

1854-5.

VICTORIA.

REPORT

FROM THE

SELECT COMMITTEE OF THE LEGISLATIVE COUNCIL,

ON THE

GEELONG, BALLARAT, AND NORTH-WESTERN
RAILWAY COMPANY'S

INCORPORATION BILL;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

AND

MINUTES OF EVIDENCE.

GEELONG:
PRINTED BY HEATH AND CORDELL.
1855.

EXTRACTED FROM THE MINUTES.

THURSDAY, 16th NOVEMBER, 1854.

GEELONG, BALLARAT AND NORTH-WESTERN RAILWAY BILL.

Mr. Haines moved, pursuant to notice, for leave to bring in a Bill to incorporate a Company to be called "*The Geelong, Ballarat and North-Western Railway Company.*"

Question—put and passed.—Ordered that the mover and seconder do prepare and bring in the Bill.

Mr. Haines 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 the Bill, intituled "*A Bill to incorporate a Company to be called 'The Geelong, Ballarat and North-Western Railway Company,'*" and moved that the Bill be now read a first time.

Question—put and passed—Bill read a first time.

Mr. Haines then moved pursuant to *amended contingent* notice—That this Bill be referred to a Select Committee, to consist of the Attorney General, the Surveyor General, Messrs. Strachan, Harrison, Nicholson, McCulloch, and the Mover.

Question—put and passed.

FRIDAY, 2nd FEBRUARY, 1855.

GEELONG, BALLARAT AND NORTH WESTERN RAILWAY ACT AMENDMENT BILL COMMITTEE.

Mr. Strachan moved, pursuant to notice, That H. S. Wills, Esq., be appointed a member of the Select Committee upon the "*Geelong, Ballarat and North-Western Railway Act Amendment Bill,*" in the place of W. C. Haines, Esq., resigned.

Question—put and passed.

REPORT.

THE Select Committee of the Legislative Council, to which was referred the Bill intituled, "A Bill to incorporate a Company to be called "The " Geelong, Ballarat and North Western Railway Company," have the honor to report to your Honorable Council as follows:—

1. Your Committee having examined various Witnesses in support of the Preamble of the Bill, have agreed that the Preamble do stand part of the Bill.
2. Your Committee have amended the Preamble of the said Bill in the following respects, that is to say,—by inserting the word "directly" after the word "Railway," in the first line of the said Preamble; and also by striking out the words "together with any Branch Lines " therefrom that may be deemed advantageous," in the third line of the said Preamble.
3. Your Committee have proceeded through the several clauses of the said Bill, and have carefully noted the amendments they have deemed it expedient to make therein.
4. Your Committee have now the honor to lay before your Honorable Council the said Bill, as so amended by them.

(Signed) JAMES HARRISON,
Chairman.

Committee Room,
9th February, 1855.



PROCEEDINGS OF THE COMMITTEE.

WEDNESDAY, 29TH NOVEMBER, 1854.

MEMBERS PRESENT:

Mr. Haines.
Mr. Strachan.
Mr. Harrison.
The Surveyor General.

Mr. HAINES was called to the Chair.

The Counsel and parties were called in.

Mr. Michie appeared as Counsel for the Petitioners for the Bill, and was heard to open the case in support of the Preamble.

MR. DAVENPORT WELCH COLLYNS was called in and examined.

MR. FRANCIS BELL was called in and examined.

MR. JOHN ALEXANDER GREGORY was called in and examined.

MR. EDWARD SNELL was called in and examined.

Mr. Michie informed the Committee that the Promoters proposed to strike out of the Preamble of the Bill the words, "together with any branch lines therefrom that may be deemed advantageous," in the third line.

The Committee Room was cleared.

Motion made and question put—That the word "directly" be inserted after the word "Railway" in the first line of the Preamble of the Bill.—Carried.

Motion made and question put—That the following words in the third line of the Preamble of the Bill be omitted, that is to say, "together with any branch lines therefrom that may be deemed advantageous."—Carried.

Motion made and question put—"That the Preamble as so amended stand part of the Bill.—Carried.

The Counsel and parties were again called in, and informed of the above Resolutions.

Adjourned to to-morrow at 12 o' Clock.

THURSDAY, 30TH NOVEMBER, 1854.

MEMBERS PRESENT:

Mr. Haines *in the Chair*.
Mr. Harrison. Mr. Strachan.
Mr. McCulloch. The Surveyor General.

The Counsel and parties were called in.

In the absence of Mr. Michie, *Mr. Wyatt* appeared as Counsel on behalf of the Promoters.

The Committee Room was cleared.

The Committee deliberated as to course of proceeding.

The Counsel and Parties were again called in, and informed that the Committee were not prepared to proceed with the consideration of the Clauses of the Bill immediately, but would adjourn to Wednesday next, when the Committee would proceed *seriatim* through the Clauses of the Bill, and would then postpone to a future day any Clauses on which the Committee might wish to hear further evidence.

Adjourned to Wednesday next, at 11 o' Clock.

WEDNESDAY, 6TH DECEMBER, 1854.

No Quorum.

FRIDAY, 15TH DECEMBER, 1854.

MEMBER PRESENT:

Mr. Harrison. Mr. McCulloch.
The Surveyor General.

Mr. Haines having resigned his seat in the Council, *Mr. Harrison* was called to the Chair. The Counsel and Parties were called in.

Clauses 1, 2 and 3 were read and passed with various Amendments, as noted in Committee Bill.

Clause 4 was read and postponed.

Clauses 5 to 23, both inclusive, were read and passed with various Amendments, as noted in Committee Bill.

Clause 24 was read and postponed.

Clauses 25 to 32, both inclusive, were read and passed with various Amendments, as noted in Committee Bill.

Adjourned to Friday, 2nd February, 1855, at 11 o' Clock.

FRIDAY, 2ND FEBRUARY, 1855.

MEMBERS PRESENT:

Mr. Harrison, *in the Chair*.
The Hon. the Attorney-General. The Surveyor-General.

The parties were called in.

In the absence of Counsel, Mr. Gregory appeared as Solicitor for the Bill.

Clauses 33 to 51, both inclusive, were read and passed with various amendments as noted in Committee Bill.

Clause 52 was read.

Mr. Gregory was requested by the Committee to insert in this Clause a proviso, to compel the Company to carry goods, wares, and merchandize, tendered for that purpose, and without any unnecessary delay on the part of the Company.

The Clause was postponed.

Clauses 53 to 66, both inclusive, were read and passed with various amendments, as noted in Committee Bill.

Clause 67 was read.

Mr. Gregory stated that it was the wish of the Promoters to strike out the words "one third of" in the sixth line.

The Clause was postponed.

Clauses 68 and 69 were read and passed with various amendments, as noted in Committee Bill.

Clause 70 was read and postponed.

Clauses 71 to 81, both inclusive, were read and passed with various amendments, as noted in Committee Bill.

The Schedule was read and passed.

Mr. Gregory was requested by the Committee to prepare a Clause for insertion in the Bill, to provide for proper regulations being made, and due precaution taken to prevent accidents occurring at level cuttings, where such may be permitted to be made. Also a Clause limiting the time within which the Railway shall be required to be completed.

Adjourned to Friday next, at 11 o' Clock.

FRIDAY, 9TH FEBRUARY, 1855.

MEMBERS PRESENT :

Mr. Harrison, *in the Chair*.

Mr. McCulloch

The Surveyor General.

Mr. Wills.

The parties were called in.

In the absence of Counsel, Mr. Gregory appeared as Solicitor for the Bill.

Clause 4 was read.

Mr. Gregory was heard to address the Committee in support of the Clause.

The Clause was passed.

Clause 24 was read.

Mr. Gregory was heard to address the Committee in support of the Clause, and stated that it was the wish of the Promoters to amend the Clause, by inserting in the first line the word "two" in lieu of the word "four;" and in the second line, the word "ten," in lieu of the word "twelve."

MR. DAVENPORT WELCH COLLYNS was again called in and further examined.

MR. FRANCIS BELL was again called in and further examined.

Motion made and Question put,—That the word "four" in the first line of the Clause be struck out, and the word "five" inserted in lieu thereof.—Carried.

Motion made and Question put—That the words "twelve thousand pounds paid up," in the second and third lines of the Clause, be struck out, and the words "two pounds per share in addition to the preliminary deposit of one pound per share paid up upon four thousand of such shares," be inserted in lieu thereof.—Carried.

The Clause as amended was read and passed.

Clause 52 was read.

Motion made and Question put—That after the words "may be used," in line 23 of page 23, the following words be inserted, that is to say, "both for travelling, and for the conveyance of any goods, wares, and merchandize."—Carried.

The Clause as amended was read and passed.

Clause 67 was read.

Mr. Gregory stated that it was the wish of the Promoters to strike out the words "are third of," in the sixth line, and was heard in support of such alteration.

Motion made and Question put,—That in the sixth line the word "third," be struck out and the word "half" be inserted in lieu thereof.—Carried.

Clause as amended, read and passed.

Clause 70 read.

Motion made and Question put,—That the word "third" in the thirteenth line of page 32, be struck out, and the word "half" be inserted in lieu thereof.—Carried.

Clause as amended read and passed.

Mr. Gregory brought up the following Manuscript Clauses, viz.—

CLAUSE A.

"That wherever the said Geelong, Ballarat and North Western Railway, shall cross any highway, turnpike road, or private road for carriages of any description upon a level, the said Company shall, at their own expense, put up gates upon both sides of the said railroad, or furnish other suitable and effective means for preventing cattle from straying upon the said Railway; and shall make and carry out all such regulations with respect to the crossing of the said Railway by carriages, horses, cattle, and other animals and things, as may be necessary for the safety of the public and of property."

CLAUSE B.

