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1902.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

PROPOSED FEDERAL CAPITAL SITES.

(SUMMARY OF INFORMATION RESPECTING, AND PHOTOGRAPHIC VIEWS OF.) *

Printed under No. 13 Report from Printing Committee, 18 September, 1902.

COMMONWEALTH OF AUSTRALIA—PROPOSED FEDERAL CAPITAL SITES.

Preface.

THE accompanying summary of information respecting the Sites which have been suggested for the Federal City has been compiled with a view to placing the salient features of each in such a manner as to render a comparison of statistics, etc., easy.

I have thought it advisable to append a map of the State of New South Wales, showing the 100 miles radius and position of the Sites, together with a reference giving the distances from various State Capitals. The photographic views, such as I have been able to obtain from the neighbourhood of most of the Proposed Sites, will serve to convey an idea of the surroundings and nature of the country.

The summary has been restricted to facts which have been obtained from the most reliable sources.

The probable result of inspection by Honorable Members will have the effect of reducing the list of Sites for further consideration, when further expert and detailed information will be obtained.

WILLIAM JOHN LYNE,
Minister for Home Affairs

Melbourne, 19 February, 1902.

Distance in Miles.

SITE.	To SYDNEY.	To MELBOURNE.	To ADELAIDE.	To BRISBANE. *
1. Albury	386	190	673	1,109
2. Bathurst	145	488	971	868
3. Bombala, <i>via</i> Cooma (rail and coach)	325	634	1,117	1,048
4. Braidwood, <i>via</i> Tarago (rail and coach)	188	496	979	910
5. Carcoar-Garland, <i>via</i> Carcoar (rail and coach)	189	444	926	912
6. Cootamundra	253	323	806	976
7. Forest Reefs and Calvert, <i>via</i> Millthorpe ...	180	469	951	904
8. Goulburn	134	443	924	857
9. Orange or Canobolas	192	481	963	915
10. Queanbeyan	194	502	985	917
11. Tumut, <i>via</i> Gundagai (rail and coach)	310	380	863	1,033
12. Wagga Wagga	309	267	750	1,033
13. Wellington	248	537	1,020	971
14. Yass	193	395	878	909
15. Lake George.....	175	484	965	900

* For the purposes of comparison, the distances by rail only between Brisbane, Sydney, Melbourne, and Adelaide have been adopted.

NAME OF SITE.	ACCESSIBILITY.	CLIMATE.	ALTITUDE.	RAINFALL.
Albury	On Main trunk Railway— Miles. Sydney 386 Melbourne 190½ Adelaide 673 Brisbane 1,109 Hobart 670 Perth 2,063 and can be reached by the River Murray, which is navigable for greater part of the year.	Mean Temperature— ° Summer quarter 77·1 Autumn „ 53·7 Winter „ 51·3 Spring „ 66·9 Dry heat. Used as health resort.	700 feet above sea level; 15 to 20 miles away, 1,500 to 2,000 feet can be obtained.	Mean annual rainfall, 28·82 inches for a period of 35 years.
Bathurst	On Main Western Railway— Miles. Sydney 145 Brisbane 868 (via Sydney.) Melbourne 488 (via Harden.) Adelaide 971 Hobart 775 (via Sydney.) Do 968 (via Melbourne.) Perth 2,360	Mean Temperature— ° Summer quarter 84·75 Autumn „ 63·75 Winter „ 61·50 Spring „ 83·50 Dry and bracing.	2,200 feet	Average for 40 years, 24½ inches.
Bombala-Eden . .	Southern Monaro, 60 miles from Cooma— Miles. <i>By Rail and Coach—</i> Sydney 325 Melbourne 634 Melbourne 330 (via Bairnsdale.) <i>By Land—</i> Adelaide 1,117 Brisbane 1,048 <i>By Water—</i> Adelaide 900 Brisbane 793 Hobart 360 <i>By Land and Water—</i> Hobart 420 Perth 2,507	Mean Temperature— ° Spring quarter 55·6 Summer „ 66·1 Autumn „ 56·1 Winter „ 43·6	Max. ... 2,800 Min. ... 2,250 Mean ... 2,400	Average for 10 years, 29 inches.
Braidwood	30 miles from Tarago Railway Station, on the Goulburn-Cooma railway— Miles. <i>By Rail and Coach—</i> Sydney 188 Melbourne 496 Adelaide 979 Perth 2,369 Brisbane 910 <i>By Rail and Steamer—</i> Brisbane 687 Hobart 825	Mean temperature— ° Summer quarter 66·8 Autumn „ 49·9 Winter „ 46·2 Spring „ 64·1	2,200 feet above sea level.	28·90 inches...
Carcoar-Garland .	On Railway line— Miles. Sydney 189 Melbourne 444 Adelaide 926 Perth 2,316 (if the railway line is laid between Port Augusta and Kalgoorlie.) Brisbane 912 Hobart 820	Mean temperature— ° Summer quarter 67·5 Autumn „ 48·6 Winter „ 44·4 Spring „ 61·7	2,270 feet	39 inches
Cootamundra . .	On Main South-western trunk Railway— Miles. Sydney 253 Melbourne 323 Brisbane 976 Adelaide 806 Perth 2,196 Hobart 693	Mean temperature— ° Summer quarter 72·4 Autumn „ 51·9 Winter „ 47·9 Spring „ 67·3	1,082 feet	25·65 inches...
Forest Reefs and Calvert (Millthorpe)	On Main Western Railway— Miles. Sydney 180 Melbourne 469 Adelaide 951 Brisbane 904 but the proposed Werris Creek railway will reduce the travelling to 700 miles. Perth 2,341	Climate similar to Orange or Canobolas.	Max., 3,500 feet; Railway Station, 3,131 feet.	33·47 inches...

Capital Sites.

WATER SUPPLY.	DRAINAGE.	SUPPLY OF BUILDING MATERIAL.	OWNERSHIP OF LAND.
Abundant and permanent supply in River Murray. A pumping scheme would be necessary. It is asserted a gravitation scheme from Mitta Mitta, in Victoria, is possible.	Good facilities, surface formation being favourable.	Granite of good quality and in unlimited quantity; useful freestone; excellent clay for brickmaking; timber—red gum, blue gum, box, pine, mountain ash, and stringybark said to exist in close proximity. Lime is obtainable from limestone at a distance of about 20 miles. Experience was, heavy buildings could be erected with safety.	Alienated land, 50,200 acres, valued (improved) at £452,980. Crown lands, 13,800 acres.
Ample supply from Campbell's River; catchment very good, storage very good, but on a partial gravitation scheme; full gravitation scheme could be obtained from Wallbrook, 27 miles away. Other sources available.	Facilities said to be good.	Excellent granite available; basalt plentiful; no freestone; timber supply meagre; best of clay for brickmaking available. Good foundations for heaviest buildings obtainable. Slate good enough for flagging.	Crown lands, 1,421 acres, exclusive of park lands. Aggregate value of improved land within municipal boundaries estimated at £913,184; unimproved land, £18,263.
A good supply of pure water can be supplied from the Delegate River, which is the best source of supply. Lord's Hill would make an excellent Storage Site for a gravitation scheme; other supplies would augment the Delegate supply.	The trend of the country affords excellent natural facilities—there is also a porous loam which is absorbent.	Unlimited quantities of good building stone—granite, sandstone, freestone, slate, and limestone, also clay for brickmaking; timber, abundant and varied.	Alienated, 74,000 acres; Crown lands 5,000 acres. The estimated value is from £1 10s. to £5 or £7 per acre. The value of land within municipal boundaries is £72,665.
Supply abundant. A pumping scheme would be necessary with a large population.	Natural facilities...	An excellent supply of granite; abundance of freestone within 30 miles; limestone within 14 miles; good clay for bricks, sand, and lime are within the area; timber consists of mountain gum, messmate, mountain ash, sassafras, blackwood, plum-tree, ironbark, spotted and blue gum, stringybark, &c.	Crown lands, including reserves, embrace 1,000 acres. 63,000 acres have been alienated.
Supply is excellent. Coombing Rivulet, Brown's Creek, and the Belubula River are sites for supplying Water Conservation.	A good natural drainage	Building materials, such as granite, marble, limestone, basalt, clay for brickmaking, are available on the site. Timber would be obtained principally from Sydney, and fair hardwood could be procured from the country to the south.	Crown land, including church and schools estate, reserves, &c., equal 12,500 acres. About 51,000 acres alienated. Value of private lands, improved and unimproved, town, suburban, and country, £185,000.
Supply expensive. Distant about 40 miles from Cootamundra.	Well favoured, being on the watershed of the Lachlan River.	Granite and a good rubble material; there is slate and limestone at Galong, &c.; clay for bricks; ironbark, red gum, stringybark, white box, and pine; also mountain ash and messmate on the Tumut Ranges.	The improved value of lands within the municipal area is £254,000, the waterworks costing £30,000, gasworks £11,000. The average value of improved land outside of the municipality is £5 per acre; but there is some rough land, not worth more than 10s. to 20s. per acre.
A supply of sufficient water could be obtained from Flyer's, Brown's, and Slattery Creeks by means of a weir and reservoir.	Easy, being towards streams flowing south.	Limestone, marble, freestone, basalt, slate, and gravel in abundance; the clay is good for bricks; timber is poor, except hardwood.	There are 50,640 acres of church and school land and 31,360 acres alienated. No Crown land. The cost of resuming would be £251,488.

Soil and climate unsurpassed. Breadstuffs and potatoes, the average wheat being 20 bushels to an acre; oat crop, 30 to 40 bushels. Root crops thrive well, also all English fruits.

NAME OF SITE.	ACCESSIBILITY.	CLIMATE.	ALTITUDE.	RAINFALL.
Goulburn.	On Intercolonial Southern trunk line— Miles. Sydney 134 (junctions with the Cooma line.) Melbourne 443 Adelaide 924 Perth 2,314 Hobart 890 Brisbane 857	Mean temperature— Spring quarter 57·6 Summer ,, 68·3 Autumn ,, 57·1 Winter ,, 45·0	2,295 feet	25·76 inches...
Orange or Canobolas	On Main Western Railway— Miles. Sydney 192 Melbourne 481 Adelaide 963 Brisbane 915 Hobart 818 Perth 2,353	Mean summer temperature, 63 degrees; during the other months, 46 degrees.	3,000 feet; the Canobolas Mountain Peak, 4,500 feet.	39½ inches ...
Queanbeyan	On Cooma branch of Main Southern trunk line— Miles. Sydney 194 Melbourne 502 Adelaide 985 Hobart 660 Brisbane 917 Perth 2,375	Mean temperature— Summer quarter 68·9 Autumn ,, 50·0 Winter ,, 46·0 Spring ,, 63·7	2,350 feet	23·55 inches...
Tumut	On a Coach Road, 21 miles south of Gundagai railway terminus— Miles. Sydney 310 Melbourne 380 Adelaide 863 Brisbane 1,033 Perth 2,253	Average. Highest summer 90·0 Lowest ,, 60·0 Highest autumn 70·0 Lowest ,, 40·0	1,300 feet	33 inches ...
Wagga Wagga.	On Great Southern Railway and Main Road from Sydney to Melbourne— Miles. Sydney 309 Melbourne 267 Brisbane 1,033 Hobart 637 Adelaide 750 Perth 2,140	Average temperature— First quarter .. 74·2 Second ,, ... 53·1 Third ,, ... 49·5 Fourth ,, ... 67·9	710 feet	22·94 inches...
Wellington	On Main Western Railway line— Miles. Sydney 248 Melbourne 537½ Adelaide 1,020¼ Brisbane 971 Perth 2,410	Mean temperature— Summer quarter 73·3 Autumn ,, 55·3 Winter ,, 49·7 Spring ,, 68·0	1,200 feet	Nearly 25 inches ...
Yass	On Southern trunk Railway line— Miles. Sydney 193 Melbourne 395 Adelaide 878 Brisbane 909 Perth 2,268	Mean temperature— Summer quarter 69·9 Autumn ,, 52·6 Winter ,, 55·2 Spring ,, 64·4	1,800 feet	24·20 inches...
Lake George	On Goulburn-Cooma Railway line, 41 miles from Goulburn— Miles. Sydney 175 Melbourne 484 (could be shortened by 53 miles.) Adelaide 965 Brisbane 900 Hobart 940 Perth 2,355	Mean temperature— Summer quarter 68·3 Autumn ,, 57·0 Winter ,, 45·0 Spring ,, 57·6	From 2,200 feet to 3,000.	25·76 inches...

Capital Sites—*continued.*

WATER SUPPLY.	DRAINAGE.	SUPPLY OF BUILDING MATERIAL.	OWNERSHIP OF LAND.
The resident witnesses were of opinion that an abundant supply was obtainable. Mr. Blomfield's opinion was not so favourable.	The contour of the Site is favourable.	Marble, granite, limestone and flagging slate, sandstone near material for cement; clay for bricks; all building material can be cheaply and quickly obtained from Sydney; timber for practical purposes may be disregarded.	61,750 acres are private land; 2,250 acres Crown lands and reserves.
Well watered by springs, and by Gosling, Brandy, Spring, Summerhill, Blackman's Swamp, Sportsman's, Molong, and Heifer Station Creeks.	Can be effected from any part of the Site.	Basalt, limestone, marble, slate, white granite, clay for bricks abundant; Cypress pine from Parkes; ironbark from Dubbo; mountain ash, stringybark, and box from the district.	10,800 acres of Crown lands. The valuation of the improved lands within and without the municipality is £1,020,000.
Soil principally red volcanic, varying in quality; particularly adapted to the growth of English fruits. Currants, raspberries, strawberries, orchard trees, table grapes, vegetables, and all hardy plants thrive luxuriantly.			
Three possible sources of supply—the Cotter, the Murrumbidgee, and the Queanbeyan Rivers.	Naturally good	Freestone of good quality; granite is plentiful; an unlimited supply of limestone at the junction of the Cotter and Murrumbidgee Rivers; plenty of shingle and clean, sharp, river sand, and abundance of clay for brickmaking; yellow and red box, stringybark, messmate, and mountain ash.	Only 949 acres of Crown land, including church and school lands, reserves, &c. Value of private lands, with improvements, £157,000.
The grasses are remarkably fattening, and grazing is at present the most lucrative industry. English fruits abound, and wine has been made in the district.			
The Tumut River, which is a strong permanent running stream, would provide an ample supply. There are three Collecting Areas—the Tumut, Adelong, and Sandy Creeks.	The physical conformation of the country is very favourable.	Blue granite, limestone, marble, and slate; good clay for brickmaking; sand and gravel; ironbark, pine, box, mountain ash, messmate, and urabbi.	41,800 acres of private land, valued at £322,000. Crown lands include 21,500 acres.
The alluvial land is eminently suited for the growth of tobacco, maize, hops, fruit, and vegetables. Failure of crops in the district has never been known.			
The Murrumbidgee River, pumping therefrom.	The facilities are great, as the Valleys between the undulations run or trend westerly.	Boulder granite, metamorphic slate, with level beddings and smooth faces, suitable for rubble; limestone of excellent quality is abundant in and about Wagga Wagga; good earth for bricks; the local timber is somewhat limited in quantity, and consists of colonial pine and river gum.	92,000 acres of the proposed site are private lands, which together are valued at £962,560.
The Macquarie River is the chief source of supply.	The trend is to the west and south-west; the natural drainage is good.	Sandstone and basalt within a few miles of Wellington; abundant limestone, including marble, granite and fireclay; excellent clay for brickmaking; good sandstone.	
An abundant supply can be obtained from the Murrumbidgee River.	The proposed Site would be favourable.	Sandstone, fit for building purposes; marble of exceptional quality exists in unlimited quantities; limestone is found in large quantities all over the area.	
The Molonglo, Queanbeyan, Bredbo, Umaratta, Murrumbidgee, and Snowy Rivers.	The physical features render the Site peculiarly favourable for the disposal of stormwaters and the treatment of sewage matter.	Sandstone schists, used in local buildings; granite, red and dark-grey marbles, limestone, stiff clay, sand, gravel.	Deep alluvial; 110,000 acres of some of the finest agricultural land in the State.

Rylstone.

This site was not specially inspected for the purposes of the Commission. The map of the Rylstone Site, forwarded with the Report, does not show the position of the Capital Site within the Territory Site; but even if it be admitted that a fairly suitable building site could be found in the neighbourhood of the township of Rylstone, and that, at some expense, a fair water supply from the Cudgegong River, or Cox's Creek, could be obtained, also that the Rylstone sandstone might furnish good stone for building purposes, still Rylstone has no claims on the score of accessibility, being situated 53 miles off the Main Western Railway, on the Wallerawang-Mudgee Line; or for the general fertility of a soil derived from formations partly sandstone, partly granitic; or for its capacity to support a large population; or for facilities in view of the enlargement of its area if more room is required for Commonwealth purposes. I would, nevertheless, have made an effort to specially inspect the Rylstone Site, even at the eleventh hour, but, on consideration, it appeared to be impossible to bring Rylstone into competition with several Western Sites; and, like Bathurst, though not in so great a degree, the Rylstone Site is intersected by the 100-mile arc.

Corowa.

As Corowa Railway Station is about 30 feet lower than that of Albury, and the Site inspected presented no features of superiority over the Albury Site, and, as it could not be assumed that a site lying lower down the same river (the Murray) could have a better climate than one lying some miles higher up, the reasons for rejecting Albury were reasons for rejecting Corowa. An additional reason was that Corowa is situated at the terminus of the Branch Line Culcairn to Corowa, and, as compared with Albury, is less conveniently located on the line of direct communication between New South Wales and Victoria.

Howlong.

Howlong Site, situate between Corowa and Albury, was cursorily examined, but not officially inspected, being open to the same objection as Corowa.

Bemboka, Delegate, and Buckley's Crossing.

Bemboka, near the head of the Bega River, possesses only the altitude, and, with it, the climate of the Foot Hills of the Coast Range, and is in other respects unsuitable. That Site may be disregarded.

Delegate, near the Victorian Border, does not come into competition with the other Sites, inasmuch as its promoters may be said to have practically retired in favour of Bombala-Eden.

No public inquiry was held at *Buckley's Crossing*; but although, in regard to water resources, position, character of country, and climate, that Site had much to recommend it, yet it lacked those special features which the neighbour Site of Southern Monaro possessed, and suggested a modified incorporation with that neighbour rather than independent competition. Such incorporation, it will be seen, has been suggested. (See plan and description of boundaries of Southern Monaro Extension Site, marked S in Appendix.)

Tumbarumba, Bowna, Hay, and Wentworth.

The four Sites specified above do not seem to require inspection, as my knowledge of the country proposed for the Federal Territory by their advocates made further examination unnecessary. *Hay* and *Wentworth* are within the hot zone, and were unsuitable in other respects. *Tumbarumba* was more inaccessible than Tumut, and more circumscribed in area; and *Bowna* (submitted too late for inspection) was in no better position than Albury. These Sites were, therefore, rejected without special inspection.

Bombala.

The Parliamentary Standing Committee on Public Works for the State of New South Wales, when reporting upon the Railway from Cooma, *via* Nimitybelle and Bombala, to Delegate, stated that the proposed Railway, as a through line from Sydney to Melbourne, is not favourably viewed by either the Engineer-in-Chief for Railway Construction or the Railway Commissioners. The Engineer-in-Chief reports that, as a "through," it could never be made shorter than the existing one; the grades upon it would be much heavier than on the present line, especially on the Victorian side.

