

REF	The Sydney Harbour
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NEW SOUTH WALES.

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THE

SYDNEY HARBOUR TRUST COMMISSIONERS ELEVENTH REPORT.

BEING FOR THE

YEAR ENDED 30th JUNE, 1911.



SYDNEY: WILLIAM APPLEGATE GULLICK, GOVERNMENT PRINTER.

1912.

ELEVENTH REPORT

OF THE

SYDNEY HARBOUR TRUST COMMISSIONERS,

FOR THE

YEAR ENDED 30th JUNE, 1911.

Sydney Harbour Trust Office,
Circular Quay, 30th October, 1911.

THE Sydney Harbour Trust Commissioners have the honor to submit to the Honorable the Premier, for presentation to Parliament, this their Eleventh Report for the year ended the 30th June, 1911.

FINANCIAL.

Receipts.—The Revenue collected during the year, after deducting refunds, amounted to the sum of £373,755 6s., being an increase of £46,708 0s. 11d. over the figures for last year, which were a record up to that date (30th June, 1910).

Revenue Expenditure.—The working expenses, including the Commissioners' salaries, amounted to £120,063.

Public Works Fund Expenditure.—The amount expended on renewals and replacements of wharves, jetties, and buildings under re-construction schemes amounted to £23,649 13s. 9d., which has been made a charge against the surpluses of the Trust.

Capital Expenditure.—The amount expended from Loan Votes during the year was £216,129.

Interest.—The interest on the Capital Debt for the year amounted to the sum of £200,845 4s. 10d.

Surplus.—After charging Public Works Fund Expenditure, the year's surplus on the transactions of the Trust amounted to the sum of £29,729 7s. 3d.

Capital Debt.—The Capital Debt of the Trust at the 30th June, 1911, stood at £5,697,756.

Sinking Fund.—The accumulated surpluses to the 30th June, 1910, amounted to the sum of £125,855 5s. 5d., which amount, however, excluded the Public Works Fund Expenditure of £34,970 12s. 9d.; such disbursements have now been made a charge against the Trust's surpluses, and consequently the first-mentioned amount has been reduced to £90,884 12s. 8d. To this amount, however, has to be added the net surplus for the year just closed, namely, £29,729 9s. 3d., which makes a total of £120,614 1s. 11d., at 30th June, 1911 (*vide* Appendix "J").

Audit.—In Appendices "E," "F," "H," "I," "J," and "K" will be found the certificate of the Auditor-General in connection with the Books and Accounts of the Trust.

From the foregoing figures it will be seen that the year under review has been a very busy and satisfactory one, and in consequence of the briskness in trade the demand for berthing accommodation has severely taxed the present available accommodation. Extensive works are, however, in progress in order to meet the increased demand, and every effort is being made to have the new berths available at the earliest possible dates.

CONSTRUCTION OF WORKS.

Among the more important works under way are:—

New Jetty at Woolloomooloo Bay.—One of the largest works in hand is the construction of a jetty measuring 1,140 feet long by 203 feet wide down the centre of Woolloomooloo Bay. This undertaking was commenced on the 14th August, 1910, and is progressing rapidly towards completion ; the jetty, when finished, will embrace a concrete roadway 53 feet wide, with timber wharf 75 feet wide on each side, the deck being built 4 feet above roadway level, and with sheds 40 feet wide on each wharf. This property is being equipped (*inter alia*) with 3-ton electric traversing Cranes. The cost of the work on completion will be, approximately, £150,000.

In addition to this the Commissioners have carried out extensive work in connection with the extension of No. 1 Berth, and the additions to No. 8 Berth, Woolloomooloo Bay, as well as the reconstruction of Nos. 3 and 4 Berths there. The Commissioners hope to commence, in the near future, the entire remodelling of the whole of the accommodation on the eastern side of this bay.

No. 9 Jetty, Dawes' to Miller's Points.—This is also a new jetty, measuring 500 feet long by 130 feet wide, with extensive double-decked wharf-sheds and three-decked shore-sheds communicating with Windmill-street above and Hickson-road below. Owing to the depth of water at the outer end considerable difficulty was experienced in obtaining the necessary length of piles for this job. The property will be equipped with every modern convenience, including lifting appliances similar to those at Woolloomooloo Bay, and a 15-ton crane in addition.

No. 1 Berth, Dawes' to Miller's Points.—This wharf, which was commenced in August, 1910, is being built at the north-western end of Dawes' Point, Ives' Baths, and the Artillery Barracks (old land marks) and portion of Walker's Wharf, having been demolished. The berth, when completed, will be 540 feet long, with 30 feet width of wharf in front of the shed. Two (2) double-decked sheds, measuring 180 feet by 70 feet, will be erected for cargo and passengers, the upper floor being connected with George-street North by a bridge over Hickson-road.

Wharfage Scheme, Miller's Point to Gas Works.—This scheme is nearing completion, and provides for the following accommodation :—A lighter dock south of No. 1 Jetty, with 290 feet of berthing-space; No. 2 Jetty, 500 feet long, with a berth on the northern side 280 feet wide; shed, 420 feet long and 35 feet wide; a shore shed 200 feet by 111 ft. 9 in., with 2 floors, the area of which is 14,050 square feet. No. 3 Jetty, 500 feet long by 100 feet wide, with a shed of 500 feet by 60 feet. A shore shed of 343 feet by 75 ft. 10 in. fronting Hickson-road. No. 4 Jetty, of 500 feet long by 100 feet wide, together with jetty-shed 500 feet by 60 feet double-decked; double-decked shore shed of 300 feet by 75 ft. 10 in. fronting Hickson-road. An elevated cart-way, 30 feet wide, provides access to the upper floors of Nos. 2, 3, and 4 sheds, and this road is temporarily connected with High-street by a wooden bridge to be shortly replaced by a concrete and iron bridge over Hickson-road.

Hickson

Hickson Road.—This road, which will ultimately extend from Dawes' Point to Sussex-street and Napoleon-street, has been completed for a distance of 700 feet south of its junction with Munn-street. Heavy rock excavations have also been carried out to enable reinforced concrete bridges at Munn-street and Windmill-street to be constructed; to the north of Munn-street excavations have been completed to formation level as far as Kent-street; at the eastern end the roadway has been formed for a distance of 850 feet skirting Dawes' Point Reserve, and approximately 30,000 cubic yards of rock have been excavated at the rear of No. 1 Wharf. As mentioned in previous reports this road cannot be completed until the Gas Works site shall have been secured by the Government. Upon completion of this desirable resumption a low-level road will be obtained from Sussex-street giving access to all the wharves between that point and Circular Quay, without which the Commissioners' extensive wharfage scheme cannot be rendered fully effective. In the appendices will be found a plan which shows the whole of the Commissioners' wharfage scheme.

High-street.—This street, which is situated immediately to the east of, and runs parallel to, Hickson-road from Argyle-street to the Gas Works, has been continued on to Kent-street, in the vicinity of the present Agar-street. The work of excavating portion of the land eastward of High-street, in order to form suitable building sites there for workmen's dwellings, has been well advanced; the construction of the lane at the back of Kent-street and south of the City Council's Depot is also in hand.

REINFORCED CONCRETE BRIDGES OVER HICKSON-ROAD AT MUNN-STREET AND WINDMILL-STREET.

A contract has been let for the erection of these two bridges. The Munn-street Bridge as designed is 85.57 feet clear span, the thickness at springing line being 4 feet, and at the crown 2 feet 6 inches. The Windmill-street Bridge will have a clear span of 80.15 feet, the thickness at springing line being 4 feet, and at the crown 2 feet 3 inches. The width of the roadway of the former will be 67 feet, while that of the latter will be 63 feet. As soon as these bridges are completed the work of finishing the tunnel under Miller's Point will be proceeded with.

New Jetty at Pyrmont.—During the year there has been put in hand the work of constructing a new jetty at the end of Murray-street, Pyrmont, to be used in connection with the local coal trade.

Reconstruction of Wharf at Blackwattle Bay.—This work, which was commenced at the end of last year, has been practically completed. It consists of the construction of a rat-proof frontage 15 feet further out than the original wharf, as well as the filling in of the whole area at the rear thereof, so as to provide suitable accommodation for coal yards, and the landing of blue metal, &c.

New Wharfage Accommodation at Jones' Bay.—In order to provide extra berths for over-sea vessels, the Commissioners decided to construct two extensive piers in Jones' Bay, west of Darling Island, and for this purpose the frontage from the Naval Victualling Stores to the Pyrmont Baths has been resumed. The plans which provide for five large berths, together with double-decked sheds, railway connection, &c., are nearly completed, and the work of rock excavating has been commenced.

Additions to the Harbour Trust Offices.—To provide for the increased staff, consequent upon the expansion of the business of the Trust, it has been found necessary to commence considerable additions to the present office accommodation.

Shops

Shops at the corner of Kent and Argyle Streets.—Five shops, each with an average frontage of 21 feet, with dwellings on the first floors, are being constructed by contract.

Shops at the corner of Argyle and High Streets.—This block of two-storeyed buildings, containing four shops, has been completed, as also business premises in Argyle-street.

Workmen's Dwellings in Munn-street and in Hugh-street.—The Commissioners have erected within the year twelve workmen's dwellings in Munn-street, and during the same period sixteen workmen's dwellings were completed, and twenty-eight were in course of construction, in High-street; these latter dwellings, which consist of three bedrooms, living room, wash-house, bath-room, &c., are built on the divisional system, each having a separate hall door, and having reinforced concrete floors between the upper and lower divisions, renders them fire-proof, water-proof, and nearly sound-proof. These premises have proved to be most successful in providing homes for those who, by the nature of their occupation, must live in the vicinity of the wharves. A playground, 100 feet by 70 feet, adjacent to the dwellings, is being provided for the use of the residents' children.

Circular Quay.—A new pontoon, 115 feet by 30 feet for No. 5 Jetty, has been placed in position in order to provide for the better accommodation of passengers, and for the regulation of traffic. The pontoon is roofed over, and is divided into sections by means of sliding gates. It is so arranged that the outgoing passengers shall congregate in the centre portion, and thus allow the incoming passengers to leave the pontoon by side ramps without inconvenience; the gates can then be opened for outgoing passengers to go on board the ferry steamers.

The Commissioners have also re-arranged the services of Nos. 1 and 2 Jetties, in order to provide the extra accommodation required in connection with the improved ferry service to Cremorne. A temporary lauding was provided on the eastern side of the Quay, and the Balmoral-Spit service transferred thereto. The jetty known as No. 1 was thereupon demolished, and an enlarged jetty, 63 feet by 70 feet, together with up-to-date offices, waiting-room, &c., was constructed and appropriated for the Watson's Bay and Vaclusc services. The work of demolishing No. 2 Jetty, and the construction of new up-to-date accommodation, is in hand, including a new pontoon 85 feet by 44 feet, which is practically ready to be placed in position.

For details in connection with the reconstruction of other properties, repairs to wharves and jetties, sheds, warehouses, hotels, shops, and other premises, attention is directed to the report hereto attached of the Engineer-in-Chief.

The various approaches to the wharves, the dredging plant, and the fire-fighting appliances, were maintained in good order during the period embraced by this Report, and this remark applies also to the lighting of the wharves and approaches.

GENERAL

In addition to the works mentioned, the Commissioners have carried out a number of works for other Departments, such as boring in connection with the North Shore Tunnel, construction of a jetty at Rose Bay, construction of drains and rubble walls at Newington for the Federal Government, and a number of other works. The Inspectors of Wharves and Machinery under the Trust have regularly examined all wharves ferry pontoons public baths lifts and other property under

In their previous report to Parliament, the Commissioners stated that the large sand-pump dredger “Triton” was engaged principally along the Eastern Channel, and this work has since been completed. At the present time, there is a straight channel at this portion of the harbour with a minimum width of 700 feet and a depth of not less than 35 feet, at low water ordinary spring tides, which can be increased to any depth that may be required. Dredging operations have now been commenced in the Western Channel, and the Commissioners anticipate that a channel of 700 feet wide, with a depth of 37 feet of water, will in the near future be completed, thus providing a separate deep-water channel for inward and outward-bound vessels. The increased depth of water in both of these channels will place Port Jackson among the few harbours in the world where the deepest draft vessels at present afloat can navigate with the utmost safety. The dredging of other portions of the harbour has been actively carried on, no fewer than 1,675,954 tons having been dredged from the bed of the port during the year.

LIGHTING OF THE PORT.

In their tenth report the Commissioners referred to the several additions which they had made, and intended to make, for the better lighting of Port Jackson. These additions were (*inter alia*) in the form of occulting gas buoys, which have proved to be highly successful. The following buoys were laid and lighted on the 1st December, 1910 :—

Eastern Channel.—Black buoy, moored in 5 fathoms off Lady Bay, to mark eastern side of east channel. Light, red; period of light, two seconds; eclipse, one second.

Western Channel.—Black buoy, moored in 3 fathoms, 2 cables off George’s Head to mark eastern side of western channel. Light, red; period of light, three seconds; eclipse, one second.

Off Shark Bay.—Black buoy, moored in 5 fathoms, between Shark Point and Vacluse Point to mark edge of shoal water off Shark Bay. Light, bright; period of light, two seconds; eclipse, one second.

Shipmasters navigating the port have expressed their approval of these lights. The Commissioners desire to say that, as regards their maintenance and manipulation, the gas buoys have come up to expectation, and also demonstrated the perfection to which this form of gas buoy has been brought.

Light towers have been erected at Spit Road, and at Grotto Point, and the dioptric lens and other appliances in connection therewith have been duly installed and are lighted by acetylene gas. The lens and other appliances for the improvement of the Bradley’s Head Light, as well as that of Fort Denison, have come to hand, and these will shortly be put in position. The decision of the Commissioners to dredge the Western Channel has necessitated the reconsideration of the question of the Sow and Pigs light, and it has been decided to replace the present lightship by a large automatic occulting buoy, which can be shifted to the intersection of the eastern and western channels as soon as the latter shall have been completed. The buoy referred to has been ordered, and the Commissioners anticipate that it will be available shortly.

The new and amended regulations published during the year will be found in Appendix “Z.”

The Commissioners have represented to the Government the advisability of so amending the Sydney Harbour Trust Act as to clothe the Trust (*inter alia*) with the necessary power to frame a regulation with the object of ending the practice of smoking in ships' holds while engaged in loading or unloading cargo; and they have installed a smoke consumer on one of their launches, with the view of testing the efficacy of that contrivance towards minimising the smoke nuisance.

In the Appendices will be found particulars of the shipping which entered the Port during the twelve months ended 30th June last, showing that the tonnage from overseas, Interstate, and State ports amounted to 7,606,312 tons, representing 9,332 vessels.

In order to facilitate the clearing of wharves and jetties and accelerating the delivery of goods, a special officer has been appointed to supervise generally the discharge of overseas vessels, with the result that the Commissioners believe their action has the commendation of the mercantile public. A special officer has also been appointed to supervise traffic arrangements at the ferry jetties, which it is anticipated will greatly tend to the safety and convenience of the water-borne public.

The removal of the cargo boats of the Norddeutscher-Lloyd Company from Circular Quay to Darling Harbour, which has recently been brought about, will have an appreciable effect in reducing the traffic in Sydney Cove.

Amongst the projected works are the further widening and extending of New Napoleon street, and the erection of an up-to-date jetty at Manly—a structure worthy of this great watering-place.

STATISTICS IN CONNECTION WITH STATE IMPORTS.

In consequence of the abolition in September last of State transfers, the Collector of Customs ceased to take records of the importation of goods to this port from other ports of the Commonwealth. The Commissioners, however, realising that full and complete statistics of the Interstate trade to this port were of great importance to the community, created a Statistical Branch, with the result that the figures now compiled in their office are more complete than previously supplied to the public, and the value of our great State trade is now made available from time to time through the daily Press. In Appendix "W" will be found the statistics for the last nine months of the year under review. The full year's returns will, of course, be published in the succeeding Annual Reports.

The Commissioners have again to thank the officers and employees, generally, for their loyal support during what has been a very trying and arduous period.

R. R. P. HICKSON, I.S.O., M. Inst. C.E.,
President

CHAS. C. LANCE,
Commissioner.

T. W. KEELE, M. Inst. C.E.,
Commissioner.

HAROLD F. NORKIE,
Secretary.

Appendix "A."

Sydney Harbour Trust, Accounts Branch, 25th September, 1911.

I HAVE the honor to hand, herewith, my report on the finances and accounts of the Trust for the year ended 30th June last, and have pleasure in being able to again submit statements showing a very satisfactory condition of affairs, the income having reached a much higher level than heretofore, and the expenditure, although being greater than for previous periods, has still been kept within limits sufficient to leave a good margin clear of all obligations.

Revenue.—The total receipts for the year, after deducting refunds, amounted to £373,755 6s., derived from the following sources, namely:—

	£	s.	d.
Wharfage, harbour, and transhipment rates, tonnage and berthing dues	228,369	10	2
Rents of wharves, jetties, sheds, business premises, hotels, residential properties, and land	124,101	9	7
License fees of ferry steamers, tugs, lighters, motor launches, &c.	2,201	8	0
Grafton, Parbury's, and Federal Bonds, and Stores and Model Lodging-house	13,945	11	2
Other items	6,142	1	1
	£374,760	0	0
Less Refunds, &c.	1,004	14	0
	£373,755	6	0

For detailed comparative statement see Appendices "B" and "C."

These results are an increase of £36,708 0s. 11d. on the preceding year; the following figures for past years it will be seen indicate considerable advancement during the period of the Trust's existence:—

	£	s.	d.
11th February to 30th June, 1901 (refunds deducted)	58,316	2	2
year ended 30th June, 1902 (refunds deducted)	219,706	9	11
" " 1903	256,145	9	6
" " 1904	261,676	15	7
" " 1905	253,580	11	9
" " 1906	270,688	15	10
" " 1907	297,941	13	3
" " 1908	327,524	15	9
" " 1909	334,367	14	8
" " 1910	337,047	5	1
" " 1911	373,755	6	
Total	£2,990,750	19	60

Revenue Expenditure.—The working expenses, including dredging, maintenance of and repairs to properties, renewal of obsolete plant, etc., amounted to £120,063 6s. 5d., dissected as follows:—

	£	s.	d.
Dredging of port	29,425	0	11
Renewal of obsolete dredging plant	9,960	15	6
Maintenance of and repairs to wharves, properties, &c.	17,771	13	0
Lighting of wharves and approaches	4,232	17	1
Control of harbour	1,526	18	9
Rates and Insurance premiums on properties	5,683	14	8
Working of Grafton, Parbury's, and Federal Bonds and Stores, and of the Model lodging house	8,351	6	9
Salaries	19,605	16	0
Collection of wharfage and tonnage and supervision of wharves, salaries	6,831	17	10
Other items	13,373	6	5
	116,763	6	5
Commissioners' salaries	3,300	0	0
	£120,063	6	5

(Vide Appendix " D" for comparative statement.)

The

The expenditure for each year of the full period 11th February, 1901, to 30th June, 1911, being as follows :—

	£	s.	d.
11th February to 30th June, 1901 (repayments deducted)	11,274	12	10
Year ended 30th June, 1902 (repayments deducted)	75,692	8	11
” ” 1903 ” ” ” ” ” ” ” ”	86,171	16	0
” ” 1901 ” ” ” ” ” ” ” ”	83,765	2	9
” ” 1905 ” ” ” ” ” ” ” ”	76,776	7	2
” ” 1906 ” ” ” ” ” ” ” ”	80,026	16	5
” ” 1907 ” ” ” ” ” ” ” ”	82,668	13	4
” ” 1908 ” ” ” ” ” ” ” ”	90,782	4	5
” ” 1909 ” ” ” ” ” ” ” ”	103,881	10	9
” ” 1910 ” ” ” ” ” ” ” ”	107,793	4	11
” ” 1911 ” ” ” ” ” ” ” ”	119,530	18	2
Total	£918,363	15	8

Public Works Fund Expenditure.—The amount expended on renewals and replacements of wharves, jetties, and buildings under reconstruction schemes was £23,649 13s. 9d. (*vide* Appendix “ E ”) against £34,970 12s. 9d. for the year ending 30th June 1910. It has been decided that the Trust’s expenditure from this Vote shall be made a charge against its surpluses ; this, in my opinion, is a proper course, as was pointed out in my report of last year, both of the above amounts have, therefore, been dealt with in the manner indicated as will be seen by Appendices “ I ” and “ J.”

Capital Expenditure.—Capital works this year absorbed the sum of £216,129 19s. 10d., as per Appendices “ F ” and “ G,” the following being the chief items, namely :—

	£	s.	d.
Improved wharfage scheme, Gas Works to Miller’s Point	85,473	15	1
New roadway, Gas Works to Miller’s and Dawes’ Points and Circular Quay	14,752	18	0
Jetties and wharves, Darling Harbour	8,275	7	0
Ferry jetties and wharves, Circular Quay	13,458	1	11
Jetties and sheds, Dawes’ to Miller’s Points... ..	30,013	4	3
Wharves, jetties, &c., Woolloomooloo Bay	28,049	11	11
Pymont wharves	2,872	5	6
Jetty, Manly	739	19	6
Jetty, Watson’s Bay	259	15	4
Rat-proof wall, various places	10,760	4	9
Low-level sewage, various places	196	3	6
New launches and punts for dredge service, &c.	2,962	4	2
Harbour lights... ..	5,468	19	8
Head Office extension	1,621	7	4
Rock excavation plant... ..	812	13	6
Sundry works	10,413	8	5
Total	£216,129	19	10

and the total Capital Expenditure for former years, including **1910-11**, is as follows:—

	£	s.	d.
Year ended 30th June, 1902	84,758	15	6
” ” 1903	126,961	3	9
” ” 1904	81,705	0	9
” ” 1905	46,313	1	8
” ” 1906	38,878	16	6
” ” 1907	45,011	10	5
” ” 1908	90,423	13	11
” ” 1909	113,954	16	3
” ” 1910	144,207	11	1
” ” 1911	216,129	19	10
Total	£988,344	9	8

Capital Debt.—The capital of the Trust has been increased by the sum of £215,696 6s. 7d. for the year, making the full liability at 30th June, 1911, £5,697,756 2s. 1d. (*vide* Appendix “ H ”). I might mention here that interest on the whole of this amount is borne by the Trust.

Interest.—The rate of interest has been computed by the authorities at 3-593 per cent., which is .058 per cent. higher than the rate for the previous period, the year’s interest amounting to the considerable sum of £200,845 4s. 10d.

Surplus.—After charging against the income all disbursements for working expenses, &c., £120,063 6s. 5d.; interest, £200,845 4s. 10d. ; and Public Works Fund items, £23,649 13s. 9d., previously referred to herein, the net surplus for the year is £29,729 7s. 3d. (*vide* Appendix “ I ”). This amount will be carried to augment the Sinking Fund referred to in the next paragraph.

Sinking Fund.—The accumulated surplus to 30th June, 1910, I reported last year as amounting to £125,855 5s. 5d.; this excluded the Public Works Fund expenditure, £34,970 12s. 9d. , as was explained in my report; but as such disbursements have subsequently been made a charge against the Trust’s surpluses, the first-mentioned amount has consequently been reduced to £90,884 12s. 8d. ; to this amount, the net surplus of the year just closed, namely, £29,729 9s. 3d. has to be added, making the total at 30th June, 1911, £120,614 1s. 11d. (*vide* Appendix “ J ”).

The

The return of gross revenue for the year 1910-11 on the Capital Debt is:—6·69 per cent. against 6·23 per cent. for previous year.

