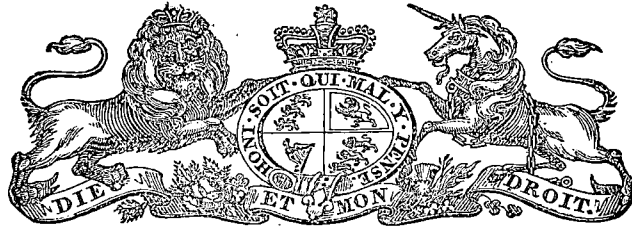


(No. 41.)



1881.

T A S M A N I A.

LEGISLATIVE COUNCIL.

LAUNCESTON AND WESTERN RAILWAY :

REPORT FOR 1880.

Laid upon the Table by Mr. Moore, and ordered by the Council to be printed,
July 19, 1881.



LAUNCESTON AND WESTERN RAILWAY.

Launceston, 27th April, 1881.

SIR,

I HAVE now the pleasure to report upon the working of the Launceston and Western Railway for the year ending 31st December, 1880.

Capital Account.

There has been no expenditure under this head during the year 1880. The total capital expenditure therefore remains the same as when I had last the honor to report for your information, namely, £435,595 8s. 4d.

Rolling Stock and Machinery.

The Report of the Locomotive and Carriage and Wagon Superintendent is attached hereto, from which it will be found that the whole of the Rolling Stock is in good repair. Very extensive repairs to the different classes of the Wagon stock have been carried out during the year, necessitated by the increased age of the vehicles of all descriptions. The following Table shows the total mileage run by each Engine since the opening of the Line:—

| | | | |
|--------------|---------------|--------------|---------------|
| | <i>Miles.</i> | | <i>Miles.</i> |
| Engine No. 1 | 252,942 | Engine No. 4 | 170,598 |
| Engine No. 2 | 239,803 | Engine No. 5 | 127,130 |
| Engine No. 3 | 194,328 | | |

The continued and steady increase in the passenger traffic, more particularly upon general holidays, when the numbers who avail themselves of excursion fares are so great that the whole carriage stock of the Department is found quite inadequate to convey them, and have to be conveyed in open trucks, renders the supply of additional carriages an urgent necessity. Naturally much dissatisfaction is caused by adopting the use of trucks for passengers, not to mention the risk incurred. It is my duty, therefore, to recommend the insertion of an item in the Estimates of the Department for the year 1882, to meet this requirement.

Permanent Way and Works.

The Report of the Inspecting Surveyor is appended.

The works generally are in a stable and satisfactory condition. Extensive repairs have been carried out during the year, particularly in respect to the renewal of timber bridges, flood openings, &c., and considerable further expenditure will be necessary during the ensuing year.

The maintenance of the Permanent Way has also been expensive during the year 1880, the renewal of a quantity of worn out iron rails with steel ones having been found necessary. This has been almost entirely confined to the section between Launceston and Evandale, and has been principally caused by the tear and wear on the rail used by the Tasmanian Main Line Railway and the Launceston and Western Railway.

A large supply of sleepers for renewal purposes was purchased during the year, the insertion of which into the road has enabled the Inspecting Surveyor to maintain a satisfactory condition.

Revenue Account.

The gross revenue for the year 1880 amounts to £23,560 1s. 0d., and, as compared with the previous year, shows an increase of £1976 1s. 6d.

The following is the detail :—

| | RECEIPTS. | | INCREASE. | | DECREASE. | |
|-----------------------------------|-------------|--------------|-----------|-----------|-----------|-----------|
| | 1879. | 1880. | Amount. | Per cent. | Amount. | Per cent. |
| | £ s. d. | £ s. d. | £ s. d. | | £ s. d. | |
| Passengers | 10,082 8 7 | 10,117 10 11 | 35 2 4 | | | |
| Parcels | 769 9 1 | 759 10 1 | ... | ... | 9 19 0 | |
| Goods and Live Stock | 5685 17 7 | 7332 9 8 | 1646 12 1 | | | |
| Rents, Mails, &c..... | 1029 10 11 | 1080 10 4 | 50 19 5 | | | |
| Tasmanian M. L. Railway Toll, &c. | 4016 13 4 | 4270 0 0 | 253 6 8 | | | |
| | | | 1986 0 6 | | | |
| | | | 9 19 0 | | | |
| | 21,583 19 6 | 23,560 1 0 | 1976 1 6 | 9.2 | 9 19 0 | |

It will be seen that there is an increase in all branches of revenue, with the exception of a trifling decrease in parcels. The large increase in goods traffic will be again referred to. The increase in tolls is due to a mutual agreement concluded between the Tasmanian Main Line Railway Company and the Government. Recently, arbitrators fixed the amount of tolls to be paid by the Tasmanian Main Line Railway Company to the Launceston and Western Railway for five years, as follows; viz.—

| Year. | £ | s. | d. |
|-----------|------|----|----|
| 1881..... | 3937 | 10 | 0 |
| 1882..... | 4037 | 10 | 0 |
| 1883..... | 4137 | 10 | 0 |
| 1884..... | 4237 | 10 | 0 |
| 1885..... | 4337 | 10 | 0 |

The above figures do not include the amounts payable for junction duties performed on account of Tasmanian Main Line Railway.

Passenger Traffic.

Although there is an increase in the amount received from passenger traffic as compared with the previous year, the number of journeys, both first and second class, is considerably less, as also is that of the average distance travelled by each passenger. There is, however, an increase in season ticket journeys, there having been a steady improvement in this direction for some years. Notwithstanding the above-mentioned decrease in passenger journeys, and average distance travelled, there is an increase in the average rate per passenger per mile and in the average rate per passenger. This apparent anomaly is explained by the fact that a larger proportion of the passenger traffic was conducted over the section between Deloraine and Evandale, and a less proportion between Launceston and Westbury, than in the former year, the latter 35 miles being far less remunerative than the former 34 miles.

| | | 1879. | 1880. | Increase. | Decrease. |
|--|--------|-----------|-----------|-----------|-----------|
| Total miles travelled..... | No. | 1,819,802 | 1,783,178 | ... | 36,624 |
| Average distance travelled per passenger | Miles. | 17.63 | 17.33 | ... | .30 |
| First class journeys | No. | 29,999 | 29,846 | ... | 153 |
| Second class ditto | No. | 69,763 | 69,374 | ... | 389 |
| Season ticket ditto..... | No. | 3494 | 3698 | 204 | |
| Total number of ditto | No. | 103,256 | 102,918 | ... | 338 |
| Average rate per passenger per mile..... | Pence. | 1.33 | 1.36 | .03 | |
| Average rate per passenger..... | s. d. | 1 11.43 | 1 11.59 | 0 0.16 | |

The appended tables give fuller details.

