

(No. 22.)



1869.

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T A S M A N I A.

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M A I N L I N E R A I L W A Y .

T R A F F I C R E T U R N S .

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Laid upon the Table by the Colonial Treasurer, and ordered by the House to be printed, August 24, 1869.



*Hobart Town, 19th July, 1869.*

SIR,

In accordance with instructions received from you on the 8th January last, I have taken the necessary measures to collect the Returns of Traffic on the Main Line of Road between Hobart Town and Launceston.

In order to ensure as much accuracy as possible in these Returns, competent persons have been employed for this purpose at Ten different Stations between Hobart Town and Launceston; viz.—New Town, Bridgewater, Brighton, Green Ponds, Oatlands, Ross, Campbell Town, Cleveland, Snake Banks, and Breadalbane. These Stations comprise the principal Townships on the Main Road, to and from which, and to and from Hobart Town and Launceston, must necessarily arise all traffic of any importance. All intermediate traffic not specially derived from any of the places named is also included in the Returns so far as it affects the Main Road.

The Traffic Returns, from which the Tables accompanying this Report were compiled, were taken for the four consecutive months of February, March, April, and May in this year, during which months every description of traffic was noted down which passed through each of the Stations named above, between the hours of five o'clock A.M. and nine o'clock P.M.—viz., sixteen hours.

The Traffic Returns for the night, *i.e.* from nine o'clock P.M. to five o'clock A.M., the remaining eight hours of the twenty-four, have been taken for the month of March only. The traffic on the Main Line of Road between these two hours being comparatively inconsiderable, as shown by Table E., one month may be fairly taken as an estimate for the twelve months, the main traffic being nearly exhausted during the sixteen hours first named; most of the heavy traffic passing through any one of the Stations during the night, making its appearance at one or more of the other Stations during the day-time, being consequently included in the returns of the traffic during the sixteen hours.

In all cases where this double Return occurred in the month of March, it is eliminated from the Night Traffic and retained in the Returns of the Day Traffic.

I now proceed to an explanation of the Tables accompanying this Report:—

#### TABLE A.

This Table shows the gross amount of heavy traffic passing through or arriving at each Station for the four months named, including all traffic that may be derived from the immediate neighbourhood, all traffic coming from different directions, and reaching the Main Road either within the Station or within a short distance from it, and also all empty or returning carts, drays, and waggons.

No firewood is included in this Return; but the quantity of wood consumed at each Station has been estimated as nearly as it can be ascertained, with the exception of New Town and Breadalbane, in which cases the quantity stated is only that passing along the Main Road to Hobart Town and Launceston respectively.

Very few bullocks are employed in travelling for any considerable distance on the Main Road, bullocks being chiefly used between places to the east or west of the road and the several Townships. When they have been found to occur in these Returns—the weight of the load having been ascertained as nearly as possible—the number of horses has been estimated in proportion to the number of bullocks, and so included in the Returns.

The Breadalbane Return does not include any traffic between Longford and Launceston, and Evandale and Launceston.

TABLE B.

This Table shows the number of vehicles containing passengers, and the number of persons on foot or on horses passing through each Station for the four months named, but includes no person known to be residing at or near the Station, or arriving at the Main Road within three miles of the Station, whether in vehicles, on horses, or on foot; consequently all passengers in vehicles or otherwise, here enumerated, are *bonâ fide* travellers on the Main Line of Road for an appreciable distance, which will be specified hereafter.

In the New Town Return no vehicle or passenger is included, passing between Hobart Town and New Town only.

In the Breadalbane Return no passenger or vehicle is included passing to and from between Longford and Launceston and Evandale and Launceston.

In this Table the passenger traffic by mail between Hobart Town and Launceston is included in the Night Traffic, being the only exception to the hours specified in the commencement of this Report, the mail travelling from half-past six P.M. to eight o'clock A.M. To avoid confusion, the number of passengers by that conveyance is affixed to the Returns of Night Traffic at each Station for the month of March. It will be seen that, this portion excepted, the Night Traffic is again very light.

With reference to passengers returned as travelling by stage-coaches, the number is very much in excess of the average number of passengers by those conveyances, the Returns being taken at the time of the year in which there is usually a great influx of travellers from the neighbouring Colonies.

TABLE C.

This Table shows the gross number of stock passing through each Station for the four months.

In the Returns of Bridgewater and Cleveland, the stock arriving at the different Sales are only enumerated once.

TABLE D.

This Table shows the estimated gross amount of traffic of all descriptions passing through each Station for twelve months.

This estimate is calculated from the Returns of the four months, February, March, April, and May, as referred to before; the Night Traffic being included, calculated from the month of March only.

TABLE E.

This Table shows the amount of heavy traffic to and from each Station on the Main Line of Road; also between each Station and other places of importance, and Hobart Town and Launceston, for the four months,—showing, also, the actual tonnage of goods carried, the number of miles traversed, together with an estimate of such intermediate traffic passing along the Main Road as is not included in the traffic previously enumerated.

In this Return all traffic has been eliminated emanating from any place to any one of the Stations situated within three miles of that Station, or reaching the Main Road within that distance and not passing beyond the station.

No returning drays, &c., unless with loads or partial loads, are included; and the number of horses is estimated as closely as possible at the actual number employed, being only those drawing original loads and returning with full or partial loads, the return loads being in many cases very light.

