

(No. 115.)



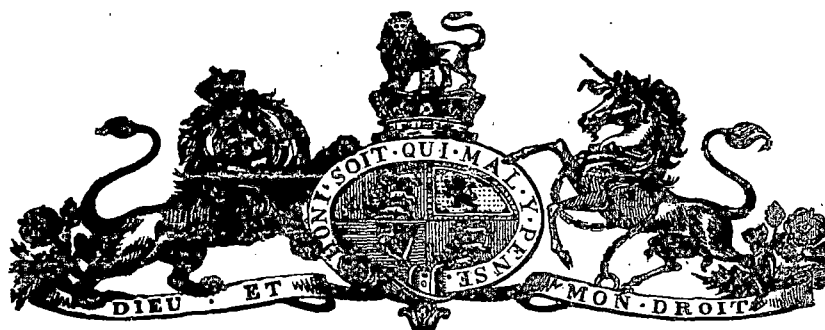
1891.

PARLIAMENT OF TASMANIA.

THE GODKIN TRAMWAY ACT :

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

Brought up by Mr. Conway, September 11, 1891, and ordered by the House of
Assembly to be printed.



SELECT COMMITTEE appointed, on the 21st August, 1891, to enquire into a Bill to enable "The Godkin Silver Mining Company, No Liability," to construct a Tramway or Railway.

MEMBERS OF THE COMMITTEE.

MR. LEWIS.
MR. FENTON.
MR. MACKENZIE.
MR. BENNETT.

MR. M'CALL.
COL. ST. HILL.
MR. CONWAY (*Mover.*)

DAYS OF MEETING.

Tuesday, 8th September; Thursday, 10th September.

WITNESSES EXAMINED.

Dr. Thomas Christie Smart; Mr. Francis Belstead; Mr. Arthur Richard Brown; Mr. Edward Mace; Mr. John Godkin; Mr. Henry Clifford Penn Smith.

MINUTES OF PROCEEDINGS.

TUESDAY, SEPTEMBER 8, 1891.

The Committee met at 10-30 A.M.

Present.—Colonel St. Hill, Mr. Conway, Mr. N. E. Lewis.

Mr. Conway was unanimously voted to the Chair.

The Chairman laid the following documents upon the Table :—

1. Petition for leave to introduce the Bill.
2. Sketch of the Godkin Silver Mining Company's Tramway, Whyte River.
3. Sketch Map of West Coast of Tasmania.—Gold, Silver, and Tin discoveries, north of the Pieman River.
4. Plan of Silver Sections, Heazlewood River.
5. Draft Bill referred to Committee.

Resolved, That the Petitioner be heard by Counsel.

Thomas Christie Smart was admitted and examined by Counsel.

Dr. Smart withdrew.

Resolved, That Mr. Conquest, Solicitor, be admitted.

Mr. Francis Belstead, Secretary of Mines, was called in and examined.

Mr. Belstead withdrew.

Arthur Richard Brown, Mining Manager of the Godkin Silver Mining Co., was called in and examined.

When there being no quorum, the proceedings were suspended.

A quorum having been formed, the examination was proceeded with.

Mr. Brown withdrew.

Mr. E. Mace, Legal Manager, was called in and examined.

Mr. Mace withdrew.

Mr. Henry C. Penn Smith, Legal Manager of the Godkin Silver Mining Co., was called in and examined.

Mr. Penn Smith withdrew.

The Committee adjourned at 12-30 P.M. until 2-30 P.M. on Thursday next.

THURSDAY, SEPTEMBER 10, 1891.

The Committee met at 2:30 P.M.

Present.—Mr. Lewis, Mr. Bennett, Col. St. Hill, and Mr. Conway (Chairman.)

The Minutes of the last meeting were read and confirmed.

A plan of the Silver Sections of the Heazlewood River was tabled.

Mr. Henry C. Penn Smith, Legal Manager of the Godkin Silver Mining Co., was called in and examined.

Mr. Smith withdrew.

