

10/19
1853.

VICTORIA.

REPORT

FROM THE

SELECT COMMITTEE

ON

THE MELBOURNE, MOUNT ALEXANDER,
AND MURRAY RIVER

RAILWAY COMPANY'S BILL,

TOGETHER WITH

THE PROCEEDINGS OF THE COMMITTEE,

Minutes of Evidence,

AND

APPENDICES.

Melbourne :

PRINTED AT THE "ARGUS" OFFICE, COLLINS STREET, EAST.

1853.

TUESDAY, 10TH AUGUST, 1852.

4. THE MELBOURNE, MOUNT ALEXANDER, AND MURRAY RIVER RAILWAY BILL.—Mr. Westgarth having produced a certificate that the sum of £25 had been paid into the hands of the Colonial Treasurer, for the public uses of the Colony, presented a Bill intituled, “ A Bill to incorporate a Company to be called, The Melbourne, Mount Alexander, and Murray River Railway Company ;” and moved that such Bill be now read a first time.

Question put and passed. Bill read a first time.

Mr. Westgarth then moved, pursuant to contingent notice, that this Bill be referred to a Select Committee, to consist of Mr. Splatt, Mr. Campbell, Dr. Thomson, Mr. Rutledge, the Auditor-General, and the Mover.

Debate ensued.

Question put and passed.

LIST OF WITNESSES.

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R E P O R T .

THE Select Committee of the Legislative Council, for whose consideration and report was referred, on the tenth day of August last, " A Bill to Incorporate a Company to be called The Melbourne, Mount Alexander, and Murray River Railway Company," beg leave to report to your Honorable Council, that they examined several witnesses (whose evidence will be found appended hereto), and that the Preamble of the Bill has been satisfactorily proved to your Committee.

Your Committee afterwards proceeded with the several Clauses of the Bill, and carefully noted the amendments they deemed it expedient to make therein, taking care to insert no clause and make no amendment foreign to the title and general objects of the Bill attached to the Petition presented to your Honorable Council.

Your Committee take leave to suggest to your Honorable Council, that the Preamble as set out in the annexed Proceedings of your Committee on the 14th January instant, be adopted as the Preamble to this Bill.

Your Committee have now the honor to lay before your Honorable Council the said Bill as so amended by them.

W. WESTGARTH,
CHAIRMAN.

Legislative Council Chamber,
Melbourne, 25th January, 1853.

PROCEEDINGS OF THE COMMITTEE.

TUESDAY, 21ST DECEMBER, 1852.

Members Present.

Mr. Westgarth, Dr. Thomson, Mr. Splatt.

On the motion of Mr. Splatt, Mr. Westgarth was called to the Chair.

Adjourned to Friday, 31ST December, at 10 o'clock.

FRIDAY, 31ST DECEMBER, 1852.

Members Present.

Mr. Westgarth in the Chair.

Mr. Campbell, The Auditor-General.

Mr. Harrison examined, and Counsel heard.

Adjourned to Thursday, 6TH January, 1853, at 10 o'clock.

THURSDAY, 6TH JANUARY, 1853.

Members Present.

Mr. Westgarth in the Chair.

Dr. Thomson, Mr. Rutledge.

Mr. Harrison and Mr. Trenchard called in and examined.

Adjourned to Saturday, 8TH January, at 10 o'clock.

SATURDAY, 8TH JANUARY, 1853.

Members Present.

Mr. Westgarth in the Chair.

Mr. Splatt, The Auditor-General.

Counsel having referred the Committee to Captain Ferguson's evidence given before the Hobson's Bay Railway Committee, as to the general advantages of the Branch to Williams Town, in connection with the present undertaking, the Committee expressed themselves satisfied on this point.

The Committee, with regard to the levels and direction of the Line between Williams Town and Melbourne, expressed a preference for a Line on ground higher and further back from the River between the Bay and the Saltwater River, and requested of the Company to furnish a Survey and Report, accordingly.

Adjourned to Wednesday, 12TH January, at 10 o'clock.

WEDNESDAY, 12TH JANUARY, 1853.

Members Present.

Mr. Westgarth in the Chair.

Dr. Thomson, Mr. Campbell.

Captain Ferguson called in and examined. Mr. Harrison examined.

Adjourned to Thursday, 13th January, at 10 o'clock.

THURSDAY, 13TH JANUARY, 1853.

Members Present.

Mr. Westgarth in the Chair.

Dr. Thomson, Mr. Splatt.

Mr. Trenchard called in, and further examined. Mr. Harrison called in, and further examined.

Adjourned to Friday, 14th January, at 2 o'clock.

FRIDAY, 14TH JANUARY, 1853.

Members Present.

Mr. Westgarth in the Chair.

Dr. Thomson, Mr. Splatt, Mr. Campbell.

Lieut. Pasco, R.N., called in and examined. Mr. Trenchard called in and further examined.

Resolved—That this Committee is satisfied as to the extent of the traffic on the Line between Melbourne and Mount Alexander and Williams Town.

Question put and passed—That this Preamble stand part of the Bill.

Resolved—That this Committee recommend an alteration in the Preamble, in accordance with the suggestion of the Promoters of the Bill, (as follows)—

“Whereas the construction of a Railway from the City of Melbourne to Mount Alexander and the River Murray (as the most direct Line to Sydney) between which places respectively a very large and increasing traffic now exists, would prove highly beneficial to the inhabitants of the Colony of Victoria, and it would be of great public utility that such Railway should be extended from the City aforesaid to Williams Town for the purposes of direct communication with the shipping and wharves to be erected there; and it is, therefore, advisable to grant encouragement to such enterprising persons as may be desirous and willing to make and maintain such Railways by granting to them an Act of Incorporation.”

Clause 1 of the Bill read and passed.

Adjourned to Saturday, 15th January, at 10 o'clock.

SATURDAY, 15TH JANUARY, 1853.

No Quorum.

Adjourned to Tuesday, 18th January, at 10 o'clock.

TUESDAY, 18th JANUARY, 1853.

Members Present.

Mr. Westgarth in the Chair.

Mr. Splatt, Dr. Thomson.

Clauses 2 to 24 read and passed.

Adjourned to Wednesday, 19th January, at 11 o'clock.

WEDNESDAY, 19TH JANUARY, 1853.

Members Present.

Mr. Westgarth in the Chair.

Mr. Campbell, Dr. Thomson.

Clauses from 25 to 91, both inclusive, (with the exception of Clauses 44, 45, 47, 48, 49, 50, 76, 77, 83, and 89, which were postponed) were considered and passed.

Adjourned to Thursday, 20th January, at 11 o'clock.

THURSDAY, 20TH JANUARY, 1853.

Members Present.

Mr. Westgarth in the Chair.

Mr. Campbell, Dr. Thomson.

Clauses 44, 45, 47, 48, 49, 50, 76, 77, 83, and 89 (which were postponed yesterday), and Clauses from 92 to 100, both inclusive, were considered and passed.

Adjourned to Friday, 21st January, at 11 o'clock.

FRIDAY, 21ST JANUARY, 1853.

Members Present.

Mr. Westgarth in the Chair.

Mr. Campbell, Dr. Thomson.

Clauses 2, 25, 26, 27, 32, 47, 48, 49, 75, 78, and 81 were re-considered and passed.

Report brought up and agreed to.

MINUTES OF EVIDENCE.

FRIDAY, DECEMBER 31ST, 1852.

PRESENT—William Westgarth, Esq., in the Chair; The Auditor-General, and Mr. Campbell.

Mr. Alfred Harrison, called in and examined.

1. *By Mr. Stephen.*—Q. Are you a civil engineer? A. I am.
2. Q. Have you been employed by the projectors of the Melbourne, Mount Alexander, and Murray River Railway Company at any time to prepare plans of the country between Melbourne and Williams Town, which is a proposed Branch of that Company? A. I have.
3. Q. Will you produce them? A. They are now before the Committee.
4. Q. Do you consider the line practicable, or otherwise? A. I think it a very easy line. There is no engineering difficulty at all throughout the whole of the line. The only expensive part will be crossing the Saltwater River, and also the extensive works which must be made at Williams Town, to facilitate the shipment of goods at that port; otherwise the line is very easy.
5. *By Mr. Campbell.*—Q. Did you examine the country at the back of the purchased land here (*pointing to the Plan*)? A. Yes; and I think it is decidedly not so good as the line laid down on the Plan. By the line entering at the west of Williams Town, you must pass through a great deal of purchased land, it being all purchased and built upon (*pointing to the Plan*).
6. Q. This dotted line is the proposed Deviation Line? A. Yes.
7. Q. That would interfere less with purchased land? A. Not less than what is shown on the Plan. The line there shown is actually between the purchased land and the river; but if you pass quite up to the west Deviation Line, it would pass through purchased land with only one or two cottages built on that part.
8. Q. I see you propose going into a considerable depth here—18 feet of water. Is that the greatest depth? A. 18 feet of water is the greatest depth.
9. Q. Would that be sufficient for the largest vessel? A. Yes, quite; but being soft land it could be easily dredged if required.
10. Q. What length of jetty would you have there? A. About half a mile to three quarters of a mile.
11. Q. Do you think that is sufficient? A. I think quite so, in the first instance. But by running out jetties from the present proposed wharf (*showing the same on the Plan*), you still keep in deep water, and could have a much more extensive range for shipment than a mere quay wall, as shown here.
12. *By Mr. Stephen.*—Q. You mean at right angles to that; by running out supplemental wharves at right angles to the main line of wharf, you could more than double your wharfage accommodation? A. Yes.
13. *By Mr. Campbell.*—Q. Do you think that would be more economical than extending your line further out as it were? A. You can tell the depth here; and you would interfere with the entrance of the Yarra, as shown on the Plan.
14. *By Mr. Stephen.*—Q. Do you anticipate that the cost of purchasing that land for your Railway would be heavy? A. I should say, certainly not. I think we should increase the value of the land so much, that it would be to the advantage of the purchasers to give us as much land as we required.
15. *By Mr. Campbell.*—Q. If you adopted that Deviation Line—the lower line—you would require to go through very little—scarcely any—purchased land? A. Very little indeed.
16. *By Mr. Stephen.*—Q. Those are all observations with respect to the Terminus at Williams Town. Have you surveyed the proposed General Station Terminus at Melbourne? A. Yes, I have.
17. Q. Where is it? A. At Batman's Hill. I reserved, in the first instance, 15 acres to the Corporation for public walks, but the Surveyor-General considered it not sufficient, the Government having promised 19, and I propose now to reserve 19 acres.
18. Q. What is the nature of the communication between the two sides of the Saltwater River that you propose to erect? A. I should cross it with a swing bridge, so as not to interfere with the traffic which now passes up the river. It is not extensive, but still, by that means, what there is would not be interrupted.

19. Q. Have you ascertained the elevation of the Railway above the water line—what is the amount? A. About nine feet, which is the level I propose the rails to be kept above high-water mark.

20. Q. Of course it would be impossible for anything larger than small boats to pass under, unless there was a swing bridge? A. Not unless there were a swing bridge, and carrying it over a higher level would be much more expensive than erecting a swing bridge.

21. Q. Is the traffic over the Saltwater River considerable, or otherwise? A. Very trifling.

22. Q. Probably there never would be any masted vessels passing under the bridge, so that it might almost be stationary? A. Almost stationary.