The through traffic of goods between Hobart Town and Launceston by carriers is not of any considerable amount during the whole twelve months, and is not distinguishable by any Collector of Returns from other goods carried at the same time for places in the Interior, the goods being occasionally transferred to other waggons in the course of transit; but this apparent omission does not alter the amount or mileage of the Traffic Return, as all such traffic is included in the tonnage between Hobart Town and Oatlands, and Oatlands and Launceston.

A considerable quantity of the goods shipped at Bridgewater for Hobart Town, either by steamer or river craft, is necessarily included in these Returns, so far as the traffic from places on the Main Road to Bridgewater is concerned; but more goods arrive at Bridgewater for this purpose

which reach the Main Road either at or within a short distance from the shipping-place. The addition of these goods would increase to some extent the traffic between Bridgewater and Hobart Town if they were forwarded by land carriage.

No wool is included in this Return, the amount of wool traffic being taken into consideration subsequently.

TABLE F.

This Table summarises the whole amount of actual traffic on the Main Line of Road for twelve months, assuming that the Traffic Returns for February, March, April, and May form a correct basis for an estimate of the traffic for the other eight months.

With reference to the light traffic, it has been found impossible to ascertain the exact distances travelled along the Main Road by every passenger and every light vehicle: in very many cases they have been ascertained; but as all persons are excluded from the Returns who are residing in the immediate neighbourhood of any Station, or within an unimportant distance from it, and not travelling further, the whole number enumerated may be considered *bonâ fide* travellers; and the estimate of mileage travelled by each passenger or vehicle has been assumed to be the mean of the distance between the next preceding and the next following Station, which must inevitably give the nearest approximation to a correct result, and which is borne out by comparison with the information that has been more exactly ascertained.

The traffic by hawkers has been dealt with in the same way. The amount is not very considerable. The weights of their several loads have been estimated as nearly as it was practicable to do so; but from their miscellaneous character, and the constant change by sale or barter, it is difficult to make a correct estimate. Their destination is also very uncertain. The mileage, therefore, has been taken on the same footing as that of the light traffic.

The loose stock here enumerated is all that passes from any important distance along the Main Line of Road. A large number of stock comes into the Main Road at the several Stations, and at the places where Sales are held, but of this a considerable portion is carried off to the right or left, without travelling far in any direction that would affect these Returns.

No wool, as has been before stated, has been previously included in these Returns, the principal part of the wool having passed to the two shipping ports before the 1st of February, the date of their commencement.

The average quantity of wool exported in the year 1867 and 1868 was 5,400,000 lbs. or 2410 tons: the wool derived from the Districts of Clarence, Deloraine, Evandale, Franklin, George Town, Glamorgan, Kingborough, Horton, Selby, Longford, New Norfolk, Port Sorell, Richmond, Spring Bay, Sorell, and Westbury does not affect these returns. The quantity of wool, specified in the Table, is computed from the number of sheep in the different Districts which supply the traffic on the Main Line of Road.

The total number of sheep in the Colony at the date of these Returns is estimated at 1,749,213; for the Districts not mentioned in the above exceptions, the number of sheep is 1,054,366; which number gives, as the proportion of wool to be included in these Returns as carried on the Main Road, 3,254,936 lbs., or 1453 tons to be divided as to distances in the manner specified in the Table.

It will be seen that the quantity of firewood consumed at seven of the Stations at which these Returns were collected is estimated at 8460 tons per annum. Firewood is exceedingly scarce in the immediate neighbourhood of some of the large Townships, and an addition to the traffic already alluded to may be calculated upon from this source, irrespective of what might be disposed of at New Town, Hobart Town, and Launceston.

As these Traffic Returns have been collected as information required with reference to a Main Line Railway, and as a completion of Table F., a calculation has been made of the Revenue derivable from the traffic enumerated. The heavy traffic has been calculated at sixpence per ton per mile. The present rate of carriage on the Main Road varies a little at different places, but may be averaged at from two pounds to two pounds ten shillings per ton for sixty miles, or from eightpence to tenpence per ton per mile. The Railway rates of carriage for heavy goods in Victoria is, on the Murray Line, 3·817*d.* per ton per mile; on the Williamstown Line, 5·482*d.* per ton per mile; on the Ballarat Line, 4·179*d.* per ton per mile. It is assumed, therefore, that a medium rate of sixpence per ton per mile will be a sufficient guide for the purpose of these Returns.

The light traffic for passengers of all descriptions is calculated at 2½*d.* per head per mile, assuming that all passengers there enumerated are *bonâ fide* passengers for the distance named. The present cash fares here are £2 for each passenger from Hobart Town to Launceston inside, and

£1 10s. outside, or 4d. and 3d. per head per mile respectively. The average rates of passenger traffic in Victoria, on the three Lines before named, is, First-class, 2.247d. per head per mile; Second-class, 1.501d. per head per mile. No calculation is made with reference to loose stock, as I cannot find that any definite rate is fixed in the other Colonies for this description of traffic, except in the case of horses,—the transit of cattle and sheep being usually a matter of special agreement. The published rate for horses in Victoria by Railway is, under 40 miles, 20s. each; above 40 miles, 6d. per mile.

