

1922.



THE PARLIAMENT OF THE COMMONWEALTH OF AUSTRALIA

—  
*Brought up*  
Laid on the Table by.....  
*Senator Newland*

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS. ~~Statute~~

By Command

~~On return to Order~~

—  
*Geo. Monahan*  
Clerk of the Senate.

5-10-22

R E P O R T

ORIGINAL PAPER LAID ON THE TABLE OF THE SENATE.

(TO BE RETURNED TO THE CLERK OF THE PAPERS.)

FROM MATARANKA TO DALY WATERS, AND,

(b) EXTENSION OF THE PORT AUGUSTA-ODDNADATTA

RAILWAY FROM OODNADATTA TO ALICE SPRINGS.

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PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS. Statute

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5-10-22

R E P O R T

Together with

MINUTES OF EVIDENCE

APPENDICES AND PLANS

Relating to the

Following proposed Railways

- (a) NORTHERN TERRITORY RAILWAY - EXTENSION  
FROM MATARANKA TO DALY WATERS, AND,
- (b) EXTENSION OF THE PORT AUGUSTA-ODNADATTA  
RAILWAY FROM OODNADATTA TO ALICE SPRINGS.

**MEMBERS OF THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.**

*Third Committee:*

The Honorable HENRY GASCOY, M.P., Chairman.

*Senate.*

Senator Hattil Spencer <sup>†</sup>¶  
 Senator George Henderson.‡  
 Senator John Newland, Vice-Chairman.‡  
 Senator Edward Needham.§  
 Senator William Plain.\*

*House of Representatives.*

Llewelyn Atkinson, Esquire, M.P.‡  
 The Honorable Frederick William Bamford, M.P.  
 David Sydney Jackson, Esquire, M.P.\*\*  
 George Hugh Mackay, Esquire, M.P.  
 James Mathews, Esquire, M.P.  
 Parker John Moloney, Esquire, M.P.

\* Appointed 25th July, 1925. † Resigned 22nd July, 1920. ‡ Re-appointed 26th July, 1920.  
 † Came to be a Member of the Senate, 30th June, 1920. ‡ Resigned 12th May, 1921. \*\* Appointed 19th May, 1921.

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## LIST OF WITNESSES.

Page.

- Afford, Harry, Store Manager, Birdsville, Queensland.  
 Ambrose, Patrick Vincent, Pastoralist.  
 Ames, Owen Livingston, Inspecting Railway Surveyor,  
 Queensland Railways.  
 Andrews, Wallace, Assistant Engineer for Railway  
 Construction, South Australia.
- Bailes, John, Pastoralist/  
 Baker, James, Storekeeper.  
 Ballingall, Thomas George, Stockman and Prospector.  
 Bedford, Arthur Twisden, Valuator, Commonwealth  
 Department of Taxation, Brisbane, Queensland.  
 Bell-Norris Garrett, Commonwealth Railways Commissioner,  
 Melbourne.  
 Bingle, Walter David, Secretary, Department of Works  
 and Railways, Melbourne.  
 Birtles, Francis, Overlander, Melbourne.  
 Broaden, Allan David, Stockman in charge of  
 Lower Membury Station, S.A.  
 Broaden, Joseph Albert, Pastoralist, S.A.  
 Brown, Mr. W. H. Henry Yerke Lyell, Honorary Govt.  
 Geologist, South Australia.  
 Browns, Leonard Percival, Hotelkeeper, S.A.  
 Burkitt, William Clarence, Station Manager, Northern  
 Territory.
- Campbell, August Breadalbane, Station Manager, Queensland.  
 Campbell, John Thomson, Station Manager, Queensland.  
 Campbell, Walter Scott, formerly Director of  
 Agriculture, New South Wales.  
 Carter, Capt. Andrew, Darwin. N.T.  
 Cavenagh, Frederick Lionel, Stock Breeder, N.T.  
 Chalmers, Nathanael, Surveyor and Civil Engineer, New  
 South Wales.  
 Chewings, Dr Charles, Geologist, Adelaide.  
 Chisholm, James Robertson, Grazier, Townsville, Queensland.  
 Clarke, William Henry, Manager, Carlton and United  
 Breweries, Melbourne.  
 Coghlan, Joseph Richard, Station Manager, Queensland.  
 Combes, Algernon, Civil Engineer, Queen Street,  
 Melbourne.  
 Conacher, Charles William Davy, Managing Director,  
 Northern Agency Limited, Sydney.  
 Crook, Bertha Rose, Wycliffe Well.  
 Cotton, Alfred John, Grazier, Queensland.  
 Cotton, Victor Richmond, Pastoralist, Brunette Downs.  
 Crombie, William John, Grazier, Mungerannie, S.A.  
 Crowder, William Harold, Member of the South Australian  
 Land Board.  
 Crowther, Arthur James, General Manager and Deputy  
 Commissioner, Northern Division, Queensland  
 Railways.  
 Curtis, William, Pastoralist and Prospector, Bonny Well.  
 Cusack, Thomas, late Station Manager, Cednadda. S.A.
- Day, Theodore Ernest, Surveyor-General, State of South  
 Australia.  
 Dedman, Arthur, George, Drever, Stockman and Prospector,  
 South Australia.  
 Donaldson, Alexander, Master of the s.s. "Montore".  
 Duraok, Michael Patrick, Pastoralist, Western Australia.  
 Dyke, Samuel, Railway Engineer, Western Australia.
- Edwards, Albert James, Station Manager, Queensland.  
 Elliott, Augustus Henry, hotelkeeper, storekeeper and  
 carrier, Northern Territory.
- Fisher, Henry Herbert, Miner, Northern Territory.  
 Fraser, James, Chief Commissioner, New South Wales  
 Railways and Tramways.

## LIST OF WITNESSES (Continued).

2.

- Gaffney, George Henry, Licensed Victualler and Storekeeper,  
Bedourie, Queensland.
- Galbraith, Percy Dumas Feed, Agent and Commercial Traveller,  
Townsville, Queensland.
- Gilmour, George John, Retired Grazier and Farmer, Sydney.
- Gilruth John Andersen, late Administrator, Northern Territory  
Melbourne.
- Gordon, Honorable David John, Member of Legislative Council,  
South Australia, Adelaide.
- Green, Humphrey David, Journalist, Townsville, Queensland.
- Gregory-Robertson
- Grundy, Edward Landley, General Manager, State Batteries  
and Warden, Mines Department,  
South Australia.
- Hanlen, Thomas Terence, Pastoralist and Prospector, Northern  
Territory.
- Harris, Robert Henry, Grazier, Northern Territory.
- Harrison, William Hilton, Clerk, Gregory North Rabbit Board,  
Queensland.
- Hawke, Dudley Nathaniel, Assistant Manager, A. E. Jolly and  
Company, Darwin, Northern Territory.
- Hayes, Edward, Pastoralist, South Australia.
- Hill, Charles Edgar George, President, Returned Soldiers'  
Association, Darwin, Northern Territory.
- Hill, Colin Thomas, Manager, Bellevue Station, Brisbane,  
River, Queensland.
- Hobler, George Alexander, Engineer for Ways and Works,  
Commonwealth Railways, Port Augusta, South  
Australia. 20  
522,
- Hopkins, William Thomas, Station Manager, Headingly  
Station, Queensland.
- Hughes, Henry Lance, Sheep Overseer, Arltunga,  
Northern Territory.
- Hull, Frederick Homer, Painter, Darwin, Northern Territory.
- Jensen, Harald Ingemann, Government Geologist, Queensland.
- Johannsen, Gerhardt Andreas, Pastoralist, Northern Territory.
- Johnson, James John, Mechanic and Fitter, Darwin, N.T.
- Johnston, John, Old Graham, Crown Land Ranger, Boulia, Q'land.
- Jones, Albert Joshua, Store Manager, Boulia, Queensland.
- Jones, Norman, Store Manager, Fogarty and Company,  
Oodnadatta. South Australia.
- Kelly, Joseph, Mining Prospector, Darwin, Northern Territory.
- Kelly, Pierce George, Station Manager, Northern Territory.
- Keape, Ernest Ravenscroft, Station Manager, South Australia.
- Kelsey, Percy, Managing Partner, A. E. Jolly and Co, Darwin.
- Kettle, William Henry, Grazier and Manager, Q'land  
Primary Producers Co-op. Agency, Rockhampton, Q'ld.
- Kidman, Sir Sydney, Pastoralist, South Australia.
- Kingston, Frederick William, Assessing Commissioner,  
Dept. of Lands, Queensland.
- Langwell, Hugh, Member of the Western Land Board, New  
South Wales, Sydney.
- Laurie, George Laurie Prospector, Darwin, Northern Territory.
- Lindsay, David, Surveyor and Explorer, Sydney.
- Lloyd, Herbert John, Stationmaster, Avon Downs, Queensland.
- Lowe, Edwin, Station Manager, Allandale Stn., Sth Aus.
- Lynch, James, Pastoralist, Alice Springs, Northern Tty.
- Mackay, John Clew, Police Constable, Frew River, Nth Tty.
- Hair, William Reginald, Grazier and Farmer, Headingly, Q'ld

- Masters, George, Miner, Matha Creek, Northern Territory.  
 Melville, Arthur George, Under-Secretary for Lands,  
 Brisbane, Queensland.  
 Mitchell, Samuel James, Commissioner of Insolvency,  
 Adelaide, South Australia.  
 Millican, John Hargraves, Officer in Charge, Northern  
 Territory Railway, Darwin.  
 Merley, Robert William, Selector, Maryvale Station,  
 Northern Territory.  
 Merten, Celus Charles, Pastoralist, Roseberth Station,  
 Queensland.  
 Murray, William Richard, Surveyor, Forests Department,  
 Adelaide, South Australia.  
 Miles, George James Galley, Warden, Merchant and Member  
 of the Legislative Council, Western Australia.  
 Neeld, John Benjamin, Pastoralist and Grazier, Arltunga.  
 Newland, Simpson, Pastoralist, South Australia.  
 Nicker, Samuel Pereman, Pastoralist, Alice Springs, N.T.  
 O'Halloran, Michael Conlon, Journalist, Darwin, N.T.  
 Oliver, Thomas Gordon, Director of Mines, Northern Territory.  
 Parkes, John Newport, President, Chamber of Commerce,  
 Townsville, Queensland.  
 Pearce, Thomas Henry, General Manager and Shareholder  
 Crown Point Pastoral Company, Crown Point, N.T.  
 Playford, Edward Copley, Chief Mining Warden,  
 Government Surveyor and Special Magistrate,  
 Darwin, N.T.  
 Price, Frederick Alfred, Postmaster, Alice Springs, N.T.  
 Priestley, Henry, Associate Professor, University, Sydney.  
 Reilly, William Edward, Licensed Victualler, Camooweal, Q.  
 Richards, John, Stockman, Darwin, Northern Territory.  
 Rosenbaum, Leonard, Grazier, Alice Springs, N.T.  
 Robertson, Gregor, Contractor, South Australia.  
 Scholefield, James, Griffith, Grazier, Boulia, Queensland.  
 Scott, Francis, Robert William, Pastoralist, Stirling  
 Station, Northern Territory.  
 Sexton, Richard Ernest, Chief Engineer, Queensland Railways,  
 Brisbane.  
 Searcy, Alfred, Clerk of the House of Assembly, South  
 Australia.  
 Shadforth, Harry Cecil, Selector and Contractor,  
 Springvale, Queensland.  
 Skinner, William Alexander, Grazing Farmer, Headingly, Q.  
 Smith, Honorable Miles Staniforth Cater, Civil Servant,  
 Melbourne.  
 Smith, Samuel William, Pastoralist, Birdsville, Qld.  
 Stanes, Sidney Herbert, Pastoralist, Eridunda Station,  
 Oodnadatta, Northern Territory.  
 Stekes, Alan Herbert, Authorized Surveyor, Stirling  
 Station, Northern Territory.  
 Stott, Robert, Sergeant of Police and Warden of  
 Goldfield, Alice Springs, Northern  
 Territory.  
 Stretton, Alfred Victor, Acting Sergeant of Police,  
 Rankine, Northern Territory.  
 Synnott, Patrick, Storekeeper, Camooweal, Q.

LIST OF WITNESSES (Continued)

Page.

- Frank Reginald, Station Manager, Wave Hill, Northern Territory.
- Taylor, Thomas Griffith, Associate Professor of Geography, University, Sydney.
- Tilmouth, Henry Edward, Grazier, Arltunga, N.T.
- Thomson, Harold, Eric, partner in the firm of Thommann and Sons, Pastoralists, Darwin, N.T.
- Turner, Henry Joseph, Miner, Arltunga, N.T.
- Underdown, Lycurgus Richard, Pastoralist and Butcher, Oodnadatta.
- Watts, Douglas Cambie, Agent, Darwin, N.T.
- Warburton, John Hart, Merton, Pastoralist, Adelaide.
- Weigh, William Stephen, storekeeper, Boulia, Q'ld.
- White, Major-General Sir Cyril Brudenell Bingham, K.C.M.G., K.C.V.O., C.B. Melbourne.
- Wickham, Ernest James, Miner, Hatchs Creek, Northern Territory.
- Williams, Walter Wynne, Land Commissioner, Cloncurry, Normanston and Boulia Districts, Department of Lands, Brisbane, Queensland.
- White, Samuel Albert, Grazier, Adelaide, S.A.
- Wilkinson, George Henry, Storekeeper, Alice Springs, Northern Territory.
- Wilkinson, John Stapledon, Manager for Dalgety and Company, Townsville, Queensland.
- Wood, George, Shire Clerk, Boulia, Queensland.
- Wood, James, Prospector, Northern Territory. Arltunga.

EXTRACT FROM VOTES AND PROCEEDINGS OF THE  
HOUSE OF REPRESENTATIVES.

No. 113 of 25th November, 1920.

18. PUBLIC WORKS COMMITTEE - REFERENCE OF WORK - MATARANKA TO DALY WATERS RAILWAY - Mr Groom moved, by leave, That, in accordance with the provisions of the Commonwealth Public Works Committee Act 1913-1914, the following work be referred to the Parliamentary Standing Committee on Public Works for its investigation and report thereon, viz -

Northern Territory Railway - Extension from Mataranka to Daly Waters.

Mr Groom having laid upon the Table a plan, &c., in connection with the proposed work.

Debate ensued.

Question put and passed.

19. PUBLIC WORKS COMMITTEE - REFERENCE OF WORK - RAILWAY - OODNADATTA TO ALICE SPRINGS,- Mr Groom moved, pursuant to Notice, That, in accordance with the provisions of the Commonwealth Public Works Committee Act 1913-1914, the following work be referred to the Parliamentary Standing Committee on Public Works for its report, viz :- Extension of the Port Augusta-Oodnadatta Railway from Oodnadatta to Alice Springs.

Mr Groom having laid upon the Table a plan, &c., in connexion with the proposed work.

Question-put and passed.



NORTHERN-SOUTH RAILWAY.

5.

REPORT.

10. 2. 17

The Parliamentary Standing Committee on Public Works to which the House of Representatives referred for investigation and report the questions of

- (a) Northern Territory Railway - Extension from Mataranka to Daly Waters; and
- (b) Extension of the Port Augusta-Oodnadatta Railway from Oodnadatta to Alice Springs;

has the honour to report as follows:

INTRODUCTORY.

1. In August, 1916, the Commonwealth Public Works Committee presented to Parliament a report dealing with the proposed extension of the existing Northern Territory Railway from Katherine to Mataranka a distance of 63 miles 65 chains, but construction on this section has not yet been commenced.

2. On receipt of the present references from Parliament, the Committee, after considerable discussion, decided that it would be to the advantage of the Government and in the interests of economy if such inquiries were made in respect of these two

sections./

sections as to enable a report to be presented on the whole question of the transcontinental railway, of which these sections were apparently designed to form part. In this way, it was thought that it would be possible for the Government to arrive at a comprehensive scheme for the progressive railway development of the Territory extending over a period of years, as it is obviously most economical to construct a short length of railway and then remove the plant and equipment the employees when it is possible, if the through line be decided upon, no great length of time will elapse before a beginning will be made with a further section.

For this reason, the Committee has somewhat enlarged the scope of its inquiries so that Parliament may be in possession of sufficient information to enable it to deal with the question of these sections with a fuller knowledge of matters appertaining to the Territory and of opinions relating to a complete transcontinental line than would otherwise be the case.

HISTORICAL.

3. On the 6th July, 1863, that portion of Australia lying north of the 26th parallel of South latitude and between the 129th and 138th meridians of East longitude, which was formerly a part of New South Wales, was by Letters Patent brought under the jurisdiction of South Australia.

Knibbs  
Vol. 1/1  
p. 214

Knolls  
647  
Page 540.

4. In 1878, a survey was made for a line between Darwin and Pine Creek, a distance of 145½ miles, and this line was opened for traffic in 1889.

4430

5. On the 7th February, 1884, a line from Port Augusta to Marree was opened for public traffic and a line was opened to Oodnadatta 688 miles from Adelaide in 1891.

4431  
4432  
4433

6. In 1892 South Australia, in an endeavor to bridge by railway the gap between Oodnadatta and Pine Creek, passed an Act and invited tenders for the construction of 1,063 miles of railway of 3' 6" gauge on the land grant system, the grant of land offered amounting to nearly 80 <sup>million acres</sup> million acres, but no tender was accepted.

7. On the 7th December 1907, the Commonwealth and the State of South Australia entered into an agreement for the surrender to, and acceptance by the Commonwealth, of the Northern Territory, subject to approval by the Parliaments of the Commonwealth and the State.

8. This approval was given by the South Australian Parliament under the Northern Territory Surrender Act 1907 (assented to on the 14th May, 1908) and by the Commonwealth Parliament under the Northern Territory Acceptance Act 1910 (assented to on the 16th November, 1910). The Territory accordingly was transferred by

proclamation /

proclamation to the Commonwealth on the 1st January, 1911.

9. Included in the Agreement abovementioned are the stipulations that the Commonwealth "shall construct or cause to be constructed a railway line from Port Darwin southwards to a point on the northern boundary of South Australia proper" (clause (b.) and "construct or cause to be constructed as part of the Transcontinental Railway, a railway from a point on the Port Augusta Railway to connect with the other part of the Transcontinental Railway at a point on the Northern boundary of South Australia proper" (clause (d.) - vide appendix "N". H

PRESENT PROPOSALS.

10. The proposals submitted to the Committee were for the construction of

(a) a high level line of railway from Hataranka to Daly Waters, a distance of 95 miles <sup>with 60 lb rails</sup> on a ruling grade of 1 in 100 with a minimum curvature of 40 chains radius, and

(b) a high level line of railway from Oodnadatta to Alice Springs a distance of 297 1/2 miles with 60 lb or 80 lb rails on a ruling grade of 1 in 100 with a minimum curvature of 40 chains radius.

11. In both instances, it is suggested that the cuttings and

banks should be sufficiently wide, the sleepers sufficiently long, and the bridges sufficiently strong for a 4' 8 $\frac{1}{2}$ " gauge <sup>road</sup> ~~route~~ with rails temporarily spiked to 3' 6" to permit of them being readily converted to standard gauge when considered opportune.

ESTIMATED COSTS.

12. The estimated costs of the sections as originally submitted to Parliament and transmitted to the Committee were :-

(a) Mataranka to Daly Waters -

Length - 95 miles.  
Gauge - 3' 6".

Earthworks and Bridges for not less than 4' 8 $\frac{1}{2}$ " gauge.

|  | <u>Amount.</u><br>£ | <u>Total Amount.</u><br>£. |
|--|---------------------|----------------------------|
| Clearing and Earthworks.   | 123,500.            |                            |
| Bridges and Minor Waterways  | 69,400.             |                            |
| Sleepers, Ballast and Roadlaying.  | 340,825.            |                            |
| Telegraph Line with Instruments.   | 21,375.             |                            |
| Traffic and Loce Accommodation Signalling and Safe Working Appliances and Housing Accommodation for employees. | 26,525.             |                            |
| Water Supply, Loce and General.  | 20,000.             |                            |
| Equipment for Maintenance Gangs  | 2,000.              |                            |
| Maintenance for six months after construction.   | <u>8,000.</u>       |                            |
|  | 611,625.            |                            |
| Plant and Supervision 12½%   | <u>76,453.</u>      | 688,078.                   |
| Contingencies 10%  |                     | <u>68,808.</u>             |
|  |                     | 756,886.                   |

|  | <u>Amount</u>   | <u>Total amount.</u> |
|--|-----------------|----------------------|
| Brought forward.                                     |                 | 10.<br>756,886.      |
| 60 lb Rails and Fastenings<br>Main Line and Sidings. | 276,500.        |                      |
| Plant and Supervision 2½%                            | 6,912.          | <u>283,412.</u>      |
|  |                 | <u>1,304,029.</u>    |
| Average cost per mile                                | <u>£10,950.</u> |                      |
| Rolling-stock an additional<br>sum of                |                 | <u>119,000.</u>      |
|  |                 | <u>1,259,298.</u>    |

(b) Oodnadatta to Alice Springs -

Length - 297½ miles.

|   | <u>Amount.</u> | <u>Total Amount.</u> |
|---|----------------|----------------------|
| Clearing, Fencing and Earthworks  | 465,370.       |                      |
| Retaining Walls   | 6,301.         |                      |
| Bridges and Minor Waterways   | 646,446.       |                      |
| Sleepers, Ballasting and Road-<br>laying.   | 782,890.       |                      |
| Telegraph and Telephone Line.   | 53,210.        |                      |
| Traffic and Locomotive Accommo-<br>dation, Signalling and Safe<br>Working Appliances, Housing<br>Accommodation for Employees. | 139,768.       |                      |
| Water Supplies (Local and General)  | 147,070.       |                      |
| Equipment for Maintenance Gangs,<br>2325 for each gang.   | 3,250.         |                      |
| Maintenance for six months after<br>Construction.   | <u>18,175.</u> | 2,262,480.           |
| Plant and Supervision 12½%  |                | <u>282,810.</u>      |
| Contingencies 10%   |                | <u>2,545,290.</u>    |
|   |                | <u>254,529.</u>      |
|   |                | 2,799,819            |
| Rails and Fastenings, 80lb.   | 841,479.       |                      |
| Plant and Supervision 2½%   | <u>21,037.</u> | 862,516.             |
| Carriage and Handling, rails, etc.<br>and sleepers from Port Augusta.   | 302,621.       |                      |
| Plant and Supervision 2½%   | <u>7,565.</u>  | 310,186.             |
|   |                | 1,172,700            |
| <u>Survey.</u>  |                |                      |
| Permanent Survey 300 miles at<br>265 per mile   |                | 19,500               |
| Rolling stock   | 106,750.       |                      |

|                   |                |                   |
|-------------------|----------------|-------------------|
|                   |                | 11.               |
| Brought forward   | 106,750.       | 1,192,202         |
| Contingencies 10% | <u>10,675.</u> | <u>117,425.</u>   |
|                   |                | <u>4,109,446.</u> |

ESTIMATED REVENUE.

13. The particulars submitted to Parliament showed that in regard to

(a) Natarauka to Daly Waters

|   |               |                |
|---|---------------|----------------|
| the interest on Capital Expenditure would be £62,000        |               |                |
| and the estimated Working Expenses would be                 | <u>35,000</u> | £ 97,000       |
| Whilst the revenue <sup>to be</sup> earned was estimated at |               | <u>27,000</u>  |
| Representing an Annual loss of                              |               | <u>£70,000</u> |

and in regard to

(b) Godnedatta to Alice Springs, the financial position would be

|                                 | if 80 lb<br>Rails. used | if 60 lb<br>Rails. use |
|---------------------------------|-------------------------|------------------------|
| interest on capital expenditure | 246,566.                | 232,703.               |
| working expenses                | <u>40,000.</u>          | <u>40,000.</u>         |
| estimated revenue               | 286,566.                | 272,703.               |
|                                 | <u>16,000.</u>          | <u>16,000.</u>         |
| representing an annual loss of  | <u>£270,566.</u>        | <u>£256,703.</u>       |

COMMITTEE'S INVESTIGATIONS.

14. The Committee realising the importance of this problem and the large expenditures involved spared no trouble in an endeavor to inform itself fully on the subject. Evidence was taken in Perth, Rockhampton, Townsville, Melbourne, Sydney, Brisbane, and Adelaide, and in addition a Sectional Committee of three members was constituted with the object of inspecting the country, which would be traversed by each

of the sections proposed <sup>and</sup> ~~as well as~~ obtaining first hand information as to the actual condition of affairs in the interior of Australia, the views of the settlers thereon as to the necessity for a through railway, <sup>as well as</sup> and a general knowledge of the country which would be served by the two principal routes suggested for such through Railway. In making its investigations, the Committee examined 136 Witnesses from practical ~~every~~ every walk of life, perused Reports new and old dealing with Railway Matters and the Northern Territory generally, and sought in every way to place the Parliament in possession of such information as would enable it to deal with this great question with as full a knowledge of the subject as it was possible to supply

SECTIONAL COMMITTEE'S INSPECTION.

(a) Northern Journey.

15. The Sectional Committee above referred to, consisting of Senator Newland (South Australia) Chairman and Senator Foll (Queensland), and Mr Jackson (Tasmania) left Adelaide for Oodnadatta by train on the 8th June, 1921, arriving at the latter place on the afternoon of the 10th *idem*.
16. To enable the Sectional Committee to see, as much of the country as practicable with as little delay as possible, the Cabinet had approved of the purchase and equipping of 3 motor cars, which were in readiness at Oodnadatta on arrival and prior to /



to leaving Adelaide it had been the intention to start for the North a day or two after reaching Godnadatta. Owing, however, to the unprecedented rains that had been experienced in the Northern portions of South Australia, it was found impossible to travel any distance with the cars. It was, therefore, resolved to take what evidence was available in Godnadatta during the enforced ~~long~~ delay of the Committee, until it would be possible to travel. Sittings consequently began in Godnadatta on the 13th June, and evidence was taken at the nearby stations of Allandale 14 miles east on the 14th June, Macumba 35 miles north east on the 15th and Adgerden 20 miles north-west on the 17th idem.

