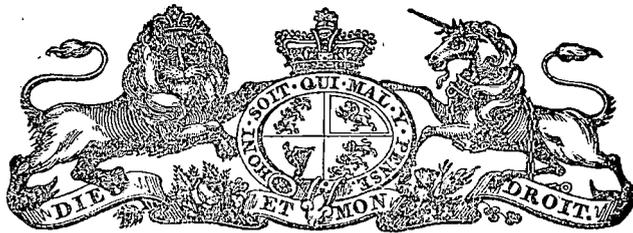


(No. 37.)



1877.

SESSION II.

T A S M A N I A.

LEGISLATIVE COUNCIL.

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

**CORRESPONDENCE WITH THE HON. COLONIAL TREASURER,
AND OTHER PAPERS.**

Laid upon the Table by Mr. Crowther, and ordered by the Council to be printed,
May 3, 1877.



MAIN LINE RAILWAY CORRESPONDENCE.

Re ADVANCES.

MINUTE PAPER FOR THE EXECUTIVE COUNCIL.

Colonial Treasury, Hobart Town, 19 February, 1877.

THE Colonial Treasurer submits that the sum of One thousand five hundred Pounds be advanced to the Manager of the Tasmanian Main Line Railway Company, Limited, in accordance with the conditions set forth in an Agreement made the twelfth day of February instant between the Colonial Treasurer of Tasmania and the said Company.

CHARLES MEREDITH, *Colonial Treasurer.*

THE Governor in Council approves.

The Hon. the Colonial Treasurer.

E. C. NOWELL.
19. 2. 77.

Memo. to Auditor.—20. 2. 77.

MINUTE PAPER FOR THE EXECUTIVE COUNCIL.

Colonial Treasury, Hobart Town, 19 March, 1877.

THE Colonial Treasurer submits that the sum of One thousand five hundred Pounds be advanced to the Manager of the Tasmanian Main Line Railway Company, Limited, in accordance with the conditions set forth in an Agreement made the nineteenth day of March instant between the Colonial Treasurer of Tasmania and the said Company.

CHARLES MEREDITH, *Colonial Treasurer.*

THE Governor in Council approves.

E. C. NOWELL.
19. 3. 77.

Memo. to Auditor.—20. 3. 77.

STATEMENT of Amounts advanced to Tasmanian Main Line Railway Company, Limited.

<i>Date of Advance.</i>	<i>Amount.</i>	<i>Total.</i>
	£ s. d.	£ s. d.
5 June, 1876	3000 0 0	3000 0 0
28 November, 1876	2500 0 0	
13 December, 1876	2500 0 0	
19 January, 1877	1500 0 0	
21 February, 1877	1500 0 0	
21 March, 1877	1500 0 0	
		9500 0 0
		£12,500 0 0

WM. H. WINDSOR, *Assistant Treasurer.*

Colonial Treasury, 25th April, 1877.

*Re CONVEYANCE OF MAILS.**Hobart Town, 23rd February, 1877.*

SIR,

As I have an idea of relinquishing the Contract for the conveyance of Mails between Hobart Town and Launceston, you would greatly oblige by informing me whether, in the event of my deciding to do so, it would meet the views of H. M. Government to release me from such Contract after the 31st March next.

I have, &c.

(Signed) SAML. PAGE.

*To the Postmaster-General, &c., Hobart Town.**Colonial Treasury, Hobart Town, 23rd February, 1877.*

SIR,

I HAVE the honor to acknowledge the receipt of your letter of this date intimating that you have an idea of relinquishing the Contract for the conveyance of Mails between Hobart Town and Launceston after the 31st of March next, and desiring to be informed whether such a course would meet the convenience of the Government. Before entertaining your request, I must ask you to state definitely whether you desire to give up the Contract or not, as from your letter I gather that it is only an idea, which for obvious reasons the Government could not take into consideration.

I have, &c.

(Signed) CHARLES MEREDITH, *Colonial Treasurer.*SAMUEL PAGE, *Esq., Collins-street,*
*Hobart Town.**Hobart Town, 24th February, 1877.*

SIR,

I HAVE the honor to acknowledge the receipt of your letter of the 23rd inst., and in answer have to inform you that I wish to give up the Contract, provided I can make certain preliminary arrangements, which I believe can be quickly made should the Government be willing to cancel the Contract; but I cannot enter into such arrangements before I know whether I will be released. Should the Government be willing to release me I will decide within four days after receiving a notification to that effect.