Having concluded such explanations as I conceive are required by the Tables accompanying this Report, I think it necessary to point out that there are two considerations which would considerably modify, as an average of years, the amount of traffic as carried out in the results arrived at. The first consideration is the proportion of traffic for the different months of the year. The total amount of traffic is estimated from the returns taken only for the months of February, March, April, and May. On the assumption that the deliveries of hay and grain may be said to commence about the 1st of February, these Returns may be considered a fair estimate for the succeeding three months of June, July, and August. In the remaining five months of September, October, November, December, and January—wool being excepted and dealt with specially—the goods traffic is comparatively light; but in the absence of any specific Returns I have no means of ascertaining the relative proportion of traffic in the several months. The second consideration is the difference of seasons. The present year, from the unfavourable character of the past season on the Southern side of the Island especially, is, from all that I have been enabled to gather from those best acquainted with the subject, unquestionably in its results of produce considerably below the average of some years past. I have not the advantage of having the Returns of crops for 1868-1869 before me, so that I cannot form a comparison which would show the increase that might be added to the amount of traffic, to bring the results now laid before you up to those of an average year.

The gross amount of heavy traffic on the Main Line of Road for the present year, exclusive of wool, is shown to be by this Report 22,092 tons, conveyed for the respective distances affixed. I think it desirable, in support of the correctness of this conclusion, to call your attention to the Statistical Return of the quantity and produce of land in crop in the years 1867-1868. I am not able to refer to the Return for 1868-1869, as it is not yet complete; but any estimate of the crop for the present year must, for the reason I have already stated, be taken at considerably less than that of the previous year.

In 1867-1868 the produce of the whole Island is stated to be, in the Return above quoted :—

Wheat, barley, oats, pease, beans, tares, and grass seeds .....	42,476 tons.
Potatoes .....	37,568 „
Hay .....	33,993 „
All other produce except fruit .....	19,318 „
Making a total of .....	<u>133,355 tons.</u>

This total quantity of produce necessarily includes all that is grown in the Districts of Clarence, Deloraine, Evandale, Franklin, George Town, Glamorgan, Kingborough, Horton, Selby, Longford, New Norfolk, Port Sorell, Richmond, Spring Bay, Sorell, and Westbury,—none of the produce of which Districts reaches the Main Road so as to affect these Returns. The quantity grown in the Districts of Bothwell, Brighton, Campbell Town, Fingal, Green Ponds, Glenorchy, Hamilton, Oatlands, and Ross, from which Districts the traffic on the Main Road is supplied, is given as follows :—

Wheat, barley, oats, pease, beans, tares, and grass seed .....	7747 tons.
Potatoes .....	3355 „
Hay .....	10,710 „
All other produce except fruit .....	4273 „
Making a total of .....	<u>26,085 tons.</u>

Allowance being made for seed and consumption, it will be seen that two-thirds of this quantity would be the utmost that would be available for transmission to market in 1867-1868, and would be in excess of the quantity that would be available for market in the present year.

I have the honor to be,  
Sir,

Your very obedient Servant,  
JOSH. PENNY.

*The Hon. the Colonial Secretary.*

TABLE A.

TOTAL HEAVY TRAFFIC passing through the under-mentioned STATIONS in February, March, April, and May, 1869.