“ That the several works hereby authorized to be undertaken and constructed by the said Company, and the several engines, carriages, trucks, and other vehicles required for the uses thereof, shall be completed and framed respectively, and the Railway be in actual operation within seven years from the time of the passing of this Act: Provided always, that His Excellency the Lieutenant Governor for the time being, with the advice of the Executive Council, may from time to time extend the said period for any further period not exceeding seven years.”

Manuscript Clause A was read and passed.

Manuscript Clause B was read.

Mr. Gregory was heard in support of the Clause.

Motion made and question put—That in lieu of Manuscript Clause B, as laid before the Committee by the Promoters, the following Clause be inserted in the Bill, that is to say:—

CLAUSE B.

“ That should the said Company, from want of the sufficient number of shares being subscribed for or from any other reason, fail to commence within the period of two years from the passing of this Act to make the said Railway, the said Company shall thereupon forfeit all the powers and privileges conferred by this Act, and shall be incapacitated from proceeding with the undertaking. And should the said Company, after having commenced operations in accordance with this Act, fail to complete works within four years after such commencement, His Excellency the Lieutenant Governor shall have power to extend the period for the completion of the said Railway, or to take possession of the land, stock and other possessions of the said Company, upon repayment to the Shareholders of the amounts actually expended by them, with five per cent. interest thereon.”—Carried.

The Chairman was directed to report the Bill with its Amendments to the Council.

MINUTES OF EVIDENCE.

WEDNESDAY, 29TH NOVEMBER, 1854.

MEMBERS PRESENT:

Mr. Haïnes *in the Chair*.
Mr. Harrison. Mr. Strachan.
The Surveyor General.

Mr. Michie appeared as Counsel for the Petitioners for the Bill, and was heard to open the case in support of the Preamble.

MR. DAVENPORT WELCH COLLYNS called in, and examined by Mr. Michie.

Mr. D. W. Collyns.

1. You are Secretary to the Geelong, Ballarat and North Western Railway Company?—Yes. 29th November, 1854
2. How long have you been so?—Since January last.
3. Are you acquainted with the Town of Geelong and the Township of Ballarat?—I am.
4. And with the intermediate country?—Slightly.
5. Have you travelled over it?—I have travelled it once, in the winter time.
6. And at different periods of the year?—No, only once in the winter.
7. Then you know the condition of the roads in their worst state?—They were in the most fearful state. I came down with a gentleman in the constant habit of travelling between the two towns, and he said he never saw the roads in such a state. I should have been afraid to have gone alone, it was impossible almost in some parts to know where we were to go.
8. Can you speak as to the physical features of the country, with reference to the irregularities or otherwise of the surface?—As to the formation of the line?
9. Yes, the lay of the land?—The land appears almost level, the greater portion of it is nearly level.
10. Then the country does not present any difficulties, as requiring cuttings or expensive engineering works?—The country presents every possible facility for carrying out a Railway in the cheapest possible way.
11. In fact, you find the country ready to your hand for laying down the rails?—There will be very few cuttings, and the only difficulty that can be called a difficulty, will be the crossing of the River Moorabool.
12. I suppose I need hardly ask you, whether the present state of the road, especially during the winter, is such as is well adapted for the requirements of the vast numbers of people travelling between those two points of Geelong and Ballarat?—Certainly not, alluding to the time that I went up, for the greater part of the road, almost every mile you came to, you would meet with broken down drays, and drays stuck in the mud with their loads taken off—they were obliged to take out the load and reload again.
13. Do you know whether the land, generally, through which the line will pass, is still in the Crown, or is it purchased land?—I believe it is, generally speaking, in the hands of the Crown, and seeing in the *Gazette* certain land, through which we proposed to carry our line, advertised for sale, I had a communication with the Surveyor General, and got the land withdrawn from sale.
14. The line would pass through very little private property then?—Very little.
15. Are you aware whether offers have been made by the proprietors of land in the neighbourhood of the proposed Railway, to give such portions of their land as would be required for the purposes of the Railway?—Yes, such offers have been made by the proprietors of the private land through which the Railway will pass.

Mr. D. W. Collins.
(Continued.)

29th November, 1854.

16. *By the Chairman.*—Have such offers been made by the whole of the Proprietors?—Not the whole of them.

17. But a considerable proportion?—I believe there are but five landholders on the line, and, I believe, all but one have offered to give every assistance to the Company.

18. *By Mr. Michie.*—And I suppose you are not aware that even he may not do so?—It is a very small portion of his land, only a corner of a paddock that the line would go through.

The Chairman informed the promoters, that inasmuch as the Preamble of the Bill recited the advisability of making Branch Lines, which were undefined in the Bill, the Committee would require some evidence upon that point.

Mr. Michie stated, that although the promoters did not regard it as indispensable, it would be useful for the Company to have the power to make branch lines, inasmuch as it would save the necessity of bringing in any supplemental Bill thereafter, for that purpose.—That he would therefore examine the Engineer of the Company upon the question of branch lines, and if, upon the whole enquiry being heard, it was thought expedient to abandon that part of the Preamble, the promoters would be prepared to do so. He, however, thought that he could meet the difficulty raised by the Committee, by first examining the Engineering witnesses, and then adapting the Preamble to their evidence, by defining, to the extent that probably the House would require, the projected branch lines.

Mr. Francis Bell.

MR. FRANCIS BELL called in, and examined by Mr. Michie.

19. You are a Civil Engineer?—Yes.

20. Do you know the Town of Geelong, the Township of Ballarat, and the intermediate Country?—I do.

21. Do you know the Country between Ballarat and Portland? No, I have not been in that part of the country.

22. Do you know the neighbourhood of Buninyong?—Yes, I have been there.

23. Do you know the intermediate Country between what would be the nearest point of the Geelong and Ballarat Railway and Buninyong?—Yes.

24. Do you know the physical features of that Country well?—Yes, on the line from Geelong to Ballarat, Buninyong is between the two—we go close by it.

25. What is the character of the Country for Engineering purposes?—It is the most favorable Country for a Railway that I have seen anywhere. Only in that part of the line as far as the crossing of the River Moorabool, is there any difficulty; from that point it is all flat table land, till you come to Buninyong, and from there to Ballarat is rather rough again.

26. What is the particular difficulty at the River Moorabool?—The River runs through a deep valley or glen for some thirty miles. I traced it along up nearly to its very source to try and get another crossing place, to see if we could avoid that deep valley or glen; the ground is very high on either side, and I could not do so. I took some Sections of portions of the ground. I made a trial Section of the place where I thought it most desirable to cross. This is a Section of the ground (*producing the same*), There is a very steep bank on each side.

27. What is the height from the base of the valley to the level of the rails?—77 feet.

28. What is the width of the ravine?—1000 feet. I find this to be the best place for crossing the River.

29. You could not circumvent that in any way?—No, I tried to do so by coming down nearly to the level of the Moorabool and rising again, but the gradients would have been so steep, and the cuttings so great, that I abandoned it.

30. I suppose an embankment and viaduct across a ravine, that depth and width, would not involve any great expenditure?—I have made an estimate; the expense would be in the embanking principally; I make it 600,000 cubic yards—that will be about £75,000, and for the viaduct £15,000, that is £90,000 in all, for that part of the work.

31. Have you made any estimate as to the cost per mile of the Railway?—Yes, I have made several estimates for different portions of the line. I have set it down for eight miles at £10,000 a mile.

32. It varies according to the character of the country?—Yes. I have taken eight miles at £10,000 a mile, and then there are 40 miles at £7000 a mile; that estimate is for a single line of rails.

33. If you intend to have a single line of rails, have you any provision for carriages passing each other?—Yes, there will be sidings at every station, and a train that starts at either end, when it comes to a station, must stop till the other passes; they are using single lines of rails very much indeed at home now.

34. Have you travelled the road between Geelong and Ballarat more than once?—I have been out examining it particularly during three months, riding over the country.

35. Did you observe whether the traffic was very considerable?—Yes, very. I had to avoid the road as much as possible, on account of the dust of the bullock teams.

36. What is the present population of Ballarat?—About 35,000, I believe.
37. Was Ballarat a Township before the Diggings commenced?—I think not. Buninyong was; there is only from five to six miles between Buninyong and Ballarat.
38. Will you state to the Committee the distance you would carry the branch line from the intended main line, that is, the distance from the nearest points of the intended main line to the Township of Buninyong?—About a mile and a quarter.
39. What is the character of the small space of country there you would have to pass through?—It is rather rough, there are a good many gullies, there is a stream running down.
40. What is the population of Buninyong now?—I do not know exactly, it is increasing very much.
41. There must be a very vast intercourse between Ballarat and Buninyong?—Yes, it is the principal Township, and on the leading road from Geelong to Ballarat; all the traffic by the present road from Ballarat to Geelong, goes through Buninyong.
42. Have you made any estimate as to what the cost of a branch from the main line to Buninyong would be?—No.
43. Would a mile and a half be the extreme distance between the main line and Buninyong?—Yes.
44. *By the Chairman.*—Have you made any survey of that branch line?—No, I have not.
45. *By Mr. Michie.*—You say the Country between the main line and Buninyong is rough?—It is rather rough country.
46. Is there much population lying along the line of the Railway, or within a short distance of it, any intermediate settled country, settled by sheep farmers or others?—Between Geelong and Ballarat do you mean?
47. Yes?—Yes, there are several Townships along that line.
48. What Townships are they—will you name them?—There is one at Bates' Ford, there is a Township there.
49. Is there any population at Bates' Ford?—I suppose there is a population of about 700 or 800.
50. Does that seem to be a thriving and extending place?—Yes.
51. What is the next Township?—There is next to that on the line a Township marked out, but which is, as yet, thinly populated; there are only one or two houses there. The next to that is Lethbridge, at the Muddy Water Holes, that is about the 17th mile.
52. Is that a Government Township also?—Yes.
53. What population may there be there?—It has only been marked out within these six or seven months; there are only a few houses there; there are a number of tents there; it is a regular stopping place for carters and draymen going to the Diggings—there is a large Inn there.
54. What is the character of the water to be had there, is it good water?—Yes, it is a regular stopping place for parties going up to the Diggings.
55. What is the next Township on the proposed line of Railway?—Meredith is the next; Meredith is a large Township, and there are a great many inhabitants there.
56. Is that place growing also?—Yes, there are two or three very good hotels there.
57. Is there a River there?—Yes.
58. What is the character of the stream?—It is a very strange stream; there are some portions quite brackish, and other portions quite fresh.
59. Is there water there all the year round?—Yes, and there are some large holes also dry in the summer time and wet in the winter.
60. There is water in them in the winter?—Yes.
61. Have you made any comparative estimate of the expense of a tram road and a railroad?—I have done so, but I have not my notes of it with me at present; I think, taking a Railway with a single line of rails, there is very little difference between the two.
62. You mean in point of expense?—Yes, in point of expense. If anything of the two, a tramway, or a railway with a single line of rails, I think the tramway is the most expensive.
- The Chairman* observed to Mr. Michie that there was no allusion to a tramway in the Preamble of the Bill.
- Mr. Michie* stated that a tramway was referred to in one of the clauses in the latter part of the Bill.
63. *By Mr. Michie.* You cannot give us any information as to the Branch Line to Portland?—From the description of the country I see marked on the Government Maps, I believe it is a very level line of country. A line to Portland would be an extension, it would not be a Branch.
64. Have you yourself been over the line of the proposed extension to Portland?—No.
65. Then you speak, of course, merely upon the surveys of others? Yes.