17. On Tuesday, 21st June, the Sectional Committee accompanied by Mr Harold Hiteford, Secretary, Mr G. A. Hobler, engineer for Ways and Works, Commonwealth Railways, and Mr J. J. Aldron, an officer of the Department of Home and Territories left Godnadatta for Alice Springs travelling via Balhousie Station, Bloods Creek Telegraph Station, Charlotte Waters Telegraph Station, New Crown Point Station, Old Crown Point Station, Horseshoe Bend Station, Alice Well, Police Station, Maryvale Cattle Station, and Deep Well, reaching Alice Springs, 323 miles from Godnadatta by the route travelled on Sunday, 3rd July.

18. The journey from Godnadatta had been very difficult owing to the flooded nature of the rivers and large creeks and the /

buggy condition of a great portion of the country traversed. This section also involved the passage of the Depot Sand Hills long parallel ridges of soft drift sand extending for many miles practically east and west and being about 15 miles through. Heavy frosts were experienced almost every night.

19. From Alice Springs, the Committee traversed the country for a distance of 70 miles to the east, visited Arltunga in the Mackinnell Ranges, inspected the Government Battery there, and the old gold mine workings in the White Range.

20. Returning to Alice Springs the party on the 10th and 11th July inspected the country for a distance of about 80 miles to the westward as far as the Lutheran Mission Station at Hermannsburg.

21. Leaving Alice Springs on the 14th July, the party travelled northward following approximately the route of the Overland Telegraph Line by way of Ryan's Well and Barrow Creek Telegraph Station to Menzies Well.

22. On account of the rough and broken nature of the country, the Cars were left here while the Committee travelled by horse and buggy to the Fraw River Police Station and thence to the Hatch's Creek Wolfram Field about 80 miles to the east, where evidence was taken and an inspection made of the old workings .

23. On return, the party left Bonney Well on the 26th July, and travelling via Tennant's Creek, Banka Banka, Howells Creek, Newcastle Waters, Daly Waters, Old Elsey, Mataranka Government Cattle Station and Maranboy Tin Fields reached Rungalan Railway Terminus on the right bank of the Katherine River, 1,060 miles from Oodnadatta by the route travelled on the 3rd August.

24. Cars were then left at Springvale Station in charge of the drivers for overhaul, while the Committee proceeded to Darwin by rail (200 <sup>miles</sup>), reaching that township on the evening of Friday, 5th August, 1921.

25. At this stage, it might be well to explain that, with the exception of Oodnadatta, which has a population of about 100 and Alice Springs which has a population of about 40, none of the places mentioned on this section, although appearing in large letters on most maps of the Northern Territory, has any claim to be considered as a township in any sense of the word. The telegraph stations consist only of an office and quarters in charge of usually two men, while the cattle stations usually house a manager and, perhaps, two white men, who carry on the work of the station with the assistance of a few ~~Aboriginal~~ aboriginals.

26. While at Darwin, evidence was taken from the General Manager of the Northern Agency Limited (Vestey's), the officer-in-charge /

charge of railways, the Director of Mines, Chief Mining Warden and principal residents, whose evidence was thought to be valuable. Visits of inspection were also made to the Darwin Wharf and particulars and evidence obtained in regard to it. About this time also a request was received from the Minister for Works and Railways that some investigations be conducted in regard to the proposed Water Supply for Darwin. The Minister was informed that no evidence could be taken by the Sectional Committee in connection with this matter until a motion had passed through Parliament, and the General Committee had empowered the Sectional Committee to act. Certain inquiries were <sup>however</sup> ~~made~~ made by the Secretary, and, with the approval of the General Committee, such data was transmitted to the Department of Works and Railways.

27. VISIT TO JAVA. - On the 30th July, 1921, while the Sectional Committee was at Newcastle Waters, a motion was unanimously adopted in the following terms :-

That, as the Committee's investigations, up to the present, lead it to the opinion that it is advisable to obtain further information in the East, the Committee visit Java.

*two members of the Sectional Committee Messrs. Caldwell & Jackson*  
In pursuance of this resolution, ~~the Committee~~ left Darwin

about midnight on the 13th August, 1921, by the s.s. "Mentere" and reached Batavia, the Capital City of Java on the 21st idem. Here Members interviewed the Acting Consul-General for Great Britain and

the British Commercial Agent, <sup>and</sup> the Local Agents for Burns Philp and Company, and discussed with them questions of present and prospective trade between Australia and Java, and how this would be effected by the existence of a direct railway from Darwin to the southern capitals.

28. Visits were subsequently paid to European and Chinese Merchants with a view to ascertaining what were the principal classes of Australian goods carried, gauge <sup>ing</sup> first-hand the feeling of the people towards Australian goods, and learn <sup>ing</sup> in what direction Australian trade could be encouraged in the East, and whether any of the items dealt with were such as would be likely to be carried by rail between Darwin and the South.

29. Later, visits were paid to the principal Railway Officer in Batavia, the Inspector of Forests at Buitenzorg, the Chief of the Purchasing Department to the Government at Bandoeng, and the Assistant Manager of the Jayahout Timber Merchants in Samarang, and the Committee made careful inquiries in regard to the question of timber supplies for Railway Sleepers and as to Railway matters generally.

30. It was ascertained that the principal woods considered suitable for use as railway sleepers are -

BORNEO IRONWOOD. - Extremely durable (under favorable /

conditions /

<sup>lasts</sup>  
 conditions (more than 60 years). Totally immune to white ants.  
 Seasons extremely slowly. Excellent wood for sleepers, though  
 in some cases subject to bad splitting or cracking, if not  
 thoroughly seasoned. As the wood is offered for sale in a very  
 wet condition, this tendency to crack would perhaps need serious  
 consideration if used in a dry climate.

TEAK. Very durable. Practically immune to white ants.  
 Seasons well. Little subject to splitting or cracking. An  
 excellent but very expensive wood for sleepers.

KEBANG. The Ironwood from the Moluccas (Eastern part of the  
 Archipelago.) Extremely durable. Immune to white ants. Will  
 not crack badly. Excellent wood for sleepers.

TEBOMAN. Very durable. Immune to white ants. Seasons  
 slowly. Excellent wood for sleepers.

ROBILU. Of great durability. Not attacked by white ants.  
 Develops small cracks while seasoning. Excellent wood for  
 sleepers.

BAKIHAN. Durable. Practically immune to white ants. Very  
 good wood for sleepers.

BORNGO TEAK. A species closely related to the foregoing.

BLANGSIAN. Durable. Practically immune against white ants.  
 Rather subject to warping and cracking, if not properly seasoned.

- WONGGON. Durable. Seldom attacked by white ants. Seasons rather well. Very good wood for sleepers.
- WRAPAT. Durability doubtful. Immunity to white ants also doubtful. Seasons well.
- RENGAS. Very durable. Immune to white ants. Some pieces are very brittle. After some time in use irregular fragments frequently break loose from the sleeper made out of such pieces.
- PERPAK. A tree from the mangrove swamps. Rather durable. Immunity to white ants good. Has been used with apparent success for sleepers.
- RESEK. Has not yet been thoroughly tested, but has been used for railway purposes since 1908, and is said to have given satisfaction.

31. The Javan railways are on the metre gauge or about 3' 3 $\frac{1}{2}$ " and the size of the sleepers used is approximately 80" x 4 $\frac{1}{2}$ " x 8".

32. Up to 1918, these sleepers were supplied to the Government Railways at a price of 3 $\frac{1}{2}$  Guilders or 5/10 each, but since that date the price has gradually risen to about 6 guilders or 10/- per sleeper. On inquiry from the Javanent Timber Company, however, the price mentioned for Ironwood, f.o.b. Sourabaya, was 8 Guilders or 13s. 4d. per sleeper, and it was stated that the Company in question could supply, 100,000 per annum.

33. ~~Inquiries were made as to whether it would be~~

33. Inquiries were made as to whether it would be possible for the Commonwealth to obtain its own concessions and cut timber, and the Committee has reason to believe that if such a course were decided upon, it could be arranged with the Dutch Government. A place called Poeloe Lacet, in the south-east corner of Borneo, was mentioned as one locality where a good supply of iron-wood exists, and where, it would be probable, a concession could be obtained without difficulty.

34. Indications were not waiting, however, that there are considerable difficulties in the way of working concessions, especially by foreigners, and the Committee is of opinion that it would be better in the long run for the Commonwealth to obtain any timber that might be required in the ordinary way by contract with an established timber company.

35. Samples of some of the woods abovementioned together with full-sized sleepers of TEAK, MERBAUW, TIMBESOE, and BOSTON, were obtained by the Committee, and handed to the Officer-in-Charge, of Railways, Darwin, for testing purposes. A communication in regard to timbers was also despatched to the Commonwealth Railways Department. *The results of the tests conducted up to date are shown in Appendix F*

(b) Southern Journey.

36. Leaving Darwin by rail on the 21st September, the Sectional Committee /



Committee rejoined the cars at Mungalan on the 22nd idem, and travelled thence southwards to Manbulloo, Willeroo, Belamere, Victoria River Downs, and Pigeon Hole, arriving at Wave Hill Station 283 Miles from Mungalan on the 25th September.

37. It had been intended to return from Wave Hill viz Pigeon Hole and the Murrumbidgee track to Newcastle Waters, but owing to the rough and broken nature of the country, intersected by large creeks, making the route practically impassable for motor cars, and the fact that, at this advanced season of the year, there was a great scarcity of water necessitating long dry stages, it was decided to return via Manbulloo, which was reached on the 29th September. Here a stay of a couple of days was made effecting repairs to one of the cars which had met with a rather serious accident. The party left Manbulloo on the 2nd October and travelled via Katherine, Maranboy, Mataranka and New Ealey Station to Hodgson Downs which was reached on the 6th October.

38. Arrangements had been made for a supply of petrol to be left at Leichhardt Bay Police Station to enable the party to continue its journey from Hodgson via Nutwood, Tanumbirimi, Bauhinia Downs and Borroloola to Anthony's Lagoon, but <sup>through a misunderstanding</sup> ~~standing~~ on sending to Leichhardt's Bar it was discovered that one of the Government launches having run short of petrol, had taken the Committee's supply. It was thus impossible to

proceed on the itinerary mapped out and the party had to return via Nataranka to await petrol to take it to Newcastle Waters, and then proceed easterly across the Barroo<sup>klj</sup> Tableland to Anthony's lagoon, Brunette Downs, Alexandra, Rankine Police Station and Aven Downs to Camooweal, 668 miles from Emungalan, which was reached on Thursday 20th October, 1921.

39. After taking evidence in Camooweal and inspecting some grazing licenses in the vicinity, the journey was resumed on the 22nd October and the party travelled generally down the Georgina River, calling at Austral Downs, Lake Nash, Headingly, Urandangi Township, Wolga, Carrandetta, Roxborough Downs, Glenormiston, Herbert Downs, Boulia Township, Marion Downs,<sup>Bedourie Township</sup> Ghengyle and Roseberth, arriving at Birdsville township, 568 miles from Camooweal on the 28th October. On the 29th October, the party left Birdsville, crossed the Diamantina River and followed<sup>ing</sup> the track east of Geyder's Plain, called at Geyder's Lagoon Station, Mount Gasen, Mirra Mitta Bore, Mungernannie, Ograewilanie Homestead, Mulka Homestead, New Well Homestead, crossed Cooper Sand hills, called at Etadunna old Station, and arrived at Marree Railway Station, 1100 miles from Camooweal by the ~~shortest~~ route travelled on the 1st November.

Members reached Melbourne by train on the 4th November; the Secretary followed<sup>ing</sup> with the cars by road on the 9th idem.

During its existence, the Sectional Committee held 50 meetings, and examined 85 witnesses. In the course of its investigations it travelled 5,000 miles by motor car, 3,370 miles by rail, 3,100 miles by steamer, and 230 miles on horseback and buggy - a total of 11,700 miles.

**BRIEF GENERAL DESCRIPTION OF THE COUNTRY  
TRAVERSED.**

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40. In a vast tract of country like the Northern Territory, which comprises 523,620 square miles, or four times the area of the United Kingdom, and exceeds the combined areas of the United Kingdom, Belgium, France, Italy, Roumania and Switzerland, and which comprises a belt of country 560 miles wide extending from south to north a distance of 900 miles from the 26th to almost the 11th parallel of south latitude, it is to be expected that conditions of soil, rainfall and fertility must vary considerably. But for the absence also of any high mountains or considerable rivers, even more diversity of climatic conditions might be looked for. It is obviously impossible, with the space available in a report of this nature, to more than but very briefly mention the class of country in the various districts. It might be <sup>stated</sup> ~~mentioned~~, at the outset, however, that no portion of the Territory seen was as bad as that in the northern /

northern portion of South Australia. It should also be emphasized that, as far as the observations and inquiries of the Committee went, the presence of extensive sandy deserts in the centre of the Northern Territory as shown on some of the early maps is a myth. In fact, what is usually termed "desert" by the people living in the locality comprises country which, at certain seasons of the year provides the best stock country on the stations. Practically the only sandy country encountered was <sup>the</sup> somewhat extensive area of the depot sand hills and the wide shallow beds of creeks, and even in the former case that country carries certain herbage and top feed valuable for cattle.

41. SOUTH AUSTRALIAN BORDER TO MACDONNELLS.

Generally speaking from the South Australian border to the Macdonnell Ranges, the soil is of a reddish sandy loam, fairly well grassed in good seasons with some cotton bush, salt bush and mulga. Generally, there is very little timber on this country, excepting along river and creek channels, but in the vicinity of Deep Well, there is an amount of desert oak, which would probably be good for sleepers if sufficient quantity could be obtained within a reasonable distance of the proposed route.

MACDONNELL RANGES.

p.156.

42. The Macdonnell Ranges consist of a series of jagged precipitous and comparatively speaking parallel line of

peaks, low jumbled hills and ridges rising to a height of upwards of 4,000 feet above sea level from a plateau ranging from 2,000 to 2,500 feet above sea level, the mountainous and hilly country partly enclosing some extensive cotton and saltbush grassy plains. These ranges trend in an easterly and westerly direction for about 250 miles with an average width of 45 miles. The lower portions of the hills in the Macdonnell Ranges are, in good seasons, fairly well grassed principally with star grass, red grass, rye grass, and white grass, also a good deal of spinifex.

In many places the large creeks in the ranges break abruptly through the hills forming great clear cut <sup>gaps</sup> ~~breaks~~ many of them only a few hundred yards wide at the bottom with rocky walls rising nearly perpendicular on each side for hundreds of feet. Immense storages of water could, no doubt, be made at many of these gaps, as the rainfall of this area over a period of 28 years averages about 11 inches per annum.

The Committee found that in the vicinity of the Macdonnells grapes, figs, oranges and lemons grew well, and that the soil in portions of the valleys between the hills is good and suitable for cultivation.

#### MACDONNELL RANGES TO NEWCASTLE WATERS.

43. Northwards from the Macdonnell Ranges, the country is generally flat with a gradual fall to Barrows Creek Telegraph

Station, and the soil is of a reddish sandy loam carrying principally spinifex and white grass <sup>seed</sup> set with patches of red soil on some better grassed plains and creek flats carrying also cotten bush and salt bush. From Barrows Creek, the country falls gradually to Tennants Creek Telegraph Station (<sup>1112</sup> 1222 feet above sea level.) with the exception of the Davenport Range which reaches 1256 feet. From Tennant's Creek, the country is at first fairly flat and falls gradually to 900 feet, later it becomes generally undulating, and is intersected by a number of rocky ridges rising to 1020 feet, then falling in generally level country to 660 feet at Powells Creek. From Banka Banka Station, the country improves generally to Newcastle Waters, and some better grassed flats appear. The Barkly Tablelands are but a few miles distant to the east.

NEWCASTLE WATERS TO EQUINGALAN.

44. From Newcastle Waters, the country is fairly level and immediately to the north is the Startz Plain, black soil downs, well grassed with Mitchell, Flinders and other grasses. This plain extends about 15 miles north and south and about 30 miles west to East and forms the Western extremity of the Barkly Tablelands. This may be considered first-class sheep and cattle country. After this the country rises gradually to 900 feet and then falls

gradually /

gradually to 700 feet at Daly Waters Telegraph Station.

North from Sturt's Plain the grass grows more coarse and rank showing the effect of the greater rainfall. The country is reddish loamy soil and fairly heavily timbered with bloodwood, box, ironwood, Moxton Bay Ash, gum, bauhinia, and a good deal of lancewood scrub.

From Daly Waters northwards, the country is generally flat with reddish sandy and clayey soil. It is well grassed, though the grass grows rather rank and would be only medium stock feed, <sup>however</sup> ~~though~~ after burning off, the young green shoots are much better.

Between Daly Waters and Mangalan are crossed the Birdum andalsey Creeks and the King and Katherine Rivers all subject to heavy floods and carrying large volumes of water during the wet season. The Katherine River is the largest, having a width of about 130 yards in the bed, and about 260 yards from top to top of bank. The depth from the top of the bank to the bed is 73 feet and in flood, it has been known to over-flow the banks in several places and <sup>cover</sup> flood portion of the adjacent country.

#### VICTORIA RIVER DISTRICT.

45. Between Katherine and Willeroo Stations, the soil is reddish and somewhat sandy, and the grass rather coarse, but from Willeroo on to the Victoria River, the country improves and comprises some hilly country with black soil flats.

*197. contd*

flats, and ridges in between, carrying good grass and stock feed and intersected by several large creeks. Black soil plains are also said to occur generally right along the course of the Victoria and also along many of its tributaries. The improvement in the country continues right down to Wave Hill Station.

Information was obtained that the best of the Victoria River country is between Victoria River Downs Station and the watershed of the Victoria River, and that good grey soil and Mitchell grass downs very suitable for sheep exist to the south and west of Wave Hill Station extending between Waterloo Station and Gordon Downs to the Western Australian Border where it becomes part of the Antrim tableland - all good black and chocolate soil, Mitchell Grass downs and good sheep country.

The Victoria River is approximately 400 miles from mouth to source and drains about 26,000 square miles of country with a rainfall ranging from an average of 18 inches per annum at its source to an average of 35 inches per annum at its mouth.

The party crossed the Victoria at a distance of about 200 miles from its mouth; at this point the bed of the river is about 220 yards across and about 440 yards from top to top of the banks and 40 to 50 feet deep. There are magnificent permanent water holes in the higher reaches of the



water holes in the higher reaches of the river and its  
*such as the Mackham being 75*  
 main tributaries, some of them <sup>1</sup>/<sub>1</sub> miles in length, and up to 30  
 and 40 feet deep.

considered  
 Victoria River Downs is <sup>said</sup> to be the largest individ-  
 ual cattle station in Australia containing 13,060 square miles  
 of country and carrying ~~120,000~~ <sup>approximately 140,000</sup> to 160,000 head of cattle.  
 Wave Hill Station contains about 8,000 square miles of country  
 and carries 61,000 cattle and 1,500 horses.

#### BARKLY TABLELAND.

The Barkly Tableland comprises a stretch of country some-  
 thing in the shape of a rhomboid extending in a south-easterly  
 direction from a little east of Newcastle Waters practically to  
 the Queensland border, a distance of about 300 miles by a  
 width of about 150 miles and containing an area of approximately  
 40,000 square miles. It consists of slightly undulating  
 country varying from 600 to 1000 feet above sea level and  
 the rocks are almost wholly cambrian quartzites, sandstones,  
 limestones, etc. The quartzites constitute the so-called  
 deserts - generally low ridges covered with sparse timber - and the  
 black soil plains are covered with Mitchell grass. It has no  
 permanent surface water of any consequence, with the exception of  
 Anthony's Lagoon, which has been known to be dry in particularly

bad seasons, but has an annual average rainfall of between 15 and 20 inches, and large quantities of sub-artesian water can be obtained by boring practically anywhere. There are a number of stations on the Tableland and some 200,000 cattle are grazed there. At one period there were also 50,000 sheep at Avon Downs, but the breeding of sheep has lately been discontinued.

CAMOOWEAL TO BIRDSVILLE. P.

The route followed by the Committee took it through fairly well settled country varying from good pastoral country in the north to light carrying country in the south. It is generally well watered by the Georgina, Diamantina, and their tributaries.

BIRDSVILLE TO MARREE. (S.A.)

Over this country, a considerable number of cattle had been driven to market immediately prior to the Committee's inspection and there had been no rain for months. This area is within the driest <sup>best</sup> ~~area~~ in Australia, and has an average annual rainfall of approximately 5 inches. When seen by the Committee the greater part of it was <sup>dreary</sup> ~~truly~~ <sup>and</sup> desert, stony plains, interspersed by ridges of drift sand, and absolutely treeless and waterless.

ROUTE BOULIA TO BOURKE. NSW

At Camooweal, a discussion took place in regard to correspondence which had passed between the Premier of Queensland and the

Prime Minister of the Commonwealth in which the former expressed a desire that the Sectional Committee should inspect the country, which would be traversed by a railway running from Boulia to Windorah, Kromanga, Thargemindah and Kangerford in Queensland and on to Bourke in New South Wales. Owing to arrangements already made and depots established on the original Birdsvill to Marree route, the Committee did not feel disposed, at this late stage, to alter arrangements, but agreed to recommend to the General Committee that, before submitting its report to Parliament, an inspection be made of the route abovementioned, and Mr Theodore was so informed.

SECTIONAL COMMITTEE'S PROPOSED ROUTE.

DARWIN WHARF. The question of the Wharf at Darwin is one that is intimately related to the whole project of a through North-South Railway, and, as such, a large amount of evidence was taken in Darwin in regard to it. At the request of the General Committee, however, the matter has also been considered from the point of view of the town of Darwin and the existing line only. Several visits of inspection were paid to the Wharf, and the matter was discussed at some length with railway officials, merchants, and representatives

of the Meat Works.

It was pointed out that the principal <sup>dis</sup>advantages connected with the Wharf are :-

In the first place, it is so constructed that, although a railway line runs on to it, no other vehicle can approach within 200 yards of any vessel at the wharf, consequently all goods have to be removed by rail;

Secondly, the wharf being "L" shaped all trucks on and off have to be taken round an angle by means of a turntable driven by a small steam engine:

Thirdly, most of the goods taken from the Wharf have to pass through a sorting shed situated about 100 yards from the Wharf and be subsequently issued therefrom.

All this means more handling, exasperating delays and additional cost, and liability to pilfering.

Q.231. It was stated in evidence that the rate of discharge of cargo has, on occasions, been as low as 6 or 7 tons per hour; that, on account of the working of the turntable, etc., the men are able to work only 45 minutes out of every hour, and that the charges ex ships ~~amount~~ to store for the first six months of

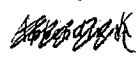
1921 were ~~this year~~ has been 36/7 per ton. (Since the Commonwealth Railways Dept took control of the wharf Obviously this charge has been reduced.

Q.232.

Obviously in fairness to itself and to the people of Darwin, the Commonwealth cannot permit this state of affairs to continue indefinitely.

At the present time, the Meat Works are not in operation, trade is very quiet and, as a rule, the boats calling are restricted to two per month - one going northwards and one going southwards - so that, under existing circumstances, there is nothing to warrant any expenditure on the Wharf, but with the re-opening of the Meat Works and return to normal trade, the Committee <sup>expressed the</sup> ~~is~~ of opinion that the working conditions of the Wharf should be improved. <sup>Sectional</sup> The Committee, however, <sup>reported that</sup> ~~is~~ convinced that no reasonable expenditure on the present Wharf <sup>w</sup>ould put it in a condition, which could cope satisfactorily with any large increase in trade, and considers <sup>ed</sup> that any additional accommodation granted should be designed so that it might, when necessity arises, be extended to meet future requirements. What the future requirements will be, will depend on the decision arrived at in regard to the Railway policy for the Northern Territory. If railway construction is to proceed apace, and there is a possibility of a transcontinental railway being completed within a reasonable period, the wharfage accommodation required at Darwin ~~must~~ <sup>is</sup> must be considerable. Several schemes suggested for dealing with the Wharf question, under these circumstances /

circumstances, were examined by the Sectional Committee, the principal of which were :-

- (a) a new wharf extending to the east as shown by *cross hachure* yellow-color on the accompanying plan; 
- (b) a new wharf extending to the south-west, as shown by *hachure* ~~green-color~~ on the ~~accompanying~~ plan;
- (c) the extension of the present wharf towards the west and certain reclamations, which would enable the railway line to be taken on to the wharf, as shown by *dotted* ~~red~~ line on the ~~accompanying~~ plan;
- (d) the filling in of the angle of the present wharf and its extension westerly to enable the railway to be brought on by means of a sharp curve;
- (e) the reclamation of the shallow area between Stokes Hill and Fort Hill, and the construction of docks as indicated on the plan;
- (f) the reclamation of the area as in (e) and the construction of a concrete quay wall at about low water mark, a short portion of which could be made available for present needs with provision for expansion up to the full proposal outlined in (e) when considered necessary.

Of these schemes, the Sectional Committee considers that  
outlined /

outlined in (f) the most suitable for all purposes, and the one that will lead to the greatest economy in the long run and expressed the opinion that no alteration or remodelling of the present Wharf at Darwin would give adequate facilities for any large shipping business at that port, and added that it considered that, when necessity arises, any additional wharfage facilities to be provided should be undertaken in such a form that they can be extended so as to cater for the complete railway development of the Northern Territory.

SECTIONAL COMMITTEE'S REPORT.

On its return to Melbourne, the Sectional Committee presented to the General Committee a report in regard to its investigations, and this report with some modifications, which later evidence showed advisable, was adopted by the General Committee.

GENERAL COMMITTEE'S INVESTIGATIONS AND RECOMMENDATIONS.

