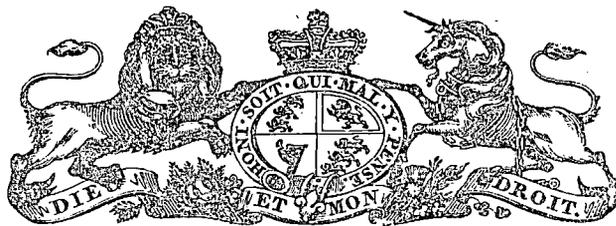


(No. 42.)



1860.

T A S M A N I A.

DELORAINÉ RAILWAY.

REPORT OF THE SELECT COMMITTEE.

Brought up by Mr. Button, and ordered by the Council to be printed,
13 September, 1860.



SELECT COMMITTEE of both Houses of Parliament appointed on the 27th July, 1860, to enquire into the desirability of the introduction of Railroads from Launceston to Deloraine.

M E M B E R S.

Legislative Council.
 MR. PRESIDENT.
 MR. WEDGE.
 MR. GREGSON.
 MR. WESTON.
 MR. BUTTON.

House of Assembly.
 MR. COLONIAL TREASURER.
 DR. OFFICER.
 MR. CHAPMAN.
 MR. CROOKES.
 MR. COHEN.

DAYS OF MEETING.

- No. 1.—31 July, 1860. *Present*—Mr. President, Mr. Button, Mr. Wedge, Mr. Chapman, Mr. Crookes, Mr. Colonial Treasurer, Mr. Cohen, Dr. Officer.
- No. 2.—7 August, 1860. *Present*—Mr. Button, Mr. Wedge, Mr. Weston, Mr. Chapman, Mr. Crookes, Dr. Officer, Mr. Colonial Treasurer.
- No. 3.—8 August, 1860. *Present*—Mr. Weston, Mr. Button, Mr. Wedge, Mr. President, Mr. Gregson, Mr. Chapman, Dr. Officer, Mr. Crookes, Mr. Colonial Treasurer.
- No. 4.—15 August, 1860. *Present*—Mr. Weston, Mr. Button, Mr. Wedge, Mr. President, Mr. Colonial Treasurer, Dr. Officer, Mr. Crookes, Mr. Chapman.
- No. 5.—16 August, 1860. *Present*—Mr. Wedge, Mr. Weston, Mr. President, Mr. Button, Mr. Chapman, Dr. Officer, Mr. Crookes, Mr. Colonial Treasurer.
- No. 6.—21 August, 1860. *Present*—Mr. Weston, Mr. Button, Mr. Chapman, Dr. Officer, Mr. Crookes, Mr. Cohen.
- No. 7.—23 August, 1860. *Present*—Mr. President, Mr. Button, Mr. Weston, Mr. Chapman, Mr. Crookes, Mr. Cohen.
- No. 8.—29 August, 1860. *Present*—Mr. President, Mr. Button, Mr. Weston, Mr. Gregson, Mr. Chapman, Dr. Officer, Mr. Crookes, Mr. Cohen.
- No. 9.—31 August, 1860. *Present*—Mr. Weston, Mr. Wedge, Mr. Button, Mr. President, Mr. Chapman, Mr. Crookes, Mr. Colonial Treasurer, Dr. Officer.
- No. 10.—12 September, 1860. *Present*—Mr. Weston, Mr. Button, Mr. Wedge, Mr. President, Mr. Chapman, Dr. Officer, Mr. Cohen, Mr. Crookes, Mr. Colonial Treasurer.
- No. 11.—13 September, 1860. *Present*—Mr. President, Mr. Button, Mr. Chapman, Mr. Crookes, Mr. Cohen.

WITNESSES EXAMINED.

1. HENRY DOWLING, Esq., J.P., Mayor of Launceston.
2. R. H. DOUGLAS, Esq., J.P., Westbury.
3. MR. S. HENRY, Deloraine.
4. J. W. GALE, Esq., Civil Engineer and Surveyor.
5. W. R. FALCONER, Esq., Director of Public Works.
6. HONORABLE W. S. BUTTON, M.L.C.

R E P O R T.

YOUR Committee have examined such Witnesses as appeared to them to be most competent to furnish accurate and reliable information on the subject of their enquiry ; and they now submit the Resolutions which they have adopted, after a careful consideration of every point appearing to them to bear on the question :—

1. That the Western District, through which it is intended that the Railroad should pass, is mainly of an agricultural character, and is peculiarly favourable for the growth of grain and every other description of agricultural produce, and thus affords the clearest grounds for anticipating that it will become the seat of a large and dense population.

2. That the District is, however, now retarded in its progress by the want of a good Road for the transit of its produce.

3. That the present Road from Launceston to Deloraine requires a very large outlay to render it efficient ; and from the peculiar nature of the soil, and the great amount of heavy traffic, will involve a large annual expenditure for future repairs.

4. That a Line has been suggested, on a Survey by the late Surveyor-General Sprent, which offers great facilities for the construction of a Railroad, and which, if adopted, will provide means of transit for the Districts of Deloraine, Westbury, Carrick, Longford, Perth, Morven, &c. &c.

5. That no complete Engineering Survey has yet been made of the Line ; but that such evidence has been brought before your Committee as tends to show that a Railroad for a single Line might be constructed at a maximum cost of £10,000 per mile, including Stations and Rolling Stock, after making considerable allowances for contingencies.

6. That it has been clearly shown to your Committee that a sufficient revenue would be derived from the present traffic to pay the ordinary current expenses of the Line, and the interest of the money invested in its construction ; while all experience has proved that the introduction of Railroads invariably increases such traffic more than twofold, and generally in a much greater proportion.

7. That, to facilitate the proposed undertaking, your Committee would recommend that the guarantee of the Government be given for the payment of interest at the rate of six per cent. per annum for ten years, upon a sum not exceeding £400,000, provided that the liability of the Government under such guarantee shall not take effect till the Railroad is established, and that it shall not be in force during or for any period in which the Railroad is not in effective working ; and your Committee believe that with such a guarantee a Company would be found willing to undertake the construction and maintenance of the projected Railway.

8. Your Committee, looking to the very great advantages which would be derived by all the Districts through which the Line now proposed would run, are of opinion that, as a condition of the Government guarantee, those Districts should be required to re-guarantee the Government to the amount of one-half the interest by means of an assessment chargeable on all property within proximities of the Railway, to be determined after the line has been definitely settled.

9. The evidence taken by your Committee, together with the several Plans which they had before them, is appended to this Report ; and on reference to the evidence it will be seen that the almost invariable results of Railroads are the promotion of all local interests by the extension of agricultural operations, the increase of population, and the constant demand for labour arising out of the employment directly afforded by the Railway works, or by the facilities they create in connection with every productive undertaking. Nor are the public interests as affected by Railway operations unimportant ; for it is shown by the experience of all countries, that the increased employment thus provided enables the people to consume more largely all those articles that contribute to the General Revenue ; and in countries where there are public lands at the disposal of the Government, as in the United States of America, and in the British possessions, the construction of Railroads has raised the value of such lands far beyond their original price.

10. In conclusion, the Committee would strongly recommend that a careful Survey should be made of the whole Line by a competent Engineer, and would advise that some grant from the Public Funds should be sanctioned in aid of such work.

THOS. D. CHAPMAN, *Chairman.*

Committee Room, 13th September, 1860.

EVIDENCE.

AUGUST 15, 1860.

HENRY DOWLING, *Esq., J.P., Mayor of Launceston, called in and examined.*

Some Returns have been handed in to the Committee, of which you have a copy; were they prepared by you? Yes, as far as Returns A and B are concerned. The statements contained in the 4th page I do not consider myself responsible for. I am responsible for A and B. I have compared the Tables with the daily returns of the Toll Collectors, and have no hesitation in verifying them. (Returns handed in, showing how the Tables of traffic had been made up, for the year ending 30 June, 1860, at the Sandhill and Westbury Gates.)

