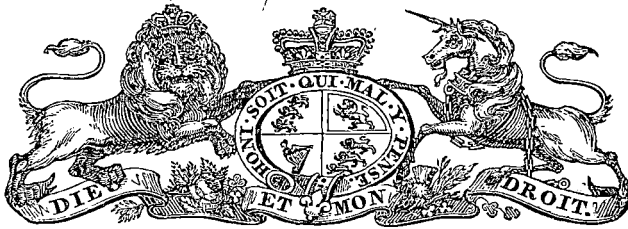


(No. 36.)



1896.

SESSION II.

PARLIAMENT OF TASMANIA.

TASMANIAN GOVERNMENT RAILWAYS :

STATEMENT COMPARING THE RATES IN OPERATION ON THE TASMANIAN
RAILWAYS WITH THOSE IN THE OTHER COLONIES.

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

TASMANIAN GOVERNMENT RAILWAYS.

General Manager's Office,

Hobart, 2nd July, 1896.

The Honorable

The Minister for Railways.

Sir,

In response to your request that I should prepare a statement comparing the rates in operation on the Tasmanian Railways with those in the other Colonies, and report to you fully thereon, I have the honour to forward you the following statement and appendices.

I have the honour to be,

Sir,

Your obedient servant,

FRED. BACK,

General Manager.

REPORT UPON THE RATES IN OPERATION

ON THE

RAILWAYS OF TASMANIA,

BEING THE

RESULT OF AN INVESTIGATION MADE BY DESIRE OF THE
PARLIAMENTARY COMMITTEE OF 1895.

RAILWAY RATES COMPARED, WITH THEIR INCIDENCE AND APPLICATION.

Whilst volumes have been written on the subject of rates by the most experienced men in the railway world and Commissions under the British Government have sat year by year, there still remain great misconceptions on this subject in the public mind. This applies not only to our own little Colony, but to the world at large. It has become the fashion to stigmatise all charges by Railway Departments and Companies as exorbitant, and in Tasmania it is freely stated that our charges are too high, and that they compare unfavourably with those in operation in the other Colonies. Where rates on different lines are not on all fours, and where charges for one commodity are higher than for another, they are called anomalous. It must be borne in mind in making comparisons between the rates charged on the sub-alpine lines of Tasmania, with their ruling gradients of 1 in 40, and successions of 5-chain reverse curves (see appendices O & P) the cost of service must necessarily be greater than on those lines which run over miles of level plains and rolling downs in many large districts in Australia and New Zealand. Nevertheless, in spite of this disadvantage, it is my intention to demonstrate that the rates we have in operation in this Colony bear favourable comparison with those of all the neighbouring Colonies, and that they are, in fact, in the aggregate actually lower.

In framing rates many points have to be considered, principally the cost of service, and what charges the articles can bear; and in dealing with our very limited traffic in this Colony, it is fair to take into consideration the volume of business. That eminent authority, the late Mr. Grierson, for many years the successful General Manager of the Great Western Railway of England, speaking of the cost of service as a basis of rates, says:—"The value of conveyance like the value of any other service is not *necessarily* what it costs, but what it is worth to him who wishes his goods carried." This contention may fairly be considered in connection with the framing of rates. It would be impossible to have one uniform rate for the carriage of every description of merchandise. Such a rate would be so high as to be prohibitive in connection with articles of low value or unremunerative by its application to articles of high value which can well afford to pay the higher rates levied for their carriage. This explains the reason why Railway Companies formulate a classified tariff with varied rates. A ton of tea worth £100 can afford to pay a higher rate than a ton of potatoes worth as many shillings. Agricultural produce of low value, and forwarded in truck loads, is for this reason carried at a lower rate than groceries, wines, spirits, and general merchandise. This is the application of the principal of charging what the goods will bear.

The cost of the service has never been taken into consideration in this country; neither has the limited volume of traffic. Our rates have come into existence mainly through an Act of Parliament, which was passed to enable the Main Line Railway Company to construct their railway some 20 years ago between Hobart and Launceston. This Act contained a proviso that the rates charged by the Company should never exceed those in operation in the Colony of Victoria. Thus the cost of service, that is the haulage over our steep gradients, has never received its due consideration. A full load for our trains throughout our system is 12 trucks of goods of the gross weight of 120 tons, which is the heaviest load our engines are capable of hauling on a grade of 1 in 40 at a speed of four miles an hour. Under like conditions in Victoria 220 tons form a train on grades of 1 in 40. In New South Wales their locomotives are capable of hauling 350 tons on an up grade of 1 in 40 at ten miles per hour—*vide* appendices A (Extract New South Wales Railway Report for 1894-5) and B.

It cannot for a moment be asserted that the cost of the service in New South Wales is equal to the cost in Tasmania, when in the former Colony three tons can be hauled for the cost of hauling one ton in Tasmania. Apart from this, in the other Colonies there are many miles of comparatively level lines where large train loads can be hauled at a small cost per ton as compared with the conditions of this Colony. For example, on the Plains of Canterbury, New Zealand, trains of 50 to 60 trucks of grain, each 10 tons gross, are run daily throughout the grain season.

In 1895 New South Wales carried 3,907,844 tons of goods, whereas the Tasmanian Railways carried only 204,480 tons. It cannot be assumed that Tasmania can carry this small tonnage of about 205,000 tons as cheaply per ton as is done in New South Wales with its nearly 4,000,000 tons; nevertheless, it may be mentioned incidentally that the earnings per ton of goods carried per mile in New South Wales were 1.52d., as against the sum per ton per mile in Tasmania of 1.49d.

I think I have clearly demonstrated that the cost of service in Tasmania is necessarily higher on the average than in the other Colonies, and I will now pass on to the comparison of charges.

Comparisons at any time can be of no real value unless they are based on equal conditions. The nearest approach to equality in conditions is to be found in a comparison between Tasmania and New Zealand. New Zealand is essentially the country of agriculture. The whole of the New Zealand Railways are constructed on a gauge of 3ft. 6in., and in this respect are similar to the lines of Tasmania.

Some comparisons between the New Zealand and Tasmanian Railways may be of interest:—

	Cost per mile.	Receipts per mile worked.	Expenses per mile worked.	Receipts per train mile.	Expenses per train mile.
New Zealand ...	£7,703	£584.75	£372.01	7s. 1.75d.	4s. 6.54d.
Tasmania	£8,390	£350.24	£281.68	4s. 1.36d.	3s. 3.69d.

RATES ON AGRICULTURAL PRODUCE COMPARED.

NOTE.—In making these comparisons, it must be borne in mind that the prices obtained for agricultural produce in New Zealand are much lower than in Tasmania.

The several Colonies close their financial year at different dates to Tasmania—New Zealand on March 31, the others on June 30, and railway returns are made up

to those dates, hence in making comparisons the financial years are compared—the years 1894-5 of other Colonies with financial year 1895 of Tasmania.

GRAIN, ETC., PER TON.

Miles.	Tasmania.		New Zealand.		Miles.	Tasmania.		New Zealand.	
	s.	d.	s.	d.		s.	d.	s.	d.
10	3	0	3	5	100	9	4	11	7
20	3	0	4	6	125	10	8	12	8
30	3	6	6	2	150	12	0	13	8
40	5	0	7	10	175	13	3	14	6
50	5	6	8	8	200	14	6	15	7
60	6	6	9	6	225	15	9	16	7
70	7	0	10	4	250	17	0	17	7
80	8	0	10	9					

The average miles grain is carried in Tasmania is 39.22 miles.

Grain carried in New Zealand, 388,555 tons, 1894-5.

Grain carried in Tasmania, 58,168 tons, in 1895.

LIVE STOCK RATES.

Miles.	CATTLE PER TRUCK.				SHEEP OR PIGS PER DOUBLE TRUCK.				
	Tasmania.		New Zealand.		Tasmania.		New Zealand.		
	£	s.	d.	£	s.	d.	£	s.	d.
10	0	7	6	0	15	0	0	12	6
20	0	12	6	0	15	0	0	17	6
30	0	15	0	1	0	0	1	2	6
40	0	18	6	1	5	0	1	7	0
50	1	1	0	1	10	0	1	11	0
75	1	5	0	2	1	8	2	2	6
100	1	11	6	2	10	0	2	10	0
125	1	14	6	2	16	3	2	13	6
150	1	17	0	3	2	6	2	18	6
175	1	19	6	3	7	6	3	1	0
200	2	2	0	3	13	9	3	3	6
225	2	4	0	4	0	0	3	5	6
250	2	5	0	4	6	3	3	6	6

NOTE :—

New Zealand carried in 1894-5 — 35,387 head of cattle.

Tasmania „ 1895, 9,523 „ „

New Zealand „ 1894-5, 1,519,921 „ sheep.

Tasmania „ 1895, 100,990 „ „

New Zealand „ 1894-5, 43,292 „ pigs.

Tasmania „ 1895, 10,725 „ „

The trucks in both Colonies carry the same number of live stock. In Tasmania half truck rates are charged, half the above rates plus 15 per cent., except when more than one truck is carried, then half rates. New Zealand charges at per head for less than a truck-load, and the comparison for half truck rates is as follows :—

Tasmania, half truck cattle, 3 fat or 4 lean, compared with 3 head for New Zealand.

Tasmania, half truck of 20 sheep, compared with same in New Zealand.

LIVE STOCK

HALF TRUCK RATES

(New Zealand Rates worked out to equivalent of Half-trucks).

Miles.	CATTLE.			SHEEP OR PIGS.		
	Tasmania.		New Zealand.	Tasmania.		New Zealand.
	£	s. d.	£	s. d.	£	s. d.
10	0	7 6	0	9 0	0	7 3
20	0	7 6	0	13 2	0	7 6
30	0	8 8	0	17 4	0	8 8
40	0	10 8	1	1 6	0	10 8
50	0	12 1	1	5 8	0	12 1
75	0	14 5	1	16 1	0	14 5
100	0	18 1	2	6 6	0	18 1
125	0	19 10	2	16 11	0	19 10
150	1	1 3	3	7 4	1	1 3
175	1	2 9	3	7 6	1	2 9
200	1	4 2	3	13 9	1	4 2
225	1	5 4	4	0 0	1	5 4
250	1	5 11	4	6 3	1	5 11

New Zealand has the following provision for store cattle and sheep in large mobs:—For distances of 100 miles and over, cattle and sheep certified by the consignor to be *bona fide* store stock not consigned for slaughter, will be charged, for the first 100 miles, 50s. per truck for the first 13 trucks, and for each additional truck, 30s. For each additional mile, 3d. per truck per mile will be charged. For distances under 100 miles, the charge as for 100 miles will be made, if lower than the classified rates.

Tasmania makes a reduction of 10 per cent. on all consignments of not less than 10 trucks for distances over $\frac{3}{2}$ miles.

RATES FOR CARRIAGE OF NATIVE COAL

Miles.	Tasmania. per ton.		New Zealand. per ton.	
	s.	d.	s.	d.
10	1	3	2	6
20	1	3	3	8
30	1	10 $\frac{1}{2}$	5	0
40	2	6	6	4
50	3	11 $\frac{1}{2}$	7	8
75	4	8 $\frac{1}{2}$	9	4
100	6	3	10	2
125	7	9 $\frac{3}{4}$	11	0
150	9	4 $\frac{1}{2}$	11	10
175	10	11 $\frac{1}{4}$	12	10
200	12	6	14	2
225	14	0 $\frac{3}{4}$	15	6
250	15	7 $\frac{1}{2}$	16	9

Output of Coal in New Zealand in 1894, Tons, 719,546.

