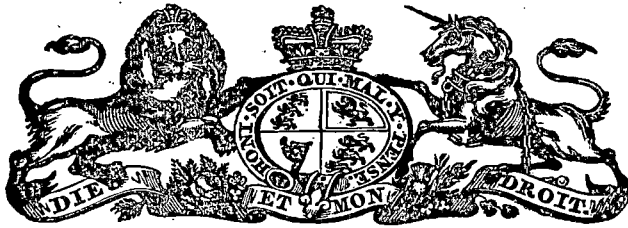


(No. 38.)



1873.

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TASMANIA.

HOUSE OF ASSEMBLY.

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**LAUNCESTON AND WESTERN RAILWAY.**

REPORT BY THE MINISTER OF LANDS AND WORKS.

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Laid upon the Table by the Minister of Lands and Works, and ordered by the House to be printed, June 24, 1873.



*Launceston and Western Railway,  
Launceston, 21st June, 1873.*

SIR,

I HAVE the honor to report as follows upon the business of this Department from the transfer of the Railway to the Government to the 30th April last.

*Capital or additional Construction Account.*

Return No. 1.

The liabilities of the Launceston and Western Railway Company (Limited), for purchase of Stores, &c. on taking the transfer of the Railway were found to be £1713 11s. 8d., which amount, in accordance with the terms of transfer, was paid from the £12,000 voted by Parliament for that and other purposes of the Railway.

The value of the Stores on hand was £1762 15s. 3d., which were duly transferred over to the Government.

The repairs necessary to be done to the earthworks before the Line could be open for traffic by the Government were estimated at £900, and these were at once executed. Return No. 2.

In addition to such repairs, and to render the works of a permanently stable nature, the Inspecting Surveyor reported that it was necessary to reduce many of the slopes to a greater incline, and thus prevent the recurrence of the extensive slips which had previously been continually occurring with very disastrous effects.

It was also found necessary, for the same reason, to drain and ballast many of the embankments, more particularly the large ones known as Nos. 38 & 42, which had from the first opening of the Line been subsiding or settling down towards the valley on the lower side.

These embankments, since they have been drained on the upper side with horizontal and vertical shafts, have given every appearance of perfect stability, notwithstanding the very severe test they have undergone during the recent unusually wet autumn.

The Permanent Way has also been ballasted in several places where necessary, and is now in good order. The total cost of this ballasting and works has been £2242 9s. 3d.: this expenditure was necessary to put the Works in a perfect condition.

*Rolling Stock.*

Return No. 3.

The Rolling Stock and number of Locomotives was quite inadequate to the anticipated requirements of a busy season and a very rapidly developing traffic; consequently orders were immediately despatched to England for additional Wagons and duplicates for Rolling Stock, also for one Locomotive Engine of a lighter character than those at present in use.

The estimate of the cost of these additions to the Rolling Stock of the Department, based upon previous Invoices, has, I regret to say, been very considerably below the actual cost: a fact solely attributable to the unprecedented high price of all Railway material in the English market. Fortunately considerable saving, however, was effected by sending the order for the Locomotive by Telegraph, and thus getting it placed prior to a further large advance which occurred almost immediately subsequent to the issue of the Order.

Return No. 4.

*Additional Accommodation for Traffic.*

Additional accommodation for traffic purposes has been erected at several of the Stations in the shape of cattle landings, increased sidings, and extended platform; all of which were found to be essential for the proper working of the traffic.

The several expenditures to which I have herein referred, and details of which will be found in the accompanying tabulated Statements, have been charged to the Capital Account as new works.

Return No. 5.

*Revenue Account.*

The Statement of the Receipts and Expenses for the period during which the Government has had the control and management of this Railway shows a surplus of receipts over expenses of £2375 10s. 5d.

Return No. 6.

Return No. 7.

Return No. 8.

Statements are also submitted of the Receipts and Expenses for the year 1872, and the direction and extent of Passenger and Goods traffic during that period; together with carefully calculated statistical factors of the Receipts from each class of traffic per train mile run, and the actual cost of such train mile.

Return No. 9.

In comparing the Traffic and Receipts of 1872-3 with those of the corresponding period 1871 (see Tables), it will be observed that, while traffic is rapidly increasing, receipts do not improve at an equal ratio. This chiefly arises from the development of other sources of traffic than that which predominated during the first year, and which is carried at a very low rate. The greater proportion of this traffic is composed of guano, firewood, fencing, lime, &c., part of which is carried at the extremely low rate of 0.66d., or little over one half-penny per ton per mile: this traffic, prior to the opening of the Railway, was carried at an average from 1s. to 1s. 3d. per ton per mile, and was consequently then very limited.

