

(No. 66.)



1865.

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T A S M A N I A.

LEGISLATIVE COUNCIL.

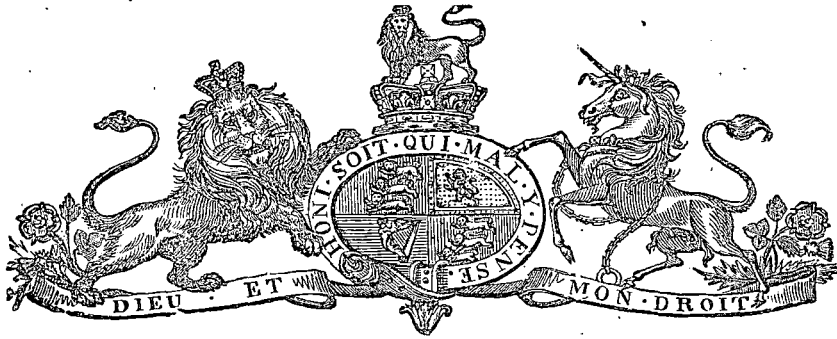
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**“LAUNCESTON AND DELORAINÉ RAILWAY  
COMPANY, (DIRECT.)”**

**CORRESPONDENCE BETWEEN D'ARCY W. L. MURRAY, ESQ.,  
AND THE HON. COLONIAL SECRETARY.**

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Laid upon the Table by Mr. Whyte, and ordered by the Council to be printed,  
September 14, 1865.



*Launceston, 7th June, 1865.*

MY DEAR SIR,

You will, no doubt, have perceived by the Newspaper Notices that the Launceston and Deloraine Railway Company (Direct) have so far proceeded with their undertaking that they will be enabled to go to Parliament at the ensuing Session with the Plans of an Engineering Survey, and every other necessary preliminary required for the introduction and passage of a Permissive Bill to enable them to proceed with the undertaking and carry it on to completion. Already a large number of Shareholders have been recorded upon the Books of the Company, and everything promises the most certain success.

Having been requested by the Directors to take charge of the Bill during its passage through the House of Assembly, it behoves me to ascertain from you at once how far the Government will be prepared to countenance and assist me in bringing to maturity the measure, and also to learn what material assistance the Company may expect from the public resources of the Country. That material assistance will be given to this work I will not permit myself to doubt, inasmuch as the precedents having been established in the case of the Mersey and Deloraine Tramway Company, who were granted in aid 20,000 acres of land.

The Company propose to construct the Line of Railway upon economic plans the Directors have approved, at a cost of £3000 a mile. They will, therefore, require £125,000. To forward a work that would so much in every obvious manner benefit the Revenues of the Country, they confidently believe that Parliament would sanction a grant of one-half this sum in aid. I need not, I am sure, point out to you that a Railway from Launceston that would complete the Steam inter-communication with the North-west Coast would immensely stimulate towards prosperity all the material interests of the Northern Colonists. But as, of course, they cannot ask assistance from the Parliament without the concurrence and approval of the Government, I would feel extremely obliged if you would state whether they will receive it.

I might remark, that a Government subsidy would not be required at once, but in payments extending over, probably at the least, two years. They would require the payments from the Government in the same easy way that they would require them from the Shareholders as the works were progressing. And this would be an advantage to the Government I am sure I need not point out.

In conclusion, I may state that I shall be prepared to give the fullest explanation of the proposals of the Direct Railway Company when I bring their Bill before the House. But any further information that you may require before I have occasion to do this I shall be most happy to furnish you with.

I have the honor to be,

My dear Sir,

Most truly yours,

D'ARCY W. L. MURRAY.

*The Honorable the Colonial Secretary, Hobart Town.*

*Colonial Secretary's Office, 3rd July, 1865.*

SIR,

I HAVE the honor to acknowledge the receipt of your letter of the 7th ultimo, having reference to a proposed Launceston and Deloraine Railway (Direct), and enquiring how far the Government will be prepared to countenance and assist you in bringing to maturity the measure, and also to learn what material assistance the Company may expect from the Public Revenues.

With regard to your first question, the Government will not place any obstacle in the way of the Bill being introduced into Parliament, but will leave it an open question.

The Company whose Bill you have been asked to take charge of is, I presume, a rival one to the Launceston and Deloraine Railway Company, whose proposals have on several occasions been submitted to Parliament, and are now again before the Government in another form, with the expressed intention of the Promoters to submit them to Parliament during the ensuing Session.

The Government, as you are aware, have hitherto declined to make the Launceston and Deloraine Railway question a Ministerial or Government measure, a course of action which they see no sufficient reason to depart from. The same course will be pursued in the present instance.

With reference to your second question, "what material assistance the Company may expect from the public resources of the Country," I may remind you that, during the last Session of Parliament, the question of giving material assistance in order to encourage the construction, by private enterprise, of Railways, Tramways, Docks, or other similar costly works, was affirmed by Parliament in the Act 28 *Vict.* No. 3; and in the case of the Mersey and Deloraine Tramway Company, has been acted upon.

The Act I have referred to does not prescribe the extent to which such material assistance may be rendered to encourage private enterprise; but I cannot suppose that it was intended to approach the limit indicated in your letter; viz.—one-half the cost of construction.

I have, &c.,

(Signed) JAMES WHYTE.

D'ARCY MURRAY, *Esq.*, *M.H.A.*, *Launceston.*