The ratio of expenses on gross revenue (excluding Public Works Fund Expenditure) is 32·12 per cent. against 32·10 per cent. for previous year.

The return of net revenue (excluding Public Works Fund Expenditure) is 4·54 per cent. against 4·23 per cent. for previous year.

And the following is the sum total of the financial operations of the Trust since its inauguration (period 11th February, 1901, to 30th June, 1911—approximately 10 years), namely:—

	£	s.	d.
Revenue collected	2,990,750	19	6
Working Expenses, including Dredging, Repairs, Maintenance of properties, Control of Harbour, &c	918,363	15	8
Public Works Fund Expenditure	58,620	6	6
Interest paid on Capital	1,893,152	15	5
Capital Expenditure	988,344	9	8
Total surplus	120,614	1	11

Special Deposit Accounts.—Trust moneys, including Contractors' and other deposits, &c, amounting to £6,277 2s. 8d. were held on 30th June, 1911 (*vide* Appendix "K").

Bonded and Free Stores.—An improvement on 1909-1910 results has taken place in this branch of the Trust's business during the past year; the following are briefly the returns in comparison with the two years preceding:—

<i>Grafton Warehouses (Bonded and Free):—</i>	£	s.	d.
1908-1909—Net earnings	2,579	16	10
1909-1910 „	1,503	8	3
1910-1911 „	1,887	17	1

Accrued charges and book debts amounted to £2,447 at 30th June, 1911.

<i>Federal Stores (Free):—</i>	£	s.	d.
1908-1909—Net earnings	1,627	9	5
1909-1910 „	1,083	6	9
1910-1911 „	1,566	16	7

Accrued charges and book debts amounted to £532 at 30th June, 1911.

<i>Barbury's Warehouses (Bonded and Free):—</i>	£	s.	d.
1908-1909—Net earnings	1,834	12	10
1909-1910 „	1,160	13	8
1910-1911 „	1,429	14	7

Accrued charges and book debts, at 30th June, 1911, amounted to £1,007.

Vide Appendix "L" for further particulars.

Model Lodging-house.—The receipts for the year were £1,738 12s. 3d., and the disbursements £1,031 9s. 4d., leaving a balance of £707 2s. 11d., which is equal to a return of 5·09 per cent. on the capital cost of the establishment £13,893, which is within a fraction of the previous year's return of 5·10 per cent.

Irrecoverable Debts.—Items amounting to £74 18s. 10d. have been written off for the year, the greater part of this amount is for rent balances for small tenements vacated.

Book Debts.—Ledger balances at 30th June, amounting to £4,254 7s. 5d. as below-mentioned, were outstanding, the major portion of which could not be collected before that date, being for rents and charges due then which are usually paid early in the following month, namely:

	£	s.	d.
Government Accounts	104	14	10
Tenants' Rent and Lease Accounts	2,266	10	5
Berthing and Miscellaneous Charges Accounts	597	9	1
Grafton, Parbury's, and Federal Store Accounts	1,285	13	1
	£4,254	7	5

Audit Inspection.—The officers of the Audit Department have completed their annual inspection and have reported that the "Accounts of this Trust have been found to be kept in a very satisfactory manner." Statements "E," "F," "H," "I," "J," "K," contain the certificate of the Auditor-General as is required by the Sydney Harbour Trust Act.

J. B. WATSON,
Treasurer and Accountant

Appendix “ B.”

SYDNEY HARBOUR TRUST.—STATEMENT OF REVENUE COLLECTED DURING THE FINANCIAL YEAR, 1ST JULY, 1910, TO THE 30TH JUNE, 1911.

From 1st July, 1909, to 30th June, 1910.				Head of Revenue.				Amount Collected.				Total.				
£	s.	d.		WHARFAGE AND HARBOUR RATES :—				£	s.	d.	£	s.	d.	£	s.	d.
105,840	14	10		Oversea Trade—				125,334	11	5	129,148	7	0			
3,581	6	5		Inward												
				Transhipments				3,813 15 7				56,983	3	7		
45,322	1	2		Interstate Trade—				51,257	7	6						
5,217	18	7		Inward... ..							5,725	16	1			
				Transhipments												
21,702	7	1		State Trade—				24,556	1	10	26,684	11	8			
1,678	4	11		Inward ... ..													2,128	9	10
				Transhipment												
8,405	9	7		Tonnage Rates—				11,904	8	6						
1,172	12	8		Oversea vessels ... ..													1,546	0	7
232	19	7		Interstate vessels				356	9	4						
				New South Wales vessels												
490	15	0		Berthing Charges—				515	10	0						
522	0	0		Ferry traffic ... ..													528	0	0
746	10	0		Picnic steamers				702	19	6						
				Others small craft												
27,326	11	9		LEASES AND OTHER OCCUPATION :—												
18,073	7	5		Wharves and Jetties—													26,948	15	0
15,364	5	10		Oversea companies				18,777	0	0						
5,893	12	3		Interstate companies							15,457	3	1			
				New South Wales companies				6,032	15	5						
10,491	8	11		Ferry companies							10,602	4	0			
...	...	...		Sheds and Warehouses—				112	6	8						
				Oversea companies												
1,052	5	8		Interstate companies				10,714	10	8						
409	9	4		lands							1,050	8	4			
5,280	3	0		Public baths				338	8	8						
26,203	9	9		Hotels							5,159	5	11			
10,600	8	8		Other business premises				25,896	19	2						
404	10	7		Residential properties							11,358	14	7			
1,867	19	1		Advertising				336	7	5						
				Other leases							2,031	1	4			
4	4	0		LICENSE FEES :—										124,101	9	7
239	0	0		Construction of wharves and jetties...							15	15	0			
883	18	0		Construction of baths and bath-houses				2	2	0						
5	10	0		Ferry steamers, coal-hulks, &c ...							238	0	0			
25	0	0		Lighters				1,667	4	0						
				Watermen's boats							10	0	0			
				Motor Launches, including Survey and				153	10	0						
				Examination Fees							114	17	0			
				Moorings												
484	2	5									2,201	8	0			
1,190	16	9		SERVICES RENDERED :—													541	5	1
351	17	6		Water supply				1,180	16	7						
60	10	6		Lighting of wharves, &c							1,218	6	0			
1,346	11	11		Dredging at private wharves				46	8	6						
17	0	0		Cranes, engines, and lifting appliances							1,552	5	11			
427	2	0		Storage				9	0	0						
1,703	13	6		Hire of steamers							247	14	6			
220	4	3		Surveys				1,738	12	3						
11,791	3	4		Model Lodging house							67	12	5			
				Miscellaneous				12,206	18	11						
				Bond charges												
				RECLAMATIONS							767	13	10			
£336,636	6	3		Carried forward												
								£			374,249	1	9			

STATEMENT OF REVENUE—continued.

From 1st July, 1909, to 30th June, 1910.	Head of Revenue.					Amount Collected.				Total.	
£ s. d. 336,636 6 3	Brought forward ... £					£ s. d.	£ s. d.		£ s. d. 374,249 1 9		
53 15 3 1 10 1 87 7 3	RECOVERIES:— Damages to property Insurance premium Other ... ... ...					..... ..... .....	15 2 5 126 9 10		141 12 3		
149 15 0	PENALTIES :— Recoveries at law Forfeiture 						118 14 0 66 13 6			185 7 6	
390 7 1	SALES OF MATERIAL ... ... ...					.....	183 18 6		183 18 6		
£337,319 0 11									£374,760 0 0		
271 15 10											
£337,047 5 1	Less Refunds &c, ... ... ... ...						.....		1,004 14 0		
	Total ... ... ... ...					.....	.....		£373,755 6 0		

J. B. WATSON,
Treasurer and Accountant.

Appendix “ C. ”

SYDNEY HARBOUR TRUST.

STATEMENT OF REVENUE COLLECTED DURING THE PERIOD, 1ST JULY, 1910, TO 30TH JUNE, 1911, COMPARED WITH THE YEAR 1909-1910.—REFUNDS DEDUCTED.

Head of Revenue.	July, 1909, to June, 1910.	July, 1910, to June, 1911.	Increase.	Decrease.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Wharfage Rates—Oversea 	105,613 4 11	124,650 7 0	19,037 2 1	.....
„ „ Interstate 	45,322 1 2	51,257 7 6	5,935 6 4	.....
„ „ State 	21,702 7 1	24,556 1 10	2,853 14 9	.....
Transhipment Rates 	10,456 17 3	11,597 4 9	1,140 7 6	.....
Tonnage Rates 	9,803 10 11	13,789 8 9	3,895 17 10	.....
Berthing Charges, Ferry Traffic Picnic Steamers, and other Small Craft	1,759 5 0	1,746 9 6	.....	12 15 6
Roads, Wharves, Jetties, Sheds Houses Shops, &c. 	122,960 0 7	124,101 9 7	1,141 9 0	.....
Bond Charges 	11,791 3 4	12,206 18 11	415 15 7	.....
Model Lodging-house 	1,708 13 6	1,738 12 3	29 18 9	.....
License Fees, Lighters, Tugs, Ferry Steamers, &c. 	1,132 12 0	1,933 1 0	800 9 0	.....
License Fees, Motor Launches including Survey Fees and Examination Fees ...	25 0 0	153 10 0	128 10 0	.....
License Fees, Moorings ... ...	.....	114 17 0	114 17 0	.....
Miscellaneous 	4,772 9 4	5,909 17 11	1,137 8 7	.....
Total 	£ 337,047 5 1	373,755 6 0	36,708 0 11	.....

J. B. WATSON,
Treasurer and Accountant,

Appendix “ D. ”

Appendix “ D.”

SYDNEY HARBOUR TRUST—STATEMENT OF EXPENDITURE—ACTUAL DISBURSEMENTS
DURING THE FINANCIAL YEAR, 1ST JULY, 1910, TO 30TH JUNE, 1911.

Financial Year, 1909-10.	Heads of Expenditure.						Actual Expenditure, 1910-1911.			Total.		
£ s. d.							£ s. d.	£ s. d.	£ s. d.			
3,793 4 3	SALARIES						£ s. d.					
4,585 18 6	Secretary and Staff	...	...	...	...	4,066 12 4						
1,250 0 0	Treasurer and Staff	...	...	...	...	4,914 18 5						
5,141 14 3	Harbour Master and Staff	...	...	...	...	1,250 0 0						
2,350 13 9	Engineer and Staff	...	...	...	...	6,441 3 10						
175 0 0	Surveyor and staff	...	...	...	...	2,583 1 5						
	Shipping Inspector	...	...	...	...	350 0 0						
113 0 4	CONTINGENCDS							19,605 16 0				
173 14 4	Rates and Taxes	...	...	...	...	110 15 10						
784 18 8	Furniture and fittings	...	...	...	...	250 10 11						
88 7 4	Stationery and printing	...	...	...	...	872 2 11						
311 6 9	Advertising...	...	...	...	...	209 19 2						
414 2 0	Postages, telephones, &c.	...	...	...	...	335 7 8						
232 1 5	Cleaning	...	...	...	...	483 16 5						
44 3 0	Legal expenses	...	...	...	...	230 10 6						
1,531 5 2	Insurance	...	...	...	...	44 3 0						
336 13 11	Other...	...	...	...	...	1,256 9 2						
30 0 0	Messengers	...	...	...	...	392 15 7						
	Instruments	...	...	...	...	18 9 8						
								4,205 0 10				
	COLLECTION OF WHARFAGES AND SUPERVISION OF											
5,864 17 5	WHARVES:—											
16 14 10	Salaries	...	...	...	...	6,802 7 11						
	Other...	...	...	...	...	29 9 11						
760 11 9	CONTROL OF HARBOUR :—											
398 10 0	Lightship	...	...	...	...	.....	808 14 6					
4 6 2	Beacons, buoys, &c...	...	...	...	...	.....	665 12 0					
233 16 1	Maintenance of moorings	...	...	...	...	.....	9 14 0					
	Other...	...	...	...	...	.....	42 18 3					
8,936 3 6	MAINTENANCE OF PROPERTY :—											
4,373 6 3	Wharves and jetties...	...	...	...	...	.....	6,491 5 3					
1 9 3	Sheds and warehouses	...	...	...	...	.....	4,122 7 3					
321 4 8	Cranes and engines on wharves	...	...	...	...	.....	.....					
2,147 18 6	Hotels.	...	...	...	...	.....	353 19 3					
3,299 17 2	Other business premises	...	...	...	...	.....	2,246 16 6					
4 11 2	Residential properties	...	...	...	...	.....	2,697 9 0					
879 1 6	Baths	...	...	...	...	.....	17 1 1					
963 0 11	Roads and approaches	...	...	...	...	.....	1,215 19 9					
	Other..	...	...	...	...	.....	626 14 11					
2,689 9 4	LIGHTING PROPERTIES:											
6 9 0	Wharf properties	...	...	...	...	.....	3,016 14 0					
1 091 9 9	Other	...	...	...	...	.....	8 0 11					
	Streets and approaches	...	...	...	...	.....	1,208 2 2					
£53,649 0 11												
	Carried forward						.....	..... £				

STATEMENT OF EXPENDITURE—continued.

Financial Year, 1909-10.	Heads of Expenditure.	Actual Expenditure, 1910-1911.		Total
s. £ d. 53,640 0 11		£ s d.	£ s d.	£ s d.
	Brought forward ... ... £	.....	.....	54,174 3 6
	WATCHING:—			
760 14 1	Wharves and jetties... ... ... ...	.....	897 18 0	
170 12 6	Other ... ... ... ... ... ...	.....	163 7 3	1,061 5 3
	DBEDGING:—			
12,628 1 9	Salaries and wages ... ... ... ...	.....	14,128 13 2	
6,412 10 10	Repairs to vessels ... ... ... ...	.....	7,267 9 8	
1,730 8 10	Maintenance of launches ... ... ... ...	.....	2,257 18 2	
8,591 7 2	Other ... ... ... ... ... ...	.....	5,770 19 11	
	Renewal of obsolete plant ... ... ...	.....	9,960 15 6	39,385 16 5
	SURVEY OF POST:—			
290 9 7	Salaries and wages ... ... ... ...	.....	432 2 1	
632 15 5	Other ... ... ... ... ... ...	.....	835 2 9	1,267 4 10
1,316 19 4	FIRE AND OTHER INSURANCE ... ... ...	.....	1,534 3 0	
297 13 7	MAINTENANCE OF FIRE-FLOATS ... ... ...	.....	298 2 9	
4,231 16 0	RATES AND TAXES ... ... ... ...	.....	4,149 11 8	
17 5 0	MAINTENANCE OF LIFE-SAVING APPLIANCES ...	.....	0 18 1	
363 0 0	WATER SUPPLY ... ... ... ... ...	.....	367 12 8	6,350 8 2
	OTHER EXPENDITURE :—			
1,896 10 10	Federal Warehouses ... ... ... ...	.....	.....	2,095 6 1
1,832 17 3	Parbury's Warehouses ... ... ... ...	.....	.....	2,025 3 2
2,836 18 0	Grafton Warehouses ... ... ... ...	.....	.....	3,199 7 8
979 16	Central Wharf engine-room ... ... ... ...	.....	.....	769 0 9
823 15 7	Parbury's Wharf engine-room ... ... ... ...	.....	.....	582 12 3
768 13 3	Dalton's Wharf engine-room ... ... ... ...	.....	.....	637 10 10
614 6 7	Demolition of buildings ... ... ... ...	.....	.....	1,149 12 0
939 12 3	Demolition of wharves ... ... ... ...	.....	.....	819 17 6
1,515 10 9	Cleaning and garbage ... ... ... ...	.....	.....	1,518 14 6
178 8 0	Recoverable amounts ... ... ... ...	.....	.....	634 3 5
999 6 1	Model Lodging-house... ... ... ...	.....	.....	1,031 9 4
413 9 3	Unforeseen expenses—Day of Mourning ...	.....	.....	26 1 1
	Railway Commissioners—Kent of Grain Jetty Shed.	.....	.....	35 9 8
£104,891 19 7	Total ... ... ...	.....	..... £	116,763 6 5

J. B. WATSON,
Treasurer and Accountant.

Appendix “ E.”

SYDNEY HARBOUR TRUST—EXPENDITURE FROM PUBLIC WORKS FUND FOR
REPLACEMENT OF WHARVES, JETTIES, AND BUILDINGS UNDER RECONSTRUCTION
SCHEMES DURING THE YEAR ENDED 30TH JUNE, 1911.

Ledger Folio.	Work.	Amount £ s. d.
611	Darling Harbour, pontoon, No. 17	406 6 3
612	” wharf, No. 30, &c... ..	488 16 1
613	Bettington-street, house, No. 1	595 14 10
615	Erskine street, shops, Nos. 1- 21	5 10 8
616	Dawes to Miller’s Point, Jetty No. 9, &c.	3,488 0 10
631	Miller’s Point to Gas Works, Cross Wharf	12 19 6
691	” Jetty No. 3	2,674 1 8
621	” Shore sheds on Jetties 3 and 4	49 13 7
692	”	3,773 7 0
623	” Jetty No. 2, &c.	169 15 9
627	” Jetty No. 4, &c.	799 16 6
628	High-street, workmen’s dwellings	2,693 4 0
629	kent and Argyle streets, shops	1,000 0 0
633	Munn-street, workmen’s dwellings	1,002 17 5
693	Dawes to Miller’s Points, Wharf No. 1, &c... ..	2,063 10 7
694	Woolloomooloo, Wharf Nos. 3-4	397 14 4
695	” Jetty No. 6	2,002 12 3
696	Pymont, Murray-street, Jetty No. 52A	446 6 11
697	Circular Quay, Ferry Jetty, No. 1, &c.	1,414 9 9
697	” ” No.2,&c.	89 9 9
629	” P. and O. Company, No. 8	74 18 0
		£23,649 13 9

CHAS. C. LANCE, Commissioner, }
T. W. KEELE, Commissioner , } Commissioners of the
Sydney Harbour Trust.

J. B. WATSON,
Treasurer and Accountant.

Examined and found correct,—

JAMES S. CAMPBELL,
Inspector of Public Accounts.

I HAVE examined the vouchers and documents in support of the net disbursements within the period 1st July, 1910, to 30th June, 1911, from the Public Works Fund Vote, No. 44, 1910, as required by the Sydney Harbour Trust Act, 1900; and I hereby certify that the above total of £23,649 13s. 9d. represents the net disbursements by the Sydney Harbour Trust Commissioners from such Vote during the period mentioned.

J. VERNON,
Auditor-General.

Appendix “ F.”

SYDNEY HARBOUR TRUST.—STATEMENT OF NET EXPENDITURE OUT OF LOAN VOTES DURING THE FINANCIAL YEAR 1ST JULY, 1910, TO 30TH JUNE, 1911.

Act.	Amount of Vote.	Vote.	Expenditure.
	£		£ s. d.
Ed. VII, No. 22 of 1908	150,000	Towards construction of works generally, and for the improvement of the Port.	1,372 19 0
Ed. VII, No. 16 of 1909	140,796	Towards construction of works generally, and for the improvement of the Port.	69,923 7 7
Ed. VII, No. 16 of 1909	20,000	Erection of grain jetty, Darling Harbour	556 16 0
George V, No.43 of 1910	231,000	Towards construction of works generally, and for the improvement of the Port.	144,255 12 3
George V, No.43 of 1910	110,000	Resumption of land, Jones Ray, and at Darling Island, Pyrmont.	21 5 0
			£216,129 19 10

CHAS. C. LANCE, Commissioner,
T. W. KEELE, Commissioner,

} Commissioners of the
Sydney Harbour Trust.

J. B. WATSON,

Treasurer and Accountant.

Examined and found correct,—

JANES S. CAMPBELL,

Inspector of Public Accounts.

I HAVE examined the vouchers and documents in support of the net disbursements within the period 1st July, 1910, to 30th June, 1911, from each of the Loan Votes above, as provided by the Audit Act, and as required under section 77 of the Sydney Harbour Trust Act of 1900 ; and I hereby certify that the above total of £216,129 19s. 10d. represents the net disbursements incurred by the Sydney Harbour Trust Commissioners on account of Loan services during the period abovementioned.

J. VERNON,

Auditor-General.

Appendix “ G.”

SYDNEY HARBOUR TRUST.—CAPITAL EXPENDITURE, 1ST JULY, 1910, TO 30TH JUNE, 1911.

Work.	Amount
	£ s. d.
Woolloomooloo—No. 8 wharf	1,304 19 9
Do No. 1 wharf	2,709 17 8
Do Nos. 3 and 4 wharves	2,447 10 2
Do No. 6, Central Jetty	21,445 18 9
Do Garbage bins	141 5 7
Do Low-level sewerage	36 9 0
Circular Quay—No. 8, P. and O. Company's	977 10 8
Do No 5 Ferry jetty	4,151 15 4
Do Nos. 6 and 7 Ferry jetties	306 12 10
Do No. 10, Burns, Philp, and Co.	542 17 9
Do No. 1 Ferry jetty	3,939 2 7
Do No. 2 do	2,477 18 4
DO Removal of rock, east side	855 10 8
Do No. 15, removal of rock... ..	38 15 0
Dawes' to Miller's Points---No. 1 wharf	9,013 6 8
Do do No. 3 jetty	125 17 11
Do do No. 9 jetty	20,824 11 6
Miller's Point to Gas Works—No. 2 jetty	1,226 0 4
Do do No. 3 jetty	2,331 3 9
Do do No. 2, removal of rock... ..	606 2 0
Do do No. 4	11,754 6 7
Do do Cross wharf	266 17 4
DO do Store at No. 2	12,076 9 8
Do do Sheds, Nos. 3 and 4	28,402 1 3
Do do Rat proof wall	679 8 11
Do do Reclamation	1,393 18 7
Do do Preparation of site	29 18 10
Do do Workmen's dwellings, High-street	8,232 5 1
Do do Hickson-road	9,951 12 0
Do do High-street	7,040 7 11
Do do Dalgety's Bond, additions, &c.	340 6 9
Carried forward	£ 155,670 19 2

CAPITAL EXPENDITURE, 1ST JULY, 1910, TO 30TH JUNE, 1911—continued.