Mr. Francis Bell.
(Continued.)

23th November, 1854.

66. But still you do speak from the Government survey?—Yes.

67. *By the Chairman.*—Are you aware whether any levels have been taken by the Government on that line of country?—I think Colonel Cotton went over that country.

68. Was that by direction of the Government?—I believe it was; I am not sure.

69. What Government Plans have you seen that induce you to believe that the levels are favorable?—Here is a plan lately published, that gives a description of the line as it goes along (*producing the same*).

70. *By Mr. Michie.*—Did you make that Plan from a tracing from the Government Map?—I did it partly from the Government Map, and it was partly filled up from Gerrard and McDonald's Map of Geelong, who are publishing a very excellent Map indeed.

71. That Map not being made for this enquiry will not give you the levels from point to point?—No, it will only give a general idea of the Country.

72. *By the Chairman.*—With regard to its fitness for agricultural or pastoral purposes?—Yes.

73. *By Mr. Michie.*—It does not appear to be hilly?—No, it does not, except in some portions which might be avoided.

74. By making diversions?—Yes.

Mr. Michie stated that the promoters proposed, with the consent of the Committee, to strike out of the Preamble the words "together with any branch lines thereupon that may be deemed advantageous."

The Witnesses withdrew.

Mr. J. A. Gregory.

MR. JOHN ALEXANDER GREGORY called in, and examined by Mr. Michie.

75. You are, I believe, Solicitor to the Geelong, Ballarat and North Western Railway Company?—I am.

76. How long have you been resident at Geelong?—Six years.

77. Do you know whether the traffic between Geelong and Ballarat is considerable?—Very considerable.

78. Has it been increasing rapidly for the last two or three years?—Yes, it has.

79. And is still increasing rapidly?—I believe it is still increasing; it may be checked momentarily by the state of affairs, but I believe, on the whole, it is steadily increasing.

80. Speaking chronically and not acutely, it is still increasing?—Yes.

81. In your judgment, as a resident at Geelong, would the laying down of a Railway between Geelong and Ballarat be of general public utility?—I think it will be of the greatest general public utility; no work can be of greater general public utility than such a work as that.

82. Is not such a work as that almost indispensable for the purpose of connecting the two places for traffic, especially during the winter months?—I consider it is so, because in the winter the communication is liable to be completely stopped, and it is with the utmost difficulty it can be maintained, with the roads in the state they are then.

83. Do you know that in consequence of the bad state of the roads in the winter months, the cost of carriage of loads of goods and merchandise is very considerably higher there in the winter months than in the summer months?—Yes, the expense of carriage is immensely increased.

84. Speaking from your own knowledge of variations of this kind, can you tell the Committee the extreme of fluctuations, and the expense of carriage per ton between the middle of summer and the middle of winter?—I know it has been as high as from £70 to £80 a ton for carriage.

85. In winter?—Yes, probably it may have been more, I only speak of what has happened to have fallen within my own knowledge; it is considerably lower at the present time, but I cannot say positively what it is; it is not a question that I have particularly enquired into.

86. As a fact, it is constantly and necessarily fluctuating from the lowest in summer to the highest in winter time, in consequence of the increasing difficulty, as the winter comes in, getting goods up?—Yes.

87. Can you speak to the extent to which the population of Geelong has increased from year to year, or say within the last two years?—There is a gentleman on the Committee that can speak much more positively on that point than I can. The population of Geelong is estimated at the present time at about 32,000.

88. However, you know as a fact, that the increase of the population has been very considerable indeed, something like quadrupled in the last three or four years, has it not?—In the last three years I have no doubt it has been quadrupled.

The Witness withdrew.

The Chairman stated that the Committee were desirous that evidence should be given with regard to the proposed capital of the Company, and the number of Shares at present taken up.

MR. DAVENPORT WELCH COLLYNS called again, and further examined by Mr. Michie:— Mr. D. W. Collyns.

89. Can you inform the Committee what proportion of Shares have been taken up?—The number of shares taken up at present is 1383. 29.h November, 1851.

90. What is the entire number of proposed Shares in the Company?—50,000.

91. Can you inform the Committee whether the Company have received any communication from England respecting any proposition to bring English capital here?—We have received a communication from a Company in London, entitled, "The Geelong, Ballarat and Portland Railway Company," asking us to combine the Colonial with the English influence in carrying out a *bona fide* Company.

92. *By the Chairman.*—Have you received a communication from them?—We have received a communication from the Geelong, Ballarat and Portland Railway Company, asking us to unite the Colonial with the English influence, to carry out a *bona fide* Company.

93. Have you any copy of that letter?—

[*The Witness delivered in a Prospectus of the Geelong, Ballarat and Portland Railway Company.*] (*Vide Appendix A.*)

94. Is that the only communication you have received?—We afterwards received about half-a-dozen copies of the Prospectus.

95. That is the only thing you have received to shew that they wish to be incorporated with you?—Yes.

96. *By Mr. Michie.*—Did you receive any private letter from Mr. Lloyd?—No; Mr. Gregory did, I believe.

97. Did you know Mr. Lloyd when he was in the Colony?—Yes, he was resident at Geelong; I knew him before he went home.

98. *By the Chairman.*—There has been no official communication then from this Company?—Yes, we had a letter accompanying the prospectuses from Mr. Mossman, which I have left behind at Geelong, asking us to unite the Colonial with the English influence in carrying out a *bona fide* Company.

99. Is Mr. Mossman a Director of this Company in London?—He was the Honorary Secretary at the time. The Directors of the Geelong, Ballarat and North Western Railway Company thought that we were in a much more advanced state than the Company formed at home, and replied to that effect, asking their co-operation with us; stating that 25,000 shares of this Company would be reserved for the London market, and asking that Committee to co-operate with this Company in carrying out the object. To that letter we have as yet received no reply, sufficient time not having elapsed to enable us to do so.

100. *By Mr. Michie.*—When was that letter sent off?—By the "Cæsus."

101. *By the Chairman.*—Did you forward to them an estimate of the expense per mile of constructing this railroad?—No estimate per mile; the total amount of the estimated expense was mentioned in the letter.

102. And the length of the Line also?—Yes.

103. Did you forward any plan of the line to the London Company?—Yes.

104. *By Mr. Michie.*—Have you seen that letter which was addressed by Mr. Lloyd to Mr. Gregory?—I have.

105. Was it handed to you?—Yes, and I returned it to Mr. Gregory.

106. Having seen that letter which was addressed to Mr. Gregory, can you say whether it contained an offer of as much capital as should be required for the purpose of a Railway?—Yes, it was a letter from Mr. Lloyd to Mr. Gregory, and he stated, that if the scheme were started here sufficient funds would be found at home to carry the undertaking out.

107. *By Mr. Strachan.*—Was that letter written by Mr. Lloyd as a private individual, or was it authorised by the Company in London.

Mr. Gregory.—He was authorised to say so by many men, leading merchants and gentlemen of that description, in London.

108. *By Mr. Michie.*—(*To Mr. Collyns.*) As I observe that there are but a very small number of shares taken up at present, compared with the whole number of shares in the Company, I would ask you whether you have observed any disposition on the part of the people at Geelong to take up more shares in the event of this Bill passing?—Every disposition. I have been told by numerous parties that I have canvassed for shares, "When you get your Bill I will take up your shares!"

109. Is not that a general feeling?—Yes, they say "As soon as you get your Bill we will help you on!"

110. *By Mr. Strachan.*—How many Shareholders are there now?—78 shareholders, and 1383 shares taken up.

111. Are these shareholders men who are likely to carry out the project with their own capital—men with whom it is not a matter of speculation, but who will carry out the work?—I should say so, generally.

Mr. D. W. Collyns.
(Continued.)
29th November, 1854.

112. It is a general question I am putting. Are they men of substance, and likely to carry out the work with their own capital, as far as the amount of their shares go?—Yes, I believe most of them will; one person has failed since.

113. *By Mr. Michie.*—They are not men who have taken up shares for speculative purposes?—No.

114. *By Mr. Strachan.*—Are they men who would be likely to identify themselves with the country and with the undertaking?—I think they would all identify themselves with the undertaking, and carry it out.

115. *By Mr. Michie.*—What is the distance between Geelong and Ballarat?—It is 50 miles by the present road, but in winter it would be nearer 80 miles, going in and out; the direct road, as the railroad would go, is about 48.

116. *By the Chairman.*—What deposits have been paid on these shares?—£1008.

