

(No. 70.)



1863.

[SECOND SESSION.]

T A S M A N I A.

DELORAINÉ RAILWAY.

REPORT FROM THE JOINT COMMITTEE.

Brought up by Mr. Adye Douglas, and ordered by the House to be printed,
19 August, 1863.



REPORT from the Joint Committee appointed to continue the Enquiry commenced by the Select Committee of the House of Assembly in 1862, into the question of the Launceston and Deloraine Railway.

LEGISLATIVE COUNCIL.

FRIDAY, 26 JUNE, 1863.

Ordered, That a Joint Committee be appointed, with power to send for persons and papers, to continue the Enquiry commenced by the Select Committee of the House of Assembly in 1862, into the question of the Launceston and Deloraine Railway.

Then the following Members were nominated to be of the said Committee :—

THE HON. SIR R. DRY.	THE HON. MR. LOWES.
THE HON. MR. WILSON.	THE HON. MR. CORBETT.
THE HON. MR. CARTER.	THE HON. MR. GIBSON.
THE HON. MR. ARCHER.	

HOUSE OF ASSEMBLY.

FRIDAY, 3 JULY.

The House of Assembly having concurred in the appointment of the said Committee, nominated the following Members to serve thereon :—

MR. CLERKE.	MR. C. GRANT.
MR. DOUGLAS.	MR. BALFE.
MR. DODERY.	MR. SHERWIN.
MR. W. SHARLAND.	

EXPENSES of Witnesses.

Name.	Profession.	From whence summoned.	Number of Days absent from Home.	Expenses allowed.
W. T. Doyne, Esquire.....	Civil Engineer.	Melbourne.	22.	£ s. d. 184 0 0
James Scott, Esquire	Surveyor.	Launceston.	—	7 7 0
Alexander Rose, Esquire, M.H.A.....	Landed Proprietor.	Hobart.	—	—
Henry Dowling, Esquire.....	—	Launceston	—	17 0 0
Nigel Gresley, Esquire	Banker.	Hobart	—	—
W. Giblin, Esquire.....	ditto.	ditto.	—	—
A. Haig, Esquire	Marine Surveyor.	ditto.	—	—
A. McNaughtan, Esq.	Merchant.	ditto.	—	—

PROCEEDINGS OF COMMITTEE

No. 1. Thursday, 9 July, 1863. *Members present.*—Sir R. Dry, Mr. Corbett, Mr. Archer, Mr. Gibson, Mr. Sherwin, Mr. Sharland, Mr. Dodery, Mr. Clerke.

No. 2. Friday, 19 July, 1863. *Members present.*—Sir R. Dry, Mr. Corbett, Mr. Carter, Mr. Lowes, Mr. Sharland, Mr. Dodery, Mr. Douglas, Mr. Sherwin.

No. 3. Tuesday, 21 July, 1863. *Members present.*—Sir R. Dry, Mr. Gibson, Mr. Lowes, Mr. Corbett, Mr. Dodery, Mr. Douglas, Mr. Sharland.

No. 4. Wednesday, 22 July, 1863. *Members present.*—Sir R. Dry, Mr. Corbett, Mr. Gibson, Mr. Dodery, Mr. Douglas, Mr. Grant.

No. 5. Friday, 24 July. *Members present.*—Sir R. Dry, Mr. Gibson, Mr. Corbett, Mr. Douglas, Mr. Grant, Mr. Sherwin, Mr. Sharland.

No. 6. Tuesday, 28 July, 1863. *Members present.*—Sir R. Dry, Mr. Carter, Mr. Lowes, Mr. Dodery, Mr. Sherwin, Mr. Sharland.

No. 7. Wednesday, 29 July, 1863. *Members present.*—Sir R. Dry, Mr. Carter, Mr. Corbett, Mr. Gibson, Mr. Archer, Mr. Sharland, Mr. Dodery, Mr. Sherwin.

No. 8. Friday, 31 July, 1863. *Members present.*—Sir R. Dry, Mr. Lowes, Mr. Carter, Mr. Wilson, Mr. Sharland, Mr. Dodery, Mr. Grant, Mr. Sherwin, Mr. Clerke.

No. 9. Wednesday, 5th August, 1863. *Members present.*—Sir R. Dry, Mr. Archer, Mr. Gibson, Mr. Corbett, Mr. Lowes, Mr. Sharland, Mr. Dodery, Mr. Clerke, Mr. Sherwin.

No. 10. Thursday, 6 August, 1863. *Members present.*—Sir R. Dry, Mr. Archer, Mr. Gibson, Mr. Lowes, Mr. Carter, Mr. Corbett, Mr. Clerke, Mr. Dodery, Mr. Sherwin.

No. 11. Friday, 7 August, 1863. *Members present.*—Sir R. Dry, Mr. Corbett, Mr. Gibson, Mr. Lowes, Mr. Carter, Mr. Sherwin, Mr. Clerke, Mr. Dodery.

No. 12. Tuesday, 11 August, 1863. *Members present.*—Sir R. Dry, Mr. Carter, Mr. Lowes, Mr. Dodery, Mr. Sharland, Mr. Clerke.

No. 13. Thursday, 13 August, 1863. *Members present.*—Sir R. Dry, Mr. Lowes, Mr. Carter, Mr. Clerke, Mr. Douglas, Mr. Grant, Mr. Sherwin.

No. 14. Tuesday, 18 August, 1863. *Members present.*—Sir R. Dry, Mr. Lowes, Mr. Gibson, Mr. Carter, Mr. Corbett, Mr. Archer, Mr. Sharland, Mr. Dodery, Mr. Douglas.

REPORT.

YOUR Committee having concluded the enquiry remitted to them, by the examination of additional Witnesses to those whose evidence is annexed to the Progress Report of the Select Committee of the House of Assembly of 1862 (Paper No. 130), have to report as follows :—

1. That it is essential to the Agriculturists of the Western Districts that they be afforded Railway Communication without further delay.

2. That, by renewed Resolutions at Public Meetings, by largely signed Petitions to the Governor in Council, and by the result of every election contest, the people of those Districts have proved that the long period of six years,—during which they have had this question under consideration,—has rendered them almost unanimous in their determination on this important subject.

3. That the opposition to the project has not only been limited to a very small number of the Western Colonists, but is almost entirely confined to petitions against the introduction of the principle of Landowners of the Districts being called upon to guarantee interest, and not against the construction of a Railway.

4. That it has been proved that the country intended to be traversed by the Railway is peculiarly adapted to the economical construction and working of the proposed Line.

5. That, from the Evidence before the Committee, it appears that a substantial and well-constructed Locomotive Railway from Launceston to Deloraine, through the Districts of Evandale, Perth, Longford, and Westbury, including all the necessary appliances, the maintenance of the Line for one year after opening, and payment of interest during construction, may be made for the sum of £400,000; and that it may be effectively worked and maintained in good working order for less than £26,000 per annum.

6. That it has been shown that sufficient revenue will be obtained within a short period after the opening of the Line to pay the ordinary current expenses, and the annual interest of £24,000 on capital invested.

7. That the Committee therefore recommend that the Government at once be moved to introduce a Bill providing for the construction and maintenance of the said Railway; the said Bill comprising, besides the usual clauses of the English Railway Act, (so far as applicable to this Colony), the following provisions :—

- (1.) That the Town of Launceston, and the Road Districts of Patterson's Plains, Breadalbane, Evandale, Longford, Carrick, Westbury, Exton, Deloraine, Chudleigh, Upper Meander, and Midhurst, form the Railway District.
- (2.) That Commissioners may be elected by the Ratepayers of these several Districts whose names appear on the Valuation Roll for the time being, (for the purposes of the Act, the Town of Launceston being taken to be a Road District.)
- (3.) That these Commissioners shall be subject to the approval of the Governor in Council, who shall then nominate Two other Commissioners, constituting together a Board of Commissioners; and that until such election and nomination Provisional Directors shall be named in said Bill.
- (4.) That this Board may elect their own Chairman, who may be paid any sum not exceeding £ per annum; and that each other Commissioner may be paid for each meeting of the Board he may attend.
- (5.) That this Board shall have all the powers of Railway Directors in England; and further, the power, subject to such Regulations as may be approved by the Governor in Council, to borrow the necessary funds on Debentures; and the Governor in Council shall be empowered to guarantee payment of these Debentures at 35 years, and interest thereon not exceeding six per cent. per annum.
- (6.) That, during the period of construction, the Commissioners may disburse interest out of capital moneys.

- (7.) That after the opening of the Line, if there be any deficiency in the funds applicable for the payment of interest as aforesaid, the Colonial Treasurer may advance the same out of the Land Fund of the Colony.
- (8.) That, in the event of such deficiency arising, Commissioners shall be empowered to levy a rate upon the said several Districts for the repayment to the Colonial Treasurer of *one half* any sum so advanced by him.
- (9.) That, subject to the pleasure of the Governor in Council, the said Commissioners shall remain in office during the construction of the Line, and to the end of one year after opening of the same for traffic, and that then of the elected Commissioners shall retire; and afterwards every Two years such members shall retire; but members so retiring shall be eligible for re-election.
- (10.) That the works shall not be commenced until the Governor in Council has been satisfied that the work estimated for by Mr. Doyne can be performed in a substantial manner for a sum not exceeding £364,351; and that the whole cost will not exceed £400,000.
- (11.) That if any, and whenever any, deficiency arises, the Governor in Council to appoint arbitrator to determine proportionable rate to be paid by each Road District.

RICHARD DRY, *Chairman.*

P R O T E S T.

18 August, 1863.

I PROTEST against the Report of the Joint Committee to enquire into the desirability of constructing a Railroad from Launceston to Deloraine, &c., on the following grounds.

1stly. I do not believe it positively essential to the agriculturists of the Western Districts, that they should be afforded railway communication without delay. I admit it may be desirable that they should have the means of conveying their produce to a shipping port by a quicker mode of transit than the present road appears to afford.

A Tramway has been proposed, and is, I understand, likely to be carried out, (the preliminary survey and cost having been made) from Deloraine to Port Frederick, which would meet, I am told, nearly all the requirements of the Settlers in those Districts, and which would be constructed at about one-tenth the cost of a Railroad, be worked at probably about one-fifth the expense, and be completed in much less time.

2ndly. I do not believe that the resolutions of public meetings, or petitions to the Governor in Council, or the results of elections in those districts, are valid proofs of the wisdom or prudence of entering upon such an undertaking. I can well understand the people of those Districts being unanimous (singularly unanimous) on the subject, as those Districts (contained within an area of 44 miles) will alone derive all the advantages of the work, the expenditure of the capital, and will monopolise the appointments to all offices and places to the amount of several thousands per annum.

3rdly. I cannot admit that the opposition has been limited to a very small number of the Western Colonists, when I am aware that many petitions have been presented to Parliament, signed by a considerable number in those Districts, owners of many thousands of acres of Land.

4thly. I do not believe that the evidence before the Committee does satisfactorily prove that the Railway, with all its appliances and other expenses, could be completed for the sum of £400,000.

Mr. Falconer's evidence, I think, shows that £500,000 would be required; and from the admitted fact, that all contracted works ever exceed the price originally agreed upon by from 10 to 25 per cent., we can, therefore, hardly expect that this work is to be a solitary exception to the general rule.

Many necessary works and expenses may have been forgotten; one for instance,—I see that Mr. Gale, in his evidence, puts down a sum of upwards of £5000 for fencing,—an item nowhere included in Mr. Doyne's estimate. I mention this as confirming my opinion that £400,000 should not be looked upon as the maximum for the entire completion of the work.

5thly. I cannot agree that it has been shown that sufficient Revenue will be obtained to pay working expenses (£26,000), and interest (£24,000 per annum).

A careful perusal of the evidence has led me to form a contrary opinion. I believe that the estimated revenues, instead of covering the expenses and interest, will be barely sufficient to pay 4 per cent. on the latter.

Mr. Doyne in his Report estimates the amount of revenue at £42,000 a year. This is the highest estimate the Committee has received of the probable amount of revenue. He calculates the working expenses £26,000, leaving to pay interest £16,000, equal to 4 per cent.

Mr. Gresley, Manager of the Union Bank, states that he has had the subject under his consideration for 4 years. From calculations made (he says) by a competent person, he estimates that the expenses and interest would be £50,000; the revenue £37,000: leaving a deficiency to pay interest of £13,000, or about 3 per cent.

Mr. Macnaughtan states that he has had the subject under his consideration for the last six years, has made many calculations in reference to it, and has furnished the Government with various statistics upon the subject. He also estimates the annual expenditure and interest at £50,000, but the revenue at £38,000, leaving a deficiency of £12,000, or only providing sufficient to pay interest about 3 per cent. on capital. He also states his belief, (and Mr. M'Naughtan's opinion, as a long resident on the northern side, as a gentleman who has ever been actively engaged in mercantile pursuits, and who possesses considerable knowledge on statistical and scientific matters, is worthy of much weight and consideration), that, under favorable circumstances, the traffic might increase

in a few years very considerably, probably 10 or 20 per cent.; and that he considers Mr. Doyne's opinion, in his report, that the probable increase would be from £42,000 to £70,000 a year, very far beyond what his most sanguine ideas could anticipate. It therefore appears, upon evidence before your Committee, that by Mr. Doyne's statement there would be only 4 per cent. for interest, by Mr. M'Naughtan's about $3\frac{1}{4}$ per cent., and by Mr. Gresley's about 3 per cent.

I draw a further conclusion, that the revenues will not be sufficient to pay expenses and interest, from the fact that the rates chargeable by the Railway Company would have to be very much reduced before they could successfully come into competition with the Carriers. From Mr. Scott's evidence, given before your Committee, and a comparative calculation he then submitted of the rates by Railway and by Carriers, it appears that a cart load of grain produce, &c. from Deloraine by Rail would be £4 18s. 6d., by Carrier £1 12s. 8d.; being about 200 per cent. more by Rail than by Carrier: from Evandale by Rail £1 12s., by Carrier 16s., or 100 per cent more by Rail than by Carrier. It is, therefore, probable that the revenues may not reach either of the estimated amounts of Messrs. Doyne, Macnaughtan, or Gresley.

6thly. I cannot, for the foregoing and other reasons, recommend the Government to introduce a Bill for the construction of a Railroad from Launce-ton to Deloraine as recommended by the Report of your Committee; contrariwise, I consider the work undesirable under the present depressed affairs of the Colony; I believe it would be a dangerous responsibility for the Government to incur; and that the enterprise would prove in the end (undertaken at this time) a great failure; and instead of benefiting the Western Districts it would entail disastrous effects, not only upon those districts, but upon the Colony generally.

I contend that no security or precaution could prevent the sum of £400,000 being exceeded. The contract may, it is true, be limited to that sum, and security taken that the works should not exceed it; but unforeseen accidents and contingencies may arise, and extra works be absolutely necessary, for which the Contractor could legally claim payment, and which the Directors must allow.

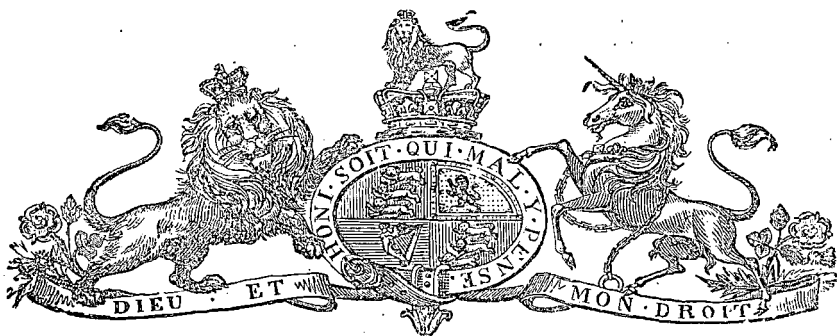
Government would, in my opinion, run a criminal responsibility by issuing Debentures and guaranteeing the interest upon such an amount. All it could safely do, and all that reasonably could be asked for by the Promoters of such an undertaking would be, that the Government should guarantee the interest, or the moiety of it. The raising the capital for the work itself should be left to individual enterprise or that of a Joint Stock Company. If Government accede to this proposition, other Districts will assuredly call for like measures and upon the same conditions, with all of which, I apprehend, it would be unable to comply.

For these reasons I protest against the Report of the Committee recommending the Government at once to introduce a Bill providing for the Construction and Maintenance of a Railway, &c.

WM. CARTER.

I concur in this Protest.

THOS. Y. LOWES.



JOINT COMMITTEE, No. 10, appointed on the 3rd July, 1863, to enquire into the question
of a proposed RAILWAY from DELORAINE to LAUNCESTON.

MEMBERS.

Legislative Council.
The Hon. MR. WILSON.
The Hon. MR. LOWES.
The Hon. MR. CORBETT.
The Hon. MR. ARCHER.
The Hon. MR. CARTER.
The Hon. MR. GIBSON.
The Hon. SIR R. DRY.

House of Assembly.
MR. CLERKE.
MR. DOUGLAS.
MR. DODERY.
MR. W. SHARLAND.
MR. C. GRANT.
MR. BALFE.
MR. SHERWIN (*Mover.*)

No. 1.—MINUTES OF COMMITTEE.

The Committee met at 11.35 A.M. on

THURSDAY, 9 JULY, 1863.

PRESENT.

The Hon. Sir R. Dry.
The Hon. Mr. Corbett.
The Hon. Mr. Archer.
The Hon. Mr. Gibson.

Mr. Sherwin,
Mr. Sharland.
Mr. Dodery.
Mr. Clerke.

1. Sir Richard Dry was moved to the Chair.
2. Ordered, that Mr. Doyne be summoned to attend the Committee.
3. Moved, that Sir R. Dry and Mr. Douglas be appointed to report to the Committee the conditions to be embodied in a Bill for the construction and maintenance of a Railway from Deloraine to Launceston. Question put and passed.
4. The Committee adjourned at 12 to Thursday, the 16th instant, at 11 o'clock.

THURSDAY, 16 JULY.

[No quorum.]

No. 2.—MINUTES OF COMMITTEE.

FRIDAY, 19 JULY, 1863.

PRESENT.

The Hon. Sir R. Dry.
The Hon. Mr. Corbett.
The Hon. Mr. Carter.
The Hon. Mr. Lowes.

Mr. Sharland.
Mr. Dodery.
Mr. Douglas.
Mr. Sherwin.

The Committee met at 11 o'clock.

Sir R. Dry moved to the Chair.

MR. T. W. FIELD, (Westbury) *examined*.

Mr. Sharland.—1. You are the possessor of 7205 acres and 22 houses in Westbury, Deloraine, and round there; freehold? Yes.

2. Is the proposed Railway to pass through your land? Yes.

3. In the Petition you presented to the House you objected to the Railway? Yes, I object to a reguarantee, in either interest or principal, over my property.

4. Why? I have been to Melbourne and I have seen Railroads, and they are a very expensive machinery. The line of Geelong is £62,000 working expenses per annum.

5. What do they realise? They were not paying their working expenses.

6. Have you any means of letting us know the expense per mile? £660,000 and a Government vote of £300,000.

7. Is it a Government Railway? Part by private capitalists, and part by the Government; lately, the Government has bought the whole of the Line.

8. Do you think the Deloraine Railway will not pay? No, it will not pay.

9. Your brothers' names are to that Petition? Yes.

10. W. Field is the proprietor of 5583 acres and 6 houses? Yes.

11. Your brother, John Field, is the possessor of 7798 acres and 11 houses? Yes, it is taken from the Valuation Roll.

Sir R. Dry.—12. Is Mr. W. Field's signature in his handwriting? No.

13. In whose handwriting is it? In my own.

14. Do you hold any written authority to act in his behalf? No; I was at Carrick last Tuesday week, and he asked me to put his name to it.

15. When he gave you that authority had he ever seen the Petition? Yes, in Launceston.

16. And you signed under similar circumstances for Mr. J. Field, he having seen the Petition? Yes.

Mr. Sharland.—17. Do you know anything of the price of grain being carted from Deloraine to Launceston during the winter? My brother John told me he could get his carted at 5*d.* a bushel.

18. What is it from Westbury? 4*d.*

19. Can any amount of grain be carted at that rate? Yes.

20. By Carriers? Yes; and 2½*d.* from Carrick.

21. Has most of the grain been carted or not up to this time? The greater part of it.

22. Do you know any persons at Westbury who have sold their waggons lately? W. Dean, junior; he said he had no work for them; he was lending his horses to my tenants.

23. Do you know any at Deloraine who have done so? No.

24. Do you know Smith? Yes.

25. Have you any statement you would like to give yourself on the Railway in furtherance of your objection to the Railway? The compensation in the Melbourne and Geelong, through a sheep-walk, was

£42,000; and the compensation set down by Mr. Doyne is only £2000, through an agricultural country. My opinion is, that the Line will cost £50,000 compensation through. On my farm it cuts me off from water diagonally; and on the valuation the Line passes through the Townships of Perth and Westbury, where land is worth £50 an acre.

26. Do you consider the land through which the Railway is proposed to go, in the Township of Westbury, worth £50 an acre? It is worth from £40 to £50 an acre.

27. What is the common practice when grain is conveyed into Launceston? where do they take it? They take it to merchants' stores.

28. Would it answer for all grain coming down the Country to go right alongside the ship? No; it would ruin every farmer in the District.

29. Do not the Carriers store grain for the purpose of securing the carriage? Yes.

30. Do large quantities of grain go down to merchants in Launceston? to their stores? Yes.

31. Carts always deliver to the merchants? Yes.

32. Would it not be inconvenient supposing the steamer stopped at a certain station in town, and the carts then had to convey grain from the station to the different merchants? Yes; and it would be more expensive; there would be the expense on the carting from the terminus to the stores.

Mr. Loves.—33. If we could import produce cheaper than we could grow it, would the Settlers in the neighbourhood of the Railway continue to grow grain? No, I should think not.

34. If the Settlers ceased to grow grain what produce would there be to send by the Railway to market? Only wool.

35. What period in the year do you think a Railway could be profitably employed? A very short time. At present the waggons cart all the grain that is grown in two or three months.

36. Can you tell me the amount of the population of the Districts through which the Railway is to pass? No, I cannot.

37. Do you think that the amount of passenger traffic, in addition to the carriage of grain, would support a Railway? No.

38. Do you know Port Frederick? Yes.

39. Is that a good Port for shipping grain from? Yes, very good.

40. What sized vessels can come up to the Township of Latrobe on the Mersey? Vessels of from 200 to 300 tons. There is about 14½ feet water at high water.

41. Would there be any difficulty in erecting a Wharf for shipping grain there? No, none at all.

42. How many miles is it from Deloraine to Latrobe? Twenty-nine.

43. Are you aware of a line of road having been surveyed from Deloraine to Latrobe for the purpose of forming Tramways? Yes.

44. You have a very good knowledge of that part of the Country? Yes.

45. Would there be any difficulty in forming a Tramroad from Deloraine to Latrobe? Yes, in consequence of one hill.

46. With the exception of that hill there is no difficulty? No, none.

47. Is the difficulty of this hill insurmountable? No, a longer range of road to the south overcomes the difficulty.

48. Are you aware that a Company is about to be formed to make this Tramway, and to overcome the difficulty? So I have heard. Mr. Scott and Mr. Dooly were surveying it last week.

49. Do you know the estimated cost of making that Tramroad? I do not. I have not seen the estimate, but I believe there is an estimate.

50. Would there be any difficulty in making a branch Line of Tramroad from Chudleigh to Latrobe? No.

51. If this Tramroad were completed would it not convey a very large portion of the grain from Deloraine to Chudleigh? Yes, a very large portion.

52. Is there any coal in the neighbourhood of Port Frederick and the Mersey? Yes.

53. Of what quality? Bituminous coal.

54. Is there any lime found in that neighbourhood? Yes, there is lime within eight miles of Port Frederick.

55. What would be the difference of the distance between Deloraine and Latrobe, and Deloraine and Launceston, taking the proposed Line of Railway? About 16 miles difference.

Mr. Wilson.—56. If the Deloraine Railway were established, are you of opinion that there would be a larger amount of cultivation carried on than at present? There would be more cultivation if a market could be obtained for the produce.

57. Do you conceive that the population would be augmented or diminished by the Railway? I think it would decrease in the centre part, but they might increase at the terminuses.

58. Are you not aware that, as a general rule, where Railways are the population increases? No.

59. You don't think that ingress and egress to and from a place by a Railway would augment the population? No; unless there was a better market than exists now for produce.

60. Are you not aware that produce conveyed by Rail can be brought to market cheaper than by carts? No, I don't think it can.

61. Would not, in your opinion, the expeditious transit of grain by Rail benefit the large grain growers? No.

62. In your opinion would the Railway, if established, benefit Deloraine and Launceston? No, I don't think that it would benefit any part of the Country.

63. Would the existence of a Railway tend to increase the value of property through which it runs, or the reverse? Yes, it might enhance the value of some parts of it.

Mr. Carter.—64. You have said that you object to your property being mortgaged or guaranteed for the purposes of the Railway? Yes.

65. Supposing the land through which the Railway is proposed to go were not responsible for the principal or the interest, do you think that it would be a safe and profitable speculation? No, I think it would be a losing one.

66. If the whole of the grain in those Districts is now carted down in two or three months, have you any idea as to how soon it would be conveyed down by Rail? In a very few weeks.

67. After the grain is brought down what would be likely to employ the Railways? I can't see anything. In my opinion, for about ten months in the year the Railway would be comparatively idle.

Sir Richard Dry.—68. Have you seen in Mr. Doyne's Report a return of the amount of produce and passengers passing through the Toll-gates? Yes.

69. Do you believe that Return to be incorrect? Yes, very.

70. In what particular? In many things.

71. Do you think it likely that the keepers of the Toll-gates would report a larger amount of produce passing through than is actually the case? I believe that that quantity mentioned in the Return never did pass through.

72. Do you think the quantity of produce passing along that road has diminished since 1860? Yes, considerably.

73. From short crops and a less area in cultivation? From both those causes.

74. Is the amount of toll charged now the same as that charged in 1860? Yes.

75. Are you aware that those Toll-bars let now at a higher or lower rate than in 1860? The one at Exton is rather higher.

76. Do you consider that 5*d.* a bushel, the present rate for wheat from Deloraine, would pay Carriers? Yes.

77. How many bushels does a waggon and four horses usually take from Deloraine to Launceston? About 150 bushels.

78. You have stated that you are the owner of 7300 acres, but you occupy more land than that? Yes.

Mr. Loves.—79. If the Tramroad were formed to Port Frederick from Deloraine and Chudleigh, would it not take away a large amount of the grain that would otherwise go by the Railway? Yes.

80. What proportion? Three-fourths of that which is grown beyond Deloraine Bridge.

81. What effect would that have upon the traffic of the Railway? Three-fourths of the grain that is grown would go into Devon.

82. What description of country would the tramroad from Deloraine run through? Some very bad and some very good.

83. What quantity of good agricultural land is on that road? About one-half is bad land; and, of the good land, a considerable quantity is heavily timbered.

84. On the proposed line of Railway is not timber very scarce? No reply.

Mr. Douglas.—85. Do you know how much of the £42,000 compensation on the Geelong and Melbourne line went to Geelong for Town lands? I don't know.

86. What was the price of labour at the period that the Geelong Railway cost £660,000? I don't know.

87. Could you obtain labour for the Railway now between 4s. and 5s. a day? At about 5s. a day.

88. You have stated that the Geelong line does not pay working expenses? Yes.

89. Is it not the competition of steamers with the rail against the latter? I believe it is so. The steamers charge less than the rail.

90. Would not the competition with the rail here be left simply between the rail and the cart? Yes.

91. The line of rail between Balaarat and Geelong you say is paying? I do not know whether it is paying its expenses or not.

