3	0	0	1.85	0	1.37	183	16	0	0	1.85	0	1.17	221	3	1	0	1.85	0	1.19
Repairs to machinery, tools, turntables, &c., including wages and stores ...	55	12	11	0	0.26	0	0.21	17	6	0	0	0.26	0	0.19	25	7	0	0	0.26	0	0.16	30	11	0	0	0.26	0	0.16
	4,692	19	11	1	9.55	1	5.79	1,211	15	9	1	5.93	1	1.25	2,469	16	3	2	0.89	1	3.74	2,800	17	1	1	11.46	1	3.08

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DETAIL Account of Working Expenses of Engines during the Three Months ending 31st March, 1863.

	MAIN LINE.					WILLIAMSTOWN LINE.					GEELONG LINE.					BALLAARAT LINE.												
				Cost per Train Mile.	Cost per Total Mile.				Cost per Train Mile.	Cost per Total Mile.				Cost per Train Mile.	Cost per Total Mile.				Cost per Train Mile.	Cost per Total Mile.								
	£	s.	d.	s.	d.	s.	d.	£	s.	d.	s.	d.	s.	d.	£	s.	d.	s.	d.	£	s.	d.	s.	d.				
Supervision, store charges, &c. ...	224	9	0	0	1.030	0	0.850	70	11	0	0	1.044	0	0.771	134	14	0	0	1.357	0	0.859	152	4	0	0	1.275	0	0.820
Wages of drivers and firemen ...	765	1	1	0	3.513	0	2.899	270	5	6	0	3.998	0	2.954	468	9	6	0	4.720	0	2.986	537	9	6	0	4.501	0	2.894
„ cleaners, coalmen, and laborers ...	517	13	7	0	2.377	0	1.962	132	18	0	0	1.965	0	1.454	301	5	11	0	3.036	0	1.920	332	5	6	0	2.783	0	1.789
Cost of coal ...	1,582	4	2	0	7.264	0	5.996	299	15	0	0	4.434	0	3.276	642	11	1	0	6.474	0	4.095	739	6	9	0	6.192	0	3.981
„ wood ...	25	11	9	0	0.118	0	0.097	10	5	0	0	0.152	0	0.112	11	11	11	0	0.117	0	0.071	15	18	1	0	0.133	0	0.086
„ water ...	64	12	9	0	0.296	0	0.245	10	0	0	0	0.148	0	0.109	50	10	0	0	0.508	0	0.322	54	12	3	0	0.457	0	0.294
„ oil, tallow, and waste ...	204	2	5	0	0.937	0	0.774	34	5	10	0	0.508	0	0.375	63	3	10	0	0.637	0	0.402	132	11	11	0	1.111	0	0.714
Sundries, board and lodging expenses for drivers, firemen, &c., gas, coal bags, &c. ...	153	17	0	0	0.706	0	0.583	22	18	10	0	0.340	0	0.251	50	9	4	0	0.508	0	0.322	80	5	2	0	0.672	0	0.432
Water for 1862 ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	130	3	8	0	1.090	0	0.701
	3,537	11	9	1	4.241	1	1.406	850	19	2	1	0.589	0	9.302	1,722	15	7	1	5.357	0	10.977	2,174	16	10	0	6.214	0	11.711
MILEAGE :																												
Train miles ...	52,276					16,223					23,821					28,657												
Shunting and piloting ...	11,055					5,734					13,846					15,915												
Total ...	63,331					21,957					37,667					44,572												

LOCOMOTIVE BRANCH.—RETURN No. 8.

F. C. Christy,
Esq.,
continued,
10th July, 1863.

GOODS TRAINS.

TOTAL Working Expenses and Repairs for the Three Months ending 31st March, 1863.

	£ s. d.		Cost per Train Mile.	Cost per Total Mile.
			s. d.	s. d.
Working expenses of engines, including coals, wood, water, oil, and sundry stores, board and lodging expenses, wages of foremen, drivers and firemen, cleaners, coalmen, lighters up, watermen, general yard laborers, supervision, proportion of salaries of clerks, storekeeper, and storemen	7,479	3 2	1 7·54	1 3·41
Repairs to engines including supervision, proportion of salaries of clerks, store charges, wages of foremen, fitters, and laborers, and sundry stores	822	1 6	0 2·15	0 1·70
Working expenses of lines, including wages of watchmen, truck-greasers, grease, oil, &c., and time allowed for holidays and accidents	1,023	18 6	0 2·68	0 2·11
Repairs to break vans for goods trains, including supervision, store charges, wages of carpenters and laborers, and sundry stores	137	5 10	0 0·35	0 0·28
Repairs to trucks, including supervision, store charges, wages of carpenters and laborers, and sundry stores	912	18 3	0 2·39	0 1·88
Repairs to machinery, tools, turntables, &c., including wages and stores	97	15 0	0 0·26	0 0·20
	10,473	2 3	2 3·37	1 9·58

DETAIL of Working Expenses of Engines for the Three Months ending 31st March, 1863.

	£ s. d.		Cost per Train Mile.	Cost per Total Mile.
			s. d.	s. d.
Supervision, store charges, &c.	483	4 0	0 1·263	0 0·996
Wages of drivers and firemen	1,656	9 0	0 4·328	0 3·414
" cleaners, coalmen, laborers, &c. (Coalmen, £313 17s. 10d.)	1,104	19 5	0 2·887	0 2·277
Cost of coal	3,332	16 10	0 8·708	0 6·868
" wood	64	13 0	0 0·169	0 0·133
" water	149	0 6	0 0·390	0 0·307
" oil, tallow, and waste	408	17 9	0 1·068	0 0·843
Sundries, board and lodging expenses for drivers and firemen, &c., gas and coal bags	219	0 8	0 0·573	0 0·451
Water for 1862	60	2 0	0 0·157	0 0·124
	7,479	3 2	1 7·543	1 3·413

MILEAGE.

Train miles	91,852
Shunting and piloting	24,614
Total	116,466

LOCOMOTIVE BRANCH.—RETURN No. 8—continued.

GOODS TRAINS.

WORKING Expenses and Repairs for the Three Months ending 31st March, 1863.

	MAIN LINE.				WILLIAMSTOWN LINE.				GEEELONG LINE.				BALLAARAT LINE.																							
	£ s. d.		Cost per Train Mile.	Cost per Total Mile.	£ s. d.		Cost per Train Mile.	Cost per Total Mile.	£ s. d.		Cost per Train Mile.	Cost per Total Mile.	£ s. d.		Cost per Train Mile.	Cost per Total Mile.																				
Working expenses of engines, including coals, wood, water, oil, and sundry stores, board and lodging expenses, wages of foremen, drivers and firemen, cleaners, coalmen, lighters-up, watermen, general yard laborers, supervision, proportion of salaries of clerks, storekeeper, and storemen ...	3,528	7	10	1	7	56	1	4	71	416	5	4	2	9	58	1	1	22	1,444	8	9	1	5	05	1	0	81	2,090	1	3	1	7	88	1	4	10
Repairs to engines, including supervision, proportion of salaries of clerks, store charges, wages of foremen, fitters and laborers, and sundry stores ...	215	19	0	0	1	20	0	1	03	49	4	8	0	3	97	0	1	57	247	2	8	0	2	92	0	2	19	309	15	2	0	2	95	0	2	39
Working expenses of lines including wages of watchmen, truck-greasers, grease, oil, &c., and time allowed for holidays and accidents ...	482	15	0	0	2	67	0	2	29	33	3	0	0	2	68	0	1	05	226	14	0	0	2	67	0	2	01	281	6	6	0	2	68	0	2	16
Repairs to break vans for goods trains, including supervision, store charges, wages of carpenters, and laborers, and sundry stores ...	64	16	0	0	0	36	0	0	30	4	5	0	0	0	35	0	0	13	30	9	0	0	0	36	0	0	27	37	15	10	0	0	36	0	0	29
Repairs to trucks, including supervision, store charges, wages of carpenters and laborers, and sundry stores ...	430	8	3	0	2	38	0	2	04	29	11	0	0	2	36	0	0	94	202	5	0	0	2	38	0	1	79	250	14	0	0	2	37	0	1	93
Repairs to machinery, tools, turntables, &c., including wages, and stores ...	46	1	0	0	0	26	0	0	22	3	4	0	0	0	26	0	0	10	21	13	0	0	0	26	0	0	19	26	17	0	0	0	26	0	0	21
	4,768	7	1	2	2	43	1	10	59	535	13	0	3	7	22	1	5	01	2,172	12	5	2	1	64	1	7	26	2,996	9	9	2	4	50	1	11	08

DETAIL Account of Working Expenses of Engines during the Three Months ending 31st March, 1863.

	MAIN LINE.				WILLIAMSTOWN LINE.				GEEELONG LINE.				BALLAARAT LINE.																							
	£ s. d.		Cost per Train Mile.	Cost per Total Mile.	£ s. d.		Cost per Train Mile.	Cost per Total Mile.	£ s. d.		Cost per Train Mile.	Cost per Total Mile.	£ s. d.		Cost per Train Mile.	Cost per Total Mile.																				
Supervision and store charges, &c. ...	216	19	0	0	1	202	0	1	027	32	18	6	0	2	656	0	1	046	113	1	6	0	1	334	0	1	003	120	5	0	0	1	144	0	0	926
Wages of drivers and firemen ...	749	6	0	0	4	152	0	3	549	131	9	0	0	10	604	0	4	174	382	19	6	0	4	520	0	3	395	392	14	6	0	3	735	0	3	025
„ cleaners, coalmen, and laborers ...	490	8	4	0	2	718	0	2	323	56	15	4	0	4	580	0	1	802	263	5	6	0	3	107	0	2	334	294	10	3	0	2	801	0	2	268
Cost of coal ...	1,623	19	5	0	9	000	0	7	691	157	17	5	1	0	736	0	5	013	542	15	2	0	6	405	0	4	812	1,008	4	10	0	9	590	0	7	766
„ wood ...	32	7	0	0	0	179	0	0	153	5	9	0	0	0	440	0	0	172	13	0	0	0	0	154	0	0	115	13	17	0	0	0	132	0	0	107
„ water ...	53	15	6	0	0	298	0	0	255	3	10	0	0	0	282	0	0	111	43	7	0	0	0	512	0	0	384	48	8	0	0	0	461	0	0	373
„ oil, tallow, and waste ...	236	13	5	0	1	312	0	7	121	18	15	6	0	1	515	0	0	596	47	10	9	0	0	561	0	0	422	105	18	1	0	1	007	0	0	816
Sundries, board and lodging expenses for drivers, firemen, &c., gas, coal bags, &c. ...	124	19	2	0	0	693	0	0	592	9	10	7	0	0	769	0	0	303	38	9	4	0	0	454	0	0	341	46	1	7	0	0	438	0	0	355
Water for 1862 ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	60	2	0	0	0	572	0	0	463
	3,528	7	10	1	7	554	1	4	711	416	5	4	2	9	582	1	1	217	1,444	8	9	1	5	047	1	0	806	2,090	1	3	1	7	880	1	4	099
MILEAGE:																																				
Train miles ...	43,308				2,975				20,336				25,233																							
Shunting and piloting ...	7,368				4,584				6,736				5,926																							
	50,676				7,559				27,072				31,159																							

WEDNESDAY, 15TH JULY, 1863.

Members present:

The Hon. J. P. FAWKNER, in the Chair;

The Hon. T. T. a'Beckett	|	The Hon. J. McCrae
„ W. H. F. Mitchell	|	„ W. Degraves.

Anthony Mathison, Esq., further examined.

A. Mathison,
Esq.,
15th July, 1863.

1553. *By Mr. a'Beckett.*—Look at the Addendum to Appendix P, and be so good as to explain the accounts in such Addendum in connection with your report. Take the first item?—“Sundries debtor to the funds of 1861.” This account shows the total expenditure out of each fund voted by the Legislature, carried to the debit of each fund so voted, and to the credit of funds of 1861. The journal entry of this expenditure will show no details as to the headings of working expenses, against which the expenditure is chargeable; such particulars will be shown under the proper heads of railway account. This necessity for keeping separate funds is equivalent in commercial books to keeping so many accounts of cash.

1554. It says here, “Vote 58/1”—now show me vote 58/1, in the Appropriation Act [*handing a volume of the Statutes to the witness.*]?—This is it [*pointing out the same to the honorable member*].

1555. Then I understand that you give credit at once for the whole amount voted?—Not the amount voted—the amount expended.

1556. What is the credit for?—The vote is debited by this entry with the gross amount expended. I take no notice in the railway books of the amount of the vote.

1557. What is that credit for?—That is a general entry; there is a credit to equal so many debits.

1558. *By Mr. Degraves.*—Where do you get this credit from?—It is the total of all the debits.

1559. *By Mr. a'Beckett.*—There is a debtor and creditor of £100,000; is that imaginary?—It is the total of the debits.

1560. But where are the details of all that?—In the journal.

1561. Is this copied from the railway books?—No; I would not give that in as a copy of the railway books.

1562. The committee want to know what is the system?—That is the system, so far as it can be shown by entries.

1563. Why not copy it from the railway books?—I might have done so, but the principle of the entries would not have been altered.

1564. I want you to point out, in what respect your plan differs from Mr. Smith's, and why you adopt it?—The result of both plans will be the same; they differ only in detail.

1565. Mr. Smith, in his report, suggests a very simple mode of keeping the accounts. You say you have not adopted that, because you say it would not be applicable to the railways?—No, it would not.

1566. I then assumed you were speaking of the accounts as they were kept, when you were under examination?—Yes.

1567. I wanted you to show the difference between the way the accounts are kept, and the way Mr. Smith suggested they should be kept, and I want you to illustrate that?—The best answer to that is, to bring the books.

1568. Can you explain it orally?—Yes. These [*pointing to certain papers*] are the forms I am now using in the office.

1569. The forms are the same, only those figures are imaginary?—To some extent they are imaginary.

1570. *By Mr. Degraves.*—Are they taken from your books at all?—They are not copied from the books.

1571. Then they are all imaginary?—Yes, but in estimating the amount of each debit or credit entry, I made some approximation to the actual results, as shown in the books.

1572. *By Mr. McCrae.*—Do you keep your accounts under these different headings?—Yes.

1573. *By the Chairman.*—This is the form you wish to keep them in, instead of the form Mr. Smith recommended, if I understand you rightly?—Yes.

1574. *By Mr. a'Beckett.*—In what respect does that differ from the form Mr. Smith proposed?—The most essential point of difference is that, in Mr. Smith's form, he proceeds upon the assumption that the railway department pay all claims, or that they ought to do so. At present we pay no claims, or very few. Mr. Smith's plan also makes no provision, so far as I can see, for a record of the extent to which the different sums voted are drawn upon.

1575. *By the Chairman.*—You think that should be?—I think it should be. The commissioners of audit, in looking over the accounts of the department, will expect to see the extent to which each fund voted has been drawn upon, as well as a detailed description of that expenditure, under the form of railway account. It is, in fact, the only check upon the books, to see that they correspond; otherwise, any amount of expenditure might be given.

1576. You wrote to say you had some explanation to give?—Yes.

1577. Are you prepared to give that explanation now?—Yes.

1578. Is it written or verbal?—Verbal. The book now in my hands proves that Mr. Houston was not present in the office at any period between the 22nd of July and the 12th August. This book contains the authorities signed by the commissioner and approved by the

Governor in Council. I observe that the last signed by Mr. Houston is dated the 22nd July. Between that date and the 12th of August the authorities appear to have been signed by Mr. Heales.

A. Mathison,
Esq.,
continued,
15th July, 1863.

1579. For Mr. Houston?—For Mr. Houston.

1580. *By Mr. Mitchell.*—What is the object of this explanation?—The object is to show that, at the time this cheque was paid, Mr. Houston might be aware that, when his salary to 31st July became due, he could not be present to receive it. I do not from my own knowledge state that such was the case.

1581. *By the Chairman.*—Still, if it is the truth, let us have the truth?—My statement as to the commissioner's absence is the truth; the books prove it is so. I also wish to state that, for nearly two months from the 21st of May, the date of his appointment, to the 19th July, no application appears to have been made for salary. At least, no communication was made to me.

1582. And do all the communications as to salary come to you?—They must come to me ultimately.

1583. He drew none from May to the 19th of July, and then he drew in excess of what was due to him?—Yes, by twelve days.

1584. *By Mr. Mitchell.*—That is, assuming the account to be correct?—Yes; that is, assuming the account to be correct.

1585. *By Mr. Degraeces.*—Do you suppose there was any necessity for him to draw it before the time?—I do not know. I cannot say as to that.

1586. What was he up the country upon? Government business?—I believe it was election business.

1587. *By Mr. McCrae.*—Are those returns (marked S) which I now hand to you, the returns that were furnished by you to the committee?—Yes.

1588. Will you please sign them?—I will. [*The witness signed the same.*]

1589. Do you pay the accounts every month?—Yes; the salaries.

1590. Do you pay upon an abstract presented to you?—Yes, upon pay-sheets.

1591. The pay-sheets show the whole expenditure for the month, I suppose?—Yes, the wages expenditure.

1592. Where are those pay-sheets kept?—In the Treasury.

1593. Not in the department?—No.

1594. Do you compare them month by month, to see whether there is any increase or diminution in the working expenses?—Yes; I have returns monthly, showing an analysis of those wages.

1595. That may be; but do you compare the gross expenditure of one month as compared with the expenditure of another?—Yes.

1596. If there is any increase or decrease—do you do anything upon that? do you notice it in any way?—I report the per centage that those wages bear to the revenue. I have been doing so since the commencement of this year.

1597. To whom do you report?—To the secretary.

1598. Have you any check upon the expenditure? can you control the expenditure in any way?—No.

1599. Are time-books and vouchers for stores furnished to you to enable you to check the accounts which you pass? for instance, would you pay a man's wages unless you saw his signature to some paper? or how do you manage it? You have the pay-sheets sent up with the names of the men—when that is sent to you, how do you know that those persons have been employed?—The pay-clerk ascertains from the time-keeper that those men have been employed for such and such a time, at certain rates.

1600. And you require to see his signature as a proof it is correct?—No. In point of fact, the traffic superintendent certifies the correctness of those accounts before the cheque is drawn, or the men paid.

1601. Then all you have to do is to pay the money upon certain papers being presented to you?—Yes.

1602. You do not exercise your judgment at all upon whether it is proper to pay or not? you only satisfy yourself it comes to you from a certain quarter?—Through a certain channel. I have a check upon salaried men; for instance, they could not put a man down at £200 a year and pay him a salary; but I could not check the number of those men on wages as day laborers.

1603. Who do you depend upon?—The time-keepers and the managers of the goods sheds for all goods labor.

1604. And whatever accounts they send in, do you pay?—Yes, whatever accounts are rendered through the regular channel, I do.

1605. Whom do you get the accounts from?—The pay-clerk.

1606. I thought the traffic superintendent?—He certifies the accounts; the pay-clerk is an officer of the traffic superintendent's.

1607. He brings it to you from the traffic superintendent?—Yes.

1608. Do you require any vouchers afterwards to satisfy you the money has been paid? Do you pay to the men or give the money to the pay-clerk?—I give the money to the pay-clerk.

1609. Then he distributes it?—He distributes it.

1610. Does he bring you back any voucher to show he has paid it?—Yes, with the receipt of each man for his wages.

1611. Where is the receipt given?—In the pay-sheet.

1612. And are those pay-sheets sent into the Treasury on completion?—Yes.

1613. Have any sheets been given in without the signatures of all the men for the wages?—No.

A. Mathison,
Esq.,
continued,
15th July, 1863.

1614. Then every pay-sheet bears upon it a receipt from the person who receives the amount opposite his name?—Yes.

1615. *By Mr. Degraves.*—What check have you upon time-keepers?—Personally, I have no check upon the time-keepers.

1616. *By the Chairman.*—Do you know who checks the time-keepers?—I do not know.

1617. Is there no other signature to the paper but the time-keepers?—I should think the check upon the time-keepers is the manager of the goods shed.

1618. Is there no signature of his upon the paper?—No.

1619. *By Mr. Degraves.*—Suppose a time-keeper, for instance, were to make arrangements with a certain body of men, say, fifty or sixty laborers, to pay them a quarter of a day extra, is there any check upon that? or half a day—suppose they only worked half a day, and he paid them a full day?—I cannot say.

1620. *By Mr. a' Beckett.*—You trust, I suppose, to the integrity of the time-keeper?—Yes.

1621. Whom is he under?—Mr. Stead, the manager of the goods shed.

1622. Whom is Mr. Stead under?—Under the traffic superintendent.

1623. The time-keeper is in reality under the traffic superintendent?—Yes.

1624. How about vouchers for stores? you pay for them as supplied?—Yes.

1625. Whom do you get the vouchers from?—The vouchers are made out principally through the storekeeper; some stores for traffic are made out at the traffic superintendent's office; they are checked there, and come up to my office and checked there also.

1626. The stores are supplied upon requisitions from the different stations?—Yes.

1627. Are they sent up to the storekeeper?—I believe they pass through the traffic superintendent to the storekeeper.

1628. *By Mr. Degraves.*—And he sanctions the requisition being complied with?—Yes.

1629. You would not pay for any requisition or any account coming in to you without the sanction of the traffic superintendent?—No.

1630. He initials them?—Yes.

1631. *By Mr. a' Beckett.*—The money that is paid for stores is paid to the storekeeper direct, I suppose, and he accounts for it?—The Government storekeeper does not pay accounts, unless they are very small.

1632. He is accountable for the stores?—Yes, for the purchase and delivery of stores upon requisition.

1633. It is represented by cash.—Yes.

1634. Does not the storekeeper receive the cash, or how does he get the money for the stores?—He certifies the accounts for them and charges each department with the stores they receive.

1635. How is the money paid for them?—All store accounts are paid at the Treasury, with very few exceptions. The Government storekeeper will pay accounts under £10.

The witness withdrawn.

W. H. Wright, Esq., examined.

W. H. Wright,
Esq.,
15th July, 1863.

1636. *By the Chairman.*—What are you?—Secretary to the railway department.

1637. Will you let the committee know what are the duties of your office, or what you consider to be the duties you are entrusted to perform?—My duties are a general supervision of the various branches of the railway department, except the engineer's branch, which is a professional one, and as to which I have, of course, nothing to do with the details.

1638. Is that a description of the duties of your office?—That is generally so.

1639. I wished to have a detailed account of what are the duties of your office?—I am in immediate charge of the department; I have the immediate supervision of the whole; the general or corresponding branch of the department, and the inspection of the accountant's branch. When I say inspection, it is to see that the accounts and books are kept up, and that any directions as to the mode in which they are to be kept by the treasury are followed. As to the keeping of the books, of course, that is not my duty.

1640. *By Mr. a' Beckett.*—You exercise a general supervision over the railways?—Yes. With regard to the traffic branch the details are left in the hands of the traffic superintendent; but in administering those details, the secretary is often referred to by that officer, and I must be prepared to assist and give him directions, or guide his proceedings in details in accordance with the general rules of the service and the department. In fact, I may say that, both as to the traffic branch and all the other branches, my special duties are to make them all work in accord and not all pulling different ways. With regard to stores, I sign or countersign all requisitions, and if I have reason to think that any extravagance is prevailing in the consumption of stores, or that there is any want of system or irregularity in the stores, it would be my business at once to interfere and set the matter right, under the authority of the commissioner or minister of railways.

1641. *By the Chairman.*—Do you examine the stores?—I do not go to the stores to take stock.

1642. I did not say to take stock; do you examine to see that the duties are performed? do you visit them at all?—I visit the stores, I see the books, and see the way in which the stores have been stowed.

1643. Periodically, or at irregular periods?—No, at irregular periods.

1644. How often?—I suppose I have been about four times to the stores at Williams-town since I have held office.

1645. *By Mr. a' Beckett.*—Do you consider that it is any part of your duty to give your mind to the general improvement of the traffic, and the development of the traffic?—Certainly.

1646. Do you confer, from time to time, with the heads of the different departments of the railway as to the improvement and development of the traffic?—I may say daily.

1647. *By Mr. McCrae.*—How long is it since you joined the department?—Twelve months, nearly.

1648. *By the Chairman.*—Had you any knowledge of railway affairs at all when you joined the department?—No.

1649. None whatever?—None.

1650. Then you were perfectly innocent of all railway affairs when you joined?—Yes.

1651. How many clerks or other persons had you employed in your office when you took charge?—When I took charge, I had the same number as at present in my general branch, that is, the secretary's office, the general corresponding branch, and there is one clerk added in the accountant's office, and that arises from this—I should mention that there were two clerks employed in bringing up the books previous to the year 1860. They were to bring these books up to a certain date, when they were to be balanced and carried on to the present set of books. This duty having been performed up to 1860, the books from that date had to be written up, and this accounts for the extra hand employed in the accountant's office now in place of the two previously occupied on the books up to 1860.

1652. Are those accounts brought up?—They are not brought up, but I have Mr. Mathison's word for it that we may expect them within the month. A short time ago he said that it would be six weeks, and those gentlemen are now writing the books up to the present day to have a final balance.

1653. *By the Chairman.*—Have you directed or instructed any of those under you to add to the number of persons employed in any branch of the railway department since you took charge?—No; one or two clerks were added to the railway audit office.

1654. How many have you so employed, and at what rate of pay, and under what class or name are they employed?—Perhaps you will allow me to explain that the audit clerk found some of the different railway station masters required assistance to bring up their books, and he wanted to be able to send out one of those clerks, and I desired him, of course, with the concurrence of the minister and under his sanction to select, from the clerks in the goods sheds such young men as were promising and intelligent, and whom he could apply to that duty without increasing the general staff, and that would cause the increase probably in the return of the audit clerk's staff.

1655. How many were there, and at what rate of pay, and under what class or name?—I am afraid I can scarcely carry all that in my head. I shall have to refer to the appointments that have been authorised. This is the only case that occurs to me, and I believe on that occasion one young man was added to the number, as he did not find the number to his hand in the sheds. It was with a view to avoid fresh appointments that I desired him to make the selection.

1656. Then you will be so good as tell the committee how many there are, and how they are, employed, and at what rate of pay?—They would not get any increase of pay on coming there from the goods shed on that occasion. I think £80 a year was the pay on which the new appointment was made, on probation, to be raised to £100 a year at the end of three months, if found efficient.

1657. Do you keep any bank book or books at your office? do you have one to keep in the office and the other to send to the bank when you put money in or take moneys out of the bank, as a check?—I do not keep bank books; they are kept by the accountant, who countersigns all cheques.

1658. Do you keep any books of accounts personally in your office? if so, what are they?—No, I keep none personally.

1659. *By Mr. d'Beckett.*—Have you anything to do with the pecuniary affairs of the railways?—Nothing more than guarding against the votes being exceeded and being prepared—in fact, to keeping a watchful eye over the expenditure. For instance, the very matter I heard Mr. Mathison examined upon. If the expenditure increases at a station, I call upon the traffic superintendent to inspect that station and see the cause, and to see what reductions can be made. If we find any increase, I direct the attention of the station masters to be called to it to let them know that such an increase is going on, and that I want to know how it is.

1660. How does the matter come to your knowledge?—By the returns. Mr. Mathison has orders to lay before me the per centage which the expenditure bears to the revenue or tonnage, and if we find it is a very high per centage my attention is immediately given to it, and I give directions to see why it is, and whether it should not be reduced. It may be at Middle Gully that there is very little coming in, and I find an undue proportion of expenditure; I send, or may go myself, or call upon the proper party to explain it. I have the thing seen to.

1661. *By the Chairman.*—What sum do you usually draw from the Treasury? State the highest and lowest sum at each time; and state the manner or form in which you receive it?—I do not draw any; it is placed to the credit of the department in the bank, and I draw upon it by my cheque, countersigned by the accountant. An authority is first of all applied for to the Governor in Council for certain expenditure to meet our estimated requirements. Say, there is a vote for £50,000; we apply for an authority from the treasurer to pay an account, say, of £5,000.

1662. I wish you to give the lowest and highest sum you at any time draw?—I could not remember to a figure, from my recollection.

1663. Will you take a note of anything you do not remember, and give it in writing, because I wish this to be very full and complete? I want to know why you draw it; on what

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continued.
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ground you ask for, or on what conditions you receive it, to be placed at your disposal; that is, how it comes to you, whether by cheque or how?—The authority of the Governor is asked for in the first instance, and that having been obtained, an application is made to the Treasury for an advance.

1664. By you or by whom?—The authority is signed for by the minister.

1665. How does it come to you? do you apply for a certain sum?—A certain sum, which is placed to my credit in a certain bank.

1666. You apply for a certain sum? what is the highest and the lowest of those sums?—I will be able to furnish that in writing.

1667. Do you keep any detailed account of what you do with that money, or do you merely make an arbitrary demand for so much money?—We send in for, say, £10,000.

1668. Do you say what it is for?—Certainly; we state the general purposes for which it is wanted—it may be for fuel, £80; it may be £300 for contingencies, which will be generally set forth.

1669. Do you specially set it forth?—In the application.

1670. Or do you merely say, "I want £1000 for current expenses"? Will you give the committee one of the forms themselves?—I will bring a form of application.

1671. Will you tell me under what terms you disburse the money? do you personally enter all the moneys you receive and all moneys you pay away, or does some other person enter the moneys received and the moneys paid away? and if so, who is it?—I keep no accounts. In the accountant's office there are the bank account, cheque books, and entries of the payments, and the vouchers ultimately paid into the Treasury of the money we disburse.

1672. Does the accountant disburse the money?—He always brings the cheques to me, stating on what account they are drawn, and he countersigns with his signature my cheque, without which they would not pay it at the bank.

1673. Any cheque drawn by you might be for the whole £10,000, if countersigned by him? you might take the whole money it seems? What security do you give?—£2000.

1674. And you draw £10,000?—I draw what is required for the department.

1675. Did you give that security upon your first entrance upon the office?—Yes, I had a bond in the Treasury before and it was renewed.

1676. What check is there against you in your own or any other office that the moneys entrusted to you are duly and carefully dispensed? is that check in the treasury or audit office, or where? Is there any check upon the manner in which you disburse the money?—We are obliged to adjust one advance before we can obtain another. We should account to the treasury if we have got an advance of £10,000, and made payments of £9,500; we should hand in the vouchers receipted for the £9,500 and a cheque for the £500, the balance of the advance.

1677. Do you pay any moneys from your office in advance to any one, or have you done so at any time since you have been in the office?—I have not, except so far as this:—It may have happened that during the month, where a clerk has wanted some money, which has been in fact due to him, the accountant may have given him a cheque, but the amount was due.

1678. That is not an advance?—No, it is not an advance.

1679. Do you issue orders to any of the railway officials not in the secretary's office? if so, to whom, and under what grounds or circumstances do you issue orders out of your office?—To the engineer-in-chief I should issue orders under the authority of the commissiener, though he is professionally removed from my control, and to all other officers in the railway department.

1680. Do you issue those orders on your own discretion, or are they only the orders that you receive from the commissioner?—Although almost all the orders are issued by the commissioner, it might be necessary in some cases for me to act without waiting for the commissioner's sanction, and then I should do it upon my own responsibility; but, in any ordinary case, it would be under the sanction of the commissioner.

1681. Do you take on, or order the discharge of, any of the men employed on the railway works? if so, under what circumstances, when, how many, what were their names, salaries, or pay? and also, what were their duties?—Nobody, except with the sanction of the minister; even a laborer's name would go to the commissioner for approval.

1682. What are the hours you yourself attend at the office?—From a quarter past to half past nine, and I am there till four, or whatever time I find business keeps me there.

1683. And the persons employed under you in the secretary's office, what are their hours? From nine to four, but in the same way.

1684. They stop longer if required?—They never make any demur to it.

1685. Have you any rules for those who come too late or go away too soon, as to stopping their pay, or punishing them in any way?—If they made a practice of it, they would be very soon sent away altogether.

1686. Have you any rule that they should be amerced?—There is one thing that is not kept in my office. In some of the offices a time-book is kept for the gentlemen to sign when they come in, and I have explained to those employed in mine, that it is my desire that no such check should be put upon them, that I would rather rely upon their honor to come in good time, and spare me the unpleasantness of seeing gentlemen put their names in a book. I think that has had quite as good an effect as keeping a time book.

1687. Have you a clerk, or how many, to keep up the correspondence of the office?—Three.

1688. What do they do?—There is one copying clerk, one for entering the letters in the register, endorsing them, and writing the letters that are drafted, or are not very particular. As regards the chief-clerk, Mr. Hewitt, a great deal of his business is connected with the land

claims, of which there are a great many, and there is a great deal of correspondence entailed upon them. W. H. Wright, Esq., continued, 15th July, 1863.

1689. What is the average number of letters in your office?—I could not say without reference to the books.

1690. How many books are kept in your office—letter-books or whatever they are, altogether? and how are they apportioned in your own office, that is, the secretary's office?—There are two letter copy books—register of letters received, register of land claims—one for each line of railway.

1691. Have you not other books besides that? Are no accounts kept in your office?—No, I have no accounts to keep in my office.

1692. Can you inform the committee, what sum of money you pay away weekly or monthly?—I could not, without reference to the books.

1693. Are you paid by the accountant yourself, or are you paid from the Treasury—your salary separately?—I am paid in the same way as the other officers, by a cheque from the accountant.

1694. Signed by yourself and the accountant?—Yes—that is to say, the salaries of the office might amount to so many hundred pounds, and a cheque would be given for the whole of the money. My portion would be paid into my account at the bank.

1695. By whom?—By the pay clerk—the same gentleman who pays the other people in the department.

1696. Is it one of the clerks in your own office pays it?—Mr. Rochfort is a clerk in the traffic branch.

1697. He is not in the secretary's office?—No. At the same time, we have to sign the acquittance.

1698. We have had some evidence of the accountant being instructed to sign a cheque, by the secretary, under peculiar circumstances. Do you think he ought to sign a cheque as a mere matter of course?—No, I do not think it would be right in the accountant to bring me a cheque for me to sign it, or to desire him to countersign it, without showing me the voucher. I desire him to show me the amounts for which he wants my signature; and he in the same way would have no right to complete any cheque, unless he knew what I was doing.

1699. *By Mr. a'Beckett.*—You understand that the signature of the accountant is required in order that the accountant may satisfy himself that the payment is a proper one?—It would not be right at all for him to complete the cheque, unless he saw the vouchers upon which the account was being paid. I should think it would be very odd if the accountant did not ask me for the voucher.

1700. *By the Chairman.*—Does the accountant also give security?—Every one in the department gives security.

1701. How? by the guarantee society, or what?—Mostly by the guarantee society. The pay clerk has to give a large security.

1702. *By Mr. a'Beckett.*—Who is it decides upon the time tables, the alteration in fares, and the other changes from time to time in the working of the railways?—It ought by rights to be a matter entirely with the traffic superintendent, who ought to submit those time tables for the approval of the minister.

1703. *By the Chairman.*—It ought to be, but is it?—We have been without one lately, and therefore the duties have been done by the assistant-superintendent himself, in his apprenticeship, I may say, the chief clerk in the traffic office, who has had a great deal of railway experience, Mr. Yates, and myself.

1704. *By Mr. a'Beckett.*—I presume any suggestion is made to you in the first instance?—Sometimes the suggestion comes from me; where for instance I find the public outside are feeling some inconvenience, I call the traffic superintendent's notice to it.

1705. If there is a public want with regard to railway accommodation, is it generally made known to you by correspondence?—Certainly, many of the people correspond with the traffic superintendent, or they may correspond with me; which I think is perhaps the better course, because I see that what is required is done, and, if anything is wrong, guard against the repetition of it.

1706. Before adopting any suggestion of yours, do you consider it in consultation with any person?—If it was anything connected with traffic I should send for the traffic superintendent. If anything came before me I should inform him. Provided there is nothing to prevent it, he comes to the office each day at about three o'clock, and perhaps in a few words we work off what would take a great deal of correspondence.

1707. I observe, by a public announcement, that there has been a great alteration made lately in certain rates, how did you originate that alteration?—This is merely the adoption of a uniform rate with regard to up traffic, that is, by return trucks. At different times the traffic superintendent had this matter urged upon his attention; it was brought specially under the notice of the commissioner, and certain rates were struck, and it occurred to me it would be better at once, as we had experience in those rates, if we found we could adopt them, to get one general rate struck for all stations—a mileage rate. I had it drawn out, and it was approved of, and it is that rate you have noticed. It is with a view to bring produce to the coast by our return trucks, which would otherwise many of them be empty.

1708. Is it any part of your duty, as secretary, to consider how you can develop the railway traffic department?—Certainly. In fact, as I have said already, the active officer in that respect should be the traffic superintendent. Should anything be brought before me, it would meet my attention, and I would aid that officer in every possible way.

The witness withdrew.

WEDNESDAY, 22ND JULY, 1863.

Members present:

The Hon. J. P. FAWKNER, in the Chair;
 The Hon. W. H. F. Mitchell | The Hon. W. Degraives.
 „ J. McCrae |

W. H. Wright, Esq., further examined.

W. H. Wright,
 Esq.,
 22nd July, 1863.

1709. *By the Chairman.*—Have you been able to make those returns the committee asked for?—Not having received a copy of my evidence, I am not prepared with the returns now, but will be so at the next meeting of the committee.

1710. Have you any plan or scheme by which men enter your office and by which they are paid?—A clerk who is not recommended for any peculiar efficiency, or from any other branch of the service, will enter on probation at £80 per annum; in which grade he would serve for three months, unless previously discovered to be quite up to all that would be required of him, when his probation need not necessarily be so long, if his services entitle him to be put in the next grade.

1711. Have you any specific time at which you raise the salaries, and on what scale? or have you any scale by which you so raise them?—After three months the first increase they get is to £100; that, I may say, is now established in the department.

1712. Suppose a man is worth more than £100, have you any regular scale by which you raise his salary, and at what time?—I should state what was in view with regard to the annual increments: that was to follow the Civil Service Act; for although the department was not brought within the permanent civil service, still as far as possible in this matter the provisions of the Civil Service Act are our guide; and therefore they would not be worse off or better off than the officers under the civil service.

1713. Have you any scale, ten per cent., twenty per cent., fifty per cent., or any scale by which you raise them and at what time?—According to the Civil Service Act, there are several classes, and I believe I am right—speaking from memory—in saying, that the annual increment is one-sixth of the difference between the salaries of the different classes. Say a man had £100 a year, and the highest salary of his class would be £150, he would receive an increment annually of one-sixth of the £50.

1714. Is there any set time at which you give that proportion?—Annually. I am speaking of what is the established understanding in the department at this time. The department previously was barely in existence, and the rapid increase of the business, and the rapid increase of the staff, rendered it necessary to find men wherever they were to be got to fill certain offices. I can only speak of the time since I have been in the department, since which there has been only one period of annual increase; that was, when the estimates were framed for the year 1863.

1715. I see here you took on one in March, 1862, at £350, at once, as a clerk?—What is his name?

1716. G. W. Lilly?—He was secretary to the Melbourne and Suburban Railway Company, and it was supposed that it was desirable to purchase his railway experience at that rate of salary. That was before my time. I presume that was the motive, which was operative.

1717. I want to know whether you have a regular scale, or whether it is done arbitrarily? whether you take one man and put him over the heads of all the others? I want to know if that is the policy of the managers of the Government railways?—It is not the general policy. Those who have been taken on in that way, have been so taken on from previous experience, or from people testifying to their extraordinary ability.

1718. There is one I see taken in on the 24th of March, 1862, at £120, and he has now £300?—Who is that?

1719. William Cameron. Why did you raise him from £120 to £300 in twelve months?—He has changed his department from being a clerk; he was found to be quick at accounts, and he was made station master, where he had both goods and passengers to look after. He was station master at Ballarat East. He is now at Sandhurst, the terminal station master.

1720. I must ask you for a fresh return showing all those who have had their salaries raised, the date of their appointment, and the various steps they have taken in the department, and the rise of salary they have had?—I will furnish that. With reference to some who may have been reduced, it is possible that an officer may have misconducted himself so that he must be either dismissed or reduced, and he would be most likely to take the reduction as a merciful consideration of his case.

1721. If he is unfit, why is he kept on at all?—The actual offence he may have committed may have been one that could not be overlooked, but yet not one which would warrant his dismissal.

1722. *By Mr. Degraives.*—You may disrate a man whom you would not, in conducting your private business, be prepared to dismiss altogether? is not that so?—Quite so.

1723. *By Mr. McCrae.*—I find, in answer to a question put by Mr. a'Beckett at your last examination, "Have you anything to do with the pecuniary affairs of the railways?" you say, "Nothing more than guarding against the votes being exceeded, and being prepared to, and, in fact, I do keep a watchful eye over the expenditure. For instance, this very matter I heard Mr. Mathison examined upon. If the expenditure increases at any station, I call upon the traffic superintendent to inspect that station, and see the cause, and to see what reductions can be made. If we find any increase, I always see that letters are written to the station masters

to let them know that such an increase is going on, and that I want to know how it is." With reference to this answer, I find that, in the month of October last, according to a return furnished to this committee, there were paid for 18,374 tons of goods at Spencer-street, £1323 15s. 9d. In November, for 17,000 tons, £1394 were paid, that is, £71 more for a less quantity of goods. In December there was for 14,922 tons £1580 paid, that is, 3000 tons less in December and a sum of £200 more paid. In January, for 13,273 tons, that is, 4000 tons less, there was £1546 paid, which is almost as much paid then as in the month of December. In the month of May last, for 14,942 tons there were £1655 paid, according to this return. I cannot see how that can agree with the answer given by you to the question put by Mr. a'Beckett, in which you say a part of your duty is to inquire into any increase of the expenditure at any station, and to keep a watchful eye over the expenditure. Can you account to the committee for this increase in the cost to the department with the decrease in the tonnage in the first instance, and the increase in the cost?—In the first place, you will find my answer, I think, to say that I call for such returns as will show me whether the expenses are kept down, or are increasing, and to that I direct attention, with the view to check this increase of expenditure. I do not say that I am able to always make a decrease. I think that it will not be found in my answer that I said I could always make a decrease, when I thought I saw a reason for it; I do not say that in every case the question was followed by the result I wished to attain.

1724. Here I find for a consecutive number of months the tonnage has been decreasing and the cost increasing—that is to say, for the months of October, November, December, and January, for those four months the tonnage has been decreasing, while the cost to the State has been increasing. Do you think that is consistent with the answer you gave to Mr. a'Beckett, that it was a part of your duty to keep a watchful eye over the expenditure and see what reductions could be made?—Certainly; I think it is quite consistent. I might call upon the traffic superintendent and express my surprise, and bring it under the notice of the commissioner that such an increase was going on; but if the traffic superintendent tells me he cannot do without it, and insists that it is necessary, I do not perceive how I can say, "Turn ten men off to-morrow morning." I cannot take upon myself the responsibility of having the sheds clogged with goods.

1725. The extraordinary part of it is, the goods seem to be decreasing?—It may show a decrease in that return. I do my best to make myself acquainted with the rise and fall of the income and expenditure of the department, and use my influence and power to check it; but nevertheless I must rely upon the traffic superintendent in matters of that kind, and that is one reason why possibly the best course to pursue with the sheds would be, to let them; then you would have a sweeping reduction in the number of hands employed.

1726. Why?—Because a contractor will have a man hired this morning and turn him out of the shed to-morrow, simply because he will not lift a thing in the way which he thinks right, with the right hand or the left. I should like you to turn a man out of the Government sheds because he did not do it as you liked. It is most difficult, from the number of influences brought to bear.

1727. Suppose you had a goods' manager and men set apart to look after the goods traffic?—We have one now.

1728. Who is he?—Mr. Stead. I will give you an idea of the difficulty I have named. It was reported to me that two men could be dispensed with at Ballarat last week—they were permanent men at 7s. 6d. per diem, and men of course supposed to be better than the merely temporary men. Now, it is my impression—I do not charge him positively with it—but I think Mr. Stead has a disinclination to be the unpopular master and say to a man, "I will have you turned out of the shed." I therefore said to the assistant traffic superintendent, "Go down to the goods shed and, without saying why, get Mr. Stead to point out to you two of the least efficient men; then come to me and we will send them off to-morrow morning, and then bring in the Ballarat men." His answer was, "I do not think Mr. Stead will like to tell me which men to send away." I said, "Go down if you please and find out, without telling him what it is for."

1729. Is not it your own impression that there are more men employed in the traffic department at Spencer-street station than are really necessary?—In what rank?

1730. I mean the laborers?—Certainly; I tell you, any man who contracts as Mr. Norton does with the Melbourne and Hobson's Bay Railway Company for the delivery and receipt of goods would, I believe, perhaps do with one third less men, do what you will.

The witness withdrew.

THURSDAY, 6TH AUGUST, 1863.

Members present:

The Honorable J. P. FAWKNER, in the Chair;

The Honorable J. McCrae

The Honorable J. Henty.

„ C. Vaughan

Mr. William Fyfe examined.

1731. *By Mr. McCrae.*—How long have you been in the Victorian railway department?—Since January, 1859; one of the first appointments.

1732. In what capacity?—I was appointed as export clerk.

1733. At what salary?—£200 a year.

1734. How long did you remain in that capacity?—I am in it now. The export clerk

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Esq.,
continued,
22nd July, 1863.

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6th Aug., 1863.

Mr. W. Fyfe,
continued,
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was then intended for the export business from the pier, but there had been no business from the pier, and I was put into the outwards goods office. There was no clerk appointed then to do the outwards goods business.

1735. How long did you conduct the business from Melbourne to Geelong?—Up to August, 1862.

1736. How many clerks had you besides yourself at that time engaged in forwarding goods?—There was only myself for the greater period of the time, until October, 1861; then I got an assistant.

1737. Did you attend to the goods both forwarded and received?—I did all the business appertaining to the line both inwards and outwards, and making out the accounts, and receiving the cash, and the delivery of all goods.

1738. How many porters and laborers had you to assist you at that time?—My staff was ten—one clerk, one assistant, one foreman, one receiving porter, one check or tally clerk, and five laborers; that was the staff from October, 1861. When the railway department first opened, the business was done in one office. Another clerk and myself did the entire business in Melbourne for all stations that were then opened. When the Geelong business was separated from the main line business, I took the Geelong line and my colleague took the main line traffic. That was, to the best of my recollection, some period in 1860; I am not clear upon the precise date.

1739. I want to know how many porters and laborers you had assisting you?—That was about my staff, ten.

1740. Can you state to the committee, to the best of your recollection, what was the average number of tons of goods handled by you daily at that time?—I have seen as much as 300 tons of goods handled in one day. On one day we had thirty-eight trucks loaded for Geelong.

1741. You did not find any particular difficulty at that time in the management of your business?—None, whatever.

1742. Has the system been altered since the Ballarat line was opened for goods traffic?—It has.

1743. May I ask, How many clerks are now employed in conducting the Geelong and Ballarat business at Melbourne?—Seven; that is, doing the outwards business from Melbourne; that is, simply the goods going from Melbourne.

1744. Can you inform the committee what is the total number employed, attending both to the forwarding and receiving?—As far as I can calculate, the Ballarat shed, at the present moment, has seven regular clerks; there are four way-billing boxes, four way-billing clerks, and two in the inquiry office, and one on the outer platform.

1745. Making a total of how many?—Seven in the Geelong and Ballarat shed; that is, the standing staff of clerks.

1746. How many porters and laborers are now employed in the goods traffic department?—I am unable to give the number of porters.

1747. Give an estimate as near as you can guess in round numbers?—Twelve to fifteen at the very least in the Ballarat shed, and four outside; eighteen to twenty laborers, including the weighing porters.

1748. Can you give the committee an idea of the quantity of goods that are now handled daily?—I cannot in the Ballarat and Geelong shed; I can in the main shed. I was transferred to the Sandhurst line on last August.

1749. August last is quite near enough. Could you give the committee an idea of the quantity of goods handled daily in the Geelong and Ballarat shed at the time you left?—The average might be from 60 to 100 tons per day. The average weekly was from 350 tons up to sometimes 800, and we have had as much as 1200 tons a week.

1750. *By the Chairman.*—And got it moved off without difficulty?—Yes.

1751. *By Mr. McCrae.*—Do you think at the present time that that quantity has increased?—No; the quantity on the Geelong line has materially decreased.

1752. So that there are all that number of hands retained?—There is a larger number of hands retained now than there was then.

1753. I find that, though the tonnage of the Melbourne station has not been doubled, still the clerks are four times as numerous; do you think the alteration in the method of doing the business has had the effect of increasing the clerical staff?—Most undoubtedly.

1754. The method of conducting business has had the effect of increasing the clerical staff?—It has, in my judgment, materially.

1755. It has been stated that, up to the opening of the Ballarat line, goods were carried by dead weight and measurement to Geelong; since which time the classification system has been adopted. I want to know, from your experience of both systems, which do you consider the most economical to work?—The dead weight and measurement, by an immense deal.

1756. Will you state to the committee your reasons why?—In the first place, dead weight and measurement goods are only handled once; the scale for measurement goods is such. I take produce for example—bags of flour, bags of oats, barley, wheat, and other produce of that nature is charged so many bags to a ton, and consequently we do not weigh them; cases of gin, chests, half-chests, and quarter-chests of tea, so many to a ton; boxes of candles, so many to a ton; and hogsheads of ale and pipes of wine, so many to a ton. Then, in forming a scale of that nature, the majority of goods can be reduced to a scale; consequently, you only require to handle them once; and, if trucks are at hand, they simply require to be taken from the dray and put into the truck.

1757. Has the increase of the clerical staff in the railway department generally been the

means of causing increased efficiency in the department?—It has not. To carry out rigidly the instructions contained in circular No. 1, we would require a double staff to what we have at the present. No clerk under heaven could carry out the duties rigidly as given to us. They came into operation under Mr. Carruthers in August last, and that was what I said to Mr. Carruthers, “No clerk under heaven could carry them out.”

1758. You stated that you, with one clerk, conducted the Geelong traffic. Suppose the old system was reverted to, could not yourself and, say, two other clerks conduct the present Ballarat line traffic?—I would rather answer upon the main line traffic, because I am in charge of the Sandhurst line of business now.

1759. How many clerks have you to conduct the Sandhurst traffic?—Eight clerks, including myself, and other six men acting as clerks; they do clerical work and not laboring work, and I include them in the staff as clerks doing business beyond the mere manual labor of handling goods.

1760. Supposing the old system was reverted to, with how many clerks could you conduct the Melbourne and Sandhurst goods traffic?—I have no hesitation in saying that, were I allowed to conduct the business as I would desire, I think a reduction of 50 per cent. could be made in my shed.

1761. That is, you could do the business with one-half?—If I was allowed to do so, I feel persuaded four clerks could do the business of my shed. In a press of business I might require another.

1762. Would four do all the business at any season of the year that you have hitherto done on that line?—Four would be sufficient to do the business of one thousand tons a week on an average with comfort.

1763. Then you have no doubt in your mind that the present system is far more expensive than the old?—It is more expensive.