23. Q. It would be perfectly possible for boats to strike their masts in passing under, as they do under the bridges over the river Thames? A. With a ten feet rise, certainly.

24. Q. If it should be deemed inexpedient to have a swing bridge, that portion of the plan might be deviated from? A. Yes.

25. Q. Have you at all estimated the cost of the undertaking? A. I have.

26. Q. Upon what data, or what scale, have you drawn your estimate? A. I took out the quantity of earth-work. I have little data, in fact, to go upon here, but I have put it down at the rate of £12,000 a-mile, which I think is the outside price, and the large sum of £120,000 for the works at Williams Town, making £200,000.

27. Q. Is there a prospect of the price of labour coming down? A. I have no doubt about that.

28. Q. Can you give an idea to what extent per cent.? A. I think, in the course of a year, we shall have 100 per cent. reduction upon the present price of labour.

[Mr. Wrixon applied to be allowed to cross-examine the witness, on behalf of the Geelong and Melbourne Railway Company, and was informed by the Committee that they could not hear him, that Company's Bill being referred to another Committee, and the Company having no *locus standi* before the present Committee.]

29. *By Mr. Stephen.*—Q. Have you or not examined the country round about Melbourne with the view of ascertaining the best spot for fixing the General Terminus for all the Railways of the Colony? A. I have; and have done so very minutely, and took a great deal of time about it, and I have decidedly come to the decision, that the Plan now before the Council for a Station at Batman's Hill is the most desirable. It is easier got at by any lines coming from any part of the Colony, and there is ample space there for a General Terminus.

30. Q. Have you fixed upon a spot for the Station for the Hobson's Bay Railway? A. I have nothing to do with that.

31. *By Mr. Campbell.*—Q. What space do you consider necessary for the General Terminus? A. One hundred acres, I think is ample.

32. Q. What is the character of that piece of ground in general? A. The most of it is very flat; part of it is a little hilly, but easily converted into a Station.

33. Q. Is it subject to inundation? A. Part of it is a little; but by raising it two or three feet, that difficulty might be got over.

34. *By Mr. Stephen.*—Q. The ground is sound? A. The ground is sound.

35. *By Mr. Campbell.*—Q. I think it is desirable to show that you have a claim to that ground by reclaiming it. Certainly, it is useless in its present state. You think from the excavations from the higher ground you will be able to fill up that swamp, and reclaim it, as it were? A. We could; and we might do so as we require it.

36. Q. You think it is desirable to leave a space of ground to fall back upon according as occasion may arise? A. Decidedly so.

37. *By Mr. Stephen.*—Q. How much ground have the Government at their disposal at that spot? A. That part coloured red is 100 acres.

38. Q. Do you know the whole quantity that there is? A. I am not aware of the quantity, but some hundreds of acres to the west.

39. *By Mr. Campbell.*—Q. You may say 1,000 acres? A. Perhaps a thousand acres.

40. *By Mr. Stephen.*—Q. Then as a necessary consequence, the Government can well afford to spare 100 acres for such a purpose? A. Oh, certainly.

41. Q. You are aware of the site of the proposed Station of the Hobson's Bay Railway Company on the River Yarra? A. I am

42. Q. Would it be easy to form a line of communication between that Station and the Batman's Hill Station? A. It would. I propose doing so by carrying the line upon timber work over the different streets, leaving uninterrupted the present traffic to the wharf.

43. Q. At the present moment are there any engineering difficulties presenting themselves in the way beyond what you have mentioned. A. None whatever.

44. Q. Would it be difficult, or the contrary, to extend that same line from the proposed Station of the Hobson's Bay Railway Company to the eastward again? A. Not at all. I propose to take powers to have a right of way over a double line through the Hobson's Bay Terminus Station, and by that means passing under the approach to the Prince's Bridge to extend the line towards the Police Paddock, and there to leave reserved for us twenty-five acres for a Station at any future time we might require it.

45. Q. At Richmond? A. At Richmond.

46. Q. Do you propose to form sheds for goods on the Yarra joining Batman's Hill? A. Near to the river.

47. Q. Close upon the river? A. Yes.

48. Q. Ready for transmission along the various lines? A. Along the various lines.

49. Q. How near would that be to Raleigh's Wharf or Cole's? A. It adjoins Raleigh's Wharf; and in choosing that situation, that was one great point that induced me to choose it, that we should be so close to the river that we could get convenient sheds and wharfage, and we should be in the neighbourhood also of all the business part of the town.

50. Q. I observe that you run your lines over the water at Williams Town. Do you consider that more advantageous than running them further inland? A. Decidedly.

51. Q. For the reasons you have before assigned? A. For the reasons I have before mentioned.

52. Q. You have not yet examined the line of country between Mount Macedon or Mount Alexander and Melbourne, I believe? A. I have not as yet, but I propose proceeding forthwith to do so.

53. Q. How soon do you expect that you will be in a condition to lay before the Committee of this Honourable House, a plan of the line of country? A. I hope in three or four months, but I am afraid that I shall be scarcely ready to do so before that.

54. Q. Supposing that the Bill for establishing this Railway should pass the Honourable House before your plans are completed, how do you propose to reserve to yourself a sufficient line for deviations? A. I cannot answer that question.

55. Q. I will put my question in another form. Is it your desire that there should be a latitude given to the engineer in laying down his line between those distant points? A. Yes; it being all Government land beyond the district of the town, I think it is not of any very great importance for the line to be distinctly pointed out, and from the information I have been able to gather, there are two or three lines which are spoken of as being eligible, one by Mount Alexander, one by Kilmore, and a middle line between.

56. Q. Do you anticipate that you will be enabled to give the line of limitation, east and west, of those lines respectively before the Bill could pass? A. I think I may be able to do so. I could not speak positively upon that point; east and west, comprising the whole district, I think I could certainly.

57. *By Mr. Campbell.*—Q. You propose riding up the country to take a bird's eye view of the country and to judge which line is the most eligible? A. Yes.

58. Q. And you think that in the course of eight or ten days you will be able to give to the Committee a plan of your proposed line? A. Oh no, not so soon as that.

59. Q. You would say not much short of a month? A. I am not aware how long the Council is likely to sit.

60. Q. Not so long as that, but do you think there will be no difficulty in a latitude being given to reach Mount Alexander and the Murray by any line required? A. I think not.

61. *By Mr. Stephen.*—Q. Have you any observations to offer to this Committee upon the nature of the line between Melbourne and Williams Town in respect of the proposed advantages of connection with other lines hereafter to be established? A. I think it is well adapted for a junction with a main line throughout the country, provided it goes by Mount Aitken; and it is also very well adapted for a junction with the line coming from Geelong, which junction will take place about a mile and a-half to the west of Williams Town.

62. Q. How many bridges will be necessary between Melbourne and Williams Town? A. Only one, with some timber gearing at the Tea Tree Creek.

63. Q. What is the nature of the land over which you are to pass? A. Part of it is swampy, and the rest of it is pretty good land; not of a very bad quality.

64. Q. But there is abundance of Tea Tree to form a bottom in the immediate neighbourhood? A. Plenty.

65. Q. Are you aware whether that has or has not been found to be one of the most advantageous bottoms for a superstructure? A. No doubt it has. On the Liverpool and Manchester line, Mr. Stephenson used it to a very great extent over an extensive swamp, and also the line between Adelaide and Port Adelaide is formed in that way.

66. Q. If you carried your line out in the way shown upon the plan, where would you propose the Station at Williams Town to be? A. Near the present Cattle Pen.

67. Q. Situated on Mr. Wickham's land? A. Near Mr. Wickham's land.

68. *By Mr. Campbell.*—Q. You would reclaim a great deal of land there? A. Yes; we should.

69. Q. Do you think you would have enough room there for a Station? A. Plenty. We might reclaim as much as we required easily.

70. *By Mr. Stephen.*—Q. According to the present position of the land, what distance would the Station be from the town of Williams Town itself? A. About a quarter of a mile.

71. Q. What distance would the proposed Line of Railway in the water we may say in front of Williams Town be from the land? A. About a quarter of a mile at the centre part of it.

72. Q. What is your proposed communication between Williams Town and your proposed Line of Railway? A. I propose running a siding off along from the main line going out to the Wharf by the side of the Beach, opposite to the centre of Williams Town.

73. Q. You seem to have laid down a Deviation Line throughout the whole extent of your line between Melbourne and Williams Town, what is your object in that? A. In all similar cases in England, a Deviation Line is allowed so as to alter the line within those limits in case you find after the levels are taken more accurately than they were in the first instance done, that it is desirable to change the line.

74. Q. What is your reason for fixing upon the line coloured red in preference to the line dotted as the Deviation Line? A. From the first trial levels that appears to be the best line, but after taking more accurate levels, it might be found that there could be made a better line within the Deviation Lines than the one shown on Plan.

Mr. A. Harrison—
continued,
31st December, 1852.

75. Q. The pink line at present you consider the best line? A. From the first appearance of the levels I do.

76. *By Mr. Campbell.*—Q. By what means would you cross the swamp, by an embankment? A. I propose making an embankment from a side cutting. First cutting down the scrub and laying it on the swamp, where it is soft for a bottom, and then making an embankment from side cuttings.

77. Q. Would those side cuttings answer the purpose of fencing? A. Decidedly; they would be very broad and filled with water.

78. Q. What effect would they have in draining that swamp? A. Not much. They would not be sufficient to drain the swamp effectually.

79. Q. The middle of the swamp, I presume, is lower than the margin next to the river? A. I believe it is; I have not taken the levels; I am not certain.

80. Q. Do you think cutting those drains might be very likely to assist the drainage in that swamp? A. It might, or might not.

THURSDAY, 6TH JANUARY, 1853.

PRESENT—Mr. Westgarth, Chairman; Mr. Rutledge, and Dr. Thomson.

Mr. Alfred Harrison, called in and further examined.

81. *By Mr. Stephen.*—Q. In the event of the Council passing this Bill, empowering the Company to extend its line to the Murray River, have you thought of any plan by which this could be done without the necessity of coming again to the Legislative Council? A. Yes; I propose that, after the line has been surveyed, the plans should be submitted to the Government, and should be approved of, before any steps be taken by the Company for its formation. This will, I think, obviate any objection to the Bill, as the line cannot pass through much purchased land, and the Government will have a full knowledge of our plans.

82. Q. How much shorter is the proposed line between this and Williams Town than one that would run round by the Saltwater lagoon? A. It is half a mile shorter than the line you mention, and will be the most direct line to reach the Murray from Melbourne, should it go by Mount Macedon.

83. Q. Supposing the capital to be forthcoming, and that within three months after the passing of this Bill, the whole of the first deposit was available, in how short a time could the line to Williams Town be completed? A. I have no doubt that it could be done within two years, or even in shorter space of time.

84. Q. If there were abundance of labour, might it not be done in a year? A. Scarcely in that time, but not much longer.

85. Q. What is your opinion as to the difference of distance of this line as compared with the Beach Line? A. Deducting the distance between Melbourne and the junction with the Line to Geelong, there is a difference between the two of half a mile in favour of the Williams Town Branch; and I think this is the proper way to compare the two, since the remainder must be made to carry out a line to Geelong. This is a circumstance that has not been taken into account in making the comparison between the Williams Town Branch and the Beach Line.

