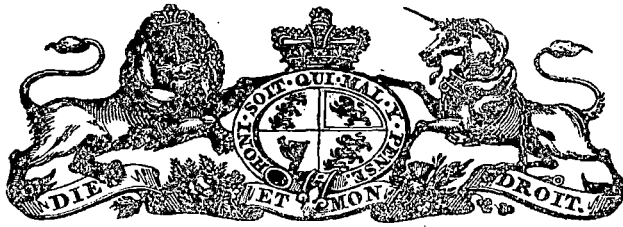


(No. 41.)



1875.

T A S M A N I A.

H O U S E O F A S S E M B L Y.

LAUNCESTON AND WESTERN RAILWAY.

REPORT OF THE MINISTER OF LANDS AND WORKS.

Laid upon the Table by the Minister of Lands and Works, and ordered by the House to be printed, August 5, 1875.



Launceston and Western Railway, 18th June, 1875.

SIR,

I HAVE the honor to present to you my Report upon the Launceston and Western Railway for the year 1874.

Capital Account.

The funds voted by Parliament for expenditure under this head were all expended prior to 1874, and many absolutely necessary works of a costly description have been required since, and, therefore, have been executed and charged against the Revenue and upon a supplementary estimate.

The works to which I refer are of a nature that would in ordinary Railway undertakings be charged to Capital Account as forming part of the actual construction of the Railway, and only rendered necessary in consequence of the original construction being incomplete in respect thereto.

The detail of the expenditure is shown in Schedule marked A, and may be briefly described as follows :—

The large cutting, generally known as Cameron's Hill, (No. 38), has been drained along the bottom of the face of the Cutting so as to divert the water from the Line on the upper side; the large embankment, No. 42, has also been drained on both sides at a united cost of £729 17s. 6d. : and I am glad to be able to report that this drainage has had a most beneficial effect upon both of these important works, almost entirely stopping the slipping and subsidence hitherto continuous.

I think, now, it is reasonable to assume that all the heavy embankments are permanently consolidated; and although some expenditure may be found necessary at times, beyond that which could be strictly termed ordinary repairs and fairly a revenue charge, still there need, I feel I am justified in stating, be no further apprehension as to the ultimate stability of these earthworks.

Additional accommodation for the reception of traffic and comfort of passengers has been provided at the Oaks and Glenore Stations, both expenditures legitimately chargeable to Capital.

The total outlay under this heading has amounted to £985 8s. 8d. during 1874.

The Report of the Inspecting Surveyor, which is attached, is highly satisfactory as to the present condition of the works and Permanent Way.

The Report of the Locomotive and Carriage and Wagon Foreman is also satisfactory as to the state of the Rolling Stock; no expense has been spared that was deemed necessary in keeping the Stock in perfect working order, which I believe to be true economy. But I must here explain that I am convinced that the present Rolling Stock, both carriages and wagons, is quite inadequate to meet the demands made through the increase of traffic. It is even now impossible with the present number of carriages to satisfactorily meet the demands of the public on General Holidays.

The number of wagons of all descriptions at the disposal of the Railway Department for goods traffic is altogether insufficient; and I shall have to recommend that a number of new wagons be provided, and also several carriages suitable for excursion traffic to meet the known requirements.

I regret to have to report the unfortunate destruction by fire of the shed used hitherto for wagon repairs, paint shop, and general repairs, on the night of the 11th December last. The whole of the building and its contents were consumed. The fire is supposed to have originated through spontaneous combustion, as the shed contained a large quantity of oils, paints, turpentine, tallow, cotton waste, and other combustible stores. After very full enquiries into the circumstances connected with this fire, there was nothing elicited of a suspicious character, and all the evidence tended to the

assumption before mentioned. The total value of the stores and stock thus destroyed is £758 5s. 5d., as shown in the Balance Sheet which I have the honor to append. The building was an old one, having been erected by Messrs. Overend and Robb, the contractors for the construction of the Railway, as a temporary engine stable, and was, after they completed their contract, purchased by the Launceston and Western Railway Company for the sum of £224. Tenders were immediately invited for the erection of a new shed suitable for carriage and wagon repairs, and the lowest received, for the sum of £413, was accepted, and the shop is now fast approaching completion.

Revenue Account.—Traffic Receipts.

The gross receipts for the year 1874 amount to £18,325 4s. 10d., being an increase upon the previous year to the extent of £1231 17s. 8d., and exceeding the estimated receipts by 8·2 per cent.

