

24 deg. 22 min. E. six chains thirty-eight links, N. 36 deg. 0 min. E. five chains ninety-four links, N. 4 deg. 32 min. W. five chains eighty-three links, and N. 42 deg. 18 min. E. eight chains sixty-nine links; thence by a road bearing N. 81 deg. 22 min. W. one chain twenty links; thence by lines bearing respectively S. 42 deg. 18 min. W. eight chains forty-six links, S. 4 deg. 32 min. E. five chains eighty-nine links, S. 36 deg. 0 min. W. five chains sixty-seven links, and S. 24 deg. 22 min. W. five chains ninety-six links; and thence by Deelebub-road aforesaid bearing S. 46 deg. 21 min. E. forty-eight links and S. 32 deg. 43 min. E. sixty-six links to the point of commencement.—(109.C.45784).

And the Honorable Hugh McKenzie, His Majesty's Commissioner of Crown Lands and Survey for the State of Victoria, shall give the necessary directions herein accordingly.

F. W. MABBOTT,
Clerk of the Executive Council.

TRAMWAYS IN THE TOWN OF GEELONG AND THE BOROUGH OF GEELONG WEST AND NEWTOWN AND CHILWELL.

At the Executive Council Chamber, Melbourne, the twenty-ninth day of October, 1909.

PRESENT:

His Excellency the Governor of Victoria.

Mr. Murray	Mr. Watt
Mr. Graham	Mr. Edgar

WHEREAS by the *Tramways Act 1890* it is provided that tramways may be constructed in any municipal district (except the municipal districts of Fitzroy, Collingwood, Prahran, Richmond, South Melbourne, Hotham, St. Kilda, Brunswick, Kew, Hawthorn, and Sandridge) when authorized by an Order of the Governor in Council made in that behalf, upon the application of the Council of the Municipality, in compliance with the provisions of the said Act and of the Rules and Regulations to be from time to time made by the Governor in Council; And whereas the Councils of the Municipalities of the Town of Geelong, Borough of Newtown and Chilwell, and the Borough of Geelong West have made an application under the common seals of the said municipalities in accordance with the said Act and of the Rules and Regulations made by the Governor in Council thereunder, for an Order by the Governor in Council authorizing the construction of a tramway in the municipal districts of the municipalities of the said Town of Geelong, Borough of Newtown and Chilwell, and the Borough of Geelong West; And whereas the Governor in Council being satisfied that the requirements of the said Act and of the Rules and Regulations made by the Governor in Council thereunder have been duly complied with by the said Councils of the said municipalities, and that notice of the intention of the said Councils to make the said application in which notice the routes proposed to be followed were described, and persons objecting to the same were called on to lodge their objections within the time required by the Regulations, has been duly published as required by the Rules and Regulations made by the Governor in Council in pursuance of the said Act in that behalf, and that no objections to the said application have been lodged within the time provided by the said Rules, and being satisfied also that it is expedient and proper that the said application should be granted, has determined to grant the same, subject to the restrictions and conditions hereinafter contained: Now therefore His Excellency the Governor, acting by and with the advice of the Executive Council, and in pursuance of the provisions of the said Act, doth, for the purpose aforesaid, make the Order following (that is to say):—That the Councils of the Municipalities of the Town of Geelong, Borough of Newtown and Chilwell, and the Borough of Geelong West shall be and are hereby authorized to construct a tramway in the municipal districts of the Town of Geelong, the Borough of Newtown and Chilwell, and the Borough of Geelong West.

ROUTES.

(a) Commencing at the intersection of Victoria-terrace and Moorabool-street; thence southerly along Moorabool-street to Kyrie-street; thence westerly along Kyrie-street and Aberdeen-street to Pakington-street; thence southerly along Pakington-street to Retreat-road; thence westerly along Retreat-road to Pleasant-street; thence southerly along Pleasant-street to Aphrasia-street; and thence westerly along Aphrasia-street to the terminus at the intersection of Aphrasia-street and West Melbourne-road.

(b) Commencing at the intersection of Aberdeen-street and Pakington-street; thence northerly along Pakington-street to the terminus at the intersection of Pakington-street and Church-street.

(c) Commencing at the intersection of Kyrie-street and Moorabool-street; thence southerly along Moorabool-street to the terminus at the northern entrance of the Barwon Bridge.

(d) Commencing at the intersection of Moorabool-street and Malop-street; thence westerly along Malop-street and Railway-terrace to the Geelong Railway Station.

(e) From the tramsheds in Moorabool-street.

TRAMWAY ACROSS OR UNDER THE RAILWAY LINKS OF WAY INTERSECTING MOORABOOL-STREET.

Provided, however, that the tramway along Moorabool-street shall not be constructed across or under the railway lines of way intersecting Moorabool-street until the consent of the Victorian Railways Commissioners shall have first been obtained.

GAUGE.

That the gauge of such tramway shall be four feet eight and a half inches (4 ft. 8½ in.) and that the said tramway shall be constructed in the manner set out and described in the working plans numbered from 1 to 11 inclusive, now deposited in the Public Works Department, and which plans are indorsed with a memorandum of the Minister of Public Works identifying the said plans so deposited as the plans referred to in this Order, and which plans are to be deemed to be incorporated in this Order, and to be deemed as much part of the same as if they were set out in detail in this Order.

BRAKES.

That each car shall be fitted with three brakes, viz.:

- (1) A wheel handbrake.
- (2) A slipper of track brake gripping the rails.
- (3) A rheostatic electric emergency brake.

MOTIVE POWER.

That the motive power to be used upon the said tramway shall be electricity.

MAXIMUM SPEED.

That the maximum speed of the progression of the cars upon the said tramway shall be fifteen (15) miles in the hour, excepting on curves, where the speed must be reduced sufficiently to ensure the safety of the public.

TIME OF COMPLETION.

That the tramway shall be completed and open for traffic as regards routes (a), (b), and (c) within the period of two and a half years from the date of delegation by the Councils of the Order in Council authorizing the construction of this tramway. As regards route (d), within the period of four years from the date of delegation by the Councils of the Order in Council authorizing the construction of this tramway; and as regards route (e), within the period of six years from the date of delegation by the Councils of the Order in Council authorizing the construction of this tramway. Provided, however, that in the event of the Victorian Railways Commissioners not having given their consent to the construction of the said route (e), the non-construction of the tramway over such route shall not affect or invalidate the Order as regards the construction of routes (a), (b), (d), and (e) aforesaid mentioned.

TRAFFIC.

That such tramway shall be used for passengers, passengers' luggage, light goods, and parcels.

NECESSARY PRECAUTIONS FOR SAFETY OF PASSENGERS AND PUBLIC TO BE OBSERVED.

That every precaution necessary to secure the safety of the passengers upon the said tramway, and also to secure the safety of the passengers passing along the streets upon the routes of such tramway, shall be taken and ordered by the said Councils of the said municipalities: Provided, also, that before negotiating the curves at either end of Pleasant-street either running into or out of that street, a stop shall be made at the entry of each curve, and the conductor shall proceed to the street crossing, so as to obtain a full view of that thoroughfare into which the car is about to pass, and shall signal to the driver to proceed only when he (the conductor) shall have satisfied himself that this can be done without endangering the traffic.

STOPPAGES FOR TAKING UP AND SETTING DOWN PASSENGERS.

That for the convenience of the public the cars shall stop, for the purpose of taking up and setting down passengers, at such points upon the several routes as may be convenient, and in such manner as not to interfere with or endanger the general traffic of the streets or the safety of the passengers in the cars.

TOLLS AND CHARGES.

That the charges to be made for every passenger on the said tramway may be, but shall not exceed, the sum of Threepence (3d.) in cash (save as hereinafter appears) for the whole or any part of the journey between any of the three suburban termini and the town, railway, or wharf terminus and vice versa on each route; children under twelve (12) years of age, half fare; and children in arms, free of charge. Every passenger travelling by the workmen's cars over the said tramway shall be entitled to a return ticket at the price of Threepence (3d.) per ticket.

14/3/12

SHIPPING.

TOWARD SMITH'S LINE.

EDINA, to
PORTARLINGTON & MELBOURNE.EDINA, daily, 4 p.m. (Sundays excepted);
Sundays, 1.30 p.m.FARES—Saloon, Return, 3/6; Single, 2/-
Berths, 1/- each way.Return tickets available for return per
Messrs. Huddart, Parker and Co.'s Coogee
Direct Wharf Telephone, 256.

INTERSTATE

FAST PASSENGER STEAMERS,
FROM MELBOURNE.Fast for—
DELAIDE,
ALBANY,
REMANTE,
unshipping for
all other
A. and S.A.
PORTS.

RIVERINA.

