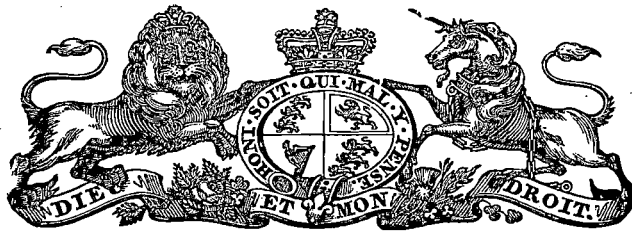


(No. 33.)



1888.

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PARLIAMENT OF TASMANIA.

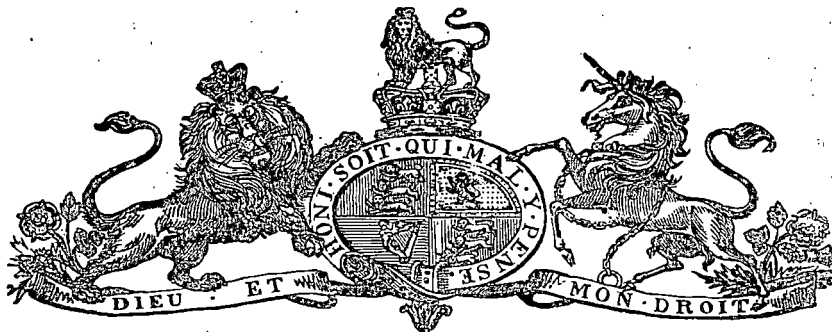
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MAIN LINE RAILWAY:

TREASURY CORRESPONDENCE.

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Presented to both Houses of Parliament by His Excellency's Command.



## MAIN LINE RAILWAY.

### TREASURY CORRESPONDENCE.

(Vide Parliamentary Paper No. 43, 1887.)

#### SPECIAL DEPOSIT OF £14,500.

*EXTRACT from Letter of Manager Consolidated Bank, London, dated 6th April, 1888.*

By the delivery of the Tasmanian mail on the 7th ultimo, I was put in possession of your valued letter of the 31st January last, in reply to mine of December 23rd, as to interest on the special deposit of £14,500 placed with this Bank in the joint names of the Agent-General for Tasmania and the Tasmanian Main Line Railway Company, and (as requested) such interest was at once placed to a new deposit account, of which I have now the honour to enclose a statement to the 31st December last.

#### DEPOSIT INTEREST ACCOUNT.

THE AGENT-GENERAL OF TASMANIA  
AND  
TASMANIAN MAIN LINE RAILWAY CO. } *In account with THE CONSOLIDATED BANK, LIMITED.*

1887.		Days.	Rate.	Interest.
Sept. 30 to	As per statement rendered.....	..	..	£334 1 8
Dec. 31.	On £14,500.....	92	2½	91 7 4
				<u>*£425 9 0</u>

\* This amount transferred to a "Special Deposit Account," 7 March, 1888.

#### GUARANTEED INTEREST, 1888 AND 1889—REDUCTION OF.

*Treasury, 18th April, 1888.*

SIR,

IN view of the early meeting of Parliament, when it will be my duty to inform the House as to the Estimated Revenue for the year ending 31st December, 1888, and the year ending 31st December, 1889, may I request that you will be pleased to inform me what sum (if any) you consider is likely to accrue to the Government in connection with the working of the Main Line Railway during the period referred to.

I have the honor to be,  
Sir,

Your obedient Servant,

B. STAFFORD BIRD, *Treasurer.*

*The Manager Tasmanian Main Line Railway Co., Limited, Hobart.*

*Tasmanian Main Line Railway Company, Limited,  
General Manager's Office, Hobart, 23rd April, 1888.*

SIR,

I HAVE the honor to acknowledge the receipt of your letter dated the 18th instant, in which you desire to be informed what sum it is probable may accrue to the Government in connection with the working of the Main Line Railway during the current year.

As stated in my letters written on this subject in 1886 and 1887, having in former years been so utterly wrong in my estimates, I was unwilling to again venture them. This remark, I regret to state, must apply to the current year; for although up to the present time the traffic has been fairly satisfactory, it has been of such a nature as only to be obtained by heavy working expenses, and, judging from the condition of the country at the present time, there is likely to be a most serious falling-off in the freight of agricultural produce during the remainder of this year as compared with many previous years. While, on the other hand, I can see no sources whatever from which an increased freight traffic can be derived; but the opening of the Melbourne Exhibition will probably increase the passenger traffic.

Taking, however, every matter into consideration, I shall feel disappointed if the results of working during the year do not leave a balance of at least £1500 to the credit side, notwithstanding that the Engineer-in-Chief, as you will see by his Annual Report to the Government, requires a great deal of expenditure to be made in the maintenance of the railway.

I have, &c.