Work.										Amount.		
										£	s.	d.
Brought forward £										155,670	19	2
Darling Harbour—Nos. 13 and 14										30	13	10
Do	No. 17	...	...	...	...	...	...	...	...	555	16	7
Do	No. 9	...	...	...	...	...	...	...	...	1,379	6	11
Do	No. 8	...	...	...	...	...	...	...	...	652	1	6
Do	No. 28	...	...	...	...	...	...	...	...	389	1	9
Do	No. 30	...	...	...	...	...	...	...	...	2,676	19	
Do	No. 49	...	...	...	...	...	...	...	...	943	0	0
Do	No. 53	...	...	...	...	...	...	...	...	627	8	1
Do	Nos. 56 and 57	...	...	...	...	...	...	...	...	3	12	7
Do	Nos. 19 to 21	...	...	...	...	...	...	...	...	2	15	4
Do	Nos. 2 and 3	...	...	...	...	...	...	...	...	12	8	10
Do	Nos. 8 to 10	...	...	...	...	...	...	...	...	30	2	7
Do	Nos. 11 and 12	...	...	...	...	...	...	...	...	23	14	8
Do	Nos. 34 and 35	...	...	...	...	...	...	...	...	56	1	8
Do	Nos. 51 and 52	...	...	...	...	...	...	...	...	47	10	7
Do	Nos. 13 and 4	...	...	...	...	...	...	...	...	67	17	4
Do	Nos. 23 and 24	...	...	...	...	...	...	...	...	78	17	8
Do	Nos. 6 and 7	...	...	...	...	...	...	...	...	79	19	9
Do	Nos. 26 to 29	...	...	...	...	...	...	...	...	125	17	8
Do	Nos. 31 and 32	...	...	...	...	...	...	...	...	21	2	8
Do	No. 36	...	...	...	...	...	...	...	...	21	6	11
Do	No. 49	...	...	...	...	...	...	...	...	4	5	10
Do	Nos. 54 and 55	...	...	...	...	...	...	...	...	114	14	7
Do	No. 32 jetty	...	...	...	...	...	...	...	...	30	8	6
Do	No. 13, removal of rock	...	...	...	...	...	...	...	...	300	2	2
Do	Rat-proof wall, west side	...	...	...	...	...	...	...	...	362	3	3
Dawes' to Miller's Point, No. 11										49	8	2
Various Works—Herberton-avenue wharf										132	0	9
Do	Manly jetty	...	...	...	...	...	...	...	...	739	19	6
Do	Murray-street jetty	...	...	...	...	...	...	...	...	1,485	15	6
Do	Watson's Bay jetty	...	...	...	...	...	...	...	...	259	15	4
Do	Jones Bay, preparation of site	...	...	...	...	...	...	...	...	101	0	0
Do	do Darling Harbour resumption	...	...	...	...	...	...	...	...	21	5	0
Do	Blackwattle Bay, rat-proof wall	...	...	...	...	...	...	...	...	9,718	12	7
Do	Horne bush Bay sea-wall	...	...	...	...	...	...	...	...	277	8	2
Do	Murray-street wharf, removal of rock	...	...	...	...	...	...	...	...	1,386	10	0
Do	Derrick punt	...	...	...	...	...	...	...	...	28	2	9
Do	Rock excavation plant	...	...	...	...	...	...	...	...	812	13	6
Do	Grab dredge	...	...	...	...	...	...	...	...	59	2	8
Do	Launch "Norah"	...	...	...	...	...	...	...	...	609	19	8
Do	Launch "Comet"	...	...	...	...	...	...	...	...	2,264	19	1
Do	Miller's Point tunnel	...	...	...	...	...	...	...	...	2,986	10	5
Do	Lighting Sydney Harbour	...	...	...	...	...	...	...	...	4,950	17	10
Do	Low-level sewerage—Central wharf	...	...	...	...	...	...	...	...	20	1	11
Do	do Parbury's and Dalton's wharves	...	...	...	...	...	...	...	...	22	17	2
Do	do Jones Brothers	...	...	...	...	...	...	...	...	28	4	7
Do	do Sussex street	...	...	...	...	...	...	...	...	88	10	10
Do	Bradley's Head light	...	...	...	...	...	...	...	...	517	19	4
Do	Sussex street, Nos. 129 to 131	...	...	...	...	...	...	...	...	110	0	0
Do	Erskine-street, Nos. 1 to 9	...	...	...	...	...	...	...	...	82	19	7
Do	do Nos. 11 and 12	...	...	...	...	...	...	...	...	3,305	8	11
Do	Kent-street store	...	...	...	...	...	...	...	...	58	2	6
Do	Argyle and High streets shop	...	...	...	...	...	...	...	...	730	19	3
Do	Argyle and Kent streets restaurant	...	...	...	...	...	...	...	...	1,475	19	4
Do	Argyle and Kent streets shops	...	...	...	...	...	...	...	...	661	11	8
Do	Munn-street workmen's dwellings	...	...	...	...	...	...	...	...	2,476	15	7
Do	Hickson road, Dawes' to Miller's Point	...	...	...	...	...	...	...	...	11,046	4	9
Do	Bridges, Munn and Windmill streets	...	...	...	...	...	...	...	...	720	2	10
Do	Circular Quay garbage bins	...	...	...	...	...	...	...	...	167	18	9
Do	Cremorne light tower	...	...	...	...	...	...	...	...	0	2	6
Darling Harbour—No. 3, wool dumping plant										1,822	5	0
Do	"Bomera." Potts' Point	...	...	...	...	...	...	...	...	2	4	6
Do	Bettington street, house	...	...	...	...	...	...	...	...	760	19	5
Do	Bettington-road extension	...	...	...	...	...	...	...	...	216	13	9
Do	Head Office extension	...	...	...	...	...	...	...	...	1,621	7	4
Total										£	216,129	19 10

J. B. WATSON,
Treasurer and Accountant.

Appendix “ H.”

SYDNEY HARBOUR TRUST.—STATEMENT OF CAPITAL DEBT TO THE 30TH JUNE, 1911.

	£	s.	d.
CAPITAL DEBT at 30th June, 1910...	5,482,039	15	6
Add Total Expenditure by the Commissioners out of Loan Votes from 1st July, 1910, to 30th June, 1911	216,129	19	10
Add Vestment of 5¾ acres, Jones Bay and Darling Island, <i>Gazette</i> No. 55 (value to be assessed)...	.....		
Add Vestment of 10 perch's, Grotto Point, Middle Harbour, <i>Gazette</i> No. 74	10	0	0
	£5,698,199	15	4
Deduct Repayments to Loan Votes of previous years, namely :—			
	£	s.	d.
Darling Harbour Resumption, £4,000,000, 64 Vic. No. 10, Treasury Receipt No. 7,168	178	8	8
Darling Harbour Resumption, £4,000,000, 64 Vic. No. 10, Treasury Receipt No. 8,497	265	4	7
The following properties of which the Commissioners have been divested, namely:—			
Reclamation area, 2 acres 38¾ perches, Lane Cove, Hunter's Hill (Balmain New Ferry Company). <i>Gazette</i> No. 6	.....		
Reclamation area, 1 rood 6 perches and 10¾ perches, Luke's Bay, Parramatta River (Robert Smith). <i>Gazette</i> No. 6	.....		
Reclamation area, 33 ½ perches, South Hythe Estate, Drummoyne (G. L. Durell). <i>Gazette</i> No. 6	.....		
Reclamation area, 15½ perches, near Stephen-street, Johnston's Bay, Balmain (T. E. and W. Bardsley) <i>Gazette</i> No. 12	.....		
Reclamation area, ½ perch, Dowling street, City of Sydney (J. C. Blaxland's Executors). <i>Gazette</i> No. 24	.....		
Reclamation area, 1 rood 31½ perches, Alexander Bay, Lane Cove River, Hunter's Hill (J.M. Rooke). <i>Gazette</i> No. 33	.....		
Reclamation aim, 2 roods 2 perches, Woolwich, Mort's Dock and Engineering Company (Limited). <i>Gazette</i> No. 33	.....		
Reclamation area, 7¼ perches, Johnstin's Bay, Balmain (Miss Irwin). <i>Gazette</i> No. 33	.....		
Reclamation area, 15 perches, Drummoyne (W. G. Cameron). <i>Gazette</i> No. 33	.....		
Reclamation area, 11¾ perches, Abbotsford Estate, Drummoyne (J.M.Dodd). <i>Gazette</i> No. 33	.....		
Reclamation area, 5½ perches, Blue's Point, Berry's Bay (H. J. Roberts). <i>Gazette</i> No. 33	.....		
Reclamation area, 28 perches, Darling-street, Balmain (Sir P. N. Russell's Executors). <i>Gazette</i> No. 36	.....		
Reclamation area, 1 rood 3 ¾ perches, Fig Tree, Lane Cove River (Balmain New Ferry Company). <i>Gazette</i> No. 36	.....		
Reclamation area, 20 perches, Fig Tree, Lane Cove River (Madame DuBoise). <i>Gazette</i> No. 46	.....		
Reclamation area, 1 rood 36½ perches, Luke's Bay, Hunter's Hill, (Estate R.M. Windeyer). <i>Gazette</i> No. 46	.....		
Reclamation area, 25 perches, Abbotsford Estate, Drummoyne (Peter kemp). <i>Gazette</i> No. 74	.....		
Reclamation area, 1 rood 32½ perches, Fig Tree Bay, Parramatta River (Lysaght Brothers & Co., Limited). <i>Gazette</i> No. 74	.....		
Reclamation area, 1 rood 25½ perches, Abbotsford Estate, Drummoyne (Angelode Luca). <i>Gazette</i> No. 74	.....		
Reclamation area, 8¾ perches, Abbotsford Estate, Drummoyne (Mrs. L. B. White). <i>Gazette</i> No. 74	.....		
Reclamation area, 12 perches, Balmain (W. O. Chape and others). <i>Gazette</i> No. 83	.....		
Carried forward	£443	13	3
	£5,698,199	15	4

STATEMENT OF CAPITAL DEBT—*continued.*

Brought forward	...	...	£443	13	3	£5,698,199	15	4
Transfer of the following public highways to the control of the Council of the City of Sydney, namely:—								
Part of Sussex-street, Margaret-street, Erskine-street, Shelley-street, New-street, Lime and Slip streets, King-street West, Druitt-street, lane from Day-street to Baltic and Albion Wharves, Bathurst-street, and Napoleon-street. <i>Gazette</i> No. 140... ..								
Land, corner of Shelley-street and Erskine-lane. <i>Gazette</i> No. 10								
Land, Erskine, Lime, and Day streets. <i>Gazette</i> No. 6								
See-lane, off Erskine-lane. <i>Gazette</i> No. 59								
Divestments now vested in the Drummoyne Municipal Council for public highways, namely :—								
17 perches end of Cary-street, Drummoyne. <i>Gazette</i> No.								
8¼ perches end of Spring-street, Hen and Chicken Bay. <i>Gazette</i> No. 154								
Divestments now vested in the North Sydney Municipal Council for public highways, namely:—8¾ perches head of Careening Cove, North Sydney. <i>Gazette</i> No. 159								
							443	13 3
Capital Debt at 30th June, 1911							<u>...£5,697,756 2 1</u>	

J. B. WATSON,
Treasurer and Accountant,
August, 1911.

CHAS. C. LANCE, }
T. W. KEELE, } Commissioners of the
Sydney Harbour Trust.

Examined and found correct,—

JAMES S. CAMPBELL,
Inspector of Public Accounts.

The figures in the above statement agree with those shown in the books of this Department, subject to matter drawn attention to in my report for 1910-11 (page 180).

J. VERNON,
Auditor-General

Appendix “I.”

THE SYDNEY HARBOUR TRUST COMMISSIONERS IN ACCOUNT WITH THE STATE TREASURERS-REVENUE ACCOUNT FOR THE PERIOD
1ST JULY, 1910, TO 30TH JUNE, 1911.

1 July, 1910, to 30 June, 1911.	To Receipts collected on account of rents of houses, shops, stores, and wharf properties ; wharfage and harbour rates, tonnage and berthing dues, and miscellaneous items, as per detailed statement attached (refunds deducted) 	£ s. d. 373,755 6 0	1 July, 1910, to 30 June, 1911.	By Commissioners' salaries „ Working expenses, salaries, and wages of staff; maintenance of establishment; up-keep of pro- perties, wharves, &c.; dredging of port; work- ing of three bonds and free stores; rates and taxes, and insurance on properties; and mis- cellaneous disbursements, as per statement attached 	£ s. d. 3,300 0 0
		373,755 6 0		„ Balance net revenue for the year 	120,063 6 5 253,691 19 7
30 June. 1911 ...	To Balance net revenue <i>Add</i> Repayments during the year to previous year's Revenue Votes :— £ s. d. 1908-9 Vote 2 16 5 1909-10 Vote 529 11 10	253,691 19 7	30 June, 1911 ...	By Interest for the year on the Capital Debt at 3.593 percent „ Expenditure from Public Works Fund for replacement of wharves, jetties, and buildings under reconstruction schemes during the year to date „ Balance, carried to Sinking Fund 	200,845 4 10 23,649 13 9 29,729 9 3 254,224 7 10

CHAS. C. LANCE, Commissioner, { Commissioners
T. W. KEELE, Commissioner, { of the
Sydney Harbour Trust.

J. B. WATSON,
Treasurer and Accountant,

Examined and found correct,—
JAMES S. CAMPBELL,
Inspector of Public Accounts.

I HAVE examined the vouchers and documents in support of the net receipts credited and net disbursements made within the period 1st July, 1910, to 30th June, 1911, by the Sydney Harbour Trust Commissioners, as prescribed by the Audit Act, and as required under section 77 of the Sydney Harbour Trust Act, 1900; and I hereby certify that the above represents a true statement of the Revenue Account, subject to matter drawn attention to in my Annual Report for 1910-11 (page 180).

J. VERNON,
Auditor-General.

Appendix “J.”

SYDNEY HARBOUR TRUST.—SINKING FUND ACCOUNT TO 30TH JUNE, 1911.

1910. 30 June.	To Balance brought forward	£ s. d. 125,855 5 5	1911. 30 June	By Balance carried down.	£ s. d. 120,614 1 11
	Less Payments from Public Works Fund Vote for renewals and replace- ments, &c., during the year ended 30th June, 1910.....	34,970 12 9			
		£90,884 12 8			
1911. 30 June.	„ Surplus for the year 1910-1911	29,729 9 3			
		£120,614 1 11			
1911. 30 June.	„ Balance brought down	£120,614 1 11			£120,614 1 11

CHAS. C. LANCE, Commissioner,
T. W. KEELE, Commissioner,

J. B. WATSON,
Treasurer and Accountant,

Examined and found correct, subject to matter drawn attention to in my Annual Report for 1910-11 (page 180),—
J. VERNON,
Auditor General.

}

Commissioners of the
Sydney Harbour Trust.

Appendix “ K.”

SYDNEY HARBOUR TRUST.—TRUST FUNDS COLLECTIONS—SPECIAL DEPOSIT
ACCOUNTS. —STATEMENT OF RECEIPTS AND DISBURSEMENTS DURING
PERIOD 1ST JULY, 1910, TO 30TH JUNE, 1911.

Account.	Balance at 30 June, 1910.	Receipts.	Total.	Disbursements.	Balance as at 30 June, 1911.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Contractors' Deposits	1,559 0 0	4,257 5 1	5,816 5 1	3,692 8 4	2,123 16 9
Key Deposits	43 9 0	6 5 0	40 14 0	4 4 6	45 9 6
Wharfage Guarantees	184 14 6	103 10 0	288 4 6	11 0 0	277 4 6
Applications for Leases and Surveys	130 4 9	266 15 4	397 0 1	247 11 11	149 8 2
Suspense Account	317 13 1	1,632 13 2	1,950 6 3	1,759 4 4	191 1 11
Unclaimed Moneys	61 3 4	425 4 0	486 7 4	327 12 6	158 14 10
Fire Insurance recoveries ...	9 18 7	35 10 0	45 8 7	36 11 7	8 17 0
£	2,306 3 3	6,727 2 7	9,033 5 10	6,078 13 2	2,954 12 8
Add Fixed Deposits held by Trust—					
Contractors Deposits	...	...	...	£3,095 0 0	
Wharf age Guarantees	...	...	...	227 10 0	3,322 10 0
				£	6,277 2 8

CHAS. C. LANCE, Commissioner,
T. W. KEELE, Commissioner,

J. B. WATSON,
Treasurer and Accountant.

Examined and found correct,—
JAMES S. CAMPBELL,
Inspector of Public Accounts.

}

Commissioners of the
Sydney Harbour Trust.

I HEREBY certify that the above statement represents transactions under the Trust Fund Collections within the period 1st July, 1910, to 30th June, 1911, and that the above balance shown opposite each account as at 30th June, 1911, is correct.

J. VERNON,
Auditor-General

Appendix "L."

BONDED AND FREE STORES.

GRAFTON BONDED AND FREE STORES.

					£	s.	d.
30th June, 1910—Balance, profit and loss account	...	...	...	...	8,546	18	7
30th June, 1911—Net earnings for the year	...	...	...	...	1,887	17	1
Balance, profit and loss account, 30th June, 1911	..	...	...	...	10,434	15	8

Average return per annum for the period 1st May, 1906, to 30th June, 1911, equals £2,020.

PARBURY'S BOND AND FREE STORES.

					£	s.	d.
30th June, 1910—Balance, profit and loss account	...	...	...	...	8,346	5	9
30th June, 1911—Net earnings for the year	...	...	...	...	1,429	14	7
Balance, profit and loss account, 30th June, 1911	...	...	...	...	9,776	0	4

Average return per annum for the period 1st November, 1902, to 30th June, 1911, equals £1,128.

FEDERAL FREE STORES.

					£	s.	d.
30th June, 1910—Balance, profit and loss account	...	...	...	...	14,726	4	6
30th June, 1911—Net earnings for the year	...	...	...	...	1,566	16	7
Balance, profit and loss account, 30th June, 1911	...	...	...	...	16,293	1	1

Average return per annum for the period 11th February, 1901, to 30th June, 1911, equals £1,570.

J. B. WATSON,
Treasurer and Accountant.

Appendix "M."

ENGINEER-IN-CHIEFS REPORT.

I NOW submit for the information of the Commissioners report in connection with my branch for the year ended 30th June, 1911.

During the period under review more extension works were carried out than in any previous year since the inception of the Trust. The expenditure in construction and maintenance exceeded that of the previous year by £87,861. In addition to a number of renewals and extensions, five large jetties and wharves for over-sea vessels, and two jetties for coastal trade, were in course of construction during the year, and considerable difficulty was experienced in obtaining a regular supply of sufficient piles and other timber necessary to keep these going. This was partly due to the fact that first-class timber is becoming scarce in the readily-accessible areas near the coast, and partly to the uncertain condition of many of the Northern river entrances causing vessels carrying timber for the Trust's works to be bar-bound on many occasions for several days. Notwithstanding these delays, 4,840 piles, 4,898 girders, 2,956,000 super. feet of sawn timber were delivered and utilised on the various works. The work of making the foreshores in the vicinity of the city wharves rat-proof has been carried on as far as possible. The whole of the frontage to Darling Harbour and Miller's Point, from the coal jetties to Tyser's Wharf, with the exception, of course, of the Gas Works, has been dealt with, and during the year the frontage of Blackwattle Bay Wharf has also been made impervious to rats.

The work of steaming the substructures of the wharves, &c., to destroy rats, and the removal of garbage and other offensive matter from the Harbour has been carried on without intermission throughout the year. Quantities of vegetables, meat, and other refuse are constantly being found in the vicinity of the wharves, and these can only be the result of gross carelessness on the part of ships' cooks and stewards. The throwing overhead of garbage is of course contrary to the Trust's Regulations, but it is most difficult to detect offenders.

The improvements in lighting of the port mentioned in my last report have been proceeded with. Three new automatic occulting acetylene buoys, known to shipping as the "blinking lights," have been installed, and have worked admirably. The Spit-road and Grotto Point light towers have also been completed, and will be lighted at an early date.

With regard to replacing the lightship "Bramble," as it was found that the harbour bottom at this site consists of sand from 24 to 38 feet deep, it has been decided to instal a large automatic acetylene buoy instead of erecting a costly fixed light tower, and it is expected that this buoy will be ready to be put in place early in October next. The dioptric lens and other appliances for the improvements of the Bradley's Head light, and the Fort Denison light, have been delivered and are being installed.

The sandpump "Triton" has completed the deepening of the Eastern Channel, and there is now a straight channel at this portion of the Harbour, with a minimum width of 700 feet and a depth of not less than 35 feet at low water ordinary spring tides. As the result of recent boring operations in the Western Channel it has been found that what has hitherto been understood to be rock underlying the sand really consists of a layer of shells and hard sand capable of being dredged with a sandpump. The "Triton" has commenced dredging in this Channel, and it is anticipated that in the near future a channel 700 feet, and carrying not less than 37 feet of water, will be completed, thus providing a separate deep-water channel for inward and outward bound vessels. This will be a great boon to shipping, and will place Sydney Harbour among the few harbours in the world where the deepest draught vessels can navigate with the utmost <?>.

The

The rearrangement of the east side of Circular Quay, new pontoons for Nos. 6 and 7 Jetties, reconstruction of Nos. 3 and 4 Berths, Woolloomooloo, extension of No. 49 Berth, Darling Harbour, and other works which were mentioned in my last report as being in progress have since been completed. No. 3 Darling Harbour was also practically completed, and No. 4 will be ready for occupation in a few months' time. A contract has been let for the construction of a bridge over Hickson road from High-street to the upper floors of Nos. 2, 3, and 4, and it is expected that the work will be completed in August. A contract has also been let for the construction of reinforced concrete arches over Hickson road at Munn-street and Windmill-street.

No. 9 Jetty, Dawes' Point to Miller's Point.—A new jetty has been constructed 500 feet long by 130 feet wide, the area decked being 650 squares. Some difficulty has been experienced in procuring the long piles for the job, 80 feet being required for the outer end. The shore wharf has been built for a length of 100 feet x 30 feet wide. Eighty lineal feet of Monier trestle wall has been put in place, and the reclamation completed for an area of 670 sq. yards. The timbers and ironwork for the extensive double-deck wharf shed, and three-deck shore shed, has been ordered, and the work of erection will be undertaken as soon as the materials are to hand. Expenditure for year, £20,824 11s 6d.

No. 1 Berth, Dawes' Point to Miller's Point.—This wharf, which was commenced in August, 1910, is being built at the north-western end of Dawes' Point—Ives' Baths, and the Artillery Barracks (old landmarks) and portion of Walker's Wharf, having been demolished. The berth, when completed, will be 540 feet long, with 30 feet width of wharf in front of sheds. Two double decked sheds, 180 feet x 70 feet, will be erected for cargo and passengers—the upper floor being connected with George-street North by a bridge over Hickson-road. At the end of the year the length of wharf, completed was 480 feet x 50 feet wide, and deck laid for 240 squares; the side wharf at north end, 110 feet x 30 feet, was also completed. The reclamation had been completed for an area of 1,866 square yards. Expenditure for the year, £9,013 6s. 8d.

Wharfe Scheme, Miller's Point to Gas Works.—This scheme provides for the following accommodation:—

A lighter dock south of No. 1 with 290 feet of berth space.

No. 2 Jetty.—500 feet long, berth at north side 280 feet wide; shed 420 feet long, and 35 feet wide. Completed September, 1910. Shore shed, 200 feet x 111 ft. 9 in.; two floors, floor area, 14,050 square feet also completed.

No. 3 Jetty.—500 feet x 100 feet, with shed 500 feet x 60 feet. Shore shed 343 feet frontage to Hickson-road by 75 feet 10 inches. Two floors, practically completed.

No. 4 Jetty.—500 feet x 100 feet, completed, jetty shed, 500 feet x 60 feet double decked, shore shed 300 feet frontage to Hickson-road by 75 ft. 10 in. double decked, both these sheds are well advanced, and will be completed in a few months' time. An elevated cartway, 30 feet wide, provides access to the upper floors of Nos. 2, 3, and 4 sheds, and this road is to be connected with High-street by a concrete and iron bridge over Hickson-road. The elevated roadway is completed for a length of 350 feet, with the exception of the Val de Travers coating, and it is expected that the bridge, which is being constructed by contract, will be erected early in August. Expenditure for year, £10,588 12s. 3d.

Hickson-road.—This street, which will ultimately extend from Dawes' Point to the Gas Works (or to Sussex-street and Napoleon-street in the event of the Gas Works being resumed) has been completed for a distance of 700 feet south of its junction with Munn street; heavy rock excavations have also been carried out to enable the reinforced concrete bridges at Munn street and Windmill-street to be constructed; to the north of Munn-street excavations have been completed to formation level as far as Kent-street, at the eastern end the roadway has been formed for a distance of 850 feet skirting Dawes' Point Reserve, and approximately 30,000 cubic yards of rock has been excavated at the rear of No. 1 Wharf. Expenditure for the year, £20,997 16s. 9d.