WED. APRIL 10th

Fast for—
SYDNEY,
MILBANE,
CUSHAMPTON,
WED. MAR. 27.
OWNSVILLE,
AIRNS.PEREGRINE, noon,
WED. MARCH 28thCOOMA, noon,
WED. MAR. 27.HOMBALA, noon,
WED. APRIL 3rd,
Fitted with Wireless.

steamer for cargo carried in above steamer

FROM GEELONG.

Fast for—
SYDNEY,
NEWCASTLE,
MILBANE,
LACKAY,
TOWNVILLE,
and transshipping
for all other
Queensland ports.

CYCLE

FRI. MAR. 15th

Saloon tickets interchangeable with other
at-State companies, subject to conditions
printable on application.

HOWARD SMITH CO.

Boxes: 2 Moorabool-street. Tel.—No. 60.

D. & O. COMPANY'S ROYAL MAIL

STEAMERS

MAREUILLE.

PLYMOUTH,

and LONDON.

Calling at FREMANTLE, COLOMBO,
ADEN, PORT SAID.

With Permission to Call at Brindisi.

FIRST and SECOND SALOON ONLY.

Leave	Leave
From	To
1 p.m.	8 p.m.

Mareuilles 10000 Ldg. for... Mar 12 Mar 14
Mareuilles 10000 Ldg. for... Mar 28 Mar 30
Mareuilles 10000 Ldg. for... Mar 12 Mar 14

PUBLIC NOTICES.

PUBLIC NOTICES.

GEELONG TRAMWAYS.

The attention of the public is drawn to
the following:—Tram Cars or Motor Buses will be running
on all routes for the use of the public under
service conditions after 6 p.m. on THURS-
DAY, the 14th MARCH, 1912, under the
following schedule of fares:—1st. In cash or ticket for a single trip be-
tween the Wharf or Railway Station
and the East Geelong or Newtown or
West Geelong termini. Children under
twelve, half fares.2d. Tickets (not cash) for a single trip for
adults only on sections between—
Wharf or Railway Station and Hospital
Wharf or Railway Station and Pakington-
street.Pakington-street Junction and West Mel-
bourne Road.
Pakington-street Junction and Church-
street.1d. Tickets (not cash) for a single trip for
adults only on the section between
Wharf or Railway Station and Post
Office.These tickets may be purchased on the
Cars or Motor Buses at the following
rates:—Twelve 3d. tickets for 2/8.
Six 2d. tickets for 1/2.

Eight 1d. tickets for 1/-

THE MELBOURNE ELECTRIC SUPPLY
CO., LTD. (Geelong Branch).(Signed) G. G. JOHNSON,
Engineer.

THE SALVATION ARMY.

ANNUAL HARVEST THANKSGIVING
SUNDAY to THURSDAY, MARCH 17th
to 21st.Major and Mrs. DENNIS in Command.
Gifts of Fruit, Vegetables, etc., thank-
fully received. Send via Mr. Harrison,
Malop road, Yarra-street.[CARD.]
DR. A. E. WENEHAS COMMENCED PRACTICE
AT 61 MELBOP-STREET.Consulting Hours—
9 to 11 a.m.
2 to 3 p.m.
7 to 8 p.m.TAKE tram to-night for Geelong West
Park. Best of all picture shows.E. E. SPARROW & CO., Moor-
abool-street, AUCTIONEER, etc.,
beg to notify the public that, in con-
junction with their other business, they are
prepared to act as STOCK and SHARE
BROKERS for the Purchase and Sale of all
classes of Investment and Mining Shares.
Clients notified daily of the latest change in
prices. Telephone, 144.NOTICE
TO THE PUBLIC OF GEELONG AND
DISTRICT.

B. T. W. L. E. W. I. R.

TALOR.

(Late with Mr. E. C. Hocking, Malop-street,
Geelong).REGS TO NOTIFY that he has REMOVED
TO MORE CONVENIENT and CENTRAL
PREMISES (Next Mercer & Co., Malop-
street) where, in conjunction with Mr. W.
H. GEDDIS, he accepts, by strict attention
to business, to merit the continuance and

VITADATIO.

THE MEDICINE THAT CURES.

TRY IT.

To be obtained from:—
MESSRS. GEO. HOOPER & CO.,
Merchants, Rye-street.Write for particulars to
B. A. PALMER,
638 Flinders-lane.

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B. A. PALMER,
638 Flinders-lane.

PUBLIC NOTICES.

UNITY & PRUDENCE ST. ANDREW'S
IN THE SOUTH & CORIO MASONIC
LODGES.MEMBERS of the above Lodges desirous
of attending the Luncheon at the New Ma-
sonic Hall on FRIDAY, the 22nd inst., on
the occasion of the visit of the NEW GUIN-
and other State Visitors, must hand in their
names and obtain tickets on or before the
18th inst.Tickets can be obtained from Mr. W. H.
Watts, Photo Studio, Rye-street.

CHURCH OF CHRIST.

EVANGELISTIC CAMPAIGN,
748—Prize Song Service.
Large Juvenile Choir.8—Mr. Allen's Subject—The Good Con-
fession.Visitors Cordially Invited.
GIFFORD GORDON.

MISS REETHA JAMES.

ART MILLINER.
MOORABOOL-STREET.WED. HOLD HER
AUTUMN & WINTER SHOW.THURSDAY and FRIDAY.
MARCH 14th and 15th.AUTUMN & WINTER MILLINERY
NOW ON SHOW.304 NAOMI ANNEAR.
Opp. P.O. Rye-street.

W. R. PARDEY & CO.

CHEMISTS, OPTICIANS,
MOORABOOL-STREET.EIGHT TESTING BY LATEST AMERICAN
METHODS.If your sight troubles you at all it will
pay you to visit us.

All the latest Spectacles kept in Stock.

PRICES MODERATE.

GEELONG STATIONERY WAREHOUSE

Malop-street, Phone, 37.

Agents for the Empire Typewriter, the
Machines with all the work in sight. Best
Carbons and other requisites in Stock.Also, a large assortment of Birthday and
Wedding Cake Ornaments.MERCER & CO., Stationers, Printers,
Bookbinders, &c., Malop-street.

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638 Flinders-lane.

HIS TO-NIGHT

The East of
A.R. Drama.

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And a host
Theatre. The
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Ladies will b
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GEELONG TRAMWAYS SCHEME.

Mr. F. W. Clements, manager of the Melbourne Electric Supply Company, is now in London on business matters, which include final arrangements for the construction of the Geelong electric tramways. Realisation of this scheme has been pending for about three years, since the three municipalities concerned first negotiated with the company, owing to various difficulties, the principal being an obstacle placed by the Railways Commissioners in the way of a line being taken along Moorabool-street from Ryrie-street intersection across the railway line near South Geelong and over the Barwon River to Belmont. The Commissioners declined to allow the tram line to be carried through on the level, and demanded that £1000 be paid to them either by the Geelong council or the company towards the cost of re-grading the railway, to admit of the trams crossing in any other manner. As neither of the latter would agree to pay that sum, and the Railways Commissioners insisted on their terms, it was at length resolved to omit from the scheme the track along Moorabool-street from Ryrie-street to Belmont. An Order in Council has since been got to construct 5.22 miles, as follows:—

From Melbourne-road, via Aphrasia-street and Queenscliff-road, to the Eastern Cemetery.

From Ryrie-street, by Pakington-street, to Church-street, North Geelong.

From Ryrie-street, via Moorabool-street, to the Moorabool-street wharf.

From Moorabool-street, along Malop-street, to the Geelong railway station.

Double tracking will be put down in the centre of the town. There will be overhead traction. Rolling stock is to be of the combination single deck type, seating being provided for about 40 passengers on each car. The company has been given a 30 years' lease, free of charge, and will install the whole enterprise at its own risk. It is recognised that the population of Geelong and suburbs—about 25,000—is much smaller than is customarily catered for by traction companies; but the company, being already established as suppliers of light and power, it will be able to work the trams in conjunction with that business. On Mr. Clements's return, it is understood, construction will commence.

THE "THIRD DEGREE."

INSINUATION AGAINST VICTORIAN POLICE.

ADELAIDE, Monday.

During the cross-examination of Detective Nation in the Arcade robbery case, in the State children's court to-day, Mr. J. R. Anderson, who appeared for accused, Hughes, who was arrested at Melbourne, made some references to the alleged application of the "third degree," or police torture, in the Victorian capital. The witness had given evidence of a confession which Detective Tognini, of Melbourne, had extracted from accused. When Mr. Anderson inquired, "They apply the 'third degree' in Melbourne, don't they?"

The witness replied that he was not aware of it.

Mr. Anderson: They always get confes-

H. Page were also fined for be-
from the jockeys' enclosure
owner of Bantika was similarly
for using wrong colors.

The following withdrawals &
row's meeting at Aspendale
announced yesterday:—Second
Handicap, Handyman and Foot-
ers' Flat Race, Zalski.