C. H. GRANT.

*The Hon. B. S. BIRD, M.H.A., Treasurer.*

#### COLONIAL AUDITOR'S REPORT FOR THE YEAR 1887.

*Tasmania,  
Audit Office, Hobart, 10th May, 1888.*

SIR,

I HAVE the honor to inform you that the Revenue Accounts of the Tasmanian Main Line Railway Company, Limited, for the year ending 31st December, 1887, have been examined, and to submit my Report thereon for the information of the Government.

The total Receipts credited to Revenue amount to £69,039 13s. 11d., showing an increase upon those of 1886 of £91 11s. 8d.; the average per train mile being 3s. 9½d. as compared with 4s. 2½d. in 1886.

The Expenditure debited in the Company's books amounts to £68,115, showing a decreased cost, as compared with 1886, of £718 5s. 9d., accounted for as follows:—

Decreases—	£	
Permanent Way Charges .....	3063	
Carriage and Wagon .....	726	
General Charges, Tasmania .....	154	
Launceston and Evandale Toll .....	138	
	—	4081
Increases—		
Locomotive Charges .....	1371	
Traffic .....	513	
General Charges, London .....	1342	
Miscellaneous Charges.....	137	
	—	3363
Net Decrease .....	£718	

The decrease, £3063, in Permanent Way Charges has been caused by a reduction in supply of new Rails and Sleepers to the value of £1962, and by a larger credit for sale of Stores to the extent of £1101. The other decreases are small, and do not appear to require special comment. In the items of increase the large comparative addition in the London expenses has been caused by an excess over the estimated amount for 1885 and 1886 having been incurred, and an addition of £800 having been made to the former estimated expenditure of 1887, the London expenditure being now estimated at the large sum of £4000 per annum. The explanation given by the Railway Accountant for adopting these figures is, that the London Directors had advised that there would be extra

expenses for 1887 and 1888, which would probably cause the amount to be required. The expense of replacing one Locomotive, and smaller credit for Stores sold, has caused the increase of £1371 in the Locomotive Charges.

The average expenditure per train mile on the figures returned by the Company's books was 3s. 8<sup>5</sup>/<sub>d.</sub>, as compared with 4s. 2<sup>d. in 1886, the train mileage for 1887 being 367,267, and for 1886, 330,416; the reduction of £1600 hereafter mentioned would, however, reduce the cost as compared with 1886, upon a similar reduction, to 3s. 7<sup>4</sup>/<sub>d.</sub> for 1887, and 4s. 1<sup>4</sup>/<sub>d.</sub> for 1886. It is satisfactory to notice a continued reduction in the average expenditure since 1885, when the cost per train mile reached the highest figure, viz., 4s. 3<sup>2</sup>/<sub>d.</sub> on reduced expenditure.</sup>

The following new works, not being renewals, and considered by the Engineer-in-Chief to be additions to construction, have been carried out during the year:—

Launceston Station.—Glass roof over small yard; large refreshment bar; enginemens' room; additional siding for wagon weigh-bridge; spare siding by engine shed; refixing weigh-bridge, with long drains from pit.

Epping Forest Station.—Extension of sidings and provision of signals.

Conara Station.—Additions to offices and dwelling, and improvement of yard; signals.

Ross Station.—Large iron water-tank; coal stages; derrick crane; steam winch; weighing-machines; pumping engines; new and large iron suction-pipes from river; two stand-pipes.

Flat Top Station.—New and larger iron supply pipes for water.

Public Road Crossing.—At 119m. 11c. from Launceston.

Bridgewater Causeway.—Additions to retaining walls.

Cornelian Bay Crossing-gates.—Cottage and earth platform. (Part cost of cottage defrayed by Government.)

Hobart Station.—Enlargement of yard behind goods-shed, and laying new siding.

The cost of these works is estimated by the Engineer-in-Chief at £1600, and this amount, in accordance with the usual practice, is taken to be chargeable to Capital; consequently the profit on the Revenue Account for the year 1887 available for reduction of Guaranteed Interest with the reduction of expenditure will amount to £2524 13s. 11<sup>d.</sup>; viz.—

	£	s.	d.	£	s.	d.
Receipts .....	...			69,039	13	11
Expenditure .....	68,115	0	0			
Less chargeable to Capital, as above...	1600	0	0			
				66,515	0	0
				£2524	13	11

The General Manager of the Company, however, in explaining the nature of the works above mentioned, contends that they are purely works of Maintenance; but upon referring Mr. Grant's letter to the Engineer-in-Chief, the latter still holds the opinion that the works are those of Construction. The correspondence respecting this question is given in Appendix A.

