

1887.

VICTORIA.

VICTORIAN RAILWAYS—COAL SUPPLIED TO.

Return to an Order of the House,
Dated 12th September, 1883, for—

A RETURN showing—

- (1.) The cost of coal per ton to the Railway Department in the years 1875, 1876, 1877, 1878, 1879, and 1880, together with the number of tons used in each year.
- (2.) The system under which the department was supplied in each of those years.
- (3.) The saving, if any, in the same years to the department, both per ton and annually.
- (4.) The saving effected in the year 1882, as compared with 1876, assuming the consumption in both years to be equal.
- (5.) When and by whom was a change in the system in supplying the department with coals effected, and with what result so far as the department is concerned.

(Mr. Mason.)

Ordered by the Legislative Assembly to be printed, 14th December, 1887.

VICTORIAN RAILWAYS.

STATEMENT IN ANSWER TO QUESTIONS ASKED BY MR. MASON, M.P., RE COAL SUPPLY.

(1.) Return of Cost of Coal for the four years preceding the present method of supply.

Year.	Average Rate per ton.	Tons purchased.	Cost, delivered in Melbourne.	Labour, handling.	Cost of Haulage to Melbourne.	Cost of Bags.	Gross Cost.	
							Amount.	Equal to— per ton.
	s. d.		£	£		£	£	s. d.
1875	31 10·48	28,576	45,541	2,304	Nil ...	883	48,728	34 1·25
1876	31 3·57	35,614	55,731	2,733	" ...	605	59,069	33 2·06
1877	31 3·48	46,925	64,027	3,489	" ...	380	67,896	33 2·16
1878	30 10·35	45,799	70,674	4,425	" ...	451	75,550	32 11·90
Totals	125 3·88	150,914	235,973	12,951	2,319	251,243	133 5·37
Average	31 3·26	37,729	58,993	3,238	580	62,811	33 3·55

Return of Cost of Coal for the four years since the change in the method of supply was effected.

Year.	Average Rate per ton.	Tons purchased.	Cost, delivered in Melbourne.	Labour, handling.	Cost of Haulage to Melbourne.	Cost of Bags.	Gross Cost.	
							Amount.	Equal to— per ton.
	s. d.		£	£	£		£	s. d.
1879	24 2·21	55,204	66,753	8,550	1,380	Nil ...	76,683	27 9·38
1880	20 11·68	52,274	54,819	8,279	1,307	" ...	64,405	24 7·70
1881	17 10·90	58,745	52,601	8,818	1,468	" ...	62,887	21 4·92
1882	18 3·30	71,598	65,424	9,600	1,635	" ...	76,659	21 4·96
Totals	81 4·09	237,821	239,597	35,247	5,790	280,634	95 2·96
Average	20 1·79	59,455	59,899	8,812	1,448	70,159	23 7·21

(2.) The system under which supplies of coal were obtained prior to 1879 was as follows:—

Tenders were invited for the estimated quantity required for the ensuing twelve months, and the lowest tender was accepted. The coal was delivered, screened and in bags, at the Spencer-street and Geelong loco. sheds.

In 1879, and since that year, contracts were entered into for the coal either separately from or combined with the carriage of the same from Newcastle, N.S.W., and delivery has been taken by the department in railway trucks at ship's side.

(3.) The answer to this question will be found by a reference to the table given in answer to question 1.

(4.) The saving effected in the year 1882 as compared with 1876, assuming the consumption in both years to have been equal, amounts to £46,618.

The average saving of the four years subsequent to the change made as compared with the four preceding years is £27,818 per annum, or £111,272 for the four years ending 31st December, 1882.

If the change of system had been carried out in its entirety, and a wharf constructed at Melbourne at which the coal ships could unload and proper coal gears erected, the whole of the cost of handling and fully half the cost of haulage would have been saved, making a further saving of over £9,500 per annum.

(5.) The change in the method of supply was made by the Honorable John Woods, when Commissioner of Railways. This was done in the latter end of the year 1878, when tenders for the supply of coal for 1879 were called for under the present system.

The results may be seen by reference to the table in answer to question 1 and the answer to question 4.

GEO. T. A. LAVATER,
Accountant.

Railway Department,
24th September 1883.