Inquiries were held at the Fit
yesterday into the running of
Campbell), Bonnie Guide (H. A.
Eva (W. Kenny), and the re-
form shown by Footstep (J. Kil-
explanations tendered were ac-
the stewards censured Kenny
strong for their faulty horseman.

The cause of Martyre, who
out a 7 to 4 favorite, running
in the concluding event at G.
Saturday is said to be attrib-
her jockey (C. Andrews) having
fortune to lose both his stir-
Martyre has been running wil-
ently bad luck since Mr. S.
brought her over from New Z.

The young Predominant ma-
who won in attractive style
works at Warrnambool recently
comfortable win in the last rail-
roy yesterday, starting favorite
who finished third, would have
the leader but for getting a bad

Yudnapinna was yesterday
of the Australian Hurdle Race
field, and the following withdra-
announced in connection with
tralian Steeplechase:—Enchant-
The Cothbrack, Arizona, Phaet-
rington and Yarga (late Raven).

The dead heating of Lemberg
Gow, the respective winners of
and Two Thousand Guineas, was
a notable occurrence in the last
10,000 sovs. Eclipse Stakes. The
careers of these two great co-
that Neil Gow is the more br-
Lemberg the better stayer. The
level weights. Mr. A. Cox, the
Lemberg, who races under the
course of "Mr. Fairie," was w-
in Melbourne at the end of the
when Broken Hill had just con-
front. He was lucky enough
gaged on the Mount Gipps
which the late Mr. George
was then manager, and it was
McCulloch that Mr. Cox obtain-
terest. The popular story goes
McCulloch offered to reduce his
the interest to be parted with
should prove the victor, heat or
games, at euchre. Mr. Cox was
the time he left Melbourne it
mated that his share had risen
value of £350,000, as he never p-
any of his interest, even when
of Broken Hill Proprietary share
a phenomenal height, just before
claration of the first dividend.

The stable companions J.
Corum each won a race at Wits

Saturday
29-1-35
OBITUARY

MR. EWEN CAMERON.

The death of Mr. Ewen Cameron, a well known resident of the Glenthompson district, occurred at his home, Burnside, on January 24, after a long illness. The second eldest son of the late Archibald and Maria Cameron, he was born at Inverleigh (Victoria) in December, 1860, and at a very early age moved with his parents to Strathmore, where his father had taken up land now known as Burnside, on the Nine Mile creek, where he resided practically all his life, being, with the other members of his family, a pioneer of the district. His life's interest had centred around sheep raising and general farming, although in his younger days he made several trips to the Riverina in the capacity of manager of various stations during the shearing operations. Mr. Cameron was a foundation member of the Mount Sturgeon Masonic Lodge, and a member of the Honorary Justices' Association of Victoria. He was also a generous supporter and office-bearer of the Presbyterian Church, and was a member of the committee connected with returned soldiers' welfare and settlement in the district after the war. He enjoyed the open air life and was a splendid field shot, and right up to the time of his death had a fund of good stories relating to the sport. The funeral took place on Tuesday afternoon, when the remains were interred in the Glenthompson cemetery. The Rev. A. G. Geddes, of the Presbyterian Church, read the burial service.

The announcement of the death from heart failure, of Mrs. Cameron, wife of Mr. Ewen Cameron, of Burnside, Glenthompson, which occurred very suddenly on September 12, was received with deep regret in the town and the surrounding district, the deceased lady having been widely known and highly esteemed by a large number of friends. Mrs. Cameron was the youngest daughter of the late Mr. and Mrs. G. Thacker, of Bilbah Hills, and was the sister of Mrs. F. Scott, of Maryville, Glenthompson, Mrs. Boyd, of Austin Hills, Stavelly, Mr. Arthur Thacker, of Wintoo, Glenthompson, Mr. F. Thacker, of Bilbah Hills, Glenthompson, and Mr. George Thacker, of Temora (New South Wales). The deceased lady was an earnest and indefatigable Red Cross worker, and had attended the last meeting, when she assisted in sending material on to the front. She was a valued member of the Presbyterian church, in which she took a great interest, helping financially and in every other possible way. Her sweet, womanly qualities made her a general favourite, and the high respect in which she was held was evidenced by the large number of people who attended the funeral, which took place from the Presbyterian church, where a service was conducted. Amongst those present were residents of Dunkeld, Hamilton, and other parts of the district. The service at the graveside was conducted by the Rev. A. M'Leod. Mrs. Cameron leaves a husband, three sons (Lieutenant Cyril Cameron, on active service in France, Trooper Leonard Cameron, who is in camp, and Mr. Harold Cameron), and a daughter to mourn their loss, and for them the deepest sympathy is expressed.

\$

the Connets of Geelong, and Chilwell and West Ge-

lance with the terms of the between the Conference and lated the Twenty-ninth day, 1907, we beg to hand you our proposals in connection of electric tramways it is lay down within the three ics of Geelong, Newtown and id West Geelong. We have iven the whole scheme our attention, and we hope that ls will meet with the ap- te Conference.

divided up the subject mat- roposals under various head- we hope will suffice to make to members. We are includ- or of plans, drawings, etc., in lation of our proposals.

ROUTES.

the most important question in with a tramway scheme is tes. It is evident that the y fixed track cannot be taken id elsewhere should it be dis- it a mistake had been made inal lay-out, and that some would prove the more ut- is, therefore, for this reason is given very anxious consid- is question, and we have em- proposals in Plans "A" and th, which shows the routes red. We beg to make a few the various lines as fol-

THE GEELONG LINE.

e runs from the Moorabool- f along Moorabool-street to spanning the Barwon River, of 2550 yards.

runs through what may be principal thoroughfare of the eelong, passing as it does e main business portion, and the bridge spanning the Bar- route to Belmont. Besides residential portions for some both sides of the route, it e wharf (and, as will appear the Geelong railway station) Kardinia Park, as well as arwon River Recreation and serves, so that it will enable pleasure-seekers and others Geelong to proceed direct to res on the occasion of any vities being held there. We ing the terminus for the pro- the northern entrance of as the traffic to Belmont pro- resent so small that the cost nant track over the bridge b—a distance of nearly one d not be justified. We have, own an extension of the line, on the plan, which could connection with Belmont as conditions of population in warranted the expenditure.

EWETOWN LINE.

te would junction with the street line at the intersection rect, thence along that street, on the plan, through Aber- Pakington streets, Retreat-

city business centre and its suburbs, but in the case of East Geelong, the bulk of the population is so near that business centre as to be within walking distance; in fact, the population rapidly tapers off, as it were, beyond walking distance—that is, there is no important centre of population around any point which could reasonably be constituted a terminus. Hence the only possible passengers who could be obtained from amongst the few residing beyond and around the ex-tremity of the line and the population on the way would, in our experience, not be numerous enough to warrant the heavy expenditure of a permanent track. We recognise, however, that in a complete scheme for serving a town with mechanical traction something should be done, not only to deal with such traffic as exists, but also, to a certain extent, towards developing fresh traffic, if possible. We therefore propose to serve the route running up Moorabool-street and along Rye-street to a point in Garden-street or other adjoining street, as practical experience may prove to be most suitable, by two motor-buses of the most up-to-date type, which would enable a regular service to be maintained on this route which could be used for pioneer purposes until the conditions of popula-tion along and around Queenscliff Road in the eastern portion of the city would warrant the laying of a permanent track, or until it was demonstrated by actual experience that there was not sufficient traffic for the time being to warrant the continuation of mechanically propelled vehicles. It will be known to the con-ference that the laying of rails is a very costly matter, and it is impossible to pay ordinary interest and depreciation on the cost of this work unless the route runs between two areas, both of suf-ficient population to bring about a fair amount of traffic. Although, therefore, motor-buses are considerably more cost-ly to run than are electric tram-cars, yet the heavy standing charges on the permanent way are dispensed with. There is a further advantage in the use of motor-buses for pioneer work, inas-much as the system is a flexible one. For instance, if occasion arose, it would be possible to run the buses to the cricket ground or to serve the Eastern Cemetery on such occasions as the traffic might warrant, or to alter routes to suit traffic conditions, and thus deposit passengers exactly where desired, which, of course, would be quite impossible with a fixed track.

TIME FOR COMPLETION.

In the preliminary agreement, clause 5, it is provided that within two years of the delegation electric trams shall be running, and that within a further six months the complete system as agreed upon shall be in operation. We beg to say that with regard to the lines between the wharf and Geelong West and New-town and Chilwell, as well as to the motor-bus route to East Geelong, we would undertake this obligation. With regard to the South Geelong line and to the spur line to the Railway Station,

Do not take a substitute for Chamberlain's Cough Remedy. It has no equal.—(Adv.)