The General Manager of the Company, in a letter dated 10th February, 1887, and published with my Report for the year 1886, claimed a sum of £6527 13s. 6<sup>d.</sup> as a set-off against the sums retained in former years in reduction of Guaranteed Interest, which sum he stated was the value of a reduction in the number of Engines, Carriages, and Trucks in that year. There has been a further reduction of 6 in the number of Trucks in 1887; but 1 Locomotive Engine and 1 Carriage of those deficient in 1886 have been replaced, and it is understood that another Engine will be replaced shortly. At the present moment there are 1 Engine, 1 Carriage, and 13 Trucks less in the total of the Rolling Stock in use at the end of 1882, when the settlement of former disputes was arranged, and the number added up to the end of 1885, the cost of which had been considered as properly chargeable to Capital. Mr. Grant has not made any comment upon this alteration in the Rolling Stock, but in replacing deficient Stock whenever that may be effected, the cost thereof would evidently be a fair charge to the Revenue Account.

In the adjustment of the London Expenses Account for 1885 and 1886, the charge for Trustees' remuneration of £78 15s. per annum, previously objected to by the Government, has been again included, the amount for the two years being £157 10s.; an item "Fee for quotation on Stock Exchange, £26 5s.," also appears as a debit for the first time: as this seems to be the expense of quotation of Stock held by Shareholders, it can hardly be considered as part of the expenses of Management of the Company. The question of the correctness or otherwise of these charges should therefore be considered by the Government.

In Appendix B. will be found a return of sundry receipts for sale of stores, material, labour, &c., which have been credited as follows:—

	£	s.	d.	£	s.	d.
Permanent Way Charges.....	2747	10	0			
Locomotive Charges.....	1314	17	6			
Traffic Charges .....	41	17	4			
Carriage and Wagon Charges.....	380	11	2			
General Charges .....	3	0	11			
Miscellaneous Charges.....	8	6	3			
	<hr/>			4496	3	2
Stores.....	...			112	2	5
London Office .....	...			5	0	0
				<hr/>		
				£4613	5	7
				<hr/>		

With the exceptions noted, the Accounts have been found correct.

I have the honor to be,  
Sir,

Your obedient Servant,

*The Honorable the Chief Secretary.*

W. LOVETT, *Colonial Auditor.*

#### APPENDIX A.

*Audit Office, Hobart, 24th April, 1888.*

SIR,

I HAVE the honor to inform you that the Engineer-in-Chief has reported the under-mentioned new works, which cannot be considered renewals, as having been added to the Tasmanian Main Line Railway during the year 1887; viz.—

Launceston Station.—Glass roof over small yard, large refreshment bar, enginemen's room, additional siding for wagon weigh-bridge, spare siding by engine shed, refixing weigh-bridge, with long drains from pit.

Epping Forest Station.—Extension of sidings and provision of signals.

Conara Station.—Additions to offices and dwelling, and improvement of yard, signals.

Ross Station.—Large iron water tank, coal stages, derrick crane, steam winch, weighing-machines, pumping-engines, new and large iron suction-pipes from river, two stand-pipes.

Flat Top Station.—New and larger iron supply pipes for water.

Public Road Crossing.—At 119 miles 11 chains from Launceston.

Bridgewater Causeway.—Additions to retaining walls.

Cornelian Bay Crossing.—Gates, cottage, and earth platform. (Part cost of cottage defrayed by Government.)

Hobart Station.—Enlargement of yard behind goods shed, and laying new siding.

Before sending in my Report to the Government upon the examination of your Accounts for the year 1887, I would feel obliged if you would be so good as to inform me whether you have any remarks to make with reference to these works, and whether any other new works than those specified have been constructed during that year.

I have, &c.

W. LOVETT, *Colonial Auditor.*

C. H. GRANT, *Esq., General Manager Tasmanian Main Line Railway, Hobart.*

*Tasmanian Main Line Railway Company, Limited,  
General Manager's Office, Hobart, 27th April, 1888.*

SIR,

I HAVE the honor to acknowledge the receipt of your letter dated the 24th instant, in which you desire to know whether I have any remarks to make upon the statement of works mentioned by the Engineer-in-Chief in his Report on the operations of the Main Line Railway Company during the past year.

Since it has been my custom to write you an explanation as to these new works, I am most happy to inform you thereon on the present occasion, and will follow the order you give to the items.

**Launceston Station.**—Glass roof over small yard. Is a replacement of corrugated iron by glass over the urinals and closets, in order to give a much needed light and ventilation to the closets.

**Refreshment Bar.**—Was supplied and erected by the refreshment contractor on obtaining a longer lease than usual from the Company.

**Enginemen's Room.**—Is a small lean-to hovel for the men to change their clothes in.

**Additional Siding for Wagon Weigh-bridge.**—Is an alteration of the truck weigh-bridge, it being practically useless in its former position, and the vastly increasing coal traffic requiring its situation in a convenient place. Only what was necessary has been done to adapt this weigh-bridge to its altered position.

