

1884.

VICTORIA.

RAILWAYS CONSTRUCTION BILL.

PETITION.

EXTENSION OF KERANG RAILWAY TO SWAN HILL.

Ordered by the Legislative Assembly to be printed, 21st October, 1884.

TO THE HONORABLE THE SPEAKER AND MEMBERS OF THE LEGISLATIVE ASSEMBLY IN THE COLONY OF VICTORIA IN PARLIAMENT NOW ASSEMBLED.

The Humble Petition of the undersigned farmers using the Eaglehawk and Kerang line of Railway :

SHIEWETH—

- 1. That we look upon the extension of the line to Swan Hill as essential to our success, there being always a large demand for hay, oats, chaff, flour, bran, &c., from the interior of New South Wales.
- 2. The connexion between Kerang and Swan Hill requires only 34 miles of construction, and is the most direct course both to Melbourne and the seaboard, the distance *via* Sandhurst being 212 miles.
- 3. The Boort route would necessitate over 80 miles of extra construction to reach the seaboard at Geelong, or a total distance of 275 miles from Melbourne, or to Melbourne *via* direct Ballarat route (when complete) 240 miles.
- 4. The Kerang and Sandhurst route offers other advantages. Besides being the shortest it is by far the more substantial line, for from Melbourne it is a double line (ensuring safety), and the single line from Sandhurst northwards is heavier than the Boort extension, which was never designed for heavy traffic.
- 5. Kerang connexion would bring Swan Hill 28 miles nearer Melbourne by rail.
- 6. The difference in cost of construction of nearly 30 miles extra *via* Boort would be over £120,000.

Your humble Petitioners therefore pray that your Honorable House will see the justice of favoring the Kerang extension.

And your humble Petitioners, as in duty bound, will ever pray.

Mologa, August 22nd, 1884.

(Here follow 301 signatures.)

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