

1893.

—  
VICTORIA.

---

VICTORIAN RAILWAYS.

---

R E P O R T

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDING 30<sup>TH</sup> JUNE, 1893.

---

PRESENTED TO BOTH HOUSES OF PARLIAMENT PURSUANT TO THE ACT 54 VICTORIA No. 1135.

---

By Authority:

ROBT. S. BRAIN, GOVERNMENT PRINTER, MELBOURNE.

No. 43.—[1s. 9d.]—6666.

APPROXIMATE COST OF REPORT.

	£	s.	d.
Preparation—Not given.			
Printing (1,160 copies) .. .. .	93	0	0

# R E P O R T.

VICTORIAN RAILWAYS,  
19th September, 1893.

*To the Honorable the Minister of Railways.*

SIR,

In accordance with the provisions of the 59th section of the Railways Act, No. 1135, we have the honour to submit, for the information of Parliament, our Report upon the proceedings of the Railway Department for the year ending 30th June, 1893.

## DEBENTURE CAPITAL.

The amount of borrowed capital was, on 30th June last, £35,806,977 7s. 11d.

Details of this amount are given in the following table, together with the interest payable and accruing thereon for the year:—

### *Amount of Interest on Railway Loans for the Year ending 30th June, 1893.*

Loans.	Debentures at Par.				Period.	Rate.	Interest.				
	£	s.	d.	£			s.	d.	£	s.	d.
32 Vict. No. 331 ...	2,107,000	0	0								
42 Vict. No. 617 (Hobson's Bay) ...	154,900	0	0								
42 Vict. No. 608 ...	...			2,261,900	0	0	12	5	113,095	0	0
36 Vict. No. 439 ...	88,872	18	0	4,156,573	12	2	12	4½	187,045	16	3
37 Vict. No. 468 ...	1,450,000	0	0								
39 Vict. No. 531 ...	1,396,693	0	0								
45 Vict. No. 717 ...	2,769,006	2	4								
46 Vict. No. 739 ...	2,000,000	0	0								
46 Vict. No. 741 (Hobson's Bay) ...	107,600	0	0								
47 Vict. No. 760 ...	3,758,788	0	3								
48 Vict. No. 805 ...	3,251,172	4	3								
49 Vict. No. 845 ...	4,500,000	0	0								
51 Vict. No. 963 ...	130,000	0	0								
52 Vict. No. 989 ...	2,673,913	0	11	19,452,132	4	10	12	4	778,085	5	9
54 Vict. No. 1196 ...	2,226,086	19	1								
53 Vict. No. 1032 ...	3,150,000	0	0								
55 Vict. Nos. 1217 and } 1233 (Treasury Bonds) }	...			8,050,000	0	0	12	3½	281,750	0	0
53 Vict. No. 1015 (Victorian Government Stock)	...			833,333	6	8	12	4½	37,500	0	0
	...			833,333	6	8	...	3½	23,965	5	3
	...			219,704	17	7	...	4	984	17	2
				35,806,977	7	11			1,422,426	4	5
Expenses in payment of Interest ...									24,498	13	6
Less estimated interest on unexpended balances of Loan moneys ...									1,446,924	17	11
									27,000	0	0
									<b>£1,419,924</b>	<b>17</b>	<b>11</b>

The Debenture Capital Account at the close of the year showed an increase of £1,024,038 4s. 3d. The additional capital consisted of £833,333 6s. 8d., the amount allocated during the year to railways under the Treasury Bonds Acts, Nos. 1217 and 1233, and £219,704 17s. 7d., the proceeds of the Victorian Government Stock Act No. 1015.

Provision was made in the Railway Loan Application Bill No. 1300 for the redemption of Hobson's Bay debentures amounting to £30,000, which became payable on the 1st July, 1892, and debentures to the value of £29,000 have been redeemed.

The total amount of interest which became due and payable during the year was £1,422,426 4s. 5d., which, with £24,498 13s. 6d.—the amount paid by the Treasury for expenses in payment of interest—made the interest charges for the year £1,446,924 17s. 11d. This amount was, however, reduced to £1,419,924 17s. 11d. by the estimated interest (£27,000) allowed by the banks upon the unexpended balances of loan moneys in their hands.

The increased interest and charges for the year amount to £32,896 5s. 8d.

The following statements show in detail the working for the year, but the result may be summarized, thus :—

Total traffic ... ..	£2,925,948
Total working expenditure ... ..	1,850,291
<b>NET PROFIT ON WORKING ... ..</b>	<b>£1,075,657</b>

or an increased net profit over last year of £118,674.

The percentage of working expenses to the gross revenue is 63·23, a decrease of 5·85 per cent. on last year, although owing to the disturbed financial and industrial condition of the colony the revenue for the year shows a shrinkage of £169,174.

The working expenditure shows a gross decrease of £307,680, or, after making provision for additional superannuation allowances and gratuities to the amount of £10,582 and for a sum of £9,250 paid to the ex-Commissioners, a net decrease of £287,848.

The deficiency in meeting the interest charges for the year is, as shown in the profit and loss account, £344,267 18s. 6d., a decrease of £85,777 13s. 2d., the deficit for 1891-2 being £430,045 11s. 8d.

The total expenditure on railways opened or in course of construction at 30th June was £37,462,372.

The net revenue gives the following results :—

2·87 per cent. on the total capital cost.

3·12 per cent. on the total expended debenture capital.

The following returns give the details of the Revenue and Expenditure for the last two years :—

TOTAL REVENUE.—ALL SYSTEMS.

—	1891-2. (Average Miles open, 2,829½.)		1892-3. (Average Miles open, 2,933.)		Increase.		Decrease.		Net Decrease.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Passengers ... ..	1,386,842	8 11	1,260,879	7 1	...	...	125,963	1 10	...	...
Parcels, &c. ... ..	105,100	9 5	97,859	1 8	...	...	7,241	7 9	...	...
Horses, carriages, and dogs ... ..	20,938	7 6	17,409	4 5	...	...	3,529	3 1	...	...
Mails ... ..	63,452	6 6	63,037	0 6	...	...	415	6 0	...	...
Rents ... ..	47,980	8 6	54,716	5 11	6,735	17 5	...	...	...	...
Miscellaneous ... ..	20,000	13 11	14,965	16 8	...	...	5,034	17 3	...	...
Live stock ... ..	162,825	16 0	138,945	9 4	...	...	23,880	6 8	...	...
Goods ... ..	1,287,981	9 1	1,278,135	8 5	...	...	9,846	0 8	...	...
	3,095,121	19 10	2,925,947	14 0	6,735	17 5	175,910	3 3	169,174	5 10
Number of passengers ... ..	69,546,921		58,445,075		...	...	11,101,846		...	...
Tons of live stock ... ..	223,389		186,516		...	...	36,873		...	...
Tons of goods ... ..	3,431,578		3,200,372		...	...	231,206		...	...
Train mileage ... ..	11,807,677		10,775,134		...	...	1,032,543		...	...

## TOTAL EXPENDITURE.—ALL SYSTEMS.

	1891-2.			1892-3.			Increase.	Decrease.	Net Decrease.				
	Amount.	Cost per Train Mile.	Per Cent. to Revenue.	Amount.	Cost per Train Mile.	Per Cent. to Revenue.							
	£	s. d.	d.	£	s. d.	d.	£	s. d.	£	s. d.			
Maintenance ...	412,336	9 4	8.38	327,959	2 2	7.31	11.21	...	84,377	7 2			
Loco. charges...	701,057	16 7	14.25	607,702	1 4	13.54	20.77	...	93,355	15 3			
Carriages and waggon	121,345	2 4	2.46	127,581	2 10	2.84	4.36	6,236	0 6	...			
Compensation	10,167	8 9	0.21	6,432	19 11	0.14	0.22	...	3,734	8 10			
Traffic charges	787,351	9 8	16.00	668,716	14 2	14.89	22.85	...	118,634	15 6			
General charges	105,880	12 7	2.15	111,898	14 2	2.49	3.82	6,018	1 7	...			
	2,138,138	19 3	3 7.45	1,850,290	14 7	3 5.21	63.23	12,254	2 1	300,102	6 9	287,848	4 8

The following shows the additional mileage opened during the last eight years :—

Year ending June, 1886	...	...	...	67 $\frac{1}{4}$ miles
"          1887	...	...	...	137 $\frac{1}{4}$ "
"          1888	...	...	...	137 $\frac{3}{4}$ "
"          1889	...	...	...	179 $\frac{1}{2}$ "
"          1890	...	...	...	272 $\frac{1}{2}$ "
"          1891	...	...	...	293 $\frac{1}{4}$ "
"          1892	...	...	...	140 "
"          1893	...	...	...	72 "

The number of passengers conveyed was 58,445,075, as against 69,546,921, being a decrease of 11,101,846.

The tonnage of goods and live stock was 3,386,888, as against 3,654,967, a decrease of 268,079.

The train miles amounted to 10,775,134, as against 11,807,677, or a decrease of 1,032,543.

It has been apparent for some time that it would be necessary to discontinue the preparation of statements showing the railway accounts in systems.

These statements involve a large amount of detailed bookkeeping and clerical labour, and have for many years past been of little value. They cannot be more than merely rough approximations. As the network of railway has gradually extended through all parts of the Colony it has become a matter of great difficulty to satisfactorily define the lines of demarcation between one system and another, and the divisional returns have necessarily become more intricate and difficult in preparation, and are consequently less reliable even as approximate statements.

The concentration of the suburban traffic at Flinders-street, and the transfer of the whole of the goods business to the terminus at Spencer-street will render the future division of the accounts into systems virtually impracticable.

The following statements, showing approximately the apportionment of revenue and expenditure over systems as hitherto, are therefore submitted for the last time.

## NORTHERN SYSTEM.

The mileage has increased from 804 to 836 $\frac{1}{4}$ , owing to the opening of the Donald to Birchip line, 32 $\frac{1}{4}$  miles.

