

Construction Works

WATER SUPPLY

Mr. A. E. Harding Frew has submitted a proposal to the Killarney, Queensland, council for the installation of a water supply scheme.

The Coolamon council, Coolamon, N.S.W., is convening a public meeting to discuss a scheme for the water supply of Marrar, Coolamon, Ganmain and Matong.

A special meeting of the Sydney metropolitan water board has been convened to consider proposals submitted by Mr. T. W. Keele, one of the members, for securing an additional supply of water from the Snowy river.

An English syndicate recently approached the Tasmanian government in regard to the purchase of the hydroelectric works, but it was decided to reply that the government had no intention of selling the undertaking.

The St. Arnaud, Vic., water trust has submitted plans for the new reservoir at Mount Teddington to the state rivers and water supply commission for approval. The new reservoir will hold 180,000,000 gal. The cost is estimated at £21,055.

The holding capacity of the Warren reservoir, near Williamstown, S.A., has been increased from 1,049,000 to 1,401,000 million gallons by raising the concrete dam 3 ft. 6 in., making a total height of 64 ft. 6 in. The bywash was widened 25 ft. 6 in. to 117 ft. 6 in. and raised 4 ft. 6 in. A new bridge to raise the roadway 6 ft. by 250 ft. long was also constructed. The cost was approximately £20,000.

The Australian Wood Pipe Co. Ltd., Lane Cove, N.S.W., for the 12 months ended June 30 made a profit of £10,044 after providing for depreciation, which with the amount brought forward from the previous year, makes a total of £12,863 available. An interim dividend of six per cent was paid on February 15, and a further dividend of eight per cent is to be disbursed, leaving a sum of £5,513 to be placed to profit and loss account.

RAILWAYS

During the next session of the N.S.W. parliament it is intended to submit a bill authorising the construction of a railway from St. Leonard's to Eastwood. The line, which is eight miles 26 chains in length, is estimated to cost £630,835. This includes £20,000 for Lane Cove river bridge, £17,500 for the Lane Cove river wharf and £200,000 for power and feeders.

The New South Wales government has decided to proceed with the construction of the railway from Moss Vale to Port Kembla at a cost of about £2,000,000. The Hoskins Iron and Steel Co. undertakes to commence the erection of a blast furnace at Port Kembla and during the first year the line is open agrees to despatch 100,000 tons of material over the railway.

The Silverton Tramway Co.'s revenue for the year ended June 30 amounted to £190,319, against £189,520 for the previous year, while expenditure at £113,567 was larger by £1,627. The balance carried to profit and loss from working account was £76,752. Interest amounted to £3,594, and the total credit at the end of the term was £97,534. Dividends absorbing £75,000 were paid during the year. The company operates the railway from Broken Hill connecting with the South Australian government system.

It is expected that the survey of the railway from Oodnadatta to Alice Springs will be completed early in the new year. In making this intimation the minister of works and railways informed Mr. Nelson, representative for the Northern Territory, that it was proposed that the construction of the line for the first 25 miles north of Oodnadatta should be undertaken at once, so as to establish a camp north of that town. Early in the new year tenders would be called for that section of the line.

N.S.W. Railways

Speaking at the C.T.A. dinner in Sydney recently, Mr. James Fraser, chief commissioner, said:—"In the year 1924-25 we operated the railways and tramways with only a small loss. Some mention has been made in the press of a deficit for the past year of £1,000,000. Those speculators may or may not be right. But if we compare the adverse conditions of the past year with those of 1924-25, I can show you that they amount to about £1,207,000, including £378,000 which we had to pay to employees on account of increased awards and improved working conditions. The 44-hour week cost during its six months operation about £201,000. Other automatic advances due to awards cost £205,000. Also, we had to pay an advanced interest bill of some £200,000 on account of capital being 'frozen up' in works that were not yet revenue-producing. In addition, we had a very serious loss in business owing to the drought and strike during the last part of the year. Those two things cost us about £325,000. The total comes to about £1,207,000. That is a loss that might have been shown in our annual report this year with a measure of justification. The fact, however, is that we will show a deficit of considerably less than a million pounds."