117. What was the date of the communication that you received from London from that Company?—I think it was in April.

118. What was the date of your communication to the Company in reply to that?—July

119. Have you no means of ascertaining the precise dates of those letters?—The date of the original communication was the 29th of April.

120. And the date of the reply?—The 17th of July.

121. That was the communication enclosing the Prospectuses?—I did not then enclose the Prospectuses.

122. But the letter that came from London was the one forwarding the Prospectuses?—Yes

[Copies of the Letters were delivered in.] (Vide Appendix B).

The Witness withdrew.

Mr. Francis Bell.
(Re-examined.)

MR. FRANCIS BELL called again, and further examined by Mr. Michie.

123. Can you state what the entire estimated cost of the Line is. You say that you estimate some portions of the distance at so much per mile, and other portions higher or lower; but can you give the entire estimate for the whole line?—£690,000.

[*The Witness delivered in his detailed Estimate.*] (Vide Appendix C).

124. *By the Chairman.*—The works generally are intended to be made for a double line, but you propose to lay down a single line of rails?—Yes, except at the viaduct and embankment crossing the Moorabool; the permanent way there would be for a single line of rails; it could be easily increased afterwards, if required.

125. *By Mr. Michie.*—Would you have sidings at every station?—Yes, every station.

126. *By the Chairman.*—What is the total length of the Line?—49 miles; that is starting from the Geelong and Melbourne Railway, some two miles out of the Town of Geelong, and using some two miles of the Geelong and Melbourne line. We may stop short at 48 miles, because 49 miles goes on to the very edge of the River Yarra-wee; and the Diggings are so constantly changing there, it would be very difficult to tell where we should terminate.

127. You would not deviate from the proposed line?—We should not deviate from the line beyond the limits of deviation laid down on the plans. That estimate which I have handed in, includes locomotives and carriages.

128. *By the Surveyor General.*—Have you a section of the whole line?—I have not a section of the whole line, only of the difficult parts of the line.

129. Have you any section past Buninyong?—No, not past Buninyong.

130. Have you run a trial level, or taken any trial Sections from Geelong to Ballarat?—Not further than the Separation Inn; it was so level I did not think it necessary.

131. What are your surveys from?—I got those surveys from the Engineer of the Roads at Geelong. I got that printed from the road survey, that is, I made tracings of it.

132. Did not that road survey show the levels?—It did, my line goes very far off the road line.

133. Then it was no guide to you?—No; I keep at one side of Mount Buninyong, and the road keeps the other.

134. Have you any idea as to the accuracy of that road survey; have you tested it yourself?—I have several maps that I checked and compared with it, and found it was very accurate.

135. How many culverts and bridges have you?—There are only two considerable sized bridges. There are two bridges over Williamson's Creek, one at Burnt Bridge and the other Corderoy Bridge, and there is the Bridge over the Moorabool.

136. Have you a section of the line near Buninyong?—No, it is quite level ground there. Mr. Francis Bell.
(Continued.)

137. You will have some side cutting there, will you not?—You may have a little side cutting; it is level ground, not sloping. 23th November, 1851.

138. What sort of a bridge will you have at the Muddy Water Holes?—About ten or fifteen feet span; but I suppose these bridges will all be submitted to the Government before we carry them out.

The Witness withdrew.

MR. EDWARD SNELL called in, and examined by Mr. Michie.

Mr. Edward Snell.

139. You are an Engineer, I believe?—I am.

140. Do you know the country between Geelong and Ballarat?—Yes, pretty well; we built a public-house at Buninyong, and another at Meredith.

141. Do you concur in the evidence you have heard Mr. Collyns give, as to the general character of the country?—I do; it is very flat after crossing the Moorabool. I went over the line myself, with the idea of sending in a report when plans were advertised for.

142. Could you give a general notion as to the probable cost of a Line of Railway between Geelong and Ballarat?—After crossing the Moorabool, I do not think it would exceed £7,000 a-mile; I think it would be hardly so much as that; there is plenty of timber for sleepers; the only difficulty is between Cowie's Creek and the Moorabool. I think the line must be run up Cowie's Creek, and after crossing the Moorabool, there is nothing in the shape of an engineering difficulty until you come to Buninyong.

143. And then you are very nearly at your destination?—Yes, very nearly. You might then contemplate an extension to Swan Hill.

144. What is the distance between Ballarat, or Buninyong, and Swan Hill?—I should think it is at least from 150 to 200 miles, from what I recollect of the map. I know nothing of the country to Swan Hill; I have never been there.

145. I presume you know from general information, from the map and otherwise, that Swan Hill is the head of the navigation of the Murray?—Yes, I believe that is nearly the highest point that the steamers from South Australia have reached.

146. What is the effect of vessels going up to Swan Hill, with respect to the diversion of the produce of that part of the country from this province to any other part of the Australian Continent?—The settlers there are sending their produce down to the Goolwa, where there is a short railway about to be made to Port Elliott, and from thence they send it by water to Adelaide; and also, they get their stores from Adelaide by the return trip of the steamer.

147. Then, if in the splendid future we should be able to complete a Railway between Swan Hill and Ballarat, that would operate as a link between those two places, so as to keep the produce in our own district, instead of diverting it to another Colony; would that not be so?—The settlers would send their produce to the cheapest market, and by the cheapest and best means of transit; and I think a railway would be decidedly preferable to the tortuous navigation of the Murray.

148. I suppose there are occasional transshipments in the transit down the River Murray?—Yes. Firstly, on board the steamer; Secondly, to the Goolwa Railway; thirdly, on board ship at Port Elliott; and fourthly, landing at Port Adelaide.

149. Would that be the case with a Railway?—Certainly not.

150. Have you heard numbers of the residents at Geelong express an intention of taking shares in the event of the Bill passing?—Not in the event of the Bill passing, but I have heard many people say, they would, at any rate, take shares in the Geelong and Ballarat Company. No later than last Monday, Mr. Gilbert, who has built the large hotel at the Terminus, was at our Office, and said he would take shares. I believe myself there will not be the slightest difficulty.

The Witness withdrew.

MR. DAVENPORT WELCH COLLYNS called again, and further examined by Mr. Michie.

Mr. D. W. Collyns.
(Re-examined.)

151. Do you know who are the Provisional Committee of the Geelong, Ballarat, and North Western Railway Company?—They are named in the Prospectus which I will hand in.

[*The Witness delivered in the same.*] (*Vide Appendix D.*)

Mr. Hightt has offered us land enough for a station if we will build one there.

152. Have all the Members of the Provisional Committee signified their intention of taking

Mr. D. W. Collyns. shares in the Company?—The generality of people in the Town have expressed their intention (Continued.) to take shares as soon as the Bill is passed.

29th November, 1854.

153. *By the Chairman.*—Have you any list of the present Shareholders?—Yes.

[*The Witness produced the same.*]

154. Has there been any correspondence with the Government relative to the guarantee of Dividend?—There has been a correspondence, but it is not decided yet whether any guarantee will be given; no decided answer has been given by the Government. I have addressed a communication pointedly to the Lieutenant Governor, and also a second letter, asking for a definite answer, but no definite answer has been given.

155. *By Mr. Michie.*—Did you accompany a Deputation of the Provisional Committee to His Excellency on the subject of a guaranteed dividend?—No, the reply which I received from His Excellency's Private Secretary was as follows:—"The Lieutenant Governor desires me to acknowledge the receipt of letter of the 11th instant, and to say that His Excellency considers the subject mooted to be very grave, and under present circumstances His Excellency can do no more than give a general answer, that questions of this kind are under consideration."

156. *By the Chairman.*—Will you give me the date of that letter?—The 18th September.

[*The Witness delivered in the same.*] (*Vide Appendix E.*)

157. *By the Surveyor-General.*—Are those the names of the Directors that are mentioned in the Bill?

Mr. Gregory.—They are at present the Provisional Committee men; they are not appointed Directors until the Bill has passed.

158. There is a Provisional Directory?—Yes; and those gentlemen named in the Bill are the Provisional Committee.

Mr. Collyns.—Here is the letter received from the Colonial Secretary, also in answer to our communication asking for a specific answer.

[*The Witness delivered in the same.*] (*Vide Appendix F.*)

159. *By the Surveyor-General.*—Are all your Provisional Committee men Shareholders—have they all taken shares?—Not the whole of them; they have all expressed their intention to do so.

160. I see that by the 24th Clause of the Bill, it is provided, "That as soon as 4000 shares of the capital stock of the said Company shall have been actually subscribed for, and the sum of £12,000 paid up, and not before, it shall be lawful for the said Company, and they are hereby authorised and empowered by themselves, their deputies, officers, agents and workmen, to make, construct, and finally complete, alter and keep in repair a Railway, with one or more sets of rails or tracks, and all other proper works and conveniences adjoining thereto or connected therewith, and to purchase and acquire such stationary or locomotive steam engines and carriages, waggons, and other machinery, and contrivances, and real and personal property, as may be necessary for making and maintaining the said Railway, and for the transport of passengers and merchandise therein, and for other purposes of this Act, and may hold and possess the land over which the said Railway shall pass, and such adjoining lands as may be required." Upon what data do you feel justified in fixing the power to commence operations at that limit?—That was considered by the Committee to be sufficient for the commencement of the work.

161. Has there been any data upon which you have come to that conclusion?—I do not know of any specific data; that conclusion was the one arrived at by the Provisional Committee.

162. Do you think the sum named in that Clause is sufficient to pay all preliminary expenses?—Yes, quite sufficient.

The Witness withdrew.

The Committee Room was cleared.

After some time the Counsel and parties were again called in, and informed by the Chairman, that the Committee were of opinion that the Preamble of the Bill (omitting the words "together with any branch lines therefrom that may be deemed advantageous," proposed by Mr. Michie to be left out) had been proved, but that they had thought it necessary to insert the word "directly" after the word Railway, in the first line of the Preamble. That the Committee were also of opinion that it would be necessary when they came to consider the clauses of the Bill, to insert a Clause restricting the Company to the limits of deviation defined in the plans which had been submitted to the Committee. That the Committee were also of opinion that it would be desirable to amend the 24th Clause, as they considered the amount of shares required to be subscribed for, and the sum of money required to be paid up before the Company could enter into contracts and commence their works, was insufficient.