High-street.—This street being immediately to the east, and parallel to Hickson-road from Argyle-street to the Gas Works, and is continued on to Kent-street in the vicinity of the present Agar-street. At the end of the year the street was practically completed as far as the western end of Agar-street. The work of excavating the portion east of the street to form suitable building sites for workmen's dwellings was well advanced; the lane at the back of Kent-street, and south of the Council's depôt, was also in hand. Expenditure for the year, £7,040 7s. 11d.

Construction of Reinforced Concrete Bridges over Hickson-road at Munn-street and Windmill-street.—A contract has been let for the erection of these two bridges, and at the end of the year the centring for the Munn-street end was erected, and the preparation of the reinforcing rods was well in hand. The Munn-street bridge is 85.57 feet clear span, the thickness at springing line being 4 feet, and at the crown 2 ft. 6 in. The Windmill-street bridge has a clear span of 80.15 feet, a thickness at springing line of 4 feet, and at the crown of 2 ft. 3 in. The width of the roadway of the former will be 67 feet, and of the latter 63 feet.

Extension of No. 9 Jetty, Darling Harbour, for the North Coast Steam Navigation Company.—This jetty was extended for a distance of 130 feet x 30 feet, at a cost of £1,379 6s. 11d. The work was started on 8th August, 1910, and completed 3rd January, 1911.

Extension of No. 8 Jetty Shed, Darling Harbour for the North Coast Steam Navigation Company.—The shed on No. 3 Jetty was extended for a distance of 200 feet x 46 feet at a cost of £652 1s. 6d. The work was started on 21st September, 1910, and completed 18th December, 1910.

New Pontoon for the Balmain Ferry.—A new pontoon, 72 feet x 32 feet was constructed and placed in position on the night of 1st July, at a total cost of £1,448 2s. 4d.

No. 30 Darling Harbour.—A new jetty, 200 feet x 39 feet has been built to replace the two old structures at Albion Wharf, and the sheds at the back have been remodelled and altered to suit the new tenants. Expenditure for the year, £2,676 19s.

Extension of Shed No. 28, Darling Harbour, for the Melbourne Steamship Company.—The shed on this jetty was extended 106 feet x 26 feet, at a cost of £389 1s. 9d. Work started on 17th October, 1910, and completed 28th November, 1910.

New Pontoon for No 5 Jetty, Circular Quay.—In order to provide for the better accommodation of passengers, and the regulation of traffic, a new pontoon 115 feet x 35 feet was constructed for this jetty. The pontoon is roofed over, and is divided into sections by means of sliding gates. It is so arranged that the outgoing passengers can congregate in the centre portion, and thus allow the incoming passengers to leave the pontoon by side ramps without inconvenience, the gates can then be opened for outgoing passengers to go on board the ferry steamers. The pontoon was placed in position in April, the side ramps, roof over ramps, and other additions were then taken in hand. The total expenditure during the year for the work was £4,151 15s. 4d.

Nos. 1 and 2 Jetties, Circular Quay.—To provide the extra accommodation required in connection with the new ferry service to Cremorne it was necessary to re-arrange the services at Nos. 1 and 2 Jetties. A temporary landing was provided on the east side of the Quay, and the Balmoral and Spit services transferred to it. No. 1 Jetty. was then demolished, and an enlarged jetty, 68 feet by 70 feet, with up-to-date offices, waiting-room, &c., was constructed. This was completed on 5th May, and the Watson's Bay Ferry service transferred to it. The work of demolishing No. 2 Jetty, and constructing new up-to-date accommodation, was then taken in hand. At the end of the year the new jetty was completed, with the exception of the decking. A new pontoon, 85 feet by 44 feet, has been constructed, and is practically ready to be placed in position. Cost of this work to date, £6,417 0s. 11d.

Erection of Luggage Shed at No. 8 Berth, Circular Quay. for P.&O. Co.—A new shed, 106 feet by 41 ft. 8 in. was erected, and the luggage shed (90 feet x 23 feet) was shifted and altered, at a total cost of £977 10s. 8d. The latter work was started on 21st September, 1910, and completed 31st October, and the former was started on 4th December, 1910, and completed on 14th March, 1911.

Reconstruction of Nos. 3 and 4 Berths, Woolloomooloo.—In order to provide for the increased length of modern vessels these wharves were reconstructed, so as to make one 600 feet berth. An area of 1,092 square feet of new wharf was constructed at the junction of the two former berths. The work was started on 21st June, 1910, and completed on 8th November, at a cost of £2,447 10s.

No. 6 Berth, Woolloomooloo.—The work of constructing a jetty 1,140 feet long by 203 feet wide was started on 14th August, 1910, and at the end of the year the western side of the jetty, 75 feet wide, was completed for a length of 910 feet, and on the eastern side 100 feet long by 30 feet. Piles for centre roadway were driven for a length of 300 feet, and the reinforced concrete cylinders placed on them for a length of 150 feet. This jetty will consist of a concrete roadway 53 feet wide, with timber wharves 75 feet wide at each side of it, and with decks 4 feet above roadway level. Sheds 40 feet wide will be constructed on each wharf. Expenditure for the year, £21,445 18s. 9d.

Additions to No. 8 Berth, Woolloomooloo.—Extensive Additions were made to these premises. A shed 182 feet by 36 feet was erected on the western side of the yard, and connected to the wharf sheds by a lean-to roof, giving an additional covered in area of 182 feet by 27 feet. The work was started on 4th December, 1910, and completed on 14th March, 1911. The work of widening the wharf from 40 feet on the northern end to 0 at the south end, for a distance of 432 feet, was started on 26th May, 1911, and at the end of the year a length of 380 feet was completed. Total cost to date, £1,304 19s. 9d.

Extension of No. 1 Jetty, Woolloomooloo.—It has been decided to extend and widen this wharf, so as to provide sufficient length to give two 600 feet berths in lieu of the present Nos. 1 and 2 berths. A number of piles have been driven, and caps fixed, for a length of 80 feet, but the work has been at a standstill for the last two months pending the final settlement in connection with the " Bomera " resumption. Expenditure for year, £2,709 17s. 8d.

Manly Jetty, Manly.—The cargo jetty at Manly was widened 20 feet for a length of 252 feet, the original jetty redecked, and the cargo shed altered, at a total cost of £1,526 1s. 1d. The work was started in April, and completed in September, 1910.

New Jetty at Pyrmont.—A new jetty was in course of construction at the end of Murray-street, Pyrmont, to be used in connection with the local coal trade; 1,000 cubic yards of rock were excavated. The rat-proof wall completed for a distance of 65 feet; reclamation made for 800 square yards; and 90 feet by 55 feet of the jetty constructed by the end of the year. The work was started in February. Expenditure to date, £2,872 5s. 6d.

No. 53. Darling Harbour.—Arrangements were made for the extending of the shed on this jetty, and the work was put in hand in June.

Reconstruction of Wharf at Blackwattle Bay.—This work which was started at the end of last year was almost completed at the end of June. It consists in the construction of a rat-proof frontage 15 feet further out than the original wharf, and the filling in of the whole area behind, so as to provide suitable accommodation for coal-yards, and the landing of blue metal, &c. At the end of the year 1,025 feet of frontage was completed, and an area of 2,300 square yards was reclaimed. Expenditure, £9,718 12s. 7d.

New Wharfage Accommodation at Jones Bay.—In order to provide extra berths for oversea vessels, it was decided to construct two extensive piers in Jones Bay west of Darling Island; and for this purpose the frontage from the Naval Stores to the Pyrmont Baths was resumed. The plans, which provide for five large berths with double-decked sheds, railway connection, &c, are nearly completed, and a good start has been made with the rock excavation. Expenditure to end of year, £101.

Homebush Bay Works.—The work of cutting a channel from the Parramatta River at Ryde Bridge to the site of the Abattoir, State Brickworks, &c., was in hand during the year. The rubble wall at the southern end of the large reclamation was extended to provide sufficient area for the sand-pump to deposit the silt from the channel, the site for wharf for the loading of bricks from the State Brickworks was dredged out preparatory to constructing the rubble wall and wharf. Expenditure, £277 8s. 2d.

Lighting the Port.—The scheme decided on by the Commissioners in October, 1909, for the improvement of the lighting of the Port has been proceeded with as quickly as possible. The four automatic occulting acetylene gas buoys which were ordered in April, 1910, arrived in November, and after being thoroughly tested were placed in the following positions on 1st December, 1910 :—

No. 1.—Red occulting light, 2 cables west of Hornby Light.

No. 2.—White occulting light at Shark Point.

No. 3.—Red occulting light in the Western Channel, west of Pile Light.

No. 4.—Is kept as a spare buoy.

After burning continuously for five inonths, these three buoys were opened up for examination and recharged; they were found to be in a thoroughly satisfactory condition, and the consumption of carbide

carbide for the five months did not exceed 800 lb. for each buoy. Light towers have been erected at Spit-road and at Grotto Point, and the dioptric lens and other appliances have been installed. The Spit-road tower is to be lighted with coal gas, and that at Grotto Point by an acetylene plant placed on the ground-floor. These two lights were nearly ready for testing at the end of the year. The lens and other appliances for the improvement of the Bradley's Head light, and that at Fort Denison have come to hand, and will shortly be put in position. The decision of the Commissioners to dredge the Western Channel has necessitated a reconsideration of the question of the Sow and Pigs light; and it has been decided to replace the present lightship by a large automatic occulting buoy which can be shifted to the intersection of the Eastern and Western Channels as soon as the latter is completed. This buoy has been ordered, and it is expected that it will be available early in October. Expenditure, £4,950 17s. 10d.

New Tide-gauges.—Three tide-gauges of the most modern type have been obtained, and one of them has been installed at Fort Denison. It is proposed to place the second in the vicinity of Watson's Bay, and the other up the harbour, probably at Spectacle Island.

Addition to the Harbour Trust Offices.—To provide for the increased staff, consequent upon the expansion of the business of the Trust, it was found necessary to make considerable additions to the present offices. A strip of land adjoining the present building, some 34 feet wide, with frontage to Pitt and George streets, was purchased, and on the Pitt-street end of this addition are being erected the foundations, which had to be taken down to the bed of the Tank Stream, were carried out by the Trust's own men, and a contract has been let for the erection of the building which will, when completed, prove a great convenience to the public and to the staff. Expenditure to date, £1,621 7s. 4d.

Shops at corner of Kent and Argyle Streets.—Five shops, each with an average frontage of 21 feet, with dwellings on first-floor, were in course of construction by contract; the work was started on 20th February and was well advanced by the end of the year. Expenditure, £661 11s. 8d.

Shops at corner of Argyle and High Streets.—The block of two-storeyed buildings, containing four shops, which was in course of erection at date of my last report, was completed in August, 1910, at a cost of £2,685 18s. 4d.

Restaurant in Argyle-street.—This building, which was also in hand in June of last year, was completed in December, 1910, at a cost of £2,186 19s. 2d.

Workmen's Dwellings in Munn-street.—Twelve (12) workmen's dwellings were erected in Munn-street at a cost of £4,994 2s. 2d.

Workmen's Dwellings in High-street.—During the year, sixteen (16) workmen's dwellings were completed, and twenty-eight (28) were in course of construction. These dwellings, which consist of three bedrooms, living room, wash-house, bathroom, &c., and are built on the flat system, each having a separate hall door, and with reinforced concrete floors between the upper and lower flats, thus rendering them fire-proof, water-proof, and nearly sound-proof, have proved most successful in providing homes for those who by the nature of their occupation must live in the vicinity of the wharves. A play-ground, 100 ft. x 70 ft., is being provided adjacent to the dwellings for the use of the residents' children. Expenditure, £8,232 5s. 1d.

Erection of New Store, Nos. 11 to 21 Erskine-street.—This block of buildings between Sussex-street and Day-street, which were in hand at date of my last report, were completed early in the year at a total cost of £3,305 8s. 11d.

Erection of Waiting-room, Watson's Bay Jetty.—The waiting-room on this jetty was completed at a cost of £339 5s. 5d.

Reconstruction of Nos. 8 to 12, Erskine-street.—In order to make room for the extension of the tram to the ferry jetties, it was necessary to reconstruct the block of buildings at the corner of Erskine-street and Shelley-street, and this work was carried out at the cost of the Public Works Department.

Repairs to Wharves and Jetties.—A number of extensive repairs and alterations were effected to the various wharves and jetties. The principal items were:—Repairs to No. 9 Jetty, Darling Harbour, £1,288 9s. 6d.; repairs to No. 13 Jetty, Darling Harbour, £164 5s. 4d.; repairs to No. 49 Wharf, Darling Harbour, £313 13s.; repairs to No. 2 Wharf, Dawes' to Miller's Points, £223 2s. 5d. The total expenditure under this head was £6,891.

Repairs to Sheds and Warehouses.—Repairs and alterations were carried out to sixty-nine (69) sheds and warehouses. The principal items were:—Renovation and alterations to No. 10, Circular Quay, for Burns, Philp, and Company, Limited, £583 9s. 8d.; Naval Stores, Circular Quay. £134 5s. 5d.; repairs to roof of M. M. Company's shed, £309 7s. 6d.; repairs to Federal Stores, £80 16s. 9d.; additions and re-erection of refreshment-room, Watson's Bay Jetty, £137 12s. 8d.; and temporary ferry landing east side of Circular Quay, £133 16s. 10d. The total expenditure under this head was £4,122.

Repairs to Hotels.—The greater part of the repairs and renovations to the various hotels within the Trust's area were carried out by the lessees in terms of their leases. Structural defects and repairs for which the Trust are responsible, were carried out in hotels at a cost of £491 17s. 7d.

Repairs to Shops and other Business Premises.—Repairs and alterations were carried out to 118 shops and other business premises at a cost of £2,247. The principal items being repairs to shops Nos. 8 to 12 Erskine-street, £419 19s. 2d.; new wall at the back of Chapman's foundry, £74 1s. 9d.; Nos. 77 to 79 Sussex-street, £110 16s.; and No. 138 Sussex-street, £179 18s. 3d.

Repairs to Residential Properties.—Repairs were carried out in connection with 219 residential premises, at a cost of £2,697. The whole of the buildings under the control of the Trust are in good order and repair.

Demolition of Wharves and Buildings.—In connection with the various improvements being carried out, it was necessary to demolish a number of old wharves and twenty-two buildings during the year, among these were old landmarks such as the Dawes' Point Barracks, Ives' Baths at Dawes' Point, and the large stone store at rear of Walker's Wharf. Expenditure under this head, £1,969.

Maintenance of Roads and Approaches.—The various approaches to the wharves were main'ained in good working order at a cost of £810 11s. 7d.

Steaming and Cleaning Wharves, Garbage, &c.—The lunch "Scylla" was employed continuously throughout the year steaming and cleaning the substructures of the wharves and jetties. Two scavenging boats were also employed collecting dead animals and garbage found floating in the harbour. The following list shows the result:—Dogs, 1,652; cats, 724; rats, 2,098; fowls, 1,183; goats, 2; fish, 322 (bags); meat 483 (bags); pigs, 27; calves, 2; sheep, 38; rabbits and hares, 34; wallaby, 1; parrots, 5.

Lighting

Lighting Wharves and Approaches—Circular Quay Electric Light Station.—This plant was kept in good working order; the number of lamps on the circuits was 48 arc, 4 Bernsteins, and 80 incandescent. The fog-bells at Bradley's Head, Fort Denison, and Dawes Point, are also worked from this station. The cable to Bradley's Head was twice interrupted by being fouled by ships anchors. On the City Council taking over the maintenance of the roadway at Circular Quay, 13 arc lamps were removed from our circuit.

Napoleon-street Station.—Plant in good working order. The arcs and 102 incandescent lamps were run from this station.

Cowper Wharf Station.—Current was supplied to 35 arc, 2 Bernsteins, and 15 incandescent lamps in connection with the lighting of the Woolloomooloo wharves, &c. The revenue derived from these three stations for supply of power for lighting sheds, &c., was £1,243 19s. 9d. The total expenditure was £4,233.

Engine-stations, Lifts, &c.—The plant in connection with the Central Wharf, Parbury's and Dalton's wharves engine-rooms was kept in good working order, and only the usual annual overhauls were found necessary. The three vehicular lifts worked from these stations were in continuous use throughout the year. Extensive alterations were carried out to fourteen lifts and whips at various premises in order to bring them up to the requirements of the Scaffolding and Lifts Act regulations. A new lift was installed in Paul & Gray's new store in Erskine-street, at a cost of £339 10s. A new whip hoist was installed in Permewan Wright's store, Sussex-street and Day-street, at a cost of £110. The total expenditure- under this head was £1,990.

Dredging and Floating Plant.—The dredging plant which consists of two ladder dredges, two sand-pump dredges, four grab dredges, six tugs, and eleven hopper punts, was kept fully employed during the year. Attached will be found statements giving full particulars of the work done by each dredge, cost of work, and all other useful information. The whole of the plant received the usual overhaul, and, with the exception of the dredge "Charon" is in good working order.

The three launches used by the various officers in inspecting, carrying stores, etc., were kept in good order, and were fully employed. The total expenditure under this head for the year was £29,345. The amount paid by private persons for dredging carried out at their request was £730 6s. 5d.

The floating plant, consisting of pile-drivers, cranes, pontoons, etc., used in connection with wharf construction, was kept in good working order, the cost of repairs being charged to the various works upon which the plant was from time to time engaged.

New Plant.—During the year two new launches were constructed at the Government Dockyard for the Trust. Two 400-ton hopper barges and an extra tug-boat were also in course of construction, but were not completed at the end of the year. Arrangements were made for the fitting up of a new rock-excavating plant and the work was well advanced at the end of June.

Fire-fighting Appliances.—The salvage pumps, hoses, etc., on the "Pluvius" and "Powerful" were kept in good and efficient condition, and the Trust's brigade kept up to its usual strength at Goat Island. Expenditure under this head, £288.

Contracts.—Contracts were let during the year. Nearly the whole of these were for materials and stores, the exceptions being the contracts for additions to Head Office, erection of shops, Kent Street, and the construction of iron and reinforced bridges.

The following is the list of contracts :—

- 10/24. Steel trusses for elevated cartway, Jetties Nos. 3 and 4, Darling Harbour.
25. Sawn blackbutt decking, Nos. 2, 3, and 4 Sheds, Miller's Point.
26. Mild steel rolled girders, elevated roadway, Nos. 3 and 4 Darling Harbour.
27. Wood blocks, Jetties Nos. 3 and 4, Darling Harbour.
28. Trestle and plate, sea wall, Walker's Wharf, Miller's Points.
29. Sawn hardwood decking, Jetty No. 9, Dawes' to Miller's Points.
30. Reinforced concrete floor-plates, High street Flats, Miller's Point.
31. Hewn ironbark girders, Jetty No. 9, Miller's Point.
32. Turpentine piles, new jetty, Woolloomooloo Bay.
33. Suspension railway, Jetty No. 3, Darling Harbour.
34. Ironwork for new jetty, Woolloomooloo Bay.
35. Ironwork for new jetty, No. 9, Dawes' to Miller's Points.
36. Hewn Ironbark for new jetty, Woolloomooloo Bay.
37. Monier cylinder for sheathing piles, new jetty, Woolloomooloo.
38. Monier trestles for extension of No. 1 Jetty, Woolloomooloo.
39. Ironbark piles for new jetty, Woolloomooloo Bay.
40. Turpentine piles for new jetty, Woolloomooloo Bay.
41. Girders for Jetty No. 9, Dawes' to Miller's Points.
42. Sawn decking, Jetty No. 9, Dawes' to Miller's Points.
43. Excavation of rock under water at Pyrmont, Darling Harbour.
44. Steel and Ironwork for No. 4 Jetty Shed, Miller's Point.
45. Sawn box and blackbutt or spotted gum decking, Berth 1, Dawes' to Miller's Points.
46. Purchase and removal of building material in Nos. 1 to 9, Erskine-street.
47. Drilling rock, Walker's Wharf (Dawes' to Miller's Points section).
49. Rolled mild steel girders, plates, etc., reinforced roadway, Woolloomooloo Bay.
50. Sawn blackbutt and box, new jetty, Woolloomooloo Bay.
51. Altering five hydraulic lifts, Oswald's Bond.
52. Five shops, Kent and Argyle streets, Miller's Point.
53. Monier trestles for Newcastle-Belmont Coal Co.'s Wharf, Darling Harbour.
- 11/1. Ironbark girders, extension of Jetty No. 1, Woolloomooloo Bay.
2. Turpentine piles, extension of Jetty No. 1, Woolloomooloo Bay.
3. Oregon for shed, No. 4, Darling Harbour.
4. Ironbark girders for Newcastle-Belmont Coal Co.'s Wharf, Pyrmont.
5. Bridge over Hickson-road, Darling Harbour.
6. Brush box decking for new jetty, Woolloomooloo Bay.
7. Wrought ironwork for new jetty, Woolloomooloo Bay.

- 8. Ironbark girders for new jetty, Woolloomooloo Bay.
- 9. Sawn box decking for Newcastle-Belmont Coal Co.'s Wharf, Darling Harbour.
- 10. Construction of Munn-Windmill streets, reinforced concrete buildings.
- 11. Wrought ironwork for extension No. 1 Berth, Woolloomooloo Bay.
- 12. Annual contract, hewn ironbark, tallow-wood, etc.
- 13. Do. kauri pine.
- 14. Do. oregon, baltic, and redwood pine.
- 15. Do. stores and materials.
- 16. Do. blue metal.
- 17. Do. Manila rope.
- 18. Do. Portland cement.
- 19. Do. coal.
- 20. Do. carbons.
- 21. Steel trusses for Jetty No. 9, Dawes' to Miller's Points.
- 23. Blackbutt decking for new jetty, Woolloomooloo Bay.
- 24. Ironbark girders for new jetty, Woolloomooloo Bay.
- 25. Turpentine piles for new jetty, Woolloomooloo Bay.
- 26. Do. Jetty No. 3, Dawes' to Miller's Points.
- 27. Do. Jetty No. 3, Dawes' to Miller's Points.
- 28. Sawn hardwood for steam lighter.
- 29. Turpentine piles for new jetty, Woolloomooloo Bay.
- 30. Hewn ironbark girders for extension, No. 8 Berth, Woolloomooloo.
- 31. Turpentine piles for extension No. 8 Berth, Woolloomooloo.
- 32. Asphalt blocks and pure bitumen, No. 3 Jetty, Darling Harbour.
- 33. Hewn ironbark for No. 3 Jetty, Dawes' to Miller's Points.
- 34. Hewn ironbark for construction of store, Napoleon-street.
- 35. Bricks, construction of store, Napoleon-street.
- 36. Hewn ironbark for new jetty, Woolloomooloo Bay.
- 37. Box and blackbutt for new jetty, Woolloomooloo Bay.
- 38. Box and blackbutt for No. 3 Jetty, Dawes Point to Miller's Points.
- 39. Box decking for new jetty, Woolloomooloo Bay.
- 40. Wrought ironwork for new jetty, Woolloomooloo Bay.
- 41. Sawn Box for Nos. 6 and 7 Jetties, Darling Harbour.
- 42. Hewn ironbark for sheds, No. 6 Jetty, Woolloomooloo.
- 43. Sawn hardwood for sheds, No. 6 Jetty, Woolloomooloo.
- 44. Reinforced concrete floor-plates for High-street Flats.
- 45. Hewn ironbark for extension of Jetties Nos. 6 and 7, Darling Harbour.
- 46. Sawn hardwood for store, Napoleon-street.

