

(No. 45.)



1874.

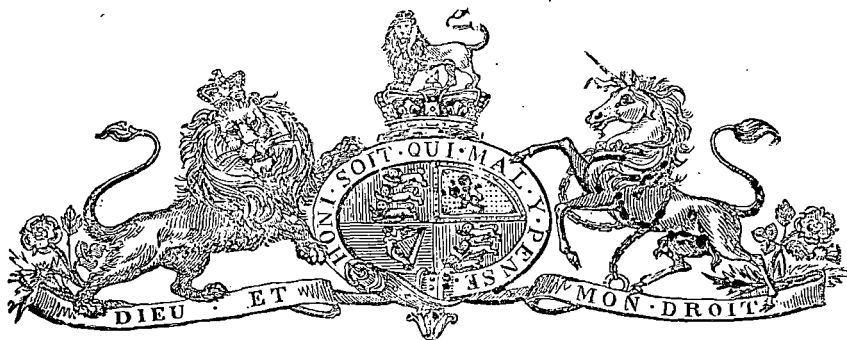
T A S M A N I A.

LEGISLATIVE COUNCIL.

LAUNCESTON AND WESTERN RAILWAY.

REPORT BY THE MINISTER OF LANDS AND WORKS.

Laid upon the Table by Mr. Chapman, and ordered by the Council to be printed,
August 21, 1874.



Launceston and Western Railway, 29th April, 1874.

SIR,

I HAVE the honor to report upon the condition and working of the Launceston and Western Railway, as follows.

Capital Account.

Since the Report submitted by my predecessor under date June 21st last, it has been Return No. 1. found necessary to expend various additional amounts under this head:—

Firstly.—For the purpose of adding to several of the banks which had shown a considerable subsidence in consequence of the action of the excessively wet season upon the peculiar description of earth of which they are largely composed.

Secondly.—For reducing the slopes of the principal cuttings, the superincumbent earth from which has been slipping on to the line of rails, mainly attributable also to the continuous action of the wet upon the strata of pipe-clay, of which a large proportion of the most extensive of the cuttings is formed.

I submit below a return of these works, which it will be seen are all situated between St. Leonards and Evandale Road Station, the portion of the country through which the heaviest and most costly works are necessary, and which have, during each winter since the opening of the Railway, always required considerable attention and expenditure.

Several additional culverts have also been approved of, and have been executed, particulars of which are shown in the accompanying statement. These works have been found to be essential to carry off the accumulated storm-waters which result from excessively heavy rains during the wet season of the year.

The amount to the credit of Capital at the 31st December, 1873, was £462,000, exclusive of interest on Debentures advanced by Treasury, accrued interest, &c. Of this sum £12,000 was voted (for additional works of construction) by Parliament at time of transfer of the Railway to Government.

The interest due upon the original Debenture Capital for 1873 amounts to £24,000. The net revenue for the same period will meet this to the extent of £3441 13s. 1d.,—leaving a balance to be met by Treasury of £20,558 6s. 11d.

The total expenditure on construction and equipment amounts to £426,279 11s. 4d., of which £12,575 6s. has been expended since transfer to Government, as follows:—

	£	s.	d.
Slopes and Embankments	3112	16	9
Rolling Stock and Machinery ordered from England....	* 5200	0	0
Tank erections at Longford and Deloraine; new Engine and Goods Sheds, Launceston.....	658	4	3
Launceston and Western Railway Company's claims paid at transfer to Government	1713	11	8
Rolling Stock (new) constructed at Launceston.....	290	17	4
Construction of new Sidings, Platforms, Cattle-yards, &c.	1599	16	0
TOTAL	£12,575	6	0

* Estimated.

Return No. 2.

Revenue Account—Receipts.

The gross receipts for the year 1873 amount to £17,093 7s. 2d., being an increase of £3457 0s. 11d. as compared with the year 1872.

The increase is given in detail as follows :—

<i>Traffic.</i>	<i>Receipts.</i>			<i>Increase.</i>			<i>Decrease.</i>		
	£	s.	d.	£	s.	d.	£	s.	d.
Passengers, 1872	6199	15	7						
Passengers, 1873	7659	9	7						
				1459	14	0			
Parcels, &c., 1872.....	316	14	1						
Parcels, &c., 1873.....	432	18	9						
				116	4	8			
Goods and Live Stock, 1872..	5813	14	6						
Goods and Live Stock, 1873..	7968	15	2						
				2155	0	8			
Rents, Mails, &c., 1872	1306	2	1						
Rents, Mails, &c., 1873	1032	3	8				273	18	5
NET INCREASE.....	..			3457	0	11	—		

Much of this increase is, undoubtedly, due to the greater productiveness of the grain season, 1872-73; but there is also evidence to show that the steady tendency of the traffic towards further development has had no small influence in contributing to the year's receipts.

While, substantially, the money increase is a fair criterion of the corresponding increase in traffic, yet there are many minor influences which affect the receipts besides the actual amount of tons or passengers conveyed during a given period. Of such are the following :—

- The average distance which each passenger or ton travels.
- The average rate and class of passenger traffic.
- The average rate and class of goods traffic.