	FEBRUARY.										MARCH.										APRIL.										MAY.										TOTAL 4 MONTHS.			FIREWOOD.		
	CARTS.	HORSES.	DRAVS.	HORSES.	WAGGONS.	HORSES.	WEIGHT.	HAWKER'S CARTS.	HORSES.	WEIGHT.	CARTS.	HORSES.	DRAVS.	HORSES.	WAGGONS.	HORSES.	WEIGHT.	HAWKER'S CARTS.	HORSES.	WEIGHT.	CARTS.	HORSES.	DRAVS.	HORSES.	WAGGONS.	HORSES.	WEIGHT.	HAWKER'S CARTS.	HORSES.	WEIGHT.	CARTS.	HORSES.	DRAVS.	HORSES.	WAGGONS.	HORSES.	WEIGHT.	HAWKER'S CARTS.	HORSES.	WEIGHT.	VEHICLES.	HORSES.	WEIGHT.	PER MONTH.	12 MONTHS.	
NEW TOWN .....	445	515	721	894	83	323	tons. 887	110	119	38	429	587	538	744	92	346	tons. 891	74	76	25	535	650	650	938	103	399	tons. 1026	75	76	21	290	348	447	617	72	298	tons. 688	54	56	17	4718	6986	tons. 3593	tons. 28	tons.	
Night Traffic .....	..	..	..	..	..	..	..	..	..	..	19	19	40	49	8	34	39	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
BRIDGEWATER...	43	50	219	359	96	376	359	46	48	15	46	51	211	348	131	508	420	85	88	22	34	38	242	423	144	564	483	90	90	22	37	49	111	213	69	274	233	72	72	20	1676	3551	1574	45	540	
Night Traffic .....	..	..	..	..	..	..	..	..	..	..	40	54	43	61	23	91	106	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
BRIGHTON .....	84	98	64	132	51	198	185	33	35	10	100	106	153	272	64	231	308	52	55	16	96	102	161	298	87	346	412	44	44	13	75	77	85	147	80	296	288	52	52	16	1281	2489	1248	50	600	
Night Traffic .....	..	..	..	..	..	..	..	..	..	..	12	12	59	88	19	76	108	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
GREEN PONDS...	97	111	72	105	52	206	196	40	42	12	49	64	134	249	37	143	212	60	62	18	24	24	120	200	83	318	308	46	46	14	15	16	131	224	66	281	265	53	53	16	1079	2144	1041	150	1800	
Night Traffic .....	..	..	..	..	..	..	..	..	..	..	..	..	5	11	25	102	65	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
OATLANDS .....	204	300	195	373	36	137	281	17	18	5	373	647	541	1071	55	203	817	32	33	8	379	667	711	1374	62	239	1052	22	22	7	280	440	755	1239	52	210	906	30	30	9	3744	7003	3085	150	1800	
Night Traffic .....	..	..	..	..	..	..	..	..	..	..	4	6	10	18	9	34	28	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
ROSS .....	14	14	7	18	17	63	46	33	33	10	6	9	5	10	12	46	42	34	35	9	11	14	11	21	18	60	64	35	35	11	2	2	9	18	21	78	58	33	33	10	258	489	250	60	720	
Night Traffic .....	..	..	..	..	..	..	..	..	..	..	1	1	6	6	7	24	17	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
CAMPBELL TOWN	23	24	18	30	65	239	136	21	21	7	20	27	15	25	59	211	127	20	20	6	10	12	19	30	44	159	128	27	27	8	16	16	15	26	41	151	100	16	16	5	429	1034	517	200	2400	
Night Traffic .....	..	..	..	..	..	..	..	..	..	..	2	3	3	4	21	78	37	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
CLEVELAND .....	34	58	15	29	110	389	213	18	18	6	29	43	10	18	103	365	196	32	32	8	8	9	27	50	94	338	202	34	34	10	8	8	54	75	95	319	180	22	22	7	693	1807	822	50	600	
Night Traffic .....	..	..	..	..	..	..	..	..	..	..	1	1	11	18	7	28	23	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
SNAKE BANKS ...	15	22	30	60	97	340	194	13	13	4	16	17	28	53	99	339	180	24	25	6	19	21	34	64	99	318	202	22	22	7	25	30	21	18	98	314	185	12	12	4	652	1668	782	..	..	
Night Traffic .....	..	..	..	..	..	..	..	..	..	..	2	7	11	19	56	204	100	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
BREADALBANE ..	22	25	310	500	469	1752	1089	24	25	6	6	7	538	880	569	2118	1411	13	14	7	..	..	582	1003	608	2173	1549	6	6	2	..	..	516	830	377	1346	1034	4	4	2	4044	10,683	5100	44	..	
Night Traffic .....	..	..	..	..	..	..	..	..	..	..	..	..	26	45	18	57	33	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
TOTAL .....	981	1217	1651	2500	1076	4023	3586	255	372	113	1155	1661	2387	3989	1414	5238	5160	426	440	125	1116	1537	2557	4401	1342	4914	5426	401	402	115	748	986	2144	3407	971	3567	3937	348	350	106	20,526	42,454	20,236	..	..	

These totals include Night  
Traffic for February,  
April, and May.

*TOTAL LIGHT TRAFFIC passing through the under-mentioned STATIONS in February, March, April, and May, 1869.*

*These Totals include Night Traffic for February, April, and May.*

TABLE C.

*TOTAL Return of LOOSE STOCK passing through the under-mentioned Stations in February, March, April, and May, 1869.*

	FEBRUARY.					MARCH.					APRIL.					MAY.					TOTAL FOUR MONTHS.				
	Horses.	Cows.	Oxen.	Sheep.	Swine.	Horses.	Cows.	Oxen.	Sheep.	Swine.	Horses.	Cows.	Oxen.	Sheep.	Swine.	Horses.	Cows.	Oxen.	Sheep.	Swine.	Horses.	Cows.	Oxen.	Sheep.	Swine.
NEW TOWN .....	4	6	177	4820	46	3	18	362	5205	100	6	19	83	2808	95	2	7	422	3287	124	15	50	1044	16,121	365
Night Traffic .....	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4	—	—	—
BRIDGEWATER ....	16	25	124	7583	128	23	43	153	7581	62	11	37	74	4498	75	12	7	376	5943	82	62	112	727	25,605	347
Night Traffic .....	—	—	—	—	—	7	—	—	84	—	—	—	—	—	—	—	—	—	—	—	28	—	—	—	336
BRIGHTON .....	20	3	164	4678	77	32	14	97	6015	84	33	15	98	4290	73	15	3	273	2363	98	100	35	632	17,346	332
Night Traffic .....	—	—	—	—	—	—	—	—	120	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	480
GREEN PONDS ....	26	18	167	5428	48	42	—	116	9914	15	26	29	72	1764	—	19	14	173	7418	12	113	61	528	24,524	75
Night Traffic .....	—	—	—	—	—	—	—	—	150	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	600
OATLANDS .....	5	15	160	1780	—	9	—	130	4245	—	—	2	45	4385	20	—	—	238	1040	20	14	17	573	11,400	40
ROSS .....	—	—	—	560	—	—	—	50	750	—	6	12	—	1700	—	6	—	59	100	—	12	12	109	3110	—
CAMPBELL TOWN..	12	—	35	—	—	—	—	71	1120	—	—	—	—	1589	—	—	—	108	560	—	12	—	214	3269	—
CLEVELAND .....	23	—	—	2337	—	17	83	45	8008	—	26	5	180	9237	—	3	31	94	1928	—	69	119	319	21,510	—
SNAKE BANKS.....	15	—	34	2940	—	38	22	103	2843	—	36	6	126	3607	—	8	40	216	4052	—	97	68	479	13,442	—
Night Traffic .....	—	—	—	—	—	—	—	8	1000	—	—	—	—	—	—	—	—	—	—	—	—	—	32	4000	—
BREADALBANE ....	43	—	17	1586	—	35	15	73	3346	—	25	7	18	1866	66	38	14	86	2319	22	141	36	194	9117	88
	164	67	878	31,662	299	206	196	1208	50,381	261	169	132	696	35,744	329	103	116	2045	29,010	358	663	514	4851	150860	1247

These totals include Night Traffic for February, April, and May.