86. Q. What difference is there in the accommodation as far as the pier is concerned? A. In the one case there is room for forty vessels only, whilst in the other we have accommodation for three times that number; and even this can be improved upon if it is considered necessary.

87. *By Dr. Thomson.*—Q. The difference being in favour of Williams Town? A. Yes.

88. *By Mr. Stephen.*—Q. Which side of the Bay do you consider to be the best adapted for a pier? A. There can be no doubt about Williams Town being the best, because it is on the windward side of the Bay; and no captain will ever be found who will take his vessel to a pier on the leeward side of a bay when he can go to one on the windward side.

89. Q. When you say "windward" and "leeward" you speak, I presume, with reference to the prevailing winds? A. Yes; Williams Town is defended by the natural features of the country, from the S.W. winds, which are the most frequent and most violent.

90. Q. Would there not be a great saving to the public in having goods brought direct from the Bay to the interior, in one carriage and on one line, rather than in having them moved from one carriage to another? A. The inconvenience and expense of such a proceeding must be enormous. Passengers also must suffer from it, and even if the two lines run into each other, it will be difficult to make the time of the trains of one line leaving to suit the trains of the other line arriving; and besides, the whole of the traffic would be taken round some miles instead of going direct from Williams Town into the interior.

91. Q. So that there would be involved not only the additional expenditure of time and labour, but also of steaming an extra distance? A. Yes.

92. Q. Is it the practice in railways in England to charge higher for short distances than for the same distance on a long line? A. No doubt; because the expenses of a short line are always much greater in proportion than those of a long one; since a long one can be worked at a much cheaper rate per mile than a short one can.

93. Q. What is the geological character of the land adjoining the two termini? A. The one at Sandridge, has a sandy bottom, whilst that at Williams Town, is rock; consequently the latter is much more fitted for a Railway Terminus than the other can be. The whole locality being much better suited for building purposes.

Mr. Alfred Harrison,
6th January, 1853.

94. Q. If hereafter there should be a greater amount of shipping requiring accommodation than you at present contemplate, are the plans so drawn that by a very little extra expense, additional wharfage room may be procured? A. Yes; I had this point particularly in view in drawing out my plans; and by forming projecting wharves from the jetties at right angles, very much additional room may be procured.

95. Q. Do you propose any alteration of the present channel of the River Yarra? A. Yes; by slightly diverging from the present channel just at its entrance into the Bay, a channel might be made by the removal of only two feet of the bottom, by dredging, to make it as deep as the present channel; and I think one not so likely to fill up as the present one, the expense would be trifling. The position of this new channel is shown on the plan now before the Committee.

96. *By Dr. Thomson.*—Q. The effect of this new cut would also be to prevent the likelihood of the jetties of the Company being filled up? A. Yes; exactly.

97. *By Mr. Stephen.*—Q. What extent of land has been reserved for the Melbourne Terminus? A. Fifteen acres were originally marked off on my plan at Batman's Hill for public purposes. This was submitted to His Excellency the Lieutenant-Governor, and by him to the Surveyor-General, who altered the amount to nineteen acres, which quantity is now shown on the plan before the Committee.

J. Trenchard, Esq., called in and examined.

98. *By Mr. Stephen.*—Q. You are solicitor to the petitioners for the present Bill? A. I am.

J. Trenchard, Esq.
6th January, 1853.

99. Q. Has any correspondence passed between you, as Solicitor for the Company, and Her Majesty's Government, respecting the line? A. Yes; I have copies of the correspondence which has taken place, and these I now produce. (Appendix A.) It may, perhaps, be as well to mention, that it was the gold discovery that first suggested the advisability of forming this Railway; as a means seemed to be thus offered by which the scheme might be readily carried out. When a Committee was first formed to take steps towards the formation of a Company to carry out the project, the first step they took, previous to issuing a prospectus, was to communicate with the Government to see what encouragement might be expected from that quarter, and consequently a letter was written to His Excellency the Lieutenant-Governor on the subject. That letter is dated the 16th June, 1852, and was the first opening of the correspondence. In this letter, an interview with His Excellency was requested; the request was granted, and a large number of the Committee attended on the occasion. His Excellency on that occasion, gave the Committee every prospect of support from the Government; and then followed a letter dated the 1st July, 1852, asking His Excellency to declare distinctly the nature of the support the Government would be willing to give. The correspondence goes down to the 29th December, 1852. The particular assistance that the Government promised to give, is a free grant of the land for the line of rails; and the use of a portion of land for a general railway terminus. A guarantee of £5 per cent. on the amount of the paid up capital was also promised, until the formation of the Railway; and also a present advance of £5,000 towards the preliminary expenses. The reason of this was, that, supposing the Company should not go on, the Government would have the advantage of any surveys that were made. It may, perhaps, be necessary that I should remark, with reference to a proposed amalgamation of this line with one to Geelong, that that amalgamation has not yet been definitely concluded, and whether it will be carried out or not I am not in a position to say positively.

100. *By Dr. Thomson.*—Q. Was the guarantee of the £5 per cent. only given until the formation of the line? A. When I said that, I meant that the guarantee was to be continued until the profit of the traffic on the line itself realised that amount, and was then to be repaid to the Government out of the profits of the Company, in payments extending over a period of twenty-one years.

101. *By Mr. Stephen.*—Q. Have you been able to ascertain the extent of interest the public take in the formation of this Railway? A. I have found this, which I think arises from the easy way in which people in this colony can turn round their money, that the public do not appreciate the advantages which this Railway offers in the way they should do. The cause of this is evidently the feeling amongst all persons with money, that they can make more of their funds in mercantile pursuits than they can by investing in the Railway; now, however, that the Government guarantee has been given, I believe a good effect will be produced, and there will be much more readiness to invest.

102. Q. The public then appreciate the advantages of the guarantee? A. They do.

103. Q. Do you anticipate any difficulty in raising the money? A. With a share list that can be opened with a Government guarantee of £5 per cent., I think there will be no difficulty in getting any amount of capital required. It may, perhaps, be necessary to observe, that looking at the state of the colony, at the very great inducements that are held out for some regular and certain means of conveyance into the interior, and that the impracticability of the roads as a means of communication, since they are almost impassable in winter, the advantages which a railway offers are so many and so general, that they cannot but be understood by every one. In fact the country generally would derive immense benefits from the establishment of this line, as it would open up a great part of the interior and enable many of those who arrive in the colony to look out for land to suit them, which now they cannot do. It would be also the first opening up of the great main line of communication to Sydney on one side and to Adelaide on the other. When I first had this line under consideration, it was proposed to carry it to the Campaspie, so as ultimately to open up the Murray District; but by going on a little further, they were taken a good part of the way to Sydney also. By doing this, not only is the value of the land improved, but by the facilities of transit a great deal of land will be brought under cultivation which is now lying idle. In carrying out the plan, also, it will be advisable to form stations along the line at as short distances as possible, having regard of course to the character of the country, spots being

J. Trenchard, Esq.—
continued.
8th January, 1853.

selected where water is abundant, so that at each of the stations there may be townships formed. If all this be considered, and if the effects political and moral be looked at, the formation of this line alone will work a most wonderful change in the colony and will make it one of the most flourishing in the world. Another point to be considered is, that the Sydney Company is already at work constructing a line of Railway towards Melbourne, and by our line we shall connect ourselves with that line; and if once this junction is effected and a Railway opened throughout, it is naturally to be expected, that from that day, Melbourne will become the capital of the three colonies.

104. Q. From having had the subject so much under your attention, let me ask you what are your own views with regard to the Williams Town Branch? A. I consider it to be most essential to the prosperity of the Railway, not only for the advantage of Melbourne but that of the country generally.

105. Q. It has not been stated that there is a probability of the Geelong and Melbourne line being amalgamated with the present one, can you state if it be so? A. I cannot tell at present; and I would therefore rather reserve any opinion on the point.

106. Q. Do the interests of the two lines clash in any way? A. Not at all; but I consider an amalgamation desirable because of the inconvenience that might arise from having two railway schemes a-foot at the same time; more especially as we shall have to send home for capital, when it will of course be more satisfactory to bring before the English public one amalgamated Company rather than two which may appear to be competing. The great inducement which led to the wish for the amalgamation was the desire to prevent the probability of such an event, and in order that the whole scheme might be taken as one general line for the colony. I look upon this line as one of great public interest, and tending to great public good, not merely as an investment from which large returns may be expected, though this will follow as a matter of course,—but one of a public character rather than as a private speculation.

107. Q. Have you prepared any traffic table? A. I have prepared one; but I shall not be ready to lay it before the Committee until their next meeting.

SATURDAY, JANUARY 8, 1853.

PRESENT.—Mr. Westgarth, Chairman; The Auditor-General, and Mr. Splatt.

[Mr. Stephen, as Counsel for the Petitioners of the Bill, tendered evidence to show the advantage that would accrue from the construction of a Railway to Williams Town in connection with a Pier there; but the Committee stated themselves quite satisfied on this point, from the evidence that had been given before the Melbourne and Hobson's Bay Railway Committee.]

WEDNESDAY, 12TH JANUARY, 1853.

PRESENT.—Mr. Westgarth, Chairman; Dr. Thomson, Mr. Campbell.

Captain Ferguson, called in and examined.

108. *By Mr. Stephen.*—Q. What is your Christian name? A. Charles.

109. Q. You are Harbour Master at Williams Town? A. I am.

110. Q. Have you been residing there constantly? A. Constantly during the last fortnight.

111. Q. Will you give your opinion to this Committee as to the relative advantages of the north and south sides of Hobson's Bay for the facilities of shipping, loading and unloading, and particularly as to the weather? A. There is no question of the advantage of the south over the north side in a seaman's eye, because the south is the weather side, with reference to the prevailing winds.

112. Q. During the last fortnight, could ships have readily got away from the north side of Hobson's Bay? A. From the fact that during the last ten days no sailing ship could readily or without considerable risk, have got away from the north shore, had the docks to be formed there, been ever so good.

113. Q. Are the winds which have prevailed during the last ten days been the prevailing winds in Hobson's Bay? A. At this season of the year they are not; but nine months out of the twelve, the south winds are the prevailing winds, generally blowing fresh from some point from the south.

114. Q. From your knowledge of the locality, are you enabled to give this Committee your opinion as to the advantages of the present Line of Railway as marked out, especially in reference to that portion of the line as laid out to run through the three several sections of Captain Cole's property? A. Although I am well acquainted with the locality, I am not so well able to give an opinion respecting the Line of Railway until it touches the water, but I have seen nearly all the owners of the land in front of which the proposed line is laid down, and they are all very willing that the line should so run, provided that means of access, by arches or otherwise, are reserved to them to the water, at stated distances.

Captain Ferguson—
12th January, 1853.

115. Q. Would steam-tugs overcome the obstacles with reference to the north shore? A. Captain Ferguson—*continued*,
No steam-tug could have taken a vessel out yesterday from Liardet's Beach. A great number of
12th January, 1853.
vessels would have been locked up during the last few days had they been lying on the north side
of Hobson's Bay.

116. Q. Are there conveniences for erecting extensive jetties were the present line adopted?
A. Yes; any amount of accommodation could be obtained by simply running piers at right angles
from the line of wharfage as at present laid down in the water, and the space within it by being
dredged, would afford many acres of anchorage, where vessels could lie in all weathers in perfect
safety. At Gellibrand's point, there are twelve feet of water within about twelve yards of the shore.

