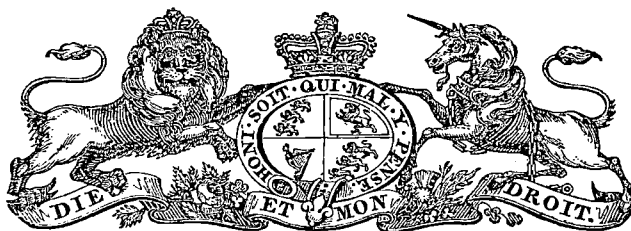


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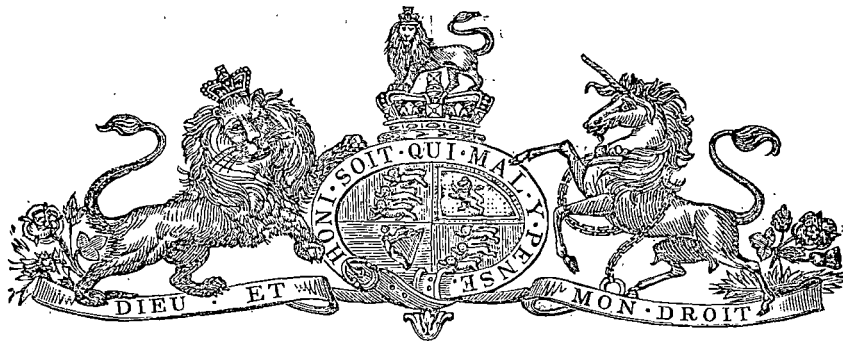
PARLIAMENT OF TASMANIA.

THE QUEENSTOWN AND GORMANSTON TRAM-
WAY BILL, 1899, (PRIVATE):

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

Brought up by Mr. Urquhart, November 15, 1899, and ordered by the House of
Assembly to be printed.

Cost of printing—£7 15s. 6d.



SELECT COMMITTEE appointed on the 4th day of October, 1899, to consider and report upon "The Queenstown and Gormanston Tramway Bill, 1899," (Private).

MEMBERS OF THE COMMITTEE.

MR. URQUHART.
MR. GAFFNEY.
MR. CRISP.
MR. TREASURER.

MR. BRADLEY.
MR. FOWLER.
MR. PREMIER. (*Mover.*)

DAYS OF MEETING.

Wednesday, November 8; Wednesday, November 15.

WITNESSES EXAMINED.

Mr. J. B. Hickson, Secretary of the Queenstown-Gormanston Tramway Company; Mr. Howard Wright;
Mr. Thomas Augustus Reynolds.

REPORT.

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

Your Committee would, however, recommend that the Preamble be amended, page 2, line 20, after "ninety-eight," by inserting the following words:—"and his legal personal representative has consented to the revival of the said Act in the manner hereinafter contained."

Your Committee having agreed that the Preamble should stand part of the Bill, then entered upon the consideration of the several Clauses, and have now the honour of submitting the Bill to the favourable consideration of your Honourable House.

D. C. URQUHART, *Chairman.*

Committee Room, House of Assembly, 15th November, 1899.

MINUTES OF PROCEEDINGS.

WEDNESDAY, NOVEMBER 8, 1899.

THE Committee met at 11 o'clock.

Members present.—Mr. Premier, Mr. Urquhart, and Mr. Gaffney.

The Order of the House appointing the Committee was read by the Clerk.

Mr. Urquhart was appointed Chairman.

The Chairman laid upon the Table the Petition asking for leave to bring in the Bill. (Appendix A.)

Ordered, That the Promoters be heard by Counsel.

Accordingly, Mr. Tetley Gant appeared, and addressed the Committee in support of the Bill.

Mr. J. B. Hickson, Secretary of the Queenstown-Gormanston Tramway Company, was called and examined.

Mr. Hickson handed in (a) Letter of the Under Treasurer, acknowledging receipt of Fixed Deposit Receipt of the Commercial Bank of Tasmania for the sum of £300 in the name of the Treasurer of the Colony, being deposit required by Section 84 of the Queenstown-Gormanston Tramway Act, 1896, (Appendix B.), and (b) Copies of certain correspondence. (Appendices C. to M.)

Mr. Hickson withdrew.