Are the parties by whom the Returns have been prepared thoroughly trustworthy? I consider they are very much so. The idea of taking such Returns was suggested to me by Mr. Champ, the Colonial Secretary, in 1856, and I had them prepared. When the Committee determined on making further enquiries, they directed me to employ the same persons. They have been long occupied on these Gates, and, if they have erred at all, they have erred on the side of making them less; especially in the case of bales of wool; and this is shown by the Customs Returns of the exports of wool. The leading "horses" on the Main Road, for the last three or four months, do not include horses drawing vehicles, but are other horses going in for sale.

Have you taken any means to verify these Returns beyond the Tables handed in? I have taken no other means.

Have you compared the Returns ordered by Mr. Champ in 1856 with those taken recently? I have done so, but I have no memorandum of the comparison. However, I can say that the traffic is greatly increased. From the passenger traffic of 1856, during three months of that year, the annual traffic would have been 80,000; while in 1859 the actual passenger traffic was 108,757.

Have you compared these Returns with the Statistics of Stock printed by the Government? No, I have not.

Do you consider yourself responsible for the correctness of the calculations on page 4 of the assumed revenue from the present traffic (marked Table 4)? I do not. The calculations were returned by me as Chairman, being assumed by the Committee to be a fair return; but my own personal calculations are different.

Looking at this Table, do you consider 6*d.* a bushel to be the average rate of carriage for Grain? In my own calculation I have put down 4*d.* as the average rate of the bushel of 40lbs. In calculating the weight, the quantity on the line would give 11*s.* 8*d.* a ton.

With regard to Flour at 20*s.* a ton? I think this is a fair average rate for the whole line.

With regard to Potatoes at 10*s.* a ton? This was put down by the Committee on the presumption that potatoes were taken at a lower rate of value. I have calculated the carriage of Potatoes at 20*s.* a ton. I have known the carriage of Potatoes from Deloraine as high as 40*s.* The greater proportion of the Potatoes came into Launceston market from Deloraine, and the cartage is generally over 30*s.* a ton.

With regard to Wood at 5*s.* per ton? Wood is now brought into Launceston from a great distance. The bulk of it comes from Hadspen, on the Westbury road, about 7 miles, and nearly as far as Perth. I think 5*s.* below the average price of cartage, but I am content to make the cost per rail of wood to be 5*s.* a ton. I believe the present cost of cartage to be more than 5*s.*

Do you think much Split or Sawn Timber would be sent in if a Railroad existed? No doubt of it. Deloraine is an interminable forest of Timber, where sawn and other Timber could be easily obtained. Longford and Perth would be large markets for Wood from Deloraine. Sawn Timber is, at present, brought into Launceston from Piper's River, which is about fourteen or fifteen miles from Launceston, and also from the Ports on the Mersey by water.

With regard to Hay, at 10*s.* a ton? I think this is very low. I should say 15*s.*, and even then I should be low.

On what principle are Hay charged at 10*s.*, Wood at 5*s.*, and Flour at 20*s.* a Ton? I suppose the Committee have calculated the traffic of such staple articles as would pay the Company to carry them. Hay is completely shut out as regards Carrick and Deloraine, at present; but if you could carry it at a low rate, you would encourage the growth of it in these districts. I think the Company could carry the various articles at a profit. Flour is now carted from Deloraine at 40*s.* a Ton.

With regard to Wool, at 10*s.* per bale? I have reduced Bales to Tons, taking it at 785 Tons, and have put it at 20*s.* a Ton. This is a low average of the present cost. A good deal of Wool comes to Launceston from Longford, where the charge is now 25*s.* a Ton.

With regard to Bark at 10s. a ton? This is exceedingly low. I have put it down at 15s. Bark generally comes in from about midway from Deloraine, and also from Morven and Longford. I believe that a large supply could be obtained from Deloraine for some years.

With regard to Bran at 2*d.* a bushel? I am content to take it at this figure, though it is now carried at 3*d.* a bushel from Deloraine.

With regard to Cattle and Horses at 5s. each? I think this is low. I have taken it at 2s. 6*d.*, presuming that not so many horses would be carried. I am satisfied that Cattle and Horses would be carried more cheaply than they can be driven. The Cattle are mostly fat ones for the Launceston market, and they would be almost exclusively carried by Rail.

With regard to Goods outwards at 20s. a ton? I believe, taking the amount of Imports into Launceston, the quantity (8551 tons) is underrated; however, I have taken that quantity at 20s.

With regard to Passengers at 7s. each? I take the average rate at 5s. each. The number of persons named in the Return (108,857) is the actual number on horses or in vehicles; foot passengers are not included; of these last nine-tenths would most probably travel by rail. I am safe in taking them at 5s., for if a train existed you would have half as many again travelling who now walk. Coach fare to Longford is now 4s. outside; to Westbury, 6s.; to Deloraine, 9s.; and these are reduced rates as compared with last October.

Would not the number of Passengers likely to travel by Rail depend on the success of agriculture in a great measure? I should think so. I see nothing to lead me to think the number of Passengers will be less than the figures given. I know the population of these districts has been steadily increasing for some years past.

Have you formed any estimate of Grain or produce grown on lands in the vicinity of the Railroad and the present road, and the cartage of which to the Railroad would require as much as if it were carted to Launceston? I have not.

Do you not think that by the establishment of a Railroad it would increase the number of cultivated farms, and thus keep up and increase the population in the district? Yes; I hand in a memorandum of my own as to the traffic, showing that £61,709 is my estimate of the annual Revenue of the line, instead of £76,766 a year as printed in Table 4.

By Dr. Officer.—In your opinion could Grain be grown in the Districts through which the Railroad would pass at such a price as to permit its profitable exportation to any other Countries beyond the Australian Colonies? I have given no consideration to this question.

Do you know what increase has taken place in the quantity of Wheat and Oats grown in Victoria during the past year or previous years? I do not.

Would not the success of the proposed Railway depend almost entirely on the amount of Agricultural Produce conveyed by it? If by Agricultural Produce is meant Dairy Produce, &c., it would: there are some natural products which would be added to the Railway.

Would not any considerable increase in the growth of particular articles tend to glut the market? Of these particular articles a very large increase on the present demand would tend to glut the market, but of course I reserve the fact that there are other products which would take their place.

What would be the position of the Railway as a commercial undertaking if Wheat, Oats, Potatoes, and other similar productions could not be profitably exported to the other colonies? The result would be a reduction in the profits of the Railway, if we could contemplate such a state of things existing.

Do you think such an event likely to occur? I do not.

Do you consider the establishment of Railways would enable this Colony to compete successfully in growth of grain with other Colonies? It would do so. If you allow the iron roads of Victoria to be completed before you open the country of Deloraine, you shut out your own market with Launceston or Hobart Town. In bad seasons the Western District is completely shut up,—in certain seasons the road is almost impracticable. In 1856 it was impossible to cart grain from Deloraine from April to September, causing great loss thereby.

By Mr. Crookes.—Do you know that our produce has found a ready market in the adjoining Colony at paying prices? Yes, I have understood so. I know that up to June, 1860, 50,000 bushels of grain have been sent round to Hobart Town from the Westward.

In addition to the articles enumerated, are you aware of any other? Yes. Lime would be a large article for local consumption and export to Melbourne and Geelong.

By Dr. Officer.—Do you know if there is an abundant supply of Limestone in Victoria? I know that a large quantity of lime (shell) is supplied in Victoria. I know that the local consumption

of lime at Longford, &c., would be great. I have known shell lime brought from Geelong, &c., sold profitably in Launceston. I am aware there was, formerly, a large consumption of Western lime in Launceston, and always heard of it as a good lime; the Tamar Lime-works were in work then; but the Western lime was considered superior to the Tamar lime. The present price of Lime is about 5s. a bag of three bushels, I believe. The Western lime fetches 6s. a bag, or 2s. a bushel at Perth.

Have you any knowledge of the extent of the Agricultural Lands of Victoria, through which the iron roads now in course of construction will pass? I do not know; but the quantity appeared to me to be large, on a recent visit which I made to Victoria, all along by Ballarat and also at Geelong.