117. Q. Would it be practicable or advantageous to divert the present channel by taking
it through the mud flat? A. It would be advantageous if practicable,—that is, if the nature of
the bottom would admit of it; and that would be easily determined by boring. It would un-
doubtedly be a still greater improvement, if the old channel, known as the boat channel, were to
be deepened, and the current of the river thereby diverted into it.

118. *By Mr. Campbell.*—Q. Could a wharf be erected on the north side of the Bay so as
to be made available for vessels discharging cargo? A. Not unless it were erected nearly at the
mouth of the river, which would not be at all desirable.

Mr. Harrison, further examined.

119. *By Mr. Stephen.*—Q. Would it be practicable to erect arches in front of the line
opposite to the land formerly belonging to Captain Cole; and if so, what height of arch over the
roads to the water would satisfy the owners of the property? A. I have seen several of the owners
Mr. Harrison,
12th January, 1853.
and they themselves proposed that a right-of-way with an eight feet arch, would be perfectly satis-
factory; and that three arches would be sufficient to give accommodation to all parties interested.

THURSDAY, 13TH JANUARY, 1853.

PRESENT—Mr. Westgarth, Chairman; Mr. Splatt, and Dr. Thomson.

John Trenchard, Esq., called in and further examined.

120. *By Mr. Stephen.*—Q. You have, I believe, laid before the Committee the correspon-
dence that has taken place between the Company and the Government? A. I have. John Trenchard, Esq.
13th January, 1853.

121. Q. Are there any points relating to it, to which you wish to draw the attention of
the Committee? A. Yes; that correspondence relates to the guarantee by the Government of
five per cent. to the shareholders on their paid-up capital, and also to the selection of a site for a
Terminus. In consequence of the expression of opinion given by the Committee on its last
meeting but one, relative to the proposed Terminus, I would also observe, that on receipt of the
Colonial Secretary's letter of the 19th of October, 1852, I prepared at the request of the Pro-
visional Committee, instructions to the Engineer of the Company (Appendix B), which I now pro-
duce, drawing his attention amongst other things, to the selection of a spot as a General Terminus
in the neighbourhood of Melbourne. Mr. Harrison, the Engineer appointed by the Company to
carry on the work, conducted his survey under these instructions, and made a report on the sub-
ject to the Provisional Committee, and this I now produce. (Appendix C).

122. Q. Have the Government full knowledge of this Report? A. Yes; immediately
upon receiving it, it was laid before the Provisional Committee, by whose direction a copy was
sent at once to the Governor, as also the plans of the Terminus, and the proposed extension to
Williams Town, together with everything connected with the line that was necessary to show fully
and clearly the views of the Company, and the ideas of the Engineer?

123. Q. Are you aware whether, at the time these plans were sent in, the Government
entertained similar views to those of the Engineer? A. I believe they did.

124. Q. Have you given the Engineer of the Company any fresh instructions relative to
the line passing to the north of the Great Swamp, in consequence of the observations that fell
from the Committee at the meeting of the 8th instant? A. I have. I made a point of seeing
him at once, and conveyed to him the opinion that had been expressed by the Committee on the
subject of the reconsideration of the choice of a Terminus and the course of the line; and I,
at the same time, gave him instructions to take such steps in the matter, as would give the Com-
mittee satisfaction on these points.

125. Q. Is there anything farther that you would wish to add to your evidence? A. Only
that the Provisional Committee have had a copy of the plan of the proposed Terminus, and of the
extension of the line to the eastward, prepared from the original, and sent to the Town Clerk's
Office, on behalf of the Corporation of the City of Melbourne, showing therein the land that would
be required for the use of the Company.

126. Q. Has there been any communication from the Corporation since their receipt
these plans? A. None whatever.

Mr. Harrison, further examined.

Mr. Harrison,
13th January, 1853.

127. *By Mr. Stephen.*—Q. Have you been employed examining the line between Melbourne and Williams Town since the 8th inst, with reference to the suggestions made by this Hon. Committee, to carry the line to the north of the Great Swamp, and so round on a higher level to Williams Town? A. I have.

128. Q. With what view did you make the examination? A. With a view of altering a part of the line between the Saltwater River and the Tea Tree Creek; and also of seeing whether any other part of the proposed alteration could be made available.

129. Q. For carrying the line to the north of the Saltwater Lagoon, and coming into the westward of Williams Town, running to the westward of the purchased lands? A. Yes.

130. Q. Will you detail to the Committee the observations you made on your survey? A. As far as that part of the line between the Saltwater River and the Tea Tree Creek is concerned, I have altered the line to go outside the purchased lands marked on the map, with the names of Lonsdale, Annand, and G. W. Cole; and though the earth work on the alteration of this part of the line will be much more than on the line as originally planned, yet we miss a good deal of the purchased property.

131. Q. What additional expense will this alteration involve? A. From £4,000 to £5,000.

132. Q. But as now laid out, the line will run in this part of its course entirely through Government land? A. Yes.

133. Q. So that the additional cost of earth work will be compensated for by the line running through Government land instead of private property, which would have to be purchased? A. It would to a great extent.

134. Q. The cost for additional work on the one plan, and the price of land that would be required to be purchased on the other, will about balance each other? A. I should say they would.

135. Q. What observations did you make with regard to the projected alteration of the line to run round to the north of the Saltwater Lagoon? A. I found that by doing so, the line would have to be carried to a much greater distance, whilst it run through quite as much purchased land as it would by the line that I have planned.

136. Q. This land, I presume, from its proximity to the city, is of great value? A. Yes, far more so than the land through which the line on the plan runs; but this is not my main objection. I disagree with the proposed alteration of the line principally because the workings would be attended with infinitely more labor, since the ground is exceedingly undulating and would require much more cutting and earth work, whilst from its being of a stony nature, the works would be much more expensive. On these accounts then, I give it as my most decided opinion, that the alteration that has been proposed, is not the proper one to be adopted.

137. Q. With regard to the portion of the line after crossing the river; would it be practicable to take it farther back and so come in at the west end of Williams Town? A. Almost the same remarks that I have just made with regard to passing to the north of the Saltwater Lagoon, will apply to this part of the line. Deep cuttings will be required, much of them through rocky land, which can only be worked at great expense, whilst we shall have to go through quite as much, if not more purchased land as by my present line. We should also reach Williams Town at a high level, from which it would be impossible to descend to the Bay without the construction of works of a very expensive nature. I therefore condemn that portion of the suggested alteration, as one that could not be carried out; the present planned line comes down direct of the Bay, from a comparatively low level, with a gradual descent to the Pier.

138. Q. Can you indicate by description the number of properties through which your line will pass in the vicinity of Williams Town, in its descent to the Bay? A. We go through the properties of three persons only, J. S. Spottiswood, W. Hall, and G. W. Cole's most northerly section; the remainder of the line runs partly through a reserve made by the Government, between the sold lands and the water, and partly through the shallow water. It is intended also, to reserve a road to the water by making archways immediately in front of Mr. Cole's south section, (which has been sold by him in lots,) going under the line, with an eight feet arch.

139. Q. Has this plan been approved of by the proprietors of land? A. I have seen several of them, and they have told me that the communication with the water being left open to them by means of these archways, any objection they might otherwise have had will be entirely removed.

140. Q. What is your opinion with regard to your selection of a Terminus coming into Melbourne, viewed in respect to a general plan of Railway Termini for the whole colony? A. Some time ago, I was instructed by the Provisional Committee to report upon the most eligible site for a Railway Terminus. I took some time to consider the point, and ultimately decided that the present one that I have planned, is the best that can be found for a general Railway Terminus. One spot I reported upon, near the Burial Ground, as being in a position that would be available for the Murray Line by way of Kilmore, but otherwise I consider this to be quite impracticable, since the ground is very undulating and would require to be levelled before it could be used as a station. Besides, this locality is in a complete basin, and wherever the line would have to go, a road must be cut through the surrounding ridges, and in all cases it will have to go over purchased land; for, though not shown on the plans before the Committee, all the lands to the east of the Benevolent Asylum have been sold.

141. Q. Do you conceive that the point at the elbow, if I may so call it, of the river between Williams Town and Melbourne, is the most probable apex for other lines of Railways to

unite at? A. Most certainly, particularly for the Murray River Line, because you will be so far on the road provided the line goes by Mount Aitken.

142. Q. Are there any townships, or is the land thickly populated in that direction? A. It is; at the proposed crossing place at the Salt Water River there are already several houses built.

143. Q. Are there any other advantages which occur to you with regard to the selection of Batman's Hill, as the site for a railway terminus? A. Only this, that nineteen acres have been reserved there for the use of the Public as a recreation ground, and this will be all but intact by the railway, as the reserve will be connected by a bridge with the city. Instead of a disadvantage to the public, the terminus would rather serve as an amusement to the townspeople, and thus increase the utility of the reserve as a place of recreation.

144. Q. It would be satisfactory to the Committee to know the precise steps that you have taken from the beginning in your selection of a General Terminus? A. By the orders of the Provisional Committee I took some length of time to survey different portions of land in the vicinity of the town; and I laid before that Committee a report in writing of what I had done. In that report I took three different points as being available; one near the Burial Ground, the second adjoining the Police Paddock, and the third at Batman's Hill. The first spot I considered to be the least eligible, being unavailable from the reasons I have already assigned. The second was a more likely spot, though to get to it from Williams Town, or the West would require a very great round to be taken, and cause delay and expense. Upon the whole then, I deemed the third spot, at Batman's Hill to be decidedly the best for a Station. Since that report was made my plans have been submitted to his Excellency the Lieutenant-Governor; and I have been favoured with two interviews by his Excellency, in the first of which his Excellency informed me that some alteration in my plan would be required as to the extent of ground to be reserved, as I had only applied for 15 acres, and his Excellency had promised 19 acres to the Corporation. Such alteration was made by the Surveyor-General and I had again the honor of waiting upon his Excellency, who appeared perfectly satisfied with the plan as altered, stating that his views entirely concurred with mine. He also expressed himself very strongly in favour of the branch to Williams Town, as he said he considered that to be the spot designed by nature for the convenience of loading and unloading vessels, and at the same time he looked upon Sandridge as being quite the reverse.

145. Q. Have you since the meeting of this Committee on the 8th instant, been surveying the country to the northward of Melbourne with reference to the line between Mount Alexander and this? A. I have; but, in consequence of having been called away to give evidence to-day, I had only one clear day for an investigation of the country, and this has allowed me to see so very little that I should not like to hazard any opinion, my survey having been confined to a portion of the land round Mount Aitken.

146. Q. With reference to the plans now before the Committee, is it your professional opinion that the line as there laid down is not only practicable, but that it is the one the best adapted for the purpose? A. Decidedly; I consider it the very best that can be found.

147. Q. Are you able to speak with confidence on this point? A. I am,—of course with the allowance of a very slight alteration within the Deviation line.

FRIDAY, 14TH JANUARY, 1853.

PRESENT—Mr. Westgarth, Chairman; Mr. Campbell, and Dr. Thomson.

John Trenchard, Esq., called in and further examined.