During 1873 these influences affected the receipts favourably or unfavourably as compared with the year 1872 as follows :—

	1872.	1873.	Increase.	Decrease.
Passengers carried, No.	63,647	82,923	19,276	
Tons carried, No.	18,111	25,283	7172	
Rate per Passenger per mile, pence	1.33	1.29	—	0.04
Rate per Ton per mile, pence	2.87	2.68	—	0.19
Average Miles travelled by each Passenger	17.5	17.17	—	0.33
Average Miles travelled by each Ton.....	26.31	27.36	1.05	
Working Days	278	313	35	

The low rates *per passenger per mile* and *per ton per mile* show how much the District is benefited at the expense of the receipts. To illustrate the effect of low rates let a comparison be made for similar services in Victoria. Take for example the North-eastern Branch of the Victorian Railways :—

	Amount.	Difference	Per cent. over Launceston and Western Railway.
	£ s. d.	£ s. d.	
1 Passenger travelled upon Launceston and Western Railway, during 1873, 1,114,131 miles, at average rate 1.29d. per mile	7659 0 0		
Would realise upon North-eastern Branch of Victorian Railway, at 1.82d. per mile.....	10,119 0 0	2460 0 0	
1 Ton travelled upon Launceston and Western Railway, during 1873, 476,607 miles, at average rate per mile, 2.68d.....	7736 0 8		
Would realise upon North-eastern Branch of Victorian Railways, at average rate per mile, 3 41d.	9225 0 0	1489 0 0	
	—	3949 0 0	25.5

Applying the 25·5 per cent. increase to total receipts for 1873, it has the effect of increasing receipts to £21,451, which would leave a net balance, after paying *working expenses*, of £7801 towards payment of interest and other charges against capital. This, so far as the District is concerned, would be a fair way to estimate the relative profitability of the Launceston and Western Railway as an undertaking.

The following comparison shows the *Interest deficit per mile of Railway open* as compared with the New South Wales and Victorian Government Railways:—

Year.	Miles open.	Railway.	Yearly Interest on Original Debt on Capital.	Net Receipts over Working Expenses.	Interest Deficit.	Interest Deficit per Mile open.
			£	£	£	£
1873.	45	Launceston and Western Railway....	24,000	3441	20,559	456·9
1873.	45	Ditto, adding 25·5 per cent. to Receipts	24,000	7801	16,199	359·9
1873.	360	Victorian Railways	621,740*	382,438	239,302	664·7
1871.	358	New South Wales Railways	333,235†	158,257	194,972	544·6

* £1,322,264 of Victorian Railways capital is not debited with interest.

† Estimated.

It would appear, therefore, notwithstanding current erroneous impressions to the contrary, that the Launceston and Western Railway is more successful in a financial point of view than the Government Railways in Victoria and New South Wales; and there is every reason to expect that this advantage will be materially increased year by year.

Traffic.

Returns 6 & 7.

It will be perceived that in direction and extent 84 per cent. of the goods traffic, and 66 per cent. of the passenger traffic, are to and from Launceston.

The following may be considered a close approximation of the nature of the respective traffics.

GOODS TRAFFIC.			PASSENGER TRAFFIC.		
Class.	Tons.	Per cent. to Total.	Class.	No.	Per cent.
Grain	13,200	52·2	1st Class Passengers	14,799	18·28
Firewood, Fencing, Bark, &c. ..	7220	28·6	2nd Class Passengers	55,275	68·29
Manure	1165	14·6	*3rd Class Passengers	10,867	13·43
Sundries	3698	4·6	Season Ticket-holders, estimated	86,941 1982	100·
TOTAL	25,283	100.	TOTAL	82,023	—

* Discontinued, 8 September.

The item grain in goods traffic amounts to fully half the year's tonnage, viz., 52 per cent. This factor is, however, very inconstant, as it is regulated by the season's yield. Passenger traffic is steadily improving. The best indication of this fact is the marked increase of 1st class passengers shown during the latter portion of the year:—

4 months ending 30th April, First Class Passengers, 17·75 per cent. to total.

Ditto, 31st August, ditto, 15·21 ditto.

Ditto, 31st December, ditto, 21·22 ditto.

The several months of the year preserve a nearly constant relative value so far as gross receipts are concerned:—

Per-centage to Total Receipts.

Period.	1871 and 1872.	1873.	Average.
Receipts, 4 months ending 30th April	44·1	42·2	43·15
Receipts, 4 months ending 31st August	30·4	29·7	30·05
Receipts, 4 months ending 31st December ...	25·5	28·1	26·8
	100·	100·	100·

Returns 3 & 5.

Expenditure.

In comparing the working expenses of 1873 with that of 1872, it must be borne in mind that the greater traffic of 1873 entailed a corresponding additional cost to working expenses ; and further, that during 6 weeks of 1872 there was a cessation of traffic which, while involving a loss to receipts, decreased the working expenses of that year.

It is satisfactory to the management, however, to show, notwithstanding these disadvantages, that the year 1873 compares very favorably with any former period.

COMPARATIVE Statement of Working Expenses.

DEPARTMENT.	1872.				1873.				INCREASE.				DECREASE.			
	Cost.			Per Train Mile.	Cost.			Per Train Mile.	Amount.		Per Train Mile.		Amount.		Per Train Mile.	
	£	s.	d.		£	s.	d.		£	s.	d.	s.	d.	£	s.	d.
Maintenance	4008	5	4	1 1-30	3400	1	0	0 9-75	—	—	—	—	608	4	4	0 3-55
Locomotive, Carriage, and Wagon Department	4290	10	2	1 2-27	4559	0	0	1 1-08	259	9	10	—	—	—	—	0 1-19
Traffic charges	3582	16	2	0 11-39	3862	1	2	0 11-08	279	5	0	—	—	—	—	0 0-31
Police Gates, &c.	324	17	8	0 1-8	375	13	11	0 1-08	—	—	—	—	—	—	—	0 0-72
General charges	1382	15	4	0 4-59	992	11	0	0 2-84	—	—	—	—	—	—	—	0 1-65
Mails, &c.	188	4	4	0 0-6	462	7	0	0 1-32	—	—	0 0-72	—	—	—	—	—
Net	13,786	9	0	3 9-05	13,651	14	1	3 3-15	—	—	—	—	134	14	11	0 6-8

The cost per train mile is the only fair comparison, however; and as it shows a decrease of 6-8d. representing a sum of £2371, the result is greatly in favour of the year 1873.