Goods Traffic.

| | 1879. | 1880. | Increase. |
|---|--------|--------|-----------|
| | Tons. | Tons. | Tons. |
| Grain | 7235 | 10,978 | 3743 |
| Fencing, bark, wool, firewood, &c. | 8039 | 8682 | 643 |
| Manure (agricultural) | 1089 | 1102 | 13 |
| | 16,363 | 20,762 | 4399 |

The above table exhibits an increase of 4399 tons for the year 1880 as compared with the goods tonnage of 1879, the large increase of 3743 tons being recorded for grain alone. By reference to the yearly report for the year 1879, it will be observed that an explanation was fully entered into to account for the falling off in the tonnage carried by the railway notwithstanding there was an increase in the acreage under crop. It was shown that a large quantity of the yield of 1879 was retained in the districts at the end of the year, and would find its way to market during the year 1880. This explanation has been proved to be the correct one, and is borne out by the large increase of tonnage, the number of "tons carried per acre under crop" in the year 1880 being 0·33 as compared with 0·28 in 1879, and 0·32 in 1878. In the latter year very little of the stock was retained in the district.

There was an increase of 643 tons of fencing, bark, wool, firewood, &c.

The tonnage of manure has remained at about the same figure for each of the last three years—about 1100 tons.

The following is a comparative statement of the Acreage in Crop, &c. in the Launceston and Western Railway District for the year 1880 as compared with the year 1879:—

| | | 1879. | 1880. | Increase. |
|---|-----------|---------|---------|-----------|
| Land in cultivation | Acres | 151,731 | 153,867 | 2136 |
| Land in crop | Acres | 58,582 | 62,521 | 3939 |
| Per cent. of land in crop to land in cultivation | Per cent. | 38·6 | 40·6 | 2 |
| Tonnage carried by Launceston and Western Railway | Tons | 16,363 | 20,762 | 4399 |
| Tons carried per acre under crop | Tons | 0·28 | 0·33 | 0·5 |

Table No. 7 gives full particulars with reference to the direction and extent of goods tonnage for the year.

It will be observed that the average distance travelled per ton was 28·35, an increase on the previous year of 0·99 miles; the rate per ton per mile, 2·82*d.*, is an increase of 0·06*d.*; the rate per ton, 6*s.* 7·85*d.*, is an increase of 4·30*d.*

As compared with the year 1879, there is an increase on every item.

Working Expenses.

The working expenses for the year 1880 amount to £17,455 14*s.* 4*d.*, and show a decrease as compared with the previous year of £1243 13*s.* 1*d.*, and a decrease per train mile of 4·5*d.* The total working cost per mile open was £334·7, and per train mile 3*s.* 4·1*d.*, the lowest figures that have been attained for some years. The result will be better appreciated by the following most favourable comparison with other railways:—

| | Per mile open. | | Per train mile. |
|--|----------------|----|-----------------|
| | £ | | s. d. |
| Victorian Railways (1879) | 588·7 | .. | 3 8·40 |
| New South Wales ditto (1879) | 853 | .. | 4 1·49 |
| Queensland Railways (Northern) | 208 | .. | 4 1 |
| Ditto (South and Western) | 447 | .. | 4 9·25 |
| South Australian (1878) | — | .. | 5 1·84 |
| Tasmanian Main Line Railway | 382 | .. | 3 5·1 |
| Launceston and Western Railway, Tasmania . | 334·7 | .. | 3 4·1 |

The following is the year's train service:—

| | |
|---|---------|
| Train mileage | 104,473 |
| Ditto per mile | 2922 |
| Engine mileage (Launceston and Western Railway) | 105,280 |

Net Earnings.

The net earnings for the year 1880 were by far the largest hitherto received by the railway. The amount was £6104 6*s.* 8*d.*, which represents 1·5 per cent. on the original debenture capital (£400,000), or an increase of ·8 per cent. on the return for 1879.

The aggregate net earnings now amount to £29,012 15*s.* 8*d.*, and exceed by £7121 15*s.* 8*d.* the moneys advanced by the Government to complete equipment since they took over the line.

General.

For the tenth time, the gratifying report has to be made that no casualty of any kind has occurred during the year. The receipts for the current year, 1881, at the time of the writing of this report, exhibit a considerable increase on the receipts for the year 1880, and there is every prospect of the same being maintained.

I have the honor to be,
Sir,
Your obedient Servant,

R. W. LORD, *Manager Launceston and Western Railway.*
The Hon. C. O'REILLY, Minister of Lands and Works.

Launceston and Western Railway Permanent Way Department,
Launceston, 3rd January, 1881.

DEAR SIR,

I HAVE the honor to report that the permanent way and works of this Railway have been efficiently maintained during the year ending 31st December, 1880.

Considering the yearly increasing demand for all descriptions of renewals, the cost of this department bears favourable comparison with any colonial lines, and has certainly been reduced to a minimum. The renewals of heavy bridge timbers is an expensive item; but for such works the selection of the best and most durable timber must secure a longer life than that at present requiring renewing, which, in some instances, was of inferior quality.

Four thousand blue gum sleepers have been inserted in the road during the year. Twenty-one tons of rails and fastenings have been issued for general repairs on the section between Deloraine and Evandale, and one hundred and nine tons between Evandale and Launceston. As anticipated in my last report, it has been necessary to relay the outer rail of several curves on the latter section, bearing the strain of both broad and narrow gauge systems, earlier than I expected or could have been reasonably demanded.

Fences, gates, and level crossings have been extensively renewed, and will require constant attention for some time to come. One thousand posts and rails have been issued and renewed by the Permanent Way staff.

The amount authorised for general ballasting purposes, and expended in April last, I trusted would have relieved this department of any anxiety for some time; but I regret to report that the very wet winter which followed had such an injurious effect upon several heavy works on the Evandale section, starting several extensive and dangerous slips, that I shall again have to ask for assistance with an extra engine gang for some weeks during the summer to secure the stability of those works.

The 60lbs. steel rail, used as a third rail for the passage of the narrow gauge stock between Launceston and Evandale, is standing well, and, with the exception of the fastening (a dog spike only), is in a satisfactory condition.

Demands for renewals have been met as economically as possible to preserve a safe and general careful maintenance.

