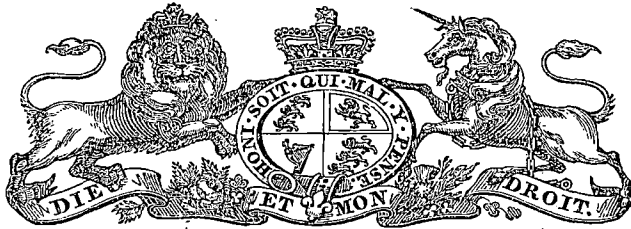


(No. 50.)



1899.

PARLIAMENT OF TASMANIA.

THE GREAT MIDLAND AND WEST COAST
RAILWAY BILL, (PRIVATE):

Report of the General Manager, Tasmanian Government Railways, as
to the probable effect on Government Railways.

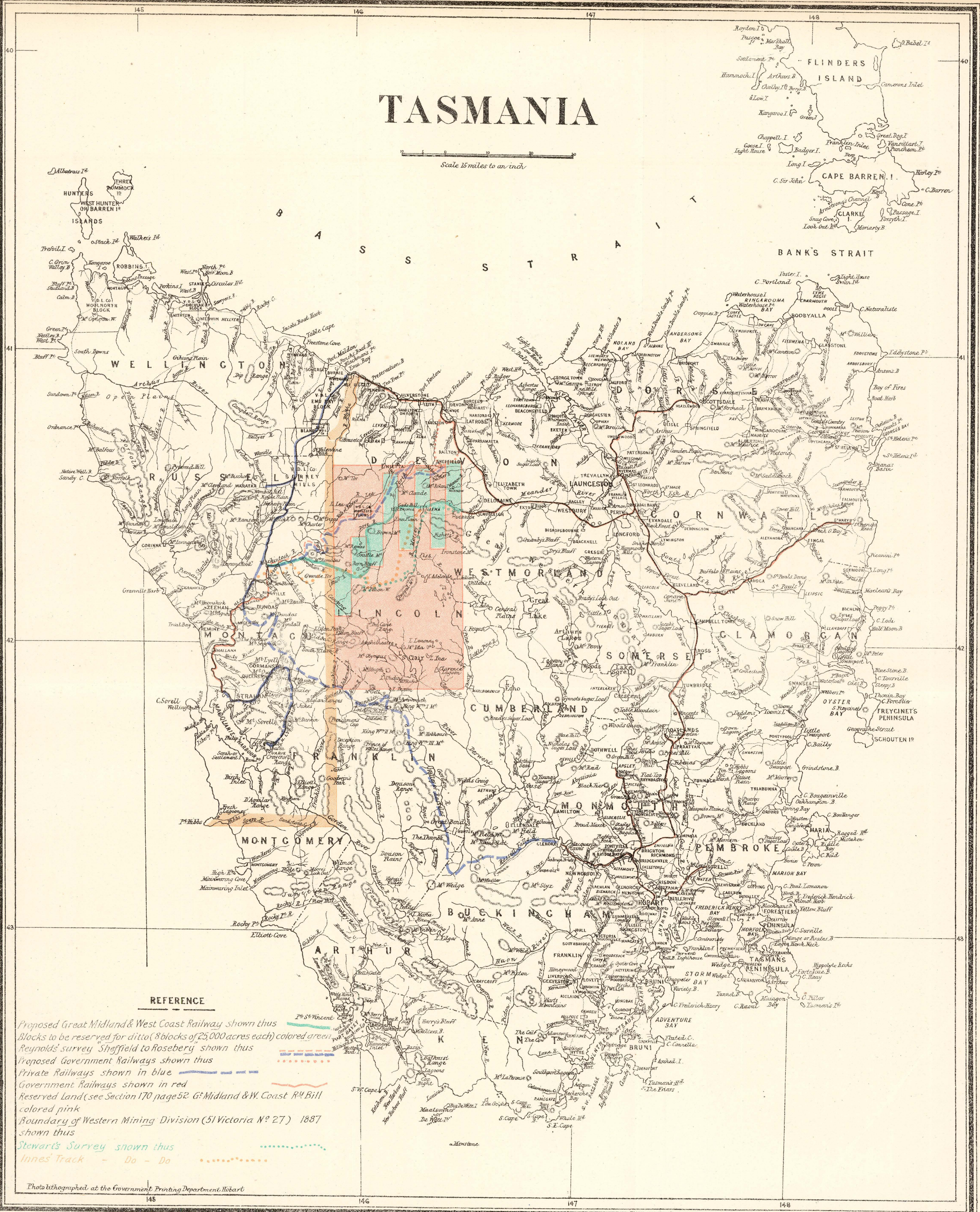
*Return to an Order of the House of Assembly dated July 14, 1899.
(Mr. Aikenhead.)*

Ordered by the House of Assembly to be printed, August 2, 1899.

