

(No. 88.)



1893.

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PARLIAMENT OF TASMANIA.

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THE GLENORA AND OUSE RAILWAY  
BILL, 1893, (PRIVATE):

REPORT OF SELECT COMMITTEE, WITH MINUTES OF  
PROCEEDINGS AND EVIDENCE.

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Brought up by Mr. Inglis-Clark, September 13, 1893, and ordered by the House  
of Assembly to be printed.



*SELECT COMMITTEE appointed to enquire into the Glenora and Ouse  
Railway Bill (Private).*

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MEMBERS OF THE COMMITTEE.

MR. LEATHAM.  
MR. SIDEBOTTOM.  
MR. PILLINGER.

MR. BARRETT.  
MR. INGLIS-CLARK. (*Mover.*)

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DAY OF MEETING.

Wednesday, 13th September, 1893.

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WITNESSES EXAMINED.

Hon. C. H. Grant, Mr. F. Milne.

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REPORT.

YOUR Committee, having taken evidence in support of the allegations contained in the Preamble of the Bill, have the honor to report that the said Preamble has been proved to their satisfaction.

Your Committee having agreed to the Preamble, then entered upon the consideration of the several Clauses of the Bill.

Your Committee have the honor to recommend the following Amendments:—

Clause 4: line 4—insertion of the word "Twelve" after "Twenty-four;" lines 4 and 5—elimination of the words "Fifty-one," "Fifty-two," and "Fifty-three."

Clause 5: line 8—elimination of the word "Four," and insertion of the word "Three" in lieu thereof.

Clause 6: lines 10 and 11—elimination of the words "Six inches;" elimination of the word "Five," and insertion of "Three" in lieu thereof; addition of the words "and the said Railway shall not travel at a speed exceeding Twelve miles an hour" to the end of the Clause.

Clause 9: line 35—elimination of the word "hereafter," and insertion of "in the said Act" in lieu thereof.

Clause 10: line 29—elimination of the words "Two years," and the insertion of "Eighteen months" in lieu thereof.

With these Amendments your Committee would submit the Bill to the favourable consideration of your Honorable House.

A. INGLIS-CLARK, *Chairman.*

*Committee Room, 13th September, 1893.*

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## MINUTES OF MEETINGS.

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WEDNESDAY, 13TH SEPTEMBER, 1893.

The Committee met at 11:10 A.M.

*Present.*—Mr. Sidebottom, Mr. Pillinger, and Mr. Inglis-Clark.

Mr. Inglis-Clark was voted to the Chair.

The Chairman tabled the Petition for leave to introduce the Bill. (Appendix A.)

Resolved, That the Petitioner be heard by Counsel.

Counsel (Mr. Charles Elliston) addressed the Committee in support of the Preamble of the Bill.

The Hon. C. H. Grant, M.L.C., was called in and examined.

Mr. Grant withdrew.

Mr. Fred. Milne was called in and examined.

Mr. Milne tabled Mr. Montgomery's (Geological Surveyor) Letter on Langloh Coal Fields (*vide* Appendix B.); Report from Mr. Back, Manager Tasmanian Government Railways (*vide* Appendix C.); Report from W. E. Batchelor, Locomotive Superintendent Government Railways, (*vide* Appendix D.)

Mr. Milne withdrew.

The Preamble was then agreed to.

Clauses 1 to 3 read and agreed to.

Clause 4, amended in line 4 by inserting the word "Twelve" after "Twenty-four"; in lines 4 and 5 by striking out the words "Fifty-one, Fifty-two, Fifty-three," and agreed to.

Clause 5 amended in line 8 by striking out the word "Four" and inserting "Three" in lieu thereof, and agreed to.

Clause 6 amended in lines 10 and 11 by striking out the words "Six inches;" in line 11 by striking out the word "Five" and inserting "Three" in lieu thereof, and by adding the words "and the said Railway shall not travel at a speed exceeding Twelve miles per hour" to the end of the clause, and agreed to.

