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# S O U T H L A N D P R O V I N C I A L G O V E R N M E N T G A Z E T T E .

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Vol. 4.]

TUESDAY, JANUARY 30, 1866.

[No. 1.

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Colonial Secretary's Office,  
Wellington, 29th December, 1865.

**I**T is hereby notified that the Governor has been pleased to delegate to His Honor the Superintendent of the Province of Southland His Excellency's powers under "The Southland Waste Lands Act, 1865," empowering him to appoint a Waste Land Board.

E. W. STAFFORD.

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Colonial Secretary's Office,  
(Judicial Branch.)

Wellington, 27th December, 1865.

**H**IS Excellency the Governor has been pleased to appoint

NEIL FERGUSON,

of Invercargill, in the Province of Southland, Esquire, to be a Deputy Registrar of the Supreme Court.

E. W. STAFFORD.

## BLUFF HARBOR PILOTAGE.

**T**HE Rate of Pilotage into or out of Bluff Harbor, from this date, shall be as follows:—

For every Sailing Vessel employing a Pilot, 3d. per ton register.

For every Steamer employing a Pilot, 2d. per ton register.

*To or from the Outer Anchorage:—*

Sailing Vessels, 1½d. per ton register.

Steamers, ... 1d. per ton register.

Windbound Vessels, half the above rates.

Ten Shillings per mile will be charged for every mile beyond one league from the Pilot Station, and 2s. upon each occasion that a vessel is shifted from one part of the Harbor to another.

By Order,

W. H. AYLMEY,  
Clerk to Superintendent.

Superintendent's Office,  
Southland, 9th January, 1865.

IT is hereby notified that

Mr. BARRETT S. NYE

is authorised to Levy the following Tolls,  
Dues, and Wharfages at the Invercargill  
Jetty.

By Order,

W. H. AYLMER,

Clerk to Superintendent.

Tariff of Rates to be Charged for  
Goods, Wares, or Merchandise  
passing over the Invercargill  
Jetty:—

GOODS.

Salt, Lime, Bricks, Coals and Stone, per Ton ...	1s.
Timber, per 100ft. super- ficial ... ..	2d.
Pailings, per 100 ...	2d.
Posts and Rails, per 100 ...	2s. 6d.
Grain, per bushel ...	1d.
Wool, per bale ...	6d.

STOCK.

Sheep, Goats, and Pigs, per head ... ..	1d.
Cattle and Horses ... ..	1s. 0d.

Immigrants' Luggage ...	Free.
Passengers' Luggage ...	Free.

Provincial Government Goods ... ..	Free.
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Stores and Water for actual use on board vessels ...	Free.
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All other Goods, 1s. 6d. per  
ton of 20 cwt., or 40  
cubic feet, at option of  
Wharfinger.

Weighing Packages of 5 cwt. ... ..	2s. 6d. per ton.
5 cwt., and under 10 cwt.,	5s. ,, ,,
10 cwt., and under 15 cwt.,	7s. 6d. ,,

And so on in proportion.

## PROVINCE OF SOUTHLAND.

CATTLE BRANDS REGISTERED DURING THE QUARTER  
ENDED THE 31ST DECEMBER, 1865:—

NAME OF OWNER.	RESIDENCE.	BRANDS AND DESCRIPTIONS.	REMARKS.
Thomas McGibbon	Mataura Ferry	G Y	
John McGibbon, jun.	Mataura Ferry	G Y	
John Kidd	New River	K in circle	
Wm. Cutliffe	Winton	Wine Glass	
W. F. Fraser	Invercargill	WF (conjoined)	
John Hall	Jacob's River	HP (conjoined)	
Dugald Cameron	New River	D, with half circle over	
John Smith	Invercargill	I S	
John McKenzie	Invercargill	C K	
W. H. Butler	Ryal Bush	Greek letter B	
John McMullen	Long Bush	M	
Colin Grey	New River	C O	
William McDonald	Waimatuka	M in D	
John Broadby	Riverton	B in diamond	
Anne Hunt	Riverton	H	
D. McOnachie	Forrest Hill	D &	
W. J. and G. Cumming	Jacob's River	3 C	
Hugh Cameron	Long Bush	H and heart	
John Cameron	Hokanui	5	
James Spence	Myross Bush	Fork Brand	
Alexander Steele	Waikiwi	(A S)	
James Fullerton	Jacob's River	F	
Walter Henderson	Forrest Hill	≠H	
James King	Riverton	J A K	
Joshua Froggatt	East Road	F J	
James Millar	Waikivi	Crown Brand	
William Lyons	Myross Bush	M I	
Thomas Kennedy	Jacob's River	T K	

W. H. AYLNER,  
Registrar of Brands.

Office of Registrar of Brands,  
Southland, 20th January, 1866.

PROVINCE OF SOUTHLAND.

RETURN OF CATTLE SLAUGHTERED FOR SALE DURING THE  
 QUARTER ENDED DECEMBER, 1865:—

DISTRICTS.	NEAT CATTLE.	SHEEP.	Pigs.	REMARKS.
Invercargill .....	170	1286	30	
Riverton .....	13	90	1	
Campbelltown .....	...	...	6	
Winton .....	5	...	...	
<b>TOTAL .....</b>	<b>188</b>	<b>1926</b>	<b>37</b>	

W. H. AYLMER,  
 Registrar of Brands.

Office of Registrar of Brands,  
 Southland, 26th January, 1866.

**REPORT OF THE RAILWAY ENGINEER  
ON THE BLUFF HARBOR AND  
INVERCARGILL RAILWAY.**

Railway Engineer's Office,  
Invercargill, January 18th, 1866.

To His Honor the Superintendent.

SIR,—In accordance with your request, I have the honor of reporting on the works for the Bluff Harbor and Invercargill Railway under the following heads:—

1. Difficult Nature of the Ground over which this Railway had to be Constructed.
2. Intended Character of the Railway Works.
3. Reasons for Preparing Contracts on Estimates for a Minimum of Specific Works.
4. Works of Construction to be Executed within the Province.
5. Supply of Permanent Way and Rolling Stock including Freight and Landing Charges for the same.
6. Contracts, Estimates, Tenders, and Expenditure for Specific Works to be Executed within the Province.
7. Suspension of Works.
8. Present State of the Railways.
9. Estimated Cost of Completion.
10. Rolling Stock &c.
11. General Summary.