The General Committee in addition to carefully considering the Sectional Committee's Report, and discussing with the members thereof matters which came under their observation, took evidence in <sup>Perth</sup> Melbourne, Sydney, Brisbane, <sup>Rockhampton</sup> Townsville and Adelaide from officials of the Commonwealth Railways Department and railway officials of the States of

New South Wales, Queensland, and South Australia, and ~~these~~ <sup>others</sup>

whose evidence was deemed of value. While confining itself in particular to the sections under consideration, no evidence was shut out, which it was thought would be informative to the Parliament on the subject of a through line, and even <sup>some information</sup> ~~even other~~ <sup>was obtained</sup> ~~respecting~~ <sup>respecting</sup> other railways ~~was~~ mentioned as being likely to offer opportunities for the ultimate development of the Northern Territory, and Northern Australia generally.

#### ROUTES.

(a) OODNADATTA TO EMUNGALAN - (1,018 miles) <sup>by railway survey</sup> - This

was the route for a through railway almost consistently advocated by South Australia and also by many others who claimed that, under the terms of the Agreement covered by the Northern Territory Acceptance Act, the Commonwealth was committed to the construction of this line and this line only: that this railway would provide quicker communication for mails and passengers from Darwin to the South and do more for the early development of Central Australia than any other line.

Evidence obtained from the Commonwealth Railways Department showed that the latest estimated cost of constructing this line on a 4' 8½" gauge with 80 lb rails

would be ..... £11,013,785.

to which it was claimed should be added an amount of ..... £2,759,584.

for widening the gauge between Marree and Oodnadatta making a total cost of construction of ..... £13,773,369.



On such a line the annual interest  
on Capital Expenditure would be  
And the annual working expenses.

£716,336.  
189,849 906,185.

While the annual revenue estimated  
to be derived from such a line  
was set down at

115,166.

Involving an annual loss to the Commonwealth of

£791,019.

Bracketed with this proposal was a suggestion  
that a branch line should be run from  
Newcastle Waters to Camooweal (359 miles)  
which the Commonwealth Railway Engineer  
claimed was essential for the proper working  
of this line.

If this branch were taken into consideration  
the annual loss would be increased to

£917,568.

Alternative estimates for a 3' 6" gauge line  
plus the cost of construction of the  
line from Oodnadatta to Haungalan at

£9,962,317.

and the branch line from Newcastle to  
Camooweal at

3,157,702.

£13,120,019.

- (b) KINGOONYA NORTHWARDS. - A suggestion was made by several witnesses that the Overland Line instead of running from Quorn to Oodnadatta and thence to Haungalan should be running North-west from Kingoonya on the East West line, but as the adoption of this line would have the effect of throwing out of use practically the whole of the existing line to Oodnadatta it was not seriously considered by the Committee.
- (c) MARREE TO HAUNGALAN VIA BIRDSVILLE, BOULIA, CAMOOWEAL, and DALY WATERS. (1,220 Miles).

This was the line advanced by the Commonwealth Railway Engineer and strongly supported by a number of witnesses particularly of the Eastern States, who claimed that such a

line would ~~traverse~~<sup>average</sup> country having a better annual rainfall, would be capable of greater development, and permit of ~~the~~<sup>an</sup> easier connection with the Queensland Railway systems - thus bringing the northern portion of the Northern Territory particularly, in closer touch with <sup>the</sup> more densely populated areas of Eastern Australia.

The estimates obtained in respect of such a line showed that it would cost £12,974,382

The annual interest on capital expenditure would be 699,839

the annual working expenses 391,074

1,090,913.

and the estimated annual revenue 514,197.

Involving an annual loss to the Commonwealth of £476,716.

The alternative estimate for a 3'6" gauge line placed the cost of construction at £11,593,038.

- (d) Bungalan to Bourke (New South Wales) via Newcastle Waters, Commonwealth, Windorah and Hungerford (about 1,520 miles).

This was a line suggested for consideration by the Queensland Government and supported by the Queensland Railway Officials, as providing a line which would traverse good country with a better rainfall and capable of closer settlement; permit of railway connection with the eastern seaboard through Townsville,

Rockhampton, Brisbane and Sydney, <sup>and</sup> ~~should~~ be an insurance against drought over a very large area of country by enabling stock in time of stress to be moved to better country.

- (e) Anthony's Lagoon to Pellew Islands (230 Miles). This was a route advocated by some witnesses as providing the shortest outlet for the admittedly good country on the Barkly Tableland to the seaboard. No estimates were obtained as to the cost of construction of this line, though evidence showed that the last 20 miles of it would traverse some mud flats and involve bridging over arms of the sea and the project would also involve the expenditure of a large amount for the formation of a harbor in the Pellew Islands, which would be 350 miles off the direct trade route.

- (f) Derby, Western Australia, to Carnarvon via Newcastle Waters.

This was a route referred to by some witnesses as providing a line which would materially help the development not only of the Northern Territory but of Northern Australia as a whole. It is stated that such a line would traverse country as far as Newcastle Waters which is favored with an <sup>average of</sup> annual rainfall ~~average~~ of over 20 inches, and would serve districts carrying at present 1,209,742 cattle and 231,806 sheep. In addition to serving the Barkly Tableland and Victoria River districts,

this /

this railway would traverse the Kimberley and North-west Division of Western Australia, which is reported to contain a great <sup>area</sup> amount of land with good soil and feed for stock, good soil for tropical and sub-tropical agriculture and large supplies of water available for conservation, ~~for~~ irrigation, stock, and domestic purposes, besides considerable natural supplies. The country is also said to contain as far as can reasonably be estimated and assumed, considerable latent mineral resources.

*Howley's Report on the North-West.*

In the course of its inquiries, the Committee ascertained that since the date of the framing of the estimates presented to Parliament in respect of the sections particularly under consideration, certain items such as steel had fallen in price. Amended estimates were accordingly obtained from the Commonwealth Railways Department and were as follows:-

*428.*      MATARANKA TO DALY WATERS -

|   |                                |                   |
|---|--------------------------------|-------------------|
| 3' 6" gauge.                                  |                                |                   |
| estimated cost of construction                | with 80 lb rails.<br>£882,166. | with 60 lb rails. |
| purchase of rolling stock                     | <u>119,000.</u>                |                   |
| Total.  | £1,001,166.                    |                   |
| Annual interest on Capital cost               | 50,058.                        |                   |
| Annual working expenses                       | <u>19,500.</u>                 | 69,558.           |
| Estimated Annual Revenue                      |                                | <u>17,000.</u>    |
| Leaving an annual loss to the Commonwealth of |                                | <u>£52,558.</u>   |

*with 60 lb rails cost of construction was set down at £925,386*

OODNADATTA TO ALICE SPRINGS. /

DOORWADDA TO ALICE SPRINGS -

3' 6" gauge.

|  |                  |                |
|--|------------------|----------------|
| Estimated cost of construction         | with 80 lb rails |                |
| cost of rollingstock                   | £3,214,000.      |                |
|  | <u>148,000.</u>  | 3,362,000.     |
| annual interest on Capital expenditure | 168,135.         |                |
| annual working expenses.               | <u>40,000.</u>   | 208,135.       |
| estimated annual revenue               |                  | <u>16,000.</u> |

Leaving an annual loss to the Commonwealth of £182,135.

*With 60 lb rails the reaction was estimated to cost £3,192,600*  
A further estimate was obtained from the Commonwealth

Railways for the construction of this section as a light low.

level line 3' 6" gauge with <sup>steep</sup> special momentum grades using second hand rails, fastenings and sleepers. This worked out at

|  |      |                           |
|--|------|---------------------------|
| Clearing, grubbing, etc.   | £    | 8,242.                    |
| Earthworks   | .... | 245,393.                  |
| Bridges and minor-waterways.   |      | 89,917.                   |
| permanent way complete (including carriage of material.)                               |      | 781,842.                  |
| Traffic and Locs Accommodation, water supplies, telegraph <del>signalling</del> , etc. |      | 236,198.                  |
| Housing accommodation for employees.   |      | 26,068.                   |
| Surveys.   |      | <u>23,000.</u> 1,410,660. |

or an average cost of 24,742 per mile.

Purchase of rolling-stock would necessitate an expenditure of

making a total of

148,000.

1,558,600.

|  |                 |
|--|-----------------|
| With this proposition the annual interest on capital cost would be | £77,933.        |
| The annual working expenses  | <u>42,066.</u>  |
| And the estimated annual revenue                                   | 119,999.        |
| -  | <u>26,775.</u>  |
| Leaving an annual loss of  | <u>£93,224.</u> |

It should be explained that these estimates are based on present day wages and prices of materials, so that they will be varied to the extent that the rates of wages and costs of materials rise or fall before the period of actual completion.

On the other hand the estimates of revenue are based on the assumption that Vestey's meat works at Darwin will be in full operation and if such be not the case, the revenue of at least the northern section of the railway will be materially diminished.

The Committee was therefore faced with the fact that whatever scheme was submitted involved a considerable annual loss, and all the evidence went to show that there was little probability of eliminating these <sup>losses</sup> ~~losses~~ for a considerable number of years. However, most of the witnesses examined, agreed that the Northern Territory was a country of immense and practically unknown possibilities, and there was very little chance of ever developing its resources without a railway of some description. Moreover, it should be borne in mind that <sup>the</sup> ~~a~~ construction of a railway/

railway for developmental purposes even if it involves a loss on the actual railway proposition has the effect of increasing the capital value of the country which it serves, permits of heavier stocking of the pastoral areas through which it passes, and is an insurance against losses in drought times by enabling stock to be removed to better localities. Furthermore, railway communication would encourage settlement in more remote parts and tend to the development of the Northern Territory, without which it will always be a source of anxiety and a serious drain on the resources of the Commonwealth.

Taking all these facts into consideration the Committee, after considerable discussion, agreed to recommend that the section of railway from Mataranka to Daly Waters be constructed on a 3'6" gauge with 60 lb rails.

The decisions arrived at in connection with these matters are shown by the following extracts from the Minutes of Proceedings.

Arguing that the time was not yet ripe for any railway development of the Territory and that the propositions placed before the Committee would involve a considerable annual loss, Mr Bamford moved -

That, having examined a number of witnesses, and given full consideration to the evidence tendered by Explorers, Surveyors, Geologists, Railway Engineers, Traffic Managers, Pastoralists,

Pastoralists, Miners, Battery Managers, Ministers and Members  
 of Parliament; having accepted the evidence of any person or  
 persons, who desired to testify in regard to the construction of  
 the North-South Railway; having given all such evidence the  
 fullest consideration, and duly weighed its value; having  
 heard the opinion also expressed by the Sectional Committee  
 which traversed the suggested route of the railway; having  
 heard the evidence of Mr Hobler and also perused the Estimates  
 supplied by him as to the cost of construction, locomotives,  
 rolling-stock, maintenance, etc., together with interest at 5%  
 on such estimated cost; having taken into account the estimated  
 revenue to be derived from the traffic when the line would  
 be in full working order, and assuming such estimates to be  
 approximately correct, the Committee has reached the conclusion  
 that the construction of the suggested railway by either the  
 Eastern or the Western Route would entail a serious loss and  
 be a continuous drain upon the revenues of the Commonwealth.  
 Holding this opinion, therefore, the Committee recommends that  
 no immediate action be taken to commence construction on either  
 the Eastern or Western Route.

*(Signature)*

This was seconded pro forma by Senator Hall for the pur-  
 pose of discussion, but on being put to the vote was unanimously  
 negatived, Mr Campbell being unavoidably absent  
 when the division was taken.



Mr Mackay then moved

That the Committee approve of the construction of the section of Railway from Mataranka to Daly Waters on 3' 6" gauge using 60 lb rails as proposed in the reference.

Seconded by Mr Jackson.

Mr Mathews moved as an amendment that the Committee approve of the construction of the two sections referred to it namely Oodnadatta to Alice Springs and Mataranka to Daly Waters on a 3' 6" gauge with 60 lb rails.

Seconded by Senator Newland.

After some discussion, however, this amendment was ruled out of order and <sup>Mr Mackay's</sup> ~~the first~~ original motion was then put and carried unanimously.

In regard to the southern section, cognizance was taken of the fact that the existing line from Quorn to Oodnadatta is now laid with light rails on a 3' 6" gauge and that between Marree and Oodnadatta the regular service is a fortnightly one and is not likely to be anything more for at least some years. ~~The~~ <sup>The</sup> ~~the~~ Oodnadatta railway at present involves the Commonwealth <sup>in</sup> on an annual loss of between 260,000 and 270,000 ~~to the~~.

but the terminus at Cedarsatta is in the midst of some of the poorest country in Australia, and it is possible that with the extension to the better country in the region of the Macdonnell Ranges, the loss on the existing line may be somewhat diminished. All witnesses examined on the subject agreed that the Macdonnell Range country offered many possibilities for development, both pastoral and agricultural; that the mineral potentialities of the district *had been only partially exploited* had not been by any means exhausted and would be benefited by a railway, and that the climate was quite equal to anything in Australia. *P* The Committee accordingly agreed to recommend that the line from Cedarsatta be extended to Alice Springs by the construction of a cheap light line with 60 lb rails and low level bridges at a cost of approximately £4,742 per mile.

Mr Jackson ~~then~~ moved

That the Committee approve of the Extension of ~~the~~ *the* Port Augusta to Cedarsatta Line to Alice Springs by the construction of a light line of railway with 60 lb rails and low level bridges, ~~and~~ *and* ~~at a cost of approximately~~ *at a cost of approximately* £4,742 per mile.

Seconded by Mr Mathews.

The Committee divided on the motion -

Ayes (4)

Noes (2)

Senator Fell.

Senator Plain.

Senator Newland.

Mr Mackay?

Mr Jackson.

Mr Mathews.

and so it was resolved in the affirmative.

The evidence obtained by the Committee showed that comparatively little development had resulted from the construction of the railway from Pine Creek to Baumgala<sup>He</sup>m, and in this

*Public Works*

Committee's report to Parliament in 1916 on the section

Katherine (Baumgala<sup>He</sup>m) to Mataranka, it was expressly stated

that it was very improbable that such a line would become a

payable proposition for many years. In like manner the section

Mataranka to Daly Waters will not have the effect of tapping

anything but light carrying pastoral country and <sup>and</sup> as a railway

proposition is of itself not a business-like venture. The

Committee, however, realises that the extension of the railway

to better country capable of more extensive development and

likely to return a reasonable revenue to the railway is a matter

of time and can only be arrived at piecemeal. It is, <sup>therefore</sup> however,

of opinion that <sup>the construction of</sup> this section can only reasonably be <sup>recommended</sup> ~~constructed~~

if designed to form part of the ~~line~~ line to Camoosell.

The decision arrived at in connection with this matter

is /

is shown in the following Extract from the Minutes of Proceedings

*Senator Fell moved:*

That the Committee please on records its opinion that the construction of the section Mataranka to Daly Waters will of itself contribute very little towards the early development of the Northern Territory, and that the recommendation for its construction is only agreed to as being a section of <sup>an</sup> the eventual line to cross the Barkly Tableland to Camooweal, *via Newcastle Waters*

Seconded by Mr Mackay.

The Committee divided on the motion

- |                  |             |
|------------------|-------------|
| Ayes (5)         | No. 1.      |
| Senator Fell.    | Mr Mathews. |
| Senator Newland. |             |
| Senator Flain.   |             |
| Mr Jackson.      |             |
| Mr Mackay.       |             |

and so it was resolved in the affirmative.

The three outstanding districts in the Northern Territory which most people consider capable of development are the Victoria River Country, the Barkly Tableland and the Macdennell Range country. The Victoria River District is already stocked fairly heavily and for some years is not likely to be <sup>further</sup> developed to any great extent, and with the provision of the light line to the Macdennell Ranges and /

and the ultimate extension as proposed by the Committee of the Daly Waters line <sup>through Mt</sup> from Newcastle Waters to Camooweal the Barkly Tableland will also be placed in the position of being able to develop to its maximum capacity.

In the opinion of the Committee, therefore, such lines will provide all reasonable railway facilities likely to be required by the Territory for many years.

The decision arrived at by the Committee in connection with this matter is shown in the following Extract from its Minutes of Proceedings.

Mr Jackson moved -

That the Committee place on record its opinion that, with the construction of a light line to Alice Springs, and the extension of the existing Northern Section to Newcastle Waters and thence to Camooweal, the whole of the Railway requirements of the Northern Territory will be met for many years.

Seconded by Senator Foll.

The Committee divided on the motion -

Ayes (5)

No. (1)

Senator Foll.

Mr Mathews.

Senator Newland.

Senator Flain.

Mr Jackson,

Mr Mackay,

and so it was resolved in the affirmative.

AGREEMENT WITH SOUTH AUSTRALIA.

Several witnesses who appeared before the Committee expressed the opinion that consideration of a through railway should be governed by the fact that it would be in the best interests of Australia as a whole and not <sup>of</sup> any particular State or Territory, while others took the stand that under no circumstances could the Commonwealth depart from ~~the~~ a route as nearly direct as possible between Oodnadatta and Emungalan, and while sitting in Adelaide some press criticism was indulged in as to why the Committee should be taking evidence at all in regard to this question seeing that it was stipulated in the Agreement for the transfer of the Territory to the Commonwealth that the direct North-South Line should be built.

Under these circumstances, the Committee desires to make a few brief remarks in regard to this matter.

Evidence placed before the Committee showed that the Northern Territory Acceptance Act No. 20 of 1910 was assented to on the 16th November, 1910 and was brought into operation by proclamation. This Act approved and ratified the

Agreement /

Agreement entered into between the Commonwealth and the State of South Australia made on the 7th December, 1907.

Under that agreement the obligation was accepted by the Commonwealth to

"Construct or cause to be constructed a railway line from Fort Darwin southwards to a point on the northern boundary of South Australia proper (which <sup>railway</sup> ~~roughly~~ <sup>is</sup> ~~roughly~~ with the railway from a point on the Port Augusta Railway to connect therewith is herein referred to as the Transcontinental Railway) (clause I b).

and

"To construct, or cause to be constructed as part of the Transcontinental Railway, a railway from a point on the Port Augusta Railway to connect with the other part of the Transcontinental Railway at a point on the Northern boundary of South Australia proper."

(clause I d).

Extracts from speeches delivered by Commonwealth and South Australian legislators in regard to these clauses were quoted by witnesses to show that whatever is expressed

in /

in the agreement the intention in the minds of the Premier framers of the agreement was that the Commonwealth should have freedom of action in regard to the laying down of the route of the railway and could, if desired, take it round through Queensland provided it came back to junction with the Fort Augusta line at a point on the Northern boundary of South Australia.

Other witnesses have freely quoted other opinions to show that there was no such intention.

As the Act and the agreement stand, legal opinions have been given by the Crown Solicitor and by other legal authorities in South Australia, that under the provisions contained therein, the Commonwealth is compelled to construct a line from North to South wholly within the Northern Territory and as nearly direct as possible. On the other hand the <sup>Rail</sup>Honorable W. M. Hughes when Attorney-General gave an opinion that

"So long as the railway could be reasonably described as a line through the Continent from Port Darwin southwards to a point on the Northern boundary of South Australia" the terms of the Agreement would not preclude portion of the line being in Queensland.

Upon a question of this description where eminent legal authorities differ, the Committee does not feel called upon to



express an opinion. It was stated in evidence, however, that clause I (f) of the Agreement attached to the Northern Territory Acceptance Act of 1916 was found to be inequitable to the Commonwealth by reason of the fact that it compelled the Commonwealth to continue charging the same freight and passenger rates on <sup>the</sup> this section <sup>to Oodnadatta</sup> as were charged on the South Australian Railways in 1907 notwithstanding that such rates had been subsequently considerably increased on the South Australian Railways, and by the amending Northern Territory Acceptance Act of 1919 <sup>The Agreement was amended</sup> ~~was amended~~ <sup>to enable the Commonwealth to charge the same rates as were being charged elsewhere on the South Australian Railways.</sup> In view of this fact, <sup>has been established</sup> the Committee considers that the principle of <sup>altering</sup> ~~allowing~~ the agreement by mutual consent if same is ~~not~~ <sup>not</sup> shown to be <sup>that therefore</sup> in the best interests of the people of Australia as a whole, <sup>has been established</sup> and it is quite competent for Parliament to consider the construction of any line of railway, which would make for the better development of the Northern Territory and of Australia generally.

Some members of the Committee were not in accord with this view, and Mr Mathews moved :-

"That the Committee place on record its opinion that, for the adequate railway development of the Northern Territory, it is essential that the Western Route, as submitted to the Committee, be built, and that any sections undertaken be con-

structed with /

with that ultimate object in view."

Seconded by Mr Jackson (pro forma).

The Committee divided on the motion

Ayes (2)

Noes (4)

Mr Mathews

Senator Foll.

Senator Newland,

Mr Jackson.

Mr Mackay,

Senator Plain.

and so it passed in the negative.

Senator Foll moved

"That as the Agreement attached to the Northern Territory Acceptance Act No. 20 of 1910 has already been amended to meet circumstances which have altered since its ratification, the Committee place on record its opinion that arrangements <sup>should</sup> be made with South Australia, which would further amend the agreement, and permit of the construction of a railway ~~the route of which is via Newcastle Waters, Camerooal, Hungerford and Belkirk, which it considers would be in the best interests of not only the Northern Territory but of Australia as a whole.~~ <sup>on such route as future development will show to be in the best interests of Australia</sup>

Seconded by Senator Plain.

The Committee divided on the motion

Ayes (4)

No (1).

Senator Foll

Senator Newland.

Mr Jackson

Mr Mackay

Senator Flinn.

and as it was resolved in the affirmative.

Although the Committee is of opinion that the sections of line now recommended plus the latter extension of the Daly Waters Line to Newcastle Waters and thence to Cassowary, will give all the Railway development that will be required in the Northern Territory for many years, still it is realized that if the Northern Territory, as a result of a huge immigration scheme or sensational mineral discoveries advances more rapidly than can at present be foreseen, a through line from Darwin to the South may be essential but even with the vast amount of data now at hand, the Committee does not feel justified in saying, at this date, which route should be taken by a line so far in the future.

The decision arrived at in connection with this matter

is /

shown in the following Extracts from the Minutes of Proceedings -

Mr Mackay moved -

~~That, on the evidence shown such a wide divergence of~~

That, as the evidence shows such a wide divergence of opinion, the Committee considers that until further large development of the resources of the Northern Territory takes place no decision is possible as to which through railway <sup>route</sup> will be in the best interests of the Commonwealth."

Seconded by Mr Jackson.

Carried Unanimously.

GAUGE TO BE ADOPTED.

In view of the fact that the railway from Quorn to Oodnadatta is at present laid on the 3'6" gauge, the Committee considers that no useful purpose would be served by constructing the suggested extension to Alice Springs on any other gauge and is unanimously of opinion that a 3' 6" gauge line will satisfy all requirements for many years. In regard to the northern section the existing line to Pine Creek is on the 3'6" gauge, although portion of the recently constructed section to Kunungalan was built on long sleepers on a 4' 8½" road to permit of it being widened to standard gauge when considered necessary. The Committee considers it improbable that, any widening of this section will be warranted for as far ahead as can be foreseen, and when the time arrives to extend the line to Gamewell, it will be an advantage to have the Northern Territory lines on the same gauge as the Queensland system /

system with which it will then most likely be connected.

Evidence was given that South Africa has a 3' 6" gauge on which they are running heavier locomotives than in use on the 4' 8 1/2" gauge (3' 3 3/4") of New South Wales and in Java on the metre gauge (3' 5 3/8") trains are scheduled at 41 1/2 miles per hour, but it is under consideration to increasing <sup>at the rate</sup> to 52 miles per hour.

At the present time, it is claimed that, in Queensland, cattle are carried faster on the 3' 6" lines than <sup>in</sup> New South Wales ~~lines~~ on the 4' 8 1/2", and the opinion has been expressed by competent railway officials that the 3' 6" gauge will carry all the traffic on the Northern Territory lines likely to be offering for the next century. <sup>very</sup> ~~many~~ years

Under these circumstances, the Committee is unanimously of opinion that the lines now recommended should be laid on the 3' 6" gauge.

#### SLEEPERS.

The line from Darwin to Pine Creek was originally laid with steel sleepers which, with the exception of some near the coast, are still in good condition. Portion of the line from Pine Creek to Katherine was also constructed with steel sleepers but when, during the war period, the price of steel rose, the remainder of the section was laid with timber

sleepers L

sleepers.

Q.430.

The estimates submitted to the Committee, provided in every case for the use of Fowellised sleepers on the Northern portion of the line, and for ordinary timber sleepers on the Southern part.

The Committee's own observations, and evidence obtained, showed that the depredations of white ants in the Northern Territory is a serious item, and that it is difficult and expensive to obtain any timber for sleepers which can be definitely claimed to be white-ant proof. On the other hand with the present high prices of steel sleepers and the incomplete experiments which have been made with concrete sleepers, the Committee is loath to definitely recommend at the present stage that either of these should be used. It is, however, suggested, that when the time of actual construction approaches, the matter of the use of steel or concrete sleepers, at any rate on the Northern Section, should be carefully considered by the Commonwealth Railway Authorities with a view to their adoption, if obtainable at a reasonable price.

In the matter of length of sleepers, the Committee considers that no useful purpose would be served by using sleepers of sufficient length to permit of widening the gauge at any future time.

It is therefore recommended that sleepers be used of a size 7' x 9" x 4½" as previously recommended for use on the Katherine to Mataranka section at a saving of approximately £180 per mile.

Committee's  
Report  
1926  
paragraph  
30.

#### WEIGHT OF RAILS.

In the original reference to Parliament, it was suggested that the section Mataranka to Daly Waters should be laid with 60 lb rails while ~~the~~ for the section Oodnadatta to Alice Springs, estimates were given for the alternative use of either 60 lb or 80 lb rails. During their examination before the Committee, the Commonwealth Railway officials favored 80 lb rails.

It was shown in evidence, however, that a number of the Queensland Railways are built with 41 lb rails, although recently the 60 lb. rail has been adopted as the standard for the 3' 6" gauge. It was ascertained that the line from Sydney to Bourke in New South Wales, although of 4' 8½" gauge is laid with 60 lb rails, and that a similar weight of rail is used for a considerable distance on the line between Adelaide and Melbourne.