I have, &c.

(Signed) SAML. PAGE.

*The Postmaster-General, &c., Hobart Town.**Tasmanian Main Line Railway Company, Limited, General Manager's Office,*
Hobart Town, 27th March, 1877.

SIR,

I HAVE the honor to inform you that the Tasmanian Main Line Railway Company, Limited, have effected an arrangement with Mr. Samuel Page, under which, but of course subject to your approval, the present contract for the carriage of the Mails will be surrendered to the Government on the 16th April next, and the Railway Company would then undertake the carriage of the mails over the Railway between Hobart Town and Launceston.

On the part of the Main Line Railway Company, Limited, I have to assure you that they are prepared to carry the Mails by Railway to all the Postal Stations along its course, and trust that you will inform me at your earliest convenience whether the Government can accept of such a service, and at the time above stated.

I need scarcely remark that the Company have considered the right to carry the Mails to be a cardinal condition in their Contract, and have protested against being deprived of this Contract right for so long a period.

On referring to the Contract you will find it stated that, "The Company to receive such remuneration for the mail service as may be agreed upon, and in case of difference to be settled by arbitration;" but I am not prepared to state what the Company would consider a reasonable remuneration until we have had a short experience of the expense attending the service, which is that of special night trains, in each direction, and will therefore be very costly.

The Contract provides that the Mail service, when once commenced, may not be suspended by reason of the amount of remuneration not having been fixed upon, and therefore the Company

would take up the service, leaving the sum payable to them for future consideration; or, if this be objected to, they would consent to undertake it for Twelve months for the sum of Two thousand Pounds (£2000) per annum, in monthly payments, such being about the terms paid to the Launceston and Western Railway; although in the neighbouring Colonies a *very much higher* remuneration is accorded to the railways.

It is perhaps necessary to state that for such sum the Company would undertake that,—

- 1st. Every train should carry mails, if required to do so by the Postmaster-General.
- 2nd. The Company's Train Guards would also act as Mail Guards; but should the Postmaster-General prefer to supply his own guards, they shall be carried in the Company's trains as second class passengers.
- 3rd. The Postmaster-General not to require separate carriages, or the whole inside of a carriage to be exclusively appropriated for the purpose of carrying or assorting mails; but the Company shall be responsible for such mails, carried in their parcels vans: should separate carriages be required, the amount payable by the Government for their use shall not exceed the rates charged by the Company to the public for similar accommodation.
- 4th. The Company to deliver the mails at the Post Offices of Glenorchy, South and North Bridgewater, Campania, Jerusalem, Ross, Campbell Town, Evandale, and Evandale Junction, and Breadalbane Road and St. Leonards stations if considered necessary; and to allow their stations at Antill Ponds and Corners, and such other stations as the Government desire, to become Post Offices; also to stop their night mail trains contiguous to the Post Offices of Lower Jerusalem, Tunbridge, Cleveland, and Snake Banks: at all other stations the branch mail services to be performed by the Government.
- 5th. The night mail trains to start from Hobart Town and Launceston at or about 7 P.M., and to rest upon the journey at Antill Ponds, or such other station as the Company may propose and the Postmaster-General approve, the Company taking all necessary precautions for the proper guarding of the mails throughout the whole journey. These trains to reach Launceston and Hobart Town not later than 8 A.M.

I have mentioned the above subjects, not so much with a view to make a fixed contract but as proposals for your consideration, and to elicit the expression of your views.

Trusting that this matter may receive your early attention, in order that the necessary arrangements may be made,

I have, &c.

(Signed) CHARLES H. GRANT, *General Manager.*

*Hon. CHAS. MEREDITH, M.H.A., Colonial Treasurer
and Postmaster-General.*

*Tasmania,
General Post Office, Hobart Town, 6th April, 1877.*

SIR,

I AM directed to acknowledge your letter of the 27th ultimo, intimating to the Honorable Colonial Treasurer and Postmaster-General that you had effected an arrangement with Mr. Samuel Page, subject to the Postmaster-General's approval, under which the present Contract for the conveyance of the Mails between Hobart Town and Launceston will be surrendered to the Government on the 16th of the present month, and that the Railway Company would then undertake the carriage of the Mails.