Resolved, That the Preamble of the Bill be accepted as passed, and agreed to.

Clauses 1 to 8 read and agreed to.

Clause 9 read, amended in line 25 by striking out the words "cross or," and agreed to.

Clause 10 amended in line 28 by inserting the word "horses" before "locomotive," and agreed to.

Clauses 11 to 18 read and agreed to.

Clause 19 read, amended in lines 15 and 16 by striking out the words "Trustees of the Road District," and inserting "Local Authority" in lieu thereof, and agreed to.

The following new Clause 4 was read, agreed to, and inserted:—"4. It shall be lawful for the Company, notwithstanding anything to the contrary in any Law or Statute contained, to continue to hold the said Mining Easements, and to maintain and work the Tramway thereunder, and under and subject to the provisions of this Act, although the Company may for any reason cease to hold the leases mentioned in the Preamble to this Act, or to carry on business as a Mining Company."

Clause 13, by inserting the following new Sub-section:—"From time to time, with the consent of the Minister, fell, cut down, and remove all timber growing or being on either side of the Tramway for a distance of Fifty links measuring from the centre of the Tramway."

Clauses 19 to 26 read and agreed to.

The following new Clause was read, agreed to, and inserted after Clause 24:—"It shall be lawful for the Company, with the consent of the Minister, at any time, by deed or instrument in writing, to assign and transfer the Tramway and all the rights, powers, privileges, benefits, concessions, and advantages conferred upon them by the said Mining Easements or by this Act, to any person or Company; and upon such transfer or assignment being signed or executed, the person or Company in whose favour such transfer or assignment is made shall then stand in the place of the Company, and shall have all the liabilities, rights, powers, privileges, benefits, concessions, and advantages conferred upon the Company by the said Mining Easements or by this Act."

The following new Clause was read, agreed to, and inserted after Clause 27:—"The Governor in Council may, from time to time, make By-laws for regulating the use by other Mining Companies of the Tramway, and for providing for the payment of such tolls for the use of the Tramway by such Mining Companies as may be reasonable, and for the protection of the Company in the free use of the Tramway for the benefit of the Company."

By omitting in the last line of Section 37 the words "if this Act had not passed."

Clauses 28 to 36 read and agreed to.

Clause 37 amended by omitting the words "if this Act had not passed" in the last line.

Clauses 37 to 65 read and agreed to.

The Committee then prepared, and agreed to, the Draft Report.

Resolved, That the Chairman be instructed to present the Report to the House this evening.

The Committee adjourned *sine die*.

R E P O R T.

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 that the Preamble should stand part of the Bill, then entered upon the consideration of the several Clauses and the Schedule.

Your Committee recommend the following amendments :—

By inserting the following new Clause 4—

“4. It shall be lawful for the Company, notwithstanding anything to the contrary in any Law or Statute contained, to continue to hold the said Mining Easements, and to maintain and work the Tramway thereunder, and under and subject to the provisions of this Act, although the Company may for any reason cease to hold the leases mentioned in the Preamble to this Act, or to carry on business as a Mining Company.”

In Clause 9, by striking out the words “cross or” in line 25.

In Clause 10, by inserting the word “horses” before the word “locomotive” in line 28.

By inserting the following new Sub-section to Clause 13—

“From time to time, with the consent of the Minister, fell, cut down, and remove all timber growing or being on either side of the Tramway for a distance of Fifty links measuring from the centre of the Tramway.”

In Clause 19, by striking out the words “Trustees of the Road District,” and inserting “Local Authority” in lieu thereof.

By inserting the following new Clause after present Clause 24—

“It shall be lawful for the Company, with the consent of the Minister, at any time, by deed or instrument in writing, to assign and transfer the Tramway and all the rights, powers, privileges, benefits, concessions, and advantages conferred upon them by the said Mining Easements or by this Act, to any person or Company; and upon such transfer or assignment being signed or executed, the person or Company in whose favour such transfer or assignment is made shall then stand in the place of the Company, and shall have all the liabilities, rights, powers, privileges, benefits, concessions, and advantages conferred upon the Company by the said Mining Easements or by this Act.”

