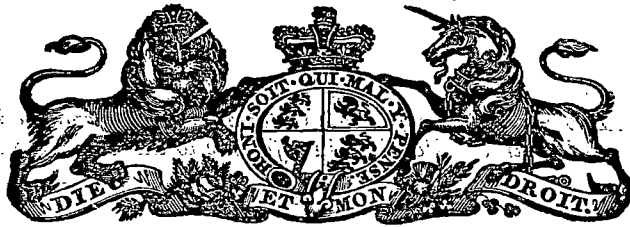


(No. 127.)



1869.

T A S M A N I A.

NEW NORFOLK BRIDGE.

REPORT OF THE SELECT COMMITTEE; WITH EVIDENCE.

Brought up by Mr. Butler, and ordered by the House of Assembly to be printed,
October 20, 1869.

SELECT COMMITTEE appointed on the 1st October, 1869, to enquire into and report upon the prayer and allegations in the Petitions in reference to the NEW NORFOLK BRIDGE.

MEMBERS OF THE COMMITTEE.

MR. BUTLER.	MR. DOUGLAS.
MR. COOK.	MR. JAMES SCOTT.
MR. BALFE.	MR. BARRETT.

DAYS OF MEETING.

12th, 13th, 14th, 15th, and 20th October, 1869.

WITNESSES EXAMINED.

William Stanley Sharland, Esquire; the Honorable Sir Robert Officer; Joseph Allport, Esquire; Captain Fenton.

Dobson 72 sh)

his Div 2 p^o on 40
sh as fully p^o 1000
~~1000~~ 1000

Mr Allports report
Mr Dobson held
72 shares

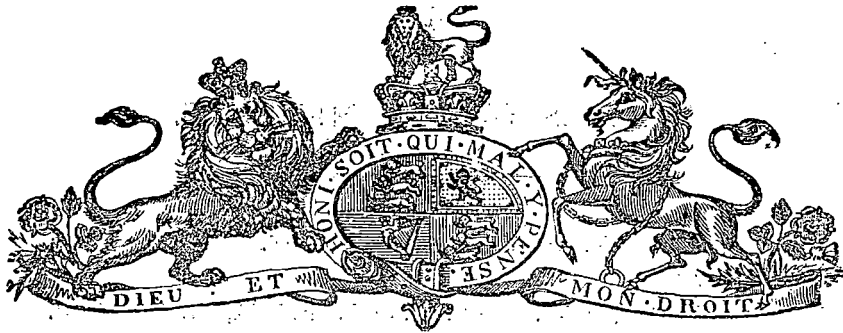
Mr Thurland reports
Mr Dobson found
£1000 or for
40 fully p^o shares
Thurman

4300 Cost.

3100
~~1600~~
~~1000~~

4800

47
97
56
7.5



REPORT.

YOUR Committee have enquired into the matter remitted to their consideration; and find that an Act was passed in 1839, making provision for the erection of a Bridge at New Norfolk over the River Derwent on certain Conditions, giving the Shareholders the power to levy Tolls, and pay fifteen per cent. in perpetuity on the Capital subscribed.

A Public Meeting was held at New Norfolk and a Company was formed to erect a Bridge in accordance with the provisions of the Act. The full number of Shares required were taken, and a Contract for the erection of the Bridge was entered into with Mr. Thomson for the sum of £4300, on the 1st January, 1840. A Despatch was subsequently received from Lord John Russell, Secretary of State for the Colonies, objecting to the principle of Tolls being levied in perpetuity, and recommending that the same principle be adhered to in future as was in force in Canada; viz.—that the period for which Tolls be levied should be limited, and the Bridge then pass over free to the District. The period recommended was Sixty years,—provided it was not too late to make the necessary alterations in the Bill.

A second Bill was passed in the Legislative Council limiting the duration of the period for which Tolls could be levied to Thirty years. An examination of the Proceedings of the Legislative Council, with the concurrent testimony of Sir Robert Officer, satisfied the Committee that the Bill was, in all probability, introduced with the Provision recommended by the Secretary of State, limiting the period during which Tolls could be levied to Sixty years. On the day fixed for the Third reading the Bill was re-committed,—Sir J. Pedder being then present for the first time,—and the Bill passed with a Clause limiting the time during which Tolls might be collected to Thirty years.

Subsequent to the passing of this second Act the majority of the Shareholders refused payment of their Shares.

The Contract for the erection of the Bridge was completed on the 2nd May, 1842; and, in accordance with its Conditions, the last payment of £1000. was made to the Contractor on 1st February, 1844, in fulfilment of the terms of the Contract. Twelve months after the erection of the Bridge, Captain Swanston, who had advanced such money as had been paid to the Contractor, sued W. S. Sharland, Esq., the Treasurer, in his capacity as Corporate Officer of the Shareholders, who were reduced to four; viz.—Mr. Dobson, who, on 30th April, 1841, paid £1000 on behalf of his Shares, W. S. Sharland, Esq., and Dr. Casey, who paid £100 each—the amount in full of their Shares—8th August, 1842, and Sir Robert Officer, who paid £100 in April 1844.

The responsibility of meeting this heavy liability was virtually imposed on Messrs. Sharland, Officer, and Casey; and they were compelled to become personally liable for the repayment of the balance required for the erection of the Bridge,—a liability that was incurred on the faith of the first Bill, while the subsequent measure deprived them of the assistance of any other Shareholders.

The result of the enquiries of the Committee evidences that the provisions relating to the maintenance of the structure and the collection of Tolls have been complied with; but the important Condition, requiring that the Accounts should be audited and published half-yearly, has not been complied with. Account Books, however, have been kept; and the Committee have had compiled from them a half-yearly Statement of Receipts and Disbursements, which is appended to this Report.