In reply, I am to inform you that the Postmaster-General will be prepared to enter into an agreement (subject to conditions as hereafter stated) with you on behalf of the Main Line Railway Company, Limited, to carry the Mails to, from, and between Hobart Town and Launceston, and all Post Stations on the course of the Main Line Railway, for one year commencing on the 1st proximo, and to pay you in monthly instalments at the rate of Two thousand Pounds per annum for the performance of that mail service.

The duties which you say the Company will undertake require alterations and amendments, and I am to state hereunder the conditions upon which your offer to carry the Mails will be approved.

- 1st. The mails to leave the Hobart Town and Launceston Main Line Railway Stations at 7 P.M. six times a week each way, and arrive at Hobart Town and Launceston Stations at 7.30 A.M. the following mornings. "These trains to rest upon the journey at Antill Ponds or such other station as the Company may propose, and the Postmaster-General approve, the Company taking all necessary precautions for the proper guarding of the mails throughout the whole journey."

- 2nd. If required by the Postmaster-General, the whole inside of a carriage must be given up to be exclusively appropriated for the purpose of carrying or assorting mails, but with the consent of the Postmaster-General a portion of such mail carriage may be partitioned off, such portion to be used by the Company for the carriage of parcels.
- 3rd. The carriages in which the regular night mails may be conveyed shall be fitted up at the expense of the Company with pigeon-holes and other conveniences, in such manner as the Postmaster-General may require.
- 4th. The Company to be wholly responsible for all mails received by their officers until delivered to such persons as may be authorised by the Postmaster-General to take delivery of them.
- 5th. The Postmaster-General to have the power to detain the mail train for special mails for a period that will not cause any risk to the safe working of the line.
- 6th. The Postmaster-General when on duty, or any officer of the department whom he may depute, to have the privilege of a first-class seat by the mail or any of the Company's trains.
- 7th. Every train to carry mails when required to do so by the Postmaster-General, without extra remuneration, and proper and ample accommodation to be afforded for their safe conveyance, the Company to be held responsible for their safe delivery in such manner as if conveyed by the regular night mail trains.
- 8th. The Company's train guards to act as mail guards.
- 9th. The Company to deliver the mails at the Post Offices at Glenorchy, South and North Bridgewater, Campania, Jerusalem, Ross, Campbell Town, Evandale, Evandale Junction, Breadalbane Road, and St. Leonards stations, and to afford accommodation for Post Offices at such of their stations as the Postmaster-General may require; also to stop the night mail train contiguous to the Post Offices at Lower Jerusalem, Tunbridge, Cleveland, and Snake Banks, for the delivery and receipt of mails. At all other stations the branch mail service to be performed by the Post Office Department.
- 10th. The Company to enter into a bond to include the foregoing conditions, and for delivery of the mails to, from, and between Hobart Town and Launceston at the specified hours, under the usual penalties contained in all contracts entered into by the Post Office Department for the conveyance of mails.

I am to request an early reply to this communication, so that the necessary arrangements may be made before the 30th instant to carry out alterations in the postal services that will be required consequent upon sending the Mails by railway on the 1st proximo.

I have, &c.

(Signed) A. C. DOUGLAS, *Secretary.*

CHARLES H. GRANT, *Esq., General Manager*
Tasmanian Main Line Railway Company, Limited, Hobart Town.

Tasmanian Main Line Railway Company, Limited,
Engineer's Office, Hobart Town, 6th April, 1877.

SIR,

I HAVE the honor to acknowledge the receipt of your letter of this date, in which you inform me that the Hon. Postmaster-General is prepared to enter into an agreement with the Main Line Railway Company, Limited, for the carriage of the mails to, from, and between Hobart Town and Launceston, and all post stations on the course of the Main Line Railway, for one year, commencing on the first proximo; and to pay therefor at the rate of two thousand pounds per annum, in monthly instalments.