The Railway Commissioners think there is absolutely nothing in the idea of the line serving as a line from Sydney to Melbourne. It would be 79 miles longer than the existing Albury line—(the actual distance by rail from Sydney to Melbourne, *via* Albury, is 577 miles; from Sydney to Melbourne, *via* Cooma and Bairnsdale, is 648 miles); it would be a much more difficult line to run over; and an express service could not be carried on in connection with it.

In considering the question, the Committee resolved to recommend that the railway be extended from Cooma to Bombala (only) *via* Nimitybelle; the railway not to go beyond Bombala. The estimated cost of railway line from Cooma to Bombala, *via* Nimitybelle, is £386,031. The cost of railway construction from Bombala to Eden, and Eden Station to Jetty, £1,319,263.

Junee.

Junee is open to grave objection on the score of both water resources and climate. The only possible water supply for Junee is by pumping from the Murrumbidgee. The lift will be from 500 to 600 feet, and the distance about 20 miles. Junee, therefore, has been rejected, and, for the same reasons, Cootamundra and Murrumburrah.



PROPOSED
FEDERAL CAPITAL SITES.

ISSUED BY AUTHORITY OF THE
GOVERNMENT OF NEW SOUTH WALES.



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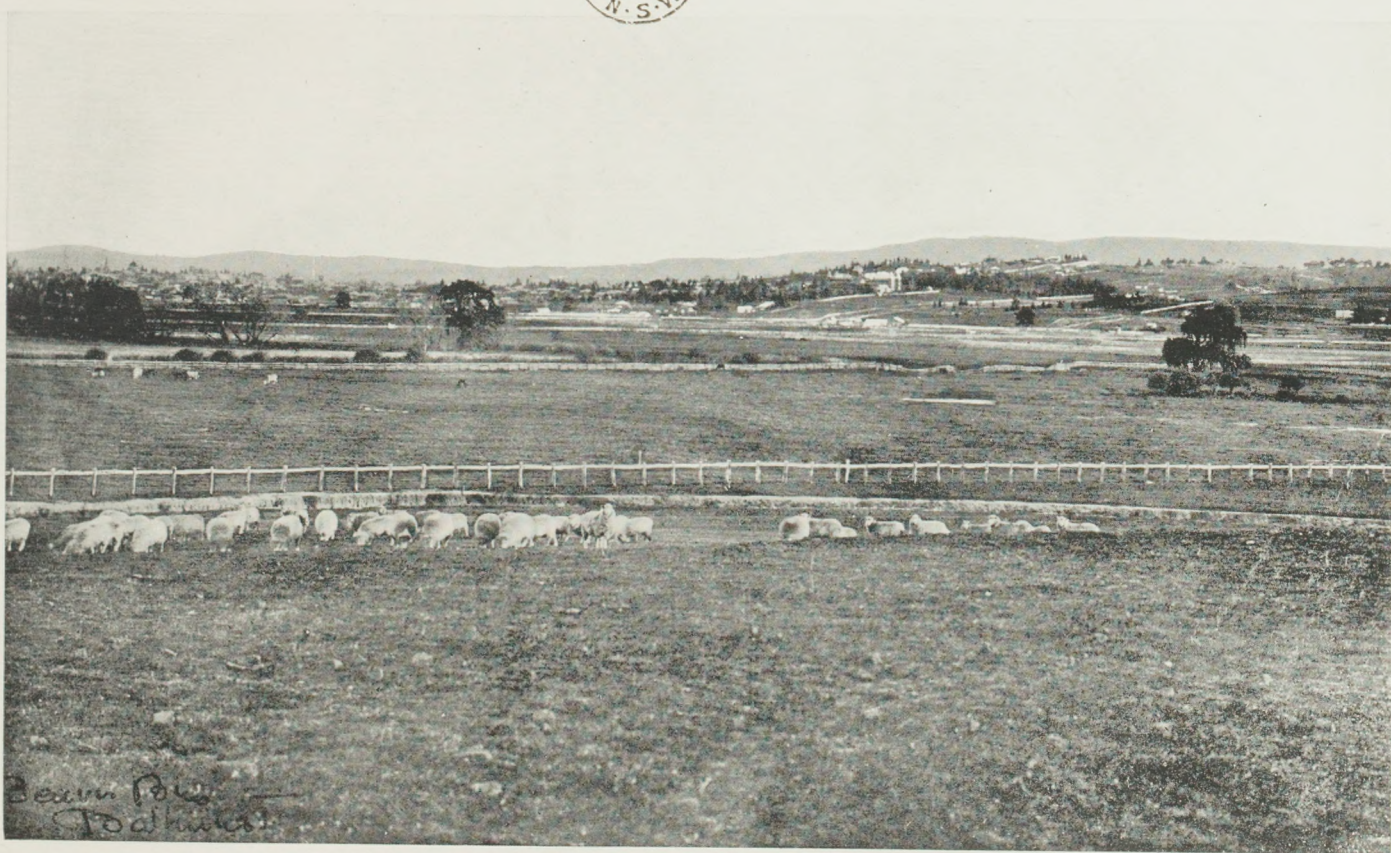
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PROPOSED FEDERAL SITES.



BATHURST.—FROM PEEL ROAD LOOKING SOUTH-WEST. (2 MILES.)



BATHURST.—VIEW FROM "BLACKDOWN," LOOKING SOUTH-WEST. (4 MILES.)



BATHURST.—VIEW FROM "HATHROP" (RESIDENCE OF ALDERMAN WEBB), LOOKING EAST. (1 MILE.)

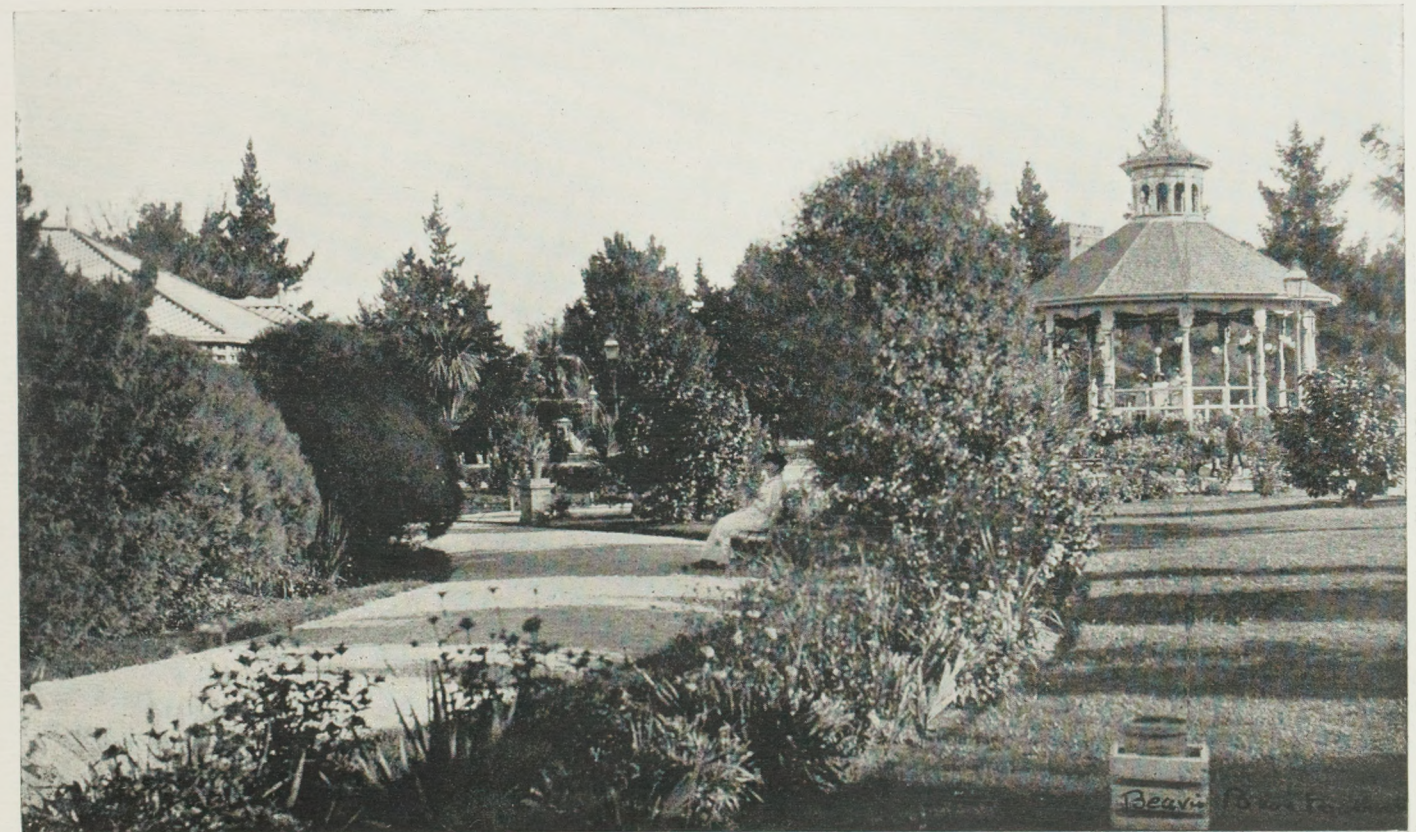


BATHURST.—FROM ORCHARD. MODEL FARM, LOOKING EAST. (1 MILE.)



Bevan Robt Bathurst

BATHURST.—MACHATTIE PARK.



Bevan Robt Bathurst

BATHURST.—MACHATTIE PARK.



BATHURST.—PUBLIC BUILDINGS—COURT HOUSE AND POST OFFICE.



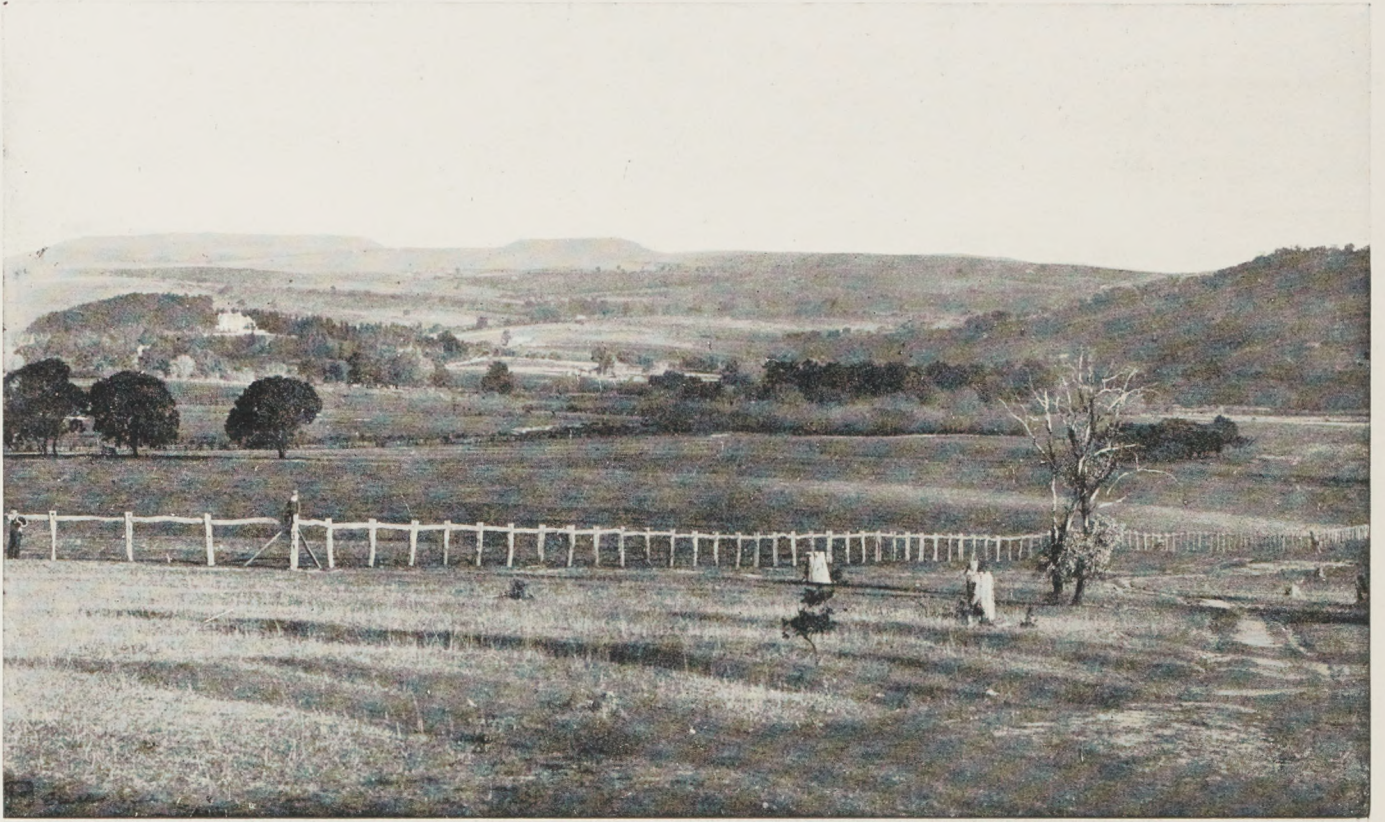
BATHURST.—VIEW FROM TOWN HALL LOOKING EAST. (BLUE MOUNTAINS IN THE DISTANCE.)



BATHURST.—VIEW FROM ST. STANISLAUS COLLEGE LOOKING NORTH-EAST.



BATHURST.—GREAT SNOW STORM, JULY, 1900. VIEW FROM ST. STANISLAUS COLLEGE, LOOKING NORTH-EAST.



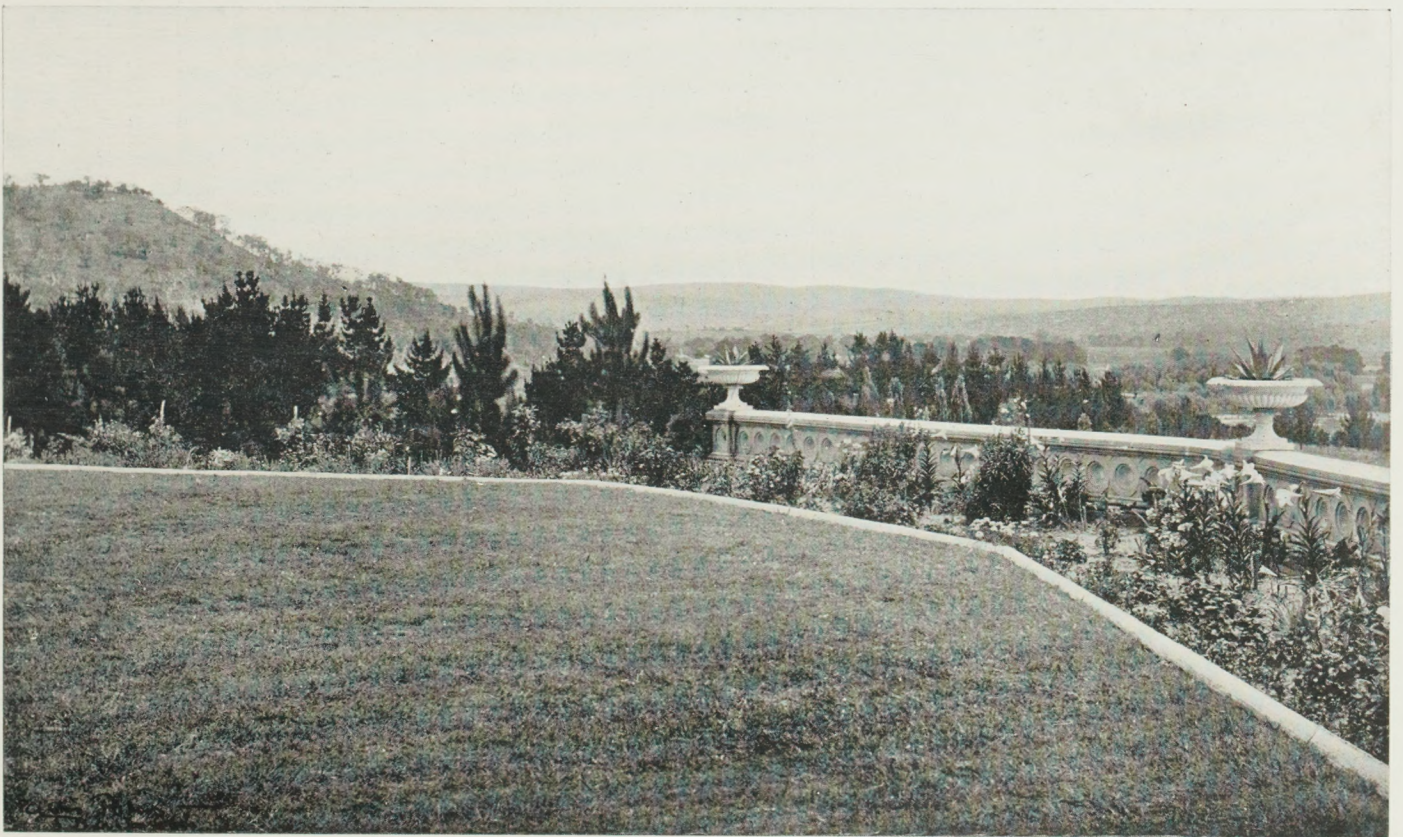
BATHURST.—FROM "KELLOSHIEL," LOOKING SOUTH. (6 MILES.)



BATHURST.—RANKIN'S BRIDGE, MACQUARIE RIVER. (3 MILES.)



BATHURST.—'THE MOUNT,' RESIDENCE OF J. H. STEWART, ESQ.
(STONE USED IN BUILDING OBTAINED ON ESTATE.)



BATHURST.—VIEW FROM 'THE MOUNT,' LOOKING NORTH. (4 MILES)

1

2

3

4



CARCOAR-GARLAND.—DISTANT PANORAMIC VIEW OF THE FEDERAL AREA FROM THE SOUTHERN END OF MOUNT MACQUARIE (4,000 FEET A.S.L.). GALLIMONT TO THE LEFT; FEDERAL CITY NEAR THE CENTRE AND AROUND LYNDHURST; MANDURAMA AND COOMBING PARK TO THE RIGHT.