The Committee have arrived at the conclusion that the financial arrangements have been carried out with economy and care, and have satisfied themselves that the Shareholders have not received any Interest on the money paid for their Shares, or in diminution of their Capital. They have been compelled to incur personal liability for very heavy amounts, and have not received any direct or indirect pecuniary benefit from the work which has been the cause of so much anxiety and care to them.

The Committee append copies of the public documents laid before them, and the evidence taken before the Committee.

Committee Room, 20th October, 1869.

HENRY BUTLER, Chairman.

MINUTES OF THE MEETINGS.

TUESDAY, OCTOBER 12, 1869.

The Committee met at 11 o'clock.

Present—Mr. Butler, Mr. H. Douglas, Mr. Barrett, Mr. Cook, Mr. Balfé, Mr. James Scott.

Mr. Butler was elected Chairman, and took the Chair.

The Committee adjourned to to-morrow at Eleven o'clock.

WEDNESDAY, OCTOBER 13, 1869.

The Committee met at Eleven o'clock.

Present—Mr. Butler, Mr. Balfé, Mr. Cook, Mr. H. Douglas, Mr. James Scott, Mr. Barrett.

Mr. W. S. Sharland, M.H.A., was in attendance, and gave evidence.

The Committee adjourned to to-morrow at Ten o'clock.

THURSDAY, OCTOBER 14, 1869.

The Committee met at Ten o'clock.

Present—Mr. Butler, Chairman, Mr. Balfé, Mr. Barrett, Mr. Cook, Mr. James Scott, Mr. H. Douglas.

Mr. W. S. Sharland and the Hon. Sir Robert Officer were in attendance, and gave evidence.

Mr. Joseph Allport was called in and examined.

Resolved, That Mr. Allport be authorised to cause an account to be prepared of the receipts and disbursements of the Bridge Company, to be taken from the Books of the Company in half-yearly accounts.

Resolved, That Captain Fenton be summoned as a Witness, to attend to-morrow.

The Committee adjourned to to-morrow at Eleven o'clock.

FRIDAY, OCTOBER 15, 1869.

The Committee met at Eleven o'clock.

Present.—Mr. Butler, Mr. Balfé, Mr. Barrett, Mr. Cook, Mr. James Scott.

The Hon. Sir Robert Officer, Mr. W. S. Sharland, and Captain Fenton were in attendance, and gave evidence.

Resolved, That the Committee adjourn to Tuesday next at Eleven o'clock.

WEDNESDAY, OCTOBER 20, 1869.

The Committee met at 11:30 o'clock.

Present—Mr. Butler, Mr. Cook, Mr. Barrett, Mr. Balfé.

The Chairman, Mr. Butler, reports that, in accordance with the instructions of the Committee, he has ascertained from the sole executor of the late Mr. Dobson (Mr. Henry Dobson) that he is willing to relinquish his interest in the Bridge for the sum of £1000. Also, that he telegraphed to Dr. Casey in Melbourne, requesting him to state what amount he required in liquidation of his claim, but has not yet received a reply.

Mr. W. S. Sharland, M.H.A., was in attendance, and gave evidence.

The Clerk laid on the Table the Accounts of Receipts and Disbursements of the Company received from Mr. Allport.

Mr. Joseph Allport was called in and examined.

The Committee considered and adopted the Report.

EVIDENCE.

WEDNESDAY, OCTOBER 13, 1869.

WILLIAM STANLEY SHARLAND, *Esq., M.H.A.*, was in attendance, and gave the following evidence.

To the Chairman.—I am aware of the circumstances under which the Bridge at New Norfolk was erected in September, 1839. I have been a Director since then. The Company was formed at a meeting duly convened on 23rd September, 1839. A Company was formed as a result of that meeting. The names of the original Directors were J. A. Gibson, R. Armstrong, W. S. Sharland, H. Thomson, and G. C. Casey. I cannot furnish a list of Shareholders. They appear in the deed of copartnership. I can show in the Minute Book when we called for and accepted tenders. We called for tenders on 14th October, 1839, and accepted on 13th January, 1840. The Bridge was completed on 23rd October, 1841; and the amount, £4300, was paid. Most of it was paid during the works. There were some extras, which I will furnish at another time. During the progress of the works in 1839, a great many of the original shareholders withdrew. A number, seventeen, were bought up by Mr. Dobson, who was the Clerk. Only three shares were paid up in full. Mr. Dobson paid up £1000 on account of the seventeen shares. Each share was £100, divided into quarter shares. Mr. Dobson purchased seventeen full shares. Mr. Dobson refused to pay his calls. Each of the three shareholders who continued the work were Sir Robert Officer, Dr. Casey, and myself. The full amount received from the shares paid up in full and those in part was £1300. The rest of the capital was borrowed. Captain Swanston, the Treasurer, advanced a large sum. I will furnish a list of those transferring their shares. Captain Swanston advanced £4000 at 10 per cent., for which amount Captain Swanston sued me as Treasurer, a corporate officer of the Company. This was within a year of the completion of the Bridge. Captain Swanston was paid £3900 2s. 5d. on the 1st January, 1846. In the meantime the Bridge had not paid interest at 10 per cent., and the debt had accumulated. The full payment to Mr. Thomson, the contractor, was on 2nd November, 1849. This was the final payment. In the meantime we paid interest at £10 per cent. The money to pay off Captain Swanston and Mr. Thomson was obtained from the Bank of Australasia at 6 per cent. on the 2nd November, 1849. No such accounts have been published in the *Gazette* as is required by the 23rd Clause of the first Act. They were not so published as they were complicated owing to having borrowed money from the Banks. The money was obtained from the Bank of Australasia, first, on personal security. The personal security was from Sir Robert Officer, Dr. Casey, and myself. Subsequently they called upon us to reduce the amount. We then paid off from our private resources £200 a quarter conjointly, and I borrowed £2000 on my own private property, from the Savings' Bank, at current interest. All the borrowed money was subsequently paid off by the proceeds of Tolls of the Bridge. Both the principal sum and interest. The shareholders, the three who paid in full, and Mr. Dobson who paid £1000, have received no dividend whatever up to the present time. The shareholders pay Tolls like other individuals. They have not, directly or indirectly, received any advantage. A contract had been entered into and money spent before the second Bill was passed.