Mr. Howard Wright was called and examined.

Mr. Wright withdrew.

Mr. Thomas Augustus Reynolds was called and examined.

Mr. Reynolds withdrew.

The Committee adjourned *sine die*.

WEDNESDAY, NOVEMBER 15, 1899.

The Committee met at 11:45 o'clock.

Members present.—Mr. Urquhart (Chairman), Mr. Premier, Mr. Crisp, and Mr. Gaffney.

The Minutes of last Meeting were read and confirmed.

The Chairman laid upon the Table a letter from Mr. A. G. Webster, legal representative of the late Eric Webster, giving his assent to the present proceedings in regard to the Bill. (Appendix O.)

The Committee deliberated.

Resolved, That the Preamble be found proved.

The Committee then entered upon the consideration of the several Clauses.

Clauses 1 to 6 agreed to.

Draft Report brought up and agreed to.

The Committee adjourned *sine die*.

EVIDENCE.

WEDNESDAY, 8TH NOVEMBER, 1899.

[Mr. J. B. Hickson, Secretary Queenstown and Gormanston Tramway Company, in reply to a question from the Chairman, said it was the wish of the Company to be represented by Counsel.]

[Mr. Tetley Gant, Counsel for the Company, said: "This is a Bill to revive the Queenstown and Gormanston Tramway Act, 1896. By this Act, as recited in the present Bill, Mr. Howard Edward Wright, Mr. Eric Webster, and Mr. Thomas Augustus Reynolds, their executors, administrators, and assigns, were empowered, subject to the conditions of the Act, to construct and maintain a tramway from a point in or near the Town of Queenstown to a point in or near the Town of Gormanston. The Act provided that the Promoters should, within three months after the passing of the Act, place at interest on fixed deposit, in the name of the Treasurer of the Colony, the sum of £300, and also, before construction, deposit with the Minister of Lands the working plans and section of the tramway. The Act also contained the usual provision that if the tramway should not be completed within a certain time the £300 and interest should be forfeited. The Act was passed in October, 1896, and we shall be able to show that the deposit of £300 was made within the time stipulated, and that the receipt was forwarded to the Treasurer in January, 1897; also that the necessary plans and sections of the tramway were deposited with the Minister of Lands and Works in July of the same year. A short time before, Mr. Hickson, the Secretary to the Promoters, wrote to the Minister of Lands and Works for a small reserve of five acres for the purpose of making a station-yard. I do not think any reply was made to that, but on the 12th August following, Mr. Hickson, under instructions from his directors, wrote to the Minister of Lands and Works, and stated that because they could not definitely fix their line, he would request that an area of 215 acres should be reserved from selection, and, I think he specified at the time the exact area, and showed the land that would be required. The Minister replied very promptly to that, that the question would be considered before the reserve was thrown open. Then, after that, there came a lapse of something like nine months, and in May, 1898, Mr. Hickson wrote asking for a reply. He received then a letter from the Lands Department, showing a survey would be necessary, and asking for payment of the fee. The fee was promptly paid, and after that came another lapse of six months before anything was heard from the Lands Department. Then the Secretary for Lands telephoned to Mr. Hickson, asking him to refresh his memory regarding what had taken place. Mr. Hickson did so, and shortly after the Secretary for Lands asked for copies of the letters that had passed between Mr. Hickson and the Department. Copies of the correspondence were accordingly forwarded. The next communication was in November following, when, as conditions of Sections 7 and 10 had not been complied with, Mr. Hickson received notice that the concession was forfeited. The delay in carrying on the work cannot altogether be imputed to the Promoters. They deposited the £300, and also the plans and then, of course, receiving no notice of the approval of these plans they were completely blocked. It was impossible for them to go further, and taking into consideration the fact that it is highly necessary that the tramway should be constructed for the convenience of the public, we hope the Bill will receive your favourable consideration. With your permission, I will call Mr. J. B. Hickson,"

