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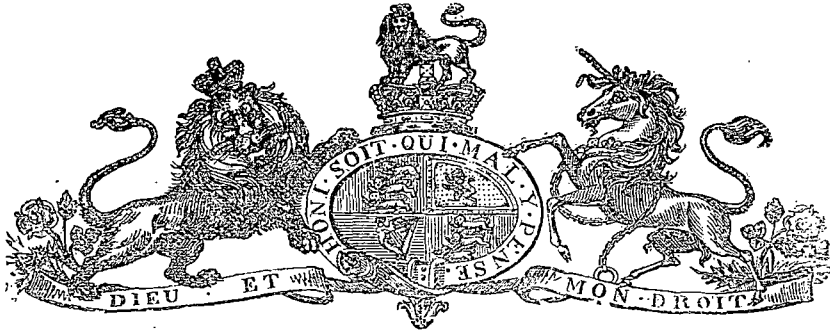
1891.

PARLIAMENT OF TASMANIA.

“A BILL TO AUTHORISE THE CONSTRUCTION
OF THE ZEEHAN AND NORTH DUNDAS AND
MOUNT READ TRAMWAY OR RAILWAY :”

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

Brought up by Mr. Conway, and ordered by the House of Assembly to be printed,
August 19, 1891.



SELECT COMMITTEE appointed, on the 13th August, 1891, to enquire into and report upon "A Bill to authorise the Construction of the Zeehan and North Dundas and Mount Read Tramway or Railway."

MEMBERS OF THE COMMITTEE.

MR. REIBBY.
COL. ST. HILL.
MR. HAWKES.
MR. CONWAY.

MR. C. B. M. FENTON.
MR. CRISP.
MR. FEATHERSTONE.

DAYS OF MEETING.

Thursday, 13th August ; Friday, 14th August ; Tuesday, 18th August ; Wednesday, 19th August.

WITNESSES EXAMINED.

Francis Belstead, Secretary of Mines ; Leo Susman, Investor ; Charles W. Jones, Civil Engineer ; Edward Mace, Legal Manager ; W. T. H. Brown, Conservator of Forests ; John Bradley, Sharebroker ; Alexander Stewart, Melbourne, Capitalist ; John Godkin, Prospector ; Alfred E. Conliffe, Mining Manager ; William Johnstone, Prospector ; J. J. Martin, Mining Investor ; Hugh O'Doherty, Investor ; Poggi Giovanni Maria Morris, Investor and Mining Manager ; George Macfarlane, Representative of Promoters of the Scheme.

MINUTES OF PROCEEDINGS.

THURSDAY, AUGUST 13, 1891.

The Committee met at 3:30 P.M.

Present.—Mr. Conway, Col. St. Hill, Mr. Featherstone, Mr. Fenton, Mr. Hawkes, and Mr. Crisp.

Mr. Featherstone was unanimously voted to the Chair.

Resolved, That the Petitioners be heard by Counsel.

The Chairman laid upon the Table the Petition praying for leave to introduce the Bill (Appendix A.)

Ordered, That the following witnesses be summoned to attend and give evidence before the Committee at 10 A.M. on Friday, the 14th instant :—J. G. Morgan, Assayer, Liverpool-street ; E. Mace, Mining Agent, Collins-street ; A. Conliffe, Prospector, Collins-street ; Francis Belstead, Secretary of Mines ; A. Stewart, Coffee Palace ; C. W. James, Engineer, Town Hall ; C. E. Knight, Macquarie-street ; Wm. Cowburn, New Town ; John Godkin, Collins-street ; W. T. H. Brown, Conservator of Forests ; W. M'Loughlin, Coffee Palace ; W. Johnstone, *All Nations Hotel* ; H. O'Doherty, Elizabeth-street ; Richard Crosby, Broker, Elizabeth-street ; Leo Susman, Murray-street ; J. J. Martin, Collins-street ; H. Nickolls, Legal Manager, Elizabeth-street ; John Bradley, Elizabeth-street ; M. Morris, *All Nations Hotel*.

The Committee adjourned at 3:45 P.M. until 10 A.M. on Friday, the 14th inst.

FRIDAY, AUGUST 14, 1891.

The Committee met at 10:15 A.M.

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

The Minutes of the last meeting were read and confirmed.

Mr. George Macfarlane, Representative of Promoters, was admitted with his Counsel, who addressed the Committee in support of the Preamble of the Bill.

Mr. Macfarlane laid a plan of the proposed Railway upon the Table.

Mr. Francis Belstead, Secretary to the Mines Department, was called in and examined by Counsel.

Mr. Belstead produced a plan showing the direction of the proposed line.

Mr. Belstead withdrew.

Mr. Leo Susman was called in and examined.

Mr. Susman withdrew.

Mr. C. W. James was called in and examined.

Mr. James laid a plan showing the proposed line on the Table.

Mr. James withdrew.

The Committee adjourned at 11.15 A.M. until 12 noon.

The Committee met at 12.15 P.M.

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

Mr. Mace withdrew.

Mr. W. T. H. Brown, Conservator of Forests, was called in and examined.

Mr. Brown withdrew.