Mr. Michie stated, that when the Committee arrived at Clause 24, the promoters would wish to strike out the words "and tramways" in the 12th line.

Adjourned till to-morrow at 12 o'clock.

FRIDAY, 9TH FEBRUARY, 1855.

MEMBERS PRESENT :

Mr. Harrison *in the Chair*.

The Surveyor General. Mr. McCulloch.

Mr. Wills.

MR. DAVENPORT WELCH COLLYNS again called in, and further examined.

Mr D. W. Collyns.

9th February, 1855

1. *By the Chairman*.—What are the number of Shares altogether in the Company?—50,000.

2. *By Mr. Gregory*.—Since you were last examined before this Committee, have you received a fresh communication from London in respect to this Company, in addition to what you have already laid before this Committee?—We have received a further communication by the last overland mail, which I now beg to lay before the Committee.

[*The Witness delivered in the same.*] (*Vide Appendix G.*)

3. Is it not the case that this calculation in the 24th Clause, requiring 4000 shares to be subscribed for before commencing operations, and £12,000 to be paid up, was made upon an estimated capital of £1,000,000, which was made at the time that this Bill contemplated the construction of the entire line to Swan Hill?—Yes.

4. As the preamble line has been passed by the Committee, limiting the operations of the Company to a line to Ballarat, will not the capital be materially reduced?—It will.

5. Is it not upon those grounds that the Promoters wish for an alteration in the amount of capital required to be paid up before the commencement of the works?—It is.

6. *By the Chairman*.—Do you calculate upon the shares being taken up more in England than in the Colony?—About half the amount we expect to be taken up in England.

7. Will the Government here give a guarantee upon the capital?—The Government have promised a guarantee to the other lines, and we presume this will not be an exception; the Government has consented to give a guarantee on the whole of the shares in the Melbourne and Geelong Line. The last communication which we have received from Mr. Mossman, says, "I have consulted several first-class brokers regarding the sale of Australian Railway Shares, and they inform me that it is necessary to obtain the Government guarantee of five per cent. upon a portion at least of the paid up capital, to expect them to be readily taken. With such a guarantee there would be no difficulty in disposing of them on Change, without going to the expense and trouble of advertising." We have every reason to suppose the guarantee will be granted—at the time of the Governor's visit to Geelong he intimated as much to the President of this Company.

8. Is there any prospect of raising 4000 shares in the Colony?—Yes, I think every probability, as soon as the Bill is passed, particularly if we get the Government guarantee, we are safe to dispose of them.

9. Do you think the line could be carried out without the guarantee?—Not at present.

The Witness withdrew.

MR. FRANCIS BELL again called in, and further examined.

Mr. Francis Bell.

10. *By the Chairman*.—What is the estimated expense of making the Line?—£690,000 for a single line of rails.

11. You are not restricted to a single line of rails, are you?—No.

The Witness withdrew.



APPENDICES.

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APPENDIX A.

THE GEELONG, BALLARAT, AND PORTLAND RAILWAY COMPANY.

Appendix A.

Provisionally Registered, pursuant to 7 and 8 Victoria, cap. 110.

To be Incorporated by an Act of the Victoria Legislature;

With a Guarantee of Five per cent. for Twenty-one Years upon the Paid-up Capital.

CAPITAL, £1,600,000,

In 160,000 Shares of £10 each. One-half of the Shares to be reserved for the Colony. Deposit upon Allotment, Five Shillings per Share.

Provisional Committee.

John Macgregor, Esq., M.P. (for Glasgow), Princes' Terrace, Kensington (Chairman).
 Francis Pigott, Esq., M.P. (for Reading), Heckfield, Hants.
 Donald Larnach, Esq., Manager, Bank of New South Wales, 8, Cannon Street, City.
 Joseph Wilkinson, Esq., Merchant, 3, St. Mildred's Court, City.
 Thomas Chandler, Esq., Shipowner, Rotherhithe.
 George T. Lloyd, Esq., of Geelong, 6, Northumberland Terrace, Regent's Park.
 John Kent, Esq., Asst. Com. Genl., late of Moreton Bay, 5, St. James' Square, Notting Hill.
 William Bell, Esq., Civil Engineer, 5, Robert Street, Adelphi.
 Samuel Mossman, Esq., late of Australia, 41, Holford Square (Honorary Secretary).

It is a well-known fact, that there is no territory in the world, of equal extent, so deficient in navigable rivers as Australia. Hence the inland trade through the settled districts is carried on by the slow and expensive means of bullock-drays and horse-carts, along rough bush-tracks and almost impassable roads. At the same time, there is probably no country which presents so few obstacles to the construction of Railways.

Those who have taken any interest in the recent development of the Australian Colonies, will have observed, also, that this tedious and harrassing mode of communication between the outports on the coast and the interior is of the worst possible description in the Province of Victoria, where the expense of conveying merchandise from Melbourne and Geelong to the Gold Fields is at the rate of 12. per ton per mile. And it has been calculated that the cost of carriage of supplies during the last Australian winter would have defrayed the expense of constructing Railways between these towns and the Mount Alexander and Ballarat Gold Fields.

The period has now arrived when that great *desideratum* to the increasing wants of our Australian Colonies is being established. Already a Sydney Company are laying down a Railway from that city in the direction of Melbourne, and a Melbourne Company are surveying a line towards Sydney, while a third Local Company have commenced operations between Geelong and Melbourne, thereby laying the foundation of a great Trunk Line of Railway from Sydney to Geelong, through the interior of New South Wales and Victoria, a distance of 635 miles.

It is the object of this Company to continue that Trunk Line of Railway to the western boundary of the Province of Victoria, from Geelong to Ballarat and Portland, a distance of 214 miles.

The country to be intersected by this Line of Railway is that portion of Australia explored by Sir Thomas Mitchell in 1836, which he appropriately named Australia Felix, from its fertile aspect, and the pristine beauty of its scenery. It is now officially laid out into the Counties of Grant, Grenville, Polwarth, Heytesbury, Hampden, Ripon, Villiers, Dundas, Normanby, Follet, &c.; but it is better known in the Colony as the Geelong or Western District. It extends from Geelong Harbour to the Glenelg River, a distance in a straight line of 200 miles; and has an average width, from north to south, of 80 miles of the finest arable and pasture lands, not only in the Province of Victoria, but, we may safely affirm, in all Australia. It is likewise better watered by streams and lakes than the neighbouring districts; and in the midst of its fertile uplands are situated the rich Gold Fields of Ballarat and the Pyrenees. Moreover, it possesses on its sea-board the four commodious harbours of Geelong, Portland Bay, Port Fairy and Warrnambool.

From these natural advantages, including its extreme southern geographical position and salubrious climate, there is every reason to conclude that it is likely to continue, as it is at present, the most densely-peopled district of settled inhabitants in the Australian Colonies.

Some idea of its resources and local importance may be formed from the following statistical returns of the Wool exported from the Colony in 1853:—

Port of Melbourne	..	..	..	..	10,248,049 lbs.
Port of Geelong	..	..	..	..	6,721,960 "
Portland Bay	..	..	..	..	3,080,560 "
Port Fairy	..	..	..	..	1,259,725 "
Total	..	..	..	..	21,310,294

Thus, more than one-half of the great staple export of wool from Victoria is produced in the district through which this Line shall pass; and we may fairly conclude that an equal proportion of the tallow, hides, horns, and other articles of export are also raised. And it is a well-known fact, that there is more grain and farm produce grown in the Geelong and Port Fairy suburbs than in all other parts of the Colony combined.

Appendix A.

Besides this moiety of the permanent inland traffic, there is every reason to suppose that the auriferous deposits of the district will prove more lasting than those found in other parts of the Colony. To quote the words of a local journal (*Geelong Advertiser*), it may be said with truth, that "the Ballarat Gold Mines have sunk, risen, but not yet attained their meridian. The first gold-field discovered in Victoria,—it is now the most prosperous, lasting, and bids fair to eclipse all others. Geelong is happily situate. She can look on the present with complacency, and to the future with well-founded hope of rivalling in magnitude the commercial operations of the capital of the Province."

On referring to the annexed map, it will be seen by the general outline of the projected Railway, as reported upon by Major Cotton in 1846, subject to an Engineer's survey, that the object in view is to form a central highway through this wealthy district, between the two principal outports of Geelong and Portland. Starting from the eastern terminus, the Line is shewn to proceed in a north-westerly direction, through the suburbs of Geelong into the county of Grant, along a level tract of land between the rivers Moorabool and Leigh, and in 48 miles reaches the town of Buninyong. From thence a Branch Line of six miles leads through the valley of Ballarat, in a due north course, to the township of that name, right into the heart of the Gold Fields. From Buninyong the Trunk Line continues in a westerly direction for 116 miles over plains and undulating open forest-land, watered by the rivers Leigh, Taylor, Hopkins, and their tributaries, which have their sources in the auriferous regions of the Pyrenees and Grampian ranges, and where the Government have laid out numerous townships and village reserves. Passing through Grange Town it diverges to the south, into the county of Normanby; and in 50 miles reaches the town of Portland, its western terminus.

It is usual in Prospectuses of this kind to assert that the engineering difficulties to be overcome are of no moment. In venturing upon such a statement, however, the Directors can with confidence vouch for the fact, that their Line intersects one of the most level sections of that peculiarly level country; and that throughout the whole distance there is not a gradient which will render the excavation of a tunnel necessary. The most expensive engineering works will be in the construction of bridges and viaducts over the creeks and rivers. For these and other building purposes, and especially in making sleepers for the rails, there is an unlimited supply of timber of the most durable description all along the route.