" Tasmania 1895, " 33,000.

Further comparisons in goods rates will be found in appendices C, D, E, F, G, H, I, J, K, L. These tables compare the rates charged in Tasmania with the average of the seven Australasian Colonies for the following articles, which comprise the principal items of goods carried on the Railways referred to, viz.:—Groceries, hardware, drapery and clothing, grain, hay, chaff, straw, coal, firewood, horses, cattle, sheep, pigs, milk, cream, and for small packages containing either or all the following articles:—Fresh fruit, vegetables, poultry, dead game, fish, meat, butter, cheese, jam, honey, etc. From these returns, which are compiled from the latest available sources, and from special information kindly furnished me by the various Railway Departments of the Colonies, it will be observed that the rates in operation in Tasmania are, in the aggregate, remarkably lower than those in force in the other Colonies, and prove incontestably the fallacy of the oft-repeated contentions that the railway rates in Tasmania are outrageously high.

HOW RATES ON THE TASMANIAN RAILWAYS HAVE BEEN REDUCED, AND THE EFFECT OF SUCH REDUCTION UPON THE REVENUE.

Year by year reductions have been forced upon the Department against my judgment and protests, until we find in making a comparison for the ten years working—1886 to 1895 inclusive—that the average cost to the public for the carriage of a ton of goods per mile has been reduced from 2·69d. in 1886 to 1·83d. in 1895, equivalent to a reduction on the goods traffic of 1895 of £32,385.

A most important point for consideration is that, had the rates for 1886 been maintained in the year 1895, the Tasmanian Railways, with their present reduced working expenses, would have paid rather better than 2 per cent. on cost of construction.

PASSENGER TRAFFIC.

In 1886 the average receipts for passenger per mile amounted to 1·36d., whereas in 1895 the average fell to 1·06d., equivalent to a reduction of passenger fares for 1895 of £16,261. In referring to the reduction in passenger fares for 1895 it should be explained that 20 per cent. of such reduction is caused by the larger number of second class passengers.

In making comparisons of passenger fares it is again found difficult to get a common basis. Taking New Zealand, the average earnings per passenger per mile is 1·25d., the average in Tasmania is 1·06d. In Victoria, exclusive of suburban traffic, the average earnings per passenger per mile is 1·12d., including suburban traffic, 0·79d. The suburban traffic in Victoria yields a very large portion of the passenger revenue, whereas in Tasmania it is merely nominal.

The fares in the Australian Colonies are lower than those in Tasmania for ordinary trains, but when we compare the traffic in the other Colonies with that of Tasmania the reason is obvious. The number of passenger journeys in Tasmania in 1895 was 526,814. In New South Wales, 19,725,418. Victoria, 40,210,733.

It must be borne in mind that on all Public Holidays, as well as for all events of local interest, cheap excursion trains are run at rates not only lower than in the other Colonies, but lower than on most of the lines of Great Britain. Our summer excursions on the Derwent Valley and Scottsdale Lines are, I may say without fear of contradiction, the lowest in the world.

SEASON TICKETS.

For the purpose of comparison, I append scales of fares for season tickets in operation in Tasmania, New Zealand, New South Wales, and on the Great Western Railway of England. (See Appendix M.) The Great Western Railway Company in the first six months of 1894 issued 20,019 Season Tickets for £67,244.

PARCELS.

The appended Table N gives the average parcels rates in operation in the seven Australasian Colonies, and when it is known that 63·22 per cent. of the total parcels carried in Tasmania do not exceed 3lbs. in weight, and are carried at 3d. each; 19·26 per cent. do not exceed 7lbs.; 10·45 per cent. do not exceed 14lbs.; and parcels from 14lbs. to 112lbs. in weight only represent 7·07 per cent, it is realised that in the aggregate the parcels charges in Tasmania are less than in the other Colonies.

GENERAL.

I think I may now claim to have shown that in the aggregate the goods and live stock rates in operation on the Tasmanian Railways are lower than those in the other Australasian Colonies. In making comparisons, Tasmania is at an obvious disadvantage. The small volume of traffic and the short average distance materially affect the average earnings.

In discussing the question of railway rates, it is but fair to consider the incidence of such rates. In regarding our rates from the farmer's standpoint, and making comparisons with Victoria, we find that the average number of miles each ton of agricultural produce was carried in Victoria in 1895 was 119 miles, whereas the average distance in Tasmania was only 39·22 miles. The average cost to the Victorian farmer for carrying a ton of produce was 10s. 8·52d.; to the Tasmanian farmer, 4s. 6·51d.

An increase or a decrease in the rates for general merchandise does not materially affect the general public, it is only felt by the distributor or middleman. An increase of 20s. a ton on the rate for tea, tobacco, clothing, boots, meat, bread, hardware, and the numerous articles of everyday use and consumption, would mean in round figures an increase of 1d. for 10lbs. It cannot be assumed that the pockets of the consumer of any of the articles mentioned would be seriously affected by such an increase.

I have pointed out that were the rates in operation in 1886 applied to our traffic for 1895 our railways would pay at least 2 per cent., and if the goods and live stock tariff of New Zealand had been in operation in this colony, the result would have been very nearly the same, whereas, with our reduced tariff we are only able to return 0·83 per cent.

It may be said that in 1890, when the reduction in charges for agricultural produce was made amounting in our traffic for the past year to the sum of £8,000, the producer was benefited; that the low rate at which we carry coal as compared with New Zealand and, *cæteris paribus*, New South Wales, assists to keep out competition and to foster an important industry. And whilst these and other reductions are not visible in our earnings or results of working the Department may justly claim credit for them.

I deprecate, with due respect, the continued attempts to lower rates against the judgment of the executive officers. No better example of how reductions in rates are obtained can be given than in the reduction which was made last year in the rates for cream. The manager of an Australian Company doing business in Tasmania applied to the Department for a substantial reduction in the rates for

carriage of cream to his dairy factory. The Department declined to accede the reduction, and a Parliamentary Committee on the subject was commenced, but afterwards withdrawn at the instigation of the manager of the Company referred to. A powerful deputation waited upon the Minister and explained that the manager of the dairy factory showed that a substantial reduction in the rates would enable him to double his business, and to pay the farmers a fair price for milk, and that without the reduction the reverse would apply. It was decided that the reduction should be made, and we now have the result of a season's working under such reduction. The price for milk paid to the farmer was $2\frac{1}{2}$ d. a gallon, the same as in the previous year, against 3d. per gallon paid in New Zealand. The quantity of cream carried has not increased, but rather the reverse, and the amount of revenue earned is exactly one half that of the preceding season.

It may be said that if it were the policy of the Government to increase the goods rates in operation on our Railways equivalent to those in New Zealand, the higher charges would encourage competition by road and by water. This I think would be true, but only to a small extent; and as prosperity returned to the country, with better prices, and labour available at a lower rate than it was during the expenditure of large sums of loan money, increases could be judiciously applied in such a manner that they would not be seriously felt.

In making comparisons of the rates charged in other colonies with those in force in Tasmania, it should be borne in mind that the average distance goods are carried in Tasmania is only 39·22 miles, the longest carriage is 200 miles, and for this distance reduced rates are charged to compete with water carriage.

In conclusion, it may be fairly observed that the public, who are the shareholders of the Railways, cannot reasonably expect to receive dividends on Railways both in cash and in reduced rates.

(A.)

Extract from New South Wales Railway Commissioners' Report for year 1894-95.

The two questions of grades and hauling power will be easily understood by an examination of the following figures :—

Grade.	10-WHEELED ENGINE—ILLUSTRATION "A."				CONSOLIDATION GOODS ENGINE—ILLUSTRATION "B."	
	WORKING PASSENGER TRAINS.		WORKING GOODS TRAINS.		WORKING GOODS TRAINS.	
	Tons hauled	Speed per hour.	Tons hauled	Speed per hour.	Tons hauled.	Speed per hour.
1 in 40... ..	225	20 miles	275	10 miles	350	10 miles
1 in 75... ..	260	30 "	505	12 "	580	12 "
1 in 100... ..	255	35 "	600	15 "	620	15 "
1 in 150... ..	330	35 "	700	18 "	650	18 "

It will therefore be seen from the first set of figures that the same engine can work a passenger train weighing 255 tons over a grade of 1 in 100 at 35 miles per hour, or weighing 330 tons over a grade of 1 in 150 at the same speed ; whilst on a grade of 1 in 40, which is the ruling grade on the main lines of the Colony, a train of 225 tons only can be taken at the low speed of 20 miles per hour.

When this same engine is put to haul a goods or live-stock train on a grade of 1 in 40, it can only take 275 tons at 10 miles per hour ; but on a grade of 1 in 100 it can take a train of 600 tons at 15 miles per hour ; or on a grade of 1 in 150 a train of 700 tons at a speed of 18 miles per hour.

Coming to a purely goods engine the American Consolidation Engine (illustration B) can haul a train of 350 tons on a grade of 1 in 40 at 10 miles per hour, 620 tons on a grade of 1 in 100 at 15 miles per hour, and 650 tons on a grade of 1 in 150 at a speed of 18 miles per hour.

The Australian Consolidation Goods Engine will haul the following loads :—

Grades.	Tons hauled.	Speed per hour.
1 in 40	350	10 miles.
1 in 75	615	12 "
1 in 100	700	15 "
1 in 150	750	18 "

In 1891 the powerful engines first began to work, and since that date the gross and net earnings per train mile have been largely increased, as will be seen by the following figures :—

Year ending June,	Gross Earnings.	Net Earnings.
1890	6s. 6 $\frac{3}{4}$ d.	2s. 5d.
" 1894	7s. 10 $\frac{1}{4}$ d.	3s. 5d.

This 1s. increased net result represents, on the mileage run in 1894, a sum of £358,489 ; and the aggregate in the net result for the years 1891, 1892, 1893, and 1894 amounts to no less a sum than £954,141. This has been also contributed to by the improved carrying power of the waggons, improved loading, and general changes in working.

(B.)

LOADS HAULED BY ENGINES ON TASMANIAN RAILWAYS.

Grades.	CLASS A.				CLASS B.				CLASS C.	
	Working Passenger Trains.		Working Goods Trains.		Working Passenger Trains.		Working Goods Trains.		Working Goods Trains.	
	Tons Hauled.	Speed per hour	Tons Hauled.	Speed per hour	Tons Hauled.	Speed per hour	Tons Hauled.	Speed per hour	Tons Hauled.	Speed per hour.
		Miles.		Miles.		Miles.		Miles.		Miles.
1 in 40	91	10			84	10	85	8	120	4
1 in 75	167	15	Do not work Goods Trains		156	15	163	10	220	8
1 in 100	195	20			183	20	199	15	260	15
1 in 150	224	25			237	20	264	15	330	15

NOTE.—The preponderance of light rails precludes the use of heavy engines on the Tasmanian Lines.