Mr. John Bradley was called in and examined.

Mr. Bradley withdrew.

Mr. Alexander Stewart, Capitalist, of Melbourne, was called in and examined.

Mr. Stewart withdrew.

Resolved, That the Chairman be requested to move the House for leave to sit again at 7.30 P.M.

Subject to the consent of the House, it was resolved that the Committee reassemble at 7.30 P.M.

The Committee adjourned at 1 P.M.

The Committee resumed at 7.35 P.M., and the Chairman reported that he had obtained the leave of the House for the Committee to continue its enquiry.

Present.—Mr. Crisp, Mr. Conway, Mr. Featherstone.

Mr. John Godkin, Mine Manager, was called in and examined.

Mr. Godkin withdrew.

Mr. Alfred E. Conliffe, Mining Manager, was called in and examined.

Mr. Conliffe withdrew.

Mr. William M'Loughlin, Mining Manager and Prospector, was called in and examined.

Mr. M'Loughlin withdrew.

When, there being no quorum, the enquiry was suspended.

Quorum formed, examination proceeded with.

Mr. William Johnstone, Prospector and Investor, was called in and examined.

Mr. Johnstone withdrew.

Mr. Joseph John Martin, Mining Investor, was called in and examined.

Mr. Martin withdrew.

Mr. Hugh O'Doherty, Mining Investor, was called in and examined.

Mr. O'Doherty withdrew.

Mr. P. G. M. Morris, Prospector and Mining Manager, was called in and examined.

Mr. Morris withdrew.

Mr. George Macfarlane, Representative of the Victorian Promoters of the Scheme, was called in and examined.

Mr. Macfarlane withdrew.

The Committee adjourned till Tuesday, the 18th inst., at 8 P.M. (subject to the permission of the House being obtained to sit at that hour.)

TUESDAY, AUGUST 18, 1891.

The Committee met at 8 P.M.

Present.—Mr. Conway, Mr. Crisp, Col. St. Hill, and Mr. Featherstone (Chairman).

The Minutes of the last meeting were read and confirmed.

The Preamble of the Bill was considered and passed.

The Bill was then considered Clause by Clause, and agreed to.

The Draft Report was tabled and considered.

Resolved, That the Chairman be requested to move for leave to sit again on Wednesday, the 19th inst., at 8 P.M.

At 9 P.M. the Committee adjourned until 8 P.M. on Wednesday, the 19th, (subject to the permission of the House being obtained to sit at that hour.)

WEDNESDAY, AUGUST 19, 1891.

The Committee met at 8 P.M.

Present—Mr. Conway, Mr. Crisp, Col. St. Hill, Mr. Fenton, and Mr. Featherstone (Chairman).

The Minutes of the last meeting were read and confirmed.

Clause 3 recommitted. Amended in lines 38 and 39 by striking out the words "to North Dundas, together with a branch railway from a point on the railway last aforesaid," and agreed to. (Mr. Conway.)

The Draft Report was then further considered and agreed to.

The Chairman was requested to present the Report to the House.

The Committee adjourned *sine die*.

APPENDIX A.

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

The humble Petition of William Marshall, of Sydney, in the Colony of New South Wales, Gentleman, Charles Eagle Knight and Alexander Stewart, both of Hobart, in Tasmania, Gentlemen, for and on behalf of a Company with limited liability, which it is intended to incorporate and register in the Colony of Victoria under the provisions of the Act of Parliament of that Colony, intituled "The Companies Act, 1890," under the name of the "Zeehan and North Dundas and Mount Read Tramway Company, Limited,"

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 ninth, sixteenth, twenty-third, and thirtieth days of June now last past;

In the *Mercury* and *Tasmanian News*, being public newspapers published at Hobart, on the ninth, sixteenth, twenty-third, and thirtieth days of June now last past;

In the *Zeehan and Dundas Herald*, being a public newspaper published in the District affected by the Bill, on the fifteenth, twenty-second, and twenty-ninth days of June last past, and the sixth day 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 the said Company when registered to construct a Railway or Tramway from the terminus of the Strahan and Zeehan Railway at Zeehan, in Tasmania, extending northerly, north-easterly, and again northerly in an irregular direction across Crown lands, various mineral sections held under lease, and various mineral sections held under applications for lease, to a point at or near mineral section No. 3165-87M, in the name of H. C. M'Guinness, on the Pieman River, at North Dundas, in Tasmania, together with a branch Railway or Tramway extending from a point on the proposed line of Railway or Tramway distant about six miles from the said Terminus of Strahan and Zeehan Railway at Zeehan aforesaid, north-easterly and easterly in an irregular line across Crown lands, mineral sections held under lease, and mineral sections held under application for lease, to a point at or near mineral section No. 3585-87M at Mount Read, in Tasmania, applied for in the names of William Cowburn and A. E. Conliffe, and also such extensions and branches of and to such Railways or Tramways, or alterations or variations thereof, as may be authorised by the Parliament of Tasmania, to construct, maintain, and repair the said Railways or Tramways, together with all 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 Railways or Tramways by 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 Railways or Tramways 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," 21 Victoria No. 11.