By inserting the following new Clause after present Clause 27—

“The Governor in Council may, from time to time, make By-laws for regulating the use by other Mining Companies of the Tramway, and for providing for the payment of such tolls for the use of the Tramway by such Mining Companies as may be reasonable, and for the protection of the Company in the free use of the Tramway for the benefit of the Company.”

By omitting in the last line of Section 37 the words “if this Act had not passed.”

Your Committee recommend the Bill as amended to the favourable consideration of your Honorable House.

HARRY CONWAY, *Chairman.*

Committee Room, 9th September, 1891.



APPENDIX A.

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

The humble Petition of the Godkin Silver Mining Company, No Liability,

SHOWETH:

(1.) That, within Three months previously to the presentation hereof, notice of the intention of your Petitioners to apply for a Private Act of Parliament was published, as is by the Standing Rules and Orders of your Honorable House prescribed, as follows; that is to say:—

In the *Hobart Gazette* on the sixteenth, twenty-third, and thirtieth days of the month of June now last past, and on the seventh day of the present month of July;

In the *Mercury*, being a public newspaper published at Hobart, in Tasmania, on the same days, respectively;

In the *Wellington Times*, being a public newspaper published nearest to the District affected by the Bill, on the twentieth and twenty-seventh days of June last past, and on the fourth and eleventh days of July instant;

which said notice contained a true statement of the general objects of the said Bill, as hereinafter mentioned.

(2.) That the general objects of the Bill are—

To enable your Petitioners to construct, make, and maintain a Tramway for waggons and other carriages from the mineral sections held by your Petitioners, under lease from the Crown, situate at or near the Whyte River, in Tasmania, and numbered respectively 1599-87m and 1615-87m, and extending, in accordance with certain mining easements applied for by your Petitioners, northerly, easterly, and north-easterly in an irregular direction across Crown Lands, and across various mineral sections held under lease, and various mineral sections held under application, to a point at or near the Town of Waratah, in Tasmania; and also such extensions and branches and deviations of and to such Tramway as may be authorised by the Parliament of Tasmania.

To construct, maintain, and repair the Tramway, together with proper rails, crossings, bridges, culverts, junctions, sidings, stations, buildings, and other works and conveniences connected therewith, or convenient for the purposes thereof.

To work the said Tramway by horses, steam-power, or by the use of electricity, or in any other manner.

To purchase or lease any land for the purposes of the said Tramway, and the works and appurtenances thereof, and to exercise all the powers, authorities, and privileges given to promoters of undertakings by the Lands Clauses Act.

To demand and take tolls and charges for passengers; also for carriage of ore or goods for any other company; also, for carriage of goods for any person or persons whomsoever.

To provide for the due working and management of the said Tramway, and to make by-laws and rules for the regulation of the said Tramway, and the traffic and business thereof, and to provide for the infliction of penalties upon persons infringing the provisions of the said Bill, by-laws, or rules.

To borrow money for the purposes of the said undertaking upon security of the assets of your Petitioners, or otherwise.

To sell or lease the said Tramway and the lands and works connected therewith, or any of them, or any part thereof as shall be deemed expedient.

The said Bill will also contain clauses usual in Bills of such a nature for enabling your Petitioners to carry out the objects of the undertaking.

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

And your Petitioners will ever pray, &c.

Dated this twenty-third day of July, One thousand eight hundred and ninety-one.

The Common Seal of The Godkin Silver }
Mining Company, No Liability, was } (Seal.)
attached in the presence of }

THOS. C. SMART, }
FRANK J. PENN SMITH, } *Directors.*

HENRY C. PENN SMITH, *Manager.*

EVIDENCE.

TUESDAY, SEPTEMBER 8, 1891.