Return No. 10.

While thus comparing favorably with former periods, it is still more satisfactory when we look to the working expenses of other Railways in the Colonies where the conditions are nearly similar.

A reference to Table No. 10 shows the Launceston and Western Railway to be the cheapest-worked Railway in the Colonies. This is particularly gratifying when we consider that the Permanent Way and Rolling Stock have been maintained in first-class order. No doubt the Rolling Stock being comparatively new may have to a small extent helped in the comparison with other Railways, but this consideration does not affect the comparison with a former period upon the Launceston and Western Railway.

It is not to be expected, however, that the maintenance of Way and Rolling Stock can always be preserved in first-class order at the same cost, as wear and tear increase with the age of the Stock ; but the efficiency hitherto maintained at so low a figure is the best guarantee that the Railway and equipment will continue to be preserved in first-class order at a minimum cost.

Return No. 9.

Permanent Way and Rolling Stock.

Since the report of the 21st June I regret to state that the advices from England in reference to the progress being made in the construction of the Locomotive Engine ordered in December of 1872, and very urgently required, have been very unsatisfactory. The explanation given of the continued delay in the execution of the works is, that the firm to whom the order was given, Messrs. Sharp, Stewart, and Co., of Manchester, the well-known engine-builders, have suffered severely from the very unsettled state of the labour market, and have had several strikes and differences with their men, which has rendered the prompt progress of the works they had in hand impracticable. The latest advices received intimate that the Engine would be shipped in the *Berean*, which was advertised to sail on 7th May.

The duplicate machinery and the iron-work for further number of trucks for goods traffic have, however, come to hand and are now in service, affording increased facilities for carriage during the heavy season of grain traffic.

It will be seen from the Certificates of the Foreman of Locomotive Department and Inspecting Surveyor of Permanent Way that the Rolling Stock and Line have been maintained in a thorough state of repair.

The Rolling Stock is greatly overworked as compared with Railways elsewhere.

The following is a comparison of the "Train Miles" run by each class of stock on different Railways:—

ROLLING STOCK.	TRAIN MILES.			
	<i>Great Britain, 1873.</i>	<i>Victoria.</i>	<i>New South Wales.</i>	<i>Launceston and Western Railway, 1873.</i>
Locomotives, 1 for every	17,444	14,496	14,111	20,920
Passenger Stock, 1 for every	8092	7805	3638	7607
Goods, 1 for every.....	623	877	830	899
All Vehicles, 1 for every	546	698	644	734

It will be seen from the above Table that two of the Launceston and Western engines perform nearly the work of three engines on the Victorian or New South Wales lines.

It is creditable to the Rolling Stock Department that, notwithstanding the excessive tear and wear, the expenses under this head are relatively very small.

*Launceston and Western Railway, Inspecting Surveyor's Office,
Launceston, 29th April, 1874.*

SIR,

I BEG to certify that the whole of the permanent way is in good running order, and also all earth-works, with the exception of the portion of the line at Banks Nos. 40, 41, and 42, and Cutting 38, which are about to be drained.

I am, Sir,
Yours truly,

(Signed) THOS. TIDY, *Inspecting Surveyor.*

The Secretary and Manager L. & W. Railway.

*Launceston and Western Railway,
Locomotive and Carriage and Wagon Department, 29th April, 1874.*

SIR,

I HAVE to report that during the last year (1873) the engines and rolling stock were kept thoroughly repaired, and up to their maximum running value.

This, as you are aware, has been done with a very limited staff, and during the current year of 1874 an additional fitter and a painter have been added to the staff. With this assistance, and the early arrival of the locomotive engine ordered in December, 1872, I think I may positively state that the whole of the rolling stock will be kept in good order.

I am, Sir,
Your obedient Servant,

(Signed) W. E. BATCHELOR, *Locomotive and Carriage Foreman.*

The Secretary and Manager, L. & W. Railway.

General.

There is every prospect of the receipts of the line continuing to increase and new sources of traffic being developed, thus tending to benefit the districts in many ways; and when the Main Line is open the amount to be received for toll for the use of the Launceston and Western Line between Evandale Road and Launceston will add materially to the revenue.

The expenditure in working will be carefully watched, regard being had to true economy by always maintaining the works and rolling stock in the maximum state of efficiency, and thereby avoiding accident.

I have the honor to be,

Your Excellency's obedient Servant,

WM. MOORE, *Minister of Lands and Works*

To His Excellency the Governor in Council.

APPENDIX.

MEMORANDA.

RAILWAY ADVANTAGES, DELORAINE DISTRICT.

Chief Benefits.

To estimate accurately the benefit which a railway confers upon the district through which it passes would be a very difficult matter,—the tendency would in nearly all cases be to under-estimate. The chief benefits arising from railway communication are of such a nature that we may know the benefit to be great, but we are unable to know the full extent of it, *i.e.*, we can make an analysis qualitatively but not quantitatively. Of such are the following; viz.—

- I. Economy, comfort, and convenience to travellers arising from speedy and frequent means of communication.
- II. Saving to traders from being enabled to time the fluctuations of markets in the despatch of products.
- III. Products rendered profitable which formerly from high rates of transit were excluded from market, *e.g.*, firewood, bark, manure, &c.
- IV. Impetus to trade generally arising from the first three items.