To construct and work the said Railways or Tramways over public roads and streets.

To demand and take tolls and charges for passengers and goods carried on the said Railways or Tramways.

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

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

To sell or lease the said Railways or Tramways, 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 all clauses usual in Bills of such a nature for enabling the said Company 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-second day of July, one thousand eight hundred and ninety-one.

ALEXANDER STEWART.
CHARLES EAGLE KNIGHT.

Witness—J. A. JOHNSON.

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 of the Bill.

Your Committee recommend the following Amendment in Clause 3:—"That the words 'to North Dundas,' together with a branch railway from a point on the railway first aforesaid,'" in lines 38 and 39, be struck out.

In all other respects your Committee would recommend the Bill thus amended to the favourable consideration of your Honorable House.

CHAS. E. FEATHERSTONE, *Chairman*.

Committee Room, 19th August, 1891.

EVIDENCE.

FRIDAY, AUGUST 14, 1891.

FRANCIS BELSTEAD, *called and examined.*

1. *By Mr. Dobbie.*—What is your name? Francis Belstead.
2. You are Secretary of Mines in this Colony? Yes.
3. Have you been aware that the promoters of this railway intended applying for a Bill? Yes, I heard it through the newspapers.
4. Do you know the course the proposed line is to take? Yes, I have a plan here showing it.
5. Will the line traverse valuable mineral properties? Undoubtedly it will.
6. From which the Crown is deriving a large amount of revenue? Yes.
7. Does that apply to the whole course of the line? Yes.
8. And to both branches of it? Yes, with the exception of a little piece near the terminus, and that is gradually being filled up.
9. Do you know Mr. Stewart, one of the promoters of this bill? I think I do.
10. Can you tell the Committee whether or not he is largely interested in mining leases in the vicinity of the proposed line? His name appears as being interested in many of them.
11. Does that apply also to Messrs. Cowburn and O'Doherty? Yes.
12. Mr. Cowburn has applied for mining easements at the termini of both branches of this line? Yes, one at each terminus.
13. Before a mining easement is granted the applicant must be the proprietor of the lease? Yes, that is the law.
14. Can you produce a letter dated February 17, 1891, addressed to the Minister of Lands and Works by Mr. Watchorn? No, I have not got it.
15. Is the latest survey of mineral sections shown on this plan produced by Mr. James? Yes, the latest is July, 1891. There are hosts of other sections applied for that do not appear on the plan, as they have not been surveyed.
16. *By Col. St. Hill.*—Is there a township laid out at Dundas? There is.
17. *By Mr. Conway.*—Whereabouts is it? I cannot tell you exactly, but it is near the terminus of the Zeehan-Dundas line. It has been surveyed.
18. It is on mineral sections? Yes, the whole country there is leased.
19. *By Mr. Dobbie.*—Can you tell the Committee the area of land leased and applied for in the vicinity of this proposed Railway? I can give you a close approximate. The number of applications is 400, the area applied for is 21,257 acres, and the rental at 5s. per acre would amount to £5314.

LEO SUSMAN, *called and examined.*

20. *By Mr. Dobbie.*—What is your name? Leo Susman.
21. You are a shareholder and director in various Companies at Zeehan and Mount Read and the vicinity generally? I am.
22. You are largely interested in the mining fields at Zeehan, Dundas, and Mount Read? I am.
23. Do you know the course it is proposed that this railway will take? I have seen the plan.
24. Can you inform the Committee as to the necessity of a railway as proposed to North-east Dundas and Mount Read? I believe the marvellous mineral resources of the country will be utterly useless without a railway.
25. Is there not a large expenditure of money going on there in anticipation of railway communication? I believe so.
26. Unless there is a railway that expenditure would be of no use? Of no earthly use.
27. To get the ores to market a railway is absolutely necessary? Yes, it is indispensable.
28. Would it be possible to make roads which would answer the purpose? It would be of no use making roads, as they would ultimately cost more than a railway, and not give half the facilities that a railway would afford.
29. Are you acquainted with any of the Promoters of this railway? I know Mr. Macfarlane, Mr. C. E. Knight, and a few others.

[Zeehan, Dundas, and Mount Read Tramway.]

30. From the character of the names mentioned, have you any doubt as to the *bona fides* of these people, or of their power to undertake the work if the Bill is passed? Not the slightest.

31. *By Mr. Conway.*—If these people cannot form a company, they are prepared to do the work themselves? I think they are men of substantial means, and able to carry out the project.

32. *By the Chairman.*—Do you know Mr. Knight? Yes. It is certainly within his means.

33. Do you think it is within his means to do it privately if a company cannot be floated? Yes.

34. *By Mr. Dobbie.*—Is capital being largely invested in the locality? Yes, I believe that to be the case.

35. *By the Chairman.*—Have you visited the field? No.

36. Or Mount Zeehan? No.

CHARLES WORDSWORTH JAMES, *called and examined.*

37. *By Mr. Dobbie.*—What is your name? Charles Wordsworth James.

38. What are you? I am a civil engineer.

39. Have you made a survey, under instructions, of the line from Zeehan to North Dundas and Mount Read? Yes, of the line the railway is to take.