General.—In addition to the works mentioned the following were carried out by the Trust for other Departments :—Borings in connection with the North Shore tunnel; jetty at Rose Bay for Works Department, cost £890 16s. 2d.; wharf at Shark Island, for the Shark and Clark Islands Trust, cost £239 0s. 10d. ; construction of drain and rubble walls at Newington for Federal Government, cost £313 0s. 2d.; alteration of buildings, Erskine-street, for Works Department, cost £700; and many minor jobs ; also the overhauling of moorings, beacons, and lights.

The inspectors of wharves and machinery have regularly examined all wharves, ferry pontoons, public baths, lifts, and other property, under the jurisdiction of the Trust, with a view to the safety of the public and the employees. The average number of men employed on the various works, dredges, &c., was 1,100, exclusive of contracts. The obtaining of materials necessitated the issue of 6,705 orders, and the making out of 4,140 requisitions. The number of vouchers and pay-sheets dealt with was 8,800.

The large amount of work carried out, and in hand, during this period has kept the whole of my staff working at high pressure, and I have pleasure in testifying to the very efficient manner in which they carried out their duties.

The expenditure during the year on works carried out and in progress was £313,405.

H. D. WALSH, M.I.C.E.,
Engineer-in-Chief.

Appendix “N.”

DREDGE REPORT.—Statement showing the tons of silt, &c., lifted during the twelve months ended 30th June, 1911.

Dredge.	Where Dredging.	No.ofTons.	Material Dredged.
“ Sydney ”..	Woolloomooloo Bay	75,400	Clay,sand,and silt.
	New Wharves, Miller's Point to Gas Works	80,850	Clay and stone.
	New Wharf, foot of Kent-street	40,550	do
	Tyser's Wharf	650	do
		197,450	
“Charon”.	Rozelle Bay	136,900	Silt.
	Entrance to Homebush Bay, Parramatta		
	River	20,000	Sand and shells.
		156,900	

DREDGE REPORT—continued.

Dredge.	Where Dredging.	No. of Tons.	Material Dredged.
“ Chi ” ...	Warburton’s Wharf, Darling Harbour ...	1,900	Silt, clay, and stone.
	Elkington Park Baths ...	440	Sand and mud.
	Wunderlick’s, Careening Cove ...	3,220	Silt.
	Sewer Outfall, Careening Cove ...	1,740	do
	Lysaght’s Wharf, Pyrmont ...	1,360	Silt, stone, and timber.
	Head of Darling Harbour ...	3,390	Clay.
	Albion Wharf ...	680	Silt and clay.
	Quarantine Dépôt, Woolloomooloo ...	180	Gravel.
	New Wharf, foot Kent-street ...	320	Clay.
	Dawes’ Point Horse Ferry ...	60	Stone, metal, and ashes.
	Foot Peel-street, Neutral Bay ...	640	Silt.
	Mouth Stormwater Channel, Neutral Bay ...	1,100	do
	Morrison and Sinclair’s, Balmain ...	1,460	Clay and timber.
	Rowntree’s Dock, Balmain ...	2,170	Silt and clay.
	Horse Ferry, Benelong Point ...	70	Rock, sand, and silt.
	Langdon & Langdon, Blackwattle Bay ...	3,480	Silt.
	Einerson Brothers, Berry’s Bay ...	1,790	Ballast and clay.
	Homebush Bay, Parramatta River ...	1,720	Clay.
		25,720	
“ Pi ” ...	Upper Lane Cove River ...	2,875	Hard sand.
	Old China Wharf ...	1,000	Silt and sand.
	Darling Harbour ...	4,060	Silt.
	Sewer, near Saxton & Binns, Blackwattle	3,120	do
	Hudson Bros., Blackwattle Bay ...	1,740	do
	Adams’ Boatshed, Middle Harbour ...	3,380	do
	Spit Ferry Landing, Middle Harbour ...	20	do
	Thames-street Wharf, Waterview Bay ...	1,640	Silt, sand, and metal.
	Rowntree’s Dock, Balmain ...	700	Sand and silt.
	Sewer near Howard Smith’s, Blackwattle	2,430	Silt.
	Glebe Council Tip, Blackwattle Bay ...	310	Stone, timber, &c.
	Saxton and Binns, Blackwattle Bay ...	880	Mud, stone, and timber.
	Iron Cove ...	1,010	Silt.
	Barnes Brothers, Iron Cove ...	1,970	do
	Foot Gipps-street, Blackwattle Bay ...	330	do
	Head of Mosman’s Bay ...	330	Sand and stones.
	Foot Murray-street, Pyrmont ...	410	Sand and stone.
	Grant’s Works, Balmain ...	1,150	Silt and ballast.
	Booth street, Balmain ...	2,160	Mud and Sand.
		25,515	
“ Pan ” ...	Pool and Steel’s, Balmain ...	180	Clay and stone.
	Glebe Island ...	290	do
	Morrison and Sinclair’s, Balmain ...	2,800	Clay and silt.
	Old China Wharf ...	4,720	Clay, stone, and sand.
	Colonial Sugar Co.’s Wharf, Pyrmont ...	6,580	Very stiff clay.
	New Wharf, foot Kent-street ...	2,520	Stone, sand, and timber.
	Mort’s Property, Mort Bay, Balmain	8,550	Clay and sand.
	Burns Philp’s Wharf, Circular Quay ...	660	Rock and hard sand.
	Entrance to Fitzroy Dock ...	50	Ballast.
	J. W. Alexander’s Property, Glebe ...	9,500	Silt.
		35,850	
15-ton crane	Old China Wharf ...	1,620	Clay and rock.
	Orient Co.’s Wharf, Circular Quay ...	1,490	do
	Watson’s Bay Jetty ...	2,050	Sand and ashes.
	Sydney Harbour Collieries, Balmain ...	4,250	Mud, sand, and ballast.
	Central Wharf ...	750	Clay.
	Einerson Bros., Berry’s Bay ...	750	Sand.
	Foot Murray-street, Pyrmont ...	3,250	Sand and rock.
	Pott’s Point ...	1,750	Sand and shells.
	Flood’s Wharf, Circular Quay ...	210	Rock and sand.
	Iron Wharf, Darling Harbour ...	990	Silt.
	Fresh Food and Ice Co.’s Wharf ...	1,250	do
	Sewer Outfall, Rushcutter’s Bay ...	250	
		18,610	
“Poseidon”	Homebush Bay, Parramatta River ...	591,900	Sand.
“Triton”...	Eastern Channel ...	576,000	Sand.
	Western Channel ...	40,800	Sand.
	Manly Beach Wharf ...	7,200	Sand.
		624,000	

H. D. WALSH,
Engineer-in-Chief.

Appendix “ O.”

STATEMENT showing Cost of Dredging per Ton, &c., during twelve months ended 30th June, 1911.

Dredge.	Tons.	Hours dredging.	Hours working.	Cost per ton.		Cost per hour dredging.	Cost per hour working.	Percentage of working houri.								
				Expenditure.	d.			Dredging.	Coaling.	Removals.	Bad weather.	Waiting for punts.	Repairs.	Other causes.		
“Sydney” “Charon” “Chi” “Pi” “Pan” 15-ton crane	197,450	1,122	2,413	£ 4,263	s. 11	d. 10	£ 3	s. 15	d. 4	47	1	4	0	5	36	7
	156,900	1,169	2,413	2,265	10	11	1	18	9	49	1	10	1	29	18	0
	25,720	1,455	2,413	899	4	5	0	12	4	60	1	6	1	5	16	12
	25,515	1,733	2,413	1,087	18	0	0	12	7	72	1	0	1	5	13	2
	35,850	1,155	2,173	914	7	7	0	15	10	54	1	5	1	23	12	6
18,610	850	2,443	994	5	11	1	3,	5	35	1	1	0	0	11	2	48
“Triton” “Poseidon”	624,000	565	2,413	4,862	19	9	8	12	1	23	4	4	2	42	25	4
	591,900	2,937	4,651	3,770	12	10	1	5	8	63	3	11	63	0	23	0

H. D. WALSH, Engineer-in-Chief.

Appendix “ P.”

STATEMENT showing Cost per Ton, &c., of Towing during twelve months ended 30th June, 1911.

Tug.	Tons towed.	Miles run, towing.	Miles run special service.	Total working hours.	Hours attending.	Cost of towing.		Cost of special service.		Cost per ton.	Cost per mile, towing.	Cost per mile, special service.	Cost per working hour.	Cost per hour, attending.	Percentage of time.					
						£	s.	d.	£						s.	d.	Steaming.	Coal	Repairs.	Bad Weather.	Other Causes.
“Pluvius” “Dawn” “Dayspring” “Achilles” “Aurora” “Octopus”	200,650	8,584	291	2,413	2,164	£	s.	d.	£	s.	d.	s.	d.	s.	d.	58	5	10	1	26
	165,800	11,325	50	2,413	2,132	1,328	6	3	5	12	8	2	5	2	3	78	5	12	1	4
	133,260	7,018	1,034	2,427	2,393	941	5	4	187	15	8	2	9	3	8	81	4	2	...	13
	28,500	5,745	909	2,415	2,212	937	0	0	166	12	11	3	4	3	8	68	5	9	...	18
	52,050	5,700	1,352	2,459	2,385	585	14	6	160	18	2	2	1	2	5	79	4	3	...	14
			8,395	2,892	2,811				623	12	1	...	1	6	4	5	63	4	3	...	30

H. D. WALSH, Engineer-in-Chief.

Appendix “ Q.”

STATEMENT of Quantity and Cost of Work done by Dredges (with towing) for twelve months ended 30th June, 1911.

Dredges.	Dredging, Towing, and Repairs			
	Tons.	Expenditure.		Price per ton.
		£	s.	d.
“Sydney”	197,450	5,684	1	0
“Charon”	156,900	3,975	5	3
“Chi”	25,720	1,764	17	3
“Pi”	25,515	1,676	1	0
“Pan”	35,850	1,394	13	7
15-ton crane	18,610	1,341	1	8
“Poseidon”	591,900	3,770	12	10
“Triton”	624,000	4,862	19	9

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H. D. WALSH,
Engineer-in-Chief.

Appendix “ R.”

HARBOUR MASTER’S REPORT.

WITH reference to the Branch under my control, I have the honour to report as follows, for the financial year ended 30th June, 1911 :—

<?> period under review has been characterised by the briskness of trade generally, due to good seasons practically throughout the Commonwealth, and the consequent demand for berthing accommodation on the part of shipping has been very great, and has made it evident that the existing wharves and jetties must be considerably added to if trade continues to increase as it appears likely to do. The difficulty we have had to contend with during the past year in allotting suitable accommodation has, perhaps, been greater than usual, owing to a number of berths having to be demolished in order to make room for new accommodation, which was referred to in my previous report. As, however, some of the new wharves and jetties are now well in hand, I hope we may look forward without misgiving to a still further increase of large vessels visiting the port.

The berthing accommodation at Pymont and Darling Island, in connection with the railway system, has been very fully employed.

At Jetty 51-2, Pymont, 731 steamers loaded, and 222 steamers discharged ; while 24 sailing-ships loaded, and 2 discharged.

At Jetty 53, 109 steamers loaded, and 23 discharged ; while 12 sailing ships loaded, and I discharged.

At Darling Island, 132 steamers loaded, and 13 discharged ; while 34 sailing-ships loaded, and I discharged.

The figures quoted are irrespective of the large number of hulks, lighters, &c., daily using the berths, and show a considerable increase on the figures for the last year, and consequently the necessity of further accommodation of this character is frequently severely felt.

Complaints have been made from time to time by importers and others interested in the delivery of cargo that, apart from the fact that our wharves and sheds are not capacious enough, the discharge of cargo was not conducted with reasonable attention to sorting and stacking in order that quick delivery might be obtained ; while, on the part of the stevedores, it was contended that without the payment of a special rate they could not be expected to sort and stack in anything like a complete manner.

Here it may be stated that early in the current year important action was taken in connection with this matter at the instance of the Hon. the Minister for Trade and Customs, who suggested that a meeting of those interested should be called with a view to consider whether the existing state of affairs in relation to these matters could be improved upon. Two meetings were accordingly held, under the auspices of the Sydney Chamber of Commerce, and at the second of these it was decided that sorting and stacking charges should be made in this port in respect of cargo ex all vessels leaving the United Kingdom and the East Coast of America on and after 1st April, 1911, such charges to be collected by the shipping companies from the consignees, and to be embodied as a condition of carriage in bills of lading. In view of the fact that the Sydney Harbour Trust Commissioners could not see their way clear to take any official action in the matter, this result was considered satisfactory, and has worked well during the time it has been in operation. The Commissioners, however, appointed in the second half of the financial year a permanent wharfinger, whose duty it is to watch closely the discharge of cargoes, and, in my opinion, this action has led to considerable improvements in the handling of goods at open wharves.

With regard to the lighting of the port, several of the important additions referred to in my previous report have been made, and have proved highly successful. These additions were in the form of occulting gas-buoys, and the following were laid and lighted on the 1st December last:—

Easter a Channel:—Black buoy moored in 5 fathoms, off Lady Bay, to mark eastern side of East Channel. Light, red ; period of light, 2 seconds; eclipse, 1 second.

Western Channel:—Black buoy moored in 3 fathoms, 2 cables off George’s Head, to mark eastern side of Western Channel. Light, red : period of light, 3 seconds.

Off Shark Bay:— Black buoy moored in 5 fathoms, between Shark Point and Vacluse Point, to mark edge of shoal water off Shark Bay. Light will be bright; period of light, two seconds ; eclipse, one second.

Favourable notices of these new lights appeared in the press, and shipmasters generally have expressed their approval of them. As regards their maintenance and manipulation it may safely be said that they have answered every expectation, and demonstrated the perfection to which this form of gas-buoy has been brought. The other additions to our port lighting system, foreshadowed in my last report, are in hand, and will no doubt be installed before the close of the current year.

Early

Early last year the question of the method of lighting the Eastern Channel leading lights came under consideration. It was felt that, though the service has been carried on very successfully under the system of lighting by oil, results equally as good as regards the maintenance and quality of light could be obtained by using gas as an illuminant and at less expense. Gas was accordingly installed, and came into use in June of last year, and it was also arranged that the light should be kept under proper supervision during the night, as had been done under the old system, so that any failure could be promptly remedied. The new system has now been in operation for about a year, and has proved very successful.

A complicated system of lights and beacons for Port Jackson was somewhat recently advocated, but the Commissioners decided it was altogether superfluous and unsuitable. As I had the honor to point out at the time, nothing is easier than to formulate schemes of this nature, and every scheme put forward would no doubt have a certain number of supporters, but as every ship in this Port is supposed to be in the hands of a competent navigator, who has passed an examination either for a position as pilot, or has shown a sufficient knowledge of the Port to obtain a certificate of exemption, and as such men have not complained in the past of the lighting of the Port, there is strong evidence that it is not insufficient for the purpose of safe navigation. Improvements are being made, and will be made from time to time, but it would be a libel on this magnificent Port, and on the capacity of ships' masters, to suppose that the time will come when there will be any difficulty in safely moving on its waters without the elaborate system of lights which has been proposed as being necessary.

Since date of my last report, some important regulations have been made; among others, one relating to vessels transshipping cargo in Sydney Cove. According to this regulation, vessels between 285 feet and 361 feet in length overall entering Sydney Cove for the purpose of transshipping cargo can only be navigated or berthed outside vessels in the Cove during certain hours. The regulation met with strong opposition from certain shipping interests, but in view of the danger to ferry traffic from large transshipping vessels entering the Cove you felt that the regulation was required in the interests of the safety of the travelling public, which must always be the paramount consideration.

Other new regulations relating to this branch are those defining the term "navigating," as applied to vessels in the Port ; the display of signals on vessels entering the Port with mails on board ; and the closing of Glebe Island Bridge during certain hours in order to facilitate tram traffic.

The question of the desirability of lighters being surveyed annually came somewhat prominently before you some months ago, and was gone into very thoroughly. It was eventually decided that no renewal licenses should in future be issued in respect of these vessels without the production of the certificate of a qualified marine surveyor that she had been docked during the previous year, and was in a sound and seaworthy condition, and properly equipped, and by this decision an annual survey of all lighters in the Port has been secured, which, in view of the sinking at their moorings of lighters in the Port at different times, is a matter of considerable importance.

In connection with the storage of timber at the Darling Harbour Iron Wharf, it became necessary, in view of possible claims upon the Commissioners for loss by theft or otherwise, to call upon consignees of cargo of this nature to lodge indemnities, relieving the Commissioners of any responsibility for such loss. It was decided that unless indemnities were lodged the Commissioners would refuse to allow timber to be stored on the Iron Wharf.

The question of the desirability of stopping by regulation the very dangerous practice of smoking in ships' holds was brought under your notice, and it was thought that it would be desirable to deal with the matter by regulation. It was found, however, that it was not within the jurisdiction of the Commissioners to prohibit the practice in the manner referred to, and an amendment of the Sydney Harbour Trust Act will be necessary before any action likely to stop the practice can be taken.

Appendix " T " deals with shipping entering the Port during the twelve months ended 30th June, 1911, from which it will be seen that the tonnage entering from over-sea, Interstate, and State ports during the year under notice, shows an increase of 368,629 tons over the next best year, which was for the year ended June, 1908. The total number of vessels which entered the Port during the year amounted to 9,332, with an aggregate tonnage of 7,606,312.

Licenses issued under the regulations of the Commissioners are dealt with in Appendix " S," which contains the usual information.

The Secretary.

A. T. PRITCHARD,
Harbour Master.

Appendix " S."

LICENSES for Craft issued by the Sydney Harbour Trust Commissioners, and in force on the 30th June, 1911.

Nature of License.	No. Issued.	Tonnage.
Watermen... ..	38	.....
Lighters	277	12,030
Ferry steamers	60	6,345
Tugs	47	1,227
Steam and oil launches	15	146
Waterboats..	16	748
Hulks	18	8,964
Punts	14	262
Sailings boats plying for hire ... ..	.....	.....

NOTE.—Watermen's licenses are issued at a fee of 5s. ; Lighters are licensed at the rate 2s. per ton register up to 200 tons, and 1s. per ton on the excess over 200 tons, minimum £2 ; Water boats are charged £5 per annum; other licenses are issued at a fee of £1.

A. T. PRITCHARD,
Harbour Master.

SUMMARY of Vessels entering the Port of Sydney during the Twelve Months ended 30th June, 1911, together with the figures for the five previous years.

Month.	No. of Vessels.—Oversea and Inter-state.		No. of Vessels.—State.		Net Tonnage.—State.		Totals.	
	No. of Vessels.—Oversea and Inter-state.		No. of Vessels.—State.		Net Tonnage.—State.		Totals.	
	Steam.	Sail.	Steam.	Sail.	Steam.	Sail.	No. of Vessels.	Net Tonnage.
1910—								
July	199	10	523	60	128,377	8,316	792	600,400
August	206	7	567	64	148,399	8,520	844	646,328
September	207	8	487,834	534	141,389	8,226	814	644,541
October	235	17	536,522	14,922	140,760	8,903	817	701,107
November	219	14	537,443	11,789	138,265	7,993	820	695,490
December	211	20	499,838	30,303	131 729	8,641	791	670,511
1911—								
January	202	20	478,546	15,578	115,409	6,193	693	615,724
February	191	18	392,114	17,572	127,752	3,253	682	540,691
March	210	14	515,855	14,116	143,063	4,170	760	677,204
April	191	12	411,949	12,608	136,687	8,140	740	569,384
May	215	10	502,726	3,993	149,905	7,485	822	664,109
June	192	8	426,699	7,597	137,549	7,976	757	579,821
Totals for year ended 30 June, 1911	2,478	158	5,730,050	148,162	1,640,284	87,816	9,332	7,606,312
Totals for year ended 30 June, 1910	2,189	186	5,076,779	172,631	1,380,371	84,010	8,324	6,713,791
Totals for year ended 30 June, 1909	2,414	197	5,200,594	175,806	1,558,714	119,244	9,633	7,054,358
Totats for year ended 30 June, 1908	2,472	234	5,205,722	246,240	1,634,885	150,836	10,422	7,237,683
Totals for year ended 30 June, 1907	2,387	306	4,906,819	341,400	1,512,863	137,805	10,213	6,898,887
Totals for year ended 30 June, 1906	2,146	245	4,305,079	223,967	1,436,838	148,646	9,885	6,114,530

NOTE.—The tonnage of Oversea and Interstate vessels which proceeded to Newcastle and then returned to this port with bunker coal, is included in the figures representing the net tonnage of Oversea and Interstate arrivals.

The tonnage for the year ended 30 June, 1911, when compared in the aggregate with that for the year ended 30 June, 1910, shows an increase of 892,521 tons ; steam vessels show an increase of 1,108, while sailing vessels show a decrease of 100.

The above figures do not afford a fair basis for a comparison as regards the year 1909–1910, as, during that period, business was at a standstill for a considerable time owing to the coal strike.

It will be noted that the tonnage entering Port Jackson during the year ended 30th June, 1911, is the greatest during the history of the Port.

ALFRED T. PRITCHARD,
Harbour Master.

Appendix “U.”

CHIEF SURVEYOR’S REPORT.

I HAVE the honor to forward the following statement of the work of this Branch during the year ended 30th June, 1911.

The number of reports prepared by me and forwarded to the Secretary was 490. These dealt with surveys and inspections, and in many cases exhaustive searches at the Land Titles Office were required in connection with the work, as it is necessary in all cases to know beyond doubt the name of the registered proprietor of the land in front of which reclamations or wharves are to be built. This number of reports is altogether exclusive of those of minor importance, such as the inspections for unauthorised occupations, and of those dealing with the discharge of sewage into the Harbour.

The number of reports upon unauthorised occupations by means of jetties, &c., was 59; and 7 unauthorised reclamations were reported. Leases have been accepted in most of these cases, and in others the structures have been demolished, thus asserting ownership of the land that had been occupied without authority from the Commissioners.

The title of the Commissioners was established to three (3) unauthorised reclamations in Washington-street, Sydney, and the cases were dealt with in this Branch during the year.

The preparation of maps of the Harbour frontages on the scale of 40 feet to the inch is proceeding as opportunity offers.

A map of Woolloomooloo Bay to the scale of 40 feet to the inch is being prepared.

The number of surveys made during the year of city properties, streets, and areas on the Harbour frontage, above and below high and low-water mark, vested in the Commissioners, was 192, divided as follows :—

Properties in the City of Sydney	23
Leases applied for of areas beyond high-water mark	122
Defining mean high-water mark for freeholders, and checking and re-marking boundaries of purchased reclamation areas ; also’ surveys or inspections in connection with Real Property Act applications referred to this Office from Land Titles Office	18
Survey defining building lines of new streets, and of streets to be dedicated to theMunicipalCouncilofSydney	11
Miscellaneous surveys... ..	18
	192

Surveys required in connection with the revision of the detail survey of the lands vested in the Sydney Harbour Trust Commissioners lying between the Iron Wharf at the head of Parling Harbour and Dawes’ Point, have been made during the year. Such surveys are not included in the number set out above.