**I.—DIFFICULT NATURE OF THE GROUND  
OVER WHICH THIS RAILWAY HAD  
TO BE CONSTRUCTED.**

The total length of the Railway and Branch to the Mokomoko (Stanley) is 17 miles and thirty chains, and of this length 7 miles and 26 chains are over swamp, which for 3 miles and 75 chains of its length was of such a character that it was frequently impracticable to walk over it and at no time previous to its drainage could any Levels be taken over it, —consequently the levels had to be connected by continuing them round the Beach from the good ground on either side of this portion of the swamp.

A "dotted line" had to be shown on the Longitudinal Section, describing the "approximate surface as too swampy to be levelled over."

Over such ground it was altogether impossible to estimate accurately the amount of drainage which would be required to secure the necessary crust to carry the Railway over the bog, or what amount of settlement would be caused by the drainage and the superincumbent weight to be applied.

Of the remaining 10 miles and 4 chains of the Railway, 3 miles and 58 chains in length had to be constructed across the several Bays of the Bluff Harbor and the one of the New River estuary, in all of which Bays the works had to be protected from the action of the sea at high tide during gales of wind.

The nature of the ground over which the Railway had to be constructed may therefore be described as of a very difficult character necessitating the execution of considerable Drainage Works, and the exercise of great caution not to break through the crust when formed.

**II.—INTENDED CHARACTER OF THE RAIL-  
WAY WORKS.**

Over Ground such as that described it was determined by the Provincial Government to construct the Railway of 4'-8½" gauge in the cheapest possible manner consistent with obtaining a good workable Railway, for a speed not exceeding that of 20 miles an hour, and in accordance with this determination the works were designed for a minimum of expenditure, and were such as would be absolutely necessary under the most favorable circumstances.

**III.—REASONS FOR PREPARING CON-  
TRACTS ON ESTIMATES FOR A MINI-  
MUM OF SPECIFIC WORKS.**

Contracts for the completion of the Railways could have been prepared either by the lump sum for all the works designed, to include all others that might during the progress of the works prove necessary, or by Scheduled work at fixed prices, and it was optional to prepare contracts for the completion of the Railway by either of the following specifications:—

1st. By the lump sum for all the works designed, including in the sum tendered the execution of every other work that might during the progress of the works, prove necessary.

2nd. By a tabulated Estimate of the minimum of work that would be necessary, and a schedule of prices for all works required over and above the specified quantities.

To have adopted system "I," where the Contractors were men of limited resources, over such a country where the Contingencies were of a very heavy character, would have resulted under favorable circumstances in a heavy sacrifice to the Province in favor of the Contractors, who would have secured themselves by providing amply for contingencies under any contemplated circumstances; and under unfavorable circumstances, in subjecting the Provincial Government to all the delay and loss which would arise from having its Railway in the hands of an embarrassed contractor.

In either case there would be no advantage to the Government in adopting system I.—System 2 was the one therefore adopted, and the contracts were prepared for the execution of certain specified quantities of work at certain scheduled prices, and for the execution of any further work required at the same scheduled rates.

Reference to the discrepancies between the tenders given for the contracts so prepared (heading 6) is sufficient to show how very wild the figures of any contractor's estimate for possible extra requirements over such ground would have been.

#### IV.—WORKS OF CONSTRUCTION TO BE EXECUTED WITHIN THE PROVINCE.

These were let by public tender; Campbelltown and Mokomoko Pier Contracts to James M'Kenzie & Co.

Contracts Nos. 1, 3, and 5, to Mr. J. B. Davies.

Contract No. 2, to J. A. Ross & Co.

Contract No. 4 (the Invercargill Station), only a portion of which is debited to this Railway; to Messrs. E. V. Carter & Co.; and the contract for the supply of sleepers to Messrs. Maning and Whitton.

These works were designed by me, and so far as completed, executed under my control, subject to instructions received from time to time from His Honor the Superintendent, and to the approval of Mr. Dundas, the Consulting Engineer to the Provincial Government.

#### V.—SUPPLY OF PERMANENT WAY AND ROLLING STOCK, INCLUDING FREIGHT AND LANDING CHARGES FOR THE SAME.

The supply of permanent way material and rolling stock was contracted for in England on general specifications, and particulars prepared in this office, and forwarded from the Superintendent's office, with instructions from His Honor to the Provincial Agent in London.

The arrangements in connection with these were never subsequently referred to this office.

#### VI.—CONTRACTS, ESTIMATES, TENDERS AND EXPENDITURE FOR SPECIFIC WORKS TO BE EXECUTED WITHIN THE PROVINCE.

The Campbelltown and Mokomoko Piers were let by public tender on 16th July, 1863, to James M'Kenzie & Co.; there were eleven tenders for these Piers, the highest tenders for the two Piers being £59,632 15s. 8d., and the lowest £34,122 0s. 0d. my estimate for the specific work being £33,421 0s. 0d.

These works were let for the sum of £35,850, and were completed in June, 1864, at a total cost of £38,476 2s. 0d.

Contract No. 1 of the B. H. and I. Railway was let by public tender on 22nd August, 1863, to Mr. J. R. Davies; there were five tenders for this work, the highest being £57,407 10s. 4d., and the lowest £36,076 14s. 0d., my estimate for the specified work being £38,497 0s. 0d.

This work was let for £36,076 14s. 0d., and operations having continued to 20th May, 1864, were then entirely suspended, when the works were within about two months of their completion, and the payments on the works executed to this date amounted to £44,476 8s. 6d.

Contract No. 2 was let by public tender on 15th October, 1863, to Messrs. J. A. Ross and Co.; there were five tenders for this work, the highest being £32,358 7s. 6d., and the lowest being £24,149 12s. 6d.; my estimate for the specified work being £27,810 0s. 0d.

This work was let for £24,913 0s. 0s.; operations were restricted to an expenditure of £2,000 per month in May, 1864, and the contract was proceeded with to its completion, except so far as regards work intended for gradual execution by Maintenance Gang, after the Railway was opened to traffic.

The payment for work executed under this contract, on its completion, amounted to... .. £33,601 3 9

Recommended by Consulting Engineer on accounts referred to him	567	11	0
Allowed by Provincial Government, difference between cubic and superficial measurement of timber	797	0	0
Allowed by Provincial Government for compensation	4,125	0	0
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	£44,090	14	9

Contract No. 3 was let by public tender on 16th January, 1864, to Mr. J. R. Davies, there were five tenders for this work, the highest being £16,034 15s. and the lowest £14,074, my estimate for the specified work being £15,032.

This work was let for £14,074, and operations having continued to 20th May, 1864, were then entirely suspended.