40. Do you produce the plan? Yes. [Plan produced, and marked No. 1.]

41. It shows the general direction of the line? Yes.

42. Generally speaking, the line as shown on that plan is the line that will be constructed if this Bill is passed? Yes.

43. What will be the maximum gradient? 1 in 40.

44. And the curves? There will be none sharper than 5 chains radius. There will probably be a couple of 5-chain curves to the mile, and all the rest will be easy curves. Any alterations made will be in the direction of improving the character of the line and lessening the curves.

45. The line passes through mineral leases all the way? Yes, there are leases applied for which this plan does not show.

46. Is there any route as practicable as the one you show in your plan? I do not think there is.

47. Is it the only practicable one for serving that country? Yes, it is the only one to Mount Read and to the mineral sections at North Dundas, with which it is proposed to communicate.

48. Is that line the only one by which the mines in that country can send out ore and take in machinery? Yes, it is.

49. What is your opinion as to the necessity of that line? I consider that it is absolutely necessary to have the railway there to get machinery and stores to the mines, and to send ore away.

50. Without that line the country cannot be developed? No, because roads in that country would never stand any heavy traffic upon them.

51. Would supplying mining machinery make very heavy traffic? Yes.

52. Is proper road metal to be obtained in that district? No metal fit for road-making is to be got there; all the roads are corduroyed.

53. Some of the roads would have to have very heavy grades? Yes, the grades on some of the hills are 1 in 10.

54. Would it be possible to get heavy machinery over such roads? No, it would be impossible to get heavy machinery over some of the roads, or to cart heavy goods upon them with despatch. A railway only will serve that country, and a railway such as this is absolutely necessary.

55. Have you examined the geological formation of the country? Yes, I took considerable notice of it.

56. What do you think of the resources the railway would open up? It would pass through mineral leases the whole way. Everywhere there appears indications of mineral formations of one kind or the other.

57. Do your remarks apply to North Dundas as well as to Mount Read? Yes, I speak of both branches of the railway.

58. And until communication is provided all that mineral wealth will lie idle? Yes; if the railway were there a great deal more work would be going on at the mines.

59. Can you strongly advocate a railway such as this? Yes, and a railway only, because satisfactory roads could never be made.

60. Have you noticed work going on in the various mines? Yes, in several of them.

61. In the vicinity which will be served by this railway? Yes, in the Madame Melba, Nevada, Silver Treasure, Zealandia, Fortuna, Murchison, Success, Stella, amongst others.

62. Can you speak from your own knowledge as to the capital already expended on the mines in the locality? From information I have received, and from the operations I have seen going on, I think there must be a large amount of capital expended.

63. Is there any railway projected which will serve this country as well as the one proposed in this Bill? The Government are surveying a line somewhere to the north, but it will never be of any use to the mines at North Dundas and Mount Read. It would not be of service in the way this proposed railway would be.

64. *By the Chairman.*—Is the line of railway shown on the plan laid down from actual survey by yourself and your assistant? Yes.

65. How long did the work take you? About six or seven weeks altogether.

66. How many assistants had you? We had eight in the party.

67. Can you give the estimated cost of the whole survey? It is about £500.

68. Can you give an idea, roughly speaking, of the cost of the whole work? It will cost the same as the Government lines—about £4000 or £5000 per mile.

69. How many miles are there in the railway? About twenty.

70. Then the whole thing will cost close on £100,000? Yes, something like that.

71. Do you know any of the promoters of this Bill? Yes, some of them.

72. Supposing they cannot form a company to do this work, is it within their means to carry it out themselves? From what I know of them I should think it was.

73. *By Mr. Conway.*—Is there any necessity for a tunnel on this line? No.

74. The projected line from Waratah to Zeehan would not accomplish what this line is intended to perform? No.

75. Do you consider that this would be a feeder for the main lines? Most decidedly. It would bring a great deal of traffic to the Government lines.

76. Would the nature of the country admit of the rate of speed that is provided for in the Bill? Yes.

77. For a mineral line don't you think that 12 miles an hour is rather high? No; I have gone over some of those lines at 40 miles an hour. We are providing on the steepest grades for flats at every half mile, as far as we are able, the same as the Government do at present.

78. Your survey is made on the lines that the Government adopt for steep grades? Yes.

79. Have you any sections taken? They are not yet complete.

EDWARD MACE, *called and examined.*

80. *By Mr. Dobbie.*—What is your name? Edward Mace.

81. What are you? I am a sharebroker and manager of mining companies.

82. In both capacities you are largely interested in Zeehan, Dundas, and Mount Read? Yes.

83. You are manager of several companies carrying on business in these localities? Yes, and there are also a large number of claims there that would start work if a railway was opened.

84. Is the country it is proposed to take this railway through rich in minerals? Yes, from all known I believe this is a rich district.

85. And the railway is necessary for the development of the country, and to allow machinery and stores to be brought in, and ore sent away? Yes; without a railway the country is valueless.

