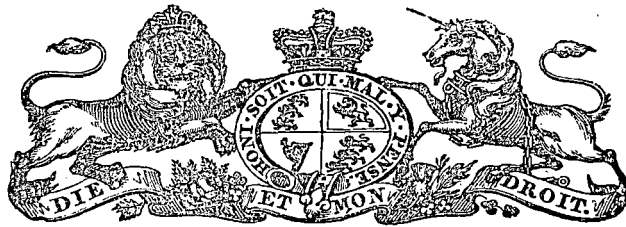


(No. 55.)



1883.

T A S M A N I A.

H O U S E O F A S S E M B L Y.

REPORT OF THE RAILWAY ENQUIRY BOARD:

BRANCH LINES.

Laid upon the Table by the Minister of Lands, and ordered by the House to be printed, July 24, 1883.



Hobart, 14th June, 1883.

SIR,

THE Board appointed by His Excellency the Governor in Council to "enquire into and report upon the probable traffic which will be secured by the various branch lines of Railway for which surveys have been sanctioned by Parliament," have, in accordance with your letter of 7th February last, travelled through the various districts as nearly as practicable along the proposed routes, and have now the honor to present their Report.

The evidence of residents and others interested was taken by us in every case, and much valuable information obtained indirectly. We have to express our appreciation of the general desire to give every assistance, and specially to thank Mr. Grant, General Manager, and Mr. Ellis, Accountant of the Tasmanian Main Line Railway, who were most courteous in affording information and figures of traffic. We have also to acknowledge the valuable assistance and co-operation of Mr. R. W. Lord, Manager of the Launceston and Western Railway, who, in his capacity as Secretary to the Board, afforded material aid in the preparation of the estimates of traffic.

Before proceeding to comment on the special features in connection with each line, we think it necessary to make a few general observations upon the several sources of traffic, and to give a sketch of the various means by which our estimates have been arrived at.

Agriculture.

In each district it is anticipated by residents that a rapid and extensive increase in cultivation would follow the construction of a Railway. This result was not attained in the case of the Launceston and Western Railway, nor to any extent along the Main Line, where much suitable land remains uncultivated. This is no doubt partly attributable to the want of profitable markets for grain, and to stock feeding and fattening being found more remunerative and involving less time, trouble, anxiety, and employment of labour to the occupiers of large properties.

In some districts, notably Fingal and the Derwent Valley, large tracts of country are in comparatively few hands; numerous small homesteads have been bought up by the large land-owners and converted into sheepwalks, the products of which afford only the most inconsiderable traffic. In the Derwent Valley country one proprietor holds the land for 20 miles from Gretna to the Ouse, nine miles of which are along the proposed line; much of this is admirably adapted for agricultural purposes, but it is now solely devoted to grazing. Portions of many of these and other lands already alluded to have been formerly cultivated, and could, we think, if subdivided, be let to suitable tenants, cheap Railway transit being assured. The increasing use of artificial manures which Railways facilitate, and the rapidly growing employment of the most improved labour-saving implements and machines, will tend to so desirable a result, and probably, when labour is cheaper, lead to some extension of cultivation generally.

The question naturally follows,—As the Colony now produces sufficient wheat and barley for its own requirements, and a considerable surplus of oats, where are growers to look for a market for an increased supply? The prospects of a profitable market for a further surplus of oats are not very encouraging, prices of late having been frequently unremunerative. New Zealand grows oats in great perfection, and for the most part supplies the demand in the other Colonies. If the duty and wharfage in Victoria were removed there would probably be a larger demand in that Colony, and our greater proximity should be an advantage. Barley is a hazardous crop to grow, requires good farming, often realises unremunerative prices, and there has been little disposition shown to extend its cultivation: Wheat could not, as a rule, be profitably exported at a cost exceeding 4s. 6d. per bushel. England is the market to which shippers would, in most cases, have to look. At the present value of wheat in London, shipments from here would not net over 4s. per bushel on board ship.

These views may seem to conflict with our previously expressed opinion that under altered conditions in some respects more grain will be produced, but they are only intended to show that the subject has been fully considered by us in all its bearings, and that we do not share the sanguine expectations of Railway advocates.

Coal.