Under these circumstances, the Committee has no hesitation in recommending 60 lb rails for these sections.

as they are satisfied that such rails will carry all the traffic likely to be conveyed for a number of years.

#### BRIDGES.

It is <sup>not</sup> anticipated that <sup>any</sup> high level bridges will be required, but <sup>should be</sup> where it is found necessary to <sup>build any</sup> ~~build any~~ <sup>these</sup> of a solid permanent nature, the Committee is agreeable to <sup>recommend this</sup> them being so constructed as to be capable of taking a 4'8 $\frac{1}{2}$ " gauge track, ~~if <sup>it is</sup> ~~not~~ necessary.~~

*It is not anticipated that any high level bridges will be required, but where it is found necessary to build any of a solid permanent nature, the Committee is agreeable to recommend this being so constructed as to be capable of taking a 4'8 1/2" gauge track, if it is necessary.*

#### WATER SUPPLY.

Although both these sections may traverse country which has little permanent surface water at certain <sup>periods</sup> portions of the year, the Committee is satisfied that, ~~where necessary~~, it will always be possible to obtain underground supplies that would meet requirements for domestic and locomotive purposes. The Commonwealth Railways Officials stated in evidence that water difficulties would not be as great as those with which they have successfully coped on the East-West Railway.

#### FUEL.

No evidence was obtained by the Committee as to the possibility of the existence of any coal deposits in the vicinity of either of the proposed lines, so that the provision of coal for locomotive purposes will be a somewhat



61a  
62.

AGRICULTURE.

The evidence obtained by the Committee was not encouraging from the point of view of the development of agriculture on a commercial scale.

In the Northern areas the seasonal rains are not favorable to the growth of the majority of temperate cereals and it is extremely doubtful if tropical products could be grown <sup>at a cost.</sup> sufficiently cheaply to satisfactorily compete with similar products grown in countries within a few days sail having 10,000 times the population of the Territory within approximately the same area. In the South the prospects are more favorable.

MINING.

Evidence obtained by the Committee showed that the value of minerals produced in the Northern Territory during the period 1894 to 30th June, 1920 was as follows -

|                 |            |
|-----------------|------------|
| Gold            | 1,000,214. |
| Tin             | 483,362.   |
| Wolfram         | 203,832.   |
| Lead and Silver | 14,832.    |
| Copper          | 98,171.    |
| Nickel          | 632.       |
| Kalpaumite      | 189.       |
| Smelter product | 79,275.    |
| Tantalite       | 140.       |
| Amblygonite     | 204.       |
| Kimuth          | 350.       |
|                 | <hr/>      |
|                 | 1,884,916. |

The indications are that mineral deposits of varying values exist here-and- there over a large area of country.

61 b  
to 1.

In every instance, however, these deposits have been worked only to a very slight extent and often ~~done~~ on unscientific lines and with crude apparatus. - the difficulty being under present conditions to transport machinery to where it can be used to advantage.

With the advent of railway communication and better roads, it will be possible to better try out the various finds and it is probable that some rich discoveries may result.

oatly business. The possible utilization of oil as fuel for locomotives, which was inquired into by the Committee, seems to be a matter still relegated to the distant future.

DARWIN WHARF.

*Brown in 61a & 61b*

The Committee agrees <sup>with</sup> that the report submitted by the Sectional Committee that, under existing conditions, there is nothing to warrant any large expenditure on the Darwin Wharf, but that, with the re-opening of the Westworks and the return to normal trade conditions, it is imperative that the working conditions of the Wharf should be improved.

*whether*

To what extent this should be done and <sup>whether</sup> the expenditure warranted to place wharfrage conditions on a scale possible <sup>sufficient</sup> of the development to the ultimate needs of Darwin when it becomes a busy place <sup>is warranted and</sup> matters that the Committee thinks might well form the subject of a special reference when <sup>occasion</sup> demands <sup>it</sup>.

*With*

DEFENCE ASPECT.

Some consideration was given by the Committee to the subject of which through route would materially help in the defence of Australia, and to what extent either of these sections might be used for military purposes. The evidence of the Chief of the General Staff, however, convinced the

Committee /

Committee that, from a defence standpoint, any railway to Darwin might be regarded as a negligible quantity either as an assistance to a possible enemy or a safeguard against attack.

DEVELOPMENT OF THE NORTHERN TERRITORY.

Though not wholly within the four corners of the reference received, the Committee considers that after the extensive journey of several of its members over a greater part of the Northern Territory than it has fallen to the lot of any but a very few to see, and after taking evidence from practically every person in the Territory, and in the <sup>Capital</sup> occupied cities of their three States who had been, for any length of time, in the Territory or might reasonably be expected to have an intimate knowledge of it, it would not be amiss to add a few remarks in regard to the development of this great area of Australia.

In this vast area there were, on the 30th June, 1921, a European population of 2,478 of which the majority is in Darwin, leaving for the rest of the Northern Territory an average of about one white inhabitant per one thousand square miles.

Adminis-  
trator's  
Report.  
p.31.

It is painfully obvious, therefore, that any railway

railway construction ~~and~~ must be undertaken with the  
 idea of opening up the country, and making it accessible to those  
 who wish to try their fortune in a new land and provide some  
 means of making life more pleasant to those stout-hearted pioneers,  
 who have already penetrated far beyond reasonable reach of their  
 fellow men.

### R O A D S.

One of the items apart from railway communication which  
 would help to open up the Territory and make for development would  
 be the provision of one or two good roads. After the Sectional  
 Committee left Oodnadatta, they did not see any public road until  
 they reached Darwin. It is suggested that it would be a good  
 thing if the main through track via the Overland Telegraph Line  
 were put in <sup>good order</sup> sufficient repair and kept fit for motor traffic.  
 This could be done without great expense by putting competent  
 men in charge of sections and permitting them to employ Australian  
 Native labour. Satisfactory roadmaking was done by aboriginals  
 under Police supervision in respect of several short sections of  
 difficult country in connection with the Sectional Committee's  
 inspection. If a fair road were in existence, it would be  
 possible to institute a motor or buggy mail service, which would  
 enable women and sick persons to reach medical assistance in  
 reasonable comfort instead of enduring the agony they do under

under present circumstances if compelled to travel by camel-back.

#### WELLS, BORES, DAMS.

Wells, bores and dams or tanks, if provided by the Government on small holdings, and the cost of same covered by the rental spread over the term of the lease would make it possible for ~~the~~ <sup>for the</sup> man without much capital to take up pastoral leases.

#### ABORIGINALS.

Many able-bodied natives are at present supplied with food and clothing and encouraged <sup>in</sup> to a life of indolence. It should be possible to employ a number of these for short periods on ~~some~~ <sup>such</sup> work as road making, well-sinking, etc., and it should be a strict rule that no able-bodied native is supplied with food or clothing unless he earns ~~some~~ <sup>them</sup>.

#### TELEPHONES.

The provision of telephones <sup>would be</sup> of immense benefit in <sup>case of sickness</sup> ~~other directions~~ and <sup>would help</sup> helps materially to keep people more contented, and relieve the loneliness of outback life.

#### HOUSING.

With the provision of better roads and water supply, it would be possible for the inhabitants of the Territory

to go in for a comfortable type of house fitted to the exigencies of the climate. The Sectional Committee discovered during its trip that in practically every case the houses in the Territory were deficient in all the *amenities &c.* comforts and even decencies of modern civilization.

The effect of this on those white women and children who face the loneliness of the bush must in time be deplorable and has probably acted as a deterrent to the unmarried pioneers endeavoring to obtain a wife to share their fortunes, and to those who were married before going to the Territory from taking their women folk with them.

One of the lamentable results of this which cannot be too strongly emphasized is that there is gradually creeping into the outback portions of the Territory a system of what is locally called *coabeism* or the practice of white men cohabiting with the native blacks and even rearing a family of half-caste children. This is an unsavoury subject ~~which has, perhaps,~~ ~~never been before publicly presented,~~ but is one that will have a marked effect on the future of our Territory and one that every effort should be made to combat.

#### INTRODUCTION OF COLOURED LABOUR.

The Committee is decidedly of opinion that it is neither  
 necessary /

necessary nor advisable to introduce foreign colored labor into the Northern Territory; white men and their families with available aboriginal labour can, if they will, do all the work necessary on the settlements. The lack of development existent in the Territory to-day is not, in the opinion of the Committee, due to the lack of colored labor. At one time, in pre-federation days, there was no bar to the introduction of coloured labor, and South Australia even encouraged it, but that did not materially help the Territory.. It must not be forgotten that it is shown by the records that, at one period there were between 4,500 and 5,000 ~~Chinese~~ Chinese in the Territory, and that the unskilled labor used on the construction of the railway to Pine Creek was largely Chinese.

p.578.

The Chinese started various industries, such as sugar, coffee <sup>and</sup> tobacco growing ~~and~~ ~~in~~ ~~the~~ ~~North~~, but even with cheap Chinese labour not one single thing proved a success.

Mining was developed by the Chinese and mining receded and became practically extinct, while Chinese labour was still available. Therefore, from the point of view of Australia, the Committee is satisfied that the introduction of cheap colored labour would not be a solution of the

problem /



problem of the Northern Territory <sup>and its</sup> <sub>pin</sub> their faith to its development by an honest hard-working virile white race preferably of Anglo-Saxon stock.

### CONCLUSION

In conclusion, the Committee expresses <sup>the</sup> hope that a definite progressive developmental policy extending over a period of at least 20 years should be at once entered upon and pushed vigorously. <sup>Suitable</sup> ~~Large~~ areas should be offered on favorable terms to any individual or company who would undertake to comply with the provisions of a carefully thought-out scheme in accordance with the policy of development decided upon, <sup>this would be followed by</sup> and better and regular shipping facilities should be ~~decided~~ provided from Darwin to the South and to the East where a ready and practically unlimited market can be found for the products of Australia.

*The Committee wishes further to point out that in its opinion these railways will not be a payable proposition for many years, but a development policy if adopted will greatly minimize the loss.*

### SUMMARY OF RECOMMENDATIONS.

Briefly summarized the recommendations of the Committee

are

- (1) To extend the existing railway to Daly Waters on the understanding that it is to form portion of an eventual line through Newcastle Waters to Cameroonal

(ii) That a ~~heavy~~ light low level line be constructed from Oodnadatta to Alice Springs

(p.46.)

(iii) <sup>That</sup> ~~this~~ line be regarded as providing sufficient railway development for the Territory for many years

(p.49).

(iv.) That, when the time arrives for the construction of a through Transcontinental Line negotiations be entered into with South Australia, which would permit of the alteration of the Northern Territory Acceptance Act 1910 to allow of such line being constructed on the route then shown to be in the best interests of Australia.

(p.54.)

(v) That the 3'6" gauge be adopted (p.57.)

(vi) That the question of the use of steel or concrete sleepers be considered with a view to their adoption if obtainable at a reasonable cost price (p.58.)

(vii) That sleepers be used of a size 7" x 9" x 4 1/2" (p.59)

(viii) That 60 lb rails be used (p.59).

(ix) That any high level bridges of a permanent nature ~~constructed~~ be of such a size as to permit of their taking the 4'6 1/2" track (p.60.)

(x) That the question of improving Wharf facilities at

at Darwin be given attention with the return of normal trade conditions there (P\_61.)

(xi) That the introduction of foreign colored labor to the Territory be consistently opposed (p. 65.....)

(xii) That a definite progressive policy for the development of the Territory be at once entered upon and vigorously pursued (p. 67.....)

#### APPENDICES.

Attached to the Report are the following appendices -

- (A) Rainfall at stated places between Marree (Hergott Springs) in South Australia and Darwin in Northern Territory. (Western Railway Route).
- (B) Rainfall at Stated places between Daly Waters, Northern Territory, and Marree (Hergott Springs) South Australia, via Camooweal, Boulia and Birusville. (Eastern Railway Route).
- (C) Rainfall at stated places between Emun-ga-lan (Katherine River) Northern Territory, and Hall's Creek, Western Australia.
- (D) Table of Railway and other Distances compiled in connexion with Report.
- (E) Statement of Northern Territory Pastoral Leases, Grazing Licences and Pastoral permits.
- (F) Results of tests conducted on timbers sleepers from Java.
- (G) Graham Stewart's Report respecting the Extension of Transcontinental Railway from Angle Pole to Alice Springs.
- (H) Northern Territory Acceptance Act No. 20 of 1910.

- I. Port Augusta-Oodnadatta Railway - 1914.  
Agreement between the Commonwealth and the State of South Australia for the working of
- J. Northern Territory Acceptance Act No. 24 of 1919.
- K. An Act to ratify an Agreement for the variation of the Agreement of the Northern Territory and other purposes 1919 - No. 1380.
- L. Northern Territory.  
Agreement between the Government of the Commonwealth and South Australia for the lease by the latter of the Port- Augusta-Oodnadatta Railway. 14th September, 1911.
- M. Oodnadatta Railway.  
Statement showing Earnings, Working Expenditure, Loss in Working, Hire of Rollingstock, Interest on Capital, and Total loss from 1.1.11 to 30.6.1922.
- N. Northern Territory Railway  
Darwin to Katherine River Railway.  
Statement showing Earnings, Working Expenditure, Result of Working, Interest on Capital and Total Loss from 1st January, 1911, to 30th June, 1922.

For the purpose of making it possible to more easily follow the evidence the following <sup>plans</sup> maps are attached:-

1. Routes followed by Committee on its tour of inspection and railway routes investigated.
11. Plans showing suggested improvements to Wharf Accommodation at Darwin.

*Howland*  
Vice Chairman.

Office of the Parliamentary Standing Committee on Public Works,  
Parliament House, Melbourne.

24 October, 1922.

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APPENDIX A.

RAINFALL AT STATED PLACES BETWEEN MARREE (HERGOTT SPRINGS) IN SOUTH AUSTRALIA AND DARWIN IN NORTHERN TERRITORY.

(Western Railway Route.)

| Town, Place, or Station.        | Average Annual Rainfall. |        | Maximum Fall in any one Year. |       | Minimum Fall in any one Year. |       |
|---------------------------------|--------------------------|--------|-------------------------------|-------|-------------------------------|-------|
|                                 | Inches.                  | Years. | Inches.                       | Year. | Inches.                       | Year. |
| Marree (Hergott Springs) ..     | 6.10                     | 35     | 10.07                         | 1920  | 2.21                          | 1902  |
| Coward Springs ..               | 5.82                     | 23     | 11.56                         | 1904  | 2.26                          | 1918  |
| Williams Creek ..               | 5.39                     | 47     | 11.40                         | 1920  | 1.66                          | 1884  |
| Warrina ..                      | 5.69                     | 25     | 11.17                         | 1908  | 1.03                          | 1900  |
| Godnaddita ..                   | 4.83                     | 29     | 11.19                         | 1920  | 1.16                          | 1919  |
| Charlotte Waters ..             | 5.55                     | 47     | 12.31                         | 1908  | 1.16                          | 1907  |
| Tempe Downs ..                  | 9.40                     | 33     | 25.45                         | 1920  | 2.87                          | 1915  |
| Benbury Station ..              | 7.81                     | 22     | 20.17                         | 1920  | 1.90                          | 1916  |
| Alice Springs ..                | 10.99                    | 47     | 28.87                         | 1920  | 4.20                          | 1918  |
| Bond Springs ..                 | 9.33                     | 19     | 19.33                         | 1920  | 3.45                          | 1918  |
| Hermannsburg Mission Station .. | 9.48                     | 33     | 18.31                         | 1895  | 2.24                          | 1916  |
| Aritunga ..                     | 11.64                    | 20     | 21.67                         | 1910  | 5.89                          | 1915  |
| Barrow Creek ..                 | 12.18                    | 47     | 38.86                         | 1904  | 3.29                          | 1897  |
| Tennant's Creek ..              | 14.92                    | 47     | 26.16                         | 1894  | 3.89                          | 1908  |
| Powell Creek ..                 | 18.24                    | 47     | 37.05                         | 1895  | 8.34                          | 1897  |
| Daly Waters ..                  | 26.13                    | 48     | 45.95                         | 1904  | 8.99                          | 1900  |
| Emun-ga-lan (Katherine) ..      | 38.01                    | 48     | 68.91                         | 1898  | 18.84                         | 1892  |
| Pine Creek ..                   | 44.28                    | 49     | 69.71                         | 1897  | 23.67                         | 1892  |
| Bonbrook ..                     | 42.60                    | 25     | 65.80                         | 1904  | 28.82                         | 1906  |
| Cosmopolitan C. M. ..           | 45.08                    | 16     | 65.07                         | 1915  | 30.13                         | 1905  |
| Brock's Creek ..                | 60.99                    | 23     | 73.99                         | 1904  | 28.37                         | 1920  |
| Darwin ..                       | 61.82                    | 51     | 87.22                         | 1910  | 40.28                         | 1906  |

APPENDIX B.

RAINFALL AT STATED PLACES BETWEEN DALY WATERS, NORTHERN TERRITORY, AND MARREE (HERGOTT SPRINGS), SOUTH AUSTRALIA, VIA CAMOOWEAL, BOWLIA AND BIRDSVILLE.

(Eastern Railway Route.)

| Town, Place, or Station.                       | Average Annual Rainfall. |        | Maximum Fall in any one Year. |       | Minimum Fall in any one Year. |       |
|--|--------------------------|--------|-------------------------------|-------|-------------------------------|-------|
|  | Inches.                  | Years. | Inches.                       | Year. | Inches.                       | Year. |
| Daly Waters ..                                 | 26.13                    | 48     | 45.95                         | 1904  | 8.99                          | 1900  |
| Roper River Mission Station ..                 | 24.87                    | 11     | 34.10                         | 1910  | 14.18                         | 1912  |
| Roper River Police Station (Leichard's Bar) .. | 24.85                    | 20     | 35.88                         | 1897  | 12.28                         | 1905  |
| Borrooloola ..                                 | 28.12                    | 31     | 61.52                         | 1894  | 9.11                          | 1900  |
| Anthony's Lagoon ..                            | 18.66                    | 21     | 34.80                         | 1904  | 8.55                          | 1906  |
| Henstie Downs ..                               | 14.95                    | 25     | 32.96                         | 1919  | 3.35                          | 1897  |
| Top Camp (Alexandra Station) ..                | 15.83                    | 33     | 33.98                         | 1903  | 4.87                          | 1897  |
| Herbert Vale ..                                | 18.27                    | 31     | 33.82                         | 1891  | 6.67                          | 1900  |
| Rankin's Store ..                              | 14.82                    | 12     | 23.09                         | 1920  | 8.51                          | 1911  |
| Avon Downs ..                                  | 13.94                    | 12     | 20.74                         | 1916  | 10.81                         | 1912  |
| Camooeal ..                                    | 16.23                    | 29     | 32.27                         | 1895  | 8.82                          | 1899  |
| Lake Nash ..                                   | 14.58                    | 23     | 32.54                         | 1920  | 1.84                          | 1897  |
| Barkly Downs ..                                | 14.66                    | 12     | 19.06                         | 1917  | 9.55                          | 1914  |
| Fort Williams ..                               | 15.44                    | 6      | 22.00                         | 1920  | 8.88                          | 1919  |
| Urundangi ..                                   | 11.68                    | 28     | 22.39                         | 1895  | 9.92                          | 1897  |
| Carandotta ..                                  | 10.44                    | 25     | 25.87                         | 1920  | 3.60                          | 1893  |
| Glenormiston ..                                | 9.58                     | 7      | 19.60                         | 1916  | 5.51                          | 1919  |
| Bowlia ..                                      | 11.00                    | 34     | 25.74                         | 1894  | 0.95                          | 1895  |
| Merion Downs ..                                | 10.02                    | 8      | 18.18                         | 1916  | 5.46                          | 1914  |
| Coorabulba ..                                  | 8.42                     | 22     | 24.44                         | 1920  | 0.79                          | 1905  |
| Annadale ..                                    | 7.69                     | 13     | 18.26                         | 1919  | 1.09                          | 1919  |
| Glengyle ..                                    | 12.98                    | 4      | 27.21                         | 1916  | 4.04                          | 1919  |
| Birdsville ..                                  | 7.13                     | 23     | 21.33                         | 1916  | 4.31                          | 1913  |
| Cordillo Downs ..                              | 7.26                     | 36     | 16.39                         | 1890  | 1.23                          | 1900  |
| Goyder's Lagoon ..                             | 6.44                     | 17     | 12.23                         | 1903  | 1.00                          | 1915  |
| Mangerannie ..                                 | 5.38                     | 23     | 12.09                         | 1920  | 1.19                          | 1902  |
| Kanowna ..                                     | 4.55                     | 24     | 13.89                         | 1911  | 0.43                          | 1896  |
| Innamnecks ..                                  | 6.71                     | 37     | 19.79                         | 1885  | 1.70                          | 1888  |
| Killalpannia ..                                | 5.77                     | 34     | 16.14                         | 1899  | 1.24                          | 1888  |
| Tilcha ..                                      | 7.12                     | 35     | 14.90                         | 1880  | 1.89                          | 1888  |
| Marree (Hergott Springs) ..                    | 6.10                     | 35     | 10.07                         | 1920  | 2.21                          | 1902  |

## APPENDIX C.

RAINFALL AT STATED PLACES BETWEEN EMUN-GA-LAN  
(KATHERINE RIVER), NORTHERN TERRITORY, AND  
HALL'S CREEK, WESTERN AUSTRALIA.

(Including Victoria River District.)

| Town, Place, or Station..           | Average Annual Rainfall. |        | Maximum Fall in any one Year. |       | Minimum Fall in any one Year. |       |
|-------------------------------------|--------------------------|--------|-------------------------------|-------|-------------------------------|-------|
|                                     | Inches.                  | Years. | Inches.                       | Year. | Inches.                       | Year. |
| Emun-ga-lan (Katherine River) ..    | 38.91                    | 48     | 69.91                         | 1898  | 18.84                         | 1892  |
| Willaco Downs ..                    | 26.25                    | 11     | 35.65                         | 1910  | 15.93                         | 1919  |
| Victoria River Depôt.               | 30.05                    | 12     | 43.10                         | 1914  | 20.93                         | 1919  |
| Bradshaw's Run ..                   | 34.93                    | 21     | 48.12                         | 1910  | 23.18                         | 1920  |
| Victoria River Downs                | 22.82                    | 34     | 47.12                         | 1904  | 10.39                         | 1905  |
| Bullita Station ..                  | 25.84                    | 4      | 33.81                         | 1917  | 18.38                         | 1919  |
| Watooc ..                           | 24.13                    | 4      | 29.80                         | 1918  | 16.62                         | 1919  |
| Wave Hill ..                        | 18.19                    | 4      | 23.96                         | 1920  | 7.90                          | 1919  |
| Row's Hill Police Station ..        | 18.66                    | 12     | 22.75                         | 1907  | 8.48                          | 1908. |
| Flores Valley, Western Australia .. | 19.87                    | 22     | 35.03                         | 1910  | 10.13                         | 1900  |
| Ord River, Western Australia ..     | 19.66                    | 22     | 33.21                         | 1918  | 11.90                         | 1919. |
| Denison Downs, Western Australia .. | 17.69                    | 18     | 25.98                         | 1904  | 10.58                         | 1907  |
| Hall's Creek, Western Australia ..  | 20.65                    | 30     | 42.02                         | 1903  | 8.54                          | 1905  |

APPENDIX D.

STATEMENT OF NORTHERN TERRITORY PASTORAL LEASES, GRAZING LICENCES, AND PASTORAL PERMITS.