86. Do you know the locality? Yes.

87. Is it possible to afford the communication required by means of roads? No, it cannot be done. The cost of cartage would be too great. We have had some experience of that at Zeehan; and this country is worse. There is a lot of ore at Zeehan waiting to be taken away, as the roads are practically useless through the high rate of cartage.

88. Is there any material fit for road-making in the district? There is plenty of ironstone and hard slate.

89. But the cost of transit would render roads useless? Yes.

90. And therefore a railway is absolutely necessary? Yes.

91. Is there not a large expenditure of money going on on the mines in the vicinity of this proposed line? Yes; I am the manager of two companies at work there, but we have had to stop suddenly through the failure of the V.D.L. Bank, but as soon as that is settled we will go on again. I am also floating two companies on the line of the proposed railway, where there will be a large expenditure. There are a number of other companies which will start work immediately; it is known that the railway is being gone on with.

92. Do you think this railway would be the means of introducing a large amount of capital from the other colonies? Yes.

93. Do you know any of the Promoters? Yes, I know Messrs. Cowburn, Stewart, and Knight.

94. From your knowledge of these gentlemen, can you speak as to the *bona fides* and substantial character of the Promoters? Whatever Mr. Knight goes into he can find the funds to carry out.

95. Do you think the Promoters can find the funds required, supposing they fail to form a company? Yes.

WILLIAM THOMAS HENRY BROWN, *called and examined.*

96. *By Mr. Dobbie.*—What is your name? William Thomas Henry Brown.
97. You are Conservator of Forests in Tasmania? Yes.
98. Have you recently visited Zeehan and Dundas? Yes.
99. Did you meet Mr. C. W. James there? Yes.
100. And did you go over the proposed line of railway he was surveying? Yes, I went over the whole of the proposed route from Zeehan to Mount Read.
101. Can you speak as to the richness of the country? I believe it is very rich towards the Mount Read end.
102. Is there any agricultural land in the vicinity? There are some very good patches from the dividing range on towards Mount Read.
103. Is there any timber? There is some very fine timber. The myrtle is exceptionally good. There is also a little blackwood.
104. Do you think that a railway is necessary from what you saw of the country? There must be a route through that country, and I should certainly say that a railway is preferable.
105. All the roads in that district are of corduroy? Yes.
106. And the cartage of heavy stuff over those roads is impossible? Almost impossible. Constructed mostly on wet boggy land, and blinded with the best material at hand, which soon turns to mud, rendering them slippery and dangerous for traffic. The maintenance of these roads must be very heavy, and their state at all times unsatisfactory. This line would thoroughly open up the country, as all the mines would make their own trams to the railway.
107. That would relieve the Treasury of the cost of making roads? Yes.
108. Do you consider that the construction of this railway would meet a public want? Clearly.
109. Do you consider it is a necessary work, considering the agricultural land and timber there is there? Most decidedly.
110. Is there any wood there which would provide a supply of firewood? The line goes through forests of it. We would have seen more of the country had it not been for the quantity of timber on the ground. The whole country was covered with it as far as we could see from the hilltops.
111. That applies from the dividing range on to Mount Read? Yes; and further back there is any quantity of timber.
112. *By Mr. Conway.*—Do you think this line will supply a great want in the development of the mineral resources of the country? Yes.
113. If carried out, would it meet all requirements? Yes.
114. And it would prevent the Government the necessity of doing the work themselves. Yes.

JOHN BRADLEY, *called and examined.*

115. *By Mr. Dobbie.*—What is your name? John Bradley.
116. What are you? I am a sharebroker and mining investor.
117. Are you acquainted with the country round Zeehan, Dundas, and Mount Read? Not for the past two years, and my inspection was confined to Mount Zeehan only.
118. Have you been on the field? I was there for two days two and a-half years ago.
119. From your business as a sharebroker and investor do you know anything of the mineral resources of the country from North Dundas to Mount Read? According to the trust we can put in others, there must be some valuable lodes in that district.
120. Is there any large amount of capital invested in the mines in that locality? Yes, there are a number of good substantial companies there.
121. Do you think a railway there is a necessary work? I should think it was, considering how much cheaper railways are to construct and maintain than first-class main roads.
122. From your knowledge of broking and investing, can you give us any information as to the necessity of means of communication where so many sections are taken up? I think the whole community can be of only one opinion as to the necessity of providing railways to different parts of the field.
123. Communication is necessary to allow of these mines being profitably worked? It is a matter of vital importance.
124. And you think that a railway is the most preferable means of providing communication? Yes, a thousandfold.
125. *By Mr. Conway.*—Do you think that this railway will induce mine-owners to put in feeders from the various mines? I am sure it will. Any company with a good capital would be only too willing to put a short tram in; it would be to their own advantage to do so. Some will even anticipate matters if there is a certainty of this line being carried through.
126. As an old Government official, what is your opinion in reference to the relative values of macadamized roads and trams? Tramways are far and away cheaper, both to construct and maintain.

127. *By the Chairman.*—And there is no comparison in regard to reproductiveness? No; a main road returns nothing, and it takes a great deal of money to maintain.

128. *By Mr. Conway.*—Did you see any part of that country likely to produce metal suitable for making roads to bear the traffic of a mining district? No; during my short sojourn there good stuff was very scarce. In some parts there was some good gravel.