92. If £300,000 or £400,000 were spent in the Districts in which the Rail is to be made, would it not improve their condition? Yes, undoubtedly.

93. Would it not give an impetus to agriculture and commerce in those Districts? No doubt it would.

94. As a return for the advantages which would be derived from the expenditure of that sum of money would not the inhabitants agree to an assessment as an equivalent for the money spent upon the District, and improvement to the property? No, I am sure they would not.

95. From the year 1841 to the present time has there not been a gradual improvement in the Districts of Deloraine and Westbury in the increase of population and produce? From 1841 to 1860 there has, but since then a slight decline in consequence of the blight.

96. Are you aware what is the export of grain, wheat, and oats from the Port of Launceston? No.

97. If 443,423 bushels represent the exports from Launceston of grain, would not the larger portion of that be grown in the Districts through which the Railway passes? The greater portion of it.

98. You think that the agriculture of the District would not be increased by the railway? I don't think so.

99. Can you mention a single instance where the Railway has been formed where the country has not been improved in development of resources? Can't say.

100. The only Railway you have been on is the Geelong and Balaarat? Yes.

101. *Mr. Loves.*—You are aware that a large amount of grain is grown in Adelaide and Victoria, and is continually increasing? Yes.

102. If the grain can be produced cheaper in those places than here, would not that check the cultivation of the grain here? Yes.

103. If agriculture ceased in the District, would it pay to grow wool upon your lands? Yes, on good land it would.

104. What would be the average price of land right through from Launceston to Deloraine, leaving out the Townships? I cannot say.

105. *Mr. Wilson*.—Do you think that the proprietors, from the great advantage to be derived from the Railway passing through their lands, would give their land? Many would not.

Committee adjourned at 11 o'clock to Tuesday, 21 July.

No. 3.—MINUTES OF COMMITTEE.

TUESDAY, 21 JULY, 1863.

PRESENT.

The Hon. Sir R. Dry.
The Hon. Mr. Gibson.
The Hon. Mr. Lowes.
The Hon. Mr. Corbett.

Mr. Dodery.
Mr. Douglas.
Mr. Sharland.

The Committee met at 11·20 o'clock.

Examination of MR. DOYNE, Civil Engineer.

Sir Richard Dry.—1. Your name is William Thomas Doyne, and you are a Civil Engineer? Yes.

2. Will you state your experience in the profession? Yes.

[Printed Evidence put in from Railway Report, 1862.]

"In 1839 I entered upon the practical study of Engineering, by being bound apprentice to Mr. Edward Dixon, the Resident Engineer of the London and South-Western Railway, Mr. Locke being Chief Engineer. In that capacity, I was engaged on the works of the Gosport Branch Railway till 1842, when I was given charge of the construction of the Permanent Way for the Hamburg and Bergedorf Railway, under Mr. Lindley. After its completion, I joined Sir John Macneill's Staff on the Irish Railways, upon which I was engaged in various operations till 1845, when I was appointed to prepare the Plans for the West Flanders Railways, of which Mr. George Stephenson was the Consulting Engineer. After the completion of these, I joined the Staff of the London and North-Western Railway, early in 1846, under Mr. Robert Stephenson, and my old master, Mr. Dixon: under them I was engaged upon various works till the middle of 1847, when I was appointed to take active charge of the construction of the Rugby and Leamington Railway, which I completed in 1851. I then entered into general practice as a Civil Engineer, and was engaged in a variety of works, chiefly in the Mining Districts of Wales, till 1855, when I was appointed to organise the Army Works Corps. I took command of it early that year, and served with the Army in the Crimea till its return to England in 1856. In the following year I was appointed to the Ceylon Railway. I have been a Member of the Institution of Civil Engineers for about ten or twelve years."

Since that period I have had some Australian Colonial experience. I have constructed a difficult Mineral Railway in New Zealand, and I am now engaged in the construction of a large bridge at Launceston. I have examined all the Railways in Victoria and New South Wales, and made myself acquainted with their mode of construction, and the cost of labour and materials. The Committee is aware what I have done with regard to the Launceston and Western Railway.

3. Will you state, for the information of the Committee, the nature of the work you performed for the promoters of the Launceston and Western Railway? I first came down here on the invitation of the Chairman of the Committee of promoters in March, 1861. I spent a month in the examination of the country. I then made them a Preliminary Report, in which I pointed out that it would be impossible to make any reliable Estimates without an accurate Survey, and recommended that they should have one made. This I received instructions to undertake a few weeks after, and the Surveyors commenced operations in the following July. I soon followed them, and spent six months in superintending their work, and generally directing the route to be surveyed. I also made myself acquainted with all matters bearing upon Railway construction in this country, and ultimately prepared a final report which is now before the Committee.

[Report handed in.]

4. It has been said that you were never over the country on which the Western Line is laid down; can you give the Committee information as to your practice in this particular? With the exception of a few miles of the very level country lying between the Liffey and Hagley, I have personally examined every portion of it at least a dozen times; and on all most difficult parts I have myself marked out on the ground for the Surveyors the position of the line. I have also, with instruments, personally checked the levels and the directions of all the lines of the survey, and otherwise done everything that is usual as a Directing Engineer on such occasions.

5. Did you ever make any examination of any other line of country between Launceston and Deloraine besides the line adopted for survey; and if so, please state the facts? I have examined every route which I conceived to be practicable between Launceston and Deloraine; and I have made actual survey, by the level and theodolite, of two lines besides the one I have recommended, which on close examination I abandoned in favour of the one now recommended. The line now recommended has been frequently revised and improved since the first survey of it was made.

6. Have you read the evidence of Mr. James Scott on this and other points of the enquiry; and if so, have you any remarks to make thereon? I have read Mr. James Scott's evidence as published in the report of the Select Committee of 1862, at 17 and following pages. I observe that Mr. James Scott criticises the engineering details contained in my plans and report, and that he states a better line might have been chosen by the direct western route, and that he is generally of opinion that the route I have chosen is not the correct one, either as a commercial undertaking or an engineering work. I further observe that Mr. Scott states that he is not an engineer by profession, that he has never seen a railway, that he has never made any examination of the routes chosen by either himself or me by means of instruments, and I think under these circumstances it cannot be necessary for me to discuss the question with Mr. Scott,—I having been engaged for above 20 years in the construction of railways, and having formed my opinions in this instance upon the most carefully collected data. I am still of opinion that the recommendations contained in my Report will prove correct, and that no competent engineer would recommend any other than the line I propose.

7. You state, generally, in your Report that your estimate for construction amounts to £364,351, or £8287 per mile, and includes all works, buildings, rails, rolling stock, stations, and terminal arrangements, and the engineering and management required to complete the Railway for traffic, and to maintain the works in good repair for one year after the opening. Can you state the particulars of this estimate?

[*Estimate put in.—Vide Appendix A.*]

From the plans and sections which the Committee have seen I have carefully calculated the quantities of earthwork contained in the cuttings and embankments, as well as the rock cutting which we may expect to meet with, and I have here given the number of cubic yards, and the prices at which my estimates are made. I find that there are 496,561 cubic yards of excavation in clay, loam, marl, gravel, and sand, carried to form embankments, which at 2s. a cubic yard amounts to £49,656. There are 127,930 cubic yards of ditto, to be thrown to spoil, which at 2s. amounts to £12,793. 26,029 cubic yards of rock cutting, carried to form embankments, at 5s., amounts to £6507. 140,409 cubic yards of side cutting to form embankments, at 1s. 3d., amounts to £8776. These, with the other smaller items forming the estimate for earthwork, will be found in the paper put in. In the same way I have calculated the quantity of brickwork necessary for culverts, and the iron and timber work for bridges. I have estimated culverts 6 feet in diameter at £10 per lineal yard, 3 feet in diameter 75s. per lineal yard, 18 inches in diameter 25s. per lineal yard, and cast-iron piping 12 inches in diameter, for small water-ways, 20s. per lineal yard. Of these several sizes I have provided respectively for 93, 726, 322, and 144 lineal yards, under embankments. These have been decided upon after a careful examination of the drainage requirements of the District. I have provided for eight bridges to carry the Railway over rivers, which I have estimated respectively at the sums of £2000, £4000, £4000, £6000, £20,000, £450, £2250, and £1000. This I consider a most ample estimate. I have provided for seven turnpike road level crossings at £500 each, which is a very ample estimate, as there are only two cases in which Porter's Lodges will have to be built, the others being situated at Stations. I have provided for sixty public road and occupation level crossings, at £100 each, amounting to £6000. This £6000 may be viewed as a sum to be applied generally for the purposes of farm communication, either in the form of level crossings or cattle ways, under or over the Railway, and may therefore be looked upon as a portion of the fund for compensation for severance, and inconveniences arising to properties by being cut through by the Railway. The length of the Line as shown upon my plans is 45 miles, but I have provided for 47 miles of permanent way, to allow for sidings at the Stations and Warehouses, and platform roads at the Termini. This will be sufficient at first, but will require additions as the traffic developes. To Station buildings I have applied £21,000, and to Rolling stock £30,000: the same observation applies to these as to the quantity of Permanent way. Engineering and Management during construction I have put down at £22,661; and I have provided for Sundries, Road diversions, and side drains £2000, and £10,000 for Contingencies. Land compensation I have assumed at £2000, for the reasons stated in my Report. If landed proprietors demand high prices for their land, this of course will not be sufficient. All the other details and particulars will be found in the estimate put in; and I feel confident that the total amount named will be found sufficient to construct a substantial and effective Railway.

8. Since you made these estimates have you seen any reason to alter or modify them? No.

9. You state in your Report that the returns of the traffic for one year through the Turnpike gates into Launceston, as given you by the Promoters, amount to some 45,000 tons; why do you take so small a quantity as 27,000 tons only as the probable goods traffic by the Railroad? In every instance in framing my Report, I have endeavoured to put receipts at the lowest possible rate, and expenditure at the highest that is probable. I, therefore, considerably reduced this item to allow for any errors in calculation. I appended to my traffic estimate (page 7), in the observations following it, some items that might have been included in the body of it. In doing so, I now perceive that I have led persons into error as to the conclusions that are fairly to be drawn from the actual figures and facts as supplied to me regarding the *existing* traffic of the Country; and I should wish, therefore, to put in an amended estimate, including in one view all the items:—

	£	s.	d.
1. 21,000 tons of goods for export carried 33 miles at 4d. per ton per mile	11,550	0	0
2. Half the excess of goods which passed the Turnpike Gates above the quantity exported, exclusive of Wood, 6000 tons at 4d.	3300	0	0
3. Wood, 10,000 tons, at 2s. 6d.	1250	0	0
4. Intermediate goods traffic, equal in tons to the through traffic, carried an average distance of 20 miles, 37,000 tons at 6s. 8d.	12,333	0	0
5. 110,000 through passengers, travelling an average distance of 21 miles at 2d.	19,250	0	0

	£	s.	d.
6. 110,000 passengers between intermediate Stations, an average distance of 10 miles, at 2½d.	11,500	0	0
7. Cattle, horses, sheep, pigs, and other live stock, and meat killed for the butchers	1180	0	0
	<u>£60,363</u>	<u>0</u>	<u>0</u>

Item 1 is nearly the same as my former estimate, page 7, except that I have increased the average mileage and reduced the rate to 4d., both of which will, I believe, be found more correct in practice. Item 2 remains the same, except the reduction of the rate. Item 3 I have introduced at 2s. 6d. a ton for wood. This rate will enable the Railway to carry firewood an average distance of 25 miles at a profit, by working the spare waggons and engines for this purpose during the slack seasons of the year. It is found a general rule in Railway traffic that, where the population and goods are spread tolerably equally over the length of the line the through traffic between the termini is about the same as that between the intermediate stations themselves and between the intermediate stations and the termini. I have therefore, in Item 4, taken the same tonnage for intermediate goods traffic, but reduced the average to 20 miles; and in Item 6 I have put the intermediate passenger traffic at the same number as the through traffic, but reduced the average distance to 10 miles, charging 2½d. a mile for these short distances. In Item 7 I have put down cattle, &c. at the same figure as in my former estimate, £1180, because I find that a question has been raised in evidence whether live stock would be sent by the Railway or not. My own opinion, however, being, judging from the experiences of agricultural Districts through which Railways have been made, that this traffic will be found to give a large item of revenue.

10. You give the probable intermediate traffic of goods and passengers (not shown in the turnpike-gate returns) at £250 per week; do you see any reason to modify or alter this item? The estimate I have just put in shows the same result in another form, and proves that that statement was based upon the actual figures furnished to me.

11. Do you see any reason for amending your former estimate of general passenger traffic, as based on the returns at the turnpike-gates? None, except the alteration in form that I now put in. The more I examine the question, the more I am convinced that the traffic which may be expected is greatly underestimated.

12. Will you state the principle on which you have fixed the rates to be charged for transit, as set out at page 7 of your Report? I originally put the cost of goods at 6d. per ton per mile, that being a sum which I conceived it might be necessary to charge the first year, in order to make the Railway self-supporting; but I do not imagine that even the maximum of 4d., which I should propose, would have to be charged after a few years. Passenger traffic I have assumed would be all carried in first and second class carriages, and I have put the rate at the same as the English. This I conceive to be very low for this Country. I have, therefore, in my present estimate charged the intermediate traffic at 2½d.

13. Have you any doubt respecting the working expenses of the line exceeding the limits named in your Report? None whatever; and since I made my former estimate, I perceive that that question has been very much canvassed, and that all the evidence collected on it proves clearly that my estimate is in excess. The information provided by the Engineer of the Hobson's Bay and St. Kilda Railway Company is most conclusive on this point; and I feel so confident in the accuracy of my estimate, that I should be quite prepared to join a company to lease the line, and secure the interest to the Government, paying it quarterly in advance.

14. You will have observed by the evidence taken before the Parliamentary Committee of last year, that a difference of opinion was elicited on the subject of "land compensation." Will you state your views on this subject? I only put down £2000 in my estimate for land compensation, because, as I have stated in my Report, I look upon this as a landlords' railway; and I conceive that its funds should only be made chargeable for tenants' compensation. As I have said before, if high compensation is sought by landlords this sum will not be sufficient. The question of severance, which I find Mr. Scott raises in his evidence, is amply provided for in the £6000 put down for farm communications, when applied upon the principle followed in England, where the proprietors are given the option of having the communication or the money which it would cost to make it, or the portion severed purchased at a reasonable rate: that £6000 may therefore be looked upon as an addition to the Compensation Fund. I see that it is supposed that great difficulties may arise to the occupation of farms by the introduction of level crossings. I have not gone into such minute details in the Estimate, but the practice is to provide convenient cattle-ways underneath the line wherever they are required; level crossings only to be used for cart purposes. "The Railway Clauses Consolidation Act," which I recommend to be incorporated with the Railway Bill, most amply provides for the protection of landholders in all these respects.

15. Have you seen that in the same evidence several questions were put with reference to your acquaintance with the geological features of the country through which the Line passes, and the strata which may be met with in the cuttings; and that it is there stated by Mr. Gale that in Parliamentary Surveys in England promoters are obliged to produce borings? What is your experience and practice on these points? I have been engaged for a large number of years in the preparation of Parliamentary plans in Great Britain and Ireland, and I have never known of one instance in which an Engineer was expected to produce borings of the strata through which the Line passes. It is not required by the Standing

Orders of the Houses of Parliament; and I can positively assert, of my own knowledge; that it is not the practice in England. Mr. Gale must have been misinformed upon this point. I have, however, made careful examination of the Country through which this Line passes, and I feel as confident as any person can be, by mere geological examination, that I am perfectly well acquainted with the material which it will pass through; but, even if an error should arise in my conclusions on this subject, we have abundance of room for deviation, and can, therefore, avoid any objectionable material. A portion of rock cutting occurring at the back of the Cocked-hat Range would be an advantage instead of a loss to the Contractor, as it would provide him with materials for building the large culverts under those embankments, instead of his having to cart bricks as included in my estimate: the objection, therefore, I consider, has no weight whatever. I perceive that Mr. Gale states, in Answer 11 of his evidence, that he considers the sum charged by me to the promoters for the survey of the Railway to be enormous; I wish, therefore, to put in the facts, I charged the promoters £200 for my preliminary examination and Report; this included my journey from Sydney to Tasmania and back, and one month's hotel expenses and car-hire while examining the Line. For my subsequent Report, and the plans and books of reference, which have been laid before the Committee of 1862, I charged £2300, which, distributed over the total length of 45 miles, amounts to £53 per mile. When I was engaged on similar work for Sir John M'Neil, in Ireland, he, as Chief Engineer, charged £50 per mile to Railway Companies for Parliamentary Surveys, *exclusive* of books of reference, which it is the practice in England to have prepared by the Solicitor. In Ireland he had the advantage of the large scaled Ordnance Surveys, upon which the Line was laid down, and, therefore, no special survey required. He paid Surveyors £2 per week, and Chainmen 1s. 6d. a day. I paid my Surveyors in Tasmania £50 to £60 a month, and laborers (chainmen) 7s. per day. £100 per mile is by no means an uncommon charge in England for the same work.

16. Opinions have been expressed that the substitution of a Tramway for the Railway you recommend would be sufficient for the necessities of the district, and would afford sufficient surplus, above interest and working expenses, to form a large sinking fund, after paying excellent dividends to shareholders; what is your opinion hereon? I feel quite confident that it would be a great mistake to construct a Tramway, or any Railway of less power and capacity than the one I propose, between Launceston and the West. A Tramway or a horse Railway could not carry the mixed traffic that will pass over this line. Tramways have never been found applicable except to a mineral traffic, and then only in exceptional cases. To construct a Tramway for this purpose would be to ignore all the history of Railway progress, and to pay again in Tasmania for the experience which has been so dearly bought in England. I have watched the gradual conversion of Tramways into Railways over a period of above 20 years; and I confidently state that under similar circumstances no experienced person in England would attempt to apply a Tramway. I have, since I have come to these Colonies, constructed one narrow-gauge horse-power Railway, which answers the purpose for which it was required perfectly well; and I have also, when consulted on the subject, recommended a Tramway from Fingal to Perth, to be worked by horse-power in preference to a locomotive Railway; but these are just the cases in which such roads work well, namely—one single mineral to be conveyed over them, at very slow speeds, in a very cheap description of rolling stock. Sharp curves, steep gradients, and very lightly constructed works are applicable to these cases, but would be destructive to the economical working of such a traffic as that which will pass over the Western Railway. I believe that a Tramway in this case would neither carry the goods required nor be a profitable undertaking.

The Committee adjourned to Wednesday, 22nd July, 1863.

No. 4.—MINUTES OF COMMITTEE.

WEDNESDAY, 22 JULY, 1863.

PRESENT.

The Hon. Sir Richard Dry.
The Hon. Mr. Corbett.
The Hon. Mr. Gibson.

Mr. Dodery.
Mr. Douglas.
Mr. Grant.

The Committee met at 11.25 o'clock.

Further examination of MR. DOYNE, C.E.

Sir R. Dry.—17. At page 8 of your Report you refer to Irish Railways, and their effects on the various interests of that Country. In a Paper by Mr. Stephens, the Inspector of Schools, contained in the Appendix to the Parliamentary Report of 1862, he protests against your comparison of Ireland and Northern Tasmania. Have you read the Paper referred to, and if so, do you wish to make any remarks thereon? I have. Mr. Stephens says, "Agreeing in the main with Mr. Doyne's estimate of the advantages resulting from the construction of Railways, I feel compelled to protest against the comparison drawn by that gentleman between Ireland and Northern Tasmania, believing that his remarks are likely to lead uninformed persons to most erroneous conclusions." On this paragraph I wish to observe that I have been intimately acquainted with Ireland all my life, that all my immediate family and connexions hold property

there; and that, having abundant means of forming an opinion on the subject, I still contend that the comparison I have drawn is just. Mr. Stephens next says, "The statements made by the Royal Commissioners had reference to a period of unexampled poverty and general depression, when Railways *were unthought of and impossible*." What Mr. Stephens means by this sentence I cannot imagine, considering the quotation I have made is from "The Second Report of the Commissioners appointed to consider and recommend a general system of Railways for Ireland." This Report was published in 1838, when the Dublin and Kingstown Railway had already been opened some years, and the Dublin and Drogheda Railway Company was already formed. He adds, "Mainly through the operation of the Encumbered Estates Act, aided by the Land Improvement and Poor Law Acts, the condition of agriculture in Ireland had advanced to such an extent that it will now, as a whole, bear comparison with the most flourishing districts of England. This is certainly a most exaggerated statement. Ireland has always been a rich agricultural country, and the live stock has largely developed of late years; but to compare it with the most flourishing districts of England is only calculated to mislead. Mr. Stephens proceeds: "In 1841 the live stock of Ireland was valued at £19,400,000. In 1855 it had reached 33 millions and a half." He adds, "The fallacy lies in attributing to the Irish railways that prosperity of which they have been but the natural and inevitable consequences." I have not anywhere attributed to the railways solely, the improvement in the state of Ireland. I am fully alive to the immense importance of the Acts referred to by Mr. Stephens; but to assert that the railways had not largely contributed to the developement he mentions would be a very great error. The fourteen millions of pounds worth of live stock which he says have been introduced in fourteen years could not possibly have found a market without railways, and as a proof of this statement I may give an instance within my own knowledge. A friend of mine, who is a large cattle breeder in the neighbourhood of Dublin, saw the advantages that he could derive from railways, and immediately on the commencement of the Great Southern and Western Railway he purchased some large farms on the rich grazing lands of Tipperary. He now regularly sends his lean stock from the breeding grounds near Dublin by railway to Tipperary, and brings them back by railway through Dublin to the Liverpool market. This is a fair illustration of the manner in which railways have worked, with other concurrent circumstances, to raise Ireland from a state of poverty to its present flourishing condition.

18. A statement was made in the evidence of Mr. Falconer, before the Parliamentary Committee of last year, that the Station at Launceston would have been better if placed in the Town rather than on the site selected, "the Railroad being brought through the streets." Have you reconsidered this question? I have. It was one of the points which occupied my attention most particularly during the time I was conducting the Surveys. I had first imagined that a Town site would have been the most appropriate for the Terminus; but, on close examination, I found that it would be quite impossible to place the Station anywhere in the Town except at an enormous cost—there is no open space in the Town possessing one-tenth of the necessary capacity. Lands covered with buildings would therefore have to be purchased, or the Station arrangements broken up and detached, which would involve great inconvenience and expense in management. I consider the recommendation to have the Station on the opposite side of the river, one of the strong points of the whole plan. Passengers and Town goods can be received and delivered at the present bridge, which is only 50 chains from the Post Office, a very convenient site, and not more than 3 minutes walk beyond what it would be to a Station situated on the present Wharf. The general goods Station for export with all the necessary stores, sheds, machinery, carriage, and engine-houses, &c., can all be concentrated under one management on the sites selected on the Tamar. I may say generally, in every respect, this will be as convenient an arrangement as the other would be inconvenient, and provides at a very small cost abundance of room for the future development of the Railway. As regards the advantage to be derived from carrying the Railway to the existing stores in Launceston, branch horse-power railroads can easily be carried to them at any time if thought necessary, without necessarily involving the construction of a Station in the Town.

19. Do you entertain the views you formerly held as to the Launceston and Western Railway being likely to prove a self-supporting and profitable undertaking? I do; I have not the least doubt of it, and the more I consider the question the more I become confirmed in the belief that it will be one of the most profitable railways that has ever been constructed, both directly and indirectly. Directly it would pay more than the interest and working expenses; and indirectly it would remunerate the district by the increased value of all property, and the facilities it would afford for carrying on all trades and business. It cannot fail to develop resources hitherto unthought of. It must economise an immense quantity of waste material. It will reduce the road rates directly by diminishing the wear and tear of the roads, while it will add largely to the rateable powers of the District. As an illustration of the effect of improved communication upon the rates of the district, I should wish to put in a paper which I received from the Secretary of the River Weever Navigation, when I was last in England. This navigation, which passes through the County of Chester, was constructed some years ago by a number of the owners of land through which the river passes, the county guaranteeing to them out of the rates interest on the expenditure, on the condition that if any profits arose in future years they should be added to the county rates for general purposes. The result has been, that for the last ten years the County of Chester has been entirely relieved from all rates, and all its public works have been constructed out of the surplus funds of the Weever Navigation.

The following is the paper referred to:—

**STATEMENT of the Receipts and Expenditure of the RIVER WEEVER
NAVIGATION, in the County Palatine of Chester.**

Year ending—	Gross Tonnages.			Improvements and Repairs.			Paid to County Treasurer.		
	£	s.	d.	£	s.	d.	£	s.	d.
31 March, 1853	42,785	13	0	25,329	15	10	22,500	0	0
1854	44,496	11	7	28,224	10	11	14,000	0	0
1855	41,077	9	0	27,949	6	4	16,500	0	0
1856	50,016	11	0	29,772	16	2	17,000	0	0
1857	57,123	16	11	21,948	0	2	21,000	0	0
1858	41,251	4	0	36,764	10	8	18,000	0	0
1859	41,709	1	3½	30,517	12	9	21,000	0	0
1860	42,866	7	11	35,532	3	3	8000	0	0
1861	46,754	11	0½	29, 20	0	7	15,000	0	0
1862	42,998	9	5	35,644	17	10	9000	0	0

I certify that the above statement was furnished to me by Mr. William Wood Blake, the Clerk to the Trustees of the Weever Navigation.

ARTHUR HANSBROW.

I am personally acquainted with Mr. Hansbrow, have frequently seen him write, and can certify that this signature is in his handwriting.

H. DOWLING.
Launceston, 21st July, 1863.

I feel quite confident that similar results would follow a similar course with regard to Railway construction in Northern Tasmania. And I may mention another instance which bears more directly upon the question. While in England a few months ago, I again made myself acquainted with the circumstances of the system of guarantee adopted on the Athlone and Galway Railway. This Line was constructed through, certainly, the most miserable part of Ireland, and so little hopes were entertained of its being possible to maintain a Railway by its own receipts through the Districts, that, even during what was termed the Railway mania, when Companies could be formed to carry out almost any project, however hopeless, it was found impossible to get any Company to undertake this Line without a guarantee of interest. The landed proprietors of the District arrived at the conclusion that they must be ruined without a Railway, when all their neighbors had them; and they volunteered to have their properties rated to secure interest to the Government on a loan for the construction of the Line: that Railway has now been opened several years; and, on enquiries made by me when in England, I find that, with the exception of the first few years, no rates have had to be levied on account of it, and that ever since there has been a considerable surplus. I know, from relatives and friends possessing property in the District, that since the construction of the Railway, property generally has more than doubled in value; that is, estates that could not find purchasers at 10 years purchase before the Railway was constructed, have, since its completion, been sold for 22 years' purchase, on a higher rental. If the proposed Railway to the West was to cost from £30,000 to £40,000 a mile, as those in the adjoining Colony have; it might be very questionable whether it would be directly remunerative to invest in it; but, even at that expenditure, I feel satisfied that, as a Line made for the purposes of increasing the value of property, it would prove a great success. I speak from my general experience of the effects of Railways all over the world, and more especially from the wonderful results that have followed their construction through the poor and remote agricultural Districts of Great Britain, France, and Belgium, with all of which I am intimately acquainted. I feel no doubt, therefore, that this Line, constructed at so very small cost, must prove successful in every respect, unless the otherwise universal experiences of Railways are to be disproved by the results in this one instance. On this one the passenger traffic alone will be found sufficient to support it. We have the fact, which would never have been believed had it not been proved, that in Great Britain and Ireland 7 times the whole population of the Kingdom travel annually over the Railways, while there are millions of persons who have never even seen a Railway, and the great masses of the English are a stay-at-home people. This enormous result, therefore, is the result of the repeated travelling of a small portion of the community. What may therefore be expected from the population lying along the Western Railway, who are as essentially a locomotive people as the English are the contrary? Again, we have the startling fact given in Mr. Elsdon's evidence, that over the short Line of which he has charge, between Melbourne, St. Kilda, and Hobson's Bay, 20 times the entire population of Melbourne travel annually. With all the facts that are now before the Country on the question of probable traffic, I cannot understand even the most uninformed objector doubting the results for a moment. The only questions, therefore, to be settled in order to secure the result desired are, to make such arrangements as to ensure that the expenditure on construction shall not exceed the amount that it is intended to apply to it; and this can be easily done by providing that the works shall not be commenced until the Executive be satisfied that safe contracts have been entered into; and to ascertain that the working expenses will not exceed the estimated amount. On this latter point I think the evidence is perfectly conclusive; and I feel that there will not be the slightest difficulty in organising a Company, during the construction of the works, who will agree to work the Railway from the day of its opening for a period of years, taking all the responsibility.