The weights of rails are as follow :—

	58½	miles	40lbs.	to the yard
180	"	43	"	"
85	"	46	"	"
60	"	50	"	"
23	"	60	"	"
31	"	61	"	"
33	"	72	"	"

TASMANIAN GOVERNMENT RAILWAYS.

Rates charged on Tasmanian Railways, compared with the average rates of seven Australasian Colonies :—

Description of Traffic.	Miles.	RATES PER TON.						TASMANIA.			
		Tasmania.			Average of Seven Australasian Colonies.			Higher per Ton.		Lower per Ton.	
		£	s.	d.	£	s.	d.	s.	d.	s.	d.
GROCERIES.	10		6	3		6	6 $\frac{3}{4}$	...	...		3 $\frac{3}{4}$
	20		10	0		12	0	...	...	2	0
	30		14	3		17	3	...	...	3	0
	40		18	6	1	2	6	...	...	4	0
	50	1	2	6	1	7	7	...	...	5	1
	75	1	11	3	1	19	0 $\frac{1}{2}$	...	...	7	9 $\frac{1}{2}$
	100	2	1	9	2	10	3 $\frac{1}{2}$	...	...	8	6 $\frac{1}{2}$
	125	2	12	3	3	0	6	...	...	8	3
	200	3	19	3	4	8	8	...	...	9	5
	250	4	7	6	4	17	0 $\frac{1}{2}$	...	...	9	6 $\frac{1}{2}$
HARDWARE.	10		6	3		6	9 $\frac{1}{2}$	...	...		6 $\frac{1}{2}$
	20		10	0		12	4 $\frac{1}{2}$	...	...	2	4 $\frac{1}{2}$
	30		14	3		17	10 $\frac{1}{2}$	...	...	3	7 $\frac{1}{2}$
	40		18	6	1	3	4 $\frac{1}{2}$	...	...	4	10 $\frac{1}{2}$
	50	1	2	6	1	8	7	...	...	6	1
	75	1	11	3	2	0	7	...	...	9	4
	100	2	1	9	2	12	4 $\frac{3}{4}$	...	...	10	7 $\frac{3}{4}$
	125	2	12	3	3	3	1 $\frac{1}{2}$	...	...	10	10 $\frac{1}{2}$
	200	3	19	3	4	12	11	...	...	13	8
	250	4	7	6	5	1	10	...	...	14	4
DRAPERY AND CLOTHING.	10		7	6		7	2	0	4	...	...
	20		11	6		12	11 $\frac{1}{2}$	...	...	1	5 $\frac{1}{2}$
	30		16	6		18	9	...	...	2	3
	40	1	1	6	1	4	6	...	...	3	0
	50	1	6	6	1	10	0	...	...	3	6
	75	1	17	6	2	2	9 $\frac{1}{2}$	...	...	5	3 $\frac{1}{2}$
	100	2	10	0	2	15	4 $\frac{1}{4}$	...	...	5	4 $\frac{1}{4}$
	125	3	2	6	3	6	9 $\frac{1}{4}$	...	...	4	3 $\frac{1}{4}$
	200	4	16	0	4	18	8 $\frac{1}{2}$	...	...	2	8 $\frac{1}{2}$
	250	5	6	3	5	8	3 $\frac{1}{4}$	...	...	2	0 $\frac{1}{4}$
	250	5	16	9	5	17	10 $\frac{1}{4}$	...	...	1	1 $\frac{1}{4}$

TASMANIAN GOVERNMENT RAILWAYS.

Rates charged on Tasmanian Railways, compared with the average rates of seven Australasian colonies :—

Description of Traffic.	Miles.	Per Ton.	RATES PER TON.											
			Tasmania.			Average of Seven Australasian Colonies.			TASMANIA.					
			£	s.	d.	£	s.	d.	s.	d.	£	s.	d.	
GRAIN.	10	Per 6-ton truck	0	3	0	0	2	3	0	9	...	0	...	...
		In less quantities	0	3	7	0	2	9 $\frac{3}{4}$	0	9 $\frac{1}{4}$	...	0	...	...
	20	Per 6-ton truck	0	3	0	0	3	2 $\frac{3}{4}$	...	...	...	0	2 $\frac{3}{4}$	...
		In less quantities	0	3	7	0	3	10 $\frac{1}{4}$	...	...	...	0	3 $\frac{1}{4}$	...
	30	Per 6-ton truck	0	3	6	0	4	2	...	...	...	0	8	...
		In less quantities	0	4	2	0	4	11	...	...	...	0	9	...
	40	Per 6-ton truck	0	5	0	0	5	5	...	...	...	0	5	...
		In less quantities	0	6	0	0	6	3 $\frac{1}{2}$	...	...	...	0	3 $\frac{1}{2}$	...
	50	Per 6-ton truck	0	5	6	0	6	2 $\frac{3}{4}$	...	...	...	0	8 $\frac{3}{4}$	...
		In less quantities	0	6	7	0	7	2 $\frac{1}{2}$	...	...	...	0	7 $\frac{1}{2}$	...
	60	Per 6-ton truck	0	6	6	0	7	1 $\frac{3}{4}$	...	...	...	0	7 $\frac{3}{4}$	...
		In less quantities	0	7	10	0	8	2 $\frac{3}{4}$	...	...	...	0	4 $\frac{3}{4}$	...
	70	Per 6-ton truck	0	7	0	0	7	10 $\frac{3}{4}$	...	...	...	0	10 $\frac{3}{4}$	...
		In less quantities	0	8	5	0	9	1 $\frac{1}{4}$	...	...	...	0	8 $\frac{1}{4}$	...
	80	Per 6-ton truck	0	8	0	0	8	9	...	...	...	0	9	...
		In less quantities	0	9	7	0	10	0 $\frac{1}{2}$	...	...	...	0	5 $\frac{1}{2}$	...
	100	Per 6-ton truck	0	9	4	0	10	2 $\frac{3}{4}$	...	...	...	0	10 $\frac{3}{4}$	...
		In less quantities	0	11	2	0	11	8 $\frac{1}{4}$	...	...	...	0	6 $\frac{3}{4}$	...
	125	Per 6-ton truck	0	10	8	0	11	9	...	...	...	1	1	...
		In less quantities	0	12	10	0	13	5 $\frac{1}{4}$	...	...	...	0	7 $\frac{1}{4}$	...
150	Per 6-ton truck	0	12	0	0	13	3 $\frac{1}{2}$	...	...	...	1	3 $\frac{1}{2}$...	
	In less quantities	0	14	5	0	15	2 $\frac{1}{4}$	...	...	...	0	9 $\frac{1}{4}$...	
175	Per 6-ton truck	0	13	3	0	14	8 $\frac{1}{4}$	...	...	...	1	5 $\frac{1}{4}$...	
	In less quantities	0	15	11	0	16	10 $\frac{3}{4}$	...	...	...	0	11 $\frac{3}{4}$...	
200	Per 6-ton truck	0	14	6	0	16	2 $\frac{1}{4}$	...	...	...	1	8 $\frac{1}{4}$...	
	In less quantities	0	17	5	0	18	7 $\frac{3}{4}$	...	...	...	1	2 $\frac{3}{4}$...	
225	Per 6-ton truck	0	15	9	0	17	4 $\frac{3}{4}$	...	...	...	1	7 $\frac{3}{4}$...	
	In less quantities	0	18	11	1	0	1 $\frac{3}{4}$	...	...	...	1	2 $\frac{3}{4}$...	
250	Per 6-ton truck	0	17	0	0	18	6 $\frac{1}{4}$	...	...	...	1	6 $\frac{1}{4}$...	
	In less quantities	1	0	5	1	1	6 $\frac{1}{2}$	...	...	...	1	1 $\frac{1}{2}$...	

(E.)

TASMANIAN GOVERNMENT RAILWAYS.

Rates charged on Tasmanian Railways, compared with the average rates of seven Australasian Colonies:—

Description of Traffic.	Miles.	RATE PER 6-TON TRUCK.		TASMANIA.	
		Tasmania.	Average of Seven Australasian Colonies.	Higher (Per Truck).	Lower (Per Truck).
HAY	10	£ s. d. 7 6	s. d. 10 6	£ s. d. ...	£ s. d. 3 0
	20	10 0	16 4½	...	6 4½
	30	15 0	1 1 7¾	...	6 7¾
	40	1 0 0	1 6 7½	...	6 7½
	50	1 5 0	1 11 4½	...	6 4½
	75	1 17 6	2 2 6	...	5 0
	100	2 10 0	2 13 0½	...	3 0½
	125	3 2 6	3 2 4½	1¼	...
	150	3 15 0	3 11 9½	3 2½	...
	175	4 7 6	3 19 7¾	7 10½	...
	200	5 0 0	4 7 4¾	12 7¼	...
	225	5 12 6	4 14 3¾	18 2½	...
	250	6 5 0	5 1 0¼	1 3 11¾	...
CHAFF.	10	£ s. d. 7 6	£ s. d. 10 7¾	£ s. d. ...	£ s. d. 3 1¾
	20	10 0	16 6¾	...	6 6¾
	30	15 0	1 2 0	...	7 0
	40	1 0 0	1 7 0½	...	7 0½
	50	1 5 0	1 11 11½	...	6 11½
	75	1 17 6	2 3 2½	...	5 8½
	100	2 10 0	2 13 11½	...	3 11½
	125	3 2 6	3 3 5	...	11
	150	3 15 0	3 13 0	2 0	...
	175	4 7 6	4 0 11½	6 6½	...
	200	5 0 0	4 8 10½	11 1½	...
	225	5 12 6	4 15 9¼	16 8¼	...
	250	6 5 0	5 2 7¼	1 2 4¾	...
STRAW.	10	£ s. d. 7 6	£ s. d. 11 6	...	£ s. d. 4 0
	20	7 6	17 5	...	9 11
	30	10 0	1 2 10½	...	12 10½
	40	13 4	1 8 0¼	...	14 8¼
	50	16 8	1 13 0½	...	16 4½
	75	1 5 0	2 4 6¾	...	19 6¾
	100	1 13 4	2 15 7¾	...	1 2 3¾
	125	2 1 8	3 4 10½	...	1 3 2½
	150	2 10 0	3 14 4¼	...	1 4 4¼
	175	2 18 4	4 2 7½	...	1 4 3½
	200	3 6 8	4 10 8¼	...	1 4 0¼
	225	3 15 0	4 18 0½	...	1 3 0½
	250	4 3 4	5 5 1¾	...	1 1 9¾

(F.)

TASMANIAN GOVERNMENT RAILWAYS.