CONSTRUCTION OF TRACK, AND OVERHEAD EQUIPMENT.

In Drawing "B" herewith we show a sectional elevation of the track and of the overhead equipment. As regards the track, we propose to adopt that method of construction known as the concrete stringer construction. This is a much used type of permanent way and is to be seen in Victoria at Ballarat, Bendigo and Essendon. Steel girder-rails of grooved section, British Standard Section No. 1 weighing 90lb. per yard, would be laid upon concrete stringers, each about 18in. wide by 6in. deep. All rail lengths would be suitable bonded and cross-bonded.

As will be seen from the plan, it is proposed to construct all lines in single track with turn-outs situated at suitable distances for allowing of cars passing one another, with the exception of that portion in Moorabool-street lying between Malop and Rye streets, which would be double track. This would be necessary, as all the cars converge upon this point. The gauge we propose to adopt would be the standard 4ft. 8½in.

With reference to the overhead equip-ment, this could best be carried out over the whole of the single track portions of the route by means of the span-wire suspension system as shown in the plan, unless rendered impossible by telephone wires or other obstructions, or in conse-quence of the extreme width of the roads, as in Malop, Moorabool and Rye streets; but in connection with that por-tion of the track which would be laid double and the exceptions just referred to, centre pole construction would be used. Centre poles would be of neat design of round section from the top to within about 8ft. of the base, which would be finished octagonally and pro-vided with a cast-iron fender at ground level. Side poles would be of the usual octagonal section already used by us in connection with our general electric sup-ply system. The two methods of con-struction are shown in Plan B.

In conformity with the usual practice, centre poles could be advantageously used for supplying arc lamps for lighting the main thoroughfares in which they are situated, as again shown in Plan B.

With reference to the above-ment-ioned Plans A and B showing proposed constructions, approximate position of turn-outs, etc., it must be understood that these are not working drawings, and therefore not to be considered as ac-curate in all details. They are provid-ed solely for the general information of the Conference.

ROLLING STOCK.

In order to provide the service refer-red to further on three cars each would be required on the Newtown and West Geelong lines, and two on the South Geelong line, making eight running elec-tric cars in all. Such cars would be of the "combination" type, which, in

No one need now suffer the agonizing pangs of sciatica and acute rheumatism, as quick relief may be had by applying Chamberlain's Pain Balm. This fact has been clearly demonstrated in many thousands of cases. This liniment relieves the pain and makes sleep and rest possible, which is alone worth many times its cost.—(Adv.)

in consequence of the very variable climatic conditions of Australia, have found such favor throughout the country. This type provides for both open and closed portions on the same car. Besides these cars there would be the two motor-buses on the Ryrie-street, East Geelong line. Sufficient spares would be provided as experience might show to be necessary. In order to deal with rushes of traffic trailers will be provided, and as such traffic takes place principally when fine or warm weather is to be expected, the most satisfactory form of car as trailer would be that of the open type with cross seats, allowing of access from the sides. We enclose herewith photographs and prints showing the type of car, trailer and motor-bus proposed, but with reference thereto would beg to say that these are not to be taken as exact representations of what might be ultimately supplied, but they are only intended for the information of the conference and to show the type of car proposed. It will be readily understood that the appearance of cars in detail varies according to the manufacturer of the cars, and at present, of course, it is impossible to say which firm will be entrusted with the work.

As regards the electrical equipment of the cars each car will be fitted with two motors, that is, one on each axle, of power suitable for the nature of the traffic to be expected, and would be well lighted by means of electric lamps.

ELECTRIC POWER.

This we propose to supply from our existing power-house on Corio-terrace. In connection with this it would be necessary to run a special overhead feeder cable of large dimensions to supply the various lines radiating from the junction of Moorabool and Ryrie streets. The electric pressure at which the tramways would be supplied would be the standard one of 500-550 volts, and it goes without saying that all Government regulations existing in connection with use of electricity on tramways would be strictly observed.

CAR SHED.

This shed complete with necessary repairing shop and paint shop may either be erected on the same land as that on which our existing power-house is situated or elsewhere on any suitable available site situate in close proximity to the line. This might, therefore, necessitate a small single track being laid along Corio-terrace or Malop and Yarra streets to the entrance of the car shed in case the first plan were adopted.

CONTROLLER'S KIOSK.

For the purpose of time-keeping in connection with the traffic, and in dealing with tickets and cash, it will be necessary to erect at the principal converging point of all routes a small kiosk. This kiosk could best be situated on one of the corners of the Market Square, as might be agreed upon between the Geelong Council and ourselves, but, being small and of ornamental design, it could easily be made to suit the surroundings.

ROAD OBSTRUCTION.

Where centre pole construction obtains it will be necessary to remove the councils' existing lighting standards so as to make room for the overhead trolley wire equipment. In our estimates of the cost of the tramways we have assumed that the councils would themselves undertake this work.

RUNNING SCHEDULE.

We propose to provide for a service to be in operation on all lines between the hours of 7 a.m.

the lines lying between the General Post-office at the corner of Cheringham-street and Ryrie-street and the railway or the wharf terminus.

5. Passengers paying a threepenny fare—either in cash or by ticket—to be entitled to free transfer tickets between the following points:—

(a) Between the West Geelong and Newtown termini.

(b) Between the South Geelong terminus and the junction of Ryrie-street with Latrobe Terrace.

(c) Between the East Geelong terminus and Latrobe Terrace.

(d) Between the East Geelong terminus and McKillop-street.

6. At least one workmen's car or motor-bus shall be run before 7.30 a.m. every day (excepting Sundays) from each of the four suburban termini and the wharf terminus, and return tickets at the price of threepence each ticket, shall be issued thereon to any applicant, entitling such applicant to a journey on any route over which a threepenny fare is charged as under (1) and (5), and to a return journey over the same routes at any time during the same day.

As already stated, we have devoted much attention to this matter of fares, fully recognising the importance of its bearing on the question of traffic, and we believe that our proposals will be found to be reasonable both from a standpoint of the passenger and of the undertaking.

LIGHTING OF TRACK.

Under "Construction of track and Overhead Equipment" we have referred to the fact that it is usual in electric traction systems to supply the necessary street lighting, mainly in the form of arc lamps, from the electric mains supplying the tramways. We have given a certain amount of consideration to this matter, and venture to place our views thereon before the joint Conference as follows:—

The use of electric arc lamps is warranted principally in the more important and business thoroughfares, and taking the modern high efficiency flame arc lamp, such thoroughfares can be lighted in the most satisfactory and efficient manner possible at a cost, candle-power for candle-power, which is lower than that of any other illuminant. This type of arc lamp is therefore rapidly displacing all other types of lamps in the important streets and public places of cities and towns throughout Europe, and in Australia many towns are making increasing use of these lamps. For instance, the Melbourne City Corporation is at present erecting nearly 1000 of these new arc lamps throughout its areas, and the suburban municipalities are following in the same way. There is, therefore, every reason to believe that Geelong as well would experience a great benefit in having its principal business thoroughfares well lighted by the most modern methods.

Now taking certain portions of Malop, Moorabool and Ryrie streets, as being the most important of the central business thoroughfares in Geelong proper, we find that an illumination much in advance of that now obtaining could be secured by the erection of twelve of the new type of arc lamps situated as shown by yellow circles in Plan A herewith, which lamps would operate until the close of the tram service, and be substituted during the rest of the night by double bracket electric incandescent lamps; in addition to these, seven double bracket fittings should be erected between the above large arc lamp standards at the intersection of the smaller streets, these to burn from dusk to

pletion of the scheme. seconded the motion, v ried.

Messrs. Clements, Mon bins were called into the chairman informed them bers of the conference wa the way in which they their proposals. He said difficulty in grasping th sonally, he felt sure that tion increased so the com tend the train lines. I with the approval of the they desired the compa the two years and a half the scheme. The line t Bridge should be a paya the summer months es by boat would take the running down to the riv as the outcome of a servi that something would l direction of improving t sorts on the river. He company's representative was one of the best asse and the time was coin boats would be running f Bridge to Queen's Park also going ahead rapid the councils were giving 30 years' concession over thought they were pref asking them to stick to the preliminary agreeme the whole system being two years and a half. tion, the scheme not w approval. He asked th representatives not to pre years in respect to the route, but to carry out t time specified in the pre ment.

Mr. Clements stat preparation of the sited careful discuss point. Geelong was no and did not cover a Where the routes were a take into considerati people would walk rathe trams. That had beer in regard to Geelong. been carefully considere directors, who felt that was within such easy town that a tram runni was not likely to be lar For that reason they we the extra time in respec As Geelong was going extra time would enat districts to grow, and company a better ch afraid it was hardly any board and asking them time. The matter had from all points with a desired the extra time i construction of the Sou

Cr. Hodges asked if would run a motor bus long pending the cons line.