I note that you require some alterations and amendments in the terms I proposed, which appear to be as hereunder stated:—

- 1st. The mails to arrive at Hobart Town and Launceston at 7.30 A.M. instead of 7.40 A.M., which alteration would be somewhat against the convenience of the travelling public, but is otherwise unobjectionable.
- 2nd. If required by the Hon. the Postmaster-General the whole inside of a carriage must be exclusively appropriated for the purpose of carrying or assorting mails; but with consent of the Hon. the Postmaster-General a portion of such mail carriage may be partitioned off, such portion to be used by the Company for the carriage of parcels. Since the running of a special carriage exclusively for the mails would involve the traction of at least four additional tons daily, in each direction, and the wear and tear consequent thereon, the difference of cost between giving part of a carriage only would be very large. The carriages, as constructed to carry the mails, are also break-vans, and convey

passengers' luggage besides parcels. I trust therefore that the Hon. the Postmaster-General will allow this clause to be qualified, making the requirement of a whole carriage subject to its being found necessary by experiment.

In regard to the 5th condition, I have simply to observe that the working of a single line of railway, with its numerous intersections of trains, is extremely difficult, and one uncontrollable irregularity will often disorganise the whole train service, especially should the telegraph be inoperative at the time. On this consideration perhaps the Hon. the Postmaster-General will allow the addition to this clause of the words "or undue detention of passenger traffic."

There may be some difficulty about the 10th and last condition, if it be attempted to make it legally binding; but the Hon. the Postmaster-General will doubtless remember that the proper carriage of the mails is a condition of the contract between the Government and the Company, and that any default in this respect by the Company imperils the receipt of the guaranteed interest, which in itself is the best bond for the due performance of the contract, by those who are certainly highly responsible parties.

You will notice that in the above remarks I do not propose any important modification of your requirements, but should feel grateful if the suggestions herein proposed can be conceded; in all other respects those terms are agreed to.

I have, &c.

(Signed) CHARLES H. GRANT.

A. C. DOUGLAS, *Esq.*, *Secretary General Post Office.*

General Post Office, 10th April, 1877.

SIR,

I HAVE the honor, by direction of the Postmaster-General, to acknowledge your letter of the 6th instant, and in reply to state, with reference to certain objections raised by you against some of the conditions named in my letter of the 6th instant, under which the Postmaster-General is prepared to agree for the conveyance of the Mails between Hobart Town and Launceston by the Main Line Railway,—

1st. As to the hours of arrival at Hobart Town and Launceston, which you desire may be 7.40 instead of 7.30 A.M. This point the Postmaster-General concedes, so long as the delivery of the Mails at the respective terminal Post Offices by eight o'clock A.M. will be ensured.

2nd. As to the whole of a Carriage being set apart for the Mails. The Postmaster-General will not exact this condition unless the conveyance of Mails requires it; but the portion of the carriage in which the Mails are deposited (which portion will require to be ample as regards room) must be partitioned off, so that the mail bags, &c. may be kept distinct from parcels, luggage, &c.

3rd. The Postmaster-General considers that the conveyance of the Mails should not be rendered subordinate to the passenger traffic. The power to detain the Train for a reasonable time, when important Mails are about arriving, must therefore be maintained. It cannot be expected that the power of detaining the Train will frequently be exercised, but occasions may happen when such detention would be most beneficial to the community at large.

4th. The Postmaster-General will require the usual agreement to be entered into.

I have, &c.

(Signed) A. C. DOUGLAS, *Secretary.*

C. H. GRANT, *Esq.*,
General Manager Main Line Railway Company.

Tasmanian Main Line Railway Company, Limited,
General Manager's Office, Hobart Town, 16th April, 1877.

SIR,

I HAVE the honor to acknowledge the receipt of your letter of the 10th instant, in which you express the agreement of the Hon. the Postmaster-General with the Main Line Railway Company, Limited, for the carriage of the Mails upon the Main Line Railway on and after the 1st proximo, subject to certain modifications of terms previously specified.

In regard to the four conditions you allude to, I beg to thank you for the concession of the alteration in the time of arrival from 7.30 to 7.40 A.M., and for your statement that the whole of a

carriage will not be exacted for the reception of the Mails, but only a partitioned off space of ample dimensions to keep the Mail bags distinct from parcels and luggage, which compartment the Company will undertake to provide.

I have no objection to urge against your requirement in the third condition, but feel it my duty to bring under your notice that any alteration in one train, in the case of a single line of railway, involves the alteration and probable delay of every train upon the line while the Mail train is running; and that occasionally it is a matter of extreme risk and difficulty to alter these trains. Such circumstances I will bring under your notice, should they occur, and do not doubt you will take a reasonable view thereof.