Considerable damage was caused during the suspension, by the action of the sea at high water during gales of wind, on the embankment in progress across the New River estuary. My representation of the damage so caused, induced the Government to order the resumption of this work at a restricted rate of progress in September 1864, but the pecuniary position of the Province, as well as of the contractor, necessitated its entire suspension in May, 1865.

The payments on the work executed to the time of this suspension amounted to £15,810 19s.

Contract No. 4, the Invercargill Station, was let by public tender on 10th February, 1864, to J. V. Carter and Co., there were seven tenders for this work, the highest being £5,896, and the lowest £4,339 5s. 11d., my estimate for the tabulated work being £4,300. This work was let after correction of the quantities estimated on for £5,020 0s. 7d., and was proceeded with to its completion in October, 1864, the total cost being £5,693 4s. 5d. but only £405 12s. 6d. of the amount expended is debited to this Railway, the remainder being debited against the Oreti Railway.

Contract No. 5 was let by public tender on 20th Jan., 1864; there were only two tenders for the work, the highest being £10,350 0s. 0d. This work was let for

£8866 10s. 0d., and operations having been continued until 20th May, 1864, were then entirely suspended. The payments on the work executed to this date amount to £4,761 10s. 1d.

The Retention Money in the hands of the Provincial Government in November, 1865, on works executed under contracts 1, 3, and 5, was £2,308 0s. 0d.

£491 10s. 2d. was due for work executed on Contract No. 1, on which Contract, also, the Contractor pressed a claim of £2,545 16s. 0d., for excavation taken by him from Side Cutting, with a view of expediting the completion of the work; and of £2,537 0s. 0s., for extra cost of rock-cutting, as also a claim on contract No. 3 of £120 10s. 0d., for cubic instead of superficial measurement of timber.

In November, 1865, a proposal was made by the contractor for the settlement of all claims, which proposal was accepted by the Provincial Government, and, under instructions received from his Honor the Superintendent, I certified the sum of £16,250 0s. 0s. as due to Mr. J. R. Davies, account of Contracts No. 1, 3, and 5, in terms of letters of 15th and 20th Nov., 1865.

This sum may be debited as follows:—

Reserves in hands of Provincial Government	£2308	0	0
Return to Provincial Government of Plant purchased of it by the Contractor for £2585 1s. 7d.	1500	0	0
Compensation for damage sustained by stoppage of works on contracts Nos 1, 3, and 5, from 20th May, 1864	7500	0	0
Compensation for claims for works and breach of stone-breaking contract	4942	0	0
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	£16,250	0	0

#### VII.—SUSPENSION OF WORKS.

The works of Contracts No. 1, 3, and 5, were suspended on 20th May, 1864, and the works on Contract No. 2, were so far suspended as to restrict the expenditure to an outlay of £2,000 per month.

The works most exposed to damage in their incomplete state were the unfinished embankments across the various bays in the Bluff Harbor, and the embankment across the bay in the New River Estuary, these being all more or less exposed to

the action of the sea at high water in gales of wind. The continuation of the works on Contract No. 2, under the restricted expenditure, preserved from destruction the embankments across the bays of the Bluff Harbor, and in September, 1864, the works of the embankments across the bay of the New River Estuary were partially resumed by the contractor who was prevailed on to continue these to some extent up to May of this year, when his own necessities, and the disability of the Provincial Government to afford any prolonged assistance towards their continuance, caused their entire suspension, extended to this date.

#### VIII.—PRESENT STATE OF THE RAILWAY.

A length of 5 miles and 22 chains is completed and ready for traffic, from the Campbelltown end of the Railway, with the permanent way laid; the maintenance of these works, which includes the embankments across the several bays of the Bluff Harbor, has been undertaken by Mr. Ross, for the sum of £30 per month if payment be made in money, but there is work over this portion of the Railway, reported on by me to the Superintendent on the 20th March, 1865, "which could be executed at little expense to the Provincial Government, were the railway opened for traffic when men required for the maintenance would be employed for an hour or so in the day to fill the regular material into waggons for conveyance by the train (from a siding where they could await its arrival) to the place where the material was required; this work, although necessary, could only now be executed at a greatly increased expense. The work so alluded to consists in the protection of the slopes to embankment No. 14 from the action of the wind, by the covering up of the exposed surface of sand, with protecting material from cutting 6, and in the further filling in between the sheeting to the outer slope of the embankment and the break-water planking, and this work, as I have stated, could gradually and at little expense be proceeded with were the Railway open for traffic. I have, however, such difficulty in getting executed even the few works which are more immediately necessary, and which were to have been completed within the period of maintenance, all urgency on my part being met on the contractor's

part by reference to the difficulties they are placed in by the deferred payments, that it seems doubtful whether these works could be executed at present, even if the Provincial Government desired; and I call your attention to them as works that should be executed as soon as practicable for the entire completion of this portion of the Railway."

Some damage has arisen from the long delay in the execution of the work referred to, but the amount is not very considerable.

From the termination of this portion of the Railway, northwards, a length of 10 miles and 38½ chains (Contract No. 1) was within about two months of its completion at the time of the suspension.

In this length occurs the 3 miles and 75 chains of bog, the difficulties in respect of which are alluded to under heading I, and some irregular settlement from the drying and settlement of the crust formed over it by drainage has occurred during the long suspension of the works; on this crust, and on portions of the embankments, sand has been laid for the bottom ballast, which would have been rapidly protected from the action of the wind by a covering of gravel from the cuttings, before the rails laid down were up to the cuttings whence the gravel was to be obtained, with which the bulk of the ballast was to be laid, the works were suspended; and during the continued suspension this sand has been blown away, so as to give the permanent way which had been laid on it the appearance of a road resting here and there on a few hillocks of sand, and in some cases in suspension for several lengths of the rails. In the embankment over which this state of the works is visible, a flood, in consequence of the non-completion of an intended outlet drain, has caused a breach through the embankment of about 40 feet in length. Altogether on this contract damage to works to the extent of about £1500 has been sustained.

This length includes the Mokomoko Branch.

Northwards from the length above described, is one of 2 miles 28 chains, (Contract No. 3), connecting it with the Invercargill Station. This contract was within about three months of completion at the time of its suspension; the principal damage to the works by their suspension arising on it is that caused by the action of the tides and waves in gales

of wind to the embankment across the bay of the New River Estuary.

The damage caused to this embankment throughout the entire suspension cannot be estimated at less than £2000.

With the above allowances in amount for damages, and a reasonable allowance in time for obtaining laborers for their completion, there is no present impediment arising from the state of the works to their completion for the sum, and in the time estimated for these at the date of their suspension.