Mr. Clements stated would be against the run bus.

Cr. Richardson stro company's representative the line to South Geelon of two and a half years. that the Harbor Trust contemplated making t able to the Heads, an would be making a big left out South Geelong The line to the brid would prove profitable.

S

must have had a nice accumulation of silver coins to handle. Amidst all the bustle the old horse buses plodded along, rumbling disputants of the argument of the survival of the fittest.

INAUGURAL SPEECHES.

HISTORY OF THE SCHEME.

A very large crowd of invited guests assembled at the power station and enjoyed the hospitality of the company. After a short programme of speeches the gathering partook of refreshments supplied by the A.B.C. Company and Mr. Rintel.

Mr. Agar Wynne proposed the health of the Tramway Conference coupled with the name of the Mayor of Geelong, the chairman of that body. Some 12 years ago the Melbourne Electric Supply Company was formed in England. At that time it was difficult to raise capital in Australia for electric lighting or any tramway system. The company had put a large sum of money into electric lighting and tramways, and during the 12 years the shareholders had enjoyed no return whatever from their capital. Last year, however, there was a dividend of 2½ per cent. The general manager had recommended that the board to supplement the electric lighting with tramways in Geelong, and the board recognised that Geelong had great prospects and enterprising people, and that the place had progressed by leaps and bounds. Therefore they agreed, and felt proud to assist to some extent in opening up the outside parts. Geelong's progress, they knew, would also be their progress. If Geelong went ahead—and he was sure it would—the Tramway Company should benefit, and the outside places would also feel the advantage. A former mayor of Geelong, Cr. Bostock, had performed what is called the "hat-trick" for it was during his mayoralty that trams, sewerage and water supply were brought so prominently forward in Geelong. He congratulated him, and the people for whom he had served. The mayors had done what they could to assist the tramway movement, and on this auspicious occasion particularly the company had been welcomed and officially admitted to the territories by the cutting of the ribbons, which barred the way. He was sure the best wishes of the people were with the company just as the company's best wishes were with the city and boroughs. It was a good thing for him that he had not that day been officiating as judge of a beauty show, for he would have been in great difficulties in deciding which was the prettiest car. The ladies were to be congratulated, and he felt that the large crowds in the streets appreciated what they had done in the way of decoration.

The Mayor of Geelong (Cr. R. W.)

duct the system to the satisfaction of the people and their employees, and that industrial strife would never mar their progress. He concluded by calling for three cheers, which were given heartily.

Mr. A. C. Mountain (general secretary) responded, and thanked the ladies especially for what they had done in connection with that day's ceremony. The company had two chief regrets—firstly, that there had been some delay in getting the service started, and secondly, the opposition of the Railway Department had prevented them so far from having the South Geelong line. They had here ready the greater part of the material necessary for the line to Barwon Bridge, and they would proceed with the work as soon as the department had got their re-grading sufficiently advanced. If they got the support anticipated the company would very soon extend their system of tramways. They had been received with the greatest amount of kindness, and he wished to express thanks. Even the local Press had given them credit. It had been mentioned in certain other papers that the company was merely a syndicate formed at home and seeking whom it might devour. Locally, however, they had £150,000 in shares. Mr. Jobbins had told them there were 2000 applications for positions here. That showed that people were anxious to settle in Geelong. The company appreciated very highly the manner in which Mr. Jobbins had done his part, and could congratulate him on the success of the opening ceremony.

WHERE POWER IS GENERATED

EACH CAR REPRESENTS 45 HORSES

All the electricity that is supplied in Geelong for lighting shops and residences, heating by means of electric radiators, and cooling by means of fans, together with the driving of 1200 h.p. of electric motors in various manufacturers' premises, is obtained in the first instance from coal. This coal is delivered at the works in tip-drays, which discharge their contents into an automatic elevator leading to storage bunkers adjoining the boiler house. From the bunkers the coal gravitates to the boilers, where it is carefully weighed and recorded before being fired into the boilers. The three boilers are of the Stirling water-tube type, each capable of evaporating sufficient water into steam at a pressure of 150 lb. per square inch as represents approximately the equivalent of 500 h.p. This type of boiler is especially valuable for electric supply stations, where steam can be raised from cold water in a very short time in order to cope with a sudden demand for electricity. The coal is consumed in the furnaces of the

practically all Australian timber throughout.

CARS AND TRACK.

The cars are of what is known as the combination type, which has been proved by experience to be the most suitable for our Australian climate. The centre saloon portion can be completely closed against keen winds of dust, and the open portions of the car at the front and rear are provided with roller blinds, which will keep off wind and rain when necessary. Special efforts were made towards keeping the steps as low as possible, and providing ample knee room for the passengers, and the Geelong cars compare favorably in these matters with any of the most modern in Australia.

Each car is provided with two powerful mechanical brakes, which can be operated by the motorman, together with an emergency electrical brake which will only be used when a sudden stop is necessary. These brakes are quite independent of each other, so that nervous passengers can sit back in peace feeling that accidents with a bolting car are a practical impossibility. Apparatus for spreading sand on the rails when they are wet or slippery is provided on each car as a further safeguard to ensure the brakes gripping.

The citizens will be familiar with the appearance of the tram tracks, having had an opportunity of seeing the construction work, but some details may be of interest. The present routes are described as the nucleus of a system which may be extended as the residential area adjoining the city develops and extends. So far five and one-half miles of rails have been laid. These rails are of specially hardened steel manufactured by one of the largest firms in America to a special specification; they weigh 90 lb. per yard length, and each rail is 45 ft. long. Under each rail is a continuous concrete foundation providing a solid road bed throughout. The gauge of the track, i.e., the distance between the rails, is known as the standard—4 ft. 8½ in.

At the intersections of streets which are known as points or switches have been installed; which, where the track is laid double, enable the cars to be switched on to any route as desired, and where the track is laid single, as in Aberdeen and Pakington streets, turn-outs are provided at intervals to enable cars coming or going to pass each other.

OVERHEAD EQUIPMENT.

The overhead electrical work in the city, which is represented at certain places by a net work of wires, conveys the electricity from the central station to all portions of the tramway track. In the city proper solid drawn steel centre poles are provided, with wooden centre and side poles in the suburbs. The overhead trolley wires, which are

B. & H. FOR GOOD VALUE.

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LADIES

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We will make our FIRST SPECIAL ERY, DRESSES, MANTLES, COSTUME

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We Cordially invite you to Call and

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THE PEOPLE'S DRA

200 MOORABOOL

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GET ONE N

GEELONG—9 VIEWS, including TH

NEW GEELONG LI

N.B.—See our SPECIAL TRAM OFF day Afternoon.

STAR DEPOT. 135 RYRI

FIRE BRIGADES AT BALLARA

Ballarat, Thursday.—The demonstration was continued to-day. Results:—

CLASS A AND B.

ROSE PRACTICE FOR SIX MEN.

Moorebank beat Echuca, 37-35th sec. Maylesford beat Kewang, Dimboola at Warracknabeat both missed; Dunolly at Newtown and Cleweld both missed; Gold Same beat Rushworth, 35sec. Ararat beat Malden, 35-1-5th sec.; Wangaratta beat Maryborough, 39-3-5th sec.; Stawell beat Swanport, 2-5th sec.; Warrnambool beat

15/3/12

Aug 1925 26,000 football

Geelong Advertiser
15/3/12.

Colour:
green
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At the
Newtown
terminus the
cars were
rearranged.

...the following resolutions were passed:—
That this jubilee session of the Order of Sons of Temperance is of the opinion that the time has arrived when the hours of trading in places licensed to sell intoxicants be shortened as in other businesses, and a stricter enforcement of Sunday closing be made.

That the bay excursion steamers and grocers' licenses be abolished and the employment of barmaids prohibited.
That in view of the coming into force of complete local option in a few years, this session affirm its willingness to assist other organizations in covering the State with a net-work of organizations to enable systematic work on the lines of education, agitation and persuasion to be effectively carried on.

That this annual session learns with deep regret of the serious illness of our esteemed friend, Mr. W. H. Jenkins. We remind ourselves of our deep sense of the value of the heroic and noble work done by our brother—a labor so untiring that probably the strain involved helped to bring about the serious breakdown of his health. It must be gratifying to him to know that he has left a deep impression on the community and kindled enthusiasm that will never pass away. We desire to express our deep sympathy in his affliction and inform him that the Sons of Temperance cherish his name and memory for the magnificent work he accomplished in the past.

NEXT CONFERENCE AT

PORTARLINGTON.

Melbourne, Ballarat and Portarlington were nominated for the next district conference, and in the ballot Portarlington was easily on top.