148. *By Mr. Stephen.*—Q. Will you state to the Committee the grounds on which you rely to satisfy them of the *bona fides* of the present Company? A. I will mention to the Committee the names of the gentlemen who compose the Provisional Committee of the Company, and their respectability will at once be a guarantee of the good faith of the project. The Provisional Committee is composed as follows:—C. H. Elden, Esq., Chairman; J. Hodgson, Esq., W. M. Bell, Esq., W. F. Splatt, Esq., W. Campbell, Esq., W. Westgarth, Esq., W. Rutledge, Esq., J. P. Fawkner, Esq., J. Allison, Esq., R. W. Pohlman, Esq., T. T. A'Becket, Esq., W. Kaye, Esq., H. Ginn, Esq., W. J. T. Clarke, Esq., W. Nicholson, Esq., and A. Thomson, Esq.

John Trenchard, Esq.
14th January, 1853.

149. Q. Are these gentlemen fully aware of the nature and objects of the present Bill? A. They are.

150. Q. And has the Bill their approval? A. The principles of the Bill, irrespective of details, have their approval most decidedly.

151. Q. What is the feeling amongst the public generally with regard to this Bill? A. For the reasons I have mentioned on a former occasion, many shares are not yet applied for, but I have reason to believe there is now a strong desire on the part of the public to take shares in the Company, the moment a new Prospectus is issued and the sale of shares commenced; and there will be no difficulty in my opinion in raising a very large amount of capital in the colony, so soon as the Act incorporating the Company is passed, and the Government guarantee is given.

152. Q. Do you not also anticipate raising a great portion of your capital in England? A. We do so; but we hope to get a very great portion in the colony, and should prefer taking all we require from colonial shareholders, if it is possible to obtain it.

153. Q. Are you prepared with any traffic tables, showing the estimated yearly traffic on the line? A. I am; I would first hand in a return of the number of vessels which have arrived

John Trenchard, Esq.
continued.
14th January, 1853.

in the Port of Melbourne, during the months of September, October, November, and December, with the amount of their tonnage, and the number of their passengers. (Appendix D.) I also put in (Appendix E,) a traffic table of the estimated traffic between Melbourne, Williams Town, and Mount Alexander, on the whole of the proposed line. In making this return, I have separated the traffic on different portions of the line, so as that the trade upon each, may at once appear clearly. In putting in this return, I consider it necessary for me to state, that it has been compiled, not hastily, but after due enquiry and consideration during many months, in the course of which I have altered it from time to time, as the circumstances of the colony seemed to require it. I have also consulted and taken the opinion of many persons on the subject, who are well acquainted with the country through which this line is to pass, and with the traffic that now exists upon it; and if it should be found upon examination that in any instance I may have estimated an item at too large an amount, there would be found other items that I have estimated too low, which will cover it; so that the general total will be found to be as nearly correct as it is possible to make an estimate. I would also mention that I have calculated the increase in the traffic, consequent on the improved means of conveyance at one-third of the present traffic, and this has been considered by many persons to be far too low. I have myself no doubt but that it is so, for I believe that the increase will be at least equal to the present amount of traffic, and that the formation of a railroad will at once double the traffic on the line.

154. Q. Might not the increase be very safely taken at five times the present amount?
A. I have no doubt that it might. In England, railroads have been found on an average to double the traffic between the places at either end of the line, and in this colony, where there are absolutely no other means of conveyance from the impassable state of the roads, the increase must necessarily be far greater.

Crawford Pasco, Esq., R.N., called in and examined.

Crawford Pasco, Esq.
14th January, 1853.

155. *By Mr. Stephen.*—Q. You are Police Magistrate at Williams Town? A. I am.

156. Q. You have been a resident at Williams Town for some time? A. I have.

157. Q. You are consequently acquainted with the relative positions of Sandridge and Williams Town with respect to Hobson's Bay? A. I am.

158. Q. Have you formed any opinion as to the advantage of the one spot over the other, with reference to the formation of wharves for the discharging and taking in cargo, and the landing and embarkation of passengers? A. I have.

159. Q. Will you have the goodness to state to the Committee which locality you consider to be the most advantageous for this purpose? A. Williams Town most indisputably; it is preferable throughout the whole year.

160. Q. Williams Town being in your opinion the best place for the formation of wharves, you must necessarily be of opinion also, that any railway connected with wharves at Hobson's Bay, should run to Williams Town, rather than to Sandridge? A. At Sandridge it will be next to impracticable to maintain a wharf, and a railway will be quite useless, unless connected with a wharf.

161. Q. Are you able to give any opinion as to the feeling of the inhabitants on the subject?
A. I have never had any conversation with any of them on the subject, and am therefore unable to speak on the point.

162. Q. You yourself have no doubt about Williams Town being the preferable spot of the two? A. Not the least, nor could any reasonable man hesitate for a moment between the two.

163. Q. Have you seen the plan of the line that has been prepared by the Company's Engineer? A. Yes; I inspected it at Williams Town, yesterday.

164. Q. Does that Line meet with your approval? A. It does, entirely.

A P P E N D I C E S .

A

CORRESPONDENCE

BETWEEN

THE GOVERNMENT AND THE PROVISIONAL COMMITTEE.

“Melbourne, 16th June, 1852.

“To His Excellency the Lieutenant-Governor of the Colony of Victoria.

“SIR,—I am directed by the members of the Provisional Committee of the proposed Melbourne, Mount Alexander, and Murray River Railway Company, to request that they may have the honour of an interview with your Excellency on the subject of this scheme, in order that they may lay before you a summary of the advantages which they consider the Colony will derive from the undertaking, and to ascertain whether your Excellency will be disposed to give any and what support to its accomplishment.

“I therefore take the liberty of soliciting, on the behalf of myself and my co-members, the honour of an appointment by your Excellency of an early day and an hour which it will be convenient to you to receive the Committee.

“I have also the honour of sending you a list of the Members of the Provisional Committee, and the heads of the subjects which they desire to bring under your notice.

“I have the honour to be, Sir,

“Your most obedient servant,

JOHN TRENCHARD.”

[In compliance with requisition contained in that letter, His Excellency fixed the 21st June for the interview with the Provisional Committee; and on that day, the Deputation being a large one, waited on His Excellency, and entered fully with him into the nature of their views, the advantages expected to be derived from railway communication in the Colony, and the general outline of their scheme. They were most graciously received, and His Excellency expressed his warm concurrence in the proposed undertaking and the willingness of the Government to support to the utmost practicable extent, the introduction of railways into the Colony, as being almost the only means of opening an easy and expeditious connection with the interior of the country. And His Excellency promised to communicate with the Executive Council, and inform the Committee the extent of the aid and support which the Government would be disposed to give them to accomplish the undertaking.]

“Melbourne, Mount Alexander, and Murray River Railway Company.

“Melbourne, 1st July, 1852.

“To His Excellency the Lieutenant-Governor of Victoria.

“SIR,—With reference to the interview which the Provisional Committee in this Railway had the honour of holding with your Excellency on the 21st ultimo, I am deputed by that body again to lay before you the different subjects which were then discussed, and to request the favour of receiving from your Excellency an explicit statement of the nature and extent of the assistance which you kindly promised to afford them in carrying into execution this desirable scheme. The subjects were—

“1st. Whether the Government will support the scheme and the Bill which may be introduced into the Legislative Council for incorporating the Company?

“2nd. Whether your Excellency will be pleased to direct the officers of the various departments to supply the Committee with all such facts and particulars relative to the country through which the railway may be expected to pass, as may assist them in forming an estimate of the probable expense of constructing the line?

"3rd. Whether your Excellency will be inclined to place at the disposal of the Committee any and what sum towards defraying the necessary expenses to be incurred in the preliminary arrangements and surveys, in addition to any sum which may be paid by the shareholders by way of deposit?

"4th. Whether in the event of the Company being formed, the Government will be disposed to assist the Directors with funds, by way of loan, at a reasonable rate of interest, or how otherwise?

"5th. Whether the Government will make a free grant to the Company of one square mile of Crown land, at the distance of every ten miles from Melbourne, and a free grant of a piece of Crown land at all other parts of the line of six chains in width?

"6th. And whether the Government will guarantee to the shareholders a dividend of £5 per cent. upon their paid-up capital.

"With regard to the first, second, and third heads, the Committee understood from your Excellency that you not only warmly supported the proposed railway, as the best means of obtaining the necessary and speedy communication with the interior, but that your Excellency also expressed your readiness to direct the officers in the various Government departments to supply the Committee with the desired information, and your willingness to defray one moiety of the preliminary expenses of the Committee.

"And with regard to the remaining three heads, the Committee understood your Excellency to say, that you would more fully express your intentions at a future time, on a further consideration of the subjects.

"As to the last head also, the Committee beg to draw the attention of your Excellency to the course pursued by the Government of New South Wales, when the Sydney Railway Company obtained their Act. In that case, it appears the Government guaranteed to the shareholders a dividend of £5 per cent. upon a certain amount of the capital being paid up.

"The sitting of the Legislative Council having now commenced, and it being absolutely necessary (if an undertaking so conducive to the welfare of the Colony is to be carried out) that the preliminary steps be at once proceeded with, the Committee feel that your Excellency will appreciate the motive with which this application is made, and aid them by an early reply, in bringing the Prospectus before the public, for they feel assured that the progress and prosperity of the railway will mainly depend upon the nature and extent of the support which may be given to it by the Government.

"I have the honour to be, &c.,
"JOHN TRENCHARD."

"Melbourne, Mount Alexander, and Murray River Railway,
"1st July, 1852.

"To His Excellency the Lieutenant-Governor of Victoria.

"SIR,—With reference to my letter to you of this day's date, relative to this Railway, the Committee have directed me to call the attention of your Excellency to a despatch from Earl Grey to Sir Charles A. Fitz Roy, No. 23, dated February 8th, 1849, in which the following paragraph occurs:—

"If the Council should adopt the course which I have suggested, but should be of opinion that the increased receipts from the sale of lands on the line should rather be applied to pay off the debt incurred in its construction than in emigration, I should be prepared to recommend to the Lords Commissioners of the Treasury, that of the receipts from the sale of all lands within twenty miles of each side of the line, the moiety not appropriated by law to emigration should be devoted to this object.

"I have the honour to be, &c.,
"JOHN TRENCHARD."

"Colonial Secretary's Office,
"Melbourne, 19th July, 1852.

"SIR,—Adverting to your communications of the 1st instant, requesting to be informed of the nature and extent of the assistance which the Government will consent to afford to the Melbourne, Mount Alexander, and Murray River Railway Company, I have the honour to inform you that His Excellency the Lieutenant-Governor has instructed me to state, that the aid of the Government will be afforded to the Company in the following manner:—

"2. The Government is willing to support the scheme of incorporating the proposed Company if the Bill be based on the Act 13 Victoria—the Act to incorporate the Sydney Railway Company—and the Model Bill of 1845.

"3. The Officers of the Government will be instructed to afford free access to all plans and documents in the respective departments, and to impart any information not involving clerical assistance on their part; but all such assistance will be regulated consistently with the requirements of the public service.

"4. His Excellency will be prepared to authorise the expenditure of a sum not exceeding one thousand pounds in defraying a moiety of the preliminary expenses actually incurred by the Company; and if sufficient cause be shown, His Excellency would be willing to sanction a still larger outlay. Whatever sum may hereafter be accorded by His Excellency will be duly disbursed to the Company, on production of all necessary vouchers, indicating that the expenditure has been incurred in the manner contemplated in the authority given for the outlay.

