

(No 34.)



1863.

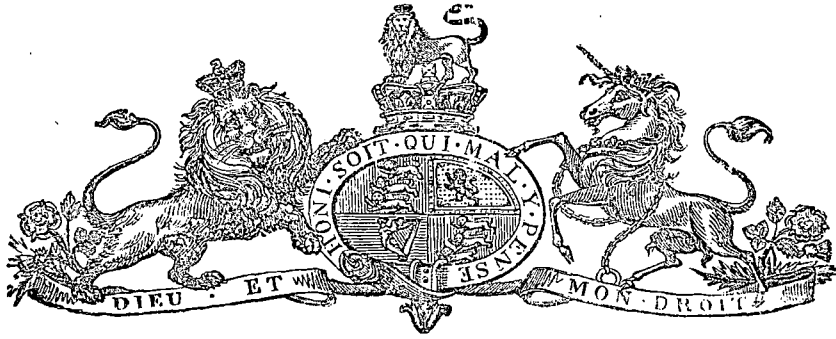
[SECOND SESSION.]

T A S M A N I A.

P E T I T I O N, No. 7.

DELORAINÉ RAILWAY.

Presented by Mr. Rose, and ordered by the House to be printed, 14 July, 1863.



To the Honorable the House of Assembly, in Parliament assembled.

The humble Petition of the undersigned Landowners in the vicinity of Launceston.

RESPECTFULLY SHOWETH :

First. THAT your Petitioners have learned with alarm that a Bill has been introduced into your Honorable House to construct a Railway from Launceston to Deloraine; and, for that purpose, proposing that all private lands within certain Districts shall be pledged as a re-guarantee to the Government or Company for payment of interest on the amount spent, and as a rest fund.

Second. That the estimates and traffic returns upon which the Railway calculations are based are most questionable, and require careful examination before being adopted and acted upon; as it has been shown by some evidence, and careful calculations, that an annual loss of at least from £12,000 to £18,000 might probably arise.

Third. That the Promoters of the scheme, if they are so certain of the work being reproductive as to pay interest and working expenses, are not justified in calling upon private property to re-guarantee their losses,—the work, we consider, being for the benefit of a certain locality, and affecting the value of lands very differently according to situation.

Fourth. That no other Railway has ever yet been constructed upon a re-guarantee from the District for the interest or capital expended in its construction; and we hold such re-guarantee to be only an inducement to a lavish, reckless, and extravagant expenditure and management: and your Petitioners most emphatically deny the right of a private Company thus to take their lands in pledge for such a purpose. The traffic returns and tolls of the line of Railway should be its only safety and guarantee for its economical and proper construction and management, especially as the Promoters are so satisfied and assured of its success.

Fifth. We hold that a work of this nature can be carried out properly and economically with satisfaction only when the Promoters and Directors of such are largely interested in the economical construction and working of the same; and large land-holders of the District and others, under this scheme, are the exception.

Sixth. That a uniform rate on all lands of the several Districts would be most unjust, as some lands will not be in the least benefitted, others increased in value, and others depreciated; therefore a uniform, or any rate guaranteed, is not the correct principle to proceed upon.

Seventh. That, when the Railway was first projected, it was supposed that many of the landholders would have subscribed largely in shares; and, until a recent period, a guarantee or a re-guarantee of interest on the private property of the District was never mentioned by its projectors: and this circumstance your Petitioners deem a most material departure from just and sound principles to construct and afterwards maintain such works.

Eighth. That many of us have no confidence in some of the Promoters of the Railway; and, if it is carried out, it should be entirely at their own risk and on the security of the Railway itself, or at the risk and under the sole control of the Colonial Government, and all officers responsible to the same.

Ninth. That when the Railway fares are levied, at the discretion of the Promoters, upon those using the line, we hold that the property in the District should not be called upon to re-guarantee any deficiency: and we object to this Bill, as it is not in accordance with the Report of the Regulations of the Committee of the Two Houses of Parliament; and we pray that the said Bill may not pass into law.

And your Petitioners will ever pray.

	<i>Amount of Land. Area in Acres.</i>	<i>Town Pro- perty and Houses in Value.</i>		<i>Amount of Land. Area in Acres.</i>	<i>Town Pro- perty and Houses in Value.</i>
	ACRES.	£		ACRES.	£
James Cox, Clarendon	22,000		W. Bull .....	..	4000
Edward Dumaresq	3300		Charles Young, his x mark..	..	303
George Stancombe	2000		John Heed .....	..	800
Richard Saggars	131		Joseph Cartwright .....	..	400
D. Cameron	12,200	7000	A. M'Donald .....	..	100
Thos W. Field .....	..	8000	T. Nightingale, his x mark	..	2000
James Scott	690	1000	James Hely .....	..	200
William Lawrence, by J. Scott, his Attorney, by special authority	10,800		John Wilson .....	..	1000
Daniel Rundle .....	..	1200	George Pickford .....	..	300
James Keane	6810		Frederick Slater .....	..	300
Jesse Duckett	10	700	W. King .....	..	1000
Frederick Bushby .....	..	400	Jonathan Ives .....	..	7000
A. Stewart	4060	13,500	James Matthews .....	..	1500
John Carter .....	..	10,000	George Glenwright .....	..	1000
Joshua Joseph, by J. Carter	..	6000	Thomas Dryden	1000	
Donald Macqueen .....	..	4000	John Gatenby	6000	
Charles Richards .....	..	300	John Pearson	1000	1500
Elizabeth Young .....	..	3000	R. Cameron	6400	
Wm. Lowry .....	..	100	George Celsy	3000	
Robert Callow .....	..	200	John Williatt	8000	
James Kennedy .....	..	1000	Elizabeth Brumby	150	
John Cole .....	..	2000	William Brumby	150	
George Frape .....	..	200	Fr. Kawarzik .....	..	3000
W. M. Dean .....	..	3000	Charles Chilcott	1400	
Abraham Barrett .....	..	2000	Josiah Pitcher	1130	1000
Joseph Clayton	50		Robert Thrower .....	..	2000
Thomas Webb, his x mark..	..	500	George Griffiths	130	5000
W. Bryant .....	..	5000	H. Welman .....	..	1500
George Charlton .....	..	500	Joseph Briant	14	4000
Thomas Peck	350	1000	John Lawrey .....	..	2000
James Goodger	2700	1260	James Mayo .....	..	300
Henry Hickson .....	..	400	Joseph Clayton .....	..	4000
Joshua Peck	225	2000	John Dryden	250	
Samuel Hurd	16	300	William Barnett	170	600
Thomas Moore	150	5000	Wm. Sidebottom .....	..	4000
James Ross	370		Thomas Fall	73	9000
George Clear .....	..	1000	William Marshman	55	200
Walter Deers .....	..	200	G. T. Matthews .....	..	12
Charles Kerlake .....	..	550	William Holmes .....	..	250
W. Marriott .....	..	50	Abraham Banks .....	..	600
Thomas Butcher .....	..	500	Joseph Bruff .....	..	500
F. J. Houghton	140	3800	Ann Hortle	150	200
Ephraim Digby .....	..	600	Peter A. Brumby	150	
E. P. Tregurtha	425		Samuel Brumby	150	
W. H. Richards .....	..	400	Mansfield Brumby	150	
William Johnson .....	..	800	Robert Thirkell	2500	1000
John Shields .....	..	500	George Thirkell	6500	
Alexander Hill	1044		Henry Stevenson	11,000	
			George Thomas Scott, by J. Scott, his Attorney ...	30	1000