Rates charged on Tasmanian Railways, compared with the average rates of seven Australasian Colonies :—

Description of Traffic.	Miles.	RATE PER 6-TON TRUCK, PER TON.		TASMANIA.	
		Tasmania.	Average of seven Australasian Colonies.	Higher per Ton.	Lower per Ton.
COAL (NATIVE).		£ s. d.	£ s. d.	£ s. d.	£ s. d.
	10	1 3	1 7½	...	4½
	20	1 3	2 2¾	...	11¾
	30	1 10½	2 11½	...	1 1
	40	2 6	3 8¾	...	1 2¾
	50	3 1½	4 6	...	1 4½
	75	4 8½	6 0	...	1 3½
	100	6 3	7 5½	...	1 2½
	125	7 9¾	8 9¾	...	1 0
	150	9 4½	10 2	...	9½
	200	12 6	12 9¾	...	3¾
	225	14 0¾	14 1¼	...	0½
250	15 7½	15 3¾	3¾	...	
		RATE PER 6-TON TRUCK.		HIGHER PER TRUCK.	LOWER PER TRUCK.
FIREWOOD.		£ s. d.	£ s. d.	£ s. d.	£ s. d.
	10	7 6	7 11½	...	5½
	20	12 6	12 8¾	...	2¾
	30	15 0	17 4¼	...	2 4¼
	40	18 0	1 1 7	...	3 7
	50	1 1 0	1 6 2¼	...	5 2¼
	75	1 10 0	1 17 7¼	...	7 7¼
	100	1 13 0	2 7 3½	...	14 3½
	125	1 19 0	2 17 7¼	...	18 7¼
	150	2 2 0	3 7 5¾	...	1 5 5¾
	175	2 5 0	3 16 11¾	...	1 11 11¾
	200	2 8 0	4 6 5	...	1 18 5
225	2 10 0	4 15 9	...	2 5 9	
250	2 10 0	5 4 8½	...	2 14 8½	

TASMANIAN GOVERNMENT RAILWAYS.

Rates charged on Tasmanian Railways, compared with average rates of seven

Australasian Colonies:—

Description of Traffic.	Miles.	No. of Horses.	RATES.		TASMANIA.	
			Tasmania.	Average of 7 Australasian Colonies.	Higher.	Lower.
HORSES.			£ s. d.	£ s. d.	s. d.	s. d.
	10	1	10 0	8 8 $\frac{1}{4}$	1 3 $\frac{1}{4}$	... ..
		2	16 0	14 4 $\frac{1}{2}$	1 7 $\frac{1}{2}$	... ..
		3	1 2 0	1 1 6 $\frac{1}{4}$	5 $\frac{3}{4}$	... ..
	20	1	10 0	9 8 $\frac{1}{4}$	3 $\frac{3}{4}$	... ..
		2	16 0	15 7	5	... ..
		3	1 2 0	1 3 8 $\frac{1}{4}$	... ..	1 8 $\frac{1}{4}$
	30	1	12 6	13 1	... ..	0 7
		2	1 0 0	1 0 5	... ..	0 5
		3	1 7 6	1 9 11 $\frac{3}{4}$	... ..	2 5 $\frac{3}{4}$
	40	1	16 8	17 1	... ..	0 5
		2	1 6 8	1 6 9	... ..	0 1
		3	1 16 8	1 18 11 $\frac{1}{2}$	... ..	2 3 $\frac{1}{2}$
	50	1	1 0 10	1 1 1 $\frac{1}{2}$	... ..	0 3 $\frac{1}{2}$
		2	1 13 4	1 13 0 $\frac{1}{2}$	3 $\frac{1}{2}$	... ..
		3	2 5 10	2 7 11 $\frac{1}{2}$	... ..	2 1 $\frac{1}{2}$
	75	1	1 11 3	1 11 3	... ..	... ..
		2	2 10 0	2 8 9 $\frac{3}{4}$	1 2 $\frac{1}{4}$	... ..
		3	3 8 9	3 10 5 $\frac{1}{2}$	... ..	1 8 $\frac{1}{2}$
	100	1	2 1 8	2 1 4 $\frac{1}{4}$	3 $\frac{3}{4}$	... ..
		2	3 6 8	3 4 7 $\frac{1}{4}$	2 0 $\frac{3}{4}$	... ..
		3	4 11 8	4 12 11 $\frac{1}{2}$	... ..	1 3 $\frac{1}{2}$
	125	1	2 12 1	2 11 2 $\frac{1}{4}$	10 $\frac{3}{4}$	... ..
		2	4 3 4	3 19 9 $\frac{1}{4}$	3 6 $\frac{3}{4}$	... ..
		3	5 14 7	5 14 7 $\frac{1}{2}$	... ..	0 $\frac{1}{2}$
	150	1	3 2 6	3 1 0	1 6	... ..
		2	5 0 0	4 14 11 $\frac{1}{2}$	5 0 $\frac{1}{2}$	... ..
		3	6 17 6	6 16 3 $\frac{1}{2}$	1 2 $\frac{1}{2}$	... ..
	175	1	3 12 11	3 10 9 $\frac{3}{4}$	2 1 $\frac{1}{4}$	... ..
		2	5 16 8	5 10 1 $\frac{1}{2}$	6 6 $\frac{1}{2}$	... ..
		3	8 0 5	7 17 11 $\frac{1}{2}$	2 5 $\frac{1}{2}$	... ..
	200	1	4 3 4	4 0 7 $\frac{3}{4}$	2 8 $\frac{1}{4}$	... ..
		2	6 13 4	6 5 3 $\frac{3}{4}$	8 0 $\frac{1}{4}$	... ..
		3	9 3 4	8 19 7 $\frac{1}{2}$	3 8 $\frac{1}{2}$	... ..
	225	1	4 13 9	4 9 6 $\frac{3}{4}$	4 2 $\frac{1}{4}$	... ..
		2	7 10 0	6 19 8 $\frac{1}{2}$	10 3 $\frac{1}{2}$	... ..
		3	10 6 3	10 0 5 $\frac{1}{2}$	5 9 $\frac{1}{2}$	... ..
	250	1	5 4 2	4 18 6	5 8	... ..
		2	8 6 8	7 12 8 $\frac{1}{4}$	13 11 $\frac{3}{4}$	... ..
		3	11 9 2	11 1 3 $\frac{1}{2}$	7 10 $\frac{1}{2}$	... ..

TASMANIAN GOVERNMENT RAILWAYS.

Rates charged on Tasmanian Railways, compared with the average rates of seven Australasian Colonies :—

Description of Traffic.	Miles.	Per	RATES.									
			Tasmanian.			Average of Seven Australasian Colonies.			TASMANIA.			
			£	s.	d.	£	s.	d.	Higher.	Lower.		
CATTLE.	10	Truck	7	6		11	9½		...	...	£ 4 3½
		Head per do.			11.25	1	4.48		...	...	5.23
		½ Truck	7	6		6	11		7		...	
		Head per do.	1	10.50		2	5.38		...	...	6.88
	20	Truck	12	6		13	11½		...	...	1 5½
		Head per do.	1	6.50		1	9.42		...	...	2.92
		½ Truck	7	6		8	0½		...	...	6½
		Head per do.	1	10.50		2	1.12		...	...	2.62
	30	Truck	15	0		18	7		...	...	3 7
		Head per do.	1	10.50		2	4.71		...	...	6.21
		½ Truck	8	8		10	9¼		...	...	2 1¼
		Head per do.	2	2		3	7.87		...	...	1 5.87
	40	Truck	18	6		1	4 1¼		...	...	5 7¼
		Head per do.	2	3.75		3	0.16		...	...	8.41
		½ Truck	10	8		14	2		...	...	3 6
		Head per do.	2	8		4	9.38		...	...	2 1.38
	50	Truck	1	1	0	1	9	8		8 8
		Head per do.	2	7.50		3	7.60		...	...	1 0.10
		½ Truck	12	1		17	4		...	...	5 3
		Head per do.	3	0.25		5	10.31		...	...	2 10.06
	75	Truck	1	5	0	2	2 1¼		...	...	17 1¼
		Head per do.	3	1.50		5	0.87		...	...	1 11.37
		½ Truck	14	5		1	4 8		...	...	10 3
		Head per do.	3	7.25		8	4.56		...	...	4 9.31
	100	Truck	1	11	6	2	14 0½		...	...	1 2 6½
		Head per do.	3	11.25		6	5.22		...	...	2 5.97
		½ Truck	18	1		1	12 7		...	...	14 6
		Head per do.	4	6.25		11	0.69		...	...	6 6.44
125	Truck	1	14	6	3	2 1¼		...	...	1 7 7¼	
	Head per do.	4	3.75		7	4.04		...	...	3 0.29	
	½ Truck	19	0		1	18 0½		...	...	19 0½	
	Head per do.	4	9		12	9.62		...	...	8 0.62	
150	Truck	1	17	0	3	10 0		...	...	1 13 0	
	Head per do.	4	7.50		8	1.59		...	...	3 6.09	
	½ Truck	1	1	3	2	3 9¼		...	...	1 2 6¼	
	Head per do.	5	3.75		12	1.25		...	...	6 9.50	
175	Truck	1	19	6	3	18 3½		...	...	1 18 9½	
	Head per do.	4	11.25		9	1.11		...	...	4 1.86	
	½ Truck	1	2	9	2	10 1¼		...	...	1 7 4¼	
	Head per do.	5	8.25		16	8.44		...	...	11 0.19	
200	Truck	2	2	0	4	6 10¾		...	—	2 4 10¾		
	Head per do.	5	3		10	0.16		...	...	4 9.16	
	½ Truck	1	4	2	2	16 3		...	...	1 12 1	
	Head per do.	6	0.50		18	9.94		...	...	12 9.44	
225	Truck	2	4	0	4	14 8½		...	...	2 10 8½	
	Head per do.	5	6		10	11.12		...	...	5 5.12	
	½ Truck	1	5	4	3	1 4¼		...	...	1 16 0¼	
	Head per do.	6	4		1	0 7.31		...	...	14 3.31	
250	Truck	2	5	0	5	2 4½		...	...	2 17 4½	
	Head per do.	5	7.50		11	9.38		...	...	6 1.88	
	½ Truck	1	5	11	3	6 4		...	...	2 0 5	
	Head per do.	6	5.75		1	2 4.19		...	...	15 10.44	

(I.)

TASMANIAN GOVERNMENT RAILWAYS.