1764. I would ask you again, Is the present system, do you consider, as satisfactory to the customers as the old one?—It is very, very unsatisfactory.

1765. To the customers?—Yes.

1766. Would you just explain to the committee your idea as to how it is not so satisfactory to the customers as the old system?—Under the old system, while I was in the Geelong shed, the consignee or consignor could, in coming to my office, get the whole of his business transacted without leaving the shed. At present he must go to two or three sheds to get that business done. As an illustration, A. B. consigns goods to Sandhurst, and desires to pay for those goods; he has made his consignment of the goods to the clerk in the box; he then brings it up to me with the weight on it; I then make out a receipt for the freight; he then leaves my shed and goes to the cashier, which is a considerable distance from my place; he returns back to me to show me he has paid the cash; he then walks down to the clerk who has got the goods, and hands up his consignment form with the cash noted on it; so that he has got to make a pretty extensive journey and spend a great deal of time. Whereas, under the old system, he consigned his goods, paid me the cash, and never left my presence during the time the thing was being done, under one roof by one clerk.

1767. Which of the two systems do you consider were the most profitable to the railway department?—The dead weight and measurement, by a great way.

1768. Returned the largest amount of revenue?—It did, because the expenses were so much less.

1769. Do you not consider, in carrying goods to Geelong, competition with the steam boat, charging measurement, is the only way the department can get a fair share of traffic?—There is no other method you can compete with the boats but that. The boats take goods at from 5s. to 7s. a ton; we charge 10s. 6d., 12s. 6d., to 19s. per ton.

1770. Do you not think, if the railway department had continued to carry by measurement, instead of adopting the classification, they would have had the whole of the Geelong traffic in their hands at the present time?—If they had properly managed the line, we should have had the whole of the traffic; I am clearly of that opinion.

1771. But at present the boats have monopolised the greater portion of the traffic?—Yes; the principle was to charge 7s. per ton, and a party having a consignment of forty tons at one time, or all in one day, was allowed to have them consigned for 6s. per ton; so that a party giving us that quantity always had a reduction of charges.

1772. I suppose the trade of the steamboats has increased very much since the Government changed the system, do you know?—I do not; but I can state that, previous to the present classification coming into existence last October, two parties were told off to go and examine, as far as they possibly could, what was the tonnage passing by the boats, and we found we had a fair proportion. It was a mere guess, it was from eyesight; the result was, we had a fair share of the business, carrying rather more than the boats.

1773. But now the steamboats have taken nearly all the traffic?—They have the largest share of it.

1774. I suppose the same routine of work has to be gone through with a ton of goods, whether going from Melbourne or Geelong to Ballarat?—Oh, yes! the same.

1775. The same expense incurred in handling a ton of goods, whether going a long or a short distance?—The same in all cases.

1776. Then, in going from Melbourne, it is merely a question of locomotive power for the extra distance?—Undoubtedly.

1777. Therefore, it would pay the department better to carry from Melbourne through to Ballarat, even if the Geelong portion of the journey was run at a reduced rate?—Clearly;

Mr. W. Fyfe,
continued,
6th Aug., 1863.

under the old Geelong rule we had one charge, 7s. a ton to any station on the line, with no limit with reference to distance.

1778. What weight is allowed to be put in a truck?—Five tons dead weight is the maximum.

1779. What is the inside measurement of a truck?—Some of them will measure fourteen tons, others will measure seven tons.

1780. Now, dividing the cost of handling into the money received for carriage of the same, when the line was only open to Geelong, would show as much more expensive than now—the line being open to Ballaarat—inasmuch, as in the early period there would be only 7s., perhaps, derived from a ton, and now say 40s. would be paid for a similar ton going through to Ballaarat; consequently, the same expense divided into 40s., would show a much less per centage than the same divided cost into 7s. ?—The expense would be so much greater.

1781. So that now, on account of the extension of the lines, the expense of working the department ought to be much less than formerly?—It is not.

1782. It ought to be at that ratio?—It is a great deal more.

1783. Ought not it to be much less now, on account of the extension of the lines?—Owing to the distance, undoubtedly it ought to be less; the returns ought to be greater and the profit larger.

1784. And the expense per cent. should be much less?—Yes.

1785. So a return based on those grounds would not, in your opinion, show whether the stations are more economically worked or otherwise?—I conceive, having a longer distance, and the same handling at either end, our income ought to be greater, and our expenses apparently less; but I have great doubts in my own mind whether that conclusion would be borne out, whether our returns are greater in proportion. When we have had a very busy week, it is an undeniable fact, when our returns are large, our expenses remain the same.

1786. Do you consider that now the lines are extended to Sandhurst, your expenses per cent. ought to be much less now than when extended only to Sunbury or Diggers' Rest?—The returns of profit ought to be greater.

1787. And therefore your working expenses per cent. should be less?—That assumes that our scale of charges is based on a fair business ratio, including the handling of goods on the short as against the long distance, under the present system. I may explain: The clerk stands in the box, he has got a weighing porter and a doorman to attend upon him; the clerk weigh-bills all goods, the weighing porter weighs all goods, and the doorman handles, with the weighing porter, all goods that arrive; so that there are three men doing that duty which, under the old system, would be done by one man, namely, the receiving clerk, who would take the consignment note in his hand, check the goods off, and the matter would then be at an end so far as the department was concerned previous to loading. Now they are taken from the dray, put on to the scale, taken from the scale and put on the floor, then taken from the floor and put into the truck; consequently the goods are handled three several and distinct times by the department, so that if number four box weigh-billing for Sandhurst, number three box weigh-billing for Castlemaine, if Castlemaine is very busy, Sandhurst may be very slack, there are still the clerk and his two assistants at each box; whereas, under the old system, our men were liable to go anywhere wherever business pressed, at all hours of the day.

1788. Do you produce any returns?—I have in my hand a return showing the cost of handling a ton of goods. [*The witness handed in the same—vide Appendix 'I.'*]

1789. Then you consider, by adopting the old system, that not only a very great saving would be effected to the department, but that also a very great advantage would accrue?—Were I the lessee of the lines, I would adopt the old system at once. There was less liability to claim for damage.

1790. Have you any further information you can give to the committee with respect to any improvements that might be made in the management of the goods traffic?—There is a chief clerk to each shed, that is the Sandhurst and Ballaarat, and the inwards delivery shed. All the correspondence is addressed to the station master, but the chief clerks reply to all correspondence, the same being filed in their offices; consequently, the station master is the mere channel of communication. All errors are rectified by the chief clerk—all under and over charges. I have brought a form with me either allowing or adding on freight to the way-bill, as the case may be; consequently, the responsibility rests not with the station master, but with the chief clerk. Under the old system, the inwards and outwards was in one shed; at present, there is one for inwards and the other exclusively for outwards, so that the staff must be always doubled in doing the business. I am of impression that all the business for one particular line ought to be managed under one responsible head, and to him all communications ought to be addressed and he ought to be held responsible. That would save an immense amount of circumlocution, the officers would be more responsible, the communications would be more direct and as a matter of course more rapid, and the business would be greatly facilitated in doing so. There is no system at present in the goods sheds whereby you can arrive at the clear detailed expenditure of any particular shed. No clear statement can be got, because there are no books kept by which you can arrive at it. If a shed has, say, ten men in it at ten o'clock in the morning, and I require an increase of staff, say, of other four, those are drafted from another shed to supply my wants; there is no record of that kept. My shed gets the benefit of the four extra men; but, because those four men belong to another shed, that shed is debited with their expense. I conclude the railway department is no exception to the business of an ordinary character, say a manufactory, for instance, where there are more than one foreman required. The foreman is supposed to be able, at any time, to say what certain works have cost. That is not the case with us. I would further suggest that a time book should be

kept under each chief clerk, who should be held responsible for all men working in his shed, and who should at any time, when called upon, be able to show the extent of the work in his department, and weekly strike an average of the cost of the labor, either clerical or otherwise, when called upon. That is not done. If it were done, and a general time book kept, from which the minor time books would be all centered, that statement could be got at, but that is not the case now. The only time book that is kept is one that I ruled four or five years ago, and that is a very imperfect form of keeping time. Hence, if there is no time book, no detailed statement can be had of the precise cost of the goods station. I likewise object to the method of keeping the books. I think what is wanted in our department is a journal. There is no journal kept—the tissue copy books in which the way-bills are copied is the book from which the ledger is posted. Were I lessee of the lines I would introduce a journal, and the gentleman who keeps the abstracts, who has to check on every occasion every way-bill that goes into that abstract, should check the extensions of every way-bill that is to be put to account, write them in the journal, and post the ledger from that. Instead of, as at present, the ledger showing the full detailed statement of every account, it would merely be kept in the usual mercantile fashion having the totals, and the detail being kept in the journal. That would facilitate business, and be more correct, and would be a better check against the business, and the office would be held directly responsible for any error that might arise, which is not the case now. The responsibility has to come back to the office, because it is the ground work on which everything is built. If a clerk make an error in the way-bill, and that error is not checked, it gets posted into the ledger, and that error goes through all the books; the rectification must come back to the office in which the way-bill was copied to be carried out in the under and over charge sheet. Whereas, if you had a journal keeper, his first business would be to check the extensions, and any alteration that would be required would be made there and then. I might likewise state, that one of the most important points is the over and under charges. A way-bill leaving our department may have two tons entered at the rate of 42s. 6d., which is the rate for Sandhurst: if there is an under charge of 5s. it must come back to the chief clerk, who certifies as to whether the charge is correct or incorrect. This ought to be checked by the audit office and balanced. The beauty of the system is, that no clerk at the other end can allow a single fraction of a stated sum upon the way-bill, unless he has a certificate on one of these forms by the clerk who issued that way-bill, and that ought to be seen by the audit office on every occasion.

Mr. W. Pyre,
continued,
6th Aug., 1863.

The witness withdrew.

E. S. Symonds, Esq., Under Treasurer, examined.

[Appendix L was shown to the witness.]

1791. *By the Chairman.*—Do you recollect anything relating to that?—I have some recollection of asking Mr. Mathison why a certain advance was required in addition to the advance which had been already made on behalf of the commissioner of railways.

E. S. Symonds,
Esq.,
6th Aug., 1863.

1792. Was it made in writing?—The application for the advance was made in writing.

1793. Which you have in your office?—Yes; it is the voucher upon which the payment was made.

1794. Can you throw any light upon that at all?—I cannot. I may explain, that advances are made from the treasury at the discretion of the treasurer.

1795. Upon representation made from whom?—Upon the application of the head of the department, approved by the minister.

1796. Then, it is a written application, setting forth what sum of money is required?—Yes, and the purpose for which it is required.

1797. Have you in the office any of those papers?—The application on which this advance was made will be among the records of the office.

1798. If the committee wish to call for it, it can be furnished at some other day?—Yes. I was going on to remark, that advances are made in proportion to the monthly expenditure which is required to be defrayed by means of the advance, and the expenditure thus made is reimbursed from time to time as application is made.

1799. Then they bring you the vouchers?—Yes; and we pay the money over again, to be ready for the next month, or for future payments, as the case may be.

1800. Do they set out in the requisition what the money is wanted for?—Briefly, only.

1801. Would you say, generally, how it is?—If the advance is wanted to pay on account of salary, the application would state “On account of departmental salaries.”

1802. *By Mr. Henty.*—Is it usual to make advances on account of salaries in advance, that is, before they become due? It seems by this return that money was advanced to Mr. Houston before it was due?—I will confine myself to this particular case. At this time the secretary of railways had an advance for the purpose of paying salaries and wages, and the advance was supposed to be sufficient to cover his average expenditure fortnightly or monthly; or, in other words, sufficient to enable him to pay either the weekly or monthly demands.

1803. Does that include his own salary?—I cannot state from recollection, but I supposed that it did. It is customary to limit advances as much as possible; and no doubt, speaking from recollection, the advance made was sufficient to cover the whole expenditure during the month. Supposing he paid weekly wages, say, to the amount of £300, the moment he sent in the acquittances for the expenditure, he would be reimbursed the amount and thus be enabled to make further payments of a similar nature. In this particular case I recollect asking the question of Mr. Mathison, “Why is it not sufficient? why do you want a further advance?” It is usual for the treasurer to put such questions, and I distinctly recollect asking the question,

E. S. Symonds,
Esq.,
continued,
6th Aug., 1863.

“What do you want this additional money for?” I do not remember what his reply was, at this distance of time, but it must have been sufficiently satisfactory to justify my submitting the application for an additional advance to the treasurer for his approval.

1804. That furnishes the very information you asked him for?—I recollect asking the question, for I could not understand why he wanted more money. I do not recollect the explanation he gave me. I have endeavored to tax my memory with it, but I cannot with any certainty say what his reply was. He must have satisfied me, or I should not have submitted the advance to the treasurer for his approval. Supposing the standing advance to the secretary to be £800, if he came and said he wanted another advance of £400, I should probably say, “How is it that £800 is not sufficient.” I have no doubt, from what I have heard since, the reason was, that he had paid money to the commissioner of railways, which his previous advance was not calculated for.

1805. But that you could not know?—He could not have told me it was to enable the secretary to pay the commissioner his salary in advance, because he certainly would not have got the money.

1806. *By the Chairman.*—Do you at any time pay salaries in advance before they are due?—Money for salaries is paid in advance to officers entrusted with advances. Take, for instance, the first month of the year: Suppose the monthly expenditure to average £400, and an advance to be made for that amount, and at the end of January the officer receiving the advance had paid from it to the extent of £400, and to have sent in for reimbursement the acquittances of the persons to whom the money was paid. This reimbursement account is held over till about the 23rd or 26th of the month, and it is then passed through the books, and the officer receives the money again towards the end of the month to pay for the month when due.

1807. *By Mr. Henty.*—Had Mr. Mathison answered your question, by saying he wanted the money to pay the commissioner of railways an advance of salary, would you have given it?—In that case, I am quite certain he would not have got the money.

1808. You would not have given him the money, if he had said so?—Certainly not.

1809. *By the Chairman.*—It is said that sometimes the department receives advances to the extent of thousands?—Yes, the railway department receives advances to a large amount.

1810. Do you know what check there is upon the advances that these officers may apply for; or is there any check?—We suppose the application is checked by the minister of the department, and that he would not sign unless he was satisfied.

1811. In this case, it would be the commissioner?—The commissioner in this particular case. At the treasury applications for advances are invariably scrutinised and they are not passed unless the treasurer is satisfied the money is necessary.

1812. *By Mr. Henty.*—In this particular case, it was signed by the commissioner of railways?—No doubt it was countersigned by him, or else specially approved by the treasurer, who does sometimes take upon himself the responsibility of doing so; but it is very rarely the treasurer takes that responsibility, and only in very extreme cases.

The witness withdrew.

TUESDAY, 11TH AUGUST, 1863.

Members present:

The Hon. J. P. FAWKNER, in the Chair;

The Hon. J. Henty

| The Hon. W. H. F. Mitchell.

John Jeremy, Esq., examined.

J. Jeremy, Esq.,
11th Aug., 1863.

1813. *By the Chairman.*—We have asked Mr. Carruthers to furnish some returns, which he promised to do; and, as he is away now, perhaps he cannot furnish them. He was to have supplied certain information asked for in questions Nos. 456 to 459 of the evidence given before this committee. Can you furnish these particulars?—I will furnish these returns within a few days.

1814. How long have you been in the railway department?—Since January, 1859, the opening of the railway.

1815. At what station did you enter?—Footscray.

1816. In what situation?—Station-master.

1817. What was your pay?—£200 a year.

1818. Where have you been stationed since?—I was afterwards promoted to Diggers' Rest at £250 a year.

1819. When?—About April, 1859.

1820. When did you leave that?—About August, 1859. I was then promoted to Sunbury terminus at a salary of £300. On the further extension, I was sent to Gisborne.

1821. When?—About March, 1861.

1822. When did you leave Gisborne?—About September, 1861.

1823. Where did you come to?—To be station-master at Melbourne.

1824. At what salary?—£400 a year.

1825. Has there been any alteration since?—I was appointed assistant traffic superintendent in January, 1863.

1826. Since that has there been any alteration?—I was acting as acting traffic superintendent during the suspension of Mr. Carruthers, and have since been appointed traffic superintendent. J. Jeremy, Esq.,
continued,
11th Aug., 1863.

1827. Whilst acting traffic superintendent, did you receive full pay?—I received the pay of assistant traffic superintendent while acting as traffic superintendent. At the commencement of my duties I only received station master's pay for the first two months; afterwards I received the full salary.

1828. That was on probation?—Yes.

1829. Is it usual for all persons, when they are moved a step, to put them on probation?—It is not always customary, I believe, but it is frequently the case.

1830. Was your salary raised when you were moved to the different stations, or was it raised at any particular period?—At the time I went to the different stations.

1831. Have you a sufficient number of men in the various departments of your service, or have you too many?—We have more than we require, I think.

1832. What reduction could be made? could you state to the committee any number you could dispense with generally in the staff, from beginning to end?—I think we might reduce the staff generally speaking nearly twenty per cent.

1833. The committee have been told that there are a great many too many engaged on the goods traffic in the sheds?—Yes, I am speaking of the traffic, generally speaking.

1834. In one case it has been stated that there was more work done with ten men in the office than there is now with thirty-four. Do you know anything of that?—There has been an alteration in the system in the sheds; the present system causes a larger number of hands to be employed than formerly.

1835. What is that system?—The system of weighing, and tallying, and checking by clerks.

1836. Would you use any other plan instead of checking?—I think, myself, that the present system is too expensive and might be simplified very much.

1837. It has been stated that, formerly, you used to calculate so many feet to the ton, and so many bags, and so many sacks, or so many casks without weighing them?—Yes, a bag of flour, for instance, is well known to be 200 lbs., and it is consequently a waste of time to weigh a bag of flour that you know to be 200 lbs.

1838. Do you weigh them all now?—Everything is weighed.

1839. Could you recommend that a reduction should be made in the establishment generally, or have you given the matter any consideration?—Yes, I have carefully gone through it, and I have reduced the traffic office to start with, or, rather, I have proposed a reduction.

1840. You say the reduction will be twenty per cent.?—I think about twenty per cent., generally speaking, through the whole staff.

1841. *By Mr. Henty.*—Could a reduction of twenty per cent. now be continued throughout the whole year?—I consider so.

1842. Are the men generally sufficiently paid through the establishment?—I think they are, but I do not consider the staff overpaid.

1843. Do people generally complain, or are any complaints made that they are not paid enough?—Yes, there are sometimes; junior clerks, receiving £80 a year, complain frequently, and men receiving 6s. a day, they complain, some of them.

1844. Have you any difficulty in getting those men?—Not the slightest.

1845. What are the hours of those clerks at £80 a year?—About eight hours.

1846. And the men that get 6s. a day?—They are working from eight to ten hours.

1847. Those clerks on probation at £80 a year, for how long are they engaged?—No specified time; they are on probation for three months.

1848. And then what pay do they get?—From £80 to £120; but if we reduce the present staff, very many of the clerks on probation, being the juniors, will have to leave the service.

1849. *By the Chairman.*—As you have been some years in it, can you say whether it has been usual to raise the salaries at any particular period of service generally?—No.

1850. At no set time?—No; nothing of the kind.

1851. At no time since you went there?—No.

1852. *By Mr. Henty.*—Are those clerks at £80 a-year generally lads?—Some of them: from fifteen to thirty and forty years of age.

1853. *By the Chairman.*—How do you apply for them? are they sent by the commissioner, or by any person in your office?—They are always appointed by the commissioner. They are appointed on probation, generally speaking as clerks, and sometimes, on the extension of the lines; station masters are appointed in the same manner, but then they are appointed at a greater salary.

1854. Do you know whether they are appointed on the recommendation of the station master or traffic master, or are they appointed by any other means? Is any requisition sent for them?—Not that I am aware of.

1855. Since you have been there, have you had occasion to apply for assistance at any time?—Not in any one instance. Since I have been traffic superintendent there has been no appointment made.

1856. Since you first took charge as a station master, were you never in want of assistance?—Nothing more than the assistance that I had at the station.

1857. You did not apply at any time to have any extra assistance?—I do not remember that I have done.

1858. *By Mr. Henty.*—Does any clerk taken into the staff remain on probation for more

J. Jeremy, Esq.,
continued,
11th Aug., 1863.

than three months?—Three months is the supposed time, but there are very many who have not got the additional pay given to them for a much longer period than three months.

1859. Then, at the expiration of three months, the probationer, if approved, looks for something better?—Yes; although I know there are many in the department now who have been on probation for four or five months, and are not receiving more than the £80.

1860. *By the Chairman.*—Are you very slack of work now, or the contrary?—We are very dull now; this is the dullest season of the year. We always expect to be so at this particular time.

1861. In the very strong times, have you never been obliged to ask for assistance?—There might have been occasionally, when a few extra ships were at the pier; the Williamstown shed might have required two or three extra laborers; but I am not aware as far as any clerical assistance, that any extra assistance has been required.

1862. *By Mr. Henty.*—Are you quite clear that, with this reduction of twenty per cent., the staff would be sufficient to carry on during the whole of the year, even in the most busy season?—I think so.

1863. *By Mr. Mitchell.*—How would you propose to apply the twenty per cent. reduction?—Both clerically and in labor, about equal, as far as the staff is concerned.

1864. You could not reduce station-masters, to begin with?—In many instances, I would.

1865. Do away with stations?—No, but I would put a different class of men at the stations altogether. Some of the stations do not require a man at £200 a-year to be at; Carlsruhe, for instance. A useful man who understood his work as porter would be a much better man at a place of that kind as station-master—a man who could pull his coat off and load a truck.

1866. As well as being station-master?—Yes; the class of men I speak of would be responsible men and men who thoroughly understood their work; men who have been four or five years in the service.

1867. Then, if you took men of that class, who have been a long time in the service and understand their work, you would have to give the men 10s. a day?—Yes, from 10s. to 12s. a day.

1868. And the station-master now gets no more?—You have a station-master and a porter as well now.

1869. But you could not have one man only?—I think one man would be quite sufficient at any of those stations; they would not require a porter at all.

1870. Whatever you call him, you must have a man in charge?—Yes.

1871. Then he would be the station-master, and you could not reduce his pay?—At many of these minor stations, by substituting a station porter, I would combine the duties of station-master and porter in one—you may call him what you please.

1872. Then you would have to give him £200 a year, and the whole question is, whether those station-masters require the assistance of a porter?—Yes; if you had a gentleman who had not been accustomed to work at those stations, he would not be able to load a truck; but the class of men I speak of, he would be able to perform both duties.

1873. *By the Chairman.*—Can you furnish the committee with an account of the number of carriages under your charge, and how they are employed?—We have forty-nine first-class carriages.

1874. *By Mr. Mitchell.*—What are third-class carriages?—They are two old carriages formerly belonging to the Geelong company, open at the side.

The witness withdrew.

William Henry Wright, Esq., further examined.

W. H. Wright,
Esq.,
11th Aug., 1863.

1875. *By the Chairman.*—Have you been able to make the returns which the committee asked for on your last examination?—I have them here. [*The witness delivered in various returns—vide Appendix U.*]

1876. You have stated that you applied to the traffic superintendent, to know how you could make reductions?—Yes, I would say to the traffic superintendent, “There is an increase in expenditure upon labor at such a station, you must look into this and see how this increase can be prevented.”

1877. Has that only been verbally?—In discussing the affairs of each station as they came before me, I have the returns of every station, and upon that I would make a memorandum and lay it on my table, so that it should not be overlooked.

1878. Since you have been engaged in the department, how many persons have been taken on for probation?—All that have been taken on are taken on on probation.

1879. How long is the probation for?—It is supposed to be three months; that is the rule; but I should say that, with laborers, who are taken on probation and remain, their pay is not necessarily increased.

1880. But persons taken on at weekly or monthly pay are taken on on probation for three months?—Yes, that is the understanding.

1881. Are they all taken on probation, or only some?—They are all given to understand that they are on probation.

1882. At the end of three months, what is done then? are they admitted, or are they kept on an indefinite time?—If they are reported favorably of, they are kept on and receive the rate of pay of the office they fill. Clerks are taken on at £80; it is considered that £100 is the pay of the clerks in the department, and when their probation ceases they receive that £100, and they are not paid the back pay during the period of probation.

1883. How long do they go from that period before there is any further addition to their pay, or is there any set time for it?—Unless there are any extraordinary circumstances, or a man's peculiar fitness for any particular situation induce an increase to his salary, they would not come on until the end of the year, when the Estimates were under consideration for the following year. I can only speak for the last year, for it is only one annual estimate I have assisted in preparing.

W. H. Wright,
Esq.,
continued,
11th Aug., 1863.

1884. From looking through the accounts, can you speak, or are you only speaking for the time you have been there?—With regard to matters before my time, the return I have handed in is perhaps the best information you could get.

1885. Was there a regular time for advances of pay in the various stations of the railway?—I am not aware that there was any set time.

1886. Have you had occasion to take any fresh clerks on since you were last examined by this committee?—No.

1887. Have you got all these returns done by your own clerks in the department?—Yes.

1888. Can you suggest to the committee any means of reduction of the expense?—There are many reductions determined on, I may say, if the business does not prevent it, and I do not see that it will. The business at present has fallen off considerably to what it was some months ago.

1889. *By Mr. Henty.*—Has it fallen off, as compared with this month last year?—We cannot compare it with last year, for we had not the same length of lines last year. We had not the lines open to Sandhurst and Castlemaine this time last year. We have attempted comparisons in every case, but we have been unable to find that we could get any guide.

1890. Have you formed any opinion of what reduction should be made in the staff generally?—My opinion is formed from what I see necessary, and the fact that we must make very large reductions in order to keep within the means which are at the disposal of the department; and this morning, on speaking with the acting traffic superintendent on the subject, and pointing to a reduction to meet the case, I said it would require the reduction of half the men in the sheds. He told me since then that he thought he could reduce twenty per cent. I may say, not a man has been taken on as a laborer for, I should think, about six weeks.

1891. How long has this new system of weighing everything been initiated?—The system was the same when I came to the department. These were arrangements of railway routine and railway regulation, which were adopted from the advice of experienced officers of railways. With ships' goods we take the ship's manifest for the measurement of the goods. No doubt, if the work keeps as it is now, and the business is not increased, we can reduce the labor twenty per cent. The amount of labor we have now did the work when the receipts were £11,000 a week, and now they are down to £8000; that would give a proportionate reduction of about twenty per cent.

1892. It is said that you want advances from the treasury to pay wages, and that you do not pay them until the sums are due. Cannot you make up your returns on the last day of the month or the first day of the next month, and then draw the money and pay them?—The laborers, or I may say, everybody looks for his money the last day of the month.

1893. Cannot you make up the accounts in one or two days, so that they may be paid on the first or second day of the following month, instead of having money lying by?—I think, without any alteration in the system, it would be simply necessary not to draw the money until the last convenient moment, not getting it from the treasury until it is wanted to be disbursed. I think, as a general rule, the money is not got much before it is wanted.

1894. Do you see any difficulty in sending in a salary abstract or pay sheet at the end of the month, or end of the week, and waiting until that has been before the Treasury before the money is paid?—It is the same thing. We calculate that there are so many laborers, so many clerks, so many station masters, and so on, and we calculate what their salaries are to a penny, and we ask for simply a sum that may be a little over or sometimes might be a little short. The pay sheet itself you are not going to send in with the acquittance signed before the man has got the money; he will not do that, so that what you aim at is in fact the case.

1895. *By the Chairman.*—How many days is required for the money to be got before it is paid away?—Before the final adjustment of the money, it would take some days, because the pay clerk has to go up and down the lines and pay the men. He pays all the men once a month, and is answerable that every acquittance is got properly.

1896. How often is that done?—Once a month, or the laborers I think are paid once a fortnight; but if any man was going away, it would not do to keep him until the end of the month until he was paid.

The witness withdrew.

Mr. James Bruce examined.

1897. *By the Chairman.*—What are you?—Accountant to the Melbourne goods department.

1898. How long have you been in the railway department?—Since the transfer of the Geelong line to the Government; I was with the Geelong and Melbourne railway company two years previously.

Mr. James Bruce
11th Aug., 1863.

1899. Where were you stationed?—In Geelong.

1900. Where are you stationed now?—In Melbourne.

1901. What was the strength of the station at the time you were at Geelong?—I was the only clerk in the goods station, and I had two permanent porters.

Mr. James Bruce,
continued,
11th Aug., 1863.

1902. At Geelong itself?—Yes.
1903. Have you any recollection what quantity of goods went through your hands per day, or per week, or per month?—It varied very much; I should say it averaged between 300 and 400 tons a week.
1904. When did you leave Geelong?—In March, 1862.
1905. Was that about the average at the time you left?—Yes, I believe it was.
1906. Are you in the same kind of work now in Melbourne as you were in at Geelong?—No, I have charge of the books in the Melbourne department.
1907. How many are there in the office you are in now?—Three besides myself.
1908. Three clerks?—Yes.
1909. Is there full employment for three besides yourself in that department?—Yes.
1910. What part of the department are you engaged in? do you enter all the goods that go out and in?—I keep the ledger at the Melbourne station; all the credit accounts are posted in my office.
1911. Only the credit accounts?—Yes.
1912. What was your pay at Geelong?—£200 a-year.
1913. Has it been raised since?—It was raised when I came to Melbourne to £300.
1914. When was that?—In March, 1862.
1915. Do you know of any reduction that can be made in the department in which you are?—Not in the office that I am connected with at present.
1916. But in the goods department at all?—As far as regards Geelong, the station that I had charge of, the work that was done by myself and assistant and two permanent men, with the occasional assistance of extra labor. There are six clerks now and six porters, besides extra labor occasionally.
1917. How much work is done in proportion to the work that you used to do at Geelong?—Of course, since the opening of the Ballarat line, there is considerably more to do at Geelong, but the traffic has not increased to that extent to require that enormous additional staff there.
1918. How many men, in your own opinion, could do the labor at Geelong now?—I should say four permanent porters would be sufficient, with three clerks, and at any busy season, additional labor could be employed.
1919. What reduction would that make in the present office? one-fourth, or one-third, or what?—I am not in a position exactly to say, because the staff is altered so often.
1920. Were you acquainted with the system at first in use, of taking things by reputed weight and reputed measurement? was that the practice when you first commenced?—Yes; we did not weigh them. We took ten bags of flour to the ton, and ten chests of tea; now it is taken at so much per ton weight. The measurement goods we took then at forty feet to the ton; now it is all taken by deadweight.
1921. Have you any reason to believe that the Government were defrauded by that system?—None, whatever.
1922. Is it not a great deal of extra labor to weigh and measure everything?—Most decidedly.
1923. Would it double the labor?—Yes.
1924. Is there not a good deal of trouble in getting a receipt for these things when they go through so many hands? does not it give more trouble to the clerks to certify that such and such things have been weighed?—Yes.
1925. Do you know of any corresponding benefit to warrant the extra expense?—No, decidedly not; I think we rather lose by it. The old system of charging light goods by measurement—forty cubic feet to the ton, in my opinion, paid far better than taking them by weight at an increased charge, as we do now. In drapery goods, we charge 12s. 6d. a ton weight, and in a great many cases they measure about four times what they weigh under the old system. A ton of drapery, that we get 12s. 6d. now for weight would measure four tons, and we could get 28s. for it at 7s. a ton. As far as regards the rate to Geelong at present, the first-class rate of 10s. 5d. per ton is far too much; the steamers take the same class of goods for 7s. and as low as 6s., if there is a quantity. On a consignment of fifty tons of iron to Ballarat, there would be a saving of £10 by sending it down to Geelong by steamer and carting it to the station, and then sending it by the railway from Geelong to Ballarat.
1926. *By Mr. Henty.*—Do you see any difficulty in reverting to the old practice of taking goods by the reputed ton and measurement?—None whatever; I carried it on for two years under that system, and there was not the slightest difficulty.
1927. And you anticipate no loss to the revenue?—No, there would be a decided gain.
1928. *By the Chairman.*—How do you do with sugar?—We take it by dead weight.
1929. Did you use to guess it at so many bags to the ton?—Victorian Company's sugar is all made up in bags of even weights, but Mauritius sugar we have to weigh, or take the consignors' weights for it.
1930. Did you take the consignors' weights for it, generally?—Yes.
1931. Is there any further information that you can give to the committee upon the subject of their inquiry?—That is the main thing. I think I mentioned that a considerable saving is effected now by sending goods from Melbourne to Geelong by steamer and then by railway to Ballarat; a considerable saving is effected, instead of sending them by railway from Melbourne to Ballarat.

The witness withdrew.

THURSDAY, 13TH AUGUST, 1863.

Members present:

The Honorable J. P. FAWKNER, in the Chair;
 The Honorable J. Henty | The Honorable J. McCrae.
 „ T. T. a'Beckett |

Anthony Mathison, Esq., further examined.

1932. *By the Chairman.*—Have you any information you have gained since you were last examined that you would wish to give to the committee?—Only that with reference to the return I furnished on the last occasion. I would wish to put in this [*producing a new return*]. In the former return, pointsmen, gate-keepers, and guards are put down against the Footscray and other stations, but they are not properly chargeable against any particular station; and it does not make the return quite reliable, if they are charged against any station. In this form of return I have placed the guards, traffic superintendent's office, gate-keepers, and pointsmen at the foot of the return and kept them out of the stations. This is a more reliable return, which I wish to substitute for one of the returns handed in by me on the last occasion. I will furnish a fair copy of this return, as I have only the original here.

A. Mathison,
Esq.,
13th Aug., 1863.

1933. When will you furnish that to the committee?—On Monday next.

1934. *By Mr. Henty.*—The committee would like to know what time elapses between the time you draw money from the Treasury and the time you pay it away?—Generally not more than a day or two. We have an advance, and every Government department, I believe, has one. At the beginning of this year we got an advance that must last till the Appropriation Act is past.

1935. That is for all purposes?—Wages and all authorised expenditure. This £7000 we obtained in January; at the end of January I pay salaries and wages out of it to the extent of, say, £6000; I then, in the month of February, some time before the 25th, send in the pay-sheets to the Treasury. At the end of February the amount of these pay-sheets is reimbursed to me, and with the money I pay the February salaries. I do the same in the month of March; I send in the February pay-sheets on the 25th, and at the close of the month of March I receive the reimbursement, and go on paying the salaries from month to month.

1936. Who makes up the pay sheets?—Different officers. The time is given by the time-keeper. The pay clerk has the principal management of the pay sheets. The traffic superintendent certifies them before any payments are made, or any cheque is drawn for the money.

1937. And you pay upon the production of that sheet?—Yes; certified.

1938. *By Mr. McCrae.*—To whose credit is that large amount of money placed?—It is lodged in the Union Bank to the credit of the department.

1939. Who draws upon it?—Mr. Wright signs, and I countersign all cheques. This advance is a very great convenience to the public, because occasions will often arise in which contractors and others have pressing claims upon the department. If there were no advance, I could not by any possibility pay those claims; I must refer them to the Treasury to be paid.

1940. *By Mr. Henty.*—Until when?—It might be two or three weeks waiting for authority, or some point of form that must be complied with; but if I have an advance, and the claim is certified and approved, I can pay the account, and take the delay upon the office, as it were.

1941. *By the Chairman.*—Could not the treasurer himself pay it upon the account being furnished?—Not unless it was in a certain form and order.

1942. *By Mr. Henty.*—As a rule, the wages and salaries are paid monthly?—Yes, except day laborers, and they are paid once a fortnight.

1943. *By the Chairman.*—On what day of the month do you pay the salaries?—Sometimes on the thirty-first, sometimes on the first; according as the day falls.

1944. Not later than the first?—It takes about four days, I think, to pay the whole of the traffic staff along the lines.

1945. *By Mr. Henty.*—It is not the practice to pay salaries in advance?—No.

The witness withdrew.

Mr. Frederick C. Christy further examined.

1946. *By the Chairman.*—Have you anything to add to the evidence you gave on the former occasion, or any papers to give in?—No, I have furnished all papers.

Mr. F. C. Christy,
13th Aug., 1863.

1947. And you do not wish to add anything to what you have said?—No. There was a question put to me when I was last here as to the distribution of the carriages. I said I could not give it very well then. I have a statement now of that distribution, which I will hand in to the committee. I have now a return of the distribution of the carriages at each station. [*Witness delivered in the same—vide Appendix V.*]

1948. *By Mr. Henty.*—Are the carriages you have given in that return all in a fit state to work?—I have given the number at each station of those in a fit state to work and also the number of those which are under repair at Williamstown.

1949. You have charge of the locomotive department at Williamstown, have you not?—I have charge of the locomotive department generally.

1950. In a return before the committee, it appears that a large number of boys are employed at Williamstown; are they under your direction?—Yes.

1951. What ages are those boys?—They vary from, I should say, about fourteen up to

Mr. F. C. Christy, about eighteen. They are lads that are not bound to us as apprentices, but are taken upon the good conduct principle, so that we can discharge them at any moment if they do not give satisfaction, and they learn some particular trade, and are very useful. Some are brought up as fitters, some as turners, some as painters, and so on. They are generally made useful among the men and assist the men.

1952. *By the Chairman.*—What are the wages to these boys?—They vary from about 2s. 6d., up to about 8s. a day; some of them had nearly completed their apprenticeship to engineering firms; they have served perhaps four or five years in other shops, and, in consequence of the failure of those firms, in one or two instances they have been taken on at a laborer's rate of wages to complete the last two or three years of their seven years' servitude with us.

1953. *By Mr. Henty.*—They are not bound in any way?—No; those that are paid what may appear a high rate of wages are those who have been sometime previously in the trade.

1954. *By the Chairman.*—They are paid that rate of wages because they are capable of earning it?—Yes; I might add, that the whole of the boys there are working boys, tradesmen's sons, or brought up to the trade. We have no lads learning their trade professionally.

1955. *By Mr. McCrae.*—In importing carriages into Williamstown, is the putting of these carriages together charged to the construction account?—Yes.

1956. And the same with respect to trucks?—Yes, everything.

1957. All new work?—Yes; all new work is charged to the construction account.

1958. Do you charge repairs to the construction account?—No.

1959. Do you keep a separate account?—Yes; it is strictly kept. If there is the slightest doubt about any item, whether it should go to construction or repairs, it always goes to repairs. I have always carried the accounts rather against the repairs than in favor of them; my object in doing that is, because our working expenses should never be questioned at any time. Every item that could in any way be considered chargeable to repairs is carried fairly and properly to repairs.

1960. And not to the construction account?—Not a fraction, that I will guarantee; there is no person more particular than myself in that respect. I think, if our repairs were compared with the home repairs, it would be found that our repairs are remarkably low.

1961. But is not your rolling stock new?—Yes.

1962. *By Mr. a Beckett.*—Is not the expense of keeping in repair likely to increase?—It will increase with engines and also with carriages, but many of our engines have been sometime on the line.

1963. Have you had many of the engines to re-tube?—Yes, a number of them have been re-tubed. As soon as I have finished erecting the last engines that came out—and there are only about four to finish—I shall put in thorough repair the ten original engines.

1964. What do you consider the life of an engine?—About ten years. I consider she would require thoroughly renewing at the end of five years; and I would consider her at an end, as far as existence goes, at the end of ten years.

1965. Have you ascertained the per centage of repairs with reference to the traffic receipts?—We have never balanced the traffic accounts in any way against the engine accounts. The engine accounts are kept on the train mileage, that is, the mileage run by the train from terminus to terminus. We never calculate our working expenses upon anything but the actual mileage performed for goods and passenger traffic. The goods mileage is kept separate from the passenger mileage; so that, if it is required to know what the goods are worked at on the Williamstown line, or the main line, or the Geelong line, or the Ballarat line, or the passengers on either of those, it can be ascertained immediately; but I have never compared it with the traffic receipts, for I have nothing to do with that branch.

1966. *By Mr. Henty.*—Do not you think that a saving could be effected in the expenses of repairs if a system of apprenticeship were adopted, taking lads in as apprentices?—I think it would have a very good effect, and I have recommended it; and we have got lads now as apprentices, and some of those lads will be very useful to us, and will receive a lower rate of wages than workmen. I find, in fact, that nearly as much work can be got out of a good lad as out of a man, and at a much lower rate. We have about twenty boys now in the shops under this agreement; and, provided they give satisfaction and turn their work out well and behave themselves, they will be put forward as much as possible, but we have not enforced any indentures of apprenticeship.

1967. Would it not be desirable to have an indenture system?—I think it would not work so well. I think if a boy were bound by indenture the Government could scarcely enforce the apprenticeship as a master could before a justice of the peace. I am afraid it would not work very well, if they were bound to the Government.

1968. If that difficulty could be got over, do you think a system of apprenticeship would be desirable?—I think it would work well, provided the Government could exercise full power over the boy; but I do not think they could. It might be considered that the officer exercising that power was unjust. With regard to the working expenses, I believe our repairs are about 3d. or 3½d. per mile, and returns I have from England for repairs there vary from 2½d. to 4d. per mile. I can produce these returns direct from the different companies to me, and the labor there is generally nearly two-thirds less per day per man than it is here. Then, as to the expense of working the line, the cost of coal here, as compared with the Great Western railway in England, is 4s. to us to 7s. 6d. to them. Our rolling stock generally is new, although a good many of our engines have had extensive repairs done to them, and our stock is kept thoroughly up.

1969. *By Mr. a'Beckett.*—How came it to be necessary to make such extensive repairs, when they are new?—From No. 1 to No. 10 engines have been running for nearly four years, and they have done the whole work of the lines. Mr. F. C. Christy,
continued,
13th Aug., 1863.

1970. Then they cannot be new?—Those are not new.

1971. How many engines have you altogether?—Seventy-seven is I think the return at the present moment. We are working our lines generally with new engines. We have only five of the original engines working on the line, No. 1 to No. 5; they are working at present in the goods and passenger traffic. No. 2 to No. 10 are original passenger engines, too light for the general work, but got out by Mr. Darbyshire before the lines were open up beyond Sunbury. These engines require slight repairs. They are now going to be put completely in order, and they will work the Echuca line, being exactly suited to that. The engines with which we are working the main line and the Ballarat are new engines got out within the last twelve months.

1972. Do they work satisfactorily?—Yes, they are giving very great satisfaction.

1973. Have you had any engines come out that worked unsatisfactorily from the very first?—Yes, there were four engines made by George England; the first four engines were of a very inferior class of manufacture. He deviated entirely from the specification, and they were bad. The next that came out were ten, made to the same specification as that which George England made his to, made by Beyer, Peacock, and Co., and they are splendid engines.

1974. Have you had any engines from Stephenson's?—We have had some engines lately from Stephenson's, which have been generally good. We have had some from Staughton Gunning, which have given us some trouble; we have also had some engines from Hawthorn's, which have not been very good.

1975. What made you employ so many different engine makers?—That is arranged in England; they are tendered for there. I have nothing at all to do with that. I can only say that Beyer, Peacock, and Co., who made the second engines by the first specification, that is, the ten following the first five engines we had, were splendid engines and have done a most extraordinary amount of work.

1976. After having had splendid engines supplied by one manufacturer, you have gone to another?—Yes.

1977. And fared worse?—Yes, none of the engines have been so good as Beyer, Peacock, and Co's.; they have made for us, I think, about thirteen besides the first ten, if I recollect rightly; but they are returned in the list.

1978. Are there any more engines to come?—No. Since I last gave my evidence, the question of the amount of mileage got out of the engines has been brought before the traffic superintendent and the engineer-in-chief, and we have had the trains altered to a certain extent; and I have been able to take four engines off in consequence—one off the Ballarat line, one off the Geelong line, and two off the Sandhurst line. The chief difficulty in getting the trains arranged satisfactorily was on account of the mails, the post office wishing the trains to be arranged to suit their convenience.

1979. *By the Chairman.*—What is the average amount of wages you pay per man? can you strike an average of the wages of the whole men in your employ?—I could give the lowest and the highest, but I could not tell what the average would be; I should have to take the total number of men and add each of their wages and divide it by the total number of men. The highest paid workmen are the locomotive drivers—some of them are getting 15s. a day; that I find is the same rate as paid by the Hobson's Bay line. The lowest paid are the laborers, at 7s. per day for eight hours.

1980. What is the lowest that is paid to artisans?—About 10s. for men; hands who are second or third class workmen.

1981. Would 10s. be too high as an average for the whole of them?—No; 10s. would be too low.

1982. Do you think it would run to 12s.?—I could not exactly say; I think it would be likely to run to 11s.

1983. *By Mr. a'Beckett.*—What do you pay to fitters?—They vary from 10s. to 13s.

1984. And drivers?—Thirteen shillings to 15s.

1985. *By the Chairman.*—Have you many employed at salaries of £300, or £400, or £500?—No; the highest paid person is the foreman of the workshops—he is the highest paid person on the line under me; he gets 25s. a day. The out-door foremen, as we term them, the running foremen, are paid 18s. a day; the drivers under them are paid 15s. down to 13s.

1986. You think 11s. would not be a very high average?—No; I think it would be about the average, exclusive of boys.

The witness withdrew.

THURSDAY, 20TH AUGUST, 1863.

Members present:

The Hon. J. P. FAWKNER, in the Chair;

The Hon. J. McCrae	|	The Hon. W. Degraives
„ T. T. a'Beckett	|	„ J. Henty.

Mr. James Bruce further examined.

Mr. James Bruce,
20th Aug., 1863.

1987. *By Mr. McCrae.*—Were you in the Geelong company's service prior to joining the Government service?—Yes, about two years.

1988. In what capacity were you there?—Goods clerk: I had charge of all the goods traffic.

1989. There is a return here showing the cost per ton for handling goods at the Geelong station since the line came into the Government's hands, from which I see that in 1860 and 1861 goods were handled at less than half the cost at the present time?—Yes.

1990. It has been stated, by one of the witnesses previously examined, that you could throw some light on this increased expenditure. Can you do so?—The staff at the Geelong station is about three times what it was then, and the tonnage is just about the same; that, of course, makes the difference.

1991. Can you account for this extraordinary increase in the staff?—A great deal of it is caused by their having to weigh every package that is received.

1992. That is the cause?—That is the cause to a great extent.

1993. Do you know of any other cause?—No, unless there is not sufficient work for the staff that there is there to do.

1994. Can you inform the committee if the steamboats to Geelong are doing a better business since the system of carriage has been changed?—Decidedly.

1995. Have you any idea of the increased business of the steamers compared with 1860 or 1861?—No, I cannot say as to their business; but the traffic by railway from Melbourne to Geelong is next to nothing now.

1996. Consequently?—Consequently it must go by the steamers, the greater part of it.

1997. Do you think that, if the old system was reverted to, the railway could fairly compete with the steamers?—Decidedly, the old scale of rates.

1998. The old scale of rates?—Yes, decidedly.

1999. Do you know the present quantity of tons of goods that are drawn by one engine now?—No, that I cannot say.

2000. Do you know the quantity that was generally dispatched by one engine when you were in the Geelong company's service?—By one train, it varied considerably, from ten to twenty trucks.

2001. Each truck containing how much?—From four to five tons.

2002. Have you any idea of the quantity that is now dispatched by one train?—No, I cannot say.

2003. *By Mr. a'Beckett.*—Are you of opinion that the railway could compete profitably with the water carriage to Geelong?—Yes.

2004. That is, that goods could be taken at a rate that would yield a profit to the railway, and yet be lower than the steamboat carriage?—If we carried at the same rate as the steamers, it would leave a profit at 7s. a ton.

2005. Seven shillings a ton to take goods forty-eight miles?—Yes, forty-eight miles.

2006. Just give us some items to show that. At what rate do you estimate the cost of goods per mile to the department?—That I have not gone into.

2007. Then, if you have not gone into it, how can you tell?—

2008. *By the Chairman.*—Do you judge from what you did formerly?—The Geelong and Melbourne railway company found it pay at that rate.

2009. *By Mr a'Beckett.*—At what rate?—Seven shillings a ton.

2010. Are you quite certain that they found it pay?—The reports will show, I believe.

2011. I thought it was carried on at a loss?—The whole of the business was carried on at a loss, not as regards the goods traffic alone.

2012. Was the passenger traffic a loss, while the goods traffic was profitable?—Yes.

2013. What rate did you charge for passengers?—I was not acquainted with the passenger rates at all.

2014. How do you know then that it was profitable?—Their half yearly reports will show.

2015. Can they be referred to?—They can, I believe. I should say they would be to be got at the secretary's office.

2016. I should like you to consider your answer again. * Consider the sum that is received for a passenger train being represented by the passengers, and then consider the cost of a goods train, and the money received for a goods train at that rate. The goods have a great deal of work connected with them?—But there was not the number of passengers to pay for the train. I was not connected with the passenger department at all.

2017. *By the Chairman.*—Still, you could see if there were any passengers at all?—Yes.

2018. *By Mr. a'Beckett.*—Upon the same principle, it would pay to take the goods to Ballaarat at seven shillings a ton?—Decidedly not. The expense is much more heavy on the Ballaarat line.