Have you considered how the railroads should be constructed, whether by Government or by a Company? My general conclusions have been, that the Government, as a mere matter of public policy, should construct such road. I think they should do that on the same calculation as if they were making a road from Hobart Town to Launceston. I am of opinion that a Government should not calculate if it would pay in the sense of a mere commercial transaction, but should take into account all the indirect advantages derivable from it. If the Government did not undertake it, the promoters might look to the Government for aid in another direction. If they could show willing capitalists, Government should hold out such encouragement as is held out elsewhere in the shape of guarantees, and in other forms of assistance, such as land for stations, say at a fair price, or even by grant. But I think that if the promoters of the Deloraine Railway can show that it would be a really safe investment, the Government should look to the direct benefits to the Colony, giving all encouragement to capitalists by guaranteeing interest on a certain amount, say 6 per cent. for 10 years on £400,000. This would not involve the question of what a Company might invest, but would give sufficient encouragement to it.

By Mr. Nairn.—Would not an English Company require a permanent guarantee until the whole of its capital was returned? I believe a Company could be formed that would undertake the work on a Government guarantee at 6 per cent. for a period of years to be agreed on, on the capital expended,—provided proper concessions were made to the Company to prevent competition.

By Mr. Wedge.—Do you think the landholders of the District would reguarantee the Government? No, I think they should not be asked to do so, any more than you could ask the people on the main line of road to reimburse the Government for its expenditure on that road. But I think that, rather than the work should not be completed, some system of assessment might be established.

By Mr. Button.—Are you aware that assessment has been resorted to in the drainage of London? Yes, I have read so.

Mr. Wedge.—Have you gained information as to the best line? No; the instruction to Mr. Gale was, to take the data furnished by Mr. Sprent, but to make fresh surveys, and to make a general report on the line.

The line, if constructed by a Company, would belong to that Company; is it desirable they should have the entire regulation of the charge for carriage? The practice is, that the Act of Parliament gives the maximum rates of charge or fixes the rate of Interest, as in Gas Companies.

How long have you given attention to the subject of a Railway from Deloraine to Launceston? More particularly since 1857, when I presided at a large public meeting of northern colonists held in Launceston in August of that year; but, as I have before stated, I was employed by the Government to obtain information in 1856. A public meeting was held on the same subject at Deloraine in June, 1857, at which the Honourable Mr. Nairn presided. The Resolutions passed at these meetings I beg to hand in.

What opportunities have you had of becoming acquainted with facts bearing on the subject? I have acted as Chairman of the Committee appointed at the meeting referred to until the present time. In that capacity I have had frequent interviews with persons possessed of local and engineering knowledge, and I have consulted publications on the question. I have already referred to the late Colonel Thompson and Mr. Rose, representatives of the Railway Contractors Messrs. Jackson & Co. Mr. Gale also, a Civil Engineer of large experience in railway works, and engaged by the Launceston Committee to make a full survey of the proposed line, has furnished us with important advice. Since the visit of Colonel Thompson and Mr. Rose to this Colony in 1858, I have corresponded on this question with Mr. Gabrielli representing Sir M. Peto & Co., and with gentlemen having the direction in New South Wales of the contracts of that eminent firm.

Will you explain to the Committee the capabilities of the Districts referred to for maintaining a railroad? I have already perhaps answered this question pretty fully. But I should like now to add, that there are few instances on record, even in America, where on so short a line of country the same capabilities have existed prior to the introduction of a railway.

You have spoken of the bad condition of the present road. Are you aware of any natural difficulties in maintaining a good one? These I understand to arise principally from the nature of

the soil, and from the scarcity of the necessary materials along the line of road. It has to be remembered too, as I have before intimated, that the road, for the most part, has never been thoroughly formed.

Have the Districts in question facilities for the construction of a railroad? The facilities for the construction of the proposed iron road are, I am informed, unusually great. On this question, however, the Committee can have the evidence of Mr. Gale, who has been over the line. Colonel Thompson and Mr. Rose also personally inspected the proposed line, and they reported highly favourably.

Have you any opinions to give in addition to those already stated as to the results which would follow the construction of a railroad? The results we may thus far calculate with certainty. That the farmers on the line, and beyond Deloraine, will be able more profitably to supply colonial consumers with the produce of their farms, and to compete in the markets of Victoria and elsewhere. The yet undeveloped results may as confidently be predicted from the recorded experience of Europe and America. Upon this point Dr. Lardner, in his work entitled *Railway Economy*, has some very pertinent remarks which I respectfully submit to the Committee:—

“The products of agricultural labour have, in general, great bulk, with proportionately small value. The cost of transport has consequently a great influence upon the price of these in the market of consumption. Unless, therefore, this transport can be effected with considerable economy, these products must be consumed on the spot where they are produced.” *p. 4.*

“If sufficiently cheap and rapid means of transport be provided, these productions find their way easily to the great centres of population, and the rural population which produces them receives in exchange innumerable articles of use and luxury, of which they were before deprived.” *p. 5.*

“In some cases the price of an article at the place of consumption consists exclusively of the cost of transport. An article has frequently no value in the place where it is found, which nevertheless would have a considerable value transported elsewhere. Numerous instances of this will occur in the case of manures used in agriculture. Every reduction, therefore, which can be made in the cost of the transport of these will tend in a still greater proportion to lower their price to those who use them.” *p. 6.*

“While the Houses of Parliament were occupied with the numerous Railway Acts which had been brought before them, a great mass of evidence was produced, illustrating the advantages which both producer and consumer would obtain by the increased cheapness and expedition of transport which railways would supply. * * But forcibly as the evidence bore on this species of agricultural produce, it was still stronger respecting the produce of the dairy and the garden. Milk, cream, and fresh butter, vegetables of every denomination, and certain descriptions of fruit, are usually supplied exclusively from a narrow annulus of soil, which circumscribes the skirts of great cities. * * Since the introduction of transport by railways, we see attached to the trains, morning and afternoon, numerous waggons loaded with tier over tier of milk cans for the supply of the metropolitan population.” *pp. 8, 11.*

“In the case of the transport of persons, the time of transport is represented by the value of the labour of the travellers and their expenses on the road. * * Improvements in transport which will render travelling cheap, easy, and expeditious, so as to bring it within the means of the thrifty and industrious operative, will enable labour to shift its place, and seek those markets in which the demand is greatest.” *p. 13.*

I respectfully submit that these remarks apply with singular appropriateness to the districts through which it is proposed to carry the iron road, not only as to the conveyance of produce but of persons. With respect to produce, almost any quantity may be raised in the western districts from the farm, the garden, and the dairy. From the latter, I believe an export would soon be formed, not only representing a respectable sum of money, but stimulating and encouraging habits of industry and economy amongst the numerous small farmers of the Colony.

Then the rapid transport of persons would be of great social and commercial value. The harvest in the western districts is always much later than at Cressy, Morven, and Launceston; and labourers in large numbers periodically move from one district to another. So by this railway great advantage would accrue to the operative classes.

One fact I should like here to add to the statement that the Crown have 80,000 acres of rich land in the districts to be affected by the proposed road, namely, that the Police Districts of Westbury, Longford, Morven, and Launceston comprise 1,449,000 acres of land.

How, in your opinion, would such a road affect the country beyond and on the line? The construction of a railroad to Deloraine (or, as I would recommend, to a few miles beyond) must favourably affect all the country beyond its terminus, and for a considerable distance from the line, because, those Districts having no great inland markets, the farmer must send his produce to the coast. The advantages of a railroad would be realised far distant from every point at which the line may be accessible. The collective benefits of railway communication I have found very well expressed in a treatise by Stephenson published by Weale; and to quote such an authority will not, I hope, be deemed out of place in a reply to the question last put. The writer says—

1. The value of land and property generally is increased by Railways passing through or near it, and connecting it with a shipping port or other large market, to an amount varying from 100 to 600 per cent. on an average; the increase in many instances having been beyond this proportion.