The number of plans prepared from Surveyor’s field notes of areas applied for to lease or unauthorised occupations... ..	380
Additions to plans	126
Helio. plans prepared in connection with reports upon leases, unauthorised occupations,valuations	1,171
Number of helios. printed from standard tracings, &c.... ..	1,515
Number of technical descriptions prepared for insertion in leases granted by the Commissioners, or for areas to be divested, &c... ..	65
In order that a correct record may be kept of leases or other occupations granted by the Commissioners, it is necessary to chart the limits of same on the maps in this Office—the number so charted was	145
Number of notations recorded in this Branch, granting of leases, divestments, sewage matters, cancellations,valuations,dedications,&c.,was	276
In cases where leases are applied for on the Harbour frontage, it is necessary to make investigations at the Land Titles Office, and other offices, with respect to ownership and mortgages. The number of investigations made wag	308
The number of plans mounted wag	97

With

With the consent of the Commissioners, the control, management, and direction of the following public ways in the City of Sydney and Suburbs were vested in the City Council, and local Councils, *vide* schedule 4 of the Act No. 27, 1908 :—

Area.	Situation.	Plan.	Government Gazette.	Papers.
perches. 17	Management and control of reclaimed land at end of Cary-street, Drummoyne, Parramatta River, vested in the Municipal Council of Drummoyne for a public highway.	Concord 99.	20 July, 1910 No. 112.	10-5432
	Management and control of (1) Part of Sussex-street, between Erskine and Margaret streets; (2) Sussex-street North; (3) Part of Margaret-street, west of Kent-street; (4) Part of Erskine-street; (5) Shelley-street; (6) New street off Erskine-street; (7) Lime and Slip streets; (8) Part of King-street, west of Sussex-street; (9) Part of Druitt-street; (10) Lane from Day-street to Baltic and Albion Wharves, &c.; (11) Part of Bathurst-street; and (12) Napoleon-street, vested in the Municipal Council of Sydney for public highways.	St. Phillip } 77. } St. Andrew } 70, 71, 73.	14 Sept., 1910 No. 140.	10-6961
	Land at corner of Shelley-street and Erskine-lane, vested in the Municipal Council of Sydney for a public highway.	St. Phillip 98.	25 Jan., 1911 No. 10.	10-14392
	Land at Erskine, Lime, and Day streets, and land on southern side of Erskine-street, between Day and Sussex streets.	St. Phillip 98.	11 Jan., 1911 No. 6.	
	See-lane off Erskine-lane, Darling Harbour			
8¼	Management and control of reclaimed land at end of Spring-street, Hen and Chicken Bay, vested in the Municipal Council of Drummoyne for a public highway.	St. Phillip 78. Concord 74.	3 May, 1911 No. 59. 5 Oct., 1910 No. 154.	10-13511 10-7570
8¾	Management and control of land at head of Careening Cove, near High-street, North Sydney, vested in the Municipal Council of North Sydney for a public highway.	Willoughby 231	19 Oct., 1910 No. 159.	10-7871

List of Lands Divested from the Trust during the Year.

Practically all the following areas were reclaimed in pursuance of the right to reclaim granted by the Minister for Lands before the inception of the Trust.

The Sydney Harbour Trust (Reclamations and Leasing) Act, 1905, required that they should be reclaimed before the 31st December, 1909, otherwise the right to reclaim would lapse.

The areas were reclaimed accordingly.

Area.	Situation.	Plan.	Government Gazette.	Papers.
ac. r. per. 0 0 23¾	Fronting Lot 7, Section 6, Drummoyne Park Estate, Parramatta River, fronting E. S Ireland's property.	C. 909 2030	26 Oct., 1910 No. 164.	10-70
2 0 38¾	Fronting property of Balmain New Ferry Company (Limited), Lane Cove River, Hunter's Hill.	Ms. 69 Syd.	11 Jan., 1911 No. 6.	
0 1 6	Fronting property of Robert Smith, at Luke's Bay, Parramatta River.	Ms. 603 Syd.	11 Jan., 1911 No. 6.	9-6559
0 0 33½	Fronting part of Allotment 23, Section 5, South Hythe Estate, Drummoyne, G. L. Durrell's property.	Concord 88	11 Jan., 1911 No. 6.	9-4488
0 0 15½	Fronting property of J. O., T. E, and Wm. Bardsley, near Stephen-street, Johnston's Bay, Balmain.	Ms. 900 Syd.	1 Feb., 1911 No. 12.	9-9094
0 0 ½	Being Allotment 4, Section 15, Dowling-street, City of Sydney, fronting property of J. G. Blaxland's Executors.	S. 495-858	22 Feb., 1911 No. 21.	11-1884
0 1 31½	Fronting property of J. M. Rooke, at Alexandra Bay, Lane Cove River, Hunter's Hill.	Ms. 3157 Syd.	15 Mar., 1911 No. 33.	9-5805
0 2 2	Fronting property of Mort's Dock and Engineering Company (Limited), Woolwich.	Ms. 31 Syd.	15 Mar., 1911 No. 33.	9-9536
0 0 7¼	Fronting the property of Miss Irwin, Johnston's Bay, Balmain.	Ms. 295 Syd.	15 Mar., 1911 No. 33.	9-9502

Area.			Situation.	Plan.	Government Gazette.	Papers.
a.	r.	p.				
0	0		Fronting property of W. G. Cameron, Drummoyne.	Ms. 205 Syd.	15 Mar., 1911 No. 33.	9-8156
0	0	11½	Fronting Lot 15, Section A, of Abbotsford Estate, Drummoyne, J. M. Dodd's property.	Ms. 3193 Syd.	15 Mar., 1911 No. 33.	9-9437
0	0	5½	Fronting Lot 6, Section 6, of subdivision of part of Blue's Point, Berry's Bay, H. J. Robert's property.	C. 745-2030	15 Mar., 1911 No. 33.	9-2627
0	0	28	Fronting property of Executors of P. W. Russell, adjoining Darling-street, Darling Harbour, Balmain.	C.982-2030	22 Mar., 1911 No. 36.	9-8472
0	1	3¾	Fronting property of Balmain New Ferry Company, Fig Tree, Lane Cove River, Hunters Hill.	Ms. 3202	22 Mar., 1911 No. 36.	9-6964
0	0	20	Fronting property of Madame du Boise, at Fig Tree, Lane Cove River, Hunters Hill.	Ms. 69 Syd.	12 April, 1911 No. 46.	10-155
0	1	36½	Fronting Allotments 1 to 6, Cuneo Estate, property of R. N. Windeyer, at Luke's Bay, Parramatta River, Hunters Hill.	Ms. 3175 Syd.	12 April, 1911 No. 46.	9-9419
0	0	25	Fronting Allotment 10, Section A, Abbotsford Estate, the property of Peter Kemp.	Concord 81	31 May, 1911 No. 74.	9-8085
0	1	32½	Fronting the property of Lysaght Bros. & Co. (Limited), Fig Tree Bay, Parramatta River.	C. 559-2030	31 May, 1911 No. 74.	9-8295
0	1	25½	Fronting Lots 11, 12, 13, and 14, Section A, Abbotsford Estate, Drummoyne, property of Angelo du Luca.	Concord 81	31 May, 1911 No. 74.	9-9223
0	0	8¾	Fronting Allotment 21, Section A, Abbotsford Estate, Drummoyne, Mrs. Lena Blair White's property.	Concord 76	31 May, 1911 No. 74.	10-813
0	0	12	Fronting the property of W. C. Chape and others at Balmain.	Ms. 433 Syd.	28 June, 1911 No. 83.	9-6833

The property following was vested in the Commissioners during the year:—

Area.			Situation.	Plan.	Government Gazette.	Papers.
a.	r.	p.				
5	3	0	Jones Bay and Darling Island, Pyrmont, City of Sydney.	St. Andrew 77	26 April, 1911 No. 55.	11-13022
0	0	10	Site for leading light, Grotto Point, Middle Harbour.	Manly Cove 35	31 May, 1911 No. 74.	11-2843

By the acquisition of the whole of the western side of Jones Bay, City of Sydney, a most important addition to the number of berths for oversea vessels becomes possible, and the site has the further advantage of being contiguous to the railway wharves at Darling Island, so that only a short extension of the railway will be required to reach the new jetties which are to be constructed.

The number of Special Leases granted by the Department of Lands current at 30th June, 1911, was six (6).

The number of such leases current at the inception of the Trust was 167, showing a diminution of 161.

In nearly all these cases fresh leases have been granted by the Trust, and are current.

The number of leases granted by the Commissioners during the year was 221.

The marking, by the Commissioners, of the Championship Rowing Course on the Parramatta River in mile and half-mile sections enables the rowers to locate their positions during the races, and has been found to be a great convenience.

The map of the water frontage of the City of Sydney, published with the annual report for the year ended 30th June, 1909, has been revised to date. The additional improvements, such as wharves, sheds, roads, &c., made by the Trust in the interim, are shown thereon by a distinctive colour.

Pollution of the Harbour by Sewage.—The number of fresh cases reported was 25, but about 87 cases were dealt with in continuation of the action taken by the Commissioners in previous years.

The fresh cases were at Mosman, Cremorne, Balmain, Parramatta, and Blackwattle Bay.

The nuisance arising from sewage discharged into the Harbour was abated at 17 houses. The total number so abated up to 30th June, 1911, was 466.

The number of septic tanks on the shores of the Harbour constructed during the year was 6, bringing the total number of septic tanks constructed, in consequence of the preventive measures taken by the Commissioners, up to 115.

In every case where an effluent from a septic tank discharges into the Harbour the Commissioners insist upon the effluent-pipe extending to below the low-water level. It was necessary to compel the extension of such pipes in 18 cases.

1 August,
1911.

S. E. PERDRIAU,
Chief Surveyor.

Appendix

Appendix “V.”

ANNUAL REPORT OF THE COLLECTOR OF WHARFAGE AND TONNAGE RATES.

I HAVE to report that the financial year ended 30th June 1911, owing to the large increase in the trade and shipping of the port during that year, and the activity in business generally, has been, both from the point of revenue and work performed, a record one for this Branch.

The only innovation has been the establishment of a Statistical Branch, attached to the Wharfage and Tonnage Rates Branch, and in this matter the Commissioners, in the interests of the port, undertook to supply information which in past years had, to a certain extent, been supplied by the Customs Department, but which that Department ceased to be able to supply on September last, in which month it will be remembered State transfers were abolished, and there consequently ceased to be any records at the Customs of the importation of goods to this port from other ports of the Commonwealth.

The new Branch has now been in existence for some nine months, and it has been found that the information supplied on our wharfage entries is sufficient to enable us to compile full statistics of inter-state trade with this port, and the statistical information available for general, commercial, and other purposes has thus been kept up to the standard which existed prior to the abolition of State transfer entries.

It should be added that figures relating to our great State trade have now, for the first time in the history of the State, been made available. This result has been brought about by the utilisation of our State wharfage entries as a basis for such statistics.

I think it right, in conclusion, to point out to the Commissioners that the new Branch is non-revenue producing, and must add to the apparent cost of the collection of wharfage; but I feel sure that the importance of having statistics relating to all branches of our import trade must outweigh any consideration of cost, as long as such cost is within reasonable limits.

In connection with this matter I attach a tabulated list of imports for the last nine months, for which period figures compiled in this Branch are available.

W. HIBBLE,

Collector of Wharfage and Tonnage Rates.

19 August, 1911.

Appendix “W.”

SUMMARY OF GOODS IMPORTED.

Article.	Oversea.		Interstate.		State.	
	No. or Quantity.	Tons.	No. or Quantity.	Tons.	No or Quantity.	Tons.
Acid—(N.E.I.)...		350	.....	39	.....	.....
Tartaric ...		158	.....	16	.....	.....
Advertising matters ...		240	.....	124	.....	.....
Agricultural implements ...		7,052	.....	4,599	.....	80
Ale, beer, and stout ...		11,400	.....	602	.....	.....
Alkalies—(N.E.I.) ...		991	.....	43	.....	1,761
Sodium ...		149	.....	2	.....	.....
Soda, carb., bicarb. ...		1,009	.....	.....	.....	.....
Soda ash ...		2,600	.....	.....	.....	.....
Caustic ...		1,394	.....	.....	.....	328
Ammonia ...		140	.....	44	.....	.....
Animals—Horses ...	2,622	.....	.....	.....	747	.....
Horned cattle ...	57	.....	147	.....	1,363	.....
Calves ...					8,179	.....
Pigs... ..					61,533	.....
Other ...	1,066	.....	1,056	.....	87	.....
Alum... ..		61	.....	1	.....	.....
Arms and ammunition ...		513	.....	23	.....	.....
Arrowroot ...		19	.....	99	.....	.....
Asbestos... ..		252	.....	9	.....	.....
Asphaltum, bitumen ...		811	.....	6	.....	.....
Baconandhams..		30	.....	1,052	.....	1,885
Bags—(N.E.I.)...		4,810	.....	388	.....	155
Second-hand ...		144	.....	446	.....	.....
Branbags..		2,036	.....	15	.....	.....
Corn sacks ...		4,523	.....	18	.....	.....
Wool-packs ...		1,731	.....	39	.....	.....
Ballast ...		14,585	.....	.....	.....	.....
Bamboos, rattan, &c, ...		995	.....	5	.....	.....
Bananas—Bunches ...	278,634	.....	43,709	.....	3,450	.....
Cases ...	12,671	.....	9,247	.....	91	.....
Bark ...		1,366	.....	4,178	.....	2,305
Bass ...		21	.....	2	.....	.....
Bath bricks ...		20	.....	.....	.....	.....
Benzine ...		4,452	.....	19	.....	.....

SUMMARY OF GOODS IMPORTED—continued.

Article.	Oversea.		Interstate.		State.	
	No. or Quantity.	Tons.	No. or Quantity.	Tons.	No. or Quantity.	Tons.
Tracking... ..		130	.....	143	.....	.....
Biscuits		91	.....	167	.....	209
Blues tone		148	.....	512	.....	.....
Boats, &c.		62	.....	33	.....	15
Bones... ..		63	.....	938	.....	672
Books, periodicals		2,220	.....	423	.....	.....
Books, shoes, &c.		1,985	.....	2,433	.....	8
Borax... ..		252	.....	15	.....	.....
Bottling material		279	.....	36	.....	.....
Brain and <?>				123	.....	.....
Bricks... ..		4,471	.....	71	.....	.....
Brushware		559	.....	228	.....	36
Bullion, gold and silver		5	.....	7	.....	.....
Butter		4	.....	64	.....	17,326
Cement—		11,986	.....	35	.....	.....
Fibro		1,265	.....	23	.....	.....
Carbide of calcium		2,890	.....	2	.....	.....
Canvas and goods		1,130	.....	43	.....	.....
Candles, tapers, nightlights		294	.....	99	.....	775
Caramel, caramel paste, caramel and cocoa butter		85	.....	12	.....	.....
Casks, barrels, &c.		12	.....	198	.....	.....
Casks, barrels (shooked)		46	.....	186	.....	.....
Chaff		1	.....	25,477	.....	39
Cheese		95	.....	305	.....	2,198
Chicory		2	.....	101	.....	.....
Chinaware (including porcelain)		2,554	.....	31	.....	.....
Clocks, watches, &c.		599	.....	17	.....	.....
Coach building material		1,658	.....	33	.....	.....
Coal		400	.....	148	.....	381,986
Coal, bunker						595,461
Cocoa and beans		534	.....	125	.....	.....
Cocoonut, desiccated		136	.....	9	.....	.....
Coffee and beans		636	.....	42	.....	.....
Coke, charcoal, &c.		2	.....	6	.....	431
Composition board, including strawboards, millboards, and wood pulp		5,598	.....	498	.....	.....
Confectionery, edible and ornamental... ..		3,128	.....	1,538	.....	.....
Copper		263	.....	30	.....	12
Copper -Ingots... ..						
Mattes		95	.....	.....	.....	.....
Regulus						
Ores		6	.....	6	.....	62
<?>		6,103	.....	.....	.....	.....
Cordage, rope, twine, &c.		1,175	.....	2,167	.....	.....
Cork		2,156	.....	140	.....	.....
Cotton, raw		632	.....	215	.....	.....
Cream of tartar		959	.....	6	.....	.....
Currants and raisins		281	.....	1,005	.....	.....
Cyanide		208	.....	.....	.....	.....
Cycles and parts		1,041	.....	417	.....	28
Dates		727	.....	9	.....	.....
Dextrine... ..		70	.....	..... 1	.....	.....
Disinfectants, dips, &c.		783	.....	153	.....	.....
Drapery, including mercery, millinery, apparel, cotton goods, hats, &c.		49 294	.....	10,199	.....	49
Drugs, medicines, chemicals		7,373	.....	602	.....	115
Dyes		264	.....	3	.....	.....
Earthenware		9,268	.....	916	.....	25
Earths, minerals, sand, &c.		473	.....	4	.....	1,283
Eggs In shell... ..				1,012	.....	3,536
Other				154	.....	.....
Electrical goods (N.E.I.)		5,322	.....	201	.....	.....
Essences, &c.		262	.....	89	.....	.....
Explosives		1,608	.....	6	.....	.....
Empty returns... ..		2,030	.....	8,511	.....	.....
Fancy goods		4,898	.....	331	.....	.....

Article.	Oversea.		Interstate.		State.	
	No. or Quantity	Tons.	No.or Quantity.	Tons.	No.or Quantity.	Tons.
Felt		533	.....	13	.....	.....
Fibre—Flax, hemp		212	.....	.....	.....	.....
Other		476	.....	38	.....	.....
Fireclay manufactured, and fire lumps		626	.....	4	.....	.....
Fireworks,fuses,&c.		169	.....	20	.....	.....
Fish—Fresh or preserved by cold process		841	.....	109	.....	5,120
Oysters,fresh		44	.....	76	.....	1,238
Other		729	.....	84	.....	25
Floorcoverings... ..		5,766	.....	123	.....	.....
Flour		2	.....	680	.....	.....
Fodder—compressed		23	.....	124	.....	63
Fruit—Fresh	65,073	.....	.....	.....	.....	.....
Canned, preserved, or pulp... ..		358	999,147	4,535	98,218	17
Furniture		7,128	.....	1,779	.....	.....
Furs,&c... ..		20	.....	34	.....	.....
Fungus		10	.....	.....	.....	.....
Gas, carbonic acid, and other... ..		325	.....	415	.....	.....
Gelatine... ..		610	.....	25	.....	.....
Ginger		459	.....	26	.....	.....
Glass and glassware, including bottles... ..		19,640	.....	1,261	.....	1,020
Glue		229	.....	41	.....	.....
„ Pieces and sinews		20	.....	122	.....	61
Glucose		1,038	.....	5	.....	.....
Grain—Barley... ..		1,059	.....	1,272	.....	.....
Maize... ..		443	.....	4,722	.....	23,873
Oats		9	.....	9	.....	.....
Peas and beans		483	.....	1,631	.....	.....
other		24	.....	18	.....	24
Wheat ”				2	.....	15
Grease, excluding tar		585	.....	48	.....	.....
Grain and pulse prepared or manufactured		191	.....	.....	.....	.....
Grindery... ..		23	.....	111	.....	70
Grindstones		8	.....	1	.....	.....
Gums, &c., other than residual... ..		164	.....	40	.....	.....
Gypsum		42	.....	3,500	.....	.....
Hardware, including manufactures of metals, cutlery, tools of trade (N.E.I.)		48,554	.....	3,040	.....	.559
Hair... ..		134	.....	195	.....	81
Hay		1	.....	713	.....	10,408
Hemp,tow,&c... ..		2,639	.....	94	.....	.....
Hessian		2,970	.....	.15	.....	.....
Hides, skins, &c.		1,008	.....	6,705	.....	4,262
Hoofs and horns		74	.....	.181	.....	.....
Honey				13	.....	259
Hops		623	.....	764	.....	.....
Ink		438	.....	102	.....	.....
Instruments(scientific), excluding optical goods		267	.....	19	.....	.....
Iron—(N.E.I.)... ..		18,239	.....	135	.....	.....
Scrap		1,114	.....	85	.....	31
Galvanised		21,089	.....	222	.....	6
Pig		3,418	.....	21	.....	.....
Jamsandjellies... ..		434	.....	2,422	.....	.....
Jewellery		60	.....	7	.....	.....
Jute... ..		61	.....	2	.....	.....
Jute and coir goods, matting		724	.....	14	.....	.....
Kapok		8,659	.....	90	.....	.....
Kerosene in case		11,411	.....	11	.....	.....
„ in bulk		1,415	.....	.....	.....	.....
Lampware		2,269	.....	102	.....	.....
Lanterns, films, &c.		259	.....	20	.....	.....
Lard... ..				159	.....	94
Lard, oil refined fat				54	.....	.....
Lead... ..		225	.....	3,450	.....	.....
Lead and foil of any metal		33	.....	2	.....	.....
Leathernware		864	.....	970	.....	183
Licorice		85	.....	.....	.....	.....
Lime		47	.....	.....	.....	.....

SUMMARY OF GOODS IMPORTED-continued.

Article.	Oversea.		Interstate.		State.	
	No. or Quantity.	Tons.	No. or Quantity.	Tons.	No. or Quantity.	Tons.
Linseed meal, &c.		757	.....	70	.....	.....
Machinery and machines		29,573	.....	3,675	.....	165
Macaroni and vermicelli		23	.....	9	.....	.....
Malt and malt extract		1,094	.....	4,425	.....	.....
Manures—(N.E.I.)		22	.....	170	.....	43
Acid phosphates		1	.....	.....	.....	.....
Nitricsoda				34	.....	.....
Blooddried				76	.....	.....
Bone ash				5	.....	.....
Phosphate		5	.....	1,401	.....	.....
Phosphatic rock		7,140	.....	1,047	.....	.....
Potash manure				1	.....	.....
Superphosphates		2,759	.....	.....	.....	.....
Matches, and matchmaking materials		2,667	.....	647	.....	.....
Meat—fresh and preserved by cold process		95	.....	333	.....	238
Metals (N.E.I.)... ..		951	.....	174	.....	24
Milk and cream—preserved		1,561	.....	1,343	.....	410
Millet—broom and corn		124	.....	34	.....	.....
Miscellaneous		5,359	.....	510	.....	2,274
Motor spirits, gasoline, &c.		2,357	.....	.....	.....	.....
Motor-cars		9,477	.....	404	.....	294
„ parts		2,528	.....	37	.....	.....
Molasses, syrups, &c.		5,519	.....	2,570	.....	1,085
Mouldings, timber and metal... ..		655	.....	209	.....	.....
Musical instruments—Pianos... ..		9,440	.....	211	.....	271
Other... ..		3,551	.....	133	.....	48
Mvrabolan		351	.....	1	.....	.....
Melons, pumpkins, squashes		362	206,478	.....	.....	.....
Naphtha... ..		945	.....	.....	.....	.....
Nuts—Almonds				84	.....	.....
Cocoanuts		1,306	.....	135	.....	.....
Other		94	.....	.....	.....	.....
Oakum		74	.....	35	.....	.....
Oilmen's stores... ..		6,691	.....	4,292	.....	.....
Oils (N.E.I.)		12,858	.....	655	55,753	50
Oilcake				3	.....	145
Onions		25	.....	6,603	.....	.....
Optical goods		37	.....	3	.....	.....
Ores, metallic, including concentrates, spelter, (N.E.I.)		1,239	.....	960	.....	654
Ores, mattes		682	.....	.....	.....	.....
Packing—notasbestos		130	.....	19	.....	.....
Paints, putty, colours, &c.		5,181	.....	306	.....	.....
Paper		36,649	.....	301	.....	.....
Paper-hanging		571	.....	2	.....	.....
Personal effects... ..		681	.....	1,693	.....	.....
Photo. goods		646	.....	236	.....	.....
Pickles and sauces		1,248	.....	468	.....	.....
Pictures and photographs		62	.....	125	.....	.....
Pipes—smoking		246	.....	11	.....	71
Pitch... ..		621	.....	151	.....	.....
Pearlshell		3	.....	.....	.....	49
Plant		161	.....	168	.....	.....
Plaster and plaster of Paris... ..		1,877	.....	29	.....	.....
Platedandsilverware		1,036	.....	86	.....	.....
Plumbagoandgraphite... ..		62	.....	25	.....	.....
„ crucibles		78	.....	.....	.....	.....
Potash		445	.....	33	.....	2,578
Potatoes... ..		25	.....	17,964	.....	.....
Poultry, game, &c. (fresh or preserved by cold process)		32	.....	82	.....	2,488
Preserved meat, fish, &c.		4,338	.....	366	.....	.....
Printers'requisites		106	.....	33	.....	.....
Pumice-stoneandsand... ..		1,391	.....	15	.....	.....
Printed matter		311	.....	263	.....	.....
Poultry—live				3	.....	.....
Quicksilver		4	.....	.....	.....	.....