1

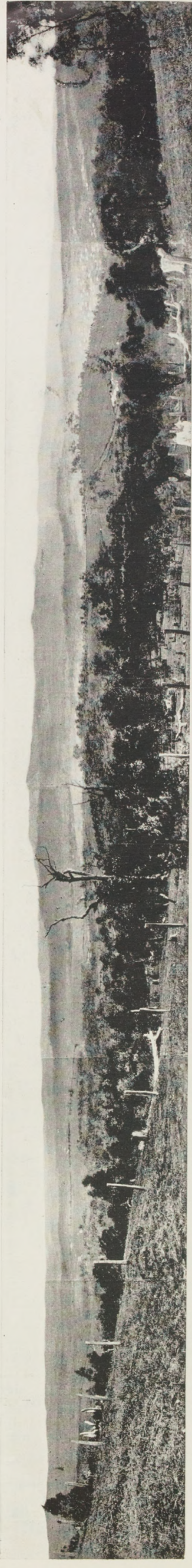
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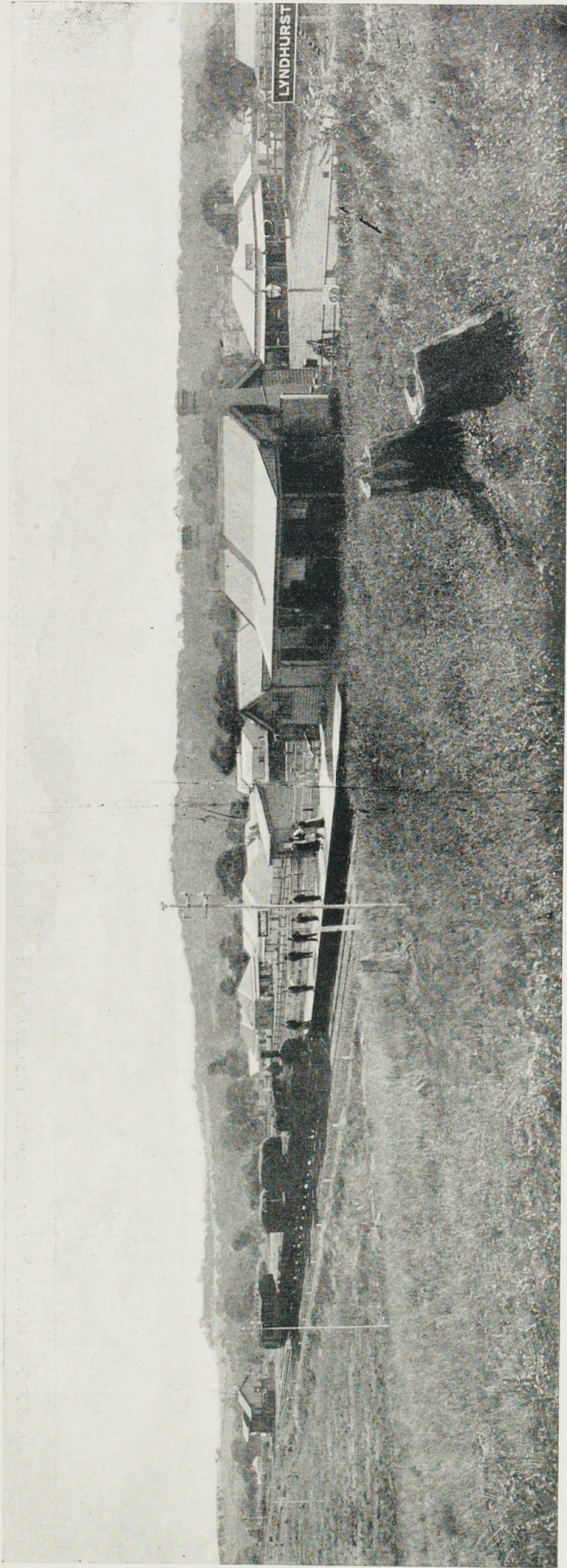
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6



CARCOAR-GARLAND.—PANORAMIC VIEW OF THE FEDERAL AREA AND COUNTRY ALONG MAIN ROAD AND RAILWAY LINE, FROM A POINT ONE AND ONE-THIRD MILES SOUTH OF CARCOAR. CARCOAR TO THE RIGHT; COOMBING PARK, MANDURAMA, AND LYNDHURST APPEAR IN ONE LINE ON PLATE 2, AND IN THE ORDER NAMED, THE LAST BEING THE PROPOSED SITE OF THE FEDERAL CITY; MOUNT CANOBOLAS RANGE (4,610 FEET A.S.L.) IN CENTRE.



CARCOAR-GARLAND.—VILLAGE AND RAILWAY STATION OF LYNDHURST, CENTRE OF PROPOSED FEDERAL CITY SITE.





CARCOAR-GARLAND.—"SUNNY RIDGE," THE PROPERTY OF MR. JOHN FAGAN. ARTIFICIAL LAKE IN FOREGROUND; HOMESTEAD TO THE LEFT; MOUNT MACQUARIE IN DISTANCE.



CARCOAR-GARLAND—TWENTY-FOUR HOURS AFTER THE RECORD SNOW STORM OF JULY, 1900—VIEW FROM COOMBING HILL ROAD.



CARCOAR-GARLAND.—TWENTY-FOUR HOURS AFTER THE RECORD SNOW STORM OF JULY, 1900, SHOWING CARCOAR BRIDGE AND BELUBULA RIVER IN FLOOD; MOUNT MACQUARIE IN THE DISTANCE.



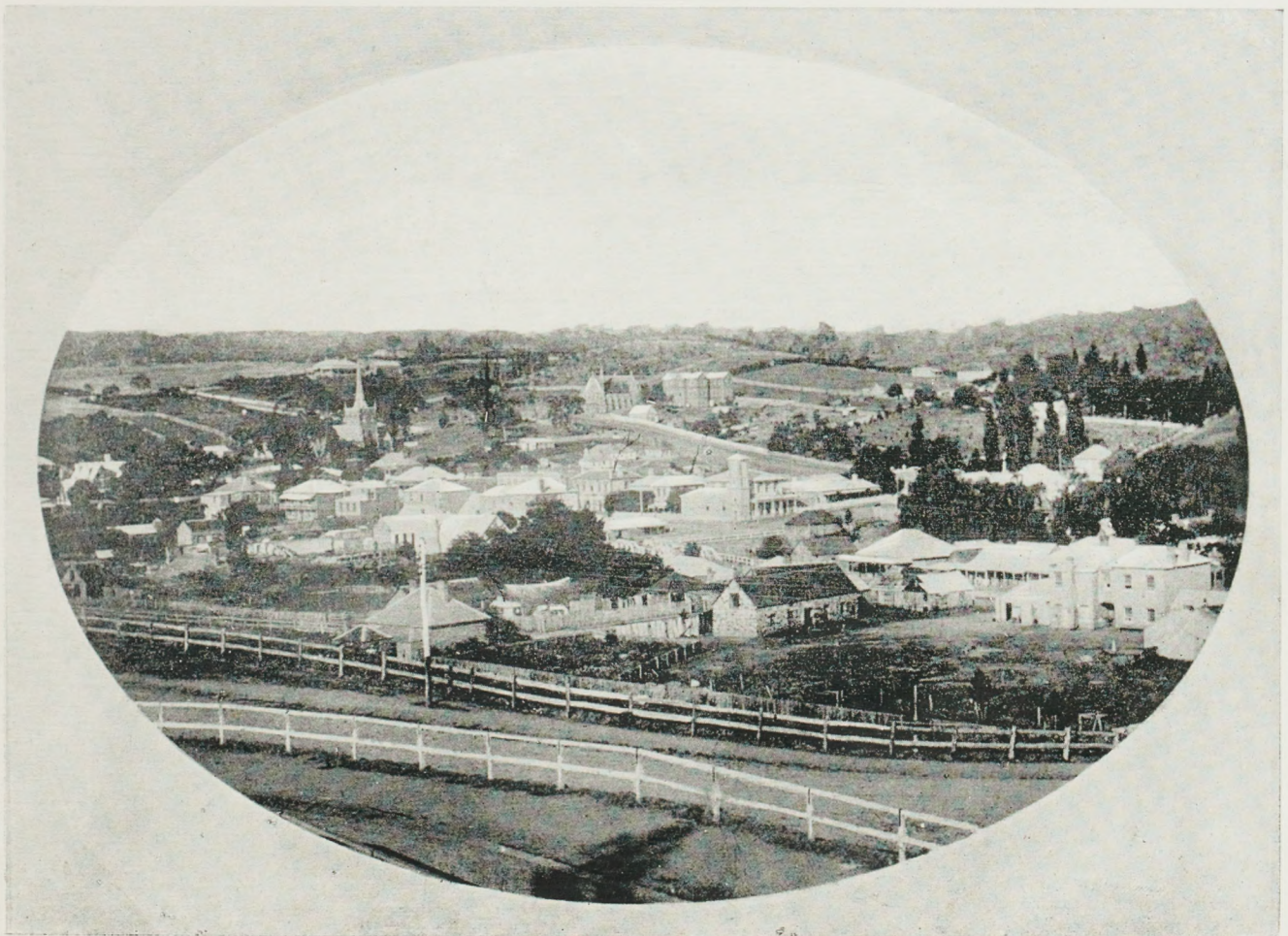
CARCOAR-GARLAND.—TROUT FISHING AT REGAN'S CROSSING, BELUBULA RIVER—HEAD WATERS OF PROPOSED SPRING CREEK JUNCTION RESERVOIR. (DAM, IF MADE ONE-THIRD MILE BELOW HERE, AND ABOVE WERAJIL, WOULD THROW WATER BACK FOR 7 MILES AND PROVIDE POWER AT SUGARLOAF HILL.



CARCOAR-GARLAND.—TROUT FISHING AT WERAJIL, BELUBULA RIVER—HEAD WATERS OF PROPOSED SPRING CREEK JUNCTION RESERVOIR. TOP OF MOUNT MACQUARIE IN DISTANCE.



CARCOAR-GARLAND.—GALLIMONT 40-HEAD BATTERY, PART OF LOWER DAM, AND TOWNSHIP.



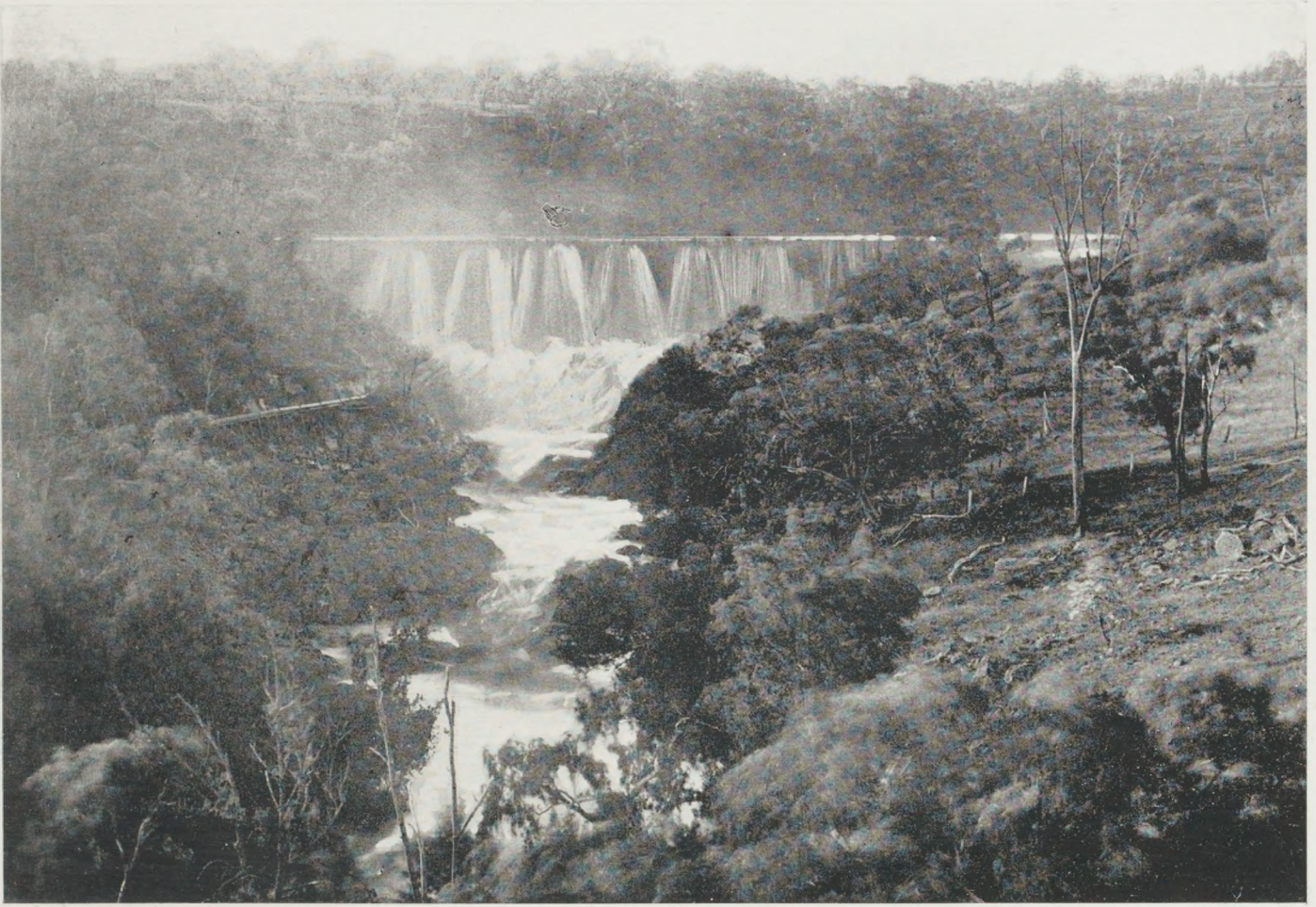
CARCOAR.—FROM THE RAILWAY STATION.



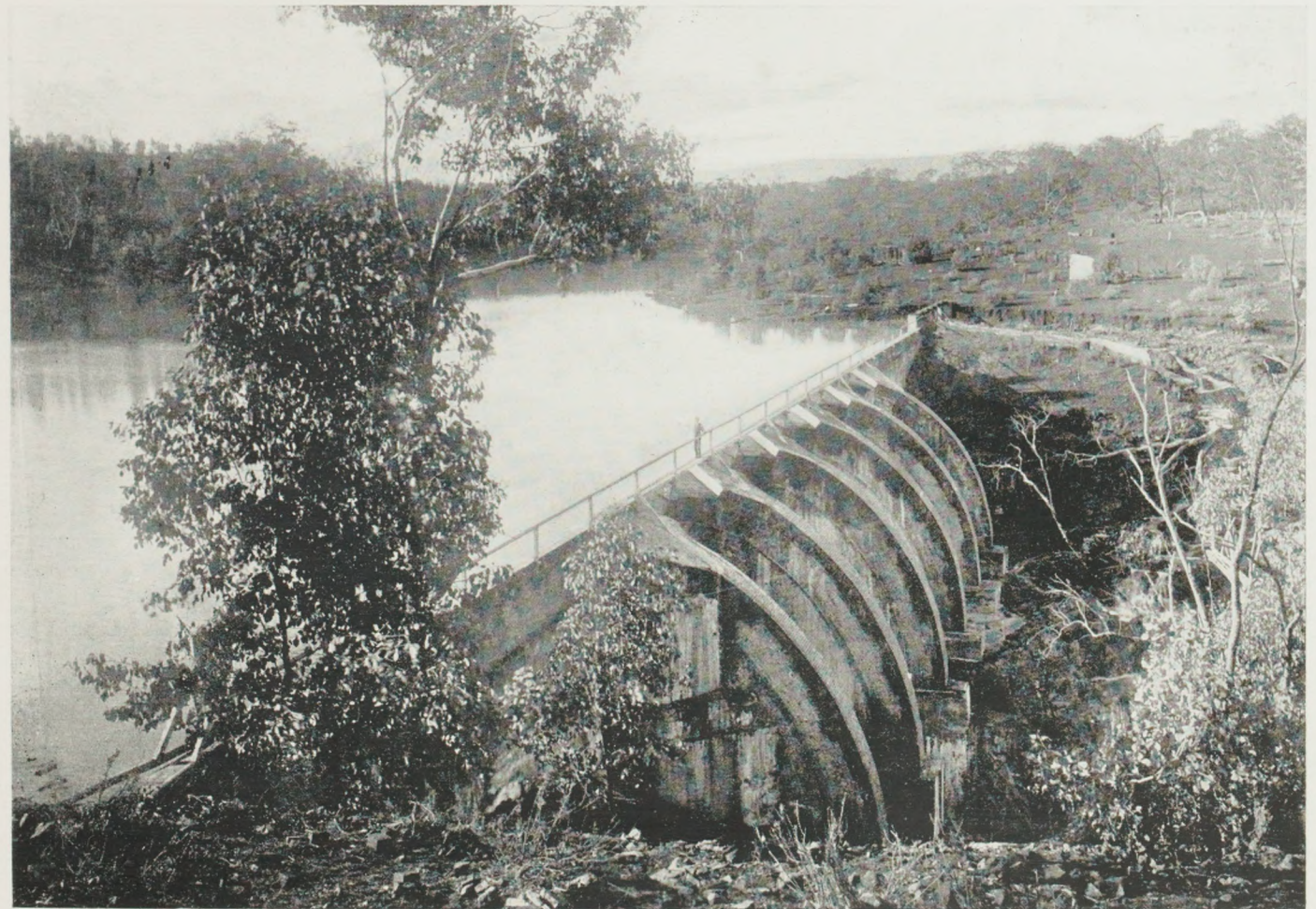
CARCOAR-GARLAND.—“THE JUNCTION DAM” BELUBULA RIVER, SHOWING DRAPERY AND CURTAIN EFFECTS, IN THE PASSAGE OF FLOOD WATERS OVER THE SAME.



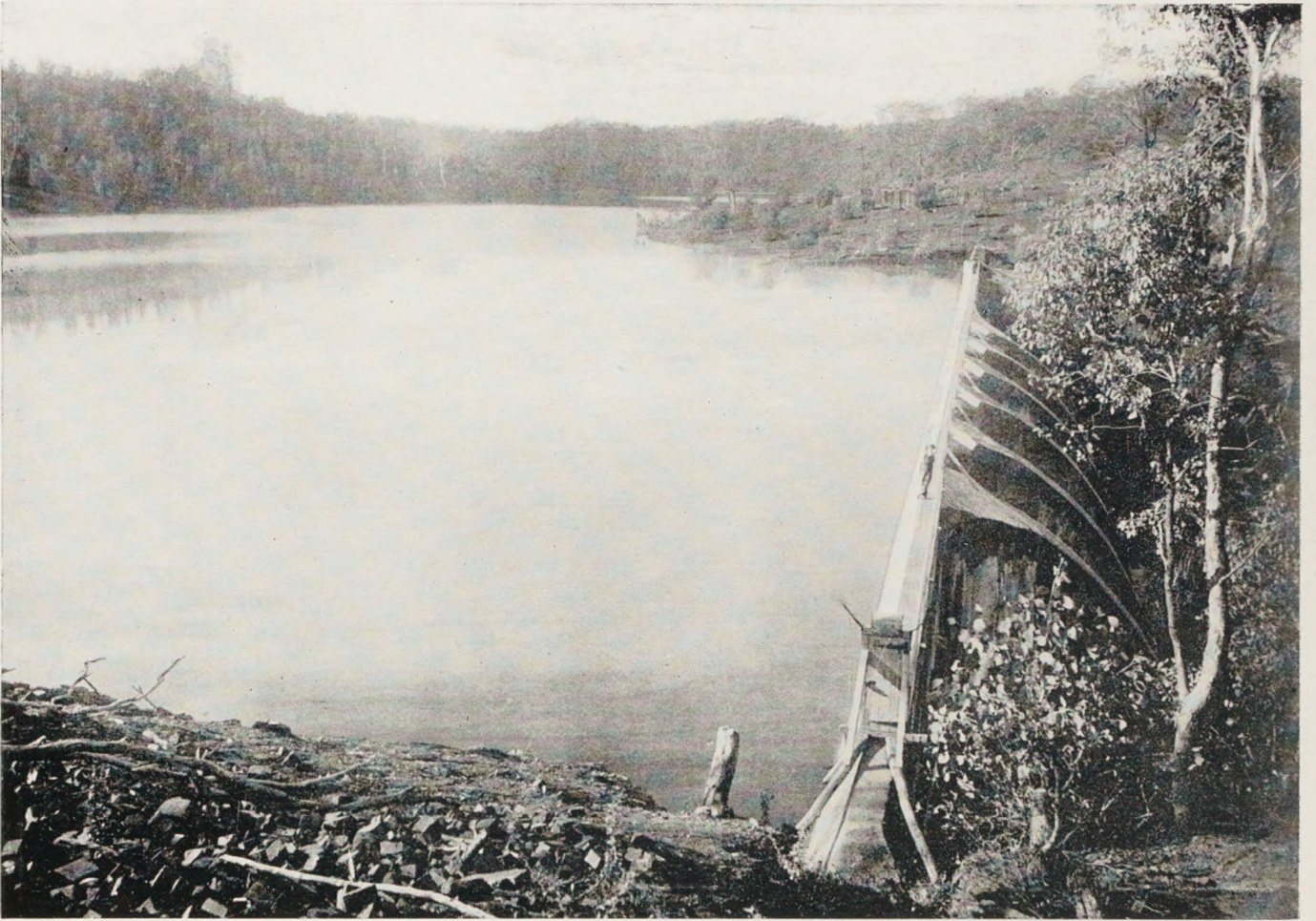
CARCOAR-GARLAND.—“JUNCTION DAM,” BELUBULA RIVER, SHOWING BY-WASH AND PIPE-CONVEYING POWER TO THE 50-HEAD BATTERY AND PLANT OF THE LYNDBURST GOLD-MINING CO.