2019. When was this alteration come to, of relinquishing the Geelong goods traffic upon the Government lines?—Altering the rates? Mr. James Bruce,
continued,
20th Aug., 1863.
2020. Yes?—In August, 1862, I think.
2021. *By Mr. McCrae.*—This time twelve months?—Yes, the time the Ballaarat line opened.
2022. *By Mr. a'Beckett.*—What are the rates now charged to Geelong?—The goods are divided into four classes.
2023. But are they lower or higher since the opening of the Ballaarat line?—Higher.
2024. Has there been no reduction upon the Geelong rates since the opening of the Ballaarat line?—No, ten shillings is the lowest rate to Geelong.
2025. And what was it before the opening of the Ballaarat line?—Seven shillings.
2026. *By Mr. Degraes.*—Do you think goods for Kyneton could not be brought down as cheap as from Geelong here, or from here to Geelong?—Goods from Kyneton?
2027. Yes?—I have not been connected with the main line trade at all.
2028. *By Mr. a'Beckett.*—Have you ever gone into the calculations to find whether it would or would not pay at seven shillings?—No; I merely go by the reports furnished by the Geelong and Melbourne railway company.
2029. Have you access to them, and can you produce them, as I should like to see them very much?—I cannot say.
2030. Have you any in your possession?—I have not.
2031. *By Mr. McCrae.*—Would it cause any very great increase to the clerical staff, supposing that the goods traffic was increased materially to Geelong?—No.
2032. Would it cause any very great extra expense to the Government railways?—No.
2033. Therefore, it would be to the interest of the Government railways to reduce the rates to Geelong?—Yes.
2034. Inasmuch, as it would not cause any very materially great increase in the expense?—Yes.
2035. *By Mr. a'Beckett.*—Is not there a certain expense attached to the receiving and delivery of every ton of goods?—At present all the goods that are received are weighed on the scales.
2036. Is not there an expense connected with every ton of goods received at the railway?—Yes; loading and unloading.
2037. And that of course would have to be deducted, there would be that additional expense?—Yes, but under the old system we did not weigh or measure one half of the goods that were received.
2038. *By the Chairman.*—Do you know whether the trains go overloaded, or whether the Ballaarat trains could carry more than they take up?—I cannot say, I am not connected with the forwarding business now.
2039. *By Mr. a'Beckett.*—What do you think it costs the department per ton on an average to take the goods to Geelong?—The traffic superintendent could say that.
2040. How have you arrived at your opinion?—I said before, I merely take the reports of the Geelong and Melbourne company.
2041. *By Mr. Degraes.*—What year was that?—Part of 1859 and 1860.
2042. Did they take goods at seven shillings a ton in 1859 and 1860, all goods?—Yes, seven shillings and six shillings, some.
2043. *By Mr. McCrae.*—Could you inform the committee, Could not 80 tons of goods be easily drawn by a goods engine from Melbourne to Geelong?—
2044. *By the Chairman.*—Can you tell?—Yes, decidedly; that I have seen done.
2045. *By Mr. Henty.*—That is, by the engines now used on the Geelong line?—The engines of the Geelong and Melbourne railway company, they are in the possession of the government now, I suppose.
2046. *By Mr. Degraes.*—You say that you consider it wise of Government to carry goods at seven shillings per ton to Geelong, fifty miles?—Yes.
2047. Were you ever up on the main line?—Yes, I have been.
2048. What do you think they could bring goods from Kyneton to Melbourne at per ton?—That I have never thought of; I have never made any calculation of that.
2049. It is just the same distance you know—one is down hill, and the other is a dead level?—I should not like to say, or I should say the same rate as to Geelong.
2050. It could not possibly be more, could it?—I should fancy not.
2051. No steam power is required, hardly? it comes down with its own weight?—Yes, but there might be the more wear and tear for the trucks.
2052. *By Mr. a'Beckett.*—How many tons of goods do you put in a truck?—Five tons is the maximum, four to five tons.
2053. Then, to take eighty tons, it would require sixteen trucks, loading at the maximum?—Yes.
2054. That is the extent that one engine can work—an engine could not carry more than sixteen trucks?—I do not know; I should fancy they could.
2055. What limit do you put upon the power of the engines that are here?—
2056. *By Mr. Degraes.*—Have you ever been in the engineer's department?—No; that is more a question for the locomotive superintendent.
2057. *By Mr. a'Beckett.*—Do you know how many trucks are generally sent with one engine?—I have seen twenty, repeatedly.
2058. And you say that can be done at a profit at seven shillings a ton?—Yes.

Mr. James Bruce,
continued,
20th Aug., 1863.

2059. That is, £28 for the whole quantity?—Yes.

2060. Do you think that that would yield a profit to the Government, after deducting the cost of receiving and delivering goods, the wear and tear of the line, the wear and tear of trucks, the locomotive power, the guards and engines?—Yes, I believe it would. The traffic superintendent, or the locomotive superintendent, can furnish you a return showing the cost.

2061. You gave an opinion, and I want to know whether you consider yourself competent to give an opinion; because you may have a belief and I may have a belief, unless you may have something to found it upon?—Yes.

2062. *By Mr. Degraes.*—Do you think there is any more wear and tear upon the engines and carriages from Kyneton, we will say, or Woodend to Bendigo, than from here to Geelong?—That I could not say.

2063. Do you think it would be any more costly to send goods from Kyneton to Bendigo than from here to Geelong?—I should say so, there are heavier gradients from Kyneton to Bendigo.

2064. It is all down hill?—As I said before, I was never connected with the main line.

2065. *By Mr. a'Beckett.*—Do you find that the goods that find their way to Geelong by water go on from Geelong to Ballarat by rail?—I do not know of my own knowledge; I know that there is very little by rail from here to Geelong.

2066. Do you know anything of what the goods traffic consists of between Geelong and Ballarat? where do the goods come from? how is that traffic fed? What I want to know is this—Do you believe that the fact of having the goods going by water to Geelong would prevent their being sent to Ballarat by rail from Geelong?—No.

2067. In point of fact, it is not necessary to get the traffic to Ballarat, that you should have the traffic all the way from Melbourne?—No.

2068. What is the rate for goods between Geelong and Ballarat?—23s 4d. for first-class goods.

2069. What is the distance between Geelong and Ballarat?—Fifty miles.

2070. What is the distance from Geelong to Melbourne?—About forty-eight miles.

2071. Do you think the public would ever consent to pay 23s. 4d. between Geelong and Ballarat, and only 7s. between Geelong and Melbourne?—They only pay 10s. 5d. from Melbourne to Geelong, and they pay 23s. 4d. to Ballarat from Geelong.

2072. *By Mr. Henty.*—What is the charge from Melbourne to Ballarat?—Thirty-five shillings first-class goods.

2073. *By the Chairman.*—Has it come to your knowledge, or have you any means of knowing, whether they could take the goods from here that are going by steamer to Geelong, and thence by rail to Ballarat, without any additional expense of staff? that is, could they load the trucks with those goods and carry them on without any extra expense of staff?—Yes, decidedly.

2074. *By Mr. Degraes.*—Have you got more people there than is actually required, then?—Yes.

2075. The staff is larger than is required?—Yes.

2076. Who first initiated that change of system in regard to the weighing of goods?—Mr. Carruthers.

The witness withdrew.

W. H. Wright, Esq., further examined.

W. H. Wright,
Esq.,
20th Aug., 1863.

2077. *By the Chairman.*—Have you received a letter asking for a full return in number of the hands employed on the whole of the Victorian railways?—No.

2078. Can you give the committee a full return of the number of persons employed throughout the whole of the railways?—Certainly; the pay sheets will show that.

2079. I do not want a detailed account?—You want the calling and numbers of each calling.

2080. Yes, with a grand total?—I will furnish that.

2081. Have you any statement as to the increase pay of those who are on the department? I understood you to say you had increased them one sixth?—I told you I only had had one opportunity of judging of the matter or of attempting any system myself, and that that was in preparing the estimates for 1863. I stated that, although the department is not in the Civil Service Act, the principle there laid down is adopted as the basis; for instance, where a gentleman had a number of years of service to warrant an increase, the principle aimed at was to follow as nearly as possible the provisions of the Civil Service Act, which was a yearly increase of one sixth of the difference between the class he stood at and the one next to that he was in.

2082. Do you state that that is the way you go upon now?—That was followed as nearly as possible; that is, in cases where it was pleaded that it was warranted by length of services; but there were cases in which persons were taken from one position to fill another, where they got a higher salary out of the proportion that the Act would have given them. Last year, in the re-shiftings and changes, there was some accession of officers necessary by the extension of the lines.

2083. I see a great number of persons came on in 1862 at £120 and £150; and I see within twelve months they are raised from £50 to £80?—Yes, exactly.

2084. Without changing their position?—At the extension of the lines. The traffic superintendent knew the persons; I had comparatively little to do in fixing them.

2085. I do not say, in fixing them?—I am showing how it was; you can scarcely say

any practice was followed, because the department has in reality only been in process of formation. I speak of what I know myself; that precedent was attempted, as far as possible, to be carried out in case of officers who deserved an increase, simply from the time they had been in the department. In fixing that increase it was governed, as nearly as possible, by what the Civil Service Act would have given them; but in the extension of the lines the people were moved to different stations. Say, a clerk, if there was a more important station, he would be removed to that more important station, being selected for the position, because he was found to be the more efficient in his former one. He would, therefore, be sent out to a station newly formed with an accession of salary far beyond what he would get in the ordinary course.

W. H. Wright,
Esq.,
continued,
20th Aug., 1863.

2086. I am referring to the station masters, and the only answer Mr. Mitchell gave me was, that he thought £150 too little, and he put them all at £200, all at once?—Now I understand you with reference to the station masters.

2087. He himself raised them arbitrarily, at once, because he thought £150 too little?—You may call it a revision of the pay of the grade. It was not an increase of salary, it was simply a re-arrangement of the pay of the grade. I have never taken into consideration the station master's positions; but I know the ground for raising these salaries to £200 was the fact that at £150 those men were receiving less than the porters who were under them.

2088. Your men that are paid by the day; are they paid for seven days in the week or for six?—It does not necessarily follow that men only get six days pay, because they are at so much a day. The laborers in the goods sheds are paid for six days, but the porters on the platform have to do their work also on Sundays; they would be paid for seven days, and the guards too, I think. The goods guards some time ago only got paid for six days and the passenger guards were paid for seven days, because they were at work on Sundays. I cannot say how that is now, it has been arranged recently; there has been some alteration recently. It is not because a man is on at ten shillings a day that, therefore, he only necessarily gets six days' pay; the laborers only get six days' pay in the sheds.

2089. The gatekeepers are obliged to be there every day?—Yes.

2090. And the porters are obliged to be there?—The gatekeeper at the Melbourne yard would not be there, because the yard would be closed.

2091. *By Mr. Degraives.*—You only pay those for Sundays who work on Sundays?—Yes.

2092. *By Mr. a'Beckett.*—Could you give the committee this return? namely, a return of goods between Melbourne and Geelong, to and fro, for one year, previous to opening the Ballarat line; and a return of goods between the same places for twelve months after the alteration of the rates; showing the amount of tonnage and gross receipts of tonnage in each year, and the storage rates charged?—Yes.

The witness withdrew.

WEDNESDAY, 26TH AUGUST, 1863.

Members present:

The Honorable J. P. FAWKNER, in the Chair;

The Hon. T. T. a'Beckett
,, W. H. F. Mitchell

The Hon. J. McCrae
,, W. Degraives.

The Honorable John Houston, a Member of the Legislative Assembly, examined.

2093. *By the Chairman.*—Do you wish to make any statement to the committee?—I do. I joined the Heales administration on the 21st May, 1861. On or about the 19th of July, 1861, I was proceeding up the country, and I asked the then secretary of railways if he would be good enough to call upon the chief secretary and ascertain for me what was the amount of salary apportioned to the position I held in the Government, and be good enough to fill up a cheque for the amount of salary that was due to me and let me have it. Some time after that, the same day I think it would be, I found a cheque on my desk, and the secretary came in and explained to me, that that was the amount of money due to me. The cheque was an amount corresponding with what I find in the Appendix, £313 19s. 6d. I have my bank book here. The only question I put to him on that occasion was, "Is this the correct amount of money which I am to receive?" He said it was. I asked him no other questions and took the money on that occasion. I went up the country and was absent for I think fully a fortnight. Nothing else happened until the commencement of, I think, the second or third of the month of September, when I again applied to him for another instalment of my salary. He then told me that he had discovered that my salary was not the amount for which he had paid me, namely £1600 per annum, but was £1300 per annum. I felt very indignant, and was exceedingly angry with him.

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26th Aug., 1863.

2094. Is that Mr. Mathison?—No; Mr. Mathison and I had no interview.

2095. Mr. Nash?—Yes. All the business I did in my department was through the secretary. I never knew Mr. Mathison, unless there was occasion to call him in reference to the book-keeping.

2096. I merely want to know who was present?—Mr. Nash, the secretary. I asked him how it was that he had made such a great mistake. He stated that I had told him to go to the chief secretary, and he had gone there and did not find him in; that he supposed I wanted the

Hon. J. Houston,
continued,
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money to go up the country, and that on the 19th of July he had assumed that £1600 was the amount per annum I was to receive, and that he had filled up that amount, and the cheque was in accordance with that sum. I may state to the committee that neither previous to my joining the Heales ministry nor after I joined them, had I ever any conversation with any member of that administration as regards my own salary. One gentleman called upon me and asked me if I was willing to join the administration, but I never made it a matter of conversation what amount I was to receive, nor did it come up in the cabinet afterwards, nor did I have any conversation with any member of that cabinet as to what I was to receive. Personally, I was ignorant whether £1300 or £1600 was the amount assigned to my position.

2097. *By Mr. a'Beckett.*—You have not seen the evidence of Mr. Mathison?—I have not.

[*The evidence given before this Committee by Mr. Mathison was read.*]

2098. You were never asked to re-fund the over-payment, were you?—Never.

2099. When did you first hear you had been over-paid?—About the 2nd or 3rd of September, when I applied for a second instalment of salary.

2100. Had the account adjusted itself when you made the second application?—Yes; I may state to the committee that when I discovered I had been paid at a wrong rate of salary, that was the only wrong matter I was aware of then, namely, that I had been paid at £1600 when I was only entitled to £1300—upon the same authority, Mr. Nash, who filled up the vouchers, who also stated afterwards that my salary was £1300. I never knew from any other source what amount was correct, but believed the secretary implicitly when he told me that it was £1600 per annum. He then informed me that, since I had received the previous amount, he had become aware that my salary was only £1300 per annum. I then said he had put me in a position that I must at once have him dismissed or suspended. I felt very keenly the position in which I had been placed, but he (after a great deal of argument between the two) appealed to my feelings on behalf of his wife, and showed me that if a fresh certificate was drawn out for the amount to which I was entitled, there was no necessity for the Government being aware of the circumstance, or for anything being known of it. I asked him to have a certificate made out at once. It was made out, and in accordance with what is stated here by Mr. Mathison, the sum of £363 1s. 8d. was due to me, and on the next day I think I received a cheque for the balance of the amount.

2101. *By the Chairman.*—Less the former over-draft?—Yes, that is, in regard to taking the reduced salary from the 21st of May at £1300. I received an amount to make up for the amount; and it was also one of the statements he made to me as one of the extenuating circumstances, that they had not had a commissioner of railways previously.

2102. *By Mr. McCrae.*—In your first application for salary, did you state to Mr. Nash that you wished your salary paid up to the end of that particular month?—I did not, indeed. Until I received this note, I was not aware of that fact. I never believed I had received one halfpenny previous to its being due to me. I believed the £1600 was my true salary. It will be found that I have, in fact, signed for a great deal more money from the Government than I have received. The only document I signed was a voucher for £180 12s. 10d. There was no document produced to me that enabled me to know I was paid to the 31st of July. At the time, I was not aware of that fact, and I never supposed for a moment, till I received this note, when I was made aware of it, that such a thing had occurred.

2103. You were not aware that you had received any money in advance?—I was not; and no document was ever submitted to me, by which I knew such a thing had taken place. No proposition ever emanated from me for such a thing, and no proposition was ever made to me for such a thing, nor am I aware of such a thing until I saw the statement made out by Mr. Mathison. In the Appendix, here, is shown the voucher I signed for £180 12s. 10d., which was the only document I am aware of that I signed. I had made out no document, and I signed no document for £133 6s. 8d., as stated in this Appendix—I had nothing before me to enable me to judge, and I took the cheque, which was Mr. Nash's cheque on the Union Bank. I was ignorant how I ought to have received my salary, and no person offered me any salary till I asked for it, and I did not even then know how I was to receive it; but I know it was Mr. Nash's cheque on the Union Bank I received, and the only question I put to him was, "Is this the proper amount I am entitled to?" And he said, "It is."

2104. *By the Chairman.*—Then, in fact, you had received £133 6s. 8d. more than you had signed for at the time?—So far as I am aware of, no document came before me for that amount. I afterwards signed a voucher for the whole amount.

2105. *By Mr. a'Beckett.*—I understand you to say, you would consider, when you received the £313 19s. 6d., you were receiving what was due to you at that time?—What I justly believed to be due to me.

2106. It was represented to you to be due to you by Mr. Nash?—Yes, it was so represented to me by the secretary.

The witness withdrew.

John Jeremy, Esq., further examined.

J. Jeremy, Esq.,
26th Aug., 1863.

2107. *By the Chairman.*—Did you receive a letter from me to produce some return?—I did.

2108. Have you it?—I have. I think this will give the committee the information required [*handing in a return, being a return of the number of traffic staff—vide Appendix Y*].

2109. When you were here before, you told the committee that certain reductions of

employés could be safely made. Have you at any time since, or at any time at all, recommended this course to be pursued?—I have.

2110. When did you make it and to what extent?—In fact, there is a letter here I sent to the commissioner.

2111. Of what date?—The 18th of August this year.

2112. Will you furnish the committee with a copy of that letter?—I will. This refers merely to the staff of the labor in the goods sheds.

2113. *By Mr. a'Beckett.*—When did you arrive at the conclusion stated in the letter?—Since I attended the last meeting here.

2114. It never occurred to you till you attended the last meeting that these reductions might be made?—Yes, it did; but perhaps I had not gone so carefully into it as I have done since.

2115. Why not?—I did not consider it my duty to do so.

2116. Why do you consider it your duty now?—Because I am traffic superintendent.

2117. How long have you been traffic superintendent?—Since the latter end of last month.

2118. Is that the first suggestion you have made for reductions?—I have frequently mentioned to the secretary that large reductions might be made.

2119. Before you were traffic superintendent?—Yes; I recommended these reductions some time since.

2120. Have you had any answer to the letter?—I have; the commissioner has sanctioned the recommendation.

2121. *By Mr. Degraives.*—Have you written any other letter since that, recommending any other changes?—I saw the secretary a few days after and we went through the whole of the staff at the various stations, and I pointed out reductions from station to station.

2122. Have you done that in writing?—I have not.

2123. *By the Chairman.*—Have you made any recommendation in writing to the commissioner since, as to the staff?—Nothing as to the staff.

2124. Have you any other recommendation you have made to decrease the expenditure or facilitate the traffic?—Yes; letters referring to goods sheds.

2125. Anything that would decrease the expense or forward the interest of the railways?—Yes.

2126. *By Mr. Degraives.*—Will you read your letter with reference to the goods sheds?—I will.—[*The same was read, dated the 10th August, 1863.*]

2127. *By Mr. a'Beckett.*—Do you see any difficulty in the mode of payment of casual labor, with reference to the departmental changes, such as passing the accounts through?—I do not see why there should be any difficulty about it.

2128. I suppose they might be paid by the same person? The money must be passed to the credit of the particular officer, for which he will account?—The same paymaster would pay them; it would depend upon the party appointed to look after them to see they were performing their duty.

2129. Much trust would have to be placed in the party on whose authority they would be paid?—He would require to be a very worthy man.

2130. Is not this the system that is pursued at the London Docks with reference to casual labor?—I cannot say.

2131. Is there any other check besides the person who pays them? do not you or some of your assistants go round?—It is the duty of the officer in the particular department, independently of the time-keepers.

2132. The beef business to which your memorandum just read refers has begun, has it not?—It has. I think we received £80 for the first lot that came down.

2133. *By the Chairman.*—Did you go up to examine into the accident that happened at Ballaarat?—I did.

2134. Did you make any report upon it?—I did.

2135. Can you furnish a copy of the report to the committee?—I can.

2136. Will you read it?—I will.—[*The same was read, dated 21st August, 1863.*]

2137. *By Mr. Mitchell.*—Are you satisfied, from what you ascertained, that the breaks were all down?—From the evidence of both the men, I was; I can only give you that.

2138. Did nobody examine into it?—I put a question to the station-master upon the subject, and he informed me that he himself saw nine of them were down when they came into the station.

2139. *By the Chairman.*—Did you examine to see whether the breaks were sufficiently powerful?—I think it is a question that requires careful consideration.

2140. *By Mr. Degraives.*—That comes more under the engineer's department?—It does.

2141. *By the Chairman.*—Then your own opinion is, that it was the want of power in the breaks that caused the accident?—It was a passenger engine, six-foot driving wheels, with only four wheels coupled; not the usual four feet six driving wheels, heavy, six coupled, goods engine.

2142. Have you anything further you could tell the committee? or do you wish to alter your opinion as to the reductions that can be made? I think you said a reduction of twenty per cent. could be made—do you wish to alter that?—No; I am still of the same opinion, if my suggestions are carried out.

2143. *By Mr. Degraives.*—Do you superintend the others? or are you over the other station masters in the interior?—Yes, all the traffic staff are under my orders.

J. Jeremy, Esq.,
continued,
26th Aug., 1863.

2144. Do you charge any store rent upon goods that remain there past a reasonable time, say twenty-four or forty-eight hours?—Yes.

2145. In Melbourne?—In Melbourne and at all the large stations where we require room frequently; in fact, at every station the station master receives instructions to charge storage. At roadside stations, where there is plenty of room, of course, room is not of so much value to the department as at the large stations; but at the Melbourne, Ballarat, Sandhurst, and Castlemaine stations, we generally give them notice that, if they do not remove the goods, we shall charge them a rent after forty-eight hours.

2146. How is it at Kyneton?—At Kyneton they should charge.

2147. And at Malmsbury?—Yes, and at Malmsbury.

2148. At what rate do you charge at Malmsbury and Kyneton per ton?—I think it is 1s. per ton per first day, and 6d. per ton per day after.

2149. Do you know there has been a large quantity of goods stored at Malmsbury either weeks or months back?—I was not aware of it.

2150. Will you inquire into it?—I will inquire into it.

2151. *By Mr. a'Beckett.*—It is absolutely necessary to make this charge, to prevent the sheds being blocked up?—It is quite necessary; we could not get on with our business if we did not.

2152. Do you consider Malmsbury one of these road-side stations at which room is not of so much importance?—It is of importance at Malmsbury.

2153. *By Mr. Degraes.*—About how much storage per month do you get from all the stations?—I will furnish the information to the committee.

The witness withdrew.

William Paley Hammet, Esq., examined.

W. P. Hammet,
Esq.,
26th Aug., 1863.

2154. *By the Chairman.*—Have you been employed on the Victorian railways?—Yes.

2155. What station did you hold?—I was traffic superintendent, and afterwards station master at Melbourne.

2156. When did you enter?—I joined the service in November, 1858, as traffic superintendent, and conducted the duties as such until June, 1860; from that time till 1861 I was station master.

2157. Had you been on any railway before that?—Yes.

2158. Where?—On the Great Southern and Western railway in Ireland; on the Hobson's Bay railway, and the Geelong and Melbourne railway.

2159. How long were you on them altogether?—I joined the Great Southern and Western railway in 1850. I was with them for four years, until I came to Anstralia. Shortly after my arrival here, I was appointed station master at the Melbourne station of the Hobson's Bay Railway Company; I was with them for nearly a year and a half, when they leased their goods traffic; and I accepted the situation as superintendent of the Geelong and Melbourne railway.

2160. How long were you with them?—I was with them for twelve months, shortly after which I joined the Government service in 1858.

2161. Then we understand you have had several years' experience on railways?—Off and on, I have been almost solely engaged in railways since 1850, with the exception of the time since I left the Government service in 1861.

2162. Can you give the committee any information as to 'the duties of a traffic superintendent?—I can.

2163. State them generally?—I was engaged in the office of the traffic superintendent of the Great Southern and Western Railway—a line about three hundred miles in extent—and his duty was the management of the traffic of the whole line; everything went through his hands in connection with the traffic management.

2164. From whom did he receive orders?—His board of directors were the only persons he received orders from.

2165. Was there an engineer in charge of that railway also?—Yes.

2166. Does he interfere with the traffic superintendent? or is he superior to, or equal with him?—They are totally independent of each other.

2167. He receives his orders from the board?—Yes. I may say on that line, and I believe it is the case on all the English lines, the engineer-in-chief and the traffic superintendent have a certain day in each week set apart for each of them to attend at the board, and there they make any reports, communications, or suggestions they may consider necessary, and receive the instructions of the board. The secretary is present, but he has nothing to do with the instructions they receive from the board.

2168. You do not apply to the secretary, nor does the secretary generally give him the orders of the board? but he attends the board personally?—Yes: the orders are given verbally to the traffic superintendent, or subsequently forwarded to him in writing, when, of course, they would be signed by the secretary as clerk to the board.

2169. And the same with the engineer?—The same with the engineer. The very name of traffic superintendent proves that he is the manager of the work.

2170. In your experience in Britain, was it usual to weigh and measure every quantity of goods you sent by railway?—Some were measured and some were weighed, and others were taken upon an average; for instance, flour would not be weighed.

2171. A hogshead of beer or wine?—No.

2172. A chest of tea?—No; they would be allowed so many to the ton.

2173. Which would be the cheapest method? to weigh and measure them, or take them upon the acknowledged weight and measurement?—In the case of chests of tea, it would be throwing time and money away to weigh or measure every chest when the measure or weight was known.

2174. Take the dry goods, say, a case of hats—Which would be better to the Government, to charge by weight or measurement?—A case of hats decidedly by measurement; it is a very light package.

2175. Would not that do for all light goods?—No, they vary so much; a case of drapery, though much smaller than hats, weighs more.

2176. Which would be best in policy, to weigh or measure the goods generally—light goods—which would be the best payment with the least expense to the railway department?—I can scarcely answer that question, it is so very difficult to arrive at. Hats I would take by measurement, being so light, and other dry goods it might pay better to take them as dead weight; whichever would pay the department best.

2177. *By Mr. McCrae.*—Can you inform the committee on what principle was the traffic business conducted when you were traffic superintendent with regard to measurement and classification?—I formed a classification upon the up-country line, which was then open to Sunbury, as it is carried out in the inland railways at home.

2178. What is that?—All by weight, with some few exceptions; for instance, a case of hats was in the fourth class; we would have three times the amount for that package for similar goods taken as dead weight. Iron would be in the first class, and other things easily handled and weighing very heavy.

2179. *By the Chairman.*—You would not require to weigh bags of flour?—Certainly not, if the bags were of the size ordinarily used in the colony.

The witness withdrew.

Mr. John C. Stead examined.

2180. *By Mr. a'Beckett.*—What are you?—Goods station master. I have the whole control of the goods sheds at the Melbourne station. Mr. John Stead,
26th Aug., 1863.

2181. What are your duties?—To see to the proper and efficient working; indeed, to the entire working of the inwards and outwards traffic.

2182. How long have you held the appointment?—A little over twelve months.

2183. Have any improvements been made in the working of your department since you have been in office?—Not many improvements have been made, but there are a good many improvements can be made.

2184. Why have they not been made, if they were to be made, or if they could be made?—I have not the power to make the alterations without the orders or instructions of my immediate superior officer.

2185. Who is your immediate superior officer?—The traffic superintendent.

2186. Mr. Jeremy?—Yes, Mr. Jeremy now; Mr. Carruthers was.

2187. Have you ever made suggestions of improvements?—Yes.

2188. To whom?—To the superintendent.

2189. To Mr. Carruthers, or to Mr. Jeremy?—Mr. Carruthers more especially. Mr. Jeremy has only been in that position, I think, about a month or six weeks.

2190. Have they been carried out?—Not always.

2191. If they were not carried out, was there any reason given for not adopting your suggestions?—It was no duty of mine to ask why my suggestions were not carried out; I certainly offered them.

2192. Suggestions you have offered that were not carried out, what were they?—More especially with regard to the staff, as well as the alteration of the sheds.

2193. Economising the cost of the working staff?—Yes.

2194. Have you renewed the suggestions since Mr. Jeremy has been appointed?—I have.

2195. Does he admit their value?—He most emphatically agrees with me, that many very essential improvements can be made.

2196. And he will carry them out?—I have every reason to suppose he will. If he has power from his next superior.

2197. Who is his next superior?—I believe he has direct intercourse with the commissioner; if not, through the secretary, at any rate.

2198. There have been improvements effected since then?—Some few; there are many other improvements that can be effected, I am confident; in fact, I speak practically on the point.

2199. Will you state some of the more important and prominent?—In the first place, power given to put on daily labor and to dispense with that daily labor, whenever it is wanted or not wanted.

2200. Casual labor?—Casual labor, daily labor.

2201. *By the Chairman.*—Authority given to a person in your office, or yourself?—I respectfully submit that a person in my position should have that authority.

2202. You think you, as the head of your department should have it?—Yes, I refer simply to the daily labor; I say nothing of the clerical staff, or the permanent appointments.

2203. *By Mr. a'Beckett.*—On the principle that the men are casually employed upon at the London Docks?—Yes, and at the Hobson's Bay terminus. If the manager wants thirty extra hands on a push of business, he has the power to put them on.

Mr. John Stead,
continued,
26th Aug., 1863.

2204. *By the Chairman.*—To which station were you first appointed?—The Keilor road.
2205. How long did you stay there?—Close upon two years, I think; I was first appointed in August, 1859.
2206. Where were you next transferred to?—Footscray, in June, 1863.
2207. When were you promoted to your present position?—July last year, 1862.
2208. Have you sufficient facility for the efficient working of your department? have you hands enough?—I happen to have a good many more just now than I can employ, both labor and clerical.
2209. Have those parties been dismissed, or removed to any other part?—No, they still remain there.
2210. You could dispense with them?—Yes, I can dispense with them.
2211. Have you made up your mind what number you could dispense with?—At present I have a staff of about 120 laborers and porters. I could spare twenty men at present, at any rate; and as regards the clerical staff, if the arrangements which I wish to carry out can be carried out, I can spare at least eight clerks.
2212. Out of how many?—I think I number forty-four now, all told.
2213. Have you sufficient accommodation and room for your traffic that you are engaged in?—We have not sufficient accommodation for the ship traffic from the pier. We have accommodation at the pier for twelve ordinary sized vessels, or more, in proportion to the size of the vessels, and only shed accommodation for five ordinary ships.
2214. Have you room for further accommodation?—The suggestions I have made to the traffic superintendent (and I believe he recommended them to the commissioner) would give us room for two more large cargoes in the present sheds than we have. By the additions that I propose to be made, we can accommodate two more ships, such ships as the "Black Ball" or "White Star" class of ships.
2215. Have you within the last three months had more or less goods passed through your sheds than formerly?—Less; our returns have been considerably less.
2216. Has the staff been reduced in consequence of this business being less?—No.
2217. Would the staff, when reduced as you propose, be sufficient for the average work you have to do? that is, if you reduce them as you speak of, would there be enough to do the work?—With the number I now propose I could have worked, for the last month or six weeks, the sheds, with at least twenty laborers less, and the number of clerks I say.
2218. Could you say generally, taking the average of the work, you could do with twenty laborers less?—The business fluctuates.
2219. I speak of the staff of porters and laborers; you could do with a reduction of the staff of porters, having permission to employ casual labor?—I propose to have a certain number of permanent porters, such as leaders of gangs, and I propose to employ labor as I see I want it. If at any day we have two ships at the pier, I should employ men in proportion, and with a larger number of ships I should employ more men in proportion; but I ought not to be compelled to keep labor on, whether I have much or little work to do.
2220. Have you any other observations you wish to make?—I might remark that the up-traffic from the country districts, for the want of more yard room and shed accommodation, more especially yard accommodation, is crippled. Take firewood and sawn timber; I know, from conversations I have had with many timber merchants and dealers, that they would readily rent from the department a block of ground, were the department in a position to offer them that block of ground. Suppose we had a timber-yard of ten acres, with lines of rails laid into it, or something of that kind, they would rent blocks of land. The business would be facilitated, and I believe it would increase the traffic. It would enable us to discharge our trucks much more conveniently than we do now.
2221. Is there such a place near at hand?—There is a space occupied at present by the Messrs. Williams's workshops, about two acres only, but that would be better than nothing. Our present timber siding was never intended for anything of the sort, I believe.
2222. *By Mr. a'Beckett.*—Is not it proposed to convert it into carriage sheds?—Yes.
2223. You think it would be better not?—I think sheds for the stabling of carriages, if I may so say, might be built in fifty places; but to bring the carriage shed into the very spot where we want space for a most valuable purpose is wrong.
2224. Have you suggested this to Mr. Higinbotham?—Not directly; but I have called the superintendent's attention to it.
2225. He agrees with you?—Yes.
2226. *By the Chairman.*—Has he had time to do this yet?—No; I think a gentleman coming into the position of superintendent has a great deal to do before he will get everything into ship shape.
2227. *By Mr. a'Beckett.*—Do you recollect a week or two ago being asked to point out some men that could be dispensed with at the goods shed?—By whom in particular?
2228. By any person, any competent authority; say, by Mr. Wright—[*Mr. Wright's evidence on this point was read to the witness*]—I recollect it.
2229. Did you point the men out?—Yes, and dismissed two men to make room for two men brought down from Ballaarat. I am trying to call to mind the names of the men I have dismissed, but I will furnish the names.
2230. *By the Chairman.*—You will do so, if you please?—The only request the traffic superintendent made to me was, he said, "I have two permanent men coming down from Ballaarat, you must make room for them." I said, well, "We must go to the bottom of the staff, beginning with the men who were last employed."

2231. *By Mr. a'Beckett.*—Without reference to their efficiency?—Yes, without reference to their efficiency; but, at the same time, I pointed out that we had on the temporary staff some of the best men we have in the sheds, and it was a question whether we should dispense with those men if they happened to be at the bottom of the staff.

2232. You are sure you did dismiss two?—Yes.

2233. Were they the two least efficient men?—They were the last appointed, and they were not two of the most efficient men, at any rate. I challenge any officer in the department to prove that I have shown any favoritism to any man in the sheds, and the late superintendent, if he will come forward and speak the truth, will bear me out in that.

2234. If you had known those men to be very efficient, you would not have dismissed them?—If they had been anything superior I would not have dismissed them; they were the common class of laborers, without any particular feature to recommend them to me to keep them. At the time the men were put on temporarily they were told they were so put on, and were subject to be dismissed when we had no employment for them.

2235. *By Mr. McCrae.*—Are you aware that the tonnage of goods to Geelong has considerably fallen off since the system of carrying has been altered from measurement to weight and classification?—I am aware that we are not doing half to Geelong what we ought to do, but I do not know that there is any particular diminution in consequence of the alteration in the measurement; at any rate we have always carried dead weight since I have been in the sheds. The alteration you refer to was about three years ago, and I know nothing before then.

2236. You are aware that there is a great quantity of goods go by water from Melbourne to Geelong?—Yes.

2237. And from thence to Ballarat by rail?—Yes.

2238. *By the Chairman.*—Do you know that?—I have no knowledge of it, except by hearsay; but I know this, that our carriers will bring their Chinese and damageable goods to us and convey their rice and sugar, and such goods which are not affected by being bundled about by steamer.

2239. Can you inform the committee how that is to be got over?—It is a very difficult matter—it is a very difficult point to get over.

2240. *By Mr. McCrae.*—Have not the railway trucks to run every day to Geelong, whether full or empty?—Only the loaded trucks go. We do not run empty trucks as we run empty passenger carriages, the loaded trucks we send. The road-side stations sometimes take up the empties as they pass.

2241. You have to send a locomotive with the train every day?—Yes.

2242. Could not that locomotive take three, or four, or five times the quantity of goods?—I would not say five times, but the average of the trains is not above half what the engines could drag, and, with comparatively little increase in consumption of fuel, an engine would take double the quantity.

2243. *By the Chairman.*—What other reason is there? would reduction be required to Ballarat and to Sandhurst?—Of necessity, the Ballarat people would claim it, and the Sandhurst people would claim it. We have a case in point: We have given a benefit in the shape of sawn timber, from Melbourne to Ballarat, and Geelong to Ballarat, by an increase of ten feet to the ton measurement, that is, sixty feet to the ton; prior to that it was fifty feet. There was no alteration on the Sandhurst line.

2244. *By Mr. McCrae.*—Is not the road to Geelong run more easily?—It is the easiest road, but the public do not take that into consideration.

2245. *By Mr. Degraes.*—What do you charge for sixty feet per ton to Ballarat?—Thirty-five shillings.

2246. Is that per ton, or per cwt.?—Sixty feet per ton measurement. I merely instance this as a case in point.

2247. Do you make any other reduction in the same way as on timber?—No, it is a special rate struck.

2248. You charge the same from here to Geelong, as from Geelong to Ballarat? is not that so?—No; I am speaking of the privilege given in this special rate for timber to Ballarat, from Geelong to Ballarat of sixty feet to the ton measurement.

2249. *By Mr. McCrae.*—Do you think a very great alteration might be made in the keeping of the accounts at the goods sheds?—Our accounts are well kept. We have two or three thoroughly efficient accountants.

2250. But might not the method be simplified very much?—Undoubtedly.

2251. And thereby a very great saving could be effected?—Yes.

2252. In the clerical labor?—Yes, undoubtedly, both clerical and physical labor.

2253. Have you anything further to add?—I will supply anything that occurs to me in writing.

The witness withdrew.

Mr. John Stead,
continued,
26th Aug., 1863.

THURSDAY, 27TH AUGUST, 1863.*Members present :*

The Honorable J. P. FAWKNER, in the Chair;
The Honorable W. H. F. Mitchell | The Honorable J. McCrae.

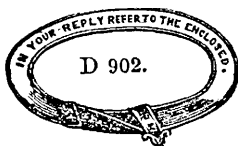
Mr. John C. Stead further examined.

Mr. John Stead,
27th Aug., 1863.

2254. *By the Chairman.*—You were asked yesterday something about two men being removed from Ballaarat [*Question No. 1728 was read to the witness*]?—I produce a copy of the memo. I received from the traffic superintendent, dated 23rd July, which, with its endorsement, is as follows:—

No. 66 A.]

[COPY.]



VICTORIAN RAILWAYS.

Traffic Supt's. Office, Spencer Street Station.
23rd July, 1863.

MEMO. FOR MR. STEAD.

Be good enough to discharge two of your temporary laborers at once. Two permanent men will be sent you from Ballaarat to-morrow to take their place.

(Signed) JOHN JEREMY,
Acting Traffic Supt.

Mr. NASON will please furnish the names of the last two men employed on the temporary staff.

(Signed) JOHN C. STEAD,
G.S.M.

23 | 7 | 63

John Frayne. Michael Scully.

23 | 7 | 63

(Signed) J. N.

MR. NASON,

These men have been informed of the within instructions. Please note their time.

(Signed) JOHN C. STEAD.
(Signed) J. N.

23 | 7 | 63

2255. Were they dismissed immediately?—On the following day. I wrote to the time-keeper this morning as follows:—

No. 66A.]

[COPY.]



VICTORIAN RAILWAYS.

Melbourne Goods Station,
27th August, 1863.

MEMO. for MR. NASON, Timekeeper.

Please furnish me with the date the two (2) permanent men (Smail and Gaynor) were transferred from Ballaarat West to this station; also the date the two (2) men (John Frayne and Michael Scully) were dismissed, to make way for the above two permanent hands.

(Signed) JOHN C. STEAD,
G.S.M.

Mr. Nason replies as follows:—

No. 66 A.]

[COPY.]



VICTORIAN RAILWAYS.

Melbourne Goods Station,
27 | 8 | 63.

MEMO. for MR. STEAD, Goods Station Master.

Thomas Smail and William Gaynor were transferred on the 24th July, from Ballaarat, and John Frayne was discharged on the 23rd, Michael Scully on the 24th of July.

(Signed) J. NASON.

2256. *By Mr. McCrae.*—Do not you think a very great saving might be made in the general management of the labor department?—I think that, if many of our station masters were more practical men and less of gentlemen, using the term in that sense of the word, great economy might be effected in that way.

2257. In regard to the reduction in the number, might not a very great saving be made?—The roadside stations have usually one station master and one porter; the porter is required at many of the stations, especially where there is any shunting passing trains. Take the Little River station: the furthest points are upwards, I should say, of half a mile from the station; some of the trains meet there, both up and down. The station master, unless he has got a porter, must necessarily go and hold the point handle himself. If he is half a mile away from the station he cannot be superintending his work at the station. He is responsible for his signals, and most especially on a single line like the Geelong line, it is highly requisite that assistance of that sort should be given him.

2258. Still, you consider that there might be a very great saving made in the general management of the department—I put a general question?—Yes.

2259. Do you not think the Victorian railways could be as economically worked by the railway department as by a private company?—I am afraid not: I will give my reasons. So long as the lines remain in the Government's hands, we must have of necessity, appointments made by every ministry.

2260. Why?—I am not in the secrets of the ministry to say why; but I speak of facts as they are. Appointments are made.

2261. Whether they are required or not?—I would not say, whether they are required or not.

2262. That is the inference I would draw from your answer?—However, a private company would take care to employ none but the most suitable hands they can procure. It is the fact, that we have a great many hands employed who are not the most suitable hands.

2263. And a great many more than you require?—I would not say that we have a great many more than we require; but, as I have stated before, we have some more than we require.

2264. Have there not been some appointments made to the Spencer-street station when they were really not required?—I cannot point to any particular instance where a man was thrust upon us without being required. The goods station at Melbourne has been, I may say, a normal school and general depôt ever since the line opened. Prior to the opening of the roadside stations, I had a great many more clerks sent me than I required; but they were sent to me to learn their duties, but then the goods station I believe was debited with all their salaries during the time they were there.

2265. *By the Chairman.*—Then, instead of being employed, they were learning their business?—Yes.

2266. *By Mr. McCrae.*—And being paid salaries at the same time?—Of course they were receiving their salaries, and the goods station was debited with their salaries in a great many instances.

2267. *By the Chairman.*—In the appointment of station masters up the country, was it the hands longest employed that were put forward to the stations?—A great many were strangers to the department.

2268. *By Mr. McCrae.*—Had you really employment for those hands?—I had not at that time.

2269. Did you remonstrate against those people being sent?—I was informed that they were sent to learn their duties, and remonstrance would have been of little avail from me. I frequently remarked that I did not require those men, and the reply was, "They were sent to learn their duties."

2270. *By the Chairman.*—During the time you have been in the service, has it been usual to appoint the station masters to the various stations from those who had been longest employed on the railways?—I would not say it was usual, but it was very naturally expected. I myself joined with the hope of promotion, and so I apprehend every other person does.

2271. Has it been usual to promote those men since you have been there?—

2272. *By Mr. McCrae.*—In consequence of length of service?—In very few instances—I cannot point to many: a great many at the roadside stations were strangers.

2273. *By Mr. Mitchell.*—You know of no instance where a person in the department, being recommended by the traffic superintendent for a position in the department, has not got it?—I do not know the business of the traffic superintendent's office in regard to what he recommends or what he does not recommend to the commissioner. I do not step in between the commissioner and the traffic superintendent.

2274. You are aware that, when clerks applied for promotion, the answer was, that they would be promoted whenever the traffic superintendent recommended them?—That has been the rule.

2275. *By the Chairman.*—When you say that has been the rule, has it been some note you have seen, or has it been the fact in practice?—What the superintendent has recommended to the commissioner I could not know. Whenever I have had an application from any of my staff for promotion, and that application has come through me, I have always recommended, or not recommended, according to my opinion of the men. Whether that has been acted upon or not, I am not in a position to know.

2276. *By Mr. McCrae.*—You are aware that promotion has not been in consequence of the length of service in the department?—I would not say that it has always been the case; but at a great many of the roadside stations the masters were strangers to the department, and I know that a great number of the clerks looked forward to promotions to station-masterships on the opening of some of the stations.

2277. Did they seem to feel disappointed in consequence of not obtaining promotion?—Yes.

2278. And there was dissatisfaction in the department of the clerical staff, in consequence of strangers being thrust upon them?—Yes.

2279. *By the Chairman.*—Do you know of the employment of a person of the name of T. C. Balmain?—Yes.

2280. Was he formerly in the Government employ, do you know?—I know he was secretary to either the Board of Land and Works, or some other; at any rate, he was secretary at the wooden building opposite Tankard's Hotel.

2281. Do you know F. C. Ledbury?—Yes.

2282. Do you know J. H. Abbott?—Yes.

2283. Do you know J. J. Hall?—Yes.

Mr. John Stead,
continued,
27th Aug., 1863.

2284. Do you know F. Johnson?—I have a clerk in my shed of the name of F. Johnson.

2285. Is he at a salary of £200 a year?—We have two other Johnson's. We have a Johnson at Harcourt or Ravenswood, and a goods clerk at Malmesbury of that name.

2286. Do you know W. H. Tetley?—Yes.

2287. Appointed on the 17th April, 1862, at £250, and since raised to £300?—He is the Ballarat station master.

2288. Taken on at £250 over the heads of all the others?—I do not know that.

The witness withdrew.

Anthony Mathison, Esq., further examined.

[*Mr. Houston's evidence given yesterday before the Committee was read to the witness.*]

A. Mathison,
Esq.,
27th Aug., 1863.

2289. *By Mr. Mitchell.*—You will see, in your statement, you state, "The salary sheets to be signed by the commissioner of railways authorising me to receive this amount in his name from the Treasury were, to the best of my belief, prepared at the same time and for the following amounts respectively: 1861, May 21, June 30, salary at £1600—£180 12s. 10d.; July 31, ditto, £133 6s. 8d."?—Yes.

2290. Can you state positively, from your own knowledge, you did prepare both those documents, and that they were signed by Mr. Houston?—To the best of my belief. I could not swear to that, although it would be out of the usual course if I did not take receipts for both sums.

2291. Would you have put your name to a cheque for a sum of £313 19s. 6d., without being in possession of both vouchers?—I think not.

2292. *By the Chairman.*—Were you present to hear any explanation between Mr. Nash and Mr. Houston?—No; I have had no conversation at any time with Mr. Houston upon this subject. I may state that I should not be able to swear to that one sum of £180 12s. 10d., were it not for the fact that the voucher came back from the Treasury with a memorandum to the effect that it was not correct.

2293. *By Mr. McCrae.*—Do you know whether there were separate vouchers for those two sums?—To the best of my belief there were two vouchers, and my object in making two must have been to obtain reimbursement without delay. If I had placed the £313 19s. 6d. upon one claim, I could not have sent it in for reimbursement till the 31st July.

2294. *By Mr. Mitchell.*—Is there any means by which you can ascertain whether there is a second voucher or not?—No. I could not discover either of those vouchers now; because, even if they both had existence at the time, which is my belief, when the first one came back from the Treasury with a memorandum that it was incorrect, I would probably only keep those two vouchers until I got them replaced by proper vouchers, and then destroy them.

2295. Would those vouchers be both of them made out in your handwriting?—I cannot swear to that. I was speaking to Mr. Anketell, and he seemed to say he had made out the vouchers.

2296. Can you, by consulting with Mr. Anketell, place yourself in a position so to refresh your memory as to answer the question distinctly, whether there was a second voucher or not?—I have not spoken especially upon that point to Mr. Anketell, but I can do so. I doubt whether he would be able to swear distinctly to the two vouchers.

The witness withdrew.

ERRATUM.

For question 362, page 13, as printed, substitute the following:—

The estimated profit, according to the report of the honorable the commissioner, is 52½ per cent., and 47½ per cent. for expenses. Now, supposing the Williamstown railway was abolished, do you not consider that the 52½ per cent. profit would be lowered very much?

APPENDICES.

APPENDIX A.

REVENUE derived from each Station for the Years 1859, 1860, 1861, and 1862.

From—	1859.			1860.			1861.			1862.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Melbourne	30,124	2	3	47,979	6	9	79,845	0	1	128,691	11	7
North Melbourne	194	19	4	996	15	8	1,154	14	6	1,296	18	2
Saltwater River ... ..	...	...	...	63	16	3	1	14	5	...	...	...
Footscray	2,211	7	6	2,302	17	8	2,524	8	10	2,566	10	6
Albion ... ..	...	...	...	528	1	2	...	...	...	...	...	...
Keilor Road	2,093	11	5	2,213	0	3	2,055	5	0	1,696	12	2
Holden ... ..	...	...	...	306	4	7	...	...	...	...	...	...
Diggers' Rest	11,071	15	1	13,546	2	6	9,364	1	11	986	2	5
Sunbury	6,357	17	7	7,824	4	1	4,262	8	1	1,742	0	11
Lancefield Road ... ..	...	...	...	...	...	...	855	12	6	1,794	5	11
Riddell's Creek ... ..	...	...	...	...	...	...	722	18	8	1,142	1	6
Gisborne ... ..	...	...	...	...	...	...	1,565	19	5	2,691	5	11
Middle Gully 13/2	...	...	...	...	...	...	...	...	...	92	19	2
Woodend ... ..	...	...	...	...	...	...	21,534	18	8	44,593	1	2
Carlsruhe 1/8	...	...	...	...	...	...	...	...	...	324	4	10
Kyneton 25/4	...	...	...	...	...	...	...	...	...	10,980	2	2
Malmsbury 20/10	...	...	...	...	...	...	...	...	...	692	4	6
Taradale ... .. "	...	...	...	...	...	...	...	...	...	424	9	8
Elphinstone ... .. "	...	...	...	...	...	...	...	...	...	191	2	10
Chewton ... .. "	...	...	...	...	...	...	...	...	...	357	18	1
Castlemaine ... .. "	...	...	...	...	...	...	...	...	...	5,637	18	10
Harcourt ... .. "	...	...	...	...	...	...	...	...	...	292	11	2
Ravenswood ... ..	...	...	...	...	...	...	...	...	...	...	...	...
Kangaroo Flat 20/10	...	...	...	...	...	...	...	...	...	372	3	5
Sandhurst ... .. "	...	...	...	...	...	...	...	...	...	7,923	7	2
Geelong Junction	363	9	7	885	13	3	913	17	2	1,157	0	1
North Williamstown	1,548	4	8	1,549	7	1	1,403	12	8	1,368	5	3
Williamstown	5,046	5	11	4,389	6	2	3,550	9	8	3,289	15	0
Tolls from Geelong Line	4,134	17	7	3,225	10	1	...	...	...	...	...	...
Werribce ... ..	...	...	...	698	18	7	2,119	12	5	2,209	7	10
Little River ... ..	...	...	...	217	11	11	719	15	7	797	4	8
Duck Ponds ... ..	...	...	...	262	18	6	718	18	2	1,065	17	2
Cowie's Creek ... ..	...	...	...	81	5	6	280	9	1	136	4	10
West Geelong ... ..	...	...	...	209	3	1	564	7	5	971	5	4
Geelong ... ..	...	...	...	8,953	18	9	31,694	4	2	32,855	8	6
Steiglitz Road 12/4	...	...	...	...	...	...	...	...	...	470	5	5
Lethbridge... .. "	...	...	...	...	...	...	...	...	...	1,153	1	5
Meredith ... .. "	...	...	...	...	...	...	...	...	...	1,288	17	3
Lal Lal ... .. "	...	...	...	...	...	...	...	...	...	730	18	7
Buninyong... .. "	...	...	...	...	...	...	...	...	...	669	4	11
Ballaarat East ... .. "	...	...	...	...	...	...	...	...	...	28,436	16	5
Ballaarat ... .. "	...	...	...	...	...	...	...	...	...	26,108	6	0
Williamstown Pier	4,503	0	6	6,094	3	8	8,526	1	2	4,021	10	8
TOTALS	£67,649	11	5	£102,328	5	6	£174,378	9	7	£321,219	11	5

JAS. DOWN,
Audit.

Railway Audit Office,
10th March, 1865.

APPENDICES B, C, D.

[Mr. Carruthers, promising to supply the above appendices, having ceased to be connected with the Victorian railways, the information to have been furnished as above will be found as supplied in an Addendum following question 1213, page 43, of the foregoing evidence.]

APPENDIX E.

STATEMENT, showing the Quantity of sawn and split Timber and Firewood sent from the undermentioned Stations during November, December, 1862, and January, 1863; also the Amount derived from Carriage of same.