Clauses 7 and 8 read and agreed to.

Clause 9 amended in line 35 by striking out the word "hereinafter," and inserting "in the said Act" in lieu thereof, and agreed to.

Clauses 10, 11, and 12 read and agreed to.

Clause 13 amended in line 29 by striking out the words "Two years," and inserting "Eighteen months" in lieu thereof, and agreed to.

The Draft Report was then prepared, read, and agreed to.

The Committee adjourned *sine die*.

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## APPENDIX A.

*To the Honorable the Speaker and Members of the House of Assembly of Tasmania, in Parliament assembled.*

The humble Petition of Joseph Clarke, of Melbourne, in the Colony of Victoria, Esquire,

SHOWETH:

1. That your Petitioner intends to apply for a Private Act of Parliament, the general objects whereof are set out in paragraph 2 of this Petition.

2. That the general objects of the Bill are—

To revive and amend the Act of the Parliament of Tasmania by which your Petitioner was authorised to construct, maintain, and work a Railway from the terminus of the Derwent Valley Railway at Glenora to the River Ouse, and having for a short title "The Glenora and Ouse Railway Act," by extending the time within which the said Railway is to be constructed, and by authorising certain alterations in the nature and quality of the line to be constructed.

The said Bill will contain all clauses usual in Bills of such a nature for giving your Petitioner the further powers and authorities which he requires.

Your Petitioner therefore humbly prays for leave to introduce the said Bill.

And your Petitioner will ever pray, &c.

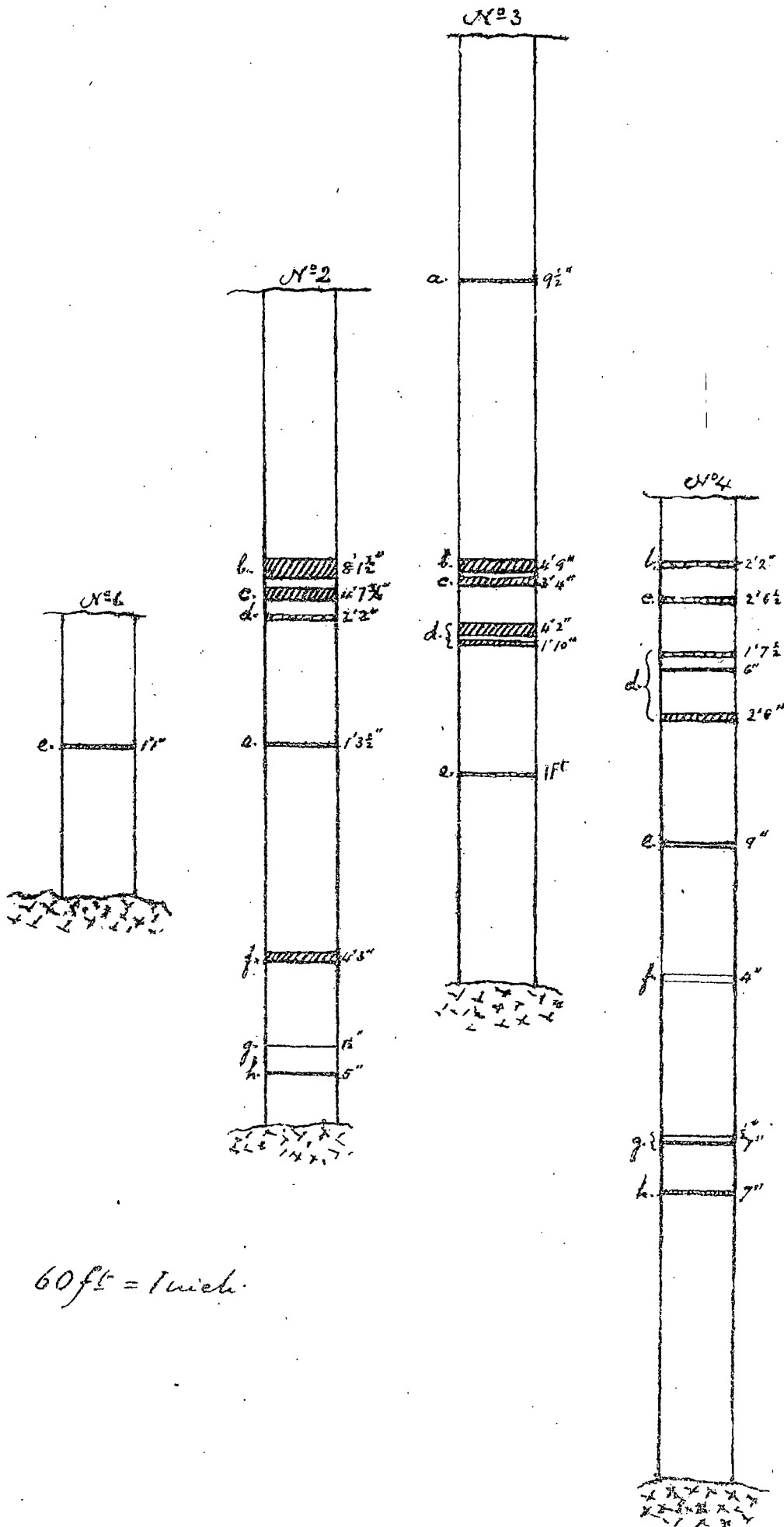
Dated this twenty-fourth day of August, 1893.