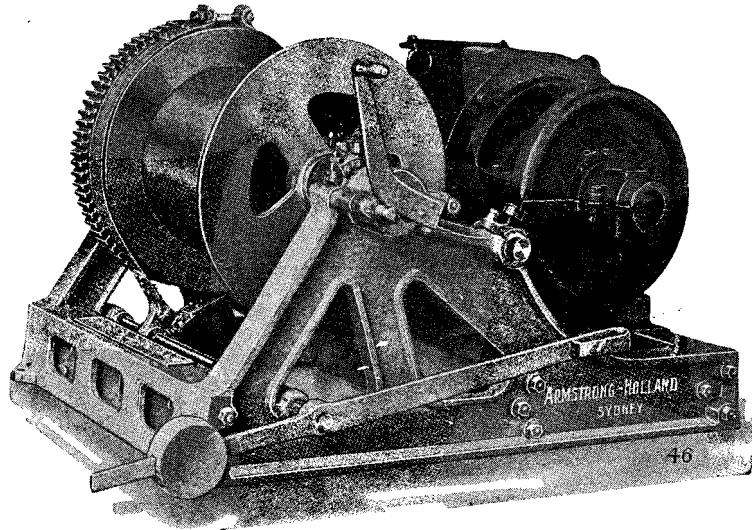
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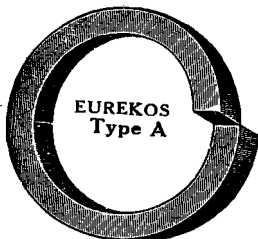


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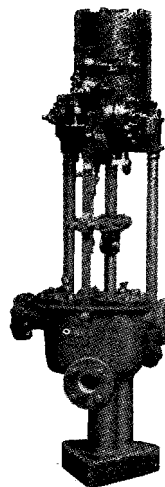
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Victorian Institute of Engineers.—Members of the institute visited the engineering establishment of Messrs. A. H. McDonald and Co. Pty. Ltd., at Richmond, on August 20. This firm is engaged principally in the manufacture of oil driven road rollers well known as the super-Diesel. At the time of the visit about 50 machines of this type were in course of construction. The machine shop and foundry equipment was inspected and various phases of operations explained by members of the staff, as well as the works of erection and testing of engines. On behalf of the members of the institute, Mr. T. Hill, president, expressed thanks and appreciation to Mr. A. H. McDonald, managing director, for the opportunity of seeing first hand the work carried out by the firm.

September 1, 1926

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TOWN OF NAMBOUR, QUEENSLAND

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Wallerawang, N.S.W.

17/8/26.

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Sir William Arrol and Co. Ltd., Glasgow, recently received an order for 21 Arrol-Whitaker electric power navvies. It is believed that this is the largest single order ever placed for electric shovels.

Work on the new promenade and pavilion pier at Coogee, N.S.W., officially commenced on Saturday, July 24. The pier will be 936 ft. long, varying in width from 40 ft. to 69 ft., with the pierhead 160 ft. wide by 240 ft. long. The estimated cost is £160,000. The contractors are the Coogee Ocean Pier Company.

Victorian Institute of Engineers.—Members of the institute visited the engineering establishment of Messrs. A. H. McDonald and Co. Pty. Ltd., at Richmond, on August 20. This firm is engaged principally in the manufacture of oil driven road rollers well known as the super-Diesel. At the time of the visit about 50 machines of this type were in course of construction. The machine shop and foundry equipment was inspected and various phases of operations explained by members of the staff, as well as the works of erection and testing of engines. On behalf of the members of the institute, Mr. T. Hill, president, expressed thanks and appreciation to Mr. A. H. McDonald, managing director, for the opportunity of seeing first hand the work carried out by the firm.

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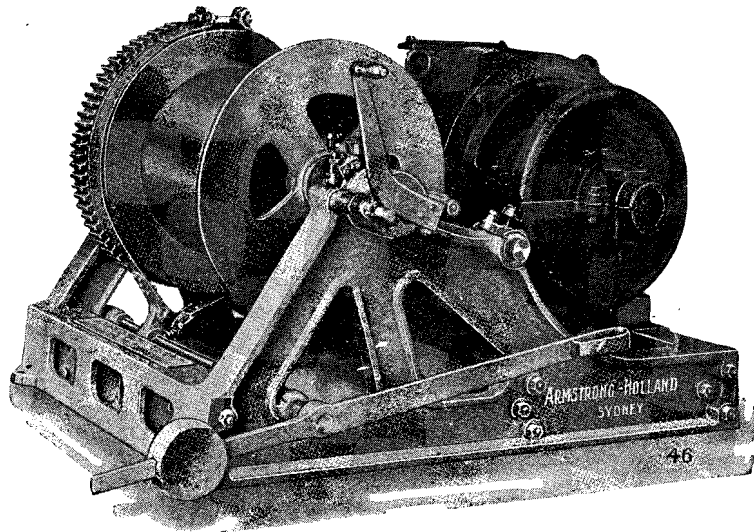
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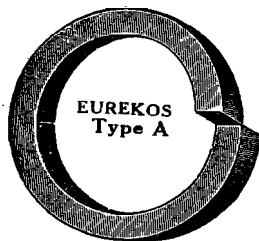
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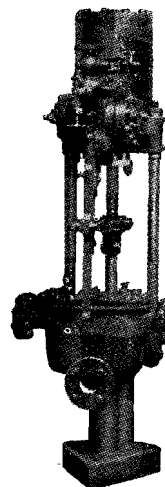
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Construction Works

WATER SUPPLY

Mr. A. E. Harding Frew has submitted a proposal to the Killarney, Queensland, council for the installation of a water supply scheme.