"5. With respect to the fourth request submitted, His Excellency is of opinion that the interests of the country will be best consulted by his declining to sanction a loan to the Com-

pany. His Excellency is aware that a similar proposition was made to the Governor-General by the Sydney Railway Company, and that it was acceded to; but the circumstances of the Colonies are widely different, and it may perhaps conduce not only to the welfare of the Colony, but of the proposed Company itself, if the advance in question be withheld. I may add, also, that the Sydney Company did not avail itself of the proposed loan.

"6. The debt to which you have made reference, with respect to a despatch from the Right Honourable the Secretary of State, who announced that he would be prepared to recommend the appropriation of a part of the receipts from land sales towards paying off the debt incurred in construction of a railway, was not such a debt as you seem to have imagined, viz., a debt contracted by a private company; the debt to which his Lordship alluded was one which he proposed that the Government should incur in forming a railway, which, when formed, might be let to a Company; and his Lordship did not, therefore, contemplate, a loan to the Company itself.

"7. With regard to your fifth question, Whether the Government will make a free grant to the Company of one square mile of land at the distance of every ten miles from Melbourne, and a free grant of six chains in width at all other parts of the line? I am desired to state that his Excellency, with consent of his Executive Council, will sanction grants of land sufficient for the purpose of the Railway Line, and for the recesses where stations are needed. Without assigning any precise limit, his Excellency considers that a width of one hundred yards would suffice for the uses of the Company, except in special cases. Any grant of land made to the Company will contain an express condition of forfeiture on appropriation of the land to any purpose not implied in the grant, and no reserve for a Terminus can be promised in the immediate vicinity of Melbourne. Any grant which may be made will not be understood to convey grounds for a precedent in the case of any future railways.

"8. Should conflicting lines be proposed for the railway, His Excellency is of opinion that the Executive should be consulted before either line can be determined upon.

"9. As to your question, Whether the Government will guarantee to the shareholders a dividend of £5 per cent. per annum on their paid up capital? I am to inform you that His Excellency is opposed to the guaranteeing any interest on the capital of the Company, and coincides in this respect with the opinion of Lord Grey, that such a guarantee would be calculated to operate prejudicially, and would tend to diminish the activity of the Company itself. His Excellency, however, being unwilling to place his opinion in opposition to the expressed wish of the Company, and to the precedents quoted, is prepared to recommend to the Secretary of State, that a guarantee of four per cent. per annum on an amount of capital not exceeding one hundred thousand pounds paid up, and actually expended, may be given by security on the moiety of the Land Fund not appropriated to the purposes of immigration.

"10. Repayment of all monies advanced under this guarantee should be secured by mortgage on the land and works of the Company, and should be paid from the profits of the Company, as they may accrue; and the guarantee itself will be limited to the amount stated, and will extend over a period of twenty-one years. Moreover, interest will not be payable on any less sum than ten thousand pounds.

"11. It will also be necessary to provide that guaranteed shares shall be distinguished (on the face of them) from all other shares.

"12. I have also to add, that the arrangement respecting the guarantee must be made subject to the approval of the Home Government; and further, that the Local Government should have power here, as in New South Wales, to purchase the works at the expiration of twenty-one years, and from time to time to inspect and survey the property of the Company and the works, as well as to appoint an officer to audit the accounts of the Company.

"13. Priority of use of an Electric Telegraph, when laid down, must be secured to the Government, and the telegraph must be open to the public without preference.

"14. An uniform gauge of five feet three inches *must be adopted*, and must not be altered.

"15. The consent of the Government must be held necessary to secure the validity of any Bye-laws affecting persons not the servants of the Company; and the Company will have to engage to furnish regular Returns of Traffic of Profits and of Accidents, in order that the appointment of Inspectors, and the fixing of Rates of Fare may be duly considered.

"16. Some restrictions must also be imposed on the power of the Company to raise money by way of mortgage, and to enter compulsorily upon lands belonging to private persons.

"17. The time of opening the Railway should be in some degree decided upon and fixed.

"18. In conclusion, I have to remark, that the several points herein dwelt upon will be submitted for the information of the Secretary of State, and for the decision of Her Majesty's Government.

"I have the honour to be, Sir, &c.

"W. LONSDALE."

"Melbourne, 6th October, 1852.

"To His Excellency the Lieutenant-Governor.

"SIR,—With reference to my former communication by the direction and on the behalf of the Provisional Committee of this Railway Company, relative to the assistance which your Excellency will afford, to enable them to accomplish this undertaking, I am directed by them again to address you on the subject, and to bring more prominently before the notice of your Excellency, the various points upon which they are desirous of receiving further aid from the Government, than that mentioned in the letter of the Honourable the Colonial Secretary of the 10th July.

“Since the first suggestion was made as to the expediency of constructing a Railway into the interior of this Colony, circumstances have occurred which render the necessity of such a railway almost paramount, and the Committee feel that it is so apparent, that it is needless for them to discuss it here.

“The Committee, therefore, are the more anxious that the undertaking should be speedily carried out, and solicit the support of your Excellency in the manner now pointed out by them, to place them in such a position as will enable them to do so.

“It is necessary first to premise, that the Act for Incorporating the Company will be based on the Act of 13th Victoria, and the Model Bill of 1845. That the introduction into any grant of land made to the Company, of a condition of forfeiture on the appropriation of the land to any purpose not implied in the grant, must be left to the discretion of your Excellency. That any grant which may be made, will not be understood to convey grounds for a precedent, in the case of any future Railway. That should conflicting lines be proposed for the Railway, the Executive should be consulted before either line should be determined upon. That the Local Government should have the power (as in New South Wales,) to purchase the work at the expiration of twenty-one years, and from time to time to inspect and survey the property of the Company and the works, as well as to appoint an officer to audit the accounts of the Company. That priority of use of an Electric Telegraph when laid down, shall be secured to the Government in the same manner as is provided for in the Sydney Act, and be opened to the public without preference. That a uniform gauge of five feet three inches shall be adopted and not altered. That the consent of the Government be obtained to secure the validity of any Bye-laws affecting persons not the servants of the Company; and the Company to furnish regular returns of traffic, of profits, and of accidents. That such restrictions be placed on the power of the company to raise money by way of mortgage, and to enter compulsorily upon lands belonging to private parties, on the principle of, and as are consistent with, those contained in the Sydney Railway Act, and that the time of opening the Railway shall be in some degree decided upon and fixed.

“The remaining point to be considered is, the nature of the support which the Government will now give, and without which the Committee feel that the undertaking must be abandoned, and they consider it should be afforded thus:—

“1st. By an immediate advance of a sum of money to defray the necessary cost of a survey, and the preliminary expenses of the Committee.

“2nd. By a Government guarantee of £5 per cent. upon the whole amount of the paid-up capital, and to extend over a period of twenty-one years, the repayment of it to be secured by mortgage on the land and works of the Company, and to be paid from the profits of the Company as they may accrue; and

“3rd. By a free grant of land for a Terminus, and for the Line and Stations.

“And the Committee beg to draw the attention of your Excellency to the following remarks on these three several points:—

“1st. As to the advance of a sum of money for a survey, &c.

“Upon this point the Committee beg to remark, that every care will be taken to confine the expenditure to within as narrow a limit as possible, but a considerable outlay will be unavoidable, especially in surveys, to ascertain the best line of country for the construction of the Railway, and for the ultimate interest and prosperity of the Colony, and with regard to the connexion with the adjoining colonies of South Australia and New South Wales, and such surveys could be completed in the most efficient manner, if a sum of £5,000 were placed in their hands by the Government, to be in addition to any sum raised by the Company by way of deposit.

“It is also to be observed, that the Government will have the advantage of all Surveys and Plans which may be made by the Committee, and which it is apprehended the Government cannot otherwise speedily obtain, to enable them to form such roads as are and may be requisite to supply the wants of the Colony; and on the completion of the works, a considerable portion of that sum will be repaid to the Government.

“2nd. As to the guarantee of £5 per cent.

“Upon the necessity of a Government guarantee of 5 per cent. upon the paid-up capital, to be repaid to the Government out of the proceeds of the Railway, the Committee cannot express themselves too strongly. The Committee with the view to complete the Railway, well considered the subject before they requested that guarantee from your Excellency, and on receiving the letter of the Honourable the Colonial Secretary declining that guarantee, they felt that they should have great difficulty in raising the necessary capital.

“The Committee have, therefore, requested me to draw the serious attention of your Excellency to this point, and to the opinion which they unanimously entertain, that without such a guarantee as they request, the Railway cannot be constructed.

“It is hardly necessary to bring before the notice of your Excellency, the fact that the formation of railway communication to the interior of the Colony, will save to the Government not only a considerable immediate expenditure in the construction of roads which are imperatively called for, but also a very large future annual sum necessary to keep those roads in repair. And looking at the immense advantages which speedy communication must produce to the public and the Government—the great annual saving it would produce to both, especially the former, as regards police protection, and in communications with the officers of the Government, and the different Government stations at the gold fields, and the large sum it will place at the disposal of the Government, by the increased price which will be realized by the sale of the Crown Land along the whole extent of the line. The Committee trust your Excellency will not allow the undertaking to be now abandoned on this ground, more especially as all advances which may be made by the Government, will be secured to them by a mortgage on the tolls, and be ultimately fully repaid. It is understood, that one objection to a guarantee of £5 per cent is, that the receipt of such a dividend would increase an apathy amongst the shareholders, and prevent that energy and activity being exercised in constructing the works necessary in such

an undertaking; but the Committee feel such an objection to be utterly fallacious. The object of the promoters was, and is, to increase the prosperity of the Colony, and not mere personal aggrandizement; but there could be no difficulty in providing against such a contemplated event upon the guarantee being acceded to.

"3rd. As to a free grant of the Land for a Terminus, &c. &c.

"Upon the principle referred to in the last paragraph, the Committee did feel, and do feel, that in embarking in an undertaking of such magnitude and advantage, a considerable portion of land should be granted to them for a Terminus in Melbourne, and this is essentially necessary together with land along the whole line, which they might make available for any purpose for which it may be required for the Railway and the Company.

"If your Excellency will be pleased to accede to these requisitions, and the Act of Council be obtained, the Committee think the Railway may be formed with all possible expedition; otherwise, they fear the whole scheme must be abandoned.

"I trust I may ask the favor of your Excellency to give me as early an answer as possible.

"I am, Sir, &c.

"JOHN TRENCHARD, *Secretary.*"

Colonial Secretary's Office,

Melbourne, 19th October, 1852.

"To J. Trenchard, Esq.

"SIR,—I have the honor to acknowledge the receipt of your letter of the 6th instant, bringing under the notice of His Excellency the Lieutenant-Governor, on behalf of the Provisional Committee of the Melbourne, Mount Alexander, and Murray River Railway Company, various points upon which the Committee are desirous of receiving further aid from the Government.

"2. In reply, I am directed by His Excellency to inform you that, with the advice of the Executive Council, His Excellency is pleased to sanction the advance of five thousand pounds to the Provisional Committee of the above-named Railway, with the view of meeting the cost of survey, and other preliminary expenses, to be accounted for in the usual manner.

