

1911.
VICTORIA.

REPORT

FROM

THE PARLIAMENTARY STANDING COMMITTEE
ON RAILWAYS

ON THE

UPPER MURRAY DISTRICT CONNECTING
RAILWAY;

TOGETHER WITH

MINUTES OF EVIDENCE AND PLAN.

Ordered by the Legislative Assembly to be printed, 11th July, 1911.

By Authority:

J. KEMP, GOVERNMENT PRINTER, MELBOURNE.

EXTRACTED FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.

TUESDAY, 3RD AUGUST, 1909.

6. UPPER MURRAY DISTRICT CONNECTING RAILWAY.—Mr. A. A. Billson moved, pursuant to notice, That the question of connecting the Upper Murray district at Corryong, Towong, or Tintaldra by means of a railway with the existing railway system, and the provision of a deficiency rate, be referred to the Parliamentary Standing Committee on Railways for inquiry and report.

Debate ensued.

Question—put and resolved in the affirmative.

MEMBERS OF THE PARLIAMENTARY STANDING COMMITTEE ON RAILWAYS.

(*Ninth Committee.*)

The Hon. E. H. CAMERON, M.L.A., Chairman ;

J. W. Billson, Esq., M.L.A.,
J. Cullen, Esq., M.L.A.,
The Hon. Dr. W. A. Embling, M.L.C.,

The Hon. D. Melville, M.L.C.
(Vice-Chairman),
E. C. Warde, Esq., M.L.A.

APPROXIMATE COST OF REPORT.

	£	s.	d.
Compilation.*			
Printing (700 copies)	8	10	0

* The compilation was a portion of the work of the Secretary of the Railways Standing Committee, who is paid by annual salary.

REPORT.

THE PARLIAMENTARY STANDING COMMITTEE ON RAILWAYS, to which the Legislative Assembly referred the question of connecting the Upper Murray district at Corryong, Towong, or Tintaldra by means of a railway with the existing railway system, and the provision of a deficiency rate, has the honour to report as follows :—

1. The Upper Murray district is in the extreme North-Eastern part of Victoria, Description of district. and although it is an extensive one, it is isolated at present owing to the absence of railway facilities and of good roads, the grades of the latter being in many places very steep. It consists of numerous ranges, hills, and valleys, through which perennial streams flow. The land on the hills is well timbered, but it is, generally speaking, of poor quality and is used for grazing sheep. Most of the timber is also inferior and of little value for milling purposes. Down the hill slopes the soil improves, and a large area of this land could, when cleared of the trees, which are either stunted or of medium size only, be used for growing cereals. The district has a rainfall of from 30 to 40 inches per annum and a mild climate. Bordering on the Murray, on both sides of the river and on the numerous creeks flowing into that stream, are valleys containing very fertile soil suitable for the production of maize, potatoes, onions, &c., but the total acreage of these rich flats is not more than about one-tenth of the area on the Victorian side of the river which would be served by a railway running into the district. In New South Wales, across the Murray from Tintaldra and Towong, there are some broad fertile flats which would be within easy access of a railway terminating at Tintaldra, Towong, or Corryong, and within reasonable distance of one having its terminus at Cudgewa. These rich lands are almost wholly used for grazing sheep, cattle, and horses, and for the production of crops for local consumption. As, however, the number of residents in the locality is not large the cultivation is limited to a small area on most of which fodder is grown for the dairy herds around Tintaldra and Corryong, and oaten hay is produced for the teams carrying goods between Tallangatta and the Upper Murray district. The fertile valleys referred to are at present from 50 to 70 miles from a railway station, and the cartage charges thereto are an effectual bar to growing cereals or root crops for sale in the markets of the North-Eastern and Albury districts, or in Melbourne, which is about 275 miles distant. Yields of wheat averaging 20 bushels per acre; oats, 35 bushels; barley, 30 bushels; maize, 70 bushels; potatoes, 5 tons; and onions, 7 tons, have been obtained. Nearly all the landholders rely on grazing for their livelihood, but many of the smaller ones have dairy herds, there being butter factories at Corryong and Tintaldra and a cheese factory at Walwa. A little mining is carried on in the district, but as the ores are refractory, and expensive machinery and plant is required to deal with them, the industry is at a low ebb. The cost of carting butter from Corryong to Tallangatta is 35s. a ton, while 40s. to 45s. per ton is charged for carrying merchandise from Tallangatta to that town, a distance of 50 miles by road. The cartage charges between Jingellic and Albury are from 35s. to 40s. per ton either way. Such rates are a drawback to the district, and land settlement and production are not likely to take place in the Upper Murray valleys until railway facilities are provided with their cheap rates of carriage. It is useless under present conditions growing cereals, potatoes, onions, &c., as such crops could not be marketed at a profit. All the fat live stock from the district have to be driven to Tallangatta, Ebdon (Bethanga), or Wodonga and trucked there to the Melbourne market. The comparatively long distance which fat sheep, lambs, and pigs have to travel before they can be trucked reduces their condition and deteriorates their value, and the same may be said of fat cattle. It was stated that droughts were unknown in the Upper Murray, and that if a railway were constructed into the district starving stock would in the bad seasons, be sent in large numbers