JOSEPH CLARKE,  
*by his Attorney, Chas. H. Elliston.*

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APPENDIX B.—continued.

LANGLOH BORES.



## APPENDIX B.

*Mines Office, Launceston, 11th November, 1892.*

DEAR SIR,

I ENCLOSE sections of Langloh bores drawn to scale. I have taken the top of the main seam, *b*, for my datum so as to have the corresponding seams in each bore as nearly as possible at the same level. It appears to me that No. 4. bore must be near the edge of the coal basin, and No. 2 nearer the centre of it, as the seams are thinner and further apart in the former than in any other bore. The various depths to which the greenstone rises into the measures is seen from the plotting. The bores have given a section of the strata from above seam *a* to below seam *h*, and I do not think that it is likely that there are any more seams yet undiscovered, unless, perhaps, higher than seam *a*. I have not yet been able to go over the cores and compare the seams in the various bores, and shall not be able to do so for some little time. I have a long Report on hand that is being pressed for, and shall not be able to attend to Langloh till I have got it off my hands. I do not think any more boring is at present necessary, and should like to visit the ground once more before recommending any more to be done.

Yours faithfully,

A. MONTGOMERY, *Geological Surveyor.*F. MILNE, *Esq., Ashrigg, Macquarie Plains.**Mines Office, Launceston, 1st May, 1893.*

DEAR SIR,

WHEN on the 20th March last I forwarded, as you desired, samples from the seams cut in Langloh bore No. 4, I retained one-half of each sample, and sent it to the Government Analyst in Hobart for examination. He returns the following Report:—

“The four samples of coal (Nos. 1 to 4) from No. 4 bore and one sample of fireclay from Langloh, received from you, have been examined, with results following:—

	(1.) %	(2.) %	(3.) %	(4.) %
Ash.....	15·80	14·20	15·6	16·40
Moisture.....	6·40	5·30	5·4	6·20
Sulphur.....	0·58	1·03	0·7	0·85
Loss at red heat.....	24·17	25·60	21·2	23·65
Fixed carbon.....	52·95	53·87	57·1	52·90
	<u>100·00</u>	<u>100·00</u>	<u>100·00</u>	<u>100·00</u>

None of these coals forms a true coke. The fireclay fuses somewhat easily before the blowpipe to a white enamel, and was not further examined.”

If you have received from Mr. Clarke the returns of analyses made of the other half of the samples in Melbourne, I shall be obliged if you will lend them to me for comparison.