DATE.	WOODEND.		MIDDLE GULLY.		GISBORNE.	
	Tonnage.	Amount.	Tonnage.	Amount.	Tonnage.	Amount.
	Tons. cwts. qr. lb.	£ s. d.	Tons. cwts. qr. lb.	£ s. d.	Tons. cwts. qr. lb.	£ s. d.
Nov., 1862	1443 19 2 0	630 4 6	790 9 0 11	247 11 2	72 18 1 0	14 11 8
Dec., 1862	1330 16 1 0	526 12 7	1183 18 0 12	369 2 1	161 2 0 23	34 1 8
Jan., 1863	1433 7 0 0	481 1 4	877 17 0 12	266 16 7	46 13 2 0	10 10 9
	4208 2 3 0	£1637 18 5	2852 4 1 7	£883 9 10	280 13 3 23	£59 4 1

Railway Audit Office,
9th March, 1863.

JAS. DOWN,
Audit.

APPENDIX F.

STATEMENT, showing the total Tonnage of Goods passed over the Williamstown Railway Pier for the years 1859, 1860, 1861, and 1862; also the Proportion of same represented by Plant on account of the Government, which has all been charged for and paid at the same rate as other Goods.

Date.	Gross Tonnage.				Tonnage of Plant.				Net Tonnage of Merchandise.			
	Tons.	cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.
1859 ...	16,517	14	2	9	11,838	0	0	0	4,679	14	2	9
1860 ...	64,795	12	3	25	19,217	0	0	0	45,578	12	3	25
1861 ...	78,691	9	0	21	35,322	0	0	0	45,369	9	0	21
1862 ...	73,663	4	3	20	9,392	0	0	0	64,271	4	3	20
	233,668	1	2	19	73,769	0	0	0	159,899	1	2	19

JAS. DOWN,
Audit.

Railway Audit Office,
9th March, 1863.

APPENDIX G.

STATEMENT of direct Goods Traffic from Williamstown Pier to Ballaarat.

DATE.						TONNAGE.							
1862.						Tons.	cwts.	qrs.	lbs.				
Week ending	4th	September	...	...	...	2	0	0	0				
"	11th	September	...	...	...	8	0	0	0				
"	25th	September	...	...	...	22	8	1	21				
"	30th	September	...	...	...	2	0	0	0				
"	9th	October	...	...	...	0	10	0	0				
"	31st	October	...	...	...	0	3	0	0				
"	13th	November	...	...	...	33	0	2	0				
"	31st	November	...	...	...	7	19	0	0				
"	4th	December	...	...	...	1	15	0	0				
"	11th	December	...	...	...	12	0	0	0				
1863.													
Week ending	8th	January	...	...	...	2	0	0	0				
"	31st	January	...	...	...	0	5	0	0				
"	5th	February	...	...	...	10	10	2	10				
"	19th	February	...	...	...	20	8	0	0				
"	28th	February	...	...	...	95	6	0	0				
TOTAL ...						218	5	2	3				

Railway Audit Office, Spencer-street,
9th March, 1863.JAS. DOWN,
Audit.

APPENDIX H.

STATEMENT, showing the Quantity of Goods sent up country, weekly, for the months of November, December, 1862, and January, 1863, and the Amount of Money taken for such Goods.

Week ending.	MURRAY RIVER LINE.					BALLAARAT LINE.								
	Tonnage.				Amount.	Tonnage.				Amount.				
	Tons.	cwts.	qrs.	lbs.	£	s.	d.	Tons.	cwts.	qrs.	lbs.	£	s.	d.
1862.														
November 6th	906	17	2	13	977	9	4	1,085	17	0	20	1,303	14	11
" 15th	1,083	7	1	17	1,145	4	4	1,144	13	0	25	1,604	0	4
" 20th	1,406	16	1	1	1,415	4	6	1,424	4	0	20	1,802	11	6
" 30th	1,710	6	3	26	1,927	2	4	1,600	19	2	14	2,197	7	6
December 4th	709	9	3	15	738	1	10	673	7	1	1	920	0	10
" 11th	1,104	2	2	1	1,235	16	10	1,063	2	0	26	1,527	5	3
" 18th	1,293	11	3	11	1,446	6	10	1,058	4	3	13	1,511	15	8
" 25th	1,137	3	3	23	1,112	9	8	848	13	3	17	1,313	3	11
" 31st	671	4	2	19	770	19	2	465	3	3	2	692	15	10
1863.														
January 8th	918	2	3	19	885	12	0	872	1	1	18	1,320	18	8
" 15th	1,050	4	2	3	1,058	13	7	1,052	14	3	8	1,608	12	2
" 22nd	879	4	3	15	859	11	11	970	10	0	19	1,187	6	11
" 31st	1,294	3	1	23	1,421	6	0	1,222	4	0	12	1,933	1	2
	14,164	16	3	18	£14,993	18	4	13,481	16	2	27	£18,922	14	8

JAS. DOWN,
Audit.Railway Audit Office,
7th March, 1863.

APPENDIX I.

APPROXIMATE AVERAGE of the Cost of Stores supplied to each Station on the Victorian Railways for One Month.

NAME OF STATION.	Cost in November, 1862.			Cost in December, 1862.			Cost in January, 1863.			Average Cost for One Month.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Melbourne (Passenger Traffic)	59	8	10½	55	6	0	43	3	4¾	52	12	9
Do. (Goods)	140	1	2¼	99	1	1½	41	4	1½	93	8	9¾
North Melbourne	11	3	8	3	6	2¼	3	11	0	6	0	3½
Footscray	5	2	3¼	3	2	3	4	9	3½	4	4	7
Keilor Road	3	12	3	5	13	1	2	17	7¼	4	0	11¾
Digger's Rest	4	1	10	2	9	6	2	4	7¼	2	18	7¾
Sunbury	7	6	9¾	10	13	10½	2	0	4¾	6	13	8¼
Lancefield Road	2	14	7¾	3	8	5	1	13	5	2	12	2
Riddell's Creek	3	18	2½	3	13	6	2	8	9½	3	6	10
Gisborne	2	16	6	1	14	1½	2	13	1½	2	7	11
Middle Gully	5	10	7	5	4	11½	1	12	2½	4	2	7
Woodend (Passenger Traffic)	0	15	0	1	6	3¼	1	1	5¼	1	0	10¾
Do. (Goods)	8	10	8	31	3	1¼	0	19	4½	13	11	0½
Carlsruhe	0	1	1	8	19	1	3	13	5	4	4	6¼
Kyneton	5	14	3¾	1	12	4½	3	13	0¼	3	13	2¾
Malmsbury	1	18	4	2	9	8¼	11	4	3½	5	4	1¼
Taradale	8	19	3¼	1	8	1	18	3	7	9	10	3¾
Elphinstone	1	0	2	11	2	10¼	19	4	1	7	5	8½
Chewton	4	8	10¾	...	...	...	12	12	3	5	13	8½
Castlemaine	9	10	8½	2	9	7	30	17	2¼	14	5	10
Harcourt	1	0	5½	0	17	3¼	20	12	7¼	7	10	1¼
Kangaroo Flat	1	8	3	4	3	8¾	18	18	8¾	8	3	6¾
Sandhurst	27	10	6½	3	8	1¾	28	0	1½	19	12	11¼
Geelong Junction	1	13	8½	1	5	2¼	2	4	5	1	14	5¼
North Williamstown	2	16	6¾	0	8	4	2	19	1¾	2	1	4¼
Williamstown	16	13	0½	12	9	1¾	11	10	10½	13	11	0¼
Williamstown Pier	35	3	8¾	2	6	10¼	22	18	0½	20	2	10½
Werribee	4	14	8¼	5	14	2¼	2	12	2¾	4	7	0½
Little River ... ..	...	...	...	0	16	8¾	5	0	3¾	1	19	0
Duck Ponds	2	1	11	0	11	1¾	2	8	7	1	13	10½
Cowie's Creek ... ..	...	...	...	1	0	9½	2	16	0	1	5	7¼
West Geelong	0	6	8	9	1	11½	3	5	2¼	4	4	7¼
Geelong (Passenger Traffic)	7	14	0¼	10	19	2	2	0	3¼	6	14	5¾
Do. (Goods)	16	11	2	9	9	10½	7	5	10½	11	2	3¾
Steiglitz Road	1	12	7½	1	8	0¼	0	12	0	1	4	2½
Lethbridge... ..	2	12	6¼	2	1	1¾	2	4	1¾	2	5	11¼
Meredith	0	12	1¾	3	11	2	0	19	1	1	14	1½
Lal Lal	1	14	9¾	2	11	1½	2	8	5¼	2	4	9½
Luninyong... ..	0	8	2½	1	17	9¾	3	18	4¾	2	1	5¾
Ballaarat East (Passenger Traffic)	1	4	5	2	18	2½	11	4	2¼	5	2	3¼
Do. (Goods)	33	7	0¼	26	11	5¼	24	8	10	28	2	5¼
Ballaarat West (Passenger Traffic)	12	2	7¼	9	2	0	2	0	9½	7	15	1½
Do. (Goods) ... ..	...	...	...	177	16	10½	8	0	11	61	19	3¼
	£457	14	4½	£535	4	4¼	£397	15	8¾	£463	11	5¾

Cost of Stores supplied forty-three Stations, November, 1862 £457 14 4½

Do. do. December, 1862 535 4 4¼

Do. do. January, 1863 397 15 8¾

Cost for Three Months £1390 14 5½

Average Cost for One Month £463 11 5¾

APPENDIX J.

WEEKLY AVERAGE amount of Traffic for November and December, 1862, and January, 1863.

DATE.				AMOUNT.		
1862.					£	s. d.
Week ending 6th November	...	...	...	7,723	4	10
„ 13th November	...	...	...	10,050	18	3
„ 20th November	...	...	...	9,323	10	7
„ 27th November	...	...	...	9,337	15	11
Three days ending 30th November	...	...	...	2,112	9	10
Four days ending 4th December	...	...	...	7,069	17	3
Week ending 11th December	...	...	...	8,868	4	6
„ 18th December	...	...	...	8,766	18	4
„ 25th December	...	...	...	10,496	5	6
Six days ending 31st December	...	...	...	6,818	2	10
1863.						
One day ending 1st January	...	...	...	1,411	0	8
Week ending 8th January	...	...	...	7,747	0	1
„ 15th January	...	...	...	8,279	4	6
„ 22nd January	...	...	...	8,879	13	4
„ 29th January	...	...	...	10,006	11	11
Two days ending 31st January	...	...	...	1,825	4	1
GROSS TOTAL				...	£120,721	2 5
WEEKLY AVERAGE				...	£9,286	4 9

JAS. DOWN,
Audit.Railway Audit Office,
7th March, 1863.

APPENDIX K.

[Not supplied, in consequence of the Witness (Mr. Carruthers) having ceased to be connected with the Victorian railways.]

APPENDIX L.

Railway Department, Secretary's Office, William street,
Melbourne, 16th June, 1863.

MEMORANDUM.

On the 19th July, 1861, in consequence of an application from the then commissioner of railways to the secretary, I was directed by the latter to draw a cheque for the amount of the commissioner's salary, from the date of his appointment to the end of that month. I represented to the secretary that, though it was quite in order to pay what salary was due, it was not right that it should be paid in advance, as it would be in this instance for nearly two weeks. This objection being overruled by the secretary, I then requested him to obtain from the commissioner the date of his appointment and the rate of his salary. I applied for these particulars to the commissioner through the secretary, because I was directed to prepare the cheque at once, and this appeared the most immediate and reliable mode of obtaining the necessary detail. The secretary shortly afterwards stated that he had made inquiry of the commissioner, who had informed him that his salary was at the rate of £1600 per annum, from the 21st May. I accordingly drew a cheque for the amount, £313 19s. 6d., and handed it to the secretary. The salary sheets to be signed by the commissioner of railways authorising me to recover this amount in his name from the Treasury were, to the best of my belief, prepared at the same time and for the following amounts respectively:

1861. May 21, June 30, Salary at £1600	...	...	...	...	£180	12	10
July 1/31 ditto	...	...	...	...	133	6	8
					£313	19	6

[Copy.]

[Pro formâ.]

VICTORIA.

SINGLE SALARY ACCOUNT.—J 1a.

Treasury Voucher, No.

185

THE GOVERNMENT OF VICTORIA,

DR. TO THE UNDERSIGNED FOR SALARY.

HEAD AS PER ESTIMATES. }		SCHEDULE D.—CONSTITUTION ACT.									
Situation	COMMISSIONER OF RAILWAYS.	Place or District Melbourne.	NAME. JOHN HOUSTON.	PERIOD.		No. of Days.	Rate of Salary.		Amount.		
				1861.			If Yearly.	If Daily.	£	s.	d.
				From	To						
				21st May,	30th June.		1600		180	12	10
		Amounting to One Hundred and Eighty Pounds Twelve Shillings and Ten Pence stg. }									
Signature of the Claimant (Sd.) JOHN HOUSTON.				Total Amount				£180	12	10	

I Certify that the abovenamed Person was actually employed in the Situation, and during the period abovementioned.

Authority. Signature of the Head of the Department. } (Sd.) JOHN HOUSTON,
 No. of Office, Commissioner of Railways.
 I acknowledge to have received this 185, from the sum
 of pounds shillings and pence sterling, in full of my Salary for the period above specified.
 Witness to the payment. Signature.
 Signature.

Examined and found correct,

Auditor-General.

(Sd.) ANTHONY MATHISON.

I hereby authorise Anthony Mathison, whose signature appears in the margin, to receive and discharge the within account.

(Sd.)

JOHN HOUSTON.

STATEMENT, showing particulars of a Sum of £313 19s. 6d. paid to the Commissioner of Railways on the 19th July, 1861, out of Treasury Advance to the Secretary.

Dr.		The COMMISSIONER of RAILWAYS.				Cr.	
1861. July 19	To Cash	£	s. d.	1861. May 21-31	By 11 days' salary, at £1300	£	s. d.
		313	19 6	June 1-30	One month's	38	8 9
				"	Balance overdrawn ..	108	6 8
						167	4 1
						313	19 6
[July 19	To Balance overdrawn	167	4 1	July 1-31	By one month's salary	108	6 8
				"	Balance overdrawn	58	17 5
						167	4 1
Aug. 1 Sept. 3	To Balance overdrawn	58	17 5	Aug. 1-31	By one month's salary	108	6 8
	Cash	49	9 3				
		£	108 6 8				

APPENDIX N.

STATEMENT, showing the number of Passengers booked from, and the total amount of Revenue received at, each Station, for the years 1859, 1860, 1861, and 1862.

Open.	From—	1859.		1860.		1861.		1862.	
		No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
Jan. 17, 1859..	Melbourne ..	300,165	£ 30,124 2 3	277,054	£ 47,379 6 9	333,441½	£ 79,845 0 1	306,730½	£ 128,691 11 7
Oct. 6, 1859 ..	North Melbourne ..	4,835	194 19 4	20,070½	996 15 8	21,850	1,154 14 6	17,933½	1,296 18 2
Jan. 19, 1860 ..	Salt Water River ..			1,251½	63 16 3	44	1 14 5		
Jan. 17, 1859 ..	Footscray ..	76,678	2,211 7 6	93,511	2,302 17 8	74,247	2,524 8 10	82,768	2,566 10 6
Jan. 5, 1860 ..	Albion ..			5,513½	528 1 2				
March 3, 1859	Keilor Road ..	13,620	2,093 11 5	11,429½	2,213 0 3	8,917½	2,055 5 0	7,189½	1,696 12 2
Jan. 5, 1860 ..	Holden ..			2,128	306 4 7				
Feb. 10, 1859 ..	Diggers' Rest ..	42,356½	11,071 15 1	43,094	13,546 2 6	28,504	9,364 1 11	3,933	986 2 5
Feb 10, 1859 ..	Sunbury ..	27,514½	6,357 17 7	24,187½	7,824 4 1	13,494	4,262 8 1	5,828	1,742 0 11
July 5, 1861 ..	Lancefield Road ..					2,521½	855 12 6	4,543	1,794 5 11
July 5, 1861 ..	Riddell's Creek ..					3,356	722 18 8	4,325½	1,142 1 6
July 5, 1861 ..	Gisborne ..					4,425	1,565 19 5	7,910½	2,691 5 11
Feb. 27, 1862 ..	Middle Gully ..							195½	42 19 2
July 5, 1861 ..	Woodend ..					27,658	21,524 18 8	31,157	44,593 1 2
Aug. 1, 1862 ..	Carlsruhe ..							1,896	324 4 10
April 24, 1862 ..	Kyncton ..							18,747	10,980 2 2
Oct. 20, 1862 ..	Malmsbury ..							2,125	692 4 6
Oct. 20, 1862 ..	Taradale ..							2,624	424 9 8
Oct. 20, 1862 ..	Elphinstone ..							1,051	191 2 10
Oct. 20, 1862 ..	Chewton ..							1,091	357 18 1
Oct. 20, 1862 ..	Castlemaine ..							11,270	5,637 18 10
Oct. 20, 1862 ..	Harcourt ..							2,607½	292 11 2
Oct. 20, 1862 ..	Ravenswood ..								
Oct. 20, 1862 ..	Kangaroo Flat ..							1,090	372 3 5
Oct. 20, 1862 ..	Sandhurst ..							9,213½	7,923 7 2
March 3, 1859	Geelong Junction ..	8,449	363 9 7	15,249½	865 13 3	14,879½	913 17 2	15,147	1,157 0 1
Feb. 3, 1859 ..	North Williamstown ..	33,643½	1,548 4 8	42,073½	1,549 7 1	44,084½	1,403 12 8	44,609	1,368 5 3
Jan. 17, 1859 ..	Williamstown ..	88,501½	5,046 5 11	90,821½	4,369 6 2	82,252	3,550 9 8	89,077	3,289 15 0
	Tolls from Geelong line	62,785	4,134 17 7	37,727½	3,225 10 1				
Sept. 4, 1860 ..	Werribee ..			2,594	698 18 7	8,670	2,119 12 5	7,093½	2,209 7 10
Sept. 4, 1860 ..	Little River ..			1,989½	217 11 11	6,240	719 15 7	4,007½	797 4 8
Sept. 4, 1860 ..	Duck Ponds ..			2,322½	262 18 6	6,388	718 18 2	3,678	1,065 17 2
Sept. 4, 1860 ..	Cowie's Creek ..			1,414	81 5 6	4,162½	280 9 1	1,940	136 4 10
Sept. 4, 1860 ..	West Geelong ..			1,740½	269 3 1	4,858	564 7 5	4,269	971 5 4
Sept. 4, 1860 ..	Geelong ..			28,459	8,953 18 9	99,762	31,694 4 2	70,057½	32,855 8 6
April 10, 1862 ..	Steiglitz Road ..							2,699	470 5 5
April 10, 1862 ..	Lethbridge ..							4,253½	1,153 1 5
April 10, 1862 ..	Meredith ..							3,646	1,288 17 3
April 10, 1862 ..	Lal Lal ..							2,778	730 18 7
April 10, 1862 ..	Buninyong ..							2,983½	669 4 11
April 10, 1862 ..	Ballaarat East ..							6,166½	28,436 16 5
April 10, 1862 ..	Ballaarat ..							26,623½	26,108 6 0
March 3, 1859	Williamstown Pier ..		4,503 0 6		6,094 3 8		8,526 1 2		4,021 10 8
	Total ..	658,618	67,649 11 5	702,346½	102,328 5 6	789,756	174,378 9 7	813,254½	321,219 11 5

JAS. DOWN,
Audit.

APPENDIX O.

How Employed.	Name.	Amount.	How Employed.	Name.	Per diem.
		£ s. d.			s. d.
Superintendent of Locomotives ..	T. C. Christy ..	700 0 0	Striker ..	J. Hartley ..	9 0
Book-keeper to Locomotive Branch ..	E. Strong ..	250 0 0	Blacksmith ..	E. Brown ..	13 3
Clerk to ditto ..	R. W. Williamson ..	150 0 0	Striker ..	C. Walters ..	9 0
Clerk ..	G. M. Skinner ..	per diem	Blacksmith ..	J. Layland ..	13 3
Clerk ..	R. Lawson ..	"	Striker ..	Jno. Cox ..	8 6
Clerk ..	P. Haslam ..	"	Striker ..	J. Johnson ..	9 0
Clerk ..	G. T. Smith ..	"	Laborer ..	G. Anderson ..	7 6
Clerk ..	J. R. Calcutt ..	"	Assistant Fitter ..	J. Buttiment ..	7 6
Clerk, issuing Stores ..	H. Marris ..	"	Laborer ..	C. Brighton ..	7 6
			Laborer ..	A. Cameron ..	8 0
			Laborer ..	J. Darby ..	8 0
			Laborer ..	R. Elsum ..	7 6
			Holder up ..	W. Grubb ..	9 0
			Striker ..	R. Haslam ..	8 0
			Laborer ..	C. Holles ..	7 6
			Laborer ..	G. Hitchcock ..	7 6
			Laborer ..	H. Janes ..	8 0
			Laborer ..	J. King ..	8 6
			Laborer ..	J. Logan ..	7 6
			Laborer ..	D. Tunnicliffe ..	7 6
			Laborer ..	T. Walton ..	7 6
			Laborer ..	W. Robinson ..	7 6
			Laborer ..	G. Rutter ..	7 6
			Laborer ..	T. Sheldrick ..	7 6
			Laborer ..	J. McDermott ..	7 6
			Laborer ..	T. Worroll ..	7 6
			Laborer ..	J. Yates ..	7 6
			Laborer ..	T. Thomson ..	7 6
			Boy ..	D. Fenwick ..	7 6
			Boy ..	G. Giderson ..	5 0
			Boy ..	T. Irving ..	6 0

How Employed.	Name.	Per diem.	How Employed.	Name.	Per diem.
		<i>s. d.</i>			<i>s. d.</i>
Boy	J. Burrige	4 0	Driver	R. Jones	15 0
Boy	T. Woodroffe	3 6	Driver	S. Rake	15 0
Issuing Stores	W. Keane	8 0	Driver	C. Smith	14 0
Cleaner	T. Read	8 0	Driver	W. Edwards	15 0
S. Engine-driver	R. Wright	10 0	Driver	T. Hulse	15 0
Time-keeper	H. B. Stenhouse	10 0	Driver	E. Langley	13 0
Night Watchman	J. Hourigan	9 0	Driver	A. Gordon	14 0
Greaser	Wm. Ambroy	8 0	Driver	J. Riley	13 0
Night Foreman	G. Hodgkins	15 0	Fireman	J. Ashworth	11 0
Night Pilot	G. Moon	13 0	Fireman	G. Burrows	10 0
Fireman	J. Summers	10 0	Fireman	W. Gibbs	11 0
Lighter up	T. Wren	10 0	Fireman	P. Hefferman	10 0
Lighter up	W. Haslam	9 0	Fireman	R. Hadden	11 0
Cleaner	P. Fahay	8 0	Fireman	H. Lewis	11 0
Cleaner	Jos. Gibb	8 0	Fireman	W. Merriman	10 0
Cleaner	W. T. Parker	8 0	Fireman	E. Pedley	11 0
Cleaner	H. Sparrow	8 0	Fireman	G. Stephens	10 0
Laborer	J. O'Neill	8 0	Fireman	W. Trott	10 0
Laborer	J. Thompson	8 0	Fireman	P. Tyrer	11 0
Laborer	P. White	8 0	Fireman	J. Crabtree	10 0
Laborer	T. Coghlan	8 0	Fireman	W. Muir	10 0
Laborer	C. O'Hanlon	8 0	Fireman	James Craik	10 0
Laborer	R. Jones	8 0	Fireman	D. Dunn	11 0
Laborer	A. Armstrong	8 0	Fireman	T. Mumabz	11 0
Laborer	J. Smith	8 0	Locomotive Foreman	H. Houghton	25 0
Laborer	H. Brown	8 0	Fitter	J. Abbott	11 0
Laborer	J. Galloway	8 0	Fitter	J. Allibon	13 0
Cleaner	G. McDonald	8 0	Fitter	James Allan	13 0
Cleaner	G. Buchanan	8 0	Fitter	W. Blackburn	11 0
Carriage Trimmer	H. Hall	11 0	Fitter	T. Clark	12 0
Pumps	J. Sladen	13 0	Fitter	J. Campbell	12 6
Running Foreman	P. Street	18 0	Fitter	C. Homewood	12 0
Driver	H. Alder	14 0	Fitter	John Hoey	12 0
Driver	J. Guest	15 0	Fitter	Enoch Hughes	12 6
Driver	J. Hefferan	14 0	Fitter	J. M. Johnson	11 0
Driver	E. Hoze	14 0	Fitter	R. Jones	11 0
Driver	R. Jackson	13 0	Fitter	William Lewis	10 0
Driver	T. Peary	13 0	Fitter	C. Lloyd	13 0
Driver	A. Thompson	15 0	Fitter	John Main	11 0
Fireman	G. Harris	11 0	Fitter	W. Nicholson	13 0
Fireman	R. Simpson	11 0	Fitter	James Odley	13 0
Fireman	R. Steel	10 0	Fitter	J. Proudlock	12 6
Fireman	J. Willett	10 0	Fitter	W. Rees	11 0
Fireman	J. Bowman	10 0	Fitter	S. Spencer	12 6
Fireman	J. Harris	10 0	Fitter	R. Sagar	12 0
Fitter	A. Fallow	13 0	Fitter	Joseph Twiss	13 0
Assistant Fitter	W. Finley	9 0	Fitter	A. Cpton	12 6
Truck Lifter	W. Crawslaw	11 0	Fitter	J. Whittaker	10 0
Greaser	R. Dutton	10 0	Turner	G. Ashworth	12 6
Greaser	J. McNuff	10 0	Turner	J. Bremner	13 0
Greaser	J. Rose	10 0	Turner	A. Fyfe	13 0
Truck Lifter	A. Downie	10 0	Turner	J. Glenister	10 0
Timekeeper	W. Edwards	10 0	Turner	J. Chatterton	13 0
Cleaner	T. Johnston	8 0	Turner	T. Haslam	14 0
Cleaner	F. Incol	8 0	Turner	H. H. Higgins	13 0
Cleaner	T. Nelson	8 0	Turner	G. Mann	13 0
Cleaner	W. Williamson	8 0	Turner	Rhodes	13 0
Cleaner	J. Crisp	8 0	Turner	J. Warren	13 0
Cleaner	W. Davey	10 0	Machinist	J. Brennan	9 0
Running Foreman	E. Jackson	18 0	Machinist	J. Long	12 0
Driver	T. Tattersal	15 0	Boilersmith	J. Burrige	13 0
Driver	W. Crawford	14 0	Boilersmith	J. Cartwright	12 6
Driver	T. Judge	13 0	Boilersmith	G. Rolley	13 0
Driver	E. Hantenville	14 0	Boilersmith	J. Springhall	12 6
Driver	M. Waterstrom	14 0	Boilersmith	J. Warren	12 6
Fireman	T. Crockett	11 0	Coppersmith	J. Ellis	13 0
Fireman	J. Main	10 0	Coppersmith	C. Homewood	17 0
Fireman	J. Williams	10 0	Assistant	A. Homewood	7 0
Fireman	H. Gagan	10 0	Moulder	J. Davidson	15 0
Fitter	J. A. Harrison	13 0	Boy assisting	G. Patterson	7 0
Pumper	E. C. Dixon	13 0	Carpenter	A. Arnott	16 0
Pumper	H. Hendon	7 0	Carpenter	A. Coope	10 0
Pumper	J. Sharpe	7 6	Carpenter	P. Dixon	10 0
Lighter up	J. Twiss	10 0	Carpenter	J. Dixey	10 0
Greaser	J. Campbell	10 0	Pattern-maker	C. Cairns	12 6
Greaser	H. Huddlestone	10 0	Pattern-maker	W. E. Hird	12 6
Greaser	J. Beaumont	10 0	Pattern-maker	G. Saker	12 6
Greaser	J. Fyfe	10 0	Painter	W. Fisher	9 0
Cleaner	J. Robertson	8 0	Painter	W. Johnston	9 0
Cleaner	J. West	8 0	Painter	G. Yates	12 0
Cleaner	J. Straghan	8 0	Truck Carpenter	J. Gill	12 0
Cleaner	J. Hosking	8 0	Truck Lifter	J. Higgins	10 0
Cleaner	J. McLean	8 0	Truck Lifter	G. Lee	9 0
Cleaner	J. Hough	8 0	Truck Lifter	J. Stephenson	9 0
Laborer	P. Keiley	8 0	Truck Lifter	G. Arthurs	11 0
Laborer	W. Eldington	8 0	Greaser	E. Holt	10 0
Driver	A. Bartlett	13 0	Truck Lifter	D. Daw	10 0
Fireman	J. Green	10 0	Truck Lifter	J. Turner	10 0
Cleaner	Thomas Holt	8 0	Fireman	A. Morrison	10 0
Laborer	F. D. LaMerg	8 6	Fitter	R. Boan	13 0
Lad in store	S. Marsden	4 0	Greaser	J. Cook	12 0
Running Foreman	J. M. Troup	18 0	Greaser	M. Harrison	7 0
Driver	W. Askwith	13 0	Greaser	J. Monaghan	10 0
Driver	J. Brown	15 0	Greaser	J. Welsh	11 0
Driver	S. Graves	15 0	Truck Lifter	J. Elliott, jun.	9 0
Driver	W. Rowel	14 0	Truck Lifter	James Loftus	3 0
Driver	D. Thompson	13 0	Truck Lifter	W. Bennett	9 0
Driver	J. Stone	15 0	Car Builder	N. Paton	10 0
Driver	T. Higgins	13 0	Carpenter	D. Locke	10 0
Fireman	E. Bull	10 0	Laborer	P. McDonough	8 0
Fireman	E. Hourigan	10 0	Laborer	M. Gunn	8 0
Fireman	W. Norman	10 0	Laborer	G. B. Hill	9 0
Fireman	A. Pazzanan	10 0	Laborer	D. Peterson	8 0
Fireman	M. Wells	11 0	Laborer	G. Smith	8 0
Fireman	J. Warland	11 0	Boy	T. Smith	4 6
Fireman	E. Brown	10 0	Driver	T. Danks	13 0
Fireman	J. Douglas	10 0	Driver	J. Daghish	13 0
Night Pilot	J. Dunn	8 0	Boy	J. Phillips	4 0
Cleaner	P. McDonald	8 0	Pumping Werrabee	J. Skuse	7 0
Cleaner	J. Norton	8 0	Pumping Werrabee	J. Langon	7 0
Cleaner	N. Steele	8 0	Pumping Werrabee	J. Dennis	7 0
Cleaner	O. Cadwalader	10 0	Pumping Little River	J. Nicholson	7 0
Greaser	J. Newman	13 0	Boilersmith	Reid	13 0
Fitter	J. Brown	10 0	Fitter	J. Mitchel	12 6
Truck Lifter	J. Matthews	11 0	Fitter	A. Ramsay	13 0
Fitter	H. W. Harrowin	18 0	Laborer	D. Lorie	8 0
Running Foreman	W. Burrows	15 0	Laborer	D. Rankin	8 0
Driver	R. Cole	14 0	Laborer	W. Black	13 0
Driver	T. Buchan	13 0	Fitter	R. Dixon	12 0
Driver	E. Edwards	15 0	Fitter	J. Drummond	12 0
Driver	H. Hall	14 0	Fitter	T. Haning	12 0
Driver	J. Harrison	14 0	Fitter	R. Jones	11 0
Driver	M. Peary	14 0	Fitter	J. Morgan	11 6
Driver	J. Purvis	15 0	Fitter	R. Sewell	13 0

APPENDIX P.

REPORT UPON THE ACCOUNTS OF VICTORIAN RAILWAYS.

Before entering into detail with reference to the treatment of special accounts, it will facilitate a clear understanding of the whole subject, if I state why it is necessary, in several important points of form, to open the books of Victorian railways differently from those of any other Government department or railway company. It is necessary to do so for two reasons.

1. In commercial books cash is one account, the medium of all payments, and subject to no alterations from variety of circumstances under which it is obtained or expended. In a Government department this is not the case. Books of account, in connection with Government lines, must be opened in such a manner as to combine the gross results of the expenditure, as shown in the annual reports of the commissioners of audit, with the detail of these results, as it is necessary to show them in the books of a public railway company. In other departments of the public service, such detail is unnecessary, as it is sufficient that the funds voted to each department and the expenditure thereof, as recorded in the books, agree with the amounts shown in the books of the Treasury. In submitting Government railway accounts, therefore, to the commissioners of audit for inspection, it is not enough to show merely an arrangement of total expenditure, arranged under certain heads of railway account; the books must also contain an exact record of the extent to which each of the several funds voted by the Legislature from year to year, or obtained on loan, has been drawn upon by the department. Thus, cash, which in commercial books is one account, is represented in Government departmental books by a number of distinct funds; and the object of keeping a separate account of each is to ensure a direct means of comparison and reconciliation of the amounts expended with similar amounts as shown by the annual reports of the commissioners of audit. Unless this is done, no connexion could be proved between the detail of the railway accounts and the gross results of the Treasury books; without this connection, there could be no comparison between the two systems of account, and consequently no efficient check upon their correctness. It is, therefore, evidently necessary that, in the books opened for the accounts of Victorian railways, the Government requirements, with reference to public accounts, should be complied with, at least so far as relates to the gross results. It would be impossible, without a very great increase of clerical labor, and it is also unnecessary to show in the railway books all the detail required for the transaction of current business under the Government regulations. The amount of each vote, for example, the amount of each authority and of each contract, with a variety of other detail, would not be shown in the railway books. Such information would be recorded in subsidiary books, kept in accordance with the Government regulations. The railway books would be strictly confined to an account of expenditure from certain specified funds, arranged under the several heads of railway account.

2. Another most important point of difference between Government and commercial accounts, is that, in the former, as a general rule, no credit is taken. Payment is made at the Treasury in cash, and thus the necessity for keeping open accounts with individuals or firms is avoided, causing, in this respect, a saving of much clerical labor that would otherwise be necessary.

So far then as the Government regulations with respect to public accounts are concerned, the railway books will comply only to the extent of showing the gross and net expenditure out of each fund voted by the Legislature, or obtained on loan. The appended forms explain the entries by which it is proposed to effect this. It will be seen that however numerous or varied may be the entries for railway account, yet the strict connection between the whole and the Government accounts will not be lost sight of, but will admit at all times of simple and direct proof.

In the railway books all expenditure, without exception, will be charged in the first instance to the debit of the special fund or vote out of which it is made, the repayments being entered to its credit. The balance at the debit of each special fund, being the net expenditure chargeable against sundry heads of working expenses, and construction, will therefore correspond with the amounts shown in the Treasury books. This vote will be closed by the balance being written off to the debit of these sundry heads and to the credit of the vote in a separate column, so that the Treasury account will not be affected by such entries, however numerous. By this means the special item or vote, whether open or closed, will always show the gross and net expenditure in a total corresponding with that of the Treasury, while the transfer entries of detail can be made with as much facility as in the books of a commercial firm.

The entries in the railway journal for the quarter will be based upon the claims passed for payment by the railway accountant during that period; and the actual railway disbursements at the Treasury, as shown by the published returns, will be checked quarterly with the entries in the railway journal.

So far as railway headings of account are for construction, they would stand permanently in the ledger; but so far as they related to working expenses, they would be temporary and disappear annually through an account of profit and loss.

As each class of funds arrives at its ultimate form, entries will be made to the debit of that class and to the credit of an account called "Treasury Funds." The votes of 1861, for example, form a certain class of funds made up of numerous special items or subdivisions, for which accounts are opened in the manner before explained. The votes of 1861 would be an account having at its credit the gross expenditure out of and debited each vote, and at its debit the repayments to the credit of each vote. The balance of this account—votes of 1861—will, at 31st December, 1862, or as soon thereafter as the exact amount can be determined, be transferred to the credit of an account called "Treasury Funds." The credit balance of votes of 1861, as shown at 31st December of that year will be brought down merely, or allowed to appear from the account. It will not be transferred to Treasury Funds until the total expenditure is completely closed, that is at 31st December, 1862; and a similar course being adopted with reference to all other funds, it necessarily follows, that the above account will always show a credit made up of the aggregate of total funds expended and closed from the commencement of railway construction to date.

These considerations, I would submit, are sufficient to show that although the results of the Government, and of private lines may be recorded in books of account with equal clearness and identity of system, yet the two sets of books must differ considerably in the working detail, by which these results are attained. I will now notice specially the several branches of account.

Thus—Shortly after my appointment in November, 1860, my attention was given to this subject, as it soon became evident to me that great improvements were necessary, both on grounds of internal

management and of account. The reports and correspondence thereon are very numerous, and so far as my inquiries and memoranda extend they point strongly to the same conclusion as that drawn by Mr. H. Selwyn Smith, namely, that railway stores, in every stage of their purchase and consumption should be completely under the control of the railway authorities. Without such control, I consider it impossible to maintain in efficiency all the arrangements necessary for the satisfactory working of this service. The commissioner of railways and the secretary have concurred in my suggestions, and, in accordance with instructions received, I have drafted regulations for the management of railway stores. These regulations have been revised and approved by the under-treasurer and secretary of railways, and the honorable the minister of finance has agreed to move the Executive Council for the exemption applied for. When this exemption is granted, the regulations will be gazetted, and it will then be in the power of the railway authorities, without impairing any of the existing checks, to give them greater practical efficiency and to carry out other arrangements in connexion with stores generally, to which, under the present system of purchase, I consider it impossible to give effect.

As it is, however, considerable progress has been made towards the improvement and consolidation of the stores accounts. A very accurate and complete return of stores has, under the direction and with the assistance of the commissioners of audit, been taken to 31st December, 1862, and a similar return of plant and material will shortly be completed by the railway storekeeper, Mr. Moore. The books, both for plant and stores, have been opened by him, and are now kept upon a simple yet efficient system of double entry, and the traffic stores have been placed under his direct control as recommended in the report.

I have no doubt that, as stated in the report, a large amount of stores that will be shown in the ledger as on hand at 31st December, 1862, will not appear as entered in the above stock returns, the same having been actually used for construction. This amount will be written off against the several lines or works as suggested; I am confident, however, that the same causes have not operated since the date of my appointment to increase this amount, as I have been supplied with complete returns of all receipts and issues of stores, and on bringing up the books the several accounts both of construction and working expenses have been debited with the full amount actually used.

Whether under the proposed exemption it would be preferable to purchase from English rather than from Colonial contractors is a point on which, in the absence of sufficient data to guide me, I would refrain from expressing a decided opinion; and more especially so, as under the proposed exemption it will be competent for those more practically conversant with the business, to adopt the mode of purchase that may appear best for the interests of the service. To save fifteen or twenty per cent. by direct importation is a most desirable object; but, admitting that it can be done, the superiority of such purchase must still depend greatly upon the way in which it is conducted, and it may be a question for consideration, whether, under certain circumstances, it is not better to purchase from Colonial houses, thus, as it were, leaving private enterprise to manage the importation. To import to advantage, it is not sufficient merely that a saving should be effected in the price; this saving to be of any consequence, must be upon a considerable stock. If, however, stores be imported much in excess of actual requirements, or of qualities inferior or unsuitable, the losses arising from such causes may soon exceed any apparent saving; on the other hand, it is a great inducement to economy of consumption that large stocks on hand should be avoided. If contracts can be made with Colonial houses, whereby supplies can be obtained at a reasonable per centage on English prices, in such quantities only, and at such times as they are actually wanted, then it is plain that, for all practical purposes, it is best to purchase by public tender in the Colonial market, for there can be no saving to the Government, but rather numerous causes of loss and waste by importation largely in excess of actual wants. Under any circumstances, a considerable per centage of the total stores purchased will always be obtained in the colony, and there can be no question—and it would greatly conduce to the efficiency of this service—that merchants contracting for supplies should experience as little obstruction or delay in their business with the Government as in their business with each other.

GOODS SHED.—TRAFFIC AUDIT.—RAILWAY CASHIER.

I have gone carefully over the several suggestions under these heads for improvement of account, with every desire to arrive at a just estimate of their merits. While fully recognising the value of some of these suggestions, to which I shall more particularly refer, I am unable to resist the conclusion that others are either unnecessary or impracticable. In stating this as my opinion, it can scarcely be necessary to add that I do so with every disposition to admit and respect the professional abilities of the gentlemen engaged on that report. From the nature of my duties, however, as accountant of this department, it devolves upon me to recommend what action should be taken as to these suggestions, and I am thus, in effect, called upon to show why they are not carried out. In doing so, I may begin by stating generally that sufficient allowance does not appear to have been made for the peculiar conditions, in respect of internal working, that attach to the management of Victorian railways by the Government. The changes proposed, for example, in the mode of payment, and in the personal distribution and relative duties of the present staff, are important and numerous, and imply the possession of such powers in dealing with individuals as are certainly not reposed in me, or even in the head of the department. The officers affected, moreover, by these changes have all for a number of years been accustomed to the discharge of certain duties under a certain system, and it is but reasonable to assume that during that period they have acquired proficiency in these duties. The system itself may not be absolutely the best, but it is alike my duty and interest to give my continuous efforts to its improvement, and unless great and obvious defects therein could be shown, it were certainly inexpedient to replace it by another, which must necessarily be administered by officers unaccustomed to the duties assigned to them. These officers cannot be dispensed with in their present duties, and it is scarcely to be expected that they should be able satisfactorily to discharge others for which they have received no previous preparation.

The principle of payment by means of advances would be substantially a return to the old imprest system, which was finally discontinued on the passing of the Audit Act, and no exemption from its operation could be made in favor of this department. In other respects, the proposed change is one which, taken by itself, could be productive of no benefit, and, taken in connection with other changes referred to, it appears to me, for the reasons stated, inexpedient. I shall now notice, in detail, several of the changes referred to.

Every precaution is taken in the delivery of goods, but it has not been considered necessary to introduce the order books referred to. The working of such a system, it is evident, would depend almost entirely upon the advantage taken of these books by those to whom they were issued, and, from

inquiries made as to custom and usage in such matters, it appeared probable that merchants and others would decline to be troubled with them. But apart from this I fail to perceive what additional security they can afford to their department. There can be no doubt that the presentation of the consignee's bill of lading, endorsed by the ships' agents, directs and authorises delivery, and the sole question for consideration is, whether, in making such deliveries, this department is protected from fraud. Now the only possible way in which fraud could take place under such circumstances would be by forgeries of the most difficult character. It is true, that this department does not retain the endorsed bill of lading, and consequently, on application for delivery of goods, which had been previously delivered, the authority could not be produced upon which delivery had been made to the first applicant. But the second applicant for delivery must also produce an endorsed bill of lading, otherwise he is in no position to require delivery. If the second applicant's bill of lading is genuine, and the first delivery was rightly made, then the bill of lading itself will prove this, because it will bear evidence thereon of having been formerly presented, and of delivery made at the goods shed. The difficulties to be overcome in the successful forgery of a bill of lading are so numerous as to render such a thing in the highest degree improbable. The marks and description of the packages must be known, the signature of the captain, and the endorsement of the ships' agents must either be forged or made with fraudulent design, and an attempt to obtain delivery must be at the imminent risk of discovery by the actual consignee. No claim has ever been made against the department on this account; and as this system of delivery is in use by shipping, commercial, and railway companies, I consider the introduction of such order books unnecessary.

The traffic audit office, and not the superintendent's office, as suggested, has been used for the purpose of entering and passing all accounts before handing them to the collector. The necessity for this check was shown by events that occurred at the Melbourne goods shed in 1861-2, which resulted in the dismissal of several persons. The facts are noticed by the commissioners of audit in their Fifth Annual Report, page 150. The embezzlements therein referred to would have been discovered earlier but for the state of arrear and confusion into which the books of the goods shed had been allowed to fall. The check here suggested has been in use since February, 1862.

The form of receipt as shown by Mr. H. Selwyn Smith I consider most valuable, and it has been adopted. The use of this receipt book will not prevent fraud, but it will greatly assist to fix the commission of it upon the person really guilty, and thus further the ends of justice in securing his conviction.

On consideration, I found it impossible to recommend the system of a double set of abstract books for alternate weekly use. It is certain that, for numerous purposes of reference and returns, the information contained therein would be wanted both at the several stations and at the traffic audit office, the latter more especially. The introduction of such a system would therefore not supersede the necessity for complete and permanent records of a secular nature in the traffic audit office, and I consequently, regard the clerical labor requisite for that purpose as justified by the nature of the work. Considering the present length of the lines and the certainty of further extensions, I can easily understand how much inconvenience and confusion might possibly result from the introduction of such a system; for it is obvious that once a week at least, the abstract books from the whole of the stations would require to be sent to Melbourne and returned adjusted by the traffic audit clerk. The principle of this suggestion is one in which I thoroughly agree, namely, that it is generally preferable to deal with original documents rather than with copies. It should not be overlooked however, that the abstract book itself, as its name implies, is merely a copy or abstract from the way-bills, the copy thereof being made up at the same time.

No delay takes place under the present system, in rectifying errors between sending and receiving stations. Immediately the inwards way-bill has been checked, the receiving station, having possession thereof, advises the sending station of certain errors therein, specifying the same, and the errors are thus generally corrected at the time, so that the abstracts in their corrected form, arrive at the traffic audit office. Such errors and discrepancies as still remain in these abstracts when sent to the traffic audit clerk are, of course, inquired into and rectified by him.

The actual work performed in the Traffic Audit Office has reference strictly to revenue and to the maintenance of an efficient check upon all the arrangements necessary for its account and collection. The value of the suggestions with reference to free passes, and the payment for services performed for other departments is admitted, and such of them as were not previously in operation have with a few exceptions been acted upon. As Victorian railways are charged with all expenses in relation thereto, incurred by the government printer or other branches of the public service, it is necessary, if the state of the account is to be fairly represented, that all revenue due to it by the Post Office, the Police, and other departments should also be fully shown. Measures have been adopted to secure this, and the issue of free passes has, with few exceptions, been limited to railway officers travelling on duty.

The suggestion for a weekly check does not appear to be any improvement upon the present system, under which the cash remittances from the stations, as also the issues of tickets, are checked daily.

ACCOUNTANT'S OFFICE.

In explanation of what has been done, and of which it may be considered desirable further to do, I may be permitted to state briefly the circumstances under which I was appointed to this department. The commissioners of audit, in their report of inspection in September, 1860, strongly directed attention to the very disorganized state of this branch, and to the urgent necessity for immediate remedial measures being taken. In November, 1860, the office of secretary, which had been vacant for nearly six months, was filled up, and on the 20th of that month I was offered and accepted the position of accountant, the duties of which I then entered upon. Mr. Yeats was at the same time engaged to write up the arrears from 1853 to 31st December, 1860.

To open books of account that can be at all satisfactory, it is at least necessary that they should begin from a clear starting point, and that the books in themselves, when completed, should form a continuous and reliable record of the transactions to which they refer. Without entering into the question of the principles upon which they may be brought up and the ability or the want of it, shown in such work, I regard these conditions as essential to a satisfactory opening and none of them could be realized under the circumstances referred to. I soon found that, until these arrears were completed and placed at my disposal, all my attempts to open and keep satisfactory books were ineffectual. I concluded therefore, that the best thing that could be done until they were finished, was to keep such records in the office as would facilitate the completion of the additional arrears that would require to be brought up under my supervision, and to carry out such improvements generally as I found practicable in this

branch of the service. The books of arrears were finally placed at my disposal on 15th January, 1863. As soon as the balances therein were adjusted to the forms requisite for the 1861 accounts, I opened the books from 1st January of that year on the plan I have previously shown, and from the progress already made I have every reason to believe that, in the course of a month, they will be completed to 31st December, 1862. The two years of arrears will therefore, have occupied about seven months, and I am thus warranted in assuming that the close of this year will find the books brought up with the current daily business of the office.

It will be evident, from the forms submitted and from the explanations given, that the system I have adopted in bringing up these books is not entirely identical with that employed by Mr. Yeats in bringing up the arrears, though, at the same time, so far as the headings of account for construction and working expenses are concerned, the books both of the arrears and of the current business will show all the details usual in railway returns.

In a previous part of this report, I have referred to certain conditions attaching to the Government service which, in my opinion, so long as they exist, render some of the proposed changes inexpedient. It might be of consequence, however, to inquire whether and to what extent these conditions could be altered with benefit to the service, and to consider what changes under such circumstances it would be desirable to effect.

One of the difficulties attending the management of such undertakings in the hands of any ministry is clearly pointed out by the commissioner of railways at page 4, paragraph 12, of the Report of November, 1862, on Victorian railways. It appears to me no exaggeration of the importance of this subject, were I to state that the whole question as to the economical working of these lines turns almost entirely upon the employment and control of the traffic staff, and in the most essential points the machinery available for this purpose is defective. The business of a railway traffic, even more than most others, requires for its efficient performance a class of energetic and thoroughly competent men, and unless this want can be met, the profitable results of such traffic must be greatly impaired. The influences that are employed to obtain appointments in any department of the Government service are well known, and their effect on the railway department cannot be otherwise than most detrimental to its efficiency. Even admitting that the number of hands employed is only sufficient for the requirements of the service, it is impossible to overlook the fact that these numbers are greater in proportion to the traffic than they are upon the lines of colonial railway companies, while at the same time the average rates of the Government pay are higher; nor is it easy to resist the obvious conclusion that, on an average, the individual service of each man employed on Victorian railways is less efficient than it can be made under public railway companies at a lower rate of pay.

Under the Railway Management Bill, should it become law, it is intended, amongst other things, to draft regulations on this subject; but even these will not be complete unless greater powers are given to an officer in the position either of traffic superintendent or general manager. Under the present system it is impossible to carry out without great obstruction and delay, changes of a beneficial character, owing to the difficulties experienced in dealing with the staff. The services of a porter, gatekeeper, or laborer, can scarcely be dispensed with—but the Act is liable to be called in question, a board of inquiry is perhaps appointed, witnesses examined, and the matter regarded as of almost public importance. In my opinion the efficiency of the staff is not promoted by such arrangements. Though the Victorian railways are the property of the state, it is necessary that they should be made to realise their commercial value, and I am unable to perceive why, if they are to be economically worked, there should not be as much facility either in employing a man or dispensing with his services as there is on the lines of a private company. In connection with this subject it might also be desirable to inquire how far it is possible to contract for the performance of certain portions of the working expenses. The goods labor, for example, on the Hobson's Bay railway, is performed, I believe, in terms of an agreement, by virtue of which all the men required for that purpose are hired and paid by the contractors. Similar contracts with reference to these and other services would obviate many of the difficulties referred to, and probably secure a more efficient service at a less cost. Such contracts would also yield valuable experience, and prepare the way for the successful leasing of the lines whenever such a measure might be deemed necessary.

There is no question that improvements which cannot now be effected owing to the scattered position of the offices, would result from their being brought together at Spencer-street. Under present circumstances the experience and zeal of the most efficient officers are, to some extent, neutralized by this circumstance, which renders closer co-operation impossible. Until, however, this consolidation of offices is effected it is unnecessary to enter upon this subject.