NOTE.—Progressive rates shown thus:—1a., 2a., 3a., &c. by reappraisal. Three periods of seven years. For Summary, see page 18.

| Name of Lessee.                   | Lease. | Licence. | Permit. | Area.    | Rate per Hdr.                   | Annual Rent.      | Term of Lease. | Date of Expiry.         | Name of Station.  | Stocking.                 |          |           |    |
|-----------------------------------|--------|----------|---------|----------|---------------------------------|-------------------|----------------|-------------------------|---|---------------------------|----------|-----------|----|
|                                   |        |          |         |          |                                 |                   |                |                         |   | Cattle.                   | Horses.  | Others.   |    |
| Ambrose, Mary                     | 1704   | ..       | ..      | sq. mile |                                 |                   |                |                         | Banks Banks ..  | 3,008                     | 573      | ..        |    |
|                                   | 1740   | ..       | ..      | 400      | 1a.                             | 31 4 0            | 42             | 31.12.1936              |   |                           |          |           |    |
|                                   | 1760   | ..       | ..      | 400      | 1a.                             | 20 0 0            | 42             | 30.6.1937               |   |                           |          |           |    |
|                                   | 2350   | ..       | ..      | 460      | 1a. 6d., 2a. 6d., 3a. 6d.       | 17 2 0<br>31 10 0 | 42             | 30.6.1937<br>31.12.1960 |   |                           |          |           |    |
| Anderson, R. G. and W. G.         | 2330   | ..       | ..      | 600      | 5a., 7a. 6d., 10a.              | 150 0 0           | 42             | 30.6.1909               | Tobermory Station   | 070                       | 32       | ..        |    |
|                                   | 2342   | ..       | ..      | 600      | 4a., 6a., 8a.                   | 118 8 0           | 42             | 31.3.1909               |   |                           |          |           |    |
|                                   | 2307   | ..       | ..      | 99       | 2a., 3a. 6d., 6a. 6d.           | 0 18 0            | 42             | 30.6.1909               |   |                           |          |           |    |
| Armstrong, S.                     | ..     | ..       | ..      | 81       | ..                              | 5 0 0             | Annual         | ..                      | Adelaide River Dist.  | ..                        | 19       | ..        |    |
| Avon Downs Pastoral Co.           | 2143   | ..       | ..      | 309      | 2a. 6d.                         | 37 10 0           | 42             | 30.9.1942               | Avon Downs ..   | 31,105                    | 740      | ..        |    |
|                                   | 2141   | ..       | ..      | 500      | 2a. 6d.                         | 37 19 0           | 42             | 30.9.1942               |   |                           |          |           |    |
|                                   | 2146   | ..       | ..      | 509      | 2a. 6d.                         | 37 10 0           | 42             | 30.9.1942               |   |                           |          |           |    |
|                                   | 2148   | ..       | ..      | 309      | 1a. 6d.                         | 22 10 0           | 42             | 30.9.1942               |   |                           |          |           |    |
|                                   | 2147   | ..       | ..      | 300      | 1a. 6d.                         | 22 10 0           | 42             | 30.9.1942               |   |                           |          |           |    |
| Aboriginal Dept. N.T.             | 2121A  | ..       | ..      | 300      | 3a. 6d.                         | 52 10 0           | 23             | 30.6.1942               | Betchelor Farm ..<br>Ompell Station                         | 367<br>1,293              | 58<br>76 | 81<br>650 |    |
|                                   | 2163   | ..       | ..      | 500      | 3a.                             | 45 0 0            | 42             | 31.12.1942              |   |                           |          |           |    |
|                                   | ..     | ..       | ..      | ..       | ..                              | ..                | ..             | ..                      |   |                           |          |           |    |
| Bathern, H. M.                    | 1751   | ..       | ..      | 400      | 1a.                             | 20 0 0            | 42             | 30.6.1937               | Bretalon Downs Station                                      | 7,043                     | 743      | 200       |    |
|                                   | 1762   | ..       | ..      | 260      | 1a.                             | 10 0 0            | 42             | 30.9.1937               |   |                           |          |           |    |
|                                   | 1671   | ..       | ..      | 165      | 1a.                             | 5 5 0             | 42             | 31.3.1941               |   |                           |          |           |    |
|                                   | 3133   | ..       | ..      | 200      | 2a.                             | 20 0 0            | 42             | 30.9.1942               |   |                           |          |           |    |
|                                   | 2400   | ..       | ..      | 200      | 4a.                             | 40 0 0            | 42             | 31.12.1943              |   |                           |          |           |    |
|                                   | ..     | ..       | ..      | 53       | 224                             | 1a.               | 11 4 0         | Annual                  |   |                           |          |           | .. |
|                                   | ..     | ..       | ..      | 148      | 200                             | 1a.               | 10 0 0         | ..                      |   |                           |          |           | .. |
|                                   | ..     | ..       | ..      | 168      | 240                             | 1a.               | 12 0 0         | ..                      |   |                           |          |           | .. |
|                                   | ..     | ..       | ..      | 208      | 200                             | 1a.               | 10 0 0         | ..                      |   |                           |          |           | .. |
|                                   | ..     | ..       | ..      | ..       | 77                              | 300               | 1a.            | 15 0 0                  |   |                           |          |           | .. |
| Barker and Bloomfield             | ..     | ..       | ..      | 140      | 260                             | 1a.               | 10 0 0         | ..                      | Love's Creek Station  | 400                       | 1,520    | 700       |    |
|                                   | ..     | ..       | ..      | 311      | 242                             | 1a.               | 12 2 0         | ..                      |   |                           |          |           |    |
|                                   | 1693   | ..       | ..      | 120      | 1a.                             | 0 0 0             | 42             | 31.12.1938              |   |                           |          |           |    |
|                                   | 2173   | ..       | ..      | 180      | 2a.                             | 10 0 0            | 42             | 30.9.1943               |   |                           |          |           |    |
|                                   | 2170   | ..       | ..      | 260      | 4a.                             | 52 0 0            | 42             | 30.6.1943               |   |                           |          |           |    |
| Beane, R.                         | 1788   | ..       | ..      | 225      | 1a.                             | 11 5 0            | 42             | 31.3.1938               | ..  | ..                        | ..       | ..        |    |
|                                   | 2222   | ..       | ..      | 350      | 2a.                             | 30 0 0            | 42             | 30.6.1944               |   |                           |          |           |    |
| Bennett, G.                       | ..     | ..       | ..      | 91       | 320                             | 1a.               | 40 0 0         | Annual                  | ..  | ..                        | ..       | ..        |    |
|                                   | 1670   | ..       | ..      | 250      | 1a.                             | 19 0 0            | 42             | 31.12.1933              |   |                           |          |           |    |
| Beckett, J. T.                    | 1776   | ..       | ..      | 166      | 1a.                             | 7 10 0            | 42             | 31.12.1933              | Vanderlin Island  | ..                        | ..       | 700       |    |
|                                   | 1850   | ..       | ..      | 512      | 1a.                             | 25 12 0           | 42             | 30.6.1938               |   |                           |          |           |    |
|                                   | 1892   | ..       | ..      | 225      | 1a.                             | 11 5 0            | 42             | 30.6.1938               |   |                           |          |           |    |
| Bickley Bros. Bird, W. J.         | ..     | ..       | ..      | 150      | 1a. 11d., 2a. 6d., 4d., 2a. 6d. | 12 10 0           | 21             | 30.4.1939               | ..  | ..                        | ..       | ..        |    |
|                                   | ..     | ..       | ..      | 177      | 100                             | 1a.               | 5 0 0          | Annual                  |   |                           |          |           |    |
| Bland, M. G. P.                   | ..     | ..       | ..      | 290      | 500                             | 1a.               | 25 0 0         | Annual                  | ..  | ..                        | ..       | ..        |    |
|                                   | ..     | ..       | ..      | 284      | 200                             | 1a.               | 10 0 0         | ..                      |   |                           |          |           |    |
| Bloomfield, L.                    | ..     | ..       | ..      | 231      | 220                             | 2a., 3a., 5a.     | 22 0 0         | 42                      | 31.3.1960   | See Barker and Bloomfield | ..       | ..        | .. |
| Black, A. M.                      | 1632   | ..       | ..      | 261      | 1a.                             | 13 1 0            | 42             | 30.6.1939               | Included Hodgson Downs, Tennants and Sons Dry River Station | ..                        | ..       | ..        |    |
|                                   | 1639   | ..       | ..      | 291      | 1a.                             | 13 1 0            | 42             | 30.6.1939               |   |                           |          |           |    |
| Boon, S. A.                       | ..     | ..       | ..      | 203      | 250                             | 1a.               | 12 10 0        | Annual                  | Victoria River Downs  | 1380.58                   | 1,073    | 392       |    |
|                                   | 2157   | ..       | ..      | 90       | 4a.                             | 19 4 0            | 42             | 31.3.1943               |   |                           |          |           |    |
|                                   | 2168   | ..       | ..      | 236      | 2a.                             | 33 12 0           | 42             | 31.3.1943               |   |                           |          |           |    |
|                                   | 2159   | ..       | ..      | 249      | 4a.                             | 49 16 0           | 42             | 31.3.1943               |   |                           |          |           |    |
|                                   | 2174   | ..       | ..      | 327      | 4a.                             | 65 8 0            | 42             | 30.6.1943               |   |                           |          |           |    |
|                                   | 2175   | ..       | ..      | 388      | 2a.                             | 38 16 0           | 42             | 30.6.1943               |   |                           |          |           |    |
|                                   | 2180   | ..       | ..      | 353      | 4a.                             | 79 12 0           | 42             | 30.6.1943               |   |                           |          |           |    |
| Bovril Australian Estates Limited | 2181   | ..       | ..      | 408      | 2a.                             | 40 16 0           | 42             | 30.6.1943               | ..  | ..                        | ..       | ..        |    |
|                                   | 2182   | ..       | ..      | 147      | 2a.                             | 14 14 0           | 42             | 30.6.1943               |   |                           |          |           |    |
|                                   | 2183   | ..       | ..      | 240      | 1a.                             | 24 0 0            | 42             | 30.6.1943               |   |                           |          |           |    |
|                                   | 2184   | ..       | ..      | 5,740    | 1a.                             | 437 6 0           | 42             | 30.6.1943               |   |                           |          |           |    |
|                                   | ..     | ..       | ..      | 196      | 400                             | 1a.               | 20 0 0         | Annual                  |   |                           |          |           |    |
| Bohning, J. H. Branson, C. J. A.  | ..     | ..       | ..      | 6        | 400                             | 1a.               | 20 0 0         | ..                      | Helen Springs ..  | 380                       | 70       | 906       |    |
|                                   | ..     | ..       | ..      | 17       | 769                             | 1a.               | 35 6 0         | ..                      |   |                           |          |           |    |
|                                   | ..     | ..       | ..      | 253      | 82                              | 1a.               | 4 2 0          | ..                      |   |                           |          |           |    |
|                                   | ..     | ..       | ..      | 276      | 92                              | 1a.               | 4 12 0         | ..                      |   |                           |          |           |    |
|                                   | 2282   | ..       | ..      | 300      | 2a., 3a., 5a.                   | 30 0 0            | 42             | 31.12.1958              |   |                           |          |           |    |
| Brown, S. W.                      | 2280   | ..       | ..      | 300      | 2a. 6d., 5a., 7a. 6d.           | 37 10 0           | 42             | 31.3.1959               | ..  | ..                        | ..       | ..        |    |
|                                   | 2265   | ..       | ..      | 200      | 2a., 5a., 7a. 6d.               | 30 0 0            | 42             | 30.6.1958               |   |                           |          |           |    |
|                                   | 1928   | ..       | ..      | 300      | 1a.                             | 15 0 0            | 42             | 30.6.1957               |   |                           |          |           |    |
|                                   | 1929   | ..       | ..      | 300      | 1a.                             | 15 0 0            | 42             | 30.6.1957               |   |                           |          |           |    |
|                                   | 1930   | ..       | ..      | 300      | 1a.                             | 15 0 0            | 42             | 30.6.1957               |   |                           |          |           |    |
| Broadon, J. A.                    | 1677   | ..       | ..      | 3,337    | 1a.                             | 116 17 0          | 42             | 30.6.1930               | Henbury Station   | 4,850                     | 1,600    | 100       |    |
|                                   | 1678   | ..       | ..      | 200      | 1a.                             | 10 0 0            | 42             | 30.6.1930               |   |                           |          |           |    |
|                                   | 1690   | ..       | ..      | 285      | 1a.                             | 14 6 0            | 42             | 30.6.1936               |   |                           |          |           |    |
|                                   | 1701   | ..       | ..      | 258      | 1a.                             | 13 8 0            | 42             | 30.6.1936               |   |                           |          |           |    |
|                                   | 1738   | ..       | ..      | 100      | 1a.                             | 5 0 0             | 42             | 30.6.1937               |   |                           |          |           |    |

APPENDIX D.—STATEMENT OF NORTHERN TERRITORY PASTORAL LEASES, ETC.—continued.

| Name of Lessee.           | Lease. | Licence | Permit. | Area.    | Rate per Acre.                            | Annual Rent. | Term of Lease. | Date of Expiry. | Name of Station.   | Stocking. |         |         |
|---------------------------|--------|---------|---------|----------|---|--------------|----------------|-----------------|--|-----------|---------|---------|
|                           |        |         |         |          |   |              |                |                 |  | Cattle.   | Horses. | Others. |
|                           |        |         |         | sq. mls. |   | £ s. d.      | Years.         |                 |  |           |         |         |
| Brumm, H. V.              | ..     | 274     | ..      | 500      | 1s.                                       | 25 0 0       | Annual         | ..              | See Hutton, Nalty, Brumm, and Logan Bullita Station..                | ..        | ..      | ..      |
|                           | ..     | 275     | ..      | 625      | 1s.                                       | 31 5 0       | ..             | ..              |  | 3,753     | 300     | ..      |
| Bullita Pastoral Co.      | 2202   | ..      | ..      | 340      | 4s.                                       | 68 0 0       | 42             | 31.12.1943      | ..   | ..        | ..      | ..      |
|                           | 2246   | ..      | ..      | 1,182    | 1s.                                       | 56 12 0      | Annual         | ..              |  |           |         |         |
|                           | ..     | ..      | ..      | 141      | 2s. 6d., 5s., 10s.                        | 17 10 0      | 21             | 31.12.1935      | Eurapunga Station  | 3,207     | 68      | 12      |
| Bruzner, H.               | 2246   | ..      | ..      | 293      | 2s., 4s., 8s., 1s. 3d., 1s. 10d., 2s. 6d. | 20 0 0       | 21             | 31.12.1935      |  |           |         |         |
|                           | 2203   | ..      | ..      | 600      | ..  | 37 10 0      | 21             | 31.12.1931      | ..   | ..        | ..      | ..      |
|                           | 1967   | ..      | ..      | 180      | 1s.                                       | 9 0 0        | 42             | 31.12.1949      | Burnside Marrakai Ltd.   | 14,160    | 300     | ..      |
|                           | 1968   | ..      | ..      | 70       | 3s.                                       | 10 10 0      | 42             | 31.12.1940      |  |           |         |         |
|                           | 1969   | ..      | ..      | 150      | 1s.                                       | 6 6 0        | 42             | 31.12.1940      |  |           |         |         |
|                           | 1970   | ..      | ..      | 80       | 1s.                                       | 4 0 0        | 42             | 31.3.1941       |  |           |         |         |
|                           | 1974   | ..      | ..      | 75       | 3s.                                       | 11 5 0       | 42             | 30.6.1941       |  |           |         |         |
|                           | 2113   | ..      | ..      | 108      | 4s.                                       | 21 12 0      | 42             | 31.3.1942       |  |           |         |         |
|                           | 2156   | ..      | ..      | 144      | 4s.                                       | 28 10 0      | 42             | 31.3.1943       |  |           |         |         |
|                           | 2188   | ..      | ..      | 58       | 2s.                                       | 9 10 0       | 42             | 30.6.1943       |  |           |         |         |
|                           | 2201   | ..      | ..      | 63       | 2s.                                       | 6 6 0        | 42             | 30.5.1944       |  |           |         |         |
|                           | 2206   | ..      | ..      | 200      | 4s.                                       | 40 0 0       | 42             | 31.3.1944       |  |           |         |         |
|                           | 2230   | ..      | ..      | 47       | 10s.                                      | 23 10 0      | 42             | 31.7.1950       |  |           |         |         |
|                           | 2247   | ..      | ..      | 30       | 7s. 6d.                                   | 30 0 0       | 42             | 31.12.1956      |  |           |         |         |
|                           | 2248   | ..      | ..      | 100      | 7s. 6d.                                   | 37 10 0      | 42             | 31.12.1956      |  |           |         |         |
|                           | 2249   | ..      | ..      | 5        | 20s.                                      | 5 0 0        | 21             | 31.12.1935      |  |           |         |         |
|                           | 2274   | ..      | ..      | 192      | 1s. 9d., 2s. 6d., 3s. 6d.                 | 14 8 0       | 42             | 30.6.1958       |  |           |         |         |
|                           | 2278   | ..      | ..      | 150      | 2s., 3s., 5s., 3s. 6d.                    | 15 0 0       | 42             | 30.6.1958       |  |           |         |         |
|                           | ..     | 191     | ..      | 173      | 1s.                                       | 8 13 0       | Annual         | ..              | ..   | ..        | ..      | ..      |
|                           | ..     | 236     | ..      | 650      | 1s.                                       | 32 10 0      | ..             | ..              | ..   | ..        | ..      | ..      |
| Buzacott, T. H.           | 2236   | ..      | ..      | 580      | 4s., 6s., 8s., 3s. 6d., 7s. 6d.           | 116 0 0      | 42             | 30.6.1960       | Tipperary Station  | 2,500     | 200     | 1,016   |
| Byrne, W. J.              | 2272   | ..      | ..      | 350      | ..  | 33 10 0      | 42             | 30.6.1958       |  |           |         |         |
|                           | 2415   | ..      | ..      | 329      | 2s., 6d., 1s., 6s., 4s., 10s.             | 41 2 6       | 42             | 30.6.1962       |  |           |         |         |
|                           | 2416   | ..      | ..      | 552      | 1s., 6d., 2s. 6d., 3s.                    | 41 8 0       | 42             | 30.6.1962       |  |           |         |         |
| Byrne, H. J. and W. S.    | 3410   | ..      | ..      | 323      | 1s., 1s. 6d., 2s.                         | 16 3 0       | 42             | 30.6.1962       | Bathurst Downs   | 1,625     | 138     | ..      |
| Byrmine Pastoral Co. Ltd. | 2314   | ..      | ..      | 600      | 4s., 6s., 8s., 1s.                        | 150 0 0      | 42             | 30.6.1960       |  |           |         |         |
| Carter, G.                | ..     | 223     | ..      | 336      | 1s.                                       | 10 16 0      | Annual         | ..              | Mountain Home Station  | 202       | 162     | 200     |
|                           | 2169   | ..      | ..      | 70       | 3s.                                       | 10 10 0      | 42             | 31.3.1942       | ..   | ..        | ..      | ..      |
|                           | 2169   | ..      | ..      | 200      | 2s.                                       | 20 0 0       | 42             | 30.6.1943       |  |           |         |         |
|                           | 2259   | ..      | ..      | 165      | 2s., 3s., 5s.                             | 16 10 0      | 42             | 30.6.1959       |  |           |         |         |
|                           | 2290   | ..      | ..      | 132      | 2s., 3s., 5s., 1s.                        | 13 4 0       | 42             | 30.6.1959       |  |           |         |         |
| Cavenagh, F. L.           | 2285   | ..      | ..      | 220      | 2s., 3s., 5s., 1s.                        | 22 0 0       | 42             | 31.12.1961      | Ambalindum Station   | 1,150     | 220     | 3,727   |
|                           | 2285   | ..      | ..      | 220      | 2s., 3s., 5s., 1s.                        | 22 0 0       | 42             | 31.12.1961      |  |           |         |         |
| Chardon, G.               | 2277   | ..      | ..      | 250      | 4s., 6s., 8s., 1s.                        | 46 0 0       | 42             | 30.6.1956       | Florida Station  | 240       | 90      | ..      |
| Condon, H. E.             | ..     | 213     | ..      | 300      | ..  | 10 0 0       | Annual         | ..              |  |           |         |         |
|                           | ..     | 257     | ..      | 200      | 1s.                                       | 10 0 0       | ..             | ..              | Gebara Water-hole Station  | 375       | 45      | ..      |
| Conlin, J. J.             | 2420   | ..      | ..      | 100      | 5s., 7s. 6d., 10s.                        | 25 0 0       | 42             | 30.6.1962       | Spring Vale  | 200       | 220     | 176     |
|                           | 1603   | ..      | ..      | 583      | 1s.                                       | 18 3 0       | 42             | 31.12.1934      |  |           |         |         |
|                           | 1640   | ..      | ..      | 200      | 1s.                                       | 10 0 0       | 42             | 30.9.1935       | Auvergne Station   | 21,347    | 550     | ..      |
|                           | 1641   | ..      | ..      | 160      | 1s.                                       | 5 0 0        | 42             | 30.9.1935       |  |           |         |         |
|                           | 1896   | ..      | ..      | 440      | 1s.                                       | 23 0 0       | 42             | 31.12.1935      |  |           |         |         |
|                           | 1897   | ..      | ..      | 400      | 1s.                                       | 20 0 0       | 42             | 31.12.1938      |  |           |         |         |
|                           | 1898   | ..      | ..      | 100      | 1s.                                       | 5 0 0        | 42             | 31.12.1938      |  |           |         |         |
|                           | 1953   | ..      | ..      | 254      | 1s.                                       | 11 4 0       | 42             | 30.9.1940       |  |           |         |         |
|                           | 1976   | ..      | ..      | 160      | 1s.                                       | 5 0 0        | 42             | 30.6.1941       |  |           |         |         |
|                           | 2115   | ..      | ..      | 1,200    | 2s.                                       | 120 0 0      | 42             | 31.3.1942       |  |           |         |         |
|                           | 2189   | ..      | ..      | 916      | 1s. 6d.                                   | 68 14 0      | 42             | 30.6.1943       |  |           |         |         |
|                           | 2190   | ..      | ..      | 269      | 1s. 6d.                                   | 20 3 6       | 42             | 30.6.1943       |  |           |         |         |
|                           | ..     | 165     | ..      | 384      | 1s.                                       | 19 4 0       | Annual         | ..              |  |           |         |         |
|                           | ..     | ..      | ..      | 141      | 1,023                                     | 51 13 0      | ..             | ..              |  |           |         |         |
|                           | ..     | ..      | ..      | 178      | 200                                       | 10 0 0       | ..             | ..              |  |           |         |         |
| Conway, F.                | 2298   | ..      | ..      | 109      | 1s.                                       | 5 0 0        | ..             | ..              | ..   | ..        | ..      | ..      |
| Conway, J. H. C.          | ..     | ..      | ..      | 144      | 1s. 5d., 2s. 6d., 5s. 7d.                 | 10 0 0       | 21             | 30.9.1936       | ..   | ..        | ..      | ..      |
| Cooke, G. R.              | 2375   | ..      | ..      | 840      | 2s., 3s., 4s., 1s.                        | 84 0 0       | 42             | 30.6.1961       | Goodpark Station   | 1,188     | 121     | 250     |
| Commonwealth of Australia | 1920   | ..      | ..      | 180      | ..  | ..           | 42             | ..              |  |           |         |         |
| Cotham, J. A.             | 2243   | ..      | ..      | 500      | 2s. 3d., 4s. 3d., 6s.                     | 56 5 0       | 42             | 31.12.1956      | ..   | ..        | ..      | ..      |
|                           | 2233   | ..      | ..      | 584      | 3s. 6d., 5s. 6d., 8s.                     | 102 4 0      | 42             | 30.9.1956       |  |           |         |         |
| Cotton, A. J.             | 2240   | ..      | ..      | 440      | 2s., 4s., 6s. 6d.                         | 44 0 0       | 42             | 31.12.1956      | Brunnetta Downs, Corella, Edinglassie, and Anthony's Lagoon Stations | 38,978    | 908     | ..      |
|                           | 2238   | ..      | ..      | 598      | 3s., 5s., 7s. 6d., 9s. 14d.               | 89 14 0      | 42             | 30.9.1956       |  |           |         |         |
|                           | 2232   | ..      | ..      | 280      | 2s. 6d., 5s., 7s. 6d.                     | 35 0 0       | 42             | 30.6.1960       |  |           |         |         |
|                           | 2234   | ..      | ..      | 338      | 3s., 5s., 7s. 6d.                         | 50 8 0       | 42             | 31.12.1958      |  |           |         |         |
|                           | 2235   | ..      | ..      | 510      | 1s. 6d., 2s. 6d., 3s. 6d.                 | 38 5 0       | 42             | 31.3.1960       |  |           |         |         |
|                           | 1742   | ..      | ..      | 303      | 1s.                                       | 15 3 0       | 42             | 30.6.1937       | See also White   | ..        | ..      | ..      |
|                           | 2324   | ..      | ..      | 309      | 2s. 6d.                                   | 37 10 0      | 42             | 31.3.1960       |  |           |         |         |
|                           | 2323   | ..      | ..      | 460      | 2s. 6d., 5s., 7s. 6d.                     | 57 10 0      | 42             | 31.3.1960       |  |           |         |         |
| Cotton, V. E.             | 2232   | ..      | ..      | 280      | 2s. 6d., 5s., 7s. 6d.                     | 35 0 0       | 42             | 31.3.1962       | ..   | ..        | ..      | ..      |
| Cotton, F. S.             | 2234   | ..      | ..      | 338      | 3s., 5s., 7s. 6d.                         | 50 8 0       | 42             | 31.12.1958      | ..   | ..        | ..      | ..      |
|                           | 2235   | ..      | ..      | 510      | 1s. 6d., 2s. 6d., 3s. 6d.                 | 38 5 0       | 42             | 31.3.1960       | ..   | ..        | ..      | ..      |
| Cotton, V. R.             | 1742   | ..      | ..      | 303      | 1s.                                       | 15 3 0       | 42             | 30.6.1937       | ..   | ..        | ..      | ..      |
|                           | 2324   | ..      | ..      | 309      | 2s. 6d.                                   | 37 10 0      | 42             | 31.3.1960       | ..   | ..        | ..      | ..      |
| Cotton, D. A.             | 2323   | ..      | ..      | 460      | 2s. 6d., 5s., 7s. 6d.                     | 57 10 0      | 42             | 31.3.1960       | ..   | ..        | ..      | ..      |
|                           | 2411   | ..      | ..      | 100      | 1s. 6d., 2s. 6d., 3s. 6d.                 | 7 10 0       | 42             | 31.3.1962       | ..   | ..        | ..      | ..      |
| Crook, W.                 | ..     | 242     | ..      | 100      | 1s.                                       | 5 0 0        | Annual         | ..              | ..   | ..        | ..      | ..      |