The evidence available as to the suitability of the extensive seams in the Fingal District, and that known near Hamilton, for steam and gas purposes is so meagre and unsatisfactory that any estimate of traffic we could make would be necessarily speculative; we have thought it better, therefore, to omit this item altogether in our estimates, and submit the following for your consideration:—

As far as we have been able to ascertain, none of the Tasmanian coal hitherto brought to market possesses the necessary qualities referred to, and it remains a question whether any of the Fingal seams are better than those in their proximity formerly worked; if not, it appears improbable that the coal would find a profitable market elsewhere than on the Northern side of the island for domestic purposes, and in such case only in very limited quantities, yielding but a small revenue to a Railway, probably not exceeding £500 to £600 per annum. Hobart will probably be supplied with a domestic coal more cheaply from the various mines on the Southern side. Should it be proved that any of the Fingal seams are equal in all respects to Newcastle coal it is then doubtful whether it would be possible to do more than supply Tasmanian wants,—about 30,000 to 35,000 tons per annum. The distance from the nearest port (Launceston) would be a serious drawback to a profitable export. Mr. Grant has stated that in large quantities (2000 tons per week) the Main Line would carry at $\frac{5}{8}d.$ per ton per mile; at this low rate the transit from the mines to Launceston would be about 3s. 9d. per ton: for a lesser quantity the Railway rate would not be less than $\frac{1}{4}d.$ per ton per mile, or 4s. 6d. to Launceston and 8s. 6d. to Hobart. The present price of coal at Newcastle is 11s. on board ship, but quite recently the price was only 7s., and it seems reasonable to assume that in the event of competition it would be again reduced. The foregoing considerations point to the conclusion that a very large coal traffic on the Fingal line can hardly be expected under the most favourable circumstances. Taking the most sanguine view, we see no probability of a Revenue of more than from £3000 to £4000 per annum from coal traffic on the Fingal line, and this is dependent on the coal being proved to be equal to Newcastle.

Of the coal formerly raised for local use at Hamilton we have been unable to obtain any authentic information as to its extent or quality, but if only a domestic coal, and with apparently ample supplies and cheap carriage from mines elsewhere, it would be unsafe to calculate upon more than an insignificant revenue from this source for the Derwent Valley line.

Bark.

This is a very fluctuating traffic. When prices are high the wattle trees are stripped in all directions within reach of a railway or road, and some years must then elapse before a similar supply can be obtained. Our estimates are framed upon the probable mean supply.

Passenger Traffic.

Every information has been sought as to the existing traffic through the various districts, and especially when this is now partly carried over the Main Line Railway, but we have largely availed ourselves of the experience of the Launceston and Western Line of the traffic in proportion to the population of the districts traversed, due regard being given to the special circumstances of each line.

Fares and Freights.

These of course have a most important bearing upon the success of the proposed branch lines, not one of which appears likely for a time to pay more than working expenses and a part of the interest upon cost of construction: Under these conditions it would be desirable to fix the rates in such a way that, while securing all the traffic, and giving the greatest encouragement to production and expansion, they would yield the greatest possible return. Residents in the various districts at present suffering from heavy rates of carriage would doubtless now gladly assent to a tariff based upon such a principle as a condition upon which a line should be constructed, as it is the subject of general complaint that while they contribute to the cost of the Launceston and Western and Main Lines they are placed at a most unfair disadvantage; but as soon as the railway was secured there can be little doubt that there would be a clamour to be placed upon terms of equality with others, and to attain their object a pressure would be brought to bear which no Government could resist.

Entertaining these views, we have based our estimates principally upon the rates of the Launceston and Western Line, local peculiarities being duly considered.

As long as the Main Line is compelled to adopt the current Victorian freight rates for produce it would be difficult to obtain upon any of the Government lines rates much in excess. There is no doubt, in our opinion, that the Victorian produce rates, which are perhaps applicable there for the longer distances to be travelled, are needlessly low and unremunerative here.

Detailed estimates of traffic will be found in the Appendices.

RINGAROOMA RAILWAY.

The first traffic between Launceston and Lefroy Gold Fields would leave or join the railway at Mount Direction Station, a distance from Lefroy of 10 miles, with a very good road; at this point the proposed line will cross the Bangor Slate Company's Tramway, terminating in a jetty on the River Tamar accessible to large steamers at any time of tide.

At the present time the goods traffic between Launceston and Lefroy is taken by the river steamers to George Town, and carted from thence to Lefroy, also a distance of 10 miles, but over a road reported to be very indifferent. We consider therefore it is fair to assume that the bulk of this traffic will pass over the railway for 20 miles to the point named. Possibly some traffic will reach the railway line from the Upper Piper.