The session voted £50 to the Victorian Alliance, and £55 to the Geelong Hospital.

At 5.30 p.m. the proceedings were brought to a close with the usual votes of thanks.

THE DINNER.

In the evening the delegates and visitors (including the mayors of Geelong (Cr. Williams) and Geelong West (Cr. Dickins), Messrs. Ozanne, M.H.R., Plain and Farrer, M.L.A., attended a dinner at the Mechanics Hall. The arrangements were excellent, and a good menu was supplied by Mr. Danco. Bro. W. J. Wheeler presided, and submitted the toast of "The King."

Mr. J. A. Thear proposed "The M.W.P., the Order and the Cause." He referred in terms of high eulogy to the services rendered by Bro. Wheeler, and wished him a prosperous year to come. He then went on to deal at some length with the principles and history of the O.S.T.—its financial soundness and influence in the community. It was gratifying to notice that amongst public men there was an increasing practice of total abstinence.

Bro. Wheeler, in the course of his response, spoke of his pleasant experiences during the past year and his anticipations for a prosperous time in 1912 for the order.

Mr. W. H. Humble proposed "Parliament."

Mr. A. T. Ozanne, M.H.R., responded, and said that the proposer of the toast, although opposed in his views, had not said much to which he could take exception, and had given him credit for doing what he could for Geelong and district. On such occasions as this proposers of toasts were not

...as follows:—Grand Master, Bro. G. A. Shanahan; Deputy Grand Master, Bro. J. H. Robertson; Grand Warder, Bro. W. D. Moran; Grand Treasurer, Bro. D. K. Clynne; standing committee, Bros. R. Johnson and J. C. Wilson; Grand Trustees, Bros. W. Selwood and J. Fulton. A scheme outlined by Mr. A. M. Laughton, Victorian Statist, for the adjustment of overdrawings from the sick for management purposes was considered.

THE RECHABITES.

PROTEST AGAINST ART UNIONS.

The proposal by Bro. Quick, District Director, that a fee of 6d be levied on contributions of members leaving one district for another without clearance, was defeated by 222 votes to 151 votes. Under the constitution of the Order a two-thirds majority is required.

Several minor amendments in the by-laws were agreed to.

Bro. Vale explained the proposed Australasian Rechabite Federal Council. Further consideration of the matter was postponed.

Bro. Manger moved—

"That this meeting desires an amendment of the Licensing Act, to provide proper facilities for opposing club certificates, Australian wine licenses, and two-gallon licenses, also for the abolition of grocers' licenses and late permits, and to provide for applying ordinary trading hours to liquor bars."

Bro. Edwards seconded the motion.

Bro. Evans urged distinct individuality on the part of Rechabites, emphasising the passive support which was given to societies where liquor was dispensed.

The motion was carried unanimously.

The delegates have been made honorary members of the local sporting clubs, and eleven of the visiting Rechabites defeated a Hamilton eleven in a cricket match.

The conference passed resolutions protesting against the Savings Banks being opened in or contiguous to hotels in country districts; and endorsing the action of the Board in using its best endeavors to suppress the circulation of impure literature; but a long discussion took place on the question whether the Order should be represented at the conference on the latter subject, some delegates contending that the Order was introducing too many planks in its platform. In the division 145 voted for and 84 against.

District officers were requested to interest themselves in better investment of Tent moneys.

It was decided to approach insurance companies as to the possibility of insuring members against becoming infirm after reaching 55 or 60 years. Regret was expressed at the freedom with which the State Attorney-General gave permission to hold art unions, and district officers were instructed to adopt the best possible means of securing the enforcement of the 1906 Anti-Gambling Act. A grant of £50 was voted to establish the Victorian Alliance or a sounder and more aggressive footing. Preferential voting is to be introduced in the election of officers.

The installation of the newly-elected officers then took place, and presentations of group photographs of representatives were made to the retiring Chief Ruler, J. G. Membray, M.L.A., and the Hamilton Rechabite Tent.

...and the school children had a holiday for the occasion. Consequently the crowd in the street was enormous. The four cars which made the official circuit of the routes were admirably decorated. The civic fathers had entrusted the task to their ladies, who are to be complimented on evolving pretty schemes of ornamentation. The city car had lattices of white entwined by artificial white blossom. The front panel had the city coat of arms, and white streamers waved from the sides of the car. Newtown and Chilwell had a blending of pale blue and green. Evergreens formed the background for festoons of pale blue flowers. Unique trumpet lilies, silken blue flags were clustered on the canopy of the car front and back, and the borough name was emblazoned on either side. Geelong West's color scheme was red and white. Artificial blossoms (they might have been cherry and pear blooms) were daintily set amongst asparagus fern and similar light foliage; over all red and white ribbons were prominent; and this car, too, had its own name badge. The company's car (Miss Jobbins driver) was a modest decoration in green and gold—the uprights and windows picked out in columns of foliage studded with miniature sunflowers, Japanese marigolds, etc.

SILVER SCISSORS FOR THE LADIES

At 2.30 p.m. sharp at the power station the order was given for official guests to board the cars, the first of which, with Mayoress Williams at the motor handle, with Mr. G. G. Jobbins, the Geelong manager, at her side, moved from the depot at 2.40 to the accompaniment of ringing cheers and a lively band march. At close intervals the remaining three trains followed, and found in Moorabool-street a dense crowd. They kept right up to the tram rails, and the conductors had to clasp the car bells vigorously. The cars were unofficially in city territory, but the official entry was not made till the Queen's statue was reached. A barrier of ribbon barred the track, and when the guests had alighted the Hon. Agar Wynne, representing the company, formally requested the Mayor's permission to enter the city territory. Mayor Williams acquiesced, the Mayoress was presented with a pair of silver scissors with the company's monogram engraved, and with these she severed the silken cord. Three cheers were given, and the historic strand of silk was presented to the Mayoress as a streamer from a handsome bouquet of yellow cactus, dahlias and pansies. The procession moved off again; and from the workrooms over the drapers' shops there was a fringe of girlish faces to feast on the busy scene below. Up to the Post Office the avenue of human onlookers was almost unbroken. When the Aberdeen-street loop was reached the pale blue car of Newtown was manoeuvred into leading position, and

\$

to give special allowance and other assistance of the Opposition. The Minister in January 1st last. He thought it most important that the most exhaustive situation should be asked without any discussion which the Minister knew. If Parliament went into the Treasury chest without proposed without valid authority from it would be doing it be misusing its power introduced by 35 votes

adding of the Bill protected debate in the Chamber, in moving the aid the intention of the Minister an injustice to members existed for a long time. interjection, Mr. Holman had his way he would £1000 per year.

STEEL WORKS.
Today Mr. Griffiths Works, stated that the more deposits in Tasman placed under offer to Mr. Paul, who in iron industry at Lithgow with an English Commissioned to resists.

ET FINED.

Thursday.—Henry Dawkins with neglecting to the senior cadets. The fact that he was convinced of the defendant had him away from drill. a minimum penalty of 9 to nine months for suggested that the authorities asked to remit £3 of

£2,000,000 ON OUNT !

ister, Mr. Fisher, was widow, and presented bank cheque drawn for aid to her on account of money which had been of which she alleged had taken possession. included the Melbourne, in addition to Her full claim ran to £25,000,000, but she was satisfied to accept £10,000 as a progress. Fisher's thought turned to sovereigns lying idle in the Treasury Building, for purposes to serve. through her story rapidly, and finally in might find it necessary for the judges at the

be a good thing not only for the city, but for both boroughs. He hoped the system would be a success, and that in the near future the service would be extended in other directions. Mayoress Dickins, like the other Mayoresses, received a pair of silver scissors and a bouquet, and resumed control of the driving apparatus through Geelong West.

GEELONG WEST: "AT LAST!"

In the business section there were several humble decorative schemes and one waggish tradesman good-naturedly exhibited his comment "At Last." When Church-street terminus was reached the white car of the city resumed the lead, and the procession commenced the return run to the depot. On the level stretch of Pakington-street a taste of their speed was given by the cars, and, separated by breaks of 100 yards, they were humming along at 15 miles an hour. Some venturesome cyclists, boys, of course, persisted in riding dangerously close to the front of the cars, and had to be "rung off" the track. A team of wagon horses showed some uneasiness at the sight of the unusual caravan, and were passed at reduced speed. The crowd in the city had increased when the cars went past at 3.45, and it seemed that Geelong generally was holiday-making. There was a fine concourse of guests at the power-house when the official trams returned, and so that the social side of the ceremony might not be subordinated to speech-making, the exchange of congratulations and courtesies were brief. Dainty afternoon tea was supplied by the A.B.C. Company, Mr. Rintel had charge of the refreshment corner for gentlemen, and while the gathering enjoyed the company's hospitality the Geelong City Band, under Bandmaster Percy Jones, discoursed excellent music. The leading interests of the city and suburbs were represented in the assemblage, and amongst metropolitan visitors were Messrs. F. W. Clements (general manager of the company), and W. J. Mountain (secretary). Mr. J. A. Dawson, who was first manager of the Geelong branch of the company, was also in attendance. After refreshments the guests were at liberty to inspect the now very complete generating plant of the company or to have "joy" rides on the cars. Four cars were at the disposal of the ticket holders, and it was obvious from the tattered state of the decorated cars that few had missed the opportunity of securing souvenirs of the functions. Each car took out a packed load of trippers right up till 6 p.m., but the comfortable motor buses had fewer patrons. However, their presence in the streets with the electric cars, and the stream of people promenading made the city look particularly gay.

