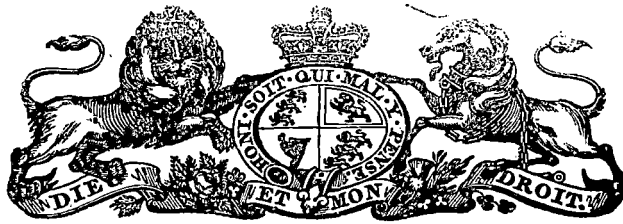


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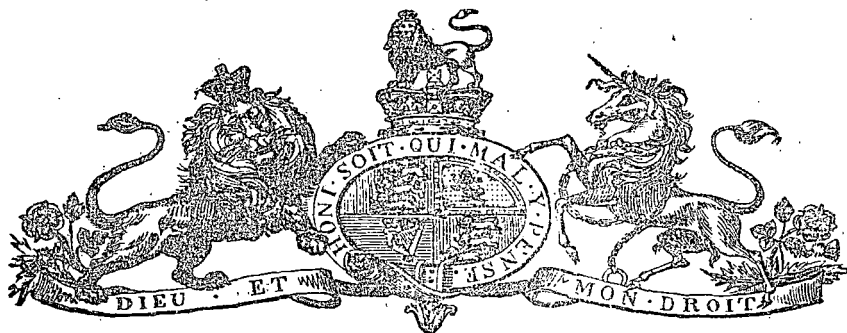
1883.

T A S M A N I A.

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

**COMPARISON OF COST OF TRANSIT BY
RAILWAYS AND BY ROADS :**

Laid upon the Table by the Minister of Lands, October 23, 1883, and ordered by
the House to be printed.



ADVANTAGES OF RAILWAY COMMUNICATION.

It will be seen from the figures given in the following tables, prepared for the purpose of estimating the difference between the cost of transit on Railways and Roads respectively, that in a district where the roads were of the very best description—macadamised—(Deloraine), the cost of transit by Railway as compared with the cost of transit by Road, prior to opening of Railway, was determined to be as 100 : 252.².

It is reasonable to assume that the difference may be much greater where the roads are of an inferior order. This being so, the rates and arguments based upon the difference between good roads and railways must tell with greater effect when applied to districts where the roads are bad.

It may be asserted that in districts where the roads are nearly impassable the argument fails, because there would be little settlement and scarcely any traffic, and consequently the rates would be unreliable, unsteady, or arbitrary. But, on closer consideration, it applies with greater force; for, assuming the estimates of traffic to be anything near the mark, the opening would have a wonderful effect in inducing settlement and creating a traffic which would otherwise be impossible. Apart from the fact that in such cases the difference would certainly be more than that adopted for comparison,—viz., 100 : 252.²—the reduction in transit would be lost in the greater consideration, viz., *the creation of a new centre of industry and production*. It will be seen, even from the low difference adopted, that the saving in cost of transit in one year in the proposed Railways is equal to 8.⁶² per cent. on the estimated cost of construction, and that already, from this item alone, the Launceston and Western Railway has nearly saved the amount of its original Loan.

NICHOLAS J. BROWN, *Minister of Lands and Works.*

EXTRACT from Launceston and Western Railway Report for the Year 1874.

RAILWAY ADVANTAGES, DELORAINE DISTRICT.

Chief Benefits.

To estimate accurately the benefit which a railway confers upon the district through which it passes would be a very difficult matter,—the tendency would in nearly all cases be to under-estimate. The chief benefits arising from railway communication are of such a nature that we may know the benefit to be great, but we are unable to know the full extent of it,—*i.e.*, we can make an analysis qualitatively but not quantitatively. Of such are the following; viz.—

- I. Economy, comfort, and convenience to travellers arising from speedy and frequent means of communication.
- II. Saving to traders from being enabled to time the fluctuations of markets in the despatch of products.
- III. Products rendered profitable which formerly from high rates of transit were excluded from market, *e.g.*, firewood, bark, manure, &c.
- IV. Impetus to trade generally arising from the first three items.

It is from these items that we must look for the chief benefits of railway communication, and not from the mere reduction of transit rates. Suppose, *e.g.*, we make a rough estimate of benefit arising from Item III. alone, the traffic in which composes 50 per cent. of the tonnage in the Deloraine District (*viz.* 3360 tons). Allow also that we place the low estimate of 7s. per ton as the commercial value of these products which were formerly of no market value to the district, that would give the respectable sum of £1176, or a sum greater than the half-yearly railway rate (estimated at £1150), which the district attempted to resist.

Benefit from Reduction in transit alone during 1872.