It will be perceived that, while it is judicious to encourage this kind of traffic, it has at present a very detrimental effect upon the receipts; and that, in estimating the amount of benefit to the District from Railway facilities, it is preferable to look to the comparative increase in traffic rather than to the actual amount of receipts.

Return No. 10.

The working expenses will compare very favourably with Railways elsewhere, as shown in the Statement, and have been considerably reduced during the half year ending April 30th, 1873.

*General.*

The Earthworks may now be considered to have thoroughly consolidated.

The Rolling Stock will be ample for any increase of traffic for several years to come, and will be from time to time carefully renewed out of the Revenue Receipts, which charges have been calculated for in the Estimates that will be submitted for the year 1874.

Return No. 11.

The additional further works likely to be almost immediately required will be an extension of the Goods Warehouse at Launceston, and new Engine Sheds at Launceston and Deloraine, also small sheds for the reception of goods at Hagley and Exton, at both of which places the traffic is very considerable and is rapidly increasing. They are the centres of very large and important Districts, and demand proper accommodation.

I do not feel justified in concluding this Report without alluding to the proposed continuation of the Deloraine and Mersey Tramway from Coiler's Creek to Deloraine, and from Gilbert-street, Latrobe, to the deep water of the River Mersey. When these works are effected by the Company, and continuity of Railway Traffic for Passengers, Mail, and Goods ensured from Launceston to Latrobe, an impetus will be given, not only to the operations of the Launceston and Deloraine Railway, but to the agricultural, pastoral, and commercial interests of the North Coast, which will be felt from Port Sorell to Circular Head.

I have the honor to be,

Your Excellency's obedient humble Servant,

CHARLES MEREDITH,  
*Minister of Lands and Works.*

*To His Excellency the Governor in Council.*

## No. 1.

*STATEMENT of Launceston and Western Railway Companies Liabilities paid on transfer; also Stores transferred to Government.*

Launceston and Western Railway Companies Liabilities	-	£	s.	d.
		1713	11	8
Ditto, Stores transferred to Government-	-	1762	15	3

R. M. JOHNSTON, *Traffic Auditor.*R. W. LORD, *Secretary and Manager.*

## No. 2.

*SLOPES and Cuttings.*

Amount expended on Slopes and Cuttings to 30th April, 1873	-	£	s.	d.
		2242	9	3

R. M. JOHNSTON, *Traffic Auditor.*R. W. LORD, *Secretary and Manager.*

## No. 3.

*ROLLING Stock, &c. ordered in England.*

Articles—

Carriage and Wagon Duplicates	-	-	-	£	s.	d.
Locomotive Duplicates	-	-	-	459	10	0
Pumps	-	-	-	353	0	0
Planing Machine	-	-	-	454	0	0
Locomotive	-	-	-	167	0	0
Iron-work for Goods Wagon	-	-	-	2395	0	0
Facing Machine and Steel, &c.	-	-	-	1001	5	0
Break Vans (2)	-	-	-	79	0	0
Commission, Freight, Insurance, &c.	-	-	-	572	0	0
				580	0	0
				£6060	15	0

R. M. JOHNSTON, *Traffic Auditor.*R. W. LORD, *Secretary and Manager.*

## No. 4.

*CATTLE-YARDS, Sidings, Platforms, Timber-work for Wagons, &c.*

Amount expended on Cattle-yards, Sidings, Platforms, &c. to 30th April, 1873	-	£	s.	d.
		1635	6	2

R. M. JOHNSTON, *Traffic Auditor.*R. W. LORD, *Secretary and Manager.*

## No. 5.

*RECEIPTS and Expenditure from August 12, 1872, to April 30, 1873.*

Month.	Working Days.	Passengers.	Tons.	Receipts.	Expenditure.
August	18	2810	1160	£ 736 19 10	£ 767 13 5
September	25	4174	1117	900 14 0	1015 0 3
October	27	4559	1043	952 6 10	1077 16 8
November	26	5010	1221	945 9 3	1095 1 4
December	26	8797	1447	1184 8 7	977 13 2
January	27	7915	1233	1151 10 1	1160 14 5
February	24	8611	2020	1520 16 1	1099 3 9
March	26	7063	4236	1994 14 4	1073 14 11
April	26	7815	4591	2550 15 8	1295 6 4
	225	56,754	18,068	11,937 14 8	9562 4 3

Surplus of Receipts over Expenditure - - £2375 10s. 5d.