The cost of constructing this Line of Railway, according to the following estimate, carefully drawn up by a competent engineer, is calculated not to exceed 7133*l.* per mile, or 1,569,260*l.* of the Capital, leaving a surplus of 40,740*l.* for contingencies and promoters' charges.

ESTIMATE.

	PER MILE.
Engineering, legal, and legislative expenses	£40
Land and severances, 12 acres, at 4 <i>l.</i> per acre	48
Fencing, 2 <i>s.</i> 6 <i>d.</i> per yard, forward	220
Earthworks, 10,000 yards, at 3 <i>s.</i> per yard	1500
Bridges and Culverts	1000
Ballasting and Drains, 1760 yards, at 5 <i>s.</i> per yard	£440
Rails (flange), 28 lbs. per yard, 88 tons at 11 <i>l.</i> ; freight 4 <i>l.</i>	1320
Sleepers (transverse), 1810 at 2 <i>s.</i> each	131
Ditto (longitudinal), 7040 yards at 2 <i>s.</i>	704
Pins and Laying	150
Total Cost of permanent way	2745
Stations (1 every 8 miles), Turn-tables and Switches	500
Rolling Stock	1000
Freight of Stock and Turn-tables, 10 tons, 8 <i>l.</i> per ton	80
Total cost of a Double Line of Railway in operation	£7133

Annual Repairs, 400*l.* per mile.

At a Local Board appointed by the Legislative Council of Victoria, it was proved that in the existing state of the labour market, it would be cheaper to construct Railways in the Colony than Macadamised roads. The colonists, therefore, are looking to the construction of a system of Railways throughout the country as the only means of ensuring a safe and speedy transit for their produce and merchandise between the outports and the interior. Under these circumstances, the Government and Council give every encouragement to the establishment of Railway Companies. All the Local Companies have a guarantee of five per cent. minimum interest upon their paid-up Capitals, besides free grants of land for Termini and Stations. The Directors, therefore, anticipate from these evidences of their general liberality, that an Act of Council with similar privileges may be obtained for this Company also from the Victoria Legislature.

In the present progressive state of the Colony, it is impossible to calculate what will be the amount of traffic along the Line when completed. However, there is sufficient data to show a handsome Dividend upon the Capital, even here.

The population of Victoria in December, 1853, was about 250,000. Say that one-fifth of that number will travel up and down the Line, a distance of 60 miles, twice a year, at 3 <i>d.</i> per mile	150,000
Carriage of 30,000 tons of goods and supplies, at 4 <i>l.</i> per ton	120,000
Ditto 25,000 bales of wool, at 10 <i>s.</i> per bale	12,500
Ditto 5,000 tons of wheat, corn and maize, at 2 <i>l.</i>	15,000
Ditto 2,500 " hay, at 4 <i>l.</i>	10,000
Ditto 10,000 " timber for building, at 2 <i>l.</i>	20,000
Ditto 30,000 " timber for fuel, at 10 <i>s.</i>	15,000
Ditto 7,000 " tallow, at 3 <i>l.</i>	21,000
Ditto 1,000 " dairy produce, hides, &c., at 3 <i>l.</i>	3,000
Conveyance of sheep, cattle, horses, pigs, &c., to market	10,000
Ditto Mails, once a-day, 220 miles, at 1 <i>s.</i> per mile	4,015
Gross amount	380,515
Deduct 40 per cent. for charges	152,206
Showing a Dividend of 15½ per cent.	£228,309

The Projectors of this Company submit the above Preliminary Prospectus for the approval of the Colonists, before maturing the scheme, from the conviction that no bona fide project can be perfected in England without their assistance and co-operation. On the other hand, they feel assured that it is only by the aid of British Capital and experience in Railway matters that the Colonists can expect to construct great Trunk Lines cheaply, speedily and effectively. Hence they propose an equal interest and direction in this Anglo-Australian Company to Home and Colonial Shareholders; confident that with the well-known patriotic energy of the Geelong Public, they would be able to overcome all local obstacles, and be the first to complete a great "through" Trunk Line of Railway in Australia. The advantages which would accrue to the district, once this object was effected, are incalculable. Its present unrivalled sources as a pastoral, agricultural and mineral district, would then be surpassed as much as the speed of the steam-engine surpasses that of the bullock-dray. A farming population might be concentrated within its boundaries as dense as that in the Midland Counties of England, which would ultimately render Geelong the granary of Australia.

London, April, 1854.

Appendix A.

APPENDIX B.

No. 1.

G. T. Lloyd, Esq., to J. A. Gregory, Esq.

My dear Sir,

26, Birchin Lane, City, 3rd April, 1854.

Appendix B.

IN reading over the passing events of Victoria, as recorded in the Colonial Journals, I regret to see that an inherent jealousy, or some equally reprehensible feeling, on the part of Melbourne and the Government, certainly does exist towards Geelong.

There appears in particular a desire to retard the progress of Railway communication through the Western District. To this fact I have, in conjunction with Mr. Mossman, first in the field, drawn the attention of some influential London and Colonial capitalists, and I am happy to inform you that if the Geelong people will join in a scheme for a Line from Geelong, *via* Buninyong and Pyrenees, thence to Portland (half capital, if required, available for investment in Geelong), there is every disposition to form a Company immediately.

In such case, do you think it probable that a guarantee could be had to some extent, as the Railways established from the Government?

I have already given information on all points connected with the Line in question, suggested at a Meeting, 31st May, 1846; fortunately, I happened to have preserved a copy of proceedings which took place on that occasion.

Yours, &c.,

G. T. LLOYD.

No. 2.

Samuel Mossman, Esq., to the Chairman and Gentlemen forming the Provisional Committee of the Geelong, Ballarat and North Western Railway Company.

London, B. J. Lloyd's Offices,

26, Birchin Lane, 29th April, 1854.

Gentlemen,

DURING the past year the attention of several capitalists and other influential gentlemen in London, interested in the affairs of Victoria, has been drawn to the subject of establishing Railways in the Colony, so earnestly desired for by the colonists, and they have met from time to time to consider the propriety of aiding them with their experience in these matters, and co-operating with them in the furtherance of their views, fully satisfied that the investment of British capital in such undertakings would be most profitably and safely employed, and be of permanent advantage to the Colony.

As far back as June, 1853, Meetings were held for the purpose of organising a Company to carry out some project concurrent with the above views. After much deliberation and subsequent examination of maps and statistical details, it was decided in December, 1853, that a Trunk Line of Railway from Geelong to Ballarat and Portland, as set forth in the enclosed plan and prospectus, would offer the most eligible investment to English and Colonial capitalists. The great drawback to the immediate organisation of a Company, was then and still is the unfavorable state of the money market, in consequence of the warlike aspect of the times; it was resolved, therefore, that in the mean time, a correspondence should be commenced with the colonists at Geelong, explaining the terms upon which English capitalists were desirous of assisting them in the establishment of Railways in that district. The gentlemen whose names appear on the enclosed prospectus, consenting to forward any proposals on the subject, emanating from the Colony, and requesting Mr. Samuel Mossman to act as Honorary Secretary in the interim.

In furtherance of the object in view, I, the said Samuel Mossman, laid the plan and prospectus before the best informed Victoria colonists on the subject, at present in Britain, for their opinions on the proposed route, amongst whom were William Westgarth, Esq., of Melbourne; Leslie Foster, Esq., of ditto; G. T. Lloyd, Esq., of Geelong, &c., who were unanimous in stating that it was perfectly practicable, and that the proposition would, in all likelihood, be fully met by the colonists, while the practical results of the undertaking could not fail to be highly remunerative to the shareholders.

Matters were in this stage of progress when our attention was called to your Prospectus inserted in the Melbourne *Argus* newspaper of the 26th January last, received in London per latest overland mail; also, the account of your preliminary meeting in *Geelong Advertiser* of 24th December, 1853 (upon receipt of this

Appendix B.

information we are indebted to Mr. Lloyd for apprising Mr. Gregory, one of the solicitors to your Company' of what has been done here regarding the project). The statement made at that meeting by your Chairman' in looking to the London money market for assistance, has been received most favorably by our party, and strengthen them in making the proposition alluded to in the note at the foot of the prospectus, viz.—to combine your Colonial and our English influence in forming an active *bona fide* Company.

In submitting the plan and prospectus for your attentive consideration, it may be necessary to state, that although the estimated returns of traffic differ materially from yours in amount and quantities, they are carefully collected with the latest statistical returns by myself, with the valuable assistance of Mr. Lloyd, who has consented to take an active part in promoting an object so beneficial to the interests of the Geelong district. The calculations and cost of laying down the Railway are computed by William Bull, an eminent practical engineer connected with the construction of many British lines of Railway. The general route laid down on the plan is, according to Major Cotton's report, of a preliminary survey made in 1846. Thus you will perceive that nothing but practical information has been consulted and adopted in framing the plan and prospectus, and the absence of all exaggeration in the latter will be apparent to yourselves and the colonists at large.

It is extremely desirable that the consideration of this proposition should have your earliest attentions, and the result forwarded to me without delay, and I have no hesitation in stating that every disposition will be shewn on our part to co-operate with you in the event of a favorable decision.

I remain, Gentlemen,

Your obedient Servant,

(Signed,)

SAMUEL MOSSMAN.

No. 3.

Davenport W. Collyns, Esq., to Samuel Mossman, Esq.

Geelong, Ballarat and North Western Railway Office,
17th July, 1854.

Sir,

I BEG to acknowledge the receipt on Thursday last of your letter of the 29th April, 1854, addressed to the Chairman and Provisional Committee of this Company, and enclosing Prospectus of the Geelong, Ballarat and Portland Railway Company; in reply thereto, I beg to state that it is the intention of this Committee to apply, at the next Session of the Legislative Council of this Colony, for a Bill of Incorporation, notice of which appears in the *Gazette* and Local Papers. It is intended to limit the liability of Shareholders to the amount of their shares, and there is little or no doubt but that the Government will give a guarantee of five per cent. on a certain amount of paid up capital. The Committee have called a Meeting of the Shareholders for Thursday next, when your letter and the Prospectus will be laid before them, and the result submitted to you at the earliest opportunity.