It is from these items that we must look for the chief benefits of railway communication, and not from the mere reduction of transit rates.

Suppose, *e.g.*, we make a rough estimate of benefit arising from Item III. alone, the traffic in which composes 50 per cent. of the tonnage in Deloraine District (*viz.* 3360 tons).

Allow also that we place the low estimate of 7s. per ton as the commercial value of these products which were formerly of no market value to the district, that would give the respectable sum of £1176, or a sum of greater than the half-yearly railway rate (estimated at £1150), which the district attempted to resist.

Benefit from Reduction in transit alone during 1872.

The benefit to the Deloraine district from reduction in transit can be arrived at with a considerable degree of accuracy by comparing rates in Hobart Town and Launceston and Western Railway districts prior and subsequent to the opening of the Launceston and Western Railway. After allowing for circuitous route as affecting Deloraine and Launceston traffic, the amount of benefit to the district (Deloraine) during 278 days of 1872 was £3900 17s. 11d., or a saving of 60 per cent. on former rates. (See Table.) That the railway and not any other influence has been the means of effecting this reduction is beyond reasonable doubt; the rates upon the Launceston and Western Railway are at the present moment 63 per cent. cheaper than the average rates now current in the districts surrounding Hobart Town (class of goods and distance being equal).

The saving to the Deloraine district by railway communication has been thus shown as not less than £10,000 for the year 1872.

The traffic (tonnage) during the first four months of 1873 amounts to 3384 tons, which at average benefit as per table would make an additional sum of £3384.

COMPARATIVE Statement showing Saving to Deloraine District Proper from the reduction in Rates of Transit effected by Railway competition during 278 Days of 1872.

	<i>L. and W. Railway, 1872. Average Rate per Mile.</i>	<i>Current Road Rates prior to opening of L. and W. Railway, per Mile.</i>	<i>Amount.</i>	<i>Saving effected.</i>
1192 Passengers travelled 344,880 miles to and from Deloraine District during 1872, upon Launceston and Western Railway, at per Passenger	<i>d.</i> 1-39	<i>d.</i> —	£ s. d. 1993 3 3	
Ditto, ditto, at rates current prior to opening of Launceston and Western Railway, allowing 15 per cent. for circuitous route by Railway—293,048 miles, at per Passenger	—	2-92	3568 8 4	
6725 tons Grain, Wood, &c. carried 275,543 miles to and from Deloraine District during 1872, upon Launceston and Western Railway, at per ton	2-84	—	3260 11 11	1572 5 1
Ditto, ditto, at rates current prior to opening of Launceston and Western Railway, allowing 25 per cent. for circuitous route—				
50 per cent. traffic Grain, 103,328 miles, at per ton ..	—	11-07	} £9092 15 0	
50 per cent. traffic Wood, &c. 103,328 miles, ditto ..	—	13-14		
Parcels, Live Stock, &c. carried upon Launceston and Western Railway during 1872, to and from Deloraine District, amounted to	—	—	596 9 9	6732 3 1
Would have realised prior to competition by Launceston and Western Railway	—	—	1192 19 6	596 9 9
Total saving to Deloraine District Proper for 278 days of 1872..	—	—	—	8900 17 11

No. 1.

SUMMARY of the Receipts and Expenditure on Construction Account to 31st December, 1873.

[illegible]

ROBT. M. JOHNSTON, *Accountant.*

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

No. 2.

STATEMENT of Revenue and Expenditure for the Year 1873.

EXPENDITURE. (A.)		Cost per Train Mile.	Cost per Mile open.	REVENUE. (B.)		Revenue per Train Mile.
	£ s. d.	s. d.	£		£ s. d.	£ s. d.
Maintenance Permanent Way and Works.....	3400 1 0	0 9·75	75·5	By Passengers, 82·923, at 22·17d.....	—	7659 9 7
Locomotive and carriage and wagon charges	4559 0 0	1 1·08	101·3	Parcels, horses, carriages, and dogs	—	432 18 9
Traffic charges	3862 1 2	0 11·08	85·8	Goods, 25,283 tons, at 6s. 1·43d.....	7736 0 8	0 1·24
Police, Gatemen, &c.	375 13 11	0 1·08	8·3	Live stock	232 14 6	
General charges	902 11 0	0 2·84	22·1			7968 15 2
Mails, &c.	462 7 0	0 1·32	10·3	Rents, mails, &c.	—	1032 8 8
Total Expenditure.....	13,651 14 1	3 8·15	303·3			1 10·85
Balance	3441 13 1					0 2·96
	£17,093 7 2					17,093 7 2
						4 1·02

ROBT. M. JOHNSTON, *Accountant.*

R. W. LORD, Secretary and Manager.

No. 3.
TABLE A.
ANALYSIS of Expenditure, 1873.