20. In the event of the works being undertaken by a contractor what security could be taken against failure in their completion? Great care should be taken in the first instance only to let the contract to a contractor of such undoubted position and character as to give the best security for the undertaking. Also, the English practice should be followed, of taking a lien upon the whole of the plant and materials used by the contractor in the construction of the works; payments to be made monthly of 90 per cent. upon the value.

of the works executed, to be estimated by the Engineer, by a Schedule of prices attached to the contract in the first instance, the remaining 10 per cent. to be retained as an additional security until the completion of the contract. This system is considered in England quite satisfactory.

The Chairman asked for leave to forward certain questions to Messrs. R. Douglas and Nichols,

Leave granted.

The Committee adjourned to Friday, 24th July, at Eleven o'clock.

[A.]

LAUNCESTON AND DELORAINÉ RAILWAY.

ITEMS OF ESTIMATE.

Length of Line 44 Miles 20 Chains.

	£	s.	d.
321,930 superficial yards soil removed from base of embankments and surface of cuttings, and placed by the fences, at 2d.....	2682	0	0
3520 double chains of post and rail fence, at 50s. a chain.....	8800	0	0
496,561 cubic yards of excavations in clay, loam, marl, gravel, sand, &c., carried to form embankments, at 2s.....	49,656	0	0
127,930 cubic yards ditto, thrown to spoil, at 2s.....	12,793	0	0
26,029 cubic yards of rock cutting, carried to form embankments, at 5s.	6507	0	0
140,409 cubic yards of side cutting, to form embankments, at 1s. 3d.....	8776	0	0
321,930 superficial yards laying soil upon slopes of cuttings and embankments, and sowing ditto with grass seed, at 1d.....	1341	0	0
93 lineal yards culvert, 6 feet diameter, at £10.....	930	0	0
726 ditto 3 ditto, 75s.....	2723	0	0
322 ditto 1½ ditto, 25s.....	403	0	0
144 ditto cast iron pipe, 12 inches diameter, under embankment, at 20s.....	144	0	0
7 turnpike road level crossings, at £500.....	3500	0	0
60 public road and occupation road level crossings, at £100.....	6000	0	0
Bridges—No. 1 North Esk River, 20 bays, 10 feet span, 6 feet high.....	2000	0	0
2 ditto iron, 150 feet span, 12 feet high.....	4000	0	0
3 ditto ditto.....	4000	0	0
4 ditto 5 arches 45 feet span, 30 feet high.....	6000	0	0
5 South Esk and Lake Rivers, iron, 2 bays each, 250 feet span, 22 feet high.....	20,000	0	0
6 ditto, wood, 6 bays, 10 feet span, 10 feet high.....	450	0	0
7 River Liffey, wood, 30 bays, 10 feet span.....	2250	0	0
8 Quamby River.....	1000	0	0
47 miles of permanent way, at £2684.....	126,148	0	0
Terminal and Station arrangements.....	21,000	0	0
Rolling Stock.....	30,000	0	0
Engineering.....	17,611	0	0
Management.....	5000	0	0
Sundries, road diversions, side drains, &c.....	2000	0	0
Land and compensation.....	2000	0	0
Contingencies.....	10,000	0	0
	£357,714	0	0
Maintenance of Works one year, at £150 a mile.....	6687	0	0
	£364,351	0	0
Total cost per Mile.....	£8287	0	0

No. 5.—MINUTES OF COMMITTEE.

FRIDAY, 24 JULY.

PRESENT.

The Hon. Sir R. Dry.
The Hon. Mr. Gibson.
The Hon. Mr. Corbett.

Mr. Douglas.
Mr. Grant.
Mr. Sherwin.
Mr. Sharland.

The Committee met at 11.15 o'clock.

Further examination of MR. DOYNE, C.E.

21. From the information you have gained in England, can you give the Committee an opinion as to the practicability of successfully carrying out this undertaking by means of a Company? While in London I made particular enquiries on this point; and I found the unanimous opinion of the best informed persons there to be, that this Railway could only be carried out by an English Company, established upon the same principle as those formed for the construction of the Indian and Cape of Good Hope Railways. In those the amount of money to which the Government guarantee applies is unlimited,—the Companies receive the stated rate of interest for the number of years named, upon whatever sum the Railways may cost. Any less advantageous terms than these would render the financial position of a Company extremely doubtful, and would require them to raise their capital on much worse terms. On consulting Mr. Brassey respecting his willingness to contract for this Railway, he positively declined to have anything to do with it if he had to trust to the financial arrangements of a Company. The Indian Government guarantee interest to the Railway Companies on unlimited sums for 99 years; and the large amount of their stocks that are on the London Market, and the facility with which they can be obtained by persons wishing to invest in such securities, make it extremely difficult to float stock of a more doubtful character. I may add, generally, that I believe the construction of this Railway by a London Company would be a most objectionable mode of proceeding, as it would involve great difficulties and expense in management, which may be saved by a local administration. I feel convinced that the only economical system to base the finance upon is the issue of Government Debentures, of the same character as those issued by the adjoining Colonies. Any change in the usual practice creates a doubt in the mind of the English public as to the value of the documents. I was informed by the London Stockbrokers that any description of stock issued which differed in form from those which the public are accustomed to was difficult to sell, even though the security might be as good or better. I wish it to be understood that I don't mean to assert that this undertaking could not be carried out by means of a Company, but that there are great disadvantages attending its introduction; it increases the expense in raising the capital, and produces a cumbrous and much more expensive system of management.

22. Do you think that Debentures for the construction of this Railway would readily float on the London Market, and would the effect of their issue be to raise or depress the value of Tasmanian securities generally? The answers that I received to my enquiries on those points were, that the only disadvantage Tasmania possessed in selling her Debentures was, that they were not sufficiently known in the English Market, but that an issue made for the purposes of Public Works in the usual Colonial form would meet with a ready sale at a good premium, and that the larger the issue, within reasonable limitations, the more readily would they find a place in the Market; and such an issue would, undoubtedly, increase the credit and the borrowing powers of the Colony. I may add, that it was frequently mentioned to me that any Colony that was behind its neighbours in carrying out Public Works is not looked upon with the same credit at Home.

Mr. Douglas.—23. Is it possible to make a Line of Railway from Launceston by Penquite, passing over the hill by Waddingham's, near the Westbury Road? It is possible, but at a very heavy cost.

24. If a Line could be made in that direction would you consider it an improvement on the proposed Line? Certainly not.

25. What do you assume as the gradient on this Line? From 1 in 30 to 1 in 40; the curves would be very bad, and works very heavy. The gradients on the Line recommended in no case exceed 1 in 70, and the greater part of the Line is almost level.

26. Can you state what is the difference of expense of working a Line of 1 in 40 and 1 in 70? The difference is from 2 to 3 times. The locomotive power necessary to work the gradients over those hills would have to be double that upon the worst portion of my Line; and the wear and tear to the rails and wheels of the rolling stock, as well as the machinery of the engines due to having to descend with powerful breaks applied, becomes a very serious item. I know of instances of this sort where a set of breaks is worn out every journey, and the tires of the tenders and break carriages have to be renewed 5 times as often as upon lines with better gradients.

27. Mr. Scott states that the line over the hill would be 15 miles shorter than the proposed Line,—in your opinion does not this outweigh the difference of wear and tear? No, it would still be a more costly Line to make, a most difficult one to work, and would exclude the traffic of about half the present district.

28. Mr. Scott states in his evidence that he never saw a Locomotive Railway, that he is not an Engineer,

and that he never surveyed the Line over the hill with instruments, do you think the evidence of such a person of any weight whatever as regards the cost or formation of a Line of Railway? I cannot conceive it to be so.

29. In your opinion would the Railway benefit the inhabitants of St. Leonard's and the immediate vicinity? I should think so, undoubtedly; they would be within ten minutes walk of the St. Leonard's Station, it would be a very convenient way of coming into town.

30. From your experience in Railways can you state decidedly that persons make use of so short a Line for the purposes of goods and passenger traffic? Certainly they do; and in a short time after the construction of a Railway the experience is that almost every other means of communication ceases.

31. Would not also the proposed Line of Railway open up to these people the whole of the Longford and Westbury Districts for the purpose of traffic? Certainly.

[Letter of W. Archer, Esquire, put in by Mr. Sharland and read.]

32. How would the Longford and Perth Districts be affected by Mr. Scott's Line as compared with your Line? It would receive scarcely any benefit at all, as it receives the fullest accommodation by mine.

33. In your calculations of income do you not estimate to derive a considerable amount from the Longford and Perth Districts? Certainly; it also includes the whole of the Hobart Town traffic for 15 miles.

34. Does not the proposed Line of the Railway afford great facilities for further extensions should it be found advisable to make them? It does. The position of the Line at Evandale, Perth, Longford, and Bishopsbourne, is most favorable for branches in any direction,—it may be considered as a portion of the Main Line to Hobart Town to the extent of 15 miles.

35. From your experience in Railways do you find that the severance of properties is found to be any practical inconvenience to landholders? None whatever; they are perfectly protected by the provisions of the Railway Clauses Consolidation Act. They are either fully compensated or communications provided for them.

36. Is it not a well-known fact that, at this time, the agricultural districts throughout Great Britain are all desirous of obtaining the benefit of Railway communication? Yes, the landed proprietors are now the great promoters; and the majority of the Railroads in the agricultural Districts in England are now being made by them at their own cost. I know of more than one instance where half the capital has been subscribed by a single proprietor.

37. In advertising the sale of estates in England, is it not generally considered desirable to state the proximity to Railways and Railway Stations, so as to increase the value of the estate to be sold? It is.

38. Have you ascertained from any of the owners of land the value placed by them on their land at per acre, and what is it? In the replies to interrogatories which I sent to most of the landed proprietors along the Railway the value is stated at from £7 to £10 per acre; of course it would be somewhat more in the Townships.

Mr. Charles Grant.—39. Can you state some of the general advantages of Railway communication over that of the common roads, with reference to the line proposed by you from Launceston to Deloraine *via* White Hills, Perth, Longford, Cressy, Oaks, Carrick, Quamby, Hagley, Westbury, and Exton, and the country beyond Deloraine? The cost of locomotion on a Railway is very small indeed as compared with that on a public road,—the power and capacity for increase of traffic are almost unlimited, while the friable surface of an ordinary road very soon limits the amount of traffic that can be economically carried, and the cost of its maintenance increases in a higher ratio than the quantity of the traffic. A Railway provides rapidity and regularity of communication and comfort to passengers, and security to goods, wholly unknown on ordinary roads. I may say generally that, as an instrument of communication in a Country, it stands in about the same ratio to ordinary roads as a Dent's chronometer does to the old-fashioned watches of some centuries ago.

40. Is the question of re-guarantee a novel principle with reference to works of this character? It is the system by which most of the Irish Railways have been brought into existence, and has been found to work most satisfactorily there. It was stated by Mr. Hemans, in his paper on this subject read before the Institution of Civil Engineers, that there has not been one bad debt accruing out of it.

[Mr. W. Archer's letter referred to Mr. Doyne for his observations.]

Ordered, that Mr. Scott and Mr. Rose be summoned for eleven on Tuesday.

The Committee adjourned to eleven o'clock on Tuesday.

No. 6.—MINUTES OF COMMITTEE.

TUESDAY, 28 JULY, 1863.

PRESENT.

The Hon. Sir Richard Dry.
The Hon. Mr. Carter.
The Hon. Mr. Lowes.

Mr. Dodery.
Mr. Sherwin.
Mr. Sharland.

The Committee met at 11.15 o'clock.

[Mr. Archer's letter read to the Committee. Mr. Doyne read his Memorandum thereon.]

[Memo. put in.]

Cheshant, Deloraine, 17th July, 1863.

MY DEAR SHARLAND,

I HAVE been thinking over the question of the Launceston and Deloraine Railway very carefully, and have come to the conclusion that it ought to be made, and might be made without much risk of loss. With reference to my former estimate, I see no reason to alter it greatly, excepting that I would allow a larger amount for intermediate traffic.

There are two points, however, on which I am quite at issue with the promoters of the Railway. In the first place, I don't think it just that persons living at a great distance from the line should contribute as largely towards the re-guarantee to the Government as those who live near the line, and are thus in a position to derive from the Railway immediately benefits which the former must wait many years to enjoy.

In the second place, I object to the cost of the proposed Railway.

The gauge adopted by Mr. Doyne, 5 feet 6 inches, is unnecessarily wide, seeing that the large majority of railways, both in Great Britain and on the Continent of Europe, have a gauge of 4 feet 8½ inches. By the wider gauge additional expense is incurred, not only throughout the whole line, but for the engines, carriages, trucks, &c.

The weight of the rails, 70 lbs. to the yard, is too heavy for the requirements of the District. Rails of 50 lbs. to the yard would be amply strong.

I asked Mr. La Touche what great advantage was gained by the broad gauge? He said that we should be able to get engines from Victoria, where the gauge is 5 feet 6 inches, if we wanted any, and that the narrower gauge (4 feet 8½ inches) would only save some £5000.

Now, I maintain that it is quite possible to construct a railway sufficient for the purpose required, between Launceston and Deloraine, for £6000 a mile, complete in all respects; and that greater expense ought not to be incurred.

As this is a question of saving about £100,000, it is worthy of consideration; for no more money than is absolutely necessary ought to be expended in the work, seeing that other undertakings of a similar character may be organised, the funds for which would have to be provided in a similar manner to that proposed by the promoters of this Railway, — a consideration of no mean importance in a colony with resources so limited, comparatively, as those of Tasmania.

To bear myself out in the statement which I have made, as to the possibility of constructing the Railway for a far less sum than the amount of Mr. Doyne's estimate, I will first refer to his "Report," page 6, where he tells us, that "for about twenty miles the line will follow the natural surface of the ground so nearly, that the works will be reduced to the very minimum, requiring only levelling and the laying of the permanent way;" and, previously, that "the earthworks here are in amount only about one-third of the average of those countries." (Australia and England.) "Indeed, with the exception of the few miles at the back of the Cocked-hat range of hills, where there are some heavy cuttings and embankments, the earthworks are unusually easy."

Now, if one couples these statements with a reduction of the width of gauge and the weight of rails, one can see one's way to a much lower estimate than that of Mr. Doyne.

But I have the testimony of an authority quite equal to Mr. Doyne, as he will, no doubt, admit, in support of my views; namely, that of Mr. George Bruce, who was Chief Engineer of the Madras Railway, at a salary of £2000 a year, until his health failed, and he was obliged to quit India.

Mr. Bruce writes by the April mail, after considering Mr. Doyne's Report, which I sent to him, "I think it would not be wise to make the gauge greater than what is good enough for England and Europe, 4 feet 8½ inches. I am quite satisfied that you should not look at a line costing more than £6000 a mile complete, considering the amount of population, &c., in the Island. The permanent way and rolling stock are too heavy, in my judgment, for the necessities of the case. I expect shortly to have instructions to begin a line in Trinidad, where, by the use of light rails and engines, the cost will not exceed £6000 a mile, with labour all imported. I would have rails not exceeding 50 lbs. a yard, and other things in proportion.

"I would suggest your insisting on your Engineer laying out the best line he could, which, with everything complete, would not cost more than £6000 a mile." "We are beginning cheap lines in India."

Now, let us suppose the line completed at £6000 a mile, and we shall have the following calculation:—

Say Receipts.....	..	£44,000
<i>Expenditure.</i>		
		£
Total cost of line	265,500	
Interest during construction	18,000	
Sundries.....	16,500	
	£300,000	
Interest of £300,000	18,000	
Working expenses, renewals, &c.....	20,000	
Repairs	3000	
	£41,000	
Surplus for Sinking Fund, &c.....	..	£3000

It must be admitted that every effort ought to be made by the promoters, not only to ensure the construction of the Railway for the lowest amount possible, but to take care that opportunities are not held out to contractors for sending in high tenders for the work. A contractor, with no rival in the field, would probably not tender below Mr. Doyne's "most ample" estimate; and therefore the only probability as to the cost of the undertaking is, that it would, with the extra works that invariably occur, exceed the amount which he has set down.

Will you be good enough to place this letter in the hands of the Railway Committee? I send some testimonials of Mr. Bruce's reputation and competency. Be good enough to return them to me.

In conclusion, let me assure you that it is with sincere regret that I have found myself unable to go heartily with the Promoters of the Railway, and with great reluctance that I express my opposition to their plans; but I am satisfied that I should not be doing my duty as a Colonist if I tacitly concurred in the proposals which they have submitted to Parliament. And I state my objections the more readily that Mr. Doyne is now in the Colony, and will have every opportunity of defending the course which he has recommended.

Believe me,

My dear Sharland,

Yours very truly,

W. S. SHARLAND, Esq., M.H.A.

W. ARCHER.

MEMORANDUM on a Letter from Mr. W. Archer to Mr. Sharland on the subject of the Launceston and Western Railway, dated July 17th, 1863. Handed by the Joint Committee of both Houses on the proposed Railway to Mr. Doyne for his observations.

Hobart Town, July 25th, 1863.

I have carefully read and considered the contents of Mr. Archer's Letter; and I have to express my thanks to him for so soon placing Mr. Bruce's observations within my reach, and giving me an opportunity of replying to them.

I am not surprised that, with such statements in his possession from so high an authority as Mr. Bruce, Mr. Archer should hesitate in giving his support to the Railway as proposed, and that he should call the serious attention of the Committee to Mr. Bruce's opinion.

I am, however, much surprised to find an Engineer of Mr. Bruce's reputation and large experience venturing to offer so *decided* an opinion upon such an important question on the imperfect data in his possession.

I should have the highest respect for any opinion coming from Mr. Bruce on a Railway question, upon which he possessed the means of forming accurate conclusions; but, in this case, I attach no weight whatever to his opinion,—and I conceive that Mr. Bruce would think it great presumption on my part to offer an adverse, or any, opinion on his proposed Railway in Trinidad without my being in as good a position to form a just estimate, as I have no doubt he is in that case.

Mr. Archer states that he sent Mr. Bruce a copy of my Report on the Launceston and Western Railway: but I must remind the Committee that that Report does not contain the necessary data to enable any person to form an opinion on the value of my estimate of cost for construction. The details of that estimate were not appended, nor were the schedules of prices, or rates for labour, on which it is based. These were placed privately in the hands of the Chairman of the Committee of Promoters, as, for obvious reasons, it would have been injudicious to publish them at the time my Report was printed. Without these particulars, and the plans and sections which I have prepared for the Committee of Promoters, it would be impossible for any Engineer, whatever his position, to form a correct opinion on this question; and I must further add, that Mr. Bruce has never seen this country, or I believe had any Australian experience; while I have had some years experience in these Colonies, have constructed important works in them, and devoted seven months, on the ground through which this line is to pass, to the careful consideration of the whole question.

I quite agree with Mr. Archer in the opinion he expresses as to the imprudence of spending £400,000 on the proposed Railway, if one adequate to the requirements of the District can be constructed for a less sum; but the possibility of doing so is the whole question at issue between us; and I have every hope that, with the intelligence and grave thought that he applies to the question, I shall be able to show him that he has been misled by the ill-considered conclusions of Mr. Bruce.

Mr. Bruce objects,—1st, that I have adopted the 5 feet 6 inch gauge of Victoria, instead of the 4 feet 8½ inch gauge of England. 2nd, that "the permanent way and rolling stock are too heavy for the necessities of the case."

He states, that the 4' 8½" gauge is found "*good enough for England and Europe.*" On this statement I distinctly join issue with him. That gauge was adopted arbitrarily in the infancy of railways, to enable the ordinary horse-waggons of the North of England to travel along the form of tramplate then used, and was

from them imported into the railway system of England, and from these to Foreign Railways; but further experience has brought nearly all Railway Engineers of later date to the conviction that it is too narrow, and broader gauges have been introduced wherever it has been practicable to do so. Even in England, where an alteration of gauge could not be introduced without creating the great inconvenience of a "break of gauge," causing a transfer of all goods and passengers where the different gauges met, Mr. Brunel adopted the gauge of 7 feet. In Ireland, in India, and in Victoria, broader gauges than the 4' 8½" have been insisted upon; and I believe that almost every Engineer of standing in England wishes that an uniform gauge, broader than 4' 8½", had been adopted in that country.

But even if I yielded this point, it would not affect my estimate: the difference between the gauge I propose and the narrower one is only 9½ inches. I have only provided for 18 feet width at the formation level of embankments and cuttings, which would only be sufficient for the narrower gauge proposed; it does not therefore affect the cost of them, or the culverts or ways under or over them, and adds nothing to the cost of river bridges, permanent way, land, &c., unless it should be contended that 9½ inches should be added to the width of all these, and then that increase would not add £5000 to the whole cost of the line, and is, I consider, unnecessary in this climate.

A small additional expense will be added to the engines and other rolling stock; but this will, to a great extent, be counterbalanced by their increased capacity, and more than counterbalanced, in my opinion, by the advantages that would be gained by being able to use the workshops, patterns, and stock of the Victorian Railways, and thereby doing away with the necessity of providing large plant to meet unforeseen circumstances, and special tools for repairs.

I attach much importance to local aid in such matters, considering the great distance by which this Colony is separated from the workshops of England.

On the second objection raised by Mr. Bruce I have to observe that, in my opinion, (in which, from recent experience, I believe I should be supported by nine-tenths of the engineers of England), the introduction of such light rails and engines would be destructive to the economical working of the proposed Railway. They may be applicable to certain cases, but they are not to this; and I am convinced that, if so light a rail as 50 lbs. to the yard, and the light engines which could travel over them, were introduced in this case, they would have to be abandoned in a few years; and what I propose, or something more powerful, be introduced in their stead, thus causing a reconstruction of the line at an early date. But on these points "Doctors will differ;" and I should therefore add that, while I was in England this year, I consulted with Mr. Hemans (an engineer of higher standing in the profession than either Mr. Bruce or myself), and his opinion was that a heavier rail and greater locomotive power than I had estimated for would be desirable. Mr. Hemans paid much attention to the subject, and he was in possession of the necessary data for forming an opinion, which Mr. Bruce cannot possibly have been. I placed in Mr. Hemans' hands copies of the plans, sections, and estimates of the line, the details of my estimates, and the cost of labour, and schedules of prices on which they are founded.

I am still of opinion that the system of Railway I have recommended is the one best adapted to the circumstances of the case, and that any half measure would be a great mistake. The District requires it, and can well afford it; and I repeat what I have stated in evidence before the Parliamentary Committee, that I am so confident of its success, that I shall be ready to join in a Company of a limited number of persons to undertake the working of it, from the day it is opened for traffic, and pay quarterly in advance 6 per cent. interest upon a capital of £400,000.

I would not undertake this responsibility if an inferior class of line is constructed, believing, as I do, that it must fail.

I consider that it is a physical impossibility to construct an *effective* Railway between Launceston and Deloraine for the sum of £300,000 at the present price of labour and materials, and they are not likely to be reduced materially for the next few years.

With these general remarks I shall proceed to answer in detail the alterations proposed in my Estimate by Mr. Archer.

Mr. Archer quotes from my Report to prove the very light nature of the earth-works, and considers that the line ought therefore to cost less than I have estimated. I have called attention to the light nature of these works, in order to show one of the reasons why this Railway could be constructed at a fourth or a fifth the cost of those in the adjoining Colonies; but I have already made all the allowance due to those considerations. The fact remains, that though the earth-works are light, there is a certain quantity which cannot be got rid of, and which I have estimated at the lowest prices at which we are likely to be able to get contractors to execute them. There is no room for further reduction in this item without the introduction of much worse gradients and curves,—a course which I cannot recommend.

To reduce the weight of the rails to 50 lbs. to the yard would make a total difference in weight of 30 tons per mile, which, at £11 per ton, amounts to £15,510 for the whole line.

The cost of the engines spoken of by Mr. Bruce would be about £5000 less than those I have estimated for.

The question arises—is it worth while to have so inferior a line for so trifling a saving?

If a contract is let with the condition that there are to be no extra charges, it will meet the objection raised by Mr. Archer on that point.

The objection to the rates being equally levied upon properties distant from the Railway and those near to it may be met by introducing the provision contained in the Irish Railways Bills for the appointment by the Crown of arbitrators from time to time, to award the relative proportions to be charged on the different Districts.

Assuming the estimate of traffic which Mr. Archer now produces to be correct, it completely proves the case of the Promoters. Taking the interest at £24,000, and the working expenses at £26,000, he shows an annual loss of £6000; but if the traffic does not exceed in quantity the amount he puts down, then the details furnished by Mr. Elsdon show that the working expenses will not amount to £20,000.

I shall send a copy of this Memorandum to Mr. Bruce,

W. T. DOYNE, *M.Inst.C.E.*

MR. ROSE *examined.*

- Mr. Sharland.*—1. Your name? Alexander Rose, of Corra Lynn.
2. Are you aware of the area of your property? Altogether about 4000 acres.
3. Do you know how much you have in cultivation? About 600 or 700 acres.
4. You are aware that we are a Committee enquiring into the Railway between Launceston and Deloraine? Yes, I am.
5. Do you consider that the proposed Railway from Launceston to Deloraine would be a paying undertaking? I do not believe it would pay.
6. Can you state any reasons why you think so? When I look at Mr. Doyne's Report for 1862, I find that 1000 sheep carried by the proposed Railway from Deloraine to Launceston would cost £91 10s., and 100 head of cattle, carried the same distance of 44 miles, would cost £58.
7. Can you state what they would cost at present by the Main Road? 1000 sheep driven on the Main Road would cost £6 10s., and 100 head of cattle about £3, including toll charges.
8. Have you any other reasons? My other reasons would be, that I don't consider that the present Line of Railway would be a general benefit to the agricultural Districts through which it passes, unless the Promoters of the Railway would keep the Bye-roads in repair.
9. Do you mean the Bye-roads branching off from the Railway? Exactly.
10. Then you think, unless that were done, carts would be unable to approach the Railway? It would not relieve the proprietors from the present expense of keeping the roads in order.
11. Have you read Mr. Doyne's Report? I have.
12. Have you found that expense provided for in the Report? No.
13. Would it be an advantage to yourself in conveying your grain to market? In some instances it would be of very little advantage to me, unless the Bye-roads were kept in repair by the Promoters of the Railway. Perhaps I may mention an instance; for instance, the land I have at Corra Lynn, it would be of very little advantage to put the produce on to a Railway, being only a distance of six miles from Town.
14. Do you know whether your District is one of the Railroad Districts? Yes, it is in the District of Breadalbane, and that is included in the Railway Districts, I believe.
15. Have you made any calculation as to the comparative expense of sending your own cart with your produce, or of sending it by the Railway? I have not. It is as easy to send the cart into Town as to trouble the Railway with it.
16. Are many of your neighbours in that respect in the same position as yourself? A good many of them in that neighbourhood, and most of the White Hills people would also be in that position, and also the Patterson's Plains people would be in that position.
17. Do you believe that many other persons would prefer sending their grain by Railway? In the District to which I have alluded, Corra Lynn, it would be difficult to get to the Railway.
18. Why? The White Hills farmers or landed proprietors would have to cross property belonging to me, across which there is no road.
19. Then to enable them to get to the Railway a new road would have to be made? Yes.
20. How far would that be from Town? Seven or eight miles.
21. Then if a calculation has been made by Mr. Doyne that all the grain in that neighborhood will pass along the Railway, it would be an error? Yes, it would. If any calculations have been made for the conveyance of produce from those parts by the Railway, it would be an error. If a Railway were to be established, the farmers would still send their produce by carts.
22. Then you think that it would be within an area of eight miles? Yes, you may say from eight to twelve miles.
23. You judge that they would convey their grain by carts instead of by train because it would be cheaper? No doubt it would be cheaper to them, as it would be impossible for them to get at the Railway. There are no roads in that direction at all that would lead them to the Railroad.
24. Is there a good deal of grain grown in the parts to which you have now referred? Yes; it is a large grain-growing country.