Yours faithfully,

A. MONTGOMERY, *Geological Surveyor.*F. MILNE, *Esq., Macquarie Plains.*

## APPENDIX C.

*Tasmanian Government Railways,  
General Manager's Office, Hobart, 6th July, 1891.*

DEAR SIR,

I HAVE the pleasure to hand you herewith copy of the report of our Locomotive Superintendent on the Langloh coal. If you consider that it is desirable to have a more accurate and exhaustive trial, I shall be glad to make any reasonable arrangements to do so that you may require.

Yours faithfully,

FRED. BACK, *General Manager.*F. MILNE, *Esq., Ashrigg, Macquarie Plains.*

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*Tasmanian Government Railways,  
Locomotive Superintendent's Office, Launceston, 10th June, 1891.*

MEMO. for the General Manager, Hobart.

Subject: Trial of Langloh Coal.

HEREWITH please find Reports *re* above. By what I can gather this Coal is very similar to that from the Fingal District.

W. E. BATCHELOR, *Locomotive Superintendent.*

*Tasmanian Government Railways,  
Locomotive Department, Hobart, 6th June, 1891.*

SIR,

IN compliance with your instructions I have made comparative working tests of Langloh and Fingal coals. The trials were conducted on engine G1, working the suburban trains, on the 4th instant with Langloh, and on the 5th instant with Fingal, *i.e.*, Mount Nicholas and Cornwall mixed, as supplied to all our engines; total mileage each day 160.

The general characteristics of the coals tested are strikingly alike. Appended find tabulated results.

LANGLOH.

No. of Miles.	Coal consumed.	Residue.	Per cent. of Residue.	Coal consumed per train mile.
160	5060 lbs.	547 lbs.	11.03	31.62 lbs.
FINGAL.				
160	5235 lbs.	541 lbs.	10.34	32.71 lbs.

The loads hauled on both days were approximately the same.

WILLIAM R. DEEBLE.

APPENDIX D.

*Tasmanian Government Railways,  
Locomotive Superintendent's Office, Launceston, 3rd July, 1891.*

MEMO. for General Manager, Hobart.

Subject: Trial of Langloh Coal.

I ARRANGED for a trial of this coal on the Express from Hobart to Launceston on the 24th ultimo. It was a light train.

The coal kept steam very well all through the journey, with a consumption somewhat less than the coal from the Fingal district. We had not time to weigh it all, and consequently cannot speak with exactness. On the whole, it is equal to that from the Fingal mines.

W. E. BATCHELOR, *Locomotive Superintendent.*

## EVIDENCE.

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HON. CHARLES HENRY GRANT, *M.L.C.*, called and examined.

1. *By Counsel (Mr. C. H. Elliston).*—Your name is Charles Henry Grant, and you are a Civil Engineer, as well as a Member of Parliament? I am.

2. You have had experience in mineral lines of railway? Yes, I have had experience of railway lines of various classes, and also tramways.

3. What gauge, then, would you recommend should be adopted for a railway from Glenora to Ouse to develop the mineral deposits at Lawrenny? From two feet to two feet six inches. A two-foot gauge will really answer the purpose. I am satisfied that a two-foot gauge would be ample for all present requirements.

4. Do you think it probable that a Company could be formed to construct a line of a greater width, or that it would be advisable? I think not. I stated in Parliament, when this Bill was first before the Legislative Council, that in my opinion it was an absurd Bill, because the requirements were simply a tramway. My words have been verified. I would prefer that it be called the Glenora and Ouse Tramway Act, as that was what was wanted. I may say that Parliament has given a concession for the Zeehan Railway to be altered into a tramway.

5. *By the Chairman.*—I suppose passengers can be safely conveyed on a two-foot gauge line? We hope to do a large business on that gauge line at Zeehan, and I am sure that width will be sufficient for present requirements.

6. *By Counsel.*—What would be the average speed on a line of that kind? Twelve miles an hour the maximum; but speed will not be an object at all, as this is a mineral tramway.