At 6 p.m. the cars were available to the public for the ordinary service, and the patronage of city folk going to the suburbs was heavy. The rush for first ride did not set in until after the tea hour. For the greater part of the

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Tram Track Duplication

Although the duplication of the tram track in Ryrie-street is to all intents and purposes finished, important work in connection with the south or original track is proceeding. This work is really a complete re-construction of the south line. It was found on examination that the concrete stringers were badly broken, and generally unsatisfactory. The opportunity was taken of reconstructing this track, which was originally laid down in 1911, on the most modern lines. In place of the concrete stringers, wooden sleepers are now being used on a solid foundation of bluestone. Another important matter is the drainage. Suitable drains are being laid in the centre of the track, and these, in addition to draining the track, drain the whole of the road surface. It is worthy of note that, in spite of the nature and extent of the work, there is not the slightest interference with the car service. The concrete is very hard to break up, and, after it has been taken out, the car line has to be propped up at the points affected to permit of the cars passing over them. Altogether it is a ticklish task to carry out with normal traffic running. At the spot where the loop existed opposite the post office, new rails have this week taken the place of the old worn ones—an alteration which is giving the desired smooth running at this point.

Geelong's Pumping Stations

At the meeting of the Water and Sewerage Trust last evening, the engineer-in-chief (Mr. J. Sharland) pointed out in a report that the Trust would shortly have six pumping stations in operation in connection with its sewerage system. These were—Corio Bay, No. 1 special area (Bowler's), No. 2 special area (Swanston-street), Eastern Park, York-street, and North Geelong. He thought it advisable that these stations should be connected up to an electrical recording instrument at the head office, so

discourage it, even at night. The loading from four hatches. The material is automatically weighed and recorded, and it has been necessary to have only one man in charge of the operation, his duty being chiefly to look after the greasing and to attend to the electric motors. There has been no overtime. It is expected that the Wanganella will finish on Monday night.

An excellent and varied programme including choral pieces, solos, etc., will be presented at the Central Hall on Monday night, when a concert will be given by the Corio Competitive Choir, under the baton of Mr. Warwick Shore. In St. James', Aberdeen-street, on Monday night a unique entertainment, comprising "Mystery, Humour and Music," begins at 8. Admission one shilling.

This afternoon at 3 o'clock in St. Andrew's School Hall, Sydney-park, a big Rummage Fair will be held in aid of organ fund. Admission 3d. Afternoon tea provided.

The names of the Masters William (violin and flute) were omitted from the list of those who took part in the recent cantata, "Cloud and Sunshine."

WHERE TO GO TO-NIGHT

Geelong Theatre.—"Four Men's Wives" and "A Girl's Desire." Also Ford and Sterling, entertainers. Matinee the afternoon.

Regent Theatre.—"In Divorce a Failure" and "The Five Dollar Baby." Matinee this afternoon.

West Park Theatre.—"The Five Dollar Baby" and "In Divorce a Failure." His Majesty's Theatre.—Full vaudeville programme.

Communa Na Feinne Hall.—Pickwick Papers and scenes from "Alice in Wonderland," by Geelong College Boys.

Ashby Hall.—Dancing and cakewalk.

St. Mary's Hall.—Dancing and cakewalk.

Kindergarten Hall.—Dancing.

Central Hall.—Corio Competitive Choir Concert.

Sladen Hall, Chilwell.—Euchre and Dances.

Tonguey.—Euchre party and dances.

25/8/23

7/1/22

1. Duplication of Ryrie + Merdeen St
2. Belmont ext.
3. North

plugged ext. to Chilwell.

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Sanderson, for them to make the application to the Supreme Court for an injunction to restrain the City Council from proceeding with the scheme. Action will be taken in a few days.

NEWTOWN TRAMWAY.

Residents of Newtown need not be alarmed if to-night they hear explosions. After the last tram has run, tramway men will set about making the connections for the deviation from Pakington-street into Aphrasin-street. Everything is ready with the exception that the new rails have to be connected with the old line, and in order to do this quickly it may be necessary to put small charges in to break the cement. It is hoped to have all of the work finished by the time the service resumes to-morrow, and in that event the trams will at once take the new route. Should anything untoward happen, however, to prevent this, it will not affect the Newtown service.

GREATER GEELONG ART.

The G.M. Hitchcock Memorial Art Gallery committee met at Richardson's Exchange yesterday afternoon. Co. Williams was in the chair, and the Hon. H. F. Richardson, Messrs. F. Pincoff, H. P. Douglas, F. Walter and Geo. R. King were also present. The treasurer's statement showed that it was necessary to make an active effort to comply with the conditions of the Premier's offer to provide £250. The Hon. H. F. Richardson moved, and Mr. King seconded that a financial statement be presented to the public through the Press, and that the editors of the local papers be asked to urge the claims of the movement. Mr. Douglas moved, and Mr. Walter seconded, that the Mayors of Geelong, Geelong West and Newtown and Chilwell be asked to co-operate in securing a good response from the whole of the District, seeing that the gallery was an institution that appealed to all.

FOOTBALLERS' UNIFORM.

The uniforms of the Collingwood and Geelong footballers are so much alike

vertiser" information, the police are communicating to-day with the Bourke-street West police to have inquiries made on the s.s. Westralia, whose name he mentioned on Thursday night. His clothes have recently been neatly mended, and his physical condition generally indicates that his lapse at the time of admission had only been of a few hours' duration.

ART GALLERY.

The erection of the new Art Gallery in Johnstone Park has been completed, with the exception of the steps leading to the entrance. This portion of the contract is still held up on account of the stonecutters' dispute, and in consequence the opening date cannot be fixed. It will be necessary to use about £750 more, apart from promises made when the scheme was first adopted, in order to clear off the debt. It is hoped that the promoters will be able to hand the Gallery over quite free of debt, but in order to do that an appeal for the additional money required must be made quickly. The Premier has promised assistance.

ANAKIE MAIN DUPLICATION.

Tenders have been called by the Geelong Water Trust for the supply of cast iron or steel pipes for the duplication of the Anakie main between the pipe head dam and the Lovely Banks basins, a distance of 14 miles. In the specifications, Mr. Sharland fixes first delivery in ten weeks after signing the contract. The laying of the main will occupy many months. Its diameter is 14 inches, and the duplication has been rendered imperative by the remarkable growth of the settled area since the Trust was created.

CORIO LIBERALS.

Circulars are being issued by the secretary of the Corio United Liberal Parties, calling a meeting of delegates of the Liberal organisations from the northern and southern portions of the Corio electorate at Melbourne on the 24th inst. The political situation will be discussed, and a plan of campaign

Geelong Advertiser

13/6/14 p.2.

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look at the panel
requirements.

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36/5/31 depot
also Dan Saxon +
Andrew Cook

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9 East 303

also 5880. photographer?

car 17 ov 26?

a.f. 7116 (Ken McCarthy)
from Greg King

VS disc.