The Coolamon council, Coolamon, N.S.W., is convening a public meeting to discuss a scheme for the water supply of Marrar, Coolamon, Ganmain and Matong.

A special meeting of the Sydney metropolitan water board has been convened to consider proposals submitted by Mr. T. W. Keele, one of the members, for securing an additional supply of water from the Snowy river.

An English syndicate recently approached the Tasmanian government in regard to the purchase of the hydroelectric works, but it was decided to reply that the government had no intention of selling the undertaking.

The St. Arnaud, Vic., water trust has submitted plans for the new reservoir at Mount Teddington to the state rivers and water supply commission for approval. The new reservoir will hold 180,000,000 gal. The cost is estimated at £21,055.

The holding capacity of the Warren reservoir, near Williamstown, S.A., has been increased from 1,049,000 to 1,401,000 million gallons by raising the concrete dam 3 ft. 6 in., making a total height of 64 ft. 6 in. The bywash was widened 25 ft. 6 in. to 117 ft. 6 in. and raised 4 ft. 6 in. A new bridge to raise the roadway 6 ft. by 250 ft. long was also constructed. The cost was approximately £20,000.

The Australian Wood Pipe Co. Ltd., Lane Cove, N.S.W., for the 12 months ended June 30 made a profit of £10,044 after providing for depreciation, which with the amount brought forward from the previous year, makes a total of £12,863 available. An interim dividend of six per cent was paid on February 15, and a further dividend of eight per cent is to be disbursed, leaving a sum of £5,513 to be placed to profit and loss account.

RAILWAYS

During the next session of the N.S.W. parliament it is intended to submit a bill authorising the construction of a railway from St. Leonard's to Eastwood. The line, which is eight miles 26 chains in length, is estimated to cost £630,835. This includes £20,000 for Lane Cove river bridge, £17,500 for the Lane Cove river wharf and £200,000 for power and feeders.

The New South Wales government has decided to proceed with the construction of the railway from Moss Vale to Port Kembla at a cost of about £2,000,000. The Hoskins Iron and Steel Co. undertakes to commence the erection of a blast furnace at Port Kembla and during the first year the line is open agrees to despatch 100,000 tons of material over the railway.

The Silverton Tramway Co.'s revenue for the year ended June 30 amounted to £190,319, against £189,520 for the previous year, while expenditure at £113,567 was larger by £1,627. The balance carried to profit and loss from working account was £76,752. Interest amounted to £3,594, and the total credit at the end of the term was £97,534. Dividends absorbing £75,000 were paid during the year. The company operates the railway from Broken Hill connecting with the South Australian government system.

It is expected that the survey of the railway from Oodnadatta to Alice Springs will be completed early in the new year. In making this intimation the minister of works and railways informed Mr. Nelson, representative for the Northern Territory, that it was proposed that the construction of the line for the first 25 miles north of Oodnadatta should be undertaken at once, so as to establish a camp north of that town. Early in the new year tenders would be called for that section of the line.

N.S.W. Railways

Speaking at the C.T.A. dinner in Sydney recently, Mr. James Fraser, chief commissioner, said:—"In the year 1924-25 we operated the railways and tramways with only a small loss. Some mention has been made in the press of a deficit for the past year of £1,000,000. Those speculators may or may not be right. But if we compare the adverse conditions of the past year with those of 1924-25, I can show you that they amount to about £1,207,000, including £378,000 which we had to pay to employees on account of increased awards and improved working conditions. The 44-hour week cost during its six months operation about £201,000. Other automatic advances due to awards cost £205,000. Also, we had to pay an advanced interest bill of some £200,000 on account of capital being 'frozen up' in works that were not yet revenue-producing. In addition, we had a very serious loss in business owing to the drought and strike during the last part of the year. Those two things cost us about £325,000. The total comes to about £1,207,000. That is a loss that might have been shown in our annual report this year with a measure of justification. The fact, however, is that we will show a deficit of considerably less than a million pounds."