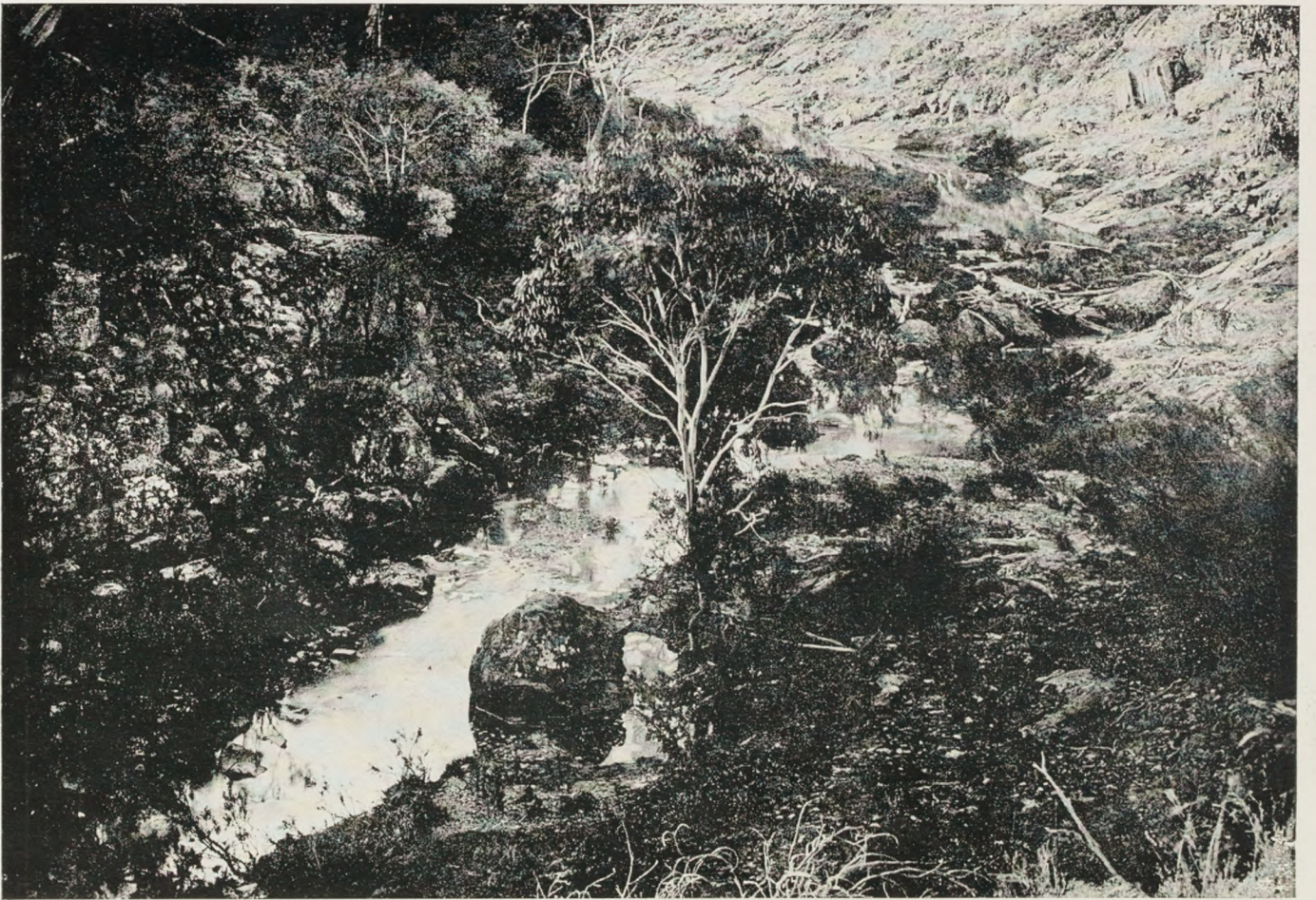
CARCOAR-GARLAND.—“JUNCTION DAM,” BELUBULA RIVER, AND CASCADES LEADING THEREFROM—FROM A DISTANCE.



CARCOAR-GARLAND.—“JUNCTION DAM,” BELUBULA RIVER, SHOWING THE DOUBLE ARCH PRINCIPLE OF CONSTRUCTION.



CARCOAR-GARLAND.—“JUNCTION DAM,” BELUBULA RIVER, SHOWING THE MILE STRETCH OF WATER.
(50 FEET DEEP AT DAM.)



CARCOAR-GARLAND.—SITE OF PROPOSED SPRING CREEK JUNCTION DAM BELUBULA RIVER. BEND AT JUNCTION.



CARCOAR-GARLAND.—LOWER PART OF THE COOMBING FALLS (IN FLOOD).



CARCOAR-GARLAND.—“BELUBULA FALLS (IN FLOOD)—OVER 100 FEET HIGH—FROM A DISTANCE.



CARCOAR-GARLAND.—PROPOSED RESERVOIR SITE (WATER SUPPLY AND POWER), ONE-HALF MILE ABOVE THE COOMBING MAIN FALLS. (SITE OF CHEAPEST AND BEST IMMEDIATE SERVICE.)



CARCOAR-GARLAND.—PROPOSED RESERVOIR SITE (WATER SUPPLY)—JUNCTION OF MCKENZIE'S FLAT AND BROWN'S CREEK.



CARCOAR-GARLAND.—VILLAGE AND RAILWAY STATION OF MANDURAMA, NEAR THE PROPOSED FEDERAL CITY.
MOUNT MACQUARIE IN THE DISTANCE.



CARCOAR-GARLAND.—MOUNT MACQUARIE (4,000 FEET HIGH), FROM THE CEMETERY HILL, CARCOAR.



CARCOAR-GARLAND.—FROM THE TOP OF SOUTHERN END OF MOUNT MACQUARIE, LOOKING SOUTH. MESSRS. G. GRANT'S AND W. SYKES' FARMS TO THE LEFT THE GRABINE MOUNTAINS IN THE FAR DISTANCE.



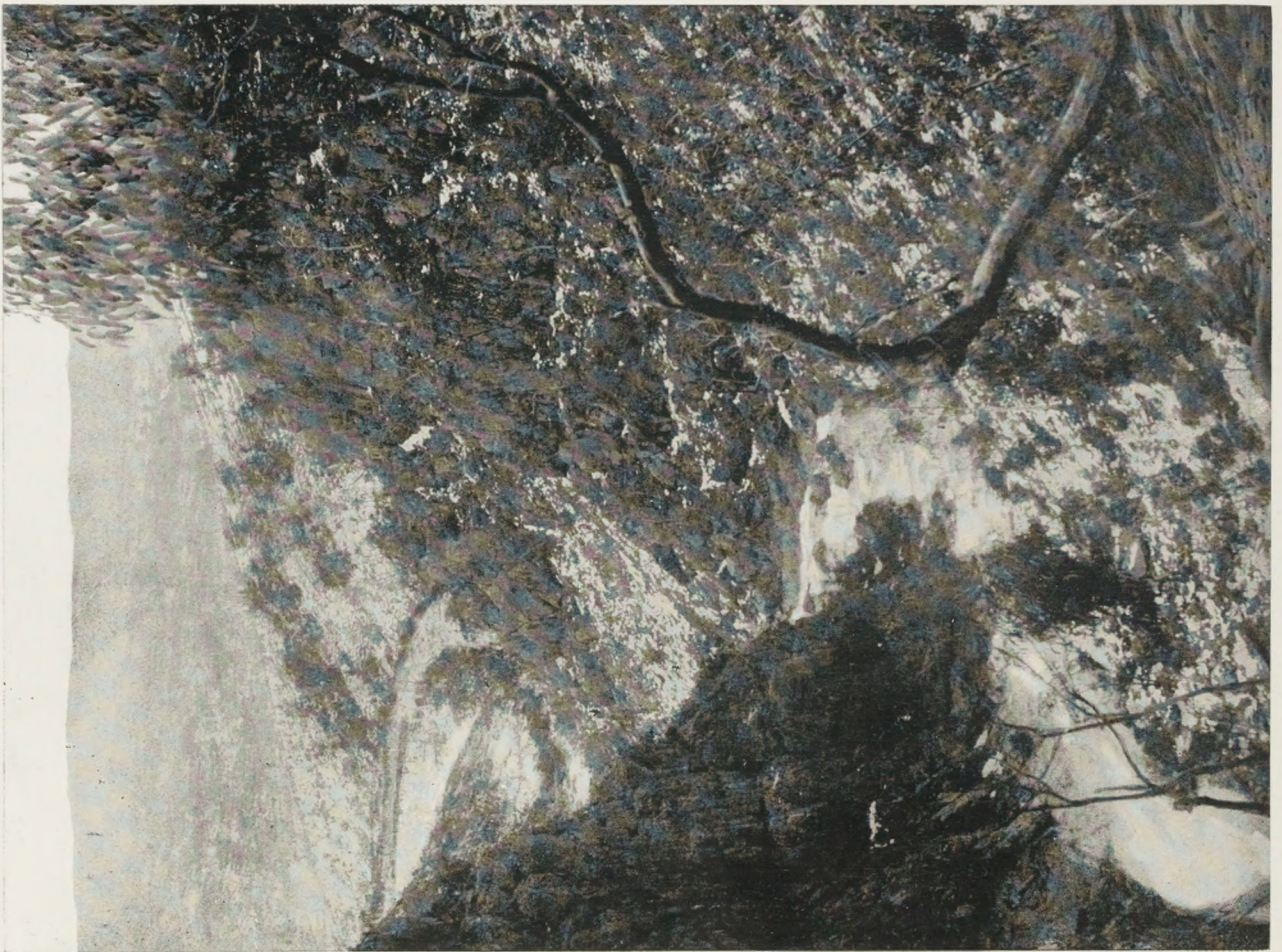
CARCOAR-GARLAND.—VIEW FROM TOP OF MOUNT MACQUARIE, AT SOUTHERN END (4,000 FEET A.S.L.)—SHOWING JUNCTION OF COOMBING AND NO. 1 SWAMP CREEKS. NEVILLE TO RIGHT IN DISTANCE SHAW TO LEFT ABERCROMBIE MOUNTAINS IN FAR DISTANCE.



CARCOAR-GARLAND.—“SUGAR-LOAF GORGE,” BELUBULA RIVER—POWER STATION FOR “WERAJIL” DAM AND POSSIBLY AUXILIARY WATER SUPPLY SITE.



CARCOAR-GARLAND.—“TAFFY'S WELL” (JUST BELOW) BELUBULA RIVER, NEAR CARCOAR.



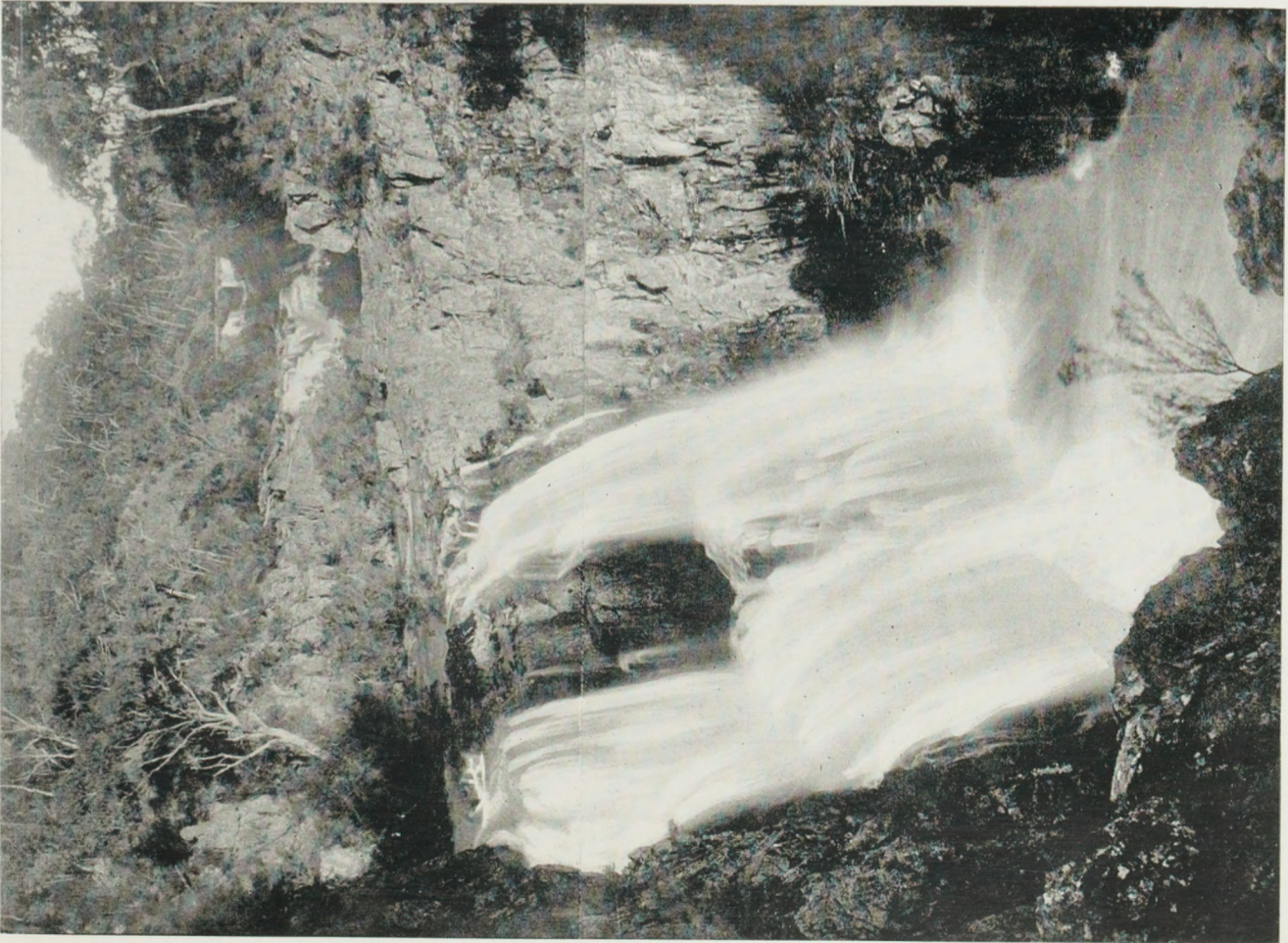
CARCOAR-GARLAND.—SNOW SCENE, THE GORGE," BELOW FALLS—SHOWING
COOMBING CREEK, FLOWING WESTERLY TOWARDS COOMBING PARK.



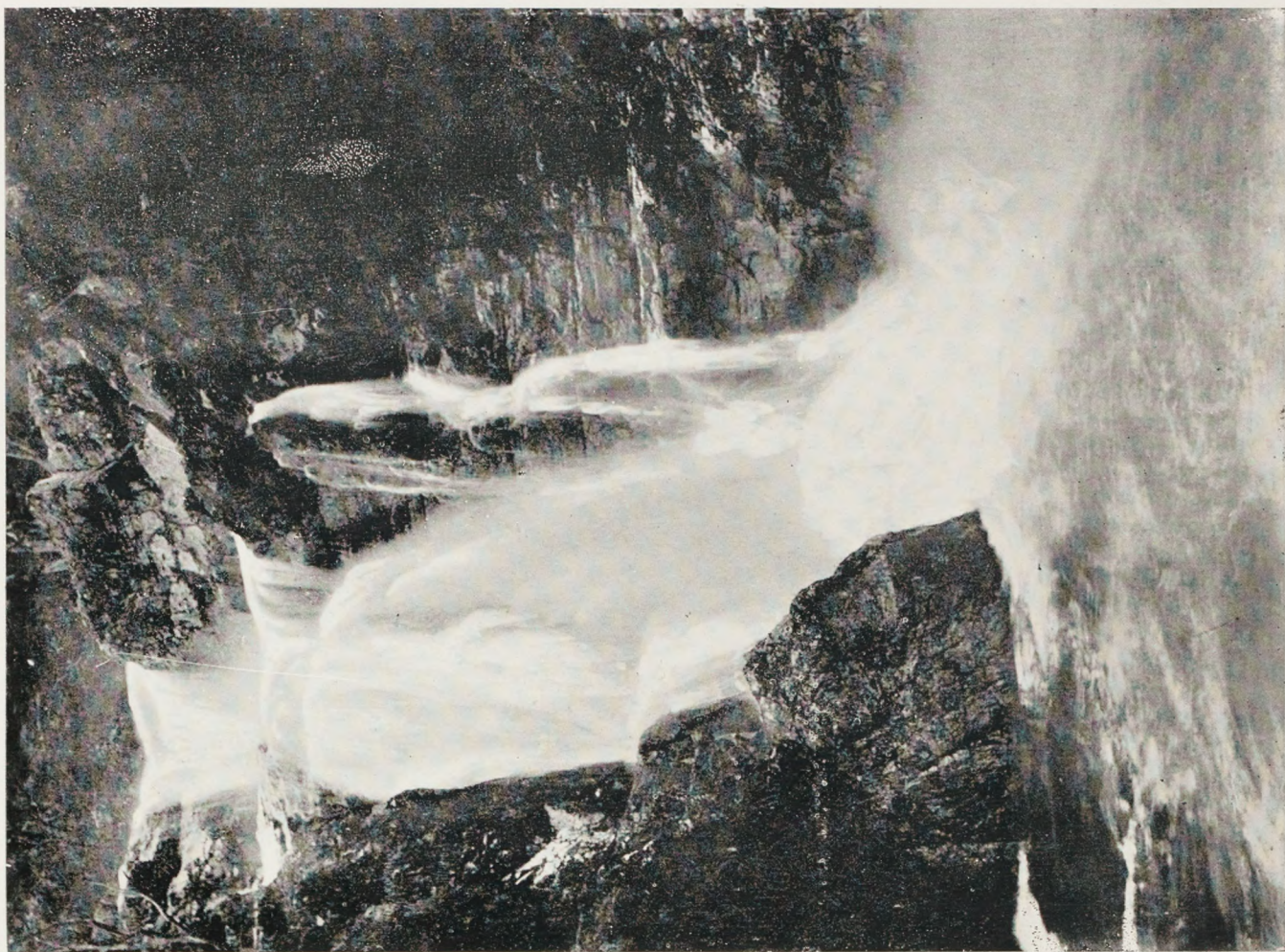
CARCOAR-GARLAND.—"THE AMPHITHEATRE," JUST BELOW COOMBING FALLS—PROPOSED
POWER SITE BENEATH HIGHEST POINT AT LOWER END.