"3. His Excellency further sanctions a guarantee of five per cent. being secured on the whole amount of capital which may be lodged in the Treasury. This guarantee will be given on the Territorial Revenue, will extend to a period of twenty-one years, and repayment will be secured by mortgage on the land and works of the Company, payable out of the profits of the Company as they may accrue.

"4. I am instructed to add, that His Excellency is most desirous to afford facilities to any Company which may succeed in introducing the advantages of Railway Communication; and will, therefore, cause a convenient site to be selected as a General Railway Terminus in Melbourne, of which site one portion will be held available for the uses of the Melbourne, Mount Alexander, and Murray River Railway Company; and with regard to the Line and Stations, I am directed to refer you to the 7th paragraph of my letter to you, of date the 19th July last, No. 32-2846, in relation to which the time does not seem to have arrived when a more definite decision can be conveyed.

"I have, &c.

"W. LONSDALE."

"Melbourne, 12th November, 1852.

"To the Honourable the Colonial Secretary.

"SIR,—As Chairman of the Provisional Committee of this Railway, I am directed to acknowledge the receipt of your letter of the 19th of October to Mr. Trenchard, the Secretary, conveying the information, that His Excellency the Lieutenant-Governor had, with the advice of the Executive Council, been pleased to sanction the advance (£5,000) to the Provisional Committee, to meet the cost of survey and other preliminary expenses—to guarantee 5 per cent. on the paid-up capital—and that facilities would be afforded to the Company in selecting a convenient site as a General Railway Terminus.

"I am now, therefore, directed by them to express their hope, that with the assistance now afforded by the Government, they will be enabled to carry out and complete this desirable project with the greatest possible energy and despatch. In order to effect this, they have added to and re-modelled their Committee, which now consists of the following persons, viz.—

Myself, Chairman.

William Westgarth, Esq., M.L.C.

William Splatt, Esq., M.L.C.

William Campbell, Esq., M.L.C.

William Rutledge, Esq., M.L.C.

John P. Fawkner, Esq., M.L.C.

W. J. T. Clarke, Esq.

John Alison, Esq.

Henry Ginn, Esq.

William Nicholson, Esq., M.L.C.

R. W. Pohlman, Esq., M.L.C.

Dr. Thomson, M.L.C.

T. T. A'Beckett, Esq., M.L.C.

John Hodgson, Esq.

William M. Bell, Esq.

William Kaye, Esq.

Edward S. Parker, Esq.

and on behalf of that Committee I beg to bring before your notice the following plan of operations.

"1st. With regard to the advancement of the £5,000. To enable them to contract for the necessary surveys, and to meet the other necessary preliminary expenses, the Committee consider that that sum should be forthwith placed to their credit at the Bankers of the Company, to be

from time to time drawn out and expended as occasion may require, under the drafts of three of the Committee, countersigned by the Acting Manager or Secretary, accounts of which will be regularly kept, and from time to time as required, furnished to the Government.

"2nd. With regard to the guarantee of five per cent. on the paid-up capital. The Committee observe, that the guarantee is to be secured on 'the whole amount of capital which may be lodged in the Treasury;' and to this point they are anxious to draw the attention of His Excellency. The course which the Committee intend to take is to again call upon the public to assist and take shares in the undertaking, and also to bring the subject before the English public, either by an Agent or Deputation, in order if possible to obtain a large amount of capital embarked in it. Towards accomplishing this, the Government guarantee will have a very great effect; but the Committee feel that great inconvenience may be caused by paying into the Treasury the sums they may receive by way of deposit, or from calls to be made from time to time as the works proceed, inasmuch as the whole sum which may be so received will be required to be applied in payment of the various claims in respect of the contracts which must be necessarily entered into by them; they therefore take the liberty of suggesting for the consideration of His Excellency, whether he would not sanction the payment of the five per cent. upon the amount of capital which may be lodged at the Bankers of the Company, in respect of deposits and calls, upon a certificate being produced and delivered at the office of the Colonial Secretary, every half year, setting forth the names of the shareholders, the number of shares taken by each, and the amount then paid up on such shares by each shareholder, and the amount of dividend to which he will be entitled. Such certificate to be signed by five of the Provisional Committee, either in Melbourne or London, and countersigned by the Secretary or Acting Manager in each place. The Committee are anxious that the dividends should be paid with the utmost punctuality, and as they consider the Government will be supplied at all times with the fullest information as to the progress of the undertaking, they conceive that the plan which is now suggested is the most practicable.

"3rd. With regard to the General Railway Terminus. The Committee do not precisely understand whether His Excellency would wish them to select and bring before his notice for approval, a piece of land in the neighbourhood of Melbourne, which may be considered desirable for a site for general Railway purposes, or whether the Government would themselves make that selection. But they are quite ready, with the sanction of His Excellency, to bring that point before the notice of the Engineer whom they may engage, in order that he may consider it in connexion with the course which would be most practicable for the Line of Railway. The great object of the Committee will be, by a general inspection of the country, to determine the best route for constructing the line, taking into view the requirements of the Gold Fields, as well as the ultimate objects of a trunk line to Sydney; and also the general wants of the agricultural and commercial population of the colony. The Committee also propose giving their utmost energy, both by themselves and their staff, in endeavouring to accomplish the great work which they have in hand, and they venture to hope that the liberal encouragement which they have already received from the Government in furtherance of their important project, may be taken as an earnest that they will also be favoured with a continuance of its all powerful influence, in bringing the undertaking through the Legislative Council, and to final success.

"The Committee will be obliged by your early attention to the subjects of this letter, and

" I have the honor, &c.,

" C. H. EBDEN,

" Chairman."

B

INSTRUCTIONS

TO PARTIES WILLING TO UNDERTAKE THE ENGINEERING AND SURVEYING DEPARTMENT
OF "THE MELBOURNE, MOUNT ALEXANDER, AND MURRAY RIVER RAILWAY,"
WITH A BRANCH TO WILLIAMS TOWN.

First. To inspect and survey the lands and country in the immediate vicinity of Melbourne, and to determine and advise on the most suitable site for a General Railway Terminus of Melbourne, for the present proposed, and all future Railway Communication with the interior, and report fully, and with all expedition thereon, accompanying such report with full particulars and reasons why the spot selected is preferable before all others.

This will be the first duty to be performed, and upon its completion the attention of the Engineer or Surveyor is drawn to the following statements, which will enable him the more fully to understand the nature of the duties required of him.

The object of this Company is to create a great and easy line of communication between Melbourne and the interior of the Colony, and at the same time to give, if possible, greater facilities for the communication between that City, the capital of Victoria, and Sydney, the capital of New South Wales, and Adelaide, the capital of South Australia; not omitting, however, the country now open by the Gold Fields. It will, therefore, be necessary for the Engineer or Surveyor, upon his having determined on the site for the General Terminus, creating, as it were, a starting point.

Secondly. To take a general inspection and survey, and also rough levels, of the country running north from Melbourne, taking for his eastward boundary the Sydney Road to Albury, and on the west the Mount Macedon and Kyneton Road, and from Kyneton the River Campaspie, from that town to the Murray; and on such inspection and survey to determine, as clearly as he possibly can, the line of country in which there exists the least difficulties in constructing a Railway, and which may be, in his opinion, the best, not only for an easy communication with the Gold Fields, and for agricultural and mineral purposes, and the general prosperity of the Colony, but also for the easiest ultimate communication between Melbourne and the capitals of the neighbouring colonies.

The idea first entertained by the Committee was, to construct the line of Railway from Melbourne to or near Kyneton, and from thence along the borders of the Campaspie to the River Murray, and having a steam ferry-boat across that river, and to construct the Railway across the opposite country, in a north-east direction, to the turn in the Sydney Road near the Parcotta Creek; but the great object is the general benefit of the Colony, and the Engineer or Surveyor will have, in coming to a determination, to consider whether it will be most desirable to take the main line to Kyneton, and close to the Gold Fields, or take it more to the eastward, and hence more direct to Sydney, with a branch to the Gold Fields.

Upon a determination being arrived at, it will be necessary for the Engineer or Surveyor to prepare a good plan of the country he has inspected, marking and defining thereon the proposed course of the line, and the probable levels, to enable a more particular and accurate survey; levels and plans of the line being afterwards made and taken.

The above remarks relate to the main Line of Railway; it therefore becomes necessary to say something respecting the Branch to Williams Town. It is presumed that the Branch will commence from the main line at some point on the west side of the Saltwater River; and the Engineer or Surveyor will have to determine that question, and to inspect and survey and take rough levels of the country between that point and Williams Town, for the purpose of fixing on the best route for that Branch, and the best spot in Williams Town for a Terminus in connexion with Piers and Jetties for communication with the ships in Hobson's Bay; and make a similar Report on, and Plan of that Branch, as is required respecting the main line.

In considering the best course for the main line and its branches, the attention of the Engineer or Surveyor is very particularly directed to the extent of the supply of water which can be obtained on the way, and as to the most desirable spots for the formation of stations. With regard to the first, it must be self-apparent, that a country possessing difficulties, not insur-

mountable, but which may be easily overcome, in which there is a plentiful supply of water which may be made available for the use of the engines and other purposes, at all seasons of the year, will be far preferable to a level country where no engineering difficulties exist, but in which at any time of the year there may be a scarcity of water. And the Engineer or Surveyor cannot be too particular in his inquiries on this point, that no doubt may exist on the question. And as regards the matter of stations, the same observation will apply, for it will be for the general benefit that such stations (which should in no case if possible be more than ten or twelve miles distant from each other) should be fixed upon some locality contiguous to that most necessary element. To these points the attention of the Engineer or Surveyor is most particularly directed; and it will be expected that he will give to the Committee a full report as to the extent and circumstances of the one and the positions of the other.

Thirdly. The Engineer or Surveyor will be expected to report also to the Committee his estimate of the probable cost at per mile of the construction of a single line of railway of five feet in width, including out-stations, *without* reference, however, to the cost of the land on any part of the line.

With regard to the remuneration to the Engineer, applicants are referred to the advertisement. The amount expected should be estimated in different heads. First, for the performance of the first duties. Second, for the general inspection and rough levels, plans, and report.

C

“ Melbourne, 29th November, 1852.

“To the Provisional Committee of the Melbourne, Mount Alexander, and Murray River Railway Company.

“GENTLEMEN,—I now beg to lay before you my First Report, according to the directions stated in your instructions to the Engineer, namely: ‘*To determine and advise on the most suitable site for a General Railway Terminus for Melbourne, for the present proposed and all future Railway communication with the interior.*’

“In coming to a decision on the above points, I conceived that the most important objects to be considered, were—

“1st. Which would be the most convenient Station to accommodate the public in general, but more especially the mercantile portion of it.

“2nd. The relative levels of the most obvious places for a Station, and the country through which the Railway is taken.

“3rd. Regard to be had to the easy facility of a junction with such Railways as are already projected or likely hereafter to be made.

“4th. How far passing through already purchased land can be avoided.

“5th. Where sufficient accommodation can be obtained for Passenger and Goods Station, Locomotive Carriage and Waggon Sheds, Cattle Docks, and Repairing Shops, together with sufficient space for sidings, for working such traffic as may fairly be expected to arise from the opening out of the country by Railway communication.

“After due deliberation I have come to the conclusion, that there are three localities in the vicinity of the town, each of which insure some, if not all, of the above mentioned requisites; these places are—

“1st. The space between the Burial Ground and Queen and Elizabeth Streets.