The total capital expended amounted to £10,950,090, and the net earnings to £325,484, equal to 2·97 per cent., against 2·55 per cent. last year.

## REVENUE.—NORTHERN SYSTEM.

—	1891-2. (Average Miles open, 789½.)		1892-3. (Average Miles open, 812¼.)		Increase.		Decrease.		Net Decrease.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Passengers ... ..	241,251	13 4	225,517	10 11	...	...	15,734	2 5	...	...
Parcels, &c. ... ..	25,720	10 5	23,436	16 5	...	...	2,283	14 0	...	...
Horses, carriages, and dogs ...	4,177	3 2	3,335	18 1	...	...	841	5 1	...	...
Mails ... ..	15,954	10 11	15,809	17 2	...	...	144	13 9	...	...
Rents ... ..	10,820	15 8	11,772	15 11	952	0 3	...	...	...	...
Miscellaneous ... ..	4,439	16 8	3,329	16 0	...	...	1,110	0 8	...	...
Live stock ... ..	52,937	4 11	36,560	14 1	...	...	16,376	10 10	...	...
Goods ... ..	403,029	14 4	421,820	15 3	18,791	0 11	...	...	...	...
	758,331	9 5	741,584	3 10	19,743	1 2	36,490	6 9	16,747	5 7
Number of passengers ... ..	2,285,572		1,924,381		...	...	361,191		...	...
Tons of live stock ... ..	47,131		30,398		...	...	16,733		...	...
Tons of goods ... ..	803,648		873,034		69,386		...		...	...
Train mileage ... ..	2,633,731		2,341,030		...	...	292,701		...	...

## EXPENDITURE.—NORTHERN SYSTEM.

—	1891-2.			1892-3.			Increase.		Decrease.		Net Decrease.			
	Amount.	Cost per Train Mile.	Per Cent. to Revenue.	Amount.	Cost per Train Mile.	Per Cent. to Revenue.	£	s. d.	£	s. d.	£	s. d.		
Maintenance ... ..	97,710	3 5	8·90	12·89	77,006	1 3	7·89	10·38	...	20,704	2 2	...		
Loco. charges... ..	153,136	15 10	13·95	20·19	129,410	5 8	13·27	17·45	...	23,726	10 2	...		
Carriages and waggons ... ..	27,843	7 9	2·54	3·67	29,263	13 1	3·00	3·95	1,420	5 4	...	...		
Compensation ... ..	1,626	2 8	0·15	0·21	492	11 1	0·05	0·06	...	1,133	11 7	...		
Traffic charges ... ..	175,299	3 7	15·98	23·12	151,617	6 2	15·54	20·44	...	23,681	17 5	...		
General charges ... ..	25,940	15 2	2·36	3·42	28,310	7 5	2·90	3·82	2,369	12 3	...	...		
	481,556	8 5	3 7·88	63·50	416,100	4 8	3 6·65	56·10	3,789	17 7	69,246	1 4	65,456	3 9

## WESTERN SYSTEM.

The mileage has increased from 996½ to 1,018½, owing to the opening of the Warracknabeal to Beulah line, 22 miles.

The total capital expended amounted to £11,209,479, and the net earnings to £352,398, equal to 3·14 per cent., against 2·64 per cent. last year.

## REVENUE.—WESTERN SYSTEM.

—	1891-2. (Average Miles open, 979½.)		1892-3. (Average Miles open, 1,007¼.)		Increase.		Decrease.		Net Decrease.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Passengers ... ..	361,958	3 4	325,604	3 8	...	...	36,353	19 8	...	...
Parcels, &c. ... ..	36,613	4 1	34,003	12 9	...	...	2,609	11 4	...	...
Horses, carriages, and dogs ...	6,595	0 8	5,481	4 7	...	...	1,113	16 1	...	...
Mails ... ..	23,216	13 4	22,756	17 2	...	...	459	16 2	...	...
Rents ... ..	14,535	3 0	17,389	13 4	2,854	10 4	...	...	...	...
Miscellaneous ... ..	7,197	16 1	5,678	19 6	...	...	1,518	16 7	...	...
Live stock ... ..	21,065	13 5	29,909	1 4	8,843	7 11	...	...	...	...
Goods ... ..	403,059	12 11	414,258	12 10	11,198	19 11	...	...	...	...
	874,241	6 10	855,082	5 2	22,896	18 2	42,055	19 10	19,159	1 8
Number of passengers ... ..	7,974,267		6,047,985		...	...	1,926,282		...	...
Tons of live stock ... ..	19,725		25,677		5,952		...		...	...
Tons of goods ... ..	960,521		953,537		...	...	6,984		...	...
Train mileage ... ..	3,055,056		2,818,867		...	...	236,189		...	...

## EXPENDITURE—WESTERN SYSTEM.

	1891-2.			1892-3.			Increase.	Decrease.	Net Decrease.
	Amount.	Cost per Train Mile.	Per Cent. to Revenue.	Amount.	Cost per Train Mile.	Per Cent. to Revenue.			
	£ s. d.	d.		£ s. d.	d.		£ s. d.	£ s. d.	£ s. d.
Maintenance ...	128,320 7 9	10·08	14·68	103,202 17 1	8·79	12·07	...	25,117 10 8	...
Loco. charges ...	180,713 16 1	14·20	20·67	157,648 13 6	13·42	18·44	...	23,065 2 7	...
Carriages and waggons ...	32,398 6 1	2·54	3·70	34,221 11 0	2·91	4·00	1,823 4 11	...	...
Compensation ...	3,562 15 4	0·28	0·41	1,218 13 4	0·10	0·14	...	2,344 2 0	...
Traffic charges	207,374 12 5	16·29	23·72	173,718 3 1	14·79	20·31	...	33,656 9 4	...
General charges	29,858 6 10	2·35	3·42	32,674 8 7	2·78	3·82	2,816 1 9	...	...
	582,228 4 6	s. d. 3 9·74	66·60	502,684 6 7	s. d. 3 6·79	58·78	4,639 6 8	84,183 4 7	79,543 17 11

## NORTH-EASTERN SYSTEM.

The mileage has increased from 586 $\frac{3}{4}$  to 603 $\frac{3}{4}$ , owing to the inclusion of the Dookie and Katamatite Tramway, 17 miles.

The total capital expended amounted to £6,735,397, and the net earnings to £295,662, equal to 4·39 per cent., against 4·14 per cent. last year.

## REVENUE.—NORTH-EASTERN SYSTEM.

	1891-2. (Average Miles open, 583 $\frac{1}{2}$ .)		1892-3. (Average Miles open, 597.)		Increase.	Decrease.	Net Decrease.
	£ s. d.		£ s. d.				
	£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.
Passengers ...	276,720 14 11	...	252,014 9 2	...	24,706 5 9	...	...
Parcels, &c. ...	20,155 19 9	...	20,298 13 10	142 14 1	...	...	...
Horses, carriages, and dogs...	5,209 1 9	...	4,479 16 7	...	729 5 2	...	...
Mails ...	13,782 9 1	...	13,558 11 1	...	223 18 0	...	...
Rents ...	11,708 7 5	...	13,185 8 9	1,477 1 4	...	...	...
Miscellaneous ...	3,082 8 8	...	3,015 3 3	...	67 5 5	...	...
Live stock ...	67,954 4 5	...	48,427 2 4	...	19,527 2 1	...	...
Goods ...	335,469 0 10	...	322,107 6 11	...	13,361 13 11	...	...
	734,082 6 10	...	677,086 11 11	1,619 15 5	58,615 10 4	...	56,995 14 11
Number of passengers ...	9,147,159	...	7,284,176	...	1,862,983	...	...
Tons of live stock ...	108,406	...	81,244	...	27,162	...	...
Tons of goods ...	658,828	...	602,567	...	56,261	...	...
Train mileage ...	2,600,996	...	2,275,348	...	325,648	...	...

## EXPENDITURE.—NORTH-EASTERN SYSTEM.

	1891-2.			1892-3.			Increase.	Decrease.	Net Decrease.
	Amount.	Cost per Train Mile.	Per Cent. to Revenue.	Amount.	Cost per Train Mile.	Per Cent. to Revenue.			
	£ s. d.	d.		£ s. d.	d.		£ s. d.	£ s. d.	£ s. d.
Maintenance ...	92,050 0 0	8·50	12·54	70,116 14 10	7·40	10·36	...	21,933 5 2	...
Loco. charges ...	152,104 13 9	14·04	20·71	126,937 2 7	13·39	18·75	...	25,167 11 2	...
Carriages and waggons ...	27,495 5 0	2·54	3·74	28,514 5 0	3·01	4·21	1,019 0 0	...	...
Compensation ...	1,900 0 10	0·14	0·26	1,039 6 6	0·10	0·15	...	860 14 4	...
Traffic charges	157,489 3 2	14·54	21·46	128,856 3 8	13·59	19·03	...	28,632 19 6	...
General charges	25,093 13 11	2·32	3·42	25,960 10 0	2·74	3·83	866 16 1	...	...
	456,132 16 8	s. d. 3 6·08	62·13	381,424 2 7	s. d. 3 4·23	56·33	1,885 16 1	76,594 10 2	74,708 14 1

## EASTERN SYSTEM.

The opening of the Korumburra to Coal Creek line has added three-quarters of a mile to this system, the total now being 500 miles.

The total capital expended amounted to £6,322,552.

The year's working resulted in a loss of £4,450, against a deficit in 1891-2 of £19,674.

