

(No. 38.)



1872.

SESSION II.

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T A S M A N I A.

H O U S E   O F   A S S E M B L Y.

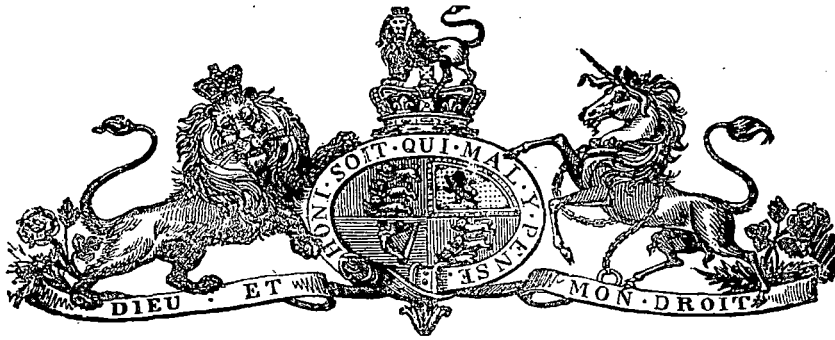
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MERSEY AND DELORAINÉ TRAMWAY.

CORRESPONDENCE.

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Laid upon the Table by the Minister of Lands and Works, and ordered by the  
House to be printed, December 19, 1872.



*Mersey and Deloraine Tramway Company, Limited,  
113, Macquarie-street, Hobart Town, December 13th, 1872.*

SIR,

I HAVE the honor to enclose you a printed paper, in which is set forth the desire that the Government should advance to this Company £65,000, upon the security therein stated, for the purpose of completing the Tramway from a deep water shipping-place on the Mersey to the Township of Deloraine, and have to request that you will be pleased to bring the same under the notice of Parliament.

The importance to the Colony at large of having the Tramway completed, and the ample security offered for the sum proposed to be borrowed, will, I trust, be deemed sufficient to ensure your recommendation that the Company's wish should be complied with.

Could such be done by an Act of Parliament being passed this Session, much time and money would be saved in so doing.

I have the honor to be,  
Sir,

Your obedient Servant,  
GEO. WHITCOMB, *Managing Director.*

*The Hon. CHAS. MEREDITH, Esq.*

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#### THE MERSEY AND DELORAINE TRAMWAY.

THE Mersey and Deloraine Tramway Company (limited) are desirous of borrowing from the Government a sum not exceeding £65,000 at 5 per cent. per annum interest.

The money so borrowed to be applied to the following purposes; viz.—

1st. Extending the Tramway from Gilbert-street in Latrobe to a deep water shipping-place on the Mersey, and from Coiler's Creek to the Township of Deloraine.

2nd. Altering the Gauge of the present Tramway from 4 feet 6 inches to 3 feet 6 inches.

The length of the Tramway when extended as above will be 30 miles, of which 17 miles have been completed, leaving 13 miles to be constructed.

The Company offers as security for the sum proposed to be borrowed—

1st. The 17 miles of Tramway *now made*, together with the Rolling Stock, Station Buildings, &c. belonging to the same.

2nd. The 13 miles of Tramway *to be made*, together with 16,640 acres of Crown Land to which the Company will be entitled upon the completion of the Tramway.

The money to be advanced from time to time as the work progresses.

The Tramway to be completed and opened for public traffic on or before the first day of January, 1875.

The Company to allow at all times an inspection of their books, and to give any other information reasonably required to satisfy the Government as to the expenditure of the money for the purposes proposed.

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The Mersey and Deloraine Tramway was begun under an Act of Parliament dated 21st September, 1864; and on the 7th September, 1865, Parliament voted to the Company 1280 acres of land in respect of each mile of Tramway.

On the 8th and 10th September, 1868, Resolutions of both Houses of Parliament were passed to the effect that "if the Company gave satisfactory security to construct so much of the Tramway as would extend from Gilbert-street, Latrobe, to a point not exceeding 3 miles distant from the Company's Bridge over the Mersey at Kimberley's Ford, the Company should at once have the land in respect of such length of Tramway."