## APPENDIX D.—STATEMENT OF NORTHERN TERRITORY PASTORAL LEASES, ETC.—continued.

| Name of Lessee.                | Lease. | Licence. | Permit. | Area.                      | Rate per Mile. | Annual Rent. | Term of Lease. | Date of Expiry.                          | Name of Station.                                | Stocking. |         |         |    |    |
|--------------------------------|--------|----------|---------|----------------------------|----------------|--------------|----------------|--|---|-----------|---------|---------|----|----|
|                                |        |          |         |                            |                |              |                |  |   | Cattle.   | Horses. | Others. |    |    |
|                                |        |          |         | sq. mile                   |                | £ s. d.      | Years.         |  |   |           |         |         |    |    |
| Crown Pastoral Co. Ltd.        | 1623   | ..       | ..      | 200                        | 1s. 1d.        | 10 15 8      | 42             | 31.3.1935                                | Bond Springs Station<br>New Crown Point Station | 5,594     | 592     | 34      |    |    |
|                                | 1624   | ..       | ..      | 200                        | 1s. 1d.        | 10 16 8      | 42             | 31.3.1935                                |   |           |         |         |    |    |
|                                | 1643   | ..       | ..      | 400                        | 1s. 2d.        | 23 0 8       | 42             | 31.12.1939                               |   |           |         |         |    |    |
|                                | 1644   | ..       | ..      | 200                        | 1s. 2d.        | 11 13 4      | 42             | 31.12.1939                               |   |           |         |         |    |    |
|                                | 1645   | ..       | ..      | 375                        | 1s. 2d.        | 21 17 6      | 42             | 31.12.1939                               |   |           |         |         |    |    |
|                                | 1646   | ..       | ..      | 400                        | 1s. 2d.        | 23 6 8       | 42             | 31.12.1939                               |   |           |         |         |    |    |
|                                | 1647   | ..       | ..      | 400                        | 1s. 2d.        | 23 6 8       | 42             | 31.12.1920                               |   |           |         |         |    |    |
|                                | 1648   | ..       | ..      | 775                        | 1s. 2d.        | 45 6 2       | 42             | 31.12.1939                               |   |           |         |         |    |    |
|                                | 1649   | ..       | ..      | 300                        | 1s. 2d.        | 17 10 0      | 42             | 31.12.1939                               |   |           |         |         |    |    |
|                                | 1650   | ..       | ..      | 600                        | 1s. 2d.        | 30 3 4       | 42             | 31.12.1939                               |   |           |         |         |    |    |
|                                | 2125   | ..       | ..      | 300                        | 4s.            | 60 0 0       | 42             | 30.9.1942                                |   |           |         |         |    |    |
|                                | 2162   | ..       | ..      | 300                        | 4s.            | 60 0 0       | 42             | 31.3.1942                                |   |           |         |         |    |    |
|                                | 2221   | ..       | ..      | 300                        | 4s.            | 60 0 0       | 42             | 30.6.1941                                |   |           |         |         |    |    |
| 2302                           | ..     | ..       | 200     | 2s., 3s., 5s.              | 20 0 0         | 42           | 30.6.1939      |  |   |           |         |         |    |    |
| 2385                           | ..     | ..       | 200     | 2s., 3s., 5s.              | 20 0 0         | 42           | 30.6.1941      |  |   |           |         |         |    |    |
| 2366                           | ..     | ..       | 440     | 2s., 3s., 5s.              | 44 0 0         | 42           | 30.6.1941      |  |   |           |         |         |    |    |
| 2426                           | ..     | ..       | 356     | 3s., 5s., 7s.              | 54 18 0        | 42           | 30.6.1942      |  |   |           |         |         |    |    |
| Curtis, Wm.                    | 2410   | ..       | 250     | 2s., 4s., 8s.              | 25 0 0         | 42           | 31.3.1942      | Ulyeeka Station                          | 400   | 102       | 150     |         |    |    |
| Davis, E. E. V.                | ..     | 312      | 100     | 1s.                        | 5 0 0          | Annual       | ..             | ..                                       | ..  | ..        | ..      |         |    |    |
| Dafike, C. A.                  | ..     | 281      | 116     | ..                         | 10 0 0         | ..           | ..             | ..                                       | ..  | ..        | ..      |         |    |    |
| Dufike, C. A.                  | 2392   | ..       | 1041    | 2s., 4s., 6s.              | 11 0 0         | 42           | 31.12.1961     | Nurapunga Station, included with Brunner | ..  | ..        | ..      |         |    |    |
|                                | 2395   | ..       | 1872    | 1s. 7d., 3s. 2d., 4s. 6d.  | 15 0 0         | 42           | 31.12.1961     |  |   |           |         |         |    |    |
|                                | 2293   | ..       | 250     | 2s., 3s., 5s.              | 25 0 0         | 42           | 30.6.1950      |  |   |           |         |         |    |    |
|                                | 2294   | ..       | 413     | 2s., 3s., 5s.              | 41 0 0         | 42           | 30.6.1950      |  |   |           |         |         |    |    |
| Dubois, C. J. L.               | 2295   | ..       | 449     | 2s., 3s., 5s.              | 44 0 0         | 42           | 30.6.1950      | Adnyola Station                          | 2,600   | 220       | ..      |         |    |    |
|                                | 2296   | ..       | 383     | 2s., 3s., 5s.              | 38 6 0         | 42           | 30.6.1950      |  |   |           |         |         |    |    |
|                                | 2344   | ..       | 358     | 1s., 1s. 6d., 2s. 6d.      | 17 18 0        | 42           | 30.6.1950      |  |   |           |         |         |    |    |
| Dutton, J.                     | 2250   | ..       | 400     | 3s., 5s., 7s. 6d.          | 60 0 0         | 42           | 31.12.1957     | ..                                       | ..  | ..        | ..      |         |    |    |
|                                | 1725   | ..       | 400     | 1s. 1d.                    | 21 13 4        | 42           | 30.6.1937      |  |   |           |         |         |    |    |
| Dutton, L. P.                  | 1738   | ..       | 355     | 1s.                        | 17 15 0        | 42           | 30.6.1937      | Walhallow Station                        | 213   | 40        | ..      |         |    |    |
|                                | 1918   | ..       | 400     | 1s.                        | 20 0 0         | 42           | 30.9.1939      |  |   |           |         |         |    |    |
|                                | 1919   | ..       | 290     | 1s.                        | 12 0 0         | 42           | 30.6.1939      |  |   |           |         |         |    |    |
|                                | 1680   | ..       | 30      | 1s. 1d.                    | 2 2 3          | 42           | 30.6.1939      |  |   |           |         |         |    |    |
|                                | 1710   | ..       | 296     | 1s. 1d.                    | 10 8 8         | 42           | 30.6.1937      |  |   |           |         |         |    |    |
|                                | 1908   | ..       | 128     | 1s.                        | 6 8 0          | 42           | 30.6.1939      |  |   |           |         |         |    |    |
| Elliott and Sargeant           | 2127   | ..       | 430     | 6d., 1s., 2s.              | 43 0 0         | 42           | 30.6.1942      | Engoordia Station                        | 640   | 543       | 160     |         |    |    |
| Edwards, G. H. L.              | ..     | 295      | 125     | 1s.                        | 6 8 0          | Annual       | ..             | ..                                       | ..  | ..        | ..      |         |    |    |
|                                | ..     | 308      | 108     | 1s.                        | 5 8 0          | ..           | ..             | ..                                       | ..  | ..        | ..      |         |    |    |
| Egan, F.                       | ..     | 223      | 121     | 1s.                        | 6 1 0          | ..           | ..             | ..                                       | ..  | ..        | ..      |         |    |    |
| Farquharson, A. M.             | 2202   | ..       | 681     | 2s., 2s. 6d., 3s.          | 58 2 0         | 42           | 31.12.1957     | ..                                       | ..  | ..        | ..      |         |    |    |
|                                | 2263   | ..       | 560     | 2s., 2s. 6d., 3s.          | 55 12 0        | 42           | 31.12.1957     |  |   |           |         |         |    |    |
| Farquharson, H. G.             | 2116   | ..       | 200     | 4s.                        | 40 0 0         | 42           | 31.3.1942      | Inverway Station                         | 5,617   | 616       | 100     |         |    |    |
|                                | 2118   | ..       | 208     | 4s.                        | 59 12 0        | 42           | 31.3.1942      |  |   |           |         |         |    |    |
|                                | 2117   | ..       | 185     | 4s.                        | 37 0 0         | 42           | 31.3.1942      |  |   |           |         |         |    |    |
| Farrar, Wm.                    | 2119   | ..       | 239     | 5s. 6d.                    | 47 15 0        | 42           | 31.3.1942      | ..                                       | ..  | ..        | ..      |         |    |    |
|                                | 2397   | ..       | 600     | 3s., 6s., 8s.              | 75 0 0         | 42           | 31.12.1961     |  |   |           |         |         |    |    |
| Farrar, W. E. P.               | ..     | 184      | 600     | 1s.                        | 30 0 0         | Annual       | ..             | ..                                       | ..  | ..        | ..      |         |    |    |
|                                | ..     | 215      | 200     | 1s.                        | 10 0 0         | ..           | ..             | ..                                       | ..  | ..        | ..      |         |    |    |
| Farrar, R.                     | 2423   | ..       | 600     | 2s., 4s., 6s.              | 60 0 0         | 42           | 30.9.1962      | Mynroo Springs Station                   | 193   | 200       | 200     |         |    |    |
|                                | ..     | 14       | 334     | 1s.                        | 16 14 0        | Annual       | ..             |  |   |           |         | ..      | .. | .. |
|                                | ..     | 174      | 200     | 1s.                        | 10 0 0         | ..           | ..             |  |   |           |         | ..      | .. | .. |
| Farrar and Condon Field, S. J. | ..     | 188      | 300     | 1s.                        | 15 0 0         | ..           | ..             | ..                                       | ..  | ..        | ..      |         |    |    |
| Field, T. A.                   | 2318   | ..       | 579     | 1s. 6d., 2s. 6d., 3s. 6d.  | 42 15 0        | 42           | 31.3.1960      | ..                                       | ..  | ..        | ..      |         |    |    |
|                                | 2319   | ..       | 700     | 2s., 3s., 4s.              | 70 0 0         | 42           | 31.3.1960      |  |   |           |         |         |    |    |
|                                | 2301   | ..       | 300     | 2s. 6d., 5s., 7s. 6d.      | 37 10 0        | 42           | 31.12.1961     |  |   |           |         |         |    |    |
|                                | ..     | ..       | ..      | ..                         | ..             | ..           | ..             |  |   |           |         | ..      | .. | .. |
| Fleming, M.                    | 2271   | ..       | 216     | 4s., 6s., 8s.              | 43 4 0         | 42           | 30.6.1958      | Douglas Station                          | 1,900   | 75        | ..      |         |    |    |
|                                | 2309   | ..       | 160     | 2s., 6d., 3s. 6d., 5s. 6d. | 20 0 0         | 42           | 31.12.1959     |  |   |           |         |         |    |    |
| Fleming, Jas.                  | 2267   | ..       | 255     | 4s., 6s., 8s.              | 51 0 0         | 42           | 30.6.1958      | Ooltoo Station                           | 600   | 65        | 80      |         |    |    |
|                                | 2279   | ..       | 205     | 2s., 6d., 3s. 6d., 5s. 6d. | 25 12 6        | 42           | 30.6.1958      |  |   |           |         |         |    |    |
|                                | 2414   | ..       | 448     | 2s., 3s., 6s.              | 44 16 0        | 42           | 30.6.1962      |  |   |           |         |         |    |    |
| Forrest, Forrest, and Collins  | 1610   | ..       | 410     | 1s. 1d.                    | 22 4 2         | 42           | 31.12.1934     | Alexandria Station                       | 40,555  | 1,180     | ..      |         |    |    |
|                                | 2114   | ..       | 745     | 4s.                        | 149 0 0        | 42           | 31.12.1941     |  |   |           |         |         |    |    |
|                                | 2121   | ..       | 900     | 3s. 6d.                    | 167 10 0       | 42           | 30.6.1942      |  |   |           |         |         |    |    |
|                                | 2122   | ..       | 5,249   | 1s. 6d.                    | 200 0 0        | 42           | 30.6.1942      |  |   |           |         |         |    |    |
|                                | 2123   | ..       | 2,610   | 1s. 6d.                    | 105 15 0       | 42           | 30.6.1942      |  |   |           |         |         |    |    |
| 2148                           | ..     | 615      | 7d.     | 17 18 0                    | 42             | 30.6.1942    |                |  |   |           |         |         |    |    |
| Foster, H. M.                  | ..     | 338      | 300     | 1s.                        | 15 0 0         | Annual       | ..             | Batten's Creek                           | 100   | 64        | ..      |         |    |    |
| Fordham, H. C.                 | ..     | 222      | 700     | 1s.                        | 70 0 0         | ..           | ..             | ..                                       | ..  | ..        | ..      |         |    |    |
| Frith, F.                      | ..     | 178      | 600     | 1s.                        | 35 0 0         | ..           | ..             | ..                                       | ..  | ..        | ..      |         |    |    |
| Freer, C.                      | ..     | 2377     | 100     | 1s.                        | 5 0 0          | ..           | ..             | ..                                       | ..  | ..        | ..      |         |    |    |
| Geoghan, Jas.                  | ..     | 300      | 100     | 1s.                        | 5 0 0          | Annual       | ..             | ..                                       | ..  | ..        | ..      |         |    |    |
|                                | ..     | 124      | 200     | 1s.                        | 10 0 0         | ..           | ..             | ..                                       | ..  | ..        | ..      |         |    |    |
|                                | ..     | 185      | 185     | 1s.                        | 9 15 0         | 42           | 31.12.1935     | Bonrook Station                          | 420   | 173       | 7       |         |    |    |

APPENDIX D.—STATEMENT OF NORTHERN TERRITORY PASTORAL LEASES, ETC.—continued.

| Name of Lessee.               | Lease.       | Licence. | Permit. | Area.    | Rate per Mile              | Annual Rent. | Term of Lease. | Date of Expiry. | Name of Station.                    | Stocking.  |         |         |
|-------------------------------|--------------|----------|---------|----------|----------------------------|--------------|----------------|-----------------|-------------------------------------|--|---------|---------|
|                               |              |          |         |          |                            |              |                |                 |                                     | Cattle.  | Horses. | Others. |
|                               |              |          |         | sq. mls. | £ s. d.                    |              | Years.         |                 |                                     |  |         |         |
| Gordon Downs Ltd.             | 2348         |          |         | 330      | 2s., 2s. 6d., 3s.          | 33 0 0       | 25             | 30.9.1943       | Gordon Downs Station                | 7,550  | 280     | ..      |
|                               | 2349         |          |         | 330      | 2s., 2s. 6d., 3s.          | 33 0 0       | 25             | 30.9.1943       |                                     |  |         |         |
|                               | 2347         |          |         | 388      | 2s., 2s. 6d., 3s.          | 28 10 0      | 25             | 30.9.1943       |                                     |  |         |         |
|                               | 2348         |          |         | 489      | 2s., 2s. 6d., 3s.          | 46 18 0      | 25             | 30.9.1943       |                                     |  |         |         |
|                               | ..           | 224A     |         | 2,104    | 1s.                        | 105 4 0      | Annual         |                 |                                     |  |         |         |
|                               | 1770         |          |         | 120      | 1s.                        | 6 0 0        | 42             | 31.3.1938       |                                     |  |         |         |
| Grainger, H.                  | 1780         |          |         | 72       | 1s.                        | 3 12 0       | 42             | 31.3.1938       |                                     |  |         |         |
|                               | 1738         |          |         | 120      | 4s.                        | 24 0 0       | 42             | 31.12.1942      |                                     |  |         |         |
| Giles, A.                     | 2301         |          |         | 425      | 1s., 1s. 6d., 2s. 6d.      | 21 5 0       | 42             | 30.6.1959       |                                     |  |         |         |
|                               | 2310         |          |         | 300      | 1s., 1s. 6d., 2s. 6d.      | 15 0 0       | 42             | 31.3.1960       | Haast's Bluff Station               | 630  | 170     | ..      |
| Harris, R. H.                 | 2363         |          |         | 215      | 2s., 3s., 5s.              | 21 10 0      | 42             | 31.12.1960      | See Staines and Harris Day's Lagoon | ..   | ..      | ..      |
| Hayvo, C.                     | ..           | 140      |         | 200      | 1s.                        | 10 0 0       | Annual         |                 |                                     | 100  | 80      | 100     |
| Hawker, A.                    | ..           | 250      |         | 200      | 1s.                        | 5 0 0        | ..             |                 |                                     |  |         |         |
|                               | 1019         |          |         | 300      | 6d.                        | 7 10 0       | "              | 31.3.1933       |                                     |  |         |         |
|                               | 1712         |          |         | "0       | 1s.                        | 15 0 0       | 42             | 31.3.1937       |                                     |  |         |         |
|                               | 1790         |          |         | 300      | 1s. 1d.                    | 16 5 0       | 42             | 30.6.1937       |                                     |  |         |         |
|                               | 1727         |          |         | 200      | 1s.                        | 10 0 0       | 42             | 30.6.1937       |                                     |  |         |         |
|                               | 1733         |          |         | 130      | 1s. 1d.                    | 7 0 10       | 42             | 30.6.1937       |                                     |  |         |         |
|                               | 1734         |          |         | 300      | 1s. 1d.                    | 16 5 0       | 42             | 30.6.1937       |                                     |  |         |         |
|                               | 1709         |          |         | 213      | 1s.                        | 10 13 0      | 42             | 30.9.1937       |                                     |  |         |         |
|                               | 1770         |          |         | 173      | 1s.                        | 8 13 0       | 42             | 30.9.1937       |                                     |  |         |         |
|                               | 1787         |          |         | 230      | 1s.                        | 11 0 0       | 42             | 31.3.1938       |                                     |  |         |         |
|                               | 1898         |          |         | 240      | 1s.                        | 12 0 0       | 42             | 30.9.1939       |                                     |  |         |         |
|                               | Hayes Family | 1881     |         |          | 107                        | 3s.          | 15 0 0         | 42              | 31.3.1942                           | Undoolya, Owen Springs, Maryvale, and Mount Burrell Stations | 9,300   | 1,749   |
| 2108                          |              |          |         | 300      | 3s.                        | 50 0 0       | "              | 30.9.1938       |                                     |  |         |         |
| 2106                          |              |          |         | 235      | 2s.                        | 23 10 0      | 42             | 31.12.1943      |                                     |  |         |         |
| 2172                          |              |          |         | 593      | 2s.                        | 59 18 0      | 42             | 30.6.1943       |                                     |  |         |         |
| 2129                          |              |          |         | 70       | 4s.                        | 14 0 0       | 42             | 30.9.1943       |                                     |  |         |         |
| 2150                          |              |          |         | 303      | 2s.                        | 30 4 0       | 42             | 30.9.1943       |                                     |  |         |         |
| 2368                          |              |          |         | 270      | 5s., 7s., 9s.              | 67 10 0      | 21             | 31.12.1940      |                                     |  |         |         |
| 2387                          |              |          |         | 255      | 4s., 6s., 8s.              | 51 0 0       | 21             | 31.12.1940      |                                     |  |         |         |
| 2388                          |              |          |         | 300      | 1s., 6s., 8s.              | 60 0 0       | 21             | 31.12.1940      |                                     |  |         |         |
| 2389                          |              |          |         | 200      | 2s., 3s., 5s.              | 20 0 0       | 21             | 31.12.1940      |                                     |  |         |         |
| Hart, A.                      | ..           | 289      |         | 80       | 2s.                        | 6 0 0        | Annual         |                 |                                     |  |         |         |
| Hayes, G. E.                  | ..           | 2380     |         | 324      | 1s. 6d., 2s., 2s. 6d.      | 24 6 0       | 42             | 30.6.1961       |                                     |  |         |         |
| Hayes, A. J.                  | ..           | 2383     |         | 180      | 2s., 3s., 5s.              | 18 0 0       | 42             | 31.12.1961      |                                     |  |         |         |
| Hayes, E.                     | ..           | 2350     |         | 140      | 2s., 3s., 5s.              | 14 0 0       | 42             | 31.3.1960       |                                     |  |         |         |
| Haylock, W.                   | ..           | 279      |         | 700      | 1s.                        | 75 0 0       | Annual         |                 |                                     |  |         |         |
| Hanton, T.                    | ..           | ..       | 193     | 250      | 1s.                        | 10 0 0       | "              |                 |                                     |  | 80      | 80      |
| Hardy, S. H.                  | ..           | 297      |         | 387      | 1s.                        | 18 7 0       | ..             |                 |                                     |  |         |         |
|                               | 2378         |          |         | 360      | 2s., 3s., 4s.              | 36 0 0       | 42             | 30.6.1961       | Annaburro Station                   | ..   | 48      | ..      |
|                               | 2113A        |          |         | 166      | 4s.                        | 20 0 0       | 28             | 31.3.1942       |                                     |  |         |         |
| Hardy, H. F.                  | 2273         |          |         | 358      | 2s., 2s. 6d., 5s.          | 33 12 0      | 42             | 30.6.1958       | Mount Bunday Station                | 805  | 34      | ..      |
|                               | ..           | 264      |         | 84       | 1s.                        | 4 4 0        | Annual         |                 |                                     |  |         |         |
| Hart, M.                      | 2298         |          |         | 200      | 4s., 6s., 8s.              | 40 0 0       | 42             | 30.6.1958       | Lewin Springs                       | 52   | 122     | 41      |
| Hart, J. M.                   | ..           | 2313     |         | 40       | 2s., 5s., 7s. 6d.          | 4 0 0        | 42             | 31.3.1960       | Stadion                             | ..   | ..      | ..      |
| Haynes, F.                    | ..           | 2360     |         | 295      | 3s., 5s., 7s. 6d.          | 30 15 0      | ..             | 31.12.1960      | Clara Vale Station                  | 507  | 34      | ..      |
| Henas, S.                     | ..           | 2276     |         | 210      | 2s. 6d., 5s., 7s. 6d.      | 26 5 0       | 42             | 30.6.1958       | Brook's Creek                       | 38   | 230     | 116     |
| Henty, H.                     | 2337         |          |         | 488      | 4s., 6s., 8s.              | 108 0 0      | 42             | 31.3.1960       | ..                                  | ..   | ..      | ..      |
| Herbert and Sunter            | 2338         | 304      |         | 500      | 1s.                        | 15 0 0       | Annual         | 30.6.1960       | ..                                  | ..   | ..      | ..      |
| Hillman, G. C.                | 2244         |          |         | 233      | 3s.                        | 34 19 0      | 42             | 30.9.1956       | Koolpinyah Station                  | 728  | 81      | 75      |
| Holmes, Holmes, and Killfoyle | ..           | 302      |         | 241      | 1s.                        | 19 1 0       | Annual         |                 |                                     |  |         |         |
|                               | 1010         |          |         | 375      | 1s.                        | 18 15 0      | 42             | 30.6.1950       |                                     |  |         |         |
|                               | 2120         |          |         | 320      | 2s.                        | 32 0 0       | 42             | 20.6.1942       | Rosewood Station                    | 10,500   | 280     | ..      |
|                               | 2228         |          |         | 378      | 1s. 6d.                    | 28 7 0       | 42             | 31.3.1944       |                                     |  |         |         |
|                               | 2199         |          |         | 309      | 2s.                        | 30 12 0      | 42             | 31.12.1943      |                                     |  |         |         |
|                               | 2250         |          |         | 265      | 3s., 5s.                   | 26 10 0      | 42             | 31.3.1938       |                                     |  |         |         |
|                               | 2251         |          |         | 214      | 2s., 3s., 5s.              | 27 15 0      | 42             | 31.3.1938       |                                     |  |         |         |
| Holmes, F. E.                 | 2252         |          |         | 51       | 3s.                        | 7 15 0       | 42             | 31.3.1957       | Nutwood Downs                       | 7,401  | 500     | 120     |
|                               | ..           | 234      |         | 9        | ..                         | 4 0 0        | Annual         |                 | Humpty Doo                          | 1,127  | 147     | 851     |
|                               | ..           | 286      |         | 488      | 1s.                        | 24 8 0       | "              |                 | The Jungle, &c.                     | 358  | 20      | 181     |
|                               | ..           | 287      |         | 290      | 1s.                        | 14 0 0       | "              |                 |                                     |  |         |         |
| Hobley, J. S.                 | ..           | 166      |         | 409      | 1s.                        | 20 0 0       | "              |                 |                                     |  |         |         |
|                               | 2427         |          |         | 600      | 1s. 3d., 1s. 10d., 2s. 6d. | 37 10 0      | 42             | 30.9.1962       |                                     |  |         |         |
| Hore, John                    | 2280         |          |         | 180      | 4s., 6s., 8s.              | 36 0 0       | 42             | 30.6.1958       |                                     |  |         |         |
|                               | 2337         |          |         | 142      | 4s., 6s., 8s.              | 28 8 0       | 42             | 30.9.1960       |                                     |  |         |         |
| Hutton, J. C.                 | ..           | 269      |         | 625      | 1s.                        | 31 5 0       | Annual         |                 | See Hutton, Nally Brumm and Logan   |  |         |         |
| Hutchison, P.                 | ..           | 272      |         | 400      | 1s.                        | 20 0 0       | "              |                 |                                     |  |         |         |
|                               | ..           | 314      |         | 147      | 1s.                        | 7 7 0        | "              |                 | Cresswell Downs                     |  |         |         |

APPENDIX D.—STATEMENT OF NORTHERN TERRITORY PASTORAL LEASES, ETC.—continued.