DEPARTMENTAL EXPENDITURE.							AMOUNT EXPENDED EACH MONTH.
PARTICULARS.	Relative Cost.	Salaries & Wages.	Stores. (C.)	Sundry charges.	TOTAL.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Maintenance of Way— Inspecting Surveyor, Platelayers, &c.	24·9	3259 1 7	134 14 4	6 5 1	—	3400 1 0	January 1160 14 5
Locomotive and Carriage and Wagon Department— Locomotive Foreman, Carpenter, Fitters, Drivers, Firemen, Cleaners, &c.	33·4	2144 0 1	2357 1 5	57 18 6	—	4559 0 0	February 1099 3 9 March 1073 14 11
Traffic charges— Station Masters, Booking Clerks, Telegraph Operators, Guards, Porters, Signalmen, &c. :—							April 1295 6 4 May 1269 12 7
Launceston.		1081 8 6	107 15 9	—	1189 4 3		June 1122 16 6
St. Leonard's.		—	—	—	—		July 1293 4 4
Breadalbane.		—	—	—	—		August 1062 0 7
Evandale 97 12 6		—	14 3 9	—	111 16 3		September 1025 12 2
Perth 92 7 0		—	18 11 10	—	110 19 4		October 975 10 1
Longford 525 18 3		—	34 16 0	—	560 14 3		November 1083 19 6
Wilmore's Lane —		—	—	—	—		December 1189 18 11
Little Hampton. —		—	—	—	—		
Bishopsbourne —		—	—	—	—		
Glenore —		—	—	—	—		
Hagley 66 6 0		—	10 10 0	—	76 16 0		
Westbury 187 13 3		—	24 1 0	—	211 14 3		
Exton 69 7 0		—	11 11 6	—	80 18 6		
Deloraine 332 5 4		—	33 18 10	—	366 4 2		
Cartage —		—	—	667 16 3	667 16 3		
General traffic charges.		22 18 4	352 12 4	110 7 3	485 17 11		
Total traffic charges 28·3		2475 16 8	608 1 0	778 3 6	—	3862 1 2	
Police, Gates, &c.— Gate Keepers at level crossings 2·7		363 18 0	11 15 11	—	—	375 13 11	
General Charges— Office of Manager, Traffic Auditor, and Store-keeper, Cashier, and other charges 7·2		892 8 4	29 17 8	70 5 0	—	992 11 0	
Mails— Mail Contractors, &c. 3·3		—	—	462 7 0	—	462 7 0	
	100·	£9135 4 8	3141 10 4	£1374 19 1	—	£13,651 14 1	

R. M. JOHNSTON, Accountant.

R. W. LORD, Secretary and Manager.

No. 4.
TABLE B.
ANALYSIS of Traffic, 1873.

TRAFFIC AND RECEIPTS AT EACH STATION.										RECEIPTS DURING EACH MONTH.			
STATIONS.	PASSENGERS.		GOODS.		RECEIPTS.					Month.	Working Days.	Relative Value of each Month.	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.		No.		£ s. d.
Launceston	32,025	23,384	4484	16,789	2849 10 8	132 13 6	4359 10 5	10 7 8	7352 2 3	January ...	27	6·7	1151 10 1
St. Leonards	—	8715	10	43	—	0 1 6	10 8 2	—	10 9 8	February ..	24	8·9	1520 16 1
Breadalbane	—	2287	287	57	—	0 3 9	0 2 0	—	0 5 9	March	26	11·7	1994 14 4
Evandale	8866	5677	978	2358	584 17 7	19 4 6	397 7 4	10 1 8	1011 11 1	April	26	14·9	2550 15 8
Perth	6877	4699	966	956	494 4 7	17 11 0	292 3 11	9 17 6	813 17 0	May	27	10·3	1757 1 11
Longford	14,033	7504	4352	3105	1153 14 6	97 19 9	1661 15 2	11 15 2	2825 4 7	June	25	7·3	1247 7 1
Wilmore's Lane..	—	329	—	—	—	—	—	—	—	July	27	6·1	1039 14 0
Little Hampton..	—	275	576	339	—	—	—	—	—	August	26	6·0	1029 0 5
Bishopsbourne...	—	5657	—	—	—	4 4 9	14 4 11	—	18 9 8	September..	26	5·9	1003 12 10
Oaks	—	1858	520	133	—	0 17 6	1 17 3	—	2 14 9	October	27	6·0	1021 6 9
Glenore	—	1360	789	88	—	0 5 0	—	—	0 5 0	November..	25	7·5	1296 6 6
Hagley	1376	3656	1221	310	107 9 11	13 0 3	72 17 8	—	193 7 10	December .	27	8·7	1481 1 6
Westbury	9034	4611	1791	471	806 14 2	38 15 6	331 3 10	21 4 5	1197 17 11				
Exton	705	2385	1330	44	60 16 7	6 11 3	123 8 10	—	190 16 8				
Deloraine	10,007	4804	7979	590	1525 17 11	101 10 6	803 15 8	36 7 3	2467 11 4				
Mails, rents, and sundry receipts.	—	5722	—	—	76 3 8	—	—	932 10 0	1008 13 8				
	82,923	82,923	25,233	25,233	£76·9 9 7	£432 18 9	£7968 15 2	£1032 3 8	£17,093 7 2		313	100·	£17,093 7 2

R. M. JOHNSTON, *Accountant.*

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

No. 5.
TABLE C.
ANALYSIS of Stores consumed, 1873.