I will conclude these remarks by stating that, while I have been glad to consider upon their merits the suggestions made by Mr. Harold Selwyn Smith, I attach a certain value to the report in itself as containing the views of a professional accountant outside this department. So much attention has been recently directed to Victorian railways, both with reference to the accounts and general management, that I have thought it desirable to give the fullest information in my power, and I can assert, with regard to the suggestions, that, as far as practicable, I have used my best efforts to carry them out.

ANTHONY MATHISON.

ADDENDUM TO APPENDIX P.

FORMS.—RAILWAY ACCOUNTS, 1863.

		Dr.		Cr.	
		£	s. d.	£	s. d.
1.					
2	Sundries, Dr.				
	To Funds of 1861 for total claims passed for payment during the year ending 31st December, 1861,				
	chargeable against the following items	3,406	4 8	150,830	8 8
3	Vote 53/1	2,320	5 3		
4	" 58/2	32,431	6 4		
5	" 58/3	34,609	8 9		
6	" 58/4	1,203	2 11		
7	" 59/2	5,009	1 10		
8	" 59/3	2,400	2 6		
9	" 59/4	48,810	9 9		
10	" 61a/1	20,360	6 8		
11	" 61a/2				

R. M.—APPEN.—d.

ADDENDUM TO APPENDIX P.—continued.

		Dr.		Cr.	
		£	s. d.	£	s. d.
11.					
Sundries, Dr.					
12	To Government Printer for total cost of printing and binding during 1861, as per Government Printer's returns				2,145 0 0
18	Station printing and advertising :—				
	Books and forms printing	£300	0 0		
	Binding	250	0 0		
	Tickets printing	96	0 0		
15	Construction accounts (give detail)			645	0 0
				1,500	0 0
12.					
Sundries, Dr.					
25	To stores, plant, and material for issues of imported plant during 1861, chargeable as follows, per returns of railway storekeeper				18,420 11 0
23	Salaries, wages, services, and material—maintenance:—				
	Murray	£250	2 0		
	Williamstown	196	4 0		
	Melbourne, Geelong, and Ballaarat	2,084	5 0		
26	Essendon Railway Company			2,530	11 0
15	Construction accounts (give detail)			700	0 0
				15,190	0 0
13.					
Sundries, Dr.					
33	To estimated revenue charges, 1861, for ascertained and estimated claims at 31st December, 1861, wholly or in part chargeable against revenue, but not at that date entered in the books or passed to the Treasury for payment				13,318 0 0
13	Head office expenses, 58/1	£550	0 0		
	" " 59/2	100	0 0		
14	Station salaries and wages, 58/2	£300	0 0		
	" " 58/3	4,000	0 0		
16	Locomotive workshops:—				
	Salaries, wages, and services, 58/4	£800	0 0		
	" " 61a/1	2,500	0 0		
2	Locomotive workshops—Stores, 61a/1			3,300	0 0
24	Salaries, wages, services, and material—maintenance, 61a/2			1,980	0 0
17	Station, fuel, light, and water :—			658	0 0
	59/3 Fuel	£150			
	" Light	50			
	" Water	50			
18	Station printing and advertising	£250	0 0		
19	Traffic compensation	80	0 0		
20	Station clothing	200	0 0		
21	Station stores	60	0 0		
		340	0 0		
27	Revenue abatements for estimated deductions by bad debts, &c., from amount of declared goods revenue :—			930	0 0
	Murray River	£900	0 0		
	Williamstown	300	0 0		
	Melbourne, Geelong, and Ballaarat	300	0 0		
				1,500	0 0
14.					
16	Locomotive workshop.—Salaries, wages, and services, Dr.			10,000	0 0
28	To salaries and wages, loan—for total wages expended out of the loan and included in locomotive returns				10,000 0 0
15.					
Sundries, Dr.					
16	To locomotive workshop.—Salaries, wages, and services.—For apportionment of salaries and wages by the locomotive superintendent				38,987 18 0
29	Locomotive running expenses :—				
	Murray River	£5,000	0 0		
	Williamstown	3,200	0 0		
	Melbourne, Geelong, and Ballaarat	5,000	0 0		
30	Locomotive repairs, engines, and tenders :—			13,200	0 0
	Murray River	£2,600	0 0		
	Williamstown	3,000	0 0		
	Melbourne, Geelong, and Ballaarat	3,900	0 0		
31	Locomotive repairs, passenger rolling stock :—			9,500	0 0
	Murray River	£2,000	0 0		
	Williamstown	1,000	0 0		
	Melbourne, Geelong, and Ballaarat	900	0 0		
32	Locomotive repairs, goods rolling stock :—			3,900	0 0
	Murray River	£1,400	0 0		
	Williamstown	200	0 0		
	Melbourne, Geelong, and Ballaarat	700	0 0		
23	Salaries, wages, services, and material—maintenance :—			2,300	0 0
	Murray River	£ 500	0 0		
	Williamstown	100	0 0		
	Melbourne, Geelong, and Ballaarat	1,200	0 0		
26	Essendon Railway Company			1,800	0 0
15	Construction accounts			680	0 0
				7,607	18 0
16.					
Sundries, Dr.					
To locomotive workshop.—Stores.—For apportionment of stores by the locomotive superintendent.					
29	Locomotive running expenses :—				
	Murray River	£6,000	0 0		
	Williamstown	5,900	0 0		
	Melbourne, Geelong, and Ballaarat	7,000	0 0		
30	Locomotive repairs, engines, and tenders :—			18,900	0 0
	Murray River	£2,000	0 0		
	Williamstown	800	0 0		
	Melbourne, Geelong, and Ballaarat	700	0 0		
31	Locomotive repairs, passenger rolling stock :—			3,500	0 0
	Murray River	£600	0 0		
	Williamstown	400	0 0		
	Melbourne, Geelong, and Ballaarat	500	0 0		
				1,500	0 0

ADDENDUM TO APPENDIX P.—continued.

		Dr.		Cr.	
		£	s. d.	£	s. d.
17.					
23	Sundries, Dr.				
33	To locomotive workshops, stores			26,690	0 0
	Locomotive rep irs, goods rolling stock:—				
	Murray River	500	0 0		
	Williamstown	200	0 0		
	Melbourne, Geelong, and Ballarat	300	0 0		
				1,000	0 0
23	Salaries, wages, services, and material—maintenance:—				
	Murray River	400	0 0		
	Williamstown	200	0 0		
	Melbourne, Geelong, and Ballarat	600	0 0		
				1,200	0 0
25	Essendon Railway Company			190	0 0
15	Construction accounts			400	0 0
18.					
24	Passenger and goods traffic charges, Dr.			45,816	9 2
	To sundries:—For sundries accounts of station expenditure chargeable in the following proportions against passenger and goods traffic:—				
		Chargeable against.			
		Passengers.	Goods.	Total.	
14	Station salary and wages:—				
	Traffic Superintendent's office	1,060	6 8	1,000	0 0
	Melbourne	2,480	0 0	3,000	0 0
	North Melbourne	&c.		&c.	
	Footscray				
	&c.				
	Total	15,800	0 0	23,439	16 4
17	Station, Fuel, Light and Water:—				
	Fuel	150	0 0	50	0 0
	Light	350	0 0	250	0 0
	Water	150	0 0	100	0 0
		650	0 0	400	0 0
				1,050	0 0
18	Station printing and advertising	200	0 0	726	0 0
19	Traffic compensation	250	0 0	200	0 0
20	Station clothing	100	0 0	60	0 0
21	Station stores	2,000	0 0	1,990	12 10
	Total	3,200	0 0	3,376	12 10
	Grand total	19,000	0 0	26,816	9 2
19.					
34	Passenger Traffic charges, Dr.			19,000	0 0
24	To passenger and goods traffic charges, for total station passenger expenses apportioned against each line				19,000 0 0
		M. R.	Wms.	M. G. & B.	Total.
	Station salaries and wages	6,800	2,300	6,700	15,800
	Station fuel	80	20	50	150
	Light	100	50	200	350
	Water	100	20	30	150
	Total	280	90	230	650
	Station printing and advertising	70	100	30	200
	Traffic compensation	140	10	100	250
	Clothing	40	40	20	100
	Station stores	1,160	400	440	2,000
		1,690	640	870	3,200
		8,490	2,940	7,570	19,000
20.					
35	Goods traffic charges, Dr.			26,816	9 2
24	To Passenger and goods traffic charges, for total station goods expenses, apportioned against each line				26,816 9 2
		M. R.	Wms.	M. G. & B.	Total.
	Station salaries and wages	12,000	4,000	7,439 16 4	23,439 16 4
	Station fuel	20	10	20 0 0	50 0 0
	Light	100	50	100 0 0	250 0 0
	Water	20	30	50 0 0	100 0 0
	Total	140	90	170 0 0	400 0 0
	Printing and advertising	300	200	226 0 0	726 0 0
	Compensation	100	20	80 0 0	200 0 0
	Clothing	20	10	30 0 0	60 0 0
	Stores	1,000	200	790 12 10	1,990 12 10
		1,560	520	1,296 12 10	3,376 12 10
		13,560	4,520	8,736 9 2	26,816 9 2

ADDENDUM TO APPENDIX P.—continued.

		Dr.	Cr.
		£ s. d.	£ s. d.
21.			
13	Sundries, Dr.		
	To Head Office expenses for total expenses of the Secretary's Office, charged against revenue capital		5,252 12 8
36	General Traffic charges:—		
	Murray River	527 2 0	
	Williamstown	262 0 0	
	Melbourne, Geelong, and Ballaarat	524 1 2	
18	Construction accounts (give detail of headings)	1,313 3 2	
		3,939 9 6	
22.			
37	Maintenance, permanent way, and buildings, Dr.	19,487 14 4	
23	To salaries, wages, services, and material—maintenance		19,487 14 4
	Summary of total maintenance expenditure charged against each line:—		
	<i>Murray Line.</i>		
	Locomotive power wages	500 0 0	
	Stores	400 0 0	
	Salaries, wages, and services	5,658 0 0	
	Stores, plant, and material	250 2 0	
			6,808 2 0
	<i>Williamstown.</i>		
	Locomotive power wages	100 0 0	
	Stores	200 0 0	
	Salaries, wages, and services	1,000 0 0	
	Stores, plant, and material	196 4 0	
			1,496 4 0
	<i>Melbourne, Geelong, and Ballaarat.</i>		
	Locomotive power wages	1,200 0 0	
	Stores	600 0 0	
	Salaries, wages, and services	7,299 3 4	
	Stores, plant, and material	2,084 5 0	
			11,183 8 4
			19,487 14 4
23.			
34	Passenger Traffic charges, Dr.	5,400 0 0	
23	To Locomotive repairs, passenger rolling stock, for total maintenance, cost of passenger rolling stock on each line		5,400 0 0
		Wages.	Stores.
		Total.	
	Murray	2,000 0 0	600 0 0
	Williamstown	1,000 0 0	400 0 0
	Melbourne, Geelong, and Ballaarat	900 0 0	500 0 0
		3,900 0 0	1,500 0 0
			5,400 0 0
24.			
35	Goods Traffic charges, Dr.	3,300 0 0	
32	To Locomotive repairs, goods rolling stock, for total maintenance, cost of goods rolling stock		3,300 0 0
		Wages.	Stores.
		Total.	
	Murray River	1,400 0 0	500 0 0
	Williamstown	200 0 0	200 0 0
	Melbourne, Geelong, and Ballaarat	700 0 0	300 0 0
		2,300 0 0	1,000 0 0
			3,300 0 0
25.			
38	Locomotive Power, Dr.	45,100 0 0	
	To Sundries, for total locomotive power, including repairs, engines, and tenders		
		Wages and Stores.	
		Murray River.	Williamstown.
		Melbourne, Geelong, and Ballaarat.	Total.
29	Locomotive running expenses.	11,000 0 0	9,100 0 0
30	Locomotive repairs, engines, and tenders	4,600 0 0	3,800 0 0
		15,600 0 0	12,900 0 0
		12,000 0 0	16,600 0 0
			45,100 0 0
			32,100 0 0
			13,000 0 0

ADDENDUM TO APPENDIX P.—continued.

		Dr.		Cr.	
		£	s. d.	£	s. d.
39	26.				
40	Bank of Australasia, Dr.	180,000	0 0		
	To Gross Traffic Collections: For cash receipts at stations lodged in bank by cashier (entries in 1863, to be made weekly for the periods corresponding to that of the Treasury revenue lodgment), 1861.				
	January 1, lodged	3,000	0 0		
	" 8 "	10,000	0 0		
	" 9 "	2,000	0 0		
	" 10 "	3,000	0 0		
	" 11 "	5,000	0 0		
	" 12 "	2,000	0 0		
	" 13 "	8,000	0 0		
	" 15 "	4,000	0 0		
	" 17 "	5,000	0 0		
	" 18 "	2,000	0 0		
	" 19 "	4,000	0 0		
	" 20 "	5,000	0 0		
	" 21 "	6,000	0 0		
	" 22 "	6,000	0 0		
				180,000	0 0
	27.				
41	Treasury Revenue Lodgments, Dr.	165,393	10 7		
39	To Bank of Australasia for Traffic Receipts lodged in Treasury as under, on account of Declared Revenue. (Entries, and postings in 1863 to be made weekly, in accordance with Traffic Audit Returns):—			165,393	10 7
		Lodged in Treasury on Account of			
	Date.	Cheque.	1860.	1861.	Total.
	1861.		£ s. d.	£ s. d.	£ s. d.
	January 1	890	5,400 0 0	2,900 0 0	8,300 0 0
	January 8	891	4,000 0 0	3,000 0 0	7,000 0 0
			&c.	&c.	&c.
			9,482 11 0	155,910 19 7	165,393 10 7
	28.				
41	Treasury Revenue Lodgments, Dr.	92,288	18 10		
73	To old books, for total amount lodged at 31st December, 1860, on account of declared revenue of that year			92,288	18 10
	29.				
45	Gross weekly traffic, Dr.	174,378	9 7		
42	To declared Revenue for gross traffic per Traffic Audit Cash Statement. (Entries and postings in 1863 to be made weekly):—			174,378	9 7
	Period ending	Passengers, &c.	Goods.	Total.	
	January 1	£ s. d.	£ s. d.	£ s. d.	
	January 8	6,000 0 0	5,000 0 0	11,000 0 0	
	December 31	8,000 0 0	4,000 0 0	12,000 0 0	
		&c.	&c.	&c.	
		113,186 1 11	61,192 7 8	174,378 9 7	
	30.				
42	Declared Revenue, Dr.	3,270	13 1		
45	To Gross Weekly Traffic, for amount of Essendon Company's Traffic and Receipts. (Entries in 1863 to be made monthly):—			3,270	13 1
	Period ending	Passengers, &c.	Goods.	Total.	
	January 31	£ s. d.	£ s. d.	£ s. d.	
	February 28				
	March 31				
		3,270 13 1		3,270 13 1	
	31.				
40	Gross Traffic Collections, Dr.	3,270	13 1		
26	To Essendon Railway Company for receipts at Government Stations on account of Essendon Traffic. (Entries and postings in 1863 to be made monthly):—			3,270	13 1
	January 31			£1,000 0 0	
	February 28			500 0 0	
	March 31			&c.	
				£3,270 13 1	

ADDENDUM TO APPENDIX P.—continued.

		32.				Dr.	Cr.
						£ s. d.	£ s. d.
42	Declared Revenue, Dr.						
46	To Traffic Revenue Account					171,707 16 6	171,707 16 6
		For Traffic Earnings of Victorian Railways, during 1861, as per Traffic Audit Account:—					
		Traffic Earnings.					
		Murray River.	Williamstown.	Melbourne, Geelong, and Ballaarat.	Total.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.		
	Passengers, &c.	59,937 6 10	4,641 19 7	45,335 3 5	109,915 8 10		
	Goods	25,478 18 5	16,953 13 3	18,760 15 0	61,192 7 8		
		85,416 5 3	21,595 12 10	63,795 18 5	171,107 16 6		
		33.					
46	Traffic Revenue Account, Dr.					1,500 0 0	
27	To Revenue Abatements						1,500 0 0
		For Estimated Deductions from declared Tariff Revenue, on account of bad debts, over debits, &c., &c., taken from the declared goods traffic revenue of each line in the following proportion:—					
		Murray River				£900 0 0	
		Williamstown				300 0 0	
		Melbourne, Geelong, and Ballaarat				300 0 0	
		34.					
43	Traffic Revenue Charges, Dr.					120,417 6 8	
		To Sundries for summary of Total Revenue Charges, viz.:—					
		Murray River.	Williamstown.	Melbourne, Geelong, and Ballaarat.	Total.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.		
38	Locomotive Power	15,600 0 0	12,900 0 0	16,600 0 0	45,100 0 0		
34	Passengers Charges	11,090 0 0	4,340 0 0	8,970 0 0	24,400 0 0		
35	Goods Charges	15,460 0 0	4,920 0 0	9,736 9 2	30,116 9 2		
37	Maintenance	6,808 2 0	1,496 4 0	11,183 8 4	19,487 14 4		
36	General Traffic Charges	527 2 0	262 0 0	524 1 2	1,313 3 2		
		49,485 4 0	23,918 4 0	47,013 18 8	120,417 6 8		120,417 6 8
		35.					
46	Traffic Revenue Account, Dr.					120,417 6 8	
43	To Traffic Revenue Charges for Total Revenue Charges, 1861						120,417 6 8
		Murray River				£ 49,485 4 0	
		Williamstown				23,918 4 0	
		Melbourne, Geelong, and Ballaarat				47,013 18 8	
		120,417 6 8					
		36.					
44	Treasury Railway income Dr.					101,770 9 10	
41	To Treasury revenue lodgments:—For total amount of cash lodged in Treasury from 1st January, 1860, to 31st December, 1861, on account of 1860 traffic						101,770 9 10
		37.					
46	Traffic Revenue Account Dr.					49,190 9 10	
47	To general Revenue account						49,190 9 10
		For net traffic revenue on Murray line				35,031 1 3	
		" " Melbourne, Geelong, and Ballaarat line				16,781 19 9	
		Less excess of expenditure over revenue on Williamstown				51,813 1 0	
		2,622 11 2					
		38.					
22	Locomotive Workshop Stores Dr.					709 19 11	
25	To stores, plant and material:—For excess value of locomotive stores used for working expenses over value of all stores purchased out of votes						709 19 11
		39.					
26	Essendon Railway Company Dr.					430 0 0	
49	To hire of rolling stock and permanent way:—For hire of engines and carriages, per agreement (give detail)						430 0 0

ADDENDUM TO APPENDIX P.—continued.

		40.			Dr.	Cr.
					£ s. d.	£ s. d.
48	Cornish and Bruce, and others, Drs.				5,000 0 0	
49	To hire of rolling stock and permanent way:—For hire of ballast engines, trucks, &c. (give detail)				..	5,000 0 0
41.						
49	Hire of Rolling Stock and permanent Way, Dr.				1,000 0 0	
50	To estimated charges against hire:—For estimated cost of repairs to hired rolling stock and permanent way				..	1, 0 0 0
42.						
2	Sundries Dr.					15,263 8 11
	To funds of 1861:—For claims passed during 1862, payable out of 1861 votes				..	..
		Gross Expenditure.	Repayments.	Net Expenditure.	Total debited to.	
					Estimated Traffic charges.	Construction Accounts.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
3	58/1 ..	528 6 5	14 3 2	514 3 3	514 3 3	
4	58/2 ..	304 2 0	41 10 4	262 11 8	262 11 8	
5	58/3 ..	4,618 6 4	7 12 0	4,010 14 4	4,010 14 4	
6	58/4 ..	5,693 2 0	2,056 4 0	3,636 8 0	400 0 0	3,236 18
7	59/2 ..	99 7 5	3 19 7	95 7 10	95 7 10	
8	59/3 ..	986 3 0	88 13 5	897 9 7	897 9 7	
9	59/4 ..	676 5 10	234 9 4	441 16 6		441 1
10	61a/1 ..	5,004 2 1	634 13 4	4,369 8 9	4,369 8 9	
11	61a/2 ..	2,860 4 7	1,825 5 7	1,034 19 0	1,034 19 0	
		20,169 19 8	4,906 10 9	15,263 8 11	11,584 14 5	3,678 14 6
33	To Estimated traffic charges				11,584 14 5	
15	Construction accounts (give detail)				3,678 14 6	
43.						
2	Funds of 1861 Dr.				160,056 15 4	
1	To Treasury funds for total expenditure out of 1861 votes from 1st January, 1861, to 31st December, 1862				..	160,056 15 4
		Gross Expenditure.	Repayments.	Net Expenditure.		
		£ s. d.	£ s. d.	£ s. d.		
	58/1 ..	3,934 11 1	14 13 10	3,919 17 3		
	58/2 ..	2,824 7 3	43 7 3	2,781 0 0		
	58/3 ..	36,449 12 8	17 10 4	36,432 2 4		
	58/4 ..	40,302 10 9	2,061 6 1	38,241 4 8		
	59/2 ..	1,302 10 4	10 3 10	1,392 6 6		
	59/3 ..	5,995 4 10	97 2 5	5,898 2 5		
	59/4 ..	3,136 8 4	235 15 4	2,900 13 0		
	61a/1 ..	53,894 11 10	637 5 0	53,257 6 10		
	61a/2 ..	23,160 11 3	1,826 8 11	21,334 2 4		
		171,000 8 4	4,943 13 0	166,056 15 4		
44.						
51	Railway Loan Agents				£2,150,000	0
	To Sundries.					
52	Loan 21 and 36—Debentures at par, sold in London				..	2,000,000 0 0
53	Premium on Debentures—Premium realised on sale of Debentures				..	120,000 0 0
54	Interest on Loan 21 and 36—Amount of accrued Interest at time of sale				..	30,000 0 0
45.						
		Sundries, Dr.				
51	To Railway Loan Agents				2,150,000	0 0
54	Interest on Loan 21 and 36—Commission on payment of Interest				100	0 0
55	Expenses on sale of Debentures—Commission, &c.				20,000	0 0
56	Loan Construction Account—Amount remitted, less accrued Interest				2,099,900	0 0
57	Treasury Miscellaneous Receipts—Amount of accrued Interest remitted				30,000	0 0
46.						
58	Railway Loan Account, Treasury, Dr.				266,250	0 0
	To Sundries.					
52	Loan 21 and 36—Debentures at par, sold in colony				..	250,000 0 0
53	Premium on Debentures—Premium realised on sale of Debentures				..	12,500 0 0
54	Interest on Loan 21 and 36—Amount of accrued Interest at time of sale				..	3,750 0 0

ADDENDUM TO APPENDIX P.—continued.

		Dr.		Cr.	
		£	s. d.	£	s. d.
47.					
Sundries, Dr.					
58	To Railway Loan Account, Treasury			266,250	0 0
55	Expenses on sale of Debentures—Advertising, &c.	500	0 0		
56	Loan Construction Account	262,000	0 0		
57	Treasury Miscellaneous Receipts—Amount of accrued Interest	3,750	0 0		
48.					
Sundries, Dr.					
59	To Special Appropriations	120,000	0 0	135,000	0 0
60	Colonial Agent's Debenture Interest Account—To meet Interest payable in England			15,000	0 0
61	Treasury Debenture Interest Account—To meet Interest payable in Victoria	15,000	0 0		
49.					
Interest on Loan 21 and 36, Dr.					
54	To Sundry Debenture holders—Twelve months' Interest on £2,250,000, at 6 per cent.	135,000	0 0	135,000	0 0
62					
50.					
Sundry Debenture holders, Dr. L. 21 and 36					
62	To Sundries	135,000	0 0		
60	Colonial Agent's Debenture Interest Account—Interest paid in London			120,000	0 0
61	Treasury Debenture Interest Account—Interest paid in Victoria			15,000	0 0
51.					
Interest on Advances, Dr.					
63	To Loan Construction Account—Loss on Re-imburements	500	0 0	500	0 0
56					
52.					
Loan Construction Account, Dr.					
56	To Interest on Advances—Gain on Re-imburements	375	0 0	375	0 0
63					
53.					
Printing Railway Debentures, Dr.					
66	To Government Printer—Cost of printing Debentures	1,000	0 0	1,000	0 0
67					
54.					
Sundries, Dr.					
56	To Loan Construction Account	800,000	0 0	950,500	0 0
64	Contractors—All Contracts entered into under the Loan	100,000	0 0		
65	Colonial Agent's General Account—Remittances for purchase of Plant	500	0 0		
68	Advertising—Advertising Tenders, &c.	15,000	0 0		
68	Land Compensation—Amount paid for Land Valuations, &c.	2,000	0 0		
69	Stores, Plant, and Material—Sundry Stores purchased in Colony	33,000	0 0		
70	Salaries, Wages, and Services—Salaries of Engineer-in-Chief's Staff, and Sundries				
71					
55.					
Headings of Construction, Dr.—Permanent Way, Bridges, Culverts, &c.					
15	To Sundries	895,000	0 0		
64	Contractors—Sundry Work performed			800,000	0 0
71	Salaries, Wages, &c.—Engineering, &c.			20,000	0 0
70	Stores, Plant, &c.—Rails, Chairs, &c.			75,000	0 0
56.					
Charges, Plant, and Material, Dr.					
72	To Salaries, Wages, &c., Loan, Carriage, Lighterage, Towage, &c.	13,000	0 0	13,000	0 0
71					
57.					
Stores, Plant, and Material, Dr.					
70	To Colonial Agent, for imported Plant, &c.	100,000	0 0	100,000	0 0
65					
58.					
Hire of Rolling Stock and Permanent Way, Dr.					
49	To General Revenue Account, for balance of account	4,430	0 0	4,430	0 0
47					

ADDENDUM TO APPENDIX P.—continued.

1.—TREASURY FUNDS.

1862. Dec. 31	By Funds of 1861..	(43)	£	s. d.	166,056	15	4
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2.—FUNDS OF 1861.

1861. Dec. 31	To Sundries	(2)	£	s. d.	37	2	3	1861. Dec. 31	By Sundries	(1)	£	s. d.	150,830	8	8
1862. Dec. 31	To Sundries	(42)	4,906	10	9	1862. Dec. 31	By Sundries	(42)	20,169	19	8				
	Treasury Funds	(43)	..	..	..	166,056	15	4							
			£4,943	13	0	£166,056	15	4					£171,000	8	4

3.—VOTE 58/1.

1861. Dec. 31	To Funds of 1861	(1)	£	s. d.	3,406	4	8	1861. Dec. 31	By Funds of 1861	(2)	£	s. d.	0	10	8		
1862. Dec. 31	To Funds of 1861	(42)	528	6	5				Head Office Expenses	(3)	..	..	3,405	14	0
									1862. Dec. 31	By Funds of 1861	(42)	14	3	2			
									Estimated Traffic Charges (42)		..	..	514	3	3
			£3,934	11	1							£14	13	10	£3,919	17	3

4.—VOTE 58/2.

1861. Dec. 31	To Funds of 1861	(1)	£	s. d.	2,520	5	3	1861. Dec. 31	By Funds of 1861	(2)	£	s. d.	1	16	11		
1862. Dec. 31	To Funds of 1861	(42)	304	2	0				Station Salaries and Wages (4)		..	..	2,518	8	4
									1862. Dec. 31	By Funds of 1861	(42)	41	10	4			
									Estimated Traffic Charges (42)		..	..	262	11	8
			£2,824	7	3							£43	7	3	£2,781	0	0

5.—VOTE 58/3.

1861. Dec. 31	To Funds of 1861	(1)	£	s. d.	32,431	6	4	1861. Dec. 31	By Funds of 1861	(2)	£	s. d.	9	18	4		
1862. Dec. 31	To Funds of 1861	(42)	4,018	6	4				Station Salaries and Wages (4)		..	..	32,421	8	0
									1862. Dec. 31	By Funds of 1861	(42)	7	12	0			
									Estimated Traffic Charges (42)		..	..	4,010	14	4
			£36,449	12	8							£17	10	4	£36,432	2	4

6.—VOTE 58/4.

1861. Dec. 31	To Funds of 1861	(1)	£	s. d.	34,609	8	9	1861. Dec. 31	By Funds of 1861	(2)	£	s. d.	5	2	1		
1862. Dec. 31	To Funds of 1861	(42)	5,693	2	0				Sundries	(5)	..	..	34,604	6	8
									1862. Dec. 31	By Funds of 1861	(42)	2,056	4	0			
									Sundries	(42)	..	..	3,636	18	0
			£40,302	10	9							£2,061	6	1	£38,241	4	8

7.—VOTE 59/2.

1861. Dec. 31	To Funds of 1861	(1)	£	s. d.	1,203	2	11	1861. Dec. 31	By Funds of 1861	(2)	£	s. d.	6	4	3		
1862. Dec. 31	To Funds of 1861	(42)	99	7	5				Head Office Expenses	(6)	..	..	1,196	18	8
									1862. Dec. 31	By Funds of 1861	(42)	3	19	7			
									Estimated Traffic Charges (42)		..	..	95	7	10
			£1,302	10	4							£10	3	10	£1,292	6	6

8.—VOTE 59/3.

1861. Dec. 31	To Funds of 1861	(1)	£	s. d.	5,009	1	10	1861. Dec. 31	By Funds of 1861	(2)	£	s. d.	8	9	0		
1862. Dec. 31	To Funds of 1861	(42)	986	3	0				Sundries	(7)	..	..	5,000	12	10
									1862. Dec. 31	By Funds of 1861	(42)	88	13	5			
									Estimated Traffic Charges (42)		..	..	897	9	7
			£5,995	4	10							£97	2	5	£5,898	2	

9.—VOTE 59/4.

1861. Dec. 31	To Funds of 1861	(1)	£	s. d.	2,460	2	6	1861. Dec. 31	By Funds of 1861	(2)	£	s. d.	1	6	0		
1862. Dec. 31	To Funds of 1861	(42)	676	5	10				Sundries	(8)	..	..	2,458	16	6
									1862. Dec. 31	By Funds of 1861	(42)	234	9	4			
									Construction Account	(42)	..	..	441	16	6
			£3,136	8	4							£235	15	4	£2,900	13	0

10.—VOTE 61a/1.

1861. Dec. 31	To Funds of 1861	(1)	£	s. d.	48,890	9	9	1861. Dec. 31	By Funds of 1861	(2)	£	s. d.	2	11	8		
1862. Dec. 31	To Funds of 1861	(42)	5,004	2	1				Sundries	(9)	..	..	48,887	18	1
									1862. Dec. 31	By Funds of 1861	(42)	634	13	4			
									Estimated Traffic Charges (42)		..	..	4,369	8	9
			£53,894	11	10							£637	5	0	£53,257	6	10

ADDENDUM TO APPENDIX P.—continued.

11.—VOTE 61a/2.

1861.				£	s.	d.	1861.				£	s.	d.			
Dec. 31	To Funds of 1861	..	(1)	20,300	6	8	Dec. 31	By Funds of 1861	..	(2)	1	3	4			
1862.	To Funds of 1861	..	(42)	2,860	4	7	Dec. 31	Sundries	..	(10)	..	20,299	3	4		
							Dec. 31	By Funds of 1861	..	(42)	1,825	5	7			
							"	Estimated Traffic Charges	(42)	1,034	19	0		
				£23,160	11	3					£1,826	8	11	£21,334	2	4

12.—GOVERNMENT PRINTER.

1861.				£	s.	d.
Dec. 31	By Sundries	..	(11)	2,146	0	0

13.—HEAD OFFICE EXPENSES.

1861.				£	s.	d.	1861.				£	s.	d.
Dec. 31	To Vote 58/1	..	(3)	3,405	14	0	Dec. 31	By Sundries	..	(21)	5,252	12	8
"	Vote 59/2	..	(6)	1,196	18	8							
"	Estimated Traffic Charges	..	(13)	650	0	0							
				£5,252	12	8							

14.—STATION.—SALARIES AND WAGES.

1861.				£	s.	d.	1861.				£	s.	d.
Dec. 31	To Sundries	..	(4)	34,939	16	4	Dec. 31	By Passenger and Goods Traffic Charges	(18)	39,239	16	8	
"	Estimated Traffic Charges	..	(13)	4,300	0	0							
				£39,239	16	4							

15.—CONSTRUCTION ACCOUNTS.

1861.				£	s.	d.
Dec. 31	To Vote 58/4	..	(5)	33,804	6	8
"	Vote 59/4	..	(8)	2,458	16	6
"	Vote 61a/2	..	(10)	7,000	0	0
"	Government Printer	..	(11)	1,500	0	0
"	Stores, Plant, and Material	..	(12)	15,190	0	0
"	Locom. Salaries, Wages, & Services	..	(15)	7,607	18	0
"	Locomotive Salaries and Stores	..	(17)	400	0	0
"	Head Office Expenses	..	(21)	3,939	9	6
1862.	To Sundries	..	(42)	3,678	14	6
Dec. 31	Sundries	..	(54)	895,000	0	0

16.—LOCOMOTIVE WORKSHOPS.—SALARIES, WAGES, AND SERVICES.

1861.				£	s.	d.	1861.				£	s.	d.
Dec. 31	To Vote 58/4	..	(5)	800	0	0	Dec. 31	By Sundries	..	(15)	38,987	18	0
"	Vote 61a/1	..	(9)	24,887	18	0							
"	Estimated Traffic Charges	..	(13)	3,300	0	0							
"	Salaries and Wages, Loan	..	(14)	10,000	0	0							
				£38,987	18	0							

17.—STATION.—FUEL, LIGHT, AND WATER.

1861.				£	s.	d.	1861.				£	s.	d.
Dec. 31	To Vote 59/3	..	(7)	800	0	0	Dec. 31	By Passenger and Goods Traffic Charges	(18)	1,050	0	0	
"	Estimated Traffic Charges	..	(13)	250	0	0							
				£1,050	0	0							

18.—STATION.—PRINTING AND ADVERTISING.

1861.				£	s.	d.	1861.				£	s.	d.
Dec. 31	To Vote 59/3	..	(7)	200	0	0	Dec. 31	By Passenger and Goods Traffic Charges	(18)	926	0	0	
"	Government Printer	..	(11)	646	0	0							
"	Estimated Traffic Charges	..	(13)	80	0	0							
				£926	0	0							

19.—TRAFFIC COMPENSATION.

1861.				£	s.	d.	1861.				£	s.	d.
Dec. 31	To Vote 59/3	..	(7)	250	0	0	Dec. 31	By Passenger and Goods Traffic Charges	(18)	450	0	0	
"	Estimated Traffic Charges	..	(13)	200	0	0							
				£450	0	0							

20.—STATION CLOTHING.

1861.				£	s.	d.	1861.				£	s.	d.
Dec. 31	To Vote 59/3	..	(7)	100	0	0	Dec. 31	By Passenger and Goods Traffic Charges	(18)	160	0	0	
"	Estimated Traffic Charges	..	(13)	60	0	0							
				£160	0	0							

21.—STATION STORES.

1861.				£	s.	d.	1861.				£	s.	d.
Dec. 31	To Vote 59/3	..	(7)	3,650	12	10	Dec. 31	By Passenger and Goods Traffic Charges	(18)	3,990	12	10	
"	Estimated Traffic Charges	..	(13)	340	0	0							
				£3,990	12	10							

22.—LOCOMOTIVE WORKSHOP.—STORES.

1861.				£	s.	d.	1861.				£	s.	d.
Dec. 31	To Vote 61a/1	..	(9)	24,000	0	1	Dec. 31	By Sundries	..	(17)	26,690	0	0
"	Estimated Traffic Charges	..	(13)	1,980	0	0							
"	Stores, Plant, and Material	..	(38)	709	19	11							
				£26,690	0	0							

23.—SALARIES, WAGES, SERVICES, AND MATERIAL.—MAINTENANCE.

1861.		£ s. d.		1861.		£ s. d.			
Dec. 31	To Vote 61a/2 (10)	13,299	3	4	Dec. 31	By Maintenance, Permanent Way, and Buildings (22)	19,487	14	4
"	Stores, Plant, and Material .. (12)	2,530	11	0					
"	Estimated Traffic Charges .. (13)	658	0	0					
"	Locom. Salaries, Wages, & Services (15)	1,800	0	0					
"	Locomotive Stores (17)	1,200	0	0					
		£19,487			14	4			

24.—PASSENGERS AND GOODS TRAFFIC CHARGES.

1861.		£ s. d.		1861.		£ s. d.			
Dec. 31	To Sundries (18)	45,816	9	2	Dec. 31	By Passenger and Traffic Charges (19)	19,000	0	0
					"	Goods (20)	26,816	9	2
							£45,816 9 2		

25.—STORES, PLANT, AND MATERIAL.

1861.		£ s. d.		1861.		£ s. d.			
Dec. 31	By Sundries (12)	18,420	11	0	"	Locomotive Work—Stores .. (38)	709	19	11

26.—ESSENDON RAILWAY COMPANY.

1861.		£ s. d.		1861.		£ s. d.			
Dec. 31	To Stores, Plant, and Material .. (12)	700	0	0	Dec. 31	By Gross Traffic Collections	3,270	13	1
"	Locom. Salaries, Wages, & Services (15)	680	0	0					
"	Locomotive Salaries Stores .. (17)	190	0	0					
"	Hire of Rolling Stock and Permanent Way (39)	430	0	0					

27.—REVENUE ABATEMENTS.

1861.		£ s. d.		1861.		£ s. d.			
Dec. 31	To Estimated Revenue Charges .. (13)	1,500	0	0	Dec. 31	By Traffic Revenue Account .. (33)	1,500	0	0

28.—SALARIES AND WAGES.—LOAN.

1861.		£ s. d.		
Dec. 31	By Locomotive Salaries, Wages, & Services (14)	10,000	0	0

29.—LOCOMOTIVE RUNNING EXPENSES.

1861.		£ s. d.		1861.		£ s. d.			
Dec. 31	To Locomotive Salaries, Wages, and Services (15)	13,200	0	0	Dec. 31	By Locomotive Power (25)	32,100	0	0
"	Locomotive Stores (16)	18,900	0	0					
		£32,100			0	0			

30.—LOCOMOTIVE REPAIRS.—ENGINES AND TENDERS.

1861.		£ s. d.		1861.		£ s. d.			
Dec. 31	To Locomotive Salaries, Wages, and Services (15)	9,500	0	0	Dec. 31	By Locomotive Power (25)	13,000	0	0
"	Locomotive Stores (16)	3,500	0	0					
		£13,000			0	0			

31.—LOCOMOTIVE REPAIRS.—PASSENGER ROLLING STOCK.

1861.		£ s. d.		1861.		£ s. d.			
Dec. 31	To Locomotive Salaries, Wages, and Services (15)	3,900	0	0	Dec. 31	By Passenger Traffic Charges .. (23)	5,400	0	0
"	Locomotive Stores (16)	1,500	0	0					
		£5,400			0	0			

32.—LOCOMOTIVE REPAIRS.—GOODS ROLLING STOCK.

1861.		£ s. d.		1861.		£ s. d.			
Dec. 31	To Locomotive Salaries, Wages, and Services (15)	2,300	0	0	Dec. 31	By Goods Traffic Charges (24)	3,300	0	0
"	Locomotive Stores (17)	1,000	0	0					
		£3,300			0	0			

33.—ESTIMATED REVENUE CHARGES.

1861.		£ s. d.		1861.		£ s. d.			
Dec. 31	To Sundries (42)	11,318	14	5	Dec. 31	By Sundries (13)	13,318	0	0

34.—PASSENGER TRAFFIC CHARGES.

1861.		£ s. d.		1861.		£ s. d.			
Dec. 31	To Passenger & Goods Traffic Charges (19)	19,000	0	0	Dec. 31	By Passenger Revenue Charges (34)	24,400	0	0
"	Locomotive Repairs, Passenger Rolling Stock (23)	5,400	0	0					
		£24,400			0	0			

35.—GOODS TRAFFIC CHARGES.

1861.		£ s. d.		1861.		£ s. d.			
Dec. 31	To Passenger & Goods Traffic Charges (20)	26,816	9	2	Dec. 31	By Traffic Revenue Charges .. (34)	30,116	9	2
"	Locomotive Repairs, Rolling Stock (24)	3,300	0	0					
		£30,116			9	2			

ADDENDUM TO APPENDIX P—continued.

36.—GENERAL TRAFFIC CHARGES.

1861. Dec. 31	To Head Office Expenses .. (21)	£ s. d. 1,313 3 2	1861. Dec. 31	By Traffic Revenue Charges .. (34)	£ s. d. 1,313 3 2
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37.—MAINTENANCE, PERMANENT WAY, AND BUILDINGS.

1861. Dec. 31	To Salaries, Wages, Services, and Material—Maintenance .. (22)	£ s. d. 19,487 14 4	1861. Dec. 31	By Traffic Revenue Charges .. (34)	£ s. d. 19,487 14 4
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38.—LOCOMOTIVE POWER.

1861. Dec. 31	To Sundries (25)	£ s. d. 45,100 0 0	1861. Dec. 31	By Traffic Revenue Charges .. (34)	£ s. d. 45,100 0 0
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39.—BANK OF AUSTRALASIA.

1861. Dec. 31	To Gross Traffic Collections .. (26)	£ s. d. 180,000 0 0	1861. Dec. 31	By Treasury Revenue Lodgments (27)	£ s. d. 165,393 10 7
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40.—GROSS TRAFFIC COLLECTIONS.

1861. Dec. 31	To Essendon Railway Company (31)	£ s. d. 3,270 13 1	1861. Dec. 31	By Bank of Australasia (26)	£ s. d. 180,000 0 0
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41.—TREASURY REVENUE LODGMENTS.

Declared revenue of the years.

1861. Dec. 31	By Treasury Railway income .. (36)	£ s. d. 101,771 9 10
	Balance brought down ..	155,910 19 7
		<u>257,682 9 5</u>

		1860.	1861.	Total.
		£ s. d.	£ s. d.	£ s. d.
1861. Jan. 1	To old balance (28)	92,888 18 10	—	92,888 18 10
1861. Dec. 31	Bank (27)	9,482 11 0	155,910 19 7	165,393 10 7
		<u>101,771 9 10</u>	<u>155,910 19 7</u>	<u>257,682 9 5</u>
		1861.	1862.	Total.
1861. Jan. 1	.. ..	155,910 19 7	—	155,910 19 7

42.—DECLARED REVENUE.

		Passenger, &c.	Goods.	Total.	Total.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.
1861. Dec. 31	To Gross Traffic (30)	3,270 13 1	—	3,270 13 1	3,270 13 1
"	Treasury Revenue account .. (32)	109,915 8 10	61,192 7 8	171,107 16 6	171,107 16 6
		<u>113,186 1 11</u>	<u>61,192 7 8</u>	<u>174,378 9 7</u>	<u>174,378 9 7</u>
		Passenger, &c.	Goods.	Total.	Total.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.
1861. Dec. 31	By Gross Traffic (29)	113,186 1 11	61,192 7 8	174,378 9 7	174,378 9 7

43.—TRAFFIC REVENUE CHARGES.

1861. Dec. 31	To Sundries (34)	£ s. d. 120,417 6 8	1861. Dec. 31	By Traffic Revenue account .. (35)	£ s. d. 120,417 6 8
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44.—TREASURY RAILWAY INCOME.

1861. Dec. 31	To Treasury Revenue Lodgments, 1860 (36)	£ s. d. 101,770 9 10
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45.—GROSS WEEKLY TRAFFIC.

		Passenger.	Goods.	Total.			Passenger.	Goods.	Total.
		£ s. d.	£ s. d.	£ s. d.			£ s. d.	£ s. d.	£ s. d.
1861. Dec. 31	To declared Revenue (29)	113,186 1 11	61,192 7 8	174,378 9 7	1861. Dec. 31	By declared Revenue (30)	3,270 13 1	—	3,270 13 1

46.—TRAFFIC REVENUE ACCOUNT.

		Murray River.	Williamstown.	Melbourne, Geelong, and Ballarat.	Total.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.
1861. Dec. 31	To Traffic charges (34)	49,485 4 0	23,918 4 0	47,013 18 8	120,417 6 8
"	General Revenue (37)	35,031 4 3	2,622 11 2	16,781 19 9	49,190 9 10
		<u>84,516 5 3</u>	<u>21,295 12 10</u>	<u>63,795 18 5</u>	<u>169,607 16 6</u>
		Murray River.	Williamstown.	Melbourne, Geelong, and Ballarat.	Total.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.
1861. Dec. 31	By Declared Revenue .. (32)	85,416 5 3	21,595 12 10	64,095 18 5	171,107 16 6
"	To Revenue Abatements .. (33)	900 0 0	300 0 0	300 0 0	1,500 0 0
		<u>84,516 5 3</u>	<u>21,295 12 10</u>	<u>63,795 18 5</u>	<u>169,607 16 6</u>

ADDENDUM TO APPENDIX P—continued.

47.—GENERAL REVENUE ACCOUNT.

		1861.			
Dec. 31	By Traffic Revenue account ..	(37)	£	49,190	s. d. 9 10
"	Hire of rolling stock and permanent way ..	(58)	£	4,430	s. d. 0 0

48.—CORNISH AND BRUCE AND OTHERS.

		1861.			
Dec. 31	To Hire of rolling stock and permanent way (40)	£	5,000	s. d. 0 0	

49.—HIRE OF ROLLING STOCK AND PERMANENT WAY.

		1861.				1861.					
Dec. 31	To Estimated charges on hire ..	(41)	£	1,000	s. d. 0 0	Dec. 31	By Essendon Railway Company ..	(39)	£	430	s. d. 0 0
"	General Revenue account ..	(58)	£	4,430	s. d. 0 0	"	Cornish and Bruce and others ..	(40)	£	5,000	s. d. 0 0
				£5,430 0 0						£5,430 0 0	

50.—ESTIMATED CHARGES AGAINST HIRE.

		1861.			
Dec. 31	By Hire of Rolling Stock and Permanent Way ..	(41)	£	1,000	s. d. 0 0

51.—RAILWAY LOAN AGENTS.

		£		s. d.				£		s. d.	
To Sundries	(44)	2,150,000	0	0	By Sundries	(45)	2,150,000	0	0		

52.—LOAN, 21 VIC. 36.

		£		s. d.				£		s. d.	
To Balance		2,250,000	0	0	By Railway Loan Agents	(44)	2,000,000	0	0		
					Railway Loan Account (Treasury) ..	(46)	250,000	0	0		
		£2,250,000	0	0			2,250,000	0	0		
					By Balance		£2,250,000	0	0		

53.—PREMIUM ON DEBENTURES.

		£		s. d.				£		s. d.	
To Balance		132,500	0	0	By Railway Loan Agents	(44)	120,000	0	0		
					Railway Loan Account (Treasury) ..	(46)	12,500	0	0		
		£132,500	0	0			132,500	0	0		
					By Balance		£132,500	0	0		

54.—INTEREST ON LOAN, 21 VIC. 36.

		£		s. d.				£		s. d.	
To Railway Loan Agents	(45)	100	0	0	By Railway Loan Agents	(44)	30,000	0	0		
Sundry Debenture Holders	(49)	135,000	0	0	Railway Loan Account (Treasury) ..	(46)	3,750	0	0		
					Balance		101,350	0	0		
							135,100	0	0		
To Balance		£101,350	0	0			£135,100	0	0		

55.—EXPENSES ON SALE OF DEBENTURES.

		£		s. d.				£		s. d.	
To Railway Loan Agents	(45)	20,000	0	0	By Balance		20,500	0	0		
Railway Loan Account (Treasury) ..	(47)	500	0	0							
							20,500	0	0		
To Balance		£20,500	0	0			£20,500	0	0		

56.—LOAN CONSTRUCTION ACCOUNT.

		£		s. d.				£		s. d.	
To Railway Loan Agents	(45)	2,039,900	0	0	By Interest on Advances	(51)	500	0	0		
Railway Loan Account (Treasury) ..	(47)	262,000	0	0	Sundries	(54)	950,500	0	0		
Interest on Advances	(52)	375	0	0	Balance		1,411,275	0	0		
							2,362,275	0	0		
To Balance		£1,411,275	0	0			£2,362,275	0	0		

57.—TREASURY MISCELLANEOUS RECEIPTS.

		£		s. d.				£		s. d.	
To Railway Loan Agents' accredited Interest ..	(45)	30,000	0	0	By Balance		33,750	0	0		
Railway Loan Account (Treasury) ..	(47)	3,750	0	0							
							33,750	0	0		
To Balance		£33,750	0	0			£33,750	0	0		

58.—TREASURY RAILWAY LOAN ACCOUNT.

To Sundries	(46)	£266,250	0	0	By Sundries	(47)	£266,250	0	0
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ADDENDUM TO APPENDIX P—*continued.***59.—SPECIAL APPROPRIATION.**

	By Sundries (Interest)	(48)	£	s.	d.	135,000	0	0
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60.—COLONIAL AGENT'S DEBENTURES INTEREST ACCOUNT.

To Special Appropriation	(48)	£	s.	d.	120,000	0	0	By sundry Debenture Holders	(50)	£	s.	d.	120,000	0	0
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61.—TREASURY DEBENTURE INTEREST ACCOUNT.

To Special Appropriation	(48)	£	s.	d.	15,000	0	0	By sundry Debenture Holders	(50)	£	s.	d.	15,000	0	0
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62.—SUNDRY DEBENTURE HOLDERS, 21 VIC. 36.

To Sundries	(50)	£	s.	d.	135,000	0	0	By Interest on 21 Vic. 36	(49)	£	s.	d.	135,000	0	0
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63.—INTEREST ON ADVANCES.

To Loan Construction Account	(51)	£	s.	d.	500	0	0	By Loan Construction Account Balance	(52)	£	s.	d.	375	0	0
					500	0	0								
To Balance		£	s.	d.	125	0	0			£	s.	d.	500	0	0

64.—CONTRACTORS' ACCOUNTS.

To Loan Construction Account	(54)	£	s.	d.	800,000	0	0	By Headings Construction	(55)	£	s.	d.	800,000	0	0
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65.—COLONIAL AGENT GENERAL'S ACCOUNT.

To Loan Construction Account	(54)	£	s.	d.	100,000	0	0	By Stores, Plant, &c.	(57)	£	s.	d.	100,000	0	0
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66.—PRINTING RAILWAY DEBENTURES.

To Government Printer	(53)	£	s.	d.	1,000	0	0
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67.—GOVERNMENT PRINTER.

	By Printing Railway Debentures	(53)	£	s.	d.	1,000	0	0
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68.—ADVERTISING.

To Loan Construction Account	(54)	£	s.	d.	500	0	0
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69.—LAND COMPENSATION.

To Loan Construction Account	(54)	£	s.	d.	15,000	0	0
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70.—STORES, PLANT, AND MATERIAL.