#### IX.—ESTIMATED COST OF COMPLETION.

Independently of the works alluded to under heading No. 8, as capable of being executed at little expense when the Railway is opened for traffic, which works, however, cannot be much longer be delayed with safety, 5 miles and 22 chains of the Railway (Contract No. 2) may be considered completed and ready for traffic. The length of 10 miles and 38 chains (Contract No. 1), next spoken of, under that heading, will cost about £7,800 to complete for traffic, which amount includes the repairs for damages by the suspension to this date; the length of 2 miles and 28 chains (Contract 3), connecting with the Invercargill Station, will cost about £3,500 to complete for traffic, which amount includes the repair of damages by the suspension to this date.

The Total Payment for Works executed within the Province are as follows :—

PAYMENTS.			
Campbelltown Pier	...	£15,739	15 8
Mokomoko Pier	...	22,736	5 4
Shed at Mokomoko	...	834	15 0
Account for Landing Materials	...	143	8 0
Do., chargeable to Ashbury Co.	...	20	17 3
<hr/>			
Total to Pier Contractors	...	£39,475	1 3
<hr/>			
<i>Contract No. 1—Work to</i>			
Suspension	...	£44,479	8 6
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<i>Contract No. 2</i>	...	£38,601	3 9
Recommended by the Consulting Engineer on Accounts referred to him	...	567	11 0
Allowed by Provincial Government, difference between cubic and superficial measurement of Timber, as claimed by Contractors...	...	797	0 0
Allowed by Provincial Government, Compensation	...	4,125	0 0
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		£44,090	14 9
	J. A. Ross & Co.	44,090	14 9

To complete at once the works originally proposed to be gradually completed after the opening of the Railway, at comparatively little expense, would cost a further sum of £3,000, and a sum of £6,000 would be a very ample estimate for completed station arrangements at the Bluff and Invercargill.

#### ROLLING STOCK.

Three locomotives, 8 passenger carriages, 1 break van, with water-tanks, pumps, spare gearing, and turn-tables, with all appliances and tools for repairing the rolling stock, have been provided. Some of these are still held as security for freight not paid, and are not in the present possession of the Provincial Government.

#### GENERAL SUMMARY.

The permanent way and rolling stock, with appliances and tools, as first ordered, were purchased in England for the sum of £30,093 2s. 0d., free on board ship, my estimate for the same being £29,780 5s. 0d. A further order for rails, estimated at £2,261 0s. 0d., was subsequently sent, and the rails supplied. The charges for commission, freight, and landing charges, &c., &c., have not been dealt with in my office, and no record exists here, therefore, of these items of expenditure.

**PAYMENTS—Continued.***Contract No. 8—Work to*

Final Suspension ... ..	£15,810 19 0	J. R. Davies	15,810 19 0
<i>Contract No. 4 (part of)</i> ...	£405 12 5	J. V. Carter & Co...	405 12 5
<i>Contract No. 5 (part of)</i> ...	£2,140 15 1	J. R. Davies.	
Do. Do. ...	2,620 15 0	J. A. Ross & Co.	
	£4,761 10 1	...	4,761 10 1
			<u>£149,023 6 0</u>

**RETENTION MONEY.**

Contracts 1, 3, and 5 ... ..	£2,308 0 0	J. R. Davies.	
Work not certified, Contract 1 ...	491 10 2	J. R. Davies.	
Return of Plant to Provincial Government, as purchased of it for ... ..	£2585 1 7	1,500 0 0	J. R. Davies.
Settlement of Claims for items ... ..	£2,545 16 0		
and ... ..	2,537 0 0	4,450 9 10	J. R. Davies.
Compensation for Damages sustained by Stoppage of Works ...	7,500 0 0	J. R. Davies.	
	£16,250 0 0	...	£16,250 0 0
<b>Total Payments for Works executed within the Province</b> ... ..			<u>£165,273 6 0</u>

**ESTIMATED COST OF COMPLETING WORKS.**

To Complete Works originally Contracted for ... ..	£11,300 0 0
Present Completion of Works originally proposed for Completion after the opening of the Railway to Traffic, as capable of gradual completion at little expense ... ..	3,000 0 0
Completion of Station arrangements at Bluff and Invercargill...	6,000 0 0
<b>Total Cost of completing the Works, with Station arrangements complete</b> ... ..	<u>£20,300 0 0</u>

I have the honor to be,

Sir.

Your obedient servant,

R. M. MARCHANT,

Railway Engineer.

**REPORT BY THE RAILWAY ENGINEER  
ON THE ORETI RAILWAY.**

Railway Engineer's Office,  
Invercargill, 18th January, 1866.

To His Honor the Superintendent.

SIR,—In accordance with your request, I have the honor of reporting on the works of the Oreti Railway under the following heads:—

1. General favorable character of the Ground over which the Railway had to be Constructed.
2. Circumstances under which at the time of its projection the character of the Permanent Way and Rolling Stock was determined &c.
3. Works executed within the Province.
4. Construction of Rolling Stock and supply of two Locomotives from Victoria.
5. Contracts, Estimates, Tenders, and Expenditure for Specific Works to be executed within the Province.
6. Suspension of Works, their resumption, final suspension, and arrangements made for conveying Traffic over a portion of the Railway.
7. Present state of the Railway and most advantageous means of using and improving the Permanent Way, so as to admit of the use of the Rolling Stock of the Bluff Harbor and Invercargill Railway over it, as also of its own Rolling Stock.
8. Estimated cost of completing the Railway.
9. General Summary.

**I.—GENERAL FAVORABLE CHARACTER OF  
THE GROUND OVER WHICH THE  
RAILWAY HAD TO BE CONSTRUCTED.**

The length of this Railway extending from Invercargill to Winton, is 19 miles. The principal rivers crossed are the "Waiopai," the "Waikivi," and the "Makerewa."

The "Waiopai" is crossed by a Viaduct, having 12 openings of 17' 3" each; the "Waikivi" by a Viaduct, having 5

openings of 17' 3" each; and the "Makerewa" by a Bridge having two centre spans of 44 feet each, and two side spans of 20 feet each.

The heaviest Cutting and Embankment is in the Makerewa Bush, where the greatest depth of cutting is about 20 feet, and the greatest height of Embankment is also about 20 feet; these, the heaviest Earthworks on the Railway, extend for a distance of about one and three-quarter miles in all. The country north of the Makerewa River was of a very favorable character, the heaviest works being at the crossing of the Typoo Creek, where the Embankment is about 16 feet in height, and the bridge, one with 5 openings of 16 feet span.