THURSDAY, OCTOBER 14, 1869.

WILLIAM STANLEY SHARLAND, *Esq., M.H.A.*, was in attendance, and gave evidence.

To the Chairman.—The sum of £1400 and upwards was expended before the second Bill was passed. The liability was £4300 before the second Bill was passed. On 26th August, 1840, we received notice from the Clerk of the Council that the first Bill was not approved. The Secretary of State intimated that it was not usual to grant power to construct a Bridge with power to the shareholders to levy Toll for an unlimited period, and that he recommended the period should be limited to sixty years as in Canada. The authority for this statement is in a Despatch from the Secretary of State. I can furnish from the books the exact date when the three sums of £100 each and the £1000 were paid. Two items of £100 each, Dr. Casey's and my own, were paid in August, 1842. Sir Robert Officer paid £100 in 1844. Mr. Dobson paid the £1000 in April 1840 on behalf of shares which he had purchased. The executors of Mr. Dobson now hold the shares. Scrip for these shares was issued later. Mr. Allport can say when. They were issued in quarter shares of £25 each. I do not think there is any balance; there may be a very small balance. The accounts are not made up. There is a small sum to pay to Dr. Casey, and a small sum to myself, for which there are funds in hand. The Tolls on the Bridge are let for £400 a year. We are bound to spend money in repair, not the lessee. The Tolls are let yearly by tender. The usual expenses for maintenance, &c. are £50 a year. We were charged Road and Police Rate. Sometimes the cost has been £75 to £100. One year three piles had to be replaced, and sometimes quantities of drift timber have to be removed. The whole cost of the Bridge was £4718, paid before the month of January, 1842.

The Hon. SIR ROBERT OFFICER was in attendance, and gave the following evidence:—

To the Chairman.—The alteration in the Act was in consequence of a despatch from England objecting to an unlimited period, and recommending that it should be limited to sixty years, as in some other Colonies. When the second Bill was brought before the Legislative Council, to the best of my recollection, the term proposed was sixty years. I was not a Member of the Legislative Council at that time. Feeling a great interest in the work, I attended several of the debates, and heard the arguments in reference to the term of sixty years. I can only recollect one or two prominent points. I remember, in answer to the arguments of those who supported the term of sixty years, it was said that if at the end of thirty years it was found that the debt was not paid off, the Shareholders could apply for a further extension of the term. I distinctly remember this argument was used by the Chief Justice. This has remained longer on my memory because I felt resentment against the Chief Justice for what I considered an act of injustice to the enterprise. I may add that my opinion from the first was that the Bridge would fall to pieces long before the debt was paid off and the Shareholders remunerated, and that is my opinion still. I have no recollection of a petition emanating from the Shareholders having been presented against the second Bill. I took no interest in the Company, being only a Shareholder to the extent of £100, until I found myself with two others liable for a debt of about £4000, and that at a time when the interest payable to the bank on that sum was more than the whole proceeds of the tolls on the Bridge. My responsibility as a Shareholder was incurred under the first Bill. I was liable with the other Shareholders for the debt from the first. I have never received any benefit from the Bridge, but have had to pay £10 a year for the privilege of using it. As a Director, I may say that the accounts have been kept by Mr. Sharland, the Treasurer, and balanced every half year. When Dr. Casey, Mr. Sharland, and I became Directors, we found that for years the accounts had not been published, and we did not publish them, although I was desirous of doing so. The accounts could be made out at any time from the books of the Treasurer.

JOSEPH ALLPORT, *Esq.*, called in and examined.

To the Chairman.—I am aware of the circumstances connected with the New Norfolk Bridge, and hold many of the papers. I put in the deed of copartnership. I am aware scrip was issued. I think I hold it all. There was scrip issued to Mr. Dobson, who was the largest shareholder, Sir Robert Officer, Mr. W. S. Sharland, and Mr. Cornelius Gavin Casey. Those were real shareholders. The following also who ceased to be shareholders, and who did not, I believe, pay any deposit:—Thomas Shone, Thomas Frederick Marzetti, Henry Dixon, William Morgan Orr, Alexander M'Pherson, John Dean, Henry Thomson, Rheuben Joseph, Andrew Grey, James Gibson, Henry Anson, William Champ, Robert Patterson, John Hunter Patterson, James Alexander Gibson, Richard Armstrong, Henry Boden Torlesse, Edward Abbott, and Theophilus Lightfoot; I think those are all. The shares were actually £25 each. The only actual shareholders in 1843 were—Cornelius Gavin Casey, 4 shares, 1 to 4; John Dobson, 72 shares, 9 to 80 inclusive; Frederick Marzetti, 4 shares, 81 to 84 inclusive; Sir Robert Officer, 4 shares, 85 to 88 inclusive; Mr. Sharland, 4 shares, 93 to 96 inclusive; Thomas Shone, 4 shares, 97 to 100 inclusive. These were the names of the shareholders in 1843. The other names I have given were bought up by Mr. Dobson, and new scrip was issued to him. I believe £100 was paid for four shares by Sir Robert Officer, £100 by Mr. Sharland, £100 by Mr. Casey, and, as far as I can make out, £1000 by Mr. Dobson. On Mr. Dobson's shares there are £800 unpaid. His family would have a legal claim but for the *ex post facto* law which took away that claim. That is the second Act. The liability of the shareholders was incurred after the passing of the first Act. They laid out part of the money required for building the Bridge, and became liable under a written contract to pay the residue of such money, shortly after the passing of the first Act, and before the second Act was passed or thought of. It is evident from the Books kept by Captain Swanston, as Treasurer to the Company, that credit is given for £1000, which it is believed was paid by Mr. Dobson. This £1000 was expended, together with £300 paid by other shareholders, and to complete the Bridge a further sum was borrowed. From my knowledge of those Books I think a half-yearly account of receipts and expenditure could be compiled with perfect ease. A competent accountant could prepare it in two or three days.