To Loan Construction Account	(54)	£	s.	d.	2,000	0	0	By Construction Headings Balance	(55)	£	s.	d.	75,000	0	0
Colonial Agent General's Account	(57)	£	s.	d.	100,000	0	0								
					102,000	0	0								
To Balance		£	s.	d.	27,000	0	0			£	s.	d.	102,000	0	0

71.—SALARIES, WAGES, AND SERVICES.

To Loan Construction Account	(54)	£	s.	d.	33,000	0	0	By Construction Headings Charges, Plant, &c.	(55)	£	s.	d.	20,000	0	0
					£33,000	0	0						13,000	0	0
										£	s.	d.	33,000	0	0

72.—CHARGES, PLANT, AND MATERIAL.

To Salaries, Wages, &c.	(56)	£	s.	d.	13,000	0	0
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73.—OLD BOOKS.

	By Treasury Revenue Lodgments	(28)	£	s.	d.	92,288	18	10
	1861. Jan. 1.							

LEDGER BALANCES.

	£	s.	d.	£	s.	d.
Treasury Funds				166,056	15	4
Government Printer				2,146	0	0
Construction Accounts	970,579	5	2			
Stores, Plant, and Material	27,000	0	0	19,130	10	11
Essendon Railway Company				1,270	13	1
Wages Loan				10,000	0	0
Estimated Revenue Charges				1,733	5	7
Bank	14,608	9	5	176,729	6	11
Gross Collections						
Treasury Lodgments	155,910	19	7			
Treasury Railway Income	101,771	9	10			
Gross Weekly Traffic	171,107	16	6			
General Revenue Account				53,620	9	10
Old Books				92,288	18	10
Cornish and Bruce	5,000	0	0			
Estimated Hire Charges				1,000	0	0
Loan 21 Vic. 36				2,250,000	0	0
Premium on Debentures 21 Vic. 36				132,500	0	0
Interest on Loan 21 Vic. 36	101,350	0	0			
Expenses on Sale of Debentures	20,500	0	0			
Loan Construction Account	1,411,275	0	0			
Treasury Miscellaneous Receipts	33,750	0	0			
Special Appropriation				135,000	0	0
Interest on Advances	125	0	0			
Printing Railway Debentures	1,000	0	0			
Government Printer				1,000	0	0
Advertising	500	0	0			
Land Compensation	15,000	0	0			
Charges, Plant, and Material	13,000	0	0			
	£3,042,476	0	6	£3,042,476	0	6

APPENDIX Q.

RETURN OF THE STAFF OF THE RAILWAY DEPARTMENT.

Secretary's Office, July, 1863.

RETURN, showing the Employés in the Secretary's Office and Traffic Audit Office, with Rank and Date of Appointment, the Salary at which they entered the Department, also their Salary at the present time.

Name.	Date of Entry into Service.	Rank.	Salary at time of Appointment.	Present Salary.
SECRETARY'S OFFICE.				
			£	£
W. H. Wright	29th September, 1862	Secretary	800	800
Anthony Mathison	10th November, 1860	Accountant	500	600
Joseph J. Hewitt	1st January, 1857	Chief Clerk	500	600
H. St. John Jowers	1st July, 1856	Clerk	300	390
John Anketell	15th June, 1859	Ditto	500	375
G. T. Lavater	23rd July, 1861	Ditto	10s. per diem	300
H. C. Elderton	13th March, 1859	Ditto	150	225
Robert Kent, jun.	January, 1862	Ditto	10s. per diem	150
H. A. Birkmyre	19th January, 1863	Ditto	120	120
W. Lucas	10th October, 1861	Ditto	120	110
Thos. Gorman	15th December, 1862	Ditto	75	75
TRAFFIC AUDIT OFFICE.				
James Down	1st January, 1859	Clerk	400	500
W. M. Fehon	24th January, 1859	Ditto	250	350
G. W. Lilly	1st March, 1862	Ditto	350	350
S. J. Down	27th January, 1859	Ditto	150	225
J. L. Odgers	1st January, 1861	Ditto	100	170
H. J. King	21st January, 1861	Ditto	100	150
D. M. King	12th July, 1861	Ditto	100	150
F. Cowderoy	1st January, 1862	Ditto	120	125
R. McClure	1st January, 1862	Ditto	120	120
John Mudie	6th January, 1863	Ditto	80	120
Alexis Mackenzie	24th April, 1863	Ditto	80	80

APPENDIX Q—continued.

RETURN, showing the Employés in the Traffic Department, with Rank and Date of Appointment, the Salary at which they entered the Department, also their Salary at the present time.

Name.	Date of Appointment.	Rank.	Salary at Time of Appointment.	Present Salary.
John Carruthers ...	20th May, 1861 ...	Traffic Superintendent...	£ 500	£ 750
John Jeremy ...	10th January, 1859 ...	Assistant ditto ...	200	550
J. S. Yeates ...	20th April, 1863 ...	Clerk ...	450	450
W. M. Strachan ...	8th October, 1861 ...	Ditto ...	10s. per day	300
A. Wilkie ...	November, 1861 ...	Ditto ...	150	150
R. Lockhead ...	1st April, 1862 ...	Ditto ...	80	150
D. Miller ...	6th July, 1862 ...	Ditto ...	120	150
W. Morris ...	1st April, 1862 ...	Assistant Clerk ...	60	100
H. M. Barter ...	1st September, 1860 ..	Station Master ...	156	400
J. C. Stead ...	15th August, 1859 ...	Ditto (goods) ...	150	400
J. Harvey ...	1st October, 1857 ...	Ditto ...	400	350
H. Moore ...	18th February, 1859...	Ditto ...	250	300
J. Anderson...	15th September, 1860	Ditto ...	150	300
W. Cameron ...	24th March, 1862 ...	Ditto ...	120	300
J. Baker ...	13th February, 1862...	Ditto ...	250	250
C. Becket ...	1st February, 1859 ...	Ditto ...	250	250
J. Jones ...	10th January, 1859 ...	Ditto ...	12s. per day	200
J. Peerman ...	2nd October, 1862 ...	Ditto ...	120	200
D. Mackintosh ...	14th March, 1859 ...	Ditto ...	150	200
W. Ramsay ...	February, 1862 ...	Ditto ...	120	200
J. B. Pain ...	24th January, 1859 ...	Ditto ...	120	200
S. Alford ...	14th January, 1859 ...	Ditto ...	200	200
F. Durell ...	7th October, 1857 ...	Ditto ...	200	200
R. Stewart ...	12th January, 1859 ...	Ditto ...	10s. per day	200
T. C. Balmain ...	10th February, 1862...	Ditto ...	150	200
F. C. Ladbury ...	23rd September, 1862	Ditto ...	120	200
J. H. Abbott ...	1st July, 1862 ...	Ditto ...	120	200
J. J. Hall ...	1st March, 1862 ...	Ditto ...	120	200
F. Johnstone ...	31st October, 1862 ...	Ditto ...	120	200
B. Forster ...	21st January, 1862 ...	Ditto ...	150	200
T. E. P. Squire ...	20th October, 1862 ...	Ditto ...	150	200
W. Cadwallader ...	1st September, 1860...	Ditto ...	275	300
W. A. Tetley ...	7th April, 1862 ...	Ditto ...	250	300
R. Manley ...	24th January, 1859 ...	Ditto ...	12s. per day	250
B. T. Scott ...	1st September, 1860...	Ditto ...	156	250
J. Calvert ...	15th January, 1859 ...	Ditto ...	10s. per day	200
G. Symington ...	7th July, 1861 ...	Ditto ...	100	200
J. E. F. Franks ...	1st February, 1861 ...	Ditto ...	100	200
W. McElwee ...	August, 1857 ...	Ditto ...	100	200
J. Baker ...	1st October, 1861 ...	Ditto ...	5s. per day	200
R. McEwan ...	3rd May, 1862 ...	Ditto ...	120	200
A. Cumberland ...	10th February, 1862	Ditto ...	120	200
S. McDowell ...	February, 1862 ...	Ditto ...	120	200
H. O. Humffray ...	8th December, 1862...	Ditto ...	120	200
C. Fuller ...	13th February, 1862...	Ditto ...	120	200
M. Walker ...	5th November, 1862...	Station Mistress ...	50	75
J. B. Blackburn ...	1st January, 1859 ...	Pier Master ...	400	400
G. J. Wetherall ...	24th January, 1859 ...	Station Master ...	150	200
J. Harrison ...	1st June, 1859 ...	Ditto ...	10s. per day	200
T. Haine ...	8th April, 1862 ...	Relieving Station Master	120	200
L. J. Rochfort ...	12th January, 1859 ...	Pay clerk ...	250	350
J. O'Rorke ...	24th January, 1859 ...	Cashier ...	250	350
C. Nantes ...	23rd June, 1862 ...	Clerk (traffic stores) ...	200	200
Wm. Reid ...	1st February, 1861 ...	Inspector of gatekeepers and pointsmen	5s. per day	175
G. Davies ...	12th August, 1861 ...	Travelling inspector of rolling stock	8s. ditto	175
James Bruce ...	April, 1859 ...	Clerk (goods) ...	200	300
M. Tierney ...	1st August, 1859 ...	Ditto (booking) ...	250	250
J. Henry ...	10th January, 1859 ...	Ditto (parcels) ...	10s. per day	250
W. Fyfe ...	24th January, 1859 ...	Ditto (goods)...	200	250
C. S. Gell ...	23rd April, 1859 ...	Ditto, ditto ...	150	250
J. Dwyer ...	17th June, 1859 ...	Ditto (booking)	200	200
G. Bevan ...	13th December, 1861	Ditto (goods) ...	150	200
F. Johnstone ...	24th January, 1859 ...	Ditto, ditto ...	11s. per day	200
R. M. Martin ...	November, 1861 ...	Ditto, ditto ...	150	200
W. J. McCutcheon ...	8th March, 1860 ...	Ditto, ditto ...	10s. per day	200
J. Nason ...	23rd June, 1862 ...	Ditto, ditto ...	175	200
W. G. Sinclair ...	March, 1860 ...	Ditto, ditto ...	8s. per day	200
M. Johnson ...	28th November, 1859	Ditto, ditto ...	350	200
W. Hide ...	12th May, 1860 ...	Ditto, ditto ...	8s. per day	200
T. C. Sharp ...	10th October, 1861 ...	Ditto, ditto ...	175	175
T. Phair ...	10th October, 1861 ...	Ditto, ditto ...	175	175
W. Dunn ...	17th January, 1859 ...	Ditto (booking)	100	150
R. Dalzell ...	12th December, 1861	Ditto (goods) ...	120	150
J. Drew ...	13th February, 1862	Ditto, ditto ...	120	150
T. Eves ...	September, 1862 ...	Ditto, ditto ...	120	150
T. Foster ...	29th December, 1861	Ditto, ditto ...	120	150

APPENDIX Q—continued.

Name.	Date of Appointment.	Rank.	Salary at Time of Appointment.	Present Salary.
D. M. Gallagher ...	February, 1862 ...	Clerk (goods)...	£ 120	£ 150
W. S. Gittos ...	August, 1862 ...	Ditto, ditto ...	120	150
B. Grave ...	7th November, 1861...	Ditto, ditto ...	10s. per day	150
M. H. Hickey ...	September, 1862 ...	Ditto, ditto ...	120	150
R. Hutchinson ...	8th March, 1860 ...	Ditto, ditto ...	10s. per day	150
G. H. Jenkins ...	July, 1861 ...	Ditto, ditto ...	10s. ditto	150
J. Johns ...	24th October, 1861 ...	Ditto, ditto ...	8s. ditto	150
J. Kearney ...	13th February, 1862	Ditto, ditto ...	120	150
S. M. Knight ...	10th October, 1862 ...	Ditto, ditto ...	120	150
G. Loxton ...	28th August, 1862 ...	Ditto, ditto ...	120	150
H. Lucas ...	27th January, 1859 ...	Ditto, ditto ...	11s. per day	150
C. W. O'Brien ...	7th October, 1862 ...	Ditto, ditto ...	120	150
R. Pilkington ...	9th September, 1862...	Ditto, ditto ...	6s. per day	150
E. F. Pollard ...	14th September, 1860	Ditto, ditto ...	10s. ditto	150
G. Sims ...	1st August, 1862 ...	Ditto, ditto ...	120	150
R. H. Stevens ...	12th December, 1861	Ditto, ditto ...	120	150
J. J. Walsh ...	24 February, 1862 ...	Ditto, ditto ...	120	150
H. Wheeler ...	17th November, 1861	Ditto, ditto ...	10s. per day	150
D. Williams ...	18th July, 1862 ...	Ditto, ditto ...	120	150
R. H. Francis ...	1st September, 1862...	Ditto, ditto ...	120	150
A. Fehon ...	1st June, 1861 ...	Ditto, ditto ...	8s. per day	150
H. J. Henderson ...	22nd February, 1862	Ditto (booking)	120	150
A. Ball ...	15th July, 1862 ...	Ditto, ditto ...	80	150
E. Montgomery ...	28th July, 1862 ...	Ditto (parcels)	80	150
H. W. Hamilton ...	1st June, 1862 ...	Ditto (goods)...	150	150
P. J. Kirwan ...	August, 1861 ...	Ditto, ditto ...	7s. 6d. per day	150
J. Howard ...	3rd July, 1862 ...	Ditto, ditto ...	6s. ditto	120
T. Furniss ...	1st September, 1862	Ditto, ditto ...	120	120
W. Kerans ...	18th February, 1863	Ditto, ditto ...	80	120
R. H. Lennon ...	18th November, 1862	Ditto, ditto ...	120	120
H. J. Jennings ...	3rd November, 1862...	Ditto (parcels)	Without salary	100
W. Lyons ...	12th December, 1862	Ditto, ditto ...	80	100
P. Burrowes ...	1st September, 1862...	Ditto (goods)...	80	100
T. S. Elliott...	1st March, 1862 ...	Ditto, ditto ...	80	100
P. Heckscher ...	1st October, 1862 ...	Clerk (goods)	80	100
T. Mulvany ...	1st December, 1862 ...	Ditto, ditto ...	80	100
G. Turner ...	18th July, 1862 ...	Ditto, ditto ...	80	100
W. A. Moore ...	10th November, 1860	Ditto (passenger)	75	100
W. D. McKie ...	1st October, 1862 ...	Ditto (booking)	80	100
G. H. Yandell ...	18th August, 1862 ...	Ditto, ditto ...	80	100
G. Macartney ...	July, 1862 ...	Ditto (goods)...	80	100
E. Cavenagh ...	24th March, 1863 ...	Ditto (booking)	80	80
T. Barrett ...	14th May, 1863 ...	Ditto (parcels)	80	80
J. Clayton ...	21st April, 1863 ...	Ditto (goods)	80	80
J. O. F. Kelly ...	17th February, 1863	Ditto, ditto ...	80	80
G. Langlands ...	17th April, 1863 ...	Ditto, ditto ...	80	80
B. Owens ...	25th March, 1863 ...	Ditto, ditto ...	80	80
P. Treacey ...	12th March, 1863 ...	Ditto, ditto ...	80	80
R. Burns ...	5th March, 1863 ...	Ditto, ditto ...	80	80
F. Bull ...	17th February, 1863	Ditto, ditto ...	80	80
M. M. Dean ...	23rd February, 1863	Ditto, ditto ...	80	80
W. Mullen ...	17th July, 1862 ...	Messenger, ditto	75	75
J. O. Malley ...	24th January, 1859 ...	Clerk (goods)...	250	250
A. W. Bruce ...	13th March, 1862 ...	Ditto, ditto ...	7s. 6d. per day	200
H. S. Bonacich ...	30th June, 1862 ...	Ditto, ditto ...	120	200
T. Gibson ...	December, 1861 ...	Ditto, ditto ...	120	200
C. H. Orr ...	17th October, 1862 ...	Ditto, ditto ...	120	200
H. Kent ...	March, 1859 ...	Ditto (passenger)	100	150
J. Chapman ...	1st September, 1860	Ditto (parcels)	7s. 6d. per day	150
J. B. Hutton ...	16th August, 1862 ...	Ditto (goods)...	120	150
G. Power ...	14th July, 1862 ...	Ditto, ditto ...	120	150
B. H. Moore ...	February, 1862 ...	Ditto (booking)	120	150
T. J. Wills ...	7th November, 1861 ...	Ditto, ditto ...	10s. per day	150
F. Graham ...	5th September, 1862	Ditto (goods)...	80	150
T. Guthridge ...	28th August, 1862 ...	Ditto, ditto ...	120	120
P. Reade ...	23rd December, 1862	Ditto, ditto ...	80	120
M. L. Patterson ...	October, 1862 ...	Ditto, ditto ...	80	100
C. J. Richardson ...	August, 1862 ...	Ditto, ditto ...	80	100
R. Preshaw ...	July, 1862 ...	Ditto (booking)	80	100
J. Creft ...	30th September, 1862	Ditto (goods)	80	100
W. Lack ...	5th September, 1862	Ditto, ditto ...	80	100
E. Hayes ...	24th January, 1859 ...	Ditto, ditto ...	300	300
J. Cotton ...	1st March, 1862 ...	Ditto, ditto ...	120	175
W. Wannop ...	1st January, 1861 ...	Ditto, ditto ...	11s. per day	175
O. Smith ...	29th July, 1862 ...	Ditto, ditto ...	150	150
S. Young ...	1st March, 1862 ...	Ditto, ditto ...	120	150
H. C. Oldfield ...	8th October, 1862 ...	Ditto, ditto ...	80	100
T. H. Wetherall ...	11th March, 1861 ...	Ditto, ditto ...	75	100
J. Oliver ...	20th April, 1863 ...	Ditto, ditto ...	80	80
E. McDonnough ...	11th January, 1859 ...	Guard (passenger)	12s. per day	10s. per day
W. Taylor ...	28th March, 1859 ...	Ditto, ditto ...	12s. ditto	10s. ditto
D. H. Don ...	15th October, 1861 ...	Ditto, ditto ...	8s. ditto	10s. ditto

APPENDIX Q—continued.

Nome.	Date of Appointment.	Rank.	Salary at Time of Appointment.	Present Salary.
J. H. Ware ...	10th April, 1862 ...	Guard (passenger) ...	7s. 6d. per day	10s. per day
T. Franklin ...	14th April, 1862 ...	Ditto (goods)...	7s. 6d. ditto	8s. 6d. ditto
M. K. Kiernan ...	11th January, 1859 ...	Ditto, ditto ...	10s. ditto	8s. 6d. ditto
W. Knight ...	12th February, 1862 ...	Ditto, ditto ...	7s. 6d. ditto	8s. 6d. ditto
W. Maddon ...	24th January, 1859 ...	Ditto, ditto ...	10s. ditto	9s. ditto
T. Renny ...	12th January, 1859 ...	Ditto, ditto ...	10s. ditto	8s. 6d. ditto
R. Coopey ...	1st October, 1862 ...	Acting Guard, ditto ...	6s. ditto	7s. 6d. ditto
W. Southey ...	11th January, 1859 ...	Guard (passenger) ...	12s. ditto	10s. ditto
H. Wright ...	1st September, 1860 ...	Ditto, ditto ...	10s. ditto	10s. ditto
M. Upton ...	1st September, 1863... ..	Guard (passenger) ...	10s. ditto	10s. ditto
E. James ...	1st January, 1861 ...	Ditto, ditto ...	10s. ditto	10s. ditto
W. Smyth ...	1st October, 1857 ...	Ditto (goods)...	10s. ditto	10s. ditto
S. T. Maxwell ...	12th October, 1861 ...	Ditto, ditto ...	8s. ditto	10s. ditto
F. Wiseman... ..	1st September, 1860... ..	Ditto, ditto ...	8s. ditto	8s. 6d. ditto
A. Dancney ...	25th April, 1862 ...	Ditto, ditto ...	7s. 6d. ditto	8s. 6d. ditto
W. Irving ...	August, 1862 ...	Ditto, ditto ...	7s. 6d. ditto	8s. 6d. ditto
H. Mollyneux ...	9th December, 1862 ...	Ditto, ditto ...	6s. ditto	8s. 6d. ditto
J. Smith ...	1st January, 1859 ...	Ditto (passenger) ...	11s. ditto	10s. ditto
W. Duncan ...	13th December, 1861 ...	Ditto, ditto ...	7s. 6d. ditto	10s. ditto
F. D. Montfort ...	3rd March, 1862 ...	Ditto (goods)...	7s. 6d. ditto	8s. 6d. ditto
J. Sadler ...	2nd April, 1859 ...	Yardsman ...	10s. ditto	10s. ditto
W. Lowe ...	19th May, 1862 ...	Ticket collector ...	7s. 6d. ditto	10s. ditto
M. Derham ...	16th February, 1862... ..	Ditto ...	7s. 6d. ditto	10s. ditto
C. Allpress ...	7th July, 1862 ...	Ditto ...	7s. 6d. ditto	8s. ditto
J. Shearer ...	18th January, 1859 ...	Porter (passenger) ...	10s. ditto	9s. ditto
W. J. Egan ...	12th January, 1859 ...	Ditto, ditto ...	10s. ditto	8s. ditto
D. McDermott ...	27th March, 1862 ...	Ditto, ditto ...	7s. 6d. ditto	7s. 6d. ditto
J. Russell ...	28th February, 1862 ...	Ditto, ditto ...	7s. 6d. ditto	7s. 6d. ditto
F. Collosity ...	1st March, 1859 ...	Ditto, ditto ...	8s. ditto	7s. 6d. ditto
J. Loftus ...	24th May, 1861 ...	Ditto, ditto ...	8s. ditto	7s. 6d. ditto
T. Jones ...	22nd January, 1862... ..	Ditto, ditto ...	8s. ditto	7s. 6d. ditto
A. Lingham... ..	3rd December, 1861... ..	Ditto, ditto ...	8s. ditto	7s. 6d. ditto
J. Wells ...	14th April, 1862 ...	Ditto, ditto ...	7s. 6d. ditto	7s. 6d. ditto
J. Cutbush ...	4th April, 1862 ...	Ditto, ditto ...	7s. 6d. ditto	7s. 6d. ditto
J. Sarsfield ...	9th April, 1862 ...	Ditto, ditto ...	7s. 6d. ditto	7s. 6d. ditto
J. Pickersgill ...	14th April, 1862 ...	Ditto, ditto ...	7s. 6d. ditto	7s. 6d. ditto
P. Sullivan ...	14th April, 1862 ...	Ditto, ditto ...	7s. 6d. ditto	7s. 6d. ditto
R. Storey ...	9th April, 1862 ...	Ditto, ditto ...	7s. 6d. ditto	7s. 6d. ditto
J. Best ...	1st July, 1862 ...	Ditto, ditto ...	7s. 6d. ditto	7s. 6d. ditto
J. Baker ...	14th April, 1862 ...	Ditto, ditto ...	7s. 6d. ditto	7s. 6d. ditto
W. Martin ...	8th October, 1862 ...	Ditto, ditto ...	6s. ditto	7s. 6d. ditto
C. Oakley ...	15th October, 1862 ...	Ditto, ditto ...	6s. ditto	7s. 6d. ditto
J. Devine ...	1st September, 1862... ..	Ditto, ditto ...	£120	7s. 6d. ditto
R. Reed ...	19th January, 1863 ...	Ditto, ditto ...	6s. per day	7s. 6d. ditto
M. Conway ...	13th October, 1861 ...	Ditto, ditto ...	7s. 6d. ditto	7s. 6d. ditto
H. Harvey ...	9th July, 1862 ...	Ditto, ditto ...	6s. ditto	7s. 6d. ditto
F. Chew ...	8th May, 1863 ...	Ditto, ditto ...	6s. ditto	6s. ditto
W. Dodge ...	28th November, 1862 ...	Ditto, ditto ...	6s. ditto	7s. 6d. ditto
C. Curtis ...	13th November, 1862 ...	Ditto, ditto ...	6s. ditto	7s. 6d. ditto
J. Dundon ...	1st January, 1860 ...	Ditto, ditto ...	8s. ditto	7s. 6d. ditto
John Murphy ...	16th May, 1863 ...	Ditto, ditto ...	7s. 6d. ditto	7s. 6d. ditto
P. McAuliffe ...	12th January, 1859 ...	Ditto, ditto ...	10s. ditto	8s. ditto
C. Horswell... ..	13th March, 1862 ...	Ditto, ditto ...	7s. 6d. ditto	7s. 6d. ditto
W. Mitchell... ..	1st April, 1863 ...	Ditto, ditto ...	7s. 6d. ditto	7s. 6d. ditto
A. McIntyre ...	September, 1861 ...	Ditto, ditto ...	8s. ditto	8s. ditto
J. Wright ...	1st April, 1859 ...	Ditto, ditto ...	10s. ditto	8s. ditto
J. Johnstone ...	13th February, 1862... ..	Ditto, ditto ...	7s. 6d. ditto	7s. 6d. ditto
R. McLeish ...	14th June, 1862 ...	Ditto, ditto ...	5s. ditto	7s. 6d. ditto
J. Conboy ...	12th January, 1859 ...	Ditto, ditto ...	10s. ditto	9s. ditto
C. Codd ...	11th July, 1861 ...	Ditto, ditto ...	8s. ditto	8s. ditto
J. Coulson ...	13th April, 1862 ...	Ditto, ditto ...	7s. 6d. ditto	7s. 6d. ditto
E. Eagland ...	1st April, 1862 ...	Ditto, ditto ...	7s. 6d. ditto	7s. 6d. ditto
J. Weaver ...	14th February, 1862... ..	Ditto, ditto ...	7s. 6d. ditto	7s. 6d. ditto
J. Beagley ...	7th July, 1862 ...	Ditto, ditto ...	6s. ditto	7s. 6d. ditto
T. J. Ottaway ...	1st June, 1861 ...	Ditto, ditto ...	8s. ditto	9s. ditto
R. Hillman ...	5th August, 1861 ...	Ditto, ditto ...	8s. ditto	8s. ditto
W. Kewley ...	17th October, 1862 ...	Ditto, ditto ...	7s. 6d. ditto	7s. 6d. ditto
J. Crump ...	15th October, 1862 ...	Ditto, ditto ...	6s. ditto	7s. 6d. ditto
J. Cavenagh... ..	8th October, 1862 ...	Ditto, ditto ...	6s. ditto	6s. ditto
G. Searol ...	1st November, 1862 ...	Ditto, ditto ...	7s. 6d. ditto	7s. 6d. ditto
C. Mullin ...	17th July, 1862 ...	Ditto, ditto ...	7s. 6d. ditto	7s. 6d. ditto
H. Juckes ...	18th October, 1862 ...	Ditto, ditto ...	7s. 6d. ditto	7s. 6d. ditto
W. Mackay ...	27th May, 1859 ...	Ditto, ditto ...	10s. ditto	9s. ditto
B. Fleming ...	13th February, 1862... ..	Ditto, ditto ...	7s. 6d. ditto	7s. 6d. ditto
J. Regan ...	February, 1860 ...	Ditto, ditto ...	8s. ditto	7s. 6d. ditto
A. Adams ...	24th January, 1862 ...	Ditto, ditto ...	6s. ditto	7s. 6d. ditto
John McLean ...	13th October, 1862 ...	Cooper (goods) ...	6s. ditto	9s. ditto
J. Scurry ...	July, 1859 ...	Porter (goods) ...	8s. ditto	9s. ditto
T. Ness ...	March, 1859 ...	Ditto, ditto ...	9s. ditto	9s. ditto
J. Barker ...	March, 1859 ...	Ditto, ditto ...	8s. ditto	9s. ditto
J. Greenwood ...	March, 1860 ...	Ditto, ditto ...	8s. ditto	9s. ditto
E. C. Leary ...	24th June, 1862 ...	Ditto, ditto ...	8s. ditto	9s. ditto
T. Clencie ...	October, 1861 ...	Ditto, ditto ...	8s. ditto	8s. ditto

APPENDIX Q—continued.

Name.	Date of Appointment.	Rank.	Salary at Time of Appointment.	Present Salary.
C. Hall	October, 1859	Porter (goods)	8s. per day	8s. per day
J. Leishman... ..	March, 1862	Ditto, ditto	7s. 6d. ditto	8s. ditto
J. Bracken	30th June, 1862	Ditto, ditto	6s. ditto	8s. ditto
W. Starkey	September, 1861	Ditto, ditto	8s. ditto	8s. ditto
P. Walsh	January, 1862	Ditto, ditto	7s. 6d. ditto	8s. ditto
R. Cullen	January, 1862	Ditto, ditto	7s. 6d. ditto	8s. ditto
F. Hyde	14th April, 1862	Ditto, ditto	7s. 6d. ditto	7s. 6d. ditto
M. Delahanty	October, 1861	Ditto, ditto	8s. ditto	7s. 6d. ditto
A. Morris	February, 1859	Ditto, ditto	8s. ditto	7s. 6d. ditto
J. Agnew	November, 1859	Ditto, ditto	8s. ditto	7s. 6d. ditto
A. Snares	15th July, 1859	Ditto, ditto	8s. ditto	7s. 6d. ditto
C. Shillow	15th July, 1860	Ditto, ditto	8s. ditto	7s. 6d. ditto
J. Ryan	February, 1859	Ditto, ditto	8s. ditto	7s. 6d. ditto
J. O'Flannagan	15th July, 1859	Ditto, ditto	8s. ditto	7s. 6d. ditto
W. Payton	14th November, 1861	Ditto, ditto	8s. ditto	7s. 6d. ditto
M. Costello	14th November, 1861	Ditto, ditto	8s. ditto	7s. 6d. ditto
C. Kelly	January, 1861	Ditto, ditto	8s. ditto	7s. 6d. ditto
J. Carson	13th October, 1861	Ditto, ditto	8s. ditto	7s. 6d. ditto
R. Myers	July, 1861	Ditto, ditto	8s. ditto	7s. 6d. ditto
T. Maguire	January, 1861	Ditto, ditto	8s. ditto	7s. 6d. ditto
J. Cameron	March, 1860	Ditto, ditto	8s. ditto	7s. 6d. ditto
J. Syder	August 1861	Ditto, ditto	7s. 6d. ditto	7s. 6d. ditto
H. Morris	January, 1861	Ditto, ditto	7s. 6d. ditto	7s. 6d. ditto
E. P. Bolton... ..	November, 1861	Ditto, ditto	7s. 6d. ditto	7s. 6d. ditto
W. Leslie	13th October, 1861	Ditto, ditto	7s. 6d. ditto	7s. 6d. ditto
J. Cousins	March, 1862	Ditto, ditto	7s. 6d. ditto	7s. 6d. ditto
M. Moriarty... ..	1st February, 1859	Ditto, ditto	8s. ditto	7s. 6d. ditto
J. O'Connor	October, 1861	Ditto, ditto	8s. ditto	7s. 6d. ditto
G. Ferguson... ..	16th September, 1860	Ditto, ditto	8s. ditto	7s. 6d. ditto
J. Cantlon	30th June, 1862	Ditto, ditto	6s. ditto	7s. 6d. ditto
J. White	July, 1862	Ditto, ditto	6s. ditto	7s. 6d. ditto
W. Hall	October, 1859	Ditto, ditto	8s. ditto	7s. 6d. ditto
J. Llewellyn... ..	1st September, 1862... ..	Ditto, ditto	6s. ditto	7s. 6d. ditto
M. Foley	8th September, 1862... ..	Ditto, ditto	6s. ditto	7s. 6d. ditto
T. Bowden	22nd September, 1862	Ditto, ditto	6s. ditto	7s. 6d. ditto
J. Piper	8th October, 1862	Ditto, ditto	6s. ditto	7s. 6d. ditto
W. Tierney	26th June, 1862	Ditto, ditto	6s. ditto	7s. 6d. ditto
J. S. Ryan	26th, June, 1862	Ditto, ditto	6s. ditto	7s. 6d. ditto
R. Wheeler	1st August, 1862	Ditto, ditto	6s. ditto	7s. 6d. ditto
J. T. Roach	1st August, 1862	Ditto, ditto	6s. ditto	7s. 6d. ditto
R. Doig	October, 1861	Ditto, ditto	6s. ditto	7s. 6d. ditto
M. Sweeney... ..	October, 1861	Ditto, ditto	6s. ditto	7s. 6d. ditto
S. Johns	10th June, 1862	Ditto, ditto	6s. ditto	7s. 6d. ditto
R. Hughes	1st January, 1862	Ditto, ditto	7s. 6d. ditto	7s. 6d. ditto
J. Myers	23rd March, 1863	Ditto, ditto	6s. ditto	7s. 6d. ditto
Denis O'Keeffe	1st August, 1862	Ditto, ditto	6s. ditto	7s. 6d. ditto
J. Noonan (sen.)	1st March, 1862	Ditto, ditto	7s. 6d. ditto	7s. 6d. ditto
D. Sheehan	1st March, 1862	Ditto, ditto	7s. 6d. ditto	7s. 6d. ditto
T. P. Chemis	1st March, 1862	Ditto, ditto	7s. 6d. ditto	7s. 6d. ditto
T. Molomly	25th April, 1862	Ditto, ditto	8s. ditto	7s. 6d. ditto
C. Lenny	1st March, 1862	Ditto, ditto	6s. ditto	7s. 6d. ditto
J. Higgins	1st March, 1862	Ditto, ditto	7s. 6d. ditto	9s. ditto
H. G. Butcher	1st March, 1862	Ditto, ditto	7s. 6d. ditto	9s. ditto
J. Noonan (jun.)	1st March, 1862	Ditto, ditto	7s. 6d. ditto	7s. 6d. ditto
J. Morrell	1st March, 1862	Ditto, ditto	7s. 6d. ditto	7s. 6d. ditto
R. Skinner	1st March, 1862	Ditto, ditto	7s. 6d. ditto	7s. 6d. ditto
S. Graham	1st March, 1862	Ditto, ditto	7s. 6d. ditto	7s. 6d. ditto
E. Higgins	1st March, 1862	Ditto, ditto	7s. 6d. ditto	7s. 6d. ditto
J. F. Keogh	1st September, 1860	Ditto, ditto	3s. 4d. ditto	7s. 6d. ditto
J. Dunn	July, 1862	Ditto, ditto	8s. ditto	9s. ditto
T. Crump	October, 1862	Ditto, ditto	6s. ditto	7s. 6d. ditto
G. Miller	1st March, 1852	Ditto, ditto	6s. ditto	7s. 6d. ditto
J. Hickey	1st March, 1862	Ditto, ditto	7s. 6d. ditto	7s. 6d. ditto
G. Patterson	1st January, 1861	Ditto, ditto	9s. ditto	9s. ditto
J. Molloy	19th May, 1862	Ditto (passenger)	7s. 6d. ditto	7s. 6d. ditto
G. Willmot	11th April, 1862	Ditto, ditto	7s. 6d. ditto	7s. 6d. ditto
J. Derham	17th October, 1862	Ditto, ditto	6s. ditto	7s. 6d. ditto
H. Adam	1st September, 1860	Ditto, ditto	7s. 6d. ditto	8s. ditto
T. Carrick	12th March, 1862	Ditto, ditto	7s. 6d. ditto	7s. 6d. ditto
W. Harry	1st August, 1862	Ditto, ditto	6s. ditto	7s. 6d. ditto
W. Hackett... ..	1st September, 1860	Ditto, ditto	7s. 6d. ditto	9s. ditto
J. Bond	1st September, 1860	Ditto, ditto	7s. 6d. ditto	8s. ditto
A. Higgins	1st September, 1860	Ditto, ditto	7s. 6d. ditto	8s. ditto
J. Chamberlain	22nd February, 1862	Ditto, ditto	7s. 6d. ditto	7s. 6d. ditto
E. Murphy	21st March, 1862	Ditto, ditto	7s. 6d. ditto	7s. 6d. ditto
A. Thompson	11th March, 1862	Ditto, ditto	7s. 6d. ditto	7s. 6d. ditto
J. Doyle	1st March, 1862	Ditto, ditto	7s. 6d. ditto	7s. 6d. ditto
D. Devoy	24th September, 1862	Ditto, ditto	6s. ditto	7s. 6d. ditto
J. Craig	15th April, 1863	Ditto, ditto	6s. ditto	7s. 6d. ditto
J. Kilmartin	6th January, 1859	Ditto, ditto	10s. ditto	8s. ditto
B. McAravey	17th January, 1859	Ditto, ditto	£120	8s. ditto
M. O'Gara	19th February, 1861	Ditto, ditto	8s. per day	8s. ditto
F. Dooham	March, 1859	Ditto, ditto	8s. ditto	7s. 6d. ditto

APPENDIX Q—continued.

Name.	Date of Appointment.	Rank.	Salary at Time of Appointment.	Present Salary.
D. J. McCalman ...	December, 1858 ...	Porter (Passenger) ...	10s. per day	9s. per day
J. Carson ...	21st March, 1862 ...	Ditto, ditto ...	7s. 6d. ditto	7s. 6d. ditto
J. Breese ...	9th August, 1861 ...	Ditto, ditto ...	8s. ditto	8s. ditto
J. Cathie ...	August, 1861 ...	Ditto, ditto ...	8s. ditto	8s. ditto
T. Brain ...	11th January, 1859 ...	Ditto, ditto ...	12s. ditto	8s. ditto
J. Carroll ...	7th April, 1862 ...	Ditto, ditto ...	7s. 6d. ditto	7s. 6d. ditto
J. Hyens ...	December, 1862 ...	Ditto, ditto ...	7s. 6d. ditto	7s. 6d. ditto
C. Trinder ...	1st September, 1860 ...	Ditto (goods) ...	8s. ditto	9s. ditto
E. Hands ...	1st September, 1860 ...	Ditto, ditto ...	7s. 6d. ditto	8s. ditto
C. Jones ...	March, 1862 ...	Ditto, ditto ...	7s. 6d. ditto	7s. 6d. ditto
H. Newson ...	March, 1862 ...	Ditto, ditto ...	7s. 6d. ditto	7s. 6d. ditto
J. Haffley ...	March, 1862 ...	Ditto, ditto ...	7s. 6d. ditto	7s. 6d. ditto
W. Oliver ...	August, 1862 ...	Ditto, ditto ...	6s. ditto	6s. ditto
J. Davis ...	16th February, 1859 ...	Ditto, ditto ...	8s. ditto	9s. ditto
M. Reardon ...	1st March, 1862 ...	Ditto, ditto ...	7s. 6d. ditto	8s. ditto
W. Gaynor ...	April, 1862... ...	Ditto, ditto ...	7s. 6d. ditto	8s. ditto
J. Doyle ...	1st March, 1862 ...	Ditto, ditto ...	7s. 6d. ditto	7s. 6d. ditto
C. Ross ...	13th October, 1861 ...	Ditto, ditto ...	7s. 6d. ditto	7s. 6d. ditto
R. Squires ...	1st October, 1857 ...	Ditto (passenger) ...	£150	7s. 6d. ditto
M. Taylor ...	24th January, 1859 ...	Ditto, ditto ...	10s. per day	7s. 6d. ditto
R. Walker ...	15th April, 1862 ...	Ditto, ditto ...	7s. 6d. ditto	7s. 6d. ditto
C. Sussens ...	10th April, 1859 ...	Ditto (goods) ...	10s. ditto	8s. ditto
R. Halyburton ...	4th November, 1861 ...	Ditto, ditto ...	7s. 6d. ditto	8s. ditto
P. Donnegan ...	1st March, 1862 ...	Ditto, ditto ...	7s. 6d. ditto	7s. 6d. ditto
N. Madden ...	1st January, 1859 ...	Ditto, ditto ...	8s. ditto	7s. 6d. ditto
J. Morze ...	1st March, 1862 ...	Ditto, ditto ...	7s. 6d. ditto	7s. 6d. ditto
H. Lincoln ...	1st March, 1862 ...	Ditto, ditto ...	7s. 6d. ditto	7s. 6d. ditto
J. Byrne ...	1st March, 1862 ...	Ditto, ditto ...	7s. 6d. ditto	7s. 6d. ditto
R. Bowen ...	1st March, 1862 ...	Ditto, ditto ...	7s. 6d. ditto	7s. 6d. ditto
G. Lough ...	1st March, 1862 ...	Ditto, ditto ...	7s. 6d. ditto	7s. 6d. ditto
J. Anderson... ..	1st March, 1862 ...	Ditto, ditto ...	7s. 6d. ditto	7s. 6d. ditto
B. Nind ...	1st March, 1862 ...	Ditto, ditto ...	7s. 6d. ditto	7s. 6d. ditto
P. Ryan ...	1st March, 1862 ...	Ditto, ditto ...	7s. 6d. ditto	7s. 6d. ditto
W. Killingsworth ...	September, 1857 ...	Ditto (passenger) ...	10s. ditto	8s. ditto
R. Patterson ...	1st January, 1861 ...	Sailmaker ...	12s. ditto	11s. ditto
W. Heron ...	28th January, 1862 ...	Porter (stores) ...	8s. ditto	8s. ditto
F. Grohn ...	19th October, 1860 ...	Pointsman ...	9s. ditto	9s. ditto
W. Stevens ...	12th January, 1859 ...	Ditto ...	10s. ditto	8s. ditto
W. Armstrong ...	20th October, 1860 ...	Ditto ...	8s. ditto	8s. ditto
J. Cox ...	20th October, 1860 ...	Ditto ...	9s. ditto	8s. ditto
A. Duffy ...	10th August, 1861 ...	Ditto ...	8s. ditto	8s. ditto
A. Mitchell ...	May, 1859 ...	Ditto ...	8s. ditto	8s. ditto
P. G. Dewsnap ...	7th March, 1860 ...	Ditto ...	8s. ditto	9s. ditto
H. Rockett ...	28th August, 1861 ...	Ditto ...	5s. ditto	8s. ditto
P. Carpenter ...	12th January, 1859 ...	Ditto ...	10s. ditto	9s. ditto
S. Fowler ...	11th July, 1862 ...	Ditto ...	8s. ditto	8s. ditto
P. Fisher ...	18th August, 1861 ...	Ditto ...	8s. ditto	8s. ditto
S. Flower ...	1st March, 1863 ...	Ditto ...	7s. 6d. ditto	7s. 6d. ditto
T. Williams ...	21st May, 1863 ...	Ditto ...	9s. ditto	9s. ditto
J. Saxon ...	3rd October, 1857 ...	Ditto ...	10s. ditto	9s. ditto
D. McColl ...	11th June, 1861 ...	Ditto ...	5s. 6d. ditto	8s. ditto
F. Moore ...	13th January, 1859 ...	Ditto ...	7s. 6d. ditto	8s. ditto
R. Roberts ...	25th September, 1862 ...	Ditto ...	7s. 6d. ditto	7s. 6d. ditto
P. Martin ...	7th September, 1861 ...	Ditto ...	5s. 6d. ditto	8s. ditto
A. M. Holway ...	1st February, 1859 ...	Ditto ...	£120	8s. ditto
W. Gulick ...	1st September, 1860... ..	Ditto ...	5s. 6d. per day	8s. ditto
T. Cahill ...	1st September, 1860... ..	Ditto ...	7s. 6d. ditto	8s. ditto
W. W. Cartwright ...	27th August, 1861 ...	Ditto ...	5s. ditto	7s. 6d. ditto
T. Gullick ...	4th September, 1862 ...	Ditto ...	7s. 6d. ditto	7s. 6d. ditto
W. Hollingsworth ...	April, 1862 ...	Ditto ...	8s. ditto	8s. ditto
D. Dudley ...	July, 1862 ...	Ditto ...	8s. ditto	8s. ditto
T. Ryan ...	21st September, 1857 ...	Ditto ...	10s. ditto	8s. ditto
R. Hogan ...	21st September, 1857 ...	Ditto ...	10s. ditto	8s. ditto
S. Cobban ...	12th March, 1861 ...	Ditto ...	8s. ditto	8s. ditto
A. Boddington ...	12th September, 1860 ...	Ditto ...	8s. ditto	8s. ditto
J. O'Connor... ..	11th July, 1861 ...	Watchman ...	8s. ditto	8s. ditto
P. O'Keefe ...	19th February, 1863 ...	Ditto ...	8s. ditto	8s. ditto
C. Deane ...	April, 1862... ..	Ditto ...	8s. ditto	8s. ditto
C. King ...	1st March, 1862 ...	Ditto ...	8s. ditto	8s. ditto
E. Nolan ...	11th December, 1862 ...	Gatekeeper (goods) ...	6s. ditto	8s. ditto
P. Cullinan ...	8th September, 1862... ..	Ditto, ditto ...	6s. ditto	8s. ditto
Walter Cook ...	1st May, 1863 ...	Gatekeeper ...	5s. 6d. ditto	5s. 6d. ditto
A. P. Jones ...	24th January, 1859 ...	Ditto ...	£150	5s. 6d. ditto
John Shannon ...	14th April, 1862 ...	Ditto ...	6s. per day	7s. 6d. ditto
William Dunn ...	24th January, 1859 ...	Ditto ...	£120	5s. ditto
William Brown ...	1st November, 1859 ...	Ditto ...	£120	5s. 6d. ditto
Richard Donnelly ...	1st October, 1859 ...	Ditto ...	10s. per day	5s. ditto
P. Elannagan ...	23rd December, 1859 ...	Ditto ...	5s. 6d. ditto	5s. 6d. ditto
J. J. Jesson ...	14th March, 1862 ...	Ditto ...	5s. ditto	5s. ditto
Wm. Ramsay ...	7th April, 1862 ...	Ditto ...	5s. ditto	5s. ditto
H. Conroy ...	5th September, 1859... ..	Ditto ...	£150	5s. ditto
T. Brewer ...	1st June, 1860 ...	Ditto ...	5s. per day	5s. ditto
P. O'Connor... ..	5th November, 1859... ..	Ditto ...	5s. 6d. ditto	7s. 6d. ditto

APPENDIX Q—continued.

Name.	Date of Appointment.	Rank.	Salary at Time of Appointment.	Present Salary.
C. Radcliffe ...	1st June, 1860 ...	Gatekeeper ...	£120	5s. per day
J. Hamilton...	6th January, 1862 ...	Ditto ...	5s. 6d. per day	5s. 6d. ditto
C. Ekherd ...	7th May, 1861 ...	Ditto ...	5s. ditto	5s. ditto
F. Thompson ...	15th November, 1859	Ditto ...	£120	5s. 6d. ditto
R. Chapman ...	24th April, 1862 ...	Ditto ...	5s. per day	5s. 6d. ditto
J. Jennett ...	24th April, 1862 ...	Ditto ...	5s. ditto	5s. ditto
P. McDonnough	7th April, 1862 ...	Ditto ...	5s. ditto	5s. ditto
J. Rourke ...	24th April, 1862 ...	Ditto ...	5s. ditto	5s. 6d. ditto
J. Hewson ...	18th October, 1862 ...	Ditto ...	5s. ditto	5s. ditto
W. Paine ...	18th October, 1862 ...	Ditto ...	5s. ditto	5s. ditto
G. Rowston ...	21st October, 1862 ...	Ditto ...	5s. ditto	5s. ditto
J. Birch ...	21st October, 1862 ...	Ditto ...	5s. ditto	5s. ditto
J. Barnes ...	4th November, 1862...	Ditto ...	5s. ditto	5s. ditto
J. Pickering...	21st October, 1862 ...	Ditto ...	5s. ditto	5s. ditto
Kennedy, Mrs.	13th June, 1863 ...	Ditto (temporary)	5s. ditto	5s. ditto
J. Collings ...	21st October, 1862 ...	Ditto ...	5s. ditto	5s. ditto
J. Walker ...	1st November, 1862 ...	Ditto ...	5s. ditto	5s. ditto
A. Clarke ...	21st October, 1862 ...	Ditto ...	5s. ditto	5s. ditto
P. O'Brien ...	21st October, 1862 ...	Ditto ...	5s. ditto	5s. ditto
J. O'Neill ...	9th January, 1863 ...	Ditto ...	5s. ditto	5s. ditto
W. Morrissey	26th December, 1862	Ditto ...	5s. ditto	5s. ditto
Rose Adams ...	1st September, 1860...	Ditto ...	2s. ditto	5s. ditto
Eliz. Maddocks	1st September, 1860...	Ditto ...	2s. ditto	5s. ditto
J. Weate ...	1st October, 1861 ...	Ditto ...	5s. ditto	5s. ditto
Anne Ashton ...	1st September, 1860...	Ditto ...	2s. ditto	5s. ditto
Eliz. Blackler	1st September, 1860...	Ditto ...	2s. ditto	5s. ditto
Eliz. Hopper ...	1st September, 1860...	Ditto ...	2s. ditto	5s. ditto
Anne Treves ...	1st September, 1860...	Ditto ...	2s. ditto	5s. ditto
A. Campbell ...	24th December, 1862	Ditto ...	5s. ditto	5s. ditto
C. Cairns ...	1st September, 1860...	Ditto ...	3s. 4d. ditto	5s. ditto
G. Dickson ...	1st September, 1860...	Ditto ...	3s. 4d. ditto	5s. ditto
R. Andrews ...	1st September, 1860...	Ditto ...	3s. 4d. ditto	5s. ditto
J. Anderson...	1st September, 1860...	Ditto ...	3s. 4d. ditto	5s. ditto
G. Haines ...	14th February, 1862...	Ditto ...	5s. ditto	5s. ditto
N. McLean ...	1st September, 1860...	Ditto ...	3s. 4d. ditto	5s. ditto
P. Stewart ...	1st September, 1860...	Ditto ...	3s. 4d. ditto	5s. ditto
E. W. Proctor	November, 1862 ...	Ditto ...	5s. ditto	5s. ditto
M. Leehane ...	1st September, 1860...	Ditto ...	3s. 4d. ditto	5s. ditto
T. Russell ...	1st September, 1860...	Ditto ...	3s. 4d. ditto	5s. ditto
W. Mouldsdale	1st September, 1860...	Ditto ...	3s. 4d. ditto	5s. ditto
H. Adam ...	1st September, 1860...	Ditto ...	3s. 4d. ditto	5s. ditto
J. Fletcher ...	7th April, 1862 ...	Ditto ...	5s. ditto	5s. ditto
J. McLean ...	1st September, 1860...	Ditto ...	3s. 4d. ditto	5s. ditto
G. Brooks ...	1st September, 1860...	Ditto ...	3s. 4d. ditto	6s. 6d. ditto
M. Walsh ...	5th April, 1862 ...	Ditto ...	5s. ditto	5s. ditto
Wm. Lynch...	19th March, 1863 ...	Ditto ...	5s. ditto	5s. ditto
T. Fogarty ...	11th April, 1862 ...	Ditto ...	5s. ditto	5s. ditto
J. Flett ...	11th April, 1862 ...	Ditto ...	5s. ditto	5s. ditto
W. Tanner ...	11th April, 1862 ...	Ditto ...	5s. ditto	5s. ditto
J. Perry ...	21st November, 1862	Ditto ...	5s. ditto	5s. ditto
J. Mulqueeny	11th April, 1862 ...	Ditto ...	5s. ditto	5s. ditto
T. O'Brien ...	11th April, 1862 ...	Ditto ...	5s. ditto	5s. ditto
S. McDougall	1st September, 1862...	Ditto ...	5s. 6d. ditto	5s. 6d. ditto
S. Bird ...	11th April, 1862 ...	Ditto ...	5s. ditto	5s. 6d. ditto
Mary Mullin	2nd November, 1861...	Ditto ...	5s. 6d. ditto	5s. 6d. ditto
J. McColl ...	20th September, 1862	Ditto ...	5s. 6d. ditto	5s. 6d. ditto
W. Baird ...	4th May, 1861 ...	Ditto ...	5s. ditto	5s. 6d. ditto

E. & O. E.

Traffic Superintendent's Office,
Melbourne, 2nd July, 1863.JOHN JEREMY,
Acting Traffic Superintendent.