The following Table shows the increase and decrease of the respective traffics in detail:—

TRAFFIC.	RECEIPTS.		INCREASE.		DECREASE.	
	1873.	1874.	Amount.	Per cent.	Amount.	Per cent.
	£ s. d.	£ s. d.	£ s. d.	£	£ s. d.	£
Passengers	7659 9 7	8918 13 6	1259 3 11	16·4		
Parcels, &c.	432 18 9	515 9 1	82 10 4	18·9		
Goods and Live Stock	7968 15 2	7496 2 4	..	..	472 12 10	5·2
Rents, Mails, &c.	1032 3 8	1394 19 11	362 16 3	35·1		
	17,093 7 2	18,325 4 10	1231 17 8	7·2		

Notwithstanding the fluctuations connected with a goods traffic almost wholly dependent upon the season's yield of grain, it is satisfactory to note that upon the whole there is a steady increase in gross receipts, averaging nearly 9 per cent. on each preceding year.

The following Table gives the per-centage increase for each year in detail:—

Year.	Working Days.	RECEIPTS.		INCREASE.	
		Amount.	Per Day average.	Over 1871.	Over preceding Year.
		£ s. d.	£	Per cent.	Per cent.
1871.....	279	12,628 14 7	45·26	..	..
1872.....	278	13,636 6 3	49·05	8·37	8·37
1873.....	313	17,093 7 2	54·61	18·44	11·33
1874.....	313	18,325 4 10	58·54	29·31	7·17
Average .....	..	..	..	..	8·95

The influences which, favorably or unfavorably, have affected the receipts for the year 1874, are shown as follows:—

		1873.	1874.	Increase.	Decrease.
Passengers carried	No.	82,923	91,264	8341	
Rate per Passenger per mile	Pence	1·29	1·32	0·03	
Average miles travelled by each Passenger	No.	17·17	17·66	0·49	
Tons carried	No.	25,283	24,802	—	481
Rate per ton per mile.....	Pence	2·68	2·73	0·05	
Average miles travelled by each ton.....	No.	27·36	27·20	—	0·16
Working days.....	No.	313	313		

Traffic.

With the exception of grain, which shows a decrease of 2584 tons, there has been a very marked increase in every other description of goods traffic as compared with the previous year. The increase, however, in goods traffic, not grain, while making up in a great measure for the decrease in the latter so far as tonnage is concerned, does not beneficially affect goods receipts to the same extent: thus the 2584 tons decrease on account of grain has been reduced to a decrease upon the whole of only 481 tons as compared with the year 1873. Notwithstanding this, the actual decrease in goods receipts amounts to £472 12s. 10d. This is accounted for by the fact that the traffic showing the increase was carried at a relatively cheaper rate, and a shorter distance.

The comparative analysis of goods traffic is given as follows :—

Traffic.	1873.		1874.		INCREASE.		DECREASE.	
	Tons.	Per cent. to Total.	Tons.	Per cent. to Total.	Tons.	Per cent.	Tons.	Per cent.
Grain	13,200	52·2	10,616	42·8	..	..	2584	19·6
Firewood, Fencing, Bark, Wool, &c.	10,918	..	13,098	..	..	..	..	..
Manure	1165	..	1088	..	..	..	..	..
	12,083	47·8	14,186	57·2	2103	17·4	..	..
TOTAL	25,288	100·0	24,802	100·	..	..	481	..

Passenger Traffic.

The Passenger Traffic for the year shows an increase of 8341 passengers, or 10·5 per cent. as compared with the year 1873. The rate at which this traffic is increasing is remarkable. Since the year 1871 the passenger traffic has increased nearly 36 per cent.

The analysis of Passenger Traffic is shown as follows :—

CLASS.	1873.		1874.		INCREASE.	
	No.	Per cent. to Total.	No.	Per cent. to Total.	No.	Per cent.
1st Class Passengers.....	14,799	17·8	21,394	23·4	6595	44·5
2nd ditto	66,142	79·8	67,630	74·1	1488	2·2
Season Ticket Holders, &c.	1982	2·4	2240	2·5	258	13·
	82,923	100·	91,264	100·	8341	10·5

I desire to call particular attention to the Returns showing the direction and extent of the different traffics, and to the fact that, while the line is 45 miles in length, practically each passenger only travels 17·66 miles, and each ton of goods 27·20 miles. It is also interesting to note the value of certain portions of the line as compared with other portions in reference to the concentration of traffic, and for this purpose I have had Table 10 appended to this report,—from which it will be observed that upon the Launceston and Evandale Section the traffic is equal to that on double the distance on any other section; that is, the traffic of *one* mile on the Launceston and Evandale Section is equal to *two* miles traffic of any other section.

Expenditure.

The Working Expenses for the year 1874 amount to £15,627 18s. 8d., being an increase over the preceding year of £1976 4s. 7d. This excess, as shown in Table 3, is caused by an expenditure of an extraordinary character, such as the drainage of embankments and the erection of new passenger stations,—works properly chargeable against capital account. Notwithstanding these exceptional charges the cost per train mile, 3s. 3·8d., and per mile open, £347·3, compares very favourably with any other railway of a similar character:

General.