It would be possible to secure a higher class condition, but at a very much increased cost, only justifiable for very high rates of speed.

The bridges, station buildings, &c. are in good condition, and are satisfactorily maintained.

I have the honor to be,
Sir,
Your obedient Servant,

LEONARD DOWLING, *Inspecting Surveyor.*

R. W. LORD, *Esq., Manager.*

Launceston and Western Railway Locomotive and Carriage and Wagon Department,
Launceston, 3rd January, 1881.

DEAR SIR,

I HAVE the honor to report that the rolling stock, machinery, steam pumps, water supply, signals, and buildings attached to this department have been well maintained during the twelve months ending 31st December, 1880.

The locomotive mileage, including shunting, &c. for the past year, is 105,280 miles.

During the year, in addition to general repairs, a new portable cylinder-boring machine has been constructed in the workshops, and one of the first engines has had the cylinders bored out by it, and new pistons fitted.

I have also removed the wood machinery out of the locomotive repairs shop into the wagon repair shop, so as to give additional room in the former.

A number of the wagon under-frames have been renewed during the year, and there is still a large number to come in for the same purpose when opportunity offers.

If it be decided to keep the present gauge for the Mersey extension, I would beg to recommend that twenty covered goods wagons, four horse boxes, and four passenger carriages be constructed to meet the requirements of the traffic.

I must again draw your attention to the state of the "Running Shed," which is very dilapidated, and must be renewed before long.

In addition to the usual repairs effected and charged to other sub-departments of the Launceston and Western Railway, the engines and stone-crushing machines belonging to the Public Works Department have been repaired by this Department.

I am, Sir,

Your obedient Servant,

W. E. BATCHELOR, *Locomotive and Carriage
and Wagon Superintendent.*

R. W. LORD, *Manager.*

No. 1.

SUMMARY of Receipts and Expenditure on Capital Account to 31st December, 1880.

| Dr. | | | | | | | Cr. | | | | | | |
|---|--------|-----|-----|----------|----|----|--|---------|----|----|----------|----|----|
| To Debenture Capital | £ | s. | d. | £ | s. | d. | By expenditure on the construction of 45 miles Line of Railway and Telegraph prior to transfer to Government | £ | s. | d. | £ | s. | d. |
| Share ditto | ... | ... | ... | 400,000 | 0 | 0 | Ditto since transfer (1880)..... | 413,704 | 8 | 4 | | | |
| Accrued Interest, Premiums, &c. | ... | ... | ... | 50,000 | 0 | 0 | Ditto ditto (prior to 1880)..... | 21,891 | 0 | 0 | 21,891 | 0 | 0 |
| Advance by Treasury for Construction purposes, 1880. | | | | 450,000 | 0 | 0 | Railway Income, 1880 | 23,560 | 1 | 0 | | | |
| Ditto prior to 1880 | 19,817 | 9 | 0 | 12,015 | 4 | 1 | Ditto, prior to 1880..... | 165,249 | 18 | 7 | 188,809 | 19 | 7 |
| Ditto ditto towards payment of Interest on original Debentures | | | | 19,817 | 9 | 0 | Interest on Debentures to 31st December, 1880..... | 297,000 | 0 | 0 | | | |
| Revenue Expenditure, 1880 | | | | 249,000 | 0 | 0 | Less Net Revenue from working the Line | 29,012 | 15 | 8 | 267,987 | 4 | 4 |
| Ditto prior to 1880..... | | | | 17,455 | 14 | 4 | | | | | | | |
| Stores transferred to Government by the L. & W. Railway Company | | | | 142,341 | 9 | 7 | | | | | | | |
| | | | | 159,797 | 3 | 11 | | | | | | | |
| | | | | 1762 | 15 | 3 | | | | | | | |
| | | | | £892,392 | 12 | 3 | | | | | £892,392 | 12 | 3 |

J. W. ISRAEL, Accountant.

R. W. LORD, Secretary and Manager.

No. 2.

STATEMENT of Receipts and Expenditure for the Year 1880.

Train Mileage—Goods and Passengers, 86,977; Ballasting, 3913; Total (L. & W. R.), 90,890; T. M. L. R. Train Mileage, Evandale to and from Launceston, 21,131; Grand Total, 112,021. Mean Train Miles, 104,473. Engine Miles (L. & W. R.), 105,280.

| EXPENDITURE. | | | Train Mileage. | Cost per Mile open. | Cost per Train Mile. | RECEIPTS.—C. | | | | Receipts per | | | |
|--|---------|-------|----------------------|---------------------|----------------------|---|-------|------|--|--------------|-------|-------------|------------|
| | £ | s. d. | | | | £ | s. d. | £ | s. d. | £ | s. d. | Train mile. | Open mile. |
| <i>A.—Working Expenses.</i> | | | No. | £ | s. d. | Passengers, 102,918, at average 1s. 11d. 59 per passenger..... | .. | .. | 10,117 | 10 | 11. | | |
| Maintenance of Permanent Way and Works.. | 5553 | 17 8 | 112,021 | *99.2 | 0 11.9 | Parcels, horses, carriages, and dogs..... | .. | .. | 759 | 10 | 1 | | |
| Locomotive and carriage and wagon charges.. | 5248 | 7 5 | 90,890 | 116.6 | 1 1.9 | Goods, 20,762 tons, average 6s. 7.73d. per ton | 6897 | 19 2 | | | | | |
| Traffic charges | 4502 | 2 9 | 112,021 | 88.9* | 0 10.7 | Live Stock | 434 | 10 6 | | | | | |
| Police, gatekeepers, &c. | 473 | 17 11 | | | | | | | | | 7392 | 9 | 8 |
| General charges..... | 1284 | 14 7 | 112,021 | 30.0* | 0 3.6 | Rents, mails, &c..... | 1080 | 10 4 | | | | | |
| Mails, &c. | 392 | 14 0 | | | | | | | Tasmanian Main Line Railway Toll, 1880 | 4270 | 0 0 | | |
| Total Working Expenses | 17,455 | 14 4 | 104,473 ^a | 334.7* | 3 4.1 | Total Railway Income | .. | .. | 5350 | 10 | 4 | s. d. | £ |
| <i>B.—Construction.</i> | | | | | | Cash advanced by Treasury on account of new works of construction, and carried to debit of Construction Account | .. | .. | 23,560 | 1 | 0 | 4 6.1 | 523.6 |
| Expenditure upon new works of construction not chargeable to Working Expenses..... | — | | | | | | | | | | | | |
| Total Expenditure..... | 17,455 | 14 4 | | | | | | | | | | | |
| Balance to credit of Railway Income..... | 6104 | 6 8 | | | | | | | | | | | |
| | £23,560 | 1 0 | | | | | | | £23,560 | 1 | 0 | | |

^a Mean Train Mileage. * Reduced to the equivalent of a single line throughout.