SUMMARY OF GOODS IMPORTED—continued.

Article.	Oversea.		Interstate.		State.	
	No. or Quantity.	Tons.	No. or Quantity.	Tons.	No. or Quantity.	Tons.
Rails,&c.		2,661	.....	11	.....	.....
Resin		1,807	.....	1	.....	.....
Rice... ..		15,145	.....	46	.....	.....
Raod metal						55,046
Rubber		117	.....	674	.....	.....
Rubber goods		713	.....	.....	.....	.....
Ruberold and other roofing material... ..		983	.....	23	.....	.....
Saddlery		542	.....	30	.....	.....
Salt—Rock		6,069	.....	.....	.....	.....
Table		4,884	.....	13,633	.....	111
Saltpetre		188	.....	5	.....	.....
Samples		279	.....	750	.....	10
Sausagecasings... ..		139	.....	58	.....	.....
Sand soap						12
Seeds		1,257	.....	237	.....	237
Shellac		74	.....	8	.....	.....
Shells—other		228	.....	.....	.....	.....
Shipschandlery.. ..		497	.....	.....	.....	.....
Shell, sand, and <?>		386	.....	.....	.....	772
Slate				9	.....	.....
Soap		5,757	.....	736	.....	1,774
Specie, &c.		1	.....	5	.....	.....
Spices... ..		63	.....	23	.....	.....
Spirits—Brandy		1,071	.....	599	.....	36
Gin		1,111	.....	29	.....	.....
Rum		748	.....	434	.....	.....
Whiskey		5,384	.....	314	.....	1
Other (N.E.I.)		1,129	.....	490	.....	32
Silver				71/2cwt.	.....	.....
Silver—Lead bullion... ..						
Concentrates... ..		26	.....	.....	.....	.....
Ore		365	.....	.....	.....	22
Sponges				6	.....	.....
Sportinggoods.. ..		21	.....	52	.....	.....
Stationery		2,561	.....	1,045	.....	14
Steel, manufactured and unmanufactured		26,564	.....	1,346	.....	.....
Starch		371	.....	1,393	.....	.....
Stone and marble		2,886	.....	239	.....	.....
Straw		21	.....	3,907	.....	.....
Strawenvelopes... ..		741	.....	.....	.....	.....
Sugar		23,683	.....	52,924	.....	16,178
Sulphur... ..		3,067	.....	4	.....	.....
Surgical appliances		285	.....	2	.....	.....
Tallow		102	.....	288	.....	1,123
Tanning material (N.E.I.)		542	.....	25	.....	.....
Tapioca and sago		902	.....	38	.....	.....
Tar		333	.....	5	.....	467
Tea		11,494	.....	653	.....	3
Telephones,parts,&c... ..		741	.....	2	.....	.....
Theatricalscenery,effects.&c... ..		191	.....	137	.....	120
Tents and tarpaulins... ..		11	.....	5	.....	.....
Tiles... ..		4,469	.....	515	.....	.....
Timber—Sawn, super. feet	125,359,214	.....	5,286,816	.....	29,381,317	.....
Rough ”	2,655,832	.....	2,074,084	.....	10,752,896	.....
Posts, rails, and naves				11	.....	37
Palings					1,176,794	.....
Spokes, felloes, and shafts... ..		13	6,750	28	.....	237
Other		70	.....	80	.....	3,776
Tinandtinware.		536	.....	209	.....	.....
Tin-Ores		7	.....	444	.....	566
Concentrates				10	.....	.....
Plates		8,099	.....	19	.....	.....
Ingots				39	.....	.....
Tobacco, cigars, &c.		8,785	.....	778	.....	.....
Toys... ..		2,011	.....	41	.....	.....
Turpentine		855	.....	47	.....	.....
Tanks—empty.. ..		5	.....	350	.....	.....

SUMMARY OF GOODS IMPORTED—*continued.*

Article.	Oversea.		Interstate.		State.	
	No. or Quantity.	Tons.	No. or Quantity.	Tons.	No. or Quantity.	Tons.
Undertakers' goods		66	.....	15	.....	.....
Valonea		256	.....	20	.....	.....
Varnishes		378	.....	15	.....	.....
Vegetables—Fresh		31	.....	3,522	.....	230
Other		206	.....	67	.....	.....
Vehicles, &c.		549	.....	136	.....	216
Vinegar		811	.....	122	.....	.....
Waters, cordials, &c.		569	.....	904	.....	.....
Wax... ..		1,106	.....	12	.....	28
Whiting... ..		763	.....	.....	.....	.....
Wickerwork, bamboo canework		357	.....	28	.....	.....
Wines, &c.		756	.....	1,495	.....	706
Wire—Netting... ..		13,263	.....	27	.....	.....
Galvanised		2,526	.....	17	.....	.....
Barbed		408	.....	12	.....	.....
(N.E.I.)... ..		13,551	.....	88	.....	.....
Rope, &c., cables		2,093	.....	88	.....	.....
Wood veneer, &c.		156	.....	11	.....	.....
Woodenware		2,052	.....	687	.....	51
Wool—Bales and butts	598	.....	31,387	.....	.....	.....
Bags	180	.....	93	.....	1,751	.....
Woollens		3,248	.....	266	.....	.....
Yarns... ..		769	.....	37	.....	.....
Zinc—Spelter		213	.....	79	.....	.....
Concentrates, &c.		272	.....	.....	47,537	.....
Government goods		45,779	.....	465	.....	14,502
All articles in above list shown in numbers and quantities are equivalent to						
Total transhipments for nine months ended 30th June. 1911		777,260	.....	267,587	.....	1,166,253
Gold		285,016	.....	65,809	.....	126,171
Grand total, 9 months ended 30th June, 1911		144,461	.....	301,678	.....	79,462
lcwt. 171b.						
Grand total, 9 months ended 30th June, 1911		1,206,737	.....	635,074 and 7½ cwt.	.....	1,371,886 and lcwt. 171b.

Article.	Oversea.	Interstate.	State.
	tons.	tons.	tons.
Grand totals for nine months ended 30th June, 1911 ...	1,206,737	635,074	1,371,886
Estimate—three months, July, August, and September 1910, at average	402,246	211,691	457,295
Estimated total for twelve months ended 30th June, 1911	1,608,983	846,765	1,829,181

Value of oversea imports for nine months as per Customs, plus average for July August and September, 1910... ..	£	24,076,046
Value of Interstate imports for nine months as per Harbour Trust records, plus estimate for July, August and September 1910	8,674,828	.....
State imports not valued ... ..	.....	.....
Grand total values Oversea and Interstate ports	£32,750,874	.....
Grand totals of tonnages—Oversea	Tons.	1,608,983
Interstate	846,765	.....
State	1,829,181	.....
Total	4,284,929 tons.	.....

Appendix “X.”

Sir,

Bonded and Free Stores, Sydney, 2 August, 1911.

In connection with the Bonded and Free Stores under my control, I have the honor to submit the following report for the twelve months ended 30th June, 1911.

The expectation of an improved return for 1910-11, as compared with the preceding year, with which I closed my last report, has been realised.

I previously mentioned that several of the Commissioners' largest clients had opened stores of their own; but, in two cases at least, these stores are being closed, and the business is reverting to the Commissioners' warehouses; in fact, the returns of the last six months have thereby benefited to a slight extent.

For the whole year the tonnage handled was 76,140 tons as compared with 71,684 tons during 1909-10.

The cost of handling storage during the year under review was increased by the scarcity of suitable labour, not only was it found necessary, at times, to employ more men, but oftentimes the gangs had to be retained when not fully employed, as if allowed to knock off they could not be replaced.

Another important item affecting the net earnings for the year was the leasing of Federal No. 8 store, in March last. The cost of removing the goods from this store was added to my expenditure, while the income necessarily suffered by the curtailment of the storage accommodation. The rental obtained from No. 8 store has not been credited to my net earnings.

Although the tonnage of the Port has undoubtedly increased during the past twelve months, there are now more warehouses competing for storage business than ever before. I am glad to be able to add, however, that the recognised schedule rates are being observed.

Net Earnings.

					1907-8.	1908-9.	1909-10.	1910-11.
					£	£	£	£
Federal Warehouses	...	...	...	...	1,567	1,627	1,083	1,570
Grafton	”	...	...	...	3,171	2,579	1,506	1,890
Parbury's	”	...	...	...	1,506	1,834	1,160	1,429
Total	...	...	...	£	6,244	6,040	3,749	4,889

Notwithstanding the facts abovementioned the net earnings show an increase of 30 per cent. on the figures for the previous year. Comparison cannot fairly be made with the year 1907-8 or 1908-9, as since then two stores have been leased (Federal No. 4 and No. 8), and the earning power is correspondingly reduced.

W. T. R. FOWLER,
Manager of the Ponds.

The Secretary, Sydney Harbour Trust.

Appendix “Y.”

THE MODEL LODGING-HOUSE, 211 KENT-STREET.

REPORT OF THE MANAGER, FOR THE YEAR ENDED 30TH JUNE, 1911.

T BEG to submit to the Commissioners, Sydney Harbour Trust, the annual report upon the working of the House from 1st July, 1910, to 30th June, 1911.

I have again to report a most successful year's operations, and for the fourth successive year to show an increase. This increase is a very substantial one, exceeding the previous year by 1,102 lodgers, and £29 18s. 9d. in cash receipts.

The total number of lodgers for the year was 65,931, and the amount of cash receipts collected from them was £1,738 12s. 3d.

Compared with the previous year the results are :—

					Lodgers.	Receipts.		
						£	s.	d.
For year ending June.	1910	...	...	...	64,829	1,708	13	6
”	”	1911	...	...	65,931	1,733	12	3
Increases	...	...	...	...	1,102	29	18	9

The nightly average attendance for the year was 180 $2\frac{3}{4}$ $1\frac{1}{5}$ being an increase of three per night.

The total expenditure during the year amounts to £1,031 9s. 4d., being an increase upon the previous year of £32 3s. 3d. This increase has been caused by the extra allowance made to the working staff in wages, in July, 1910.

The amount of receipts in excess of expenditure is £707 2s. 11d., as against £709 7s. 5d for the previous year, being a decrease of £1 4s. 6d., a very small amount, when compared with the extra payment to the Staff, as mentioned.

The expenditure for the year, summarised, is as under:---

	£	s.	d.
Manager's Salary	185	0	0
Staff, Wages	595	3	0
Fuel	21	0	0
Light—Electric light, £46 2s. 3d.; Gas, £7 11s. 5d	53	13	8
Water	25	0	6
Soap and soda	23	8	3
Brushware	7	15	6
Rates, Water and Sewerage... ..	28	0	7
Newspapers	10	18	2
Printing and stationery	0	11	10
New beds, sheets, towels, &c.	37	17	6
Miscellaneous expenditure	10	14	2
Insurance premiums	11	17	8
Repairs to beds and pillows... ..	20	8	6
Total	£1,031	9	4
Surplus of profit	707	2	11
Total amount of receipts	£1,738	12	3

The working equipment of the house is in good order, and during the year has been added to by the purchase of 30 new beds, 75 pairs of new sheets, 120 hand towels, and 400 pillow slips, and repairs to bedding has been, 30 beds re-made, and 50 pillows re-made with new covers.

Nothing particular has occurred during the year with the exception of two lodgers dying suddenly in their beds at different times.

The attendance throughout the year has been good, and regular and good order has been generally maintained amongst the residents.

The working staff has been the same through the year, and their duties fairly carried out.

WILLIAM STIMSON,
Manager, Model Lodging house.

To the Secretary, Sydney Harbour Trust,
14th July, 1911.

Appendix “ Z.”

NEW AND AMENDED REGULATIONS PUBLISHED DURING THE YEAR.

[Published in Government Gazette No. 115 of 27th July, 1910.]

206. When the master of a vessel requires the Gladesville-road Bridge to be opened, the operator in charge shall be signalled by means of a steam whistle. The exhibition of a green semaphore arm by day, or by night the eclipse of the white light on the operating house simultaneously with the showing of two green lights on the side of the bridge, shall indicate that the operator has observed the signal, where-upon the master of a vessel shall cease to use his whistle. The hoisting of a red semaphore arm by day, or the alteration in colour of the aforesaid bridge lights from green to red by night, shall indicate that the bridge is open and that the passage may be made; but until such last signal shall have been made, a vessel shall not approach within two hundred yards of the bridge. A green flag by day or a green light by night waved from the operating house shall indicate that danger exists, and that the vessel approaching the bridge must not proceed on her course until the operator shall cease to show his signal. The red lights when in line provide a lead up to the bridge opening, and they should be left on the port hand.

[Published in Government Gazette No. 164 of 26th October, 1910.]

The Sydney Harbour Trust Commissioners, incorporated under or by the Sydney Harbour Trust Act, 1900, do hereby make the following Regulations in accordance with the provisions of that Act, namely;—

Licensing of motor launches and equipment, and of the person in charge thereof or engaged thereon, when used for carrying passengers, or for <?>, or for business purposes other than passenger carrying.

Interpretation.

207. In the construction of these Regulations each of the following expressions shall have the meaning hereby assigned to it, unless such meaning be inconsistent with the context in which the expression occurs :—

“ Coxswain,” when used in relation to a motor launch, shall mean any person whether the owner, master, or any other person lawfully or wrongfully taking or having the command, charge, or management of a motor launch for the time being.

“ Driver,” when used in relation to a motor launch, shall mean any person lawfully or wrongfully taking or having the management of the engine of a motor launch.

“ Length ” shall mean the length between stem and rudder posts.

“ Marine Surveyor ” shall mean the Marine Surveyor of the Sydney Harbour Trust Commissioners, and shall include any officer or person acting in that behalf.

“ Motor

“ Motor launch ” shall mean any vessel (which plies, or is let for hire, or is used for business purposes) propelled by power generated by gas, oil, fuel, electricity, or other mechanical power other than steam, whether under Sail or not.

Issue of License.

208. A license will be issued in respect of a motor launch after survey by the Marine Surveyor, who shall be satisfied that the hull, machinery, instalment of same, and all gear and equipments are complete, sound, and serviceable. Such license will state the maximum number of passengers that may be carried.

License of launch to be exhibited.

209. The license issued in respect of a motor launch shall be kept exhibited in a conspicuous part of such launch available to all passengers.

Excess of passengers.

210. The coxswain of a motor launch shall not permit a greater number of persons to be carried than the number specified in the license granted in respect of such launch. A passenger shall not be allowed on any fixed awning or roof. The penalty for a breach of this regulation shall be not less than two pounds (£2) nor more than (£10).

Name of launch.

211. The name of every motor launch shall be distinctly painted on both bows in dark figures on a white ground or in white figures on a black ground; letters to be not less than 4 inches in height. Two or more launches shall not bear the same name.

Motor to be in charge of certificated person.

212. Every motor launch shall be in charge of an authorised person. For the purposes of this regulation the following conditions shall be observed :—

- (a) Motor launches up to 40 feet in length shall be in charge of a person holding permits for coxswain and driven. In the event of the coxswain not holding a certificate as driver, a certificated driver shall be carried.
- (b) Motor launches over 40 feet in length, if carrying passengers, shall carry an assistant in addition to the persons named in paragraph (a) of this regulation.

The penalty for a breach of this regulation shall be not less than two pounds (£2) nor more than ten pounds (£10).

Examination of certificates.

213. Examination for certificates as coxswain and driver will be held periodically at the Head Office of the Commissioners. Candidates will be required to satisfy the Examiner as to fitness to hold certificates, and the examination fee of ten shillings (10s.) must accompany the application for permission to sit.

Change of ownership.

214. In the event of any change in the ownership of a motor launch, such change shall be immediately reported to the Commissioners by the owner.

Maintenance.

215. The whole gear equipment and machinery of every licensed motor launch shall be kept in good order and condition by the owner and person in charge thereof. The penalty for a breach of this regulation shall be not less than two pounds (£2) nor more than ten pounds (£10).

Inspection.

216. Any officer or person appointed by the Commissioners may from time to time inspect any motor launch licensed under these regulations, and every owner or person having the charge of such launch shall afford such officer or person every facility for the purpose of making such inspection.

Docking.

217. All motor launches to be seen dry at least once in every twelve months, so as to allow of examination of bottom. In arranging the time for such examination, forty-eight hours' notice in writing shall be given to the Marine Surveyor.

Fees.

218. A survey fee of ten shillings (10s.) shall be paid in respect of every motor launch under 30 feet in length, a fee of twenty shillings for motor launches 30 feet to 50 feet in length, and forty shillings for motor launches upwards of 50 feet in length, such fees to be in addition to the fee set forth in regulation 135.

Cancellation of license.

219. In the event of the violation or infringement of any regulation now or heretofore made by the Commissioners, or for the neglect of any duty or obligation imposed thereby, the Commissioners may cancel any license issued by them, and such power of cancellation shall be without prejudice to any proceedings for the infliction of a penalty.

[Published in Government Gazette No. 110 of 13th July, 1910.]

220. Vessels leaving a wharf or a berth alongside a vessel lying at a wharf in Sydney Cove, at which they have been moored head to southward, shall proceed out stern first on a line as nearly as possible north and south, and swing in the fairway north of a line between Fort Macquarie and Dawes' Point: Provided that so much of this regulation as relates to swinging in the fairway shall not apply to any vessel berthing at the jetty running east and west on the western side of Sydney Cove, or at the berth immediately south of it, under lease to Gibbs, Bright, and Company. The penalty for a breach of this regulation shall be not less than five pounds (£5) nor more than twenty pounds (£20).

221. Regulation No. 53, made by the Commissioners on the twenty-seventh day of September, one thousand nine hundred and nine, is hereby repealed.

[Published

[Published in Government Gazette No. 112 of 20th July, 1910.]

222. In the construction of these regulations the expression “ mooring ” shall have the meaning hereby assigned to it, and shall include mooring-chain, anchor, buoy, float, and all gear in connection therewith.

223. Every application for permission to put down, place, or continue a mooring shall be made upon a form which may be obtained at the head office of the Commissioners, and until the granting of such permission a mooring shall not be put down, placed, or continued.

224. Licenses to put down, place, or continue moorings shall be issued annually, and shall cover the period from the first day of January to the thirty-first day of December.

225. Before a license to put down, place, or continue a mooring shall be issued by the Commissioners there shall be paid to them the following fees:—

Class 1.—Mooring being the property of and intended for the use of an oversea, Interstate, or State shipping company, £5 per annum.

Class 2.—Mooring intended for use in connection with business carried on at docking premises, 10s. per annum.

Class 3.—Mooring for vessels from 30 feet to 100 feet in length, 5s. per annum.

Class 4.—Moorings for vessels under 30 feet, 1s. per annum.

226. All moorings shall be of a pattern approved by the Commissioners, and shall be put down, placed, or continued, and maintained in good order and repair to the satisfaction in all respects of the Commissioners. For the purpose of this regulation the Harbour Master may inspect any moorings at any time that he may think fit so to do; the expense of lifting the mooring being borne by the owner.

227. A number corresponding with that stated in the license shall be affixed to or distinctly painted on a conspicuous part of each mooring to the satisfaction of the Commissioners.

228. Notice shall be given to the Harbour Master and his approval in writing obtained before the removal of a mooring.

[Published in Government Gazette No. 120 of 3rd August, 1910.]

229. A waterman shall not carry or permit to be carried in his boat any person in excess of the number he is licensed to carry.

230. In the event of the cancellation of any license issued by the Commissioners the holder thereof shall immediately surrender such license to the Commissioners.

231. For the violation or infringement of either of the foregoing regulations or for the neglect of any duty or obligation imposed thereby, a penalty of not less than ten shillings nor more than five pounds shall be incurred.

[Published in Government Gazette No. 124 of 10th August, 1910]

232. Vessels, other than ferry boats, navigating that portion of the port between the Pymont Bridge and a line drawn north and south through Fort Denison, including Sydney Cove, shall proceed at a speed not exceeding six (6) knots an hour, and between a line drawn north and south through Fort Denison and a line between Bradley's Head and Shark Island Lighthouse, at a speed not exceeding eight (8) knots an hour.

233. Regulation No. 28, made by the Commissioners on the twenty-seventh day of September, one thousand nine hundred and nine, is hereby repealed.

[Published in Government Gazette No. 128 of 17th August, 1910.]

234. Before a license to put down place or continue a mooring shall be issued by the Commissioners, there shall be paid to them a fee of ten shillings (10s.) per annum in respect of a mooring for vessels upwards of one hundred feet in length and not covered by classes 1 and 2 of Regulation No. 225.

[Published in Government Gazette No.187 of 14th December, 1910.]

235. Not more than one oversea or Interstate vessel shall navigate in Sydney Cove at a time, and for the purposes of this Regulation a vessel shall not be deemed to have ceased navigating in this Cove until she shall have been actually berthed alongside a wharf or pier therein. Arrangements shall be made with the Harbour Master as to the order of departure of over-sea vessels berthed in the Cove and advertised to depart at the same hour. Should more than one oversea or Interstate vessel approach the entrance to the Cove about the same time for the purpose of berthing in the Cove, such vessel shall enter and berth in the order in which they arrive off the entrance. Should one of the vessels be from the eastward and the other from the westward, and both approach the Cove simultaneously, the vessel moving with the tide shall take precedence of the vessel navigating against the tide in connection with the observance of this Regulation.

236. Regulation No. 41, made by the Commissioners on the twenty-seventh day of September, one thousand nine hundred and nine, is hereby repealed.

[Published in Government Gazette No. 185 of 17th December, 1910.]

237. The Gladesville Bridge, the dimensions of which will be found in Schedule “ N ” shall be open for the passage of vessels at any time on any day of the week, including Sunday, except between the hours of 7 a.m. and 9 a.m.; provided that the bridge shall be closed during such time as may be occupied in effecting necessary alterations and repairs.

238. When the master of a vessel requires the Gladesville Bridge to be opened, the operator-in-charge shall be signalled by means of a steam whistle. The exhibition of a green semaphore arm by day, or by night the eclipse of the white light on the operating-house simultaneously with the showing of two green lights on the side of the bridge, shall indicate that the operator has observed the signal, whereupon the master of a vessel shall cease to use his whistle. The hoisting of a red semaphore arm by day, or the alteration in colour of the aforesaid bridge lights from green to red by night, shall indicate that the bridge is open and that the passage may be made; but until such last signal shall have been made a vessel shall not approach within two hundred yards of the bridge. A green flag by day or a green light by night, waved from the operating-house, shall indicate that danger exists, and that the vessel approaching the bridge must not proceed on her course until the operator shall cease to show his signal. The red lights when in line provide a lead up to the bridge opening, and they should be left on the port hand.

Schedule No 1.

239. SYDNEY HARBOUR TRUST.

PYRMONT BRIDGE.

The clear opening through each swing span is seventy (70) feet. The minimum clear opening through the side spans is seventy-three (73) feet nine (9) inches.

The clear headway above high-water Spring tides under the side spans is twenty-four (24) feet six (6) inches; under the swing-span, twenty (20) feet nine (9) inches.