Rates charged on Tasmanian Railways, compared with the average rates of seven Australasian Colonies :—

Description of Traffic.	Miles.	PER	RATES.				TASMANIA.								
			Tasmania.			Average of Seven Australasian Colonies.	Higher.		Lower.						
			£	s.	d.	£	s.	d.	s.	d.	£	s.	d.		
SHEEP.	10	Truck		7	6		9	4	...	...		1	10	
		Double truck		12	6		15	10 $\frac{1}{4}$	...	...		3	4 $\frac{1}{2}$	
	$\frac{1}{2}$ Truck		7	6		7	3		3		...				
	20	Truck		12	6		11	2		1	4	...			
		D Truck		17	6		18	9 $\frac{1}{2}$	...	...		1	3 $\frac{1}{2}$	
	30	$\frac{1}{2}$ Truck		7	6		8	1 $\frac{1}{4}$	...	...			7 $\frac{1}{4}$	
		Truck		15	0		15	4 $\frac{1}{4}$	...	...			4 $\frac{1}{4}$	
	40	D Truck		1	2	6	1	5	5 $\frac{1}{4}$	...	...		2	11 $\frac{1}{4}$
		$\frac{1}{2}$ Truck			8	8		10	3	...	...		1	7
	50	Truck		18	6		19	9 $\frac{3}{4}$	...	...		1	3 $\frac{3}{4}$	
		D Truck		1	7	0	1	12	11	...	...		5	11
	75	$\frac{1}{2}$ Truck			10	8		13	4 $\frac{1}{4}$	...	...		2	8 $\frac{1}{4}$
		Truck		1	1	0	1	4	1 $\frac{1}{2}$	...	...		3	1 $\frac{1}{2}$
	100	D Truck		1	11	0	2	0	4 $\frac{1}{2}$	...	...		9	4 $\frac{1}{2}$
		$\frac{1}{2}$ Truck			12	1		16	4 $\frac{3}{4}$	...	...		4	3 $\frac{3}{4}$
	125	Truck		1	5	0	1	13	10 $\frac{3}{4}$	...	...		8	10 $\frac{3}{4}$
		D Truck		2	2	6	2	17	7 $\frac{1}{2}$	...	...		15	1 $\frac{1}{2}$
	150	$\frac{1}{2}$ Truck			14	5		1	3	3		8	10
		Truck		1	11	6	2	3	3	...	...		11	9
	175	D Truck		2	10	0	3	13	6		1	3	6
		$\frac{1}{2}$ Truck			18	1		1	5	8 $\frac{1}{4}$		7	7 $\frac{1}{4}$
	200	Truck		1	14	6	2	9	10	...	...		15	4
		D Truck		2	13	6	4	4	6		1	11	0
	225	$\frac{1}{2}$ Truck			19	0		1	14	0 $\frac{3}{4}$		15	0 $\frac{3}{4}$
		Truck		1	17	0	2	16	4 $\frac{1}{4}$	...	...		19	4 $\frac{1}{4}$
	250	D Truck		2	18	6	4	15	7		1	17	1
		$\frac{1}{2}$ Truck		1	1	3	1	18	6 $\frac{3}{4}$	...	...		17	3 $\frac{3}{4}$
	275	Truck		1	19	6	3	2	9		1	3	3
		D Truck		3	1	0	5	6	5 $\frac{1}{2}$		2	5	5 $\frac{1}{2}$
	300	$\frac{1}{2}$ Truck		1	2	9	2	3	5		1	0	8
Truck			2	2	0	3	9	6	...	...		1	7	6
325	D Truck		3	3	6	5	17	8	...	...		2	14	2
	$\frac{1}{2}$ Truck		1	4	2	2	8	2 $\frac{1}{4}$	...	...		1	4	0 $\frac{1}{4}$
350	Truck		2	4	0	3	15	5	...	...		1	11	5
	D Truck		3	5	6	6	7	5	...	...		3	1	11
375	$\frac{1}{2}$ Truck		1	5	4	2	12	5 $\frac{3}{4}$	...	...		1	7	1 $\frac{3}{4}$
	Truck		2	5	0	4	1	2 $\frac{3}{4}$	...	...		1	16	2 $\frac{3}{4}$
400	D Truck		3	6	6	6	17	1	...	...		3	10	7
	$\frac{1}{2}$ Truck		1	5	11	2	16	9	...	...		1	10	10

TASMANIAN GOVERNMENT RAILWAYS.

Rates charged on Tasmanian Railways, compared with the average rates of seven Australasian Colonies :—

Description of Traffic.	Miles.	Per	RATES.		TASMANIA.					
			Tasmania.	Average of Seven Australasian Colonies.	Higher.			Lower.		
Pigs.			£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	10	Truck	7 6	11 2	...	...	3 8			
		Double truck	12 6	17 0	...	...	4 6			
		$\frac{1}{2}$ Truck	7 6	7 $2\frac{1}{4}$		$3\frac{3}{4}$...			
	20	Truck	12 6	13 $4\frac{1}{2}$	...	...	10 $\frac{1}{4}$			
		D. Truck	17 6	1 0 $4\frac{3}{4}$	...	...	2 10 $\frac{3}{4}$			
		$\frac{1}{2}$ Truck	7 6	8 $2\frac{3}{4}$	...	...	8 $\frac{3}{4}$			
	30	Truck	15 0	17 7	...	...	2 7			
		D. Truck	1 2 6	1 7 $6\frac{1}{4}$	...	...	5 0 $\frac{1}{4}$			
		$\frac{1}{2}$ "	8 8	10 $3\frac{3}{4}$	...	...	1 7 $\frac{3}{4}$			
	40	"	18 6	1 2 $7\frac{3}{4}$	...	...	4 1 $\frac{3}{4}$			
		D. "	1 7 0	1 15 $6\frac{1}{4}$	...	...	8 6 $\frac{1}{4}$			
		$\frac{1}{2}$ "	10 8	13 $4\frac{1}{2}$	...	...	2 8 $\frac{1}{2}$			
	50	"	1 1 0	1 7 $6\frac{1}{4}$	...	...	6 6 $\frac{1}{4}$			
		D. "	1 11 0	2 3 $6\frac{3}{4}$	...	...	12 6 $\frac{3}{4}$			
		$\frac{1}{2}$ "	12 1	16 4	...	...	4 3			
	75	"	1 5 0	1 18 $5\frac{1}{2}$	...	...	13 5 $\frac{1}{2}$			
		D. "	2 2 6	3 1 $10\frac{3}{4}$	...	...	19 4 $\frac{3}{4}$			
		$\frac{1}{2}$ "	14 5	1 2 $10\frac{3}{4}$	...	...	8 5 $\frac{3}{4}$			
	100	"	1 11 6	2 9 4	...	...	17 10			
		D. "	2 10 0	3 19 $1\frac{3}{4}$	...	...	1 9 $1\frac{3}{4}$			
		$\frac{1}{2}$ "	18 1	1 9 $8\frac{1}{4}$	...	...	11 7 $\frac{1}{4}$			
	125	"	1 14 6	2 16 3	...	...	1 1 9			
		D. "	2 13 6	4 10 $9\frac{1}{2}$	...	...	1 17 $3\frac{1}{2}$			
		$\frac{1}{2}$ "	19 0	1 14 $0\frac{3}{4}$	...	...	15 0 $\frac{3}{4}$			
	150	"	1 17 0	3 3 1	...	...	1 6 1			
		D. "	2 18 6	2 6	...	...	2 4 0			
		$\frac{1}{2}$ "	1 1 3	1 18 $6\frac{3}{4}$	...	...	17 3 $\frac{3}{4}$			
	175	"	1 19 6	3 10 $3\frac{3}{4}$	...	...	1 10 $9\frac{3}{4}$			
		D. "	3 1 0	5 14 $6\frac{1}{4}$	...	...	2 13 $6\frac{1}{4}$			
		$\frac{1}{2}$ "	1 2 9	2 3 5	...	...	1 0 8			
	200	"	2 2 0	3 18 3	...	...	1 16 3			
		D. "	3 3 6	6 7 0	...	...	3 3 6			
		$\frac{1}{2}$ "	1 4 2	2 8 $2\frac{1}{4}$	...	...	1 4 0 $\frac{1}{4}$			
	225	"	2 4 0	4 5 3	...	...	2 1 3			
		D. "	3 5 6	6 18 3	...	...	3 12 9			
		$\frac{1}{2}$ "	1 5 4	2 12 6	...	...	1 7 2			
	250	"	2 5 0	4 12 $1\frac{3}{4}$	...	...	2 7 $1\frac{3}{4}$			
		D. "	3 6 6	7 8 9	...	...	4 2 3			
		$\frac{1}{2}$ "	1 5 11	2 18 9	...	...	1 12 10			

TASMANIAN GOVERNMENT RAILWAYS.

Rates charged on Tasmanian Railways, compared with the average rates of seven Australasian Colonies :-

Description of Traffic.	Miles	RATE PER CAN, Not exceeding 112lbs.		TASMANIA.		
		Tasmania	Average of seven Australasian Colonies.	Higher.	Lower.	
MILK.	15	£ s. d. 6	£ s. d. 6	£ s. d. ...	£ s. d. ...	
	25	9	8	1	...	
	40	1 0	9 $\frac{3}{4}$	2 $\frac{1}{4}$...	
	60	1 3	1 0 $\frac{1}{2}$	2 $\frac{1}{2}$...	
	80	1 6	1 2 $\frac{1}{4}$	3 $\frac{3}{4}$...	
	120	2 0	1 3 $\frac{1}{4}$	8 $\frac{3}{4}$...	
	Per can, not ex- ceeding	RATE PER CAN.				
CREAM.	lbs. 42	15	£ s. d. 3	£ s. d. 3 $\frac{1}{2}$	£ s. d. 0 $\frac{1}{2}$	
	84	3	5	2		
	126	4	6 $\frac{1}{4}$	2 $\frac{3}{4}$		
	144	5	8 $\frac{1}{2}$	3 $\frac{1}{2}$		
	42	30	3	3 $\frac{3}{4}$	0 $\frac{3}{4}$	
	84	5	6 $\frac{1}{4}$	1 $\frac{1}{4}$		
	126	6	8 $\frac{1}{4}$	2 $\frac{1}{4}$		
	144	7	10	3		
	42	50	4	5 $\frac{3}{4}$	1 $\frac{3}{4}$	
	84	7	8 $\frac{1}{4}$	1 $\frac{1}{4}$		
	126	8	10 $\frac{1}{2}$	2 $\frac{1}{2}$		
	144	9	1 0 $\frac{1}{4}$	3 $\frac{1}{4}$		
	42	70	5	5 $\frac{1}{2}$	0 $\frac{1}{2}$	
	84	10	10	...		
	126	11	1 0 $\frac{1}{2}$	1 $\frac{1}{2}$		
	144	1 0	1 2 $\frac{1}{2}$	2 $\frac{1}{2}$		
	42	100	7	6 $\frac{1}{2}$	0 $\frac{1}{2}$...
	84	1 1	11 $\frac{1}{2}$	1 $\frac{1}{2}$...	
	126	1 2	1 4	2		
	144	1 3	1 5 $\frac{1}{2}$	2 $\frac{3}{4}$		
	42	150	8	8 $\frac{3}{4}$	0 $\frac{3}{4}$	
	84	1 3	1 4 $\frac{1}{2}$	1 $\frac{1}{2}$		
	126	1 4	1 10 $\frac{1}{2}$	6 $\frac{1}{2}$		
	144	1 5	2 0 $\frac{1}{2}$	7 $\frac{1}{2}$		

(L.)

TASMANIAN GOVERNMENT RAILWAYS

Tabulated Statement of Charges on Traffic carried under Class "G" in Tasmania, compared with six Australasian Colonies.