2. Cheap, rapid, and secure means of transport have had the effect of increasing the produce and manufactures of the Districts to which it has been applied to an extent varying from 75 to 300 per cent.

3. The same facilities have increased the number of persons travelling, in the average proportion of 400 per cent.

4. The extent of these advantages is estimated by, and bears a direct proportion to, the greater or less facilities of transport previously existing.

5. The benefits are directly proportioned to the extent of country traversed.

To these observations may be added from the same work, quoted from an eminent writer in the *Quarterly Review*:—"Railways are the wellspring of intellectual, moral, and political benefits, beyond all measurement and all price,—creating such a revolution in the internal trade and resources, as no thinking man can contemplate without being lost in wonder."

Will much expense be incurred for compensation? I cannot think so. I presume that in any legislation provision will be made for the settlement of disputed claims to compensation, by a jury or other referees.

Have you any means of giving the probable revenue of the line at the opening or within a given time of opening it for traffic?

I have given in my estimate of returns of traffic revenue. I should like to say in explanation of the item of passenger traffic that, since I have been in Hobart Town, I have heard an objection that it is not a fair calculation of passenger traffic to take the number of persons who, in any given period, rode through the gates in question; inasmuch as, these gates being near the Town of Launceston, great numbers of passengers will have passed through from a very short distance beyond. I wish to say that this objection can have been made only by persons unacquainted with the northern side, and the locality of the gates. Unlike the gate on the New Town Road, near this City, the gates referred to have no population within from 6 to 9 miles of them; whilst there is the further consideration, far outweighing the objection, that no attempt has been made to give, in the returns submitted to this Committee, the number of travellers passing between intermediate points.

Have you made any calculation of the probable interest which may be derived from Capital invested? Assuming the cost of the Railroad to amount to £350,000, the interest at 6 per cent. will be £21,000 per annum. Taking the cost of working at 50 per cent. of the gross yearly receipts of £61,709, namely, £30,854 + £21,000 = £51,854 per annum, we have still a margin of £8146, or more than 2 per cent. per annum additional interest to the Government or other proprietors of the line.

AUGUST 16, 1860.

RODHAM H. DOUGLAS, *Esq., J.P., Carrier, of Westbury, called in and examined.*

You reside at Westbury? Yes.

You heard yesterday Mr. Dowling's evidence with reference to rates of traffic. Do you concur generally in the opinion? In some I do, in some I do not. I think the average of the cartage of Grain is about 6*d.* per bushel of 40 pounds. Flour about as printed, viz. 20*s.*, perhaps a little higher. Potatoes ought to be more than 20*s.*, according to the traffic from Westbury to Town; they ought to be at least 25*s.*, and from Deloraine 12*s.* 6*d.* These are about the present current rates. Wood: I know very little about this, but were there facilities for taking wood out of our District there would be a large demand for timber and firewood. Cartage of wood at 5*s.* would not, at present, cover the expense. I think that you might work in wood and stone to help make up traffic at times. The bulk of firewood for Launceston comes 10 or 11 miles, and is delivered in Launceston for 15*s.* a ton, two-thirds of which would be the expense of cartage. Hay at 10*s.* This is a fair cartage for the short distance now carried, round about where it is grown within 10 miles of Launceston. If facilities for Hay were given, large quantities would be grown at the Westward. I should charge 25*s.* a ton from Westbury, to clear expenses, and from Deloraine I would not cart Hay under 40*s.*, but at present no Hay is sent in from Deloraine.

Is there sufficient Hay grown in your District? I believe there is a fair supply in market at present at £5 10*s.*, but it could be grown and delivered from the Westward at a much cheaper rate, if facilities were given for the carriage of it. At Deloraine it could be grown at about £4 a ton, delivered on the farm.

Does Hay fluctuate much in Launceston market? Less this year than in other years. In 1859 the price was about £6 10*s.* I cannot account for the difference, but when Oats are cheap Hay is cheap. I don't think there is any demand for export of Hay.

By Mr. Wedge.—Could not the farmers at Deloraine grow it at less than £4? Not if a fair profit is to be given to the grower. I usually grow two tons to the acre of Hay. Oats, I consider a fair average crop, from 35 to 40 bushels.

By Dr. Officer.—Would there be a market for any large increase in Hay, Wheat, or grain of other sorts? I cannot say, unless a demand for Export arose,—the local consumption would be increased, but not extensively.

Wool, 30s. a ton. Is that a fair price? We have very little goes by us, it goes from Lake River, &c., but not from the Westward. We charge, by bale, about 9s. to Town from Deloraine, but much less from intermediate stations.

By Mr. Chapman.—You know the line of Rail; do you consider 10s. a bale too much? 10s. is too high a rate. 5s. a bale would pay to carry it.

By Dr. Officer.—Would a large quantity of the Wool go by Rail? A large part of it would come by rail from Perth, Longford, and Lake River, as it could cheaply be carted to the Stations; but it would not, in my opinion, be carried by rail from the Ross and other Interior districts, unless it could be carried at a very low rate, say 10s. or 12s. a ton, or about 2s. a bale from the short stations of Longford and Perth. I think growers could cart it themselves from Perth and Longford at 2s. 6d. a bale. I would do it myself at that rate willingly. The expense per week of a four-horse team and man at present would be £10 to £12. I could make five if not six journeys from Perth to Launceston in a week.

Bark, at 10s. a ton.—Do you know where Bark is principally carried from? Near town, within fifteen miles. I do not think 10s. a ton enough. It is bulky and awkward to carry. If facility were given to carry bark from the Westward by Railroad, I think there might be an increase for it. Wattles grow at the Westward. I don't know the market value in Launceston. The bulk of bark is required for export. Bark exists about Cleveland, but it would not pay to cart it in at present.

Bran at 2d.? The Rail would carry a good deal of it. The charge is hardly enough: it ought to be 3d. in proportion to grain.

Cattle and Horses, at 5s.? I think this is low. The Proprietors would immediately employ the railroad for carrying fat cattle, as it would be so greatly for the advantage of the grower and the butchers. Some horses would go in by rail. Not so many, because they can travel better. The Westbury District is an extensive cattle district.

Sheep, at 3d.? I think Sheep-farmers and Butchers would employ the rail for fat sheep, and would much rather pay 3d. a head than drive them in, as it would be to their advantage; and more sheep and cattle will, in future, be grown at the Westward.

Pigs, at 3d.? I think all would go by rail. There has been a large demand for pigs at Victoria.

Goods, at 20s. a ton? This is not enough. To Perth and Longford it should be 15s. The cartage would yield much more. It is more now. The fair average including all the stations is now 25s. About half the goods come up on the Westbury road.

Passengers, at 7s.? A great number would go by rail. If a rail were established many more would travel than do now. To Perth, Morven, and Longford the fare is now about 3s. to 4s.; to Westbury, 6s.; Deloraine, 9s. I think 7s. quite enough. I almost think it too high. If the price were lower, the number of persons who would travel by it would be great. Railroad travelling would be so much superior. The whole line of road from Deloraine to Westbury is bad, and if we had a bad winter it would be almost impassable in some parts. Most of the road is merely a fenced-in track, and has never been properly made. Between Carrick and Westbury the road would be quite impassable in some parts if rain had set in. This is about 10 miles. Sometimes we meet 80 or 90 teams a day, waggons and drays on the road from Westbury to Launceston. More men have been employed on the road than would have cost to make the railroad. A road-rate has been levied on the district in three of the road districts at one shilling in the pound, the maximum rate of assessment, which will not keep the road in repair. If the road were once properly made the assessment with tolls would keep it in repair. There is plenty of material, but in some parts you would have to cart it two miles. To make it fit for traffic would cost £1700 to £1800 a mile. The distance to Deloraine is about 31 miles.

Mr. Butler.—You think the District suffers great loss from the badness of the roads? Oh yes.