The country passed through between Launceston and the vicinity of Scottsdale is, we are informed, generally poor, and not likely to produce much traffic excepting that from Lefroy.

From Scottsdale the character of the country is of the richest description, more or less heavily timbered throughout. The following estimates of the cost of clearing the land will convey the best idea of the country,—viz., fully clearing, at least £20 per acre; rough clearing for agricultural purposes, *i.e.*, for the growth of potatoes and cereals, £6 per acre; and £2 per acre to scrub for the purpose of laying down in grass, when it is estimated that it will readily fatten one beast to the acre.

Mr. Hurst, the District Surveyor, and others, estimated that there are 38,000 acres of good agricultural crown land in these districts, which, with railway facilities, would sell at 30s. per acre. In addition to this a very large area of land has been alienated, probably about 25,000 acres. The whole of these rich lands would be within a reasonable distance of the line.

After making enquiry as to the probable traffic at Scottsdale, Ringarooma, Branzholm, Moorina, &c., and carefully considering the probabilities and requirements of the districts, we compiled our estimate which is attached to this Report.

The first matter that had our attention was the nature of the country passed through, and the second was the passenger traffic; and from estimates made from the present travelling with the, in many cases, hitherto almost impassable roads, we have arrived at the estimate shown upon the statement referred to, amounting probably to a sum of £10,800 per annum. These figures may appear large at first; but bearing in mind the peculiarities of the districts, many of them great tin mining centres, where all employed are receiving the highest rates of wages paid, who frequently travel backwards and forwards, we are sanguine enough to believe that this amount will be realised.

The passenger traffic from Launceston to Lefroy is at present principally conveyed by coach, a distance of about 32 miles by the road. We venture to assume that if this railway is constructed this traffic will all pass over the line to Mount Direction, rates being arranged so as to secure it. It is now a very considerable business, and should the numerous mines at Lefroy be successfully proved, there will no doubt be an accession of population and consequent improvement in the traffic obtainable from this source.

The next question considered was the goods traffic. After careful enquiry through the districts, including the amount of imports and exports from and to Launceston by water at the ports of Bridport and Ringarooma, (these were obtained from the Shipping Agents,) we ascertained that about 6000 tons of goods of all descriptions are annually received inwards for the supply of the population along the proposed line, the whole of which, we feel assured, would be secured by the railway, and the freight could hardly fall short of £3000, as shown upon the statement referred to. We may here remark that a considerable proportion of these goods is chaff, oats, and even straw.

The outwards goods of all description, the product of the districts, came next. The quantity of tin ore sent to Launceston during one year to March last we found was 2200 tons, which would realise in freight to the railway the sum of £1100. This would be carried at a most reasonable rate and would prove a great boon to the mining interests, which at present is at the great disadvantage of having to cart to the ports many miles over almost impassable roads, and consequently at enormously high rates, such as from £3 10s. to £4 per ton. We believe the whole of the tin ore and other traffic from the western side of Thomas's Plains would pass over the line from Moorina, the centre of all the mining interest of this part of the Colony.

It is impossible to convey any accurate description of the apparently rich tin-bearing nature of some of this country, which is at present only in the initiative stage of development. In only making an estimate of the quantity of tin actually carried in one given year, we show the cautious manner in which our estimates have been arrived at.

Whilst referring to the mining wealth of this part of the country, it must be remembered that the proposed line passes near to Mount Victoria, where the recent gold discoveries have been made, and where it is reasonably anticipated a large population will soon be located.

Turning to the other features of goods traffic that may be anticipated, there cannot be a doubt that immediately a regular and economic means of transit is afforded through these remarkably rich districts their productions will be very much increased. We have estimated that there would be established, as rapidly as land could be prepared for the purpose, a large live stock traffic, consisting of fat cattle, sheep, and pigs; also horses, the breeding of which would be thus encouraged in these richly grassed parts.

Dairy produce would also form an important factor in the traffic receipts; the demand and prices ruling in Launceston would tend to foster this source of revenue considerably. Timber traffic would be large. As before pointed out, the country is all heavily timbered, some of which is of a very superior description and valuable, and, with the existing demand in Launceston, would find a ready market; we allude to all descriptions of timber, sawn, split, posts and rails, shingles, blackwood, and firewood,—of the latter very large quantities would find their way to market while the land was being cleared if only facilities for transit were established.