DESCRIPTION.	TASMANIA.		VICTORIA.		NEW SOUTH WALES.	QUEENSLAND.								SOUTH AUSTRALIA.								NEW ZEALAND.				
	Lbs.		Classification Rates with Minimum of 1s.		Single Packages of Butter, Eggs, Cream, Cheese, and Candied Fruit manufactured in the Colony.	Half Parcels Rates, Minimum 3d.								Half Parcels Rates, Minimum 6d.								Game, Rabbits (dead), and Fresh Fish.				
Packages containing all or either of the following articles :— Fresh Fruit, Vegetables, Poultry (dead), Game, Fish, Meat, Butter, Cheese, Jams, Honey, etc.	For distances not exceeding 50 miles	s. d. s. d. 0 60 9			Miles.	Lbs.		Miles.	Lbs.								Lbs.								Lbs.	Any Distance.
	Exceeding 50 miles	0 91 6				90 112	3 7 14 28 56 84 112		3 7 14 28 56 84 112	Lbs.		Lbs.		Lbs.		Lbs.										
					100	s. d. s. d. 1 01 3	100	s. d. s. d. 10 0 30 30 30 50 60 81 00 60 60 60 60 60 60 8	100	s. d. s. d. 10 0 30 30 30 50 60 81 00 60 60 60 60 60 60 8	100	s. d. s. d. 10 0 30 30 30 50 60 81 00 60 60 60 60 60 60 8	100	s. d. s. d. 10 0 30 30 30 50 60 81 00 60 60 60 60 60 60 8	100	s. d. s. d. 10 0 30 30 30 50 60 81 00 60 60 60 60 60 60 8	100	s. d. s. d. 10 0 30 30 30 50 60 81 00 60 60 60 60 60 60 8	7	s. d. 0 6						
					200	1 92 2	200	20 0 30 30 30 50 60 81 00 60 60 60 60 60 60 91 0	200	20 0 30 30 30 50 60 81 00 60 60 60 60 60 60 91 0	200	20 0 30 30 30 50 60 81 00 60 60 60 60 60 60 91 0	200	20 0 30 30 30 50 60 81 00 60 60 60 60 60 60 91 0	200	20 0 30 30 30 50 60 81 00 60 60 60 60 60 60 91 0	14	1 0								
					250	2 32 10	250	30 0 30 30 30 50 60 81 00 60 60 60 60 60 60 81 01 4	250	30 0 30 30 30 50 60 81 00 60 60 60 60 60 60 81 01 4	250	30 0 30 30 30 50 60 81 00 60 60 60 60 60 60 81 01 4	250	30 0 30 30 30 50 60 81 00 60 60 60 60 60 60 81 01 4	250	30 0 30 30 30 50 60 81 00 60 60 60 60 60 60 81 01 4	28	1 6								
					10	s. d. s. d. 1 0 1 0	Fruit and Vegetables.	60	0 30 30 50 80 111 21 90 60 60 60 60 101 31 8	60	0 30 30 50 80 111 21 90 60 60 60 60 60 61 01 62 0	60	0 30 30 50 80 111 21 90 60 60 60 60 60 60 61 01 62 0	60	0 30 30 50 80 111 21 90 60 60 60 60 60 60 61 01 62 0	60	0 30 30 50 80 111 21 90 60 60 60 60 60 60 61 01 62 0	Other Articles.								
					20	1 0 1 0		100	0 30 30 50 80 111 21 90 60 60 60 60 60 60 71 21 92 4	100	0 30 30 50 80 111 21 90 60 60 60 60 60 60 71 21 92 4	100	0 30 30 50 80 111 21 90 60 60 60 60 60 60 71 21 92 4	100	0 30 30 50 80 111 21 90 60 60 60 60 60 60 71 21 92 4	100	0 30 30 50 80 111 21 90 60 60 60 60 60 60 71 21 92 4									
					50	1 6 1 6		125	0 30 50 60 111 31 92 60 60 60 60 81 42 02 8	125	0 30 50 60 111 31 92 60 60 60 60 81 42 02 8	125	0 30 50 60 111 31 92 60 60 60 60 81 42 02 8	125	0 30 50 60 111 31 92 60 60 60 60 81 42 02 8	125	0 30 50 60 111 31 92 60 60 60 60 81 42 02 8									
					100	2 6 2 6		150	0 30 50 60 111 31 92 60 60 60 60 91 62 33 0	150	0 30 50 60 111 31 92 60 60 60 60 91 62 33 0	150	0 30 50 60 111 31 92 60 60 60 60 91 62 33 0	150	0 30 50 60 111 31 92 60 60 60 60 91 62 33 0	150	0 30 50 60 111 31 92 60 60 60 60 91 62 33 0									
					150	3 0 3 0		200	0 50 60 81 21 92 63 30 60 60 60 60 101 82 63 4	200	0 50 60 81 21 92 63 30 60 60 60 60 101 82 63 4	200	0 50 60 81 21 92 63 30 60 60 60 60 101 82 63 4	200	0 50 60 81 21 92 63 30 60 60 60 60 101 82 63 4	200	0 50 60 81 21 92 63 30 60 60 60 60 101 82 63 4									
					200	3 6 3 6	Miles. Not exceed'g 84 lbs.	250	0 60 80 111 62 32 34 30 60 60 60 60 111 102 93 8	250	0 60 80 111 62 32 34 30 60 60 60 60 111 102 93 8	250	0 60 80 111 62 32 34 30 60 60 60 60 111 102 93 8	250	0 60 80 111 62 32 34 30 60 60 60 60 111 102 93 8	250	0 60 80 111 62 32 34 30 60 60 60 60 111 102 93 8									
					250	4 0 4 2		Butter and Eggs.																		
					Miles.	Lbs.	100	s. d. 1 0																		
							150	1 6																		
							200	2 0																		
							250	2 3																		
					10	s. d. s. d. s. d. s. d.																				
					20	0 30 40 60 7																				
					50	0 30 50 80 10																				
					100	0 60 111 51 10																				
					150	0 91 52 12 8																				
					200	1 11 112 93 6																				
					250	1 32 53 54 2																				

(M.)

TASMANIAN GOVERNMENT RAILWAYS.

SEASON TICKET RATES on the Tasmanian Government Railways, compared with the Average of Three Colonial Railways, and the Great Western Railway, England.

MILES.	PERIOD.	FIRST CLASS.					SECOND CLASS.								
		RATES.				AVERAGE.	TASMANIA. Compared with Average.		RATES.				AVERAGE.	TASMANIA. Compared with Average.	
		TASMANIA	NEW SOUTH WALES.	NEW ZEALAND.	GREAT * WESTERN (England)		HIGHER.	LOWER.	TASMANIA	NEW SOUTH WALES.	NEW ZEALAND.	GREAT * WESTERN (England)		HIGHER.	LOWER.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
2	Month ...	0 10 0	0 12 0	0 8 6	...	...	...	...	0 7 6	0 7 6	0 5 6	...	...	...	...
	Quarter ...	1 5 6	1 10 9	1 2 6	2 0 0	1 9 8 ¹ / ₄	...	0 4 2 ¹ / ₄	0 19 0	0 19 3	0 15 0	1 10 0	1 0 9 ³ / ₄	...	0 1 9 ³ / ₄
	Half-year ...	2 5 0	2 15 3	1 15 0	3 5 0	2 10 0 ³ / ₄	...	0 5 0 ¹ / ₄	1 14 0	1 14 6	1 4 0	2 10 0	1 15 7 ¹ / ₂	...	0 1 7 ¹ / ₂
	Year ...	4 4 0	5 5 0	3 0 0	5 5 0	4 8 6	...	0 4 6	3 3 0	3 5 6	2 5 0	3 15 0	3 2 1 ¹ / ₂	0 0 10 ¹ / ₂	...
5	Month ...	0 17 6	0 19 6	0 18 0	...	...	...	...	0 13 0	0 13 6	0 14 0	...	...	...	...
	Quarter ...	2 4 6	2 9 9	2 5 0	2 10 0	2 7 3 ³ / ₄	...	0 2 9 ³ / ₄	1 13 6	1 14 6	1 17 6	2 0 0	1 16 4	...	0 2 10 ¹ / ₂
	Half-year ...	3 18 6	4 9 6	4 2 6	4 10 0	4 5 1 ¹ / ₂	...	0 6 7 ¹ / ₂	2 19 0	3 2 0	3 0 0	3 10 0	3 2 9	...	0 3 9
	Year ...	7 7 0	8 10 0	7 10 0	7 10 0	7 14 3	...	0 7 3	5 10 0	5 17 9	5 12 6	5 15 0	5 13 9 ³ / ₄	...	0 3 9 ³ / ₄
7	Month ...	1 1 6	1 3 6	1 1 6	...	...	...	...	0 16 0	0 16 6	0 18 0	...	...	...	...
	Quarter ...	2 15 0	3 0 0	2 17 6	3 5 0	2 19 4 ¹ / ₂	...	0 4 4 ¹ / ₂	2 1 6	2 2 0	2 5 6	2 10 0	2 4 9	...	0 3 3
	Half-year ...	4 16 6	5 8 0	5 5 0	5 15 0	5 6 1 ¹ / ₂	...	0 9 7 ¹ / ₂	3 13 0	3 15 6	4 0 0	4 10 0	3 19 7 ¹ / ₂	...	0 6 7 ¹ / ₂
	Year ...	9 1 6	10 5 3	9 10 0	9 10 0	9 11 8 ¹ / ₄	...	0 10 2 ¹ / ₄	6 16 0	7 3 6	7 5 0	7 5 0	7 2 4 ¹ / ₂	...	0 6 4 ¹ / ₂
10	Month ...	1 7 6	1 9 6	1 9 0	...	...	...	...	1 0 6	1 1 0	1 2 0	...	...	...	...
	Quarter ...	3 10 0	3 15 3	3 15 0	4 10 0	3 17 6 ³ / ₄	...	0 7 6 ³ / ₄	2 12 6	2 13 6	2 17 6	3 5 0	2 17 1 ¹ / ₂	...	0 4 7 ¹ / ₂
	Half-year ...	6 3 6	6 15 6	6 15 0	7 10 0	6 16 0	...	0 12 6	4 12 6	4 16 3	5 5 0	6 0 0	5 3 5 ¹ / ₄	...	0 10 11 ¹ / ₄
	Year ...	11 11 0	12 18 0	12 10 0	12 10 0	12 7 3	...	0 16 3	8 13 6	9 3 0	9 10 0	9 10 0	9 4 1 ¹ / ₂	...	0 10 7 ¹ / ₂
12	Month ...	1 11 0	1 12 6	1 14 0	...	...	...	...	1 3 6	1 3 0	1 5 6	...	...	...	...
	Quarter ...	4 0 0	4 2 9	4 10 0	5 5 0	4 19 5 ¹ / ₄	...	0 11 4 ¹ / ₄	2 19 6	2 18 9	3 5 6	3 15 0	3 4 8 ¹ / ₄	...	0 5 2 ¹ / ₄
	Half-year ...	7 0 0	7 9 0	7 15 0	8 15 0	7 14 9	...	0 14 9	5 4 6	5 5 9	6 0 0	7 0 0	5 17 6 ¹ / ₄	...	0 13 0 ¹ / ₄
	Year ...	13 2 0	14 3 0	14 10 0	14 10 0	14 1 3	...	0 19 3	9 15 6	10 1 0	11 0 0	11 0 0	10 9 1 ¹ / ₂	...	0 13 7 ¹ / ₂
15	Month ...	1 18 0	1 17 0	2 0 0	...	...	...	...	1 9 0	1 6 0	1 9 0	...	...	...	...
	Quarter ...	4 18 0	4 14 3	5 4 0	6 5 0	5 5 3 ³ / ₄	...	0 7 3 ³ / ₄	3 13 6	3 6 3	3 15 0	4 10 0	3 16 2 ¹ / ₄	...	0 2 8 ¹ / ₄
	Half-year ...	8 11 6	8 9 9	9 2 6	10 10 0	9 3 5 ¹ / ₄	...	0 11 11 ¹ / ₄	6 8 6	5 19 3	6 15 0	8 10 0	6 18 2 ¹ / ₄	...	0 9 8 ¹ / ₄
	Year ...	16 0 0	16 2 6	16 15 0	17 10 0	16 11 10 ¹ / ₂	...	0 11 10 ¹ / ₂	11 19 6	11 6 6	12 10 0	13 5 0	12 5 3	...	0 5 9
18	Month ...	2 1 6	2 0 0	2 6 0	...	...	...	...	1 11 6	1 8 0	1 13 0	...	...	...	...
	Quarter ...	5 7 0	5 2 0	5 16 0	7 5 0	5 17 6	...	0 10 6	4 0 6	3 11 6	4 6 6	5 5 0	4 5 10 ¹ / ₂	...	0 5 4 ¹ / ₂
	Half-year ...	9 7 0	9 3 9	10 5 0	12 0 0	10 3 11 ¹ / ₄	...	0 16 11 ¹ / ₄	7 0 6	6 8 6	7 10 0	9 15 0	7 13 6	...	0 13 0
	Year ...	17 9 0	17 9 0	19 0 0	20 0 0	18 9 6	...	1 0 6	13 1 6	12 4 0	14 0 0	15 5 0	13 12 7 ¹ / ₂	...	0 11 1 ¹ / ₂
20	Month ...	2 5 0	2 2 0	2 10 0	...	...	...	...	1 14 0	1 9 3	1 15 6	...	...	...	...
	Quarter ...	5 16 0	5 7 0	6 4 0	7 15 0	6 5 6	...	0 9 6	4 7 0	3 14 6	4 12 6	5 10 0	4 11 0	...	0 4 0
	Half-year ...	10 2 6	9 12 6	11 0 0	13 0 0	10 18 9	...	0 16 3	7 12 0	6 14 0	8 2 6	10 10 0	8 4 7 ¹ / ₂	...	0 12 7 ¹ / ₂
	Year ...	18 18 0	18 5 9	20 10 0	21 10 0	19 15 11 ¹ / ₄	...	0 17 11 ¹ / ₄	14 3 6	12 14 6	15 0 0	16 5 0	14 10 9	...	0 7 3
25	Month ...	2 12 6	2 5 9	3 0 0	...	...	...	...	1 19 6	1 11 9	2 3 0	...	...	...	...
	Quarter ...	6 13 6	5 16 9	7 4 0	9 5 0	7 4 9 ³ / ₄	...	0 11 3 ³ / ₄	5 0 0	4 1 0	5 5 0	6 10 0	5 4 0	...	0 4 0
	Half-year ...	11 15 0	10 10 0	12 17 6	15 10 0	12 13 1 ¹ / ₂	...	0 18 1 ¹ / ₂	8 16 6	7 6 0	9 7 6	12 10 0	9 10 0	...	0 13 6
	Year ...	22 1 0	19 19 0	23 0 0	25 10 0	22 12 6	...	0 11 6	16 11 0	13 17 6	17 0 0	19 5 0	16 13 4 ¹ / ₂	...	0 2 4 ¹ / ₂