I am, Sir,

Your obedient Servant,

DAVENPORT W. COLLYNS,
Secretary.

No. 4.

Davenport W. Collyns, Esq., to Samuel Mossman, Esq.

Geelong, Ballarat and North Western Railway Office,
6th September, 1854.

Sir,

By the direction of the Provisional Committee of the Geelong, Ballarat and North Western Railway Company, I send you 150 Copies of their Prospectus, for distribution among the Members of the Geelong, Ballarat and Portland Railway Company, and any parties likely to become Shareholders. Before this reaches you, it is probable that the Company will be Incorporated under an Act of Legislative Council, with the Government guarantee of five per cent., when the Company will be in full operation, and in a position to allot shares.

I am directed to inform you that the Provisional Committee have decided on setting aside 25,000 shares for the London market, and to request that the Committee of the Geelong, Ballarat and Portland Railway Company will co-operate with this Committee in the disposal of shares, and promoting the undertaking. At present it is not intended to proceed further than Ballarat; you will see by the Map annexed to the Prospectus, that it is proposed to extend the line to Portland and Swan Hill, when the circumstances of the Company will admit of it. The estimated expense of carrying out the undertaking is £690,000, and from the very liberal manner in which the Company have been treated by the Government, no opposition is anticipated in obtaining a grant of all Crown Lands through which the line passes, sufficient for the Railway and Stations. Our new Governor, on his first visit here, a few days since, expressed himself very favorably towards this Railway. Great interest is taken by all the landed proprietors and the public generally, and from the short time the undertaking has existed, it may be looked upon as being in a very flourishing condition, upwards of £25,000 being already subscribed, and in the present state of the money market it is considered a very good investment. The Legislative Council will assemble on the 21st Instant, and we are fully prepared with our Bill, which will be introduced by our two Members, Messrs. Strachan and Haines. Any deposits you or any of the Committee may receive, will please be paid into the Bank of Victoria, to the credit of this Company.

I am, Sir,

Your obedient Servant,

DAVENPORT W. COLLYNS,
Secretary.

APPENDIX C.

Appendix C.

No. 1.

PROBABLE ESTIMATE

Geelong, 23rd February, 1854.

8 Miles at £10,000	.....	.....	.....	£80,000	0	0
40 " £7,000	.....	.....	.....	280,000	0	0
Viaduct and Embankment across Moorabool	.....	.....	.....	90,000	0	0
Two Bridges across Williamson's Creek	.....	.....	.....	10,000	0	0
Two Termini	.....	.....	.....	20,000	0	0
Six Stations, at £2,000	.....	.....	.....	12,000	0	0
Ten Locomotive Engines, 2,500	.....	.....	.....	25,000	0	0
100 Carriages, 500	.....	.....	.....	50,000	0	0
100 Waggon, 200	.....	.....	.....	20,000	0	0
Land (say)	.....	.....	.....	10,000	0	0
Turn Tables, Water Columns, Water Tanks, Switches, Crossings, Pumps, &c.	.....	.....	.....	30,000	0	0
				627,000	0	0
Contingencies, 10 per cent.	.....	.....	.....	63,000	0	0
			Total	£690,000	0	0

(Signed) FRANCIS BELL.

Viaduct and Embankment across River Moorabool.

Embankment	....	....	600,000 cubic yards, at 2s. 6d.	£75,000	0	0
Viaduct	....	....	....	15,000	0	0
			Total	£90,000	0	0

(Signed) FRANCIS BELL.

Estimate of one Mile of a single Line of Rails.

Fencing,—three bar post and rail fenced, at 12s. per perch.	3,520 yards, at 2s. 1d.	£367	0	0
Side Drains	3,520 " 1s. 0d.	176	0	0
Ballasting and Boxing,—5,280 x 13 6 x 1 9 = 124,740.	4,620 cubic yards, at 5s.	1,155	0	0
Rails,—76 to the yard = 120 tons to the mile	.... 120, at 13l.	1,560	0	0
Chairs,—600 to the mile = 16 lbs. each = 5 tons	.... at 13l.	65	0	0
Fastenings,—7 tons, 16 cwt.	.... at 25l.	195	0	0
Sleepers, including cutting grooves, &c.	.... 2,100, at 7s.	735	0	0
Laying permanent Way	.... 1,760 yards, at 10s	880	0	0
Culverts and Drains	....	100	0	0
Total Estimate of one mile without any Cutting and Embanking		£5,233	0	0

Estimate of one Mile of a double Line of Rails.

Fencing	.....	.....	.....	£367	0	0
Side Drains	.....	.....	.....	176	0	0
Ballasting and Boxing,—5,280 x 25 x 1 9 = 231,000 = 8,555	.....	.....	at 5s.	2,138	15	0
Rails	.....	.....	.....	3,120	0	0
Chairs	.....	.....	.....	130	0	0
Fastenings	.....	.....	.....	390	0	0
Sleepers	.....	.....	.....	1,470	0	0
Laying Permanent Way	.....	.....	.....	1,760	0	0
Culverts and Drains	.....	.....	.....	150	0	0
Total Estimate of one Mile without any Cutting or Embanking				£9,702	0	0

(Signed) FRANCIS BELL.

23, Market Street, Melbourne, 20th November, 1854.

APPENDIX D.

GEELONG, BALLARAT, AND NORTH WESTERN RAILWAY COMPANY.

CAPITAL, £1,000,000,

In 50,000 Shares of £20 each. Deposit £1 per Share. (Calls not to exceed £2 per Share,
at Intervals of not less than Three Months.)

To be Incorporated by Act of Council.

Provisional Committee.

Charles N. Thorne, Esq., J.P., Chairman.
George Armitage, Esq., J.P.
Alfred Bates, Esq.
W. H. Baylie, Esq., Mayor.
George Board, Esq.
W. H. Bonsey, Esq., P.M.
J. G. Carr, Esq.
Frederick Griffin, Esq.
Silas Harding, Esq.
John Highett, Esq.
John Sleath Hill, Esq., J.P.

J. B. Hutton, Esq.
Jacob Montefiore, Esq.
W. G. M'Kellar, Esq., J.P.
Charles Nantes, Esq.
James Noble, Esq.
James Riley, Esq.
Thomas Sheppard, Esq., J.P.
Alexander Thomson, Esq., M.L.C.
P. W. Welsh, Esq.
John Wilson, Esq.

Bankers.

Bank of Victoria and Bank of New South Wales.

Secretary.

Davenport Welch Collyns, Esq.

Solicitor.

J. A. Gregory, Esq.

Engineer.

Francis Bell, Esq.

Temporary Offices.

Masonic Hall, Union Street.

THE necessity for securing a better means of communication between Geelong and the Gold Fields than the ordinary bush tracks has long been apparent; and it is considered that the time has arrived or commencing a Railway for this important purpose.

Without roads, no country can possibly advance; and the more perfect the means of transit are rendered, the more rapid is the progress towards the development, civilization, and general welfare of the community.

Geelong and its district at this present time contains upwards of 105,000 settled inhabitants, and the steady increase of population in town, and in the districts of which it has hitherto always been considered the capital, renders it more than ever desirable to develop the natural resources of the country, and to afford a facility of intercourse with the towns and the interior, which cannot fail to prove beneficial in every respect.

The Buninyong district abounds with timber of the finest description, which will afford an article of commerce at present entirely monopolised by Van Diemen's Land. There is every reason to believe that a large timber trade would quickly spring up, of a most profitable nature, as soon as the railway is opened.

The rich and extensive agricultural lands between Buninyong and the Pyrenees would thus be opened up for the settlement of a numerous and industrious population, and a market opened for agricultural produce of every kind, to the great advantage of the agriculturists as well as of the townspeople; as it is well known that the difficulties of transport are the principal cause of the scarcity and high price of every kind of provisions. Corn, cattle, sheep, poultry, milk and dairy produce, might be sent every morning to the markets of Geelong and Melbourne with the greatest ease.

The gold fields of Ballarat require only to be mentioned, the wealth and importance of that district having already acquired a world-wide fame. It is obvious that with the means of transporting every description of stores at a very moderate cost, with certainty and rapidity, the expenses of living would be greatly diminished—that a very large accession of population would inevitably take place, and these gold fields be worked far more efficiently than has hitherto been the case.

Nor would the process be confined to the Ballarat district. From its proximity to the other gold fields of the Colony, and the nature of the country, stores could be conveyed to the whole of the surrounding districts at prices which would effectually compete with the expenses incurred on any other road.

The facilities of transport must give a great impetus to the production of wool, hides, tallow, &c., independently of the advantage of so much labor, at present required in driving the bullock-drays, becoming available for more important purposes.

The principal landowners are willing to give every assistance in this Railroad. The country does not present any great difficulties in an engineering point of view, and no private property intervenes. As soon as the survey is completed, and the different course of the road is determined, it is the intention of the Company to petition the Colonial Government to lay out and survey Townships at the different Stations on the line.

This Railway can easily be continued through a perfectly level country to Swan Hill, on the Murray River, 200 miles from Geelong, as soon as the prospects of the Company will warrant such extension, and thus command the whole Murray and Murrumbidgee districts.

The proposed line is about forty-eight miles in length, and will fall into the Geelong and Melbourne Railway at Cowie's Creek, thereby avoiding much expense in coming into the town. A capital of £100,000 will be sufficient to carry out the works; and the following is the estimated traffic that would ensue :-

Appendix D.