Do you think the quantities stated in the returns can be relied on? Yes. I don't think the quantity is in excess. I have no reason to doubt the accuracy of the Returns. The Toll-keepers would have no interest in making incorrect Returns. I believe them to be trustworthy men.

Is there much intermediate traffic that would not appear at the gates? Yes; and this would add to the Railroad traffic, especially about Norfolk Plains; and, in addition to the articles now

carried, I think lime could be brought into Launceston, and also timber; and there are good freestone quarries and slate within a few miles.

Mr. Chapman.—You know the Shipping Port of Latrobe on the Mersey? This is about 26 miles. I have heard that 50,000 bushels of grain went down this season for shipment there. I think about 5*d.* to 6*d.* a bushel is charged for cartage.

If a good road were made, then would grain be sent there for shipment from Deloraine? All on the Westbury side of Deloraine and its vicinity would go to Launceston; but, if a good road were made, much would go to Latrobe on the Mersey. I know of no greater obstacles there than any where else. I think much of the land is Crown land; though many small farms are now springing up about the Whiteford Hills, north-west of Deloraine.

Do you know what price Crown land realised on this line recently? About £7 or £8 an acre. Dry good land finds purchasers with much competition.

Do you think a road could be made from Deloraine to Mersey at the same rate as you stated before? Yes: and if a good road were made it would increase the growth of grain, as farmers would settle on the line. A good road always benefits any part of the country. The quantities in the Return would be maintained notwithstanding such a road from Deloraine to Mersey being made. From my general knowledge of the Road Districts they could be kept in repair between Launceston and Deloraine with the tolls and maximum rate of assessment; but it is an expensive line of road to keep up from the extensive traffic and wet nature of the country and climate; but it could be well drained.

MR. S. HENRY, *Storekeeper, Deloraine, called in and examined.*

You reside at Deloraine. Do you know the country between Launceston and Deloraine? Yes; I have been in the District for 8 years.

From this paper, you have heard the evidence of Mr. Dowling and Mr. Douglas. Do you wish to make any remarks on their evidence? Yes, for I don't agree with each. I believe generally as to quantities, they are very considerably underrated, both as to passengers and goods. I do not know the parties who prepared the Returns. Wheat and oats are underrated. I don't think a fair proportion has been put down, in consequence of my knowledge of the quantities grown in the District and sent into Launceston. In 1856-7-8 the Government Returns are in excess of the quantities sent into Launceston, and the same Returns for 1859 and 1860 show no decrease. I think 6*d.* a bushel of 40 lbs. too high. I average the rate on Westbury road 6*d.* and Longford 4*d.*, the overcharge would only apply to that crossing the main line of road, as quite three fourths of the grain referred to in the Return comes from the Westbury and Deloraine Districts.

Flour. The greatest proportion comes from Longford and Perth, and about one-third from Westbury District. I think 20*s.* too high for Longford, but would be a fair average for Deloraine, Westbury, and Carrick, the other two-thirds I average 10*s.* a ton.

Potatoes 10*s.* I believe the quantity underrated, the greater part come from the Westward; 20*s.* is a fair average rate in my opinion.

Wood 5*s.* I think the carriage should be 10*s.* a ton. I have no reason to doubt the quantity.

Hay 10*s.* This would be carted about the same distance as wood, say ten or fifteen miles. I believe the quantity is correct, though underrated as to the charge. I think it ought to be not less than 12*s.* on the Westbury Road. I do not concur in Mr. Douglas's general opinion as regards hay; but if the railroad were carried to Deloraine there would be a considerable increase in its cultivation. I have spoken to a large farmer, who said the average produce ought not to be less than four tons to the acre in this District; and from that I am of opinion that hay would become an article of export to Melbourne, in consequence of the cheap mode of getting it to market. New hay from the field in Deloraine was, at Christmas, sold for 25*s.* a load, assumed to be a ton delivered. Hay could be stacked, trussed, and delivered in Deloraine for 50*s.* a ton, and at this price would pay the farmer.

Mr. Button.—Do you think a railroad would put a price on Straw? Yes, it would become a marketable article. It is very scarce in Launceston, and is sometimes as dear as hay.

Wool? From what I know of wool I think all grown by Ross, Campbell Town, and Lake River would be sent by rail, assuming it to be carried from Perth or Longford stations at a low rate. I think 2*s.* a bale too low. I think 2*s.* 6*d.* a fair average.

Bark? I think 10*s.* a ton too low; it ought not to be less than 15*s.* The actual price of cartage of chopped bark is now 17*s.* 6*d.* If facilities were afforded, and an increased demand, there could be a larger quantity carried.

Bran at 2*d.*? I concur with Mr. Douglas as to Bran.

Cattle and Horses? I am sure the Graziers and Butchers would send their fat cattle by Rail. I think the Rail would be employed for Horses. I had a conversation with some Cattle Graziers in our neighbourhood, and one told me that every head of cattle he sent down from Chudleigh to Carrick cost him 5s.; and he now makes a rule of selling them on the farm. The same remarks apply to Sheep and Pigs. I believe all Sheep, whether store or fat, would be carried on the Rail.

Goods at 20s.? I believe the quantity rather under than overrated. I think 18s. to 20s. a ton outside would be quite enough on the Westbury and Deloraine Road; and 10s. on the other Roads. I notice Butter, Cheese, Fruit, and Jams were sent into Launceston, to the extent of 145 tons from Deloraine and Westbury; 155 tons from Longford; 175 from Morven: total 475 tons.

You have seen the Returns taken in 1857? Yes; the comparison of the Returns obtained in 1857 convince me that the Returns in the Table, No. 4, are underrated.

Passengers, 108,757 at 7s.? I concur generally in Mr. Dowling's and Mr. Douglas' remarks as to the coach fares to Perth, Longford, Deloraine, and Westbury, except Deloraine, where the fare is 7s. 6d. I think 5s. might be taken as a fair proportion on the Westbury Road, but 4s. on Longford and Perth. The Toll-gate people rent the gates by tender, and their interest would lead them rather to underrate than overstate the numbers and quantities, but I have every reason to believe the Return is correct. There is also the intermediate traffic, which is great.

You have heard Mr. Douglas' remarks as to the road from Deloraine to Launceston? I concur with all his remarks on this point. I got an estimate from a Surveyor as to repairing the road 30 feet wide, and it would be, exclusive of bridges and culverts, £1400 a mile. Good bridges now exist, although they are very old and built of wood, but the culverts are mostly in decay.

Do you agree with Mr. Douglas' remarks as to the Mersey? It is true that while the road was good a large quantity of the 60,000 bushels of oats were carried from Whitefoord Hills, 9 miles from Deloraine and 18 to the Mersey, at 6d., but when the wet set in the contractors threw up their contract, and stated it would not pay them at 1s.

If a good road were made from Deloraine to Latrobe, would much more grain be carried down that way? No; I think not more, probably, than went down last season for some years to come. I concur with Mr. Douglas that the tolls with the maximum assessment would keep the road from Deloraine to Launceston, if once well made, in efficient repair.

If a good road was made from Launceston to Deloraine, costing say £1700 a mile, would such a means of communication be sufficient to supply the wants of the District? No, unless greater facilities were offered to bring in our produce to market at reduced rates, and the only way this could be done would be by rail. I think a railroad could be completed with plant for about £350,000, being about £8500 a mile. I have come to this conclusion from conferences with those who know the line.

By Mr. Butler.—Is there much Government land still in the Deloraine District in the immediate line of road? Yes, a considerable quantity, but I do not know the quantity.

Do you know the extent of uncultivated land in the Westbury and Deloraine Districts? In 1856, 155,000 acres; in 1857, 76,000 in Deloraine alone.

Would the railroad increase the population and cultivation? Yes. I estimate that out of the 76,000 acres in Deloraine 40,000 would be brought into cultivation if a railroad were established, and consequently find employment for a large number of men and horses.