APPENDIX R.

RETURN, showing the Number of Passengers booked at Melbourne and Geelong, Monthly, from October, 1860, to May, 1863; also, showing the Number of Staff, Amount paid for Salaries and Wages, and the Average Cost per Passenger; exclusive of Passengers booked on to the Essendon Company's Line.

PASSENGERS.

DATE.	Number of Passengers.		Total Salaries and Wages.		Number of Station Masters and Clerks.		Number of Porters, Pointsmen, &c.		Amount paid for Extra Labor.		Average Cost per Passenger.					
	Melbourne.	Geelong.	Melbourne.	Geelong.	Melbourne.	Geelong.	Melbourne.	Geelong.	Melbourne.	Geelong.	Melbourne.	Geelong.				
			£	s.	d.	£	s.	d.			£	s.	d.			
1860.																
October	28,830	7,955½	289	0	8	110	5	6	3	2	16	7	...	...	2½	3¼
November	26,132	6,828½	296	3	8	126	15	0	4	2	17	7	...	...	2¾	4½
December	26,547	8,053½	318	2	8	129	2	0	4	2	17	7	...	...	2¾	*3¾
1861.																
January	22,750½	8,126½	291	1	2	140	17	6	4	2	15	8	...	...	3	4
February	17,628	4,361½	269	4	4	97	12	6	5	2	17	7	...	...	3¾	*5½
March	24,650	8,806½	276	11	9	128	17	6	5	2	16	7	...	...	2¾	3½
April	37,485	13,863½	317	17	2	137	17	0	5	2	16	7	67	5	6	†2½
May	21,867	7,765½	283	9	8	128	17	6	5	2	16	7	...	...	3	4
June	19,496	6,374	292	11	4	125	12	6	5	2	16	7	...	...	3¾	4¾
July	18,869	6,708	296	6	4	128	1	6	5	2	17	7	...	...	3¾	4½
August	18,921½	6,722	319	10	4	128	9	6	5	2	17	7	...	...	4	4½
September	18,899	10,148½	307	13	4	125	4	6	5	2	18	7	...	...	4	3
October	20,396½	7,451½	340	19	4	128	9	6	5	2	21	7	...	...	4	4
November	19,047½	7,923	350	9	4	125	4	6	5	2	25	7	...	...	4½	3¾
December	25,843	11,222½	367	17	2	128	17	6	5	2	26	7	...	...	3½	2¾
1862.																
January	23,482½	8,786½	391	5	6	121	0	2	6	2	25	7	...	...	4	3¼
February	19,539½	6,703	388	10	10	111	0	4	9	2	29	8	...	...	4¾	4
March	20,814	7,846	474	10	2	156	8	2	9	2	33	10	...	...	5½	4¾
April	29,016	8,794½	492	8	10	145	7	8	6	2	30	11	...	...	4	†4
May	18,157	4,437	511	9	0	122	7	8	8	2	36	8	...	...	6¾	6½
June	16,955	3,798	507	10	0	164	11	8	7	2	35	10	...	...	7	10½
July	16,978	4,331½	526	0	6	161	9	4	9	2	35	9	...	...	7½	9
August	15,570½	4,066	494	7	9	155	17	10	9	2	33	9	...	...	7½	9
September	16,643	4,774	466	8	0	156	10	10	12	2	28	9	...	...	6¾	7¾
October	19,835	5,128	472	8	1	162	19	10	11	2	29	9	...	...	5¾	7½
November	28,029½	4,729½	454	17	5	149	0	10	9	2	30	8	...	...	†4	7½
December	24,689½	6,961	455	6	0	151	12	1	10	2	29	8	...	...	4½	5¼
1863.																
January	21,238	5,378½	514	2	8	168	12	6	10	3	31	10	...	...	5¾	7½
February	19,431	4,823½	464	1	8	158	10	0	10	3	28	10	...	...	5¾	7¾
March	18,231½	4,625½	456	13	2	177	18	6	9	3	26	10	...	...	6	9¼
April	23,025	6,112	446	5	0	166	5	0	7	3	27	10	...	...	4¾	6½
May	17,306	4,830	492	15	7	165	9	6	10	3	29	10	...	...	6¾	8½

* Geelong traffic stopped about ten days at each period. Part of road and bridges washed away. † Worribee Camp. ‡ Footscray Boat Races.

APPENDIX R—continued.

RETURN, showing the Tonnage of Goods forwarded from and received at Melbourne and Geelong, Monthly, from October, 1860, to May, 1863; also, showing the Number of Staff, Amount paid for Salaries and Wages, and the Average Cost per Ton on Goods.

DATE.		GOODS.																											
		Tonnage of Goods.						Total Salaries and Wages.				Number of Station Masters and Clerks.		Number of Porters, Pointsmen, &c.		Amount paid for Extra Labor.				Average Cost per Ton.									
		Melbourne.			Geelong.			Melbourne.		Geelong.		Melbourne.	Geelong.	Melbourne.	Geelong.	Melbourne.		Geelong.		Melbourne.	Geelong.								
Tons	cwt.	qrs.	lbs.	Tons	cwt.	qrs.	lbs.	£	s.	d.	£	s.	d.			£	s.	d.	£	s.	d.	s.	d.						
1860.																													
October	...	8,600	13	1	5	3,865	19	0	8	736	0	11	84	17	0	12	2	8	3	443	5	9	11	13	6	1	8½	0	5¼
November	...	8,493	8	2	7	5,386	17	1	11	802	14	2	83	11	0	12	2	7	3	502	14	6	17	3	0	1	10¾	0	3¾
December	...	5,091	11	1	5	1,131	10	1	21	683	9	8	73	11	0	12	2	8	3	378	7	0	7	3	0	2	8¼	*1	3½
1861.																													
January	...	8,480	1	3	0	3,868	14	2	8	693	12	2	77	5	2	15	2	16	3	288	3	6	12	19	0	1	7¾	0	4¾
February	...	6,717	5	1	15	2,680	9	3	23	694	11	11	97	12	10	14	2	16	3	320	5	3	14	5	0	2	1	*0	8½
March	...	5,775	19	2	27	3,699	4	1	2	738	14	5	78	11	2	14	2	16	3	345	11	9	15	1	0	2	6½	0	5¼
April	...	9,892	0	2	13	4,250	8	0	27	943	14	5	100	5	2	14	2	16	3	546	7	9	36	7	0	1	10¾	0	5½
May	...	10,184	15	0	27	5,047	5	1	16	806	2	5	95	15	8	14	2	16	3	400	11	9	34	13	6	1	7	0	4½
June	...	5,788	3	1	3	3,446	15	3	16	702	6	8	81	3	8	14	2	16	3	314	10	0	18	9	6	2	5	0	5½
July	...	7,979	3	2	24	3,560	18	2	21	761	0	5	78	17	8	12	2	17	3	385	15	9	14	11	6	1	10¾	0	5¼
August	...	8,947	4	1	25	3,590	5	0	11	872	9	8	87	0	2	14	2	17	3	458	13	0	22	14	0	1	11½	0	5¾
September	...	7,573	2	0	27	3,340	8	2	23	750	9	2	94	1	2	14	2	16	3	368	0	6	31	7	0	1	11¾	0	6¾
October	...	14,016	7	1	11	4,345	11	2	9	1,186	2	2	91	12	8	14	2	16	3	757	14	0	27	6	6	1	8¼	0	5
November	...	16,298	19	0	20	5,447	19	1	14	1,331	18	8	98	14	8	25	2	34	3	645	12	0	35	4	6	1	7½	0	4¼
December	...	14,375	15	2	16	4,642	19	2	17	1,307	11	8	94	10	8	29	2	49	3	421	9	0	31	0	6	1	9¾	0	4¾
1862.																													
January	...	14,125	6	1	19	4,943	14	2	4	1,417	13	0	104	7	2	32	2	45	3	511	0	0	41	8	0	2	0	0	5
February	...	13,671	16	3	6	3,247	0	2	2	1,359	9	0	108	7	2	40	2	44	3	486	16	0	46	8	0	1	11¾	0	8
March	...	12,183	3	3	16	3,357	3	3	2	1,145	5	9	117	15	4	41	3	55	5	161	11	0	36	6	0	1	10½	0	8½
April	...	11,409	3	3	8	2,939	18	3	9	1,127	6	2	93	4	0	41	1	52	7	177	3	0	4	10	0	1	11½	0	7½
May	...	9,584	6	1	0	3,043	10	3	22	1,024	7	1	99	16	6	39	1	50	7	59	14	0	8	17	0	2	1½	0	8
June	...	14,412	15	0	16	2,673	12	1	7	1,094	2	10	83	15	0	37	1	50	6	125	6	6	7	10	0	1	6	0	7½
July	...	15,441	19	3	17	3,040	3	3	7	1,316	6	1	112	12	3	40	4	55	7	194	18	6	11	9	6	1	8½	0	8¾
August	...	15,793	0	0	1	3,193	2	0	8	1,282	14	4	134	9	0	42	6	59	7	209	8	0	22	19	0	1	7½	0	10
September	...	11,506	2	2	4	4,384	18	2	24	1,294	3	10	189	10	8	45	7	52	7	255	18	0	53	17	0	2	2¾	0	10½
October	...	18,374	7	3	3	4,969	6	2	25	1,323	15	9	199	5	2	45	8	51	6	297	6	0	54	18	0	1	5½	0	9¾
November	...	17,958	10	3	7	3,401	3	3	18	1,394	10	2	176	8	11	44	8	49	6	414	1	8	43	1	0	1	6¾	1	0½
December	...	14,922	12	2	12	3,102	19	2	9	1,581	17	6	176	19	8	45	8	49	6	539	8	0	32	12	6	2	1½	1	1½
1863.																													
January	...	13,273	6	1	27	2,048	17	3	25	1,546	12	6	165	14	6	44	7	46	6	432	18	0	16	19	0	2	3¾	1	7½
February	...	17,014	1	3	26	2,767	13	0	8	1,385	10	5	170	10	11	43	7	46	6	373	13	0	26	0	6	1	7½	1	2¾
March	...	14,212	6	2	15	2,909	7	2	2	1,515	14	5	159	5	0	43	6	47	7	487	2	6	19	13	0	2	1½	1	1
April	...	18,306	5	2	14	3,213	10	1	0	1,582	9	5	171	0	4	46	6	53	6	442	13	0	20	5	0	1	8¼	1	0¾
May	...	14,942	7	0	9	2,751	4	0	17	1,655	16	6	164	13	8	46	6	57	7	480	6	0	15	15	0	2	2½	1	2½

* Geelong traffic stopped about ten days at each period. Part of road and bridges washed away.

APPENDIX S.

RETURN of Goods Traffic at the following Stations during the Months of October, 1860, and May, 1863.

STATIONS.	OCTOBER, 1860.			MAY, 1863.		
	Total Outwards and Inwards Tonnage.	Total Goods Wages.	Average Cost of loading and unloading per Ton.	Total Outwards and Inwards Tonnage.	Total Goods Wages.	Average Cost of loading and unloading per Ton.
	Tons cwt. qr. lbs.	£	s. d.	Tons cwt. qr. lbs.	£	s. d.
Melbourne	8,600 13 1 5	736	1 8½	14,942 7 0 9	1,656	2 2½
Geelong	3,865 19 0 8	85	0 5¼	2,751 4 0 17	165	1 2¼
Ballaarat East ... ..	...	...	Not open	1,104 13 1 3	71	1 3¼
" West ... ..	...	...	...	2,428 8 0 24	268	2 2½
Castlemaine ... ..	...	...	...	1,748 5 3 15	190	2 2
Sandhurst ... ..	...	...	...	2,312 12 2 15	210	1 9¾
Pier	7,121 3 2 4	415	0 0½	6,630 19 2 10	415	1 3

ANTHONY MATHISON.

RETURN of Passenger Traffic at the following Stations, during the Months of October, 1860, and May, 1863.

STATIONS.	OCTOBER, 1860.			MAY, 1863.		
	Number of Passengers.	Passenger Wages.	Cost per Passenger.	Number of Passengers.	Passenger Wages.	Cost per Passenger.
		£ s. d.	d.		£ s. d.	s. d.
Melbourne*	28,830	289 0 8	2¼	20,614	492 15 7	0 5¾
Geelong	7,955½	110 5 6	3¼	4,830	165 9 6	0 8¼
Ballaarat East ... ..	...	...	Not open	677	54 13 10	1 7¼
" West ... ..	...	...	...	2,631½	106 3 8	0 9½
Castlemaine ... ..	...	...	...	3,328½	83 18 0	0 6
Sandhurst ... ..	...	...	...	2,222½	88 16 0	0 9½
Williamstown	10,342	101 18 4	2¼	8,681½	89 10 4	0 2½

* Essendon Line not open in October, 1860.

ANTHONY MATHISON.

AVERAGE SALARIES paid Station Masters and Clerks in May, 1861, and May, 1863.

STATION MASTERS.

17 Station Masters paid in May, 1861, at an average Salary of ...	...	£123
44 Ditto ditto May, 1863 ditto	...	£236

CLERKS.

32 Clerks paid in May, 1861, at an average Salary of ...	...	£156 10s.
111 Ditto ditto 1863 ditto	...	£154 10s.

ANTHONY MATHISON.

RETURN, showing the Tonnages and Rates from and to the following Stations for the Month of May, 1863.

	Tonnage.	Rates.			
		1st Class.	2nd Class.	3rd Class.	4th Class.
		Tons cwt. qrs. lbs.	s. d.	s. d.	s. d.
Melbourne to Ballaarat and Ballaarat East ...	1697 7 2 24	35 0	42 1	56 3	72 6
Geelong to Ballaarat and Ballaarat East ...	1433 6 3 13	23 4	27 6	32 6	41 8
Melbourne to Geelong	277 5 1 10	10 5	12 6	15 0	19 2

ANTHONY MATHISON.

RETURN of Quantity of Goods sent direct from Williamstown to all Stations in the interior for the Month of May, 1863.

339 tons, 7 cwt., 6 lbs.

ANTHONY MATHISON.

APPENDIX T.

A COMPARATIVE STATEMENT, showing the Cost of handling a Ton of Goods at the Goods Station, Melbourne, under different Systems.

GEE LONG LINE GOODS SHED.				MELBOURNE MAIN LINE GOODS SHED.			
Months.		Tons.	Cost.	Months.		Tons.	Cost.
1861.			s. d.	1862.			s. d.
September	...	2326	0 11½	November	...	4140	1 7¼
October	...	3464	0 7¾	December	...	4446	1 6¼
November	...	3305	0 8	1863.			
December	...	2821	0 9½	January	...	3584	1 10½
1862.				February	...	3385	2 0
January	...	3169	0 8½	March	...	4399	1 6½
February	...	2839	0 9½	April	...	4073	1 8
March	...	3163	0 8½	May	...	3753	1 9¾
April	...	3570	0 7½	June	...	3812	1 9½
May	...	3038	0 8¾	July	...	3355	2 0¼
June	...	2246	1 0				
The Staff as follows.—				The Staff as follows:—			
1 clerk	...	salary	£ s. d.	1 clerk	...	salary	£ s. d.
1 "	...	"	250 0 0	6 clerks	...	"	150 0 0
1 foreman	...	per day	0 8 0	1 clerk	...	"	100 0 0
1 porter (acting clerk)	...	"	0 8 0	1 foreman	...	per day	0 9 0
1 "	...	"	0 7 6	1 porter (acting clerk)	...	"	0 9 0
5 porters (labor)	...	"	0 7 6	3 porters (weighing)	...	"	0 8 0
10 of a staff.				2 "	...	"	0 7 6
The above includes all goods passed over the Geelong line, with delivery at Melbourne; also the receipt of cash for such at Melbourne. All timber forty feet to a ton.				34 of a staff.			
				Outwards only. All timber fifty feet to a ton.			

WILLIAM FYFE.

APPENDIX U 1.

MEMO. FOR THE SECRETARY.

Railway Department, Secretary's Office, William street
Melbourne, 11th August, 1863.

Average number of letters registered as received monthly—436.

More than half of that number have to be referred by *minute* to other branches of the department, or other departments of the public service, for information or instruction.

There are also at least three times as many memoranda written and received, of which no record is kept.

The average number of letters written monthly is 317.

Numerous reports and returns have to be prepared and copied. Advertisements and requisitions to be drawn up and dispatched, and papers for submission to the Governor and the Executive Council.

Considerable clerical labor is also involved in receiving and dealing with the numerous claims for compensation from land-owners and occupiers of land, miners, and other occupants of Crown land, required for railway purposes.

Since the letting of the contract for the Echuca line, nearly one hundred claims for compensation have been received, requiring much investigation and correspondence.

BOOKS USED IN CHIEF CLERK'S OFFICE.

Minute Book of the Board.
Land Claim Register, Murray line.
Land Claim Register, Ballarat line.
Land Claim Register, Miners and Occupiers of Crown Land.
General Letter Book.
Land Claim Letter Book.
Instruction Book.

Letter Register.
Register of Papers for the Executive.
Requisition Book.
Advertisement Book.
Free Pass Book.
Telegraph Message Book.
Despatch Book.

W. H. WRIGHT.

APPENDIX U 2.

Highest and lowest cheque received from Treasury, either as an advance or in reimbursement of accounts rendered	£1,400	&	£1
Highest aggregate of cheques received in one day from the Treasury, either as advances or in reimbursement of accounts rendered	£	s.	d.
Highest cheque paid to Treasury, either as revenue or in adjustment of advances	23,765	4	1
Highest aggregate of cheques paid on one day to Treasury, either as revenue or in adjustment of advances	10,417	7	7
Average monthly cash payments made direct by the Secretary, on railway account, including lodgment in Treasury of railway income	28,785	13	7
Average total of accounts passed weekly to Treasury for payment	66,022	0	0
Average total of accounts passed monthly to Treasury for payment	28,834	0	0
	124,947	0	0

APPENDIX U 3.

Name.	Date and Amount of each Increase of Salary.	
J. Carruthers	£500. Increase—1 Jan., 1862, £125; 1 Jan., 1863, £125	£750
J. Jeremy	200. Increase—1 April, 1859, £50; 25 May, 1859, £50. Decrease—1 Jan., 1860, £50; 1 Mar., 1861, £50. Increase—1 July, 1861, £50; 17 Jan., 1862, £100; 1 Jan., 1863, £50; 1 Mar., 1863, £150	550
J. S. Yeats	450.	450
W. M. Strachan	10s. per day. Increase—1 Mar., 1862, £43 10s.; 1 Jan., 1863, £100	300
A. Wilkie	£150.	150
R. Lockhead	80. Increase—1 June, 1862, £20; 1 Jan., 1863, £50	150
D. Miller	120. Increase—1 Jan., 1863, £30	150
W. Morris	60. Increase—1 June, 1862, £15; 1 Jan., 1863, £25	100
H. M. Barter	156. Decrease—1 Jan., 1861, £6. Increase—1 Jan., 1862, £50; 1 Jan., 1863, £50; 1 Mar., 1863, £150	400
J. C. Stead	150. Increase—22 May, 1861, £33; 1 Jan., 1862, £67; 9 July, 1862, £100; 1 Jan., 1863, £50	400
J. Harvey	400. Decrease—1 Jan., 1862, £50	350
H. Moore	250. Increase—1 April, 1859, £100. Decrease—1 Jan., 1860, £50	300
J. Anderson	150. Increase—1 Jan., 1861, £25; 1 July, 1862, £25; 1 Jan., 1863, £50; 1 April, 1863, £50	300
W. Cameron	120. Increase—1 June, 1862, £30; 10 Oct., 1862, £100; 1 April, 1863, £50	300
J. Baker	250.	250
C. Beckett	250. Decrease—1 Jan., 1860, £50. Increase—1 April, 1862, £75. Decrease—1 July, 1862, £25	250
J. Jones	12s. per day. Decrease—1 Jan., 1861, 1s. per day; 1 April, 1863, 15s.	200
J. Peerman	£120. Increase—18 Oct., 1862, £30; 1 Jan., 1863, £50	200
D. Mackintosh	150. Decrease—5 April, 1862, £30. Increase—1 June, 1862, £30; 1 Jan., 1863, £50	200
W. Ramsay	120. Increase—1 June, 1862, £30; 1 Mar., 1863, £50	200
J. B. Pain	120. Increase—1 June, 1859, £52 3s. Decrease—£15 13s. Increase—1 Jan., 1861, £18 10s.; 1 Jan., 1863, £25	200
S. Alford	200. Decrease—1 Jan., 1860, £50. Increase—1 Jan., 1861, £6 10s. Decrease—1 July, 1861, £56 10s. Increase—1 Jan., 1862, £50; 1 Jan., 1862, £50; 1 Jan., 1863, £50	200
F. Durell	200.	200
R. Stewart	10s. per day. Decrease—1 Jan., 1860, 1s. per day; 1 Jan., 1861, 1s. per day. Increase—14 Mar., 1863, £54	200
T. C. Balmain	£150. Increase—1 Jan., 1863, £50	200
F. C. Ladbury	120. Increase—18 Oct., 1862, £30; 1 Jan., 1863, £50	200
J. H. Abbott	120. Increase—18 Oct., 1862, £30; 1 Jan., 1863, £50	200
J. J. Hall	120. Increase—1 Mar., 1862, £30; 1 Mar., 1863, £50	200
F. Johnstone	120. Increase—13 Dec., 1862, £30; 1 Mar., 1863, £50	200
B. Forster	150. Increase—1 Jan., 1863, £50	200
J. E. P. Squire	150. Increase—1 Jan., 1863, £50	200
W. Cadwallader	275. Decrease—1 Mar., 1862, £75. Increase—1 July, 1862, £75; 1 Jan., 1863, £25	300
W. A. Tetly	250. Increase—1 Jan., 1863, £50	300
R. Manly	12s. per day. Decrease—1 Jan., 1860, 1s. per day. Increase—13 March, 1860, £27 17s.; 1 Jan., 1861, £25; 1 Jan., 1863, £25	250
B. T. Scott	£156. Decrease—1 Jan., 1861, £6. Increase—1 Jan., 1863, £100	250
J. Calvert	10s. per day. Decrease—1 Jan., 1860, £32 10s. Increase—1 Jan., 1863, £50	200
G. Symington	£100. Increase—1 Jan., 1862, £50; 1 Jan., 1863, £50	200
J. E. F. Franks	100. Increase—1 March, 1862, £50; 1 Jan., 1863, £50	200
W. McElwee	100. Increase—1 Jan., 1862, £50; 1 Jan., 1863, £50	200
J. Baker	5s. per day. Increase—5 Nov., 1862, £58 15s.; 1 March, 1863, £50	200
R. McEwan	120. Increase—1 Jan., 1863, £80	200
A. Cumberland	120. Increase—1 June, 1862, £30; 1 Jan., 1863, £50	200
S. McDowell	120. Increase—1 June, 1862, £30; 1 Jan., 1863, £50	200
H. O. Humffray	120. Increase—1 March, 1863, £30	200
C. Fuller	120. Increase—1 June, 1862, £30; 1 Jan., 1863, £50	200
M. Walker	50. Increase—1 April, 1863, £25	75
J. B. Blackburn	400. Decrease—1 Jan., 1861, £50. Increase—1 Jan., 1863, £50	400
G. J. Wetherall	150. Decrease—1 Jan., 1860, £30. Increase—1 Sept., 1860, £30; 9 July, 1862, £50	200
J. Harrison	10s. per day. Decrease—1 Jan., 1860, £6 10s. Increase—1 Jan., 1863, £50	200
T. Haine	£120. Increase—1 June, 1862, £30; 1 April, 1863, £50	200
L. J. Rochfort	250. Increase—1 Jan., 1861, £25; 1 Jan., 1863, £75	350

APPENDIX U 3—continued.

Name.	Date and Amount of each Increase of Salary.	
J. O'Rorke ...	250. Increase—1 Jan., 1861, £50. Decrease—1 Jan., 1862, £25. Increase—1 Jan., 1863, £75	£350
C. Nantes ...	£200	200
Wm. Reid ...	5s. per day. Increase—23 Dec., 1861, 3s. per day; 11 Aug., 1862, £29 ...	175
G. Davies ...	8s. „ Increase—14 Oct., 1861, 2s. per day. Decrease—12 March, 1862, £7 10s.	175
Jas. Bruce ...	£200. Increase—11 March, 1862, £100	300
M. Tierney ...	250. Decrease—1 Jan., 1862, £50. Increase—1 Jan., 1863, £50	250
J. Henry ...	10s. per day. Decrease—1 Jan., 1860, 1s. per day; 1 Jan., 1861, 1s. per day. Increase—23 March, 1861, £54; 1 Jan., 1863, £50	250
W. Fyfe ...	£200. Increase—1 Jan., 1861, £50	250
C. S. Gell ...	150. Increase—1 March, 1861, £25; 1 Jan., 1863, £25; 1 Mar., 1863, £50 ...	250
J. Dwyer ...	200. Increase—1 Jan., 1861, £50. Decrease—1 Jan., 1862, £50	200
G. Bevan ...	150. Increase—1 Jan., 1863, £50	200
F. Johnstone ...	11s. per day. Decrease—1 Jan., 1860, 1s. per day. Increase—13 March, 1860, 1s. per day. Increase—1 July, 1860, £27 17s.	200
R. M. Martin ...	£150. Increase—1 Jan., 1863, £50	200
W. J. McCutcheon ...	10s. per day. Decrease—1 Mar., 1862, £36 10s. Increase—1 June, 1862, £80 ...	200
J. Nason ...	£175. Increase—1 Jan., 1863, £25	200
W. G. Sinclair ...	8s. per day. Increase—1 March, 1862, £24 16s.; 1 March, 1863, £50	200
M. Johnson ...	£350. Decrease—1 Jan., 1860, £50; 1 July, 1860, £143 10s.; 23 May, 1861, £6 10s. Increase—1 Jan., 1863, £50	200
W. Hide ...	8s. per day. Increase—1 Mar., 1862, £24 16s.; 1 Jan., 1863, £50	200
T. C. Sharp ...	£175.	175
T. Phair ...	175.	175
W. Dunn ...	100. Increase—1 Feb., 1861, £50	150
R. Dalzell ...	120. Increase—1 Jan., 1863, £30	150
J. Drew ...	120. Increase—1 Jan., 1863, £30	150
T. Eves ...	120. Increase—1 Jan., 1863, £30	150
T. Foster ...	120. Increase—1 Mar., 1862, £30	150
D. M. Gallagher ...	120. Increase—1 Jan., 1863, £30	150
W. S. Gittos ...	120. Increase—1 Jan., 1863, £30	150
B. Grave ...	10s. per day. Decrease—1 Mar., 1862, £6 10s.	150
M. H. Hickey ...	£120. Increase—1 Jan., 1863, £30	150
R. Hutchinson ...	10s. per day. Decrease—15 July, 1862, £6 10s.	150
G. H. Jenkins ...	10s. „ Decrease—1 Mar., 1862, £36 10s. Increase—1 Jan., 1863, £30 ...	150
J. Johns ...	8s. „ Increase—1 Mar., 1862, £24 16s.	150
J. Kearney ...	£120. Increase—1 Jan., 1863, £30	150
S. M. Knight ...	120. Increase—1 Jan., 1863, £30	150
G. Loxton ...	120. Increase—1 Jan., 1863, £30	150
H. Lucas ...	11s. per day. Decrease—1 Jan., 1860, 2s., per day; 1 Jan., 1861, 1s. per day, Increase—4 May, 1861, 2s. per day. Decrease—1 Feb., 1862, £6 10s. ...	150
C. W. O'Brien ...	£120. Increase—1 Jan., 1863, £30	150
R. Pilkington ...	6s. per day. Increase—13 Oct., 1862, £26 2s.; 1 Jan., 1863, £30	150
E. F. Pollard ...	10s. „ Decrease—1 Mar., 1862, £36 10s. Increase—1 Jan., 1863, £30 ...	150
G. Sims ...	£120. Increase—1 Jan., 1863, £30	150
R. H. Stevens ...	120. Increase—1 Mar., 1862, £30	150
J. J. Walsh ...	120. Increase—1 Jan., 1863, £30	150
H. Wheeler ...	10s. per day. Decrease—1 Mar., 1862, £36 10s. Increase—1 Jan., 1863, £30 ...	150
D. Williams ...	£120. Increase—1 Jan., 1863, £30	150
R. H. Francis ...	120. Increase—1 Jan., 1863, £30	150
A. Fehon ...	8s. per day. Increase—1 Dec., 1861, 2s. per day. Decrease—1 Mar., 1832, £6 10s. ...	150
H. J. Henderson ...	£120. Increase—18 Oct., 1862, £30	150
A. Ball ...	80. Increase—18 Oct., 1862, £40; 1 Jan., 1863, £30	150
E. Montgomery ...	80. „ Increase—18 Oct., 1862, £40; 1 Jan., 1863, £30	150
H. W. Hamilton ...	150.	150
P. J. Kirwan ...	7s. 6d. per day. Increase—1 Oct., 1862, £2 12s. 6d.; 1 Jan., 1863, £30	150
J. Howard ...	6s. per day. Increase—1s. 6d. per day, 1 Jan., 1863, 6d. per day. Decrease—1 April, 1863, £5 4s.	130
T. Furniss ...	£120.	120
W. Kerans ...	80. Increase—1 April, 1863, £40	120
R. H. Lennon ...	120.	120
H. J. Jennings ...	— Increase—1 Jan., 1863, £80; 1 April, 1863, £20	100
W. Lyons ...	80. Increase—1 April, 1863, £20	100
P. Burrowes ...	80. Increase—1 Jan., 1863, £20	100
T. S. Elliott ...	80. Increase—1 June, 1862, £20	100
P. Heckscher ...	80. Increase—1 Jan., 1863, £20	100
T. Mulvany ...	80. Increase—1 April, 1863, £20	100
G. Turner ...	80. Increase—1 Jan., 1863, £20	100
W. A. Moore ...	75. Increase—1 Jan., 1861, £25. Decrease—1 Jan., 1862, £40. Increase—7 Feb., 1862, £15; 1 Jan., 1863, £25	100
W. D. McKee ...	80. Increase—1 Jan., 1863, £20	100
G. H. Yandell ...	80. Increase—1 Jan., 1863, £20	100
G. Macarteny ...	80. Increase—1 Jan., 1863, £20	100
E. Cavenagh ...	80.	80
T. Barrett ...	80.	80
J. Clayton ...	80.	80
J. O'Kelly ...	80.	80
G. Langlands ...	80.	80
B. Owens ...	80.	80
P. Treacy ...	80.	80
R. Burns ...	80.	80
F. Bull ...	80.	80
M. M. Dean ...	80.	80
W. Mullen ...	75.	75

APPENDIX U 3—continued.

Name.	Date and Amount of each Increase of Salary.		
J. O'Malley	£250.	Decrease—1 Jan., 1860, £50. Increase—1 Jan., 1863, £50	£250
A. W. Bruce	7s. 6d. per day.	Increase—3 Sept., 1862, £32 12s. 6d.; 1 April, 1863, £50	200
H. S. Bonacich	£120.	Increase—20 Aug., 1862, £30; 1 Mar., 1863, £50	200
T. Gibson	120.	Increase—1 April, 1863, £30; 1 Jan., 1863, £50	200
C. H. Orr	120.	Increase—1 Jan., 1863, £30; 1 April, 1863, £50	200
H. Kent	100.	Increase—1 Jan., 1862, £25; 1 Jan., 1863, £25	150
J. Chapman	7s. 6d. per day.	Increase—1 Jan., 1861, 6d. per day; 1 Jan., 1863, £24 16s.	150
J. B. Hutton	£120.	Increase—1 Jan., 1863, £30	150
G. Power	120.	Increase—1 Jan., 1863, £30	150
B. H. Moore	120.	Increase—1 June, 1862, £30	150
T. J. Wills	10s. per day.	Decrease, 1 March, 1862, £6 10s.	150
F. Graham	£80.	Increase—1 Jan., 1863, £70	150
T. Guthridge	120.	...	120
P. Reade	80.	Increase—1 April, 1863, £40	120
M. L. Paterson	80.	Increase—1 Jan., 1863, £20	100
C. J. Richardson	80.	Increase—1 Jan., 1863, £20	100
R. Preshaw	£80.	Increase—1 Jan., 1863, £20	100
J. Creft	80.	Increase—1 Jan., 1863, £20	100
W. Lack	80	Increase—1 Jan., 1863, £20	100
E. Hayes	300	...	300
J. Cotton	120.	Increase—1 March, 1862, £30; 1 March, 1863, £25	175
W. Wannop	11s. 6d. per day.	Increase—1 March, 1862, £2 17s.	175
O. Smith	£150	...	150
S. Young	120.	Increase—1 March, 1862, £30	150
H. C. Oldfield	80.	Increase—1 Jan., 1863, £20	100
T. H. Wetherall	75.	Increase—1 Jan., 1863, £25	100
J. Oliver	80	...	80
E. McDonough	12s. per day.	Decrease—1 Jan., 1860, 1s. per day; 1 Jan., 1861, 1s. per day	10s.
W. Taylor	12s.	Decrease—1 Jan., 1860, 1s.; 1 Jan., 1861, 1s.	10s.
D. H. Don	8s.	Increase—11 Dec., 1862, 2s.	10s.
J. H. Ware	7s. 6d.	Increase—1 Jan., 1863, 2s. 6d.	10s.
T. Franklin	7s. 6d.	Increase—1 Jan., 1863, 1s.	8s. 6d.
M. K. Kiernaw	10s.	Decrease—1 Jan., 1860, 1s.; 1 Jan., 1861, 1s. Increase—1 Jan., 1863, 6d.	8s. 6d.
W. Knight	7s. 6d.	Increase—1 Jan., 1863, 1s.	8s. 6d.
W. Madden	10s.	Decrease—1 Jan., 1861, 2s. Increase—1 Aug., 1861, 1s.	9s.
T. Renny	10s.	Decrease—1 Jan., 1861, 1s.; 1 Aug., 1861, 1s. Increase—1 Jan., 1863, 6d.	8s. 6d.
R. Coopey	6s.	Increase—1 Jan., 1863, 1s. 6d.	7s. 6d.
W. Southey	12s.	Decrease—1 Jan., 1860, 1s.; 1 Jan., 1861, 1s.	10s.
H. Wright	10s.	...	10s.
M. Upton	10s.	...	10s.
E. James	10s.	...	10s.
W. Smyth	10s.	Decrease—1 Jan., 1861, 1s. Increase—15 Feb., 1861, 1s.	10s.
S. T. Maxwell	8s.	Decrease—1 Jan., 1862, 6d. Increase—12 Mar., 1862, 2s. 6d.	10s.
F. Wiseman	8s.	Increase—1 Jan., 1863, 6d.	8s. 6d.
A. Dauncey	7s. 6d.	Increase—1 Jan., 1863, 1s.	8s. 6d.
W. Irving	7s. 6d.	Increase—1 Jan., 1863, 1s.	8s. 6d.
H. Mollineux	6s.	Increase—1 April, 1863, 2s. 6d.	8s. 6d.
J. Smith	11s.	Decrease—1 Jan., 1860, 1s.; 1 Jan., 1861, 1s. Increase—1 Aug., 1861, 1s.	10s.
W. Duncan	7s. 6d.	Increase—1 June, 1862, 1s.; 1 Feb. 1863, 1s. 6d.	10s.
F. D. Montfort	7s. 6d.	Increase—1 Jan., 1863, 1s.	8s. 6d.
J. Sadler	10s.	...	10s.
W. Lowe	7s. 6d.	Increase—1 Jan., 1863, 6d.; 1 April, 1863, 2s.	10s.
M. Derham	7s. 6d.	Increase—1 July, 1862, 6d.; 1 April, 1863, 2s.	10s.
C. Allpress	7s. 6d.	Increase—1 Jan., 1863, 6d.	8s.
J. Shearer	10s.	Decrease—1 Jan., 1861, 2s. Increase—1 June, 1862, 1s.	9s.
W. J. Egan	10s.	Decrease—1 Jan., 1861, 2s. Increase—1 March, 1861, 1s. Decrease—1 Jan., 1862, 1s.	8s.
D. McDermott	7s. 6d.	...	7s. 6d.
J. Russell	7s. 6d.	...	7s. 6d.
F. Collosity	8s.	Decrease—1 March, 1862, 6d.	7s. 6d.
J. Loftus	8s.	Decrease—1 April, 1862, 2s. Increase—1 June, 1862, 1s. 6d.	7s. 6d.
T. Jones	8s.	Decrease—1 April, 1862, 2s. Increase—1 June, 1862, 1s. 6d.	7s. 6d.
A. Lingham	8s.	Decrease—1 April, 1862, 6d.	7s. 6d.
J. Wells	7s. 6d.	...	7s. 6d.
J. Cutbush	7s. 6d.	...	7s. 6d.
J. Sarsfield	7s. 6d.	...	7s. 6d.
J. Pickersghill	7s. 6d.	...	7s. 6d.
P. Sullivan	7s. 6d.	...	7s. 6d.
R. Storey	7s. 6d.	...	7s. 6d.
J. Best	7s. 6d.	...	7s. 6d.
J. Baker	7s. 6d.	...	7s. 6d.
W. Martin	6s.	Increase—1 Jan., 1863, 1s. 6d.	7s. 6d.
C. Oakley	6s.	Increase—1 Jan., 1863, 1s. 6d.	7s. 6d.
J. Devine	£120	Decrease—1 Nov., 1862, £26 2s. Increase—1 Feb., 1863, £23 9s. 6d.	7s. 6d.
R. Reed	6s. per day.	Increase—1 April, 1863, 1s. 6d.	7s. 6d.
M. Conway	7s. 6d.	...	7s. 6d.
M. Harvey	6s.	Increase—15 Mar., 1863, 1s. 6d.	7s. 6d.
F. Chew	6s.	...	6s.
W. Dodge	6s.	Increase—1 May, 1863, 1s. 6d.	7s. 6d.
C. Curtis	6s.	Increase—1 April, 1863, 1s. 6d.	7s. 6d.
J. Dundon	8s.	Decrease—1 Mar., 1862, 6d.	7s. 6d.
John Murphy	7s. 6d.	...	7s. 6d.

APPENDIX U 3—continued.

Name.	Date and Amount of each Increase of Salary.			
P. McAuliffe ...	10s. per day.	Decrease—1 Jan., 1860, 1s. ; 1 Jan., 1861, 1s.	Increase—14 Oct., 1861, 1s.	Decrease—1 Jan., 1862, 1s.
C. Horswell ...	7s. 6d. "	...	...	...
W. Mitchell ...	7s. 6d. "	...	...	...
A. McIntyre ...	8s. "	...	...	...
J. Wright... ..	10s. "	Decrease—1 Jan., 1860, 1s. ; 1 Jan., 1861, 1s....	...	...
J. Johnstone ...	7s. 6d. "	...	...	...
A. McLeish ...	5s. "	Increase—1 Feb., 1863, 2s. 6d.	...	...
J. Conboy... ..	10s. "	Decrease—1 Jan., 1860, 1s. ; 1 Jan., 1861, 1s.	Increase—1 Feb., 1863, 1s.	...
C. Codd ...	8s. "	...	...	...
J. Coulson ...	7s. 6d. "	...	...	...
E. Eagland ...	7s. 6d. "	...	...	...
J. Weaver ...	7s. 6d. "	...	...	...
J. Beagley ...	6s. "	Increase—1 Oct., 1862, 1s. 6d.	...	...
T. J. Ottaway ...	8s. "	Increase—1 Jan., 1863, 1s.	...	...
R. Hillman ...	8s. "	...	...	...
W. Kewley ...	7s. 6d. "	...	...	...
J. Crump ...	6s. "	Increase—1 Jan., 1863, 1s. 6d.	...	...
J. Cavenagh ...	6s. "	...	...	...
G. Searol ...	7s. 6d. "	...	...	...
C. Mullin ...	7s. 6d. "	...	...	...
H. Juckes... ..	7s. 6d. "	...	...	...
W. Mackay ...	10s. "	Decrease—1 Jan., 1860, 1s. ; 1 Jan., 1861, 1s.	Increase—13 Oct., 1861, 1s.	Decrease—1 Jan., 1862, 1s.
B. Fleming ...	7s. 6d. "	...	...	...
J. Regan ...	8s. "	Decrease—9 Mar., 1862, 6d.	...	...
A. Adams ...	6s. "	Increase—1 June, 1862, 1s. 6d.	...	...
J. McLean ...	6s. "	Increase—1 May, 1863, 3s. ...	...	...
J. Scurry ...	8s. "	Decrease—1 Mar., 1862, £5 4s.	Increase—1 July, 1862, £5 4s. ; 1 Jan., 1863, £15 13s.	...
T. Ness ...	9s. "	Decrease—1 Jan., 1862, 1s. 6d.	Increase—1 Aug., 1862, 6d. ; 1 Jan., 1863, 1s.	...
J. Barker ...	8s. "	Decrease—1 Mar., 1862, 6d.	Increase—1 Aug., 1862, 6d. ; 1 Jan., 1862, 1s.	...
J. Greenwood ...	8s. "	Decrease—1 Mar., 1862, 6d.	Increase—1 Aug., 1826, 6d. ; 1 Jan., 1863, 1s.	...
E. C. Leary ...	8s. "	Increase—1 Jan., 1862, 1s. ...	...	...
T. Clencie ...	8s. "	Decrease—1 Mar., 1862, 6d.	Increase—1 Jan., 1863, 6d.	...
C. Hall ...	8s. "	Decrease—1 Jan., 1862, 6d.	Increase—1 Jan., 1863, 6d.	...
J. Leishman ...	7s. 6d. "	Increase—1 Jan., 1863, 6d....	...	...
J. Bracken ...	6s. "	Increase—1 Oct., 1862, 1s. 6d. ; 1 Jan., 1863, 6d.	...	...
W. Starkey ...	8s. "	Decrease—1 Mar., 1862, 6d.	Increase—1 Jan., 1863, 6d.	...
P. Walsh ...	7s. 6d. "	Increase—20 Aug., 1862, 6d.	...	...
R. Cullen ...	7s. 6d. "	Increase—20 Aug., 1862, 6d.	...	...
F. Hyde ...	7s. 6d. "	...	...	...
M. Delahunty ...	8s. "	Decrease—1 Mar., 1862, 6d.	...	...
A. Morris ...	8s. "	Decrease—1 Mar., 1862, 6d.	...	...
J. Agnew ...	8s. "	Decrease—1 Mar., 1862, 6d.	...	...
A. Snares ...	8s. "	Decrease—1 Mar., 1862, 6d.	...	...
C. Shillow ...	8s. "	Decrease—1 Mar., 1862, 6d.	...	...
J. Ryan ...	8s. "	Decrease—1 Mar., 1862, 6d.	...	...
J. O. Hannigan ...	8s. "	Decrease—1 Mar., 1862, 6d.	...	...
W. Payton ...	8s. "	Decrease—1 Mar., 1862, 6d.	...	...
M. Costello ...	8s. "	Decrease—1 Mar., 1862, 6d.	...	...
C. Kelly ...	8s. "	Decrease—1 Mar., 1862, 6d.	...	...
J. Carson ...	8s. "	Decrease—1 Mar., 1862, 6d.	...	...
R. Myers ...	8s. "	Decrease—1 Mar., 1862, 6d.	...	...
F. Maguire ...	8s. "	Decrease—1 Mar., 1862, 6d.	...	...
J. Cameron ...	8s. "	Decrease—1 Mar., 1862, 6d.	...	...
J. Syder ...	7s. 6d. "	...	...	...
H. Morris ...	7s. 6d. "	...	...	...
E. P. Bolton ...	7s. 6d. "	...	...	...
W. Leslie ...	7s. 6d. "	...	...	...
J. Cousins ...	7s. 6d. "	...	...	...
M. Moriarty ...	8s. "	Decrease—19 Mar., 1862, 6d.	...	...
J. O'Connor ...	8s. "	Decrease—1 Mar., 1862, 6d.	...	...
G. Ferguson ...	8s. "	Decrease—1 Mar., 1862, 6d.	...	...
J. Cantlon ...	6s. "	Increase—1 Oct., 1862, 1s. 6d.	...	...
J. White ...	6s. "	Increase—18 Oct., 1862, 1s. 6d.	...	...
W. Hall ...	8s. "	Decrease—1 April, 1862, 6d.	...	...
J. Llewellyn ...	6s. "	Increase—1 April, 1863, 1s. 6d.	...	...
M. Foley ...	6s. "	Increase—1 April, 1863, 1s. 6d.	...	...
T. Bowden ...	6s. "	Increase—1 April, 1863, 1s. 6d.	...	...
J. Piper ...	6s. "	Increase—1 May, 1863, 1s. 6d.	...	...
W. Tierney ...	6s. "	Increase—1 April, 1863, 1s. 6d.	...	...
J. S. Ryan ...	6s. "	Increase—1 April, 1863, 1s. 6d.	...	...
R. Wheeler ...	6s. "	Increase—1 April, 1863, 1s. 6d.	...	...
J. T. Roach ...	6s. "	Increase—1 April, 1863, 1s. 6d.	...	...
R. Doig ...	6s. "	Increase—1 April, 1863, 1s. 6d.	...	...
M. Sweeney ...	6s. "	Increase—1 April, 1863, 1s. 6d.	...	...
S. Johns ...	6s. "	Increase—1 April, 1863, 1s. 6d.	...	...
R. Hughes ...	7s. 6d. "	Increase—20 Aug., 1862, 6d.	Decrease—1 May, 1863, 6d.	...
J. Myers ...	6s. "	Increase—1 May, 1863, 1s. 6d.	...	...

APPENDIX U 3—continued.

Name.	Date and Amount of each Increase of Salary.	
Denis O'Kieffe ...	6s. per day.	Increase—1 May, 1863, 1s. 6d.
J. Noonan, sen. ...	7s. 6d. ,,	...
D. Sheehan ...	7s. 6d. ,,	...
T. P. Chemis ...	7s. 6d. ,,	...
T. Molomly ...	8s. ,,	Decrease—1 Dec., 1862, 6d.
C. Lenny ...	6s. ,,	Increase—1 June, 1862, 1s. 6d.
J. Higgins ...	7s. 6d. ,,	Increase—5 Mar., 1863, 1s. 6d.
H. G. Butcher ...	7s. 6d. ,,	Increase—1 Jan., 1863, 6d., 1 April, 1863, 1s. ...
J. Noonan, jun. ...	7s. 6d. ,,	...
J. Morrell... ..	7s. 6d. ,,	...
R. Skinner ...	7s. 6d. ,,	...
S. Graham ...	7s. 6d. ,,	...
E. Higgins ...	7s. 6d. ,,	...
J. F. Keogh ...	3s. 4d. ,,	Increase—1 Jan., 1861, 1s. 8d. ; 27 Mar., 1863, 2s. 6d. ...
J. Dunn ...	8s. ,,	Increase—1 April, 1863, 1s.
T. Crump... ..	6s. ,,	Increase—1 Jan., 1863, 1s. 6d.
G. Miller ...	6s. ,,	Increase—16 June, 1862, 1s. 6d.
J. Hickey ...	7s. 6d. ,,	...
G. Patterson ...	9s. ,,	Decrease—1 Jan., 1862, 1s. ; 1 Mar., 1862, 6d. Increase—1 Aug., 1862, 6d. ; 1 Jan., 1863, 1s.
J. Molloy ...	7s. 6d. ,,	...
G. Willmott ...	7s. 6d. ,,	...
J. Derham ...	6s. ,,	Increase—1 June, 1863, 1s. 6d.
H. Adam ...	7s. 6d. ,,	Increase—1 Jan., 1861, 6d. ...
T. Carrick ...	7s. 6d. ,,	...
W. Harry ...	6s. ,,	Increase—1 Jan., 1863, 1s. 6d.
W. Hackett ...	7s. 6d. ,,	Increase—1 Jan., 1861, 1s. 6d. Decrease—1 Jan., 1862, 1s. Increase—1 June, 1862, 1s.
J. Bond ...	7s. 6d. ,,	Increase—1 Jan., 1861, 6d. ...
A. Higgins ...	7s. 6d. ,,	Increase—1 Jan., 1861, 6d. ...
J. Chamberlain ...	7s. 6d. ,,	...
E. Murphy ...	7s. 6d. ,,	...
A. Thompson ...	7s. 6d. ,,	...
J. Doyle ...	7s. 6d. ,,	...
D. Devoy ...	6s. ,,	Increase—1 Jan., 1863, 1s. 6d.
J. Craig ...	6s. ,,	Increase—15 April, 1863, 1s. 6d.
J. Kilmartin ...	10s. ,,	Decrease—1 Jan., 1860, 1s. ; 1 Jan., 1861, 1s.
B. McAravey ...	£120.	Decrease—1 Jan., 1861, £28 15s. Increase—7 May, 1861, £54 15s.
M. O'Gara ...	8s. per day	...
F. Doohan ...	8s. ,,	Decrease—1 March, 1862, 6d.
D. J. McCalman ...	10s. ,,	Decrease—1 Jan., 1861, 2s. Increase—14 Oct., 1861, 2s. Decrease—1 Dec., 1861, 2s. Increase—1 June, 1862, 1s.
J. Carson ...	7s. 6d. ,,	...
J. Breese ...	8s. ,,	...
J. Cathie ...	8s. ,,	...
T. Brain ...	12s. ,,	Decrease—1 Jan., 1860, 1s. ; 1 Jan., 1861, 1s. ; 11 Dec., 1862, 2s.
J. Carroll ...	7s. 6d. ,,	...
J. Hyens ...	7s. 6d. ,,	...
C. Trindee ...	8s. ,,	Increase—1 April, 1863, 1s.
E. Hands ...	7s. 6d. ,,	Increase—1 Jan., 1861, 6d.
C. Jones ...	7s. 6d. ,,	...
H. Newson ...	7s. 6d. ,,	...
J. Haffey ...	7s. 6d. ,,	...
W. Oliver ...	6s. ,,	...
J. Davis ...	8s. ,,	Decrease—1 Jan., 1862, 6d. Increase—1 Jan., 1863, 6d. ; 1 April, 1863, 1s.
M. Reardon ...	7s. 6d. ,,	Increase—20 Aug., 1862, 6d.
W. Gaynor ...	7s. 6d. ,,	Increase—20 Aug., 1862, 6d.
J. Doyle ...	7s. 6d. ,,	...
C. Ross ...	7s. 6d. ,,	...
R. Squires ...	£150.	Decrease—1 Jan., 1860, £30 ; 1 Jan. 1861, £19 12s. 6d. Increase—1 April, 1862, £36 10s.
M. Taylor ...	10s. per day.	Decrease—16 Nov., 1861, 2s. ; 1 Mar., 1862, 6d.
R. Walker ...	7s. 6d. ,,	...
C. Lussemis ...	10s. ,,	Decrease—1 Jan., 1862, 2s.
R. Halyburton ...	7s. 6d. ,,	Increase—1 Jan., 1863, 6d.
P. Donegan ...	7s. 6d. ,,	...
N. Madden ...	8s. ,,	Decrease—1 Mar., 1862, 6d.
J. Morze ...	7s. 6d. ,,	...
H. Lincoln ...	7s. 6d. ,,	...
J. Byrne ...	7s. 6d. ,,	...
R. Bowen ...	7s. 6d. ,,	...
G. Lough ...	7s. 6d. ,,	...
J. Anderson ...	7s. 6d. ,,	...
B. Nind ...	7s. 6d. ,,	...
P. Ryan ...	7s. 6d. ,,	...
W. Killingsworth ...	10s. ,,	Decrease—1 Jan., 1860, 1s. ; 1 Jan. 1861, 1s.
R. Patterson ...	12s. ,,	Decrease—1 Jan., 1862, 1s.
W. Heron ...	8s. ,,	...
F. Grohn ...	9s. ,,	Decrease—1 Jan., 1861, 1s. Increase—17 Nov., 1861, 1s.
W. Stevens ...	10s. ,,	Decrease—1 Jan., 1861, 2s.
W. Armstrong ...	8s. ,,	...
J. Cox ...	9s. ,,	Decrease—1 Jan., 1861, 1s.
A. Duffy ...	8s. ,,	...