THOMAS CHRISTIE SMART, *called and examined.*

1. *By Mr. Dobbie.*—What is your name? Thomas Christie Smart.
2. You are Chairman of Directors of Godkin's Silver Mining Company, No Liability? Yes.
3. Have you any personal knowledge of the country where the mine is situated? Yes.
4. You are building a tramway from the Godkin's mine to Waratah, under a mining easement? Yes.
5. What is the character of the country traversed by the tramway? It is about as difficult a country to get through as you can find anywhere. A horse track, as it was called, was cut through it, but it was not fit for anything to travel upon, and as for carriage of goods to and from the mines it was utterly impossible. All the country is covered with a dense forest, so thick that a person can scarcely crawl through it, and full of tangled undergrowth and scrub. I have come to the conclusion that unless something in the shape of a tramway is built, the mines will be utterly valueless.
6. And that is why the company decided to construct a tramway under their mining easement? Yes, at an enormous expense to themselves.
7. Will this tram have a beneficial effect upon the other mines in the vicinity? Yes, they are in the same position as our mine; without some such means of communication they will be useless. To give you an instance of the difficulties we have to contend with, I may mention that some months ago we called for tenders for the cartage of 200 tons of ore, and the tenders were from £4 to £7. That was not from the mine, but from the Whyte River Bridge, 3½ miles this side of the mine.
8. What is the character of the country surrounding Godkin's mine? It is a rich mineral country; this absolutely that Godkin's mine is of the highest value. The ore we have sent away, notwithstanding the enormous cost of transmit, has realised an excellent profit, and it was just an average sample. There are a number of other mines in the vicinity in the process of development which promise equally well, and show strong evidence of their being very valuable. During the last few weeks what appears to be a most valuable discovery has been made in a mine in this locality—Pike's Prospecting Association. They have 10 or 12 inches of solid galena in the face of the drive, and the lode widening as they go in. The Endeavour also is a most promising mine. Their assays have lately gone as high as 30 or 36 oz. to the ton, and the mine is not yet opened sufficiently to prove its value.
9. Would these companies in the neighbourhood use the tramway if it was constructed? Unless they use the tramway they will have no communication whatever, except they pack on horses, at a ruinous price. This line, or some other, is an absolute necessity.
10. Is it not an absolute necessity that your tram should carry the ores from the surrounding mines? Yes.
11. And you undertake to carry their ores at a fair remuneration? Yes, unless a railroad or tram is constructed, all these mines must remain in the state in which they are at present.
12. Your remarks apply to other properties of which you have no personal knowledge? Yes, to a great many.
13. No mining company in that locality can be developed unless they use your tramway? No; until we got this tramway we were paying 2d. per lb. for horse-feed and supplies of every kind that went to the mine. Neither our own nor any other of the companies there could get in machinery until we got this tramway.
14. Is there any prospect of any Government railway being made there? There is a line proposed in the direction of Zeehan, but it will not come near the Whyte River.
15. So that there is practically no means of communication with that district except by your tramway? Not at present.
16. *By the Chairman.*—Unless this tramway, or one similar, is constructed, it will be almost impossible to work these mines? It would be quite impossible. No mine can be worked without means of transit to and from it. In this case the ruinous expenses would swallow up all the profits.
17. *By Col. St. Hill.*—With all the disadvantages you are under at present your mine is remunerative? Yes.
18. And when this tramway is constructed, it will be 100 per cent. more remunerative? Yes, as with the tramway we can get out ore at a very small cost.
19. The concession you ask may be regarded as a matter of life and death to the company? Yes; and not to our own company alone, but to many others. In fact, the whole district requires this tramway if it is to be a success. The company cannot be exorbitant in its charges, because the scale will be fixed by the Governor in Council. The carriage of ore has been reduced to a very cheap rate.

[Godkin's Tramway.]

20. This tramway will be of great value to the company? If no other tramway is constructed, and this becomes the only line of transit, it will of necessity be of great value to the company. It will not, however, be a monopoly, but will be open to all at very reasonable prices.