Mr. Allport withdrew.

FRIDAY, 15 OCTOBER, 1869.

WILLIAM STANLEY SHARLAND, *Esq.*, *M.H.A.*, was in attendance, and gave the following evidence.

To the Chairman.—I stated that a large portion of the money to erect the Bridge was borrowed first from Captain Swanston, the Manager of the Derwent Bank, and Treasurer to the Bridge Company. The interest charged on such loan was ten per cent. The sum charged in my accounts for interest was the same as we borrowed at,—ten per cent. in every case. The money to pay off Captain Swanston was borrowed from the Bank of Australasia at six per cent., and six per cent. was charged in the accounts. Throughout the same interest was charged to the Bridge as we paid for the money borrowed. There was a sum which we had lent ourselves that was charged ten per cent., which was the rate of interest charged by the Banks for an overdrawn account at the time. We never intended to charge more than ten per cent. on the Shares.

To Mr. Cook.—The money now accruing from the Bridge—now that the borrowed money is paid off with interest—would be distributed in the shape of a dividend to the Shareholders, Sir Robert Officer, Dr. Casey, myself, and the executors of Mr. Dobson, after the expenses, &c. had been paid. I am not prepared at this moment to say upon what terms I would hand over my interest in the Bridge to the Road Trustees or Municipality. I would be willing to do so upon receiving the amount paid by me with simple interest at ten per cent. The Act authorises us to charge fifteen per cent. I am unable to say what is the present value of the Bridge. The piles are good, and we had lately put on a new platform and some new rails. It requires constant repair. We once tried the plan of lowering the tolls one-third, and we lost just one-third of the amount we had previously received. It was about ten years ago or more. We contemplate considering the reduction of the charges again.

To the Chairman.—The charge by the ferry before the Bridge was erected was one shilling and threepence for a horse and rider, and now on the Bridge it is one shilling. The charge for a passenger now is one penny: before the Bridge was erected it was threepence.

To Mr. James Scott.—Passengers per steamer pay one penny to cross the Bridge. Loaded carts going to and from the steamer go free, the proprietors of the steamer having compounded by paying sixty pounds a year. I do not remember what was paid for crossing vehicles before the Bridge was erected.

CAPTAIN MICHAEL FENTON *called in and examined.*

To the Chairman.—I am aware the construction of the New Norfolk Bridge came before the Legislative Council. I was a Member of the Legislative Council at that period. I entered in 1840. I am not aware of the circumstances under which the first Bill was passed. I remember the circumstances under which the second Bill came before the Council. On reference to my own books I found the Chief Justice was not present on the first and second reading of the Bill. I was present at the first, second, and third reading of the second Bill. It was produced by the Government, and its provisions allowed the persons constructing the Bridge to charge fifteen per cent. for thirty years. I do not recollect that the Bill was re-committed before the third reading, when the Chief Justice was present. I don't recollect a despatch from the Secretary of State being laid on the table in reference to the matter. I am pretty sure the thirty years' lease was not inserted after the Bill was laid before the House. I think I should have recollected it if it had taken place.

To Mr. Cook.—I signed one petition presented to the House this Session. I did so under the impression that the action taken by the Shareholders was opposed to the interests of the inhabitants of New Norfolk. I am of that opinion still, according to the legal right. I doubt the equity of continuing the period beyond the thirty years, as many persons on the faith of the Act purchased land and made investments in the vicinity of the Bridge.

To the Chairman.—I do not recollect the rate charged to passengers before the Bridge was erected. There was a punt.

Captain Fenton withdrew.

The Hon. SIR ROBERT OFFICER was in attendance, and gave the following Evidence.

To Mr. Barrett.—The money for the erection of the Bridge was, I believe, all borrowed in the first instance, the Derwent Bank having agreed to advance it at twelve per cent. As long as we had the borrowed money from the Bank, the same rate was charged the Bridge as we paid the Bank. Afterwards, when we paid off the Bank and borrowed money on our own private security by mortgage on our own property, we charged ten per cent. in consideration of the risk,—knowing no bank would advance money on such security at lesser rate. The charge for crossing the river before the Bridge was built was, for a man and horse, fifteen pence; for a foot passenger, three-pence. I cannot say what was the charge for a vehicle before the Bridge was erected.

To Mr. Cook.—I have never received one farthing as a Shareholder, either as principal or interest, since I invested my money in the Bridge; and, further, I presented the land on which the Bridge is erected in a most valuable part on the banks of the River on one side; and, as Agent, I gave the land on the other side. The last of the borrowed money was paid off in January or June last, as far as I believe. It is only since that loan was paid off that the Shareholders could expect to be paid anything. I would be quite willing to take my £100-share without interest, and hand over my Share in the Bridge to the Road Trust. If the other Shareholders are willing to hand over their interest in the Bridge on the same terms, I am: the whole could be paid off in four or five years. The Government contributed £1000 in labour towards the erection of the Bridge. The total cost of the Bridge was, therefore, £5718.