129. *By the Chairman.*—Was there any ironstone? It was very scarce, and it is really the foundation for roads. As a rule, good road-making stuff is scarce there. My visit there was a hurried one.

ALEXANDER STEWART, *called and examined.*

130. *By Mr. Dobbie.*—What is your name? Alexander Stewart.

131. You are a Melbourne capitalist? Yes.

132. Do you know the Bill now before the Committee? Yes, I am one of the promoters.

133. You are one of the trustees for a substantial syndicate in connection with this Bill? Yes.

134. You are largely interested in the Zeehan and Dundas fields? Yes, I am one of the pioneers of the Dundas field.

135. Have you acquired leases of land for mining and obtaining fluxes? Yes, in North Dundas and North-East Dundas. I have two in North Dundas for fluxing purposes, and one in North-East Dundas.

136. You are in a position to introduce strong capital to carry out any adventure you may engage in? Yes.

137. Has a company been formed to carry out the objects of this Bill in the event of its being passed? Yes, a Company has been already formed in Victoria and Tasmania.

138. How much capital can you provide? The company is only formed to carry on the limited work required at present.

139. Is it actually registered in Victoria? Yes.

140. Have you had leases marked off in the name of Mr. Cowburn in connection with mining easements? Yes, on the banks of the Pieman, at the termini of the railway.

141. Have you been the means of introducing capital into the portions of the field that the proposed railway will serve? Yes, I have.

142. Is the railway a necessary work? It is highly necessary, because there are richer ores at North-East Dundas and Mount Read than any other part of the field.

143. Unless means of communication are provided, the capital you have invested in the field will prove unproductive? Yes; unless this railway is constructed, we will never be able to get our machinery in or our ores out.

144. Is the country well timbered? Yes, and well watered as well. Some of the finest timber, as well as limestone, marble, and ironstone, is to be found on Section 2518.

145. Have you had any experience at Broken Hill? Yes, for nearly 8 years.

146. If the railway was completed would it cause the introduction of capital to develop the different mines? It is the very thing that outside capitalists are waiting for. At present the country is all locked up and the properties are lying idle. Some of the mines have 100 or 200 tons of ore lying there that they cannot get away.

147. There are instances where ore has actually been won from the ground and is lying worthless because it cannot be got away? Yes, many of them.

148. The field is important in regard to the fluxes required for smelting? Yes, because when the ores are sent abroad it is only the very rich ones that can be sent; the poorer ones must be treated on the spot. We have found fluxes in various places at Mount Read and North Dundas.

149. If the railway was constructed would smelting works be put up there? Yes, that is what we are waiting for.

150. The smelting would be done on the spot? Yes, to the greater profit of the mining properties.

151. *By Mr. Conway.*—Have you travelled through the District? Yes.

152. Have you seen any stone that would be suitable for the construction of macadamized roads? I have not, but I have seen timber and water in abundance. Apart from ironstone, there is no material suitable for road-making.

153. *By Mr. Dobbie.*—There would be a difficulty in constructing roads for the want of suitable metal? Not only that, but also on account of the heavy expense it would entail to maintain them. The corduroy roads will not stand the heavy traffic. The Trial Harbour road is an instance of that; it has already cost more than a railway would.

154. The only practicable thing, and the cheapest in the end, is a railway? Yes, to carry machinery and get ore out.

155. What is your view as to the means of communication from the different mines to the line? Branch lines will be constructed by the mining companies themselves.

156. That will relieve the Government from the cost of making roads and trams? Yes, the companies are only too willing to do so. If the trunk line is constructed they will provide the branch lines. I have consulted nearly all the principal proprietors on that point, and I know they are only too willing to make these communications.

157. *By the Chairman.*—What is the capital of the company? We can provide £100,000.
158. Supposing the concession is granted, when will you start work? We will proceed without any delay.
159. *By Mr. Conway.*—As soon as the Bill passes you are prepared to commence the contract surveys and get the tenders out within six months? Yes.
160. When will you be ready to carry ore? We will be able to carry ore from the Madame Melba and that locality in a very short time. I have been misunderstood, as it would take at least six months to make a permanent survey.
161. *By Mr. Dobbie.*—This is not a company for building this railway? No.
162. It is simply a company formed to raise the preliminary expenses connected with this Bill and the survey? Yes.
163. The intention is to enlarge the company if the Bill passes? Yes.
164. *By Col. St. Hill.*—How do the prospects of this field compare with those of Broken Hill? Very favourably. I have had 34 years' experience in mining, of which 7 or 8 were passed at Broken Hill, and I have no hesitation in saying that this is a marvellous field. There are payable ores over a great range of country, and the deeper we go the richer the ores are.
165. *By Mr. Conway.*—The construction of this railway would be a great boon to mine-owners at North-East Dundas and Mount Read? Most decidedly.
166. And it would relieve the Government of the task of constructing roads, which would not give the same facilities? Yes, the Government would not require to make any tracks.