**II.—CIRCUMSTANCES UNDER WHICH, AT  
THE TIME OF ITS PROJECTION, THE  
CHARACTER OF THE PERMANENT  
WAY AND ROLLING STOCK WAS DE-  
TERMINED, &c., &c.**

This Railway was projected in the winter of 1863, at a time when all communication with the Wakatipu Lake and the Nokomai was cut off by the deplorable state of portions of the road from Invercargill to Winton, and when it became evident that the construction of a Railway was the cheapest and best means of securing that communication with the north in the winter months, which might otherwise be interrupted at any time by the action of a few weeks of wet weather on the unmetalled roads. It was therefore considered of paramount importance to complete this Railway before the ensuing winter, and every preliminary to the commencement of the Works was pressed forward to that end.

With a view to such expedition the question of the adoption of a Wooden Rail, and the application of Mr. Davies' Patent Engine and Carriages for running on it was submitted by His Honor the then Superintendent, to a Commission consisting of Mr. Heale, Mr. Dundas, Mr. Fenton, and myself; and we decided it to be advisable to adopt the Longitudinal system of Permanent Way, and to treat the Longitudinal bearer itself as the Wooden Rail on which the Engine and Carriages of Mr. Davies' Patent should be used until the time when an Iron Rail could be added to these Longitudinal Bearers.

This arrangement was intended to secure a Wooden Railway as a make-shift until the Iron Rail could be obtained, the addition of which would at any time convert the Railway into an ordinary one on the Longitudinal system.

The recommendation so made by us was adopted by the Government, and Mr. Davies contracted with the Provincial Government for the Rolling Stock and use of his Patent; and in order to press forward the works to their completion before the following winter, tenders were called for them at a Schedule of Prices as preparatory to the completion of the Surveys and Drawings, and Mr. Davies' Tender was accepted for the work.

It is much to be regretted that the intention of using the Longitudinal as a Wooden Rail should have delayed immediate orders being sent to England for the light Iron Rail which it was finally contemplated to add, and that such an order was postponed until the finances of the Province prevented it being sent for; had the Rail been then ordered, little improvement in the arrangement made could have been desired.

### III.—WORKS EXECUTED WITHIN THE PROVINCE

These were let by public Tender on a Schedule of Prices, an Estimate having been prepared by me, showing as nearly as the incomplete state of the Surveys and Drawings allowed proportionate quantities of the various Works, to which quantities the prices tendered could be applied for the purpose of comparison of results of the prices tendered.

### IV.—CONSTRUCTION OF ROLLING STOCK AND SUPPLY OF TWO LOCOMOTIVES FROM VICTORIA.

The Contract for the construction of the Rolling Stock and provision of two Locomotives was let to Mr. Davies, it being arranged that these latter were to be built in Victoria, for the sake of expedition, the great object desired by the Government being the earliest practicable completion of the Railway to secure communication with the Northern portion of the Province before the following winter.

### V.—CONTRACTS ESTIMATES TENDERS AND EXPENDITURE FOR SPECIFIC WORKS TO BE EXECUTED WITHIN THE PROVINCE.

Contract "A" for the entire construction of the Railway and Works ready for traffic was let by public tender on November 3rd, 1863, to Mr. J. R. Davies; there were four Tenders for this work, the highest prices tendered shewing on application to the proportionate quantities prepared for the consideration of Tenders, the amount of £130,281. 10s. and the lowest, the amount of £86,270 17s. 8d.; my estimate of prices to the same quantities showing £79,051 5s.

The price to be paid for the Rolling Stock, exclusive of the two Locomotives from Victoria, was £8,150 0s. Od., and the Construction of these Carriages and Trucks was proceeded with in Invercargill.

### 6.—SUSPENSION OF WORKS, THEIR RESUMPTION, FINAL SUSPENSION AND ARRANGEMENTS FOR CONVEYING TRAFFIC OVER A PORTION OF THE RAILWAY.

The works were suspended on 20th May, 1864, and were resumed on the following August, and on the following 18th October, an official opening of the first 8 miles of the Railway from Invercargill to the north bank of the Makarewa River took place, although at this time the way was in a very incomplete state, and temporary expedients had to be adopted to render it viable for the date fixed by the Government. The financial state of the Province and embarrassments of the Contractor, compelled the suspension of the works immediately after this opening, and they have never been resumed.

In April, 1865, the state of the roads south of the Makarewa threatened to close the Mail Service with the north, and the Deputy Superintendent determined to convey the mails by the incomplete Railway to the north side of the Makarewa, from which point the North Road was practicable. For this purpose a very light Engine, known as the Lady Barkly, was borrowed of the Contractor, and commencing on 27th April, 1865, traffic was conveyed over this portion of the Railway.

This little engine had originally been constructed in Victoria, for the purpose of exhibiting the working of the patent,

and was of a power barely sufficient to convey a gross weight of ten tons over the Railway, the traffic taken by it however was sufficient to pay the actual working expenses. This little experimental Engine was not of the proper gauge for working over this Railway, so that the wheels ran on the outer edges of the Longitudinal Bearers with a projection of  $1\frac{1}{2}$  inches over them, and consequently the wheels frequently ran with a bearing of not more than  $1\frac{1}{2}$  inches on the surface of the Longitudinal bearer. This of course, proved very destructive to these timbers which had previously been unduly tried by the high speed maintained over the incomplete road, and faulty arrangements in the Rolling Stock; and in the following July the Provincial Government, on Mr. Davies, proposal, and my recommendation consented to the construction in Invercargill of a Locomotive Engine of the required gauge, and of a character suitable for working over the incomplete Railway, the Boiler, Cylinders, and crank shaft of a portable Engine of about double the power of the Lady Barkly being converted for the purpose.

This Engine was completed in September, and commenced running regularly on 21st September, from which date she conveyed the traffic very satisfactorily until 23rd October, when on her return trip her crank shaft broke at an old flaw in the iron; the departure from the Province of the men who had been engaged at her construction has hitherto delayed the repairs from being effected, and in the meantime one of the heavy Engines supplied from Victoria is being used over the road, although in its incomplete state, and from the character of the Engine, its use is objectionable.

At the time of the final suspension of Works, the payments on Work amounted to ... .. £79,250 3s 1d.  
and for Rolling Stock to £5,433 6s 8d.

£84,683 10s 3d.

The Retention Money at the time in the hands of the Government amounted to £2,692 0s 0d.