WEDNESDAY, OCTOBER 20, 1869.

WILLIAM STANLEY SHARLAND, *Esq., M.H.A., was in attendance, and gave evidence.*

To the Chairman.—I was appointed Treasurer on 8th August, 1842, at a salary of £25 a year, but I have never taken credit for more than £21, which is the sum charged me for Tolls over the Bridge. The previous Treasurer, Captain Swanston, was allowed £50 a year, as is shown by his accounts. The £1000 was paid on account of shares held by Mr. Dobson on 30th April, 1841. At the first meeting a number of persons took shares who subsequently repudiated. I don't know why they did so.

To Mr. Cook.—I did not take charge of the Books until 1842. The sum of £1118 16s. 7d. was paid to the contractor. It appears in the accounts of the previous Treasurer. £1000 on 13th January, 1840, £400 in July, 1840, £300 in September, 1840, £150 in March, 1841, £20 on 20th March, £153 on 30th March, 1841,—in all £2023. The amounts paid by me were £118 16s. 7d. I paid the Commercial Bank on account of the contractor £1000 on 31st January, 1844. We generally have some timber on hand for the repair of the Bridge. At the present moment there is more on hand than usual. Sir Robert Officer had three or four pieces of this timber; it is to be charged to him. Gregson, the man who was doing some work for Sir Robert Officer, took it. I would be very glad to sell it all. I suppose the land on which the Toll-house is built is now the property of the Trust, as they have had possession of it for more than twenty years. There was no formal deed of transfer. Sir Robert Officer and I gave up the land that was required for the Bridge on the New Norfolk side. No rent whatever is charged to the Trust by either Sir Robert Officer or myself; none has ever been claimed. The item £150 in 1849, and £70 in 1850, for purchase of ferry and twenty-two acres of land, was this: it was found necessary to purchase the ferry which was in use before the Bridge was constructed, and we gave £150 to the proprietor for it, and £70 for the farm which he occupied. The farm was sold for £100 afterwards. The difference in the items of interest in the different years 1857 to 1861 is accounted for in this way:—In 1858 we commenced to pay off interest of loans by the shareholders which had been accumulating since 1842. I am not yet prepared to state on what terms I would relinquish my interest in the Bridge.

JOSEPH ALLPORT, *Esq.*, called in and examined.

To the Chairman.—I meant in the former evidence I gave in referring to Mr. Dobson's claim, or rather the claim of his representatives, that under the first Bill the Directors could appropriate the receipts from the Bridge towards the liquidation of the original capital subscribed with interest until it was paid off; but under the second Act they cannot continue to do so after the expiration of thirty years. This expression of opinion is not confined to Mr. Dobson personally, but applies equally to all the shareholders. I hold the scrip of Mr. Dobson's shares, but I consider them the property of his representatives.

MEMO.

NEW NORFOLK BRIDGE COMPANY.

The liability of the Company in 1842 is not shown in the Books.

The only amount received for Shares is £100 from Dr. Officer in 1844.

No record has been kept of the first payments to Contractor, but I find the balance of his Account, £1000, was paid through Commercial Bank in 1844.

To meet above payments an advance of £950 was taken from Derwent Bank secured by Bills of Directors.

This advance was reduced in July, 1844, to £650, and remained at that amount until paid off, with former advance of £3100, in July, 1866.

The sum of £3100 is recognised as due to Derwent Bank by payment of interest on that amount, 31 December, 1843, and half-yearly to 30th June, 1845.

Captain Swanston.—I find in 1843 a final settlement was made with this gentleman on the 19th August, by payment of £240 2s. 8d. as Balance and Interest to date. I apprehend, therefore, the advance of £3100 was made in his capacity as Manager of Derwent Bank.

In 1846, £126 11s. 10d. only was paid on account of Interest for half-year ending December, leaving—

	£	s.	d.
Balance due of	28	8	2
Which, with half-year's Interest	155	0	0
Second advance	650	0	0
Former ditto	3100	0	0
Made a total due of	£3933	8	2

This sum was liquidated as follows:—

	£	s.	d.
Cheque, 27 July, 1846	3900	2	5
Ditto, 16 July, 1847	20	0	0
Ditto, 30 January, 1848	20	0	0
Ditto in full, 10 May	1	10	7
	£3941	13	0

The over payment of £7 5s. 10d. I assume to be Interest.

The Loans from Messrs. R. Officer, W. S. Sharland, and C. G. Casey I have kept under one head, as Loan, to simplify account, and have attached Statement to show balance due.

THE Treasurer in account with the NEW NORFOLK BRIDGE COMPANY.

Dr.

Cr.

1842.

	£	s.	d.		£	s.	d.
Tolls to 30 June	237	10	8	Salaries and labour	31	16	9
				Award to Contractor	118	16	7
				Arbitration fees and expenses	15	12	0
				Balance carried down.....	71	5	4
	<u>£237</u>	<u>10</u>	<u>8</u>		<u>£237</u>	<u>10</u>	<u>8</u>
Balance	71	5	4	Salaries, &c.....	69	12	0
Tolls to 30 December	248	15	0	Interest on £1000 due to Contractor	32	0	0
				Balance carried down.....	218	8	4
	<u>£320</u>	<u>0</u>	<u>4</u>		<u>£320</u>	<u>0</u>	<u>4</u>

1843.