J. W. ISRAEL, Accountant.

R. W. LORD, Secretary and Manager.

ANALYSIS of Traffic, and Traffic Receipts, 1880.

| STATIONS. | TRAFFIC AND RECEIPTS AT EACH STATION. | | | | | | | | | RECEIPTS DURING EACH MONTH. | | | |
|---------------------|---------------------------------------|----------|----------------|----------|--------------|--------------|-----------------------|-------------------------|------------|-----------------------------|---------------|-------------------------------|------------|
| | PASSENGERS. | | GOODS TONNAGE. | | RECEIPTS. | | | | | Month. | Working Days. | Relative Value of each Month. | Amount. |
| | Outwards. | Inwards. | Outwards. | Inwards. | Passengers. | Parcels, &c. | Goods and Live Stock. | Mails, Rent, Tolls, &c. | TOTAL. | | | | |
| | | | | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | | | £ s. d. | |
| Launceston..... | 32,092 | 37,355 | 3415 | 13,708 | 3117 6 9 | 214 2 3 | 4314 7 3 | 10 4 5 | 7656 0 8 | January.... | 27 | 8·0 | 1872 13 9 |
| St. Leonard's.... | 8142 | 7562 | 162 | 248 | 300 0 2 | .. | Cr. 2 12 0 | .. | 296 8 2 | February.. | 24 | 7·5 | 1720 12 8 |
| Breadalbane*..... | .. | 1811* | 233 | 82 | .. | .. | .. | .. | .. | March.... | 27 | 11·4 | 2771 7 8 |
| Evandale..... | 9842 | 4952 | 524 | 774 | 694 11 0 | 49 18 7 | 194 19 5 | 16 3 3 | 955 12 3 | April..... | 26 | 11·0 | 2589 15 11 |
| Perth..... | 7577 | 6747 | 713 | 756 | 487 15 8 | 34 19 2 | 310 2 11 | 13 5 2 | 846 2 11 | May..... | 26 | 9·5 | 2224 6 11 |
| Longford..... | 18,227 | 11,903* | 2738 | 2414 | 1515 15 8 | 135 7 1 | 915 13 2 | 15 0 9 | 2581 16 8 | June..... | 26 | 7·5 | 1748 17 7 |
| Wilmore's Lane*.. | .. | 971* | .. | .. | .. | .. | .. | .. | .. | July..... | 27 | 7·5 | 1772 4 4 |
| Little Hampton*.. | .. | 1122* | 2113 | 474 | .. | 0 4 9 | 1 11 4 | .. | 1 16 1 | August.... | 26 | 6·6 | 1554 19 9 |
| Bishopsbourne*.. | .. | 4958* | .. | .. | .. | .. | .. | .. | .. | September.. | 26 | 6·9 | 1626 19 10 |
| Oaks*..... | .. | 2798* | 397 | 134 | .. | 0 8 9 | 1 1 6 | .. | 1 10 3 | October.... | 26 | 8·0 | 1893 4 6 |
| Glenore*..... | .. | 1900* | 438 | 134 | .. | .. | .. | .. | .. | November.. | 26 | 7·5 | 1756 16 4 |
| Hagley..... | 3490 | 1957 | 1068 | 492 | 308 0 6 | 23 12 6 | 222 9 1 | .. | 554 2 1 | December.. | 27 | 8·6 | 2028 1 9 |
| Westbury..... | 8953 | 5348 | 1801 | 575 | 894 1 4 | 48 0 7 | 456 3 9 | 41 15 9 | 1440 1 5 | | | | |
| Exton..... | 2564 | 1199 | 1219 | 97 | 241 7 9 | 7 16 11 | 106 5 4 | .. | 355 10 0 | | | | |
| Deloraine..... | 12,031 | 8587 | 5941 | 874 | 2179 18 6 | 172 19 6 | 813 7 11 | 74 0 10 | 3240 6 9 | | | | |
| Mails, Rents..... | .. | .. | .. | .. | .. | .. | .. | .. | .. | | | | |
| Sundry Receipts.. | .. | 3748* | .. | .. | 378 13 7 | 72 0 0 | .. | 910 0 2 | 1360 13 9 | | | | |
| Toll, &c (T.M.L.R.) | .. | .. | .. | .. | .. | .. | .. | 4270 0 0 | 4270 0 0 | | | | |
| | 102,918 | 102,918 | 20,762 | 20,762 | 10,117 10 11 | 759 10 1 | 7332 9 8 | 5350 10 4 | 23,560 1 0 | | 314 | 100·0 | 23,560 1 0 |

* Includes Outwards and Inwards.

J. W. ISRAEL, Accountant.

R. W. LORD, Secretary and Manager.

6

No. 4.—A.

ANALYSIS of Working Expenses, 1880.