**Epping Forest Station.**—The siding was altered in position on account of the extreme danger to passengers when alighting from the "up" express trains between the roads of carriages. It is an inexpensive work, and of absolute necessity.

**Conara Junction.**—The junction of the Fingal Railway with the Main Line absolutely necessitated an increase in the office accommodation, which was made by a lean-to room, in which the telegraph instruments are now conveniently placed. No addition has been made to the dwelling. The signals have been provided as necessitated by the junction. These should, according to all precedent and custom, be charged against the construction of the branch line, and I have frequently given the Government notice to this effect.

**Ross Station.**—The water-tank erected there was made from the old material purchased at Ilfracombe, and respecting which there is a disputed account of some three years back. The new pipes were necessitated by the old ones being corroded and not acting. The weighing-machines are simply portable ones, forming part of the original equipment of the railway. The machinery is only such as to economise both time and money in the coaling of engines. These coal stages virtually take the place of those at Hobart and Launceston, where but little coal is now taken. By their use the traction of the coal over the whole distance between Conara Junction and Launceston on the one hand, and from Ross to Hobart on the other hand, is entirely saved. The engines are coaled at a most convenient place, and an enormous economy in the working expenses will necessarily result.

**Flat Top Station.**—The replacing of the pipes was rendered necessary by the old ones having entirely silted up, so that the supply of water was quite insufficient for the engines.

**Public Road Crossing.**—119 miles 11 chains from Launceston. This crossing was put in at the cost of the Government, and was rendered necessary in connection with the junction of the Derwent Valley Railway.

**Bridgewater Causeway.**—Additional retaining walls. This slight work of maintenance was rendered necessary by the sinking of the original walls. Rubble stone has been laid upon the old walls to bring them up to their original height.

**Cornelian Bay Crossing.**—Gates and cottage. These were erected under an arrangement with the Government, from which the Company derives no advantage whatever. The question as to the apportionment of the cost is still in dispute with the Government.

**Hobart Station.**—Enlargement of yard behind goods shed, and laying new siding. The new siding is simply an alteration in position of a previous siding: it has not been in any way increased in length. The enlargement of the yard was due to the material being wanted for widening the railway banks near Hobart, and this was by far the most convenient place that we could obtain it from. My only regret is that we have not a much larger space of ground in the same position to obtain additional material from.

The works mentioned by the Engineer-in-Chief comprise, I believe, everything worthy of notice on the Railway, and which should be considered in the nature of an improvement. You will perceive from my explanation that they are purely works of maintenance, although doubtless of advantage to the economical working of the Railway.

I have, &c.

C. H. GRANT.

W. LOVETT, *Esq.*, Colonial Auditor.

*Audit Office, Hobart, 30th April, 1888.*

SIR,

I HAVE the honor to forward herewith copy of a letter received from the General Manager of the Tasmanian Main Line Railway with reference to the new works mentioned in your Report dated 2nd March, 1888, upon the inspection of the Main Line Railway Works and Stock, and would be glad to be informed whether, after the explanation given by Mr. Grant, you would feel justified in making any alteration as to the estimated value of such new works?

I have, &c.

W. LOVETT.

J. FINCHAM, *Esq.*, Engineer-in-Chief.

*Tasmanian Government Railways.*  
*Engineer-in-Chief's Office, Hobart, 4th May, 1888.*

MAIN LINE RAILWAY.

SIR,

IN reply to your letter of 30th ult., enclosing copy of letter from the General Manager of the Main Line Company, containing his remarks upon certain items of works referred to in List No. 2 (New Works) of my Annual Report, I have the honor to state that my Report indicated all the improvements and additional works which I observed during my inspection; and further, that I still regard the additions to construction far otherwise than as "purely works of maintenance."

I did not include all these items in my estimate, and make my valuations for the remainder purposely as low as I could at all feel justified in doing.

The General Manager's explanation as to refreshment accommodation at Launceston I, of course, at once accept; and for this and some other matters explained I should be disposed to give the Company the benefit of any doubt by a liberal interpretation, and reduce the valuation to One thousand six hundred Pounds (£1600).

I have, &c.

J. FINCHAM, *Engineer-in-Chief.*

W. LOVETT, *Esq., Colonial Auditor.*

APPENDIX B.