J. B. HICKSON, *called and examined.*

1. *By Mr. Gant.*—Your name is J. B. Hickson? Yes.
2. You are the duly appointed secretary for the partnership or syndicate for the Queenstown and Gormanston Tramway? Yes, it is practically a partnership; the deed of partnership is here.
3. And you have held that position ever since its inception? Yes.
4. And you are therefore in a position to tell the Committee everything that has taken place, and can corroborate what I have said? Yes.
5. The deposit of £300 was made, and the plan and section deposited with the Minister of Lands and Works? Yes; I have here an acknowledgment to that effect from the Treasurer, dated 22nd January, 1897. (Document put in.)
6. The deposit receipt was forwarded to the Treasurer? Yes; that letter encloses his receipt for the deposit.
7. The survey of the line was duly made? Yes. Immediately after that the Company called for tenders for the making of a survey under a printed specification, and as a result Mr. N. P. Carver, of Sydney, was appointed to make the survey. He was engaged on this survey for a good many months, and finally lodged the plans with me.

8. And that survey was completed? Yes. After the completion of the survey Mr. Hales was asked to examine Mr. Carver's work and report upon it. Permission being obtained from the Railway Department, Mr. Hales did report. I have here his report, which is, on the whole, a favourable one. He expresses himself as quite satisfied with what had been done.

9. These plans were deposited, in accordance with the Act, with the Minister of Lands and Works? I understood so; they were taken to the Minister by three of the partners.

10. You do not know what time that took place—was it in July, 1897? I have the exact date here. They were deposited on 10th August, 1897.

11. *By the Chairman.*—Did the plans show the two termini? Yes, sir.

12. *By Mr. Gant.*—We have no copies of the plans that we can put in? No, I am not in a position to supply copies. The plans were deposited on the 10th August, 1897, and I have heard nothing in connection with them ever since.

13. *By the Chairman.*—When you deposited the plans with the Minister did he approve? He never did anything, either to approve or disapprove.

14. *By Mr. Gant.*—When the plans were deposited did you have any correspondence with the Lands and Works Department? I did.

15. Can you tell us what it was about? On the 12th August, 1897, I wrote to this effect. (Witness read copy of letter from press copy book as follows):—"Having reference to the conference some of my Directors had with you on the 10th, and to the plans of the proposed tramway from Queenstown to Gormanston, left with you by them on that occasion, I am directed to state that, owing to the inaccessibility of the country, they are at present unable to definitely fix the line, and may require to make diversions. I am directed, therefore, to say that they earnestly hope, in the event of the Mount Lyell Reserves being about to be thrown open for selection, you will, before doing so, reserve such area being bounded on the north by the Queenstown and Gormanston cart road, on the east by the South Mount Lyell sections, on the south by the green line shown on the plan, and these lines meeting at Queenstown on the western boundary; the approximate area of whole being some 215 acres.—I have, &c., J. B. HICKSON."

16. What was your reason for the application, in a few words? So that we might have a little freedom, a little latitude, owing to the inaccessibility of the country, so that we could make diversions to circumvent obstacles, and that we might not be bound hard and fast to the route chosen by Mr. Carver.

17. Did you receive any answer to this letter? Yes, on the following day I received a reply from the Minister for Lands which I have here. (Witness read letter as follows):—"To J. B. Hickson, Esq., Secretary Queenstown Tramway Co. Sir.—I have the honor to acknowledge receipt of your letter of the 12th instant, and to inform you that your request shall receive consideration, and you will be again communicated with before the Mount Lyell Reserve is thrown open.—I have, &c., ALFRED PILLINGER."

18. And these fees for the survey were duly paid? The survey fees were for the station-yard site; they were duly paid.

19. And the fees for this survey were not paid? Not for the 215 acres. Mr. Counsel wrote that it would be necessary for the survey fees for the station-yard to be paid, a survey fee of £3 2s. 6d.: that had reference to the station yard.

20. *By the Chairman.*—Did the Lands Office ever communicate with you again about the Mount Lyell Reserve being thrown open? No, sir.

21. Were you waiting until you heard from them? Most decidedly we were. We could do nothing until the plans were approved.

22. *By the Hon. the Premier.*—You mentioned the station yard just now—when did you put in the application for the station-yard? On the 29th of July, 1897, I applied for a lease of five acres.

23. That was prior to the deposit of your plans? About a month before. I got no reply to that until the 20th of May, 1898; then I was informed that a fee of £3 2s. 6d. was required, which I forwarded ten days later.