## REVENUE.—EASTERN SYSTEM.

—	1891-2. (Average Miles open, 460.)			1892-3. (Average Miles open, 499½.)			Increase.			Decrease.			Net Decrease.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Passengers ... ..	208,431	19	6	196,822	6	1	...	...	...	11,609	13	5	...	...	...
Parcels, &c. ... ..	21,136	3	1	18,635	9	3	...	...	...	2,500	13	10	...	...	...
Horses, carriages, and dogs ...	4,739	4	6	3,964	13	2	...	...	...	774	11	4	...	...	...
Mails ... ..	10,146	8	1	10,471	0	10	324	12	9	...	...	...	...	...	...
Rents ... ..	7,871	0	6	8,017	15	6	146	15	0	...	...	...	...	...	...
Miscellaneous ... ..	1,821	6	11	732	17	5	...	...	...	1,088	9	6	...	...	...
Live stock ... ..	20,016	17	6	23,232	8	3	3,215	10	9	...	...	...	...	...	...
Goods ... ..	102,936	9	1	89,452	4	10	...	...	...	13,484	4	3	...	...	...
	377,099	9	2	351,328	15	4	3,686	18	6	29,457	12	4	25,770	13	10
Number of passengers ... ..	15,743,598			14,275,627			...	...	...	1,467,971			...		
Tons of live stock ... ..	25,423			25,652			229			...			...		
Tons of goods ... ..	439,142			318,435			...	...	...	120,707			...		
Train mileage ... ..	2,428,638			2,286,772			...	...	...	141,866			...		

## EXPENDITURE.—EASTERN SYSTEM.

—	1891-2.			1892-3.			Increase.	Decrease.	Net Decrease.										
	Amount.	Cost per Train Mile.	Per Cent. to Revenue.	Amount.	Cost per Train Mile.	Per Cent. to Revenue.													
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.							
Maintenance ...	74,955	5	6	74	19	87	63,165	8	6	6	63	17	98	...	11,789	17	0		
Loco. charges...	140,776	10	5	13	91	37	130,270	12	6	6	13	67	37	07	...	10,505	17	11	
Carriages and waggons ...	24,421	12	9	2	41	6	26,524	12	9	9	2	78	7	55	2,103	0	0		
Compensation	2,899	12	11	0	29	77	3,361	14	10	10	0	35	0	96	462	1	11		
Traffic charges	140,803	1	8	13	92	37	119,028	17	2	2	12	49	33	88	...	21,774	4	6	
General charges	12,917	8	9	1	27	3	13,427	16	10	10	1	41	3	82	510	8	1		
	396,773	12	0	3	3	21	355,779	2	7	7	3	1	33	101	26	3,075	10	0	
				s.	d.		s.	d.									44,069	19	5
				105	22		101	26									40,994	9	5

## HOBSON'S BAY LINES.

The net revenue amounted to £106,563, equal to 4.75 per cent. on £2,244,854 the capital expended, against 5.82 per cent. on £2,230,573 last year.

## REVENUE.—HOBSON'S BAY RAILWAY.

—	1891-2. (Average Miles open, 16½.)			1892-3. (Average Miles open 16½.)			Increase.			Decrease.			Net Decrease.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Passengers ... ..	298,479	17	10	260,920	17	3	...	...	...	37,559	0	7	...	...	...
Parcels, &c. ... ..	1,474	12	1	1,484	9	5	9	17	4	...	...	...	...	...	...
Horses, carriages, and dogs ...	217	17	5	147	12	0	...	...	...	70	5	5	...	...	...
Mails ... ..	352	5	1	440	14	3	88	9	2	...	...	...	...	...	...
Rents ... ..	3,045	1	11	4,350	12	5	1,305	10	6	...	...	...	...	...	...
Miscellaneous ... ..	3,459	5	7	2,209	0	6	...	...	...	1,250	5	1	...	...	...
Live stock ... ..	851	15	9	816	3	4	...	...	...	35	12	5	...	...	...
Goods ... ..	43,486	11	11	30,496	8	7	...	...	...	12,990	3	4	...	...	...
	351,367	7	7	300,865	17	9	1,403	17	0	51,905	6	10	50,501	9	10
Number of passengers ... ..	34,396,325			28,912,906			...	...	...	5,483,419			...		
Tons of live stock ... ..	22,704			23,545			841			...			...		
Tons of goods ... ..	569,439			452,799			...	...	...	116,640			...		
Train mileage ... ..	1,089,256			1,053,117			...	...	...	36,139			...		



## EXPENDITURE.—HOBSON'S BAY RAILWAY.

	1891-2.			1892-3.			Increase.	Decrease.	Net Decrease.
	Amount.	Cost per Train Mile.	Per Cent. to Revenue.	Amount.	Cost per Train Mile.	Per Cent. to Revenue.			
	£ s. d.	d.		£ s. d.	d.		£ s. d.	£ s. d.	£ s. d.
Maintenance ...	19,300 12 8	4'25	5'49	14,468 0 6	3'30	4'81	...	4,832 12 2	
Loco. charges...	74,326 0 6	16'38	21'15	63,435 7 1	14'46	21'08	...	10,890 13 5	
Carriages and waggons ...	9,186 10 9	2'02	2'61	9,057 1 0	2'06	3'01	...	129 9 9	
Compensation	178 17 0	0'03	0'05	320 14 2	0'07	0'11	141 17 2	...	
Traffic charges	106,385 8 10	23'45	30'28	95,496 4 1	21'76	31'74	...	10,889 4 9	
General charges	12,070 7 11	2'66	3'44	11,525 11 4	2'63	3'83	...	544 16 7	
	221,447 17 8	s. d. 4 0'79	63'02	194,302 18 2	s. d. 3 8'28	64'58	141 17 2	27,286 16 8	27,144 19 6

## CAPITAL EXPENDITURE.

The capital expenditure to 30th June, 1893, amounted to £37,462,372 3s. 1d., or an increase for the year of £377,063 4s. 8d., which was charged as follows:—

Construction of new lines and capital works on existing lines, &c. ...	£205,288 6 9
Rolling-stock—	
Engines ...	£54,557 9 0
Carriages, waggons, &c. ...	27,501 17 6
Brakes ...	5,170 11 8
	<hr/>
	87,229 18 2
General construction, including preliminary surveys and works (Melbourne to Essendon Junction) ...	84,544 19 9
	<hr/>
	£377,063 4 8

## RECAPITULATION.

The following is a general summary of the leading features of the Report, and, for purposes of ready comparison, corresponding items for 1891-2 are given:—

	1891-2.	1892-3.
Total debenture capital raised ...	£34,782,939	£35,806,977
Total yearly interest ...	£1,387,029	£1,419,925
Unspent balances of loan moneys ...	£454,703	£946,427
Amount spent on construction during the year ...	£743,683	£377,063
Total spent in construction ...	£37,085,309	£37,462,372
At an average cost per mile opened of ...	£12,775	£12,665
Total mileage open for traffic ...	2,903 miles	2,975 miles
Average mileage open for traffic ...	2,829½ "	2,933 "
Gross revenue earned ...	£3,095,122	£2,925,948
Working expenditure ...	£2,138,139	£1,850,291
<b>PROFIT ON WORKING</b> ...	<b>£956,983</b>	<b>£1,075,657</b>
<b>PERCENTAGE OF WORKING EXPENSES TO REVENUE</b> ...	<b>69.08</b>	<b>63.23</b>
Balance after paying all working expenses and interest on capital ...	Dr. £430,046	Dr. £344,268
Revenue per average mile open ...	£1,094	£998
Expenditure per average mile open ...	£756	£631
Gross earnings per train mile ...	5s. 2.91d.	5s. 5.17d.
Expenses per train mile ...	3s. 7.45d.	3s. 5.21d.

				1891-2.	1892-3.
Number of passenger journeys	...	...	...	69,546,921	58,445,075
Goods tonnage	...	...	...	3,431,578 tons	3,200,372 tons
Live stock tonnage	...	...	...	223,389 „	186,516 „
Train mileage	...	...	...	11,807,677 miles	10,775,134 miles
The Rolling-stock consisted of the following :—					
Engines in use	...	...	...	462	499
Engines in course of construction	...	...	...	48	17
Passenger vehicles in use	...	...	...	1,114	1,107
„ „ in course of construction	...	...	...	6	2
Goods vehicles in use	...	...	...	8,179	8,530
„ „ in course of construction	...	...	...	439	240
Vans and sundries in use	...	...	...	463	469
„ „ in course of construction	...	...	...	—	—
The net revenue paid on the total capital cost	...	...	...	2·58 per cent.	2·87 per cent.
„ „ total debenture capital expended	...	...	...	2·81 „	3·12 „

#### COMPARATIVE STATEMENTS.

There are several factors which affect comparisons of working between this and last year.

We have sold more old material than was disposed of last year, and have, as usual, placed the proceeds to the credit of our expenditure. Against the sum so credited there may be placed the credits to working expenses for last year, that for locomotive material returned to stock alone amounting to £17,485. The reduction in train mileage which we effected resulted in a saving during 1891-2 of about £10,000, and the increased freights and fares added a sum of at least £15,000 to the revenue. All these factors must be taken into consideration if a strictly accurate comparison is attempted.

In comparing the railway systems of Victoria and New South Wales, it has been stated that in this colony “the cost of railways was written down £200,000 each year from the moneys received from the sale of Crown lands.” This is a grave misconception. On reference to the Annual Reports it will be seen that the sums received from the Railway Loan Liquidation and Construction Account and the Land Fund Acts 812 and 1106 (amounting in the aggregate to £2,803,740) have been regularly debited year by year to the capital cost of the lines. Nothing has been received from this source for the last two years.

Comparisons of railway working are worthless if allowance is not made for the different conditions and circumstances which prevail between the systems compared. Thus a comparison between the railway systems of Victoria and New South Wales would be manifestly incorrect if the increased cost of coal, our large suburban train service, the large amounts annually charged to working for pensions and gratuities, the absence of subsidies from Government departments, and other similar factors were not taken into consideration.

It has been stated that the rates on the Victorian Railways, more especially for cereals, are higher than those in other colonies. The rates for cereals are lower in New South Wales, but their business in those commodities is of a very limited character. In South Australia, where this business may be justly compared, the rates are a trifle higher than ours.

## REVENUE.

It is a matter for regret that owing to the financial paralysis from which the colony has been suffering—emphasized during the months of May and June by the collapse of the majority of the banking institutions—the estimated revenue has not been realized. There has been a general diminution not only in passenger and goods receipts, but several of the railway contracts, notably those for advertising and refreshment leases, have been relinquished, and have had to be re-let at a considerable decrease on the amounts previously paid.