<i>Government of Tasmania.</i>	£	s.	d.	£	s.	d.
General Post Office—Making and altering letter-boxes .....			..	6	4	9
Electric Telegraph Department—Maintenance telegraph wire, 18 months .....	150	0	0			
Ditto—Repairs to trolley .....	3	7	8			
				153	7	8
Railways—Forming Bridgewater Junction .....	1010	0	7			
New gates and fences .....	27	10	3			
Repairing engine pump, rails, brake, block, &c. ....	21	18	4			
Gatekeeper's lodge .....	122	18	4			
Wages, &c. ....	61	17	2			
				1244	4	8
<i>Corporation of Hobart.</i>						
Iron rails .....	15	19	7			
Ashes .....	30	3	6			
				46	3	1
<i>J. Falkingham, New Norfolk.</i>						
Old tip-wagon .....	5	0	0			
Casting .....	0	14	8			
Landing girders .....	15	9	2			
				21	3	10
<i>Boland &amp; Scott, Scottsdale.</i>						
Lubricators, wheels, axles .....	29	9	6			
Springs .....	10	16	0			
8 trucks .....	346	0	0			
				386	5	6
<i>R. Kennedy &amp; Sons, Hobart.</i>						
Making crank shaft .....	73	10	2			
Scrap-iron and forging .....	14	14	0			
				88	4	2
<i>L. L. &amp; Globe Company.</i>						
Damage by fire .....			..	21	0	0
<i>Langland's Foundry, Melbourne.</i>						
Engine Tyres .....			..	27	0	0
<i>C. &amp; E. Miller, Melbourne.</i>						
Engine, duplicate .....	69	15	7			
Labour .....	13	5	6			
Eccentric sheave and brake-block .....	9	1	6			
				92	2	7
<i>W. T. H. Brown, Ross.</i>						
Old wire .....			..	12	0	0
<i>J. S. Lee, Duck River.</i>						
Rails, spikes, fish-plates, bolts, &c. ....			..	495	17	5
<i>Mt. Bischoff T. M. Company.</i>						
Points and Crossings .....	59	17	6			
Iron rails .....	18	13	6			
				78	11	0

<i>W. T. Mason, Melbourne.</i>	£	s.	d.
Iron rails .....	735	8	6
<i>S. H. Burrows.</i>			
Loco. Boiler, No. 1 .....	71	0	0
<i>J. Drysdale.</i>			
Loco. Boiler, No. 2 .....	96	0	0
<i>R. Cundy.</i>			
Loco. Boiler, No. 4 .....	61	0	0
<i>C. H. Grant.</i>			
Coal, crane, and sundries .....	7	8	4
<i>Sundry Purchasers.</i>			
Coal, axles, rails, points and crossings, iron, tickets, repairs, discount, labour, &c. ....	470	4	1
<i>Customs Indemnity, under 48 Vict. No. 52</i> .....	500	0	0
	<u>£4613</u>	<u>5</u>	<u>7</u>

### GUARANTEED INTEREST.—QUARTERLY ACCOUNTS.

*Tasmanian Main Line Railway Company, Limited,  
General Manager's Office, Hobart, 14th April, 1888.*

SIR,

I HAVE the honor to forward you herewith an Abstract of the Traffic Receipts and Expenditure, so far as it can be made up in this Colony, of the Tasmanian Main Line Railway Company, Limited, for the quarter ending on the 31st March last.

You will doubtless notice with satisfaction that the receipts show an increase on the period as compared with the previous two years, a portion of which is due to the heavy coal traffic which is now carried over the Line.

The expenses fortunately do not show a proportionate increase, and therefore I trust that the present year will be one of unusual prosperity for the Railway.

The full amount of the guaranteed interest (viz., £8125) being due in this quarter, I have enclosed an account for the same, together with a statement of the arrears now payable, and shall be obliged by your discharging such in the manner provided by contract.

I have, &c.

C. H. GRANT.

*Hon. B. S. Bird, M.H.A., Treasurer.*

### TASMANIA.

THE GOVERNMENT OF TASMANIA Dr.

To TASMANIAN MAIN LINE RAILWAY COMPANY, LIMITED, HOBART.

1888.	<i>Guaranteed Interest Department.</i>	£	s.	d.
To Dec. 31, 1886.	Balance due on Accounts rendered for the year 1886 .....	1378	12	8
To Dec. 31, 1887.	Balance due on Accounts rendered for the year 1887 .....	265	2	7
To Mar. 31, 1888.	Interest on the above overdue amounts at the rate of 5 per cent. per annum, calculated quarterly to March 31, 1888 .....	134	4	9
Jan. 1 to Mar. 31.	To one-fourth proportion of the yearly interest guaranteed by the Government of Tasmania to the Tasmanian Main Line Railway Company, Limited, at the rate of 5 per cent. per annum on the sum of £650,000 expended on the construction of the Railway, and payable according to the terms of the Act of Parliament 48 Victoria, No. 43, Section 5, being one-fourth of £32,500.....	8125	0	0
		<u>£9903</u>	<u>0</u>	<u>0</u>

N.B.—This account does not include the amount of £15,081 19s. 5d. in litigation for overdue accounts to Dec. 31, 1885, and interest since accruing thereon.

*For the Tasmanian Main Line Railway Company, Limited,*

C. H. GRANT.

*R. J. Ellis, Accountant,  
April 14, 1888.*



## TASMANIAN MAIN LINE RAILWAY COMPANY, LIMITED.

Accountant's Office, Hobart, 14th April, 1888.