| | Salaries and Wages. | | | Stores and Renewals, (D.) | | | Sundry charges. | | | TOTAL. | | |
|--|---------------------|----|----|---------------------------|----|----|-----------------|----|----|--------|----|----|
| | £ | s. | d. | £ | s. | d. | £ | s. | d. | £ | s. | d. |
| <i>Maintenance of Permanent Way.</i> | | | | | | | | | | | | |
| Inspecting Surveyor, Sub-Inspector, platelayers, carpenters, labourers, &c. | 4583 | 4 | 5 | 948 | 4 | 7 | 22 | 8 | 8 | 5553 | 17 | 8 |
| <i>Locomotive and Carriage and Wagon Department.</i> | | | | | | | | | | | | |
| Loco-Superintendent, carpenters, blacksmiths, strikers, painters, turners, fitters, drivers, firemen, cleaners, labourers, &c. | 2841 | 10 | 4 | 2406 | 17 | 1 | — | — | — | 5248 | 7 | 5 |
| <i>Traffic Charges.</i> | | | | | | | | | | | | |
| Station-masters, booking clerks, goods clerks, telegraph operators, guards, porters, signalmen, watchmen, &c.— | | | | | | | | | | | | |
| Launceston | 1385 | 7 | 2 | 96 | 19 | 6 | | | | | | |
| St. Leonards | 3 | 3 | 0 | — | — | — | | | | | | |
| Breadalbane | — | — | — | — | — | — | | | | | | |
| Evandale Junction | 321 | 10 | 6 | 14 | 0 | 5 | | | | | | |
| Perth | 102 | 10 | 0 | 22 | 13 | 2 | | | | | | |
| Longford | 483 | 7 | 11 | 31 | 10 | 2 | | | | | | |
| Wilmore's Lane | — | — | — | — | — | — | | | | | | |
| Little Hampton | 4 | 10 | 0 | — | — | — | | | | | | |
| Bishopsbourne | 2 | 0 | 0 | — | — | — | | | | | | |
| Oaks | — | — | — | — | — | — | | | | | | |
| Glenore | — | — | — | — | — | — | | | | | | |
| Hagley | 159 | 0 | 6 | 14 | 1 | 4 | | | | | | |
| Westbury | 147 | 8 | 6 | 27 | 18 | 11 | | | | | | |
| Exton | 81 | 0 | 0 | 8 | 11 | 10 | | | | | | |
| Deloraine | 383 | 13 | 9 | 39 | 9 | 0 | | | | | | |
| Cartage | — | — | — | — | — | — | 601 | 0 | 3 | | | |
| General traffic charges | 52 | 9 | 11 | 322 | 16 | 8 | 197 | 0 | 3 | | | |
| | 3126 | 1 | 3 | 578 | 1 | 0 | 798 | 0 | 6 | 4502 | 2 | 9 |
| <i>Police, Gates, &c.</i> | | | | | | | | | | | | |
| Gatekeepers at level crossings | 463 | 8 | 6 | 10 | 9 | 5 | — | — | — | 473 | 17 | 11 |
| <i>General Charges.</i> | | | | | | | | | | | | |
| Office of Manager, Accountant, Cashier, Storekeeper, &c. | 1228 | 6 | 8 | 56 | 7 | 11 | — | — | — | 1284 | 14 | 7 |
| <i>Mails.</i> | | | | | | | | | | | | |
| Contracts for the conveyance of mails between the L. & W. Railway Stations and the several Post Offices situated within the L. & W. Railway District | — | — | — | — | — | — | 392 | 14 | 0 | 392 | 14 | 0 |
| | 12,242 | 11 | 2 | 4000 | 0 | 0 | 1213 | 3 | 2 | 17,455 | 14 | 4 |

No. 5.—B.

ITEMS charged to Construction during the Year 1880.

Nil.

No. 6.—D.

FURTHER Analysis of Stores consumed during the Year 1880.

| | £ | s. | d. |
|---|-------|----|----|
| Fuel—Coal, 1311 tons; firewood, 193 tons | 1610 | 17 | 7 |
| Oils—Castor, 875 gallons; colza, 140 galls.; mutton bird, 165 galls.; kerosene, 238 galls.; turps, 22 galls.; sundry oils, 31 galls. | 239 | 1 | 4 |
| Tallow, &c.—Tallow, 895 lbs.; grease, 290 lbs. | 24 | 19 | 11 |
| Packings, &c.—Tucks, packing, &c., 73 lbs.; flax, 15 lbs.; waste, 1670 lbs. | 49 | 11 | 3 |
| Stationery and advertisements | 309 | 0 | 7 |
| Timber | 394 | 14 | 0 |
| Iron | 215 | 5 | 7 |
| Tools | 148 | 16 | 2 |
| Ordinary sundries | 212 | 9 | 4 |
| Extra sundries | 145 | 4 | 3 |
| Renewals—Rails, crossings, sleepers, machinery | 650 | 0 | 0 |
| | £4000 | 0 | 0 |

J. W. ISRAEL, Accountant.

R. W. LORD, Secretary and Manager.

DIRECTION and Extent of Goods Traffic for the Year 1880.

| OUTWARDS FROM | INWARDS AT | | | | | | | | | | | | | TOTAL OUTWARDS. | | |
|--|-------------|----------------|--------------|-----------|--------|-----------|---|-------|----------|---------|-----------|--------|------------|-----------------|----------------------|-------------------|
| | Launceston. | St. Leonard's. | Breadalbane. | Evandale. | Perth. | Longford. | Wilmore's Lane, Little Hampton, and Bishopsbourne. | Oaks. | Glenore. | Hagley. | Westbury. | Exton. | Deloraine. | Tons. | Average Distance. | Miles travelled.* |
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Miles. | No. |
| Launceston..... | — | 57 | 76 | 72 | 319 | 1024 | 309 | 108 | 90 | 246 | 369 | 63 | 682 | 3415 | — | 91,469 |
| St. Leonard's..... | 155 | — | — | 1 | — | — | — | — | — | 6 | — | — | — | 162 | — | 809 |
| Breadalbane..... | 232 | — | — | — | — | — | — | — | — | — | — | — | 2 | 234 | — | 1739 |
| Evandale..... | 390 | 1 | 4 | — | 4 | 100 | 2 | 2 | 1 | 1 | 8 | 1 | 10 | 524 | — | 5715 |
| Perth..... | 638 | 10 | — | 12 | — | 4 | 30 | 4 | — | 1 | 1 | — | 13 | 713 | — | 10,344 |
| Longford..... | 2604 | 10 | 1 | 36 | 11 | — | 10 | 6 | 4 | 10 | 9 | 1 | 36 | 2738 | — | 48,089 |
| Wilmore's Lane Little Hampton Bishopsbourne }..... | 1954 | 2 | — | 2 | 98 | 49 | — | — | — | 2 | 1 | — | 5 | 2113 | — | 49,883 |
| Oaks..... | 349 | 1 | — | 8 | 12 | 3 | — | — | — | 1 | — | — | 23 | 397 | — | 9987 |
| Glenore..... | 400 | — | — | 1 | — | 35 | — | — | — | — | 1 | — | 1 | 438 | — | 11,617 |
| Hagley..... | 1005 | 3 | — | 72 | 9 | 27 | — | — | — | — | — | — | 21 | 1068 | — | 32,572 |
| Westbury..... | 1444 | 1 | — | 7 | 27 | 94 | 22 | 5 | 24 | 18 | — | 7 | 82 | 1801 | — | 55,918 |
| Exton..... | 910 | — | — | 149 | 38 | 50 | 2 | — | 1 | 29 | 40 | — | — | 1219 | — | 45,079 |
| Deloraine..... | 3629 | 164 | — | 414 | 237 | 1026 | 97 | 8 | 13 | 179 | 147 | 26 | — | 5940 | — | 225,458 |
| Tons inwards..... | 13,710 | 249 | 81 | 774 | 755 | 2412 | 472 | 134 | 133 | 493 | 576 | 98 | 875 | 20,762 | — | — |
| Average Distance..... | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 28.35 | — |
| Miles travelled*..... | 414,353 | 7384 | 587 | 21,632 | 14,744 | 50,735 | 10,297 | 3192 | 2976 | 10,854 | 15,024 | 2798 | 34,103 | — | — | 588,679 |

