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WESTERN AUSTRALIA.

PROPOSAL

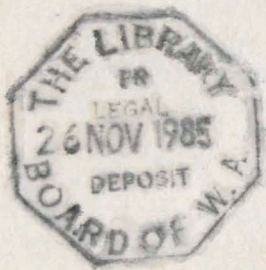
BY

MESSRS. NEIL MCNEIL & Co.

TO CONSTRUCT A RAILWAY

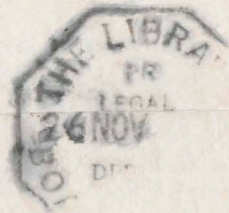
BETWEEN

BAYSWATER AND THE VASSE.



Presented to the Legislative Council by His Excellency's Command.

[SESSION COMMENCING 15TH DEC. 1887.]



PERTH:

BY AUTHORITY: RICHARD PETHER, GOVERNMENT PRINTER.

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1888.

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See to the back of the envelope



*Proposal by Messrs. Neil McNeil & Co. to construct a Railway
between Bayswater and the Vasse.*

SIR,

Fremantle, March 20th, 1888.

We have the honor to submit a proposal to Your Excellency for the construction of a line of railway from Bayswater to the Vasse, on the same survey that has been brought under your notice by Mr. Dobson, and for which he had offered to construct and equip for a sum of (£3,500) three thousand five hundred pounds per mile.

Having a large interest in this Colony, we consider that for the development of the South-Eastern Districts this is one of the best lines the Colony could undertake, and that it will greatly tend to the prosperity of this Colony. In course of time the mail service and coasting boats now running to Albany will cease with the completion of the Great Southern Railway, and this part of the Colony will be neglected to a certain extent, and as it is to the interest of our Company, and the whole of the settlers between Perth and the Vasse, that this line should be constructed without delay, we are willing to submit such reasonable proposals to Your Excellency as will influence you favorably towards the proposed undertaking.

The line of railway which we now make formal application to construct on Government Bonds, bearing interest at the rate of (4 per cent.) four pounds per centum per annum, or on cash monthly payments as the work proceeds, similar in manner to the way the rest of the Government Railways have been constructed in this Colony, will connect the City of Perth with the towns of Bunbury and Busselton; the route of the line shown on the accompanying map, being along the Canning River, crossing same at or near Kelmscott, thence to Pinjarrah, when it follows the Murray River for some distance, and after skirting Australind, and passing through Bunbury, terminates at Busselton. Detailed surveys have been made by Mr. Dobson, and plans and sections have been prepared showing the exact route throughout and the gradients thereon; these we have purchased, and our offer is based upon the work shown according to these plans.

The following are the proposals which we now beg to submit to Your Excellency:—

1st. To construct a railway for the transport of passengers and goods from Bayswater to Busselton.

2nd. The route of the line to be approved of by the Honorable the Commissioner of Railways; the line to be divided into four (4) sections: the first being from its commencement to the junction of the Jarrahdale Railway; the second, from the last named point to Pinjarrah terminating on the Perth side of the Murray River; the third, from this terminating point in Pinjarrah to a point of junction with the railway now constructed by the Government from Bunbury to Dardanup; and the fourth, from Bunbury to Busselton.

3rd. The Government to be at liberty to accept our offer for one or more sections at the price per mile herein set forth for each Section, and in case the Government at any future time determine to continue the line, in whole or in part, we are to have the option to construct the same on the terms and conditions herein stipulated.

4th. The Line to be constructed on the same gauge as that of the Eastern Railway, viz., 3ft. 6in., and the Permanent Way material to be similar to that used on the railways at present constructed. Shelter sheds for passengers and platforms for goods to be erected at the proposed stations on the line.

5th. An Electric Telegraph Line to be connected from the different stations to connect with the main Telegraph Line to the Vasse.

6th. All material, rails, fastenings, &c., that may be required for the construction and maintenance of the railway, and that may have to be imported into the Colony, to be free of all duties and fiscal charges whatever, and all material and stock required for the purposes of the railway to be conveyed over the existing lines at reduced rates.

7th. The work of construction to be commenced immediately on signing the Contract, the first and second sections to be ready for opening for traffic within eighteen months from the date of signing the Contract, and the third and fourth sections within three years from the said date.

8th. As a security for the due performance of the Contract, the deposit of such reasonable sum as the Government may require will be made with the Government, which sum, unless forfeited owing to the non-completion of the Contract, to bear interest at the rate of (5 per cent) five pounds per centum per annum, and to be returned to us on the due completion of the Contract.

9th. The Government shall, in consideration of the construction of the said works and on completion of each section, pay to us in Government Bonds, bearing interest at the rate of (4 per cent.) four pounds per centum per annum, the full value of each section according to the amounts set forth for the construction of each separate section, the said Bonds to have a tenure of seven (7), fourteen (14), or twenty-one (21) years, but are redeemable at any time by giving twelve (12) months notice; or we would construct the line at the rates set forth per mile, the Government having the option of paying for the work in cash as it proceeds, or in the manner above stated by Government Bonds.

10th. The Government to resume, reserve, and convey to us a strip of land three (3) chains in width through country or rural lands, and one (1) chain in width through township or suburban lands along the route of the railway for the purposes of the line, and also land of sufficient acreage for stations, sidings, &c., the said lands to be conveyed to us free of all charge.

11th. The whole of the detailed surveys for all the line from Perth to Busselton are completed, and we now offer to construct the different sections thereof at the following rates per mile for each section. This sum will include every expense connected with the undertaking, viz., Administration, Financing, Legal and Engineering Charges, Surveys, Cost of Construction which embraces eight (8) stations and station yards, bridges over Swan River and other situations, water supply and junctions, supply and laying of permanent way materials, crossings, completing and handing the line over to the Government in thorough working order.

	M.	S.	L.	to	M.	S.	L.	
12th. No. 1 Section, from	0	0	00	to	29	24	00	{ Without fencing, £2250 per mile. { With fencing ... £2400 per mile.
No. 2 Section, from	29	24	00	to	54	20	00	{ Without fencing, £2125 per mile. { With fencing ... £2275 per mile.
No. 3 Section, from	54	20	00	to	111	20	00	{ Without fencing, £2035 per mile. { With fencing ... £2185 per mile.
No. 4 Section, from	111	20	00	to end of line				{ Without fencing, £1980 per mile. { With fencing ... £2130 per mile.

We consider that the Government have sufficient rolling stock at present in the Colony for the working of this line, and therefore do not think there is any necessity for us to offer to equip the line in the manner proposed by Mr. Dobson, but taking the equipment into consideration at Two Hundred and Seventy Pounds sterling (£270) per mile, you will at once see the immense saving to the Colony between the two proposals, and with the exception of erecting elaborate station buildings this line we now propose to construct will be equal in every respect to that proposed by Mr. Dobson.

We would also undertake, in the event of the Government accepting this proposal, to extend our Jarrahdale Railway on to the main Albany Road, which would act as a feeder to the Government line from the Jarrahdale Junction into Perth, and would be of great benefit to a large number of settlers on the Albany Road.

Trusting Your Excellency will see fit to at once lay these proposals before your Legislative Council now sitting,

We have, &c.,

NEIL McNEIL & COMPY.

To His Excellency the Governor of Western Australia.