21. *By Mr. Lewis.*—Have you the sanction of your shareholders for the expenditure of money upon this tramway? Yes.

FRANCIS BELSTEAD, *called and examined.*

22. *By Mr. Dobbie.*—What is your name? Francis Belstead.

23. You are Secretary of Mines? Yes.

24. Is the Godkin's Silver Mining Company incorporated under "The Mining Companies Act?" Yes, it is.

25. And they are the lessees of two sections of mineral land at the Whyte River? Yes.

26. Are they shown upon the chart issued by your Department upon the table? Yes.

27. It is dated January, 1891. Is it the latest chart? It is a very recent one.

28. And it shows the major part of the land which is leased in the neighbourhood of the Whyte River? Yes.

29. Are the Godkin's Company applicants for mining easements for the construction of a tramway from their mine to Waratah? They are.

30. Those easements are not absolutely issued? Not at present.

31. It is the practice of your Department, I believe, to issue the easement when the work which is authorised is finally constructed? Yes, so as to enable us to get a traverse of it, and see exactly the ground that the work covers.

32. So the actual licence is not issued until the work is finished? Not until the position of the work is definitely decided upon.

33. Is this company in possession of the easements for the work it is constructing? No.

34. Then what is the position in which they stand? They are simply the applicants for an easement.

35. When an application is made in this way, what is done with it? It is simply held until the survey is furnished and examined, and then it is approved by the Governor in Council, and the licence issued.

36. Until the survey is deposited there is no actual grant of the easement? No. In some cases a permit is granted to go on with the work.

37. Was that done in this case? I don't think so.

38. Can you inform the Committee in any respect as to the advantage of this tramway to the Godkin mine? I cannot say; I do not know enough about the route of the tramway. Generally speaking, the construction of a tram of this description cannot fail to be of great advantage to all the mines in the surrounding country.

39. The plan shows that there is a large quantity of land actually leased for mining purposes in the vicinity of the Godkin's mine? Yes, and it is an increasing quantity.

40. And, generally, the construction of this tram would be of advantage to all these properties? Yes, it would be a very great advantage to all claims in the vicinity.

41. *By Mr. Lewis.*—Do you remember how far the easement is to go?—is it from Godkin's to Waratah, or the Whyte River? The easement is to the Whyte River Bridge, as far as my memory serves me.

42. Is there only one application put in on behalf of the Godkin Company? I do not know. I did not know what I was coming here for to-day, and did not look the matter up.

43. In these cases do you allow companies to proceed with the construction of works without obtaining permits? No, not if we know of it. If they do so, they do it as a matter of course, at their own risk. It is frequently done through ignorance more than anything else.

44. *By Col. St. Hill.*—How many sections have the Godkins got altogether; I understand they have gold sections marked off? That is on their mineral leases. You can take gold leases over mineral leases with the object of preventing other people marking off for gold on your mine.

45. What is the area of the easement applied for? The only easement I know of that the Godkin's Company are applicants for is for a tramway, some $3\frac{1}{2}$ miles long, from their mine to the Whyte River Road.

ARTHUR RICHARD BROWN, *called and examined.*

46. *By Mr. Dobbie.*—What is your name? Arthur Richard Brown.

47. You are mining manager of the Godkin's Silver Mining Company, Whyte River? Yes.

48. Did you lay out the tramway now under consideration? Yes, with my assistants.

49. Does the plan on the table show the general direction of the tramway proposed to be constructed? Yes; from the mine to 7 miles, 67 chains have actually been constructed; from this point to the Arthur Station ($6\frac{1}{2}$ miles) the line is laid out; and from thence to Waratah a trial line has been run through, but not yet surveyed.