I have instructed the Company's Solicitors to settle the Agreement when submitted to them by the Crown Solicitor.

I have, &c.

(Signed) CHARLES H. GRANT.

A. C. DOUGLAS, *Esq.*, *Secretary General Post Office.*

*Tasmanian Main Line Railway Company, Limited, General Manager's Office,
Hobart Town, 24th April, 1877.*

SIR,

I HAVE the honor to forward herewith a draft of the Time Table on which it is proposed to run the Trains of the Main Line Railway, on and after the 1st proximo, and trust it may receive the approval of the Government, as is required by the Contract.

The Mail Trains have, I believe, been arranged to suit the convenience of the Post Office service, and none of the Trains interfere with those ran throughout the Launceston and Western Railway, but if any alteration in the Time Table be considered desirable by the Government I shall be happy to make it.

I have, &c.

(Signed) CHARLES H. GRANT.

The Hon. the Colonial Secretary.

FORWARDED to the Hon. the Colonial Treasurer.

THOS. REIBEY.
25th April, 1877.

TASMANIAN MAIN LINE RAILWAY.

WORKING TIME TABLE.

On and after Tuesday, 1st May, and until further notice.

DOWN TRAINS.									UP TRAINS.								
Miles from Hobart Town.	STATIONS.	1. <i>Special Goods Train.</i>	2. <i>1st & 2nd Express.</i>	9. <i>L. & W. Train.</i>	3. <i>1st & 2nd Freight.</i>	10. <i>L. & W. Train.</i>	11. <i>L. & W. Train.</i>	4. <i>Night Mail.</i>	Miles from Launceston.	STATIONS.	5. <i>Special Goods Train.</i>	12. <i>L. & W. Train.</i>	6. <i>1st & 2nd Freight.</i>	13. <i>L. & W. Train.</i>	7. <i>1st & 2nd Express.</i>	14. <i>L. & W. Train.</i>	8. <i>Night Mail.</i>
	Hobart Town.....	A.M. 6:0	A.M. 8:0	..	A.M. 10:30	..	..	P.M. 7:0		Launceston	A.M. 6:0	A.M. 8:0	A.M. 8:30	P.M. 12:30	P.M. 3:0	P.M. 5:0	P.M. 7:0
3	Risdon Road .....	..	..	..	..	..	..	7:8	4	St. Leonards.....	6:12	8:9	8:43	12:40	3:9	5:9	7:12
6½	O'Brien's Bridge..	6:20	..	..	10:50	..	..	7:22	7½	Breadalbane	6:25	8:19	8:35	12:51	3:19	5:19	7:22
12½	New Norfolk Road.	6:45	8:35	..	11:10	..	..	7:43	11	Evandale Junction.	6:40	8:31	9:10	1:6	3:30	5:31	7:25
13½	North Bridgewater.	6:55	..	..	11:15	..	..	7:48	13	Evandale	6:50	..	9:20	..	3:38	..	7:45
17½	Brighton	7:10	8:50	..	11:35	..	..	8:2	18	Clarendon .....	..	..	..	..	..	..	8:0
21	Tea Tree	7:30	..	..	11:50	..	..	8:20	21	Snake Banks	7:30	..	9:54	..	..	..	8:15
27½	Campania	8:0	9:15	..	12:20	..	..	8:45	23	Snake Banks. P.O.	..	..	..	..	..	..	8:25
32	Lower Jerusalem ..	..	..	..	..	..	..	9:5	28	Epping Forest	8:0	..	10:22	..	..	..	8:45
39	Jerusalem	8:55	9:45	..	1:10	..	..	9:30	32	Cleveland	8:18	..	10:38	..	..	..	9:0
46½	Flat Top	9:40	..	..	2:0	..	..	10:15	35	Corners..... Arr.	8:40	..	10:50	..	4:30	..	9:10
51½	Jericho	10:2	..	..	2:20	..	..	10:35		Ditto... Leave	..	..	..	..	..	..
55½	Oatlands	10:20	10:35	..	2:35	..	..	10:50	42	Campbell Town ..	9:10	..	11:15	..	4:45	..	9:35
