

Colonel Glover,
continued.
20th May 1878.

49. Have you any estimate of the cost of the line from North-West Cape to Singapore?—I have in a book; I could get it in a moment; it is very much the same as the other; I think they are within £30,000 or £40,000 of one another. Between North-West Cape and Singapore, and between Darwin and Singapore, there is a very trifling difference.

50. Do you know that the sea of Western Australia from North-West Cape is a sea such as the other?—I will get the information from the other room—[*the witness withdrew for that purpose and immediately returned.*] By Singapore to Banjoewangie and Banjoewangie to North-West Cape would cost about £500,000.

51. I ask you have you any information as to the sea between Banjoewangie and North-West Cape?—I have. I suppose you are content to take Admiral Richards, the Hydrographer of the Admiralty, as a considerable authority, and Sir James Anderson. I telegraphed to them both, and Sir James Anderson says:—"All experience confirms that cables at moderate depth can be maintained; and cables at such depths as in Western Australia route have only been recovered when quite new, and with very large steamers; all other attempts have failed so far; and although not yet despaired of, the expense must always be serious and success most uncertain." Admiral Richards says:—"The depths of the route from North-West Cape to Java are unknown, and no doubt very great, repairs if possible would certainly be very difficult and costly. On present route, cable easily repaired, and new patent cable is specially designed to resist teredo." I tried to get the best information to lay before you, and tell you the actual authorities.

52. In connection with the proposal of the company for the Port Darwin and Banjoewangie line, were you not aware that they also stated, as part of the condition of the proposal, their intention to make a line between Penang and Singapore at their own cost?—We asked a definite sum of money. I believe we shall do it; but I would not like to give a direct answer without reference home; in fact, I did refer home just now before I came, thinking the question might be asked.

53. *By Mr. Todd.*—That was when you asked for the renewal fund?—Yes; we do not ask for a renewal fund now; and as that is not in the question, I should not like to bind the company till I ask the question. I quite acknowledge that the offer had been made.

54. *By Mr. Burns.*—Do you know the distance between Normantown and Port Darwin, or between Thursday Island?—Thursday Island I have not; I have Normantown to Port Darwin—963 knots; I have it here; that is the cable, which includes what we call slack; 900 is the actual distance. I give you the length of a cable.

55. Nine hundred and sixty-three knots?—Yes, so I understand it.

56. Have you any knowledge of the sea?—I have not. I look upon it as much the same as to Port Darwin for about 400 miles; the last 400 miles to Darwin goes over a flat ridge of 40 or 50 fathoms, and then dips into deep water—[*explaining upon the chart.*]

57. What would be the terms for laying that line?—I have no instructions for that. Do you mean from Normantown to Port Darwin?

58. Yes, 963 knots. Is not your cost £450 a mile?—It depends. In many cases we have to make a stronger cable on account of the sea, and I cannot quite answer; I have not got it here.

59. *By Mr. Mein.*—Have you got an estimate of the cost from Cape York to Port Darwin?—No. I think I have from Cape York to Singapore.

60. Give us that?—What I have here is about £950,000, *viâ* Macassar; Cape York to Banjoewangie, and Banjoewangie to Singapore, £870,000; say £880,000. Of course this is subject to modification; it is a mere estimate.

61. *By Mr. Burns.*—We do not desire to bind you down by hard and fast lines?—Quite so.

62. Have you formed any decided opinion as to the best mode of securing the lines from interruption. If you bring a line from Port Darwin, a duplication to there, how would you provide for a duplication?—That must rest with yourselves. If I could draw out a scheme that I could get all the colonies to go into unanimously, I would suggest, as the wisest and best plan for the general benefit, to connect to the Queensland line.

63. From the company's standpoint, how would you best do it, with regard to the working and cost of construction in the first instance—the most economical line of duplication from Port Darwin—have you thought out that question; what is your opinion?—I have not thought of that being done by the company.

64. At the expense of the colonies?—I thought that would be done by yourselves, as a part of internal communication. The company having tapped the continent of Australia, we suppose the different colonies would come as it were to that point of departure, and take their lines from it, if they wished.

65. You just now suggested the Roper as a point?—I mean that if you ask my advice professionally for yourselves, I should say I would take from Darwin to the Roper, or across to Normantown, or it can go round the Gulf of Carpentaria, just as your local experience suggests.

66. What is the sea between Port Darwin and the Roper?—Nothing particular; we thought it a quiet sea without much difficulty; but that is only conjecture; you would know better yourselves than I should. Everyone I have spoken to thinks it a practicable thing, therefore I suppose it is practicable.

67. Did you speak to gentlemen professionally connected with telegraphy?—I have discussed it with several people in the colony—Mr. Todd, Mr. Cracknell, and I discussed it in Queensland with the other Mr. Cracknell, and nobody suggested any difficulty.

68. *By Mr. Todd.*—Are you speaking of a land line or a cable?—Either; but the first idea from the the Roper to Normantown was a cable.

69. You are aware that the land line does not touch the Roper?—Your line does not.

70. *By Mr. Mein.*—Your suggestion is to connect the mouth of the Roper with the land line, and the mouth of the Roper with Kimberley by a cable?—Yes.

71. During your examination by Mr. Berry you made some reference to the company being sometimes by the public thoughtlessly charged with breaks which really occur upon the colonial lines?—Yes.

72. Has not your company found some difficulty in transmitting messages owing to the frequent breaks of the colonial lines when your cable was in working order; have you not found difficulty in transmitting messages from the other colonies on account of the breakages of the land line?—That is one of the unfortunate things that happen; we do not break at the same time.

73. Those difficulties would be met by a duplicate land line from the point of juncture with Australia to the different cables?—Yes.