from the parched Riverina plains to the pastures in the Upper Murray valleys and give freight to the line. Such traffic, however, would only occur at intervals of a few years and it is doubtful if it would assume the dimensions anticipated because, in a little while, extensive areas along the Murrumbidgee River will be irrigated from the Burrinjuck scheme, and will produce fodder for the flocks in Riverina in times of drought.

Murray Valley
route.

2. The mountainous and rugged nature of the country makes railway construction both difficult and costly, and caused the selection of the route to be a troublesome matter. Several routes were suggested, and each had both advantages and objections. The one advocated by the majority of the land-owners on both sides of the Murray was a line starting at Ebden (Bethanga) and running north-eastwards close to the mining township of Bethanga and on to a gap in the hills, and thence descending into the Murray valley near Talgarno. The survey continued up stream along the Victorian bank of the river to Bungil, on Cottontree Creek, near the mining town of Granya, and thence through Thologolong, Burrowye, Jingellic (Redbank), Walwa, Tintaldra, and Towong to Corryong. The river valley is about 2 miles wide at Talgarno, but from there to Walwa it narrows, and in places the steep hillsides, which are studded with granite boulders, come close in to the stream. Approaching Tintaldra the flats widen out considerably on both sides of the Murray. The creeks flowing into the river from near Tintaldra up stream also contain broader flats than those entering the Murray lower down. The line from Ebden by way of the Murray valley to Towong would be 82 miles in length, and if sharp curves (5-chain radius) and 1 in 30 grades were used the cost would be approximately £400,000, the country over which the railway would pass being, for the greater part, rough and rocky. An alternative route was a line branching off the Wodonga and Tallangatta railway at Huon, and proceeding up Spring Creek and over a low gap in the range and thence dropping into the Murray valley near Talgarno, where it joined the survey from Ebden at a point about 12 miles from that station. This route would be about a mile shorter than the Ebden one, but the cost would not be much less. The residents of Bethanga urged the selection of the Ebden route, as it would pass close to that township, and also to the mines at Bethanga, which required annually a large quantity of stores and firewood, which cost 6s. a ton to cart from Ebden. It was said that these would be carried over the new railway, although the mines are but 5 or 6 miles from Ebden. If, however, the proposed line were started at either Ebden or Huon it would leave the existing railway from those stations to Tallangatta a short cockspur line, difficult to work economically. It was therefore suggested that the Tallangatta railway should be extended northwards to the hills, and passing through a tunnel 3,500 feet long to the head of Cottontree Creek, it should proceed *viâ* Granya to Bungil in the Murray valley, where this route would join the one from Ebden at a point 14 miles from Tallangatta, and 24 miles from Ebden. This route, being through rough and broken country, would be a costly work. The main objection to the three routes mentioned is that the contemplated construction, in the near future, of the Cumberoona Reservoir, close to Talgarno, would flood the river flats up to Bungil, and, probably, as far as Thologolong, with the risk that other water storages may be constructed later on higher up the river, and inundate additional areas of flat country. As between 7 and 8 miles of the surveyed route of the railway from Talgarno to Thologolong would be below the level of the stored waters, Mr. Kernot, Chief Engineer for Railway Construction, informed the Committee that it would be necessary to re-locate the line, removing it from the flats to the steep rocky sidelings where hard granite would be met with in the cuttings, and largely add to the cost of the railway. Moreover, the submergence of the rich river flats would prevent the line receiving any revenue from them. Apart from the flooding of these flats, there is, according to Mr. Kernot's statement, a larger population and larger area to be served by a line from Tallangatta to Cudgewa, than by a railway along the Murray valley.