In November, 1865, a proposal was made by the Contractor for the settlement of all claims, which proposal was accepted by the Provincial Government, and under instructions received from His Honor the Superintendent, I certified the sum of £16,250 as due to Mr. Davies,

in terms of letters of 15th and 20th November, 1865.

This sum may be debited as follows:—

Retention Money ... ..	£2,692 0s 0d
Claim under Patent ... ..	1,000 0s 0d
Compensation ... ..	12,500 0s 0d
Claims on Works ... ..	58 0s 0d

£16,250 0s 0d

For the Invercargill Station, £5,287 12s 0d has been debited to this Railway.

PRESENT STATE OF THE RAILWAY, AND MOST ADVANTAGEOUS MEANS OF USING AND IMPROVING THE PERMANENT WAY SO AS TO ADMIT OF THE USE OF THE ROLLING STOCK OF THE BLUFF HARBOR AND INVERCARGILL RAILWAY OVER IT, AS ALSO OF ITS OWN ROLLING STOCK. §

The preliminary character of the opening over the length in present use for traffic has been stated, and the Earthworks requiring completion over this portion of the Railway, when funds are procurable for the purpose, are the construction of the cuttings and embankments to the Sectional Levels of a portion where these levels are not at present maintained, extending from 6 miles to 6 miles and 47 chains, and the widening of the embankment on this length, also the completing and the trimming the slopes of the cuttings and embankments, the completion of Drainage Works, and the forming of the slopes of the spoil-banks; of the ballasting the greater portion remains to be executed, the sleepers having been temporarily packed over a considerable portion of this length with any material most readily obtainable from the excavations, in order to secure the power of opening on 18th October, and this material requires to be replaced by ballast. The level crossings with a few exceptions require to be formed, and the trespass on the Railway, in consequence of these not having been completed, is injurious to it.

The Fencing also requires completion, and to be extended through the various bush lands. The Longitudinal Bearers have also been subjected to very unfair trial both from the high rate of speed over a wooden Railway in its incomplete state, maintained while the works were in the hands of the Contractor, from deficiencies in the guide wheel arrangements, and from the necessary use in the

incomplete and abandoned state of the Road of the "Lady Barkly" engine, although of an improper gauge.

The little damage that would be caused to such a road by Rolling Stock constructed in the manner of the engine which was converted into a Locomotive in Invercargill, was sufficiently exhibited during its use previous to the breakage of the crank-axle.

The Earthworks northwards from the present terminus of the portion opened for traffic are in a more complete and finished state than those on this portion itself, but the impassable state of the Public Road has subjected them to damage from trespass, which could not be prevented under existing circumstances. The Ballasting for this northern portion will also be more readily obtained. The Level Crossings are generally completed so far as the Earthwork is concerned, but nothing has yet been done towards laying the Permanent Way over this portion, although a great deal of the material is provided. The Longitudinal Timbers of the Permanent Way over which the traffic has been carried have been greatly injured from the high speed at which the locomotive was at first driven over them whilst the Works remained in the Contractor's hands, and by faulty arrangements in the vertical play allowed to the Guide Wheels in consequence of their attachment in slides from the frame of the Carriage, but the experience obtained of this application leads to the conclusion that, as a preparatory step to an Iron Railway, laid at the earliest practicable time on Longitudinal Bearers, similarly laid down, and, with Rolling Stock prepared, with such alterations as experience shows to be necessary, such a roadway may be used with advantage for any speed not much exceeding 12 miles an hour, until the Iron Rail can be laid, when, of course, the speed of any other Iron Railway of similar construction could be maintained.

In a Rolling Stock so prepared, the Guide Wheels should be attached as a fixture to the axle-box in the manner now adopted, so that these may be entirely free from all connection with the frame of the Engine or Carriage, as the case may be, and be merely rolling flanges with no bearing on the surface of the Longitudinal Bearer.

The Locomotives constructed in Victoria require considerable alterations to

render them suitable for the road, and another pair of wheels for coupling with the driving wheels should be added. As stated under heading VI one of these is at present in use over the road.

I consider the short axles to the carriages, which greatly increase the cost of their construction in the multiplicity of springs and bearings, to be also objectionable in practice, and would recommend their being gradually replaced by thorough axles having one wheel left free for slip, as arranged for the Locomotive recently constructed.

I would recommend that as soon as practicable a light Iron Rail as sketched should be laid on the longitudinal bearers, secured at the joints by bolts screwing into the Rail, as tapped to receive them; and I consider the successful application of the flat rail to depend greatly on this character of attachment being provided.

This rail being added, and the Railway ballasted, I am of opinion that even those longitudinal bearers which have been injured by the traffic, can, in their present state, be so made good underneath the Iron Rail by hard-wood packing as to render them available without that entire renewal which would otherwise be necessary.

#### VIII.—ESTIMATED COST OF COMPLETING THE RAILWAY.

The cost of completing the nineteen miles of Railway, and the Rolling Stock, exclusive of the Iron Rail recommended, will be about £24,000; this Iron Rail can be laid complete for £14,000, and a sum of £2,500 should be provided for the necessary Station arrangements at Winton, and intermediately between Invercargill and Winton.

#### GENERAL SUMMARY.

The appliances and tools provided for the repairs of the Rolling Stock on the Bluff Harbour and Invercargill Railway are applicable for any repairs of Rolling Stock on the Oreti Railway.

The payments made for the locomotives constructed in Victoria have not passed through this department, and no record exists in it of this item of expenditure.

The total of Payments for other Works is as follows:—

Contract "A."—Work to 29th Oct., 1864 ... ..	£79,250	3	7		
Rolling Stock, Do., ... ..	5,433	6	8		
	<u>£84,683</u>	<u>10</u>	<u>3</u>	J. R. Davies	... £84,683 10 3
Contract No. 4, to Completion ... ..				J. V. Carter & Co.	5,287 12 0
Retention Money, Contract "A." ... ..	£2,692	0	0		
Claims under Patent ... ..	1,000	0	0		
Compensation ... ..	12,500	0	0		
For Claims on Work amounting to £2,639 2s. 9d. ... ..	58	0	0		
	<u>£16,250</u>	<u>0</u>	<u>0</u>	J. R. Davies	... 16,250 0 0
Total Payment for Works, Compensation, and use of Patent					... <u>£106,221 2 3</u>

\*  
ESTIMATED COST OF COMPLETING THE RAILWAY WITH  
IRON RAILS.