25. Also, hay? Hay and farm produce in general.

26. Is it your opinion that the proposed Railway coming round by Patterson's Plains would be a benefit to that District? No; I don't believe it would be of any benefit.

27. You have the whole expense of cartage, horses, &c. as compared with that of the Railway? Yes; it would be cheaper for them to go by the road that they have got than by the Railway.

28. You have some land at Longford? Yes, on the Cressy Estate.

29. Do you wish to make any remarks upon that fact? Yes. That land would be between 9 and 10 miles from the Railway.

30. Do you know the expense of carting grain from Longford? I am not aware, but I think from 4*d.* to 6*d.* I have not carted any for some years.

31. Do you object to having your land, or any part of it, as a guarantee for the Railway? I do object to it; because if I were to give a guarantee, my land in that neighbourhood being so far from the Railroad would not relieve me from the extra expenses of making the road I am alluding to, so I should have two rates.

Mr. Wilson.—32. In your opinion, would not the land for 20 miles on either side through which it runs be improved in value by a Railway? I don't think it would be improved very much.

33. Would not the money that would be spent in the construction of the Railway improve the immediate District? It might the towns of Launceston, Longford, Westbury, and Deloraine.

34. You know Port Frederick? I have never been beyond the Meander River.

35. Are you aware of any provision that is likely to be made for bye-roads to communicate with the Railway? I believe there is none.

Sir R. Dry.—36. You were one of the Promoters of the Railway originally, were you not? I was not; I objected to the Railway. I considered it would be too expensive.

37. Did you never attend, as a Member of the Committee, any of the Committee Meetings of the Promoters? I have attended a Committee Meeting, but never gave them my support.

38. After Mr. Doyne had surveyed the line did you make any objection to it? I objected that it did not give that advantage to the agricultural district of Longford as I thought it would. It would be better if it had gone by Bishopsbourne.

39. Would that have increased the length of the Line? Yes, it would very near 3 miles, but then it would have been of great advantage to the Agricultural Districts, taking in about 40,000 acres.

40. Did you not say that you would withdraw your support unless the Line were carried round there? The very same day that I spoke to Mr. Dowling I said I would withdraw my support from having anything more to do with it.

Mr. Lowes.—41. After you made yourself fully conversant with the Railway scheme, you declined further to support it? I did.

Mr. Doder.—42. In that calculation of sheep which you quoted, do you find it in the official Report before the Committee? No; I find it in the Report of Mr. Doyne for 1862.

43. Would not the grain from your farm at Cressy have to cross the line of Railway to get to Launceston? It must cross once in that direction.

Mr. Sherwin.—44. That also applies to Corra Lynn? Yes, or by the other road to Franklin Village; I would have to cross there again.

Mr. Sharland.—45. Am I to understand from your remark that you would have preferred a Tramway? Yes, in consequence of its being cheaper.

Examination of MR. JAMES SCOTT.

Mr. Sharland.—1. You are a Surveyor? Yes.

2. You also know the line of Railway from Launceston to Deloraine, and have read the first Report of Mr. Doyne? I know the line of Railway, and have seen the Report, but have not looked it over much.

3. Have you in any way changed your opinion from that which you gave at your last examination with regard to the Railway? I have not.

4. Do you know the relative positions of Port Frederick and Deloraine? I do; it's about 28 miles.
5. Did you lay down the line there? I surveyed the line in company with Messrs. Allan and Dooley, both Surveyors. Mr. Dooley is the District Surveyor of Devon.
6. Did you discover a practicable line for the Tramway? Yes, both for a Tramway or a Railway. They considered that it was most easy of construction, the ground being generally level and flat, with only two rises in the whole distance.
7. Have you seen any Estimate as to the cost of that Tramway? I have Messrs. Dooley and Allan's Estimates that the whole line would cost about £40,000.
8. What is the distance? 28 miles.
9. Would that be likely to interfere with the Railway from Deloraine to Launceston? It would interfere most materially.
10. In what way? The whole of the produce grown beyond Deloraine, and in Deloraine itself, would be sent to the Mersey as being easier of shipment.
11. Is there facility for a vessel taking grain from Port Frederick to Melbourne? There is. It is only five miles from the open sea to the shipping-place.
12. Have you ever seen vessels loading there? I have; I have frequently seen them loading timber and potatoes.
13. Do you know what sized vessel? A vessel of about 150 tons could easily come in.
14. Are you aware of the relative position of Port Frederick and Melbourne? Yes, Port Frederick is much nearer to Melbourne than Launceston is, besides avoiding 40 miles of river navigation.
15. Is there a Company formed for the purpose of carrying out the Tramway? Yes, the Secretary, Mr. Samson, of Latrobe, wrote to me.
16. I think I understood you to say that the Company had directed the Line to be marked out? Mr. Dooley wrote to me to say so.
17. Have you made any estimate of the comparative advantages or otherwise of the proposed Railway from Deloraine to Launceston, of conveying goods by it or by cart? Yes, I have.

18. Will you give the result?

Suppose from near Deloraine, by Railway—

	£	s.	d.
Say 60 bushels wheat at 6 <i>d.</i> per bushel.....	1	10	0
75 ditto oats, at 4 <i>d.</i>	1	5	0
Cartage of ditto to and from Terminus.....	0	7	6
One fare for Master up and down per Railway, and costs.....	1	0	0
Hay consumed by horses standing idle when the Master is absent.....	0	10	0
Carriage of stores back.....	0	6	0
	£4	18	6
By Rail—being equal to 60 bushels at 10 <i>d.</i>	2	10	0
75 ditto at 7½ <i>d.</i>	2	8	5½
	£4	18	5½

Or, by Carts—£1 12*s.* 8*d.* as below, equal to about 3½*d.* for wheat, and 2½*d.* for oats.

Suppose the owner takes his own team for same, his costs are as follows—

Four bushels oats at 5 <i>s.</i> , and 4 bags chaff at 2 <i>s.</i> each, for horses on road....	1	8	0
Driver's breakfast at Westbury, 1 <i>s.</i> 6 <i>d.</i>	0	1	6
Driver's dinner, tea, ale, bed, and breakfast, at Carrick.....	0	6	6
Tolls by leaving and returning to Carrick same day.....	0	4	8
Dinner and ale in Launceston.....	0	2	0
At Carrick, tea, ale, bed, and breakfast.....	0	5	0
Westbury, dinner and ale.....	0	2	0
Wear and tear.....	0	10	0
	£2	19	8
Hay at home by horses when the Master is absent.....	1	7	0
	£1	12	8

19. Will you give the result of those figures? By rail, £4 18s. 6d.; by cart, £1 13s. 2d; loss by rail, £3 5s. 4d.

20. Have you made any other calculations from any other part? From Mr. John Parsons, at Evandale, for carting about 4 tons. He can do it for 16s.; and by rail it would cost about £1 12s. according to the following figures:—

	£	s.	d.
Toll	0	1	0
The man brings lunch with him—ale	0	1	0
Hay, grown by himself	0	5	0
Man's wages and keep	0	5	0
Wear and tear	0	4	0
	£0	16	0 or 4s. per ton.

The same by Railway would be as follows:—

	£	s.	d.
Carting to Station, 2 miles	0	4	0
Carting to Town, 1s. 6d. per ton	0	6	0
4 tons, at 6d. per ton per mile, 11 miles	1	2	0
	£1	12	0 or 8s. per ton,

just double.

21. Have you made any others? I got a person to take an account of all the carriers, on the 7th of July, 1863, who have left off carting wheat during the last month. The person was Francis Cogdale, in charge of a weigh-bridge in Launceston leading in from the Westbury Road. He gave me a list of 19 carriers who had left off carting in consequence of the grain being mostly in at that time (7 July); and one of these, named George Jones, had contracted to cart 1000 bushels of oats at 4½d. per bushel. He carts wheat out for about 6d., and he offered to cart any goods for £1 a ton; and I also got the same person, Cogdale, to take a list of the wood-carters there were,—65 different individuals; the average number of times they went was 88. Supposing only one-third of these to be carting at a time, that would be about 50 carts each day for 50 weeks only in the year, and would give 9000 loads of wood passing through the two toll-gates on the Main road toll and the Westbury toll; and these loads of wood are sent from within a distance of 7 miles of Launceston. Then, of course, these are calculated as so much income, when of course there would be no income from them, as they would come to Town irrespective of the rail.

22. What is the cost of a load of wood in Launceston? They sell it at 6s., 7s., and 8s., according to the quality and quantity.

23. Is where they get the wood far off from the road? They get some from Mrs. Knight's, about two miles, some from about Franklin Village, some from near Hadsphen, and Mr. Goodyer's at Muddy Plains.

24. Is it your opinion that it would be any saving in sending wood by the Railway? Not from that part of the Country, for the Railway is quite away from that part.

25. Would the supply of wood round about Launceston, within those limits, last long? A great many years.

Sir R. Dry.—26. Is that of a good description of wood? It is not very good for burning.

27. You know the land called Reibey's Forest and Carrick Ford? Yes.

28. Is there a very large supply of wood of a better quality there? It's peppermint and gum; the timber has not been so much picked, and there is a large proportion of white gum, and some wattle.

29. The white gum is a better description of firewood than peppermint? Yes.

Committee adjourned till Eleven to-morrow.

No. 7.—MINUTES OF COMMITTEE.

WEDNESDAY, 29 JULY, 1863.

PRESENT.

<i>Legislative Council.</i>	<i>House of Assembly.</i>
The Hon. Sir R. Dry.	Mr. Sharland.
The Hon. Mr. Carter.	Mr. Dodery.
The Hon. Mr. Corbett.	Mr. Sherwin.
The Hon. Mr. Gibson.	
The Hon. Mr. J. Archer.	

The Committee met at 11 o'clock.

Further examination of MR. J. SCOTT.

Mr. Sharland.—30. Have you read Mr. Doyne's Traffic Return? Yes.

31. What's the amount of tonnage? In his Report he gives 21,000 tons, at 4*d.* per mile per ton, as being exported from Launceston.

32. That is an amended Return, altering it from 4½*d.* to 4*d.*? Yes.

33. Do you perceive how he has calculated the 21,000 tons? I suppose he has taken it from Schedule K showing the exports of 1860—62.

34. Then that is the whole amount in tonnage? Yes, in 1862.

35. Do you believe that all those goods would come by the proposed Railway from Deloraine? No; because they partly come from Emu Bay, Circular Head, the Mersey, Table Cape, and Port Sorell.

36. Do you know, by the last Census, the number of persons living in the Island? 89,977.

37. Can you give the population of the Railway Districts? Leaving out Selby, the population of the Railway Districts amounts to 26,055, including men, women, and children.

38. What do you find as the estimate of persons who will probably pass along the Railway according to Mr. Doyne? He estimates 110,000 for 21 miles, and other 110,000 between intermediate Stations; altogether 220,000.

39. Considering the situation of Deloraine and other parts affected by the Railway, at the same time referring to the population of the Island, do you believe that to be a probable and fair estimate of the numbers that will pass along the Railway? It appears to me to be a great excess.

40. Does that estimate differ, and in what respect, from his former Report? He has 108,000 passengers travelling 24 miles at 1½*d.* in his original Report for 1862, and in his subsequent examination the other day he gives it at 2*d.* and 2½*d.*

41. Have you compared the estimates in Mr. Doyne's Report and his subsequent examination? Yes.

42. Report what difference you find between them? He has 21,000 tons of goods carried 21 miles at 6*d.* per ton, and then he has 21,000 carried 34 miles at 4*d.*, which comes to the same amount within £525.

43. Is the gross amount increased? Yes, it is increased to £60,363 from £42,105, showing £18,198 increase.

44. How near to the road can you tell the proposed Railway Line will pass? In some parts of the Westbury Road it passes quite close, and in some parts towards the South Esk and Eyandale it is about eleven miles distant.

45. Have you read in Mr. Doyne's examination the amount for the number of crossings? Yes, the amount is £6000.

46. Is it your opinion, from knowing the country thoroughly, that £6000 for 60 public crossings would be sufficient for that purpose, and for compensation for severance? It would not.

47. Can you give any estimate of what compensation would be required for land over which this Railway passes? Mr. George Stancombe, through whose land the Line is to pass, told me that they might just as well take the whole of his land, as it would deprive him of frontage; and Mr. Gleadow has claimed £700 per mile from the Road Trustees for eight acres at Break-o'-Day, for a road passing through his sheep-run. I made a copy of a plan to enable Mr. Gleadow to put in his claim for compensation, estimated by himself at that sum.

48. Are you aware yourself whether Mr. Stancombe would be injured by the proposed Railway? He would be injured by depriving the back land of access to the water in front.

49. Are you aware whether there would be many cases of that kind along the proposed Railway line? There would be several.

50. You think that £2000 for compensation for land would be far too small? I consider many of the proprietors would demand higher prices than Mr. Doyne has allowed for.

51. Have you any other remarks you wish to make upon Mr. Doyne's examination? Taking Schedule K., upon which Mr. Doyne calculates, it includes all the grain, oats, wheat, barley, wool, and potatoes, butter, cheese, and fruit as exported from Launceston only, whereas that return includes coastwise and Hobarton, and is signed by R. H. Willis.

52. Have you anything else you wish to remark about the Railway? Mr. Dowling, in one of his Returns, gives 1,449,000 acres as contained in the Railway Districts. This, as a square figure, would extend to Ross, and about 20 miles west of Deloraine, thereby including a large amount of the Western Mountains, which could not give any traffic to the proposed Railway. A portion of this country is not included in the Railway Districts.

53. Will you name the Railway Districts? Ringwood, Norfolk Plains, Morven, Launceston, Westbury, and Deloraine.

54. Have you any other general remarks to make? The principal objection is the re-guarantee by the Districts, and not against the Railway as a Railway.

55. From the estimates you have seen, do you think the Railway would pay? From the estimates before me I consider it very doubtful if the traffic returns are to be relied on,—Schedule K being an instance that this is not the case,—and that the returns require explanation. The present charges for carriage by waggons appear almost the same as proposed by the Railway, and of course a great portion of the District which is included in the Railway Districts would not send the grain by the Railway; and also to ask the property that would derive no benefit from the Railway to be included in the re-guarantee would be unjust; and also several of the properties would be depreciated; for instance, all the runs at Carrick, Hadsphen, and even land at the White Hills, would have the westward properties coming into competition; and if the re-guarantee was in force, they would actually be paying an annual contribution to their injury to benefit the western farms. These are the great objections that are held against the Railway.

Mr. Sherwin.—56. Have you had any personal experience with regard to the operation of Railways in other Countries? No.

57. Nor to what extent it has created improvement and progress? No, except from reading.

58. Are you aware that those who were once thought opposed to Railways became afterwards converts to the advantages of them? Yes.

59. And that might occur here? It is possible.

60. You do not object to the Railway on any grounds of physical difficulty? No.

61. Do you not suppose that the formation of a Railway would lead to the interchange of many natural products that are now perfectly worthless? Yes.

62. Do you include limestone, sandstone, slate, and some timber? Yes, I cannot speak so certainly of slate.

63. You are aware that lime is imported into Launceston from Victoria? Yes.

64. You are aware that there is a great deficiency of building materials in the Districts of Longford and Bishopsbourne? Yes, they have to go a long way for them.

65. Timber for fencing is very much required? Yes, generally required.

Mr. Doder.—66. You have mentioned that 21,000 tons have been assumed from Schedule K.? Yes; the average of the two years is 20,948 tons.

67. In Mr. Doyne's Report, page 7, you will find the Traffic Returns through the Toll-gates,—what do you find them to be? 45,652 tons.

68. What is the difference between Mr. Doyne's calculation and the amount carried through the Toll-bars? 24,632.

69. This amount is not calculated in the whole, only half the excess? Yes.

70. Have you seen a Petition, purporting to be a Petition from landowners in the vicinity of Launceston, lately presented to Parliament? I have.

71. Was not this Petition drawn up by you? I assisted with others.

72. Will you look at the Petition and tell the Committee how far distant, in miles, Mr. Cox resides from Launceston? How far Mr. Dumaresq, Mr. G. Stancombe, Mr. Donald Cameron, Mr. Thomas Field, Mr. James Ross, Mr. Thomas Dryden, Mr. John Gatenby, Mr. John Pearson, Mr. R. Cameron, Mr. John Williatt, Mrs. E. Brumby, Mr. W. Brumby, Mr. C. Chilcott, Mr. John Dryden, Mr. W. Sidebottom, Mr. Fall, Mr. A. Banks, Mrs. Ann Hortle, Mr. Peter Brumby, Mr. S. Brumby, Mr. M. Brumby, Mr. Robert Thirkell, Mr. George Thirkell, Mr. H. Stevenson?—Mr. Cox about, I think, 16 miles, Mr. Stancombe about 11, Mr. D. Cameron about 18, Mr. J. Field about 21, Mr. James Ross about 18, Mr. T. Dryden about 7, Mr. J. Gatenby about 26, Mr. J. Pearson about 12, Mr. R. Cameron about 7, Mr. J. Williatt about 12, Mrs. E. Brumby about 12, Mr. W. Brumby about 16, Mr. C. Chilcott about 4, Mr. J. Dryden about 12, Mr. W. Sidebottom about 12, Mr. Fall about 12, Mr. A. Banks about 12, Mrs. Hortle about 12, Mr. P. Brumby about 16, Mr. S. Brumby about 16, Mr. M. Brumby about 16, Mr. R. Thirkell about 16, Mr. G. Thirkell about 18, Mr. Stevenson about 11.

73. Are not the greater number of the 11,000 acres opposite the name of Mr. H. Stevenson held by him on lease? A good portion of it. The greater portion I believe.

74. In your evidence before the Select Committee in 1862, you gave several distinct engineering opinions adverse to Mr. Doyne's Report; what qualification do you claim to possess as a Civil Engineer? I never said that I was a Civil Engineer. I distinctly stated at that time that it was not as an Engineer that I gave these answers; and I am not aware that one of my answers is adverse to Mr. Doyne's Railway Line as an Engineer, or even can be construed so.

75. Supposing the Railroad to Deloraine, and the Tramroad to the Mersey, to be both made, would not great advantages result to passengers from the Coast towards Launceston, and also by traffic of stores, coal, lime, &c., from Launceston to the Coast? Yes, it would be an advantage, subject to the competition of water carriage between the Mersey and Launceston.

76. Would it not be the means of opening up additional markets to the producers, and giving them a choice? Yes, such as hay, and produce generally.

77. In the event of the Railway being carried out from Launceston to Deloraine, would it be advantageous then to continue the Railway or a Tramway? I think a Tramway would be sufficient for the present.

78. You are of opinion that there is great necessity for the proposed Tramway to the Mersey? It would be a great advantage. I do not know about its being an absolute necessity, as they can use carts in fine weather.

79. Are you aware of any difficulties having arisen in England where Tramways had been constructed and afterwards a desire to institute a Railway arisen? No, I have no personal knowledge.

Mr. Gresley and Mr. Doyne to be summoned for Friday.

The Committee adjourned at 2 o'clock to Friday, at 11.

No. 8.—MINUTES OF COMMITTEE.

FRIDAY, 31 JULY, 1863.

PRESENT.

The Hon. Sir R. Dry.
The Hon. Mr. Lowes.
The Hon. Mr. Carter.
The Hon. Mr. Wilson.

Mr. W. S. Sharland.
Mr. Dodery.
Mr. C. Grant.
Mr. Sherwin.
Mr. Clerke.

The Committee met at 11.20 o'clock,

Moved and seconded, that Mr. Dowling be admitted to the Committee Room, (*Mr. Sherwin.*)

The Committee divided on the Motion,

AYES.

Mr. Sherwin.
Mr. Dodery.
Mr. Grant.

NOES.

Mr. Sharland.
Mr. Carter.
Mr. Lowes.

The Chairman gave his casting vote in favour of the Motion.

Accordingly the Motion was passed,

MR. NIGEL GRESLEY *called in and examined.*

Mr. Sharland. 1. Your name is Nigel Gresley? It is.

2. You are the Manager of the Union Bank of Australia? I am.

3. Are you aware that a Railway from Launceston to Deloraine is proposed? Yes, I have been aware of it for the last 4 years.

4. Are you aware, supposing it is proposed that it shall cost £400,000, and that that amount shall be guaranteed with interest by the issue of Government Debentures, what effect that would have on the Debentures of this Colony? In my opinion it would have the effect of depreciating the value of the existing outstanding Tasmanian Debentures.

5. To what extent do you think? It is impossible to say to what extent. The present debt is £400,000. If that were doubled, I think it would be a charge upon the public estate that would tend to put the Government into financial difficulties.

6. Have you been a purchaser of Government Debentures? I have been a very large purchaser; and I should continue to purchase so long as the public credit is good. I have an order from a party in England to purchase £10,000; but I defer buying until the result of the present Railway measure is made known. I was authorised to purchase at a premium. I have purchased for the same individual upwards of £60,000, for I could with every confidence recommend our Debentures; and upon my recommendation he has bought largely: but if the National Debt of this Colony is increased to £800,000, I should feel it my duty to recommend the gentleman to realise. My own opinion is that the Railway project will not pay; and a correspondence has already sprung up between me and the Agents of Sir Morton Peto, Brassey & Co., in which I have given every particular. If I reported favourably, the agent said he would send over a practical man to treat with the Government, and would take the whole amount in Debentures in payment, if guaranteed by Act of Parliament; but in consequence of my not reporting favourably no further action was taken. This took place in May, 1859.

6. Have you anything that you can add upon this subject of the Railway? I can add the data that I have obtained on the subject. English capitalists can be got to do it at the price the Government guarantee upon the principal and interest. In Great Britain about three hundred millions have been invested in Railways. The gross average return of late years has been about £18,000,000, or about 6 per cent. per annum. The working expenses have been about £10,000,000, or fully 3 per cent. on the capital; and the remainder, about £8,000,000, has gone to pay interest on borrowed capital, preferential shares, leaving, perhaps, from 1 to 2 per cent. to the Shareholders on the average. Some do not pay working expenses, and others fair dividends. Such is the result of Railways in the United Kingdom. The Railway to Deloraine is estimated to cost £400,000.

Interest on this at 6 per cent. per annum	£24,000
Working expenses at per mile, as in England, £500 per mile for 48 miles ...	20,000
Contingencies, repairs, &c. per annum	6,000

Estimated Annual Expenditure

£50,000

The Exports from the Port of Launceston in 1856-57-58 were in grain, flour, and bran almost 13,000, 14,000, and 15,000 tons successively. Suppose all exported to be sent in by rail; and that which was grown near Launceston to supply the inhabitants and shipping is, I suppose, 16,000 tons of grain and flour,—that is about an average of 8*d.* per bushel, about the current rates of cartage:—

Say 16,000 tons, at 25 <i>s.</i>	£20,000
Our exports of wool, bark, hay, &c. amount to about 4000 tons more, at (say) 20 <i>s.</i>	4000
Outward traffic of goods, estimated on 5000 tons, at 20 <i>s.</i>	5000
Passenger traffic, say the same as in Britain, 6 <i>s.</i> 8 <i>d.</i> a year for each man, woman, and child on the Northern side—Launceston, Evandale, Longford, Westbury, and Deloraine Districts; Population about 24,000 at 6 <i>s.</i> 8 <i>d.</i> each	8000
Total Revenue.....	<u>£37,000</u>

leaving a deficiency of £15,000 per annum. These calculations were made by a gentleman who was fully competent to make them.

7. Do you know the nature of the country between Launceston and Deloraine? No; I never was beyond Carrick, but I know the direction in which it lies.

8. Do you consider the Railway a local or a public undertaking? In some respects it is a public one,—but it is for the benefit of those isolated districts. It would not be for the benefit of the Colony at large. It would not benefit the Southern side in the least.

9. Would it be reasonable that the charge for that Railway should be secured on the Public Revenues of the Colony? I believe not.

Mr. Wilson.—10. What effect, in your opinion, would the issue of £400,000 of Railway Debentures by the Government have upon the renewal of the existing Debentures now running with reference to the existing debt? To further charge or to mortgage to the extent of £800,000 the Public Debt would have the effect of shaking public confidence. The tremendous responsibility of £800,000 would be too much for the Colony.

11. What is the opinion of the bankers in the Colony upon the subject of the contemplated issue of the Railway Debentures? The bankers have not consulted together on the subject.

Mr. Doderly.—12. How long is it since you were in that country? Twenty years.

13. You state that the effect of increasing the debt of the Colony to double the amount would be to injure the credit of the Colony? Yes; that is my candid opinion.

14. Would it have the same effect provided it was for any other purpose except that of the Railway? It would have the same effect, undoubtedly. I think the debt of the Colony is quite large enough to be grappled with.

15. Then you are of opinion that to increase the debt of the Colony for reproductive works or public improvements would be detrimental to the credit of the Country? It would be detrimental to the credit of the Colony, having consideration to the existing debt.

16. Are you aware of the effect that the issue of a large amount of Debentures of the other Colonies have upon the London market? The effect upon the London market is, that they are favourably thought of in England. The effect in the Colony of the issue of these Debentures will be attended with bad results hereafter, and that was the reason why I suggested to a constituent in England that the Tasmanian Debentures were the safest in Australia; and that gentleman bought largely on my advice.

17. Are you aware that the national debt has been found any difficulty in England? There is no comparison between a struggling Colony like Tasmania labouring under monetary difficulties and England.

18. Have you had any correspondence with the Agent of Sir Morton Peto, who is now in the Colony? No. I saw in the *Launceston Examiner* lately that there was a gentleman as an agent of Sir Morton Peto in the Colony, but he has not corresponded with me. I am not aware whether he has come of his own accord or whether he has been invited; and I have had no correspondence upon the subject since 1859.

Mr. Sherwin.—19. Do you think that a debt of £800,000 is an enormous charge upon an area of 13,500,000 acres of land? I do, considering that the whole of the good land in Tasmania has been alienated, and nothing but bad land remaining.

20. Are you aware that only one-fifth of the land has been alienated? No. I was not aware of the proportion; but all the good land has been alienated.

21. You see by these Statistics that it is so? Yes.

22. Are not the Tasmanian Debentures at a lower premium in London than the Victorian? They are; but that may perhaps be the result of their not being placed upon Change,—that is in the Official Catalogue. If they were so, they might fetch the same as the other Colonies. I apprehend that no effort has been made on the part of the Colonial Government to take the proper steps to place them upon Change.