Potatoes would probably be grown upon newly cleared land, the soil being peculiarly suited for their growth. It is our opinion that cereal crops will not be much or very successfully cultivated until the country is largely cleared of timber, and while such remunerative returns can be realised from stock upon a comparatively small outlay.

The connection with deep water on the River Tamar at Mount Direction station, before referred to, would probably contribute to the traffic, as by this means passengers and mails could be accelerated by landing from or joining the steamers from and to Melbourne at this point. Special trains might have to run for this purpose upon occasions, such, for instance, as the arrival of or departure of the English mail.

The bulk of the evidence taken proved that there was not much probability of a large traffic beyond Moorina, the mines between there and the port being yet undeveloped. We concur in this opinion. Referring to the remark upon inwards traffic in chaff, oats, &c., it is obvious that if hay and oats were cultivated more largely the districts would supply themselves, and this source of traffic would be lost.

DERWENT VALLEY RAILWAY.

In the estimate of the probable traffic that might be expected on the opening of this proposed railway, it may be borne in mind that only a very moderate addition, in some respects, has been made for the probable effects of the introduction of railway communication, with its increased facilities for encouraging every class of industry and promoting business in all branches.

No doubt railway communication would bring a considerable area of rich land already cleared into cultivation; and this railway would form the highway to the Lake Country, with its great water-power resources, that eventually will be largely availed of for a variety of industries, and, in all probability, will ultimately form the road to the West Coast.

In parts of the districts through which the proposed railway would pass there are many farms that years ago have been under agricultural cultivation when the prices of grain were more remunerative, which would probably return to cultivation after the establishment of cheap railway transit.

A large portion of the country situated beyond the Ouse is said to be of a very rich character, and, though cold, owing to its elevation, is said to be suitable for the production of oats and root crops.

Paper No. 94 of the House of Assembly of 1880, printed by order of Parliament, 9th September, 1880, has been before us, containing an estimate of the probable traffic that would arise from the construction of this railway. Many of the items there estimated appear to be very moderate, and even below the figures that might be expected to be realised. One item, however,—the estimate of coal traffic, which is put down at 4000 tons per annum, yielding a revenue of £1000,—we have omitted. (*See general observations upon the subject of coal traffic.*)

Passenger Traffic.

A tabulated statement showing the amount of receipts that it is probable may be derived from the railway under each head of revenue, is appended, and from passenger traffic it will be observed the sum of £4500 is estimated.

There can be little doubt that the figures set down under the head of passenger traffic will be realised at the earliest period of the railway's working, and, no doubt, from the charming and picturesque nature of the country along the line, and beyond this, at Lakes St. Clair and Echo, where the scenery is of the most romantic character, that as Hobart and Southern Tasmania increase in popularity as resorts for visitors from the adjacent colonies, these attractions will steadily swell this branch of revenue.

Goods Traffic.

The estimate of the revenue derivable from this source is, no doubt, moderate.

Fruit is already produced in large quantities, and is likely to be increased.

Hops are cultivated very extensively throughout the line; and the fact of regular railway communication being afforded, with a reasonable rate of freight, giving facilities for obtaining artificial manures, will lead to an increase of production and a corresponding advantage to the railway revenue.

There is a great deal of timber in these districts that, doubtless, with railway carriage, will be brought to market, and thereby be of benefit to the settler and the railway. Hop-poles may be mentioned as an item to form considerable traffic.

There is said to be a large tract of Crown lands on the western side of the Derwent, some of excellent quality but heavily timbered, upon which already there are many settlers spread, and which would be more largely populated if they could have regular facilities of transit,—particularly Monto's Marsh, Mount Lloyd, and the Native Tier (*vide* Mr. Shoobridge's report to the Government). If the railway is carried out as proposed, the bridges for the railway are to be made accessible for road traffic, which would prove a great boon, and tend to increase the settlement, &c.

Live Stock Traffic.

A large number of fat cattle and sheep would be sent to the Hobart market by the railway. In analysing the estimate before referred to,—*viz.*, Paper No. 94, House of Assembly, 9th September, 1880,—the detail number of the various descriptions of live stock shown do not appear to be at all excessive, neither is the estimate of the amount to be expected from this source of traffic too much; in fact, taking into account the general improvement under all heads of production since the year 1880, an amount in excess of the sum estimated in this paper may be expected.