7. You have read the original Act, Mr. Grant, and do you consider these amendments are necessary? I don't think they go far enough. You will have difficulty in obtaining capital for the undertaking unless you go farther. A two-foot tramway requires only three-chain curves. A curve of three chains is good enough for a mineral tramway of two to two and a half feet gauge.

8. *By the Chairman.*—What is the proper curvature for such a line as this? Three chains as a minimum. It will make it easier for the surveyor and the promoters. Then I should also like to see the clauses in regard to the fencing and cattle-guards omitted. A tramway at low speed would be better without clauses 34, 35 and 36, I think, or they should be altered. I am taking a practical view to favour any company being floated to take up the concession.

9. *By Counsel.*—That would help a great deal in floating the company? Yes. You may regulate the speed so as not to exceed twelve miles an hour. It is not necessary that a mineral tramway should be fenced or cattle-guards provided. Of course, if found of advantage, it could be fenced.

10. *By the Chairman.*—What is done on the West Coast? The tramway there runs principally through the main street and partly through a side street.

11. *By Counsel.*—Then you think these amendments would be necessary in order to induce people to go into the financial undertaking? Yes. I think it desirable, in order to assist the undertaking.

12. With these recommendations, Mr. Grant, have you any other recommendation to make? I might, perhaps, although not in my province, point out that with regard to an extension of time being asked for payment of the deposit and allowing long time for the completion of the railway, no exclusive rights are asked. If the Government wished to construct a railway at any time they are at perfect liberty to do so. This Bill is only tentative, therefore time is not an important matter. The two landowners through whose property the tramway runs would, I imagine, be only too glad to welcome the tramway under any circumstances.

13. *By Counsel.*—Then you think it necessary that these amendments should be made as provided by the amended Bill? I strongly recommend that these amendments should be made. These are not the times when people rush at investments of this kind, and every inducement should be given to help on any undertaking which may be of benefit to the colony.

14. *By Mr. A. T. Pillinger.*—What is the meaning of Clause 10? That would seem rather absurd, but for the consideration that the gauge may be three feet six inches.

15. *By the Chairman.*—I think I may say as regards the Bill that it gives power to lay down a third rail? Clause No. 6 specifies that the gauge shall not be less than two feet six inches, but there is an alternative of using the gauge of the Government railways.

16. *By the Chairman.*—It could be done with a third rail, but it would not be likely to be allowed? The clauses in question are not likely to be availed of.

17. *By Mr. Sidebottom.*—You do not think it likely that the Glenora Railway will be extended to Zeehan? In the remote future I hope so, but not within my lifetime, I think.

18. Is it not likely, then, that this may become a competing line? No, a better line would be made which would cut it out altogether, except as a local mineral line.

19. You said it would be a great benefit to the colony. Taking into consideration that the coal at Fingal and Mount Nicholas has to be conveyed over the Government lines it would to some extent injure

those railways? I apprehend that in these matters we all like competition in business, and if this coal proves better than the Fingal coal the latter must suffer. I hope in time the native coal will be more universally used than the imported coal.

20. You do not think it would be detrimental to the interests of the colony, although it would be in competition? No, I think it would reduce the import of foreign coal if the coal was as good as represented.

21. There should be a clause to allow the Government to cross the tramway if necessary? There might be clauses to allow the Government to take over the line, or to deal with it in any way whatsoever that the interests of the colony require.

MR. FREDERICK MILNE *called and examined.*

22. *By Counsel.*—Your name is Frederick Milne? Yes.

23. You are residing at Macquarie Plains? Yes.

24. You have had a great deal to do lately with regard to testing the value of the coal deposits at Lawrenny? I have been principally engaged on that work since February, 1891.

25. Will you tell the Committee what has been done, what bores have been put down, and what is the test of the coal generally? The object I had in view was to test the value of the coal deposits at Lawrenny, Langloh. If they were good, it was the intention to further develop them, if not, to let them slide. We tested the coal on the Government Railways, both by a day's work on the local trains, as well as by the express train journey to Launceston. The result was highly satisfactory to those who work the coal, and also to the Department.