23. If there were to be a larger issue they would command more attention? Undoubtedly. The reason the Debentures of Victoria being so high was, that five associated banks undertook to dispose of them in the London Market, and that encouraged public confidence, and the issue was very large indeed.

Mr. Carter.—24. You have said that if there were a larger issue they would command more attention. Do you mean by that that they would be of more value? No. I mean that it would not lead to a greater sale, but it would bring them more into notoriety.

25. By bringing them into notoriety, in your opinion, would that increase or depreciate their value? It would depend upon the channel. If they were hawked about they would be depreciated in value, but if placed upon the market by respectable houses they might continue to command a premium.

Mr. Sherwin.—26. You are aware that as the issue of Victorian Debentures has become more known, they have commanded a higher premium? They have gone down about 2 per cent. When they were first offered for sale by the five associate Banks they were at 13 per cent., but they now sell I believe at 10½ per cent.

27. What is the price of Tasmanian Debentures in London? Four per cent. premium.

Mr. Sharland.—28. Would the issue of Victorian Debentures have been so successful without their Gold-fields to fall back upon? No, decidedly not.

29. Are you aware that a very large portion of the Crown Land in this Colony has no commercial value? Fully aware of it.

The Witnesses withdrew.

MR. THOMAS GIBLIN *called in and examined.*

Sir R. Dry.—1. You are the Manager of the Bank of Van Diemen's Land? I am.

2. In your opinion would the issue of £400,000 worth of Government Debentures for Public Works of a reproductive character depreciate the value of Colonial Securities in the London market? Certainly not.

3. Generally do you believe that borrowing of money for reproductive Works in the Colonies would injure their credit on the Stock Exchange? Certainly not. It stands to common sense that it could not be so, either to an individual or a country.

4. You have visited the North Coast of Tasmania? I have, several times.

5. How long is it since you last visited it? I visited it in the middle of last summer, January.

6. In your opinion is any of the Crown Land in that District of good quality? A very large portion of the Crown Land that I have seen there is of the best quality for agricultural purposes that I have seen in the Island.

Mr. Lowes.—7. Is this land that you speak of cleared or timbered? Heavily timbered: that is why I added for agricultural purposes. It is not open pastoral land.

8. What would the cost per acre be to clear the land of the timber, to put it in a proper state for cultivation? I cannot say. It would be very expensive.

Mr. Wilson.—9. What is the cost of bringing the land in that District under crop? You can get it cleared and the brush burnt off for 30s. per acre. I speak with certainty, as I have done it myself to the extent of 200 acres.

10. Does the land in that condition produce good crops generally? It does produce good crops, but whether always or not I cannot say.

11. Does land under cultivation in the condition to which you have referred give a profitable crop? I believe it does, generally.

12. Does the process of clearing land still continue to exist as formerly, or to diminish? I have been over there annually in the summer time during the last two or three years, and have noticed a very large increase of clearing.

13. What is your opinion of the productive capabilities of that District generally? I think the quality of the land is the finest I have seen in the Island, by far.

Mr. Sharland.—11. What part of that country are you speaking of? I am speaking of the County of Devon, from the Mersey to the Forth. I have land on the Leven, the Forth, and the Penguin Creek.

15. You were asked a question about Crown land. Where was that Crown land that you spoke of? Leaving the Mersey, crossing the Rivers Don and the Forth, to the Leven. Surveyors were with me pointing out what land was Crown land, and what was sold.

16. Are you capable of estimating what amount of Crown land there was of that quality? No, I could not form any idea as to quantity.

17. If Debentures were to issue for the purpose of constructing a Railway between Deloraine and Launceston to the cost of £400,000, would it affect the debt of this Colony? I am not sufficiently acquainted with the statistics, or the prospect of that Railway being reproductive, to give a decisive answer.

18. Then did your former answer, that the issue of £400,000 would not affect the sale of Debentures, refer to the Deloraine Railway? I confine my opinion to reproductive works, I am not competent to give an opinion on the Railway.

19. Do you consider Mr. Gresley, of the Union Bank, a competent authority to give an opinion on the sale of Debentures? I should think he was.

20. If his opinion were adverse to yours would you be at all guided by it? Certainly not, but I should listen to his opinion with respect.

21. Have you, as the Manager of the V. D. L. Bank, dealt largely in Colonial Debentures? Not for the Bank, but for our customers I have.

22. Then, if the amount were double, you would look upon them with the same favorable opinion? I should. To test the value of our Debentures on the London market, I sent some home to the London and Westminster Bank to sell at not less than 4 per cent. premium. The reply was that, having only five years to run, they were not negotiable: had they been long dated they had no doubt that they would have been able to dispose of them at 5 per cent.

23. You are not prepared to give an opinion, supposing the £400,000 were issued for the Deloraine Railway? No.

24. Are you favorable to the Deloraine Railway? I have never expressed an opinion, and have scarcely formed one upon it.

Mr. Loves.—25. You speak from your own experience when you speak of 30s. per acre being the cost for clearing? Yes.

Mr. Grant.—26. Are you aware that there is a very large trade between Melbourne and the North West Coast in timber? Yes, I am perfectly aware of the fact. Our Bank negotiates largely for timber shipped to the neighboring Colonies from the North-west Coast.

Mr. Carter.—27. You have stated that a large quantity of timber is sent from the North-west Coast. What Port is it shipped from? The Don and the Mersey. Cumming & Co. have four or five vessels in the trade.

28. In the event of the Railway being established, in your opinion, would the timber be brought to Launceston or still continue to be shipped from the Don and the Mersey? It would still continue to be shipped from the Don and Mersey.

Mr. Sherwin.—29. Do you think that if our Debentures were better known in the London markets they would realise a larger premium? If they were placed on the Stock Exchange undoubtedly they would. They are not a quoted security now, and therefore are unknown to the London market.

Resolved—That Mr. Doyne be allowed to insert an additional paragraph in his Memorandum on Mr. Archer's letter.

[*Answers to Committee's Queries from Messrs. Douglas & Nicholls put in.*]

Answer No. I. The rate of cartage on oats from *Deloraine* to Launceston during the past year has been 5*d.* to 5½*d.* per bushel of 40 lbs.; on wheat 7*d.* to 7½*d.* per bushel of 60 lbs.; barley, potatoes, and flour in the same proportion as wheat; butter and wool, 25*s.* per 2000 lbs. From *Westbury* to Launceston the charge is one-third less; and for goods out of Town (back carriage), 20*s.* to 25*s.* per ton.

No. II. The price of cartage as compared with the prior year has *not* been reduced.

No. III. The toll-gates have been let at higher rents for 1863 than for 1862 or 1861.

No. IV. About £4000 per annum has been spent for the maintenance of the road from Launceston to Deloraine; and that sum can never keep the road in an efficient state.

No. V. I am still of opinion that the construction of the proposed line of Railway is essential to the progress of the Western Districts. I believe the inhabitants to be generally in favour of the project, especially those who have had opportunities of observing the working of Railways in other countries. The few who do oppose it appear to be under misapprehension with regard to the proposed "re-guarantee."

RODDAM H. DOUGLAS.

INTERROGATORIES to be answered for the Information of the Joint Committee on the Deloraine Railway.

1. What has been the average rate of cartage during the past year for grain and other agricultural produce, distinguishing the several items and including goods?
2. If the price of cartage has been reduced as compared with the prior year, can you furnish any grounds for such reduction?
3. Are you still of opinion that the construction of the proposed Line of Railway is essential to the progress of the Western Districts? and can you state what is the general feeling, respecting the importance of the work, of the Inhabitants?

REPLIES.

LONGFORD TO LAUNCESTON.

Question No. 1. Wheat, above 500 bushels, 3*d.* per bushel (below that quantity by agreement). Oats, 2½*d.* per bushel; Barley, very little grown, about 3*d.* per bushel; Flour, Bran, Potatoes, 10*s.* per ton; Bark, chopped, in bags, 20*s.* per ton; Hay and Straw, 20*s.* per ton; Wool, 15*s.* per ton.

LAUNCESTON TO LONGFORD.

Sugar, Salt, Coal, and other heavy articles of Merchandise, 15*s.* per ton; Posts and Rails, 20*s.* per 100; Sawn Timber, 3*s.* per 100 feet; Split Timber, 35*s.* per 1000; Shingles, 3*s.* per 1000; Lime, 1*s.* per bag; Light goods from 20*s.* to 25*s.* per ton, according to agreement; Lime from Deloraine, 2*s.* 6*d.* per bag.

2. There has been no material reduction. The value of cartage to and from Launceston for all the leading articles has been maintained. With the present high rates of fodder these rates should be increased. No reduction upon them can take place unless at positive loss to the carrier.

3. I will reply to the latter part of the question first. The feeling of the majority of the Inhabitants of this and the Districts to the Westward is, that the early construction of a Line of Railway from Launceston to Deloraine through these Districts is of paramount importance to their continued progress and prosperity.

I have had opportunities of conversing with thinking men among them, and their opinions gather strength with years, that unless some better means for the interchange of commodities between the towns and population of these districts is devised, agriculture must cease to be profitable, and trade to languish. My own observation entirely accords with the opinions thus expressed, and instances are daily occurring where the difficulty and labour by present means of transport amount to a prohibition. The article bricks alone affords an illustration. The clay about Deloraine is of inferior character, and good bricks command rates varying from 50*s.* to 60*s.* per 1000. Here, at Longford, good clay abounds, and they can be manufactured at from 25*s.* to 30*s.* per 1000. In the present state of the road to Deloraine, I doubt if 1000 bricks could be conveyed there in a whole condition; besides which, the cartage would make the cost set down there at least £4. per 1000.

In this very article too a good export trade might be done with New Zealand. Vessels would take bricks as ballast, if they could be delivered in Launceston at a price to leave freight; but they cannot by present means of transport. On a recent visit to the boundary of this Municipality at the River Liffey, I was struck by the frequency and character of the freestone buildings used for the commonest of purposes, and was told it abounded in the Tier under which we were standing.

I found it could be easily quarried, and conveyed to Bishopsbourne at a moderate cost; but that, in the absence of Railway communication, further carriage would be beyond its ultimate value. There can be no progress until easier and more rapid communication is established within and throughout these districts to the port. There is no internal trade, no exchange of commodities, simply because places are difficult of access. Hitherto the markets of the Australian Colonies have been open to the productions of these districts; now that every Colony is striving to produce for itself it becomes essential that an internal trade and interchange between agriculturists, tradespeople, and the inhabitants generally, should be established to supply to some extent the loss of the Foreign market. Victoria, for example, is extending her internal means of communication and trade, by every possible effort. By the last advices, I find the Government have reduced the rates upon return goods by the Railway, and that the price of fodder has declined at Melbourne in consequence. Chaff pressed in packs is now brought from Ballarat and other places by these return trains to Melbourne.

This would be just the case were a line of Railway constructed from Launceston to Deloraine. The productions of the strong fertile lands about the latter place would, by the easy carriage afforded by the Railway, cheapen the cost of those productions to the consumers along the line and at Launceston, as well as form an article of export.

The lapse of years only confirms my opinion that Railway communication is absolutely necessary to the progress of the Colony, and the Western Districts in particular. From careful reading and observation I think the line Mr. Doyne has selected the best that can be chosen for the latter.

Longford, 23rd July, 1863.

H. B. NICKOLLS.

The Chairman read a Letter from Mr. Button.

Moved and seconded, that the letter be received.

[Letter handed in.]

To Sir RICHARD DRY, *Knt., M.L.C.*,
Chairman of the Launceston and Western Railway Committee.

Launceston, 30th July, 1863.

SIR,

A PETITION against the above Railway having been presented to, and printed by order of, the Legislative Council, and believing that Petition calculated to produce very erroneous impressions as to the merits of the proposed work, and the state of local feeling respecting it, I have the honor to request that you will be pleased to bring under the notice of the Committee the following statement of facts, for the correctness of which I hold myself responsible.

The Petitioners allege "that the estimate and traffic returns upon which the Railway calculations are based are most questionable." To this objection I reply,—that those returns have been compiled, by order of Government, from the daily records of the traffic taken by the lessees of the turnpike gates on the two lines of road communicating with the proposed Railway Districts; that they have been verified by declaration of the parties, and by evidence given before a Committee of Parliament; and, finally, that a comparison of those returns with the Customs Returns of Colonial produce exported from Launceston confirms the general correctness of the traffic returns.

With reference to the opinions of the Petitioners as to the principle on which Railways should be provided, I shall not presume to obtrude my views upon the Committee, but proceed at once to show that the Launceston and Western Railway scheme has been well considered, and approved by a very large body of the owners of land and other property throughout the District.

I beg therefore to state that I have carefully compared the names of some of the Petitioners to His Excellency the Governor in favour of the Railway with the extent and value of their property on the Public Assessment Rolls of the Colony, taking such extracts only from those Districts that are included in the boundaries of the proposed Railway District, and consequently would become liable to any assessment for re-guarantee; and the result of my examination shows that those Petitioners are the owners of 125,000 acres, the annual assessed value being: £37,000; and that in Launceston the property of other Petitioners amounts by assessment to £30,000, being gross value £67,000.

I have the honor to be,

Sir,

Your obedient Servant,

W. S. BUTTON.

AN ABSTRACT of Forty-four Names appearing in the Petition to His Excellency in favour of the Launceston and Western Railway, with the Land in Acres represented by them.

NAME.	ACRES.	NAME.	ACRES.
Sir Richard Dry	12,056	<i>Brought forward</i>	111,917
William Archer	14,613	R. Munce	815
Thos. C. Archer	11,034	J. Kirkby	790
Harriet Brooke	16,787	John Fawns	640
Alexander Clerke	8740	Peter Brumby	450
W. D. Grubb, Gardiner's Estate	1523	John Crookes	456
Ditto, Henry Reed's Estate	9757	S. Montgomery	500
Ditto, for self	668	James East	507
John Atkinson	4201	C. J. Weedon	610
Milligan & Douglas	2693	William Pitt	877
Robert Gibson	3700	A. Walker	541
W. P. Weston	6712	T. Bartlett	642
J. D. Toosey	4624	J. L. Smith	422
William Dodery	1388	Henry Edgecumbe	280
William Saltmarsh	1300	— Winter	383
A. F. Rooke	1105	W. Cleveland	276
Samuel Henry	1007	Henry Laird	300
William Bonnilly	940	Edward Weston	270
Charles Arthur	1735	William Mason	235
J. C. Groom	2560	William Luck	219
Adye Douglas	930	Samuel Wright	213
William Ritchie	2200	William Brumby	150
R. Brumby	1644		
<i>Carried forward</i>	111,917		121,493

I have examined the above statement, and compared it with the Assessment Rolls, and declare the same to be correct.

W. S. BUTTON.

LIST of Forty-four Names out of the Ninety-seven Persons who petitioned the Parliament on the 14th July, 1863. (Vide Legislative Council Paper, No. 24.)

NAME.	ACRES.	NAME.	ACRES.
James Cox, Clarendon.....	22,000	<i>Brought forward.....</i>	74,471
Edward Dumaresq	3300	R. Cameron	6400
George Stancombe	2000	George Cellsy	3000
Richard Saggars	131	John Williatt	8000
D. Cameron	12,200	Elizabeth Brumby.....	150
James Scott	690	William Brumby.....	150
William Lawrence, by J. Scott, his Attor- ney, by special authority	10,800	C. Chilcott	1400
James Keane	6810	Josiah Pitcher	1130
Jesse Duckett	10	George Griffith	130
A. Stewart.....	4060	Joseph Briant.....	14
Jas. Clayton.....	50	John Dryden	250
Thomas Peck.....	350	William Barnett	170
James Goodger.....	2700	Thomas Fall.....	73
Joshua Peck	225	William Marshman.....	55
Samuel Hurd.....	16	Ann Hortle.....	150
Thomas Moore.....	150	Peter A. Brumby	150
James Ross	370	Samuel Brumby.....	150
F. J. Houghton.....	140	Mansfield Brumby	150
E. P. Tregurtha	425	Robert Thirkell	2500
Alexander Hill	1044	George Thirkell.....	6500
Thomas Dryden	1000	Henry Stephenson.....	11,000
John Gatenby	6000	George T. Scott, by his Attorney, J. Scott.....	30
John Pearson.....	1000		
<i>Carried forward</i>	74,471	<i>Total.....</i>	117,023

Moved, that the Committee meet on Saturday at 11. Motion withdrawn.

Moved, that the Committee adjourn to Tuesday at 11. Carried.

Mr. Doyne and Mr. Dowling to be summoned.

The Committee adjourned at 2-10 P.M. to Tuesday, 4th August.

TUESDAY, 4 AUGUST.

[No Quorum.]

No. 9.—MINUTES OF COMMITTEE.

WEDNESDAY, 5 AUGUST.

PRESENT.

The Hon. Sir R. Dry.	Mr. Sharland.
The Hon. Mr. J. Archer.	Mr. Dodery.
The Hon. Mr. Gibson.	Mr. Clerke.
The Hon. Mr. Corbett.	Mr. Sherwin.
The Hon. Mr. Lowes.	

The Committee met at Eleven o'clock.

MR. DOYNE called in and examined.

Mr. Sharland.—1. You have drawn a comparison in your Report between the Deloraine Railway and those in Ireland, are you acquainted with the average rate of dividend paid by the Irish Railways? Not exactly.

2. In your Report in 1858, you say they paid from 4 to 8 per cent., I presume that was the case then? I have stated my authority in the Report.

3. I put before you Thoms' Irish Almanack for 1863, will you look at it in that column and mention how many pay no dividend? Eleven; they are represented as paying nothing; but I don't understand it, and am sure that it is not the case. These statements would require to be more carefully looked into, as they are directly in opposition to the statements made by Mr. Hemans in his paper read before the Society of Civil Engineers.

4. Supposing Thoms' Almanack to be correct as to the state of the Irish Railways up to December, 1861, they must have considerably fallen off since 1858, of which you gave a statement? Yes, but I doubt the accuracy of the Return in Thoms' Almanack.

5. Can you produce any public authority of so late a date? I have none with me.

6. Are you aware of the outlay of the Victorian Government on Railways? I believe when they are completed the expenditure will be £8,365,000; they are still in course of construction.

7. Do you know what interest they pay on their capital? I see in Mr. Mitchell's Report that when the Echuca Line was opened, their present receipts justified them in calculating that they would have a return of $3\frac{1}{2}$ per cent.

8. What loss would that be upon their invested capital, supposing the Debentures to be issued at 6 per cent.? $2\frac{1}{2}$ per cent.

9. Do you know anything of the American Railways? I have no personal experience of them.

10. Perhaps that paragraph would assist you? Yes, I have seen this.

11. What does that say? I will read it. Paragraph 16 in Mr. Mitchell's Report on the Victorian Railways of November, 1862.—Speaking of the American Railway system of charging very low prices, he says: "According to Returns supplied in August of last year, out of 120 Railways, 75, or more than half, did not afford any dividend whatever, 43 ranged from 2 to 4 per cent., 1 paid $4\frac{1}{2}$ per cent., 10 paid 5 per cent., 2 paid 6 per cent., and 1 alone, of about 100 miles, paid 7 per cent."

12. You state, in reply No. 13 in your evidence, that you consider your estimate of working expenses in excess: would you now mention at what per-centage you calculate your working expenses on the proposed Railway? The proportion of the working expenses and receipts, as shown in my estimate, is from 40 to 50 per cent.

13. Do you arrive at that result from mere calculation, or is it obtained from practical experience of the working of Railways in the Australian Colonies? I have calculated them in the manner explained in paragraph C, page 9, of my Report of 1862. My estimate is £26,000 a year for the working of the Line. I show how I arrive at that conclusion in that paragraph. I have assumed that it will cost double the rate to work this Line of what is found sufficient in Ireland. A line such as this in Ireland, it is proved by experience, would cost £300 per mile per annum, or £13,000 a year for working expenses. None of the Australian Railway Systems are yet complete, and, consequently, no reliable data can be obtained from them; but, as far as they have gone, Mr. Mitchell states they are worked at $47\frac{1}{2}$ per cent. on the receipts.

14. Can you state what are the working expenses of the Railways in South Australia? I possess no information on the subject.

15. Are you aware of the working expenses of the Melbourne and Williamstown Railway? I have no information on the subject of Victorian Railways as regards working expenses except that contained in Mr. Mitchell's Report. I don't think he separates the Williamstown Railway from the system generally.

16. Are there not some of the Irish Railways that have their working expenses higher than what you have now stated? The working expenses of Railways in Ireland, as elsewhere, depend upon the amount of traffic,—some are higher, and some lower, than what I have stated.

17. The Railways of England have cost 60 per cent. beyond the original estimates of the Engineers, being for works not at first contemplated, but afterwards found requisite and desirable to carry out. Such an increase having taken place, under the estimates of the most eminent Engineers, and where there were far better opportunities of ascertaining the cost of work than in a new country, may there not be a probability that, within ten years after the establishment of the Deloraine Railway, a large sum beyond the present estimate would be required for requisite additions and alterations to the Railway, and could you state what you think would be the probable amount? If the Launceston and Deloraine Railway as now proposed requires in ten years as large extensions and alterations as the English Railways have required, there doubtless would be a proportionate increase; and I think it is probable the impetus given to trade by the construction of this Railway will induce the country to undertake further extensions.

18. What sum have you estimated for interest on expended capital during construction of the Railway? I have not made any estimate of interest; I have confined myself to the engineering questions.

19. Have you made any estimate for stores, warehouses, and buildings to receive grain, and stores at each terminus and at Launceston? I have put in my estimate for the whole Line in detail. And it will there be found that £21,000 is provided for stations at Launceston and elsewhere. It comes under the item of termini and station arrangements.

20. The population of 90,000 being widely dispersed, will you explain how you estimate the passenger traffic along the Railway at 220,000 per annum? That I have also explained in my Report, page 8, where I have shown, that by Parliamentary Returns it is stated that in Great Britain and Ireland seven times the number of the whole population pass annually over the Railways. If these results were obtained here it

would produce at least the number I have estimated; and it is reasonable to expect that in a community of such locomotive tendencies, and where all classes receive higher wages than in England, much larger results will be arrived at.

21. Will that calculation apply equally well in a thinly scattered population like this as in a densely settled country like England, where there are large manufactories all over the Country? I think so; the population that is spread along this Line will use it as their only means of conveyance, and they are all people who travel much. As a rule, the masses of the population that dwell along the Railways in the country parts of England make little or no use of them,—the peasantry, who form the masses, rarely ever leave home,—while here the peasantry are a nominal class, everybody is a farmer, trader, or independent proprietor. In England the Railways have to depend for their traffic upon the intercourse between the great centres of population, and consequently but a very small proportion of the inhabitants of the Kingdom use them; the enormous results just mentioned are obtained by the repeated travelling of a very small number of the community: here the whole population along the Line must use it as generally as that small section in England.

22. In reply 20, do you allude to 7 times the number of the population of the Districts through which the Railway passes—you do not mean 7 times the whole population of the Country? In the Parliamentary Returns I have referred to, it is stated that, in the year 1860, 163,435,678 persons travelled over the Railways of the United Kingdom; this is 7 times the population of the whole Kingdom.

23. That applies then not to any distinct Railway, but to all the Railways of the United Kingdom? Yes.

24. I show you now an account of a Railway in Ireland, the Dublin, Wicklow, and Wexford, one of the paying Railways, 44 miles; will you give me, from Thoms' Almanack, the number of passengers per annum who travel along that line? Thoms' Almanack states that, in 1861, 1,088,533 passengers travelled over that Line; that is 4 times the number estimated for this.

25. That is about one-fourth of the population of Ireland? About one-fifth now.

26. To make the Deloraine Railway correspond with that according to the population of the country, say 90,000, one-fifth according to the rate of passengers by the Irish Railways, we should have 18,000 for the Deloraine Railway? I imagine we have a right to expect the multiple of the people of the District through which the Line passes that is found to obtain in Ireland. The Railway referred to passes through a poor agricultural country: it is the same length as the Deloraine Railway; and the passenger traffic is more than four times what I estimate for the Deloraine Railway, amounting to 1,088,000.

27. What is the population of Dublin? I don't know.

28. Do you mean to say that a Rail passing from Dublin, Wicklow, and Wexford does not pass through a populous country, including those three towns? The towns are populous; the country parts are very thinly populated.

29. Does it not show according to Thoms' Almanack by far the larger number of passengers, excepting the one from Dublin to Kingstown? Yes, except the one from Dublin to Kingstown, which is only six miles in length, and carries 2,386,000 passengers per annum.

30. That is to a port where all persons leaving Ireland start from? It is to one of the principal ports of Ireland.

31. In your answer 20, you believe that men engaged in agricultural and pastoral pursuits are more likely to travel by Railways than persons in England passing from one large city to another? I think a greater proportion of the persons engaged in agricultural pursuits in this country will travel by Railway than in England, and a still greater proportion than in Ireland. While I was in the western district of Tasmania during the harvest of last year, I observed that all the reapers travelled on the coaches; I never saw one walking, whereas the Irish reaper's invariable habit is to put his shoes under his arm and walk 50 miles rather than pay a coach fare.

Mr. Lowe.—32. You say that the peasantry in England seldom travel, but that the Railways are principally supported by a small portion of the community: what does that small portion consist of? The independent classes, professional people, merchants, and traders chiefly.

33. Have we such a class in the neighbourhood of the proposed Deloraine Railway? Yes, I suppose so.

34. Where do this class of people live? Scattered over the country in the neighbourhood of the line, and at Launceston.

35. Is business generally conducted in this Colony by means of mercantile travellers? As far as I can judge, the people of the Western District appear to be all travellers: I suppose partly on their own and partly on other people's business.

36. Don't they generally consist of hawkers and pedlars more than any other people? I never saw any hawkers or pedlars in the district referred to. The people appear all to travel by coach, horseback, or

on their own conveyances. During seven months last year that I drove backwards and forwards on the Western Road I never saw one foot passenger walking a journey, while there were a large number of persons constantly moving by the public conveyances; on horseback, and in private carriages.

37. After deducting the population of Launceston, and the children under ten years of age, in the districts which the Railway will embrace, what will be the number of souls remaining in those districts? An analysis of the details of the Census will show it.

Sir R. Dry.—38. You have stated that the interest paid by the Victorian Railways, as shown by the Report, to be about $3\frac{1}{2}$ per cent., do you know whether this Return is in excess of the Government Estimates or not? I believe very materially; when first the Victorian Railways were commenced I believe no interest whatever was expected for several years.

39. Do you know the average cost of these Lines? Yes, from £35,000 to £40,000 per mile.

40. Then a proportionate amount derived from the Western Railway would yield 12 per cent. on capital? Yes, if the Victorian Railways had been made at one-fourth the cost, they would of course produce four times the interest on capital.

41. If those Lines were now to be constructed, do you think that they could be constructed at a cheaper rate? Undoubtedly very much cheaper. Labour is not now more than one-third the cost that it was when the chief contracts were let; and the works upon them are of a much more expensive character than it is proposed to apply in the case of the Launceston and Western Line.

42. What proportion of the estimated cost of construction do you think would be spent in the Colony? Rather more than three-fourths would be paid away in the Colony.

CAPTAIN HAIG *called in and examined.*

Mr. Löves.—1. I believe you are Marine Surveyor to the Tasmanian Insurance Company? Yes.

2. You have been for many years of your life in the Merchant Service? Yes, nearly all my life.

3. And you have visited many ports and harbours in different parts of the world? I have.

4. Have you ever called in at Port Frederick, in Bass's Straits, the entrance to the Mersey? Yes, in July, 1852, I was there.