JOHN GODKIN, *called and examined.*

167. *By Mr. Dobbie.*—What is your name? John Godkin.
168. You are a mining prospector? Yes.
169. Do you know the country at North-East Dundas and Mount Read? Yes.
170. Do you know the country through which the line indicated on the plan runs? Yes, I have been right out to North Dundas and Mount Read.
171. From your personal knowledge of the country, do you think it is a rich one? There are some very good surface shows upon it, but no great amount of work has been done there yet!
172. The indications are very good? Yes, there is no doubt about that.
173. Do you think that the construction of this railway would lead to the development of these good surface shows? Yes, that country will be useless unless a railway is constructed there. Without a railway the country at Mount Read especially is not worth twopence.
174. There must be a railway to develop the country? Yes; it will be of great service to the whole country right through. Another party has made a branch railway from Zeehan, and unless the present company are prepared to go on with the work at once, it would be useless to let them have the Bill.
175. In the event of this railway being constructed at once, what is your opinion as to the benefit it will be to the country? It would be of the first importance.
176. *By Mr. Conway.*—Would it not be a waste of money to construct roads there? Roads are quite useless in that country.
177. And the only method of giving communication is by a railway? Yes, that is the only way you can do it.

ALFRED EBENEZER CONLIFFE, *called and examined.*

178. *By Mr. Dobbie.*—What is your name? Alfred Ebenezer Conliffe.
179. You are a mining manager? Yes.
180. You are interested in mines at the termini of this proposed railway? Yes.
181. You are also manager of Conliffe's Company at East Dundas? Yes.
182. Do you know the general character of the country this line will traverse? Most of it.
183. What is your opinion of its richness? It is very good.
184. Does that apply to the whole of the country from Zeehan to Mt. Read and away to Dundas? From 2½ miles from Zeehan to Mt. Read and North Dundas the country is very rich in minerals.
185. Would this proposed railway be a means of developing that mineral land? Yes.
186. Do you think the communication a railway like this would supply is necessary for the district? Yes. It would be the means of sending away many thousands of tons of ore that could not be got out otherwise even with roads.
187. *By Mr. Conway.*—Do you think a road could be constructed that would give the same facilities as a railway? A road could be constructed, but it would not give the same facilities.
188. Has any stone, such as bluestone or ironstone, suitable for road-making, been found in that locality? The only stone is ironstone, and that is only found near the Comet.
189. The dividing range would prevent its being got on to any road in the country this railway will traverse? Yes, it would.
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WILLIAM M'LOUGHLIN *called and examined.*

190. *By Mr. Dobbie.*—What is your name? William M'Loughlin.

191. What are you? I am a mining manager and prospector.

192. Are you acquainted with the country from Zeehan to Mt. Read and North Dundas? Yes, especially North Dundas.

193. Are there not valuable shows all along the road? Yes. We have 100 tons of rich ore at the Madamè Melba No. 1. The richest ore is in the direction of North-East Dundas, where there is every indication of permanent lodes.

194. Speaking generally of the country the proposed railway will pass through, are you of opinion that it is rich in mineral ores? Yes, as far as the indications go. I have been mining all my life, and in all the Colonies, and I never saw better surface shows than in the country which this railway will traverse. There are two lodes running right through the country.

195. In your opinion is a railway such as that proposed really necessary? Yes, it is. It will open three-fourths of Dundas.

196. Is there any way in which that country can be developed other than by a railway? No, unless enormous expense is gone to in making roads. The roads would cost more than a railway, when you take into consideration the cost of maintenance.

197. Would any road be capable of serving that district? No, because the expense of carting away the ores from the mines would be enormous.

198. The railway is more practicable and more economical? Yes.

199. And absolutely necessary for the development of the country? Yes. The line that goes to Dundas cannot go beyond Maestri's, and would be no use to North-West or North-East Dundas.

200. If the railway is constructed, would the mine-owners construct feeders to connect their mines with it? They would be only too glad to do it.

WILLIAM JOHNSTONE, *called and examined.*

201. *By Mr. Dobbie.*—What is your name? William Johnstone.

202. What are you? A prospector and investor. I was the first discoverer, with Frank Long, of Mount Zeehan, nine years ago.

203. Subsequent to that you were one of the pioneers of Mount Dundas? Yes, Lambie was the first man to take up ground there, and I was the second.

204. Do you know that country? I know North Dundas and Mount Read very well; I have also been through North-East Dundas.

205. What is your opinion, as a prospector, of the character of the country? North Dundas is very rich in silver,—I have invested in a great many properties there. North-East Dundas I believe to be equally as good; the line seems to wind through several properties that I know to be very rich.

206. What do you think of the proposed railway? I think it is a great necessity, and one that should be pushed on as fast as possible; that country is not adapted for macadamized roads,—in fact they are not practicable, and railways are therefore necessary.

207. Do you think the construction of this railway would lead to the investment of further capital in the field? Undoubtedly it would; it is the want of railways—that is keeping capital out of the country.

208. Can these rich properties be developed without the communication this railway would provide? No, it would be impossible, because heavy machinery could not be got into them, nor could the ores be got away. There are valuable properties lying idle there for want of the means of communication.