Balance down	218	8	4	Salaries, &c.....	32	15	1
Tolls to June.....	240	1	4	Half-year's Interest on £1000	50	0	0
				Balance carried down.....	375	14	7
	<u>£458</u>	<u>9</u>	<u>8</u>		<u>£458</u>	<u>9</u>	<u>8</u>
Balance down	375	14	7	Interest, half year, on £1000	50	0	0
Tolls to December	271	15	1	Ditto, Captain Swanston	95	2	5
				Captain Swanston, balance due and Interest	240	2	8
				Interest, Derwent Bank.....	131	15	0
				Salaries, &c.....	48	13	0
				Balance forward	81	16	7
	<u>£647</u>	<u>9</u>	<u>8</u>		<u>£647</u>	<u>9</u>	<u>8</u>

1844.

Balance	81	16	7	Salaries and Repairs	49	12	10
Tolls to 30th June	246	0	3	Contractor	1000	0	0
Shares, Dr. Officer	100	0	0	Interest Account	50	0	0
Loans—				Discount.....	42	8	7
Dr. Casey	100	0	0				
W. S. Sharland	100	0	0				
	200	0	0				
Balance	514	4	7	Balance	514	4	7
	<u>£1142</u>	<u>1</u>	<u>5</u>	Salaries, &c.....	47	3	8
				Interest	155	0	0
Tolls to 31 December.....	195	15	3	Discount	32	6	0
Balance	552	19	0				
	<u>£748</u>	<u>14</u>	<u>3</u>		<u>£748</u>	<u>14</u>	<u>3</u>

1845.

Tolls to 30 June	197	18	6	Balance	552	19	0
Balance	650	0	0	Salaries, &c.....	47	11	6
				Interest	214	1	10
				Discount	33	6	2
	<u>£847</u>	<u>18</u>	<u>6</u>		<u>£847</u>	<u>18</u>	<u>6</u>
Tolls to 31 December	202	4	0	Balance	650	0	0
Balance forward	622	19	9	Salaries, &c.....	42	17	6
				Interest	98	8	0
				Discount	33	18	3
	<u>£825</u>	<u>3</u>	<u>9</u>		<u>£825</u>	<u>3</u>	<u>9</u>

1846.

		£ s. d.			£ s. d.
Tolls to 30 June		197 15 11	Balance		622 19 9
Balance		628 3 0	Salaries and labour		128 7 4
			Interest		74 11 10
		<u>£825 18 11</u>			<u>£825 18 11</u>
Tolls to 31 December		172 0 6	Balance		628 3 0
Balance		3937 18 9	Captain Swanston		3250 2 5
			Interest		175 12 4
			Salaries and labour		56 1 6
		<u>£4109 19 3</u>			<u>£4109 19 3</u>

1847.

Tolls to 30 June		205 16 11	Balance		3937 18 9
Balance		3915 16 4	Interest		122 6 0
			Salaries, &c.		42 11 0
			Law charges		18 17 6
		<u>£4121 13 3</u>			<u>£4121 13 3</u>
Tolls to 31 December		195 16 3	Balance		3915 16 4
Balance forward		3908 7 2	Salaries, &c.		43 13 0
			Interest		124 14 1
			Derwent Bank on account		20 0 0
		<u>£4104 3 5</u>			<u>£4104 3 5</u>

1848.

Tolls to 30 June		191 8 9	Balance		3908 7 2
Loan—			Derwent Bank, in full		21 10 7
Dr. Officer	200 0 0		Interest		143 2 6
Dr. Casey	100 0 0		Salaries, &c.		36 6 6
W. S. Sharland	100 0 0				
		400 0 0			
Balance		3517 18 0			
		<u>£4109 6 9</u>			<u>£4109 6 9</u>
Tolls to 31 December		213 5 11	Balance		3517 18 0
Loan—			Interest		137 8 6
Dr. Officer	133 6 8		Salaries, &c.		40 10 0
C. G. Casey	133 6 8				
W. S. Sharland	133 6 8				
		400 0 0			
Balance		3082 10 7			
		<u>£3695 16 6</u>			<u>£3695 16 6</u>

1849.

Tolls to 30 June		193 19 5	Balance		3082 10 7
Loan, Dr. Officer and others		400 0 0	Interest		118 16 9
Balance forward		2649 13 2	Salaries, &c.		42 5 3
		<u>£3243 12 7</u>			<u>£3243 12 7</u>
Tolls to 30 December		201 19 4	Balance		2349 13 2
Loan—			Interest		167 12 3
R. Officer	66 13 4		Salaries, &c		40 10 0
C. G. Casey	66 13 4		Purchase of Ferry, &c.		150 0 0
W. S. Sharland	66 13 4				
		200 0 0			
Balance		2605 16 1			
		<u>£3007 15 5</u>			<u>£3007 15 5</u>

1850.

	£	s.	d.
Tolls to 30 June.....	231	3	6
Balance.....	2581	10	7
	<hr/>		
	£2812	14	1
	<hr/>		
Tolls to 31 December.....	228	16	10
Balance forward.....	2489	7	1
	<hr/>		
	£2718	3	11
	<hr/>		

	£	s.	d.
Balance.....	2605	16	1
Purchase of 22 acres land.....	70	0	0
Interest.....	94	1	6
Salaries, &c.....	42	16	6
	<hr/>		
	£2812	14	1
	<hr/>		
Balance.....	2581	10	7
Interest.....	95	11	4
Salaries.....	41	2	0
	<hr/>		
	£2718	3	11
	<hr/>		

1851.

Tolls to 30 June.....	227	1	1
Rent.....	5	0	0
Balance.....	2443	5	6
	<hr/>		
	£2675	6	7
	<hr/>		
Tolls to 31 December.....	217	2	6
Rent.....	5	0	0
Balance.....	2351	6	7
	<hr/>		
	£2573	9	1
	<hr/>		

Balance.....	2489	7	1
Law charges.....	51	6	2
Interest.....	92	13	6
Salaries, &c.....	41	19	10
	<hr/>		
	£2675	6	7
	<hr/>		
Balance.....	2443	5	6
Interest.....	88	7	7
Salaries, &c.....	41	16	0
	<hr/>		
	£2573	9	1
	<hr/>		

1852.