5. Had you the command of a vessel on that occasion? No, I was a passenger.

6. Did you make any stay there? We ran in under stress of weather, being bound for the Forth, and I think we only stayed two days there. I made this sketch of the harbour at the time. (Sketch handed in.)

7. Did you take soundings while you were there? I did. I hove the lead myself all the way as soon as we rounded the Mersey Bluff.

8. Did you find it a safe harbour for vessels of a certain size? Very much so.

9. What sized vessel were you in? A vessel of about 40 or 50 tons.

10. What sized vessel might go into this harbour and come out again, laden, with safety? Vessels of 200 tons and under, with perfect safety, not drawing more than 12 feet.

11. How many miles would it be from the shipping-place to the Bar? I think from the Bar the navigation does not extend over five miles.

12. Have you ever been to the Port of Sunderland, in England? Yes, often.

13. Is that a port of great resort for shipping? Of amazing resort for shipping, ship-building, and all that.

14. What comparison will that port bear with Port Frederick here? I should say that Port Frederick was infinitely safer in every respect. I may say further, that there is no shelter at all at Sunderland Bar, while here you are sheltered twenty-four points of the compass. It is only open from N. to E. In turning in after we rounded the Bluff, as soon as we got into discoloured water I hove the lead immediately, and the first cast was 5 fathoms. We then decreased the water very gradually until we got on the Bar, on which we had 9 feet at last quarter ebb; so that 7 to 8 feet may be calculated on as the water on the Bar at dead low water, the rise of tide being from 10 to 12 feet.

15. You know the River Tamar and the Port of Launceston; have you ever been into that Port in a vessel? Yes, frequently.

16. Is Port Frederick better situated for a vessel to communicate with Port Phillip than the River Tamar? I should say decidedly so; you can get to sea in a quarter of an hour.

17. That is on account of its being more to the westward? I don't think that is of any consequence; it is much nearer the sea.

18. What are the prevailing winds in those waters? Take the year round, mostly westerly.

19. Then if these westerly winds prevail vessels will sail a point or two of wind by sailing from Port Frederick? Yes, there is some advantage in that respect, but it is its proximity to the sea which is its great advantage.

20. Which, in your opinion, is the most desirable Port, Port Frederick or Launceston, as to entering? As to mere entering, I should think that the Tamar has the advantage.

21. If you had the option of taking in a cargo either at Port Frederick or at Launceston, which Port would you prefer? The Mersey certainly.

22. Do you know much of the country in that neighbourhood? I was there a month trying to get a wreck off the Forth, and travelled it a good deal on foot.

Mr. Sharland.—23. Which would be the quickest passage to Melbourne, from the Mersey or from Launceston? The Mersey certainly; sometimes the detention in the River Tamar is very great indeed.

24. Could you say how soon a vessel would pass from the Mersey to Melbourne? A good sailing vessel, with a fair wind, would run over in 24 hours.

25. Are you aware that a vessel of 800 tons can go up to Launceston? Yes, I think I am.

Sir R. Dry.—26. In entering Port Frederick have vessels of even 200 tons to wait for the tide? Yes, certainly.

The Witness withdrew.

Mr. Macnaughtan and Mr. Dowling to be summoned for to-morrow.

The Committee adjourned at 2.20 P.M. till to-morrow, Thursday, 6th August, at Eleven.

SCHEDULE B.

EXPORTS of the Years ending 1860 and 1862 from the Port of Launceston, in Tons.

Flour	}	20,395 tons for 1860.
Wheat		
Oats		
Barley	}	21,502 tons for 1862.
Bran		
Bark		
Wool		
Potatoes		
Hay		
Butter and Cheese		
Fruit, 50 lbs. to bushel		

Does the Return above referred to include Exports from the Ports on the North Coast and Hobart Town, or only those from Launceston to those and other places?

RICHARD DRY, *Chairman Railway Committee.*

The Collector of Customs, Launceston.

MEMO.—The Return referred to in this communication *does not* include Exports from the North Coast and Hobart Town, but simply from Launceston, including *Removals* of any such goods "Coastwise" to the Sub-ports, and to Hobart Town from Launceston.

R. H. WILLIS, *Collector,*
31st July, 1863.

No. 10.—MINUTES OF COMMITTEE.

THURSDAY, 6 JULY, 1863.

PRESENT.

The Hon. Sir Richard Dry.
 The Hon. Mr. Archer.
 The Hon. Mr. Gibson.
 The Hon. Mr. Lowes.
 The Hon. Mr. Carter.
 The Hon. Mr. Corbett.

Mr. Clerke.
 Mr. Dodery.
 Mr. Sherwin.

The Committee met at 11.30 o'clock.

H. DOWLING, Esq., called in and examined.

Sir R. Dry.—1. Are you acquainted with a Return of Exports, marked K, from Launceston, year ending July, 1862, printed in Appendix to Evidence before the Select Committee, 1862? Yes.

2. Does the Return comprise the Exports from the Sub-ports on the North Coast? No. I have heard it stated that it did include the Exports from the Sub-ports of Entry; and I have been much surprised at such a statement being made, because I presume that on application to the Collector of Customs at Launceston, who signs the Return, any person would have ascertained the fact that the entries of those Ports were not included in the Return marked K. I desire to say that, had they been included, they would have made no difference in the Statistics of the Western Railway. It will be found that, out of 45,000 tons which passed through the Gates in 1861, only 27,000 tons were assumed as traffic by the Railway, leaving 18,000 tons to be carried by the common road. I am now referring to the approximate estimate in Mr. Doyne's Report of 1862,—an estimate which this Committee will find, on reference to S. and T. in the Appendix, the Promoters considered to be too small. I do not remember that it has ever been stated in any evidence taken before Committees of the Parliament that the traffic through a third gate near Launceston at Patterson's Plains was never taken into account by the Promoters; whilst the rental of that gate being £365 per annum would seem to show a large amount of traffic, which it is believed would come by the Rail when a bridge over the North Esk connects Patterson's Plains with the Rail.

3. Have you seen a comparative statement of cost of cartage by Railway or ordinary road given in evidence by Mr. James Scott; and, if so, will you say how far you agree with it? I have. If that Return means anything, it is that Mr. Scott wishes to show that it would cost three times more to carry grain by Railway than by a bad common road. It is my opinion that such a statement, in the present complete state of Railway Statistics, does violence to the judgment of any intelligent man to whom it is addressed, and is therefore of no value whatever in arriving at safe conclusions on the question.

4. Have you given any consideration to the effect which may be produced on the credit of the Colony by the issue of Debentures for the construction of the Western Railway? I have. Believing as I do that the Western Railway would be a reproductive work, I have no doubt, precautions being taken to carry out the desire of the promoters that the expenditure be limited to £400,000, including interest during construction, that the issue of such Debentures would have a most assuring tendency on the minds of English capitalists. I have been fully confirmed in this view by the testimony of persons much more competent to decide on such questions than myself. Mr. Doyne's evidence before this Committee embraces his experience during 6 months in London, ending April this year, and I think claims great attention on the part of persons engaged in a financial enquiry of this kind. The Committee will find under letter X. of the Appendix of last year an important communication on this topic from a leading City house on the Stock Exchange. They state, at page xvii., with reference to the fact of a Government requiring money to make a Railway, that this circumstance "would have a very assuring tendency." I have recently received a communication from an old friend, Captain Gilmore, in which he speaks of the increased value in the London markets of Tasmanian Debentures; and he expresses his regret that the dissolution of the House of Assembly had delayed the progress of the Railway question; and more particularly, because, had the Debentures for the purpose of construction been in the hands of respectable houses at the beginning of the year, they would have realised from 6 to 7 per cent.

5. What calculations of Interest during construction have been made? The Committee will find at Appendix XXV. an approximate estimate of interest on a presumed period of 2½ years' construction furnished by Mr. Doyne, that, by a careful arrangement of the expenditure, and leaving a payment of £19,000 to the Contractors at the end, £26,258 is put down as Interest during construction. In my opinion that would be very ample, supposing the works to be constructed by such a contractor as Brassey, or men of equal standing in England.

6. At what price have Debentures been calculated? In the statement I have referred to the Northern Committee have adopted the same careful course as they pursued in all their estimates, by adopting *par* as the value of the Debentures; so that any premium that should be obtained on the sale of Debentures should go to lessen the cost for Interest during construction.

7. Have you seen lists sent in by Mr. W. S. Button comparing the number of acres held by the 44 landowners who have petitioned against the Railway project with the acres belonging to 44 persons

selected from the 2520 petitioners in favour thereof? Yes. I may state that Mr. Button has overlooked an important estate in his Abstract from the 2520 petitioners,—that of Mr. W. Archer, of Cheshunt.

8. Can you give an opinion as to the relative value of those lands? Yes. Much the greater proportion of the land described in Legislative Council Paper No. 24 is to the eastward of the Liffey. I should consider that the value of those 117,000 acres would be fairly represented by an average of £3 per acre; while the 121,493 acres attached to the names of the 44 gentlemen included in the 2520 signatures to the Petition to His Excellency I believe would be as fairly represented by an average of £3 per acre. I speak from a very extensive experience of the value of the lands in those Districts.

9. Can you state how many petitioners out of the 2520 reside in the District of Deloraine? I can speak positively as to their numbering 520, but my impression is that there were more.

10. What, in your opinion, would be the effect on the Statistics of the Launceston and Western Railway of opening a Tramway or Railroad from Deloraine to the Mersey? I believe it would be very beneficial if brought to the proposed terminus of the Western Railway at Deloraine. In an answer to an interrogatory put in by Mr. W. Archer before the Select Committee last year, that gentleman deducts from the revenue of the Railway £4900 to the credit of the Mersey Tramway. Suppose the two to exist, I believe that the Western Railway revenue would be increased much more than this by the existence of the Tramway. But I am anxious not to be misunderstood on this question; I believe that it is not appreciated on the southern side of the Island. It seems to me that the Mersey Tramway is usually referred to as sufficient, if constructed, to meet the exigencies of the northern agriculturists. Standing alone it would in no way tend to meet these exigencies. By reference to the records of public meetings from 1857 to the present time, it will be found that the idea of Railway communication with the Port of Launceston did not originate in the sole idea of conveying the produce of Deloraine and the Districts beyond to a port of shipment, but that it contemplated giving relief to the farmers of the intermediate Districts, whose aggregate interests exceed those of the persons whose residence is limited to Deloraine and its immediate neighbourhood. A Tramway or Railway from the Port of the Mersey, to save the agricultural interests in the impending competition with the Railways of the neighbouring Colonies, must be continued at least to the Township of Perth; for not only must our agriculturists have facilities to reach a port of export and import, but it is absolutely necessary to create the means of internal communication and commercial transactions between the Townships and Districts themselves.

Mr. Lowes.—11. Is not Port Frederick a very convenient port for the shipment of grain from Deloraine and Chudleigh provided a tramway were made? I am not sufficiently acquainted with the accommodation generally to judge.

12. Would that not be an essential consideration in the construction of the Western Railway? In the present condition of that question, and the total absence of all engineering enquiries, I don't think it should be allowed to become a consideration as affecting the construction of the Western Railway, with reference to which most careful enquiries have now been concluded.

13. If you were about to form the Western Railway upon your private speculation, would you think it prudent so to do unless you had well informed yourself on this matter of the tramway to Port Frederick, as a man of business? It is quite impossible for me to say what I should do under the circumstances.

Mr. Carter.—14. You have said in your evidence that you consider the average value of the 117,000 acres would be £3 per acre; on what data do you form this opinion? In the first place, a very large extent of the land described is not agricultural, but occupied and apparently suitable for sheep-runs; and I have for some time observed that the price secured at sales of lands of the description of these warrant the conclusion at which I have arrived.

15. Have any of those lands changed hands within your recollection, and, if so, at what price? I am not aware. I speak of sales of the same description of lands in those neighbourhoods where they are situate.

16. Then none of those lands have been brought before the public, within your knowledge, for sale? I don't remember that they have.

17. Can you give the date of the sale of any lands of that description in the neighbourhood, and, if so, the price at which they were sold? I cannot with confidence.

18. Then can you now with confidence, after reflection, confirm your evidence that these 117,000 acres of land are fairly averaged at £3 per acre? Yes. My general knowledge of property in the districts referred to leads me to believe that, while some of the land would fetch more, a very large proportion would be estimated at less than that value, and that £3 an acre, as a comparative estimate with the lands to the westward, is a fair average.

19. Do you know what the valuation of these lands is upon the Valuation Roll? From what I remember of the mode of valuation adopted in Country Districts, my impression is that the Valuation Roll would show a lower value than an average of £3 an acre; but with the Assessment Roll of these particular Districts I am not sufficiently acquainted to speak positively. I may state, however, I am aware that in

the District of Longford the Warden has inserted in the present Assessment Roll the price at which these gentlemen have valued their own properties in the Petition presented to Parliament as being much in excess of the assessed value of previous years.

20. To the same questions I put in reference to the 117,000 acres would your answers be the same if put with reference to the 120,493 acres? Generally they would. I believe the average of £8 as a comparative statement is fair. I could not have made the same reply with reference to the Assessment Rolls, because the gentlemen owning the latter properties have put no value to their properties in the Petition.

Resolved, that Mr. M'Naughtan be requested to attend to-morrow at Eleven.

Further examination of MR. DOWLING.

21. You have stated in answer to an interrogatory put in by Mr. W. Archer, that he deducted £4900 from the revenue of the Railway to the credit of the Tramway, that it was your belief that the Deloraine Railway revenue would be increased much more than this by the existence of the Tramway: I ask you if you believe that the revenue of the Railway, supposing that the Railway and Tramway were constructed, would be increased £9800? No, I did not say to that extent; I gave it as my general opinion that the Railway revenue would not suffer to the extent Mr. Archer had suggested, because I considered a traffic to more than that amount would spring up from the operations of the Tramway. I believe that the evidence taken before the Select Committee of last year authorises me to express with confidence the opinion now expressed. It will be found at page 7, Paper No. 120, 1862, that a similar question to that which Sir R. Dry put to me to-day was put to Mr. Button, then a Member of the Legislative Council, namely,—“Do you think the construction of a Tramway to the Mersey from Deloraine would affect injuriously the revenue of the Railway? I don't think so. I believe the formation of a Tramway to the Mersey would ultimately increase the traffic on the Railway; for, while a Tramway might take the bulk of agricultural produce from the country beyond Deloraine to the Mersey, it would bring many articles of traffic for transit along the Railroad and to Launceston that now are not available from cost of transport; it would open up to the Railway passenger traffic to and from the North Coast. I don't mean that it would take the bulk of the present traffic on the Launceston Line, but that the increase of agricultural produce and agriculture there might go principally to the Mersey.” And at page 15 of the same evidence Sir R. Dry answers the question,—“How far would the construction of a Tramway to the Mersey from the neighbourhood of Deloraine affect the calculations of traffic made by the promoters? I don't think that the construction of a Tramway from the Mersey to Deloraine would materially affect the Railway traffic; it certainly will not reduce it. All produce for shipment to the neighbouring Colonies raised between Deloraine and the Mersey would be carried by the Tramway; but as scarcely any of this enters into the present calculations they cannot be much affected by it. On the other hand, should other markets than those of Australia be opened, much of this produce would be sent by rail to Launceston, Port Frederick being available for small vessels only. The passenger traffic would be increased, as many of the proprietors of Devon reside in the proposed Railway District and in Launceston. Many articles of local traffic would be carried by Tramway and Railway. On the whole, I consider that the benefits of the Tramway would be greatly extended by the construction of the Railway, whilst those of the Railway would in a less degree be increased by the construction of the Tramway.” I beg to add that I regard those opinions as giving full authority to the conclusions I have expressed. I believe that no one thoroughly acquainted with the Districts for whose interests the Railway promoters are concerned can fairly arrive at any other conclusion.

22. If I understand you aright you have founded your opinion, that the revenue of the Railway would be improved, upon the opinions given before the Committee by Sir R. Dry and Mr. Button? No; I had formed this opinion long before the examination of these gentlemen by the Select Committee, and I believe it will be found consistent with all Railway statistics.

23. Are you aware that there has already been made a survey of the Line from Deloraine to Port Frederick for the purposes of constructing a Tramway? Presuming that I am to understand a survey by instruments, I am aware that on the appointment of a Select Committee on the Western Railway last year, and also on the appointment of the present Select Committee, reports have been circulated to this effect, but I have never been able to learn that an engineering enquiry has ever been made: any other enquiry made by Surveyors could not be regarded as of any value with reference to the construction of a Tramway through that or any other country. I may add, that in the evidence of Mr. Scott, now before the Committee, he states that in company with Messrs. Allen and Dooley, both Surveyors, he has surveyed a Line which he terms *the Line*, I presume by the prior question, between Port Frederick and Deloraine.

24. Do you consider that surveying the Line for the Tramway from Deloraine to Port Frederick by Messrs. Scott, Allen, and Dooley as valueless or useless? From the experience the Railway promoters have had of the requirements insisted on by the Parliament and the Government with reference to the Western Railway, I say decidedly so, if the intention is to procure Parliamentary powers. Nothing short of a thorough engineering survey of any Line of the kind would, I believe, be acceptable to the Parliament, to contractors, or to capitalists.

Mr. Dowling and Mr. Macnaughtan to be summoned.

Committee adjourned at 2 20 to 11 on Friday.

No. 11.—MINUTES OF COMMITTEE.

FRIDAY, 7 AUGUST, 1863.

PRESENT.

The Hon. Sir R. Dry.
The Hon. Mr. Corbett.
The Hon. Mr. Gibson.
The Hon. Mr. Lowes.
The Hon. Mr. Carter.

Mr. Sherwin.
Mr. Clerke.
Mr. Dodery.

The Committee met at 11·25 o'clock.

MR. DOWLING *called in and examined.*

Mr. Carter.—25. You were one of the first Promoters of the Railway? No, I was not. I only became a Promoter after being elected to preside at a Public Meeting of the Northern Districts in Launceston in 1857; Meetings of Promoters previous to that having taken place in Perth, Evandale, Westbury, and Longford. It was the proceedings of those Meetings which first called my attention to the importance of the question. They will be found recorded in Appendix B to Evidence of last year.

26. What form did the Promoters assume,—a Commission or a Committee,—or had they any appellation at all? At first they took the form of Local Committees; but at the aggregate Meeting of Colonists, held at Launceston in 1857, a Standing Committee was appointed, in the terms which will be found in Paper A in the Appendix to the Evidence of last year, and which Committee have continued to act up to the present time.

27. Are you the Secretary of that Committee? I am now; but for a long time I acted as Permanent Chairman, which office I resigned on the arrival of Sir Richard Dry from England.

28. Is the office of Secretary honorary or paid? It is what is called honorary, but has been a very expensive appointment to me.

29. Have you been reimbursed those expenses? No, nor have I any expectation that way.

30. Are you aware how many Stations there would be upon the projected Line,—I allude to the intermediate Stations, not to the Termini at Deloraine and Launceston? I don't remember the number estimated for, but I presume these would be placed according to development of traffic; but there would be one at Evandale, Perth, Longford, Bishopsbourne, and Westbury.

31. Can you give the Committee any idea of the compensation that would be required for the land alone of these Stations? I cannot. I am aware that the Northern Committee consider that there will be an ample margin in the £400,000 for all land compensations.

32. Do you know the land upon which the General Station is to be constructed? I know the land upon which the two stations are proposed to be erected, the whole of which is public land, and a very large part of which has been specially reserved from sale for Railway purposes.

33. In your evidence yesterday you spoke of 2 tracts of land of large extent—one of which you estimated at £8 per acre, and one at £3. Will the proposed line run through any of that land? With reference to the land to the east of the Liffey, I think the only land that the proposed Railway touches is that of Mr. G. Stancombe, Mr. A. Clerke, and a small portion of Mr. James Scott's. I am not aware of any other; but I think, to the west of the Liffey, it passes through part of Sir R. Dry's.

34. Do you know whether the Committee have ascertained the compensation for the land through which the line would pass by application to the parties? Generally they have not.

35. Can you of your own knowledge state any cases in which they have; and, if so, the compensation that has been demanded? I know of no official communication between the Northern Committee and any landowner on the point. No communication would have passed, I think, excepting through my hands as Secretary.

36. Was this Report of Mr. Doyne's presented to the Northern Committee before it was presented to Parliament? Certainly, and it was sent to the Government by the Northern Committee.

37. Did Mr. Doyne undergo any examination by the Northern Committee as to the mode or principle by which he arrived at those calculations in page 5 of his Report? Certainly not. That statement is a comparative statement, the object of which was, I apprehend, quite clear to the Northern Committee.

38. Then I infer that you have no knowledge how Mr. Doyne arrived at the estimate that £60 per mile would be sufficient for the land, and compensation, through which the projected line is to pass. His explanation will be found in his Report at page 6, in the 5th paragraph from the top.

39. Do you believe that Mr. Doyne arrived at a just conclusion when he assumed that the land would be given, without making a charge, for the Railway? I think that at that time he received encouragement to believe so; but the Northern Committee have thought it safer to expect a larger expenditure under that head, and they believe ample funds will be found within the £400,000. I desire to add, that I know of one proprietor at least, whose land is very valuable, who has expressed his willingness to give sufficient land, that is Mr. George Scott, of Hagley. I have heard of others; but these cases do not come within my own knowledge. I consider Mr. Doyne's conclusions to be just, on the data that were laid before him.

40. In your opinion is £2200 a sufficient sum to compensate tenants and proprietors through whose lands the Line is proposed to pass? No. I conclude that a portion of the sum of £10,000 put down by Mr. Doyne as contingencies will have to be taken for this purpose.

41. What is your estimate of the sum that would be required for this purpose? I think that it would be safer to calculate upon an expenditure under this head of between £6000 and £7000. I believe that, under the protection of *The Lands Clauses Act*, this sum will be found sufficient.

42. Is it not possible, Mr. Doyne differing so far in his estimate on that item with yourself, that some of his other calculations may be erroneous? I don't admit that his calculations are erroneous, with his explanations in his Report; but even if otherwise it could not affect the case of the Launceston and Western Railway, the expenditure of which the Northern Committee insist should not exceed £400,000.

43. You have stated that you differ from Mr. Doyne in his calculation with regard to land compensation,—whilst he puts it down at £2200, you say you believe it would cost from £6000 to £7000: such being the case, may not Mr. Doyne have under-estimated other items? No, I think not, because the other items of his estimate are generally of an engineering character, all the leading points having been confirmed by the evidence of last year.

Mr. Clerke.—44. In reference to Questions Nos. 14 and 20, where you have estimated the value of the land alluded to, have you been guided to your conclusions by the pastoral and agricultural capabilities of those lands? I was only directed by a very general view of the popular appreciation of the two Districts indicated by the signatures on the two Petitions.

Mr. Lowes.—45. Was not a pamphlet published in your name with reference to the Deloraine Railway? Yes, I assented to the publication.

46. Was that pamphlet compiled from communication you had with interested parties, or your own knowledge of the facts? The compilation is generally made from parliamentary and other documents; but, of course, embraced very extensively my own knowledge of facts.

MR. MACNAUGHTAN called in and examined.

Mr. Sharland.—1. You are a merchant who has resided both at Launceston and in this Town for many years? Yes, for upwards of 23 years.

2. Have you ever turned your attention to the proposed Railway between Launceston and Deloraine? Yes.

3. To what extent have you enquired into the capabilities of that line? I went into the matter very fully upwards of 4 years ago, at the request of the Executive. I obtained from the Colonial Treasurer the Government Statistics for the years 1856, 1857, 1858; from Mr. Watt, Collector of Customs at Launceston, Returns of the Exports of produce from Launceston during the same period; from Mr. Dean, Mr. Harrup, Mr. Nichols, and others, the rates of cartage from the various places into Launceston during those years. I then went into the matter, and put this paper in as the result of my enquiries.

[Paper put in and read.]

LAUNCESTON AND DELORAINE RAILWAY.

ANNUAL EXPENDITURE.

	£	s.	d.
Cost of Railway, including Land, Rolling Stock, &c., £400,000, interest at 6 per cent.....	24,000	0	0
Working Expenses, as in the United Kingdom, taken from published Works, about £500 per mile for 40 miles	20,000	0	0
Contingencies, ditto, ditto	6000	0	0
<i>Total Annual Expenditure</i>	<u>£50,000</u>	<u>0</u>	<u>0</u>

ANNUAL INCOME.

	£	s.	d.
Estimated from Customs Returns of Exports as below, 16,000 tons, at 25s.	20,000	0	0
Assuming that sufficient supplies came to Launceston otherwise than by Rail to meet the Local demand for Town, Suburbs, and Shipping.			
Other Exports:— Wool, about 1000 tons			
Potatoes, about. .. 2000 tons			
Hay, about 700 tons			
Bark, about..... 300 tons			
4000 tons, say 20s.	4000	0	0
But the bulk of which, if sent by Rail, would be from about Perth.			
Return Traffic, say 6000 tons, at 20s.	6000	0	0
Passenger Traffic, say for a Population of 24,000 in the Districts through which the Rail will pass, at the average as in the United Kingdom for 25,000,000 persons—£8,000,000, an average of 6s. 8d. each	8000	0	0
	£38,000	0	0

Green Fruit, Wood, &c. to be added.

My estimate of 25s. per ton was from Rates of Cartage given to me by Messrs. Dean and Douglass,—5d. to 1s. 3d. averaged about 8d. per bushel.

EXPORTS from the Port of LAUNCESTON for the Years 1856, 1857, and 1858.

	1856.	1857.	1858.
Wheat, bushels (60 lbs.)	49,737	159,911	226,240
Oats, bushels (40 lbs.)	337,985	285,099	282,863
Barley, bushels (50 lbs.)	782	3868	1900
Flour, tons (2000 lbs.)	6027	5907	4486
Bran, bushels (20 lbs.)	No Return	125,544	No Return
Equivalent in tons of 2240 lbs. to	12,768	15,632	15,203
Add Bran, no Return, say as in 1857.....	1120	Included above.	1120
	13,888	15,632	16,323

Customs' Returns must be correct. In merchants' offices great care is taken to have Manifests and Entries correct; Bills of Lading, Invoices, and Policies of Insurance all checks.

NOTE.—I was at a loss for Working Expenses and Passenger Traffic, and merely put down those sums from averages in the United Kingdom.

4. From the calculations you made at that time did you find the Deloraine Railway would be a profitable concern? It did not appear so; but at the same time I formed a favorable opinion of its becoming so in the course of a few years, provided that the cost was kept within moderate bounds and well managed. I expressed a similar opinion in my communication to the Government, and to Mr. Gresley, a few days after 20th May, 1859.

5. What deficiency did you find in your calculations at that time? Taking those high rates of cartage then current for Railway traffic, and the estimates generally as given, there appeared to me a deficiency of perhaps from £10,000 to £12,000 per annum; but, at the same time, this is merely an approximation. I put the returns as clearly as I possibly could, so that others could form their opinions on the subject. I may state that I never expressed any opinion further than that I believed the Railway established as above would pay in the course of a few years.

6. Did any person of an engineering character assist you in those calculations? No. £400,000 was stated by the Promoters as the sum for the construction of the Line. I believe that this Railway will not pay for many years to come at that cost; and I am of opinion, from all I have read, that a Railway of speed sufficient for all our requirements can be constructed in a substantial manner for a much less sum.

7. The cartage of hay is mentioned in the estimate of traffic; from your experience as a resident of Launceston, is the hay exported from that Port, or for the supply of the Town, conveyed from the direction of the Railway line? It comes from the agricultural Districts generally, but the greater proportion, I believe, from Longord, Morven, and the vicinity of Launceston. Of course a good deal comes from the West, but I am not prepared to give any estimate as to the proportion which comes from the different Districts.