In conclusion I would remark that, in view of the continuous increase in the traffic and with the prospect of the early opening of the Main Line Railway, the present accommodation for traffic, both Goods and Passenger, at Launceston Terminus will be found insufficient, and will require to be considerably added to, to meet the convenience of the public,—a plan for which I shall have the honor to submit.

The general prospects of the Railway may be considered very satisfactory indeed, and the facilities that it affords to the inhabitants in the Railway Districts must tend very much to their material prosperity.

I have the honor to be,
Your Excellency's obedient Servant,

WM. MOORE, *Minister of Lands and Works.*

To His Excellency the Governor in Council.

*Launceston and Western Railway,
Locomotive and Carriage and Wagon Department, Launceston, 18th June, 1875.*

SIR, I HAVE the pleasure to report that the whole of the Rolling Stock of the Department is in good condition. Since my last annual report the locomotive with tender, No. 5, has arrived from England, and has been placed on the line, and ran satisfactorily 6000 miles.

The locomotives, as you are aware, have run an excessive mileage during the year 1874, when compared with that performed by a similar class of engines elsewhere; this has necessitated their being very carefully overhauled and repairs promptly executed from time to time as they were found to be required.

I have had careful regard to the economical working of the Department, and the staff has been very limited. I beg to remind you that during the year, even with my very small staff, a considerable amount of extra work has been executed, such as the manufacture of points and crossings, and the semaphore signals necessary for the Main Line Junction at Evandale.

During the next twelve months more extensive repairs will be necessary to the engines, such as new tyres and reboring cylinders, new pistons, and other heavy work requiring very careful supervision.

I feel it my duty to draw your attention to the very limited number of wagons we have at present to work the traffic which has so largely increased, and I think that an addition of, at the least, twenty wagons will be found necessary to properly work the traffic during the next year.

I am, Sir,
Your obedient Servant,

W. E. BATCHELOR.

The Secretary and Manager.

*Launceston and Western Railway,
Inspecting Surveyor's Office, 18th June, 1875.*

SIR, I BEG to report the whole of the Permanent Way in good running order, and, with the exception of the heavier works between Launceston and Evandale, the earthworks are consolidated and standing well.

A marked improvement is perceptible in Cutting 38, and Banks 40, 41, and 42, no doubt attributable in a measure to the deep drainage recently effected, which has resulted in staying to a great extent the previous continual and rapid subsidence; and although these works will for some time be a subject of anxiety, and require extra attention and expenditure, a permanent consolidation may be eventually expected.

I am anxiously looking forward to the arrival of rails ordered from England last September, as a number upon those sections between Evandale and Launceston, that have had to bear the extra wear and tear of the Ballast train employed on extra maintenance, show symptoms of weakness, and will require early removal.

The sleepers are generally in good preservation, although in some unfavourable localities it has been found necessary to replace about 300 from the supply of 500 purchased last year.

The timber bridges have been recently thoroughly overhauled and tarred, and are in good condition. It has been necessary to remove some of the timbers in the smaller flood openings, (having been faulty when originally put in), and arrangements are made to strengthen the bridge over the North Esk, two and a half miles from Launceston.

The brick viaducts at Hunter's Mill and Longford require more effective drainage than originally provided, and careful attention will be directed to these works. As soon as the weather permits, effect will be given to your authority to paint the Iron Girder Bridge at Longford.

All the Station Buildings, Gates, and Semaphores urgently require repainting. The erection of suitable quarters for the gate-keepers must be considered a necessary expenditure, as the temporary huts erected by the men during the construction of the Line are now in a very dilapidated condition, and much difficulty is experienced in retaining careful and trustworthy keepers in these miserable tenements.

The Telegraph Line and fencing is in good order.

The contractor for the new repairing shops (in place of those destroyed by fire) is satisfactorily executing his contract, but will not complete it before the end of the present month.

The necessary filling in and sidings are complete, and will no doubt add greatly to the facilities for the erection and repair of rolling stock.

Care has been generally exercised throughout to preserve the stability of the works, and the running condition of the way, as economically as consistent with perfect safety. And I have much pleasure in reporting the whole of the works in satisfactory order.

I am, Sir,
Your obedient Servant,

(Signed) LEONARD DOWLING, *Inspecting Surveyor.*

R. W. LORD, *Esq.,*
Secretary Launceston and Western Railway.

No. 3.
TABLE A.
ANALYSIS of Expenditure, 1874.