Has agriculture increased much near Deloraine of late years? Yes, very much; and the population of Westbury, Deloraine, and Port Sorell were—in 1848, 1782; in 1851, 2842; and in 1856, 6000. The buildings in Deloraine in 1853 were 27 houses valued at £1267 a year; 103 houses have been since built, valued at £2990 a year; and the present annual value of allotments not built upon but improved brings up the amount to £5420 as the annual value.

Has the progress of the District been retarded by bad roads? If we had had good roads the progress of the District would have been much more rapid. There are inexhaustible supplies of limestone all through the District, and is allowed by builders to produce the best lime in the Colony. And the timber is the best in the Colony—one forest in particular, about three or four miles from the line. Vast quantities of this could be brought into use for posts and rails for Longford, Cressy, &c.; the present price at Cressy is £3 a 100. They can be split and delivered in Deloraine at 20s. We are already working freestone, and it will supersede brick in a great measure, and much would go to Launceston,

AUGUST 23, 1860.

MR. J. N. GALE, *Civil Engineer and Surveyor, called in and examined.*

You are the Engineer employed by the Corporation of Hobart Town superintending the Water works? Yes.

You have had experience in the formation of Railways? I have; in Great Britain, in the United States, in Canada, and in New South Wales.

Have you, at the request of the promoters of the Deloraine Railroad, been over the proposed line? I have.

Will you describe the inspection which you made? I went over the country proposed to be traversed by the Railway, between Perth and Deloraine, and I find that the works would be of a very light and inexpensive nature. The chief work between those two points would be the Bridge crossing the South Esk.

Is there any other extensive work on the line? None whatever.

Have you visited the line from Launceston to Perth? I have not gone over the exact line proposed by Mr. Sprent, but I have examined the country generally, so as to be able to give an approximate estimate of the cost. The country between Perth and Westbury being so favorable, there would be no difficulty in taking the line a mile or so further south. It is immaterial as regards the cost. I have estimated the line to be two or three miles shorter than Mr. Sprent's. I am not acquainted with the Adelphi, the Oaks, and Bishopsbourne Country. The ground, however, being favorable, I should advise that the line be carried through or near existing Villages.

What is your opinion of the proposed line from Perth to Launceston? The ground along this portion of the line is more undulating. It is impossible, without a section, to say what the amount of earthwork will be, but even here the works cannot be of a very heavy character.

Have you prepared an estimate of the expense of a line from Launceston to Deloraine? I have prepared two different estimates, and will read them to the Committee. (Estimates No. 1 and No. 2 read and put in.)

These are approximate estimates as regards the earthwork. I have estimated that the earthwork from Launceston to Perth will cost £7000 a mile, and from Perth to Deloraine £2000 a mile, for a single line. I consider that I have taken a sufficient margin to cover the extreme cost.

By Mr. Nairn.—Supposing the necessary funds could be obtained, which estimate would you recommend should be adopted? I would recommend No. 2. I think it would quite meet the wants of the District for ten years to come.

Do you think the woodwork would answer instead of brickwork? Yes. I think the woodwork generally would last for fifteen or twenty years.

By the item "Land" do you mean compensation to proprietors? Yes, for the purchase of land from private individuals.

By Mr. Button.—Is the use of Timber general in the Railways of Victoria and New South Wales? Not in the Government lines of Victoria, but in those of New South Wales it is at present extensively used. It is generally adopted in all lines constructed by private companies. I believe a large portion of the sleepers and timber for piling, required in Victoria, has been sent from this Colony. The facility of obtaining Timber at a moderate rate would affect the cost; and in my estimate I have taken this into account.

Are there other facilities here? Yes; on many parts of the proposed line there are good materials for ballasting; plenty of gravel.

By Mr. Nairn.—Are you aware of the cost of Railroads in New South Wales? I believe Peto, Brassey & Co. are now making them in New South Wales, for Government, for about £10,000 a mile, including the condition of keeping them in repair for a year after being opened.

By Mr. Button.—Do you know anything of the recent Railroads in Adelaide? I do not. I understand they obtain most of their timber from Western Australia.

Do you know anything of the Grand Trunk line of Canada? I have travelled over the chief portion of the country now traversed by this Railway. I believe it has cost at the rate of about £10,000 per mile, including the Victoria Bridge.

Are there any other extensive works on this line besides the Victoria Bridge? Yes; the bridge across the Ottawa is an extensive work. There are also other numerous rivers intersected by this line, thus entailing an unusual expenditure for bridges.

Do you think the expense of that line would be greater than a line here? Yes; much greater on that particular line, assuming the works to be of the same character in both cases. This line is laid with a heavy rail. The superstructure of many of the bridges is of timber; the culverts being built of stone.

Do you know what was the cost of the Victoria bridge? The total cost has been £1,310,000 sterling.

Are there not extensive works of this kind in India? There are. I believe the average cost to have been about £8000 a mile for those lines already opened. On several of the lines there are works of unusual magnitude. For instance, on the Great Indian Peninsula Railway, the Bhore Ghaut incline occurs, nearly 17 miles in length, and having a rise of upwards of 1800 feet. The estimated cost of this incline is £750,000. Including the heavy works, the average cost has been about £8000 a mile.

By Mr. Cohen. You say that in New South Wales the cost is £10,000 a mile laid with heavy rail? Yes; so I am informed. I do not consider that any of the lines now being made there pass over such favourable ground for the construction of a railway as occurs between Launceston and Deloraine.

By the Chairman.—Will you state your general opinion on the subject of the cost of construction? I have taken pains to be rather over than under the probable cost, in the Estimates which I have made. I have estimated that the line should run down to the Market Square in Launceston, which is public property. There will also be a line of rails laid down to the wharf.

Supposing a line constructed according to your Estimate, No. 2, what would be the annual cost of keeping the same in efficient repair? That will depend on the amount of traffic. Assuming the present traffic only to be carried, £130 per mile is sufficient to keep it in efficient repair for 12 or 15 years. This applies only to rails and sleepers; it does not include the repairs of rolling stock. I have prepared an estimate of the working expenses of the line at its first opening. Assuming that there are three trains each day, the expense would be about £14,000 a year. The total expense of working and keeping up the line, for the existing traffic for the first year, including the £130 a mile for repairs, would be about £23,800. I may further state that this line will present unusual facilities in working it. In going from Deloraine to Launceston all the gradients, with the exception of a short length, will be either descending or level. It is in this direction that four-fifths of all the traffic will pass.

Would the working expenses increase in the same proportion to the increased traffic? They would not. The experience upon all lines is that the proportion of working expenses decreases relatively as the traffic increases. In Great Britain the working expenses vary from 35 to 50 per cent. of the total receipts; 45 per cent. may be taken as the average.

Wood and Coal together can be used for fuel, although I consider that coal alone would be cheaper. Several Railway Companies in England now burn Coal instead of Coke. The wood here is less inflammable and does not possess the same heating power as the American wood.

By Mr. Button.—From your experience of Railways in Canada, what has been the effect on traffic? From my experience I should say the increase of traffic has varied from two-fold up to six-fold, both as to passengers and goods. In some new districts, where there was no traffic whatever, Railways have created it. Short lines of ordinary bush roads, and even plank roads, have in some cases been made to the line. It cannot be doubted that the formation of the proposed line would give rise to a large traffic in many articles, which, in the absence of a Railway, are at present valueless. Lime, for instance, would become an article of export to Victoria, the quality of lime obtainable there being very inferior, and specially unsuitable for the construction of engineering works.

Do you know if railroads have proved successful in the agricultural districts of America? They have. For example, in the central portion of the State of New York, 250 miles from the City,—where the District is not finer than that which the proposed railroad will traverse,—farmers are now within four or five miles of a railroad, the lines running nearly parallel within 10 miles of each other. No doubt the beneficial effects, both to the farmers and to the proprietors of a railroad, would be felt for 15 miles on each side where no other railroad existed to compete with it.

By Mr. Nairn.—Does your estimate include more than the contract of Peto, Brassey, & Co., of £10,000 a mile? Yes; my estimate includes stations and rolling stock, which is not included in their contract.