| | 1879. | 1880. | | 1879. | 1880. |
|-----------------------------------|---------|---------|-------------------------------------|-------------|-------------|
| Goods train miles..... | 86,922 | 90,890 | Goods receipts..... | £ 5151 11 4 | £ 6897 19 2 |
| Ton miles..... | 447,849 | 588,679 | Average ditto per ton per mile..... | 0 0 2.76 | 0 0 2.82 |
| Goods tonnage..... | 16,363 | 20,762 | Ditto per goods train mile..... | 0 1 2.22 | 0 1 6.21 |
| Average tons per train mile..... | 0.18 | 0.23 | Ditto per ton..... | 0 6 3.55 | 0 6 7.85 |
| Ditto miles travelled per ton.... | 27.36 | 28.35 | Ditto per week..... | 99 1 4.46 | 132 13 0.75 |

* Decimals omitted.

J. W. ISRAEL, Accountant.

R. W. LORD, Secretary and Manager.

No. 8.

DISTRIBUTION and Extent of Passenger Traffic for the Year 1880.

| OUTWARDS FROM | INWARDS AT | | | | | | | | | | | | | | | | TOTAL OUTWARDS. | | |
|----------------------|-----------------------------|-------------|-----------------|---------------|-----------|--------|-----------|------------------|------------------|-----------------|--------|-----------|---------|-----------|--------|------------|-----------------|-------------------|-------------------|
| | Season Ticket-holders, &c.* | Launceston. | St. Leonard's.* | Breadalbane.* | Evandale. | Perth. | Longford. | Wilmore's Lane.* | Little Hampton.* | Bishopsbourne.* | Oaks.* | Glenore.* | Hagley. | Westbury. | Exton. | Deloraine. | Passengers. | Average Distance. | Miles travelled.† |
| Launceston | 1162 | — | 7188 | 1361 | 2010 | 3193 | 6528 | 342 | 396 | 1973 | 1073 | 631 | 758 | 1716 | 174 | 3587 | 32,092 | .. | 607,824 |
| St. Leonard's | 300 | 6997 | — | 44 | 155 | 128 | 244 | 2 | 11 | 22 | 11 | 1 | 25 | 89 | 7 | 106 | 8142 | .. | 47,863 |
| Breadalbane | | | | | | | | | | | | | | | | | | | |
| Evandale | 375 | 5045 | 129 | 205 | — | 1131 | 1411 | 41 | 76 | 321 | 108 | 71 | 189 | 184 | 38 | 518 | 9842 | .. | 113,396 |
| Perth | 262 | 3410 | 48 | 27 | 1043 | — | 1938 | 40 | 57 | 219 | 78 | 24 | 58 | 64 | 10 | 299 | 7577 | .. | 80,677 |
| Longford | 675 | 10,126 | 89 | 109 | 1060 | 1833 | — | 381 | 368 | 1052 | 598 | 266 | 273 | 391 | 51 | 905 | 18,227 | .. | 261,214 |
| Wilmore's Lane | | | | | | | | | | | | | | | | | | | |
| Little Hampton | | | | | | | | | | | | | | | | | | | |
| Bishopsbourne | | | | | | | | | | | | | | | | | | | |
| Oaks | | | | | | | | | | | | | | | | | | | |
| Glenore | | | | | | | | | | | | | | | | | | | |
| Hagley | 112 | 1259 | 10 | 7 | 89 | 47 | 325 | 26 | 31 | 178 | 184 | 204 | — | 597 | 100 | 321 | 3490 | .. | 59,753 |
| Westbury | 337 | 3656 | 35 | 30 | 127 | 115 | 496 | 38 | 45 | 560 | 385 | 402 | 365 | — | 285 | 2077 | 8953 | .. | 186,097 |
| Exton | 75 | 703 | 5 | 4 | 33 | 5 | 94 | 9 | 16 | 99 | 32 | 67 | 41 | 607 | — | 774 | 2564 | .. | 44,692 |
| Deloraine | 450 | 6159 | 58 | 24 | 435 | 245 | 867 | 92 | 122 | 534 | 329 | 234 | 248 | 1700 | 534 | — | 12,031 | .. | 381,662 |
| No. Passengers | 3748 | 37,355 | 7562 | 1811 | 4952 | 6747 | 11,903 | 971 | 1122 | 4958 | 2798 | 1900 | 1957 | 5348 | 1199 | 8587 | 102,918 | .. | .. |
| Average Distance . | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 17.33 | .. |
| Miles travelled..... | 63,716 | 788,726 | 35,352 | 14,274 | 54,775 | 68,741 | 173,095 | 12,622 | 16,222 | 82,589 | 47,237 | 30,064 | 38,153 | 98,017 | 14,833 | 244,762 | .. | .. | 1,783,178 |

| | 1879. | 1880. | | 1879. | 1880. |
|---------------------------------------|-----------|-----------|---------------------------------|--------------|-------------|
| Passenger train miles | 86,922 | 90,890 | Total passenger receipts..... | £ 10,082 | £ 10,117 |
| Miles travelled | 1,819,802 | 1,783,178 | Average ditto per passenger per | s. 8 | s. 10 |
| Average miles travelled per passenger | 17.63 | 17.33 | mile | d. 1.33 | d. 1.36 |
| Ditto per train mile | 1.18 | 1.13 | Ditto per train mile | 0 2 3.83 | 0 2 2.72 |
| Total passengers carried | 103,256 | 102,918 | Ditto per passenger | 0 1 11.43 | 0 1 11.59 |
| | | | Ditto per week | 193 17 10.28 | 194 11 4.36 |

* Includes Outwards and Inwards.

† Decimals omitted.