APPENDIX U 3—continued.

Name.	Date and Amount of each Increase of Salary.	
A. Mitchell ...	8s. per day.	...
P. G. Dewsnap ...	8s. "	Increase—1 Jan., 1862, 1s.
H. Rockett ...	5s. "	Increase—1 Jan., 1863, 6d. ; 1 May, 1863, 2s. 6d.
P. Carpenter ...	10s. "	Decrease—1 Jan., 1861, 2s. Increase—1 Jan., 1862, 1s.
S. Fowler ...	8s. "	...
P. Fisher ...	8s. "	...
S. Flower ...	7s. 6d. "	...
T. Williams ...	9s. "	...
J. Saxon ...	10s. "	Decrease—1 Jan., 1861, 2s. Increase—1 Jan., 1862, 1s.
D. McColl ...	5s. 6d. "	Increase—20 Sept., 1862, 2s. 6d.
F. Moore ...	7s. 6d. "	Increase—1 Jan., 1861, 6d.
R. Roberts ...	7s. 6d. "	...
P. Martin ...	5s. 6d. "	Increase—25 March, 1863, 2s. 6d.
A. M. Holway ...	£120	Decrease—1 Jan., 1861, £19 12s. 6d. Increase—8 April, 1862, £45 12s. 6d.
W. Gullick ...	5s. 6d. per day.	Decrease—1 Jan., 1861, 6d. Increase—8 April, 1863, 3s.
J. Cahill ...	7s. 6d. "	Increase—1 Jan., 1861, 6d.
W. W. Cartwright ...	5s. "	Increase—1 Sept., 1862, 2s. 6d.
T. Gullick ...	7s. 6d. "	...
W. Hollingsworth ...	8s. "	...
D. Dudley ...	8s. "	...
T. Ryan ...	10s. "	Decrease—1 Jan., 1860, 1s. ; 1 Jan., 1861, 1s.
R. Hogan ...	10s. "	Decrease—1 Jan., 1860, 1s. ; 1 Jan., 1861, 1s.
S. Cobban ...	8s. "	...
A. Boddington ...	8s. "	...
J. O'Connor ...	8s. "	...
P. O'Keefe ...	8s. "	...
C. Deane ...	8s. "	...
C. King ...	8s. "	...
E. Nolan ...	6s. "	Increase—1 May, 1863, 2s.
P. Cullinan ...	6s. "	Increase—1 May, 1863, 2s.
Walter Cook ...	5s. 6d. "	...
A. P. Jones ...	£150.	Decrease—1 Jan., 1860, £30 ; 1 Jan., 1861, £28 15s. Increase—1 Nov., 1861, £9 2s. 6d.
John Shannon ...	6s. per day.	Increase—1 June, 1862, 1s. 6d.
Wm. Dunn ...	£120.	Decrease—1 Jan., 1861, £28 15s.
Wm. Brown ...	£120.	Decrease—1 Jan., 1861, £28 15s. Increase—1 Sept., 1861, £9 2s. 6d.
R. Donnelly ...	10s. per day.	Decrease—1 Jan., 1860, £32 10s. ; 14 Nov., 1860, £30 ; 1 Jan., 1861, £28 15s.
P. Flannagan ...	5s. 6d. per day	...
J. Jesson ...	5s. "	...
Wm. Ramsay ...	5s. "	...
H. Conroy ...	£150.	Decrease—1 Dec., 1859, £30 ; 1 Jan., 1861, £28 15s.
T. Brewer ...	5s. per day.	Increase—15 June, 1861, 6d. Decrease—1 Sept., 1861, 6d.
P. O'Connor ...	5s. 6d. "	Increase—1 March, 1863, 2s.
C. Radcliffe ...	£120.	Decrease—1 Jan., 1861, £28 15s.
J. Hamilton ...	5s. 6d. per day...	...
C. Ekherdt ...	5s. "	...
F. Thompson ...	£120.	Decrease—1 Jan., 1861, £19 12s. 6d.
R. Chapman ...	5s. per day.	Increase—1 May, 1863, 6d.
J. Jennett ...	5s. "	...
P. McDonnough ...	5s. "	...
J. Rourke... ..	5s. "	Increase—1 May, 1863, 6d.
J. Hewson ...	5s. "	...
W. Paine ...	5s. "	...
G. Rowston ...	5s. "	...
J. Birch ...	5s. "	...
J. Barnes ...	5s. "	...
J. Pickering ...	5s. "	...
Mrs. Kennedy ...	5s. "	...
J. Collings ...	5s. "	...
J. Walker ...	5s. "	...
A. Clarke ...	5s. "	...
P. O'Brien ...	5s. "	...
J. O'Neil ...	5s. "	...
W. Morrisy ...	5s. "	...
Rose Adams ...	2s. "	Increase—1 Jan., 1861, 3s.
Eliz. Maddocks ...	2s. "	Increase—1 Jan., 1861, 3s.
J. Weate ...	5s. "	...
Anne Ashton ...	2s. "	Increase—1 Jan., 1861, 3s.
Eliz. Blackler ...	2s. "	Increase—1 Jan., 1861, 3s.
Eliz. Hopper ...	2s. "	Increase—1 Jan., 1861, 3s.
Anne Treves ...	2s. "	Increase—1 Jan., 1861, 3s.
A. Campbell ...	5s. "	...
C. Cairns ...	3s. 4d. "	Increase—1 Jan., 1861, 1s. 8d.
G. Dickson ...	3s. 4d. "	Increase—1 Jan., 1861, 1s. 8d.
R. Andrews ...	3s. 4d. "	Increase—1 Jan., 1861, 1s. 8d.
J. Anderson ...	3s. 4d. "	Increase—1 Jan., 1861, 1s. 8d.
G. Haines ...	5s. "	...
N. McClean ...	3s. 4d. "	Increase—1 Jan., 1861, 1s. 8d.
P. Stewart ...	3s. 4d. "	Increase—1 Jan., 1861, 1s. 8d.
E. W. Proctor ...	5s. "	...
M. Leehane ...	3s. 4d. "	Increase—1 Jan., 1861, 1s. 8d.
T. Russell ...	3s. 4d. "	Increase—1 Jan., 1861, 1s. 8d.
W. Mouldsdale ...	3s. 4d. "	Increase—1 Jan., 1861, 1s. 8d.

APPENDIX U 3—continued.

Name.	Date and Amount of each Increase of Salary.						
H. Adam ...	3s. 4d. per day.	Increase—1 Jan., 1861, 1s. 8d.	...	...	...	...	5s.
J. Fletcher ...	5s.	...	...	...	...	...	5s.
J. McClean ...	3s. 4d.	Increase—1 Jan., 1861, 1s. 8d.	...	...	...	...	5s.
G. Brooks ...	3s. 4d.	Increase—1 Jan., 1861, 1s. 8d. ; 7 Jan., 1863, 1s. 6d.	...	...	...	...	6s. 6d.
M. Walsh ...	5s.	...	...	...	...	...	5s.
Wm. Lynch ...	5s.	...	...	...	...	...	5s.
T. Fogarty ...	5s.	...	...	...	...	...	5s.
J. Flett ...	5s.	...	...	...	...	...	5s.
W. Tanner ...	5s.	...	...	...	...	...	5s.
J. Perry ...	5s.	...	...	...	...	...	5s.
J. Mulqueeny ...	5s.	...	...	...	...	...	5s.
T. O'Brien ...	5s.	...	...	...	...	...	5s.
S. McDougall ...	5s. 6d.	...	...	...	...	...	5s. 6d.
S. Bird ...	5s.	Increase—22 March, 1863, 6d.	...	...	...	...	5s. 6d.
Mary Mullin ...	5s. 6d.	...	...	...	...	...	5s. 6d.
J. McColl ...	5s. 6d.	...	...	...	...	...	5s. 6d.
W. Baird ...	5s.	Increase—4 May, 1861, 6d.	...	...	...	...	5s. 6d.

APPENDIX U 4.

PER CENTAGE OF TRAFFIC WAGES TO REVENUE IN 1862.

	£	s.	d.
Passenger Revenue ...	187,258	9	3
Station Wages ...	24,920	19	7
	Per cent. to Revenue, 13½.		
Goods Revenue ...	129,263	18	9
Station Wages ...	33,647	19	3
	Per cent. to Revenue, 26.		
Total Revenue ...	316,522	8	0
Station Wages ...	58,568	18	10
	Per cent. to Revenue, 18½.		

APPENDIX V.

RETURN of PASSENGER ROLLING STOCK at all Stations on the 12th August, 1863.

MELBOURNE STATION.

- 12 First-class carriages
- 18 Second-class "
- 4 Composite "
- 10 Carriage trucks
- 5 Horse boxes
- 5 Break vans
- 1 Mail van.

AT GEELONG.

- 1 First-class carriage
- 3 Second-class "
- 2 Composite "
- 2 Horse boxes
- 4 Carriage trucks
- 1 Break van.

AT BALLAARAT WEST.

- 4 First-class carriages
- 5 Second-class "
- 1 Break van
- 1 Prison van.

AT CASTLEMAINE.

- 1 First-class carriage
- 3 Second-class "
- 1 Prison van.

AT WILLIAMSTOWN.

- (Available.)
- 1 First-class carriage
- 2 Third-class "
- 2 Mail vans.

Under Repairs, &c.

- 13 First-class carriages
- 17 Second-class "
- 5 Composite "

- 8 Break vans
- 2 Horse boxes
- 1 State carriage
- 1 Mail van.

Erecting.

- 1 First-class carriage
- 1 Second-class "
- 1 Composite "
- 1 Bullion van
- 1 Meat van
- 1 Horse box.

AT SANDHURST.

- 4 First-class carriages
- 3 Second-class "

ESSENDON RAILWAY.

- 1 First-class carriage
- 1 Second-class "
- 1 Break van
- 1 First-class at Mr. Williams's shops.

AT MR. WILLIAMS'S SHOP.

- 1 First-class carriage
- 1 Second-class "
- 1 Break van.

RUNNING IN TRAINS, OR OTHERWISE ENGAGED.

(Estimated.)

- 10 First-class carriages
- 19 Second-class "
- 7 Composite "
- 2 Prisoner's vans
- 21 Break vans
- 8 Horse boxes
- 9 Carriage trucks.

F. C. CHRISTY,
Locomotive Superintendent.

APPENDIX W 1.

[The following Return was furnished by the Accountant.]

RETURN of Revenue from Passengers and Goods received monthly at Melbourne and Geelong Stations from October, 1860, to May, 1863, inclusive.

DATE.	PASSENGER REVENUE.		GOODS REVENUE.	
	Melbourne.	Geelong.	Melbourne.	Geelong.
1860.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
October	3,171 12 4	1,795 10 2	2,281 5 10	870 4 2
November	2,860 11 2	1,572 3 11	2,066 18 10	1,045 0 5
December	3,263 15 10	1,568 12 0	2,069 8 6	262 12 7
1861.				
January	3,270 11 11	1,793 0 10	1,984 14 7	749 16 4
February	2,163 0 1	1,087 8 10	2,346 1 2	516 3 11
March	3,251 12 6	1,940 13 7	1,665 18 1	691 18 4
April	4,499 19 8	2,344 18 2	2,543 8 11	828 11 9
May	2,935 4 5	1,816 1 1	2,788 11 1	1,029 16 11
June	2,538 12 0	1,504 4 10	1,558 0 4	719 4 11
July	3,453 4 3	1,589 1 9	2,161 18 1	763 5 1
August	3,631 4 9	1,579 13 2	2,438 13 9	737 12 0
September	3,528 14 3	2,316 5 8	2,076 7 4	710 17 9
October	4,406 3 10	1,801 14 6	4,106 16 1	1,062 12 0
November	3,844 3 10	1,871 0 2	5,473 17 4	1,282 19 0
December	4,427 1 2	2,206 4 2	5,093 9 5	865 16 10
1862.				
January	4,516 19 3	1,775 13 0	4,369 18 0	1,028 1 2
February	3,744 2 3	1,517 5 0	4,088 8 4	848 10 2
March	4,400 8 8	1,869 12 4	3,402 16 11	856 12 3
April	6,451 3 5	2,284 5 6	2,820 1 3	788 18 8
May	5,644 11 4	1,800 16 1	2,708 12 7	839 19 1
June	4,873 16 6	1,582 10 7	5,601 12 10	639 6 10
July	4,901 12 3	1,761 1 10	6,036 12 7	665 5 11
August	4,575 1 7	1,615 7 3	6,194 3 3	611 13 11
September	5,200 10 4	1,996 18 1	5,083 5 4	627 5 5
October	7,408 19 0	2,151 8 2	6,955 8 7	1,341 18 1
November	7,379 17 6	1,893 16 3	7,098 1 9	1,099 8 2
December	8,202 11 2	2,307 1 1	5,761 9 0	848 19 3
1863.				
January	7,193 7 9	2,167 15 11	4,682 16 11	438 11 10
February	6,598 7 7	2,071 15 8	5,311 19 10	618 14 5
March	6,256 13 11	1,756 12 8	4,242 5 4	782 3 2
April	7,186 13 5	1,968 16 3	6,026 7 7	839 18 9
May	5,405 4 6	1,635 12 3	4,295 17 2	680 12 7

ANTHONY MATHISON.

Secretary's Office, Victorian Railways,
22nd July, 1863.

APPENDIX W 2.

[The Accountant, at the request of the Committee, furnished the following Table.]

STATEMENT, showing the Value of the Passenger and Goods Traffic to and from, and the Amount of the Passenger and Goods Wages at, each Station respectively; also the Number of Men employed, the Number of Passengers and Tonnage, the Average Revenue derived from, and the Wages Expenses of each Passenger and Ton, with the Per Centage of the Passenger and Goods Wages to the Passenger and Goods Revenue, and the Per Centage of the Total Station Wages to the Total Traffic at each Station respectively, for Five Months, ending the 31st May, 1863.

	Passenger Traffic.									Goods Traffic.						Passenger and Goods Traffic.								
	Revenue.		Wages.	Passengers Outwards and Inwards.	Men employed.		Revenue per Passenger.	Wages per Passenger.	Per cent. of Wages to Revenue.	Revenue.		Wages.		Tonnage Outwards and Inwards.	Men employed.		Revenue per Ton.	Wages per Ton.	Per cent. of Wages to Revenue.	Revenue.		Men employed.		Wages per cent. to Revenue.
	£ s. d.	£ s. d.	Number.		Per cent. to Passengers.	£ s. d.				£ s. d.	Tns. ct. qr. lb.	Number.	Per cent. to Tonnage.		£ s. d.	£ s. d.				Number.	Per cent. to Revenue.	£ s. d.	£ s. d.	
Melbourne	39,684 9 3	2,003 19 1	255,654	33	'013	3 1	0 13	5	33,232 6 3	7,712 0 9	77,910 13 1 25	175	'224	8 8	2 0	23	72,916 15 6	9,715 19 10	208	'285	13			
North Melbourne—(½ a mile from Essendon Junction. Trains sometimes meet at this station. Station signal necessary: returns on four lines.)	308 16 7½	160 17 0	6,351½	2	'031	1 0	0 6	51	86 18 0	..	..	..	..	..	..	..	395 14 7½	160 17 0	2	'505	40
Footscray—(Ticket collecting station. Contractors' goods at station rates.)	685 13 6	355 10 10	52,934	5	'009	0 3	0 1½	51	196 8 6½	..	927 2 3 14	..	..	4 3	..	..	882 2 0½	355 10 10	5	'567	40
Geelong Junction	332 5 7	139 19 2	8,532½	2	'023	0 1	0 3½	47	1,310 8 9	248 4 0	9,847 19 3 24	4	'040	2 8	0 6	19	1,642 14 4	338 3 2	6	'365	23			
North Williamstown	293 13 4½	139 19 2	20,118½	2	'009	0 3½	0 1½	42	..	..	..	..	..	..	..	..	293 13 4½	139 19 2	2	'680	43
Williamstown	1,370 12 1½	256 19 8	82,040	4	'005	0 4	0 0½	18	13 8 4½	..	..	..	..	..	..	..	1,384 0 6	256 19 8	4	'388	13
Pier	..	..	..	..	..	..	..	..	3,965 14 3½	1,738 1 3	31,420 5 3 5	33	'105	2 6	1 1½	43	3,965 14 3½	1,738 1 3	33	'832	43
Keilor	510 3 10	77 18 9	5,302½	1	'018	1 11	0 3½	15	186 7 6½	85 13 8	1,123 14 1 14	1	'089	3 4	1 6	46	696 11 4½	163 12 5	2	'237	23			
Diggers' Rest	244 15 1	88 3 4	2,166½	2	'092	2 3	0 9½	36	117 19 1½	62 19 4	593 13 1 4	1	'168	4 0	2 1	53	362 14 2½	151 2 8	3	'826	41			
Sunbury	347 0 0	110 13 11	3,226½	2	'062	2 1½	0 8	32	169 16 3	96 9 11	656 6 3 12	1	'152	5 2	3 0	56	516 16 3	207 3 10	3	'578	40			
Lancefield	489 15 1	101 4 4	3,295½	2	'060	3 0	0 7½	21	722 0 7½	142 17 4	2,837 15 1 25	2	'070	5 1	1 0	20	1,211 15 8½	244 1 8	4	'330	20			
Riddell's Creek	249 14 2	66 12 1	2,406	1	'041	2 1	0 6½	27	212 3 5	66 12 1	794 11 0 18	1	'126	5 4	1 8	32	461 17 7	133 4 2	2	'443	29			
Gisborne	719 6 6	102 1 4	5,125	2	'039	2 9½	0 4½	14	331 19 0	86 19 4	1,041 1 3 11	1	'096	6 4	1 8	26	1,051 5 6	189 0 8	3	'285	18			
Middle Gully—(Passengers are not booked at, or from, this station, but pay 1s. to Gisborne or Woodend.)	7 4 1½	..	245	5	'204	0 7	..	..	922 9 1	272 13 8	6,210 3 3 8	7½	'129	3 0	0 10½	30	929 13 2½	272 13 8	8	'860	29	
Woodend	1,472 2 2½	253 9 8	10,107½	4	'039	2 11	0 6	17	3,847 4 7½	829 14 8	12,825 3 3 22	9	'070	6 0	1 3	21	5,219 6 10	1,083 4 4	13	'244	20			
Tylden	217 9 6	75 11 8	2,858½	1	'035	1 6	0 6½	35	115 0 4½	42 5 0	405 12 3 14	1	'246	5 8	12 1	37	332 9 10½	117 16 8	2	'602	36			
Kyneton	2,930 16 5½	279 1 6	17,887	5	'028	3 3	0 3½	9	1,763 9 8	261 19 8	2,865 17 2 12	8	'279	12 4	1 9	15	4,694 6 1½	541 1 2	13	'279	11			
Malmesbury—(Opened for goods, 20th February)	1,136 14 4½	112 6 8	7,825	2	'025	2 11	0 3½	10	1,044 2 2	222 17 9	2,375 5 1 4	6	'252	8 9	1 10	21	2,180 16 6½	335 4 5	8	'366	15			
Tarradale—(Opened for goods, 9th March)	688 10 11½	95 1 8	7,959½	1	'012	1 9	0 2½	14	186 11 5½	42 5 0	282 10 2 22	1	'354	13 2	3 0	22	875 2 5	137 6 8	2	'228	16			
Elphinstone—(About £150 of the goods revenue at this station is derived from sheep, for which no tonnage is shown. The revenue on the tonnage is 11s. 6d.; for goods carried for contractors, at station rates.)	406 16 11	139 0 0	3,427½	2	'058	2 4	0 9½	34	257 16 5½	1 7 6	188 4 1 2	..	..	27 0	..	..	664 13 0½	140 7 6	2	'301	21
Chewton—(Closed, 15th March)	257 0 1	79 19 11	1,884½	..	..	2 9	0 10	31	..	4 6 3	..	..	..	..	..	..	257 0 1	84 6 2	..	..	33
Castlemaine	8,133 4 9	438 9 8	37,935½	7	'018	4 3	0 2½	5	4,936 14 8½	1,295 15 9	7,316 15 2 15	13	'177	13 6	3 6	26	13,069 19 5½	1,734 5 5	20	'153	13			
Harcourt	363 3 9	131 12 6	6,767½	2	'029	1 1	0 4½	36	65 16 0	..	183 7 0 23	..	..	9 10	..	..	428 19 9	131 12 6	2	'464	31
Ravenswood	180 4 3	105 0 0	2,224½	2	'090	1 7	0 11½	58	..	..	..	..	..	..	..	..	180 4 3	105 0 0	2	1 1	58
Kangaroo Flat—(Ticket collecting station)	546 5 8	199 3 2	3,394½	3	'088	3 2	1 2	36	15 13 2	..	15 4 0 0	..	..	20 0	..	..	561 18 10	199 3 2	3	'534	35
Sandhurst	9,206 15 2	430 4 10	26,516½	8	'030	7 9	0 3½	4	7,982 14 6	1,624 6 1	9,542 5 2 25	16	'167	16 8	3 5	20	17,189 9 8	2,054 10 11	24	'139	12			
Werribee	487 2 0	116 7 2	4,537½	2	'044	2 2	0 6	23	233 18 5	118 2 8	1,321 15 3 12	1	'075	3 6	1 9	50	721 0 5	234 9 10	3	'426	32			
Little River	282 16 10½	37 10 0	2,726	1	'036	2 1	0 3½	13	250 11 8½	37 10 0	1,374 19 3 22	1	'072	3 8	0 7	14	533 8 7	75 0 0	2	'375	14			
Duck Ponds	196 1 11½	41 13 4	1,903½	5	'026	2 0	0 5½	21	190 6 9½	41 13 4	1,087 1 2 23	5	'046	3 5	0 9	22	386 8 9	83 6 8	1	'259	21			
Cowie's Creek	33 8 4½	12 10 0	941½	5	'053	0 8½	0 3	37	33 6 8½	12 10 0	88 5 2 13	5	'568	7 7	2 10	37	66 15 1	25 0 0	1	1 5	37			
West Geelong—(Ticket collecting station. The goods traffic is principally for plant in trucks, uncoupled at W. G., and on which there are no goods wages.)	303 3 1	277 16 4	3,569	4	'112	1 8	1 6½	91	216 17 10½	..	1,223 4 1 22	..	..	3 6	..	..	520 0 11½	277 16 4	4	'790	54
Geelong	9,896 8 0	727 5 6	51,623½	11	'021	3 10	0 3½	7	5,939 8 7	915 5 4	13,702 3 3 13	10	'073	8 8	1 4	15	15,835 16 7	1,642 10 10	21	'132	10			
Steiglitz	133 16 11½	41 1 3	2,571½	5	'020	1 5	0 3½	22	48 1 4	41 1 3	121 9 3 7	5	'413	8 0	7 0	85	231 18 3½	82 2 6	1	'431	35			
Leigh—(Opened for traffic, 16th March)	133 2 10½	35 11 10	1,214½	1	'082	2 2	0 7	27	171 15 4½	35 11 10	479 11 1 20	1	'209	7 2	1 6	20	304 18 3	71 3 8	2	'655	23			
Lethbridge	391 6 11½	71 17 4	2,964½	1	'034	2 8	0 5½	18	362 7 5	71 19 4	1,670 19 3 26	1	'059	4 4	0 10	20	753 14 4½	143 16 8	2	'265	19			
Meredith	573 6 2	71 17 4	3,703½	1	'027	2 9	0 4½	12	104 3 7½	71 17 4	265 15 1 4	1	'376	7 10	5 4	69	677 9 9½	143 14 8	2	'295	21			
Lal Lal	238 9 0	84 4 8	2,669½	1	'037	1 9	0 7½	35	196 13 6	84 4 8	1,544 16 2 13	1	'065	2 7	1 1	43	435 2 6	168 9 4	2	'459	33			
Buninyong	324 9 3½	69 19 7	2,574	1	'039	2 6	0 6½	21	131 13 1	69 19 7	494 2 3 7	1	'202	5 4	2 10	53	456 2 4½	139 19 2	2	'438	31			
Ballaarat East—(Ticket collecting station)	1,713 5 10½	247 9 10	4,347	4	'092	7 10	1 1	14	5,127 15 0½	689 5 4	5,835 10 2 1	4	'068	1 9	2 4	13	6,841 0 11	936 15 2	8	'116	14			
Ballaarat	13,298 12 5½	461 2 4	32,761	8	'024	8 1	0 3½	3	10,072 12 9½	1,607 7 4	14,418 6 2 24	23	'159	14 0	2 3	16	23,371 5 3	2,068 9 8	31	'132	9			
Traffic Superintendent's Office	..	870 19 9	..	8	..	..	..	..	..	905 9 8	..	7	..	..	..	..	..	1,776 9 5	15	..	..	
Guards	..	752 13 6	..	10	..	..	..	..	..	787 8 0	..	12	..	..	..	..	..	1,540 1 6	22	..	..	
Pointsmen	..	959 13 0	..	17	..	..	..	..	..	950 0 0	..	16	..	..	..	..	..	1,909 13 0	33	..	..	
Gatekeepers	..	1,362 1 3	..	35	..	..	..	..	..	1,362 1 3	..	35	..	..	..	..	..	2,724 2 6	70	..	..	
Total	98,838 3 2½	12,184 13 11	694,292	202	'029	2 10	0 4	12	84,762 14 3½	22,638 15 11	212,942 0 3 2	396	'186	7 11½	2 1½	26	183,600 17 6	34,823 9 10	598	'327	19			

Department of Victorian Railways,
Melbourne, 18th August, 1863.

ANTHONY MATHISON, Accountant.

W. H. WRIGHT,
Secretary.

APPENDIX X.

[The Locomotive Superintendent sent in the following.]
 RETURN of CLERKS employed in the Locomotive Branch.

Name.	Date of entry into Service.	Rank.	Salary at time of Appointment.		Present Salary.	
			Per day. s. d.	Per annum. £ s. d.	Per day. s. d.	Per annum. £ s. d.
E. Strong ...	1st April, 1859 ...	Bookkeeper ...	...	100 0 0	...	275 0 0
R. W. Williamson	18th January, 1861 ...	Clerk ...	...	150 0 0	...	175 0 0
G. M. Skinner ...	1st November, 1861 ...	Clerk ...	9 7 =	150 0 0	12 0 =	187 16 0
R. Lawson ...	5th November, 1861 ...	Clerk ...	9 7 =	150 0 0	12 0 =	187 16 0
J. R. Calcutt ...	25th July, 1862 ...	Clerk ...	8 0 =	125 4 0	9 0 =	140 17 0
G. F. Smith ...	11th August, 1862 ...	Clerk ...	7 8 =	120 0 0	10 0 =	156 10 0
P. Haslam ...	Messenger from Feb., 1859	...	3 4			
" ...	1st January, 1862 ...	Clerk ...	5 0 =	78 5 0	7 6 =	117 7 6
H. Davis ...	11th March, 1863 ...	Temporary Clerk	12 0 =	187 16 0	12 0 =	187 16 0

APPENDIX Y.

RETURN, showing a Summary of the Staff in the Traffic Branch, August, 1863.

1 Traffic Superintendent	at	£	per annum	231 Brought forward.
1 Chief Clerk	"		"	23 Guards, viz. :-
1 Pier Master	"	400	"	12 at 10s. per diem
36 Station Masters, viz. :-				1 " 9s. "
1	"	400	"	9 " 8s. 6d. "
1	"	350	"	1 " 7s. 6d. "
5	"	300	"	
4	"	250	"	23
25	"	200	"	
36				
1 Station Mistress	at	75	per annum	201 Porters, permanent, viz. :-
1 Goods Station Master	"	400	"	1 at 11s. per diem
1 Acting Station Master	"	200	"	23 " 9s. "
1 Cashier	"	350	"	49 " 8s. "
1 Pay Clerk	"	350	"	128 " 7s. 6d. "
104 Clerks, viz. :-				201
3	"	300	"	201 Porters, include—
5	"	250	"	176 Porters
13	"	200	"	1 Sailmaker
4	"	175	"	1 Cooper
42	"	150	"	23 Pointsmen, &c.
6	"	120	"	201 permanent hands.
26	"	100	"	
5	"	80	"	
104				117 Laborers, temporary, viz. :-
2 Inspectors	at	175	per annum	37 at 7s. 6d. per diem
1 Timekeeper	"	200	"	3 " 7s. "
1 Messenger	"	75	"	72 " 6s. "
3 Ticket Collectors, viz. :-				5 " 1s. per hour
2	"	10s.	per diem	
1	"	8s.	"	572
3				
1 Yardsman	at	10s.	per diem	Total, 572
4 Watchmen	"	8s.	"	Deduct 57 Gatekeepers
71 Gatekeepers, viz. :-				515 employed in the traffic branch.
2	"	8s.	"	
2	"	7s. 6d.	"	Stations—
1	"	6s. 6d.	"	21 Main Line
13	"	5s. 6d.	"	14 Ballarat
53	"	5s.	"	2 Williamstown
71				37 Stations.
71 Gatekeepers—				
Of these, transferred to the				
Engineer-in-Chief ..	..	57		
Remainder with traffic branch ..	..	14		
		71		
231 Carried forward.				MEMORANDUM—
				Secretary's Office, 9 Clerks.
				Audit Office, 12 "

Traffic Superintendent's Office,
 25th August, 1863.

APPENDIX Z.

[The following Documents were received from the Traffic Superintendent.]

P. 2 | 86.

[COPY.]

Traffic Superintendent's Office, Spencer-street,
Melbourne, 11th July, 1863.

MEMORANDUM FOR THE APPROVAL OF THE COMMISSIONER.

I have the honor to inform you that, having inspected the goods sheds and yards of the Melbourne terminus, Spencer-street, and that, to obtain additional accommodation so as to save labor expenses, &c., and to facilitate the working of the same, and to further provide for the safety of the employes and the public, I have the honor to recommend that the following alterations be made, viz. :—

1st. That a platform be built over roads 3 and 4 in the Williamstown shed, which would give an additional width of twenty-two (22) feet, the length of the shed being three hundred and twenty-five (325) feet, would give in all additional accommodation of about seven thousand (7,000) square feet, which would hold the cargoes of two additional ships discharging at the pier. The trucks could also be unloaded on to both platforms, *i.e.*, bonded and free goods, which would reduce the labor in this shed to about one-half; and to facilitate the working of the same, I would recommend that the present through road connecting two (2) and one (1) roads be shifted nearer the goods sheds, and that it be continued on to the wood siding, thereby connecting road No. 1 to the wood siding.

2nd. That a through road be made in the Sandhurst goods shed from the up on to the down line. This alteration would allow loaded trucks to pass out of the shed without as at present shunting any trucks that may be loading at the outer platform, and also would greatly facilitate the business of the shed.

3rd. For the temporary accommodation of the increasing timber trade, I would recommend that a pile and plank fence be erected, commencing from the outside of the heavy goods platform, and running up about two hundred and forty (240) feet towards the Spencer-street passenger station alongside the timber siding. This would protect the points and side line, and would give greater facility for the stacking of firewood and sawn timber.

4th. That a pair of compound points be fixed near the inner Semaphore, which would facilitate the shunting of goods trains, and prevent the delays that often occur to the departure of passenger trains.

(Signed)

JOHN JEREMY,

Acting Traffic Superintendent.

The Secretary.

[COPY.]

P. 2 | 78.

Traffic Superintendent's Office, Spencer street,
Melbourne, 18th August, 1863.

MEMO. FOR THE APPROVAL OF THE COMMISSIONER.

MELBOURNE GOODS SHEDS.

Referring to my P. 2 | 86, dated 11th ultimo, I have the honor to further suggest, for your approval, that the Spencer street Market, the property of the Corporation of the city, and at present unused, would be available as a produce market, by putting in turn-tables and running lines over Spencer street, by which arrangement great facility would be given the department, keeping the sheds to a great extent clear of inwards goods, besides being considerable accommodation to the owners, and enabling the Corporation authorities to collect their market dues. It would also clear the railway premises of hay, straw, and other inflammable articles, from which at present considerable risk is run. In connection with this suggestion I would remark that offers have been made to carry on a trade in beef between the up-country districts and Melbourne, from which the department would derive considerable benefit, and the trade would be greatly facilitated by such an arrangement as I propose.

I understand it is in contemplation to convert Williams's workshops into carriage sheds, which would deprive the traffic branch of a large amount of very valuable space; and, as under any circumstances it will be very difficult to get carriages either in or out of this shed, I beg to offer it as my opinion that a carriage-shed might be erected at North Melbourne, where there is plenty of space, and that the workshops might be conveniently converted into a timber and building material depôt. It would also answer temporarily for the forthcoming wool season, as I feel assured, unless some arrangement is made, we shall be cramped for room. This suggestion, if carried out, would be the means of keeping apart the various branches of traffic, so necessary in giving dispatch to business; besides which it would materially assist in reducing the heavy item of labor.

From inquiries which have been made, I am convinced the back traffic can be considerably extended; but, to do so effectually, increased accommodation must be provided. The back traffic will mostly consist of articles which require considerable space. I may enumerate hides, bones, horns, rags, scrap iron, stone, &c., which space I believe would be available if my suggestions were carried out, and would, for many years, meet the requirements of this traffic. I have also taken into account the expense attending the proposed alteration, and cannot see any means by which we could get so much accommodation for so small an outlay.

I believe also it would find favor with parties, in the event of leasing the lines, enhancing, as it would, by affording greater facilities, the value of the works belonging to the Government.

(Signed)

JOHN JEREMY,

Traffic Superintendent.

The Secretary.

[COPY.]

P. 2 | 74.

Traffic Superintendent's Office, Spencer-street,
Melbourne, 18th August, 1863.

MEMO. FOR THE THE SANCTION OF THE COMMISSIONER.

I beg to recommend that, on and after the 1st September ensuing, all casual labor at the Melbourne goods sheds be paid at the rate of 1s. per hour, instead of, as at present, 6s. per day; by adopting which suggestion, I am confident a very large saving can be effected.

At the present time extra labor costs the department nearly £500 per month, the greater portion of which could be saved, as, under the system I propose, extra laborers would only be employed and paid for as many hours as their services were needed.

There are at present fifty permanent porters, and per last time sheet fifty-seven extra hands; the permanent hands in my opinion being sufficient for handling the ordinary tonnage passing through the station.

Altering the system of payment would not necessitate any man being formally discharged, but as only a certain number would be required each day, the best workman could be selected and the department would get quietly rid of a large number of men in excess of present requirements.

Objection might be raised, that a casual hand could earn at 1s. per hour a larger daily wage than a permanent hand, viz. 7s. 6d. To meet which I would suggest that, where a full day is wrought, a fixed sum, say 7s. 6d., be paid, but for any less time 1s. per hour—same not at any time to exceed the wage paid a permanent porter.

(Signed)

JOHN JEREMY,

Traffic Superintendent.

The Secretary.

MEMO. FOR THE INFORMATION OF THE COMMISSIONER.

I have the honor to report that, in consequence of receiving telegrams from the Ballarat station master late on the evening of Wednesday, the 19th instant, informing me that an accident had occurred to the goods train, due there at 6.45 p.m., I proceeded to Ballarat by the 7.40 a.m. yesterday, to inquire into the cause of said accident, and the extent of damage done.

I first obtained a statement from the station master (Mr. Tetley), which I append. I then questioned the guard (Domcey), and from him I learned that they stopped, as usual, on the top of the Warrenheip bank to put down all the breaks of the trucks; this duty being performed by the guard and fireman of the train. I may here remark, that a boy was retained at this spot until lately, to assist the guard, but I understand he has been removed, which necessitates either the driver or fireman leaving his engine, which I consider objectionable on so steep an incline.

All went well with the train until they entered the Caledonian cutting, about three miles from Ballarat, when the guard found his train was gaining speed, which he was unable to control, being from thirty-five to forty-five miles per hour. The driver reversed his engine, and the speed gradually slackened, until arriving at the Ballarat station, which was entered at about ten miles per hour. Here the driver, fireman, and guard jumped off; the engine then ran through the station, struck a horse-box and carriage truck, and mounted on the footpath near the carriage dock, where it stopped.

The damage done consists of one box destroyed, one carriage truck badly damaged, about six of the goods trucks with axle-boxes, buffers, &c., broken and otherwise damaged. I am unable to correctly estimate the damage done to the locomotive, but should say at least £150 will require to be expended to thoroughly repair it. The goods in trucks were damaged to a very slight extent—say £5. The carriage dock is also considerably knocked about. Altogether, I should estimate the damage done to about £500.

The road was clear, and the engine shunted before I left the station. The carriage dock would also be repaired in about twenty-four hours.

As to the cause of the accident, I am of opinion that both the engine and van were of too light a character to be attached to a heavy goods train, as, on descending the Warrenheip bank, the rails, from constant friction, have become so smooth, that in wet weather a passenger engine (such as was attached to the train in question) would not be sufficiently powerful to control the pressure from behind of the loaded trucks; the van also being a four wheeled one, and not sufficiently ballasted, would not be of that assistance which is requisite in descending such a heavy grade.

In conclusion, I would recommend that the question as to the class of locomotive necessary for this traffic be brought under the notice of the locomotive superintendent; I think consideration should also be given to the necessity there exists generally for greater brake-power being provided. I would further recommend that a semaphore be erected on the top of the Warrenheip bank for the protection of trains where they follow each other closely; the signalman would also be available to assist the guards of goods trains in lowering the brakes before descending the bank.

I am happy to inform you that the driver and fireman were uninjured, and the guard only received a slight injury to one of his legs.

(Signed)

JOHN JEREMY,
Traffic Superintendent.

The Secretary.

APPENDIX AA.

STATEMENT of Tonnage, Rate, and Gross Receipts of Goods Traffic between Melbourne and Geelong from the 1st August, 1861, to 31st July, 1862, twelve months prior to the opening of the Ballarat Traffic.

	Tonnage.				Rate, Dead weight and Measurement.		Gross Receipts.		
	Tons.	cwt.	qr.	lb.	s.	d.	£	s.	d.
Melbourne to Geelong	25,016	2	0	26	7	0	8,755	12	0
Geelong to Melbourne	6,023	17	2	15	7	0	2,178	11	4
Total	31,039	19	3	13	...	...	10,934	3	4

SHOWING the same particulars from the 1st August, 1862, to 31st July, 1863, twelve months after the opening of the Ballarat Traffic.

	Tonnage.				Four Rates, Dead weight only, averaging.		Gross Receipts.		
	Tons.	cwt.	qr.	lb.	s.	d.	£	s.	d.
Melbourne to Geelong	4,800	7	2	4	14	3	3,030	14	4
Geelong to Melbourne	1,780	8	1	22	14	3	1,189	2	5
Total	6,580	15	3	26	...	...	4,219	16	9

APPENDIX BB.

A RETURN of the Number of all Persons employed in the Government Service on the Victorian Railways.

SUMMARY.

Secretary's Office Traffic ...	599
Engineer-in-Chief's Department ...	921

Total number employed 1,520

3rd September, 1863.

W. H. WRIGHT, Secretary.

A RETURN of the Number of all Persons employed in the Government Service on the Victorian Railways in the Secretary's Office, Traffic Audit Office, and Traffic Department.

RANK OR CALLING.	No.
Secretary	1
Accountant	1
Chief Clerks (one Secretary's Office, one Traffic Superintendent's Office) ...	2
Traffic Superintendent	1
Station Masters	42
Clerks, Secretary's Office	6
„ Traffic Audit Office	11
„ „ Department	111
Messengers	2
Guards and Ticket Collectors	26
Porters	177
Pointsmen and Watchmen	34
Gatekeepers	70
Laborers	115
Total	599

3rd September, 1863.

W. H. WRIGHT, Secretary.

A RETURN of the Number of all Persons employed in the Government Service on the Victorian Railways in the Engineer-in-Chief's Department.

RANK OR CALLING.	No.
Engineer-in-Chief	1
Resident Engineer	1
District Engineers	5
Clerk of Works	1
Assistant Engineers and Surveyors	6
Draftsmen	10
Clerks	10
Inspectors, Clerks, and Assistants in field branch	51
Lithographers, Printers, and Assistants	5
Messengers, Chainmen, Staffholders, and Field Laborers	32
Laborers employed temporarily on works of construction on the Melbourne and River Murray Railway	48
Williamstown Branch Railway	21
Geelong and Melbourne Railway	116
Geelong and Ballarat Railway	36
Inspectors of Maintenance of Way and Works	8
Platelayers and Laborers employed for maintenance of way and works on the Melbourne and River Murray Railway and Williamstown Branch Line	86
Platelayers and Laborers employed for maintenance of way and works on Geelong and Melbourne Railway	40
Do. Geelong and Ballarat Railway	62
Superintendent of Locomotives	1
Bookkeeper and Clerks	8
Working hands at Williamstown, including an average of 45 workmen employed in July at work of construction	151
Working hands at Melbourne	74
„ „ Sandhurst	22
„ „ Kyneton	3
„ „ Sunbury	2
„ „ Woodend	1
„ „ Castlemaine	2
„ „ Geelong	31
„ „ Werribee and Little River	4
„ „ Ballarat	23
„ „ Lal Lal	2
Railway Storekeeper	1
Bookkeeper and Receiving Clerk	2
Foreman and Laborers receiving and disposing of materials, machinery plant, &c., in dépôt at Geelong Junction	10
Hands employed at Williamstown, receiving, delivering, &c., stores for Locomotives, permanent way and works	12
Hands, receiving and delivering fuel, &c., at Melbourne, Kyneton, and Woodend, Geelong, and Ballarat	15
Electric Telegraph—Operators and Assistants	18
Total	921

2nd September, 1863.

W. H. WRIGHT, Secretary.

APPENDIX CC.

E351.

MEMO.

Melbourne, 4th September, 1863.

The total amount of Storage collected at the different Stations on the Victorian Railways during the month of July, 1863, was £13 17s. 10d.

JOHN JEREMY,
Traffic Superintendent.

To the Committee, Legislative Council,
inquiring into Railway Management.

APPENDIX DD.

RETURN, showing, under separate heads, the Total Amount of Money expended during the months of January, February, and March of the current Year, in Salaries, Wages, and other management outlay on account of Victorian Railways.

Expenditure during January, February, and March, 1863.

					£	s.	d.	£	s.	d.	£	s.	d.
SECRETARY'S OFFICE.													
<i>Salaries and Wages.</i>													
Secretary's Office ...	...	...	...	...	876	5	0						
Traffic Audit Office ...	...	...	...	...	563	1	3						
								1,439	6	3			
<i>Contingencies.</i>													
Fuel, Light, and Water ...	...	...	...	...	7	0	0						
Extra Clerical ...	...	...	...	...	105	0	0						
Stores ...	...	...	...	...	11	6	8						
Incidentals ...	...	...	...	...	28	0	4						
								151	7	0			
											1,590	13	3
STATIONS.													
<i>Salaries and Wages.</i>													
Traffic Superintendent, Assistant Traffic Superintendent, and Station Masters ...	...	...	...	...	2,535	8	10						
Clerks ...	...	...	...	...	4,282	19	8						
Guards and Ticket Collectors ...	...	...	...	...	1,130	15	0						
Porters ...	...	...	...	...	5,165	5	5						
Pointsmen ...	...	...	...	...	1,132	1	0						
Gatekeepers ...	...	...	...	...	1,674	18	6						
Cooper and Sailmaker ...	...	...	...	...	76	9	0						
Laborers ...	...	...	...	...	2,925	15	11						
								18,923	13	4			
<i>Contingencies.</i>													
Fuel, Light, and Water ...	...	...	...	...	359	5	4						
Stores ...	...	...	...	...	770	13	10						
Compensation ...	...	...	...	...	179	18	5						
Travelling Expenses ...	...	...	...	...	274	17	0						
Towage ...	...	...	...	...	241	10	0						
Unforeseen ...	...	...	...	...	514	5	10						
								2,340	10	5			
											21,264	3	9
LOCOMOTIVE EXPENSES.													
Salaries and Wages ...	...	...	...	...	27,887	16	6						
Stores ...	...	...	...	...	10,000	0	0						
								37,887	16	6			
MAINTENANCE OF LINES.													
Salaries and Wages ...	...	...	...	...	5,000	10	4						
Stores ...	...	...	...	...	27	15	6						
								5,028	5	10			
											42,916	2	4
											65,770	19	4

9th September, 1863.

W. H. WRIGHT,
Secretary.

1862-3.

VICTORIA.

REPORT

FROM THE

SELECT COMMITTEE OF THE LEGISLATIVE COUNCIL

ON THE

EAST COLLINGWOOD IMPROVEMENT BILL,

WITH

THE PROCEEDINGS OF THE COMMITTEE.

Ordered by the Council to be printed, 27th May, 1863.

MELBOURNE:

WILSON AND MACKINNON PRINTERS, 78, COLLINS STREET EAST.

1863.

EXTRACTED FROM THE MINUTES.

TUESDAY, 21ST APRIL, 1863.

EAST COLLINGWOOD IMPROVEMENT BILL.—The Order of the Day for the second reading of this Bill being read, the Honorable J. P. Fawkner moved, That the Order of the Day be discharged.

Question—put and passed.

The Honorable J. P. Fawkner moved, That the Bill be referred to a Select Committee of the Council.

Question—put and passed.

The Council proceeded to the ballot, in accordance with the third Standing Order on Private Bills; and the following members, being reported by the Clerk to have the greatest number of votes, were declared by the President to be the members of the Select Committee, viz. :—The Honorables J. P. Fawkner, F. Robertson, J. McCrae, C. J. Jenner, and A. Fraser.

WEDNESDAY, 22ND APRIL, 1863.

EAST COLLINGWOOD IMPROVEMENT BILL.—The Honorable J. P. Fawkner, with leave of the Council, moved, without notice, That the Select Committee on this Bill have power to call for papers and documents, to take evidence, and to hear counsel.

Question—put and passed.

THURSDAY, 30TH APRIL, 1863.

SELECT COMMITTEE ON EAST COLLINGWOOD IMPROVEMENT BILL.—The Honorable J. P. Fawkner reported to the House that two members of the Select Committee on the East Collingwood Improvement Bill had not attended at a meeting duly convened in the Committee Room, and the President having ruled that, under the Standing Orders on Private Bills, it was not competent for the Committee to proceed to business without attendance of all the members thereof, and that the leave of the Council was essential in order to enable the Committee to meet on a future day, the Honorable J. P. Fawkner, with leave of the Council, moved, without notice, That the Select Committee on the East Collingwood Improvement Bill have leave to sit again to-morrow.

Question—put and passed.

FRIDAY, 1ST MAY, 1863.

SELECT COMMITTEE ON EAST COLLINGWOOD IMPROVEMENT BILL.—The Honorable J. P. Fawkner, as Chairman of the Select Committee to which this Bill was referred, brought up the Report of the Committee, and moved, that the same do lie on the Table.

Ordered.

The Report was read by the Clerk.

R E P O R T .

The Select Committee of the Legislative Council, appointed on the 21st April, 1863, to which was referred the Bill intituled "An Act for the Improvement of the Municipal District of East Collingwood in the Colony of Victoria," have the honor to submit the following Report :—

1. Your Committee have examined several Witnesses in support of the Preamble of the Bill, and have agreed to the same without Amendment, and that it do stand part of the Bill.
2. Your Committee have considered the various Clauses of the Bill and the Schedule, and agreed to the same without Amendment.
3. Your Committee return to your Honorable House the Bill referred to them without Amendments.

JOHN P. FAWKNER,

CHAIRMAN OF COMMITTEE.

PROCEEDINGS OF THE COMMITTEE.

THURSDAY, 30TH APRIL, 1863.

Members present :

The Honorable J. P. Fawkner.	|	The Honorable C. J. Jenner.
„ J. McCrae.	|	

The Members present signed the Declaration required by the 8th Standing Order on Private Bills.

The whole of the Members of the Committee not being present, no business was done.

FRIDAY, 1ST May, 1863.

Members present :

The Honorable J. P. Fawkner.	|	The Honorable J. McCrae.
„ A. Fraser.	|	„ C. J. Jenner.
„ F. Robertson.	|	

The Honorables A. Fraser and F. Robertson signed the Declaration required by the 8th Standing Order on Private Bills.

The Honorable J. P. Fawkner was appointed Chairman.

Attested Copies of the Plan, Book of Reference, and Estimates were handed in.

Mr. Smith appeared as Counsel in support of the Bill, and addressed the Committee.

Richard B. Gibson, Esq., C.E., was called in and examined.

C. J. Don, Esq., M.L.A., was called in and examined.

Andrew C. Livingstone, Esq., M.D., was examined.

H. N. Booth, Esq., Town Clerk of East Collingwood, was examined.

Mr. Smith addressed the Committee in support of the Preamble of the Bill.

Question put and passed—That the Committee consider the Preamble proved.

The several Clauses of the Bill from I to XXVII inclusive, and the Schedule, were severally put and agreed to without Amendment.

The Bill as a whole was agreed to without Amendment, and the Chairman was ordered to report accordingly to the House.

VICTORIA.



VOTES
AND
PROCEEDINGS
OF THE
LEGISLATIVE
COUNCIL.

SESSION.

1862-3.