Koetong and
Cravenville
routes.

3. Another route suggested was from Tallangatta eastwards up the hills to Koetong, a distance of 18 miles from Tallangatta, and thence down the hills through Berringama and Wabba to Cudgewa, 43 miles from Tallangatta, and proceeding over fairly flat country watered by Cudgewa, Nariel, and Thowgla creeks to Corryong and Towong, the former township being about 8 miles, and the latter 15 miles from

Cudgewa. This route would be 58½ miles in length to Towong, and the cost was estimated at close on £325,000 for a line with a ruling grade of about 1 in 30, and curves of 5-chain radius. The objection to this route is that from a few miles east of Tallangatta to within a short distance of Cudgewa, a length of nearly 30 miles, the line would pass over timbered hills, containing soil of poor quality, while the timber, which is mostly stringybark, peppermint, and messmate, is of little value for milling purposes. These hills, which are broken and of granitic formation, are chiefly used for grazing sheep and young cattle. A further route proposed was from Tallangatta south-eastwards up the fertile valley of Tallangatta Creek for about 20 miles to near Cravenville, where the line would pass through a tunnel 2,700 feet long into the valley of Cudgewa Creek, and thence down that valley north-eastwards to Cudgewa, and on to Corryong and Towong. This route would be 6 miles longer than the Koetong survey, and would cost nearly £20,000 more than that line. A larger area of Crown lands held under pastoral lease, and also a better supply of good milling timber, would be tapped by this route than by any of the others. The district forester (Mr. M. Griffin) reported that within a radius of 8 miles of Cravenville there were not many acres of Crown lands which did not grow timber of commercial value. He added that a tramway from Cudgewa to Nariel, a distance of about 18 miles, would enable one of the finest woolly-butt forests in Victoria to be exploited.

4. It was stated by those advocating railway facilities that a line along the valley of the Upper Murray through Walwa and Tintaldra to Towong would serve 1,800,000 acres, reckoning the country on both sides of the river. Of that area 100,000 acres of the fertile flats were stated to be fit for intense culture, and could, by the aid of irrigation from the neighbouring streams, support a family to every 50 or 60 acres. There were, it was said, 600,000 acres suitable for mixed farming, and 500,000 acres adapted for dairying and grazing. The remainder could be used for running store stock. It was asserted that the quality of the soil on the flats adjoining the river and creeks was such that it should, in the interest of the community, be put to better use than grazing cattle and sheep, and that the district was one of great possibilities if railway facilities were provided, and should be used for closer settlement and increased production. Mr. C. Barber and Mr. J. S. Mitchell, officers of the Traffic Branch of the Railway Department, who visited the district to estimate the traffic over the proposed railway from Tallangatta *via* Koetong to Tintaldra, reported that the territory in Victoria tributary to this line was approximately 545,000 acres, which for the most part was rugged, mountainous country, of poor quality, fit only for grazing. They considered that about 60,000 acres of river and creek flats and foot-hills adjacent to the water-courses on the Victorian side were suitable for cultivation. A fair percentage, however, of the flats were subject to floods. A railway station at Tintaldra would tap approximately 100,000 acres in New South Wales, but these officers said that the land across the Murray, with the exception of the flats, was, if anything, poorer in quality than that on the Victorian side of the river. They added that they did not expect any great development in cultivation would follow the construction of a railway into the Upper Murray district, but there would be a large expansion of the dairying industry. The Committee ascertained from the Lands Department that the total area of Crown lands in that district is 183,602 acres. There are no first or second class lands available for selection. A total area of 67,665 acres of third class Crown lands is available. The area held under pastoral leases totalled 47,200 acres, while 66,930 acres are reserved for forestry purposes, and 1,584 acres for mining. In addition, 175,976 acres are held under grazing lease, out of which the lessees or their wives or children can select various areas according to the quality of the soil. Mr. J. M. Reed, Surveyor-General, informed the Committee that it was not possible to give any reliable information as to how much of this land is likely to revert to the Crown on the expiry of the leases, owing to the facilities afforded by recent legislation for family selection. If the railway proceeded by way of Cravenville to Cudgewa and Tintaldra a larger area of Crown lands would be served.