8. Are you prepared to give your opinion upon the effect on the Debentures of the Colony if £400,000 were issued for the Deloraine Railway? It appears to me that question hinges on whether it can be clearly shown that the Railway will be a reproductive work, or pretty nearly so. Capitalists in England seeking for investments look to the Revenues from Public Works as well as the general Government Revenue. If the Railway paid expenses the issue of Debentures could, I think, in no possible way affect the Debentures now issued by the Government.

9. Do you consider the Railway to Deloraine a local or public undertaking ? It is both, I consider.

10. Will you explain how it is a public one? I believe a Railway in any District of the Colony, that can be constructed and maintained by its own profits, must be a general benefit. I may put in a Paper here to show the Returns for 1860, 1861, 1862.

[Paper put in and read.]

EXPORTS from the Port of Launceston, Tasmania.

<i>Years.</i>	<i>Wheat, bushels, 60 lbs.</i>	<i>Oats, bushels, 40 lbs.</i>	<i>Barley, bushels, 50 lbs.</i>	<i>Bran, bushels, 20 lbs.</i>	<i>Flour, tons, 2000 lbs.</i>
1860.	155,923	540,489	4290	48,225	1842
1861.	255,195	467,271	1982	45,943	2413
1862.	181,758	261,665	3200	56,015	3504
	592,876	1,269,425	9472	150,183	7759
<i>Average for the 3 Years</i>	197,625	423,141	3157	50,061	2586

Add Coastwise to Hobart Town.

The above in Tons of 2240 lbs.

<i>Years.</i>	<i>Wheat.</i>	<i>Oats.</i>	<i>Barley.</i>	<i>Bran.</i>	<i>Flour.</i>	<i>Total Tons.</i>
1860.	4176	9658	96	430	1606	15,966
1861.	6835	8344	44	410	2154	17,787
1862.	4868	4672	71	500	3129	13,240
	15,879	22,674	211	1340	6889	46,993
<i>Average for the 3 Years</i>	5293	7558	70	447	2296	15,664

Add Coastwise to Hobart Town.

In compiling these Returns from the Government Returns I find the Exports of 1860 for cereal produce to be 15,956 tons of 2240 lbs. ; for 1861, 17,787 tons; for 1862, 13,240 tons. I found that all the wheat and flour sent round from Launceston to Hobart Town was not included in the Government Returns, being entered merely as Coastwise. I have obtained from the Customs a Return which I put in, showing the export of grain from Launceston to Hobart Town, which I request to be added to the above Return.

[Paper put in.]

A RETURN showing the Quantities of GRAIN and FLOUR that have arrived at the Port of Hobart Town, Coastwise, from Launceston, during the Years 1860, 1861, and 1862, but which have not appeared in the Returns of Exports from that Port.

	1860.	1861.	1862.
	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>
Grain	22,899	8461	23,117
Flour.....	1587	565	2087

T. E. HEWITT, *pro Collector.*

Custom House, Hobart Town, 7th August, 1863.

11. Have you changed your opinion in any respect with regard to the revenue to be derived from the Railway ? No farther than that I believe if a Railway was formed in the manner I have already stated that the revenue would steadily improve.

12. You mean at a less cost ? If it was done at a more moderate cost, and the rates reduced under those current in 1858.

13. The year 1858 was a very prosperous one, was it not, as regards the prices of grain ? I don't remember the price of grain during 1858 at present. What I mean is simply this : there is a large and fertile

District to the West which a Railway would open up, and double the amount of produce could be taken along the Line at a moderate increase on the working expense.

14. Do you know anything of Port Frederick on the Mersey? Yes.

15. Supposing a Tramway from Deloraine to Port Frederick on the Mersey, which is a distance of 28 miles, were constructed, is it not probable that it would interfere considerably with the Deloraine Railway? It must.

16. Considering the probable variation in the price of grain and the uncertainty of a crop, does it not render the investment of a large capital for its construction rather precarious? If it could be made to appear that the Railway would about cover expenses, I have no fear for the future of its continuing to do so. Of course there is an uncertainty in every investment; but I cannot remember of a single Line in the United Kingdom where the Revenue has fallen off, notwithstanding the many competing Lines.

17. Are you aware that the Railways of England only pay upon an average 3 per cent? Yes.

18. Is there not a far greater amount of goods conveyed along an English Railway than could be possibly found in this country? We could have nothing on any Railway in this country equal to traffic on any English Line, but the rates per ton for traffic are very low there.

Resolved, That Mr. Macnaughtan be summoned to attend the Committee on Tuesday, at eleven.

The Committee adjourned at 2-20 P.M. to eleven o'clock on Tuesday, August 11.

No. 12.—MINUTES OF COMMITTEE.

TUESDAY, 11 AUGUST, 1863.

PRESENT.

The Hon. Sir Richard Dry.	Mr. Dodery.
The Hon. Mr. Carter.	Mr. Sharland.
The Hon. Mr. Lowes.	Mr. Clerke.

The Committee met at 11-45 o'clock.

MR. MACNAUGHTAN *called in and re-examined*.

19. Are you acquainted with Thoms' Almanack, and do you consider it a good commercial reference? I believe it is.

20. I show you now under the head of Statistics of Ireland in 1862, will you tell me from that the population of—

Dublin City?	249,733
Suburbs?	46,231
County?	106,058
Wexford?	143,594
Wicklow?	86,093
	<u>631,709</u>

21. Do you see at pp. 124 and 125, the account of the Railway from Dublin, Wicklow, and Wexford: will you give me the number of persons who have travelled along the line in the year 1861? 1,088,533.

22. Can you give me, as nearly as possible, the proportion of passengers travelling by Railway, according to Thoms' Almanack, to the numbers contained, on the same authority, in the Counties and Towns through which the same is reported to pass? Rather more than one and a half.

23. Will you state what dividend? One and a half.

24. And the distance? 44 miles.

25. I now put before you a Summary of the Revenue and Working Expenses of the Victorian Railways, made by the Commissioner of Railways and Roads, for 1863: you will find here the working expenses. Will you give me the per centage to the Revenue of the Victorian Railways; the Murray Line; Williamstown Line; Melbourne, Geelong, and Balaarat Line? For the Victorian Line, working

expenses, 58½ per cent.; Murray Line, ditto, 46 per cent.; Williamstown Line, ditto, 131 per cent.; Melbourne, Geelong, and Balaarat Line, ditto, 59 per cent.

26. Are you acquainted with the Districts of Sorell and Richmond? Yes.

27. Were they not formerly rich and productive land? Much more productive 20 years ago than they are now.

28. Can you assign any reason for that? I believe it attributable to the incessant cropping with wheat and other descriptions of grain without manuring, or rotation of green crops.

29. Are you aware whether in the Westbury and Deloraine Districts the farmers grow grain at present without manure? I believe very little manure is used in those Districts.

30. Supposing the Westbury and Deloraine Districts to fail, in the same manner as the Sorell and Richmond have, might it not materially affect the traffic of the Railway? It might, to some extent; on the other hand, so far as my observation has gone, there is a greater depth of soil in the districts to the west. More rain falls, and I believe that there is more good agricultural land to open up than in the Richmond and Sorell Districts.

31. Does not your answer with regard to Richmond and Sorell Districts apply pretty generally to the whole of the early cropped lands of the Colony? Yes.

32. Have the farmers on this side of the country any other facility than the common roads of the Colony to convey their grain to market? Yes; the common roads on this side of the Colony afford but little comparative facility to the farmers to bring their produce into town. The facilities of water carriage being so great, and much cheaper, are availed of instead; roads generally are used to bring produce to the water's edge. I may state that, about the tonnage of vessels registering under 50 tons, owned in this Port, and registered at the Custom House, including the sailing barges licensed, they amount in aggregate to nearly 3000 tons,—the carrying capacity of which will be nearly 5000 tons. These vessels are constantly employed bringing produce from the coast, estuaries, and rivers into Hobart Town at much lower rates per ton than we pay in Launceston; and I believe, unless the steamers "Culloden" and "Monarch" brought into Town produce about equal to one-fifth of our exports from Launceston, that at the low rates they charge they could not continue to run.

33. Will you explain to what parts of this side of the Island you allude in your last reply? The road leading to New Norfolk, Bridgewater, and shipping places generally.

34. Are there any shipping places for grain at Richmond and Sorell? A great quantity of grain comes from Sorell and Pittwater by sailing vessels.

35. Does not the grain grown at Richmond and Jerusalem, which are respectively 11 and 19 miles, come down to Risdon Ferry, and is then shipped on board a steamer? Yes; I believe the most of it.

36. You are not aware how far grain is carted before it arrives at water carriage? Not from the remote Districts.

37. Are you aware of the distance grain is brought to the highest water carriage on the Derwent, which I believe is about 21 miles from Hobarton? No, I am not aware of the greatest distance.

38. Will you state the cost of freight of wheat per bushel from New Norfolk? 4d.

Mr. Loves.—39. You are aware, I presume, that the lands cultivated on the southern side of the Island spread in patches in the valleys to a considerable extent: are not the roads from these places very difficult to overcome before they reach water carriage? Yes.

40. How many miles do some of them extend? I am not aware of the greatest distance to which they extend.

Mr. Sharland.—41. Do not vessels convey grain from the North West Coast of this Island to Melbourne? Yes, a considerable quantity, chiefly oats, and a large quantity of timber from the saw-mills and otherwise; and in 1862, as near as I can gather from information received, about 5000 tons of potatoes were exported direct from places on the North Coast between Sorell and Circular Head to the Australian Colonies.

42. Was there not a steamer passing between Launceston and the West Coast about a year ago? The *Titania* traded between Launceston, Circular Head, Sorell, Mersey, Don, &c.

43. Why did she discontinue to pass between those places? She could not pay expenses; so many vessels entered the trade with Melbourne and other places direct. Several vessels loaded there for New Zealand.

44. Then there are facilities in the north as well as the south for water carriage for grain, &c.? It would be utterly impossible to get the produce from north-west coast to Launceston excepting by water; and, owing to the tedious navigation of the Tamar, produce can be taken about as expeditiously and cheaply to Melbourne as to Launceston.

45. Do you know where the lime with which Launceston is supplied comes from? From the Tamar, from Geelong, and from Hobart Town.

46. At what cost is it delivered in Launceston? I am not aware; but the distance is 30 miles.

47. Is lime used on the land at all on the other side of the Island? It is used about Deloraine. I have seen it used partially about Deloraine.

48. If there were facilities for the settlers on the north-west coast to convey their grain to the coast, would it not materially interfere with the Launceston trade as regards grain? Yes; I formerly stated that if a Tramway were made between Deloraine and the Mersey, it would affect the trade between Deloraine and Launceston.

49. And in like manner, I presume, along the coast to the westward where there are Ports of Entry, as you have mentioned? No; only the Mersey. On the other hand, if a Tramway were constructed to the Mersey from Deloraine, a considerable quantity of produce would come by it to Deloraine, to be forwarded to Launceston.

50. When you came to the Colony, were not the Richmond and Sorell Districts looked upon as fine grain-producing Districts? Yes.

51. In answer to a question (No. 4) put to you, in your evidence you say it did not appear that the Railway would be a profitable speculation, but at the same time you had formed a favorable opinion of its becoming so in a few years, provided that the cost was kept within moderate bounds and well managed. Do you believe that the estimated cost of £400,000 to be a moderate cost for the Railway? I think it is more than ought to be expended, looking at the £24,000 of interest it involves annually, in addition to working expenses and contingencies; in fact, from the careful investigation I have made, I could not see how it would pay for some time; and stated the calculations I made from Government Returns, showing an annual deficiency of about £10,000 or £12,000.

52. Do you think the estimated cost of working expenses of £26,000 a year would be moderate or not? I do not think that it would be done for less.

53. If the Custom House Returns for 1858-9-60 give 22,616 tons as the total exports of grain and produce, do you believe it to be a correct assumption that 21,000 tons of that quantity would be brought to town by the Rail from the Districts through which the Rail passes? Yes; my estimates work out nearly that.

[Mr. Macnaughtan's Return No. 2. put in.]

EXPORTS from the Port of LAUNCESTON, TASMANIA, for 1860, 1861, 1862.—Approximate Estimate for Railway Traffic.

	Bushels	Tons of	Tons.
	of 60lbs.	2240lbs.	
Wheat—Average Export for the years 1860, 1861, 1862	197,625	= 5293	
Ditto, Coastwise to Hobart Town, not included above	63,566	= 1701	6994
	261,191		
	Tons of		
	2000lbs.		
Flour—Average Export for the above three years	2586	= 2296	
Ditto, Coastwise to Hobart Town, to add	1413	= 1261	3557
	3999		
Oats—Average Export for the above three years	423,141 bushels of 40lbs.	—	7558
Barley—Ditto	3157 bushels of 50lbs.	—	79
Bran—Ditto	50,061 bushels of 20lbs.	—	447
Total average number of Tons of 2240lbs. of Cereal Produce exported for the three years ..			18,626
Taking the average quantities of Produce and rates of Cartage from the several Districts, without data to enable me to go minutely into calculations, the average appears to me about 4½d. per bushel of 60lbs., or equivalent to, per ton of 2240lbs., 14s.			£ 13,000
Green Fruit and Preserves.—I take the export for 1862 (as this is likely to increase), 60,937 bushels, 6d. ..			1500
Bark—Average for the three years, 700 tons, 20s.			700
Potatoes, Vegetables, and other Farm Produce—Say 1000 tons, 14s.			700
Hay—Average for the three years, 217 tons, 20s.			200
Wool—Very little will come by rail, and that mostly from Longford and Perth, say 2000 bales, 5s.			500
Wood—I can express no opinion upon.			
			16,600
Return Traffic—Say 5000 tons, 15s.			3750
			£20,350

NOTE.—I assume, as before, that the quantities of Produce that will go into Launceston otherwise than by rail will be adequate for the supply of the Town, Suburbs, and Shipping.

The Wheat and Flour sent Coastwise to Hobart Town was not included in my statement of Exports for 1856, 1857, 1858.

54. In Mr. Doyne's Report, page 7, he enumerates the articles upon which a revenue of £29,105 a year would be derived: have you seen that Report? No, I have not.

55. I will read the articles Mr. Doyne enumerates, and will ask you whether you know of any other source of revenue likely to be derived from the Railway,—wheat, oats, barley, flour, potatoes, wool, bark, hay, straw, bran, wood, cattle, horses, sheep, pigs, sundries, and passengers? I can't tell what is included in the word sundries.

56. Supposing the revenues should produce the amount named in Mr. Doyne's Report, of £42,105, and that the working expenses should not exceed £26,000, would not the profit, £16,105, yield a dividend of only about 4 per cent.? Yes.

57. That would be a loss of 2 per cent. on the capital of £400,000? Yes.

58. Do you believe that, under the most favorable circumstances, the traffic upon the Railway would increase in a few years very considerably? Yes.

59. To what extent per cent. do you imagine? Probably 10 to 20 per cent. Our exports have increased very little during the last 7 years.

60. Mr. Doyne, in his Report, has given his opinion that the traffic on the Railway would probably increase from £42,000 to £70,000 a year: do you think that an improbable conclusion or not? It is very far beyond what my most sanguine ideas can anticipate.

61. Can you form any idea of the probable traffic on the Line of Railway between the intermediate places? That is of such produce of goods as will neither go into nor come from Launceston? I have never gone into the question.

Sir Richard Dry.—62. Are you aware of the relative value of Western lime and Tamar lime? I know the Western lime to be of very fine quality, as the quarries I have seen opened were marble quarries. The Western lime is superior to the Tamar lime.

63. In your estimate of traffic did you take into account the intermediate traffic? No, I did not.

Resolved, that the Committee meet on Thursday at 11.

The Committee adjourned at 2.40.

No. 13.—MINUTES OF COMMITTEE.

THURSDAY, 13 AUGUST, 1863.

PRESENT.

The Hon. Sir R. Dry,
The Hon. Mr. Lowes.
The Hon. Mr. Carter.

Mr. Clerke.
Mr. Douglas,
Mr. Grant.
Mr. Sherwig.

The Committee met at 11.30 o'clock.

The Chairman brought up a draft Report; and laid before the Committee certain Correspondence between the Colonial Secretary and the Chairmen of several public meetings with reference to the Deloraine Railway.

Resolved, That the said draft Report, and the said Correspondence, be printed.

Resolved, That the Committee adjourn till Eleven o'clock on Tuesday, when they will consider Report.

The Committee adjourned at 11.50 A.M.

No. 14.—MINUTES OF COMMITTEE.

TUESDAY, 18 AUGUST, 1863.

PRESENT,

The Hon. Sir R. Dry.
The Hon. Mr. Lowes.
The Hon. Mr. Gibson.
The Hon. Mr. Carter.
The Hon. Mr. Corbett.

Mr. Sharland.
Mr. Dodery.
Mr. Douglas.

The Committee met at 11 A.M.

1. Letter read by Sir R. Dry from the Hon. W. Archer, and laid on the Table. (*Vide* Appendix D.)

2. Mr. Sharland moved—That the names of Petitioners to the two Petitions presented by himself and Mr. Horne to the House of Assembly in July last against Railway be printed.

Question put and passed.

3. Moved by Mr. Douglas, seconded by Mr. Corbett—That the Report be considered paragraph by paragraph.

Question put and passed.

Paragraph 1 read.

Question put—That the 1st paragraph be agreed to,

Division called for,

AYES.
Mr. Gibson.
Mr. Archer.
Mr. Dodery.
Mr. Corbett.
Mr. Douglas.

NOES.
Mr. Sharland.
Mr. Lowes.
Mr. Carter.

Paragraph 2 read.

Question that it be agreed to.

Division called for. Result as in No. 1.

Paragraph 3 read.

Question that it be agreed to.

Division called for. Result as in No. 1.

Paragraph 4 read.

Question that it be agreed to.

Division called for.

AYES.
Mr. Gibson.
Mr. Archer.
Mr. Dodery.
Mr. Corbett.
Mr. Douglas.
Mr. Carter.

NOES.
Mr. Lowes.
Mr. Sharland.

Paragraph 5 read.

Question put—That it be agreed to.

Division called for. Result, same as paragraph 4.

Paragraph 6 read.

Question put—That it be agreed to.

Division called for.

AYES.
Mr. Gibson.
Mr. Dodery.
Mr. Douglas.
Mr. Corbett.

NOES.
Mr. Lowes.
Mr. Sharland.
Mr. Carter.
Mr. Archer.

Carried by casting vote of Chairman.

Paragraph 7 read.

Question put—That it be agreed to.

Division called for. Result as in paragraph 3.

Protest read.

The Committee adjourn at 2 P.M.

APPENDIX.

A.

The Names of the Committee of PROMOTERS.

Sir R. Dry.	W. Cleveland.	J. Archer.	J. P. Jones.
W. S. Button.	C. G. Casey.	W. Archer, senr.	W. P. Weston.
J. Crookes.	H. Dowling.	H. B. Nickolls.	A. M'Naughtan.
I. Sherwin.	C. J. Weedon.	S. Henry.	Byron Miller.
A. Douglas.	A. F. Rooke.	R. H. Douglas.	H. E. Lette.
J. Robertson.	W. Gibson.	J. W. Gleadow.	
J. Aikenhead.	J. K. Archer.	T. K. Archer.	
A. Rose.	A. Clerke.	W. Dodery.	

B.

To the Honourable the House of Assembly, of Tasmania, in Parliament assembled.

The humble Petition of the undersigned Freeholders resident in the District of Westbury, in Tasmania aforesaid.

RESPECTFULLY SHOWETH:

1. THAT your Petitioners are Freeholders of and in the said District of Westbury, holding property to the area and extent set opposite to their respective signatures hereto, and represent a large proportion of the value of property in the said District.

2. That proposals are now before the inhabitants of the Districts of Deloraine, Westbury, Longford, and Morven for the construction of a Line of Railway leading from Launceston to Deloraine through the said Districts.

3. That some time since a Committee was appointed for the purpose of obtaining information as to the feasibility of the proposed Railway, as to its cost of construction, the terms by which such outlay was to be regulated, and generally to take steps for bringing a Bill into your Honourable House sanctioning the construction and maintenance of the said Railway.

4. That the said Committee propose, amongst other things, that by the said Bill so to be brought in, the Government of Tasmania should be authorised to issue Debentures to the extent of Four hundred thousand Pounds to be expended in the construction of the said Railway; and that the properties of those persons in the said Districts through which the said Line of Railway is intended to pass shall be held chargeable by re-guaranteeing to the Government half of the interest to become due upon the said capital.

5. That your Petitioners respectfully beg to protest against any measures being taken in your Honourable House which would have the effect of rendering the respective properties of your Petitioners liable to be charged with or become responsible for any such re-guarantee of half interest to the Government as proposed by the said Committee.

Your Petitioners therefore humbly pray that, in any Bill which may be submitted to your Honourable House, authorising the construction and maintenance of the proposed Line of Railway from Launceston to

Deloraine, and embodying therein any conditions for re-guaranteeing to the Government half of any deficiency at any time arising in payment of interest as hereinbefore set forth in that behalf, such conditions may not be allowed to pass into law.

And your Petitioners will ever pray, &c.

SIGNATURES.	AREA, &c., OF PROPERTY.	
	<i>Acres.</i>	<i>Houses.</i>
Thos. Wm. Field	7205	22
Thomas Reibey	3764	25
J. C. Whiteman, by his Attorney, Thomas Reibey	5000	—
William Spearman	42	1
James Scott	531	4
Richard Boutcher	347	1
John Best	454	5
William Dean, junior	609	6
C. H. Wright	50	1
William Dean, senior, per H. Gamble	1033	5
James Keane, per H. Gamble	5246	9
William Knight, per H. Gamble	110	1
Benjamin Garrett, per H. Gamble	—	1
John Taylor	32	1
Robert Bryan	—	—
William Field, per T. W. Field	5583	6
John Field, per T. W. Field	7798	31
F. J. Houghton per T. W. Field	—	—
Charles Harris	—	2
Robert Lyall	15	28
James Robertson	13	1
Edward Smith	—	3
John Boinday	—	1
Jonathan Trickett	—	1
John Donald, his x mark, witnessed by H. Gamble	—	1
James Dean	—	1
W. Motton	7	5
George Best	9	7

To the Honorable the House of Assembly of Tasmania, in Parliament assembled.

The humble Petition of the undersigned Freeholders resident in the District of Deloraine, in Tasmania aforesaid.

RESPECTFULLY SHOWETH:

1. THAT your Petitioners are Freeholders of and in the said District of Deloraine, holding property to the area and extent set opposite to their respective Signatures hereto, and represent a large proportion of the value of property in the said District.

2. That proposals are now before the Inhabitants of the Districts of Deloraine, Westbury, Longford, and Morven, for the construction of a Line of Railway leading from Launceston to Deloraine, through the said Districts.

3. That some time since a Committee was appointed for the purpose of obtaining information as to the feasibility of the proposed Railway, as to its cost of construction, the terms by which such outlay was to be regulated, and generally to take steps for bringing a Bill into your Honorable House, sanctioning the construction and maintenance of the said Railway.

4. That the said Committee propose, amongst other things, that, by the said Bill so to be brought in, the Government of Tasmania should be authorised to issue Debentures to the extent of Four hundred thousand Pounds, to be expended in the construction of the said Railway; and that the Properties of those persons in the respective Districts through which the said Line of Railway is intended to pass shall be held chargeable by re-guaranteeing to the Government half of the Interest to become due upon the said Capital.

5. That your Petitioners respectfully beg to protest against any measures being taken in your Honorable House which would have the effect of rendering the respective Properties of your Petitioners liable to be charged with, or become responsible for, any such re-guarantee of half Interest to the Government as proposed by the said Committee.

Your Petitioners therefore humbly pray that, in any Bill which may be submitted to your Honorable House, authorising the construction and maintenance of the proposed Line of Railway from Launceston to Deloraine, and embodying therein any conditions for re-guaranteeing to the Government half of any deficiency at any time arising in payment of Interest as hereinbefore set forth in that behalf, such conditions may not be allowed to pass into law.

And your Petitioners will ever pray, &c.

SIGNATURES.	AREA, &c., OF PROPERTY.	
	Acres.	Houses.
John Bonney, <i>per</i> Thos. Wm. Field	499	9
Thos. Wm. Field	3864	
W. Shepherd	1	1
James Burnett	774	2 Public-houses,
William Bramich (right of purchase from William Archer).....	312	
William Field	3422	
John Field	7455	
William Knight, his X mark, as witnessed by H. Gamble	100	1
James Keane, <i>per</i> Thos. Wm. Field	1191	2
Patrick Gannon	110	1
James Scott	1021	1
Alexander Stewart	200	1
Francis Reynolds	200	1

C.

Quamby, 5th June, 1863.

SIR,

I have the honor to transmit, for the information of His Excellency the Governor in Council, copies of Resolutions passed at a Public Meeting of the Northern Colonists, held in Launceston on the 29th ultimo, for the purpose of promoting the early construction of the Launceston and Western Railway.

I have the honor to add that the Meeting, which was held at noon, was one of the largest ever assembled in the large hall of the Mechanics' Institute, and that it was principally composed of land-owners in the Districts. The Resolutions were adopted unanimously.

I beg leave further to add, that the conviction is daily increasing in intensity on the minds of the landed proprietary, and of the farming interests generally of these Districts, that it is absolutely essential that this Railway be constructed without further delay.

The Colonists, to the present time, have steadily held to the opinions adopted in their public meetings in the year 1857; and I respectfully submit to His Excellency's consideration the expression of my hope that measures may be taken, by His Excellency in Council, by which the desires of so large a body of Colonists may be speedily realised.

I have the honor to be,

Sir,

Your obedient Servant,

RICHARD DRY, *Chairman.*

The Honorable the Colonial Secretary.

RESOLUTIONS.

1. That this Meeting cordially recognises the labors of the Parliamentary Committee of 1862, and receives and adopts with satisfaction the Report of the Local Committee now read.

2. That this Meeting is of opinion that Railway communication between Launceston and Deloraine, through the Districts of Morven, Longford, and Westbury, is more than ever necessary to enable the agriculturists to compete in the markets open for their products; and this Meeting further declares its adherence to the former Resolutions of the people of the Northern Districts in their Public Meeting assembled,

3. That the Promoters are deserving of the thanks and continued confidence of the Northern Colonists; and this Meeting hereby urges them to continue to press the question upon the attention of the Government and Parliament, with the view of securing a Railway Bill during the ensuing Session; and that the Honorable the Chairman of this Meeting be hereby requested to transmit a copy of the proceedings of this Meeting to the Governor in Council.

RICHARD DRY.

R E P O R T.

THE Committee propose chiefly to embrace in the Report a brief outline of their proceedings since the last Public Meeting held in this Hall.

The Petitions to Parliament, then in progress, were duly transmitted to the Government, and were laid before Parliament during the last Session, prior to the dissolution. The general petition from the Northern Districts, then only in progress, contained 2260 names of landed proprietors and householders; a petition from the Mersey and Port Sorell comprised 68 signatures; and a special petition from the landholders of Patterson's Plains, 14 signatures,—a total of 2342 signatures in favor of the Railway Bill. Only two adverse petitions were presented, one containing 37 names of landowners and tenants, scattered over the greater part of the proposed Railway District; the other comprising 14 names of residents at Patterson's Plains. These latter petitioners can scarcely, however, be deemed opponents of the Railway, their prayer being simply that a particular road district may be left out of any responsibility hereafter to be incurred; but their memorial was fully replied to by 14 landholders of the same district, who not only prayed that the early construction of the Railway might be secured, but distinctly announced their willingness to subject themselves to any responsibility which might arise from Parliament asking a re-guarantee to the Government.