DEPARTMENTAL EXPENDITURE.						AMOUNT EXPENDED EACH MONTH.					
PARTICULARS,	Salaries & Wages.		Stores. (C.)		Sundry Charges.		TOTAL.				
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£ s. d.		
<i>Maintenance of Way—</i>									January.....	1395 6 6	
Inspecting Surveyor, Platelayers, &c.....	4430	12 10	217	10 9	142	13 9	—	4790	17 4	February.....	1185 16 0
<i>Locomotive and Carriage and Wagon Department—</i>									March.....	1373 7 1	
Locomotive Foreman, Carpenters, Blacksmith, Painter, Fitters, Drivers, Firemen, Cleaners, Laborers, &c.....	2503	10 5	2732	19 4	48	0 0	—	5284	9 9	April.....	1423 3 8
<i>Traffic Charges—</i>									May.....	1312 14 9	
Station Masters, Booking Clerks, Telegraph Operators, Guards, Porters, Signalmen, &c.:									June.....	1178 14 11	
Launceston.....	1218	18 10	81	4 4	—	—	1800	3 2	July.....	1651 8 8	
St. Leonards.....	—	—	—	—	—	—	—	—	August.....	1428 16 7	
Breadalbane.....	—	—	—	—	—	—	—	—	September.....	1271 6 6	
Evandale.....	114	3 4	15	5 2	—	—	129	8 6	October.....	1132 10 11	
Perth.....	106	18 4	20	19 0	—	—	127	17 4	November.....	1035 14 5	
Longford.....	453	7 6	42	5 6	—	—	495	13 0	December.....	1071 3 8	
Wilmore's Lane.....	—	—	—	—	—	—	—	—	Supplementary.....	167 15 0	
Little Hampton.....	—	—	—	—	—	—	—	—		£15,627 18 8	
Bishopsbourne.....	17	0 0	—	—	—	—	17	0 0			
Glenore.....	1	0 0	—	—	—	—	1	0 0			
Hagley.....	94	18 4	16	5 4	—	—	111	3 8			
Westbury.....	122	3 8	28	5 7	—	—	150	9 3			
Exton.....	74	5 0	6	18 7	—	—	81	3 7			
Deloraine.....	356	0 2	32	1 11	—	—	388	2 1			
Cartage.....	—	—	—	—	566	19 3	566	19 3			
General traffic charges.....	25	0 0	311	6 4	146	6 9	482	13 1			
Total traffic charges.....	2583	15 2	554	11 9	713	6 0	—	3851	12 11		
<i>Police, Gates, &c.—</i>											
Gate Keepers at level crossings.....	371	15 0	7	14 3	—	—	—	379	9 3		
<i>General Charges—</i>											
Office of Manager, Accountant, Cashier, Storekeeper, &c.....	997	1 8	24	16 1	20	0 0	—	1041	17 9		
<i>Mails—</i>											
Mail Contractors, &c.....	—	—	—	—	279	11 8	—	279	11 8		
Grand Total.....	£10,886	15 1	£3537	12 2	£1203	11 5	—	£15,627	18 8		

FURTHER ANALYSIS OF SALARIES, WAGES, &c.

Extraordinary Expenditure, Special, Supplementary—	£	s. d.	£	s. d.
Drainage 38 bank and 42 cutting.....	729	17 6		
Ballasting No. 1 embankment.....	89	3 4		
Main Line semaphores....	38	7 6		
Additions to engine shed, Deloraine.....	12	5 0		
Erection of passenger sheds at Oaks, Glenore, & Exton	50	0 0		
Slip 22 bank.....	45	15 0		
Tarring, special repairs to bridges and flood openings	20	0 4		
			985	8 8
<i>Salaries, Wages—</i>				
Ordinary.....	9051	15 5		
Extra labor.....	979	7 11		
			10,031	3 4
<i>Cartage, Mails, Miscellaneous..</i>			1073	14 6
<i>Stores.....</i>			3537	12 2
			£15,627	18 8

R. M. JOHNSTON, Accountant.

R. W. LORD, Secretary and Manager.

No. 4.

TABLE B.

ANALYSIS of Traffic and Receipts, 1874.