AN ABSTRACT showing the Receipts and Expenditure on account of Traffic, &amp;c., conveyed over the Tasmanian Main Line Railway for the Three Months ending 31st March, 1888.

Dr.	£	s.	d.	Cr.	£	s.	d.
To Expenditure—				By Receipts—			
Permanent Way .....	5874	6	1	Passengers, No. 103,292 .....	12,313	6	11
Locomotive Power .....	4723	10	2	Parcels, No. 11,925 .....	559	10	7
Carriages and Waggon's .....	685	19	9	Horses, Carriages, Dogs .....	325	15	8
Traffic Expenses .....	2831	3	10	Excess Luggage .....	59	17	7
General Charges, London .....	1000	0	0	Left Luggage .....	6	17	4
Ditto, Tasmania .....	893	8	1	Telegrams, No. 1696 .....	67	15	7
Miscellaneous Expenses .....	107	1	3	Mails .....	825	0	0
Launceston and Evandale Toll .....	1125	0	0	Goods, tons, 9401 .....	4860	8	10
	17,240	9	2	Minerals, tons, 6183 .....	1183	15	11
Balance carried forward .....	3620	17	4	Live Stock .....	458	0	6
	£20,861	6	6	Rents and Sundries .....	200	17	7
					£20,861	6	6

Train Miles, 99,486.

R. J. ELLIS, Accountant.

C. H. GRANT, General Manager.

Treasury, Hobart, 16th April, 1888.

SIR,

I HAVE the honor to acknowledge the receipt of your letter of the 14th instant, enclosing an Abstract of the Traffic Receipts and Expenditure, so far as it can be made up in this Colony, of the Tasmanian Main Line Railway Company, Limited, for the quarter ending 31st March last.

I have, &amp;c.

J. E. PACKER, pro Treasurer.

The Manager Tasmanian Main Line Railway  
Company, Limited, Hobart.

Treasury, 28th April, 1888.

SIR,

REFERRING to my letter of the 16th instant, acknowledging yours of the 14th, enclosing Abstract of Receipts and Expenditure of the Tasmanian Main Line Railway for the quarter ending 31st March last, I have now the honour to state that I am not at present in a position to advise you as to the settlement of accounts to the close of the year 1887, not having yet received the Colonial Auditor's Report on the working of the Line to the 31st December. I am, however, prepared to sanction the payment to you of subsidy for the quarter ended 31st March, 1888, less the usual deduction of £25, leaving the adjustment of the accounts for the year 1887 to be dealt with at the close of the June quarter, by which time I hope to be in a position to afford you full information with regard to the accounts for 1887.

I have, &amp;c.

E. N. C. BRADDON, for Treasurer, absent.

The Manager Tasmanian Main Line Railway  
Company, Limited, Hobart.

Tasmanian Main Line Railway Company, Limited,  
General Manager's Office, Hobart, 30th April, 1888.

SIR,

I HAVE the honor to acknowledge the receipt of your letter dated the 28th instant (for which I am exceedingly obliged), informing me that you propose to adopt the custom which has been followed by the Government for some time past in discharging the account presented to them by the Main Line Railway Company for guaranteed interest, by paying the full interest accrued on the last quarter only, less a sum of £25, which is retained in order to show that the accounts are not fully accepted by you.

As I have hitherto received such payments, I purpose to do so on the present occasion, subject to the usual receipt being adopted.

I have, &c.

C. H. GRANT.

Hon. B. S. BIRD, M.H.A., Treasurer.

THE Governor approves.

E. N. C. BRADDON, for Treasurer.  
28th April, 1888.

Treasury, Hobart, 30th April, 1888.

RECEIVED from the Hon. the Treasurer the sum of Eight thousand one hundred Pounds, on account of guaranteed interest for the quarter ended 31st March, 1888; but such payment is made and received without prejudice to any further or other claims by or against the Government of Tasmania and the Tasmanian Main Line Railway Company under or arising out of the contract between the Government and the Company.

The Tasmanian Main Line Railway Company, Limited, by their Attorney,

C. H. GRANT.

E. F. LOVETT, Cashier.

Witness to payment—W. BENSON.

## CORRESPONDENCE RE PASSES FOR MEMBERS OF PARLIAMENT.

Chief Secretary's Office, Hobart, 8th June, 1888.