It is also calculated that an unusually large portion (estimated at the close of the financial year at 150,000 tons at least) of the last harvest is still inland, awaiting transit when market conditions improve.

While such disturbing elements exist it is, of course, impossible to frame reliable estimates.

Had the estimated revenue (£3,300,000) been reached (and at the time the estimate was framed there was every prospect of its realization) the railway deficit would have been practically extinguished.

The only item of revenue which shows an increase for the year is that of rents, and this increase is mainly due to the fact that we have largely extended the policy of leasing unoccupied lands within the railway boundaries, but not required for traffic purposes, and a considerable revenue has been derived from this source.

## LOCOMOTIVE BRANCH.

Owing to various circumstances our schemes for reorganization and retrenchment in this branch have only been very partially carried into effect. Considerable reforms have already been initiated, and others are in contemplation, which will result in large economies without impairing the efficiency of the Department.

The Locomotive Inquiry Board, in their report, have confirmed the views held by us with reference to this branch, and have made very valuable suggestions, all of which are receiving our attention.

Upon the retirement of the late Locomotive Superintendent we decided to combine the duties of that office with the charge of all the other mechanical engineering work of the Department, as a means to greater efficiency and economy in working, and this result is being rapidly attained.

*Newport Workshops.*—We have arranged that only legitimate repairs to the stock are to be effected in the shops in future. This will result in a considerable diminution of expenditure.

We do not, however, propose to dispense with the permanent staff; but their working time has already been reduced to  $5\frac{1}{2}$  days per week, and it will be necessary to place the hands on further short time until circumstances improve.

*Rolling-stock.*—Our first consideration in connexion with the rolling-stock is to have it maintained in a thoroughly efficient state, and this has been carefully attended to. The accounts of the branch show an increase in the cost of repairs to carriages and waggons when compared with 1891–2; but this is only apparent, owing to a sum of £6,750 having been credited to this item last year, being proportion of value of stores issued in excess of current requirements during several years, reference to which was made in last Annual Report.

The actual cost of repairs for 1891–2 was £128,095, against £127,581 this year.

*Light v. Heavy Engines.*—In our opinion it is desirable to have light engines where the traffic is intermittent, and powerful engines for the main lines; but the stock should be adapted to the class of work it has to perform. Engines of the American consolidation type would be suitable for nearly the whole of our lines; but in view of our present excess stock, and the absence of funds, they cannot be obtained in the meantime.

Owing to the approaching completion of contracts entered into prior to our taking office, we have a large number of suburban engines in excess of requirements; it will be necessary to alter them so that they may be utilized in other directions or dispose of them.

*Motors.*—One of the motors, originally introduced with the Rowan car, has been running between Essendon and Broadmeadows, and the other between Camberwell and Waverley. The three new motors constructed by our direction are employed on the Maffra to Briagolong, Ballarat to Lintons, and Ballarat to Buninyong lines, and the results obtained have fully answered our expectations.

*Corridor Cars.*—Two corridor cars have been built and placed on the Bendigo express service, and have given great satisfaction to the public, and other cars have been altered on the same principle. It is our intention, as soon as funds will permit, to add largely to this and the American class of rolling-stock, and future rebuilding will, as far as practicable, be in these directions.

#### REDUCTION IN MILEAGE.

In our last report we stated that, in order to effect retrenchment in the expenditure of the Department, a reduction in train mileage was imperative.

Last year's mileage would have been considerably more but for the partial stoppage of traffic by flood damages; the reduction this year amounts to 1,032,543 miles, and this saving has been effected without any material diminution of facilities. The reduction would also have been much greater but for the additional mileage run through the opening of new lines, &c. The mileage has also been increased by the addition of the Dookie and Katamatite Tramway to the railway system, and the development of an extensive and profitable seaside and country excursion traffic.

#### VICTORIAN COAL.

Coal is now being produced in Victoria in quantity and quality sufficient to largely affect outside supplies. We thoroughly realize the importance of the development of this industry, and have, consequently, given facilities for a largely increased consumption. It is too early yet to state the result from a financial point of view, but experiments are being conducted which will enable us to fix a price commensurate with its value. The rates of carriage of this coal have been reduced from 1d. to  $\frac{3}{4}$ d. per ton per mile. The rate to the consignee is  $\frac{1}{2}$ d., the Government having agreed to recoup the Department to the extent of another  $\frac{1}{4}$ d. per ton. We are of opinion, however, that the rate of 1d. per ton per mile, which is charged for all other coal, is scarcely remunerative, and we think a further subsidy should be provided by the Government, in order that the Department may not have to carry Victorian coal at a loss.

#### LIGHTING.

Considerable improvements have been effected in connexion with the lighting of the stations, semaphores, and carriages of the Department. We have tried various illuminants, and experiments are now in progress which we are assured will result in still greater advantages in this respect. A saving of over £12,000 per annum has

already been effected by the substitution of kerosene for gas, principally in signals, and in the former we have not only a much less expensive but more reliable light.

We believe that the large saving referred to will be considerably augmented when the rearrangement of this business is completed.

#### INCREASED ACCOMMODATION.

A number of carriages with improved lavatory conveniences have been placed on all the main lines, and additional necessary accommodation for passengers has been provided at a number of stations.

#### REMOVAL OF SIDINGS.

When we took office we found on inspecting the lines that there were a number of sidings in existence which were not necessary for the requirements of the traffic. The permanent-way material with which they were formed has been taken up and has been, and will be, utilized elsewhere as required.

#### MALLEE LINES.

The Warracknabeal to Beulah and the Donald to Birchip lines, both of which were opened during the year under review, are showing satisfactory results. The lines are being worked without platforms at stations, and with a minimum of siding accommodation, and the carriages in use, which have been built on the American principle, have been found to be admirably adapted to the requirements of the districts. The guard is enabled to have thorough surveillance over the traffic; the booking is done in the train; and, generally, it is found that large economies in working are effected by the adoption of this class of stock. It is our intention to apply this system of working, wherever practicable, to other lines throughout the colony.

#### ROAD COMPETITION.

Owing to the abnormal state of the colony, and the fact that labour, horses, and feed are so cheap, and that there is little or no employment for many carriers at what may be deemed their legitimate business, teams have been placed in competition with some of the lines of railway. On the Northern and Western districts, however, where the competition has been most active, the goods revenue of the Department shows an increase. The extent of the competition has not been so great as to warrant an all-round reduction in freights, but we contemplate alterations in certain directions, which, we hope, will have the effect of restoring the portion of our profitable traffic which has been transferred to the teamsters.

#### BOARD OF FINANCE AND WORKS.

In our last report we stated that we had established a Board of Finance and Works, consisting of the heads of branches and other responsible officers. Meetings have been held regularly throughout the year, and the deliberations of the Board on the various matters which came under review have been of material assistance to us, and have conserved the interests of the Department. In addition to their ordinary functions, the Board have been for some time engaged, at our request, in formulating a scheme (which is now under our consideration) for the regrading and classification of the whole of the railway service.

#### AMALGAMATION OF OFFICES, ETC.

Large economies and increased efficiency have been effected by the amalgamation of offices. Traffic and Telegraph Inspectors have been appointed and District Traffic Superintendents with their office staffs abolished. The Engineering and Loco-

motive Accountants' staffs have been amalgamated with that of the General Accountant. The Secretary's office has been re-organized, and in other branches the duties of various employés have been combined. A number of officers who were in receipt of large salaries have been retired on pension or compensation and their places filled without addition to the staff. New regulations have been framed affecting leave of absence, employés passes and privileged tickets, overtime and travelling allowances, by which a considerable retrenchment in expenditure has been effected.

Complaints from the public against the employés have been very few, and it is a matter of general comment that there has been a marked improvement in the discipline of the service.

---

When we accepted office we recognised that we had exceptionally onerous duties to perform. The Victorian Railways were equipped with a staff and service which had been more than sufficient to cope with the requirements of several years of unexampled prosperity, and we have been entrusted with the administration of the Department during a period of unparalleled depression. The first duty incumbent upon us was, and still is, to retrench in every direction consistent with the safety and requirements of the public. Our endeavour has been, and will be, to perform this necessarily unpopular duty in what we deem to be the best interests of the public and the Department.

Although we have reduced expenditure in every direction we have been careful not to do so at the expense of efficiency. The lines and rolling-stock have been well maintained, and there has been an extension in several necessary directions of interlocking and block working.

The amount paid for personal compensation claims was £4,968, but the liabilities for the year were less than half that amount, thus showing a markedly favorable comparison with the three years immediately preceding.

---

We cannot close this report without making special reference to the staff. We have had to dispense with a large number of employés, retire old and faithful officers, increase duties, reduce salaries and wages, and curtail privileges; but in face of this the officers and staff generally, recognising the exigencies of the times, have rendered us cordial assistance, and have borne the burden of retrenchment with a commendable spirit of loyalty and fortitude which we do not intend shall be forgotten when the circumstances of the colony improve.

In the Appendix will be found the reports of the Engineer-in-Chief, the Chief Mechanical Engineer, and the Engineer for Existing Lines, together with detailed statements of the Capital and Revenue Accounts, and other statistical returns.

We have the honour to be, Sir,

Your obedient servants,

R. H. FRANCIS,

W. M. KIBBLE,

K. L. MURRAY,

Railways Commissioners.

# A P P E N D I X.

---

## VICTORIAN RAILWAYS.

---

APPENDIX TO THE REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS.