5. An additional reason urged in support of a railway to the Upper Murray was that there is some magnificent scenery in the district, and that these natural attractions would induce a tourists' traffic over the line, which would also give a shorter and easier route to Mount Kosciusko.

Selection of
route.

6. Having inspected the district and heard the local evidence, as well as the statements of the engineers of the Construction Branch of the Railway Department, the Committee was compelled to set aside the proposals to build a railway from either Ebden (Bethanga), Huon, or Tallangatta *via* Granya, along the Upper Murray valley, because of the likelihood of the construction within the next few years of the Cumberoona Reservoir, near Talgarno, submerging so much of the rich flats bordering on the river, and adding considerably to the cost of the railway by causing its removal to the adjacent rocky sidelings. The selection of the route was, therefore, narrowed down to an extension of the Tallangatta line, either over the hills by way of Koetong to Cudgewa, or *via* the Tallangatta valley and Cravenville to Cudgewa, and thence either to Tintaldra, by way of the Cudgewa Creek valley, or to Corryong and Towong. As most of the fertile flats bordering on Tallangatta Creek are used for grazing and dairying, although within easy access of the Tallangatta railway station, the Committee came to the conclusion that, even if railway facilities were provided, agriculture would not supersede grazing and dairying in the Tallangatta valley. The Cravenville route would be several miles longer than the Koetong one, and it was therefore thought to be unfair to the land-holders in the Upper Murray district to compel them for all time to pay extra mileage rates on all produce, live stock, &c., sent by them over the Cravenville line, especially when the greater length and cost of that route would not be compensated by securing so much additional freight from the Tallangatta valley and Cravenville as would bring in a substantial revenue and so lessen the annual deficiency rate. Therefore the Committee was of opinion that under all the circumstances the Koetong route, while being far from a desirable one as regards grades and curves and also the quality of the country traversed, would be the best route to serve the Upper Murray district. It had the advantage over the Cravenville route that there was a road from Koetong to Burrowye, which would bring that portion of the Upper Murray valley within 15 miles or so of a railway. The Committee asked the Railway Department to prepare estimates of revenue and working expenses for a broad-gauge line from Tallangatta, *via* Koetong, to Cudgewa, which is the shortest length a railway could be constructed to be of any service to the Upper Murray district, and also estimates for an extension from Cudgewa down the valley of Cudgewa Creek to Tintaldra, on the Murray, as such an extension would tap the rich flats on both sides of the river, and would be within 8 miles of Towong, while Corryong, the most important township in the Upper Murray district, would be about a similar distance from Cudgewa.

Population ;
production, &c.

7. The Traffic officers of the Railway Department reported that about one-half per cent. only, or, say, 2,500 acres, of the 545,000 acres on the Victorian side of the Murray tributary to the Cudgewa line is at present under cultivation. The population within that area is approximately 2,000 persons, while on the New South Wales side not more than 100 people would be served by a line *via* Cudgewa to Tintaldra. Returns submitted by local witnesses showed that 10,000 head of cattle, mostly fats; 20,000 sheep, many of which were fats; and 500 or 600 horses were sent from the Upper Murray district in 1908. The Traffic officers, whose figures were based on information furnished by the Government Statist, and also by local residents, stated the number of live stock on Victorian territory which would be benefited by the railway was as follows:—Dairy cows, 3,500; other cattle, 18,000; sheep, 75,000; horses, 2,500; and pigs, 1,000. They considered that if the railway terminated at Cudgewa 800 trucks of live stock would be sent over the new line during the first year it was opened for traffic, but if it went on to Tintaldra the number of trucks would be 875 per annum. This estimate of live-stock traffic was, they explained, based on the number of trucks despatched last year over the Tallangatta-Wodonga line. They added that the timber adjacent to the proposed line was of poor quality, and considered that not more than 2,000 tons per annum would be carried over the new railway, while they had estimated that 2,500 tons of agricultural produce, principally potatoes, oats, and maize, would be consigned from the Upper Murray district in the first twelve months following the completion of the railway. The other chief items of outwards traffic were:—Wool, 325 tons; dairy produce (butter, cheese, eggs, &c.), 700 tons; and rabbits, 400 tons. While the inwards traffic was set down at 5,300 tons, consisting, mainly, of groceries, drapery, ironmongery, fencing wire, and wire netting. When questioned by the Committee as to why they