	Ditto... Leave	10:50	..	..	2:45	..	..		49½	Ross	9:40	..	11:45	..	5:5	..	10:0
57½	Eastern Marshes ..	11:0	..	..	2:55	..	..	11:0		Ditto... Leave	..	..	11:55	..	..	..
62½	York Plains	11:15	..	..	3:20	..	..	11:15	59	Tunbridge.....	10:20	..	12:30	..	..	..	10:35
68	Antill Ponds . Arr.	11:45	11:10	..	3:45	..	..	11:40	63	Antill Ponds.. P.O.	..	..	..	..	..	..	10:50
	Ditto... Leave	P.M. 1:0	11:15	..	4:5	..	..	3:30	65	Antill Ponds. Arr.	10:45	..	1:0	..	5:35	..	11:0
70	Ditto... P.O.	..	..	..	..	..	..	3:38		Ditto... Leave	11:45	..	1:30	..	5:40	..	A.M. 3:0
74	Tunbridge	1:20	..	..	4:30	..	..	3:55	70½	York Plains	12:15	..	1:58	..	..	..	3:25
83½	Ross	1:50	11:45	..	5:5	..	..	4:30	75½	Eastern Marshes ..	12:30	..	2:20	..	..	..	3:45
	Ditto... Leave	1:55	..	..	..	..	..		77½	Oatlands.... Arr.	12:50	..	2:30	..	6:15	..	3:55
91	Campbell Town	2:15	12:5	..	5:30	..	..	4:55		Ditto... Leave	3:0	..	2:40	..	..	..
98	Corners..... Arr.	2:35	12:18	..	5:52	..	..	5:20	81½	Jericho	3:15	..	2:55	..	..	..	4:10
	Ditto... Leave	..	..	..	..	..	..		86½	Flat Top	3:35	..	3:15	..	..	..	4:30
101	Cleveland .....	..	..	..	6:4	..	..	5:33	94	Jerusalem	4:25	..	4:0	..	7:5	..	5:10
105	Epping Forest	2:55	..	..	6:20	..	..	5:50	101	Lower Jerusalem..	..	..	..	..	..	..	5:30
110	Snake Banks.. P.O.	..	..	..	..	..	..	6:10	105½	Campania	5:20	..	4:45	..	7:37	..	5:55
112	Snake Banks.....	3:15	..	..	6:48	..	..	6:20	112	Tea Tree	5:45	..	5:10	..	..	..	6:20
115	Clarendon .....	..	..	..	..	..	..	..	115½	Brighton	6:5	..	5:25	..	8:2	..	6:35
120	Evandale Arr.	3:36	1:10	..	7:20	..	..	6:50	119½	North Bridgewater.	6:25	..	5:42	..	..	..	6:50
	Ditto... Leave	3:45	..	..	..	..	..		120½	New Norfolk Road.	6:30	..	5:46	..	8:17	..	6:55
122	Evandale Junction.	4:0	1:15	9:9	7:35	2:4	6:9	7:0	126½	O'Brien's Bridge..	7:25	..	6:6	..	..	..	7:15
126	Breadalbane	4:17	..	9:21	7:44	2:19	6:21	7:16	130	Risdon Road.....	..	..	..	..	..	..	7:27
129	St. Leonards	4:28	..	9:31	7:55	2:30	6:31	7:26	133	Hobart Town	7:45	..	6:30	..	8:45	..	7:40
133	Launceston	4:40	1:45	9:40	8:10	2:40	6:40	7:40									

Colonial Treasury, Hobart Town, 28th April, 1877.

SIR,

I HAVE the honor to acknowledge the receipt of a letter addressed by you to the Honorable the Colonial Secretary, dated 24th instant, enclosing the Main Line Railway Train Time Table on and after the 1st proximo, which has been referred to this Office.

I observe that it provides for Trains with the Mails leaving at the hours already agreed on with this Department in the special arrangements made with the Company for the conveyance of the Mails hitherto carried by Mr. S. Page.

I have, &c.

(Signed)

CHARLES MEREDITH.

C. H. GRANT, *Esq., Manager Tasmanian Main Line Railway.*

Re LOAN OF £3000.

MINUTE PAPER FOR THE EXECUTIVE COUNCIL.

Colonial Treasury, Hobart Town, 28th April, 1877.