---

**YEAR ENDING 30th JUNE, 1893.**

---

- No. 1.** Report of the Engineer-in-Chief.
- 2.** „ Engineer for Existing Lines.
- 3.** „ Locomotive Superintendent.
- 4.** Profit and Loss Account.
- 5.** Statement of funds obtained under loans and of expenditure charged against the same.
- 6.** Statement of receipts and expenditure on capital account.
- 7.** „ „ „ in account with the consolidated revenue.
- 8.** General balance-sheet.
- 9.** Railway Accident Fund.
- 10.** Statement of revenue and expenditure—Northern system.
- 11.** „ „ „ Western system.
- 12.** „ „ „ North-Eastern system.
- 13.** „ „ „ Eastern system.
- 14.** „ „ „ Hobson's Bay lines.
- 15.** „ „ „ Summary of all systems.
- 16.** Comparative statement for twenty-one years ending 30th June, 1893.
- 17.** Statement showing dates of opening of different sections, &c.
- 18.** Statement showing traffic at each station.
- 19.** Return of rolling-stock.
- 20.** Detail of cost of construction of each line open for traffic, highest and lowest levels, steepest gradients, &c.
- 21.** Return of accidents to persons since lines were opened for traffic.
- 22 to 24.** Statements of removals and appointments of employés.

## VICTORIAN RAILWAYS.

## No. 1.

## THE BOARD OF LAND AND WORKS (RAILWAY CONSTRUCTION BRANCH).

GENTLEMEN,

Engineer-in-Chief's Office,  
Melbourne, 12th September, 1893.

I have the honour to report that, at the 30th June, 1893, the Engineer-in-Chief's final certificate had been given on all contracts for line construction under the last general Railway Construction Act (No. 821) of 12th December, 1884. Some further accommodation works at stations, &c., may, however, be required. The branch line to Frankston Cemetery, authorized under that Act, has not been commenced.

Contractors' claims, mentioned in last Annual Report as having been referred by Messrs. Falkingham and Sons and Messrs. Bloomfield Bros. to arbitrators (in each case under protest from the Department), amounting to £67,708 9s. 11d. and £28,234 1s. 3d. respectively, have been adjudicated upon by the arbitrators, and the awards taken up by the contractors, but the Department has, under legal advice, declined to pay either the amounts of the awards or the arbitrators' costs.

Claims amounting to £74,019 3s. 5d. beyond the Engineer-in-Chief's final certificate on the line contract between Cathkin and Mansfield have been referred by the contractor, Mr. Robert Thornton, to arbitration, the Department appearing under protest. The case is now proceeding.

Claims amounting to £14,240 19s. beyond the Engineer-in-Chief's final certificate on Messrs. Buckley and Sons' contract (No. 3,711) for construction of the third section of the Great Southern Railway, between Toora and Port Albert, were referred to arbitrators on the initiative of the contractors, the Department protesting. The matter is still pending.

The two railways in the mallee district in the north-west of Victoria, which were commenced in March, 1892, were opened for public traffic throughout, as follows:—

Warracknabeal to Beulah, 22 miles, 5th January, 1893.

Donald to Birchip, 32½ miles, 28th March, 1893.

After the Way and Works had been maintained by the Board of Land and Works, but at the cost of Revenue Account, for some months, the lines were handed over for maintenance to the Railways Commissioners on the 11th July, 1893.

These two lines have been constructed at a cost per mile very much below that of any railways previously made in the colony, owing to the light and economical character of the works, the low rates for labour and materials due to the existing depression, the land being handed over to the Department free of cost, and the works being carried out under the new system of small contracts.

The railway, 16 miles in length, from Beulah to Hopetoun, for the construction of which by private enterprise Act No. 1260 was passed on the 26th September, 1892, was taken over by the Board of Land and Works from the proprietor, Mr. Edward Harewood Lascelles, of Geelong, under agreement dated 16th June, 1893, by which the Board repays Mr. Lascelles' expenditure on the line and takes over his liability in connexion therewith, including uncompleted contracts, Mr. Lascelles also transferring all land for the railway free of cost, and conveying to the Government Mallee Block No. 27, Part B, containing about 146 square miles. The agreement is subject to the ratification of Parliament within twelve months, pending which the works are being carried on, and it may be expected that this railway will be available for the traffic of the coming harvest.

Acts for the construction of new railway lines, under the *Railway Lands Acquisition Act 1893* (No. 1288), have been passed during the year, as follows:—

1292, Natimuk to Goroce, 27th February, 1893.

1293, Nathalia to Picola, 27th February, 1893.

1299, Heidelberg to Eltham, 3rd March, 1893.

Also Act 1255, dated 4th August, 1892, amending the *Coal Mines Railway Construction Act 1891* (No. 1240) by varying the route and repealing the provision for guarantee in respect of the Korumburra to Coal Creek Railway; and Act 1294, dated 27th February, 1893, still further amending the *Coal Mines Railway Construction Act 1891* by repealing the guarantee provision as to the two other railways in the original Act, viz., Korumburra to Silkstone and Strezlecki, and Korumburra to Jumbunna.

The construction of the two last-named railways was commenced in April, 1893.

The Korumburra to Coal Creek Line, three-fourths of a mile in length, constructed under Acts 1240 and 1255, was opened for public traffic on 28th October, 1892, and has since been worked and maintained by the Railways Commissioners. A short extension of this line, about 6 chains in length, has since been undertaken with a view to provide more convenient loading. This extension is within the limits prescribed by the Acts.

The Goroce Line was commenced early in May.

Steps have been taken under the *Railway Lands Acquisition Act 1893* (No. 1288) for the formation of Railway Construction Trusts in connexion with the Heidelberg to Eltham and Nathalia to Picola Railways, but until these Trusts take the necessary action for acquiring and handing over the land the construction of the lines cannot be commenced.



The following lines were under survey during the financial year ended 30th June, 1893:—

PERMANENT SURVEYS.

*Country Lines.*

Neerim South to Neerim	Alexandra-road to Alexandra
Shelbourne to Llanelly	Allansford to Nirranda
Glenrowan to Hedi	Beeac to Newtown
Natimuk to Goroke	Essendon to Bulla
Traralgon to Gormandale	Heidelberg to Eltham
Alberton to Woodside	Boort to Quambatook
Bloomfield to McDonald's Track	Ballarat Cattle Yards to Bonshaw.

*Suburban Lines.*

Prince's-bridge to Collingwood	Newmarket to Buckley-street
Prince's-bridge to Northcote	St. Kilda to Brighton.
Flemington-bridge to Pascoe Vale	

TRIAL SURVEYS.

*Country Lines.*

St. Arnaud to Rupanyup  
 Leongatha to Geachville  
 Mirboo North to Mardan, *via* Wild Dog Creek.

*Suburban Lines.*

Nil.

The field work of the whole of these surveys has been completed, and the office work is well advanced.

I have the honour to be, Gentlemen,

Your obedient servant,

F. RENNICK,

Engineer-in-Chief.

## VICTORIAN RAILWAYS.

## No. 2.

Office of Engineer of Existing Lines,  
Melbourne, 13th September, 1893.

GENTLEMEN,

I have the honour to report that during the year ended 30th June, 1893, the way and works of the Victorian Railways were efficiently maintained.

The total expenditure for the year on account of maintenance was £327,959 2s. 2d. for an average of 297 miles of double and an average of 2,636 miles of single line of way, or a total average length of 2,933 miles of line maintained, as against £412,336 9s. 4d. for an average of 291 $\frac{3}{4}$  miles of double and an average of 2,537 $\frac{1}{2}$  miles of single line of way, or a total average length of 2,829 $\frac{1}{4}$  miles of line maintained in 1891-2, being at the rate of £111 16s. 4d. in 1892-3 as compared with £145 14s. 10d. in the previous year, and £162 7s. 4d. in 1890-91. The average cost of maintenance per train mile in 1892-3 has been 7'31d., as against 8'38d. in the previous year, and 8'39d. in 1890-91.

The expenditure for stores included in the figure for this year is unusually low, owing principally to large credits having been brought to account for the sale of old material. Without these credits the cost of maintenance per mile would average about £120 per mile, and 7 $\frac{3}{4}$ d. per train mile.

There were 6 $\frac{1}{2}$  miles of way (steel rails) used for renewals during the year, as against 5 miles in 1891-2, and 12 miles in 1890-91; and the number of sleepers used for renewals and repairs was 75,774 in 1892-3, as against 68,899 in 1891-2, and 73,668 in 1890-91.

With the object of making further savings in working expenses, cattle-pits have been substituted for gates at upwards of 200 public road level crossings during the year, and the work is still proceeding. This enables the wages of gatekeepers to be saved, and the gatehouses, if not required to be removed and re-erected as quarters at stations, are let to the workmen at a small rental.

Contracts were let during the year for various accommodation works.

Progress was made with the general re-arrangement of the metropolitan station yards at Spencer-street, Flinders-street, and Prince's-bridge. Alterations were commenced to enable passenger trains to run through from Williamstown to Essendon and Brighton, and *vice versa*; these alterations, which are still in progress, include the provision of new platforms and approaches at Spencer-street and Flinders-street, and the strengthening of several bridges on the Brighton line, as well as the re-arrangement of the running lines.

The work of raising the Brighton line over Inkerman-street so as to do away with an objectionable level crossing has been completed, and new girders have been provided at the bridge over Carlisle-street. These extensive works were carried out without any stoppage of traffic.

The interlocking of points and signals at stations and junctions has been proceeded with during the year according to requirements.

The following new lines were taken over during the year for maintenance :—

Line or Section.	Length in Miles.	Dates when maintenance commenced.
Korumburra to Coal Creek ... ..	$\frac{3}{4}$	28th October, 1892
Dookie to Katamatite (taken over from Yarrawonga Shire, by whom the line was constructed and worked: the Railway Department to maintain and work it experimentally for one year)	17	22nd November, 1892
Warracknabeal to Beulah ... ..	22	5th January, 1893
Donald to Birchip ... ..	32 $\frac{1}{4}$	28th March, 1893
Total length ... ..	72	

During the past season about 3,000 tons of butter were chilled and frozen for the Department of Agriculture at the Newport freezing works, and about 40,000 sheep were frozen for export, under contract with Messrs. Turnbull, Hosson, and Co., at the same place. On 1st June, 1893, an agreement was entered into by which this firm leased the freezing works for a term of five years; this agreement is now in operation.