24. *By Mr. Gant.*—You heard from the Secretary of Lands later? Yes. On the 1st of November, 1898, Mr. Counsel wrote to me, after a telephonic communication:—"Will you kindly furnish, for the information of this office, copies of your letter to the Hon. the Minister of Lands and Works, dated 12th of August, 1897, and of his reply thereto, of the 13th following."

25. *By the Chairman.*—But your letter about the telephonic communication is dated October 1st? Yes; on the 1st of October Mr. Counsel telephoned to me and asked me to refresh his memory, and I wrote this letter on the 1st of October:—"Queenstown and Gormanston Tramway Company. Dear Sir, referring to your telephonic conversation this day, I have, as promised, looked up the correspondence, and now beg to refer you to my letter to the Minister of August the 12th, 1897; his reply of August 13th, 1897; and my further letter of the 10th May, 1898, stating that I was still awaiting his promised further communication: this has not even now reached me. Regarding the survey I mentioned, I would refer you to yours of the 20th of May, 1898, and my own of the 30th of the same month, wherein I sent you cheque for the survey fees required by you. Of this, also, I have heard nothing ever since then."

26. Then, in reply to that, you got a letter dated 1st November? Yes, he allowed a month to pass, even then. On the 20th of May, 1898, I wrote to the Minister that I was still awaiting his communication about that reserve. Then, on the 1st of November, 1898, Mr. Counsel

replied to the letter I have just read, referring to the telephonic communication, asking, "Will you kindly forward copies of communications." I have a copy of that letter here:—"Sir, Will you kindly furnish, for the information of this office, copies of your letter to the Hon. the Minister of Lands and Works dated 12th August, 1897, and of his reply thereto, of the 13th, following.—E. A. COUNSEL, Secretary for Lands." It seemed to me apparent, from this, that all record of the correspondence had been lost. I did what he asked: I furnished him with copies on the 2nd November.

27. *By Mr. Gant.*—You furnished this correspondence on the 2nd—did you receive any further communication? On the 30th of the same month, after having apparently gone into the correspondence, I got this letter from the Minister:—"Sir, *re* Queenstown and Gormanston Tramway. In further reply to correspondence on this subject, I have the honour to inform you that the Law Officer of the Crown has advised that the conditions of 7 and 10 of the Queenstown and Gormanston Tramway Act, 60 Vict., not having been complied with, the power to construct the tramway no longer exists. The rights of the Promoters have lapsed, and the £300 deposited by the Company is forfeited to the Crown.—ALFRED PILLINGER, Minister of Lands and Works." During all that time we were waiting for the approval of the plans.

28. Since that date there has been no correspondence between yourself and the Department? Nothing except another letter which was sent by the Minister in answer to a deputation which waited upon him and pointed out these matters, and they stated it was a hardship that the thing should lapse when the trouble arose from the delay of the Department.

29. *By the Chairman.*—Then your contention is that the syndicate was delayed by their not receiving proper information from the Lands and Works Department by which you could form a company? Yes; no doubt that is the case.

30. Has this Bill been advertised? Yes, sir.

31. Have all the Standing Orders of the House been complied with? Yes, sir.

32. *By the Hon. the Premier.*—Can you tell the Committee how much the syndicate paid for the survey? I have not the exact figures, but the contract price was for £350; but in addition to that we had to pay a good many extras. The total sum would be about £450.

33. Is that in addition to the £300 deposited—what has become of that £300? I suppose the Treasurer has got it. I know we paid it in, and we received a letter stating it had been forfeited.

HOWARD EDWARD WRIGHT, *called and examined.*

34. *By Mr. Gant.*—Your name is Howard Edward Wright? Yes, sir.

35. And you are one of the promoters of the Queenstown and Gormanston Tramway Syndicate of 1896? Yes, sir.

36. And the promoters were? Mr. T. A. Reynolds, Mr. Eric Webster, who is dead, and myself.

37. As one of the original promoters you are in a position to tell us whether the £300 required was deposited? Yes, it was.

38. And the plans were also deposited? Yes, sir; they were.

39. Was it the intention of the promoters to proceed at once with the work? Most decidedly.

40. In addition to the £300 you deposited you spent a considerable amount on survey work? Yes.

41. Can you give us any idea what that amount was? For that I must refer you to the secretary. There were no dead-heads amongst us; we all paid alike.