Completion of Works originally contracted for, and Repair of Damages ... ..	£24,000	0	0
Addition of Iron Rail ... ..	14,000	0	0
Completion of Station Arrangements ... ..	2,500	0	0
Total Cost of Completing Railway, with Iron Rail added	<u>£40,500</u>	<u>0</u>	<u>0</u>

I have the honor to be,

Sir,

Your obedient servant,

R. M. MARCHANT,

Railway Engineer.

INTERCOLONIAL EXHIBITION OF  
AUSTRALASIA, 1866.

COMMISSIONERS :

Sir REDMOND BARRY, Knt., President.

Hon. GEORGE HARKER

Hon. G. F. VERDON

Hon. J. F. SULLIVAN

Sir JAMES PALMER, Knt.

Hon. C. J. JENNER, M.L.C.

Hon. Wm. DEGRAVES, M.L.C.

Sir FRANCIS MURPHY, Knt.

S. H. BINDON, Esq., M.L.A.

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J. T. SMITH, Esq., M.L.A.

EDWARD COPE, Esq., M.L.A.

Rev. J. F. BLEASDALE, D.D.

THOMAS BLACK, Esq.

FERDINAND MUELLER, Esq., F.R.S.

Professor MCCOY

PHIPPS TURNBULL, Esq.

CHARLES E. BRIGHT, Esq.

T. J. SUMNER, Esq.

ROBERT McDUGALL, Esq.

HIS EXCELLENCY SIR CHARLES DARLING having been pleased to issue a Commission, authorising the above-named persons to take the necessary steps for managing and conducting an International Exhibition, to be held in Melbourne, the Honorable the Chief Secretary of Victoria addressed himself to the Governments of the various Dependencies of the Crown in Australasia, inviting their cordial co-operation.

Highly encouraging replies have been received: these convey a well-founded assurance that the project of instituting a series of exhibitions of Natural Products, General Industries and Art, to be held in succession in the several Australian Colonies, has been accepted in a spirit which acknowledges the truth of the proposition, that such exhibitions would "prove of public advantage alike to all."

The Commissioners are conscious, however, that it is not sufficient to rely solely on the good intentions and proffered support of the respective Governments. They deem it right to appeal to the public spirit of the different communities. They have now the honor, therefore, to invoke the earnest assistance of their fellow subjects, not only of those who dwell in Victoria, but of those also resident in the other British Colonies in these seas, to aid them in furtherance of the design, and they do so with a confident expectation that the appeal will be considered worthy of a generous encouragement.

The Commissioners do not propose to demonstrate by labored arguments the benefits which must arise almost unbidden from a comprehensive, well-directed organization, for such a purpose, of the inhabitants of these regions, so favored by Divine Providence—those benefits are self-apparent.

They desire, however, to impress upon all thoughtful and energetic persons the necessity for engaging actively in its support.

An opportunity for united exertion, such as is now afforded, is of a character eminently interesting.

Exhibitors will be undismayed by the manifold disturbing influences which encumber a competition with the populous and opulent societies of the old world, will be unaffected by the innumerable distractions which, in the perplexing variety of European exhibitions, call away the mind of the beholder from objects purely Colonial.

Although the contemplated display cannot vie with the splendor of those which excite the rivalry of nations, purposes of the highest utilitarian and social importance to those immediately concerned may be thereby served.

A searching and penetrating attention may be concentrated on our mineral treasures, portions only of the boundless stores of which have been hitherto brought to light;—on improved economic methods of winning them from the earth, and applying them to the ends for which they are intended;—on the sources of wealth which, in their raw state, abound on the surface of our soils, in the rivers, and in the waters which encircle our coast;—and on the rare excellencies and peculiar development, in different latitudes, under different conditions of culture, of those products which successful enterprise has introduced amongst us, rendering us already independent of many countries, and enabling us to contribute to the necessities, the comforts, and luxuries of most.

A deliberate comparative survey may be made of the results flowing from the adoption of the liberal Arts happily domiciled in these climes, and the exercise of those useful manufactures which genius, self-reliance, and perseverance, have established in lands so suitable for their natural vigorous growth.

A diligent compilation of the statistics of the actual products and of the productive capabilities of the different

colonies will form a most valuable fund of information.

Such, with many other engaging comparisons and combinations, may occupy most profitably the intelligent observation of those who associate themselves in the undertaking; while all who enter heartily into the cause, will doubtless be impelled to further efforts, conducive to a still more extensive and intimate acquaintance of the colonists with each other, the expansion of the limits of their practical knowledge, and the increase of their material prosperity; convinced that the periodic recurrence of such opportunities for amicable contention are calculated to generate sentiments of mutual respect, and perpetuate those reciprocal feelings of esteem and friendship which should ever animate subjects of the great nation from which we are sprung.

On behalf of the Commissioners,  
REDMOND BARRY, President.

INTERCOLONIAL EXHIBITION, 1866.

*(This half-sheet can be torn off and kept by the Exhibitor.)*

Intending Exhibitors are informed that it is proposed to distribute the objects to be displayed into the following divisions:—

Mineral Products  
Animal Products  
Vegetable Products  
Manufactures and the useful Arts  
Ornamental Arts  
Machinery.

CLASS I.

MINERAL PRODUCTS.

1. Ores and Non-metallic Mineral Products, Geological Specimens, Building Stones, Limes, Cements, Clays, Salt.
2. Chemical and Metallurgical Products and Processes.
3. Miscellaneous.

CLASS II.

ANIMAL PRODUCTS.

4. Wool, Hair, Skins, Furs, Silk, Feathers, Horns, Hoofs, Bones, Guano.

5. Meat, Fish, Fowl, whether salted, dried, smoked, or preserved; Gelatine, Isinglass, Milk, Butter, Cheese.

6. Miscellaneous.

CLASS III.

AGRICULTURAL, HORTICULTURAL, AND INDIGENOUS VEGETABLE PRODUCTS.

7. Cereals, agricultural and garden Seeds, Pulse, Food for Cattle, Tea, Coffee, Cocoa, Tobacco, Spices, Ginger, Hops, Herbs and Aromatic Plants, Timber, Bark, Resins, Gums, Fibres, Dyes, Flax, Hemp Cotton, India-rubber, Gutta-percha Materials adapted for Paper-making.

8. Flour and Meal of every variety and in every form, Malt, Starch, Gluten, Sago, Tapioca, Arrowroot, Sugar, Confectionery.

9. Wines, Perry, Cider, Ale, Porter, Spirits, Liqueurs, Fruits, dried or preserved, Pickles, Sauces, Vinegar, Pyroligneous Acid, Soda, Potash, Essential and Prepared Oils and their Cakes, Perfumery, Models of Fruits and Vegetables.