**TABLE D.**

*GROSS TRAFFIC passing the under-mentioned Stations on the MAIN LINE OF ROAD for 12 Months: from Returns collected in the Months of February, March, April, and May, 1869.*

STATIONS.	CARTS, DRAYS, AND WAGGONS.			SPRING CARTS, GIGS, DOG CARTS, CARS, CABS, PRIVATE CARRIAGES, STAGE COACHES.		PASSENGERS.		LOOSE STOCK.			
	<i>Number.</i>	<i>Horses.</i>	<i>Tons.</i>	<i>Number.</i>	<i>Passengers.</i>	<i>On Foot.</i>	<i>On Horses.</i>	<i>Horses.</i>	<i>Cattle.</i>	<i>Sheep.</i>	<i>Swine.</i>
New Town .....	14,958	22,182	11,247	24,510	65,757	11,613	5529	45	3294	48,363	1095
Bridgewater .....	6300	13,125	5994	8481	25,353	1290	2409	270	2517	77,823	1041
Brighton .....	4923	9579	5040	7449	22,956	2811	4446	300	201	53,478	996
Green Ponds .....	3597	7788	3903	8412	24,621	3729	6810	339	1767	75,372	225
Oatlands .....	11,508	21,705	9591	12,738	36,951	3453	7044	42	1770	34,200	120
Ross.....	942	1839	954	3807	12,450	1737	1161	36	363	9330	—
Campbell Town .....	1599	4122	1995	5064	16,854	300	708	36	642	9807	—
Cleveland .....	2307	5985	2742	4116	13,539	2238	1083	207	1314	64,530	—
Snake Banks .....	2784	7764	3546	4557	14,385	1479	1125	291	1737	52,326	—
Breadalbane .....	12,660	32,273	15,696	13,653	34,080	3012	2745	423	690	27,351	264
	61,578	127,362	60,708	92,787	266,946	31,662	33,060	1989	16,095	452,580	3741

TABLE E.

ACTUAL Amount of HEAVY TRAFFIC on the MAIN LINE OF ROAD, extracted from Table A.