J. W. ISRAEL, Accountant.

R. W. LORD, Secretary and Manager.

COST of Railway and Equipment and List of Rolling Stock, 1880.

| CONSTRUCTION AND EQUIPMENT. | | | ROLLING STOCK. | | | | | | | | | | | | | | | |
|-----------------------------|--------------|----------------|----------------|------------|------------|------------|------------|----------|------------|-------------|---------|---------|----------|--------------|-------------|---------------------|---------|--------|
| Miles open. | Cost. | | Locomotives. | Carriages. | | | | Wagons. | | | | | | Horse Boxes. | Break Vans. | Total No. Vehicles. | | |
| | Amount. | Per Mile open. | | 1st Class. | 2nd Class. | Composite. | Excursion. | Ballast. | Low-sided. | High-sided. | Medium. | Swivel. | Covered. | | | | Cattle. | Sheep. |
| 45 | £ 435,595 | £ 9679 | 5 | 3 | 3 | 7 | 2 | 5 | 13 | 16 | 42 | 8 | 15 | 9 | 6 | | | |
| | | | | 15 | | | | 114 | | | | | | 4 | 6 | 144 | | |

J. W. ISRAEL, Accountant.

R. W. LORD, Secretary and Manager.

No. 10.

SUMMARY of Railway Statistics for Five Years ending 31st December, 1880.

| | — | 1876. | 1877. | 1878. | 1879. | 1880. |
|---|-----------|---------|---------|---------|---------|---------|
| Miles open | No. | 45 | 45 | 45 | 45 | 45 |
| Miles worked (reduced to the equivalent of a single line) | No. | 45 | 52 | 51·3 | 51·6 | 52·1 |
| Total cost of construction and equipment..... | £ | 431,613 | 433,409 | 435,445 | 435,595 | 435,595 |
| Ditto ditto per mile | £ | 9591 | 9681 | 9676 | 9679 | 9679 |
| Gross earnings..... | £ | 18,913 | 21,442 | 22,189 | 21,583 | 23,560 |
| Working expenses | £ | 15,782 | 18,103 | 17,681 | 18,099 | 17,456 |
| Profits on working | £ | 3131 | 3339 | 4508 | 2884 | 6104 |
| Proportion of working expenses to gross earnings | Per cent. | 83·44 | 84·42 | 79·68 | 86·82 | 74·09 |
| Passenger journeys | No. | 103,017 | 102,959 | 106,472 | 103,256 | 102,918 |
| Average distance travelled per passenger..... | Miles. | 16·95 | 17·33 | 17·39 | 17·63 | 17·33 |
| Average rate per passenger..... | s. d. | 1 10·92 | 1 11·07 | 1 11·10 | 1 11·43 | 1 11·59 |
| Ditto per passenger per mile | Pence. | 1·35 | 1·33 | 1·32 | 1·33 | 1·36 |
| Goods tonnage | No. | 20,630 | 18,516 | 17,421 | 16,363 | 20,762 |
| Average distance travelled per ton | Miles. | 25·86 | 30·01 | 29·11 | 27·36 | 28·35 |
| Average rate per ton | s. d. | 6 3·87 | 6 9·46 | 6 9·02 | 6 3·55 | 6 7·85 |
| Ditto per ton per mile | Pence. | 2·01 | 2·71 | 2·78 | 2·76 | 2·82 |
| Train mileage | No. | 89,101 | 102,471 | 101,712 | 100,624 | 104,473 |
| Average ditto per mile open | No. | 1980 | 2277 | 2260 | 2236 | 2322 |
| Engine mileage | No. | 99,222 | 102,745 | 101,271 | 100,590 | 105,280 |
| Gross earnings per train mile | s. d. | 4 2·9 | 4 2·2 | 4 4·3 | 4 3·4 | 4 6·1 |
| Ditto per mile open | £ | 420·2 | 476·4 | 493·0 | 479·6 | 523·6 |
| Working expenses per train mile..... | s. d. | 3 6·4 | 3 6·4 | 3 5·7 | 3 8·6 | 3 4·1 |
| Ditto per mile worked | £ | 350·7 | 348·0 | 342·2 | 360·4 | 334·7 |
| Locomotives..... | No. | 5 | 5 | 5 | 5 | 5 |
| Other vehicles | No. | 126 | 126 | 144 | 144 | 144 |

J. W. ISRAEL, Accountant.

R. W. LORD, Secretary and Manager.

RECEIPTS, Traffic, and Working Expenses, &c.—Decennial Return.

TRAFFIC RECEIPTS, &c.

| Year. | Miles open. | Cost of Construction and Equipment. | | Total Train Miles. | Locomotives. | Goods and Passenger Traffic. | | Receipts. | | | | | Receipts per Train Mile. | Working Days. | | | | | | | | |
|-------|-------------|-------------------------------------|-----------|--------------------|--------------|------------------------------|-------------|-------------|--------------|-----------------------|----------------|--------|--------------------------|---------------|----|----|--------|----|----|---|------|-----|
| | | Amount. | Per mile. | | | Tons. | Passengers. | Passengers. | Parcels, &c. | Goods and Live Stock. | Miscellaneous. | TOTAL. | | | | | | | | | | |
| | | | | | | | | | | | | £ | | | s. | d. | £ | s. | d. | £ | s. | d. |
| 1871 | 45 | — | — | 78,816 | 4 | 13,710 | 59,880 | 6586 | 10 | 3270 | 15 | 35309 | 3 | 1462 | 6 | 0 | 12,628 | 14 | 7 | 3 | 2.45 | 279 |
| 1872 | 45 | — | — | 72,300 | 4 | 18,111 | 63,647 | 6199 | 15 | 7316 | 14 | 15813 | 14 | 61306 | 2 | 1 | 13,636 | 6 | 3 | 3 | 9.24 | 278 |
| 1873 | 45 | 426,279 | 9472 | 83,682 | 4 | 25,283 | 82,923 | 7659 | 9 | 7432 | 18 | 97968 | 15 | 21032 | 3 | 8 | 17,093 | 7 | 2 | 4 | 1.02 | 313 |
| 1874 | 45 | 427,946 | 9509 | 94,110 | 5 | 24,804 | 91,264 | 8918 | 13 | 6515 | 9 | 17496 | 2 | 41394 | 19 | 11 | 18,325 | 4 | 10 | 3 | 10.7 | 313 |
| 1875 | 45 | 429,604 | 9547 | 89,650 | 5 | 25,837 | 92,122 | 9132 | 3 | 5571 | 10 | 58691 | 8 | 31041 | 11 | 1 | 19,435 | 13 | 2 | 4 | 4.8 | 313 |
| 1876 | 45 | 431,613 | 9591 | 89,101 | 5 | 20,630 | 103,017 | 9838 | 4 | 7698 | 4 | 06787 | 19 | 41589 | 8 | 3 | 18,913 | 16 | 2 | 4 | 2.9 | 313 |
| 1877 | 45 | 433,409 | 9631 | 102,471 | 5 | 18,516 | 102,959 | 9899 | 2 | 5571 | 15 | 96804 | 9 | 24167 | 9 | 9 | 21,442 | 17 | 1 | 4 | 2.2 | 313 |
| 1878 | 45 | 435,445 | 9676 | 101,712 | 5 | 17,421 | 106,472 | 10,250 | 19 | 8674 | 9 | 76448 | 3 | 114816 | 6 | 8 | 22,189 | 19 | 10 | 4 | 4.3 | 312 |
| 1879 | 45 | 435,595 | 9679 | 100,624 | 5 | 16,363 | 103,256 | 10,082 | 8 | 7769 | 9 | 15685 | 17 | 75046 | 4 | 3 | 21,583 | 19 | 6 | 4 | 3.4 | 313 |
| 1880 | 45 | 435,595 | 9679 | 104,473 | 5 | 20,762 | 102,918 | 10,117 | 10 | 11759 | 10 | 17332 | 9 | 85350 | 10 | 4 | 23,560 | 1 | 0 | 4 | 6.1 | 314 |