By Mr. Weston.—Are the facilities for the construction of railways in the State of New York greater than in this Colony? They are; materials and labour being lower than here. From the

nature of the climate, the expense of keeping them in repair would be greater than in Tasmania. In the state of New York the frost penetrates two or three feet. The working of the lines is frequently impeded by a heavy fall of snow.

By Mr. Button.—Do you know if the present rate of transport is higher in this Colony than in Canada and the United States, assuming the mode of transport to be the same? It is much higher; I should say more than double. In Canada there is not much passenger traffic in winter, relatively to that of summer. For six months of the year, almost all the Railroads are subject to the competition of Lake, River, or Canal traffic. The net-work of Railways in the central portion of the State of New York, to which I have already alluded, were constructed in the face of an organised system of Lake and Canal navigation, and yet all of them have proved highly successful speculations, as they have all the traffic during the winter months. The Grand Trunk Railway has also to contend with a magnificent River and Lake navigation, and yet, although this line may be said to be only just opened, the prospects of the Company are most satisfactory.

No. 1.

APPROXIMATE Estimate of the Cost of the proposed Railway from Launceston to Deloraine.

| | |
|--|----------|
| | £ |
| Land - - - - - | 6800 |
| Fencing 26,000 rods at 4s. 6d. - - - - - | 5850 |
| Earthwork - - - - - | 130,000 |
| Permanent Way - - - - - | 152,000 |
| Bridges, Culverts, &c. - - - - - | 36,500 |
| Depôts and Stations - - - - - | 24,400 |
| Plant - - - - - | 33,940 |
| | <hr/> |
| | 389,490 |
| Contingencies and Engineering, 10 per cent - - - - - | 38,949 |
| | <hr/> |
| | £428,439 |
| | <hr/> |

In this Estimate the rails are taken at 75 lbs. per yard, and the ballasting 13 feet wide by 18 inches deep.

All the bridges are assumed to be of timber, and all culverts under embankments less than 10 feet in height are formed by means of piling.

The greater portion of the buildings at the several stations are estimated as of wood.

The sum put down for the plant includes only the locomotives, carriages, trucks, &c., &c., necessary to carry on business during the first year.

This Estimate assumes all the works to be formed for a single line. There is a sufficient length of double line at each station included in the estimate.

If the bridges and culverts were of brickwork, and of the width required for a double line, the superstructure of the bridges being formed of iron girders, and if all the buildings of depôts and stations were also of brickwork, the probable cost would be about £600,000. In this sum the earthwork is estimated as for a single line.

J. N. GALE.

23 August, 1860.

No. 2.

APPROXIMATE Estimate of the Cost of the proposed Railway from Launceston to Deloraine.

| | |
|--|---------|
| | £ |
| Land - - - - - | 6,800 |
| Fencing 26,000 rods, at 4s. 6d. - - - - - | 5,850 |
| Earthwork - - - - - | 130,000 |
| Permanent Way - - - - - | 80,000 |
| Bridges, Culverts, &c. - - - - - | 36,500 |
| Depôts and Stations - - - - - | 24,400 |
| Plant - - - - - | 33,940 |
| | <hr/> |
| | 317,490 |
| Contingencies and Engineering 10 per cent. - - - - - | 31,749 |
| | <hr/> |
| | 349,239 |
| | <hr/> |

In this estimate the works are supposed to be of the same character as in the former estimate, with the exception of the permanent way. The weight of the rail in this case is taken at 50 lbs. to the yard, and the ballasting 9 feet wide by 1 foot in depth.

J. N. GALE.

23rd August, 1860.

| <i>ESTIMATE of working Expenses at the first opening of the Line.</i> | | £ |
|---|------------------------|---------|
| Staff - - - - - | | 7810 |
| Three Trains up and down per day, say 80,000 miles per annum at 3s. 6d. | | 14,000 |
| Ballast and materials for repairs - | | 2000 |
| | | £23,810 |
| | | £23,810 |
| | £ | |
| 10 Platelayers - - - - - | 1200 | |
| 20 Ditto, labourers - - - - - | 2000 | |
| | 3200 | |
| Materials - - - - - | 2000 | |
| | 40)5200 | |
| | £130 repairs per mile. | |

W. R. FALCONER, Esq., Director of Public Works, called in and examined.

You are Director of Public Works, and a Civil Engineer by profession? Yes.

You have resided in Launceston, and know the line of Railroad proposed from Launceston? Yes. I know the general features of the country through which the road is to run. I know all the country from Perth by Longford, Westbury, to Deloraine.

Between Deloraine and Longford are there any difficulties of an Engineering character? None.

What about Perth and Launceston? There are some inclines going out of Launceston. The chief work will be to cross the Esk near Longford. The earthworks, I cannot say much of them, though I have heard that a favourable line can be formed through the valleys without much difficulty.

You have resided in Canada? Yes, for eight years, and have frequently visited the United States. I know the construction of the Railways in Canada and the States.

Have they been constructed on costly principles? Some, and some on general principles. The Grand Trunk was taken by Peto at £10,000 a mile.

You know that the proposed line is 42 miles. Do you think a line could be constructed here as cheaply as in Canada? Yes; from my knowledge of Canada Railroads I am of opinion that a single line could be here constructed, complete with rolling stock, for £10,000 a mile.

Do you know the working expenses of a Railway? In America the working expenses are much greater than in England. The Railway has been made cheaply for low speed. The speed has been increased without proper precautions, and this costs much more to keep the roads in repair. There would be a greater expense than in England for repairs and wages here, though wood would be burned instead of coke or coal here, and thus less injury would be done to the boilers.

What is the condition of the present road from Deloraine to Longford? Very bad. It would cost £1500 a mile to make a good and effective road from Deloraine to Westbury, and £1000 on to Launceston. It is about 32 miles. The road has never been properly made.

Have you any idea what the working expenses of the line, 42 miles long, would be? I can't say without going into figures. In England it is generally 50 per cent. on the receipts, but the increased charge for goods and passenger traffic would cover the extra expense of working the line. In Canada, on the new lines, it is taken at 50 per cent., where there is much competition by water and canals, except in winter.

By Mr. Button.—Do you think a line here would have to encounter as great difficulties as on the Grand Trunk Line in Canada? No; I do not think the expense for compensation would be as great. There are not greater difficulties here than are experienced in Canada. The shorter the line is, the greater the expense for Stations. Near Montreal one Line, 8 miles long, cost £16,000 a mile, which was, afterwards, extended about 20 miles on a similar construction, at a cost of £5000 a mile; both lines being carried out by small Contractors, in detached Contracts. In the first part of the line the expense was caused by piling over a swamp, and all the workshops of the line, and increased cost of compensation.

By Mr. Chapman.—Do you think the expense of compensation near Launceston would be great? No, because for some distance the land is Crown Land; and also the Stations could be had on Government Land in the Town. The line could be taken out for a mile without any compensation whatever.

By Mr. Button.—Do you think a great increase of traffic would follow from the establishment of this line? I think so. That has been the case in my experience, especially in Canada and the United States.

Do you think that by the absence of competition on the Deloraine line it would compare favourably with other lines that you know? Yes.

What mode of construction would you recommend, by a Company or Government? By a Company would be much more desirable.

Can you name any lines where the arrangement of guaranteed interest by the Government has been carried out? I think in Canada this has been the case, where, in some instances, the Municipalities re-guarantee the Government where the debentures have been issued by the Government.

Mr. Nairn.—Do you think that a Company would undertake the contract if the Government were to guarantee 6 per cent. for, say, 15 years? Yes, I think so.

Mr. Weston.—Do you think the Montreal line you mentioned is a more difficult line than the proposed one here? No, I do not think so.

Mr. Crookes.—Does the expense depend on the weight of rail? In part it does. In England the weight is 80 lbs. a yard. Here a 50 rail would be quite sufficient for a speed of 20 miles an hour for passengers and 8 or 10 for goods.

From your knowledge of the timber to the westward, do you think it calculated for railway sleepers? I think it is admirably suited for the purpose.