All copied by Andrew Cook to TDV. 25/6/17-17/10/17

- 24 E Park terminus no lights 3 blinds down. 1955? }
 24 E Park → E at loop }
 39 Ryrie St E dest " " Left of photo. Plaza Theatre in right 1955?
 9 Station looking W. Blurry, track in foreground, Riley behind S. 1955?
 Zebra Bogie Butterbox 18 T.C. heading N turning onto W track but dest 'Belmont' 1956
 18 West terminus - West dest, woman walking away 1948
 Zebra Bogie 18 West terminus both poles down, BEACH dest. 1948?
 3 Belmont line, dest NORTH, turning onto Xaver opp Baker Motors 1956?
 18 Beach terminus, Chilwell dest, facing W driver in cab 1955?
 19 TC dest EASTERN PARK, facing E. at safety zone. 55
 36 Belmont line, heading S. Woman carrying bag on left 1939?
 2, 3 East terminus, blurry. West dest, woman about to cross road to board 55?
 2 TC. Both SPECIAL foggy. school kids on R 48/49?
 3 Eastern Park terminus 2 school children playing in L 6/8 55?
 4, 32 Beach terminus, facing W. Woman on R beside tram (not same as above) 55?
 5 Beach terminus, 4 (old colour) - Newtown, 32 BEACH. no red light 48
 8, Peng 2023 East terminus. Chilwell dest. New number, CHILWELL white on black. photograph 48/49
 9 Station 8 in front. white on black sign on str. roof. 45? 48?
 9 Station blurry 3/4 view, tram faces E Chilwell dest roof above car boot up 55
 10 East line. Hospital + Guggis in the 6/8. No lights on EAST dest. 49?
 18 Station facing W 3/4 view NEWTOWN black on white dest. Bus on R. misty 49?
 19 Ryrie St at Gheringhop St. facing W NEWTOWN dest 55
 19 Station facing E. Mainly side-on view goods van in 6/8. Chilwell dest 55
 19 Beach terminus, facing W Chilwell dest, summer 55
 21 TC. 'T' lights from Belmont, going N 48/49
 22, 39 TC. 22 East, 39 West in Ryrie St opp T+6 blurry 55
 24 Eastern Park line, CITY dest, same day as 1st 2. winter 49?
 24 Ryrie St opp hospital, heading E, Eastern Park dest 3 blinds down 49?
 25 Newtown terminus, facing E STATION dest. conductor at rear 49?
 30 East terminus, Birney Chilwell dest, facing W. 2 men walking away at rear 45?
 34 Workshop 2 men facing the camera. camera on bumper 48
 36, 39 Aberdeen St, blurry. 36 on far left WEST 39 EAST Parked car opp shop 55
 36 West terminus, facing S. EAST dest blurry. Distributors truck parked. 55
 36 Pakington St opp Newtown + Chilwell T.H. SPECIAL dest. Winter, about to turn to Newtown 48
 37 East terminus 3/4 view. WEST dest. 'General Store' in 6/8 55
 38, 13 Belmont hill. 13 out, 38 right near shelter shed 55
 Zebra bogie Belmont line, heading N opp loop opp All Saints at top of hill 55
 Zebra + 38 Belmont line, Zebra L, 38 R heading N opp Kardinia park loop 55
 8? Peng Station as above. 45/8?
 24 E Park terminus curr dest boy swinging pole Not the same as 1st picture 48?

Bedmont route Fair N Approach Barrow Bge from S
Bedmont route Gof S under Ad'duct. White van on L.
^{Gyp swimmers & coos}
Moraboot St at ~~Highway~~ St V Hurry
Ryrie St WEST det, head W. Just E of Moorabool St. Safety zone sign
T.C. Fairly E of T&E Pongilly behind + ^{one fair coat} ~~to the~~ east
Ryrie St. V Hurry. Just E of Moorabool St
Bedmont line head N at Barrow Hts Rd in
Ryrie St head E Hurry. Same past as 39 ~~as~~ (3rd plate) det F Park?
Bedmont Hill Fair S. Same as 38/13
Det, ground level. Clean in the cabin of 3.
T.C. At Bedmont / North wait Vanguard on far left
East line. Just before Garden St in trees in foreground
Bedmont line. Approach Barrow bridge from S.
Det. 3 men in front of 13. 31 to left

20
26 m long
leaf.
38
39
B box
26 m long
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13
6/3/31
from before.
16

Ian Saxon

1/19	22	260854 GEL 001 & 2	1958	also n/260 328	1969	
	4	003 + 058	Junk yard	GEL 058	28/4/20.	
	19	SPM 50135	West terminus faip S, BEACH dest		1949/50	
	2	335956	Beach CHILWELL dest	1955	(priv)	
	25	NO 25 AT BELMONT TERMINUS	fuzzy.	1930s		
	25	25 NEWTON	1949 with conductor.	from Ron Schoten.		
	17	340982	Station bus on right	1955	conductor steady outside	
	18	?	Turnip in Aphasia St to Newton.		n/261 317	
	23	335695	East terminus	driver having a smoke	1955?	
	25	25 NEWTON - GEELONG 21/1/49	Niel Red. NEWTON dest	pole swing. '1' on road. bumper scratches.		
	18	K(2)(69)	colour photo KK. East terminus.	EAST dest (Roger Greenwood).		
5/19	deput Bge,	8 + 13	Bgio m left	CITY dest. (NB GEELONG DEPOT ref)		
	39	GEELONG NO 39	4/55	AETA notice on bumper.		
	31	GEL 016	Moorefoot St at Lt Malop, faip S, BELMONT dest.	Niel Red 21/1/49.		
	13	VRT 0016	Depot 4 road, man walking towards Papely in left.	1950s		
4/10	18	GEL 018	TC faip W blurry	NEWTON dest. 36 behind	1955?	
	13	GEELONG - TRACK CLEANER	Lloyd Rogers 29/3/48.	at Depot 5 road.		
7/10	38	GEL 015	Belmont line, heading S	first short of Brown Bge	1955.	
	20	GEL 019	TC faip K.	Big Safety Zone sign in centre	1955.	
10/10	5	GEL 020	Wharf. Side-on dest WEST	2 passengers in front	26/3/1939.	WJ 5830
9/10	3	GEL 022	East line, at terminus, to ^{faip E} CHILWELL dest	sea lights	5/1/1951	KMEC on left.
	15	GEL 023	TC dest EASTERN PARK,	women climbing in	KMEC 4/2/48.	
22/10	308	GEL 024	Geelong College. or 8? -> Newton.	winter '49 or '50		WJ 5842.
10/10	3/3/31	VRT 0023	Depot 36/3/31.	Cleaner over pit on 3		WJ?
	38	"	Belmont terminus.	Both poles up - photo faces S.	1955?	
7/10	39/8/3	GEL 028	Depot 39 CITY, 8 DEPOT, 3 NEWTON		1955?	
4/10	21	GEL 025	Belmont terminus	'T'	1949	
	25	GEL 029	Newton terminus.	STATION dest, no conductor	no white stripe on road.	1949?
	8	GEL 030	Chilwell terminus		KMEC	
	3	GEL 031	Beach terminus, faip E	NEWTON dest	white on black dest	1948?
11/11	4/32	GEL 032	" " 4 NEWTON, 32 BEACH	white on black dest		1948?
	13	F 343 868	Truck photo.			
	17	GEL 034	Beach terminus	both poles up		1955
	34	GEL 035	West Chilwell terminus.	EAST dest		1955
	35	GEL 036	Belmont terminus.	BELMONT dest.	Driver + conductor out front	1955
	35	GEL 037	TC dest BELMONT	No red lights	Old Safety Zone sign.	1949
11/11	23	GEL 038	East terminus	EAST dest	2 passengers boarding, driver walking to front	14/1/1954
15/11	3	GEL 040	Station terminus.	Bumper lowered	no red lights	WJW. 1950
	21/7	GEL 041	Beach terminus	21 WEST, driver on inside		KMEC 5/1/50

Ian Saxon

		Station	one of 2.	6° 2° faces.
		Destination N° 3	terminus	
		Board tram at curve →		
		5 in Ryrie St at Garden St	NEWTON dot on right	Summer 54-6.
		Boyle just N of Barron Bge	dest BELMONT facp S.	55
		Carro Tree at Yarrow St	heading W dest W.	Mrs O'S Hotel a b/gp. 1948-50.
		N side of Barron Bge,	heading NORTH	
		At loop in Belmont hill,	heading S.	planks across gutter 1955?
		28 at Rees Farm. Ken Mann		
		TC 18 → EASTWOOD PIC, 7 NEWTON	4 empty by N° 7	1955
		Belmont terminus NORTH dest.	driver + conductor facing N.	1955
		Rept Boyle CITY 1-15/BELMONT / Pargelly		1955
		TC facp E. EASTERN PARK dest.		1948
		TC fast heading S across X th .	Holder on right	1955
		Moorabool St Same day as 061	heading N NORTH	Man running to catch 1955?
		North terminus, facp S.		
		Passing in Moorabool St loop	bet van v8847 parked	
		turning from Aphrasia St into Pakington St.	Holder parked at left.	55?
		Belmont hill loop		
		TC 18 to Newton, Boyle behind.	Woman on L, Morris on R	1955
		Moorabool St. just N of Viaduct,	heading N. Black? Agostin on R	55
		Moorabool St	passing on loop just S of Barron Bge.	55
		Boyle turning into Pakington St from Aberdeen St,	heading W	55

36 at Churchill Farnham NR 21/1/49

TDU 2/8/17

GHC

4/2008 Head Mark Beasley.

1990s. Norm Houghton.

Bowditch Collection - tramway construction
SEC.

GRS 710 [3]
[4A]
[4C]

News of the Week 16/3/12, 21/3/12.