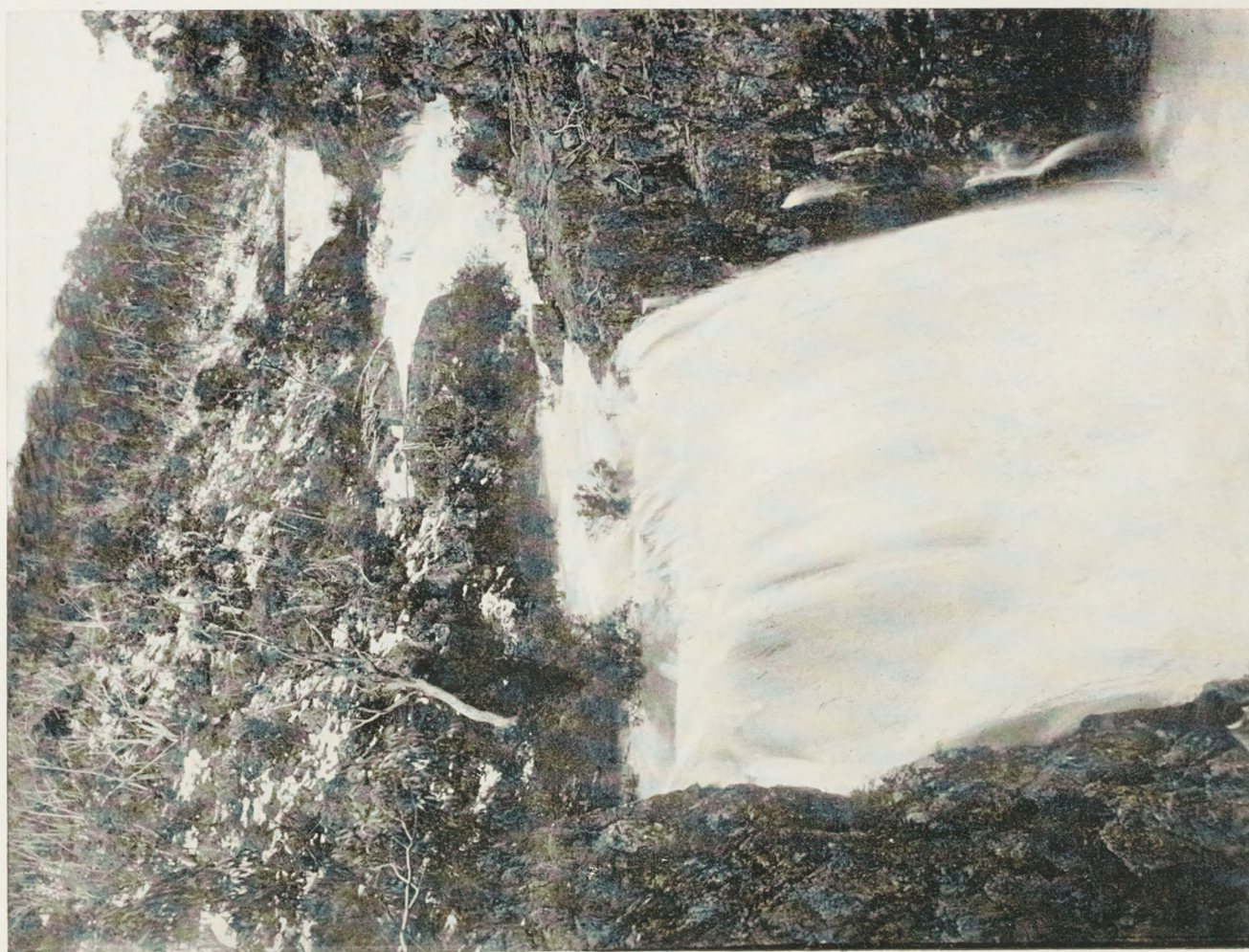
CARCOAR-GARLAND.—“COOMBING FALLS” (ABOUT 100 FEET HIGH)—GOOD SEASON FLOW.



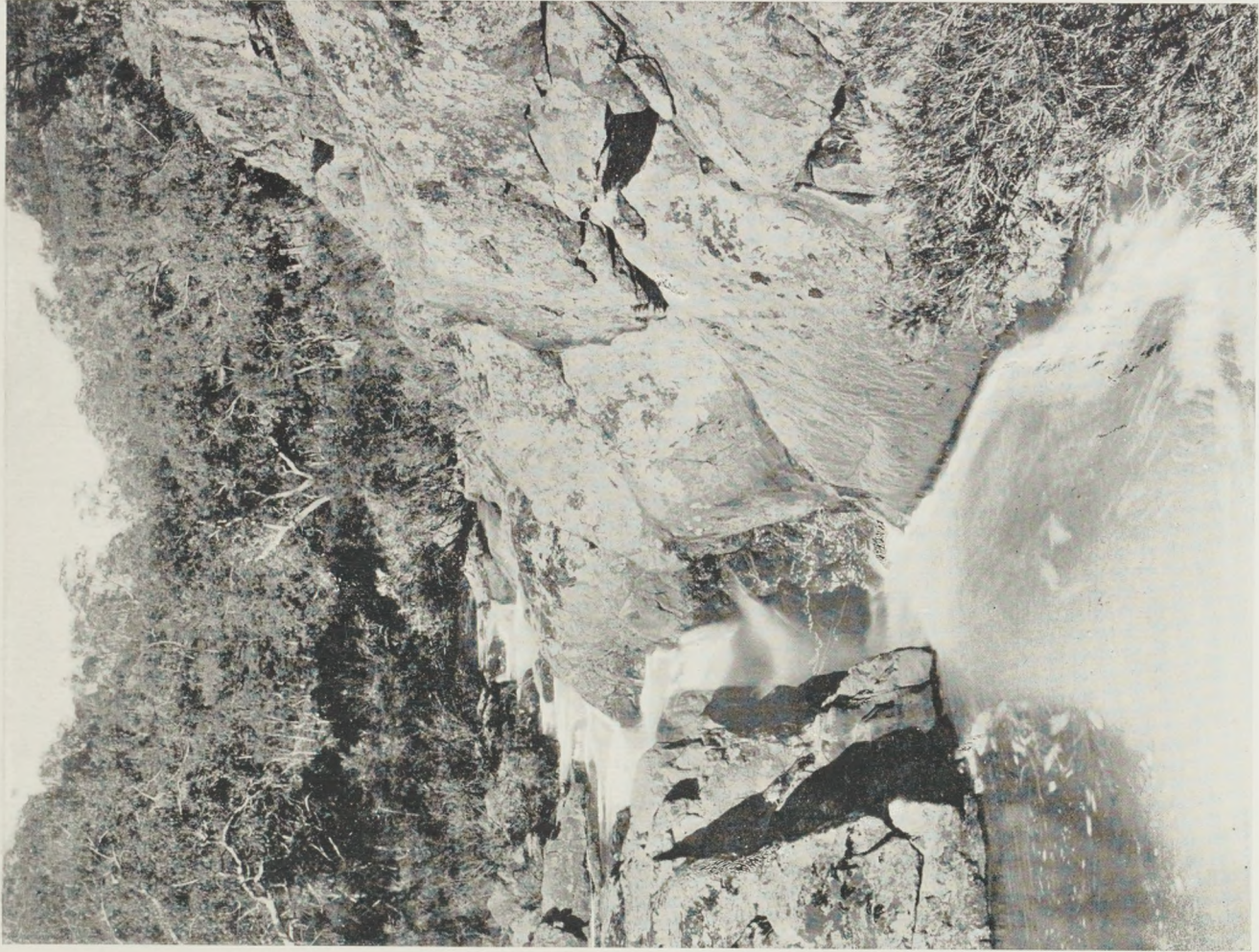
CARCOAR-GARLAND.—“COOMBING FALLS.”—GOOD SEASON FLOW.



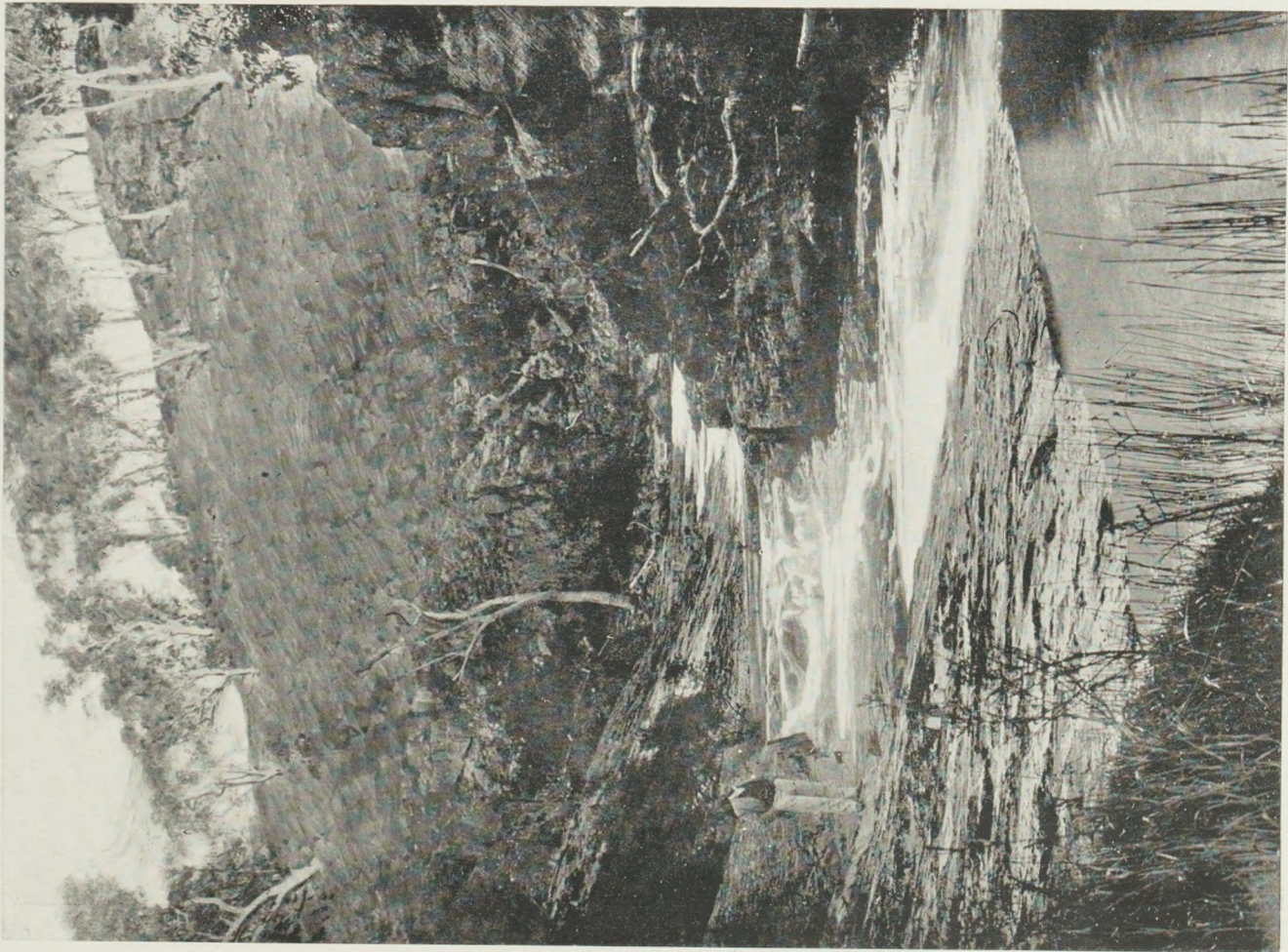
CARCOAR-GARLAND.—"THE BELUBULA FALLS" (ABOUT 100 FEET HIGH) ONE-SIXTH MILE BELOW THE JUNCTION DAM.



CARCOAR-GARLAND.—"COOMBING FALLS," COOMBING CREEK—FLOOD SUBSIDENCE, TWO DAYS AFTER THE FLOOD AND RECORD SNOW-FALL OF JULY 1900.



CARCOAR-GARLAND.—"TAFFY'S WELL AND FALLS," BELUBULA RIVER—NEAR TO AND UP STREAM FROM CARCOAR—A FAVOURITE PICNIC RENDEZVOUS.



CARCOAR-GARLAND. SITE OF PROPOSED SPRING CREEK JUNCTION DAM, BELUBULA RIVER—LOOKING UP STREAM TOWARDS BEND



CARCOAR-GARLAND.—“COOMBING PARK,” THE PROPERTY OF MRS. I. WHITNEY; WOOLSHED, STABLES, &C., TO THE LEFT; RESIDENCE (UNFINISHED) TO THE RIGHT: MOUNT MACQUARIE IN THE BACKGROUND.



COOTAMUNDRA SITE.



COOTAMUNDRA SITE.



COOTAMUNDRA SITE.



BOMBALA.—LOOKING TOWARDS PROPOSED CITY SITE.



EDEN-BOMBALA.—DELEGATE RIVER AT QUIDONG, A FEW MILES WEST OF FEDERAL TERRITORY.



EDEN-BOMBALA.—VIEW OF PROPOSED CITY SITE, FROM CENTRE OF FEDERAL TERRITORY.



EDEN-BOMBALA.—PROPOSED FEDERAL CITY SITE, LOOKING TOWARDS BOMBALA; MAHARATTA PLAINS ON EAST.



EDEN-BOMBALA.—GUNGLA, MIDDLE HEAD, EDEN.



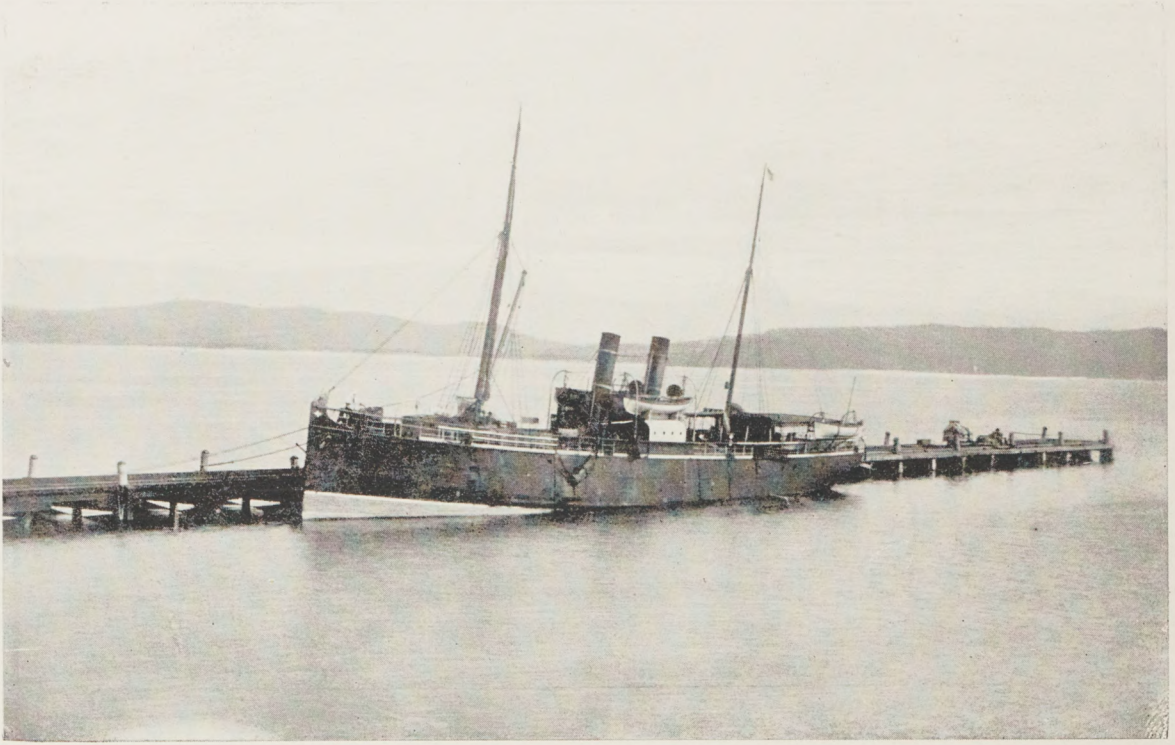
EDEN-BOMBALA.—CATTLE BAY, EDEN, SHOWING MOUTH OF NERRIGA RIVER.



EDEN-BOMBALA.—EDEN LAKE. ENTERING NORTH BAY.



EDEN-BOMBALA.—TWOFOLD BAY FROM EAST BOYD; MOUNT IMLAY IN THE DISTANCE.



EDEN-BOMBALA.—TWOFOLD BAY, LOOKING TOWARDS BOYD TOWN



EDEN-BOMBALA.—TWOFOLD BAY, MOUTH OF KIAH RIVER.



GOULBURN.—LOOKING NORTH FROM SOUTH END OF AUBURN STREET.