Don't the frosts of Canada render the expense of repair greater? Yes; much greater than would be in this Colony. The drainage must be much better.

How long after the construction of a new line is extensive repair required? Sometimes in 3 or 4 years; in others not for 10 years where the traffic is not so heavy.

What effect had Railroads on agriculture in Canada? It increased the population and extended agriculture wherever the lines were laid down, and doubled the value of the land in most cases—and even to a greater extent.

Would you consider the prospect of the Deloraine line good as regards opening up the Government lands in the neighbourhood? I think so; for the westward lands are as good as any of the wheat-growing lands I have seen in Canada or United States.

Dr. Officer.—What becomes of the grain carried on the Canada lines? It is generally exported to England. There must be an export for the grain at Launceston to keep up the traffic on the Deloraine line, for there is not consumption on the northern side for the grain there produced.

The great increase of population in Canada has been since the introduction of railways, though contiguous to the extensive grain-growing countries of the United States.

Do you think the farmers of Canada could compete with the United States farmers without railroads? No, unless they resided near water carriage.

Is £10,000 calculated for high speed on a road? Yes, the Deloraine line would be considered a short line. I think £10,000 quite the maximum. The passenger traffic falls off considerably in winter in Canada.

Launceston, 13th August, 1860.

SIR,

AGREEABLY to your Telegram of the 11th current, requesting me to report on the extent and character of the country adjoining the proposed Railway between Launceston and Deloraine, in all localities in which advantage may be taken of such Railway, I beg to forward a rough sketch of the country between Launceston and Deloraine, showing the extent of the land generally occupied, which I think will enable the following remarks on the same to be understood; at the same time to give a particular detail of every property on the line would require several days' time, as well as to know the precise line of railway, which is not yet decided.

Beginning at Deloraine Township, a line due East to Longford Township is 24 miles; the country occupied, and which may be considered available on the North and South of such line, beginning at a width of 6 miles at Deloraine and various widths, as per tracing, until to the south of Longford it is 18 miles. I estimate at an average width of 12 miles, which in that distance gives 184,320 acres of land; but at least 80,000 acres of this I consider is only fit for pasture; the produce of which 184,320 acres on that distance is likely to be sent to market by the proposed line.

To the west of Deloraine the occupied land branches off into four lines, which could be estimated at about 25,000 acres of fair land likely to send produce to the railway. The remainder of the crown land surrounding the private land along the extent of country is only fit for grazing, and in fact hemmed in by the mountains.

I would therefore estimate the extent of fair land likely to produce much traffic for the Railway from Longford to the west of Deloraine as about 180,000 acres.

The crown land on the north of the Meander River is generally quite unfit to cultivate, except in small spots; also the land to the north of Piper's Lagoon, in place of sending produce to the railway, distant between 5 or 6 miles (probably more), would be sent into town direct by way of the Cataract, so soon as a bridge is erected over the North Esk River there, by which way the distance would be about the same as to the nearest part of the Railway.

Again, if, as is proposed, a wooden tramway is made from Chudleigh and Deloraine to Latrobe, the produce grown to the west and north of Deloraine would, most likely, be sent to Latrobe in place of to Launceston, the distance being much shorter.

Again, between the Lake and Macquarie Rivers and the South Esk the land is chiefly adapted for pasture only, unless irrigation can be applied.

From Perth and near Evandale, the produce between these places and Launceston would probably only be sent by rail from within a distance of a few miles. From Evandale a considerable traffic might be expected to come from the river Nile, &c., but the land there is only fit for grazing. There cannot be much expected from the Crown lands surrounding the private properties on this line, especially to the south and west of Deloraine, as the best is all taken. I believe there is no Crown land now in Deloraine for sale, and only a few lots in Westbury, Carrick, and Longford, in which Townships the value would be increased considerably by the railway, also a few hundred acres on Brunby's Creek, part very rocky, and remote from the line.

With respect to a bridge over the Meander, from Fenton's location to Lot 65, I would observe that, from the present road between Westbury and Deloraine, a right of road would have to be obtained through Fenton's location—a distance of near one and a quarter miles, nearly level, and through cultivated land; and at present there is a bridge over the Meander River at Egmont Mill, two miles more to the east, from which a road leads to the main road, between Westbury and Deloraine. The difference in the distance by these two roads, (supposing the new bridge erected), would not exceed over one mile.

The Crown land to the North of Lot 65 is generally only fit for pasture, nothing but stony hills, and accessible from the present bridge at Egmont Mill.

With respect to the proposed bridge over Quamby's Brook, opposite Lyttleton-street in Westbury, leading to Egmont Bridge and mill before referred to, I would remark, that, the sanction of Sir R. Dry would have to be obtained first, as there is no road there at present or only recently. It would certainly be a convenience for those persons residing on the Township north of the main road, and on the east of William-street. For, suppose such a road made, it would save such persons about 40 chains shorter in distance than by the present road leading to Egmont Mill, only it would be necessary to keep the old road open as well, leading through the property of Mr. T. W. Field, and for about 40 chains through Sir R. Dry's land, until the new proposed line from Lyttleton-street joins the present road.

There would be no difficulty in making a good road along the proposed line, as the ground is all firm from Lyttleton-street to Egmont Bridge.

As to the quantity of produce from land about Evandale and the White Hills, very much would depend on the line of railway and the position of the station, as from several places it might be as easy to forward direct to market as to the station.

I believe also much would depend on the nearness of the railway to Carrick, if the produce grown to the north of the Meander there would be sent by rail or direct to town.

I believe the extent of country to be affected by the railway will never much exceed the area I have estimated it at, as a large portion seems incapable of ever being brought under cultivation.

I am,
Sir,
Your most obedient Servant,
JAMES SCOTT, *Surveyor*,

E. W. BOOTHMAN, *Esq.*, *Deputy Commissioner of Crown Lands,*
Hobarton.

AUGUST 31, 1860.

The Hon. W. S. BUTTON, Esq., M.L.C., examined.

I hold in my hand the statement of the assumed revenue of the traffic on the Launceston and Deloraine railroad, prepared by Mr. Dowling the Mayor of Launceston, and marked D.

In my opinion it is to be relied on as regards quantities according to my own knowledge. Some time ago a proposal for constructing a railway was made, and careful enquiries were instituted connected with the traffic. This table agrees with the result of the enquiries then made. I am firmly persuaded that the estimate may be relied on. The charges are fair, and the total amount is, I see, £61,709.

In addition to this estimate do you think there would be much additional traffic? Yes, for there is now a considerable intermediate traffic between Deloraine and Longford, which does not appear on this estimate, and which would greatly increase were a Railway established.

D.

ASSUMED Revenue by Railroad of the Traffic of 1859 and 1860.

| | £ |
|---|----------------|
| 647,035 bushels of Grain at 4 <i>d.</i> * - - - - - | 10,784 |
| 3877 tons of Flour at 20 <i>s.</i> - - - - - | 3877 |
| 677 tons Potatoes at 20 <i>s.</i> - - - - - | 677 |
| 10,589 tons Wood at 5 <i>s.</i> - - - - - | 2648 |
| 3703 tons Hay and Straw at 15 <i>s.</i> - - - - - | 2777 |
| 785 tons Wool at 20 <i>s.</i> † - - - - - | 785 |
| 1787 tons Bark at 15 <i>s.</i> - - - - - | 1339 |
| 38,159 bushels Bran at 2 <i>d.</i> - - - - - | 312 |
| 4415 Cattle and Horses at 2 <i>s.</i> 6 <i>d.</i> - - - - - | 552 |
| 23,215 Sheep at 2 <i>d.</i> - - - - - | 193 |
| 2983 Pigs at 2 <i>d.</i> - - - - - | 25 |
| 8551 loads Goods, out, 20 <i>s.</i> - - - - - | 8551 |
| 108,757 Passengers at 5 <i>s.</i> - - - - - | 29,189 |
| | <u>£61,709</u> |

* Or about 11*s.* 8*d.* per ton.

† The exports were 1476 tons.

HENRY DOWLING.