THE Colonial Treasurer submits that the loan of £3000 made to the Tasmanian Main Line Railway Company on the third day of June, 1876, to be repaid with interest at five per cent. per annum on the first day of January, 1877, be extended to the first day of August next, the Company paying interest thereon at the rate of six pounds per cent.

CHARLES MEREDITH.

THE Governor in Council approves.

E. C. NOWELL.

30. 4. 77.

Agreement executed 27th February, 1877.

Re PAYMENT OF INTEREST ON £650,000.

*Tasmanian Main Line Railway Company, Limited, General Manager's Office,
Hobart Town, 27th April, 1877.*

SIR,

I HAVE the honor to forward herewith an abstract of the receipts and expenditure of the Main Line Railway Company for the quarter ending the 31st of March last, so far as they can be made up in this Colony.

It is gratifying to observe that the traffic receipts during the past three months have been slightly in excess of the working expenditure, and that but for the balance of the previous quarter, brought forward in accordance with the 9th section of the Contract, there would have been a small credit balance on the working accounts.

On these statements the Company are entitled, under the 14th section of the Contract, to claim the full guaranteed interest, on an expenditure of Six hundred and fifty thousand Pounds, (which, however, in construction has been very largely exceeded); and the additional amount now due is therefore Eight thousand one hundred and twenty-five Pounds, for which the account is hereto attached.

I have also prepared, and forward herewith, a statement of the amount due by the Government to the Company for guaranteed interest up to the present time, being a sum of Thirty-five thousand and fifteen Pounds Eight shillings and Five pence; but this does not include the interest payable on overdue accounts, as previously alluded to, and many expenses which are not yet determined.

In the figures herewith submitted the loans from the Government are included in the receipts, and therefore a credit is taken for the whole liability on such loans. What is shown as a balance consequently in most part refers to previous expenditure on the Railway.

In requesting you to pay the amount due, within the fourteen days prescribed by the eighth clause of the Contract, I can only repeat my remarks when making a similar application on the 18th January last, that the sum is both legally and morally due, and truly earned by the Company giving a far greater consideration than was stipulated for; therefore, on all the principles of honesty and just dealing, the amount should be at once cheerfully paid:

I have, &c.

(Signed)

CHARLES H. GRANT.

The Hon. the Colonial Treasurer.

Colonial Treasury, Hobart Town, 28th April, 1877.

SIR,

I HAVE the honor to acknowledge the receipt of your letter of yesterday forwarding an abstract of the receipts and expenditure of the Main Line Railway Company for the quarter ending 31st of March last, and applying for payment of interest which you state is due to the Company.

I have to thank you for the statement enclosed showing the several sums claimed by you on behalf of the Main Line Railway Company up to 31st March, 1877.

I have, &c.

(Signed)

CHARLES MEREDITH.

C. H. GRANT, *Esq.*, *Manager Tasmanian Main Line Railway.*

CROWN AGENTS.

Downing-street, London, 26 September, 1876.

SIR,

I HAVE to acknowledge the receipt of your letter of the 8th July last, with copies of a correspondence which has passed between the Government of Tasmania and the Agents of the Tasmanian Main Line Railway Company. The Crown Agents received the printed correspondence *viâ* Brindisi; but your letter under acknowledgment, having been forwarded with the Southampton portion of the Mail, did not reach this Department till the 4th instant.

A special meeting of the Bond and Shareholders of the Company was held at the *Cannon-street Hotel* on the 31st ultimo, or four days before the Crown Agents were in possession of your letter of the 8th July. Had that letter been forwarded *viâ* Brindisi, the Crown Agents would have received it in time to have enabled them to watch the interests of the Government of Tasmania at that meeting.

Before receiving your letter I had seen a report of the proceedings of the special meeting, of which I enclose a copy, as it appeared in the *Investors' Guardian* of September 2. This, so far as I can ascertain, is a complete account of what occurred at that meeting; and the speech of the Chairman did not appear to the Crown Agents to call for any immediate action on their part.

Should occasion arise, your letter of the 5th July last to Mr. Grant shall be published; and the Crown Agents will take care that the position of the Colony shall be placed in a true light before those concerned and before the British public.

I have, &c.

(Signed)

W. C. SARGEAUNT.

The Hon. the Colonial Treasurer, Tasmania.