42. Were you negotiating with any other capitalists? Yes; I went over to Melbourne myself to see some people, but they asked—"What about the title?" and of course we had no title.

43. And owing to the rough country which you met with in your survey, and which you did not anticipate meeting with, you were unable to fix with certainty the route of your line? Yes, sir; that is correct.

44. And the promoters corresponded with the Minister on the subject? Yes; we wanted some latitude to come and go on. Mr. Gaffney will be able to tell you how the country was heavily timbered, and as the Mount Lyell Company were clearing for timber, and we wanted latitude when the scrub was cleared away to make a small deviation which might be advantageous to us. We wanted something to come and go on.

45. And the reason you could not receive any encouragement from capitalists was that you had lodged your plans but had not received any notice of their approval? Yes; we could not raise money because we had no title.

46. You can, I suppose, seeing that you are well acquainted with that part of the country, inform us whether the tramway would, at the present date, be as great a convenience to the public as it would have been when the Act was first passed? I consider it would be even more useful now than then. Although the road now may be in a better condition than it was, still the traffic is much heavier.

47. *By the Chairman.*—The original Bill provided for the Promoters to be Howard Edward Wright, Eric Webster, and Thomas Augustus Reynolds, and their executors, administrators, and assigns? Yes, sir.

48. Of course Eric Webster would still have an equitable interest in this Bill? Yes; his father represents him.

49. Are his personal representatives favourable to your making this application in your two names, recollecting that you are acting for the original syndicate, with all its equities and rights? Yes, they are favourable, decidedly.

50. And, before the Bill comes before the House, will you undertake to get the signatures of Mr. Webster's representatives to a document to that effect? Yes, sir.

51. *By the Honourable the Premier.*—You apply for the Bill as trustees for the whole of the syndicate? Yes, sir.

52. Had any of the promoters any personal interest in the concession other than as shareholders in the concern? No, that is all. The deed of partnership sets that forth. There are no dead-heads in the syndicate; no plunder to divide or anything of that sort; we all stood in alike.

THOMAS AUGUSTUS REYNOLDS, *called and examined.*

53. *By the Chairman.* Are you interested in the Zeehan Tramway Company? Yes, sir.

54. That has been working satisfactorily for some years past, has it not? Yes satisfactorily for the public, not so much so for the shareholders.

55. That is what I mean, the public are satisfied—it is worked through the streets without interfering with the ordinary traffic? Yes, that is quite correct.

56. It is a great convenience to the public? Yes, sir; it is.

57. And you think, as far as Queenstown is concerned, this tramway will be as great a convenience to the public? Yes; I think it will answer the same purpose.

58. The same purpose as the Zeehan Tramway does? Yes.

59. It is stated that the Standing Orders of the House have been complied with—have you ever heard of any residents of Queenstown making any objection to this tramway? I have no recollection of having heard any objection made.

60. *By the Hon. the Premier.*—None of the companies about there object? No, none of them. I never heard any objections.

At 12 noon the Committee adjourned till Friday, 10th November, at 2 30 p.m.

APPENDICES.

(A.)

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

The humble Petition of Howard Edward Wright and Thomas Augustus Reynolds, both of Hobart, in Tasmania,

SHOWETH :

1. THAT within three months previously to the presentation hereof notice of the intention of your Petitioners to apply for a private Bill was published, as is by the standing Rules and Orders of your Honourable House prescribed, as follows, that is to say—

In the *Hobart Gazette* on the thirtieth day of May, and the sixth and thirteenth and twentieth days of June now last past.

In the *Mercury*, being a public newspaper published in Hobart, on the thirtieth day of May, and the sixth and thirteenth and twentieth days of June now last past.

In the *Mount Lyell Standard*, being a public newspaper published in or nearest to the District affected by the Bill on the thirtieth day of May and the fifth and twelfth and nineteenth days of June now last past.

Which said notice contained a true statement of the general objects of the Bill as hereinafter set forth.

2. That the general objects of the said amending Bills are :—

To revise the Queenstown and Gormanston Tramway Act, 1896, for the purpose of enabling the said Promoters to construct, maintain, and work the tramway which the said Promoters were authorised by the said Act, to construct, maintain, and work in accordance with the provisions thereof.