(M. Continued.)

MILES.	PERIOD.	FIRST CLASS.					SECOND CLASS.									
		RATES.				AVERAGE.	TASMANIA. Compared with Average.		RATES.				AVERAGE.	TASMANIA. Compared with Average.		
		TASMANIA	NEW SOUTH WALES.	NEW ZEALAND.	GREAT * WESTERN (England)		HIGHER.	LOWER.	TASMANIA	NEW SOUTH WALES.	NEW ZEALAND.	GREAT * WESTERN (England)		HIGHER.	LOWER.	
30	Month ...	£ s. d. 3 2 6	£ s. d. 2 9 6	£ s. d. 3 10 0	£ s. d. ...	£ s. d. ...	£ s. d. ...	£ s. d. 2 7 0	£ s. d. 1 14 3	£ s. d. 2 10 6	£ s. d. ...	£ s. d. ...	£ s. d. ...	£ s. d. ...	£ s. d. ...	
	Quarter ...	7 19 6	6 6 3	8 4 0	10 15 0	8 6 2½	...	5 19 6	4 7 3	5 17 6	7 10 0	5 18 6¾	0 0 11½	...	...
	Half-year ...	14 0 0	11 7 3	14 15 0	18 0 0	14 10 6¾	...	10 10 0	7 17 0	10 12 6	14 10 0	10 17 4¾	...	...	0 7 4½
	Year ...	26 5 0	21 11 9	25 10 0	29 10 0	25 14 2½	0 10 9¾	19 14 0	14 18 3	19 0 0	22 5 0	18 19 3¾	0 14 8¼	...	...
35	Month ...	3 2 6	2 13 3	4 0 0	...	...	...	2 7 0	1 16 9	2 18 0	...	...	...	...	...
	Quarter ...	7 19 6	6 15 9	9 4 0	12 5 0	9 1 0¾	...	5 19 6	4 13 9	6 10 0	8 10 0	6 8 3¾	...	...	0 8 9¾
	Half-year ...	14 0 0	11 7 3	16 12 6	20 10 0	15 16 8¼	...	10 10 0	8 8 9	11 17 6	16 10 0	11 16 6¾	...	...	1 6 6¾
	Year ...	26 5 0	23 4 0	28 0 0	33 10 0	27 14 9	...	19 14 0	16 0 6	21 0 0	25 5 0	20 9 10½	...	...	0 15 10½
40	Month ...	3 12 6	2 17 0	4 10 0	...	...	...	2 14 6	1 19 3	3 5 6	...	...	...	...	...
	Quarter ...	9 4 6	7 5 6	10 4 0	13 15 0	10 2 3	...	6 18 6	5 0 0	7 2 6	9 10 0	7 2 9	...	...	0 4 3
	Half-year ...	16 5 0	13 2 0	18 10 0	18 10 0	17 14 3	...	12 4 0	9 0 0	13 2 6	18 10 0	13 4 1½	...	...	1 0 1½
	Year ...	30 9 0	24 17 9	30 10 0	37 10 0	30 16 8¼	...	22 17 0	17 2 0	23 0 0	28 5 0	22 16 0	0 1 0	...	...
45	Month ...	3 12 6	3 0 3	5 0 0	...	...	...	2 14 6	2 1 6	3 13 0	...	...	...	...	...
	Quarter ...	9 4 6	7 13 9	11 4 0	15 5 0	10 16 9¾	...	6 18 6	5 6 0	7 15 0	10 10 0	7 12 4½	...	...	0 13 10½
	Half-year ...	16 5 0	13 16 9	20 7 6	25 10 0	18 19 9¾	...	12 4 0	9 10 9	14 7 6	20 10 0	14 3 0¾	...	...	1 19 0¾
	Year ...	30 9 0	26 5 9	33 0 0	41 10 0	32 16 2¼	...	22 17 0	18 2 6	25 0 0	31 5 0	24 6 1½	...	...	1 9 1½
50	Month ...	4 2 6	3 3 3	5 10 0	...	...	...	3 2 0	2 3 6	4 0 6	...	...	...	...	...
	Quarter ...	10 7 6	8 1 3	12 4 0	16 15 0	11 16 11¼	...	7 17 6	5 11 0	8 7 6	11 10 0	8 6 6	...	...	0 9 0
	Half-year ...	18 10 0	14 10 3	22 5 0	28 0 0	20 16 3¾	...	13 18 0	9 19 9	15 12 6	22 10 0	15 10 0¾	...	...	1 12 0¾
	Year ...	34 0 0	27 11 6	35 10 0	45 10 0	35 12 10½	...	25 10 0	18 19 6	27 0 0	34 5 0	26 8 7½	...	...	0 18 7½
55	Month ...	4 2 6	3 6 6	6 0 0	...	...	...	3 2 0	2 5 6	4 8 0	...	...	...	...	...
	Quarter ...	10 7 6	8 9 6	13 4 0	18 5 0	12 11 6	...	7 17 6	5 16 0	9 0 0	12 10 0	8 15 10½	...	...	0 18 4½
	Half-year ...	18 10 0	15 5 0	24 2 6	30 10 0	22 1 10½	...	13 18 0	10 9 0	16 17 6	24 10 0	16 8 7½	...	...	2 10 7½
	Year ...	34 0 0	28 19 6	38 0 0	49 10 0	37 12 4½	...	25 10 0	19 17 0	29 0 0	37 5 0	27 18 0	...	...	2 8 0
60	Month ...	4 12 6	3 9 9	6 10 0	...	...	...	3 10 0	2 7 9	4 15 6	...	...	...	...	...
	Quarter ...	11 10 0	8 18 0	14 4 0	19 15 0	13 11 9	...	8 15 0	6 1 9	9 12 6	13 10 0	9 9 9¾	...	...	0 14 9¾
	Half-year ...	20 15 0	16 0 6	26 0 0	33 0 0	23 18 10½	...	15 10 0	10 19 3	18 2 6	26 10 0	17 15 5¼	...	...	2 5 5¼
	Year ...	38 0 0	30 9 0	40 10 0	53 10 0	40 12 3	...	28 0 0	20 16 6	31 0 0	40 5 0	30 0 4½	...	...	2 0 4½
75	Month ...	5 0 0	3 19 0	8 0 0	...	...	...	3 17 6	2 14 0	5 18 0	...	...	...	...	...
	Quarter ...	13 0 0	10 1 6	17 4 0	24 5 0	16 2 7½	...	9 15 0	6 17 9	11 10 0	16 10 0	11 3 2¼	...	...	1 8 2¼
	Half-year ...	23 10 0	18 2 9	31 12 6	40 10 0	28 8 9¾	...	17 10 0	12 8 0	21 17 6	32 10 0	21 1 4½	...	...	3 11 4½
	Year ...	42 10 0	34 9 3	48 0 0	65 10 0	47 12 3¼	...	31 0 0	23 11 3	37 0 0	49 5 0	35 4 0¾	...	...	4 4 0¾
100	Month ...	5 10 0	4 14 9	10 10 0	...	...	...	4 5 0	3 4 6	7 15 6	...	...	...	...	...
	Quarter ...	14 0 0	12 1 6	22 4 0	31 15 0	20 0 1½	...	10 10 0	8 4 6	14 12 6	21 10 0	13 14 3	...	...	3 4 3
	Half-year ...	25 0 0	21 14 9	41 0 0	53 0 0	35 3 8¼	...	18 10 0	14 16 0	28 2 6	42 10 0	25 19 7½	...	...	7 9 7½
	Year ...	45 0 0	41 6 0	50 0 0	85 10 0	55 9 2½	...	33 0 0	28 2 3	47 0 0	64 5 0	43 1 9¾	...	...	10 1 9¾

* This is the General Scale, and with few exceptions (not published), the Government Duty is charged in addition to charges shown.
 NOTE.—This information is not available from the other Colonies, as the rates are fixed between Stations, and not on a mileage basis.

TASMANIAN GOVERNMENT RAILWAYS.