10. Miscellaneous.

CLASS IV.

MANUFACTURES AND THE USEFUL ARTS.

11. Porcelain and Pottery, Glass, Iron and Hardware, Cutlery, Wicker-work.

12. Leather-work, Bone-dust, Animal Charcoal and Oils, Blood, Ammonia, Glue, Fat, Tallow, Stearine, Honey, Wax, Soap, Candles, Varnishes.

13. Fabrics in Silk, Wool, Cotton, Hair, Flax, Hemp, Thread, Straw, spun, woven, felted, or laid plain or mixed.

14. Articles of Clothing, Lace, Embroidery, Specimens of Native Workmanship.

15. Miscellaneous.

CLASS V.

THE ORNAMENTAL ARTS.

16. Sculpture, Painting, Casts, Photographs, Lithographs, Models, Engravings, Carvings.

17. Plate, Jewellery, Working in Metals.

18. Furniture and Decorations.

19. Printing, Stationery, and Book-binding.

20. Architectural and Engineering Models and Drawings, Maps, Charts, Plans and Sections.

21. Miscellaneous.

CLASS VI.

MACHINERY.

22. Motive Machinery and Carriages.

23. Mining, Metallurgical, Chemical, Philosophical, Surgical, Musical, Machinery and Instruments.

24. Agricultural and Horticultural machines and Implements.

25. Naval, Military and Engineering, Civil Engineering, Architectural and Building Contrivances.

26. Miscellaneous.

J. G. KNIGHT, F.R.I.B.A.

Secretary.

Office of the Commissioners of the Inter-colonial Exhibition, 64 Elizabeth-street, Melbourne.

APPLICATION FOR SPACE TO BE SENT TO THE SECRETARY.

SIR,

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have the honor to forward herewith Particulars of the Articles intend to Exhibit at the Intercolonial Exhibition to be held at Melbourne, in August next, also requirements as to Space, &c. ; agree to submit to the "Conditions," printed on the other side.

DESCRIPTION OF ARTICLES TO BE EXHIBITED, AND WHETHER BY THE DESIGNER, INVENTOR, MANUFACTURER, OR PRODUCER.	CLASS IN WHICH THE ARTICLES ARE INCLUDED.	STATE NAME AND ADDRESS OF AGENT IN MELBOURNE TO RECEIVE THE GOODS AFTER EXHIBITION.	STATE SPACE—HOW MUCH IN SUPERFICIAL FEET.		
			Floor Room.	Table Room.	Wall Room.

TO THE SECRETARY OF THE INTERCOLONIAL EXHIBITION,  
64 ELIZABETH-STREET, MELBOURNE.

*Signature of Exhibitor* \_\_\_\_\_

*Address* \_\_\_\_\_

[See other side.]

**REGULATIONS FOR THE GUIDANCE OF  
INTENDING EXHIBITORS.**

An Exhibition of the Products, Manufactures, and Arts of New South Wales, South Australia, Queensland, Western Australia, Tasmania, New Zealand, and Victoria, will be held in Melbourne in 1866. The Exhibition will open not earlier than the month of August, and will remain open for not less than two months.

The Commissioners will be prepared to receive articles intended for exhibition from the 1st to the 21st of July inclusive.

In order to give the Commissioners the opportunity of making adequate arrangements, forms of application for space should be sent in without delay, and in no case will applications be received later than the 17th June, 1866.

Intending exhibitors are requested to give a full description of their goods on the form on the other side, and particularly to describe all points of novelty or originality in the object exhibited.

Exhibitors must state whether they are the designers, inventors, manufacturers, or producers of the articles they propose to exhibit.

The Commissioners reserve to themselves the right to receive for exhibition only, and not for competition (if space admit), any object not the produce of the above-mentioned colonies, which may be considered to possess especial merit.

The Commissioners decline to receive any article they may think unsuitable to the Exhibition, or objects of an inflammatory, offensive, perishable, or dangerous character.

Counters and wall space will be provided.

All goods and articles for exhibition must be delivered at the building, at the charge and risk of the exhibitor.

Articles and packages will be unloaded at the building.

Should the exhibitors or their agents not be present, the packages will be opened by the officers of the Exhibition, and the contents distributed with care, but at the risk of the exhibitor.

Tickets will be issued to every exhibitor, his agent, or servant, to enable him to pass into the building between certain

hours, to arrange the articles for exhibition. These tickets must be produced on entrance, and given up when required.

Exhibitors may employ assistants to keep in order the articles they exhibit, or to explain them to visitors, after obtaining written permission from the Commissioners to that effect.

Free admission, within limits to be fixed by the Commissioners, will be given to exhibitors or their agents.

Effectual means will be taken, through the agency of the police and otherwise, to guard against fire and protect the property in the Exhibition, but the Commissioners will not be responsible for losses by fire, robbery, accident, or damage of any kind.

Medals or certificates of merit will be awarded in the different classes.

Prices may be affixed to the article exhibited.

Articles of great size or weight, the placing of which will require considerable labor, must be sent on or before the 14th of June; and persons wishing to exhibit machinery or other objects that will require foundations, must make a declaration to that effect in their application for space.

Any exhibitor whose goods can properly be placed together will be at liberty to arrange such goods in his own way, provided his arrangement is compatible with the general scheme of the Exhibition, and the convenience of other exhibitors.

Exhibitors may not remove their goods or substitute others for them during the period the Exhibition shall remain open without leave from the Commissioners.

The Commissioners will reserve space if early application is made) for the exhibition of processes of manufactures in certain handicrafts, which can be carried on without danger or inconvenience in the premises.

Steam and water-power will be supplied for showing machinery in motion. Exhibitors must make all necessary mechanical connections at their own expense.

Packing cases must be removed at the cost of the exhibitor as soon as the goods are taken charge of by the Commissioners.

Exhibitors will be permitted, subject only to the necessary general regulations, to erect, according to their own taste, all counters, stands, glass frames, brackets, awnings, hangings, or other similar contrivances, which they may consider best calculated for the display of their goods.

Packages and all Articles intended for Exhibition should be addressed as follows :—

*To the Commissioners for the*  
*Intercolonial Exhibition of 1866.*  
*Melbourne.*  
*From [state Exhibitor's Name and Colony.]*

Free transit of goods for exhibition which may be forwarded by Victorian Railways will be allowed by the Government.

Any further information required can be obtained from

J. G. KNIGHT, F.R.I.B.A.,  
Secretary.

Office of the Royal Commission,  
64 Elizabeth-street, Melbourne.