did not allow for more than 2,500 tons of agricultural produce to be sent by rail out of the district during the first year the line was opened, the Traffic officers said that a large portion of the crops grown would be consumed locally by the dairy herds, and that a fair percentage of the rich flats, being liable to periodical inundations, would not be cultivated, as once the covering of grass was broken up and the land tilled the floods would wash away the loose soil. Moreover, there were similar rich flats in the Tallangatta and Mitta valleys within a few miles of existing railway stations and they were mostly used for grazing and not for cultivation. There was no reason, therefore, for assuming that the fertile lands adjoining the rivers and creeks around Cudgewa, Tintaldra, and Corryong, which were further away from the markets of the North-Eastern and Albury districts and more remote from Melbourne, would be used differently.

8. In estimating the cost of the suggested broad-gauge railways to the Upper Murray district Mr. Kernot based his figures on lines having sharp curves (of 5-chain radius), so as to lessen the earthworks and so reduce the cost. He informed the Committee that some years ago the Department tested all its rolling-stock, and found that nearly all the carriages and goods trucks could be taken round 5-chain curves with considerable wear but with safety. The new locomotives, and some of the old ones, would not take these curves. The Railways Commissioners were opposed to a line being constructed with curves as sharp as 5-chain radius, because of the increased risk of running four-wheeled trucks and bogie carriages over such a line. Moreover, such a line would be costly to maintain, and would necessitate the use of special locomotives, which would have to travel round such curves at a slow speed, and make it difficult to maintain the existing connexions with the passenger trains running on the main North-Eastern railway unless the trains were to reach the Upper Murray district at a late hour at night and leave at an early hour in the morning, which would be an inconvenience to the local residents. Therefore, in the estimates furnished by the Commissioners, a line having curves of not less than 8-chain radius was provided for, and this considerably increased the cost of the proposed railway.

9. The estimates of annual working expenses, interest charges, and revenue as furnished by the Railways Commissioners were as under for a daily train each way over the new line :—

TALLANGATTA TO CUDGEWA.

ANNUAL CHARGES.

Interest at 4 per cent. per annum on £285,445, being £284,000 cost of constructing 42½ miles of 5ft. 3in. railway, with 8-chain curves, from Tallangatta to Cudgewa, with £1,445 added for rolling-stock	...	...	...	...	£11,417 16 0
Traffic expenses	..	...	...	...	710 1 4
Maintenance charges	...	...	...	...	3,187 10 0
Locomotive expenses, including repairs and renewals of rolling-stock	...	...	...	...	1,932 18 2
General charges	...	...	...	...	145 15 3
Total annual charges	...	...	...	...	£17,394 0 9

REVENUE.

(Based on local rates on New Line).

	On New Line.	On other Lines from New Traffic from New Line.	
Passengers	£1,832 10 0	£240 0 0	
Parcels	370 0 0	20 0 0	
Mails	315 0 0	...	
Glass goods	3,609 1 3	303 0 0	
Wool	190 3 9	51 0 0	
Live stock	1,219 4 0	121 4 0	
Timber	250 0 0	50 0 0	
Agricultural produce	415 12 6	146 5 0	
Dairy produce and rabbits	404 15 10	376 15 0	
All other traffic	110 0 0	...	
	£8,716 7 4	£1,308 4 0	£10,024 11 4
Estimated annual loss	...	...	£7,369 9 5

TALLANGATTA TO TINTALDRA.

ANNUAL CHARGES.

Interest at 4 per cent. per annum on £351,803, being £350,000 cost of constructing 56 miles of railway 5ft. 3in. railway, with 8-chain curves, from Tallangatta <i>via</i> Cudgewa to Tintaldra, with £1,803 added for rolling-stock...	...	...	...	...	...	...	...	£14,072	2	5
Traffic expenses	...	...	...	...	...	...	...	771	16	3
Maintenance charges	...	...	...	...	...	...	...	4,200	0	0
Locomotive expenses, including repairs and renewals of rolling-stock	...	...	...	...	...	...	...	2,584	10	8
General charges	...	...	...	...	...	...	...	213	18	2
Total annual charges								£21,842	7	6

REVENUE.

(Based on local rates on New Line).