Mails and Parcels.

After careful enquiry, the figures under this head of receipts, as shown in the statement just referred to, have been adopted.

It is necessary to draw attention to the existence of water competition, as far as New Norfolk by steamer; but the rates that are charged for all description of goods are so much in excess of those that would be quoted by a railway that this opposition may be considered to be of a very inconsiderable nature. As much as 12s., or even 15s. per ton is at present charged for the conveyance of goods from New Norfolk to Hobart, and then the same goods have, in most instances, to be carted from the settlers' homesteads various distances to the steamer. Not much importance therefore is attached to this opposition.

FINGAL RAILWAY.

The country between the Corners and Avoca is purely pastoral.

At Avoca the Ben Lomond and St. Paul's Tin Mines commence; and if the lodes are successfully developed a large increase to the population must follow, with a corresponding increase to the traffic of the railway.

The Fingal district is principally at present a pastoral and dairy produce country; but if, as it is expected, the deep alluvial gold leads in this neighbourhood prove payable,—and the prospects seem highly promising,—there will be an immediate very large increase of population.

This alluvial gold-bearing ground is the old bed of the South Esk River, extending for many miles, and the success or otherwise of the mining operations now being prosecuted has a bearing of the highest importance upon the future of the traffic of this line. Probably the result will be sufficiently established by the end of August next.

The districts of St. Mary's and Cullenswood are rich for dairy purposes, already well settled, and there is not much prospect of further development.

The land in the district is principally in the hands of large proprietors, and generally is not so well adapted for agricultural as pastoral pursuits.

The Parliamentary Report gives 25,000 to 30,000 acres of agricultural land, whilst the evidence given before the Board varied from 3000 to 10,000 only.

The George's Bay district, which is situated beyond St. Mary's, is a very rich mining country; and should this industry be further developed, which is very reasonably anticipated, there will be a large increase of population, and the revenue of the railway to St. Mary's would be increased by the passenger traffic resulting, goods being all carried by sea from and to George's Bay.

We may say that, in framing our estimate of traffic, we were content to accept the figures furnished to us by Mr. Grueber, the Warden. It will be seen, however, from our observations in reference to gold mining and under the head of coal, that the traffic is largely dependent upon future contingencies.

SHEFFIELD AND RAILTON LINE.

The distance from Sheffield to Railton, the point of junction of the line with the Mersey Extension Railway, is about eight or nine miles.

The traffic which would originate at Sheffield and the surrounding country, would be all worked down a descending gradient, and consequently would not require much haulage power. The back traffic, such as stores to the settlers, would be the smaller traffic, and would not be expensive from a railway point of view.

We were informed that if railway communication was supplied, a very rich area of country, peculiarly suitable for the production of potatoes, would in all probability be at once put under crop, say 1000 acres, the produce of which our informants, old residents of the district, said could not be short of 4000 tons.

This estimate is of course a very speculative one, dependent as it must necessarily be, to a large extent, upon favourable seasons or otherwise. The production of such a quantity of potatoes would also be, to a large extent, dependable upon the advantage that economical railway transit would give as compared with the cost of carting by road or otherwise.

No doubt this particular industry would have already been taken advantage of by the resident energetic settlers in the district but for the disadvantage laboured under in respect to conveyance.

From evidence we were enabled to obtain, it appeared highly probable that a traffic would be induced to the larger populated districts of dairy produce and live stock, but not to a very considerable extent; and we have carefully weighed the evidence in this direction, and can only submit approximate estimates as shown in the statement.

Timber Traffic.

In our enquiries we were assured that a large amount of traffic would be obtained from this source, but we do not feel justified in estimating such traffic as realising a revenue more than shown in the statement.

Mineral Traffic.

In the matter of mineral traffic, if the comparative recent discoveries in the direction of Mount Claude Silver-Lead Mines prove a success, it would undoubtedly very much augment the traffic of the proposed line. We do not, however, feel that we are in a position to make an estimate with such a probability, having regard to the present uncertainty of its permanent establishment.

There are about from 12,000 to 15,000 acres of Crown land still available in the district of good quality, also a good deal of inferior land, that residents expect would be taken up if the railway be constructed.