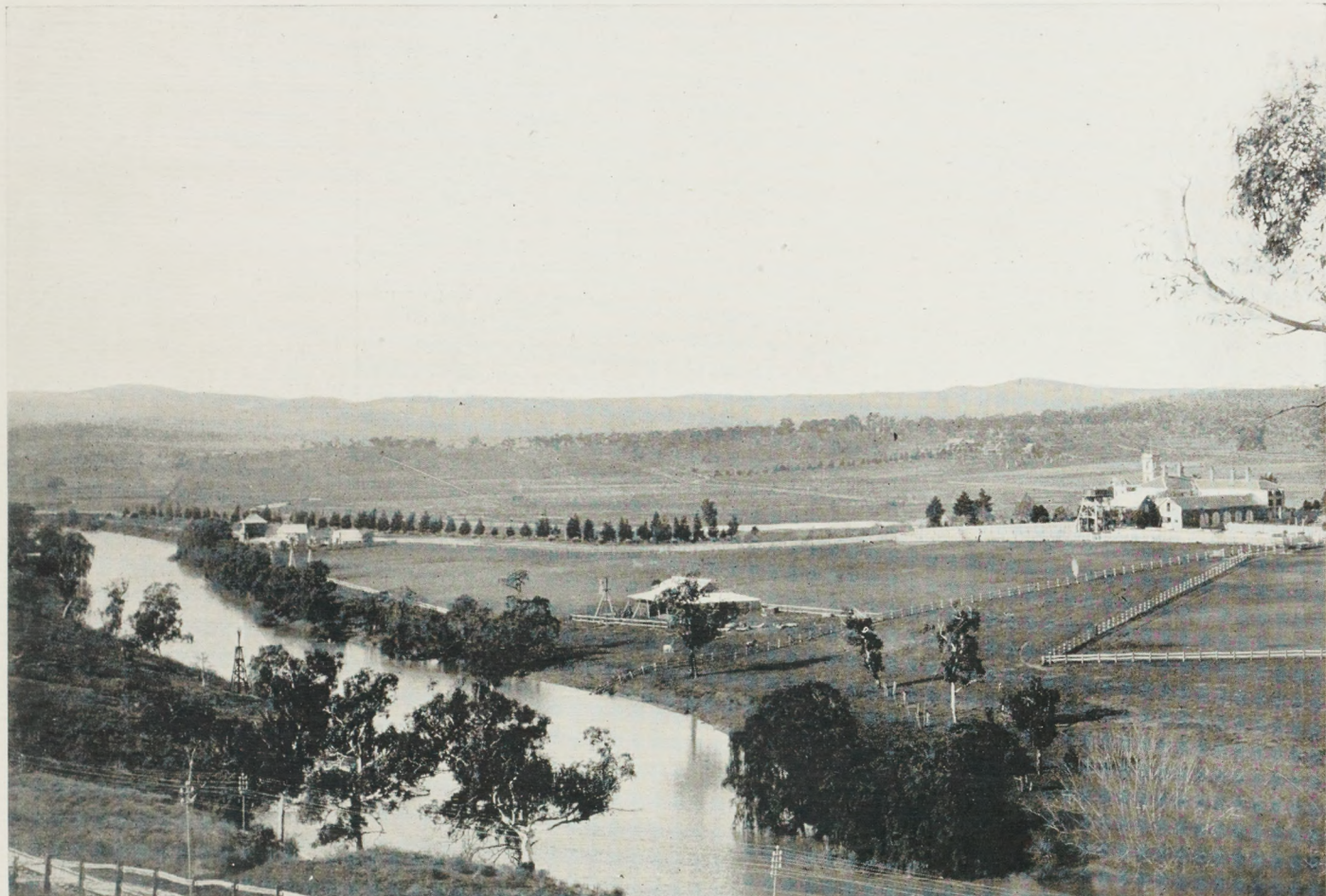
GOULBURN.—PART OF PROPOSED CAPITAL SITE, SHOWING BIRD'S EYE VIEW OF CITY OF GOULBURN, LOOKING NORTH-EAST FROM SLOCOMBE'S HILL.



GOULBURN.—THE VALLEY OF THE MULWARREE RIVER, LOOKING SOUTH-WEST FROM SOUTH HILL. GREAT SOUTHERN RAILWAY ON RIGHT.



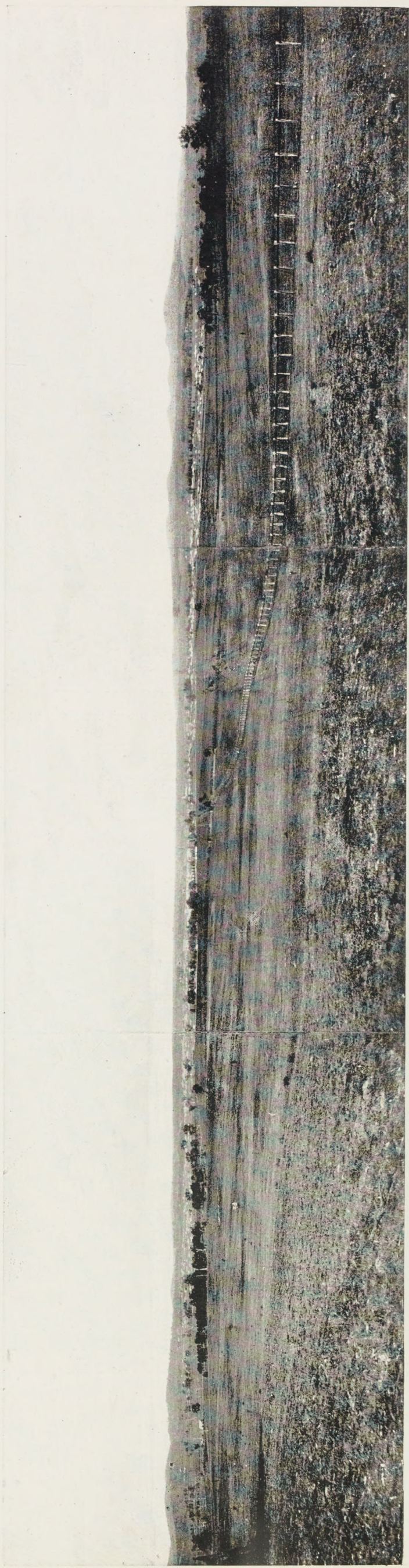
GOULBURN.—VALLEY OF THE WOLLONDILLY RIVER, NEAR ROSSVILLE ESTATE, LOOKING WEST FROM BISHOPSTHORPE. ROSSVILLE ESTATE ON LEFT-HAND SIDE OF ROAD.



GOULBURN.—MULWARREE RIVER, LOOKING SOUTH-EAST FROM SOUTH HILL.



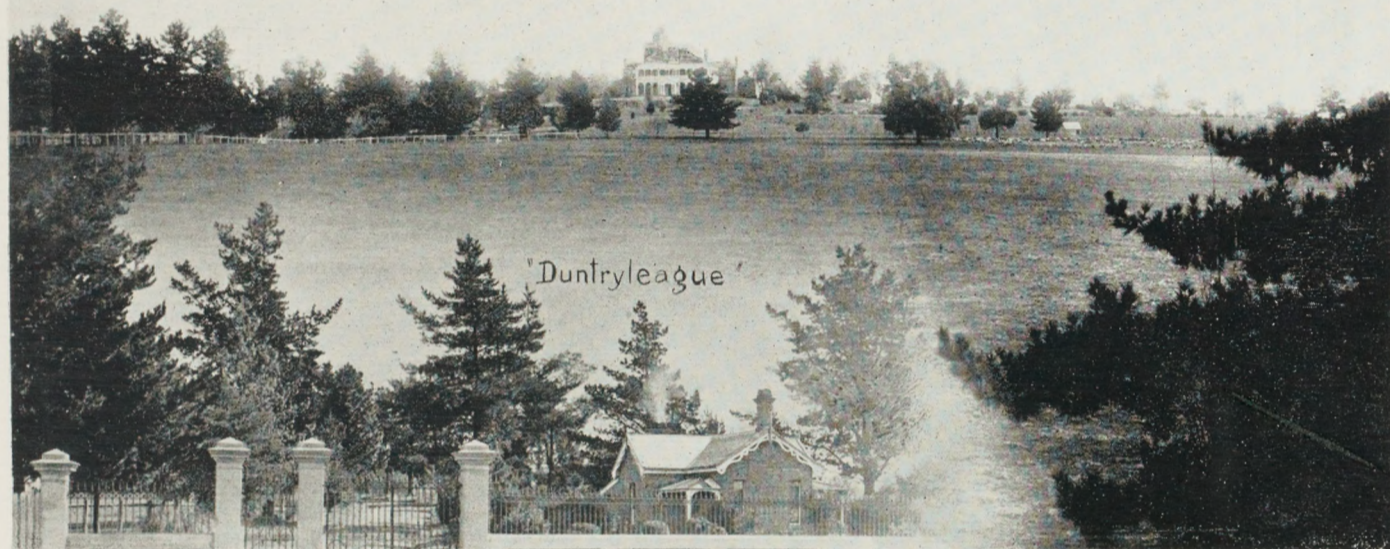
GOULBURN.—WOLLONDILLY RIVER, LOOKING UP THE RIVER FROM MARSDEN'S BRIDGE, SHOWING PRESENT WATER WORKS, WEIR, &C.



PANORAMIC VIEW OF ORANGE. CANOBOLAS MOUNTAINS IN BACKGROUND, TO THE WEST.

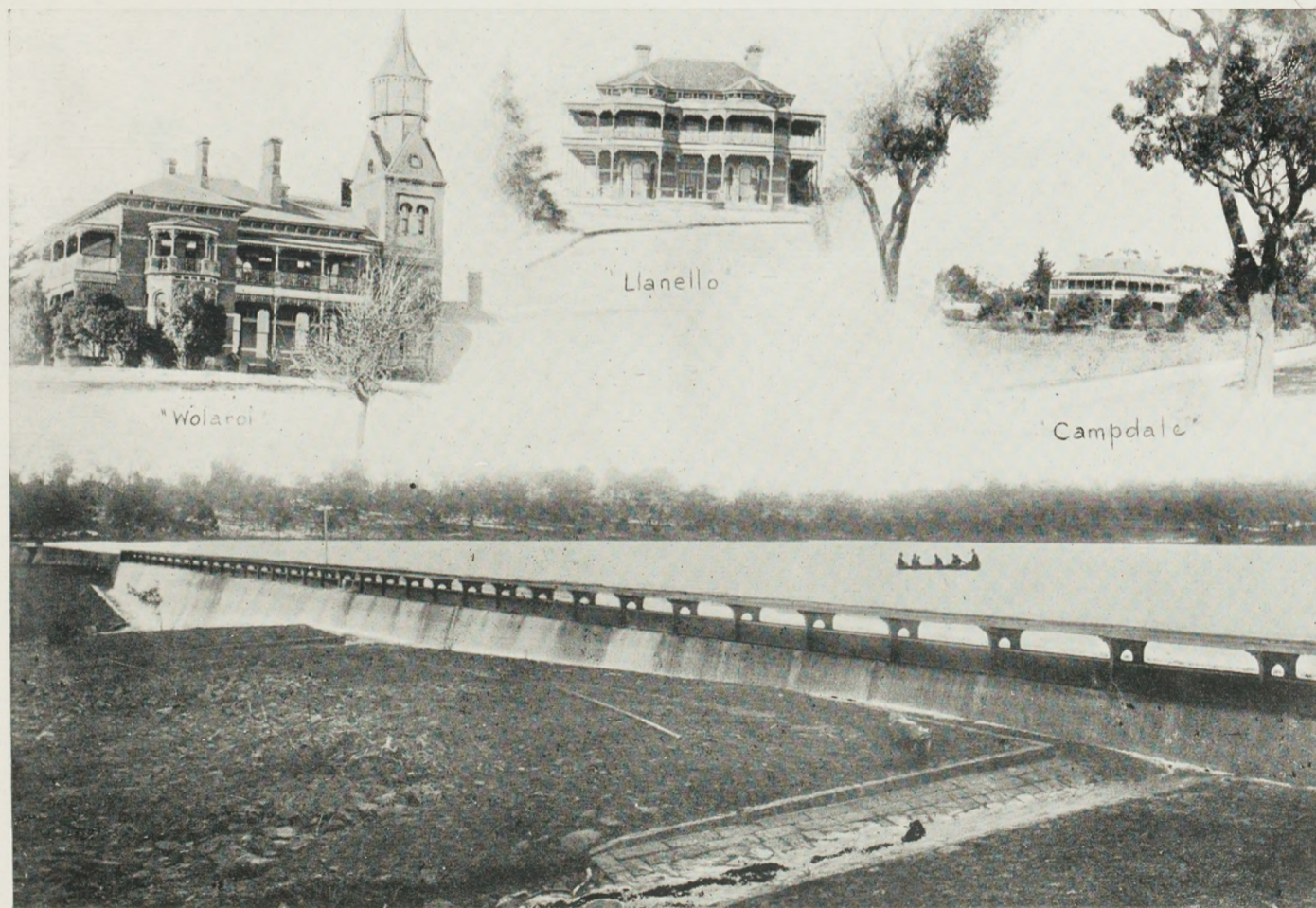


Summer St. Orange



"Duntryleague"

RESIDENCE OF JAMES DALTON ESQ.



"Wolatoi"

Llanello

"Campdale"

ORANGE.—PRIVATE RESIDENCES AND PRESENT ORANGE WATER SUPPLY, GOSLING CREEK.



ORANGE.—“THE HOPETOUN FALLS,” MOUNT CANOBOLAS.



QUEANBEYAN.—ST. JOHN'S CHURCH. CANBERRA AUSTRALIAN ALPS IN BACKGROUND.



QUEANBEYAN.—CANBERRA, FROM POST OFFICE.



QUEANBEYAN RIVER CANBERRA PLAINS.



QUEANBEYAN.—LIMESTONE PLAINS, FROM DUNTROON.



QUEANBEYAN.—Rock Island, MURRUMBIDGEE RIVER.



QUEANBEYAN.—UPPER MURRUMBIDGEE RIVER.



BIRD'S EYE VIEW OF TENTERFIELD.



TENTERFIELD,—MANNERS STREET.



TENTERFIELD.—GOLD DREDGING AREA MILLERA



TENTERFIELD CREEK.



TENTERFIELD.—THE WILLOWS TENTERFIELD CREEK.



TENTERFIELD.—SCENE ON SOVEREIGN RIVER.



TENTERFIELD.—SOVEREIGN RIVER.



TENTERFIELD.—BOLIVIA STATION, 22 MILES.



TENTERFIELD.—ALLUVIAL GOLD-MINING BOONOO BOONOO.



TENTERFIELD.—WHITE ROCK SILVER MINE, 30 MILES.



TENTERFIELD.—BLUFF ROCK 8 MILES.



TENTERFIELD.—BALD NOB.



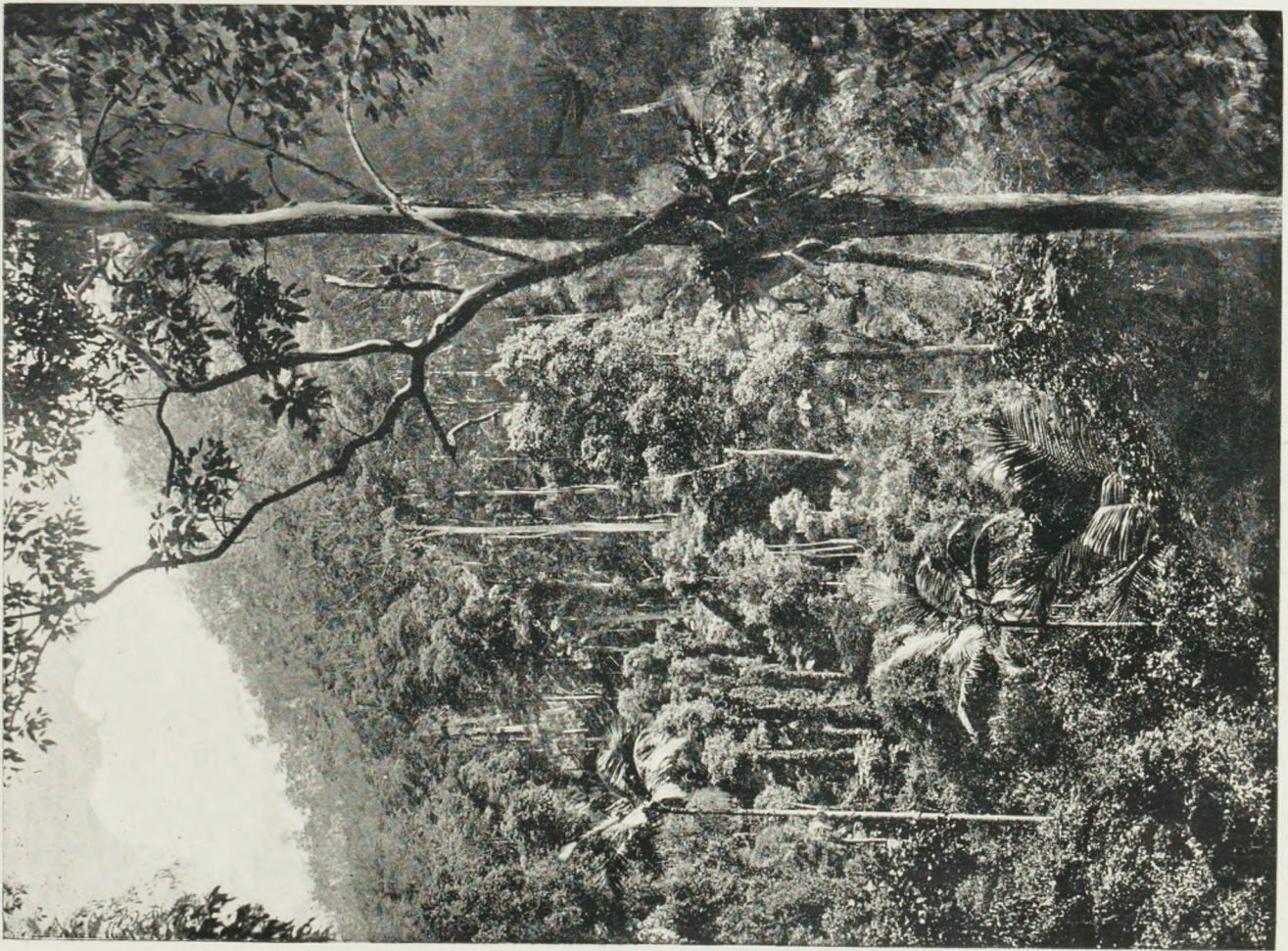
TENTERFIELD.—CARROLL'S CREEK, 6 MILES.



TENTERFIELD.—FALLS AT UNDERCLIFFE.



TENTERFIELD SCRUB.



TENTERFIELD — LONG GULLY, DRAKE, 35 MILES.



TENTERFIELD.—"DOCTOR'S NOSE," 4 MILES.



TENTERFIELD.—LONDON BRIDGE FALLS, 8 MILES.



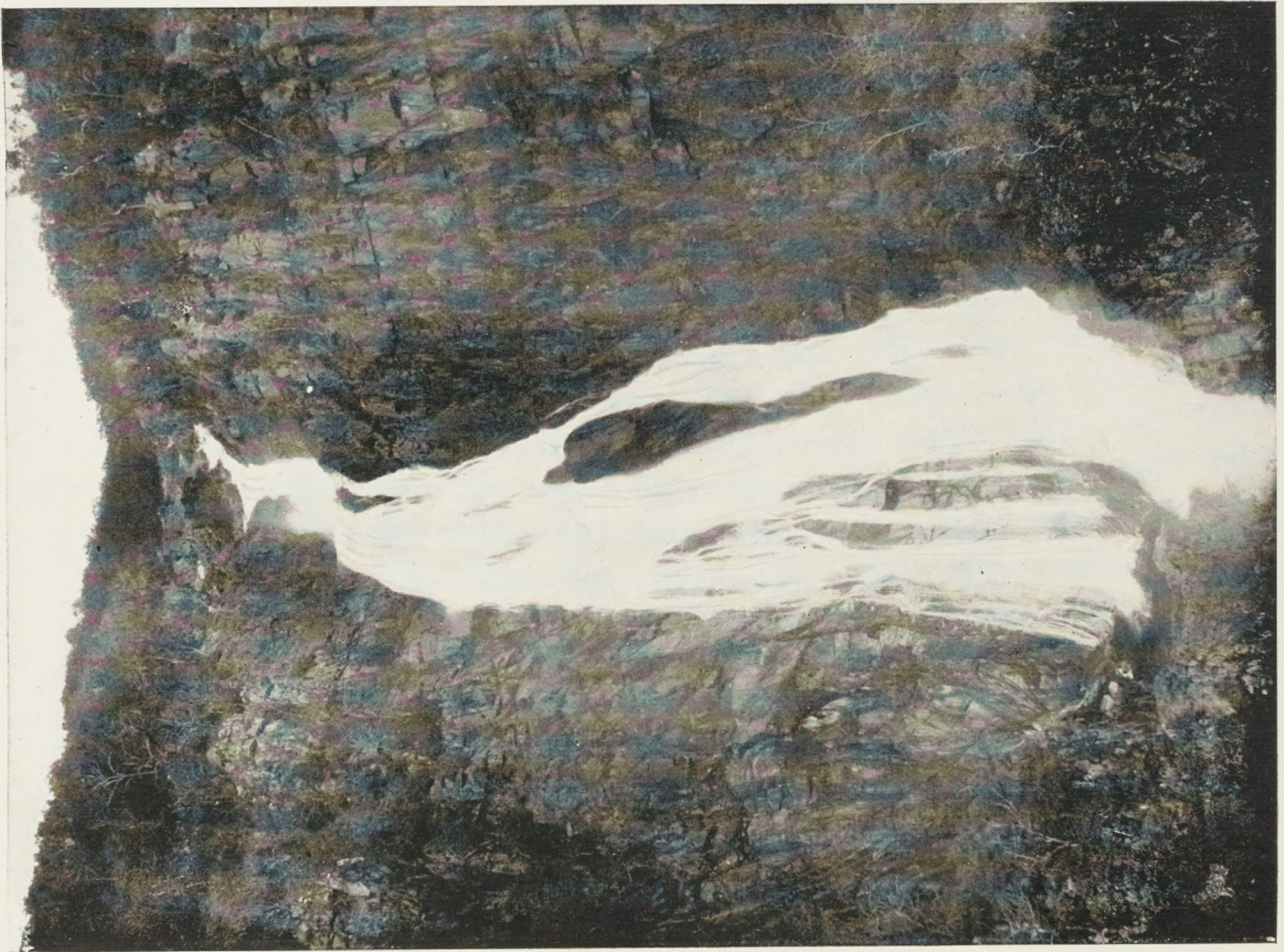
TENTERFIELD.—BOLIVIA RIVER, 20 MILES.