26. As to the quality of the coal? The quality of the coal may be judged from the fact that the express train connected to the minute with the steamers going out on the day named.

27. *By Mr. P. Barrett.*—Have you got any documentary evidence that the coal was satisfactory? Oh, yes.

28. *By Counsel.*—As to the quality of the coal? I have had it tested in many different directions, both against the local coals and against the Newcastle coal. If necessary, the witnesses can be produced who have tried it.

29. What is the result? The result was that in each case the trial was in favor of Langloh, so far as the local coals were concerned; and in each case we had a favourable result as compared with Newcastle coal. For certain purposes, and for blacksmithing purposes, it is the only Tasmanian coal that can be used.

30. Now, as to the quantity of the coal? The next object was to ascertain whether the known seam extended or whether there were other and deeper seams. The result has been (putting down one bore 10½ chains north-west of the shaft) that we have proved the existence of five seams altogether in that bore, giving about 19 feet of good coal in the five seams. We then bored 22½ chains further north-west, and we got those same seams again and one additional, making six seams in number three bore, 33 chains distant from the shaft, going north-west. We then went a mile and a half south-westerly and within a few feet of where we expected it we got the first seam in No. 4 bore. In order to prove whether the borings were satisfactory they were conducted under the direction of the Geological Surveyor of Tasmania. All cores obtained were forwarded direct to him. All the borings were made under the direction of the Government Geologist, who took a fair sample of the cores from the top to the bottom for analysis, only leaving out such portions as would be left out in actual working. This tracing represents the bores; the letter attached to it is from Mr. Montgomery, who states that he does not think any further boring is required at present.

31. *By the Chairman.*—Are these Mr. Montgomery's drawings? Yes.

32. *By Counsel.*—What area of coal is there? Mr. Montgomery estimates that the borings have actually proved 300 acres, giving a net result of 3,500,000 tons. He is not prepared to say any more until he comes down and examines the sites of the bore, but the smallest estimate I can form is that we have proved fully a square mile, and that there is fully 7,000,000 tons of net coal available for working, and, taking an output of 30,000 tons a year, it would take 233 years to work it out, and taking a profit of 4s. a ton on the working of the coal it would make a profit on the square mile of £1,400,000.

33. Is there sufficient justification for a financial company to construct a line? Yes; extensive coal deposits have been proved to exist, and the prospects of the field amply justify the construction of a line which will help to develop large agricultural areas possessed by Mr. Clarke, and which have been surveyed out for farms.

34. Would it be possible to work the coal without a railway? Coal without a railway is utterly useless.

35. Have you had any negotiations with regard to whether it is probable that a company could be floated to construct the line? In 1891 Mr. Clarke went to England, and left this matter in my hands. In response to advertisements in the press, I received an offer in 1891 of the services of a gentleman, engaged in large operations, to place it upon the English market without any expense to myself. He wanted a great deal of information with regard to it, which I had not then obtained. Two years later I placed myself in communication with that gentleman, having only just then obtained the information required.

36. What is the effect of the present money market with regard to financing this matter? I will read a letter with regard to this part of the business from Messrs. Allen & Allen, Solicitors, of Sydney. I wrote fully to Messrs. Allen & Allen and asked them to see this gentleman and read my letter to him and convey his answer to me, so that I might know what was the position, under the circumstances, of the present financial changes, as to whether they felt what was practicable on the London market two years ago was the same now. The reply was as follows:—



30th June, 1893.

Messrs. Allen and Allen, Solicitors, 167, Pitt-street, Sydney, to F. Milne, Esq., Macquarie Plains, Tasmania.

DEAR SIR,

Re Coal Land.

WE have seen and read over to — your letter of 3rd instant, but he thinks that it would be advisable to let the matter stand over until your arrival in Sydney. He states that nothing could be done at present towards floating a company, owing to the depressed state of the money market. We propose, therefore, waiting before we take any further steps until you arrive in Sydney.