R. M. JOHNSTON, *Traffic Auditor.*R. W. LORD, *Secretary and Manager.*

No. 6.

STATEMENT of Revenue and Expenditure for the Year 1872.

Total Train mileage (Passengers and Goods), 72,300 miles.

Dr.

Cr.

EXPENDITURE. (A.)		Cost per Train mile.	Cost per mile open.	REVENUE. (B.)			Revenue per Train mile.
	£ s. d.	s. d.	£	£ s. d.	£ s. d.	s. d.	
To maintenance Permanent Way and Works -	4008 5 4	1 1·30	89·07	By Passengers, 63,647 at 23·37d. -	6199 15 7	1 8·58	
Locomotive and carriage and wagon charges	4299 10 2	1 2·7	95·54	Parcels, horses, carriages, and dogs -	316 14 1	0 1·04	
Traffic charges - - - -	3582 16 2	0 11·39	79·62	Goods, 18,111 tons, at 6s. 8·59d. -	5645 15 5		
Police, Gatemen, &c. - - - -	324 17 8	0 1·8	7·22	Live stock - - - - -	167 19 1		
General charges - - - - -	1382 15 4	0 4·59	30·73		5813 14 6	1 7·29	
Mails - - - - -	174 4 4	0 0·60	4·18	Rents, mails, &c. - - - - -	1306 2 1	0 4·33	
Compensation - - - - -	14 0 0					18,636 6 3	3 9·24
	£13,786 9 0			Balance - - - - -	149 2 9		
					£13,786 9 0		

R. M. JOHNSTON, Traffic Auditor.

R. W. LORD, Secretary and Manager.

**SCHEDULE A.**  
*ANALYSIS of Expenditure, 1872.*

DEPARTMENTAL EXPENDITURE.						AMOUNT EXPENDED EACH MONTH.		
PARTICULARS.	Salaries & Wages.		Stores. (C.)		Sundry charges.		TOTAL.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
<i>Maintenance of Way—</i>								
Inspecting Surveyor, Platelayers, Labourers, &c.—	3870	13 10	119	15 6	17	16 0	4008	5 4
<i>Locomotive and Carriage and Wagon Department—</i>								
Locomotive Foreman, Carpenters, Fitters, Drivers, Firemen, Cleaners, Labourers, &c. -	2201	7 1	2015	16 3	82	6 10	4299	10 2
<i>Traffic Charges—</i>								
Station Master, Guards, Porters, Signalmen, Pointmen, &c.—								
Launceston -	938	3 11	64	16 1	—	—	1003	0 0
Evandale -	165	3 6	22	12 0	—	—	187	15 6
Perth -	183	5 1	23	11 1	—	—	205	16 2
Longford -	516	19 3	51	11 11	—	—	568	11 2
Westbury -	195	5 0	20	6 11	—	—	215	11 11
Exton -	65	1 8	11	12 2	—	—	76	13 10
Deloraine -	389	1 9	48	1 5	—	—	437	3 2
Cartage	—	—	—	—	438	3 8	438	3 8
General traffic charges	6	3 0	102	11 2	341	6 7	450	0 9
Total traffic charges	2459	3 2	344	2 9	779	10 3	3582	16 2
<i>Police, Gates, &amp;c.—</i>								
Gate Keepers, &c. at level crossings	317	18 0	6	19 8	—	—	324	17 8
<i>General Charges—</i>								
Office of Secretary, Traffic Superintendent, Traffic Auditor, and Stores, Cashier, and other charges	1306	12 3	39	10 7	36	12 6	1382	15 4
<i>Mails—</i>								
Mail Carriers, &c. -	—	—	—	—	174	4 4	174	4 4
<i>Compensation—</i>								
Sundry damages	—	—	—	—	14	0 0	14	0 0
	£10,155	14 4	£2526	4 9	£1104	9 11	£13,786	9 0

\* Cessation of traffic from 30th June to 12th August.