Owing to the lesser quantity of work in hand it has been necessary to put the workmen (other than those engaged on the permanent way) on short time, viz., 5 $\frac{1}{2}$  days a week, so as to provide work without unduly reducing the number of hands employed. This took effect in August, 1892.

Until the 10th of June last the management of this branch was in the hands of Mr. T. H. Woodroffe, who is now in charge of the Locomotive branch as Chief Mechanical Engineer.

I have the honour to be, Gentlemen,

Your most obedient servant,

C. E. NORMAN,

Engineer for Existing Lines.

The Victorian Railways Commissioners.

## VICTORIAN RAILWAYS.

## No. 3.

Locomotive Carriage and Waggon Branch,  
Chief Mechanical Engineer's Office,  
Melbourne, 8th September, 1893.

GENTLEMEN,

I have the honour to report on the operations of the Locomotive Carriage and Waggon Branch for the twelve (12) months ending 30th June, 1893, which were up to the 12th June carried out under the supervision of Mr. A. D. Smith, who, as Locomotive Superintendent, had charge of the branch.

The mileage run was as follows:—

	1892-3	1891-2
Train miles ... ..	10,775,134	11,807,677
Engine miles ... ..	13,635,721	14,932,449
Miles per engine ... ..	27,326	32,321

Two hundred and nine (209) engines, three hundred and ninety-one (391) carriages and vans, and three thousand one hundred and fifty-one (3,151) waggons have been repaired at Newport and Port Melbourne Workshops. Light repairs to 11,841 waggons have been effected at the Truck Shops at Spencer-street and Prince's-bridge, and about 60 engines have been overhauled at the country depôts, such as Ballarat, Bendigo, Maryborough, &c.

One first-class and one second-class 70-ft. corridor car for use on main lines, four second-class bogie cars, three composite bogie cars, 25 "H" and 100 "I" trucks, and one motor or light locomotive have been constructed at the shops during the year.

The workshops at Newport and Port Melbourne have been worked on short time (five and a half (5½) days of eight (8) hours each per week) since 8th August, 1892.

The total expenses of the Locomotive Branch for the year 1892-3, as compared with 1891-2, show a decrease per train mile of .33d., and a decrease per engine mile of .28d. The actual difference in expenditure, owing to reduced train mileage, working short time, &c., is £87,120, as compared with 1891-2.

During the year 31 "E" class tank engines, two motors or small locomotives, and 60 louvered waggons have been delivered by contractors and placed on the line, leaving a balance of seventeen "E" class engines and fifteen louvered waggons to be delivered during the current year.

No contracts for the construction of new vehicles of any kind, excepting the motors above referred to, have been let during the year.

I am glad to say that during the year no serious casualty occurred to any of our trains, a fact which bears testimony to the care and vigilance exercised by those concerned in the running.

The Locomotive Branch Inquiry Board, which was appointed by the Governor in Council in October, 1892, to inquire into certain matters connected with this branch, submitted their report on the 31st May, 1893.

The valuable suggestions and recommendations of the Board, especially that referring to the more efficient balancing of the engines, will be attended to.

Since the date of my appointment, 12th June, I have endeavoured to become acquainted with the working of the branch with as little delay as possible, with a view to making all possible reductions in expenditure consistent with safety and efficiency.

I have issued strict instructions for the observance of rigid economy in the use of stores and employment of labour.

The whole of the mechanical work, water supplies, repairs to interlocking, &c., formerly under the control of the Engineer of Existing Lines, have been transferred to this branch.

One of my first official acts was to review the order for tires and other material proposed to be obtained from England, which I found could be reduced in amount from £84,000 to less than £29,000. Certain crank axles which it had been intended to import have been omitted, as these can be made here, and thus give much needed employment.

By having the work of loading and unloading coal, firewood, &c., at the larger depôts, and any other suitable work, performed by contract instead of by day labour I hope to effect substantial economies.

The fact that the consumption of coal per train mile has increased more than 50 per cent. since 1882 is under investigation, with a view to ascertaining if any of the increase is due to want of economy. The Coal Test Board now sitting is, I believe, dealing with the relative merits of Victorian and Newcastle coals. I shall be glad to have their report, when a proper standard of price can be fixed.

I find several kinds of oils, equally efficient, but varying considerably in price, are used for the same purpose, whilst castor oil is used almost universally for engine lubrication. By correcting these anomalies and adopting a cheaper class of oil, obtained by tender, and by the exercise of strict economy I hope to effect a large saving in this item, and without loss of efficiency.

By the judicious cutting down and improvement of grades I am of opinion that in many cases a considerable saving in haulage can be effected, and will later on cite examples, with a view to the estimated cost of the work and the amount of saving being obtained.

The two motors or small locomotives constructed by the Phoenix Foundry Coy. and that made at Newport will be put in running at once. Their use under the conditions proposed will no doubt effect a considerable saving in working the branch lines upon which there is little traffic. There are several engines of the "N" class which could be, at little expense, adapted for the above purpose.

When funds permit and business and the extension of lines require more engines, I should recommend the Commissioners to obtain a few of the American Consolidation class, of a type which would have 25 per cent. more haulage power than the "Y" class (our most powerful engine) and yet run on any lines in the colony without injury except those laid with old 50-lb. rails.

I have the honour to be, Gentlemen,

Your obedient servant,

T. H. WOODROFFE,

Chief Mechanical Engineer.

The Victorian Railways Commissioners.

VICTORIAN RAILWAYS.

No. 4.

Dr.

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING 30TH JUNE, 1893.

Cr.

To Working Expenditure—		£	s.	d.	£	s.	d.	By Revenue—		£	s.	d.	£	s.	d.	
Maintenance and Renewals ...		327,959	2	2				Passengers ... ..	1,260,879	7	1					
Locomotive Charges (including Carriage and Waggon Repairs, &c.) ... ..		735,283	4	2				Parcels, &c. ... ..	97,859	1	8					
Traffic Charges (including Compensation) ... ..		675,149	14	1				Horses, Carriages, &c. ...	17,409	4	5					
General Charges ... ..		111,898	14	2				Mails ... ..	63,037	0	6					
					1,850,290	14	7	Rents ... ..	54,716	5	11					
To Interest on Loans ... ..		1,422,426	4	5				Miscellaneous ... ..	14,965	16	8					
Expenses on Interest Payments		24,498	13	6				Live Stock ... ..	138,945	9	4					
								Goods ... ..	1,278,135	8	5					
Less estimated Interest on unexpended balances of Loan Moneys ... ..		1,446,924	17	11				Balance (deficiency in meeting interest) ... ..						2,925,947	14	0
		27,000	0	0										344,267	18	6
					1,419,924	17	11									
					3,270,215	12	6									

20

Accountant's Branch,  
1st September, 1893.

R. SINGLETON,  
Accountant.

ROBERT GEO. KENT,  
Secretary.

## VICTORIAN RAILWAYS.

## No. 5.

STATEMENT of the Funds obtained under Current Loans for the Construction of the Victorian Railways and of the Expenditure charged against same, to the 30th June, 1893.

Dr.			Loans Current.			Expenditure on Construction charged against Loans.			Cr.			
			£	s.	d.	£	s.	d.				
Loan 32	Victoria No. 331	...	2,107,000	0	0				Expenditure on Construction of Victorian Railways, charged against Current Loans, to 30th June, 1893, including Rolling-stock, Plant, and Material, &c.	34,446,599	16	8
Loan 36	Victoria No. 439*	...	88,872	18	0							
Loan 37	Victoria No. 468	...	1,450,000	0	0							
Loan 39	Victoria No. 531	...	1,396,693	0	0							
Loan 42	Victoria No. 608	...	4,156,573	12	2							
Loan 45	Victoria No. 717	...	2,769,006	2	4							
Loan 46	Victoria No. 739	...	2,000,000	0	0							
Loan 46	Victoria No. 741	...	107,600	0	0							
Loan 47	Victoria No. 760	...	3,758,788	0	3							
Loan 48	Victoria No. 805	...	3,251,172	4	3							
Loan 49	Victoria No. 845	...	4,500,000	0	0							
Loan 51	Victoria No. 963 (Debentures Redemption Act)	...	130,000	0	0							
Loan 52	Victoria No. 989	...	2,673,913	0	11							
Loan 53	Victoria No. 1032	...	3,150,000	0	0							
Loan 54	Victoria No. 1196	...	2,226,086	19	1							
Loan 55	Victoria Nos. 1217 and 1233 (Treasury Bonds)	...	1,666,666	13	4							
Victorian Stock Act 53	Victoria No. 1015	...	219,704	17	7							
			35,652,077 7 11									
Act 42	Victoria 617, M. and H. B. Railway Debentures not yet redeemed	...	154,900	0	0				Increase of Debenture Capital, per contra ... .. 12,192 18 0			
			35,806,977 7 11						Balance unexpended ... .. 946,427 2 11			
Less	Discount and Expenses on Sale of Debentures	...	879,709	5	11							
	Deduct Net Premiums on Debentures	...	477,951	15	7							
			401,757 10 4									
			35,405,219 17 7									

\* £76,680 Debentures at 6 per cent. converted into £88,872 18s. Victorian Government Stock at 4 per cent. Increased debt, £12,192 18s. Decreased interest payable per annum, £1,045 17s. 8d.

Accountant's Branch,  
1st September, 1893.

R. SINGLETON,  
Accountant.

ROBERT GEO. KENT,  
Secretary.