| Name of Leasee.                     | Lease. | Licence. | Permit.        | Area. | Rate per Mile.            |       | Annual Rent. | Term of Lease. | Date of Expiry. | Name of Station.         | Stocking. |         |         |     |
|-------------------------------------|--------|----------|----------------|-------|---------------------------|-------|--------------|----------------|-----------------|--------------------------|-----------|---------|---------|-----|
|                                     |        |          |                |       | sq. mls.                  |       |              |                |                 |                          | Cattle.   | Horses. | Others. |     |
|                                     |        |          |                |       | £                         | s. d. |              |                |                 |                          |           |         |         |     |
| Hutton, Nalty, Brumby, and Logan    | 1838   | ..       | ..             | 175   | 3s.                       | ..    | 28 5 0       | 42             | 31.3.1940       | Creeswell Downs Station  | 6,760     | 309     | ..      |     |
|                                     | 1839   | ..       | ..             | 175   | 3s.                       | ..    | 28 5 0       | 42             | 31.3.1940       |                          |           |         |         |     |
|                                     | 1954   | ..       | ..             | 230   | 3s.                       | ..    | 34 10 0      | 42             | 30.6.1940       |                          |           |         |         |     |
|                                     | 2264   | ..       | ..             | 500   | 2s. 6d., 5s., 7s. 6d.     | ..    | 02 10 0      | 42             | 30.6.1939       |                          |           |         |         |     |
| Hutchinsand Logan                   | 1760   | ..       | ..             | 378   | 1s.                       | ..    | 18 18 0      | 42             | 30.9.1937       | ..                       | ..        | ..      | ..      |     |
|                                     | 1761   | ..       | ..             | 375   | 1s.                       | ..    | 18 15 0      | 42             | 30.9.1937       |                          |           |         |         |     |
|                                     | 2396   | ..       | ..             | 1,200 | 1s. 6d., 2s. 6d., 3s. 6d. | ..    | 90 0 0       | 42             | 31.12.1931      |                          |           |         |         |     |
| Hermansburg Mission Station         | ..     | ..       | Mission Per. I | 901   | ..                        | ..    | ..           | ..             | ..              | Hermansburg              | 1,200     | 800     | 336     |     |
| Isaacson, G. ..                     | 2422   | ..       | ..             | 300   | 2s., 3s., 5s.             | ..    | 36 0 0       | 42             | 30.9.1962       | ..                       | ..        | ..      | ..      |     |
| Instone, A. J. ..                   | ..     | 64       | ..             | 787   | 1s.                       | ..    | 39 7 0       | Annual         | ..              | Deep Well Station        | 160       | 40      | 400     |     |
| Johannsen, G. A. ..                 | ..     | 296      | ..             | 325   | 2s.                       | ..    | 9 0 0        | ..             | ..              | ..                       | ..        | ..      | ..      |     |
| Kennan, A. J. ..                    | 2341   | ..       | ..             | 300   | 2s. 6d., 5s., 7s. 6d.     | ..    | 37 10 0      | 42             | 30.6.1960       | ..                       | ..        | ..      | ..      |     |
| Kennedy and Riley                   | ..     | 285      | ..             | 200   | 1s.                       | ..    | 10 0 0       | Annual         | ..              | Fowell's Creek Station   | 347       | 36      | ..      |     |
|                                     | ..     | 211      | ..             | 270   | 1s.                       | ..    | 13 10 0      | ..             |                 |                          |           |         |         |     |
|                                     | ..     | 201      | ..             | 180   | 1s.                       | ..    | 9 0 0        | ..             |                 |                          |           |         |         |     |
|                                     | ..     | 254      | ..             | 204   | 1s.                       | ..    | 10 4 0       | ..             |                 |                          |           |         |         |     |
| Kruger and Walden Leonard, P. C. .. | ..     | 277      | ..             | 1,000 | 1s.                       | ..    | 50 0 0       | ..             | ..              | Robinson River Station   | 200       | 50      | 70      |     |
| Lewis, H. F. ..                     | 1923   | ..       | ..             | 600   | 1s. 1d.                   | ..    | 32 10 0      | 42             | 30.9.1939       | Newcastle Waters Station | 8,666     | 721     | ..      |     |
| Lewis, S. ..                        | 1924   | ..       | ..             | 810   | 1s. 1d.                   | ..    | 43 17 6      | 42             | 30.9.1939       |                          |           |         |         |     |
| ..                                  | 1732   | ..       | ..             | 200   | 1s.                       | ..    | 10 0 0       | 42             | 30.6.1937       |                          |           |         |         |     |
| ..                                  | 1744   | ..       | ..             | 100   | 1s.                       | ..    | 5 0 0        | 42             | 30.6.1937       |                          |           |         |         |     |
| ..                                  | 1749   | ..       | ..             | 100   | 1s.                       | ..    | 5 0 0        | 42             | 30.6.1937       |                          |           |         |         |     |
| ..                                  | 2112   | ..       | ..             | 418   | 2s. 6d.                   | ..    | 41 12 0      | 42             | 31.3.1942       |                          |           |         |         |     |
| ..                                  | 1922   | ..       | ..             | 1,048 | 1s. 1d.                   | ..    | 50 15 4      | 42             | 30.9.1939       |                          |           |         |         |     |
| ..                                  | 2149   | ..       | ..             | 200   | 2s.                       | ..    | 20 0 0       | 42             | 30.6.1942       |                          |           |         |         |     |
| ..                                  | 2160   | ..       | ..             | 100   | 2s.                       | ..    | 10 0 0       | 42             | 30.6.1942       |                          |           |         |         |     |
| ..                                  | 147    | ..       | ..             | 195   | 1s.                       | ..    | 9 15 0       | Annual         | ..              |                          |           |         |         |     |
| ..                                  | 283    | ..       | ..             | 553   | 1s.                       | ..    | 28 2 0       | ..             | ..              |                          |           |         |         |     |
| ..                                  | ..     | 209      | ..             | 600   | 1s.                       | ..    | 25 0 0       | ..             | ..              |                          |           |         |         |     |
| ..                                  | 1713   | ..       | ..             | 160   | 1s.                       | ..    | 8 0 0        | 42             | 31.3.1937       |                          |           |         |         |     |
| ..                                  | 1714   | ..       | ..             | 240   | 1s.                       | ..    | 12 0 0       | 42             | 31.3.1937       |                          |           |         |         |     |
| ..                                  | 1716   | ..       | ..             | 272   | 1s.                       | ..    | 13 12 0      | 42             | 31.3.1937       |                          |           |         |         |     |
| ..                                  | 1716   | ..       | ..             | 249   | 1s.                       | ..    | 12 0 0       | 42             | 31.3.1937       |                          |           |         |         |     |
| ..                                  | 1760   | ..       | ..             | 200   | 1s. 1d.                   | ..    | 10 16 6      | 42             | 30.9.1938       |                          |           |         |         |     |
| ..                                  | 1767   | ..       | ..             | 200   | 1s. 1d.                   | ..    | 10 16 8      | 42             | 30.9.1938       |                          |           |         |         |     |
| ..                                  | 1768   | ..       | ..             | 200   | 1s. 1d.                   | ..    | 10 16 8      | 42             | 30.9.1938       |                          |           |         |         |     |
| Lobson and Almon                    | 1759   | ..       | ..             | 82    | 1s. 1d.                   | ..    | 4 8 10       | 42             | 30.9.1938       | McArthur River Station   | 6,925     | 298     | 63      |     |
| ..                                  | 1899   | ..       | ..             | 1,649 | 1s. 1d.                   | ..    | 89 6 5       | 42             | 31.12.1938      |                          |           |         |         |     |
| ..                                  | 1600   | ..       | ..             | 1,256 | 1s. 1d.                   | ..    | 68 0 8       | 42             | 31.12.1938      |                          |           |         |         |     |
| ..                                  | 1017   | ..       | ..             | 300   | 1s.                       | ..    | 15 0 0       | 42             | 30.9.1939       |                          |           |         |         |     |
| ..                                  | 2418   | ..       | ..             | 100   | 2s., 3s., 5s.             | ..    | 10 0 0       | 18             | 31.12.1938      |                          |           |         |         |     |
| ..                                  | ..     | 120      | ..             | 290   | 1s.                       | ..    | 14 0 0       | Annual         | ..              |                          |           |         |         |     |
| ..                                  | ..     | 209      | ..             | 200   | 1s.                       | ..    | 10 0 0       | ..             | ..              |                          |           |         |         |     |
| ..                                  | ..     | 245      | ..             | 200   | 1s.                       | ..    | 10 0 0       | ..             | ..              |                          |           |         |         |     |
| ..                                  | ..     | 295      | ..             | 08    | 1s.                       | ..    | 4 18 0       | ..             | ..              |                          |           |         |         |     |
| Laver R.                            | 2326   | ..       | ..             | 390   | 1s. 6d., 2s. 6d., 3s. 6d. | ..    | 29 5 0       | 42             | 31.3.1960       | ..                       | ..        | ..      | ..      |     |
| ..                                  | 2327   | ..       | ..             | 380   | 2s. 6d., 5s., 7s. 6d.     | ..    | 36 0 0       | 42             | 31.3.1960       | ..                       | ..        | ..      | ..      |     |
| Laver, F.                           | 2328   | ..       | ..             | 480   | 2s., 4s., 5s.             | ..    | 48 0 0       | 42             | 31.3.1960       | ..                       | ..        | ..      | ..      |     |
| ..                                  | 2329   | ..       | ..             | 600   | 2s., 4s., 5s.             | ..    | 50 0 0       | 42             | 31.3.1960       | ..                       | ..        | ..      | ..      |     |
| ..                                  | 2370   | ..       | ..             | 270   | 2s. 6d., 5s., 7s. 6d.     | ..    | 33 15 0      | 42             | 30.6.1961       | ..                       | ..        | ..      | ..      |     |
| Liddle, W. H. Logan, R. H. ..       | ..     | 230      | ..             | 330   | 1s.                       | ..    | 16 10 0      | Annual         | ..              | ..                       | ..        | ..      | ..      |     |
| ..                                  | ..     | 270      | ..             | 530   | 1s.                       | ..    | 26 10 0      | ..             | ..              | ..                       | ..        | ..      | ..      |     |
| Llewellyn, C. P. ..                 | 2371   | ..       | ..             | 400   | 1s. 6d., 2s. 6d., 3s.     | ..    | 30 0 0       | 42             | 30.9.1961       | ..                       | ..        | ..      | ..      |     |
| ..                                  | 2372   | ..       | ..             | 550   | 1s. 6d., 2s. 6d., 3s.     | ..    | 41 5 0       | 42             | 30.9.1961       | ..                       | ..        | ..      | ..      |     |
| ..                                  | ..     | 46       | ..             | 100   | 1s.                       | ..    | 5 0 0        | Annual         | ..              | ..                       | ..        | ..      | ..      |     |
| ..                                  | ..     | 58       | ..             | 100   | 1s.                       | ..    | 5 0 0        | ..             | ..              | ..                       | ..        | ..      | ..      |     |
| ..                                  | ..     | 75       | ..             | 100   | 1s.                       | ..    | 5 0 0        | ..             | ..              | ..                       | ..        | ..      | ..      |     |
| ..                                  | ..     | 100      | ..             | 120   | 1s.                       | ..    | 6 0 0        | ..             | ..              | ..                       | ..        | ..      | ..      |     |
| ..                                  | ..     | 248      | ..             | 210   | 1s.                       | ..    | 10 10 0      | ..             | ..              | ..                       | ..        | ..      | ..      |     |
| Lynch, J.                           | ..     | 246      | ..             | 180   | 1s.                       | ..    | 9 0 0        | ..             | ..              | Nepperby Station         | 2,400     | 250     | 170     |     |
| ..                                  | ..     | 259      | ..             | 163   | 1s.                       | ..    | 8 3 0        | ..             |                 |                          |           |         |         |     |
| ..                                  | ..     | 276      | ..             | 210   | 1s.                       | ..    | 10 10 0      | ..             |                 |                          |           |         |         |     |
| ..                                  | ..     | 298      | ..             | 304   | 1s.                       | ..    | 15 4 0       | ..             |                 |                          |           |         |         |     |
| ..                                  | ..     | 290      | ..             | 400   | 1s.                       | ..    | 20 0 0       | ..             |                 |                          |           |         |         |     |
| Lynott, T. J. ..                    | ..     | 243      | 230            | 300   | 1s.                       | ..    | 15 0 0       | ..             | ..              | McArthur River District  | 227       | 72      | ..      |     |
| ..                                  | ..     | 278      | ..             | 300   | 1s.                       | ..    | 15 0 0       | ..             |                 |                          |           |         |         |     |
| ..                                  | ..     | 258      | ..             | 200   | 1s.                       | ..    | 10 0 0       | ..             |                 |                          |           |         |         |     |
| ..                                  | ..     | 285      | ..             | 100   | 1s.                       | ..    | 5 0 0        | ..             |                 |                          |           |         |         |     |
| ..                                  | ..     | 190      | ..             | 200   | 1s.                       | ..    | 10 0 0       | ..             |                 |                          |           |         |         |     |
| Madrill, M. J. ..                   | 2421   | ..       | ..             | 184   | 2s. 6d., 5s., 7s. 6d.     | ..    | 19 5 0       | 42             | 30.6.1962       | ..                       | ..        | ..      | ..      |     |
| McCarthy, J. ..                     | 2270   | ..       | ..             | 176   | 1s. 6d., 2s. 6d., 3s. 6d. | ..    | 13 2 0       | 42             | 30.6.1958       | Tabletop Station         | 85        | 163     | 71      |     |
| McDill Bros. ..                     | 2291   | ..       | ..             | 392   | 2s., 3s., 5s.             | ..    | 39 4 0       | 42             | 30.6.1959       | ..                       | ..        | 789     | 102     | 125 |
| McDonald and Turner                 | 2160   | ..       | ..             | 100   | 2s.                       | ..    | 10 0 0       | 29             | 30.6.1943       | ..                       | ..        | ..      | ..      | ..  |
| ..                                  | 2308   | ..       | ..             | 305   | 2s., 3s., 5s.             | ..    | 30 10 0      | 42             | 31.3.1960       | ..                       | ..        | ..      | ..      | ..  |

APPENDIX D.—STATEMENT OF NORTHERN TERRITORY PASTORAL LEASES, ETC.—continued.

| Name of Lessee.                       | Lease.                       | Licence. | Permit. | Area.                        | Rate per Mile.                               | Annual Rent.                          | Term of Lease. | Date of Expiry.                     | Name of Station.                         | Stocking. |         |         |
|---------------------------------------|------------------------------|----------|---------|------------------------------|--|---------------------------------------|----------------|-------------------------------------|--|-----------|---------|---------|
|                                       |                              |          |         |                              |  |                                       |                |                                     |  | Cattle.   | Horse.  | Others. |
| McLean, A. M. C.                      | 2408                         | ..       | ..      | sq. mile<br>300              | 1s. 10d., 3s. 8d., 5s.                       | £ 27 10 0                             | 21             | 31.3.1941                           | ..                                       | ..        | ..      |         |
| McMaster, A. J. B.                    | 2317                         | ..       | ..      | 620                          | 2s. 6d., 4s., 5s. 6d.                        | 77 10 0                               | 42             | 31.3.1950                           | ..                                       | ..        | ..      |         |
| McNico and Cobb                       | 2309                         | ..       | ..      | 440                          | 2s., 3d., 4s. 6d., 6s.                       | 49 10 0                               | 42             | 31.3.1952                           | ..                                       | ..        | ..      |         |
| Miler, N. A. and H. V.                | 217                          | ..       | ..      | 394                          | 1s.  | 19 14 0                               | Annual         | ..                                  | Flying Fox Station                       | ..        | 6 24    |         |
| Meyers and Spicer                     | 2,218<br>2300                | ..       | ..      | 6,800<br>480                 | 8d.<br>2s., 3s., 5s.                         | 228 13 4<br>48 0 0                    | 42             | 30.6.1944<br>30.6.1950              | Bradshaw's Run<br>Alice Springs District | 3,131     | 305 ..  |         |
| Milton, W. C. G.                      | 310                          | ..       | ..      | 140                          | 1s.  | 7 0 0                                 | Annual         | ..                                  | ..                                       | ..        | 400 300 |         |
| Mear, Thos.                           | 31                           | ..       | ..      | 100                          | 1s.  | 5 0 0                                 | ..             | ..                                  | ..                                       | 60        | 45 40   |         |
| Mear and Scott                        | 307<br>293                   | ..       | ..      | 258<br>276                   | 1s.  | 12 18 0<br>13 18 0                    | ..             | ..                                  | ..                                       | ..        | ..      |         |
| Murray, J. R.                         | 2334<br>2335                 | ..       | ..      | 820<br>315                   | 2s., 6d., 5s., 7s. 6d.                       | 85 0 0<br>39 7 8                      | 42             | 31.3.1950                           | Pine Hill Station                        | 90        | 40 820  |         |
| McAdam, W.                            | 20                           | ..       | ..      | 300                          | 1s.  | 15 0 0                                | Annual         | ..                                  | ..                                       | ..        | ..      |         |
| McIntosh, T. B.                       | 306                          | ..       | ..      | 300                          | 1s.  | 15 0 0                                | ..             | ..                                  | ..                                       | ..        | ..      |         |
| Melville Island Ltd.                  | 2224<br>2225                 | ..       | ..      | 1230<br>1,170                | 1s. 3d.                                      | 73 2 6                                | 42             | 30.9.1944<br>30.9.1944              | ..                                       | ..        | ..      |         |
| Mataranka Station (H.M. Government)   | ..                           | ..       | ..      | ..                           | ..   | ..                                    | ..             | ..                                  | Mataranka                                | 750       | 120 ..  |         |
| Nalty, P.                             | 271<br>278                   | ..       | ..      | 830<br>400                   | 1s.  | 26 10 0                               | Annual         | ..                                  | See Hutton, Nalty, Brunan, and Logan     | ..        | ..      |         |
| Nicker, S. F.                         | ..                           | ..       | M/L16   | 100                          | 3s., 3s. 6d., 4s.                            | 15 0 0                                | 21             | 31.12.1940                          | Ryan's Well                              | 239       | 48 640  |         |
| Ochtmann, N. C.                       | 2389                         | ..       | M/L50   | 150                          | 1s. 1d.                                      | 8 10 0                                | 21             | 31.12.1940                          | ..                                       | ..        | ..      |         |
| O'Connor, M.                          | 282                          | ..       | ..      | 101                          | 2s., 3s., 5s.                                | 10 2 0                                | 42             | 30.6.1951                           | Connor's Well                            | ..        | ..      |         |
| O'Keefe, W.                           | 195<br>222<br>288<br>291     | ..       | ..      | 200<br>200<br>500<br>200     | 1s.  | 10 0 0<br>11 3 0<br>25 0 0<br>10 0 0  | Annual         | ..                                  | ..                                       | ..        | ..      |         |
| O'Rourke, J.                          | 2398                         | ..       | ..      | 200                          | 1s.  | 10 0 0                                | ..             | ..                                  | Bauhinia Downs                           | 250       | 28 ..   |         |
| Paxman, C. E.                         | 62                           | ..       | ..      | 890                          | 2s., 4s., 5s.                                | 80 9 0                                | 42             | 31.12.1951                          | ..                                       | ..        | ..      |         |
| Pereau, K. E.                         | 2358                         | ..       | ..      | 824                          | 10s.   | 45 4 0                                | Annual         | ..                                  | ..                                       | ..        | ..      |         |
| Pumps, L. A.                          | 303                          | ..       | ..      | 183                          | 10s.   | 78 16 0                               | 42             | 30.9.1950                           | ..                                       | ..        | ..      |         |
| Furvis, R. H.                         | 2412<br>287                  | ..       | ..      | 98<br>225                    | 1s., 6d., 2s., 2s. 6d.                       | 5 0 0<br>16 17 6                      | Annual         | ..                                  | ..                                       | ..        | ..      |         |
| Queensland National Pastoral Co. Ltd. | 2178<br>2177<br>2229<br>2540 | ..       | ..      | 200<br>402<br>1,404<br>1,902 | 1s.<br>3s.<br>1s.<br>1s. 3d.                 | 10 0 0<br>60 6 0<br>70 4 0<br>62 12 8 | Annual         | ..                                  | ..                                       | ..        | ..      |         |
| Queensland Stock Breeding Co.         | 2361<br>2362                 | ..       | ..      | 690<br>403                   | 7s. 6d., 5s., 6s., 6s., 18s.                 | 75 0 0<br>120 18 0                    | 42             | 30.6.1950                           | Lake Nash                                | 27,332    | 584 ..  |         |
| Raggatt, H. J.                        | 2170<br>2322<br>2323         | ..       | ..      | 373<br>297<br>200            | 6s., 9s., 18s., 2s., 3s., 5s.                | 117 18 0<br>29 14 0<br>20 0 0         | 42             | 30.6.1951<br>30.6.1951<br>31.3.1950 | Austral Downs Station<br>Glen Helen      | 5,507     | 208 ..  |         |
| Rocklands Station Prop. Ltd.          | 2188                         | ..       | ..      | 450                          | 2s., 3s., 5s.                                | 45 0 0                                | 42             | 31.3.1950                           | Rocklands Station                        | 14,000    | 234 ..  |         |
| Rogers, J. W.                         | 2431<br>210                  | ..       | ..      | 98<br>166                    | 2s., 3s., 4s., 1s.                           | 9 15 0<br>9 16 0                      | 42             | 31.12.1953                          | ..                                       | ..        | ..      |         |
| Roper, H. S.                          | 2292                         | ..       | ..      | 200                          | 1s.  | 10 0 0                                | Annual         | ..                                  | Maryfields Station                       | 2,650     | 220 100 |         |
| Roper River Land and Mineral Co. Ltd. | 2247<br>247                  | ..       | ..      | 559<br>13                    | 2s., 3s., 5s., 1s.                           | 55 0 0<br>0 13 0                      | 42             | 30.6.1959                           | ..                                       | ..        | ..      |         |
| Rosenbaum, L.                         | 1957                         | ..       | ..      | 195                          | 1s.  | 9 15 0                                | 42             | 30.9.1940                           | Claraville Station                       | 251       | 119 ..  |         |
| Rose, D. J.                           | 246<br>247                   | ..       | ..      | 406<br>109                   | 1s.  | 20 0 0<br>5 0 0                       | Annual         | ..                                  | ..                                       | ..        | ..      |         |
| Rowan, F. J.                          | 289                          | ..       | ..      | 309                          | 1s.  | 15 0 0                                | ..             | ..                                  | ..                                       | ..        | ..      |         |
| Rundle, R.                            | 281<br>286                   | ..       | ..      | 20<br>172                    | 1s.  | 1 0 0<br>10 0 0                       | ..             | ..                                  | ..                                       | ..        | ..      |         |
| Sayle, T.                             | 2261<br>2287                 | ..       | ..      | 88<br>139                    | 1s. 2d., 2s. 4d., 4s. 8d., 1s. 6d., 3s., 6s. | 10 0 0<br>10 0 0                      | 21             | 30.6.1938<br>31.12.1938             | ..                                       | ..        | ..      |         |
| Sayle and Conway Sandford, R.         | 2394<br>2136                 | ..       | ..      | 22<br>140                    | 2s., 4s., 6s.                                | 0 10 0<br>14 0 0                      | Annual         | ..                                  | ..                                       | ..        | ..      |         |
| Sargeant and Elliott                  | 1913<br>1981<br>1982         | ..       | ..      | 20<br>75<br>232              | 1s.  | 1 0 0<br>3 15 0<br>11 5 0             | ..             | ..                                  | ..                                       | ..        | ..      |         |
| Schmidt, J. C. H.                     | 2305<br>2320<br>2321         | ..       | ..      | 140<br>480<br>70             | 1s. 6d., 1s. 6d., 1s. 1d.                    | 4 18 0<br>10 10 0<br>3 15 10          | 42             | 30.9.1930<br>30.6.1941<br>30.6.1937 | ..                                       | ..        | ..      |         |
| Schmidt Bros.                         | 2320<br>2321                 | ..       | ..      | 400<br>400                   | 3s., 5s., 7s. 6d., 2s., 4s., 5s., 1s.        | 60 0 0<br>54 16 0<br>40 0 0           | 42             | 31.3.1939<br>30.6.1950<br>30.6.1950 | Alroy Downs                              | 17,250    | 517 ..  |         |

APPENDIX D.—STATEMENT OF NORTHERN TERRITORY PASTORAL LEASES, ETC.—continued.