50. Does the tramway connect with the Government road at Whyte River? Yes.
51. Can you tell the Committee the state of the Government road at the Whyte River? It is utterly impassable.
52. Do you know the country thoroughly? Yes.
53. Apart from your own mine, can you inform the Committee as to the value of this tramway as a means of communication to other mines? There are a number of mines in the vicinity to which it will be of the greatest importance. There has been a number of sections pegged off while the tramway is in course of construction which will be directly benefited. The pack-horses all use the tramway at the present time where it has been constructed, and so do all the sections to the south and south-east of the Godkin Mine.
54. Do you receive any payment for that use? No.
55. *By the Chairman.*—Do they use the tram-line with the sanction of your company? Yes.
56. I suppose there is no other road they can use? No, there is none.
57. *By Mr. Dobbie.*—What is the population of that district now? According to the Census, rather over 200.
58. Are there many people moving backwards and forwards along that line? Yes; there is a lot of traffic to and from the mine, and an enormous number of the visitors going to Zeehan would prefer the overland route, which would be by our tramway. All the stores and goods going overland to the Pieman, which at present go along the Government road, would go on this tramway.
59. And a large passenger traffic would be benefited by this tramway? Yes; the time would be reduced to one-third, and the comfort of passengers would be very much increased.
60. Is it practicable to have a satisfactory road from Waratah through that country? Not without very great expense.
61. Will the fact of this tramway being used by the public and those connected with the mines relieve the Government from the cost of constructing roads? Yes, because the present corduroy roads would be quite sufficient for all the traffic that would go upon them. If this tramway is not constructed the Government will have to put down a metal road, which will be very costly, and which can only be worked upon during a few months in the year.
62. *By Col. St. Hill.*—Is there any road-metal in the neighbourhood? Yes; the road is laid down with metal in places.
63. *By Mr. Dobbie.*—Is it the intention of your company to erect smelting-works? Yes. We expect to get the smelting for all the other companies turning out ore.
64. Can the machinery necessary for smelting-works be got in to the mine without a tramway? No, certainly not, unless a good road is made.
65. Supposing this tramway was not there, how would the mines get their ore out? Partially by packing it on horseback, and partially by means of drays. The acting manager informed me the other day that the drays had had to knock off altogether because the road was impassable.
66. With that means of getting ore to market, can these mines prove remunerative? No, they would require to be exceedingly rich to pay the cost of transit.
67. In that sense all these companies will be benefited by this tramway? Yes, very much.
68. What is the general character of the country in the immediate vicinity of the Godkin mine? It is essentially a silver-bearing district.
69. Is it of a rich character? Yes. Some of the sections have had a good deal of work done on them with very good results, and others are only waiting for better means of communication to commence operations.
70. Have you not a large quantity of ore at grass at your mine? Yes.
71. Will the construction of this tramway interfere with or injure any claim in any way? No.
72. Will it be a means of opening up the District? Decidedly it will.
73. Can this district be opened up at all unless there is communication with the outside world by means of a tramway? Not unless roads are constructed.
74. Could roads be constructed satisfactorily? They could not be constructed nearly as cheaply as a tramway.
75. Can you carry at less cost on a tramway than could be done on roads? Yes, very much.
76. And conferring power to carry upon your tramway is a necessity for that district, apart altogether from the interests of your own Company? Yes.
77. But you are building the tramway because you find it a necessity for opening up your mine? Yes. The other companies will be obliged to use this line, and it would not pay our company to construct the line and have other people's horses and trucks upon it unless we got some return.
78. *By the Chairman.*—What is the heaviest grade upon it? 1 in 20.
79. And what is the sharpest curve? $1\frac{1}{2}$ chains radius.
80. *By Mr. Dobbie.*—What will the line cost? About £700 per mile.
81. What is the total length to Waratah? About 13 miles, of which 7 miles 67 chains is constructed. It will cost in all between £9000 and £10,000.
82. *By Mr. Lewis.*—Is there much of the line of a grade of 1 in 20? We have about $1\frac{1}{2}$ miles of it in getting over the Granite Range. It is broken in places, however.