Tolls to 30 June.....	247	16	3
Rent.....	5	0	0
Balance.....	2275	0	9
	<hr/>		
	£2527	17	0
	<hr/>		
Tolls to 31 December.....	223	8	8
Balance.....	2175	14	7
	<hr/>		
	£2399	3	3
	<hr/>		

Balance.....	2351	6	7
Interest.....	84	18	8
Salaries and repairs.....	91	11	9
	<hr/>		
	£2527	17	0
	<hr/>		
Balance.....	2275	0	9
Interest.....	77	19	7
Salaries, &c.....	46	2	11
	<hr/>		
	£2399	3	3
	<hr/>		

1853.

Tolls to 30th June.....	272	11	4
Balance.....	2018	7	2
	<hr/>		
	£2290	18	6
	<hr/>		
Tolls to 31st December.....	320	9	10
Balance.....	1810	7	5
	<hr/>		
	£2130	17	3
	<hr/>		

Balance.....	2175	14	7
Interest.....	62	3	5
Salaries, &c.....	53	0	6
	<hr/>		
	£2290	18	6
	<hr/>		
Balance.....	2018	7	2
Interest.....	62	0	1
Salaries, &c.....	50	10	0
	<hr/>		
	£2130	17	3
	<hr/>		

1854.

Tolls to 30 June.....	315	2	6
Balance.....	1618	9	2
	<hr/>		
	£1933	11	8
	<hr/>		
Tolls to 30 December.....	365	10	3
Balance forward.....	1372	19	1
	<hr/>		
	£1738	9	4
	<hr/>		

Balance.....	1810	7	5
Interest.....	60	0	0
Salaries, &c.....	63	4	3
	<hr/>		
	£1933	11	8
	<hr/>		
Balance.....	1618	9	2
Interest.....	60	0	0
Salaries, &c.....	60	0	2
	<hr/>		
	£1738	9	4
	<hr/>		

1855.

	£	s.	d.		£	s.	d.
Tolls to 30 June	302	14	0	Balance	1372	19	1
Sale of Farm	115	0	0	Interest	45	0	0
Balance	1021	1	2	Salaries, &c.	20	16	1
	<u>£1438</u>	<u>15</u>	<u>2</u>		<u>£1438</u>	<u>15</u>	<u>2</u>
Tolls to 31 December	314	9	6	Balance	1021	1	2
Balance	781	15	9	Interest	45	19	7
	<u>£1096</u>	<u>5</u>	<u>3</u>	Salaries, &c.	29	4	6
					<u>£1096</u>	<u>5</u>	<u>3</u>

1856.

Tolls to 30 June	285	3	0	By balance	781	15	9
Balance	593	18	2	Interest	30	0	0
	<u>£879</u>	<u>1</u>	<u>2</u>	Salaries and repairs	67	5	5
					<u>£879</u>	<u>1</u>	<u>2</u>
Tolls to 31 December	312	7	0	Balance	593	18	2
Balance forward	323	6	2	Interest	30	0	0
	<u>£635</u>	<u>13</u>	<u>2</u>	Salaries, &c.	11	15	0
					<u>£635</u>	<u>13</u>	<u>2</u>

1857.

Tolls to 30 June	280	10	6	Balance	323	6	2
Balance	76	13	5	Interest	15	0	0
	<u>£357</u>	<u>3</u>	<u>11</u>	Salaries and Repairs	18	17	9
					<u>£357</u>	<u>3</u>	<u>11</u>
Tolls to 31 December	336	7	4	Balance	76	13	5
	<u>£336</u>	<u>7</u>	<u>4</u>	Interest	15	0	0
				Salaries and repairs	19	4	0
				Balance	225	9	11
					<u>£336</u>	<u>7</u>	<u>4</u>

1858.

Balance	225	9	11	Law charges	21	0	0
Tolls to 30 June	297	8	8	Interest	225	10	0
Balance	21	6	1	Salaries and Repairs	297	14	8
	<u>£544</u>	<u>4</u>	<u>8</u>		<u>£544</u>	<u>4</u>	<u>8</u>
Tolls to 31 December	372	11	6	Balance	21	6	1
	<u>£372</u>	<u>11</u>	<u>6</u>	Salaries and repairs	85	8	7
				Balance	265	16	10
					<u>£372</u>	<u>11</u>	<u>6</u>

1859.

Balance	265	16	10	Payment on account of Loan	182	16	0
Tolls to 30 June	274	4	0	Interest	93	4	0
	<u>£540</u>	<u>0</u>	<u>10</u>	Salaries, &c.	11	5	0
				Balance	252	15	10
					<u>£540</u>	<u>0</u>	<u>10</u>
Balance	252	15	10	Interest	150	4	2
Tolls to 31 December	325	16	0	Payment on account of Loan	113	2	10
	<u>£578</u>	<u>11</u>	<u>10</u>	Salaries	12	1	0
				Balance	303	3	10
					<u>£578</u>	<u>11</u>	<u>10</u>

1860.

	£	s.	d.
Balance	303	3	10
Tolls to 30 June	274	6	0
	<hr/>		
	£577	9	10
	<hr/>		

	£	s.	d.
Interest	144	11	0
Payment on account of Loan	167	9	0
Salaries	14	17	6
Balance	250	12	4
	<hr/>		
	£577	9	10
	<hr/>		

Balance	250	12	4
Tolls to 30 December	325	14	0
	<hr/>		
	£576	6	4
	<hr/>		

Interest	136	3	7
Payment on account of Loan	136	16	5
Salaries	10	10	0
Balance forward	292	16	4
	<hr/>		
	£576	6	4
	<hr/>		

1861.