R. M. JOHNSTON, *Traffic Auditor.*

R. W. LORD, *Secretary and Manager.*

**B.**  
**ANALYSIS of Traffic, 1872.**

TRAFFIC AND RECEIPTS AT EACH STATION.										RECEIPTS DURING EACH MONTH.		
STATIONS.	PASSENGERS.		GOODS.		RECEIPTS.					Month.	Working Days.	Amount.
	Outwards.	Inwards.	Outwards.	Inwards.	Passengers.	Parcels, &c.	Goods and Live Stock.	Mails, Rents, &c.	Total Receipts.			
	No.	No.	Tons.	Tons.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.			
Launceston - - - -	26,017	—	3075	12,192	2486 19 9	100 10 9	2647 19 9	6 9 7	5241 19 10	January -	27	1236 8 2
St. Leonard's - - - -	—	—	9	31	—	—	0 6 2	—	0 6 2	February -	25	1440 5 3
Breadalbane - - - -	—	—	2	7	—	0 13 6	0 3 0	—	0 16 6	March -	26	1575 2 2
Evandale - - - -	5776	—	649	1046	400 11 0	14 1 10	214 15 8	2 9 3	631 17 9	April -	26	1746 9 3
Perth - - - -	5022	—	1473	579	367 3 5	14 15 8	361 19 1	7 18 0	751 16 2	May -	27	1210 5 0
Longford - - - -	11,762	—	4078	2726	1002 17 0	70 5 9	1585 9 5	7 8 8	2666 0 10	June -	25	1659 15 7
Bishopsbourne- - - -	—	—	587	272	—	4 4 0	105 5 9	—	109 9 9	July -	—	48 4 4
Oaks - - - -	—	—	116	82	—	1 19 0	12 18 11	—	14 17 11	August -	18	736 19 10
Glenore - - - -	—	—	600	176	—	2 7 9	5 17 10	—	8 5 7	September -	25	900 14 0
Hagley - - - -	—	—	572	170	—	8 15 3	69 5 6	—	78 0 9	October -	27	952 6 10
Westbury - - - -	7086	—	705	350	632 5 1	33 3 8	250 0 11	15 4 1	930 13 9	November -	26	945 9 3
Exton - - - -	—	—	1435	35	—	4 5 0	60 13 3	0 5 0	65 3 3	December -	26	1184 8 7
Deloraine - - - -	7984	—	4810	445	1245 0 2	61 11 11	498 19 3	27 19 3	1833 10 7			
Mails, rents, & sundry receipts	—	—	—	—	64 19 2	—	—	1238 8 3	1303 7 5			
	63,647	—	18,111	18,111	£6199 15 7	£316 14 1	£5813 14 6	£1306 2 1	£13,636 6 3			£13,636 6 3

R. M. JOHNSTON, *Traffic Auditor.*

R. W. LORD, *Secretary and Manager.*

ANALYSIS of Stores consumed, 1872.

Description of Stores.	Consumed by each Department.				Consumed during each Month.							
	£	s.	d.		£	s.	d.	£	s.	d.		
<b>Fuel.</b>												
Coal..... 1023 tons				Maintenance of				January .....	225	2	1	
Wood..... 129 tons				Way & Works	..	119	15	6	February .....	195	16	2
	1387	16	2	Locomotive and				March.....	280	9	3	
<b>Oils.</b>				Carriage and				April.....	221	8	9	
Castor ..... 1011½ galls.				Waggon De-		2015	16	3	May.....	203	19	8
Colza..... 64½ galls.				partment....	..			June.....	207	16	11	
M. Bird .... 140½ galls.				Traffic Charges.				July.....				
Kerosene .... 142½ galls.				Launceston ..	64	16	1	August.....	206	11	8	
Turps ..... 4½ galls.				Evandale ....	22	12	0	September ...	217	7	11	
Chinese..... 5 galls.				Perth.....	22	11	1	October.....	313	10	1	
Sundries..... 40½ galls.				Longford ....	51	11	11	November.....	225	8	11	
	319	15	1	Westbury ...	20	6	11	December ....	223	13	4	
<b>Tallows.</b>				Exton.....	11	12	2					
Tallow.....10 cwt. 0 qr. 7lb.				Deloraine....	48	1	5					
Grease .... 7 cwt. 3 qr. 37lb.				General Traffic								
	37	4	11	Charges.....	102	11	2					
<b>Waste, &amp;c.</b>								344	2	9		
Tucks, Packing 83 lbs.				Police, Gates, &c.	..			6	19	8		
Flax ..... 33½ lbs.				General Charges	..			39	10	7		
Waste..... 1772 lbs.												
Wicks ..... 3l. 9s. 2d.												
	52	10	5									
Stationery, advertisements..	204	15	3									
Timber .....	44	1	3									
Iron .....	114	7	11									
Tools.....	73	6	11									
Ordinary Sundries .....	59	9	9									
Extra Sundries.....	112	2	9									
Duplicates .....	120	14	4									
	£2526	4	9					£2526	4	9		
											£2526 4 9	

R. M. JOHNSTON, Traffic Auditor.

R. W. LORD, Secretary and Manager.

No. 7.