83. What is the gauge? 3ft. 6in.
84. And the rails? They are of wood.
85. What power do you expect to use? Horse-power.
86. Do you desire to take power to use locomotive engines if required? Yes.
87. *By the Chairman.*—Do you think this will interfere with any railway from Waratah to Zeehan? No; any such railway would have to keep on the other side of the range. If it once got into the valley of the Whyte River, I do not think it could get out again.
88. The present line surveyed from Waratah to Zeehan would not serve this district? No. Its nearest point would be about six miles away, on the other side of the range.
89. *By Mr. Lewis.*—What authority have you for the construction of your tramway beyond the Whyte River? A mining easement.
90. How far does it go? To Waratah, from our claim.
91. *By the Chairman.*—You posted your application for a mining easement from Whyte River Bridge to Waratah, and an application has also been made for an easement from Godkin's Mine to the Whyte River? Yes.
92. *By Mr. Lewis.*—Where did you post your notice in regard to the easement from Whyte River to Waratah? At Heazlewood and Waratah. The application was forwarded to the Company's office, and the legal manager forwarded it to the Secretary of Mines.
93. Is it not possible that there may be lodes on some of these mining properties through which your tram goes, the working of which would be interfered with by your tram? No. If there were any such lodes we would have seen them in the construction of the tram-line.
94. Would it not be better to reserve a certain depth from the surface on the course of this line? I thought so, but it was explained to me by Mr. Dobbie that it would be better not to ask for it.
95. *By Mr. Dobbie.*—What width of land does the easement give you? Only the width of the road.
96. Would it be possible to convert that tramway into a railway at some future date? Yes, with a good deal of alteration.
97. *By Mr. Lewis.*—Have you had any trouble with regard to the timber? One company refused to allow us to cut timber, otherwise we have not met with any obstruction. Most of the trees that might be dangerous to the line are felled.
98. Is the timber good for rails and sleepers? Yes. It is stringy-bark, and is sawn out at various points along the line.

EDWARD MACE, *called and examined.*

99. *By Mr. Dobbie.*—What is your name? Edward Mace.
100. You are a mining manager and sharebroker? Yes.
101. Are you interested in any companies in the Heazlewood District? Yes, in a number of them.
102. Are you personally acquainted with the District? I am.
103. What is the character of the country? My opinion is that it will be a large ore-producing country when it is developed.
104. This plan on the table shows a tram that it is intended to construct from the Godkin Mine right into Waratah. Do you think that the construction of such a tram is expedient in the interests of all the mines in the locality? Most decidedly; it will benefit all of them.
105. Can the mines you are interested in be developed without the communication afforded by this tramway? They could be; but it would cost a great deal to develop them. This tram will enormously reduce the rates of transit, which would otherwise be so great that they would retard the development of the district for years.
106. Would the other companies be prepared to use that tramway, and pay ordinary rates for the carriage of their goods? They would be only too pleased to do so. It would be a great advantage to them.
107. *By Col. St. Hill.*—How many companies in that District are you interested in? In five in all, and I consider that this tramway will be a great benefit not only to those companies, but to many others. The various mines would run lines of tramway to join on to this one.

JOHN GODKIN, *called and examined.*

108. *By Mr. Dobbie.*—What is your name? John Godkin.
109. What are you? I am a mining prospector.
110. Are you well acquainted with the Whyte River District? Yes.
111. What is the value of the district as a mineral country? I believe it is second to none in the Colony.
112. Is not the communication at present very defective? Yes, it is.
113. Do you know the course of the tramway being constructed from the Godkin Mine to Waratah? Yes, I do.

114. In your opinion, would the construction of such a tramway be a benefit to all the mines in the District—leaving Godkin's out of the question? Yes, every claim in the District would benefit by it—such as Pyke's, Washington, Washington Extended, Washington Hay, Godkin's Amalgamated, Godkin's Extended, and Bell's Reward. All the claims in that district will be useless without some means of communication such as this tramway.