“2nd. At the east end of the ground by the Yarra River, near the Police Paddock.

“3rd. At the west end of the town near Batman's Hill.

“1st. The most central part of the town, as we may certainly expect it will be (looking forward to the increase of building in a few years hence in that direction,) will be, without doubt, near the Burial Ground. This situation would accommodate a very great portion of the inhabitants of Melbourne, but not the mercantile part, as the Station would be a long way from their places of business, which I take for granted will always be near the Yarra.

“As to its relative level with the country beyond, I have no doubt in stating, that it is perhaps as suitable as any other place for a direct line to the Murray, by Kilmore, &c.; but it is requisite to take into consideration its junction with other lines, namely, to Williams Town and Geelong; also, the Hobson's Bay Railway and Lines in other directions that may hereafter be projected. I have no hesitation in saying, in this point of view it has very great obstacles in the way, the relative levels between it and the probable levels of the other lines being considerable. Again, you would have to pass through a very great extent of already purchased land, in my opinion a very great point to be avoided if possible. I would at once, therefore, condemn this site as very objectionable.

“2nd. The next situation I have above mentioned, namely, the east end of the ground by the Yarra River, near the Police Paddock, I conceive to be a desirable position for the convenience of the public as the town now stands; nor do I see any great objection to it as far as the levels are concerned, excepting that it would be a long round to get out of the town, as the line would require to be taken through the Government Grounds, near to the Bishop's Palace, and from thence coming through to Collingwood, &c. I consider also a very great objection to it would be, that all passengers coming from Williams Town, Geelong, &c., would have very reasonable grounds of complaint at being taken such a long way round as they would be, should their destination be the interior of the country. I am supposing the Railway from the above places to be brought into Melbourne, near to the Benevolent Asylum, Batman's Hill, and along the Yarra; until a junction were formed at the spot now under discussion. Another objection to this situation would be, the great quantity of purchased land that would be required to pass through, although as far as station room is concerned there would be ample. Another objection would be, not having the Goods Station near the shipping in the Yarra.

“3rd. Having now as I conceive disposed of the two first situations proposed, I will endeavour to shew how desirable in every point of view, the third and last mentioned place appears to be, which is at the west end of the town near to Batman's Hill.

" In the first place, it would be more contiguous to the business part of the town; the goods department being advantageously situated both with regard to its proximity to the Yarra, and the warehouses in the neighbourhood. And as I propose, that your Company should take powers to carry their line between the Yarra and Flinders Street, reserving the right to pass through the Hobson's Bay Company's station by a double line of rails, and thence by a bridge under the present approach to the Yarra Bridge, you would be enabled to extend your line as far east as the above mentioned second proposed situation for a station, thereby enabling the Company to have two stations in the town, namely, at the west end of Collins Street, and at the east end of the town; or by extending the line still further, have a station near Richmond and Collingwood. By this plan, I think, the Public would be accommodated as far as it is possible to do so.

" As to its relative levels it could easily be joined by any line that is likely to be made, either at the present time or hereafter, and would be especially well situated for the railway coming from Williams Town, Geelong, and the district beyond. There would be very much less purchased land to pass through in order to reach the open country, and that land of much less value than what would be required for the line through Richmond and Collingwood, as proposed in my second mentioned scheme. By referring to the plans submitted to your notice, you will perceive that ample accommodation could be provided for passenger and goods stations, locomotive carriage and waggon sheds, repairing shops; together with plenty of accommodation for sidings and the working of any traffic that may come on the line for some years to come. And if at any future time more space should be required, the station could be extended to the west to any extent, the ground only requiring an embankment of a few feet to make it available for any purpose. I would propose that twenty-five acres be reserved either in Captain Lonsdale's paddock, or at the east side of the large Police paddock, for a second station, should such be found hereafter requisite.

" I propose to have one entrance to the station at the end of Collins Street, and a second at the end of Bourke Street, thus avoiding the confusion which frequently takes place at a station from having one entrance. The cattle-dock to be placed close to the abattoirs; the goods station close to the Yarra, with a quay in front for loading from the small class of vessels, which will always use the Yarra, notwithstanding the accommodation given to them at Williams Town.

" The line forming the connection with the Hobson's Bay Company's station will have to be carried a great part of the way on gearing, thus obviating any objection that might be made that the traffic to the wharf was impeded.

" I have made myself acquainted with the country within a few miles of Melbourne, and as I find that easy access could be obtained to the above mentioned station either by the line coming by Mount Aitkin, or Kilmore, I have not considered it requisite at the present time, to carry my levels beyond the immediate vicinity of Melbourne.

" I wish especially to point out to you, the very great importance of having a branch line to Williams Town, which holds out such natural facilities for making quays for unloading the largest class of vessels, at any time of tide, and by running a gearing out as sketched on the plan, the quay might be extended to any length according to the exigencies required.

" Hoping that the above Report may meet with your approval.

" I remain, Gentlemen,

" Your obedient Servant,

" ALFRED R. C. HARRISON,

" *Engineer to the Company.*"

D

AN ACCOUNT OF THE VESSELS

WHICH ENTERED HOBSON'S BAY DURING THE MONTHS OF SEPTEMBER, OCTOBER,
NOVEMBER, AND DECEMBER. 1852.

ALSO SHOWING THE TONNAGE AND NUMBER OF PASSENGERS.

| | No. of Vessels. | Total Tonnage. | No. of Passengers. |
|----------------------------------|-----------------|----------------|--------------------|
| September | 156 | 53,295 | 16,109 |
| October | 135 | 56,164 | 16,657 |
| November | 179 | 55,320 | 10,677 |
| December | 149 | 57,039 | 11,614 |
| | <hr/> | <hr/> | <hr/> |
| Totals for the Four Months | 619 | 221,818 | 55,057 |

E

THE MELBOURNE, MOUNT ALEXANDER, AND MURRAY RIVER RAILWAY, WITH A BRANCH TO WILLIAMS TOWN.

ESTIMATED TRAFFIC.

1ST.—THE GOLD FIELDS.

PASSENGERS.

| | £ | £ |
|---|---|---------|
| It is supposed there are at present 100,000 persons at the Gold Fields, and that at least 500 are daily passing to and from Melbourne. Taking the average fare at 5d per mile, and the distance to the Gold Fields to be about 80 miles, that number of passengers would produce daily £833 6s. 8d., making yearly for 313 days (excluding Sundays) | | 260,729 |

GOODS.

| | | |
|---|--------|--|
| <i>Flour.</i> —It is estimated that each person would consume 1½ lb. of flour daily, making 75 tons per day, which at £2 per ton would produce yearly | 49,450 | |
| <i>Sugar.</i> —Of sugar ½ lb. daily, or about 22 tons per day, producing yearly | 36,127 | |
| <i>Tea.</i> —Of tea, ¼ lb. to each person weekly, being 12½ tons per week, producing yearly | 650 | |
| <i>Miscellaneous.</i> —Of other articles of consumption—clothing, furniture, drinks, tools, and all other miscellaneous articles—say 50 tons weekly, amounting yearly to | 5,200 | |
| | 91,427 | |

GOLD.

| | | |
|--|--|--------|
| The quantity of gold sent down from the Gold Fields to Melbourne, by Escorts alone, during the last 12 months, has averaged 41,000 ounces per week; for the conveyance of which £1 per cent. (reckoning the gold at £3 per ounce) has been paid, amounting to £1,230 weekly, or yearly to | | 63,960 |
|--|--|--------|

2ND.—MELBOURNE AND THE MURRAY RIVER.

PASSENGERS.

| | | |
|---|--|--------|
| Of settlers and other persons travelling between these points, it is estimated there would be daily, at least, 300, and that they would yield an average of £1 each, being daily £300, or yearly | | 93,900 |
|---|--|--------|

GOODS.

| | | |
|--|---------|----------|
| <i>Flour.</i> —To supply the settlers and inhabitants of that extensive district would take, say 20 tons daily, at £2 per ton, producing yearly ... | 12,520 | |
| <i>Sugar.</i> —Say 5 tons per day, or yearly | 3,130 | |
| <i>Tea.</i> —Say 3 tons per week, or yearly | 312 | |
| <i>Miscellaneous.</i> —Clothing, furniture, drinks, building materials, and all other miscellaneous articles, say 6 tons per day, or yearly | 3,756 | |
| <i>Produce Down.</i> —Wool, live-stock, and agricultural produce, from the country into Melbourne, say an average of 20 tons per day, or yearly | 12,520 | |
| | 126,138 | |
| <i>Firewood.</i> —The quantity now consumed in Melbourne, is about 50 tons daily, and from the very much lower price at which it could be furnished when railway communication is opened (there being extensive forests through which the line will pass) it is believed the whole supply will be conveyed down the railway, at say 5s. per ton, being yearly | | 3,912 |
| Carried forward | | £546,166 |

| | | | | |
|-----------------|-----|-----|---|---------|
| Brought forward | ... | ... | £ | £ |
| | | | | 546,166 |

3RD.—THE WILLIAMS TOWN BRANCH.

PASSENGERS.

It is difficult to form a correct estimate of this branch of revenue, *i.e.* what it is likely to yield permanently. During the last four months, the number of vessels that entered the port was 619, representing a tonnage of 221,818 tons, and conveying 55,057 passengers. This is without calculating the officers and crews of the ships. It may, therefore, be fairly calculated, that £30 a-day, at the least, would arise from this source, making yearly

| | | | | | |
|--|-----|-----|-----|-----|-------|
| | ... | ... | ... | ... | 9,390 |
|--|-----|-----|-----|-----|-------|

CARGOES.

And the merchandize brought into the Bay, as well as the exports from the Colony, will, it is believed, be not less than 1,000 tons daily, and, on a fair calculation, produce yearly

| | | | | | |
|--|-----|----|-----|-----|---------|
| | ... | .. | ... | ... | 109,550 |
|--|-----|----|-----|-----|---------|

| | | | | | |
|--|--|--|--|--|---------|
| | | | | | 118,940 |
|--|--|--|--|--|---------|

| | | | | |
|-----------------------|-----|-----|-----|----------|
| Total present Traffic | ... | ... | ... | £665,106 |
|-----------------------|-----|-----|-----|----------|

EXPECTED INCREASE OF TRAFFIC.

INCREASE.

It has been demonstrated by experience, that in old countries, railway communication has always increased the previous traffic; and it is quite certain, that in a country so peculiarly situated as Victoria is (being totally destitute of good roads, and with so rapidly increasing a population from immigration alone), that increase will be very great indeed; but take it at the rate of one-third, namely

| | | | |
|--|-----|-----|---------|
| | ... | ... | 221,702 |
|--|-----|-----|---------|

| | | | |
|--|--|--|----------|
| | | | £886,808 |
|--|--|--|----------|

In addition to the above, there are other sources from which a revenue would arise, such as the connexion with the Geelong Line, Mails, &c.

Deduct one-half of the above amount for working expenses, but in England it amounts to one-third only

| | | | | | |
|--|-----|-----|-----|-----|---------|
| | ... | ... | ... | ... | 443,404 |
|--|-----|-----|-----|-----|---------|

Which upon a total capital of £1,500,000, would produce a dividend of about £27 per cent.

| | | | |
|--|--|--|-----------------|
| | | | <u>£443,404</u> |
|--|--|--|-----------------|