| Name of Lessee.   | Lease. | Licence. | Permit. | Area.    | Rate per Mile.            | Annual Rent. | Term of Lease. | Date of Expiry. | Name of Station.       | Stocking. |         |         |
|-------------------|--------|----------|---------|----------|---------------------------|--------------|----------------|-----------------|------------------------|-----------|---------|---------|
|                   |        |          |         |          |                           |              |                |                 |                        | Cattle.   | Horses. | Others. |
|                   |        |          |         | sq. mls. |                           | £ s. d.      | Years.         |                 |                        |           |         |         |
| Schultz, C. F.    | ..     | 109      | ..      | 570      | 2s.                       | 57 18 0      | Annual         | ..              | Humbert River Station  | 1,700     | 182     | 49      |
| Scrutton, C. J.   | ..     | 244      | ..      | 400      | 1s.                       | 20 0 0       | ..             | ..              | ..                     | ..        | ..      | ..      |
| Scott, F. R. W.   | 1983   | ..       | ..      | 200      | 1s.                       | 10 0 0       | 42             | 30.6.1941       | ..                     | ..        | ..      | ..      |
|                   | 2298   | ..       | ..      | 200      | 1s. 6d., 2s. 6d.          | 10 0 0       | 42             | 30.6.1939       | ..                     | ..        | ..      | ..      |
| Scott and Weldon  | 2343   | ..       | ..      | 234      | 2s., 3s., 5s.             | 23 8 0       | 42             | 30.6.1950       | Stirling Station       | 2,020     | 547     | 8       |
|                   | 220    | ..       | ..      | 291      | 1s.                       | 14 11 0      | Annual         | ..              | ..                     | ..        | ..      | ..      |
|                   | 241    | ..       | ..      | 228      | 1s.                       | 11 8 0       | ..             | ..              | ..                     | ..        | ..      | ..      |
|                   | 301    | ..       | ..      | 384      | 1s.                       | 19 4 0       | ..             | ..              | ..                     | ..        | ..      | ..      |
| Sloan and Moulder | 2460   | ..       | ..      | 310      | 4s., 5s., 8s.             | 52 0 0       | 42             | 31.3.1962       | ..                     | ..        | ..      | ..      |
| Shuter, J.        | ..     | 227      | ..      | 100      | 1s.                       | 5 0 0        | Annual         | ..              | ..                     | ..        | ..      | ..      |
| Sly, H. L.        | ..     | 229      | ..      | 100      | 1s.                       | 5 0 0        | ..             | ..              | Emu Vale Station       | 161       | 94      | 121     |
|                   | ..     | 297      | ..      | 100      | 1s.                       | 5 0 0        | ..             | ..              | ..                     | ..        | ..      | ..      |
| Smith, S.         | ..     | 212      | ..      | 100      | 1s.                       | 5 0 0        | ..             | ..              | ..                     | ..        | ..      | ..      |
| Smith, A. T.      | 2300   | ..       | ..      | 165      | 2s. 6d., 3s. 6d., 5s. 6d. | 19 7 6       | 42             | 30.6.1960       | ..                     | ..        | ..      | ..      |
| Smith, F. A.      | 2374   | ..       | ..      | 300      | 2s., 3s., 4s.             | 30 0 0       | 42             | 30.6.1961       | ..                     | ..        | ..      | ..      |
| Smith and Freer   | 2378   | ..       | ..      | 315      | 2s., 2s. 6d., 4s.         | 31 10 0      | 42             | 30.6.1961       | ..                     | ..        | ..      | ..      |
| Smith and Dunn    | 2316   | ..       | ..      | 570      | 1s. 6d., 2s. 6d., 3s. 6d. | 42 15 0      | 42             | 30.6.1960       | ..                     | ..        | ..      | ..      |
| Stafford, R. B.   | ..     | 145      | ..      | 200      | 1s.                       | 10 0 0       | Annual         | ..              | Conistan Station       | 206       | 77      | 83      |
|                   | 3303   | ..       | ..      | 300      | 1s.                       | 15 0 0       | ..             | ..              | ..                     | ..        | ..      | ..      |
|                   | 2304   | ..       | ..      | 212      | 2s., 3s., 5s.             | 20 0 0       | 42             | 30.6.1959       | ..                     | ..        | ..      | ..      |
|                   | 2399   | ..       | ..      | 102      | 3s., 5s.                  | 10 0 0       | 42             | 30.6.1959       | ..                     | ..        | ..      | ..      |
| Stanes and Harris | 2299   | ..       | ..      | 200      | 2s., 3s., 5s.             | 20 0 0       | 42             | 30.6.1959       | Hamilton Downs         | 2,200     | 324     | 200     |
|                   | 2108A  | ..       | ..      | 100      | 3s.                       | 15 0 0       | 42             | 31.3.1942       | ..                     | ..        | ..      | ..      |
|                   | 2364   | ..       | ..      | 305      | 2s., 3s., 5s.             | 30 10 0      | 42             | 30.6.1961       | ..                     | ..        | ..      | ..      |
|                   | 2425   | ..       | ..      | 300      | 5s. 4d., 7s. 4d., 9s. 4d. | 80 0 0       | 42             | 30.9.1962       | ..                     | ..        | ..      | ..      |
| Stevens, F.       | ..     | 231      | ..      | 140      | 1s.                       | 7 0 0        | Annual         | ..              | ..                     | ..        | ..      | ..      |
|                   | 1928   | ..       | ..      | 100      | 3s.                       | 15 0 0       | 42             | 31.12.1939      | ..                     | ..        | ..      | ..      |
|                   | 2137   | ..       | ..      | 168      | 4s.                       | 33 12 0      | 42             | 30.9.1937       | ..                     | ..        | ..      | ..      |
| Stevens, G.       | ..     | 15       | ..      | 250      | 1s.                       | 12 0 0       | Annual         | ..              | Emerald Station        | 601       | 177     | 97      |
|                   | 252    | ..       | ..      | 400      | 1s.                       | 20 0 0       | ..             | ..              | ..                     | ..        | ..      | ..      |
|                   | 290    | ..       | ..      | 200      | 1s.                       | 10 0 0       | ..             | ..              | ..                     | ..        | ..      | ..      |
| Stevens and Gibbs | ..     | 180      | ..      | 245      | 1s.                       | 12 5 0       | ..             | ..              | St. Vigeans Station    | 1,019     | 129     | 94      |
|                   | 260    | ..       | ..      | 400      | 1s.                       | 20 0 0       | ..             | ..              | ..                     | ..        | ..      | ..      |
| Stone, J.         | ..     | 290      | ..      | 144      | 1s.                       | 7 4 0        | ..             | ..              | Adelaide River         | ..        | 9       | ..      |
| Sunter, G. H.     | 2253   | ..       | ..      | 28       | 3s.                       | 4 4 0        | 42             | 31.3.1957       | Sea Herbert and Sunter | ..        | ..      | ..      |
| Thompson, D. C.   | 2312   | ..       | ..      | 720      | 2s. 6d., 4s., 5s.         | 90 0 0       | 42             | 31.3.1960       | ..                     | ..        | ..      | ..      |
| Thonemann, D. C.  | 2312   | ..       | ..      | 720      | 2s. 6d., 4s., 5s.         | 90 0 0       | 42             | 31.3.1960       | ..                     | ..        | ..      | ..      |
| Thonemann, E. H.  | 1631   | ..       | ..      | 300      | 1s.                       | 15 0 0       | 42             | 30.6.1935       | ..                     | ..        | ..      | ..      |
|                   | 1711   | ..       | ..      | 300      | 1s.                       | 15 0 0       | 42             | 31.3.1937       | ..                     | ..        | ..      | ..      |
|                   | 1698   | ..       | ..      | 83       | 6s.                       | 24 18 0      | 42             | 30.9.1936       | ..                     | ..        | ..      | ..      |
|                   | 1659   | ..       | ..      | 270      | 1s.                       | 13 19 0      | 42             | 30.3.1936       | ..                     | ..        | ..      | ..      |
| Thonemann, F. E.  | 1763   | ..       | ..      | 100      | 1s.                       | 5 0 0        | 42             | 30.9.1937       | ..                     | ..        | ..      | ..      |
|                   | 1764   | ..       | ..      | 305      | 1s.                       | 19 15 0      | 42             | 30.9.1937       | ..                     | ..        | ..      | ..      |
|                   | 2401   | ..       | ..      | 500      | 1s. 6d., 3s., 4s.         | 37 10 0      | 42             | 31.12.1961      | ..                     | ..        | ..      | ..      |
|                   | 1525   | ..       | ..      | 88       | 3s.                       | 13 4 0       | 42             | 31.3.1934       | Hodgen Downs Station   | 10,435    | 377     | 30      |
|                   | 1692   | ..       | ..      | 335      | 1s.                       | 19 15 0      | 42             | 30.9.1934       | ..                     | ..        | ..      | ..      |
| Thonemann, H. E.  | 1688   | ..       | ..      | 160      | 6s.                       | 48 0 0       | 42             | 30.6.1936       | Eley Station           | 4,981     | 655     | ..      |
|                   | 2406   | ..       | ..      | 150      | 3s., 6s., 8s.             | 22 10 0      | 42             | 31.12.1961      | ..                     | ..        | ..      | ..      |
|                   | 2407   | ..       | ..      | 270      | 1s. 6d., 2s. 3d., 3s.     | 20 0 0       | 42             | 31.12.1961      | ..                     | ..        | ..      | ..      |
|                   | 1771   | ..       | ..      | 471      | 1s.                       | 23 11 0      | 42             | 31.12.1937      | ..                     | ..        | ..      | ..      |
| Thonemann, J. S.  | 2403   | ..       | ..      | 125      | 3s., 6s., 7s. 3d.         | 18 10 0      | 42             | 31.12.1961      | ..                     | ..        | ..      | ..      |
|                   | 2404   | ..       | ..      | 177      | 2s., 4s., 6s.             | 18 0 0       | 42             | 31.12.1961      | ..                     | ..        | ..      | ..      |
|                   | 2405   | ..       | ..      | 243      | 2s., 4s., 5s.             | 24 0 0       | 42             | 31.12.1961      | ..                     | ..        | ..      | ..      |
| Thonemann, M.     | 1705   | ..       | ..      | 300      | 1s.                       | 15 0 0       | 42             | 31.3.1937       | ..                     | ..        | ..      | ..      |
| Thonemann, M. J.  | 2402   | ..       | ..      | 450      | 1s. 6d., 3s., 4s.         | 38 0 0       | 42             | 31.12.1961      | ..                     | ..        | ..      | ..      |
| Tilmouth, H. E.   | 2382   | ..       | ..      | 240      | 2s., 3s., 5s.             | 24 0 0       | 42             | 31.12.1961      | Hale River District    | 120       | 30      | 50      |
| Turner, J.        | 2267   | ..       | ..      | 387      | 2s., 3s., 5s.             | 38 14 0      | 42             | 30.6.1950       | Hale River Station     | 680       | 500     | 516     |
|                   | 2261   | ..       | ..      | 235      | 2s., 3s., 5s.             | 23 10 0      | 42             | 31.12.1961      | ..                     | ..        | ..      | ..      |
| Turner, J. H.     | 2417   | ..       | ..      | 360      | 2s., 3s., 5s.             | 36 0 0       | 42             | 31.3.1962       | ..                     | ..        | ..      | ..      |
|                   | 253    | ..       | ..      | 100      | 1s.                       | 5 0 0        | Annual         | ..              | ..                     | ..        | ..      | ..      |
|                   | 2429   | ..       | ..      | 480      | 1s. 10d., 2s.             | 45 5 6       | 42             | 30.9.1962       | Alocota Station        | 1,400     | 300     | 635     |
| Turner, W. A.     | ..     | 285      | ..      | 14       | 5 0                       | Annual       | ..             | ..              | ..                     | ..        | ..      | ..      |
|                   | 226    | ..       | ..      | 290      | 1s.                       | 14 10 0      | ..             | ..              | Delissaville Station   | 200       | 100     | 11      |
|                   | 1707   | ..       | ..      | 400      | 1s.                       | 20 0 0       | 42             | 31.3.1937       | ..                     | ..        | ..      | ..      |
|                   | 1799   | ..       | ..      | 190      | 1s.                       | 5 0 0        | 42             | 31.3.1937       | ..                     | ..        | ..      | ..      |
|                   | 1710   | ..       | ..      | 200      | 1s.                       | 10 0 0       | 42             | 31.3.1937       | ..                     | ..        | ..      | ..      |
|                   | 1729   | ..       | ..      | 300      | 1s.                       | 15 0 0       | 42             | 30.6.1937       | ..                     | ..        | ..      | ..      |
| Vesley, S.        | 1730   | ..       | ..      | 300      | 1s.                       | 15 0 0       | 42             | 30.6.1937       | Ord River Station      | 30,324    | 200     | 250     |
|                   | 1731   | ..       | ..      | 200      | 1s.                       | 10 0 0       | 42             | 30.6.1937       | ..                     | ..        | ..      | ..      |
|                   | 1765   | ..       | ..      | 200      | 1s.                       | 10 0 0       | 42             | 30.6.1937       | ..                     | ..        | ..      | ..      |
|                   | 1766   | ..       | ..      | 450      | 1s.                       | 20 0 0       | 42             | 30.9.1937       | ..                     | ..        | ..      | ..      |
|                   | 1767   | ..       | ..      | 200      | 1s.                       | 10 0 0       | 42             | 30.9.1937       | ..                     | ..        | ..      | ..      |
|                   | 1768   | ..       | ..      | 200      | 1s.                       | 10 0 0       | 42             | 30.9.1937       | ..                     | ..        | ..      | ..      |
| Victory, A.       | 2315   | ..       | ..      | 620      | 2s. 6d. 4s.               | 77 10 0      | 42             | 31.3.1960       | ..                     | ..        | ..      | ..      |
| Walden, S.        | ..     | 262      | ..      | 40       | 6s. 6d.                   | 2 9 0        | Annual         | ..              | ..                     | ..        | ..      | ..      |
| Walsh, E.         | ..     | 292      | ..      | 100      | 1s.                       | 5 0 0        | ..             | ..              | ..                     | ..        | ..      | ..      |

APPENDIX D.—STATEMENT OF NORTHERN TERRITORY PASTORAL LEASES, ETC.—continued.

| Name of Lessee.                 | Lease. | Licence. | Permit. | Area.     | Rate per Acre.        | Annual Rent. | Term of Lease. | Date of Expiry. | Name of Station.               | Stocking. |         |         |
|---------------------------------|--------|----------|---------|-----------|-----------------------|--------------|----------------|-----------------|--------------------------------|-----------|---------|---------|
|                                 |        |          |         |           |                       |              |                |                 |                                | Cattle.   | Horses. | Others. |
|                                 |        |          |         | sq. miles |                       | £ s. d.      | Years.         |                 |                                |           |         |         |
| Warton and Long-will            | 2283   | ..       | ..      | 420       | 5s., 7s. 6d., 10s.    | 107 5 0      | 42             | 30.6.1939       | .. .. .                        | ..        | ..      | ..      |
|                                 | 1469   | ..       | ..      | 310       | 6d.                   | 7 15 0       | 42             | 30.9.1933       | .. .. .                        | ..        | ..      | ..      |
| Warburton, R. E.                | 2153   | ..       | ..      | 180       | 4s.                   | 36 0 0       | 42             | 31.12.1942      | .. .. .                        | ..        | ..      | ..      |
|                                 | 2164   | ..       | ..      | 140       | 4s.                   | 28 0 0       | 42             | 31.3.1943       | .. .. .                        | ..        | ..      | ..      |
| Warburton, Whit-taker and Jones | 2424   | ..       | ..      | 600       | 2s., 3s., 4s.         | 60 0 0       | 42             | 30.9.1932       | .. .. .                        | ..        | ..      | ..      |
|                                 | 2111   | ..       | ..      | 400       | 2s.                   | 40 0 0       | 42             | 31.3.1942       | .. .. .                        | ..        | ..      | ..      |
|                                 | 2141   | ..       | ..      | 200       | 2s.                   | 20 0 0       | 42             | 31.12.1942      | .. .. .                        | ..        | ..      | ..      |
|                                 | 2204   | ..       | ..      | 420       | 4s.                   | 84 0 0       | 42             | 31.3.1944       | .. .. .                        | ..        | ..      | ..      |
|                                 | 2205   | ..       | ..      | 400       | 2s.                   | 40 0 0       | 42             | 31.3.1944       | .. .. .                        | ..        | ..      | ..      |
|                                 | 2206   | ..       | ..      | 495       | 4s.                   | 99 0 0       | 42             | 31.3.1944       | .. .. .                        | ..        | ..      | ..      |
| Wave Hill Pas-toral Co. Ltd.    | 2227   | ..       | ..      | 2,762     | 1s.                   | 135 2 0      | 42             | 31.3.1944       | Wave Hill Sta-tion             | 53,456    | 1,450   | 58      |
|                                 | 2349   | ..       | ..      | 400       | 2s., 2s. 6d., 3s.     | 40 0 0       | 25             | 30.9.1943       | .. .. .                        | ..        | ..      | ..      |
|                                 | 2350   | ..       | ..      | 400       | 2s., 2s. 6d., 3s.     | 40 0 0       | 25             | 30.9.1943       | .. .. .                        | ..        | ..      | ..      |
|                                 | 2351   | ..       | ..      | 600       | 2s., 2s. 6d., 3s.     | 60 0 0       | 25             | 30.9.1943       | .. .. .                        | ..        | ..      | ..      |
|                                 | 2352   | ..       | ..      | 400       | 2s., 2s. 6d., 3s.     | 40 0 0       | 25             | 30.9.1943       | .. .. .                        | ..        | ..      | ..      |
|                                 | ..     | 225      | ..      | 1,500     | 1s.                   | 75 0 0       | Annual         | .. .. .         | ..                             | ..        | ..      | ..      |
|                                 | 1708   | ..       | ..      | 400       | 1s.                   | 20 0 0       | 42             | 31.3.1937       | .. .. .                        | ..        | ..      | ..      |
|                                 | 1997   | ..       | ..      | 320       | 1s.                   | 16 0 0       | 42             | 31.12.1941      | .. .. .                        | ..        | ..      | ..      |
|                                 | 2140   | ..       | ..      | 340       | 4s.                   | 68 0 0       | 42             | 31.12.1942      | .. .. .                        | ..        | ..      | ..      |
| Waterloo Pastoral Co. Ltd.      | 2142   | ..       | ..      | 286       | 2s.                   | 28 12 0      | 42             | 31.12.1942      | Waterloo Station               | 25,489    | 618     | 10      |
|                                 | 2161   | ..       | ..      | 471       | 2s.                   | 47 2 0       | 42             | 31.3.1943       | .. .. .                        | ..        | ..      | ..      |
|                                 | 2353   | ..       | ..      | 428       | 2s., 2s. 6d., 3s.     | 42 16 0      | 25             | 30.9.1943       | .. .. .                        | ..        | ..      | ..      |
|                                 | 2354   | ..       | ..      | 325       | 2s., 2s. 6d., 3s.     | 32 8 0       | 25             | 30.9.1943       | .. .. .                        | ..        | ..      | ..      |
|                                 | 2227A  | ..       | ..      | 903       | 1s.                   | 45 3 0       | 42             | 31.3.1944       | .. .. .                        | ..        | ..      | ..      |
| Webb, Joseph                    | ..     | 202      | ..      | 200       | 1s.                   | 10 0 0       | Annual         | .. .. .         | ..                             | ..        | ..      | ..      |
| Webb and Schaber                | 2283   | ..       | ..      | 290       | 2s., 3s., 5s.         | 29 0 0       | 42             | 30.6.1939       | Wearany River Station          | 100       | 37      | 0       |
| Webster, B.                     | ..     | 230      | ..      | 400       | 1s.                   | 20 0 0       | Annual         | .. .. .         | Mount Riddock Station          | 380       | 209     | 600     |
| Westmoreland Pas-toral Co.      | ..     | 142      | ..      | 215       | 1s.                   | 10 15 0      | ..             | .. .. .         | .. .. .                        | ..        | ..      | ..      |
|                                 | ..     | 84       | ..      | 240       | 1s.                   | 12 0 0       | ..             | .. .. .         | .. .. .                        | ..        | ..      | ..      |
|                                 | ..     | 31       | ..      | 100       | 1s.                   | 5 0 0        | ..             | .. .. .         | .. .. .                        | ..        | ..      | ..      |
| Wilson, M. E.                   | ..     | 136      | ..      | 96        | 1s.                   | 4 16 0       | ..             | .. .. .         | Victoria River Depôt           | 1,000     | 248     | 40      |
|                                 | ..     | 248      | ..      | 79        | 1s.                   | 3 19 0       | ..             | .. .. .         | .. .. .                        | ..        | ..      | ..      |
| White, A. M.                    | 2311   | ..       | ..      | 400       | 2s. 6d., 5s., 7s. 6d. | 50 0 0       | 42             | 31.3.1930       | .. .. .                        | ..        | ..      | ..      |
| White, B.                       | 2231   | ..       | ..      | 284       | 3s., 5s., 7s. 6d.     | 42 12 0      | 42             | 30.9.1936       | .. .. .                        | ..        | ..      | ..      |
| White, F. F.                    | 2239   | ..       | ..      | 325       | 3s., 5s., 7s. 6d.     | 48 15 0      | 42             | 31.12.1936      | .. .. .                        | ..        | ..      | ..      |
| White, F. J.                    | 2232   | ..       | ..      | 596       | 3s. 6d., 5s. 6d., 7s. | 104 6 0      | 42             | 30.9.1939       | .. .. .                        | ..        | ..      | ..      |
| White, A.                       | 2235   | ..       | ..      | 560       | 3s., 5s., 7s. 6d.     | 84 0 0       | 42             | 30.9.1936       | See under Cotton               | ..        | ..      | ..      |
| White, F. M. F.                 | 2236   | ..       | ..      | 528       | 3s., 5s., 7s. 6d.     | 79 4 0       | 42             | 30.9.1936       | Brunette and other Stations    | ..        | ..      | ..      |
| White, J. C.                    | 2237   | ..       | ..      | 442       | 4s., 6s., 8s. 6d.     | 88 8 0       | 42             | 30.9.1936       | .. .. .                        | ..        | ..      | ..      |
| White, J.                       | 2241   | ..       | ..      | 582       | 2s. 6d., 4s. 6d., 7s. | 72 15 0      | 42             | 30.9.1936       | .. .. .                        | ..        | ..      | ..      |
| White, H. F.                    | 2242   | ..       | ..      | 480       | 3s., 5s., 7s. 6d.     | 72 0 0       | 42             | 30.9.1936       | .. .. .                        | ..        | ..      | ..      |
| White, T.                       | ..     | 93       | ..      | 920       | 1s.                   | 46 0 0       | Annual         | .. .. .         | .. .. .                        | ..        | ..      | ..      |
| White, F. F.                    | 2239   | ..       | ..      | 325       | 3s., 5s., 7s. 6d.     | 48 15 0      | 42             | 31.12.1936      | .. .. .                        | ..        | ..      | ..      |
| Wilkinson, C. J. L.             | 2373   | ..       | ..      | 305       | 2s., 3s., 4s.         | 30 10 0      | 42             | 30.6.1961       | .. .. .                        | ..        | ..      | ..      |
| Wilkinson, J.                   | ..     | 309      | ..      | 10        | 20s.                  | 10 0 0       | Annual         | .. .. .         | .. .. .                        | ..        | ..      | ..      |
|                                 | 1728   | ..       | ..      | 97        | 1s.                   | 4 17 0       | 42             | 31.3.1937       | .. .. .                        | ..        | ..      | ..      |
|                                 | 1903   | ..       | ..      | 100       | 1s.                   | 5 0 0        | 42             | 31.3.1939       | .. .. .                        | ..        | ..      | ..      |
|                                 | 2110   | ..       | ..      | 400       | 2s.                   | 40 0 0       | 42             | 31.3.1942       | .. .. .                        | ..        | ..      | ..      |
|                                 | 2125   | ..       | ..      | 528       | 4s.                   | 103 12 0     | 42             | 30.9.1942       | .. .. .                        | ..        | ..      | ..      |
|                                 | 2134   | ..       | ..      | 188       | 2s. 6d.               | 23 10 0      | 42             | 30.6.1942       | .. .. .                        | ..        | ..      | ..      |
|                                 | 2155   | ..       | ..      | 1,147     | 4s.                   | 229 8 0      | 42             | 31.12.1942      | .. .. .                        | ..        | ..      | ..      |
|                                 | 2197   | ..       | ..      | 1,036     | 4s.                   | 103 12 0     | 42             | 30.9.1943       | .. .. .                        | ..        | ..      | ..      |
| Willeroo and Man-bulloo Ltd.    | 2219   | ..       | ..      | 150       | 4s.                   | 30 0 0       | 42             | 31.3.1944       | Willeroo and Manbulloo Station | 17,593    | 1,072   | 2       |
|                                 | 2326   | ..       | ..      | 170       | 4s.                   | 34 0 0       | 42             | 30.6.1944       | .. .. .                        | ..        | ..      | ..      |
|                                 | 2254   | ..       | ..      | 425       | 1s.                   | 21 5 0       | 42             | 30.6.1937       | .. .. .                        | ..        | ..      | ..      |
|                                 | 2355   | ..       | ..      | 502       | 2s., 2s. 6d., 3s.     | 50 4 0       | 42             | 30.9.1960       | .. .. .                        | ..        | ..      | ..      |
|                                 | 2356   | ..       | ..      | 578       | 2s., 2s. 6d., 3s.     | 57 16 0      | 42             | 30.9.1960       | .. .. .                        | ..        | ..      | ..      |
|                                 | 2226   | ..       | ..      | 150       | 4s.                   | 34 0 0       | 42             | 30.9.1944       | .. .. .                        | ..        | ..      | ..      |
|                                 | ..     | 161      | ..      | 339       | 1s.                   | 16 19 0      | Annual         | .. .. .         | .. .. .                        | ..        | ..      | ..      |
|                                 | ..     | 182      | ..      | 435       | 1s.                   | 21 15 0      | ..             | .. .. .         | .. .. .                        | ..        | ..      | ..      |
|                                 | ..     | 198      | ..      | 80        | 1s.                   | 4 0 0        | ..             | .. .. .         | .. .. .                        | ..        | ..      | ..      |
|                                 | ..     | 210      | ..      | 108       | 1s.                   | 5 8 0        | ..             | .. .. .         | .. .. .                        | ..        | ..      | ..      |
|                                 | ..     | 294      | ..      | 100       | 1s.                   | 5 0 0        | ..             | .. .. .         | .. .. .                        | ..        | ..      | ..      |
| Wing Wah Loong                  | ..     | 251      | ..      | 354       | 1s.                   | 17 14 0      | ..             | .. .. .         | .. .. .                        | ..        | ..      | ..      |
|                                 | ..     | 160      | ..      | 100       | 1s.                   | 5 0 0        | ..             | .. .. .         | .. .. .                        | ..        | ..      | ..      |
| Wolfenden, A. E. J.             | 2379   | ..       | ..      | 585       | 1s., 1s. 6d., 2s.     | 29 5 0       | 42             | 31.12.1961      | .. .. .                        | ..        | ..      | ..      |
|                                 | 2264   | ..       | ..      | 650       | 1s. 6d., 2s., 3s.     | 45 0 0       | 42             | 30.6.1959       | .. .. .                        | ..        | ..      | ..      |
|                                 | 2285   | ..       | ..      | 429       | 1s. 6d., 2s., 3s.     | 32 8 6       | 42             | 30.6.1959       | .. .. .                        | ..        | ..      | ..      |
| Wollogorang Pas-toral Co. Ltd.  | 2286   | ..       | ..      | 500       | 2s., 3s., 4s.         | 50 0 0       | 42             | 30.6.1959       | Wollogorang Station            | 9,516     | 224     | 5       |
|                                 | 2287   | ..       | ..      | 500       | 2s. 6d., 3s. 6d., 5s. | 62 10 0      | 42             | 30.6.1959       | .. .. .                        | ..        | ..      | ..      |
|                                 | ..     | 228      | ..      | 250       | 1s.                   | 12 10 0      | Annual         | .. .. .         | .. .. .                        | ..        | ..      | ..      |

## SUMMARY.

Area of the Northern Territory—323,620 Square Miles—335,116,800 Acres.

Pastoral Leases to 31st December, 1920. Grazing Licences and Permits to 30th June, 1921.

|                    |                      |    |                   |                     |
|--------------------|----------------------|----|-------------------|---------------------|
| 415 Leases .. ..   | 160,112 square miles | .. | Annual Rent .. .. | £18,469 3 11        |
| 131 Licences .. .. | 44,832 "             | .. | Annual Rent .. .. | 2,285 0 0           |
| 22 Permits .. ..   | 7,431 "              | .. | Annual Rent .. .. | 372 0 0             |
| <u>568</u>         | <u>218,385</u>       | "  |                   | <u>£18,136 3 11</u> |

## NORTHERN TERRITORY STOCKING RETURNS.

|               |                |
|---------------|----------------|
| Cattle .. ..  | 659,840        |
| Horses .. ..  | 37,643         |
| Camels .. ..  | 413            |
| Mules .. ..   | 178            |
| Donkeys .. .. | 655            |
| Sheep .. ..   | 9,864          |
| Goats .. ..   | 7,033          |
| Pigs .. ..    | 122            |
|               | <u>715,748</u> |

14th September, 1921.

T. J. WORGAN,  
Acting Director of Lands.