BETWEEN—	DISTANCE.	FEBRUARY.			MARCH.			APRIL.			MAY.			TOTAL 4 MONTHS.			
		HORSES.	GOODS.	STORES INWARDS.	HORSES.	GOODS.	STORES INWARDS.	HORSES.	GOODS.	STORES INWARDS.	HORSES.	GOODS.	STORES INWARDS.	HORSES.	GOODS.	STORES INWARDS.	TOTAL.
Hobart Town & O'Brien's Bridge	5	No. 475	Tons. 164	Tons. 192	No. 307	Tons. 81	Tons. 120	No. 508	Tons. 156	Tons. 165	No. 395	Tons. 69	Tons. 148	No. 1685	Tons. 470	Tons. 625	Tons. 1095
Brighton and Bridgewater	5	49	22	4	18	11	—	54	48	2	42	16	3	163	97	9	106
Breadalbane and Launceston	7	19	3	13	123	23	72	76	17	42	117	5	79	335	48	206	254
Ross and Campbell Town	7	9	5	—	10	4	—	2	1	—	7	3	—	28	13	—	13
Night Traffic	—	—	—	—	1	1	—	—	—	—	—	—	—	4	4	—	4
Glenorchy and Hobart Town	8	69	30	9	65	36	5	158	92	13	59	28	8	351	186	35	221
Night Traffic	—	—	—	—	2	1	—	—	—	—	—	—	—	8	4	—	4
Oatlands and Jericho	8	42	22	—	67	30	—	136	73	—	118	61	—	363	186	—	186
Oatlands and Antill Ponds	8	22	9	—	41	17	—	100	48	—	96	47	—	259	121	—	121
Perth and Snake Banks	8	16	6	—	44	20	—	36	22	—	29	21	—	125	69	—	69
Bagdad and Bridgewater	9	39	17	11	122	90	3	88	34	6	38	22	2	287	163	22	185
Campbell Town and Cleveland	10	67	25	—	21	8	—	13	5	—	10	6	—	111	44	—	44
Perth and Launceston	11	278	101	50	288	112	56	443	216	113	404	185	134	1413	614	353	967
Night Traffic	—	—	—	—	10	—	4	—	—	—	—	—	—	40	—	16	16
Cleveland and Snake Banks	11	—	—	—	4	2	—	5	2	—	10	6	—	19	10	—	10
Bridgewater and Hobart Town	12	166	83	4	187	110	15	209	81	10	93	43	9	655	317	38	355
Night Traffic	—	—	—	—	15	2	5	—	—	—	—	—	—	60	8	20	28
* New Norfolk, (Bridgewater), and Hobart Town	12	31	9	7	29	11	3	32	11	3	27	8	5	119	39	18	57
Green Ponds and Spring Hill	12	2	1	—	9	5	—	12	10	—	10	7	—	33	23	—	23
Oatlands and Tunbridge	13	11	4	—	53	30	—	30	16	—	26	14	—	120	64	—	64
Green Ponds and Brighton	13	2	1	—	8	8	—	7	4	—	2	1	—	19	14	—	14
* Broadmarsh and neighbourhood and Hobart Town	14	66	48	9	42	34	2	48	25	4	52	21	6	208	128	21	149
Night Traffic	—	—	—	—	7	—	2	—	—	—	—	—	—	28	—	8	8
Brighton and neighbourhood and Hobart Town	16	129	49	22	124	55	21	170	90	22	118	51	15	541	245	80	325
Night Traffic	—	—	—	—	17	13	1	—	—	—	—	—	—	68	52	4	56
Green Ponds and Bridgewater	17	26	14	5	15	9	4	114	60	11	100	54	10	255	137	30	167
Night Traffic	—	—	—	—	8	6	—	—	—	—	—	—	—	32	24	—	24
Bagdad and Hobart Town	20	60	33	3	26	15	2	52	19	11	81	44	9	219	111	25	136
Night Traffic	—	—	—	—	16	9	2	—	—	—	—	—	—	64	36	8	44
Cleveland and Perth	20	4	3	—	7	4	—	11	7	—	32	17	—	54	31	—	31
Night Traffic	—	—	—	—	3	3	—	—	—	—	—	—	—	12	12	—	12
Snake Banks and Launceston	20	4	2	—	2	—	2	16	6	2	—	—	—	22	8	4	12
Night Traffic	—	—	—	—	1	—	1	—	—	—	—	—	—	4	—	4	4
Oatlands and Ross	21	13	8	—	11	5	—	27	12	—	21	11	—	72	36	—	36
Night Traffic	—	—	—	—	3	2	—	—	—	—	—	—	—	12	8	—	8
Oatlands and Green Ponds	23	7	5	—	11	7	—	13	7	—	7	5	—	38	24	—	24
Night Traffic	—	—	—	—	2	1	—	—	—	—	—	—	—	8	4	—	4
Perth and Willis's Corner	23	—	—	—	7	5	—	8	6	—	7	4	—	22	15	—	15
Night Traffic	—	—	—	—	6	3	—	—	—	—	—	—	—	24	12	—	12
Oatlands and Campbell Town	28	2	1	—	6	4	—	19	16	—	10	8	—	37	29	—	29
Night Traffic	—	—	—	—	4	2	—	—	—	—	—	—	—	16	8	—	8
Green Ponds and Hobart Town	29	51	8	21	31	17	7	90	54	18	73	60	12	245	139	58	197
Night Traffic	—	—	—	—	6	4	1	—	—	—	—	—	—	24	16	4	20
Campbell Town and Perth	29	19	11	—	30	18	—	21	12	—	16	10	—	86	51	—	51
Night Traffic	—	—	—	—	3	3	—	—	—	—	—	—	—	12	12	—	12
* Bothwell and neighbourhood and Hobart Town	32	55	10	22	68	24	18	73	21	24	70	27	18	266	82	82	164
Cleveland and Launceston	32	51	38	—	103	80	—	49	32	5	15	8	1	218	158	6	164
Night Traffic	—	—	—	—	18	12	2	—	—	—	—	—	—	72	48	8	56
Willis's Corner and Launceston	35	54	9	22	58	19	17	57	20	15	58	14	14	227	62	68	130
Night Traffic	—	—	—	—	10	—	4	—	—	—	—	—	—	40	—	16	16
Ross and Perth	37	8	7	—	—	—	—	—	—	—	14	9	—	22	16	—	16
Night Traffic	—	—	—	—	1	1	—	—	—	—	—	—	—	4	4	—	4
Campbell Town and Launceston	41	124	69	19	122	56	23	149	68	32	85	30	23	480	223	97	320
Ross and Launceston	48	40	—	28	56	2	31	38	3	24	88	20	33	222	25	116	141
Oatlands and Hobart Town	52	25	7	8	75	34	20	104	43	26	97	38	34	301	122	88	210
Tunbridge and Hobart Town	64	36	3	13	52	4	16	64	25	18	36	8	13	188	40	60	100
Oatlands and Launceston	70	36	11	11	31	9	9	76	15	38	39	11	22	182	46	80	126
Hobart Town & Willis's Corner	87	11	5	—	—	—	—	25	17	—	3	2	—	39	24	—	24
Intermediate, Night Traffic	11	—	—	—	16	9	—	—	—	—	—	—	—	64	36	—	36
Intermediate, averaging	21	—	—	—	—	—	—	—	—	—	81	49	—	81	49	—	49
Ditto, ditto	27	—	—	—	61	44	—	—	—	—	—	—	—	61	44	—	44
Ditto, ditto	30	—	—	—	—	—	—	67	46	—	—	—	—	67	46	—	46
Ditto, ditto	30	54	39	—	—	—	—	—	—	—	—	—	—	54	39	—	39
	—	2172	882	473	2483	1115	468	3200	1440	604	2586	1043	598	10,888	4696	2209	6905

\* These distances are taken from the point where the Traffic enters the Main Road.