SIR,

WITH reference to previous correspondence, including your letter of the 3rd ultimo, respecting the amount to be paid for the transport of Members of the Legislature by the Tasmanian Main Line Railway Company, Limited, I have the honor to inform you that, in agreeing to pay for such transport at a fixed annual rate per Member, the Government do not admit that the amount so fixed as the annual rate (which is paid whether or not the Member travels upon the Railway) is in any sense a reduced fare; and it must be clearly understood that any arrangement between the Government and the Company as to the payment to be made for Members travelling upon the Railway under which passes are issued by the Government is not to relieve the Company of any responsibility in case of accident; nor is such arrangement to limit in any way the liability which the law imposes upon common carriers of passengers for hire. On the contrary, every Member of either House of the Legislature who may travel upon the Tasmanian Main Line Railway upon a pass issued to him by the Government, is to be in precisely the same position in relation to the Company as is a first-class passenger who pays the proper fare in the usual way.

The payment to be made for the quarter ending the 30th instant to the Tasmanian Main Line Railway Company in respect to the transport of Members of Parliament on the Company's Railway will be made upon the terms and conditions stated in this communication; and I shall be glad to be informed at an early date if the Company are prepared to accept payment on such terms and conditions.

I have also the honor to inform you that the Circular issued from this Office on the 8th February, 1887 (copy enclosed), has been cancelled.

I have the honor to be,  
Sir,

Your obedient Servant,

B. STAFFORD BIRD,  
for the Chief Secretary, absent.

C. H. GRANT, Esq., General Manager Tasmanian  
Main Line Railway, Hobart.

(Copy.)

Chief Secretary's Office, 8th February, 1887.

SIR,

IN order to prevent any possible misconception in the event of accident involving damage to yourself or your property when travelling on your "Gold Pass" over the Lines of Railway in the Colony, I have the honor to inform you that the same condition applies in Tasmania as in the other Colonies; namely, that—

"This Free Pass is issued to and accepted by the holder on condition that he travels at his own risk on the Tasmanian Government and Main Line Railways; and that neither the Tasmanian Government nor the Tasmanian Main Line Railway Company, Limited, shall be liable to the holder in the event of any disaster or injury to the holder or damage to his property, howsoever caused, while travelling on the above Railways by means of this Pass."

I have the honor to be,

Sir,

Your obedient Servant,

J. W. AGNEW.

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*Tasmanian Main Line Railway Company, Limited,  
General Manager's Office, Hobart, 9th June, 1888.*

SIR,

I HAVE the honor to acknowledge the receipt of your letter dated the 8th instant, written on behalf of the Honorable the Chief Secretary, who, I understand, is absent from the Colony for a lengthened period.

You inform me that the Government have cancelled their circular letter of the 8th February, 1887, in which it was stated—I presume in pursuance of my letter of the 13th November, 1886—that the Pass issued to Members of Parliament travelling over Tasmanian Railways was given them on condition that neither the Tasmanian Government nor the Tasmanian Main Line Railway Company, Limited, should be liable to the holder for damages to his person or property while travelling on the railways; and that in agreeing to pay a fixed annual rate per Member, the Government will not allow it to be considered in any sense a reduced fare, or in any way distinguish such Member from an ordinary passenger.

I very much regret that through such a course the Government have placed me in a difficulty, because of the positive instructions of my Directors that any one travelling at reduced fare, or on a Pass, should do so at their own risk; consequently, I am compelled to make up my account against the Government to this date, on the basis of £15 per annum, and not to allow Members to travel hereafter unless on payment of the full fare: to take effect from Monday next, the 11th instant.

On former occasions I have suggested that Members should give orders for their railway tickets, to be collected at the Treasury in the usual way; and if the Government approve, I shall be happy to commence upon this system so soon as I receive your instructions. Notwithstanding the information furnished me by the Government, I cannot consider that the payment of full fares will amount to less than £20 per annum for each Member; and would think myself justified to the Board in accepting this sum, with the full responsibility of carriers.

I have, &c.

Hon. B. S. BIRD, M.H.A., Treasurer.

C. H. GRANT

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*Treasury, 11th June, 1888.*

SIR,

I HAVE the honor to acknowledge the receipt of your letter of the 9th, re fares of Members of Parliament.

In reply, I have the honor to state that the Government are unable to understand the position you have taken up, or the necessity for the action you have adopted, somewhat hurriedly, I think, in setting aside existing arrangements.

All that the Government have done is to cancel a circular of the preceding Government which obviously was of no effect, and to leave matters as they were before that previous circular was issued.

The circular of the Premier of the Agnew Administration could have had no effect in respect of any claims made for damages either against the Tasmanian Main Line Railway Company or the Government, inasmuch as it was a simple instruction of the Executive, unsanctioned by and without authority of law. That circular could not have pleaded in bar to any action for damages. The Courts would not have regarded it as in any way binding upon them in the decision, and therefore the present Government, feeling that it was simply misleading as well as ineffective, decided to cancel it.

It is to be hoped that you will see fit to enter into some arrangement which shall be satisfactory and equitable to all parties concerned, and postpone, at all events, an order which, finding Members

of Parliament unprepared for it, must cause considerable annoyance and inconvenience, and be likely to have a prejudicial effect on the interests of the Main Line Railway Company when they come to be discussed in Parliament.