DIRECTION and Extent of Goods Traffic, 1872.

FORWARDED FROM	RECEIVED AT													TOTALS OUTWARDS.		
	Launceston.	St. Leonard's.	Breadalbane.	Evandale.	Perth.	Longford.	Bishopsbourne.	Oaks.	Glenore.	Hagley.	Westbury.	Exton.	Deloraine.	Tons.	Average Distance.	Miles travelled.
Launceston.....	Tons. —	Tons. 12	Tons. 2	Tons. 648	Tons. 199	Tons. 1183	Tons. 155	Tons. 56	Tons. 44	Tons. 126	Tons. 254	Tons. 26	Tons. 370	Tons. 3075	—	67,431·01
St. Leonard's.....	4	—	—	5	—	—	—	—	—	—	—	—	—	9	—	30·98
Breadalbane.....	1	—	—	—	—	1	—	—	—	—	—	—	—	2	—	20·65
Evandale.....	615	12	—	—	—	2	8	2	—	1	—	—	9	649	—	7490·08
Perth.....	1427	—	4	1	—	8	6	—	1	1	—	8	17	1473	—	21,846·97
Longford.....	3934	—	—	26	16	—	10	9	11	16	28	3	25	4078	—	71,769·97
Bishopsbourne.....	475	—	1	8	25	61	—	—	1	1	8	—	7	587	—	12,785·16
Oaks.....	92	—	—	—	—	20	1	—	1	2	—	—	—	116	—	2640·14
Glenore.....	188	—	—	7	—	405	—	—	—	—	—	—	—	600	—	9728·57
Hagley.....	472	1	—	—	—	97	—	—	1	—	—	—	1	572	—	16,242·05
Westbury.....	434	—	—	4	65	149	28	4	4	—	—	1	16	705	—	19,725·31
Exton.....	877	—	—	128	32	347	11	4	24	—	11	—	1	1435	—	50,018·10
Deloraine.....	3673	6	—	219	242	529	53	7	25	11	41	4	—	4810	—	196,848·43
<b>Totals Inwards.</b>	Tons. 12,192	31	7	1046	579	2802	272	82	112	158	350	35	445	18,111	—	—
Average Distance..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	26·31	—
Miles travelled...	349,042	395	57	19,974	12,747	52,554	5639	1306	2126	4390	—	1232	27,444	—	—	476,607

Total train miles..... 72,300 miles.  
 Total (ton) miles travelled..... 476,607·61 miles.  
 Total goods tonnage ..... 18,111 tons.  
 Average goods tonnage per train..... 11·3 tons.  
 Ditto train mile..... 0·25 tons.  
 Average miles travelled per ton..... 26·31 miles.

Total goods receipts ..... £ 5704 5 1  
 Average goods receipts (ton) per mile.. 0 0 2·87  
 Ditto per train mile ..... 0 1 6·9  
 Ditto per ton..... 0 6 3·59  
 Ditto per train ..... 3 11 0

R. M. JOHNSTON, Traffic Auditor.

R. W. LORD, Secretary and Manager.



*DIRECTION and Extent of Passenger Traffic, 1872.*

OUTWARDS FROM	INWARDS AT														TOTAL OUTWARDS.		
	Launceston.	St. Leonards.	Breadalbane.	Evandale.	Perth.	Longford.	Bishopsbourne.	Oaks.	Glenore.	Hagley.	Westbury.	Exton.	Deloraine.	Average Distance.	Passenger Miles travelled.		
Launceston ....	3162	—	6391	1501	2222	1806	4016	1839	463	330	1397	1100	544	1746	26,017	—	459,483½
St. Leonard's t..																	
Breadalbane t..																	
Evandale.....	300	3148	324	136	—	379	619	190	69	72	204	154	51	130	5776	—	67,670
Perth.....	251	2236	148	45	378	—	1111	222	35	26	160	151	61	198	5022	—	60,431½
Longford.....	679	5639	276	79	528	779	—	1254	390	314	501	507	236	580	11,762	—	175,318½
Bishopsbourne †																	
Oaks †.....																	
Glenore †.....																	
Hagley †.....																	
Westbury.....	315	2026	107	7	86	120	586	493	204	324	737	—	857	1284	7086	—	123,944½
Exton †.....																	
Deloraine.....	744	3295	62	34	18	233	743	452	107	132	256	1142	666	—	7084	—	227,287½
Total Inwards.	5451	16,344	7308	1802	3332	2817	7075	4390	1268	1198	3255	3054	2415	3938	63,647	—	—
Passengers	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Distance..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	17.50	—
Miles travelled...	98,018	387,673	39,158	14,105	35,777	32,405	108,995	72,669	20,859	18,499	63,740	65,381	39,257	117,592	—	—	1,114,131½