209. Do you know of any agricultural land on the route of this proposed railway? I have seen a good deal of it to the north and north-east of Zeehan, about where the junction of the two branches of this railway would be.

210. Is there any extent of it? Yes, there would be a good deal of it.

211. Is there any timber? Yes, there is some very good timber. Towards the Pieman there is some very good open timber country, with fine strong myrtles and blackwood.

212. Is there any firewood? There is abundance for all purposes.

213. Is there any large amount of capital in that field? Yes, there are a great many companies formed in Melbourne with big capitals; out in that district there are the Owen Meredith, Success, Success Extended, Murchison, and many others which will be benefited by that railway. Without the railway all these mines will be useless; some of them are getting out nice stuff, but it is impossible to get it away to market.

214. *By Mr. Conway.*—Would it be possible to construct roads in that district? Making roads would be a waste of money. We have an instance in the road from Trial Harbour to Zeehan, and the country about Dundas is worse. There is no material to make good macadamised roads.

215. This railway would introduce a large working population of miners? Undoubtedly; it would be the means of giving employment to a large number.

JOSEPH JOHN MARTIN, *called and examined.*

216. *By Mr. Dobbie.*—What is your name? Joseph John Martin.
217. What are you? A mining investor.
218. Are you acquainted with the country through which this proposed railway will run? Only by repute. From the description of the country I am convinced there should be a railway there. I believe it to be a rich mineral country, and in consequence of that I have invested largely in the district.
219. You think the railway is necessary for the development of the country? Yes, and the sooner we get it the better.
220. Until the railway is constructed you can get no return for your money? No, except in the scrip market.
221. You have not been on the field yourself? No.
222. Will you mention some of the mines in this locality in which you are interested? I am in the Kapi, Success Extended, Stewart and Bennett, and the Tomahawk.
223. Have you shown your confidence in the district by largely investing in it? Yes, I believe it to be the coming district of the world.
224. *By Mr. Conway.*—If the line is constructed will it not open up a large area of mineral country and give employment to a large number of men? I have no doubt about it.
225. And there will be no doubt of these companies commencing actual work? Not the slightest. As an investor, I hold more interest in property at Dundas and Zeehan than any man in Tasmania.
226. *By the Chairman.*—Have you any interest in this railway company? No, I hold no interests outside of mining.
227. Are you in favour of this work being carried out by a private syndicate? After experiences of the Government on the West Coast, I say let us have a change. The public works from Waratah to the King River are a failure, and would not pay 2s. 6d. in the £ for what they cost the Government.
228. Then you are in favour of this work being done by a private company? Yes.
229. *By Mr. Conway.*—Even supposing they came here to make a pot of money? If they make any, we will.

HUGH O'DOHERTY, *called and examined.*

230. *By Mr. Dobbie.*—What is your name? Hugh O'Doherty.
231. You are largely interested in mining ventures? Yes.
232. Do you know the country that this proposed railway will traverse? Yes. Dundas was not in existence when I was there. I am largely interested in North Dundas.
233. Do you think this railway is necessary for the development of the country? Yes, most decidedly.
234. You are one of the Promoters of this railway? I am interested in it.
235. From what you know of the field by repute, do you think it necessary that it should be developed? Yes. There are a great many companies working out in that district, including one that got 600 ounces to the ton from an assay of stuff got from the surface. There is the Success, Meredith, Embolite, and several more. It would be useless to make roads there, as it is a wet country, and when there is any traffic it takes a lot of money to keep the roads in order.
236. You think a railway is necessary, and would tend to the development of the country, and the expenditure of capital there? Yes.

POGGI GIOVANNI MARIA MORRIS, *called and examined.*

237. *By Mr. Dobbie.*—What is your name? Poggi Giovanni Maria Morris.
238. What are you? A prospector and mining manager.
239. Are you acquainted with North and North-East Dundas? Yes, I was there about nine months ago.
240. What is the character of the country? 30 years' experience leads me to think that it would be the largest field in the world if there was any means of getting to it. It is very rich.
241. Do you think the railway shown on the plan would be a serviceable one? Yes, it would open up that country all round. A road would be of no use on account of the heavy traffic. There are a lot of mines there that will remain idle until they get machinery, and unless a railway is constructed it will be impossible to get machinery in.
242. Such a railway would be of great benefit? Yes, to the whole community. Everyone there that I know of is in favour of this railway.

GEORGE MACFARLANE, *called and examined.*

243. *By Mr. Dobbie.*—What is your name? George Macfarlane.
244. You represent the gentlemen who are the promoters of this Bill? Yes.
245. Can you speak as to the powerful character of the syndicate? I can say that as soon as the concession is granted we are prepared to go ahead at once, and we have plenty of capital, both here and in Melbourne, to fully develop the scheme.
246. The whole scheme has been laid before Mr. Mais as Consulting Engineer? Yes; he is at present in Hobart.
247. Is he satisfied with it? Yes; he only made two or three modifications. He considers the Bill is properly drawn out, and fully efficient for the working of the railway.
248. In the event of the Bill passing, the people you represent would be in a position to commence work at once, and proceed energetically with the construction of the railway? Yes.