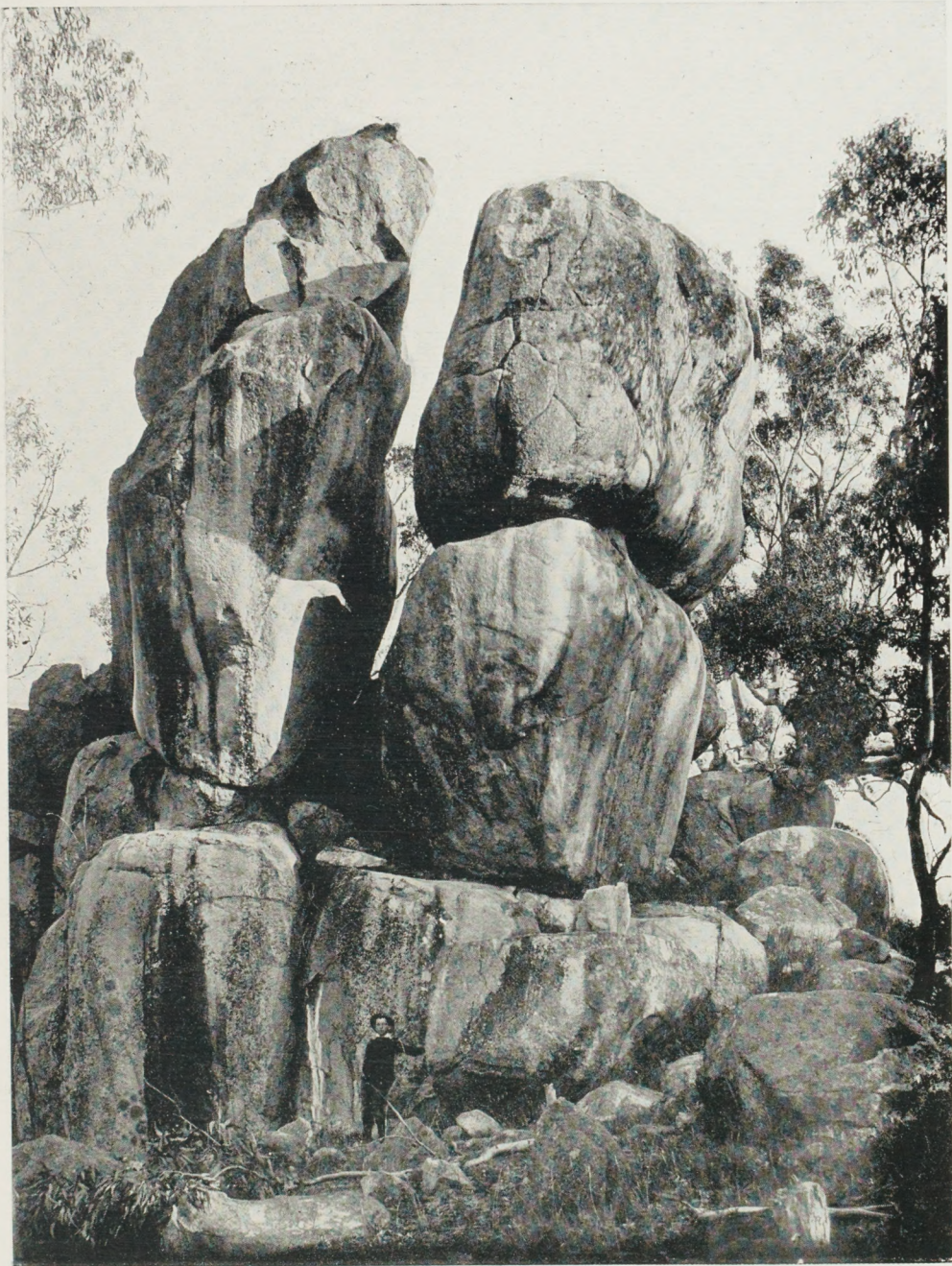
TENTERFIELD.—MAIDENHEAD STATION.



TENTERFIELD.—FALLS AT CLIFTON STATION.



TENTERFIELD.—BOONOO FALLS, 1,700 FEET HIGH.



TENTERFIELD.—GRANITE ROCKS, CLIFTON.



TENTERFIELD.—GOLD DREDGING AREA, MILLERA STATION, ROCKY RIVER.



TUMUT.



TUMUT.—VIEW FROM ONE AND A HALF MILES DISTANT.



TUMUT.—VIEW OF RIVER FROM THE TOWN BRIDGE.



TUMUT.—SUGGESTED SITE FOR FEDERAL CAPITAL.



TUMUT RIVER.—FROM LACMALAC HILL, LOOKING TOWARDS TUMUT.

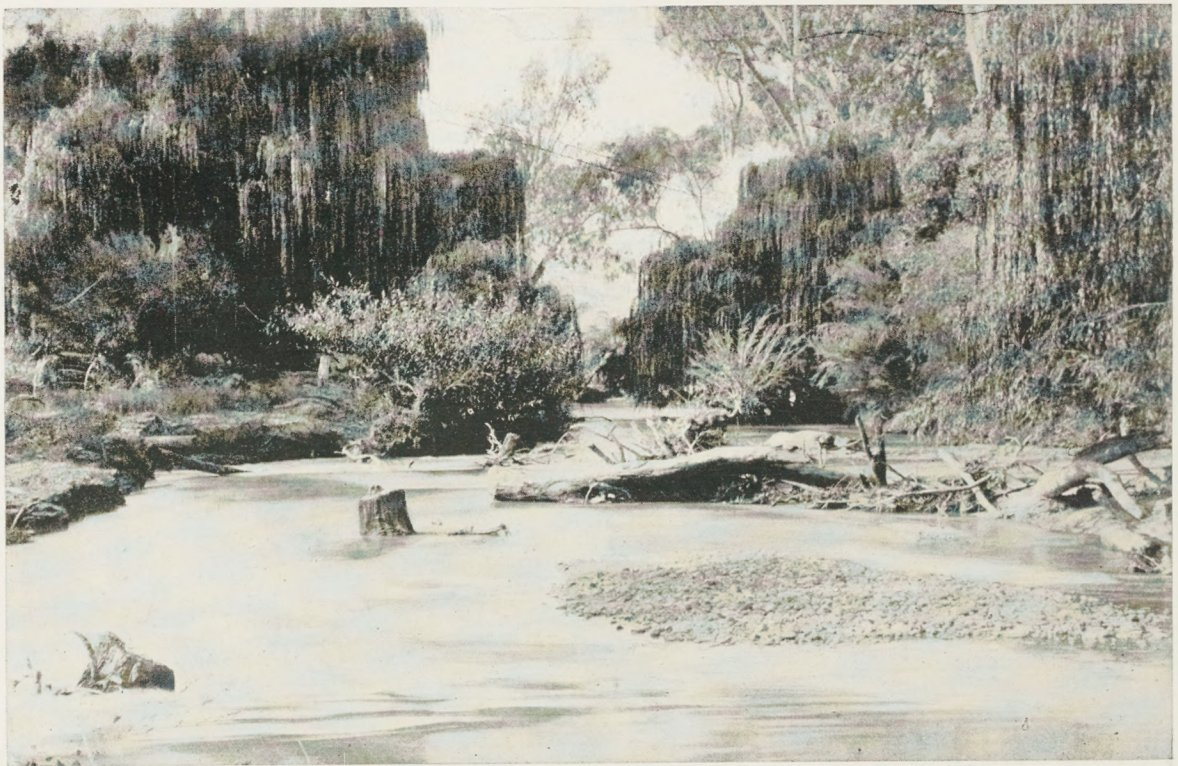


TUMUT RIVER.—FROM PUNT BRIDGE, BLOWERING.

314—K



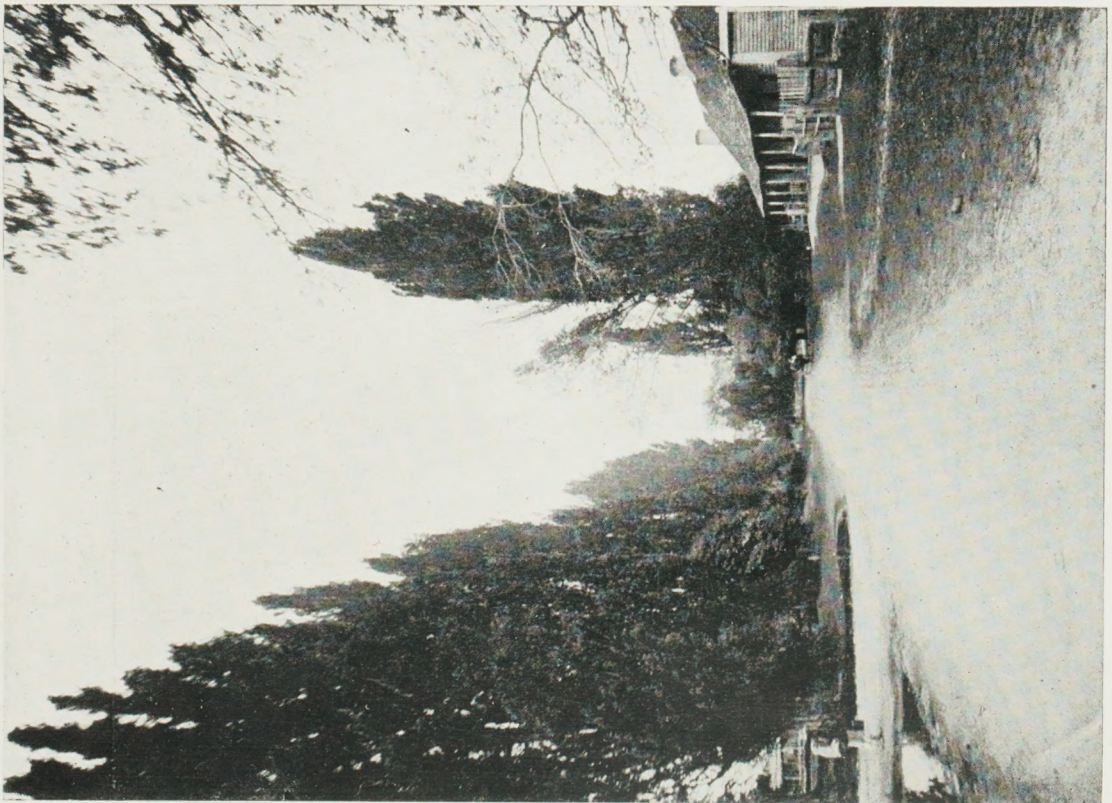
TUMUT RIVER.



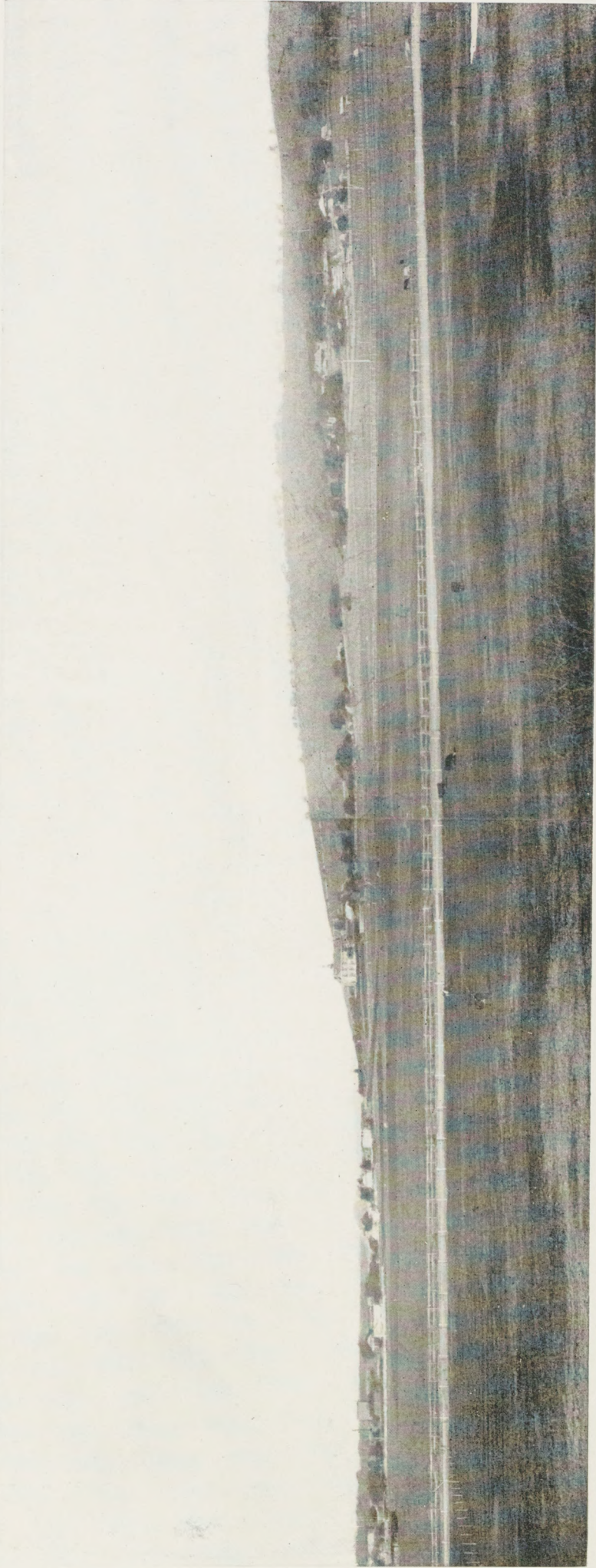
TUMUT.—LITTLE RIVER, WHICH JOINS TUMUT RIVER ABOVE TOWN.



TUMUT.—BUDDONG FALLS, DISTANT 15 MILES FROM CAPITAL SITE.



TUMUT.—BOMBOWLEE LANE.



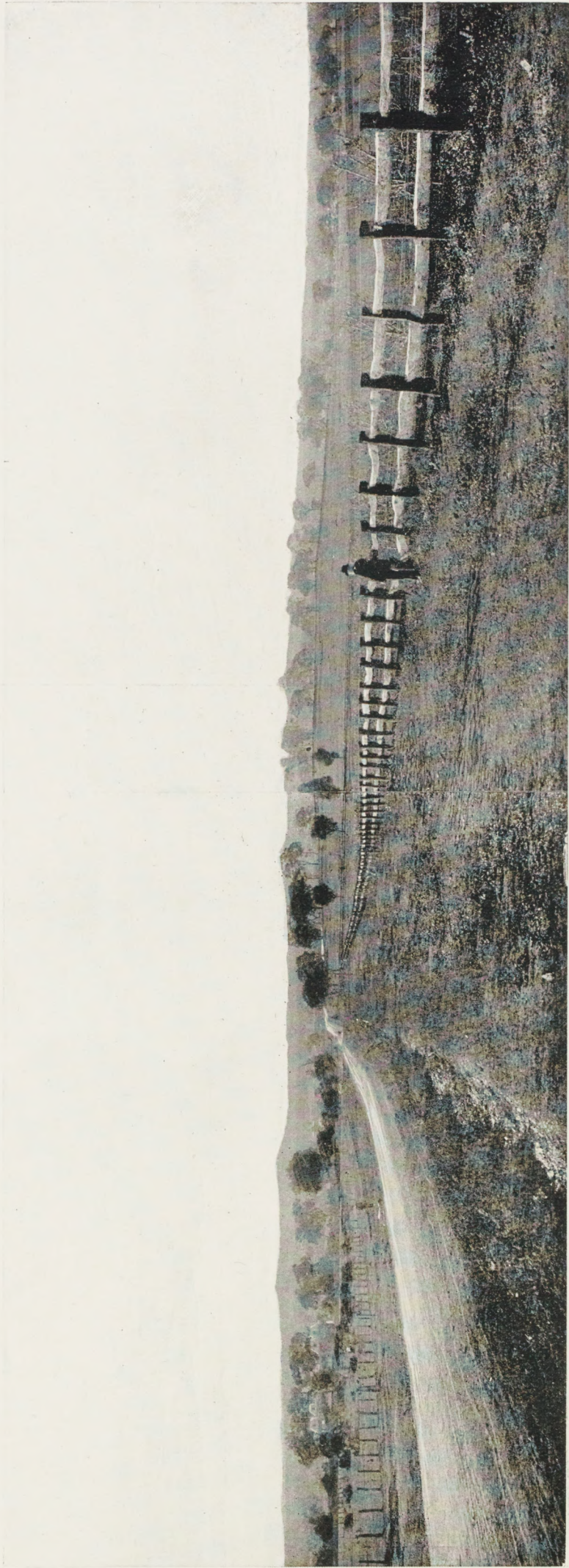
WAGGA WAGGA.—VIEW FROM "FOXBOURGH HALL," THE RESIDENCE OF JAMES GORWLY, ESQ., M.L.A.



WAGGA WAGGA.—VIEW FROM "FOXBOUGH HALL."



WAGGA WAGGA.—LAKE ALBERT, FROM THE SLOPES OF WILLAN'S HILL.



WAGGA WAGGA.—VIEW FROM "FERNLEIGH," THE RESIDENCE OF THOMAS HALLORAN, ESQ.



WAGGA WAGGA.—VIEW FROM "FERNLEIGH."



WAGGA WAGGA.—VIEW FROM THE SLOPES OF WILLAN'S HILL.



