



AgEcon SEARCH
RESEARCH IN AGRICULTURAL & APPLIED ECONOMICS

The World's Largest Open Access Agricultural & Applied Economics Digital Library

This document is discoverable and free to researchers across the globe due to the work of AgEcon Search.

Help ensure our sustainability.

Give to AgEcon Search

AgEcon Search
<http://ageconsearch.umn.edu>
aesearch@umn.edu

*Papers downloaded from **AgEcon Search** may be used for non-commercial purposes and personal study only. No other use, including posting to another Internet site, is permitted without permission from the copyright owner (not AgEcon Search), or as allowed under the provisions of Fair Use, U.S. Copyright Act, Title 17 U.S.C.*

Editorial.

PROPOSED DEEP-SEA PORT.

AFTER twelve months of concentrated work, the expert Committee appointed by the Premier to examine the question of developing a deep-sea port on the North Coast has submitted its Report, together with three extensive appendices and a large relief model of the northern part of the State. The Committee had at its disposal numerous earlier reports on port and railway development of the northern area, dating from 1887 to 1927, and in the course of its inquiry received detailed statements from several Government Departments, Regional Development Committees of the North, District Chambers of Commerce, Port Development Committees, and other bodies. The greater part of the territory involved was traversed by the Committee, port sites inspected and discussions held with local groups representative of various interests. Altogether a vast amount of data was assembled and it is noteworthy that in referring to the Report in Parliament last month the Premier stated it was a monumental work which reflected great credit on the Chairman, Mr. David Craig, and those associated with him; the Government was extremely grateful for the work that had been done.

The Conclusions and Recommendations embodied in the Report are published elsewhere in this issue. It will be seen that the Committee recommends establishment of a deep-sea port at Iluka on the Clarence River, with a direct trunk railway connection to Inverell via Glen Innes, the estimate of total cost being roughly £14½ million. It is interesting to note that Sir George Buchanan in his report to the Commonwealth Government in 1927 on "Transport in Australia with special reference to Port and Harbour Facilities" stated: "I should place the Clarence River first on the list of all the ports north of Newcastle for scientific port development for deep-sea shipping." The question has been raised whether such heavy expenditure as estimated tentatively by the Committee can be justified on the volume of trade that would pass through the port and over the connecting rail route. But, as pointed out in the Report, the whole project of port and railway construction will require to be regarded as of a major developmental character, as it is unlikely that the revenues will meet working expenses until such time as both primary and secondary production of the area have been greatly expanded and markets established for its products. The Committee also reported that production within the area which would be served by a deep-sea port and railway connection to the Tablelands was capable of being greatly increased and such transport facilities were essential for full development of the entire area. The whole question, however, is one for the Government, and the Premier has already stated that it is now receiving careful consideration.



Chief, Division of
Marketing and Agricultural Economics.