The security was given, and 21,680 acres of land were surveyed and Grants issued to the Company for the same, being the quantity appertaining to 16 miles 75 chains of Tramway constructed.

The Tramway was officially inspected on the part of the Government by Mr. Kemp, who reported thereon on the 23rd of June, 1871, and the alterations suggested by him made in its construction.

On the 1st January, 1872, the Tramway was opened for public traffic, and kept open until the 19th of April, when in consequence of the great cost and loss of time in the conveyance of passengers and goods attending the going over the 12 miles from the Tramway to Deloraine, part of which 12 miles being through a bush road, and the two small steamers running along the North-west Coast of the Island having reduced their fares between Launceston and the Mersey to 5s. for each passenger, it was thought better to close the line until its completion to Deloraine.

As the matter now stands the Mersey as a Port is almost closed, the roads in the neighbourhood (which since the commencement of the Tramway have been much neglected) being available only for light vehicles during a few months of the year, and wholly impassable except on horseback for the remainder.

The Tramway is the connecting link between Hobart Town and all the settled Districts and Country from Deloraine to Circular Head, so that both in a local and general point of view the completion of the Tramway is a matter of the greatest importance, and when finished must materially help the Launceston and Main Line Railways.

In support of Parliament lending the money, the following reasons are submitted :—

The importance of the Line as a connecting link between several important portions of the Colony, and the present almost impassable state of the roads between Deloraine and the North-west Coast.

The amount already expended upon the Tramway.

The ample security for the money proposed to be borrowed, and in the appropriate expenditure of which the Company has so great an interest.

The aid given by the Government to similar undertakings; viz.—The Main Line and Launceston and Western Railways; to which may be added the Sorell Causeway, and numerous roads throughout the Island.

The Coal upon the Company's land has been tried on a small scale, and found equal to Newcastle Coal both for Gas and Steam purposes, and has been tested and pronounced by the Manager of the Iron Smelting Works now being erected at Ilfracombe as the best of all the Australian Coal for smelting Iron Ores. It can be supplied to the Railway Companies for their Locomotives at much less cost than any other coal. It will also greatly assist the carrying trade of the Railways by the large quantities which will most probably be taken to Launceston, and the several Towns through which the Railways will pass.

The coal has been used exclusively for several months for the locomotive along this Company's Line.

The consumption of coal along the Launceston and Western Railway is about 25 tons per week, and taking the Company's coal delivered at 17s. per ton against 29s. now being paid for Newcastle Coal, it would effect an annual saving to the Government of £780. The Main Line would probably use double the quantity of the Launceston and Western Railway.

Limestone (and it is believed iron ores also) exists in several places near the line of Tramway, and would most likely be utilised were the Tramway completed.

*The Mersey and Deloraine Tramway Company, Limited,  
Office, 113, Macquarie-street,  
Hobart Town, December 10th, 1872.*

*Lands and Works Office, Hobart Town, 17th December, 1872.*

SIR,

I HAVE the honor to acknowledge the receipt of your letter of the 13th instant, together with a printed paper setting forth the desire that the Government should advance to "The Mersey and Deloraine Tramway Company, Limited," upon security therein stated, for the purpose of completing the Tramway from a deep water shipping-place on the Mersey to the Township of Deloraine, the sum of £65,000.

In reply, I have to acquaint you that the subject matter referred to will receive such attention as the magnitude of the request demands, embracing, as it does, the consideration of Parliament.

I have the honor to be,

Sir,

Your obedient Servant,

CHAS. MEREDITH,  
*Minister of Lands and Works.*

GEORGE WHITCOMB, Esq.,  
*Managing Director M. & D. Tramway Company.*

JAMES BARNARD,  
GOVERNMENT PRINTER, TASMANIA.