WORKING EXPENSES.

| Year. | Miles worked. | Maintenance. | | | Locomotive & Carriage and Wagon Charges. | | | Traffic Charges. | | | General Charges, Mails, &c. | | | Total Working Charges. | | | Working Days. | | | | | | | | | | |
|-------|---------------|--------------|----------------|-----------------|--|----------------|-----------------|------------------|----------------|-----------------|-----------------------------|----------------|-----------------|------------------------|----------------|-----------------|---------------|-------|--------|-------|--------|--------|-----|--------|-----|------|-----|
| | | Amount. | Per Mile open. | Per Train Mile. | Amount. | Per Mile open. | Per Train Mile. | Amount. | Per Mile open. | Per Train Mile. | Amount. | Per Mile open. | Per Train Mile. | Amount. | Per Mile open. | Per Train Mile. | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | £ | s. | d. | £ | s. | d. | £ | s. | d. | £ |
| 1871 | 45 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 12,037 | 18 | 3 | 267.6 | 3 | 0.6 | 279 | | | | |
| 1872 | 45 | 4008 | 5.4 | 89.07 | 1.3 | 4299 | 10.2 | 95.54 | 1.27 | 3907 | 13 | 10 | 86.84 | 1.19 | 1570 | 19 | 8 | 34.91 | 0.5 | 10 | 13,786 | 9 | 0 | 306.36 | 3 | 10.3 | 278 |
| 1873 | 45 | 3400 | 1.0 | 75.5 | 0.975 | 4559 | 0.0 | 101.3 | 1.108 | 4237 | 15 | 1 | 94.1 | 0.16 | 1454 | 18 | 0 | 32.4 | 0.4 | 16 | 13,651 | 14 | 1 | 303.3 | 3 | 3.15 | 313 |
| 1874 | 45 | 4790 | 17.4 | 106.4 | 1.02 | 5284 | 9.9 | 117.6 | 1.15 | 4231 | 2 | 2 | 94. | 0.107 | 1321 | 9.5 | 29.3 | 0.34 | 15,627 | 18 | 8 | 347.3 | 3 | 3.8 | 313 | | |
| 1875 | 45 | 4863 | 12.8 | 101.8 | 1.12 | 5084 | 17.6 | 113.0 | 1.18 | 4780 | 16 | 5 | 106.2 | 1.1 | 1483 | 14.5 | 33. | 0.4 | 16,213 | 1 | 0 | 360.3 | 3 | 8. | 313 | | |
| 1876 | 45 | 4650 | 15.8 | 103.3 | 1.05 | 5031 | 16.7 | 111.8 | 1.15 | 4665 | 18 | 11 | 103.7 | 1.05 | 1433 | 18.6 | 31.9 | 0.39 | 15,782 | 9 | 8 | 350.7 | 3 | 6.4 | 313 | | |
| 1877 | 45 | 5960 | 12 | 132.4 | 1.11 | 5657 | 9.2 | 125.7 | 1.31 | 4884 | 1 | 9 | 108.5 | 0.107 | 1601 | 13.2 | 35.6 | 0.35 | 18,103 | 5 | 3 | 402.2 | 3 | 6.4 | 313 | | |
| 1878 | 45 | 5341 | 10.0 | 97.2* | 0.117 | 5662 | 8.6 | 125.8 | 1.34 | 4805 | 18 | 4 | 85.8* | 0.105 | 1871 | 4.0 | 33.4* | 0.41 | 17,681 | 0 | 10 | 342.2* | 3 | 5.7* | 312 | | |
| 1879 | 45 | 6550 | 12.5 | 118.7* | 1.25 | 5681 | 4.0 | 126.2 | 1.37 | 4719 | 18 | 0 | 84.3* | 0.105 | 1747 | 13.0 | 31.2* | 0.39 | 18,699 | 7 | 5 | 360.4* | 3 | 8.6* | 313 | | |
| 1880 | 45 | 5553 | 17.8 | 99.2* | 0.119 | 5248 | 7.5 | 116.6 | 1.19 | 4976 | 0 | 8 | 88.9* | 0.107 | 1677 | 8.7 | 30.0* | 0.36 | 17,455 | 14 | 4 | 334.7* | 3 | 4.1* | 314 | | |

* Reduced to the equivalent of a single line of Railway throughout.

R. W. LORD, Secretary and Manager.

J. W. ISRAEL, Accountant.

RECONCILIATION of Treasury and Railway Statement of Accounts for the Year 1880.

| | | | | | | |
|--|--------|----|----|--------|----|----|
| Traffic Receipts for year 1880, as per Launceston and Western Railway Accounts..... | £ | s. | d. | £ | s. | d. |
| Cash banked on account of Launceston and Western Railway, as per Treasury Statement..... | 23,447 | 12 | 9 | 23,560 | 1 | 0 |
| Add outstandings, 31st December, 1880 | 1081 | 7 | 1 | | | |
| | 24,528 | 19 | 10 | | | |
| Less outstandings, 31st December, 1879..... | 968 | 18 | 10 | 23,560 | 1 | 0 |

R. W. LORD, Secretary and Manager.

J. W. ISRAEL, Accountant.

Reconciliation Statement No. 12 correct.

W. LOVETT, Colonial Auditor.