115. Are the owners of these claims willing to use the tramways, and pay reasonable rates for so doing? Undoubtedly, because none of the ores in this district will pay if they have to be carted. There must be railways or tramways to get them away. It is impossible to make a claim pay where you have to cart ores 10 or 20 miles.

116. Then we may take it that this tramway will be of great advantage to all the claims in this district? Yes, for miles round. There is no other outlet, and roads will be quite useless. A great deal of money has been spent upon the road from Trial Harbour to Zeehan, and yet it is almost impassable. This class of country must be opened up by railways or trams.

117. *By the Chairman.*—What did it cost the Godkin Company to cart some ore from their claim to Emu Bay? It was close on £7 or £8 a ton.

118. Unless this tramway, or one similar to it, is constructed, the district will have to remain as it is? Yes, that will be the case.

119. This tramway will be of commercial value to all the mines in the district as well as to the Godkin's? Yes, the whole lot is not worth £5 without it.

HENRY CLIFFORD PENN-SMITH, *called and examined.*

120. *By Mr. Dobbie.*—What is your name? Henry Clifford Penn-Smith.

121. You are legal manager of the Godkin Silver Mining Company, No Liability? Yes.

122. The company, I believe, are applicants for certain mining easements? Yes, No. 313-87w and No. 362-87w. The first is from Godkin's Mine to the Whyte River Bridge, and is dated 11th June, 1890. The second is dated 17th January, 1891, and extends from the Whyte River Bridge to Waratah.

123. Practically, there is one easement from the mine to Waratah, covered by two applications? Yes.

124. Was any permit obtained for the construction of the tramway? Verbal permission was obtained from the Secretary of Mines, on the understanding that the plans should be lodged as soon as possible.

125. You are not yet in a position to lodge the necessary plans? The survey of the first easement will be lodged this afternoon, and the survey of the constructed portion of the second easement is also ready to be lodged.

126. So that everything in regard to these easements is in order? Yes.

127. What is the capital of the Company? £100,000, with an uncalled capital of £12,500.

128. What amount has been expended upon the mine? Approximately, £12,500 upon the mine and the works connected with it.

129. What is it anticipated that the tramway will cost? £700 per mile is the contract price.

130. What is the length of it? About 14 miles.

131. Do you know the country yourself? Yes.

132. Can you give any evidence as to the value of this tramway to other mines in the locality? Yes; we are continually being asked to carry for other people, and we are carrying for them now without remuneration. This tramway is the only means of getting things into the field, as the road is impassable.

THURSDAY, SEPTEMBER 10, 1891.

HENRY CLIFFORD PENN-SMITH, *recalled and examined.*

133. *By Mr. Dobbie.*—Have you any further evidence to put forward? I produce a plan initialled by the Secretary of Mines showing approximately the land lately taken up in the Whyte River District.

134. Have you the applications for the mining easements? No, they are in the Mines Office. We have lodged the plans of the first section, which has been completed under the first easement, and we have formally applied for a written permit to go on with the construction of the remainder of the work.

135. Do you know if it has been approved? Mr. Belstead received it as correct.

136. And you have made application for a formal permit to continue the work of construction under the second easement? Yes; the work under the first easement has been completed.

137. You say that the tramway authorised by the first easement has been constructed? Yes, and the plans deposited with the Secretary of Mines.

138. And you have applied for permission to continue work under the second easement? Yes, we have applied for a written permit. We had previously a verbal permit from the Secretary of Mines and the Minister of Lands.

139. Have you received the permit? Not yet.

[Godkin Tramway.]

140. But the application is lodged in the office? Yes, and the fees paid.

141. *By the Chairman.*—Do your directors require any further concessions than are asked for in the new clauses which it is proposed to insert in the Bill? No, they will suffice.

142. Was authority given at an extraordinary meeting of the shareholders in the Godkin Silver Mining Company for the construction of this tramway? Yes.

143. Were the minutes confirmed at that meeting? I believe that they were, but I have not got the minutes with me.

144. But you are satisfied in your mind that authority was given to the directors to construct this tramway? Yes.