TRAFFIC AND RECEIPTS AT EACH STATION.										RECEIPTS DURING EACH MONTH.			
STATIONS.	PASSENGERS.		GOODS.		RECEIPTS.					Month.	Working Days.	Relative Value of each Month.	Amount.
	Outwards.	Inwards.	Outwards.	Inwards.	Passengers.	Parcels, &c.	Goods and Live Stock.	Mails, Rents, &c.	Total Receipts.				
	No.	No.	No.	No.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.				£ s. d.
Launceston.....	31,951	28,455	7254	13,478	2826 11 4	158 18 2	3971 7 9	11 14 7	6968 11 10	January...	27	8·4	1546 18 9
St. Leonards*.....	—	7988	8	58	—	0 2 0	3 16 0	—	3 18 0	February...	24	9·8	1788 10 4
Breadalbane*.....	—	1878	296	75	—	0 1 6	—	—	0 1 6	March.....	26	13·1	2393 13 7
Evandale.....	10,405	4813	1138	5451	667 17 2	25 19 8	618 19 6	13 18 6	1326 14 10	April.....	26	13·5	2465 10 6
Perth.....	7679	5341	861	1167	554 7 4	21 12 6	343 8 1	13 6 10	932 14 9	May.....	26	7·8	1427 18 10
Longford.....	14,855	8052	2719	2115	1244 19 1	113 14 8	1020 1 4	8 4 3	2386 19 4	June.....	26	6·5	1193 6 2
Wilmore's Lane*	—	796	721	292	—	—	—	—	—	July.....	27	6·1	1124 18 9
Little Hampton*	—	749			—	—	—	—	—	—	—	August.....	26	5·6	1031 4 8
Bishopsbourne*..	—	5248	416	249	—	5 6 6	29 15 3	—	35 1 9	September..	26	6·0	1105 12 1
Oaks*.....	—	2476			—	—	—	1 12 6	1 8 3	—	3 0 9	October....	27	7·4	1352 3 6
Glenore*.....	—	1500	1371	87	—	0 5 9	0 6 0	—	0 11 9	November..	25	6·2	1129 3 4
Hagley.....	4424	1588	878	409	403 3 0	15 12 9	138 15 6	—	557 11 3	December..	27	9·6	1766 4 4
Westbury.....	8767	5981	1438	576	946 16 8	38 17 6	422 17 11	23 2 11	1431 15 0				
Exton.....	2376	991	871	75	227 18 8	8 19 9	98 9 9	—	335 8 2				
Deloraine.....	10,807	5493	6831	770	1894 4 6	124 5 10	846 17 0	46 8 11	2911 16 3				
Mails, rents, and £ sundry receipts*	—	9915	—	—	152 15 9	—	—	1278 3 11	1430 19 8				
Total.....	91,264	91,264	24,802	24,802	8918 13 6	515 9 1	7496 2 4	1394 19 11	18,325 4 10		318	100·	£18,325 4 10

* Includes Outwards and Inwards.

ROBT. M. JOHNSTON, Accountant.

R. W. LORD, Secretary and Manager.

LAUNCESTON AND WESTERN RAILWAY.

DIRECTION and Extent of PASSENGER TRAFFIC for the Year 1874.

OUTWARDS FROM	INWARDS AT																TOTAL OUTWARDS.		
	Season Ticket-holders, &c.	Launceston.	St. Leonards.	Breadalbane.	Evandale.	Perth.	Longford.	Wilmore's Lane.	Little Hampton.	Bishopsbourne.	Oaks.	Glenore.	Hagley.	Westbury.	Exton.	Deloraine.	Passengers.	Average Distance.	Miles travelled.
Launceston	5131	—	6944	1428	3100	2517	4238	339	334	1936	917	510	596	1771	91	2099	31,951	—	554,136
St. Leonards																			
Breadalbane																			
Evandale	773	6588	394	262	—	833	662	42	36	182	62	65	120	166	36	184	10,405	—	117,677·5
Perth	601	3355	192	48	766	—	1662	48	20	263	56	57	86	250	23	252	7679	—	89,241·5
Longford	1336	7363	231	41	557	1272	—	179	263	1211	498	301	276	539	70	518	14,855	—	215,259·71
Wilmore's Lane																			
Little Hampton																			
Bishopsbourne																			
Oaks																			
Glenore																			
Hagley	288	1586	49	22	105	83	316	26	12	452	325	105	—	762	73	220	4424	—	76,392·75
Westbury	578	3681	90	24	90	227	397	73	31	591	381	321	214	—	376	1693	8767	—	188,701·75
Exton	194	557	16	5	22	56	114	11	18	58	31	26	92	649	—	527	2376	—	41,419·5
Deloraine	1014	5125	72	48	173	353	663	78	35	555	206	115	204	1844	322	—	10,807	—	329,344·25
Passengers	9915	28,455	7988	1878	4813	5341	8052	796	749	5248	2476	1500	1588	5981	991	5493	91,264	—	—
Average distance...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	17 66	—
Miles travelled	171,038	690,379	43,562	15,082	51,944	62,020	116,481	11,994	11,088	82,799	39,401	24,312	30,862	105,613	11,444	144,148	—	—	1,612,172·75

STATISTICAL FACTORS.