Cost of printing—£17 2s.

TASMANIA

Scale 15 miles to an inch

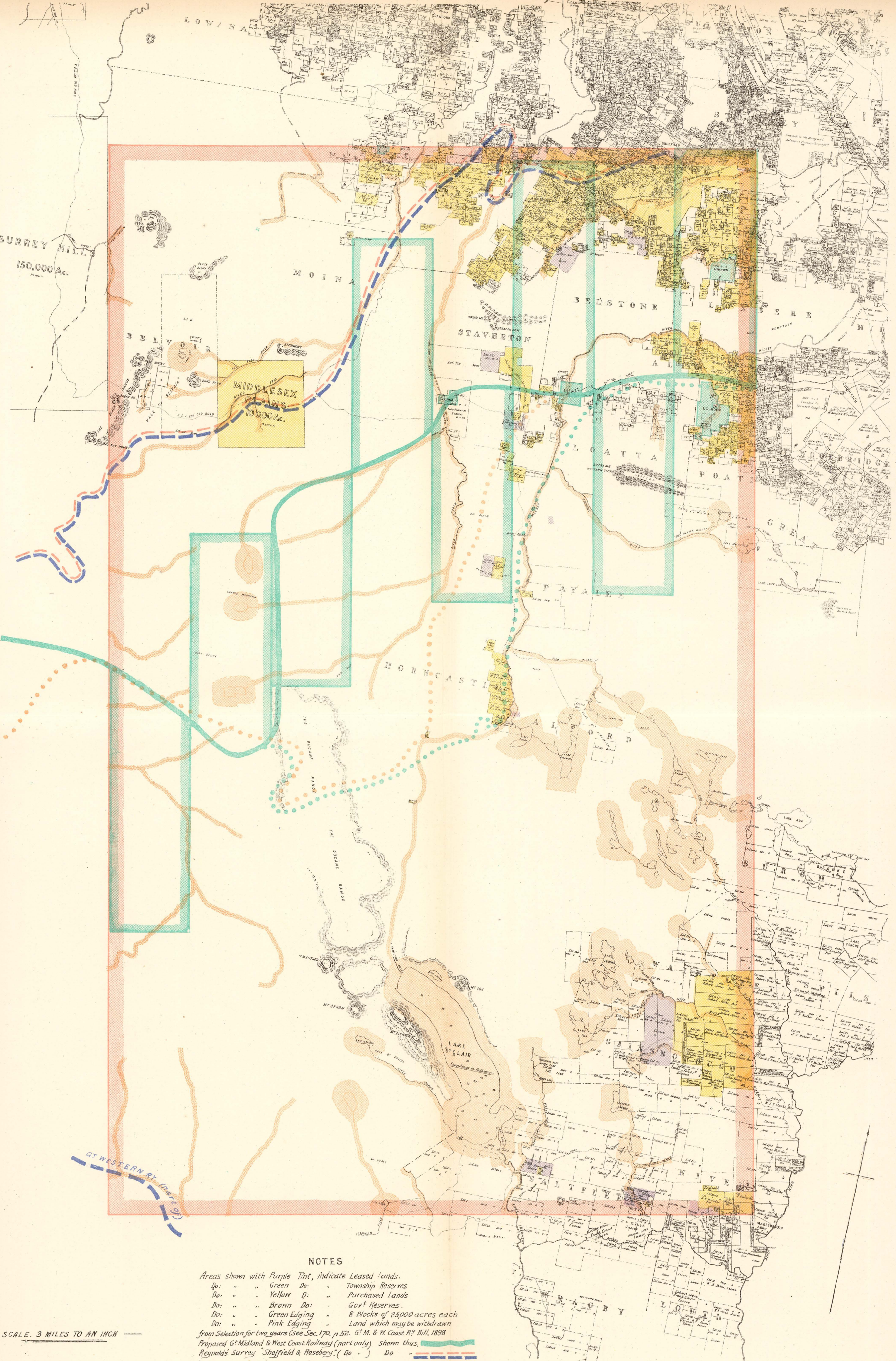


REFERENCE

Proposed Great Midland & West Coast Railway shown thus
 Blocks to be reserved for ditto (8 blocks of 25,000 acres each) colored green
 Reynolds' survey Sheffield to Rosebery shown thus
 Proposed Government Railways shown thus
 Private Railways shown in blue
 Government Railways shown in red
 Reserved Land (see Section 170 page 52 G. Midland & W. Coast R. Bill)
 colored pink
 Boundary of Western Mining Division (51 Victoria No 27) 1887
 shown thus
 Stewart's Survey shown thus
 Innes' Track - Do - Do

SURREY HILLS
150,000 Ac.