The height from high-water Spring tides to top of hand-rail is forty-one (41) feet.

GLEBE ISLAND BRIDGE.

The clear opening through each swing-span is sixty (60) feet.

The clear headway above ordinary high-water Spring tides under the swing-span varies from fifteen (15) feet nine (9) inches alongside the protecting platform to eighteen (18) feet six (6) inches immediately below the arc lamp, near the centre of each fairway; under the side spans the clear headway is twenty (20) feet.

The height from ordinary high-water spring tides to the top of handrail is thirty-three (33) feet nine (9) inches.

GLADESVILLE BRIDGE.

The clear opening through the swing-span on the Drummoyne side of the river is forty-seven (47) feet eight (8) inches, and on the Gladesville side fifty-three (53) feet four (4) inches.

Clear headway, swing-span sixteen (16) feet.

Clear headway five (5) fixed spans, nineteen (19) feet two (2) inches to nineteen (19) feet eight (8) inches.

RAILWAY BRIDGE, RYDE.

Six (6) fixed spans, one hundred and fifty (150) feet each.

Clear headway thirty-eight (38) feet.

IRON COVE BRIDGE.

Nine (9) fixed spans one hundred and twenty-six (126) feet each.

Clear headway nineteen (19) feet six (6) inches.

LANE COVE BRIDGE.

Swing-span forty-seven (47) feet nine (9) inches between piers.

Swing span, forty-six (46) feet clear opening.

Clear headway under swing, nineteen (19) feet.

Clear headway under eight (8) fixed spans, sixteen (16) feet eight (8) inches.

240. Regulations Nos. 186, 206, and Schedule N are hereby repealed.

[Published in Government Gazette No. 187 of 14th December, 1910.]

241. Vessels exceeding two hundred and eighty-five (285) feet in length overall shall not, for any purpose whatsoever, be moored alongside any other vessel berthed at a wharf or jetty in Sydney Cove.

[Published in Government Gazette No. 8 of 18th January, 1911.]

242. Every lighter, when being towed astern of a tug, launch, or other vessel, shall be steered by a competent man.

[Published in Government Gazette No. 24 of 22nd February, 1911.]

243. The Glebe Island Bridge, the dimensions of which will be found in Schedule N, shall be open for the passage of vessels at any time on any day of the week, including Sunday, excepting between the hours of 5-30 a.m. and 6 a.m., 8 a.m. and 9 a.m., 12 (noon) and 12-15 p.m., 12-45 p.m. and 1-15 p.m., 1-45 p.m. and 2 p.m., 5 p.m. and 6-30 p.m. : Provided that the bridge shall be closed during such time as may be occupied in effecting necessary alterations and repairs.

244. Regulation No. 155, made by the Commissioners on the twenty seventh day of September, one thousand nine hundred and nine, is hereby repealed.

[Published in Government Gazette No. 55 of 26th April, 1911]

245. Vessels exceeding 360 feet in length overall shall not for any purpose whatsoever be moored alongside any other vessel berthed at a wharf or jetty in Sydney Cove.

Vessels between 285 feet and 360 feet in length overall entering Sydney Cove for the purpose of transshipping cargo shall only be navigated in the Cove between the hours of midnight and 7 a.m. Provided always that a vessel of the dimensions specified shall not lie outside a vessel berthed at Wharf No. 10 at present occupied by Burns, Philp, and Company (Limited), or at Wharf No. 11 at present occupied by the Eastern and Australian Shipping Company excepting between the hours of midnight and 7 a.m.

246. Regulation No. 241, made by the Commissioners on the fourteenth day of November, one thous and nine hundred and ten, is hereby repealed.

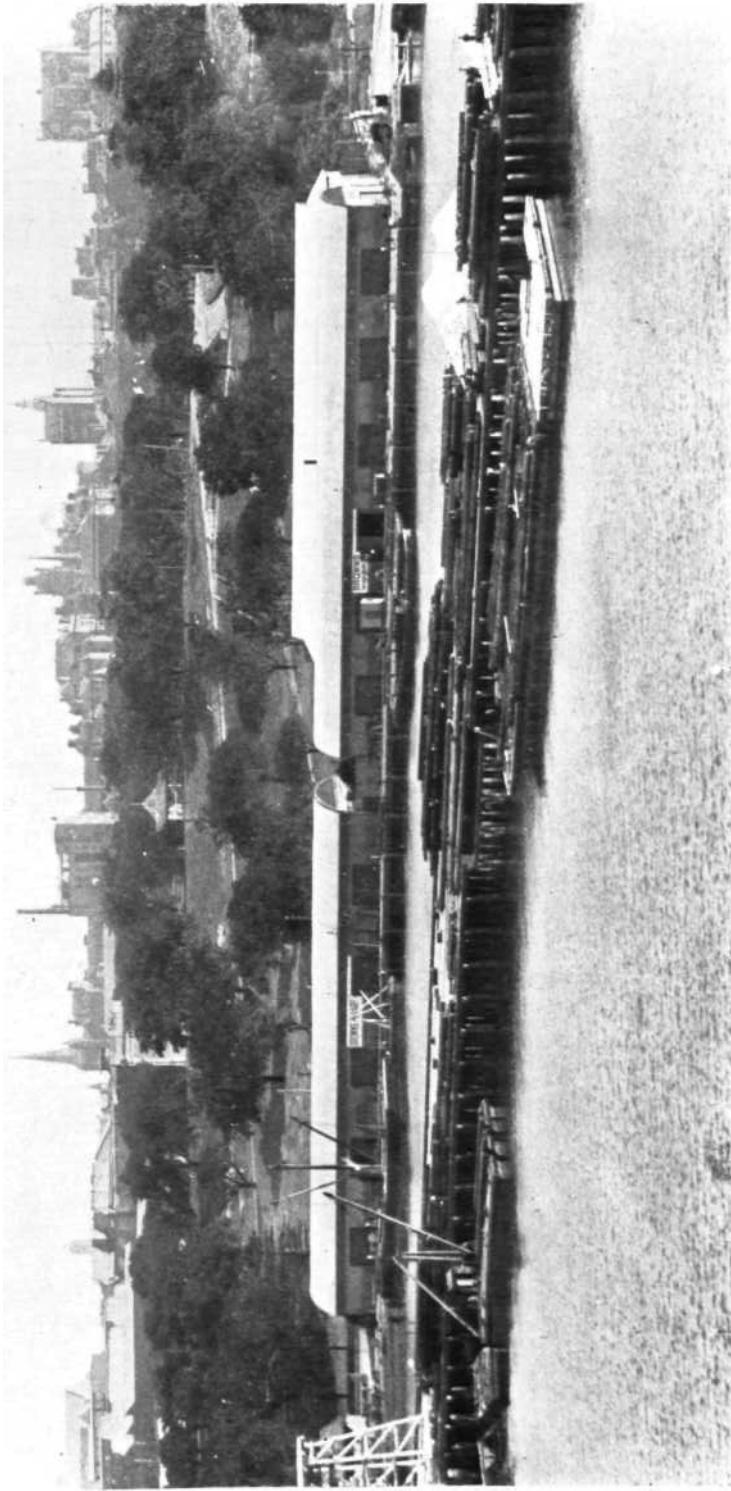
[*Published in Government Gazette No. 70 of 24th May, 1911.*]

247. The following shall be the signals in use in the port —

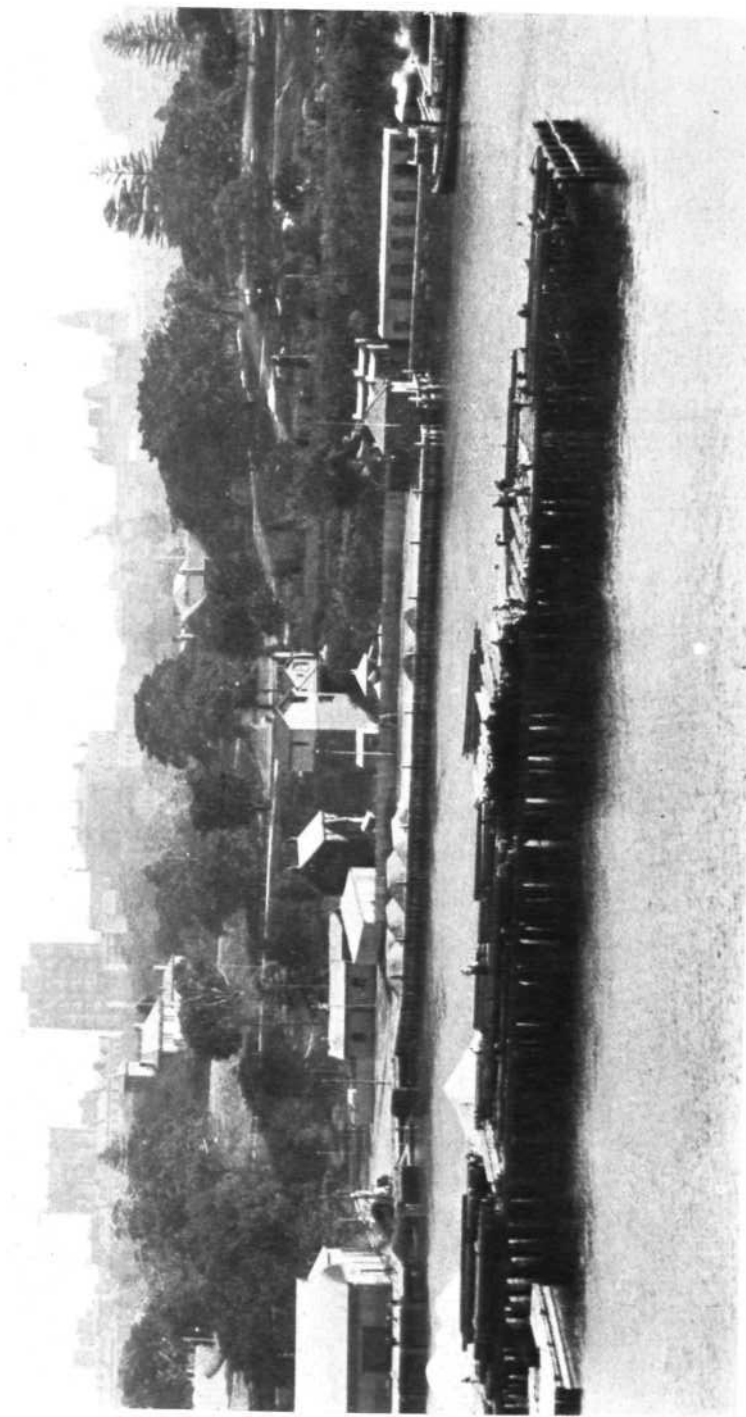
Explosives on board	...	...	Flag B at the foremast head.
Pilot exemption	...	...	Square white flag and numerical flags of Port Jackson code of signals denoting port from which arrived.
Custom boat	...	...	Jack at peak.
Quarantine	...	...	Q at the foremast head.
Cholera, yellow fever, or plague	...	...	International code L.
Harbour pilot...	...	...	International code S at foremast head.
Sea pilot	...	...	Jack at foremast head.
Medical assistance	...	...	International code H at peak.
Water police	...	...	International code YN at mainmast head.
Vant steam tug	...	...	International code YP at mainmast head.
Want water boat	...	...	International code GUJ at mainmast head.
Boarding officer	...	...	Numerical flags of Port Jackson code of signals denoting port from which arrived, or international code signal.
Mails on board	...	...	International code T at foremast head; to be kept flying until the mails are landed.

248. Regulation No. 22, made by the Commissioners on the twenty-seventh day of September, one thousand nine hundred and nine, is hereby repealed.

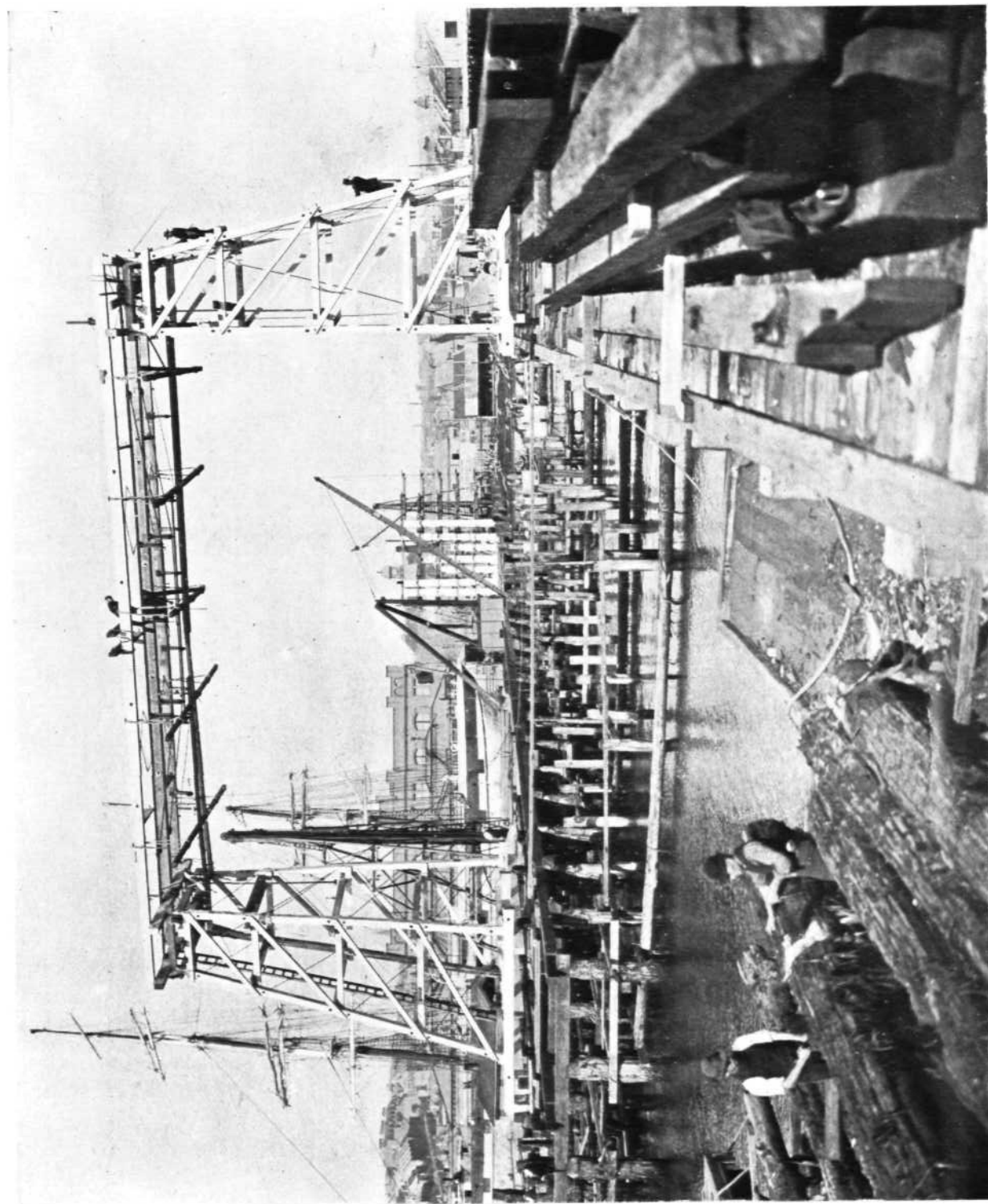
[6 Plates and 1 Map.]



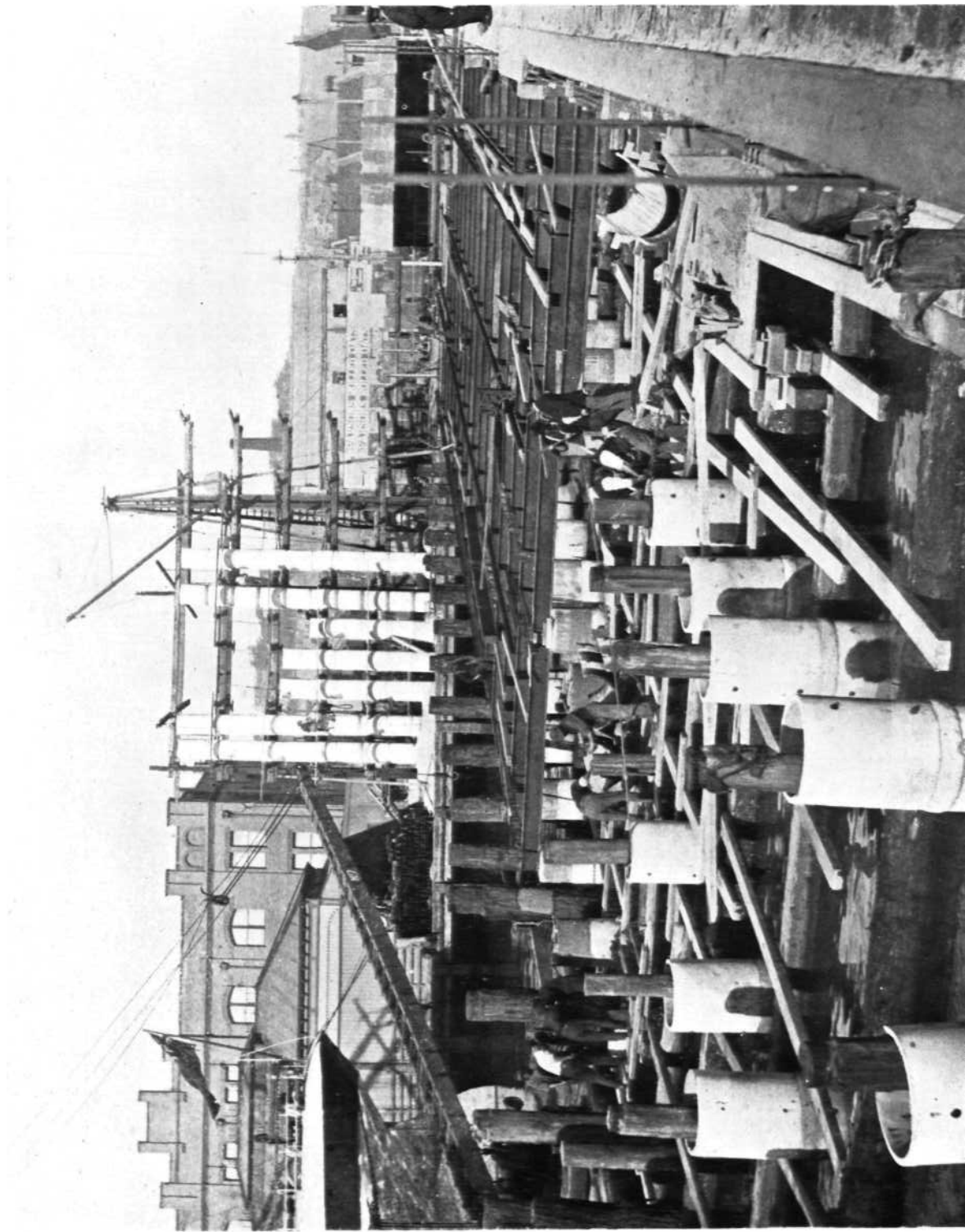
No. 8 Berth, Woolloomooloo (Brown's Wharf), and New Jetty in course of construction, 1,140 ft. x 208 ft.



Outer end of New Jetty, Woolloomooloo Bay, in course of construction.



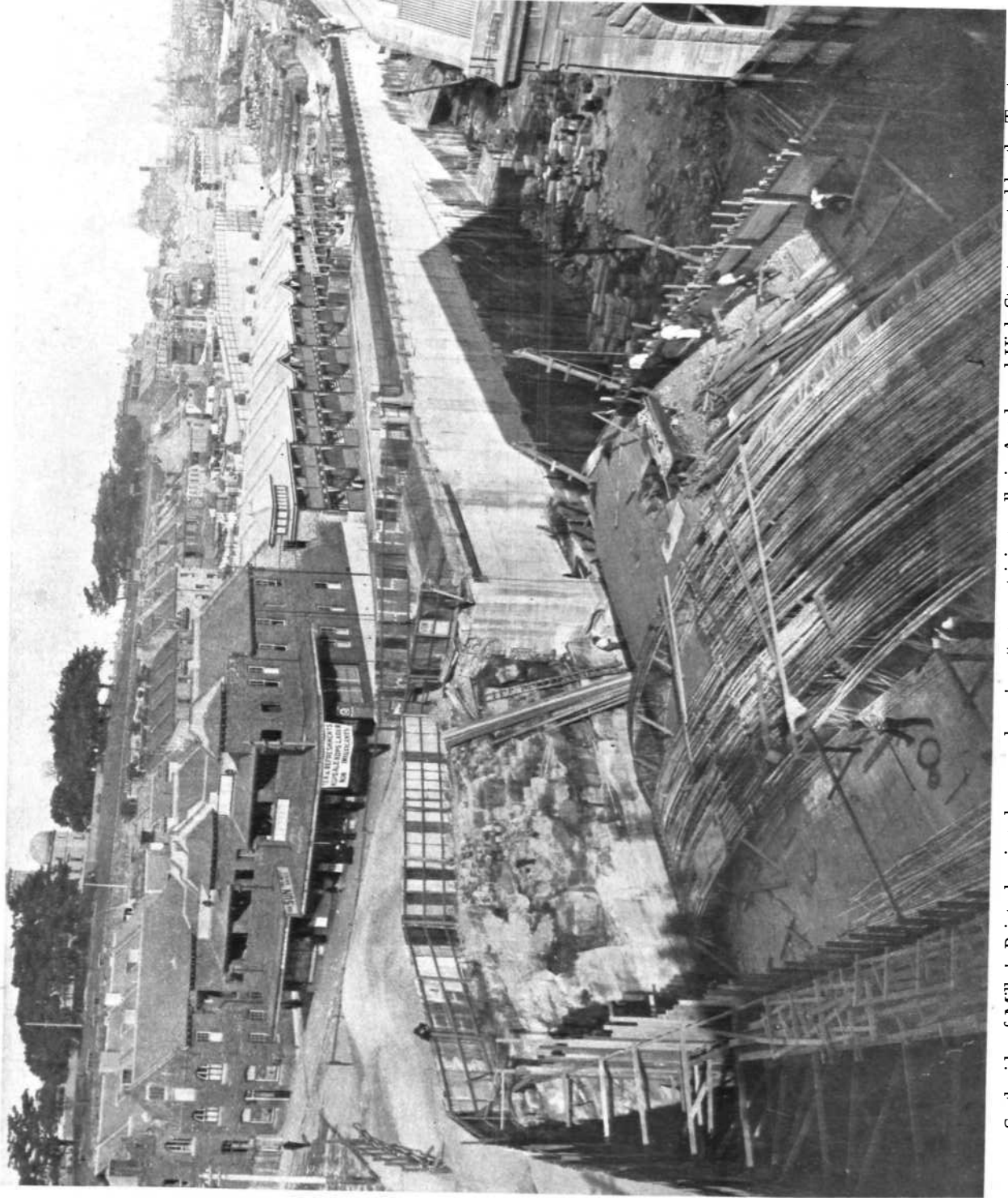
New Jetty, Woolloomooloo Bay, showing travelling electric crane, 50-ft. span.



Inshore end of New Jetty, Woolloomooloo Bay, showing Concrete and Steel Roadway in course of construction.



Berth No. 1, Dawes' to Miller's Points, In course of construction. Re-inforced Concrete Trestle and Plate Wall, ready for assembling, standing on wharf.



South side of Miller's Point, showing shops, workmen's cottages, retaining walls in Argyle and High Streets, erected by the Trust, and Re-inforced Concrete Bridge. 80-ft. <?>