## VICTORIAN RAILWAYS.

## No. 8.

<i>Dr.</i>		GENERAL BALANCE-SHEET at 30th June, 1893.				<i>Cr.</i>	
		£ s. d.		£ s. d.		£ s. d.	
To Receipts on Capital Account from Loans .. .. .	35,425,219 17 7					37,462,372 3 1	
„ Receipts from Consolidated Revenue .. .. .	9,999,476 11 7						
		45,404,626	9 2				
„ Unexpended Balance of Treasury Remittances to Agent-General—							
Capital .. .. .	16,320 19 9						
Revenue .. .. .	8,945 16 1						
		25,266	15 10			25,266	15 10
„ Sundry Creditors (including Departmental Salaries and Wages for June)—							
Capital .. .. .	11,692 11 0						
Revenue .. .. .	127,122 3 11						
		138,814	14 11				
		45,568,707	19 11				
						45,568,707	19 11
				By Expenditure on Construction of Railways	£ s. d.		
				„ Stores, Plant, and Material on hand—			
				Capital .. .. .	386,378 0 10		
				Revenue .. .. .	234,222 17 4		
						620,580	18 2
				„ Balance in hands of Agent-General for Purchase of Material—			
				Capital .. .. .	16,320 19 9		
				Revenue .. .. .	8,945 16 1		
						25,266	15 10
				„ Interest on Loans .. .. .	25,775,199 2 0		
				Less Net Revenue .. .. .	19,448,789 12 5		
						6,326,409	9 7
				„ Unadjusted Advances—			
				Capital .. .. .	20,000 0 0		
				Revenue .. .. .	130,000 0 0		
						150,000	0 0
				„ Sundry Debtors—			
				Capital .. .. .	6,656 4 8		
				Revenue .. .. .	15,741 14 4		
						22,397	19 0
				„ Balance of Loans unexpended	..		946,427 2 11
				„ Railway Accident Fund (Balance unexpended) .. .. .	..		15,253 11 4
							45,568,707 19 11

R. SINGLETON,  
Accountant.

ROBERT GEO. KENT,  
Secretary.

Accountant's Branch,  
1st September, 1893.

## VICTORIAN RAILWAYS.

## No. 9.

<i>Dr.</i>		RAILWAY ACCIDENT FUND (Act 55 Viet. No. 1250).				<i>Cr.</i>	
		£ s. d.				£ s. d.	
To Balance from 1891-2 ..		6,580	15 11	By compensation claims paid out of above Fund, as provided by Sec. 46, clause 4 (included in the working expenditure for the year) ... ..		5,608	11 1
„ Amount paid into the Railway Accident Fund, in accordance with Sec. 46, clause 2, of Act No. 1250, being 10s. per £100 received for fares for the conveyance of passengers, and charges for live-stock, goods, and parcels, from 1st July, 1892, to 30th June, 1893 ... ..		14,281	6 6	„ Balance ... ..		15,253	11 4
		20,862	2 5			20,862	2 5

R. SINGLETON,  
Accountant.

ROBERT GEO. KENT,  
Secretary.

Accountant's Branch,  
1st September, 1893.



## VICTORIAN RAILWAYS.

## No. 10.

APPROXIMATE STATEMENT of Revenue and Expenditure on the NORTHERN SYSTEM for the Year ending 30th June, 1893.

EXPENDITURE.					REVENUE.				
Miles open .. .. .	836½	Cost per Train Mile.	Per Cent. to Revenue.	Number of Passengers carried ..	1,924,381	Average per Train Mile.			
Average Miles open for the Year ..	81½			Tons of Live Stock carried ..	30,398				
Train Miles run .. .. .	2,341,030			„ Goods carried ..	873,034				
	£ s. d.	d.			£ s. d.	£ s. d.	s. d.		
Maintenance of Way and Works .. ..	77,006 1 3	7 89	10 38	Passengers .. ..	225,517 10 11				
Locomotive Charges .. .. .	129,410 5 8	13 27	17 45	Parcels, &c. .. ..	23,436 16 5				
Carriages and Waggon (Repairs and Greasing)	29,263 13 1	3 00	3 95	Horses, Carriages, and Dogs	3,335 18 1				
Traffic Charges .. .. .	151,617 6 2	15 54	20 44	Mails .. .. .	15,809 17 2				
Compensation .. .. .	494 11 1	0 05	0 06	Rents .. .. .	11,772 15 11				
General Charges .. .. .	28,310 7 5	2 90	3 82	Miscellaneous .. ..	3,329 16 0				
				Live Stock .. .. .	36,560 14 1				
				Goods .. .. .	421,820 15 3				
Total .. .. .	416,100 4 8	s. d.	56 10						
Balance .. .. .	325,483 19 2	3 6 55							
	741,584 3 10					741,584 3 10	6 4 03		

## No. 11.

APPROXIMATE STATEMENT of Revenue and Expenditure on the WESTERN SYSTEM for the Year ending 30th June, 1893.

EXPENDITURE.					REVENUE.				
Miles open .. .. .	1,018½	Cost per Train Mile.	Per Cent. to Revenue.	Number of Passengers carried ..	6,047,985	Average per Train Mile.			
Average Miles open for the Year ..	1,007½			Tons of Live Stock carried ..	25,677				
Train Miles run .. .. .	2,818,867			„ Goods carried ..	953,537				
	£ s. d.	d.			£ s. d.	£ s. d.	s. d.		
Maintenance of Way and Works .. ..	103,202 17 1	8 79	12 07	Passengers .. ..	325,604 3 8				
Locomotive Charges .. .. .	157,648 13 6	13 42	18 44	Parcels, &c. .. ..	34,003 12 9				
Carriages and Waggon (Repairs and Greasing)	34,221 11 0	2 91	4 00	Horses, Carriages, and Dogs	5,481 4 7				
Traffic Charges .. .. .	173,718 3 1	14 79	20 31	Mails .. .. .	22,756 17 2				
Compensation .. .. .	1,218 13 4	0 10	0 14	Rents .. .. .	17,389 13 4				
General Charges .. .. .	32,674 8 7	2 78	3 82	Miscellaneous .. ..	5,678 19 6				
				Live Stock .. .. .	29,909 1 4				
				Goods .. .. .	414,258 12 10				
Total .. .. .	502,684 6 7	s. d.	58 78						
Balance .. .. .	352,397 18 7	3 6 79							
	855,082 5 2					855,082 5 2	6 0 80		

## No. 12.

APPROXIMATE STATEMENT of Revenue and Expenditure on the NORTH-EASTERN SYSTEM for the Year ending 30th June, 1893.

EXPENDITURE.					REVENUE.				
Miles open .. .. .	603¼	Cost per Train Mile.	Per Cent. to Revenue.	Number of Passengers carried ..	7,284,176	Average per Train Mile.			
Average Miles open for the Year ..	597			Tons of Live Stock carried ..	81,244				
Train Miles run .. .. .	2,275,348			„ Goods carried ..	602,567				
	£ s. d.	d.			£ s. d.	£ s. d.	s. d.		
Maintenance of Way and Works .. ..	70,116 14 10	7 40	10 35	Passengers .. ..	252,014 9 2				
Locomotive Charges .. .. .	126,937 2 7	13 39	18 75	Parcels, &c. .. ..	20,298 13 10				
Carriages and Waggon (Repairs and Greasing)	28,514 5 0	3 01	4 21	Horses, Carriages, and Dogs	4,479 16 7				
Traffic Charges .. .. .	128,856 3 8	13 59	19 03	Mails .. .. .	13,558 11 1				
Compensation .. .. .	1,039 6 6	0 10	0 15	Rents .. .. .	13,185 8 9				
General Charges .. .. .	25,960 10 0	2 74	3 83	Miscellaneous .. ..	3,015 3 3				
				Live Stock .. .. .	48,427 2 4				
				Goods .. .. .	322,107 6 11				
Total .. .. .	381,424 2 7	s. d.	56 33						
Balance .. .. .	295,662 9 4	3 4 23							
	677,086 11 11					677,086 11 11	5 11 42		

## VICTORIAN RAILWAYS.

## No. 13.

APPROXIMATE STATEMENT of Revenue and Expenditure on the EASTERN SYSTEM for the Year ending 30th June, 1893.

EXPENDITURE.				REVENUE.			
Miles open .. .. .	500	Cost per Train Mile.	Per Cent. to Revenue.	Number of Passengers carried ..	14,275,627	Average per Train Mile.	
Average Miles open for the Year ..	499½			Tons of Live Stock carried ..	25,652		
Train Miles run .. .. .	2,285,772			„ Goods carried .. .. .	318,435		
	£ s. d.	d.			£ s. d.	£ s. d.	s. d.
Maintenance of Way and Works .. ..	63,165 8 6	6 63	17 98	Passengers .. .. .	196,822 6 1		
Locomotive Charges .. .. .	130,270 12 6	13 67	37 07	Parcels, &c. .. .. .	18,635 9 3		
Carriages and Waggons (Repairs and Greasing)	26,524 12 9	2 78	7 55	Horses, Carriages, and Dogs	3,964 13 2		
Traffic Charges .. .. .	119,028 17 2	12 49	33 88	Mails .. .. .	10,471 0 10		
Compensation .. .. .	3,361 14 10	0 35	0 96	Rents .. .. .	8,017 15 6		
General Charges .. .. .	13,427 16 10	1 41	3 82	Miscellaneous .. .. .	732 17 5		
				Live Stock .. .. .	23,232 8 3		
				Goods .. .. .	89,452 4 10		
				Balance .. .. .		351,328 15 4	3 0 87
Total .. .. .	355,779 2 7	s. d. 3 1 33	101 26			4,450 7 3	
						355,779 2 7	

## No. 14.

APPROXIMATE STATEMENT of Revenue and Expenditure on SOUTH SUBURBAN (late MELBOURNE and HOBSON'S BAY) Lines for the Year ending 30th June, 1893.