Factors.	1872.	1873.	1874.	Factors.	1872.	1873.	1874.
Train miles (passenger)	72,300	83,682	85,162	Total passenger receipts	£ 6199 15 7	£ 7659 9 7	£ 8918 13 6
Total (passenger) miles travelled	1,114,131	1,423,670	1,612,172	Average receipts per passenger per mile	0 0 1·33	0 0 1·29	0 0 1·32
Average miles travelled per passenger ...	17·5	17·17	17·66	Ditto per train mile (passenger) ..	0 1 8·56	0 1 9·97	0 2 1·13
Average passengers carried per train ...	39·6	44·01	48·14	Ditto per train	3 17 2	4 1 3·73	4 14 0·95
Average passengers carried per train mile	0·88	0·99	1·07	Ditto per passenger	0 1 11·37	0 1 10·17	0 1 11·34
Total passengers carried	63,647	82,923	91,264	Ditto per week	133 16 2	146 16 6	171 10 3

ROBT. M. JOHNSTON, Accountant.

H. W. LORD, Secretary and Manager.

LAUNCESTON AND WESTERN RAILWAY.

DIRECTION and Extent of GOODS TRAFFIC for the Year 1874.

OUTWARDS FROM	INWARDS AT													TOTAL OUTWARDS.		
	Launceston.	St. Leonards.	Breadalbane.	Evandale.	Perth.	Longford.	Wilmore's Lane, Little Hampton, and Bishopsbourne.	Oaks.	Glenore.	Hagley.	Westbury.	Exton.	Deloraine.	Tons.	Average Distance.	Miles travelled.
Launceston	Tons. —	Tons. 6	Tons. 42	Tons. 3955	Tons. 443	Tons. 1060	Tons. 154	Tons. 133	Tons. 68	Tons. 212	Tons. 460	Tons. 55	Tons. 666	Tons. 7254	—	134,488·83
St. Leonards	—	—	7	—	—	—	—	—	—	—	1	—	—	8	—	66·65
Breadalbane	293	—	—	—	—	3	—	—	—	—	—	—	—	296	—	2,157·16
Evandale	1130	1	—	—	1	1	1	—	—	2	—	—	2	1138	—	12,847·58
Perth	784	3	2	34	—	11	9	6	—	2	4	—	6	861	—	12,205·81
Longford	2493	—	1	21	7	—	44	23	14	41	15	6	54	2719	—	47,517·81
Wilmore's Lane } Little Hampton } Bishopsbourne }	649	—	—	3	2	37	—	—	—	6	15	2	7	721	—	16,746·95
Oaks	278	—	—	—	13	113	1	—	1	9	—	—	1	416	—	8,579·75
Glenore	1134	—	—	45	1	166	—	—	—	24	—	—	1	1371	—	33,972·38
Hagley	691	37	—	5	24	72	1	29	—	—	—	—	3	878	—	24,682·02
Westbury	1286	1	—	7	48	31	22	18	—	1	—	—	7	1438	—	47,148·78
Exton	434	—	5	145	157	78	48	—	—	5	4	—	—	871	—	25,462·89
Deloraine	4306	10	25	1229	471	543	17	40	4	107	77	—	2	6831	—	268,947·06
Tons	13,478	58	75	5451	1167	2115	292	249	87	409	576	75	770	24,802	—	—
Average Distance	—	—	—	—	—	—	—	—	—	—	—	—	—	—	27·36	—
Miles travelled	404,340	1874	1447	87,818	26,537	38,491	5514	4841	2155	8968	17,421	2516	32,246	—	—	634,223·67

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	1872.	1873.	1874.		1872.	1873.	1874.
Train miles (Goods and Passengers) ..	72,300	83,682	85,162	Goods receipts	£ s. d. 5645 15 5	£ s. d. 7736 0 8	£ s. d. 7233 4 1
Ton miles	476,607	691,899	634,223	Average ditto per ton per mile	0 0 2·84	0 0 2·68	0 0 2·73
Goods tonnage	13,111	25,283	24,802	Ditto per train mile (Goods)	0 1 6·74	0 1 10·18	0 1 9·56
Average tons per train	11·3	13·5	13·2	Ditto per ton	0 6 2·82	0 6 1·43	0 5 9·99
Ditto train mile	0·25	0·3	0·29	Ditto per train	3 10 3·39	4 2 4·63	3 17 0
Ditto miles travelled per ton ..	26·31	27·36	27·20	Ditto per week	122 14 8	148 15 4	139 1 11

ROBT. M. JOHNSTON, Accountant.

R. W. LORD, Secretary and Manager.

COST of Railway and Equipment and List of Rolling Stock.

CONSTRUCTION AND EQUIPMENT.			ROLLING STOCK.														
Miles open.	Cost.		Locomotives.	Carriages.				Wagons.						Horse Boxes.	Brake Vans.	Total No. Vehicles.	
	Amount.	Per Mile open.		1st Class.	2nd Class.	Composite.	Excursion.	Low-sided.	High-sided.	Medium.	Swivel.	Covered.	Cattle.				Sheep.
45	£ 427,946	£ 9509	5	3	3	4	1	19	15	39	8	15	4	4	2	6	128
				11				104									

ROBT. M. JOHNSTON, Accountant.