If this line was connected with the Mersey extension line at Kimberley's Ford, the whole of the estimated traffic could not be relied upon, owing to the increased distance it would take to reach a port of shipment at Latrobe or Formby, with a good road to Railton on a decline rendering carting easy. The existence of this road necessitates our estimate of traffic, also the rates of freight on the Railway, being put at a low figure.

OATLANDS BRANCH LINE.

This proposed scheme of railway extension has had our careful attention and personal investigation.

The Board visited the district through which this short line is surveyed and made the fullest enquiries as to the probable revenue that would result from its construction.

The evidence was taken of the Station Master at the Main Line Railway Station at Oatlands, situated from the Township a distance of about $3\frac{1}{2}$ miles, the length of the proposed line.

The evidence of this officer showed that the average number of passengers per month was 200 in and out. A very small live stock traffic is done at the railway station.

When estimating the traffic likely to be secured by this short piece of railway, it has been borne in mind that producers, when once their teams are loaded, and good roads being in existence, do not consider an additional cartage of $3\frac{1}{2}$ miles of very much importance. It is therefore very questionable indeed whether or not much of the produce of the Oatlands district would not find its way direct to the Main Line Station. To secure the whole of the traffic to the proposed branch it would necessitate the quotation of very low rates, and this has been remembered when preparing the estimates of receipts to be expected.

The passenger traffic and also parcels, it is assumed, would be but limited, and the estimate is considered to amply provide for these items of revenue.

BOTHWELL RAILWAY.

The country about and beyond Bothwell is reported to be one suitable for the cultivation of wheat, oats, and hay, and in former years was celebrated for the production of these latter commodities.

From the junction with the Main Line Railway to Blackmarsh there will be a very considerable goods traffic, the major part of which would be from the Green Ponds Valley; but from that point to Bothwell there is really nothing to warrant the Board in making an estimate of a sanguine character. It appears to us that the existing traffic from Bothwell in wool, bark, and fat stock is not likely, for some time at all events, to be materially augmented, unless possibly by some flagging stone of excellent quality.

The traffic from the Bagdad Valley, if the line pass that way, would not greatly augment the receipts, the total distance from the junction being only about nine miles.

It was stated to the Board by many of the old residents in these districts, that if the route of this railway was by way of the Jordan (instead of Constitution Hill), the country along which line is more or less good all the way, the traffic would be considerably greater, and at the same time this line would serve for Green Ponds.

We can confirm this statement, having travelled from Green Ponds through the Hunting Ground and Broadmarsh, which route appears to possess the additional advantage of an easy grade the entire distance from the Main Line to the Blackmarsh. From this point it is about 10 miles to Bothwell, which lies at a considerable elevation.

Such a line would drain a large area of good agricultural country, extending through Jericho to Oatlands.

If this line were made it might eventually be extended to Oatlands and from thence on to York Plains, thus forming a section of a possible second line of railway between Hobart and Launceston.

WORKING EXPENSES AND MANAGEMENT.

Before concluding it may not be out of place for us to comment shortly upon these. The question of working expenses is one for experts, and it forms no part of our duty to report upon it; we merely wish to point out the important bearing of the subject upon the success of any line, and the necessity for limiting the train service as far as is consistent with the necessity of each district.

We venture to suggest that, before the construction of any new Railways, it is very desirable there should be created a permanent Commission, thoroughly independent of political influences, to regulate and control all matters connected with the working of all Government Railways.

We have the honor to be,
Sir,

Your most obedient Servants,

A. G. WEBSTER, *Chairman.*
RODDAM H. DOUGLAS.
ROBERT CLERK.

R. W. LORD, *Secretary to the Board.*

The Honorable N. J. BROWN, Minister of Lands and Works.

RINGAROOMA RAILWAY.

ESTIMATE of Traffic Receipts.

DESCRIPTION OF TRAFFIC.	PASSENGERS.			GOODS.			TOTAL.		
	£	s.	d.	£	s.	d.	£	s.	d.
Passenger Traffic—									
54,000 journeys, at 4s. each.....	10,800	0	0	..	..	..	10,800	0	0
Goods Traffic Inwards—									
6000 tons, at 10s.....	..	..	..	3000	0	0			
Goods Traffic Outwards—									
Tin, 2200 tons, at 10s. ....	..	..	..	1100	0	0			
Live Stock—									
Cattle .....	..	..	..	300	0	0			
Sheep .....	..	..	..	100	0	0			
Horses, pigs, &c. ....	..	..	..	300	0	0			
Dairy produce .....	..	..	..	100	0	0			
Timber traffic and bark .....	..	..	..	2500	0	0			
Produce, potatoes, grain, &c. ....	..	..	..	700	0	0			
							8100	0	0
Mails and parcels.....	..	..	..	..	..	..	880	0	0
							£19,780	0	0

DERWENT VALLEY RAILWAY.