Description.		Consumed by each Department.		Consumed each Month.		
Fuel.	£ s. d.	£ s. d.	£ s. d.		£ s. d.	
Coal	1044 tons.	Maintenance	—	134 14 4	January	226 16 11
Wood	292 tons.	Locomotive and Carriage and Waggon Department—			February	224 16 11
	1780 18 8	Loco. Working..	1903 9 7		March	276 13 2
Oils.		Repairs..	232 18 7		April	293 5 0
Castor.....	886 galls.	Pumps ..	94 9 9		May.....	344 8 1
Colza	83½ galls.	Carriage and Wagon Department	126 3 6	2357 1 5	June	283 13 8
M. Bird	176½ galls.	Traffic Charges—			July	203 12 7
Kerosene.....	147½ galls.	Launceston	107 15 9		August	243 2 10
Turps	1½ galls.	Evandale	14 3 9		September	263 17 0
Sundries	25¼ galls.	Perth	18 11 10		October	230 6 1
	268 8 9	Longford.....	34 16 0		November	209 2 0
Tallows.		Hagley	10 10 0		December	341 16 1
Tallow	10 cwt. 5 lbs.	Westbury	24 1 0			
Grease.....	6 cwt. 21 lbs.	Exton	11 11 6			
	35 18 0	Deloraine	33 18 10			
Waste, &c.		General Traffic Charges	352 12 4	608 1 0		
Tacks, Packing ..	65½ lbs.	Gatekeepers, &c.....	—	11 15 11		
Flax	29 lbs.	General Charges ..	—	29 17 8		
Waste	15 cwt. 17 lbs.					
Wicks	£2 2s. 5d.					
	45 12 10					
Stationery, Advertisements	276 18 9					
Timber	122 11 3					
Iron	142 0 4					
Tools	86 8 4					
Ordinary Sundries.....	112 10 5					
Extra ditto.....	238 6 9					
Duplicates	31 16 3					
	£3141 10 4			£3141 10 4		£3141 10 4

ROBT. M. JOHNSTON, Accountant.

R. W. LORD, Secretary and Manager.

No. 6.
DIRECTION and Extent of Goods Traffic, 1873.

FORWARDED FROM	RECEIVED AT												TOTAL OUTWARDS.			
	Launceston.	St. Leonards.	Breadalbane.	Evandale.	Perth.	Longford.	Wilmore's Lane, Little Hampton, and Bishopsbourne.	Oaks.	Glenore.	Hagley.	Westbury.	Exton.	Deloraine.	Tons.	Average Distance.	Miles travelled.
Launceston	Tons. —	Tons. 6	Tons. 14	Tons. 1164	Tons. 278	Tons. 1617	Tons. 173	Tons. 89	Tons. 37	Tons. 200	Tons. 389	Tons. 39	Tons. 478	4484	—	96,791·79
St. Leonards	8	—	—	—	—	2	—	—	—	—	—	—	—	10	—	60·44
Breadalbane	283	—	—	—	1	—	—	—	—	—	—	1	2	287	—	2,145·10
Evandale	919	1	—	—	34	5	—	1	2	1	2	—	13	978	—	11,144·46
Perth	928	6	1	2	—	9	1	3	—	3	5	—	9	966	—	14,015·91
Longford	4178	—	1	21	36	—	18	16	14	19	16	1	32	4352	—	76,463·17
Wilmore's Lane } Little Hampton } Bishopsbourne }	537	—	—	1	8	25	—	—	—	1	1	—	2	576	—	13,618·90
Oaks	364	—	—	—	2	151	—	—	—	2	—	1	—	520	—	11,011·35
Glenore	500	—	—	6	—	280	1	—	—	—	—	—	2	789	—	17,405·52
Hagley	1116	5	—	3	—	94	1	—	—	—	—	—	2	1221	—	36,648·76
Westbury	1502	—	—	18	163	33	19	4	—	—	—	2	50	1791	—	57,626·89
Exton	721	—	26	128	142	170	82	4	27	26	4	—	—	1330	—	44,597·42
Deloraine	5733	25	15	1015	292	719	44	16	8	58	54	—	—	7979	—	310,369·13
Tons	16,789	43	57	2358	956	3105	339	133	88	310	471	44	590	25,283	—	—
Average Distance ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	27·26	—
Miles travelled	513,079	1358	1578	51,986	20,376	44,386	6893	2793	1716	7679	14,625	1876	23,554	—	—	691,899·11

Factors.	1872.	1873.	Factors.	1872.	1873.
Total train miles	72,300	83,682	Total goods receipts	£ s. d. 5645 15 5	£ s. d. 7736 0 8
Total ton miles travelled	476,607·61	691,899	Average ditto per ton per mile	0 0 2·84	0 0 2·68
Total goods tonnage	18,111	25,283	Ditto per train mile	0 1 6·74	0 1 10·11
Average tons per train	11·3	13·5	Ditto per ton	0 6 2·82	0 6 1·43
Ditto train mile	·25	·30	Ditto per train	3 10 3·39	4 2 4·63
Ditto miles travelled per ton ..	26·31	27·36	Ditto per week	122 14 8	148 15 4

ROBT. M. JOHNSTON, Accountant.

R. W. LORD, Secretary and Manager.

No. 7.

DIRECTION and Extent of Passenger Traffic, 1873.

OUTWARDS FROM	INWARDS AT																TOTAL OUTWARDS.		
	Season Ticket-holders.	Launceston.	St. Leonards.	Breadalbane.	Evandale.	Perth.	Longford.	Wilmore's Lane.	Little Hampton.	Bishopsbourne.	Oaks.	Glenore.	Hagley.	Westbury.	Exton.	Deloraine.	Passengers.	Average Distance.	Miles travelled.
Launceston	2982	—	7789	1738	4019	2191	4173	119	134	2140	730	488	1500	1574	481	1967	32,025	—	549,940
St. Leonards†			*	*				*	*	*	*	*	*	*	*	*			
Breadalbane†																			
Evandale	280	5601	339	287	—	622	633	12	28	252	67	66	175	205	70	229	8866	—	102,145
Perth	323	3026	195	93	635	—	1391	9	8	333	68	40	148	291	47	270	6877	—	82,075
Longford	708	6893	252	91	643	1300	—	115	93	1465	406	267	518	515	173	594	14,033	—	201,116
Wilmore's Lane†																			
Little Hampton†																			
Bishopsbourne†																			
Oaks†																			
Glenore†																			
Hagley	110	361	24	3	27	36	113	11	4	192	112	52	—	263	22	46	1376	—	20,651
Westbury	407	3201	67	15	143	224	464	31	3	616	293	322	912	—	845	1491	9034	—	172,534
Exton	68	116	—	—	17	18	57	1	5	25	14	10	19	148	—	207	705	—	11,102
Deloraine	844	4186	49	60	193	308	673	31	—	634	168	115	384	1615	747	—	10,007	—	284,105
Total Passengers...	5722	23,304	8715	2287	5677	4699	7504	329	275	5657	1858	1360	3656	4611	2385	4804	82,923	—	—
Average distance travelled per passenger	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	17·17	—
Miles travelled	100,135	546,586	43,921	18,227	62,586	53,331	111,609	4449	4065	90,819	31,806	22,499	68,960	92,767	35,772	136,853	—	—	1,423,670

STATISTICAL FACTORS.