R. W. LORD, Secretary and Manager.

COMPARATIVE Statement of Receipts, Traffic, and Working Expenses.

TRAFFIC AND RECEIPTS, &c.

Year.	Miles open.	Cost of Construction and Equipment.		Total Train Miles.	No. of Locomotives.	Goods and Passenger Traffic.		Receipts.						Receipts per Train Mile.	No. Working Days.
		Amount.	Per Mile.			Tons.	Passengers.	Passengers.	Parcels &c.	Goods and Live Stock	Miscellaneous.	Total.			
		£	£					£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	s. d.	s. d.	
1871	45	—	—	78,816	4	13,710	59,880	6856 10 3	270 15 3	5309 3 1	462 6 0	12,628 14 7	3 2 45	279	
1872	45	—	—	72,300	4	18,111	63,647	6199 15 7	816 14 1	5813 14 6	1306 2 1	13,636 6 3	3 9 24	278	
1873	45	426,279	9472	83,682	4	25,283	82,923	7659 9 7	432 18 9	7968 15 2	1032 3 8	17,093 7 2	4 1 02	313	
1874	45	427,946	9509	94,110	5	24,804	91,264	8918 13 6	515 9 1	7496 2 4	1394 19 11	18,325 4 10	3 10 7	313	

WORKING EXPENSES.

Year.	Miles worked.	Maintenance.			Locomotive & Carriage and Wagon Charges.			Traffic Charges.			General Charges.			Total Working Expenses.			No. Working Days.
		Amount.	Per Open Mile.	Per Train Mile.	Amount.	Per Open Mile.	Per Train Mile.	Amount.	Per Open Mile.	Per Train Mile.	Amount.	Per Open Mile.	Per Train Mile.	Amount.	Per Open Mile.	Per Train Mile.	
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
1871*	45	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
1872	45	4008 5 4	89 07	1 1 3	4299 10 2	95 54	1 2 7	3907 13 10	86 84	1 1 19	1570 19 8	34 91	0 5 19	13,786 9 0	306 36	3 10 3	
1873	45	3400 1 0	75 5	0 9 75	4559 0 0	101 3	1 1 98	4237 15 1	94 1	1 0 16	1454 18 0	32 4	0 4 16	13,651 14 1	303 3	3 3 15	
1874	45	4790 17 4	106 4	1 0 2	5234 9 9	117 6	1 1 5	4231 2 2	94 4	0 10 7	1321 9 5	29 3	0 3 4	15,627 18 8	347 3	3 3 8	

* Permanent Way maintained by Contractors during the first year, 1871.

ROBT. M. JOHNSTON, Accountant.

R. W. LORD, Secretary and Manager.

TABLE showing the relative Value of the Traffic upon the terminal portion of the Launceston and Western Railway, Evandale Junction to Launceston, as compared with the remaining Sections of the Line of equal length. Year basis, 1874.

Total Passengers..... 91,264. Total Tons 24,802

Item.	Particulars.	Evandale to Launceston Section.	Deloraine to Evandale Section.	TOTAL.
a	Actual Passenger Mileage	758,920	853,252	1,612,172
b	Actual Ton Mileage	234,007	400,216	634,223
c	Distance	11½	33½	45
d	Relative apportionment of Receipts based upon actual mileage	£7544 4	£10,780 8	£18,325 2

Then, as £10,780 8 : 33½ :: £7544 4 : 23 2.

Therefore the traffic over the Terminal Section, Evandale to Launceston, is fully 100 per cent. more than upon any other Section of equal length; or particularly, 11½ miles at the Launceston end of the Railway are equal to an average 23 2 miles of any other portion of the Line.

ROBT. M. JOHNSTON, Accountant.

R. W. LORD, Secretary and Manager.

No. 11.

COMPARATIVE Statement showing the Working Expenses per Mile open of the cheapest light-traffic Railways in Scotland, Ireland, England, Australia, India, and America. Those over £600 per mile open are excluded.