ESTIMATE of Traffic Receipts.

DESCRIPTION OF TRAFFIC.	PASSENGERS.			GOODS.			TOTAL.		
	£	s.	d.	£	s.	d.	£	s.	d.
Passengers	4500	0	0	..	..	..	4500	0	0
Goods Traffic Outwards—									
11,000 tons, at 7s. ....	..	..	..	2850	0	0			
Timber, &c. ....	..	..	..	1000	0	0			
Live stock .....	..	..	..	750	0	0			
Goods Traffic Inwards.....	..	..	..	2000	0	0			
							7600	0	0
Mails and parcels.....	..	..	..	..	..	..	750	0	0
							£12,850	0	0

FINGAL RAILWAY TO ST. MARY'S.

ESTIMATE of Traffic Receipts.

DESCRIPTION OF TRAFFIC.	PASSENGERS.		GOODS.		TOTAL.	
	£	s. d.	£	s. d.	£	s. d.
Passenger Traffic— 14,512 journeys, at 4s.....	2902	8 0	...	...	2902	8 0
Goods Traffic Inwards—						
Goods, 2000 tons, at 6s. ....	...	...	600	0 0	...	...
Cattle, 1000 .....	...	...	150	0 0	...	...
Sheep, 2000 .....	...	...	25	0 0	...	...
Wool, 328 tons .....	...	...	164	0 0	...	...
Timber .....	...	...	150	0 0	...	...
Bark .....	...	...	150	0 0	...	...
Goods Traffic Outwards, (Grain and Dairy Produce)— 1500 tons .....	...	...	450	0 0	...	...
Parcels and Mails.....	...	...	...	...	700	0 0
					£5291	8 0

SHEFFIELD AND RAILTON RAILWAY.

ESTIMATE of Traffic Receipts.

DESCRIPTION OF TRAFFIC.	PASSENGERS.		GOODS.		TOTAL.	
	£	s. d.	£	s. d.	£	s. d.
Passenger Traffic	200	0 0	...	...	200	0 0
Goods Traffic Outwards—						
Grain, 3000 tons, at 2s. ....	...	...	300	0 0	...	...
Potatoes, 4000 tons, at 2s. ....	...	...	400	0 0	...	...
Dairy Produce .....	...	...	10	0 0	...	...
Live Stock—Cattle .....	...	...	30	0 0	...	...
Sheep .....	...	...	25	0 0	...	...
Timber, &c. ....	...	...	200	0 0	...	...
Goods Traffic Inwards— 1000 tons, at 2s.....	...	...	100	0 0	...	...
Parcels and Mails.....	...	...	...	...	100	0 0
					£1365	0 0

OATLANDS RAILWAY.

Estimate of Traffic Receipts.

DESCRIPTION OF TRAFFIC.	PASSENGERS.		GOODS.		TOTAL.	
	£	s. d.	£	s. d.	£	s. d.
Passenger Traffic— 8000 at 6d.	200	0 0	...	...	200	0 0
Goods Traffic Outwards—						
Grain, 2000 tons at 1s. ....	...	...	100	0 0	...	...
Live Stock .....	...	...	50	0 0	...	...
Goods Traffic Inwards— 1000 tons at 2s. 6d. ....	...	...	125	0 0	...	...
Parcels and Mails .....	...	...	...	...	25	0 0
					500	0 0

BOTHWELL RAILWAY.

Estimate of Traffic Receipts.

DESCRIPTION OF TRAFFIC.	PASSENGERS.			GOODS.			TOTAL.		
	£	s.	d.	£	s.	d.	£	s.	d.
Passengers	1225	0	0	...			1225	0	0
Goods Traffic Outwards—									
Grain and Hay				2000	0	0			
Bark				250	0	0			
Wool				360	0	0			
Cattle				490	0	0			
Rabbit Skins, Fruit, &c.				100	0	0			
Timber				200	0	0			
Goods Traffic Inwards.....				850	0	0			
Parcels and Mails .....				...			4250	0	0
							550	0	0
							6025	0	0