I have, &c.

B. STAFFORD BIRD, *Treasurer.*

C. H. GRANT, *Esq., Manager Tasmanian Main Line Railway Company, Limited, Hobart.*

*Tasmanian Main Line Railway, Company, Limited,  
General Manager's Office, Hobart, 12th June, 1888.*

SIR,

I HAVE the honor to acknowledge the receipt of your letter dated the 11th instant, in which you state the reason that the Government cancelled the circular of their predecessors respecting the liability of Tasmanian Railways to Members of the Legislature for any damage they may sustain while travelling thereon. This circular, I believe, was issued owing to my Directors having instructed me to inform all those who benefited by being permitted to travel on the Main Line Railway at reduced fare that they must do so at their own risk. That the terms hitherto adopted have been reduced fares is fully proved by the enquiry instituted by the Government for their own information.

I must therefore take an entirely different view of the legal position of the question from that you affirm, and consider that it is a cardinal condition of the contract between the Government and the Company under which Members of Parliament use the Main Line Railway, that in doing so they absolve the Company from any risk in their transport.

I hope that my explanation of the matter, which shows that, the instructions of my Directors being imperative, I had no alternative when the Government varied the Contract but to treat it as being annulled, and to charge all Members the ordinary passenger fares, would have been met by the Government at once agreeing to pay the estimated value of the privilege—viz., £20 per annum. To allow time for their (prompt) decision, I have had the honor to agree with the Hon. the Minister of Lands and Works that Members should be passed over the Line on the former terms and conditions until a final settlement can be arrived at.

It is very far from my wish that any inconvenience should be caused to Members travelling; and to prevent this, I instructed that their guarantee to pay, in the event of their being required to do so, should be accepted in exchange for their tickets.

I have, &c.

C. H. GRANT.

*Hon. B. S. BIRD, M.H.A., Treasurer.*

*Treasury, 13th June, 1888.*

SIR,

I HAVE the honor to acknowledge the receipt of your letter of the 12th instant, *re* payment for Railway passes for Members of Parliament, and the responsibility of the Company in connection with the carriage of Members at the rates paid by the Government.

I heartily acknowledge your courtesy in countermanding the order to require payment of full fare, or guarantee to pay such fare by each Member, on and after the 11th instant; and in order to bring the question to a satisfactory issue I think it will be well if the Government and the Company can agree at once to such terms as will leave with your Company the full responsibility of carriers.

The Government are of opinion that if all Members gave orders for their Railway tickets the average payment per annum for each Member would not exceed £15; but in order to meet you in this matter, the Government will be willing to make the payment £17 per Member. If you will accept this, with the full responsibility of carriers, the matter may be considered settled.

I have, &c.

B. STAFFORD BIRD, *Treasurer.*

*The Manager of the T.M.L.R. Co., Ltd., Hobart.*

*Tasmanian Main Line Railway Company, Limited,  
General Manager's Office, Hobart, 14th June, 1888.*

SIR,

I HAVE the honor to acknowledge the receipt of your letter dated the 13th instant, on the subject of the payment for the transport of Members of Parliament, and beg to assure you of my high appreciation of the extremely courteous nature of your communication.

As it would appear that the Government consider £15 would be a fair remuneration, while the Main Line Company think that £20 should be the least to be paid, it would be better that the difference were fairly halved, and a final settlement concluded at the rate of £17 10s. for each Member. This sum I believe I may, under the circumstances, accept without disobeying the injunctions of my Directors, and under the condition that the Company accept the full responsibility of carriers in the transport of the Members of the Legislature.

I have, &c.

C. H. GRANT.

*The Hon. B. S. BIRD, M.H.A., Treasurer.*

*Treasury, 15th June, 1888.*

SIR,

I HAVE the honor to acknowledge the receipt of your letter of the 14th instant, in which you state that you are willing to accept the full responsibility of carriers in the transport of Members of Parliament for the sum of £17 10s. per annum for each Member.

I desire to say that the Government fully appreciate your very manifest desire to meet their views in this matter, and that your offer is hereby accepted.

I have, &c.

B. STAFFORD BIRD, *Treasurer.*

*Manager Tasmanian Main Line Railway  
Company, Limited, Hobart.*

*Tasmanian Main Line Railway Company, Limited,  
General Manager's Office, Hobart, 16th June, 1888.*

SIR,

I HAVE the honor to acknowledge the receipt of your letter dated the 15th instant, in which you inform me that the rate of £17 10s. per annum is accepted for the transport of Members of the Legislature over the Main Line Railway, such rate to include the full responsibility of carriers by the Company.

On their behalf, I desire to thank you for the considerate and courteous manner in which this arrangement has been effected.

I have, &c.

C. H. GRANT.

*Hon. B. S. BIRD, M.H.A., Treasurer.*