Yours faithfully,

ALLEN &amp; ALLEN.

37. Considering the negotiations that have taken place with regard to financing this matter, do you consider that two years would be too long in which to pay the deposit? In order that I might have a financial opinion, I had an interview with the Acting Manager of the Bank of Australasia this morning. I put the whole matter before him, and the nature of the concession which it is proposed to ask from Parliament, and he kindly allowed me to give his opinion that, taking the whole of the circumstances into consideration, and the financial unrest everywhere, it is a "give and take" business, and that therefore considerable concessions should be made to Mr. Clarke for at least three years, with the distinct understanding that, as soon as a favourable opportunity presented, it should be pushed.

38. For purposes of paying the deposit, he puts it at three years? It is a "give and take" business, and no one can fix it within six months, but an assurance should be given that it would be pushed as early as possible financially.

39. Have you any documents from the Railway Department? Yes. I wanted to know upon what consumption of coal the train journey from Hobart to Launceston could be done with the Langloh coal. A trial was made with one of the old main line engines, not one of the new stock. Our coal was weighed in bags and put into the tenders. At the end of the journey we weighed what was actually not used. The same carriages went up on the alternate day with the same driver, and an approximate quantity of Mount Nicholas and Cornwall Coal mixed. A trial was made in that way. The weight of one basket of coal was taken in the competitive trial on the first day in the local trains, and we accepted the weight of that basket for the purpose of the test in the trial upon the express train. The result is as follows—

40. *By the Chairman.*—Is that Mr. Back's document? No, it is a record of my own.

41. If that is your own you had better make it part of your evidence. The result is as follows:—The number of train miles, 133; weight of coal supplied to Railway Department for trial on express train, Hobart to Launceston, 44 cwts. 2 qrs. 6 lbs., or 4990 lbs.; surplus coal not consumed on the journey and weighed out at Launceston by the railway officials in my presence, 13 cwts. 2 qrs., or 1512 lbs.; total coal consumed on the journey, 31 cwts. 0 qrs. 8 lbs., or 3478 lbs. coal consumed per train mile, 26 lbs. 3 ozs. The foregoing is a result of the test made on 24th June, 1891, of Langloh coal. On 26th June, 1891 a trial of the Fingal coal was made on the express train from Hobart to Launceston with the same carriages and the same driver. The number of train miles, 133; weight of coal supplied by railway department, 38 baskets, weighing approximately by testing weight of one basket on previous trial and accepting that weight as a gauge on this trial 126 lbs. per basket = 42 cwts. 3 qrs., or 4788 lbs.; surplus coal not consumed on journey, and on arrival at Launceston estimated not to exceed two baskets = 2 cwts. 2 qrs. or 252 lbs.; total coal consumed on journey as per estimated approximate weight = 40 cwts. 2 qrs., or 4536 lbs.; approximate consumption per train mile, 34 lbs.

42. *By Counsel.*—Is there any other question? I would like to read one or two certificates from men who have tried it in large businesses. Messrs. Cook and Son, Glenorchy, use Newcastle coal. Mr. Cook told me that if our coal would do the same work as theirs he would try it. I may say that the Launceston railway officials, when weighing out the coal, remarked, "Of course this is not your worst coal?" I replied, "It is a fair sample of a 5 foot seam." Our object is simply to know whether it is good or bad. In all these trials not a single piece of coal has been picked; it was just taken out, and as it came down it was tested. If further evidence is needed there are plenty more certificates here. Mr. Nichols, who has tried it, will give evidence, Mr. Patterson, of the Orient Works, and Mr. Kennedy, of Kennedy Brothers.

43. You have seen some experiments for blacksmithing purposes? It is a good welding coal. I went to Mr. Poke, at Bridgewater, and asked him if he would give the coal a trial at blacksmithing. He was so thoroughly satisfied with it that he gave me a certificate, and said he would take four tons if we would supply it.