Factors.	1872.	1873.	Factors.	1872.	1873.
Total train miles.....	72,300	83,682	Total passenger receipts.....	£ s. d. 6199 15 7	£ s. d. 7659 9 7
Total (passenger) miles travelled.....	1,114,131½	1,423,670½	Average passenger receipts per passenger per mile travelled	0 0 1·39	0 0 1·29
Average miles travelled per passenger	17·5	17·17	Ditto per train mile	0 1 8·53	0 1 9·97
Average passengers carried per train	39·6	44·01	Ditto per train	3 17 2	4 1 3·73
Average passengers carried per train mile	0·88	0·99	Ditto per passenger.....	0 1 11·37	0 1 10·17
Total passengers carried	63,647	82,923	Ditto per week.....	133 16 2	146 16 6

* Includes "Outwards and Inwards."

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

ROBT. M. JOHNSTON, Accountant.

R. W. LORD, Secretary.

No. 8.

STATEMENT of Telegraph Business performed at the several Stations belonging to the Launceston and Western Railway during 1873.

LAUNCESTON AND WESTERN RAILWAY STATIONS WITH	DIRECTION.				NUMBER AND VALUE OF MESSAGES FORWARDED AND RECEIVED.					
	No. forwarded.		No. received.		Paid Messages.		Free Messages.		TOTAL.	
	Paid Messages.	Free Messages.	Paid Messages.	Free Messages.	No.	Amount.	No.	Amount.	No.	Amount.
Stations upon the Launceston and Western Railway (Local)	472	39	472	39	472	£ s. d. 25 0 3	39	£ s. d. 3 15 3	511*	£ s. d. 28 15 6
Tasmanian Government Stations, exclusive of the Launceston and Western Railway; viz.—										
Launceston	768	131	679	240	1447	79 16 4	371	41 12 7	1818	121 8 11
Hobart Town	117	313	122	284	239	14 4 10	597	71 12 3	836	85 17 1
All other Stations.....	102	32	152	55	254	13 11 10	87	36 1 1	341	49 12 11
	987	476	953	579	1940	107 13 0	1055	149 5 11	2995	256 18 11
Other Colonies.....	60	—	76	—	136	53 9 2	—	—	136	53 9 2
GROSS TOTAL.....	—	—	—	—	2548	186 2 5	1094	153 1 2	3642	339 3 7

* In addition to the above there is an average of 15,600 Messages sent yearly, purely connected with the business of the Launceston and Western Railway,—making a gross total of 19,242 Messages per year, or an average for each of the 6 Telegraph Stations of 3207 Messages.

R. W. LORD, Secretary and Manager.

ROBT. M. JOHNSTON, Accountant.

No. 9.

EXTENT and Cost of Line and Rolling Stock, 1873.

Length of Line.....	45 Miles.
Cost of Construction—	
Amount	£396,279
Average per Mile.....	£8806·2
No. of Locomotives	4
No. of 1st Class and Composite Carriages	7
No. of 2nd and 3rd Class Carriages	4
No. of Sheep and Cattle Trucks.....	8
No. of Goods Trucks, Wagons, &c.	81
No. of Covered Wagons	4
No. of Guard Vans and other Vehicles.....	6
Cost—	
Amount.....	£30,000
Average per Mile	£666·66

R. W. LORD, Manager.

ROBT. M. JOHNSTON, Accountant.

COMPARATIVE Table showing Cost of Construction and Equipment on various Railways; also showing Working Expenses for 1873: being a compilation from "Railway News" and other sources.