To provide that all the times and periods prescribed by the said Act for the performance or completion of any matter or work therein mentioned shall be computed from the date upon which the said Bill shall become law.

Your Petitioners therefore humbly pray for leave to introduce the said Bill.

And your Petitioners will ever pray, &c.

Dated this twentieth day of June, one thousand eight hundred and ninety-nine.

J. B. HICKSON & REID, *Agents for the Promoters.*

(B.)

Treasury, Hobart, 22 January, 1897.

SIR,

I HAVE the honour, by direction of the Treasurer, to acknowledge the receipt of your letter of this day's date, enclosing on behalf of the Promoters of the Queenstown-Gormanston Tramway, Fixed Deposit Receipt of the Commercial Bank of Tasmania for the sum of Three hundred Pounds (£300), in the name of the Treasurer of Tasmania, being Deposit required by Section 84 of "The Queenstown-Gormanston Tramway Act, 1896."

Official Receipt is enclosed.

I have the honour to be,

Sir,

Your obedient Servant,

A. REID, *Under Treasurer.*

J. B. HICKSON, *Esq., Secretary Queenstown-Gormanston Tramway Promoters, Hobart.*

Treasury, Pay Branch, Hobart, 22nd January, 1899.

£300.

RECEIVED from the Secretary to the Promoters of the Queenstown and Gormanston Tramway Syndicate, the sum of Three hundred Pounds.

Fixed Deposit in Commercial Bank, No. 23,739.

Registered at the Audit Department, this
22nd January, 1897.

H. N. HADISON, *for the Auditor-General.*

W. BENSON, *Receiver and Paymaster.*

(C.)

*Queenstown-Gormanston Tramway Company,
Hobart, June 18th, 1897.*

SIR,

I AM directed to apply to you to withdraw from the Reserve proposed to be granted to the Mount Lyell Company, 5 acres of land, and reserve it to this Company for the purposes of a tramway station-yard.

This is the only place near Queenstown where a yard can be formed suitable for the use of this Company.

I am, &c.,

J. B. HICKSON, *Secretary.*

Plan showing position of ground applied for forwarded.

The Hon. the Minister of Lands and Works, Hobart.

(D.)

*The Queenstown-Gormanston Tramway Company,
Hobart, July 29th, 1897.*

SIR,

I AM duly in receipt of yours of the 21st instant, informing me that the Mt. Lyell Company had withdrawn their application for a Lease of the ground which would interfere with our proposed Station Yard, referred to in mine to the Minister dated June 18th.

I now beg to apply to you to reserve to this Company the 5 acres of land referred to in my letter to the Minister quoted above, and shown on the plan therewith forwarded.

I shall esteem it a favour if you will be kind enough to give this matter your early consideration, and trusting that you will see fit to recommend that this application be granted.

I am, &c.,

J. B. HICKSON, *Secretary.*

The Surveyor-General, Hobart.

(E.)

*Queenstown-Gormanston Tramway Co.,
Hobart, August 12th, 1897.*

SIR,

HAVING reference to the conference some of my Directors had with you on the 10th instant, and to the plan of the proposed tramway from Queenstown to Gormanston left with you by them on that occasion, I am directed to state that owing to the inaccessibility of the country, they are at present unable to definitely fix the line, and may require to make diversions.

I am directed therefore to say that they earnestly hope, in the event of the Mt. Lyell Reserve being about to be thrown open for selection, you will, before doing so, reserve to the Crown for a time the area of land indicated upon such plan, such area being bounded upon the north by the Queenstown to Gormanston cart road, on the east by the South Mount Lyell sections, on the south by the green line shown on the plan, and these lines meeting at Queenstown on the western boundary, the approximate area of the whole being some 215 acres.

I have, &c.,

J. B. HICKSON, *Secretary.*

The Honourable the Minister of Lands and Works, Hobart

(F.)

TASMANIA.
*Minister's Office, Lands & Works Department,
Hobart, 13th August, 1897.*

SIR,

I HAVE the honour to acknowledge receipt of your letter of the 12th instant, and to inform you that your request shall receive consideration, and you will be again communicated with before the Mount Lyell Reserve is thrown open.

I have, &c.,

ALFRED T. PILLINGER, *Minister of Mines.*

J. B. HICKSON, *Esq., Secretary Queenstown Tramway Company, Hobart.*

(G.)