	On New Line.	On other Lines from New Traffic from New Line.	
Passengers	£1,956 13 4	£272 0 0	
Parcels	400 0 0	24 0 0	
Mails	420 0 0	...	
Glass goods	4,530 0 0	328 5 0	
Wool	201 8 9	51 0 0	
Live stock	1,553 6 6	301 5 0	
Timber	250 0 0	50 0 0	
Agricultural produce	500 12 6	159 5 0	
Dairy produce and rabbits	491 2 11	445 5 0	
All other traffic	120 0 0	...	
	£10,423 4 0	£1,631 0 0	£12,054 4 0
Estimated annual loss	...	...	£9,788 3 6

Deficiency rate.

10. Railway extension from Tallangatta to Tintaldra, or even the shorter distance to Cudgewa, would be a great benefit to the owners of the large estates across the Murray, on the New South Wales side of the river, as it would increase the value of their land. Several of these land-holders, realizing the advantages that would accrue to them by having a railway station at Tintaldra, voluntarily signed a bond and submitted it to the late Sir Thomas Bent, when Minister of Railways, undertaking to contribute £5,000 towards the cost of building a railway to that township. An alternative proposal made by them was to pay one contribution of 6d. per acre towards securing railway facilities. These offers, however, represent but a small sum in comparison with the enhancement that would be given to their estates by the construction of a railway into the Upper Murray district, and could have been largely increased in amount and still have left such land-owners a substantial gain. It was also stated that if the New South Wales land-owners were asked to pay an annual contribution towards meeting any deficiency which might result from the construction and operation of the railway they would require to be indemnified against a similar rate being levied on their holdings by the New South Wales authorities, in the event of the railway system of that State being extended from Germanton, or from some other station, into their territory. Nearly all the Victorian land-holders who gave evidence before the Committee expressed their willingness to pay a deficiency rate towards making good the loss resulting from the railway, but the Committee considers that in undertaking such a liability they had no idea that the loss would be so large as is estimated by the Railways Commissioners. The proposed extension to Cudgewa would require a deficiency rate averaging nearly 3½d. per acre per annum over the whole of the Victorian territory benefited by the railway if the loss had to be borne entirely by those on this side of the river, while the rate would have to be over 4d. per acre per annum if the extension terminated at Tintaldra, and the Victorian land-holders alone had to make good all the loss. Such a rate would be readily borne by those owning the rich river and creek flats, but it would be burdensome to those holding the inferior hill lands.

DECISION OF COMMITTEE.

11. As the proposed railway to either Cudgewa or Tintaldra would benefit others than those in Victorian territory, and it is impossible to impose a rate on the land across the Murray which would be increased in value, the Committee considers that the proposed line into the Upper Murray district should be regarded in a different aspect to a railway constructed solely for the benefit of Victorian land-owners. Moreover, such railway extension will also secure to this State trade from an important part of New South Wales. As it would be unjust, under the circumstances, to require those holding land on the Victorian side of the Murray to make good the whole of the estimated annual loss, the Committee is of opinion that the Victorian Government should, in the interests of land settlement and production which will follow railway extension into that remote part of the State, bear one-half of the annual loss resulting from the construction and working of the railway. On the assumption that the course indicated above will be adopted, the Committee recommends the extension of the Tallangatta broad-gauge line across the Koetong hills to Cudgewa, a distance of $42\frac{1}{2}$ miles, at an estimated cost of £284,000, with £1,445 added for rolling-stock, conditionally on the Victorian land-owners in the Upper Murray district, who will be benefited by such extension, handing over to the Government, free of charge, the land required for the railway, and lodging £3,600 with the Honorable the Treasurer to meet the first year's deficiency before the construction of the line is entered upon, and also undertaking to pay annually, on an acreage basis, a sum not exceeding £3,600 towards making good the loss resulting from the railway. The deficiency rate to vary in amount according to the distance of the land from the nearest railway station or siding and means of access thereto, and also according to the quality of the land and its suitability for cultivation when cleared. In the case of property being less than five acres in area the rate to be based on the municipal valuation of such property.

12. In making this recommendation the Committee desires to point out that while railway extension into the Upper Murray district will afford facilities for land settlement and development, which otherwise will not take place, the line will not become a paying one for years, as grazing and dairying combined with pig raising and the production of fodder crops for the herds and swine will be the occupation of the majority of the settlers, and such means of livelihood will not give much freight to a railway. A non-paying railway.

E. H. CAMERON,
Chairman.

Railways Standing Committee Room,
State Parliament House,
Melbourne, 6th July, 1911.

[Minutes of Evidence are not printed.]