Total train miles.....	72,300	passengers.	Total passenger receipts .....	£ 6199 15 7
Total (passenger) miles travelled.....	1,114,131½	miles.	Average passenger receipts per passenger; per mile	0 0 1.33
Average distance travelled per passenger	17.5	miles.	mile actually travelled .....	0 1 8.56
Total passengers carried .....	63,647	passengers.	Ditto per train mile .....	0 1 11.37
Average passengers carried per train ..	39.6	passengers.	Ditto per passenger .....	3 17 2.14
Ditto per train mile .....	0.88	passengers.		

\* Includes "Outwards and Inwards."

† The direction "Inwards and Outwards" is only shown between the larger Stations.

R. M. JOHNSTON, *Traffic Auditor.*

R. W. LORD, *Secretary and Manager.*

No. 9.

*COMPARATIVE Statement of Traffic and Receipts for 1871-72-73, showing rate of Increase or Decrease.*

YEAR.	WORKING DAYS.	PASSENGERS.		TONS.		RECEIPTS.		PER-CENTAGE INCREASE OR DECREASE PER WORKING DAY ON 1871, OR FIRST YEAR.					
		Total.	Average per Day.	Total.	Average per day.	Total.	Average per Day.	Passengers.		Tons.		Receipts.	
						£ s. d.	£ s. d.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.
1871.....	279	58,326	209	13,710	41.4	12,628 14 7	45 5 3	—	—	—	—	—	—
1872.....	278	62,225	223.8	18,111	65.1	13,636 6 3	49 1 0	7	—	57.4	—	8.37	—
1873 (4 months)	103	31,404	304.7	12,080	117.2	7217 16 2	70 1 6	45.7	—	183	—	54.83	—

*COMPARATIVE Statement showing relative rate of Increase of Traffic in Grain and other Products, such as Guano, Firewood, Fencing, Lime, &c., taking for comparison the Periods during which the respective Traffics predominate.*

GRAIN.

PERIOD.	WORKING DAYS.	TONS.		PER-CENTAGE ON FIRST PERIOD.
		Total.	Per working Day.	
3 Months ending 31st April, 1871 .....	69	5453	79.02	—
Ditto, 1872.....	77	6993	90.81	14.9
Ditto, 1873.....	76	10,847	142.72	80.6

GUANO, FIREWOOD, FENCING, LIME, &c.

5 Months ending 31st December, 1871 .....	131	4161	31.76	—
Ditto, 1872.....	122	5988	49.08	15.4
Ditto, 1873.....	—	—	—	—

R. M. JOHNSTON, *Traffic Auditor.*

R. W. LORD, *Secretary and Manager.*

*COMPARATIVE Cost of Working Expenses on different English and Colonial Railways.*

ENGLISH RAILWAYS.*		Cost per train mile.	
		s.	d.
Bristol and Exeter, half-year ending December 31st, 1872	- - - - -	3	0·24
Metropolitan, ditto	- - - - -	3	1
London, C. and Dover, ditto	- - - - -	3	2
South Eastern, ditto	- - - - -	3	6·5
COLONIAL RAILWAYS.			
New South Wales Railways, 1871	- - - - -	4	6·86
Victorian Railways, 1872	- - - - -	4	9·73
Hobson's Bay Railway, ditto	- - - - -	3	9·74
Launceston and Western Railway, for the year 1872	- - - - -	3	9·24
Ditto, for period commencing 12 August, 1872, to 30 April, 1873	- - - - -	3	1·6

\* Labour in England is from 40 to 50 per cent. cheaper than in the Australian Colonies.

R. M. JOHNSTON, *Traffic Auditor.*

R. W. LORD, *Secretary and Manager.*

*STATEMENT showing the Estimated Cost of New Works required.*

Engine Shed with Pits, at Launceston	- - - - -	£	350
Ditto, Deloraine	- - - - -		200
Additional Goods Shed accommodation at Launceston	- - - - -		400
Goods Shed at Hagley	- - - - -		150
Ditto, Exton	- - - - -		150
TOTAL	- - - - -		<u>£1250</u>

R. W. LORD, *Secretary and Manager.*