Immediately on the opening of the last Session of the late Parliament, a Select Committee was named by the House, with instructions "to enquire into the question of the proposed Railway between Launceston and Deloraine, to report on the feasibility or otherwise of the project; and if found feasible, the conditions which the Committee would recommend to be embodied in a Bill for the construction and maintenance of such Railway." This Committee sat for business on twenty days, during the period from 30th July to 16th October; they examined twelve witnesses, and received written replies to interrogatories from two witnesses. Their sittings were terminated by the adjournment and subsequent prorogation of the Parliament, when the Committee agreed to the following Progress Report, which having been presented to the House, was ordered to be printed. The following is the Report:—

R E P O R T.

YOUR Committee have had under their careful consideration the subject remitted to them; and they have arrived at certain Resolutions, which they submit to your Honourable House, as follows:—

1. That the instruction contained in the Report of the Joint Committee of the Legislature of this Colony in 1860—that a careful Survey of this Line of Railway should be made by a competent Engineer—has been fully complied with by the Promoters, through the services of Mr. Doyne, a Member of the British Institute of Civil Engineers.

2. That it has been proved that the Country intended to be traversed by the Railway is peculiarly adapted to the economical construction and working of the proposed Railway; and, from the Evidence before the Committee, it appears that the sum of £400,000 will be sufficient to cover the outlay necessary to complete the Line, including interest at 6 per cent. during construction, and the payment of compensation.

3. That, looking to the extension of Railways in Victoria, it is absolutely essential to the agricultural interests of the Western Districts, that they may be afforded Railway Communication as set out by them in the Resolutions adopted at their Public Meetings, and in their Petitions to both Houses of Parliament.

4. That, presuming the outlay to be limited to the said sum of £400,000, it appears from the Evidence that the receipts after the first three years' traffic may be estimated as sufficient to cover the interest on capital at 6 per cent., and the working expenses.

5. That the abrupt termination of the Session of the Parliament has prevented the Committee from giving sufficient consideration to the further instructions of the House as to the conditions to be embodied in any Bill for the construction and maintenance of the proposed Railway.

Your Committee append the whole of the Evidence which they have taken during the Session, and Copies of all Papers which have been laid before your Honourable House, and before your Committee, on the subject of the proposed Railway from Launceston to Deloraine; and your Committee recommend that they be printed.

HENRY BUTLER, *Chairman.*

Committee Room, 16th October, 1862.

The consideration of the conditions which should be recommended for embodiment in any Bill for the construction and maintenance of the Railway has, therefore, yet to be entered upon; and it is proposed on the assembling of Parliament to revive the Select Committee. The Engineer-in-Chief, Mr. Doyne, is expected to arrive from London during the month of June, and will be prepared to give evidence before a Parliamentary Committee. He has not failed during his visit to London to manifest continued interest in the progress of the

work you have in hand; and he has kept the Committee fully advised on the subject. His plans and reports, as might be expected, have met with the entire approval of some of the most eminent men of the engineering profession.

The Committee have received advice that during the next month an engineering agent, fully empowered as the attorney of the eminent firm of Sir Morton Peto, Brassey, and Betts, will visit this Colony, from Sydney, for the purpose of enquiring into the whole project; and with the purpose of making a direct tender to the Promoters for the construction of the Line in a substantial and workmanlike manner.

The firm referred to have, in New South Wales, a large staff of officers and men, and a plant of great value; and it is said, that if they can secure a contract here, before breaking up this establishment, they will be able to execute the work at a very moderate profit: provided, of course, they have safe financial arrangements with this Government, on the authorisation of Parliament.

The Committee of Promoters are as much convinced of the great necessity for this work as when they were appointed by the great Northern Meeting held in Launceston in 1857. Every day's experience, indeed, gives strength to the fact, now on record in the Parliamentary Reports of 1858 and 1862, that it is absolutely essential to the agricultural interests of the western districts that they be afforded railway communication.

Since your last public meeting, the question of organising a Joint Stock Company has been renewed through the press; but the Committee, after having carefully considered the question, remain of opinion that they should adhere to the plan of constructing the Railway by officers appointed, in the first instance, by the Crown, under the authority of Parliament: for,

1st. To attempt to divert Tasmanian capital from its legitimate use in the agricultural and commercial business of the country, even were it practicable to find colonial capital, would be impolitic and unwise.

2nd. If we promote the formation of a London Company, it has to be remembered that foreign capitalists will not take up the work on less advantageous terms than those paid by other countries. Railway Companies for India are guaranteed an interest of 5 per cent., and the Cape of Good Hope guarantees 6 per cent. on very large investments; and this guarantee is made for 50 years.

3rd. The cost of floating a Company, and of maintaining a Board of Directors and their staff in London, would be very large, in proportion to the proposed capital of £400,000.

4th. It would not only be cheaper to construct the Railway by a direct issue of Government debentures, but the Colony would possess the Railway as its own property, at a less cost than it would incur by encouraging a British Company to construct and work it, by a guarantee of interest, under which the Company would retain the property, and take the profit accruing above the 6 per cent.—a profit which would continue permanently to go out of the Country into the pockets of the London shareholders, instead of being devoted to the reduction of rates of carriage, or the extension of the line.

The Committee repeat, therefore, that they are still of opinion that for the construction of this important work our Government should be authorised to issue debentures, the districts re-guaranteeing half of any deficiency at any time arising in payment of interest.

The Committee sympathise with those objectors who urge that a paternal Government would take the entire responsibility; but successive Parliamentary Committees having asserted the principle of half-interest being re-guaranteed by the districts, the Committee do not see any alternative but to accept these terms.

The Committee do not hesitate to reiterate their conviction that the construction of this Railway is really essential to the agricultural and landed interests of the Northern Districts, and that the work would be reproductive. It has been said that the depressed condition of the Country may be regarded by the Parliament as a reason for refusing the loan. The Committee on the contrary find, in this very depression, abundant argument against any further delay in the construction of a work, the preliminary enquiry respecting which has been so satisfactory, and occupying a period of nearly six years, at the cost of considerable public and private funds.

The £100 Debentures of the Tasmanian Government have been recently sold in London so high as £105. They are likely to maintain this price, and perhaps reach higher quotations.

It is certain that the placing of Tasmanian Railway Debentures would be regarded with favour in the London money market. Men there will understand the permanent advantage of Railway communication. They know how steam contributes to the development of the resources of a Country. Instead of depressing the general credit of Tasmania, the proposed Railway Loan of £400,000, intended to be devoted to annexing to the Colonial Estate a Railway in complete working order, would have the immediate effect of increasing the value of all our public securities.

Again: since the last public meeting in this hall the Victorian Government Railways have been more developed, and the results of their partial operation have been highly satisfactory. Though the cost of these lines has been nearly four times that of the proposed Western Railway, and they have only been partially opened, four per cent., it is said authoritatively, will be realised the first year on the eight millions of capital invested. The cost of Victorian Railways has been something above £35,000 per mile for a

double line: here, a single line, with electric telegraph wire throughout the whole length, will cost under £10,000 per mile. The meeting will see that had the Victorian Railways been made at the lesser cost of (say) £17,000 per mile, double line, the interest yielded might have been 8 per cent. instead of 4 per cent.

In conclusion, the Committee of Promoters trust they shall be sustained, as heretofore, by the people of the Northern Districts in their further prosecution of this all-important question of the construction of a Launceston and Deloraine Railway. They will add the expression of a hope that the present Ministry and Parliament will not allow the year to close ere the first sod is turned; and that they will add to this a vote of public money for a careful engineering examination of the country, with a view to connecting Hobart Town with Launceston at Perth or Longford. This engineering enquiry could be made during the construction of the Western Line, and if found practicable, could be continued from one of the stations referred to. But the Committee re-assert that the Western Line will be a paying line, that its construction is first in order of utility, and indeed absolutely indispensable for the Western farmers, who cannot wait the time necessary to make a thorough examination of the difficult country between Perth or Longford and the Southern Metropolis—a work, however, which will assuredly follow the construction of the Western Line.

RICHARD DRY.

Quamby, 6 June, 1863.

SIR,

I HAD the honour yesterday to transmit the Resolutions adopted by a Public Meeting of the Northern Colonists held in Launceston on the 29th ultimo.

I now beg to call your attention to the very important question of the early construction of the Launceston and Western Railway, that you may submit to His Excellency the Governor in Council the earnest desire of the Promoters that this measure should receive from His Excellency's Government the attention which so important a subject demands.

I had the honour, in my letter of yesterday, to state that this question has been before the Government and Parliament since the year 1857. Throughout all sections of the Northern community a deep sense of disappointment exists that a question which so seriously affects the interests of families, representing in numbers and in property so very large a proportion of the whole population of the Colony, has not received the earlier sanction of the Government.

By a reference to Parliamentary Papers you will find that the first Public Meeting for the promotion of this Railway,—after the subject had for a long time agitated the public mind,—was held at Deloraine in July, 1857, and that this movement was seconded by Public Meetings in Westbury, Carrick, Longford, Perth, Evandale, and Launceston; and, without referring to intermediate public movements, I desire to call your attention to the Petitions of the Northern Districts of last year, which comprise the large number of two thousand three hundred and forty-two signatures. To the prayer of these Petitions I desire especially to call your attention, as it involves the full acquiescence of the people in the recommendation of the Joint Committee of 1860, that “the Districts should re-guarantee one-half of interest on any loan raised on the security of the Government.”

I also desire to call your attention to the fact that the several Reports of Parliamentary Committees of 1858, 1860, and 1862 have adopted the views of the Promoters so far, at least, as to lead to the expenditure of a large sum of money subscribed by the people, in addition to £1500 voted by the Legislature and of a considerable amount of time, on the part of the Promoters, in obtaining reliable surveys and other data; and that the result of these enquiries is fully set forth in the printed evidence in Paper No. 130, Session of 1862.

On the assembling of Parliament the Promoters will be prepared to submit to a Committee the conditions which, in their opinion, should be embodied in any Bill for the construction and maintenance of the proposed Railway; and I respectfully beg to express the hope of the Promoters that His Excellency's Government will be prepared, not only to give their sanction to the enquiry, but to lend the weight of their influence to the settlement of this very important question, during the forthcoming Session.

In conclusion, I beg to point you to the statement made by the Northern Petitioners in 1862, “that the recommendation contained in the Report of the Joint Committee of both Houses of Parliament in 1860 has been now fully complied with, so far as it is in the power of the people themselves to accomplish this;” and to the Progress Report of the Select Committee of 1862, which fully confirms the Report of 1860, that Railway communication is essential to the Western District, and that, if the work can be completed for £400,000, the receipts may be estimated, after the first three years' traffic, as sufficient to cover the interest and working expenses.

I have the honour to be,

Sir,

Your obedient Servant,

RICHARD DRY,

Chairman of Committee of Launceston and Deloraine Railway.

The Hon. the Colonial Secretary.

Colonial Secretary's Office, 10th June, 1863.

SIR,

I HAVE the honor to acknowledge the receipt of your letter of the 6th instant, referring to your communication of the previous day, also duly received, transmitting the Resolutions adopted by a Public Meeting of the Northern Colonists, held in Launceston on the 29th ult., on the subject of the proposed Launceston and Western Railway. The Government fully appreciate the vast importance of the subject, and will be prepared to promote the proposed enquiry during the ensuing Session, and trust that a satisfactory solution of the question may finally be attained.

I have the honor to be,

Sir,

Your obedient Servant,

J. WHYTE.

The Honorable Sir R. DRY, Quamby.

Longford, 2nd July, 1863.

SIR,

I HAVE the honor to forward, for the information of His Excellency the Governor, copy of Resolutions of Meeting of proprietors and occupiers in Municipality of Longford, in support of measures in behalf of the Launceston and Western Railway. A Petition, emanating from this Meeting, is now in course of being extensively signed, and will be forwarded at same time as Petition from other Districts.

I have the honor to be,

Sir,

Your obedient Servant,

H. B. NICKOLS.

F. G. STEWART, *Esquire.*

AT a Meeting of proprietors and occupiers in the Rural Municipality of Longford, duly convened by advertisement, held this 20th day of June, at the Court House, Longford, for the purposes of taking further steps in support of the Launceston and Deloraine Railway, Mr. H. B. Nickols in the chair ;

It was proposed by William Dodery, Esquire,—“That this Meeting, reviewing the proceedings of the colonists of the Northern and Western Districts of the Colony in the matter of the Western Railway during the long period of six years, now renew their expression of their entire sympathy with this great question.” Seconded by Mr. J. L. Smith, of Woolmers. Carried unanimously.

It was proposed by W. P. Weston, Esq., of Hythe,—“That the early construction of the Western Railway becomes every day more urgent. The question, from its large importance and from the length of time it has now been under their notice, claims the earnest consideration and support of the Government and Legislature of the Colony ; and this Meeting pledges itself to continue the exercise of all constitutional efforts to secure this measure of justice to the settlers of the Western District.” Seconded by Mr. Charles Burton, and supported by Mr. William Mason, Mr. Charles Bricknell, Mr. John Tongs, and Mr. William Pitt. Carried unanimously.

H. B. NICKOLS, *Chairman.*

Deloraine, 2nd July, 1863.

SIR,

I HAD the honor, on the 19th instant, to preside at a Meeting of the inhabitants held in this Town for the promotion of the Western Railway, on which occasion the annexed Resolution was unanimously adopted.

I have the honor to transmit it for the information of His Excellency the Governor in Council,

I have the honor to be,

Sir,

Your obedient Servant,

SAMUEL HENRY.

To the Honourable the Colonial Secretary.

COPY OF RESOLUTION.

That this Meeting desires emphatically to confirm the Resolutions in favour of the Launceston and Western Railway passed at various Public Meetings held at Deloraine, and pledges itself that by all constitutional means the inhabitants of the District will continue to urge the question on the Government and Parliament of this Colony.

SAMUEL HENRY, *Chairman.*

Retreat, near Deloraine, 2nd July, 1863.

SIR,

On the 26th instant, I was called to preside at a Meeting of the inhabitants of the District of Westbury, convened for the promotion of the Western Railway question, on which occasion the annexed Resolutions were passed, with only two or three dissentient votes.

In compliance with the direction contained in the second Resolution, I have the honor to transmit copies for the information of His Excellency the Governor in Council.

I have the honor to be,
Sir,

Your obedient Servant,
A. F. ROOKE.

To the Honourable the Colonial Secretary.

COPY OF RESOLUTIONS.

1. That this Meeting, looking to the extension of Railways in Victoria during the long period of six years since the first Railway Meeting was held in Westbury, now record an expression of deep regret that, notwithstanding the repeated Petitions of the inhabitants of the Western Districts, the Government has not yet taken steps in Parliament for the promotion of Railway communication within those Districts.

2. That renewed Petitions should be at once addressed to His Excellency the Governor in Council; and that the Chairman of this Meeting be hereby requested to transmit copies of these Resolutions to His Excellency, and to request the earnest support of the Railway question by the Members for the Meander and Westbury, in Parliament.

To His Excellency Colonel THOMAS GORE BROWNE, Commander of the Most Noble Order of the Bath, Governor of Tasmania, &c.

The humble Petition of the undersigned Residents of the Northern Districts of Tasmania.

RESPECTFULLY SHOWETH:

THAT Your Excellency's Petitioners are anxious for the early construction of the Launceston and Western Railway.

That Petitions having this object in view have been presented from Petitioners and others to successive Governments of this Colony in the years 1857, 1860, and 1862.

That a Joint Committee of both Houses of Parliament, in 1860, reported very favourably of the project, but recommended "that a careful Survey should be made of the whole line by a competent Engineer, and that a grant from the Public Funds should be sanctioned in aid of such work."

That a vote of One thousand five hundred Pounds, and local subscriptions to a similar amount, have since been expended accordingly in perfecting the engineering and other enquiries.

That a Select Committee of the Honorable the House of Assembly, during the Session of 1862, in a Progress Report to the House, reported that the condition on which this vote had been recommended had been satisfactorily fulfilled; and further, generally reported favourably of the measure.

That Petitioners, in common with a large majority of the people of the Western Districts, believe that it is absolutely essential to the agricultural interests of these Districts that Railway communication may be afforded them.

That Petitioners believe that the early construction of this Railway will be followed by most advantageous results to the Colony generally, and that it is therefore the duty of the Government to construct this important line of road; but that, if the Parliament shall deem it necessary to provide for a guarantee to the Government, your Petitioners will be willing that their Districts should bear the fair share of such responsibility.

Your Petitioners therefore humbly pray that Your Excellency will cause such measures to be taken as will promote the early construction of the said Railway.

And, as in duty bound, they will ever pray, &c.

[Here follow 2695 Signatures.]

D.

REMARKS upon a Memorandum by Mr. W. T. DOYNE on Mr. W. ARCHER'S Letter to Mr. SHARLAND.

Cheshunt, 15th August, 1863.

THE effect of some of Mr. Doyme's observations respecting the opinion upon the construction of a Railway in Tasmania given by Mr. Bruce, is to mislead the Select Committee as to the nature and value of that opinion.

Mr. Bruce's opinion is a general one; and he possessed ample means of arriving at the conclusion which he states. He writes: "I am quite satisfied that you should not look at a Line costing more than £6000 a mile complete, considering the amount of population, &c., in the Island." He then states, what would follow as a matter of course—that it will be necessary to use "light rails and engines." It is the amount of population and the extent of traffic by which Mr. Bruce is led to form his opinion, but he has ample opportunities of acquiring as much information as Mr. Doyme possesses as to prices, rates of labor, &c., in Tasmania and Australia; for, in addition to the information given to him by myself, there are publications in abundance which afford him the information he requires, and there are many intelligent colonists in London who would gladly give him their assistance.

It is not the first time that Mr. Bruce has expressed the same opinion; for in April 1861 he wrote to me, in reply to my letter to him, as follows,—“My opinion is, that you should not attempt to make a Railway at a cost of more than £5000 to £6000 a mile, and upon the principle of ‘cutting your coat according to your cloth,’ this, even with your high labor, ought to be feasible.” He was at that time aware of the high rates of labor here, and had taken much interest in the question of Railways in Australia and Tasmania.

In the same letter he offered to come and survey the Line; but, before his letter reached me, Mr. Doyme arrived in the Colony, and was applied to by the Promoters of the Railway for his professional assistance. I was thus precluded from recommending Mr. Bruce to the notice of the Promoters, as I otherwise should assuredly have done. In my correspondence with Mr. Bruce, from 1861 to the present time, I have constantly brought the subject of the Railway before him; and have sought his professional opinion, for my own protection from the results of a plan which, I thought, would entail a heavy encumbrance upon my property, and involve the Colony in debt. Mr. Bruce was amply justified in expressing the opinion which he gave, and, as an interested party, I was justified in placing that opinion before the Select Committee.

Judging from the whole tenor of Mr. Bruce's statements to me, he would undoubtedly undertake the construction of a Railway on the Line in question which would not “cost more than £6000 a mile complete,” and he is thoroughly competent to carry out whatever he undertakes. I believe that such a Railway would afford sufficient means of transport for the next half of a century at least, if not for a longer period; and could then, if necessary, be replaced by a more costly one. And I quite agree with Mr. Bruce that the population and resources of the Colony render it absolutely necessary that the amount of £6000 a mile should not be exceeded.

All that Mr. Doyme writes about Mr. Bruce's want of Australian experience is beside the question, seeing that Mr. Bruce knows quite sufficient about the population, rates of labor, &c., and can gather from Mr. Doyme's Report all the necessary information as to the kinds and quantity of work on the Line proposed, to enable him to give the opinion which I have laid before the Select Committee.

As to the gauge, Mr. Doyme seems to forget that the narrow gauge was deliberately adopted by English Engineers in Belgium, France, and other European Countries, where there was no question of adapting the gauge to an existing system of traffic.

If Mr. Doyme has only provided a sufficient width of the formation level for the narrow gauge, I cannot see how it will be sufficient for the broader gauge. It appears to me that the width of the works throughout could be reduced 9½ inches, and that about £16,000 would thus be saved,—taking Mr. Doyme's data.

I think that we should get our surplus engines, &c., from England direct, through a consulting engineer, far cheaper than we should obtain them from Victoria. I am at a loss to know, looking back to a year's study of Locomotives and other Steam-engines with Mr. Bruce, at Stephenson's Establishment at Newcastle, what special tools for repairs would be required for engines adapted to the narrow gauge, other than for those used for the broader gauge.

The opinion given by Mr. Hemans, in favour of “a heavier rail and greater locomotive power” on the Western Railway, shows that he has not given much attention to the subject of the population and resources of the Colony.

In conclusion, I may state that I believe Mr. Bruce's conclusions to be well considered, and thoroughly reliable; and that Mr. Doyme has set down nothing in his memorandum which induces me to abandon the opinion that I have formed,—namely, that the Colony cannot afford the construction of a Railway, even from Launceston to Deloraine, upon the expensive scale proposed by Mr. Doyme; and, further, that £6000 a mile would give us a Railway which would meet our utmost requirements.

W. ARCHER.

E.

To His Excellency Colonel THOMAS GORE BROWNE, Commander of the Most Noble Order of the Bath, Governor of Tasmania, &c.

The humble Petition of the undersigned Landholders resident in the Northern Division of Tasmania.

RESPECTFULLY SHOWETH :

THAT your Petitioners have recently memorialised Your Excellency, praying for the early construction of the Launceston and Western Railway.

That Petitioners have since learned that a Petition with the names, number of acres of land, and assumed value of Town properties of Ninety-seven Petitioners attached, and intended to retard any legislation in favor of the said Railway, has been printed by order of the Legislative Council.

That such Petition unjustly impugns the motives of the large number of persons (2520) who have recently memorialised Your Excellency in support of said Railway ; all of whom are prepared to take their due share of any responsibility that may attach to the proposed work.

That Petitioners, while protesting against the principle that the circumstance of property represented by a few names should be regarded as giving a paramount claim to consideration, in preference to property of greater value in the possession of a large number of land-owners, still desire to show Your Excellency that a few names out of the large number of Petitioners for the Railway construction are those of owners of land and houses of far greater aggregate value, yielding a much larger support to the public revenue by direct contributions, and to the general advancement of the Colony in its agricultural and commercial interests.

That Petitioners, therefore, submit to Your Excellency's consideration the following fact (shown by examination of the Assessment Rolls), that 80 of Your Excellency's former Petitioners are owners of land amounting to upwards of 125,000 acres, of the assessed annual value of £37,000 ; and that the property represented in Launceston by other Petitioners amounts in assessed annual value to £30,000.

Your Petitioners therefore pray that Your Excellency will be pleased to regard the Petitions so numerously signed, and representing at the same time such a large amount of property, as the fair expression of the Districts immediately interested in such an important work as the Launceston and Western Railway.

And, in duty bound, they will ever pray, &c.

M. Gaunt.
J. Aikenhead.
John Crookes.
Robert De Little.
W. Williams.
Chas. Nichols.
DuCroz & Co.
William Cleveland.
J. C. Irvine.
C. Gavin Casey.
Thomas C. Archer, Woolmers.
R. J. Archer, Longford Hall.
John L. Smith, Chatsworth.
W. P. Weston, Hythe.

George Ritchie, Belmont.
Thomas Ritchie, Longford.
Edward Weston, Marlton.
William Archer, Brickendon.
F. B. Watson, Longford.
John Smith, Longford.
William Mason, Longford.
William Saltmarsh, Longford.
John Wright, Longford.
H. B. Nickolls, Longford.
A. M. Milligan.
John Fawns.
Charles M'Arthur.
Adye Douglas.

Charles Thomson, trustee for
Mrs. H. Brooker.
John Atkinson.
C. J. Weedon.
Henry Dowling.
Roddam H. Douglas.
John Kinder Archer.
James Robertson.
W. S. Button.
W. Huttley.
Richard Green.
George Fisher.
Alexander Webster.
D. W. Murray.
William Hart, Mayor of
Launceston.

To His Excellency Colonel THOMAS GORE BROWNE, Commander of the Most Noble Order of the Bath, Governor of Tasmania, &c.

The humble Petition of the undersigned residents of George Town and the Tamar.

RESPECTFULLY SHOWETH :

THAT Your Excellency's Petitioners are anxious for the early construction of the Launceston and Western Railway.

That Petitioners, in common with a large majority of the people of the Launceston and Western Districts, believe that it is not only absolutely essential to the Agricultural interests of those Districts

that Railway communication may be afforded them, but they believe also that the early construction of this Railway will be followed by most advantageous results to the Colony generally; and that it is therefore the duty of the Government to promote such an important work.

Your Petitioners therefore pray that Your Excellency will cause such measures to be taken as will promote the early construction of the said Railway.

And, in duty bound, they will ever pray, &c.

C. S. Henty, Kelso, George Town.
 E. Whiting, Kelso, George Town.
 John Thomson, Cleghorn, West Tamar.
 Wm. Barnes, Tamar.
 Thos. Nettlefold, Tamar.
 Thos. Beauchamp Dodd, West Tamar.
 Robert Browne, Supply.
 Henry Pyke, West Tamar.
 George Dryden, West Tamar.
 John Dixon, West Tamar.
 James Richardson, J.P., George Town.
 John E. Lawrence, J.P., Tamar.
 Thomas Jones, George Town.
 William Cragg, George Town.
 Catherine Barrett, George Town.
 Thos. Phillips, George Town.
 G. M. Ruttle, George Town.
 William Lawton, George Town.
 Robt. Henry, jun., Tamar Heads.
 Robert Cotton, George Town.
 David Petire, George Town.
 William Bishop, George Town.
 Charles Freeston, George Town.
 Edwd. Pennefather, West Tamar.
 James Hurst, Low Head.
 Benjn. Scott, Low Head.
 J. H. Waterland, Low Head.
 Benjamin Willis, George Town.
 Joseph Traill, Low Head.
 Edward Graham, Low Head.
 Thomas Edwards, Low Head.
 S. Gaunt, Gray's Hill.
 John Wing, Craythorn.
 Thos. Newman, jun., Grange.
 Gregory Gardiner, Windermere.
 James Jolly, his x mark, witness A.D., Bridgenorth.
 William Connell, his x mark, witness A.D., Bridgenorth.

K. Pennefather, Danbury Park.
 James Sculley, Danbury Park.
 Daniel Mulvihill, Danbury Park.
 Robert Britton, his x mark, witness A.D., Danbury Park.
 W. Pickford, Silver Mines.
 Thomas Dutton, Chilton.
 Wm. Atkinson, his x mark, witness A.D., Craythorn.
 Edward Roseveare, Rose Lee.
 John Fereday, M.A., George Town.
 James Wilson, George Town.
 John Thomas, George Town.
 John Cardell, George Town.
 Andrew Ward, Low Head Light-house.
 John Jones, George Town.
 Thomas Figgis, George Town.
 William Barlow, George Town.
 Elizabeth Davies, George Town.
 Joshua Whitehead, Currie River, East Coast.
 Richard Richardson, George Town.
 John Henry, Low Heads.
 William Green, George Town.
 George Foster, Low Head.
 Gustavus Hardy, Low Head.
 Thomas Fox, Low Head.
 Ralph Place, Low Head.
 John Hewitt, Low Head.
 James Long, Low Head.
 Mrs. Rae, Low Head.
 James Francis, Low Head.
 Charles Wm. Kidd, Low Head.
 George Stacey, Windermere.
 Thomas Newman, Union Mills.
 Griffiths Lewis, Windermere.
 William Jones, Windermere.