*The Queenstown-Gormanston Tramway Company,
Hobart, 10th May, 1898.*

SIR,

I AM directed to refer to your letter to me of the 13th August last, and to state the directors are still awaiting the further communication you promised therein.

May I hope to receive same at an early date?

I have, &c.,

J. B. HICKSON, *Secretary.*

The Honourable the Minister of Lands and Works, Hobart.

11

(H.)

Tasmania.
Department of Lands and Surveys,
Lands Office, Hobart, 20th May, 1898.

SIR,

Re Queenstown-Gormanston Tramway Station Yard, 5 acres.

I HAVE the honour to inform you that it will be necessary for a survey of the land in question to be effected; and it is requested that you will pay to this office, forthwith, the fee of £3 2s. 6d.

I am, &c.,

E. A. COUNSEL, *Secretary for Lands.*

J. B. HICKSON, *Esq., Secretary Gormanston-Queenstown
Tramway Company, Hobart.*

(I.)

The Queenstown-Gormanston Tramway Co., Hobart, 30th May, 1898.

DEAR SIR,

IN compliance with your favour of the 20th instant, No. 3187c, I now enclose herewith cheque No. 30, for £3 2s. 6d., in payment of survey fees, for which kindly forward receipt and oblige.

Yours faithfully,

J. B. HICKSON, *Secretary.*E. A. COUNSEL, *Esq., Secretary for Lands, Hobart.*

(J.)

The Queenstown-Gormanston Tramway Company,
Hobart, October 1st, 1898.

DEAR SIR,

REFERRING to our telephonal conversation this day, I have, as promised, looked up the correspondence, and now beg to refer you to my letter to the Minister of August 12th, 1897, his reply of August 13th, 1897, and my further letter of May 10th, 1898, stating that I was still awaiting his promised further communication, which has not even now reached me.

Regarding the survey mentioned, I would refer you to yours of the 20th May, 1898, and mine of 30th same month, wherein I sent you cheque for the survey fees required by you. Of this also I have heard nothing further since then.

I have, &c.,

J. B. HICKSON, *Secretary,*E. A. COUNSEL, *Esq., Secretary for Lands, Hobart.*

(K.)

Tasmania.
Department of Lands and Surveys, Lands Office,
Hobart, 1st November, 1898.

(Copy.)

SIR,

WILL you kindly furnish for the information of this office copies of your letter to the Hon. the Minister of Lands and Works dated 12th August, 1897, and of his reply thereto of the 13th following?

I have, &c.,

E. A. COUNSEL, *Secretary for Lands.*J. B. HICKSON, *Secretary Queenstown-Gormanston Tramway Co., Hobart.*

(Copy.)

(L.)

The Queenstown-Gormanston Tramway Company,
Hobart, November 2nd, 1898.

DEAR SIR,

I AM in receipt of yours of the 1st instant, and, in accordance with your request, have now pleasure in forwarding you copies of the correspondence referred to therein.

Yours faithfully,

J. B. HICKSON, *Secretary.*

The Secretary for Lands, Hobart.

(No. 76.)

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(M.)

(Copy.)

Tasmania.
Department of Lands and Surveys,
Lands Office, Hobart, 30th November, 1898.

SIR,

Re Queenstown and Gormanston Tramway.

IN further reply to correspondence on this subject, I have the honour to inform you that the Law Officer of the Crown has advised that the conditions of 7 and 10 of the Queenstown and Gormanston Tramway Act, 60 Vict., not having been complied with the power to construct the Tramway no longer exists; the rights of the Promoters have lapsed and the £300 deposited by the Company is forfeited to the Crown.

I have, &c.,

ALFRED PILLINGER, *Minister of Lands and Works.*

J. B. HICKSON, *Secretary Queenstown and Gormanston
Tramway Company, Hobart.*

(O.)

Hobart, November 8, 1898.

DEAR SIR,

As legal representative of the late Eric Webster I hereby give my assent to the present proceedings in the matter of a Bill concerning the above Company now before Parliament.

Yours faithfully,

A. G. WEBSTER.

J. B. HICKSON, *Secretary of the Queenstown and Gormanston
Tramway Company, Hobart.*