The benefit to the Deloraine district from reduction in transit can be arrived at with a considerable degree of accuracy by comparing rates in Hobart Town and Launceston and Western Railway districts prior and subsequent to the opening of the Launceston and Western Railway. After allowing for circuitous route as affecting Deloraine and Launceston traffic, the amount of benefit to the district (Deloraine) during 278 days of 1872 was £8900 17s. 11d., or a saving of 60 per cent. on former rates. (*See Table.*) That the railway and not any other influence has been the means of effecting this reduction is beyond reasonable doubt; the rates upon the Launceston and Western Railway are at the present moment 63 per cent. cheaper than the average rates now current in the districts surrounding Hobart Town (class of goods and distance being equal).

The saving to the Deloraine district by railway communication has been thus shown as not less than £10,000 for the year 1872.

The traffic (tonnage) during the first four months of 1873 amounts to 3384 tons, which at average benefit as per table would make an additional sum of £3384.

COMPARATIVE Statement showing Saving to Deloraine District Proper from the reduction in Rates of Transit effected by Railway competition during 278 Days of 1872.

	<i>L. and W. Railway, 1872. Average Rate per Mile.</i>	<i>Current Road Rates prior to opening of L. and W. Railway, per Mile.</i>	<i>Amount.</i>	<i>Saving effected.</i>
1192 Passengers travelled 344,880 miles to and from Deloraine District during 1872, upon Launceston and Western Railway, at per Passenger.....	<i>d.</i> 1-39	<i>d.</i> —	£ s. d. 1993 3 3	
Ditto, ditto, at rates current prior to opening of Launceston and Western Railway, allowing 15 per cent. for circuitous route by Railway—293,048 miles, at per Passenger	—	2-92	3565 8 4	1572 5 1
6725 tons Grain, Wood, &c. carried 275,543 miles to and from Deloraine District during 1872, upon Launceston and Western Railway, at per ton.....	2-84	—	3260 11 11	
Ditto, ditto, at rates current prior to opening of Launceston and Western Railway, allowing 25 per cent. for circuitous route—				
50 per cent. traffic Grain, 103,328 miles, at per ton	—	11-07 }	9992 15 0	6732 3 1
50 per cent. traffic Wood, &c., 103,328 miles, ditto	—	13-14 }		
Parcels, Live Stock, &c. carried upon Launceston and Western Railway during 1872, to and from Deloraine District, amounted to	—	—	596 9 9	
Would have realised prior to competition by Launceston and Western Railway.....	—	—	1192 19 6	596 9 9
Total saving to Deloraine District Proper for 278 days of 1872	—	—	—	8900 17 11

SUMMARY.

	<i>Amount.</i>	<i>Per cent. to Railway Receipts.</i>
Total Traffic Receipts at Railway Rates.....	£ s. d. 5850 4 11	100
Ditto if carried at Road Rates	14,751 2 10	252. ²
Saving in favour of transit by Railway.....	8900 17 11	152. ²

COMPARATIVE Table showing the Estimated Saving in the Cost of Transit by the introduction of Railways in the under-mentioned Districts: estimate based upon the result of a Comparison made upon the Launceston and Western Railway shortly after its opening for Traffic; viz.—Transit by Road, 252²; Transit by Railway, 100; Saving, 152².

Railway.	Miles.	Period.	Traffic Receipts at current Railway Rates.	The same Traffic if charged at Carriers' Rates prior to introduction of Railway.	Amount saved in the Cost of Transit.		Cost of Construction.	Saving per £100 of cost of construction.	
					Aggregate Saving since opening of Railway.	Estimated Average Saving for One Year.		Aggregate Saving since opening of Railway.	Estimated Average Saving for One Year.
LINES IN EXISTENCE—									
Launceston and Western Railway	45	Feb. 1871, to 30 June, 1883	£ 256,757	£ 647,541	£ 390,784	£ 31,464	£ 439,383	88·94	7·16 ^a
Tasmanian Main Line Railway.....	133	March, 1876, to 30 June, 1883	356,482	883,716	527,234	71,928	1,182,352	44·59	6·08 ^b
Existing Lines, Total or Mean.....	178	—	£613,239	£1,531,257	£918,018	£103,392	£1,621,735	56·61	6·37 ^c
PROPOSED RAILWAYS—									
North-Eastern Railway—Launceston to Scottsdale	66	One year	18,000 ^d	45,396	—	27,396	300,000	—	9·13
Derwent Valley	about 23	Ditto	10,708 ^e	27,006	—	16,298	150,000	—	10·86
Fingal Railway	47	Ditto	5,291 ^f	13,344	—	8053	150,000	—	5·37
	136	—	£33,999	£85,746	—	£51,747	£600,000	—	8·62

^a To this has to be added profit on working for year 1882 = 2·24 per cent. on cost of construction.

^b " " " = 0·18 " "

^c " " " = 0·74 " "

^d Probable receipts, taken from the Report of the Railway Enquiry Board.

^e Ditto less $\frac{1}{4}$ th deducted from Estimate of Board as approximate loss of traffic by not continuing line beyond Glenora and Macquarie Plains to Hamilton.

^f Ditto exclusive of the considerable traffic receipts from coal.

NICHOLAS J. BROWN, *Minister of Lands and Works.*