44. That is the evidence of an eye witness? Yes, I saw it. Mr. Poke said that it was different from any other Tasmanian coal; he had seen it, and expressed himself as perfectly satisfied. There is this, however, to be said about it—I don't want to mislead anyone—with reference to very large iron, the work could be done with it, but the men would prefer a coal which made a hollow fire. Mr. Patterson's certificate was upon the basis of forge purposes.

45. *By the Chairman.*—It does not make a hollow fire very well? No.

*Certificates read by Mr. Milne to the Committee.*

*North Bridgewater, 16th May, 1891.*

THIS is to certify that I have used for test purposes half cwt. of the Lawrenny-Langloh slack coal, and find it equal to any Newcastle slack coal for forge purposes.

H G. POKE.

*Witness*—W. W. JAMES.

R. MILLER & Co., *Chemical Works, Macquarie-street, Hobart, and Elizabeth-street, Launceston, to Mr. F. MILNE, Hon. Secretary Lawrenny-Langloh Coal Company, Macquarie Plains.*

Hobart, 21st May, 1891.

DEAR SIR,

REFERRING to sample of coal sent by you on 19th, I have had some tried in our large boiler, with the result that we found it to be far superior to any local coal I have used, and almost equal to the Newcastle for steaming, and I shall have much pleasure in using same instead of Newcastle if it can be supplied at a reasonable figure and in sufficient quantities to keep us going.

Yours truly,

R. MILLER & CO.

P.S.—The quantity used was about 1 ton.—R. M. & Co.

E. C. A. NICHOLS, *Bathurst and Market streets, Hobart, to Mr. MILNE, Hon. Secretary Lawrenny-Langloh Coal Co.*

22nd May, 1891.

DEAR SIR,

THE sample of coal you left with me for testing in the smith's fires for forging iron answers admirably, and I think quite equal to the Newcastle. I was so pleased with the result of the experiment on a small scale that I shall be very pleased to test it on a larger one as soon as you can send a supply to do so.

Yours truly,

E. C. A. NICHOLS.

J. COOK & SON, *Limited, Glenorchy, to F. MILNE, Esq., Macquarie Plains, Tasmania.*

DEAR SIR,

24th August, 1891.

THE 3 cwt. 2 qrs. of coal received from you compares very favourably with the same quantity of Newcastle, Sydney. 3 cwt. 2 qrs. Lawrenny coal, tried under 25 h.p. boiler, water near boiling, started 7 A.M., lasted till 1 P.M., burning a large quantity of spent tan. The same quantity of Newcastle lasted just the same, and as far as we have tested, this coal seems quite equal to Newcastle. We may say our boiler is constructed to consume spent tan, having fire-bars wider than usual, and a very strong draft.

We found, after test, that Lawrenny coal leaves less soot on boiler tubes, but made a little more ash. We consider the Lawrenny coal as supplied well adapted for our business, and will be pleased to use it in preference to any other if it can be supplied at a fairly reasonable rate.

Yours faithfully,

J. COOK & SON, *Limited.*  
*per E. G. P.*

JOHN PATERSON, *Engineer and Machinist, Orient Iron Works, Collins-street, East, to Mr. MILNE, Macquarie Plains.*

DEAR SIR,

Hobart, 24th August, 1891.

*Re* Lawrenny Coal, the two sample bags forwarded to me were tried, with the following results :—

Large coal in 6-horse boiler :

2 cwt. of your coal was equal to 2½ cwt. of gas coke, and although rather more ash was produced from the coal than from the coke, yet less clinker was produced, thus showing it very much superior to the coke. But it was in using the slack that I was most pleased, and I may say surprised, as I did not think it would be any use trying it on the forges; but after trial at light work, with very satisfactory results, I tried it with a large heat—in fact, the job was a 40-lb. pile-shoe,—and the heat was drawn clean and white, and quite equal to any we have drawn with coke or Newcastle slack.

I shall be glad to treat with your company for quantities when it is placed on the market.

Yours obediently,

JNO. PATERSON,  
*per Alex. R. Renny.*