These Totals include Night Traffic for February, April, and May.

TABLE F.

*A SUMMARY of TRAFFIC, and REVENUE derivable therefrom, on the Main Line of Road for Twelve Months.*

## HEAVY TRAFFIC.

<i>Between</i>	<i>Miles.</i>	<i>Four Months.</i>	<i>Twelve Months.</i>	<i>Rate per Mile.</i>	
		<i>Tons.</i>	<i>Tons.</i>		<i>£ s. d.</i>
Hobart Town and O'Brien's Bridge .....	5	1095	3603		450 7 6
Brighton and neighbourhood and Bridgewater ....	5	106			
Ross and Campbell Town .....	7	17	813		142 5 6
Breadalbane and Launceston .....	7	254			
Glenorchy and Hobart Town .....	8	225			
Oatlands and Jericho .....	8	186	1803		360 12 0
Oatlands and Antill Ponds .....	8	121			
Perth and Snake Banks .....	8	69			
Bagdad and Bridgewater .....	9	185	555		124 17 6
Campbell Town and Cleveland .....	10	44	132		33 0 0
Perth and Launceston .....	11	983	2979		819 4 6
Cleveland and Snake Banks .....	11	10			
Bridgewater and Hobart Town .....	12	383			
New Norfolk, (Bridgewater), and Hobart Town ...	12	57	1389		416 14 0
Green Ponds and Spring Hill .....	12	23			
Oatlands and Tunbridge .....	13	64			
Green Ponds and Brighton .....	13	14	234		76 7 6
Broadmarsh and neighbourhood and Hobart Town.	14	157	471		164 17 0
Brighton and neighbourhood and Hobart Town ...	16	381	1143		457 4 0
Green Ponds and neighbourhood and Bridgewater .	17	191	573		243 10 6
Bagdad and Hobart Town .....	20	180			
Snake Banks and Launceston .....	20	16	717		358 10 0
Cleveland and Perth .....	20	43			
Oatlands and Ross .....	21	44	132		69 6 0
Oatlands and Green Ponds .....	23	28			
Perth and Willis's Corner .....	23	27	165		94 17 6
Oatlands and Campbell Town .....	28	37	111		77 14 0
Green Ponds and neighbourhood and Hobart Town	29	217	840		609 0 0
Campbell Town and Perth .....	29	63			
Bothwell and Hobart Town .....	32	164			
Cleveland and Launceston .....	32	220	1152		921 12 0
Willis's Corner and Launceston .....	35	146	438		383 5 0
Ross and Perth .....	37	20	60		55 10 0
Campbell Town and Launceston .....	41	320	960		984 0 0
Ross and Launceston .....	48	141	423		507 12 0
Oatlands and Hobart Town .....	52	210	630		819 0 0
Tunbridge and Hobart Town .....	64	100	300		480 0 0
Oatlands and Launceston .....	70	126	378		661 10 0
Hobart Town and Willis's Corner .....	87	24	72		156 12 0
Intermediate .....	11	36	108		29 14 0
Intermediate .....	21	49	147		77 3 6
Intermediate .....	27	44	132		89 2 0
Intermediate .....	30	85	255		191 5 0
		6905	20,715		£9854 13 0

TABLE F—continued.

## LIGHT TRAFFIC.

<i>Stations.</i>	<i>Passengers in Vehicles.</i>	<i>Passengers on Foot.</i>	<i>Passengers on Horses.</i>	<i>Distance, Miles.</i>	<i>Rate per Mile.</i>			
						£	s.	d.
New Town .....	65,757	11,613	5529	6	2½d. per head per mile.	5181	3	6
Bridgewater .....	25,353	1290	2409	7		2118	7	6
Brighton .....	22,956	2811	4446	9		2832	9	0
Green Ponds .....	24,621	3729	6810	18		6592	10	0
Oatlands .....	36,951	3453	7044	21		10,379	5	0
Ross .....	12,450	1737	1161	14		2238	5	0
Campbell Town .....	16,854	300	708	9		1674	11	3
Cleveland .....	13,539	2238	1083	11		1931	17	6
Snake Banks .....	14,385	1479	1125	11		1946	12	8
Breadalbane .....	34,080	3012	2745	9		3734	14	0
	266,946	31,662	33,060			38,629	15	5

## W O O L.

<i>Districts.</i>	<i>Miles.</i>	<i>Tons.</i>	<i>Rate.</i>			
				£	s.	d.
To Hobart Town—			6d. per ton per mile.			
Oatlands .....	52	273		354	18	0
Bothwell .....	32	214		171	4	0
Hamilton .....	32	289		231	4	0
Green Ponds .....	29	75		54	7	6
Brighton .....	16	64		25	12	0
Glenorchy .....	8	2		0	8	0
To Launceston—			6d. per ton per mile.			
Ross .....	48	165		198	0	0
Campbell Town .....	41	200		205	0	0
Fingal .....	35	171		149	12	6
		1453		1390	6	0

## H A W K E R S.

<i>Stations.</i>	<i>Miles.</i>	<i>Four Months.</i>	<i>Twelve Months.</i>	<i>Rate.</i>			
		Tons.	Tons.		£	s.	d.
New Town .....	6	101	303	6d. per ton per mile.	45	9	0
Bridgewater .....	7	79	237		39	14	6
Brighton .....	9	55	165		37	2	6
Green Ponds .....	18	60	180		81	0	0
Oatlands .....	21	29	87		45	13	6
Ross .....	14	40	120		42	0	0
Campbell Town .....	9	26	78		17	11	0
Cleveland .....	11	31	93		25	11	6
Snake Banks .....	11	21	63		17	6	6
Breadalbane .....	9	17	51		11	9	6
		459	1377		362	18	0

TABLE F—continued.