Balance	292	16	4
Tolls to 30 June	260	0	0
Balance	47	4	5
	<hr/>		
	£600	0	9
	<hr/>		

Interest	249	19	6
Payment on account of Loan	313	0	6
Salaries, &c.	37	0	9
	<hr/>		
	£600	0	9
	<hr/>		

Tolls to 31 December	311	10	0
Balance	20	4	5
	<hr/>		
	£331	14	5
	<hr/>		

Balance	47	4	5
Interest	113	18	3
Payment on account of Loan	159	16	9
Salaries, &c.	10	15	0
	<hr/>		
	£331	14	5
	<hr/>		

1862.

Tolls to 30 June	234	15	0
Balance	20	19	5
	<hr/>		
	£255	14	5
	<hr/>		

Balance	20	4	5
Interest	105	14	4
Payment on account of Loan	119	5	8
Salaries	10	10	0
	<hr/>		
	£255	14	5
	<hr/>		

Tolls to 31 December	265	5	0
Balance forward	21	4	5
	<hr/>		
	£286	9	5
	<hr/>		

Balance	20	19	5
Interest	99	14	6
Payment on account of Loan	155	5	6
Salary	10	10	0
	<hr/>		
	£286	9	5
	<hr/>		

1863.

Tolls to 30 June	239	10	0
Balance	19	14	2
	<hr/>		
	£259	4	2
	<hr/>		

Balance	21	4	5
Salaries, &c.	27	19	9
Interest	91	19	3
Payment on account of Loan	118	0	9
	<hr/>		
	£259	4	2
	<hr/>		

Tolls to 31 December	260	10	0
	<hr/>		
	£260	10	0
	<hr/>		

Balance	19	14	2
Salaries and repairs	94	14	6
Balance	146	1	4
	<hr/>		
	£260	10	0
	<hr/>		

1864.

Balance	146	1	4
Tolls to 30 June	240	0	0
	<hr/>		
	£386	1	4
	<hr/>		

Interest	86	1	0
Payment on account of Loan	69	18	10
Salaries and repairs	13	19	6
Balance	216	1	10
	<hr/>		
	£386	1	4
	<hr/>		

Balance	216	1	10
Tolls to 31 December	260	0	0
Balance	18	18	2
	<hr/>		
	£495	0	0
	<hr/>		

Interest	157	17	10
Payment on account of Loan	316	2	2
Salaries	21	0	0
	<hr/>		
	£495	0	0
	<hr/>		

1865.

	£	s.	d.		£	s.	d.
Tolls to 30 June	240	0	0	Balance	18	18	2
Tolls to 31 December	240	0	0	Interest	73	5	10
				Payment on account of Loan	157	14	2
				Salaries, &c.	12	14	0
				Balance	217	7	10
	<u>£480</u>	<u>0</u>	<u>0</u>		<u>£480</u>	<u>0</u>	<u>0</u>

1866.

Balance	217	7	10	Interest	58	17	2
Tolls to 30 June	230	5	0	Loan payment on account	166	2	10
				Salaries, &c.	13	14	6
				Balance	208	18	4
	<u>£447</u>	<u>12</u>	<u>10</u>		<u>£447</u>	<u>12</u>	<u>10</u>
Balance	208	18	4	Interest	50	11	4
Tolls to 31 December	249	15	0	Payment on account of Loan	168	8	8
				Salaries, &c.	48	0	0
				Balance	191	13	4
	<u>£458</u>	<u>13</u>	<u>4</u>		<u>£458</u>	<u>13</u>	<u>4</u>

1867.

Balance	191	13	4	Interest	42	2	10
Tolls to 30 June	215	0	0	Payment on account of Loan	163	7	2
				Salaries, &c.	17	5	2
				Balance	183	18	2
	<u>£406</u>	<u>13</u>	<u>4</u>		<u>£406</u>	<u>13</u>	<u>4</u>
Balance	183	18	2	Interest	50	18	7
Tolls to 31 December	215	0	0	Payment on account of Loan	321	13	5
Balance	52	18	7	Salaries, Rates, &c.	70	4	9
	<u>£451</u>	<u>16</u>	<u>9</u>		<u>£451</u>	<u>16</u>	<u>9</u>

1868.

Tolls to 30 June	200	0	0	Balance	52	18	7
Balance	23	13	10	Rates and repairs	12	6	0
				Interest	19	18	4
				Payment on account of Loan	138	10	11
	<u>£223</u>	<u>13</u>	<u>10</u>		<u>£223</u>	<u>13</u>	<u>10</u>
Tolls to 31 December	200	0	0	Balance	23	13	10
Balance	25	1	9	Interest	10	19	0
				Payment on account of Loan	188	18	11
				Advertising	1	10	0
	<u>£225</u>	<u>1</u>	<u>9</u>		<u>£225</u>	<u>1</u>	<u>9</u>

1869.

Balance	£25	1	9
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*THE Treasurer of NEW NORFOLK BRIDGE COMPANY in account with Messrs. R. OFFICER, C. G. CASEY,
and W. S. SHARLAND.*

Dr.

Cr.

£ s. d.		£ s. d.	
Cash advanced on Loan—		Repayments—	
1844	200 0 0	1859	295 18 10
1848	600 0 0	1860	304 5 5
1849	800 0 0	1861	472 17 3
Interest admitted to 1 January, 1858	1587 4 0	1862	274 11 2
		1863	118 0 9
		1864	386 1 0
		1865	157 14 2
		1866	334 11 6
		1867	485 0 7
		1868	327 9 10
		Balance down	30 13 6
	£3187 4 0		£3187 4 0
1869. Balance	£30 13 6		