Cost of Construction and Equipment per Mile open.						Gauge.	RAILWAY.	Miles open.	Working Expenses.					
Not exceeding £10,000.	Under £20,000.	Under £30,000.	Under £40,000.	Under £50,000.	Over £50,000.				Per Train Mile.	Per Mile open per Half-year.				
										Under £200.	Under £300.	Under £400.	Under £500.	Over £500.
<i>English Railways.</i>														
..	..	..	33,229	..	..	4 8½	London & North Western..	1495	s. d.	..	..	..	..	1403
..	..	..	..	..	58,481	"	Lancashire and Yorkshire..	428	..	..	..	..	..	1930
..	..	..	..	43,248	..	"	The Midland	1027	..	..	..	..	..	1317
..	..	..	..	40,107	..	"	Manchester and Sheffield..	368	..	..	..	..	..	1222
..	..	..	34,793	..	..	"	North Eastern	1331	..	..	..	..	..	1096
..	..	..	..	41,472	..	"	Great Northern	514	..	..	..	..	..	1379
..	..	..	37,029	..	..	"	Great Eastern	760	..	..	..	..	..	904
..	..	..	35,375	..	..	4 8½ & 7 0	Great Western	1444	..	..	..	..	..	889
..	..	..	33,198	..	..	4 8½	Bristol and Exeter	154	..	..	..	..	..	765
..	..	..	37,382	..	..	"	South Devon	93	..	..	..	..	..	775
..	..	..	..	..	52,105	"	L. B. South Coast.....	359	..	..	..	..	..	1045
..	..	..	..	..	58,484	"	So. Eastern.....	324	..	..	..	..	..	1238
..	..	..	..	..	146,649	"	London C. and Dover ...	127	..	..	..	..	..	1931
..	..	27,461	..	..	..	"	London So. Western.....	665	..	..	..	..	..	866
..	..	..	37,709	..	..	"	North Staffordshire.....	191	..	..	..	..	..	834
..	..	..	..	..	541,369	"	Metropolitan	12½	..	..	..	..	..	7522
..	..	..	..	..	655,063	"	Metropolitan District....	7½	..	..	..	..	..	7677
..	..	..	..	..	211,526	"	North London	17	..	..	..	..	..	5790
..	..	27,706	..	..	..	"	Cornwall	65	..	..	..	..	..	590
..	..	..	32,870	..	..	"	Furness	116	..	..	..	..	..	936
..	..	27,844	..	..	..	"	Monmouthshire.....	54	..	..	..	..	..	908
..	..	25,383	..	..	..	"	Taff Vale	74	..	..	..	..	..	2130
..	19,301	..	..	..	..	"	Swansea Vale.....	21	..	..	..	..	..	546
..	..	28,395	..	..	..	"	Brecon & Merthyr Tydvil .	61	..	..	..	445	..	..
..	..	26,243	..	..	..	"	Lynvi and Ogmores.....	30	..	..	..	..	..	502
6214	..	..	..	..	..	1 11½	Festiniog	14	..	..	..	450	..	..
<i>Scotch Railways.</i>														
..	..	..	34,869	..	..	4 8½	Caledonian	699	..	..	..	..	..	994
..	..	24,269	..	..	..	"	Glasgow So. Western.....	334	..	..	..	..	..	689
..	12,923	..	..	..	..	"	Highland	239	..	..	262	..	..	..
..	..	..	30,812	..	..	"	North British.....	751	..	..	..	..	..	724
..	12,052	..	..	..	..	"	Great North of Scotland...	257	..	..	227	..	..	..
<i>Irish Railways.</i>														
..	15,380	..	..	..	..	5 3	Belfast and County Down..	44	..	..	..	319	..	..
9951	..	..	..	..	..	"	Belfast and Nor. Counties..	136	..	..	..	368	..	..
..	..	20,353	..	..	..	"	Cork and Bandon	20	..	..	..	..	..	510
..	17,993	..	..	..	..	"	Dublin & Belfast Junction..	63	..	..	..	364	..	..
..	16,059	..	..	..	..	"	Dublin, Wicklow & Wexford	121	..	..	..	..	433	..
..	13,711	..	..	..	..	"	Great Southern & Western..	472	..	..	..	..	400	..
7156	..	..	..	..	..	"	Irish North Western	145	..	..	274	..	..	..
..	11,595	..	..	..	..	"	Midland Great Western...	349	..	..	276	..	..	..
..	14,041	..	..	..	..	"	Ulster	106	..	..	..	..	400	..
..	10,267	..	..	..	..	"	Waterford and Limerick ..	142	..	..	261	..	..	..
<i>Australian Railways.</i>														
..	..	..	30,128	..	..	5 3	Victorian Govt. Railways .	360	4 8-94	..	..	..	446	..
..	16,820	..	..	..	..	4 8½	New South Wales ditto ...	358	4 2-79	..	281	..	..	..
..	10,971	..	..	..	..	3 6	Queensland ditto (S. & W.).	188	4 6	165	..	..	..	..
..	..	..	..	..	..	5 3	South Australian ditto	45	3 3-15	151	..	..	..	..
9472	..	..	..	..	..	"	Tasmanian ditto (L. & W.R.)	17½	3 9	..	..	..	..	2269
..	..	..	..	..	55,778	"	Hobson's Bay	17½	3 9	..	..	..	..	..
<i>English & Foreign Railways.</i>														
..	10,833	..	..	..	..	—	United States, average	71,535	..	..	..	..	..	..
..	..	22,906	..	..	..	—	Germany, ditto	12,207	..	..	..	..	..	..
..	15,599	..	..	..	..	—	Austria, ditto	5865	..	..	..	..	..	..
..	..	..	33,065	..	..	—	France, ditto	10,333	..	..	..	..	..	..
..	..	..	34,620	..	..	—	Russia, ditto	7044	..	..	..	..	..	..
..	..	..	37,483	..	..	—	Great Britain, ditto (1872)	15,814	..	..	..	..	..	..
..	..	22,289	..	..	..	—	Belgium, ditto	1301	..	..	..	..	..	..
..	..	20,250	..	..	..	—	Netherlands, ditto.....	886	..	..	..	..	..	..
..	18,153	..	..	..	..	—	Switzerland, ditto	820	..	..	..	..	..	..
..	16,815	..	..	..	..	—	Italy, ditto	3667	..	..	..	..	..	..
..	11,898	..	..	..	..	—	Denmark, ditto	420	..	..	..	..	..	..
..	..	22,324	..	..	..	—	Spain, ditto	3401	..	..	..	..	..	..
..	..	21,106	..	..	..	—	Portugal, ditto	453	..	..	..	..	..	..
..	13,008	..	..	..	..	—	Sweden and Norway, ditto.	1049	..	..	..	..	..	..
..	10,417	..	..	..	..	—	Greece, ditto	100	..	..	..	..	..	..

ROBT. M. JOHNSTON, *Accountant.*

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