RAILWAY.	Gauge	Miles Open Worked.	Working Expenses per Mile Open.				Train Miles Run per Year per Mile Open.			Remarks.	
			Under £300	Under £400	Under £500	Under £600	Under 2000	Under 3000	Under 6000		
SCOTLAND	4'8½	Highland	239	..	..	524	..	..	4572	
		G. N. of Scotland	257	..	..	454	..	..	3646	
IRELAND	5'3	Irish North Western	145	..	..	558	..	..	..
		Midland Great Western	349	..	..	552	..	..	..
		Waterford and Limerick	142	..	..	522	..	..	5662	
ENGLAND .....	..	..	..	..	Nil.					
AUSTRALIA	4'8½	New South Wales	358	..	..	563	..	..	..
		Queensland ('73)	188	..	330	..	1488	..	..
		L. & W. Ry. Tas. ('74)	45	..	347	..	..	2091	..	
		M. L. Ry.	121	..	..	..	1252 to 1450	..	..
INDIA .....	..	Scinde, Punjab, & Delhi	663	..	..	504	..	..	2082	
		E. I. Jubbulpore	224	..	..	453	..	..	2019	
		Madras	858	..	..	422	..	..	2348	
		Calcutta So.-Eastern	28	..	374	..	..	1382	..	..
		Oomrawattee	6	..	..	424	..	1200	..	..
AMERICA	3'6	G. W. of Canada .....	..	..	..	over	..	..	..	£1908 4 9
		Toronto, Grey, & Bruce, 1873	77	..	335	1501	Pass. 67,977
		Welland	25	over	Pass. 52,982 pr.m.o. £710

R. W. LORD, Secretary and Manager.

ROBT. M. JOHNSTON, Accountant.

No. 12.

TABLE showing the Working Expenses for 1874 upon the Launceston to Evandale Section, as compared with the Working Expenses connected with the Evandale to Deloraine Section for the same period.

WORKING EXPENSES.

	Launceston to Evandale Section—11½ Miles.			Evandale to Deloraine Section—33½ Miles.		
	Amount.		Per Mile Open.	Amount.		Per Mile Open.
Maintenance	£ s. d.	£ s. d.	£	£ s. d.		
Locomotive, Carriage, and Wagon Department .....	..	1875 1 10	166·7	2915 15 6		
Traffic and General Charges—	..	1321 2 5	117·4	3963 7 4		
Launceston Station	1300 3 2					
Evandale ditto	129 8 6					
General Charges	687 12 9					
		2117 4 5	188·2	3435 7 2		
Total Working Charges .....	..	£5313 8 8	472·3	£10,314 10 0		£305·5

TOTAL YEARLY EXPENDITURE.

Working Expenses .....	..	5313 8 8	472·3		
Interest on Cost of Construction, £115,000 (Evandale Section) ..	..	6900 0 0	613·3		
TOTAL .....	..	£12,213 8 8	1085·6		

R. W. LORD, Secretary and Manager.

ROBT. M. JOHNSTON, Accountant.

APPENDIX to Minister of Lands' Report on Launceston and Western Railway for Year 1874.

THE apparent difference in the statement of the Treasury for 1874 in reference to the Expenditure of the above Department is accounted for as follows:—

The Railway Department Accounts and Estimates are based upon actual disbursements of moneys within particular periods, *less Stores Accounts passed for payment, plus Stores actually consumed by Railway Sub-Departments.*

The Treasury Accounts are based upon the Estimates passed by Parliament; and therefore moneys disbursed on account of a particular year are charged to that year, irrespective of the time in which they were actually disbursed from Treasury.

The difference, of course,—apart from distribution of the same amounts over different periods,—will be made up by the *Stores in hands of Railway Storekeeper, not yet issued to the several Railway Sub-Departments for consumption.* The plan adopted in either case is most essential. In the case of the Railway Department Accounts the *actual cost* of Sub-Departments within a given period could be obtained upon no other plan.

RECONCILIATION of Treasury and Railway Statements of Accounts for the Year 1874.

	£	s.	d.	£	s.	d.	£	s.	d.
L. & W. Railway Account.—Working Expenses for 1874.....	..			..			15,627	18	8
Treasury Account.—Expenditure on account of L. and W. Railway, charged against year 1874, less £37 16s. 9d. charged in error by Colonial Storekeeper ..				17,379	13	3			
ADD—Items included in L. & W. Railway Account, not included in Treasury Account for 1874.									
Voucher 392, not yet paid by Treasury.....		0	3	0					
Sundry Accounts charged in L. & W. Railway books according to the time (1874) in which they were actually passed for payment, but included in the Accounts of the Treasury for year 1873	1231	16	6				1231	19	6
							18,611	12	9
DEDUCT—Items included in Treasury Account for 1874, but passed and charged in L. & W. Railway Accounts for 1875.									
Item 1. Order from England—Points and Crossings.....	465	14	5						
2. Proportion of Stores (handed over to Government at time of transfer) chargeable to year 1874, represented by Stores not consumed	600	0	0						
3. Deficiency in Construction Account, charged by Treasury against Revenue Account for 1874	136	18	5						
4. Storekeeper's Account, paid in Jan. 1875, charged by Treasury to 1874	409	4	9						
5. Sundry Accounts ditto	1227	18	2						
6. Stores—Difference between actual consumption and the Accounts passed for payment, consumption being less.....	143	18	4				2983	14	1
							15,627	18	8

ROBERT M. JOHNSTON, *Accountant.*
R. W. LORD, *Manager.*

W. LOVETT, *Colonial Auditor.*