## LOOSE STOCK.

BETWEEN—	FOUR MONTHS.					TWELVE MONTHS.			
	MILES.	HORSES.	CATTLE.	SHEEP.	SWINE.	HORSES.	CATTLE.	SHEEP.	SWINE.
Hobart Town and O'Brien's Bridge .....	5	1	64	3496	..	3	192	10,488	
Brighton and Bridgewater .....	5	18	33	3701	61	54	99	11,103	183
Glenorchy and Hobart Town .....	8	2	71	1231	..	6	213	3693	
Perth and Snake Banks .....	8	7	75	1553	..	21	225	4659	
Bagdad and Bridgewater .....	9	7	23	4520	119	21	69	13,560	357
Green Ponds and Bagdad .....	9	3	6	439	..	9	18	1317	
Campbell Town and Cleveland .....	10	12	..	1917	..	36	..	5751	
Perth and Launceston .....	11	54	75	1357	..	162	225	4071	
Cleveland and Snake Banks .....	11	5	120	2003	..	15	360	6009	
Bridgewater and Hobart Town .....	12	15	223	9531	339	45	669	28,593	1017
New Norfolk and Hobart Town .....	12	..	3	33	32	..	9	99	96
Melton Mowbray and Bagdad .....	12	4	8	280	..	12	24	840	
Green Ponds and Brighton .....	13	1	28	200	..	3	84	600	
Broadmarsh and Hobart Town .....	14	2	43	1183	..	6	129	3549	
Willis's Corner and Snake Banks .....	14	..	..	400	..	..	..	1200	
Bagdad and O'Brien's Bridge .....	15	..	100	180	1	..	300	540	3
Brighton and Hobart Town .....	16	8	56	168	..	24	168	504	
Melton Mowbray and Brighton .....	16	5	24	1232	..	15	72	3696	
Green Ponds and Bridgewater .....	17	6	27	3091	103	18	81	9273	309
Ross and Cleveland .....	17	..	..	2730	..	..	..	8190	
Melton Mowbray and Broadmarsh .....	19	..	..	891	..	..	..	2673	
Bagdad and Hobart Town .....	20	1	87	1819	..	3	261	5457	
Cleveland and Perth .....	20	7	175	5690	..	21	525	17,070	
Melton Mowbray and Oatlands .....	20	..	15	4350	..	..	45	13,050	
Melton Mowbray and Bridgewater .....	21	1	..	1691	54	3	..	5073	162
Perth and Willis's Corners .....	23	36	92	2097	..	108	276	6291	
Cleveland and Breadalbane .....	23	..	42	3050	..	..	126	9150	
Willis's Corner and Breadalbane .....	27	..	62	..	..	..	186	..	
Green Ponds and Hobart Town .....	29	14	41	1477	25	42	123	4431	75
Campbell Town and Perth .....	29	6	18	2620	..	18	54	7860	
Bothwell and Hobart Town .....	32	1	291	3553	..	3	873	10,659	
Cleveland and Launceston .....	32	7	8	650	..	21	24	1950	
Melton Mowbray and Hobart Town .....	32	3	..	905	..	9	..	2715	
Bothwell and Bridgewater .....	21	..	4	2426	..	..	12	7278	
Breadalbane and Campbell Town .....	34	..	40	..	..	..	120	..	
Oatlands and Brighton .....	36	..	..	500	..	..	..	1500	
Campbell Town and Launceston .....	41	11	68	171	..	33	204	513	
Melton Mowbray and Ross .....	41	..	..	600	..	..	..	1800	
Bridgewater and Oatlands .....	41	4	15	50	16	12	45	150	48
Melton Mowbray and Campbell Town .....	48	..	..	600	..	..	..	1800	
Oatlands and Hobart Town .....	52	11	48	4831	..	33	144	14,493	
Antill Ponds and Hobart Town .....	60	..	174	..	..	..	522	..	
Ross and Hobart Town .....	73	..	3	1824	..	..	9	5472	
Campbell Town and Hobart Town .....	80	2	35	..	..	6	105	..	
Willis's Corner and Hobart Town .....	87	..	136	..	..	..	408	..	
Melton Mowbray and Launceston .....	89	..	..	309	..	..	..	927	
Cleveland and Hobart Town .....	90	..	..	260	..	..	..	780	
Perth and Hobart Town .....	110	..	11	2406	..	..	33	7218	
Breadalbane and Hobart Town .....	114	..	53	..	..	..	159	..	
Intermediate, averaging .....	15	..	169	..	..	..	507	..	
Intermediate, ditto .....	20	69	..	..	..	207	..	..	
Intermediate, ditto .....	25	..	..	2600	..	..	..	7800	
		323	2566	84,615	750	969	7698	253,845	2250