SCHEDULE of PARCELS RATES on Tasmanian Railways, compared with those of seven Australasian Colonies :—

Parcels not Exceeding in Weight.	Miles.	RATES.		TASMANIA.					
		Tasmania.		Average of Seven Australasian Colonies.		Higher.		Lower.	
lbs.		s.	d.	s.	d.	s.	d.	s.	d.
3	10		3		3 $\frac{3}{4}$	...			0 $\frac{3}{4}$
7			6		4 $\frac{3}{4}$		1 $\frac{1}{4}$...	
14			6		5 $\frac{3}{4}$		0 $\frac{1}{4}$...	
28			9		7 $\frac{3}{4}$		1 $\frac{1}{4}$...	
56			1	0	11 $\frac{3}{4}$		0 $\frac{1}{2}$...	
84			1	3	1	3 $\frac{1}{2}$	...		0 $\frac{1}{2}$
112		1	6	1	9	...		3	
3	11—20		3		4 $\frac{1}{4}$	...			1 $\frac{1}{4}$
7			6		4 $\frac{3}{4}$		1 $\frac{1}{4}$...	
14			9		6		3	...	
28			1	3	8 $\frac{3}{4}$		6 $\frac{1}{4}$...	
56			1	6	1	1 $\frac{1}{2}$	4 $\frac{3}{4}$...	
84			1	9	1	6 $\frac{1}{2}$	2 $\frac{1}{2}$...	
112		2	0	2	0	...			
3	21—30		3		4 $\frac{1}{2}$	...			1 $\frac{1}{2}$
7			6		5		1	...	
14			9		6 $\frac{3}{4}$		2 $\frac{1}{4}$...	
28			1	3	10		5	...	
56			1	9	1	4	5	...	
84			2	0	1	9 $\frac{3}{4}$	2 $\frac{1}{4}$...	
112		2	3	2	4	...		1	
3	31—40		3		4 $\frac{1}{2}$	...			1 $\frac{1}{2}$
7			8		5 $\frac{1}{2}$		2 $\frac{1}{2}$...	
14			1	0	8		4	...	
28			1	6	11 $\frac{3}{4}$		6 $\frac{1}{4}$...	
56			2	0	1	6 $\frac{3}{4}$	5 $\frac{1}{4}$...	
84			2	3	2	1 $\frac{1}{4}$	1 $\frac{1}{4}$...	
112		2	6	2	9	...		3	
3	41—60		3		4 $\frac{3}{4}$	...			1 $\frac{3}{4}$
7			8		6 $\frac{3}{4}$		1 $\frac{1}{2}$...	
14			1	3	9 $\frac{3}{4}$		5 $\frac{1}{2}$...	
28			1	9	1	3	6	...	
56			2	3	2	0	3	...	
84			2	9	2	9 $\frac{3}{4}$	...		0 $\frac{3}{4}$
112		3	3	3	8 $\frac{3}{4}$	...		5 $\frac{1}{4}$	
3	61—80		3		5	...			2
7			9		7 $\frac{1}{2}$		1 $\frac{1}{2}$...	
14			1	3	10 $\frac{1}{4}$		4 $\frac{3}{4}$...	
28			2	0	1	4 $\frac{1}{4}$	7 $\frac{1}{4}$...	
56			2	6	2	2 $\frac{1}{2}$	3 $\frac{1}{2}$...	
84			3	0	3	1	...		1
112		3	9	4	1 $\frac{1}{4}$	...		4 $\frac{1}{4}$	

(N.) Continued.

PARCELS RATES (CONTINUED).

Pareels not exceeding in weight.	Miles.	RATES.				TASMANIA.			
		Tasmania.		Average of 7 Australasian Colonies.		Higher.		Lower.	
lbs.		s.	d.	s.	d.	s.	d.	s.	d.
3	81-100	0	3	0	5½	—	—	0	2½
7		0	9	0	10¼	—	—	0	1¼
14		1	6	1	0	0	6	—	—
28		2	3	1	7	0	8	—	—
56		2	9	2	6½	0	2½	—	—
84		3	6	3	7	—	—	0	1
112		4	3	4	9¼	—	—	0	6¼
3	101-125	0	3	0	6	—	—	0	3
7		0	9	0	9½	—	—	0	0½
14		1	6	1	2¼	0	3¾	—	—
28		2	3	1	10	0	5	—	—
56		3	0	3	0½	—	—	0	0½
84		3	9	4	4	—	—	0	7
112		4	6	5	8	—	—	1	2
3	126-150	0	3	0	6¼	—	—	0	3¼
7		1	0	0	10	0	2	—	—
14		1	9	1	3	0	6	—	—
28		2	6	1	11¼	0	6¾	—	—
56		3	3	3	2½	0	0½	—	—
84		4	0	4	6½	—	—	0	6½
112		4	9	6	1	—	—	1	4
3	151-200	0	3	0	7¾	—	—	0	4¾
7		1	3	1	0	0	3	—	—
14		2	0	1	6½	0	5½	—	—
28		3	0	2	5	0	7	—	—
56		3	9	3	11	—	—	0	2
84		4	6	5	7	—	—	1	1
112		5	6	7	3	—	—	1	9
3	201-250	0	3	0	8½	—	—	0	5½
7		1	6	1	1¼	0	4¾	—	—
14		2	6	1	9¼	0	8¾	—	—
28		3	6	2	10¼	0	7¾	—	—
56		4	6	4	7¼	—	—	0	1¼
84		5	0	6	7¼	—	—	1	7¼
112		6	0	8	6½	—	—	2	6½

TASMANIAN GOVERNMENT RAILWAYS.

MAIN LINE.

Summary of CURVES, 5 to 15 Chains radius.

RADIUS.	NUMBER.	MILEAGE.	
		Miles.	Chains.
5 chains	76	5	7
6 "	39	2	8
7 "	5	0	24
8 "	42	2	34
9 "	—	—	—
10 "	69	4	64
11 "	—	—	—
12 "	15	1	39
13 "	—	—	—
14 "	1	0	—
15 "	22	2	11
Total	269	18	31

MAIN LINE.

Summary of GRADES up to 1—100.

FROM HOBART.			FROM HOBART.	
Grade.	Number.	Mileage.	Number.	Mileage.
One in 40 to 41	18	Miles. Chains. 7 7	9	Miles. Chains. 3 68
41 " 45	14	3 52	11	3 44
45 " 50	9	2 53	8	1 45
50 " 55	11	2 52	5	1 36
55 " 60	4	0 70	7	0 77
60 " 70	16	3 72	29	5 66
70 " 80	12	3 15	12	2 58
80 " 90	9	3 12	3	0 57
90 " 100	9	2 30	9	2 48
	102	29 43	93	23 19

NOTE.—The above gives 195 sections of line under 1 in 100, with a total mileage of 52 miles 62 chains, or, including that portion of the Western Line from Evandale Junction to Launceston, the grades 1 in 100 and under, 59 miles 44 chains in a total distance of 133 miles.

(P.)
TASMANIAN GOVERNMENT RAILWAYS.
SUMMARY OF GRADES UP TO 1 IN 100.

GRADES.	UP FROM HOBART.											DOWN FROM HOBART.											TOTAL UP AND DOWN.	
	LINE.											LINE.												
	Western	Chud-leigh.	Scotts-dale.	Main.	Fingal.	Parat-tah & Oat-lands.	Apsley.	Der-went Valley.	Sorell.	Zeehan.	TOTAL.	Western	Chud-leigh.	Scotts-dale.	Main.	Fingal.	Parat-tah & Oat-lands.	Apsley.	Der-went Valley.	Sorell.	Zeehan.	TOTAL.		
IN.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
39'6" to 41	·9	1·1	7·5	7·1	—	—	2·5	—	2·1	3·2	24·4	·5	1·7	4·4	3·8	—	—	3·1	—	1·3	2·	16·8	41·2	
41 " 45	—	·3	1·9	3·7	—	—	·9	—	·2	6	7·6	·1	·1	3·8	3·6	—	—	·2	—	·7	·2	8·7	16·3	
45 " 50	·1	—	2·1	2·7	5·1	·4	1·6	·4	·5	·9	13·8	2·	·5	1·1	1·6	4·9	·3	·4	—	·5	·1	11·4	25·2	
50 " 55	1·	·3	—	2·7	—	—	1·1	·5	·5	·4	6·5	2·1	·2	—	1·5	—	—	·4	—	·8	·5	11·5	11·5	
55 " 60	·3	—	·2	·9	—	—	·2	·1	—	—	1·7	2·4	·2	·5	1·	—	—	—	·4	—	·2	4·3	6·	
60 " 70	12·9	·5	1·8	3·9	2·5	·8	1·6	2·4	—	1·3	27·7	5·4	·1	·3	5·8	1·7	·1	·4	1·1	1·	·2	16·1	43·8	
70 " 80	3·5	·6	·5	3·2	—	—	·5	—	·2	·8	9·3	2·9	·1	—	2·7	—	—	·1	—	—	·1	5·9	15·2	
80 " 90	1·5	—	·2	3·2	—	—	·1	—	—	·8	5·8	1·3	—	—	·7	—	—	·1	—	·2	·3	2·6	8·4	
90 " 100	·4	·2	·2	2·4	3·7	·4	·3	·6	—	1·2	9·4	·3	—	·4	2·6	3·1	·1	·5	·3	·1	·1	7·5	16·9	
TOTAL...	20·6	3·	14·4	29·8	11·3	1·6	8·8	4·	3·5	9·2	106·2	17·	2·9	10·5	23·3	9·7	·5	4·8	1·8	3·8	4·	78·3	184·5	

NUMBER OF EACH GRADIENT UP TO 1 IN 100.

GRADES.	UP FROM HOBART.											DOWN FROM HOBART.											TOTAL UP AND DOWN.	
	LINE.											LINE.												
	Western	Chud-leigh.	Scotts-dale.	Main.	Fingal.	Parat-tah & Oat-lands.	Apsley.	Der-went Valley.	Sorell.	Zeehan.	TOTAL.	Western	Chud-leigh.	Scotts-dale.	Main.	Fingal.	Parat-tah & Oat-lands.	Apsley.	Der-went Valley.	Sorell.	Zeehan.	TOTAL.		
IN.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
39'6" to 45	1	5	19	18	—	—	13	—	4	3	63	1	3	13	9	—	—	3	—	2	5	36	99	
41 " 45	—	2	7	14	—	—	5	—	1	2	31	1	1	6	11	—	—	2	—	2	1	24	55	
45 " 50	1	—	14	9	20	6	5	1	2	5	63	3	1	5	8	26	4	2	—	2	1	52	115	
50 " 55	1	2	—	11	—	—	6	3	1	2	26	3	1	—	5	—	—	2	—	—	5	16	42	
55 " 60	1	—	1	4	—	—	1	1	—	—	8	4	1	1	7	—	—	—	—	—	2	15	23	
60 " 70	14	2	10	16	18	12	9	11	—	4	96	16	1	5	29	12	4	3	11	4	2	87	183	
70 " 80	12	2	1	12	—	—	6	—	1	3	37	13	1	—	12	—	—	2	—	—	1	29	66	
80 " 90	6	—	1	9	—	—	1	—	—	4	21	6	—	—	3	—	—	2	—	1	3	15	36	
90 " 100	3	2	3	9	44	5	3	3	—	5	77	1	—	5	9	47	1	5	1	1	1	71	148	
TOTAL...	39	15	56	102	82	23	49	19	9	28	422	48	9	35	93	85	9	19	14	12	21	345	767	

SUMMARY.

TOTAL MILES OF GRADIENTS STEEPER THAN 1 IN 100 ... 184·5 }
 NUMBER OF SECTIONS OF GRADES STEEPER THAN 1 IN 100 ... 767 } TOTAL MILEAGE OF TASMANIAN GOVERNMENT RAILWAY SYSTEM ... 419·75 Miles.