MIDDLESEX PLAINS
100,000 Ac.



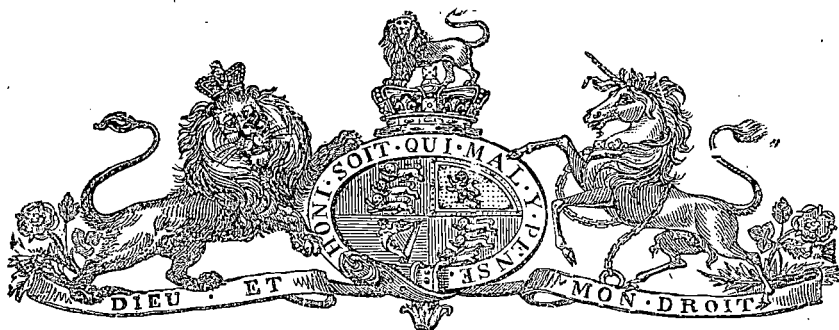
NOTES

Areas shown with Purple Tint, indicate Leased Lands.
Do: " " Green Do: " Township Reserves
Do: " " Yellow Do: " Purchased Lands
Do: " " Brown Do: " Govt Reserves.
Do: " " Green Edging " 8 Blocks of 25,000 acres each
Do: " " Pink Edging " Land which may be withdrawn
from Selection for two years (See Sec. 170, p. 52. Gt. M. & W. Coast R.R. Bill, 1898)

Proposed Gt. Midland & West Coast Railway (part only) shown thus,
Reynolds' Survey "Sheffield & Rosebery" (Do - -) Do - - -
Stewart's Survey shown thus

Innes' Track - - - Do - - - Do - - -

SCALE. 3 MILES TO AN INCH



*Tasmanian Government Railways,
General Manager's Office, Hobart, 21st July, 1899.*

SIR,

REPLYING to the request that I should report as to the effect the proposed Great Midland and West Coast Railway is likely to have on any Government Railway already constructed, or likely to be proposed for construction, I have the honour to state as follows:—

The information obtained by recent surveys and examinations of the country enable me to show on the chart the possible, indeed the probable, country through which the Great Midland Railway would be constructed should the Bill pass. From Mole Creek to Rosebery the average distance between the Great Midland Company's proposed railway and the projected line from Sheffield and the Wilmot would be only four miles. At Middlesex Plains it would be distant only one mile, and from some distance eastward of Rosebery it would almost occupy the same country as that into which our present 2-foot line would be extended.

A large part of the country which the Great Midland Railway would traverse is, rightly speaking, the feeding-ground of our Western Railway (Launceston-Ulverstone Line). If the Bill be granted, the Government would probably abandon the idea of constructing a line through the Barrington, Sheffield, and Wilmot districts, for there would certainly not be traffic sufficient to support the two lines.

I forward herewith a map of Tasmania showing the various lines of railway. The probable route of the Great Midland Railway is coloured green. The projected route of the Government Railway from Barrington, Sheffield, and the Wilmot, &c., is coloured red. A glance will show the approximate distance of the two lines. The area coloured pink on the map shows the land which the Company desires to reserve from selection. The alternate blocks, coloured green, on each side of the Railway, are the eight blocks of 25,000 acres each as they may be taken.

I also enclose a chart to a scale of three miles to an inch showing the areas of land withdrawn from selection under the Crown Lands Act, 1890, and the Mining Act, 1893. The Government survey from Sheffield to Rosebery, and the proposed Great Midland Railway, with the eight blocks of land to be reserved, are also shown. The purchased land within these blocks is coloured yellow, and the leased land lavender. It will be observed that these blocks in some instances overlap the projected Government Railway, and include in them a large amount of settled country.

I am of opinion that the construction of the proposed Great Midland Railway is strongly antagonistic to the interests of the Government Railways.

There appears to be a mistake in the Act, page 8, Part I., Section III. The boundaries of the Western Mining Division should not, I think, be as stated in the Act, but should be described as at present existing. (See 51 Vict. No. 27, 20th December, 1897, wherein the boundaries referred to have been more recently defined.)

There are two points on which I should like to remark: first, that the rates, as in the case of the Mt. Lyell Railway, should not exceed those in operation on the Government lines, and, secondly, *I urge again very strongly that no Act be passed until a survey of the line is deposited.* In this matter, a survey would be the plan of the line, and not necessarily the section and working drawings.

The method of granting the Company power to construct the line wherever they please, between two different points, is indefinite, and inimical to the interests of the Government Railways, and likely to lead to difficulties and disputes.

I have the honour to be,

Sir,

Your obedient Servant,

FREDK. BACK, *General Manager.*

The Hon. the Minister for Railways, Hobart.