YASS.—GENERAL VIEW ON "BELLE VALE,"

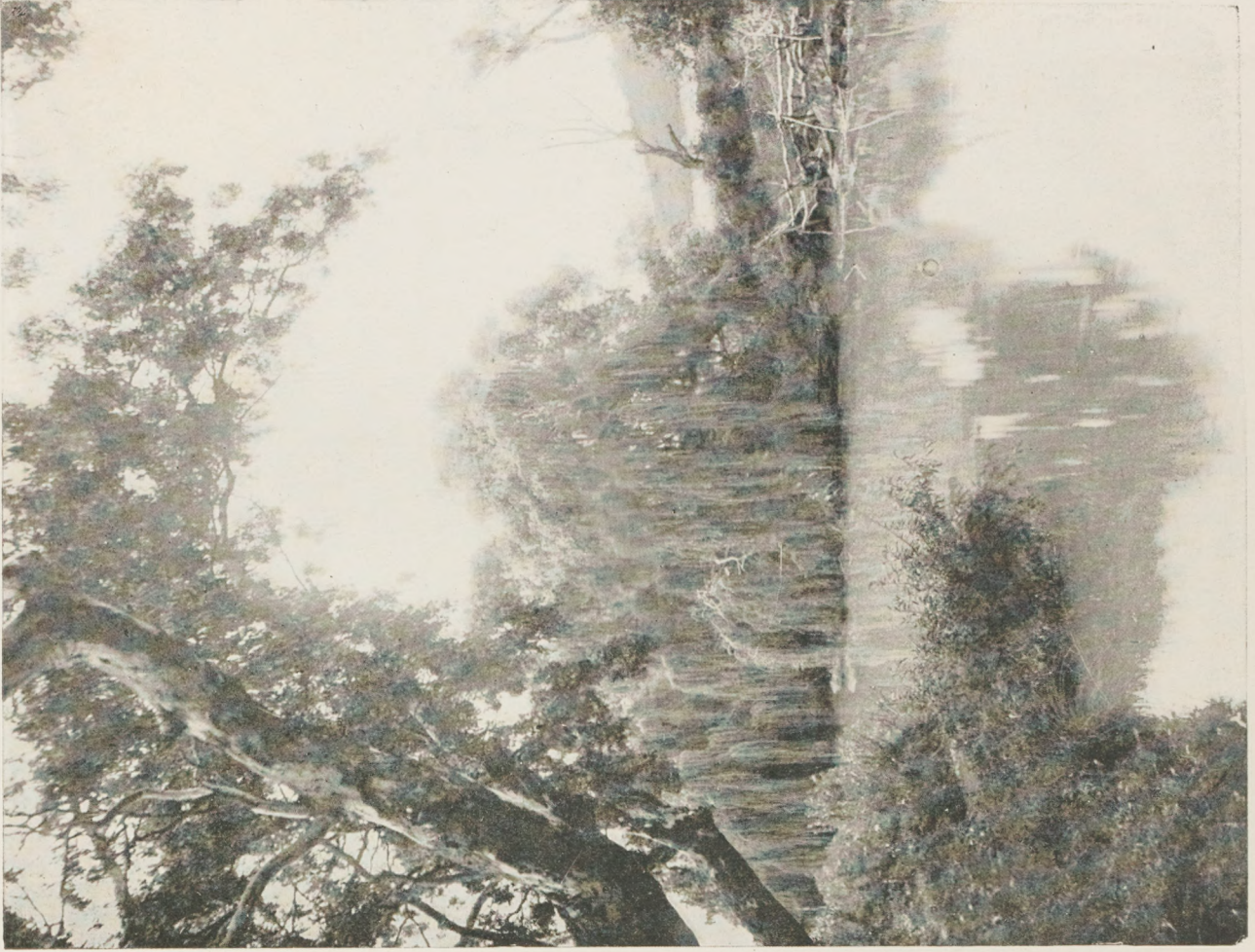


YASS.—TOWN, LOOKING EAST.



314—L

YASS.—VIEW OF SITE ON BELLE VALE FROM BOWNING HILL.



YASS RIVER.



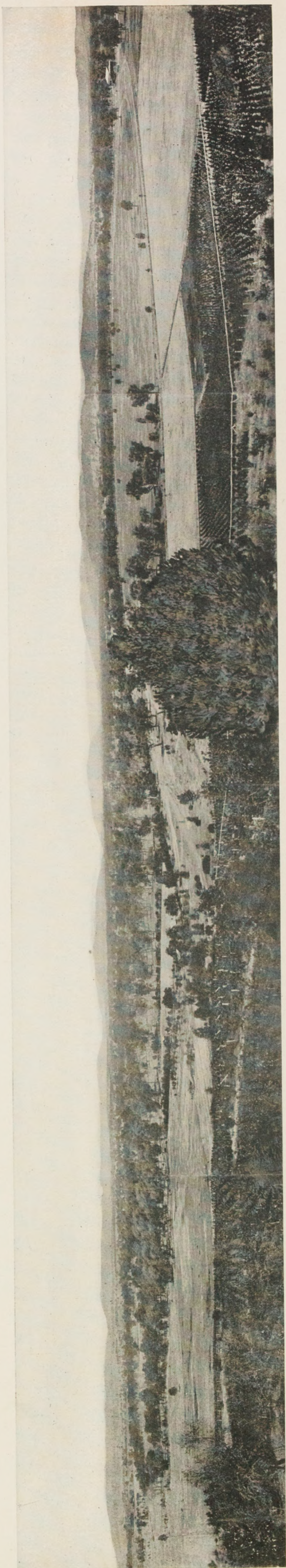
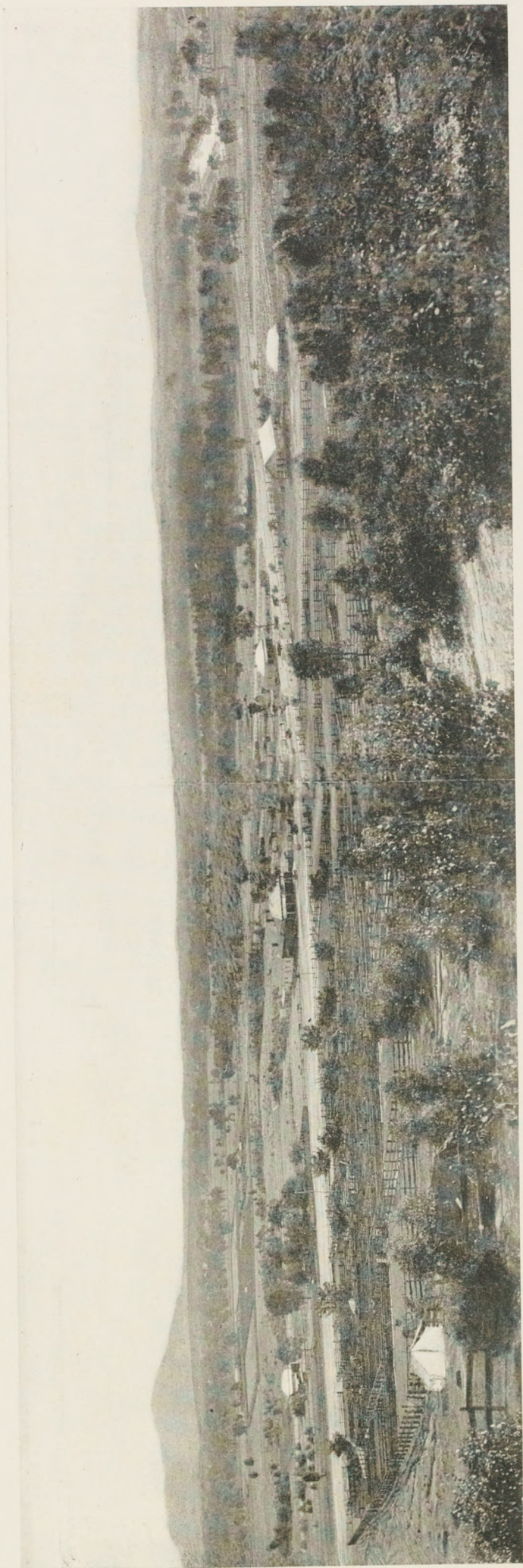
YASS.—FOREST CREEK.



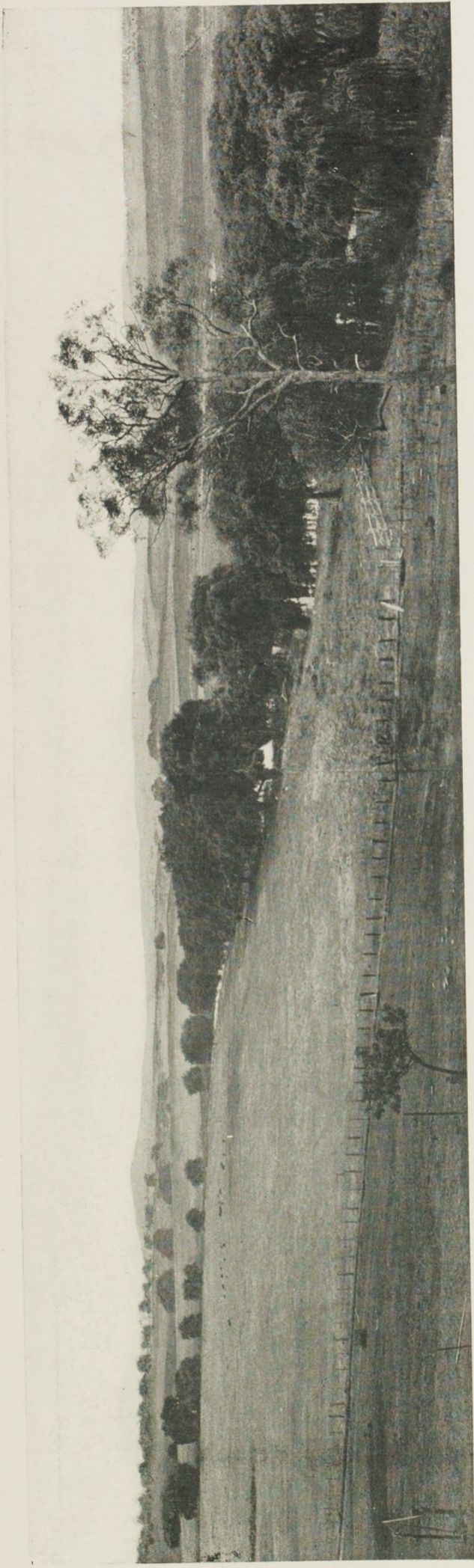
YASS.—VALLEY OF THE MURRUMBIDGEE.



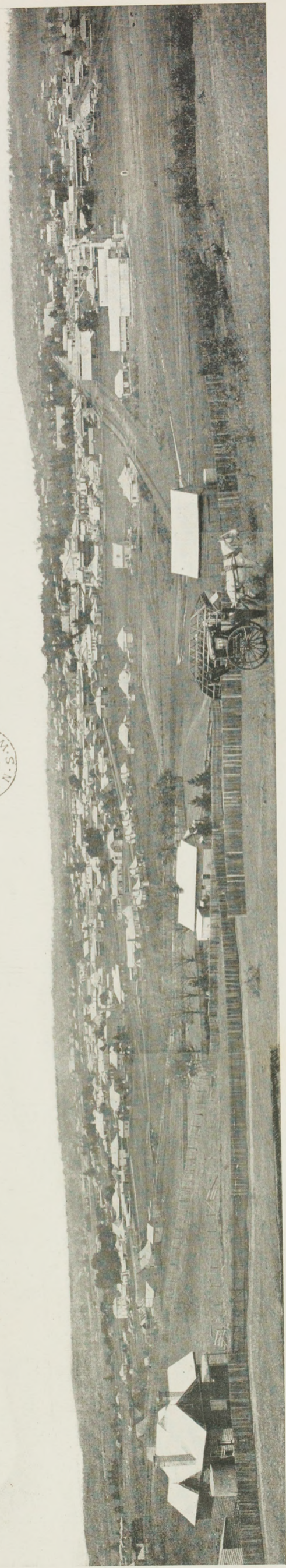
YASS.—KENILWORTH STATION.



ALBURY.—PANORAMIC VIEWS.



ARMIDALE.—THE FEDERAL CAPITAL SITE AT GOSTWYCK.



ARMIDALE CITY.



ARMIDALE.—MAIN STREET.



ARMIDALE.—“BROCKSTEAD.”



ARMIDALE.—UPPER BACK CREEK FALL.



ARMIDALE.—UPPER JOCK'S FALL.



ARMIDALE.—SCENE ON DANGAR'S CREEK, GOSTWYCK.



ARMIDALE.—DANGAR'S CREEK, SHOWING LUXURIANT FOLIAGE.



ARMIDALE.—AVENUE OF ELMS AT GOSTWYCK.





ARMIDALE.—EMU CREEK.



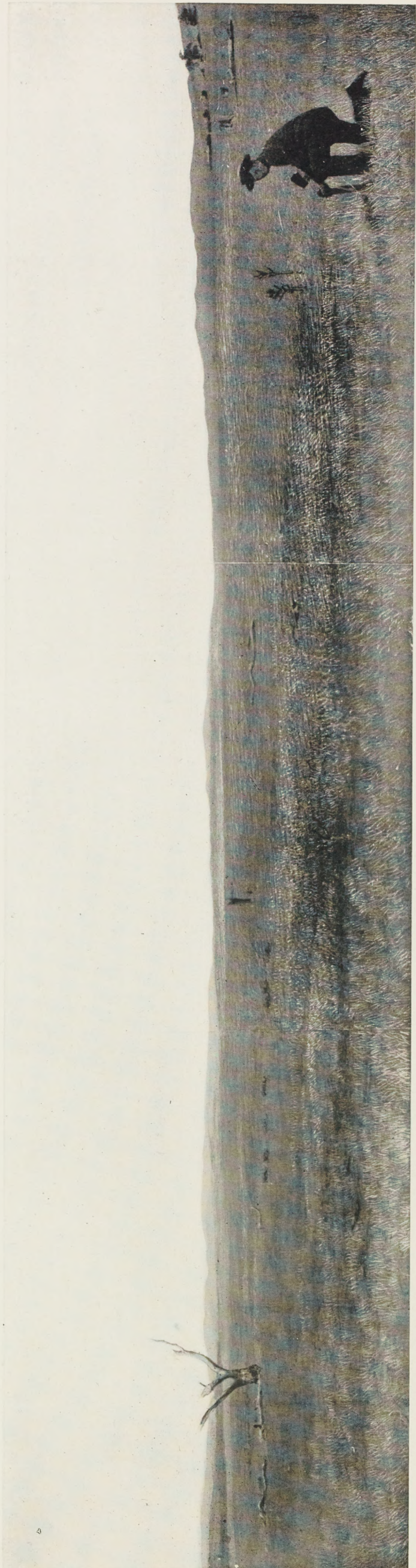
ARMIDALE.—FREEMAN'S FALL (UPPER).



ARMIDALE.—FREEMAN'S FALL (LOWER).



ARMIDALE.—SCENE AT GOSTWYCK.



LAKE GEORGE.



LAKE GEORGE.



LAKE GEORGE.



LAKE GEORGE.



LAKE GEORGE.



LAKE GEORGE.



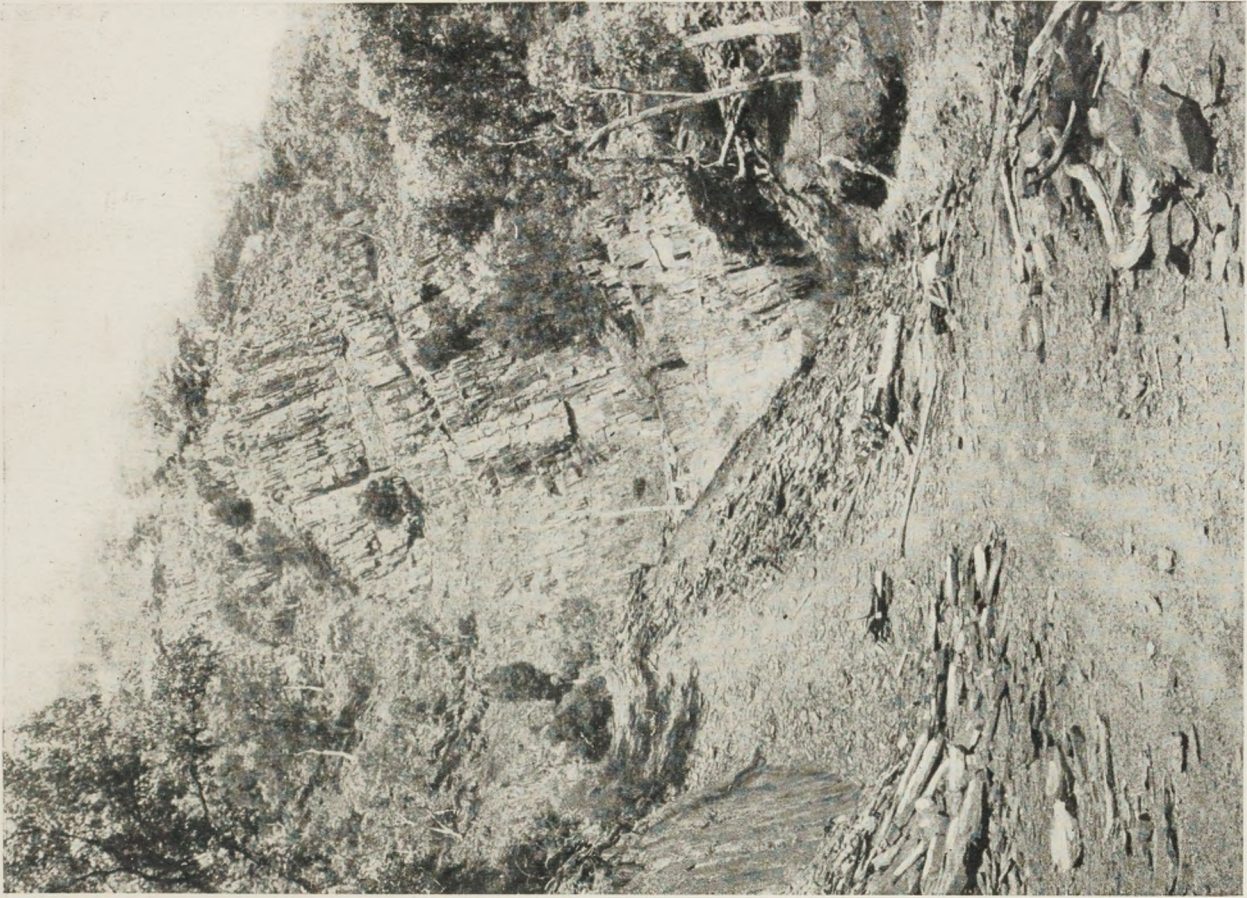
LAKE GEORGE.



LAKE GEORGE.



LAKE GEORGE.



GADARA.—No. 2 QUARRY ANOTHER VIEW, SHOWING TERRACE AND TOP OF SLATES AND MATERIAL TAKEN OUT.



GADARA.—No. 2 QUARRY, SHOWING SLATE MOUNTAIN AND ITS TERRACED PERPENDICULAR FRONT, GUNDAGAI, NEAR GADARA.



GADARA.—No. 2 QUARRY, ROADWAY INTO.



GADARA.—No. 1 QUARRY, GENERAL VIEW.



GADARA.—No. 1 QUARRY, SHOWING SLATE STRATA, GADARA FEDERAL TERRITORY,
NEAR GUNDAGAI.



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