Estimated Traffic.	At Present Rates.		At Railway Rates.	
Wool	20,000 bales, at	£1 10s.	£30,000	7s. 6d. £7,500
Hides and Skins	600 tons, ,,	10	6,000	£3 1,800
Tallow	500 ,, ,,	10	5,000	3 1,500
Sheep (loss in weight, &c.)	250,000 ,, ,,	1s. 6d.	18,750	3d. 3,125
Timber (freight, &c., per V.D.L.)	5,000 ,, ,,	£4	20,000	£2 10,000
Firewood (present cost of carriage)	100,000 ,, ,,	1 10s.	150,000	10s. 50,000
Dairy Produce	500 ,, ,,	3	1,500	£2 1,000
Corn, Hay, &c.	15,000 ,, ,,	4	60,000	1 10s. 22,500
Stores sent up to Diggings, Stations, &c... ..	40,000 ,, ,,	20*	800,000	4 160,000
Passengers and Mails	78,000 ,, ,,	3	234,000	average 20s. 78,000
Mails and Gold Escort ... ..	... ,, ,,	6d.	10,000	2d. 3,500
			£1,335,250	£338,925
	Estimated increase, Railway over present traffic, 100 per cent...			338,925
				£677,850
	Deduct working expenses...			200,000
				Leaves £477,850

or 48 per cent for Dividend on Capital.

Saving on present cost of Traffic, £996,325.

CHARLES N. THORNE,
Chairman.

* The rate here stated is the average during the summer months, when the road is comparatively good. During the winter months the rate varies from £50 to £90 per ton.

TRAM-WAY.

At a Meeting of the Provisional Committee of the GEELONG, BALLARAT, and NORTH-WESTERN RAILWAY COMPANY, held at the Company's Office, Masonic Hall, Geelong, on Thursday, the 8th day of June, 1854, it was unanimously resolved—"That in consequence of the high rate of carriage to the Gold Fields, and in order to meet with the pressing wants of the public, steps be immediately taken for the purpose of laying down a Tram-Way, with Iron Rails, between this town and Ballarat, such temporary line ultimately to form the Company's permanent way."

The Provisional Committee beg to inform the Shareholders and the Public, that, since publishing the foregoing Prospectus, they have engaged the professional services of an efficient Engineer of considerable experience, and who has been Engineer-in-Chief, and has had the charge of some of the most extensive Railway Works at home. They are happy now to be able to lay before them his very favourable Report on the Line, accompanied with a Map of the Country, shewing the general features, and the Line of Railway marked thereon.

To the Chairman and Provisional Committee of the Geelong, Ballarat, and North Western Railway.

Gentlemen,

On being appointed your Engineer, I proceeded at once, in accordance with your instructions, to lay out a Line of Railway between Geelong and Ballarat.

I have now the honor of reporting to you that I have made the Preliminary Survey, and have succeeded in getting a Line, with easy gradients, and little or no cuttings or embankments, the heaviest portions being near each Terminus, and then only for a short distance. I have seldom or ever seen more favourable country for a Line of Railway than forty miles out of the forty-eight presents; it is flat table land, gently undulating in some few places, and without any creeks or gullies, and for its construction, requiring little more than forming and laying.

I experienced some difficulty in finally deciding upon the best site for crossing the River Moorabool. This river, along its entire course, presents a very rugged appearance, running through a deep glen or ravine, with most precipitous banks, having high table land on one side and ranges on the other. I followed and examined its course most carefully for over thirty miles, and found it necessary to make several trial sections and estimates of these different lines separately, before finally determining. The one I have adopted is the shortest, cheapest, and has the easiest gradients and curves.

I will now proceed to give you a more detailed description of the line as laid down on the Map which accompanies this Report. I propose to branch off the Geelong and Melbourne Railway near Cowie's Creek, about two miles from Geelong, and to follow the course of the creek nearly to its summit, by an easy incline, the steepest being one in one hundred, and that for only three quarters of a mile. The line then curves to the left through the narrowest part of the hill, which enables us to get on to a narrow tongue of land abutting on the river Moorabool, on Mr. Highett's property, a short way above Bates' Ford; it then crosses the Moorabool on to a bold bluff of land on Dr. Learmouth's property, the valley being only 1000 feet across from point to point; we here at once get on to the high table land at the fifth mile, which continues the entire way to within a mile or two of Ballarat. The Line, after leaving Dr. Learmouth's property, passes close to the Separation Inn, then in a straight line close by the left of the Township of Lethbridge, at the seventeenth mile proceeding again in a direct line to Meredith, which it passes on the right at the twenty-sixth mile; it then continues close by

Appendix D.

Burnt Bridge, at the thirty-fifth mile, where it crosses Williamson's Creek twice, with very trifling embankments, thence by Mr. Scott's home station, at the fortieth mile, and on round by the right and close to the base of Buninyong mountain, passing within one mile of that township at the forty-third mile, and finally on to Ballarat, the entire distance being a little over forty-eight miles.

From Geelong, for 20 miles of the Line, the country is open, without any timber; from the 20th to the 35th mile, it is open forest of gum, lightwood, banksia, he-oak, &c., and well grassed; and from the 35th mile to Ballarat, it is open forest of stringy bark and gum. In some parts, immediately about Buninyong, the country is magnificently and heavily timbered with stringy bark, and from this locality any quantity of timber may be had for sleepers; there are at present established here several steam saw mills, and hereafter the carriage of the timber, shingles, &c., down to Geelong and elsewhere, should be a very great source of remuneration to the railway.

A viaduct will have to be constructed at the crossing of the river Moorabool, of about sixty yards in length, and an embankment formed 273 yards long. This work being so concentrated, should be constructed at a very moderate rate. The only other bridges on the Line will be two small ones over Williamson's Creek; and probably one or two road bridges. Along the entire Line, stone can be had in abundance suitable for ballast.

I have made an estimate of the probable expense of carrying out this undertaking, and I have no doubt whatever but it can be completed and opened for traffic for considerably less than the proposed capital.

I have the honor to be,

Gentlemen,

Your obedient Servant,

FRANCIS BELL,

Engineer.

To the Provisional Committee of the Geelong, Ballarat, and North Western Railway Company.

Gentlemen,

I request that you will allot me Shares of £20 each in the above Company, and I undertake to accept the same, or any less number which may be allotted to me.

Dated this

day of

1854.

Name in full.....

Address.....

Business or Profession.....

Usual Signature.....

Appendix E.

APPENDIX E.

J. H. Kay, Esq., to D. W. Collyns, Esq.

Sir,

Government Offices, Melbourne, 18th September, 1854.

THE Lieutenant Governor desires me to acknowledge the receipt of letter of the 11th Instant and to say, that His Excellency considers the subject mooted to be very grave, and, under present circumstances, His Excellency can do no more than give a general answer,—that questions of this kind are under consideration.

I have the honor to be,

Sir,

Your most obedient Servant,

J. H. KAY,

Private Secretary.

Appendix F.

APPENDIX F.

J. Moore, Esq., to D. W. Collyns, Esq., Secretary to the Geelong, Ballarat and North Western Railway Company.

Sir,

Colonial Secretary's Office, Melbourne, 16th October, 1854.

I do myself the honor to acknowledge the receipt of your letter of the 9th instant, enquiring what assistance the Government would be disposed to render a proposed Company, to be called "The Geelong, Ballarat and North Western Railway Company," the Bill for the incorporation of which Company, you inform me, will shortly be introduced into the Legislative Council.

2. In reply, I am directed by the Lieutenant Governor to inform you, that anxious as His Excellency is to encourage Railways, he declines at the present moment giving any specific answer.

I have the honor to be,

Sir,

Your most obedient Servant,

J. MOORE,

A. C. S.

APPENDIX G.

Appendix G.

Samuel Mossman, Esq. to D. W. Collyns, Esq., Secretary to the Geelong, Ballarat, and North-Western Railway Company.

London, B. J. Lloyd's Offices,
26, Birchin Lane, 4th November, 1854.

Sir,

I BEG to acknowledge the receipt of your two first letters in answer to my communication of April last, and dated respectively 18th and 21st July, 1854.

As they are only preliminary communications to a fuller statement of what would take place at a Meeting of your Provisional Committee, when my letter would be placed before them, I have not deemed it necessary to call those gentlemen together whose names I furnished in our Prospectus, until I am in possession of your promised Report of the Meeting.

Meanwhile I have laid the matter as it stands here, together with your letter of the 21st July, containing the resolution of your Provincial Committee, "That steps be immediately taken to establish an Agency in London for the purpose of disposing of Shares, and transacting business necessary for furthering the interests of the Company," before several Geelong Gentlemen at present in London; among others, Thomas Learmonth, Esq., Senior, and Dr. Learmonth. These Gentlemen, as you are aware, have so great an interest in the land, through which the Railway shall pass, that their co-operation with us in such an undertaking would be most valuable, and as the former will be resident in London henceforward, he would be an able Director in guiding your Agent here, and in controlling the expenditure of the Company's Funds. Moreover, he informs me that his son-in-law, Colonel Cotton, who surveyed the line in 1846, is now in London, and would also tender his valuable assistance in furthering the interests of the Company.

With a Board of, say two, such Gentlemen, and an equal number of influential English Directors, we may be able to undertake the disposal of the Company's Shares in the London market to the best advantage, and otherwise conducting the affairs of the Company here to the satisfaction of the Colonial Board of Directors. I am of opinion, also, that this method would work better than amalgamating the two parties, with a permanent staff of Officers in London.

Whatever decision your Committee come to shall meet with my best attention to promote the interests of the Company in London. Meanwhile, I may state that from the continued unfortunate condition of the money market, no opportunity has yet occurred to render it advisable to bring Shares forward of new Companies.

I am, Sir,

Your obedient Servant,

(Signed) SAMUEL MOSSMAN.

P.S. I have consulted several first-class Brokers, regarding the sale of Australian Railway Shares, and they inform me that it is necessary to obtain the Government Guarantee of Five per cent., upon a portion, at least, of the Paid up Capital, to expect them to be readily taken. With such a guarantee there would be no difficulty in disposing of them on 'Change, without going to the expense and trouble of advertising.

S. M.