EXPENDITURE.				REVENUE.			
Miles open .. .. .	16½	Cost per Train Mile.	Per Cent. to Revenue.	Number of Passengers carried ..	28,912,906	Average per Train Mile.	
Average Miles open for the Year ..	16½			Tons of Live Stock carried ..	23,545		
Train Miles run .. .. .	1,053,117			„ Goods carried .. .. .	452,799		
	£ s. d.	d.			£ s. d.	£ s. d.	s. d.
Maintenance of Way and Works .. ..	14,468 0 6	3 30	4 81	Passengers .. .. .	260,920 17 3		
Locomotive Charges .. .. .	63,435 7 1	14 46	21 08	Parcels, &c. .. .. .	1,484 9 5		
Carriages and Waggons (Repairs and Greasing)	9,057 1 0	2 06	3 01	Horses, Carriages, and Dogs	147 12 0		
Traffic Charges .. .. .	95,496 4 1	21 76	31 74	Mails .. .. .	440 14 3		
Compensation .. .. .	320 14 2	0 07	0 11	Rents .. .. .	4,350 12 5		
General Charges .. .. .	11,525 11 4	2 63	3 83	Miscellaneous .. .. .	2,209 0 6		
				Live Stock .. .. .	816 3 4		
				Goods .. .. .	30,496 8 7		
Total .. .. .	194,302 18 2	s. d. 3 8 28	64 58				
Balance .. .. .	106,562 19 7						
	300,865 17 9					300,865 17 9	5 8 57

R. SINGLETON,  
Accountant.

ROBERT GEO. KENT,  
Secretary.

Accountant's Branch,  
1st September, 1893.

## VICTORIAN RAILWAYS.

## No. 15.

STATEMENT of Revenue and Expenditure on ALL SYSTEMS for the Year ending 30th June, 1893.

EXPENDITURE.						REVENUE.					
Miles open .. .. .	2,975	Cost per Train Mile.	Per Cent. to Revenue.	Number of Passengers carried .. .. .	58,445,075	Average per Train Mile.	Tons of Live Stock carried .. .. .	186,516	" Goods carried .. .. .	3,200,372	
Average Miles open for the Year .. .. .	2,933										
Train Miles run .. .. .	10,775,134										
<b>MAINTENANCE OF WAY AND WORKS:</b>											
Wages .. .. .	£ 313,560 6 5	£	s. d.								
Stores .. .. .	14,398 15 9										
		327,959	2 2	7 31							
<b>LOCOMOTIVE CHARGES:</b>											
Loco. Supdt., Inspectors, & Clerks	8,441 10 9										
Foremen .. .. .	6,525 1 9										
Drivers and Firemen .. .. .	183,066 3 9										
Cleaners .. .. .	37,056 12 1										
Coalmen .. .. .	16,510 2 10										
Sundry Labour .. .. .	20,274 16 10										
Coal and Coke .. .. .	163,220 11 7										
Wood .. .. .	4,371 0 9										
Water .. .. .	{ Wages 4,224 13 6										
	{ Stores 12,841 13 11										
Oil, Tallow, and Waste .. .. .	26,408 19 3										
Sundry Stores .. .. .	12,040 15 8										
Repairs to Engines .. .. .	{ Wages 89,499 13 1										
	{ Stores 23,220 5 7										
		607,702	1 4	13 54							
<b>CARRIAGES AND WAGGONS:</b>											
Repairs .. .. .	{ Wages 81,010 11 7										
	{ Stores 35,850 10 3										
Greasing .. .. .	{ Wages 9,768 9 3										
	{ Stores 951 11 9										
		127,581	2 10	2 84							
<b>TRAFFIC CHARGES:</b>											
Traffic Manager's Office { Wages	17,328 17 4										
Expenses .. .. .	{ Stores 1,669 5 6										
Melbourne Terminus, { Wages	33,668 9 9										
Pass. Stn. .. .. .	{ Stores 2,929 13 11										
Melbourne Terminus, { Wages	60,409 9 5										
Goods Stn. .. .. .	{ Stores 4,796 7 6										
Station-masters .. .. .	84,234 19 5										
Clerks .. .. .	30,533 17 9										
Porters, Labourers, &c. .. .. .	159,564 13 1										
Pointsmen .. .. .	56,988 10 8										
Gatekeepers .. .. .	69,206 1 3										
Guards .. .. .	51,194 11 10										
Stores for Stations .. .. .	37,618 8 2										
Advertising .. .. .	3,988 10 11										
Travelling and Incidental Expenses .. .. .	23,826 19 7										
Sundry Charges .. .. .	{ Wages 7,693 15 6										
	{ Stores 18,877 15 10										
Williamstown Pier Ex- penses .. .. .	{ Wages 4,000 10 5										
	{ Stores 185 16 4										
		668,716	14 2	14 89							
<b>COMPENSATION</b> .. .. .											
	{ Personal 4,668 1 1										
	{ Goods, &c. 1,464 18 10										
		6,432	19 11	0 14							
<b>GENERAL CHARGES:</b>											
Commissioners .. .. .	3,700 0 0										
Ex-Commissioners' Gratuities, &c. .. .. .	9,250 0 0										
*Secretary's Office .. .. .	{ Wages 5,168 9 1										
	{ Stores 666 6 9										
*Accountant's Office .. .. .	{ Wages 6,081 7 8										
	{ Stores 301 5 8										
Audit Office .. .. .	{ Wages 9,054 0 0										
	{ Stores 486 6 9										
*Stores Office .. .. .	{ Wages 5,989 0 6										
	{ Stores 744 10 10										
Telegraph Branch .. .. .	{ Wages 8,833 3 11										
	{ Stores 93 14 0										
†Superannuation Allowances .. .. .	31,747 4 7										
†Gratuities, &c. .. .. .	28,882 4 5										
		111,898	14 2	2 49							
Total .. .. .		1,850,290	14 7	3 5 21							
Balance .. .. .		1,075,656	19 5								
		2,925,947	14 0								
										2,925,947 14 0 5 5 17	

\* £5,000 debited to Capital Account. The charges against which asterisks are placed reduced *pro rata*.

† £6,999 17s. 5d. debited to Capital Account, being Allowances and Gratuities paid during the year to officers of the Board of Land and Works.

R. SINGLETON,  
Accountant.ROBERT GEO. KENT,  
Secretary.Accountant's Branch,  
1st September, 1893.

VICTORIAN RAILWAYS.

No. 16.

COMPARATIVE STATEMENT for Twenty-one Years, from 1st July, 1871, to 30th June, 1893.\*

Year.	Miles open at end of Year.	Average Miles open during the Year.	CONSTRUCTION.		ROLLING-STOCK.					Number of Passengers conveyed.	Tonnage of Goods and Live Stock conveyed.	GROSS REVENUE.				Total Train Miles Run.	Gross Receipts per Train Mile.
			Capital Cost, including Rolling-stock.	Average Cost per Mile open.	Passenger Engines.	Goods Engines.	Passenger Vehicles.	Goods and other Vehicles.	Vans and Sundries.			From Passenger, &c., Traffic.	From Goods and Live Stock Traffic.	Total.	Per Average Mile open.		
			£	£								£	£	£	£		s. d.
1871-2	313	267	10,034,772	32,060	51	41	144	1,449	115	1,508,671	489,126	236,671	400,961	637,632	2,388	1,173,434	10/10'41
1872-3	360	335	10,815,868	30,128	51	43	145	1,519	125	1,720,815	569,871	260,756	442,972	703,728	2,101	1,354,131	10/4'72
1873-4	441	414	11,557,484	26,207	52	54	160	1,641	131	2,039,030	681,710	304,073	546,969	851,042	2,056	1,667,124	10/2'52
1874-5	586	541	12,411,672	21,143	58	63	183	1,853	149	2,699,519	732,772	350,417	569,591	920,008	1,701	2,051,710	8/11'50
1875-6	620	608	13,239,405	21,354	58	63	205	1,980	149	2,978,139	928,300	388,228	606,539	994,767	1,636	2,280,092	8'8'71
1877	931	787	14,562,984	15,642	76	63	221	2,212	161	3,395,709	1,030,558	460,459	675,340	1,135,799	1,443	2,786,581	8/1'82
1878	1,035	967	15,343,240	14,824	80	68	231	2,602	161	3,829,256	960,479	515,351	701,324	1,216,675	1,258	3,095,590	7/10'33
1879	1,108	1,091	16,251,420	14,667	87	76	243	2,864	204	4,169,175	962,000	521,383	700,724	1,222,107	1,120	3,462,622	7/0'71
† 1880	1,199	1,194	18,041,295	15,047	119	78	371	3,185	226	15,999,459	1,303,215	674,890	818,027	1,492,917	1,250	4,380,802	6/9'79
† 1881	1,247	1,215	18,603,830	14,919	122	88	398	3,398	211	18,973,070	1,468,785	770,617	894,592	1,663,209	1,371	4,633,267	7/2'26
† 1882	1,355	1,300	19,746,915	14,573	126	102	456	3,720	231	22,646,489	1,684,213	835,710	945,368	1,781,078	1,370	5,069,389	7/0'32
† 1883	1,562	1,432	21,488,065	13,757	132	127	590	4,258	235	26,485,305	1,881,760	917,453	980,858	1,898,311	1,326	5,701,513	6/7'91
† 1884-5	1,676	1,655	22,914,449	13,672	144	161	701	4,511	286	34,814,002	2,272,361	1,072,708	1,109,224	2,181,932	1,318	6,849,818	6/4'45
† 1885-6	1,743	1,691	24,357,814	13,975	153	179	753	4,883	289	42,511,014	2,724,095	1,187,548	1,141,578	2,329,126	1,377	7,256,703	6/5'03
† 1886-7	1,880	1,791	26,171,609	13,921	152	194	808	5,297	336	49,219,857	2,972,761	1,259,496	1,193,582	2,453,078	1,370	7,991,378	6/1'67
† 1887-8	2,018	1,947	28,212,064	13,981	169	195	819	6,242	349	55,911,394	3,564,042	1,397,050	1,358,999	2,756,049	1,415	9,082,312	6/0'83
† 1888-9	2,197½	2,142	31,189,517	14,195	171	211	900	6,099	350	68,904,427	4,160,126	1,668,540	1,441,600	3,110,140	1,452	10,680,743	5/9'88
† 1889-90	2,469¾	2,329½	34,370,031	13,917	197	233	961	7,099	395	71,058,940	4,170,436	1,681,183	1,450,683	3,131,866	1,344	11,773,152	5/3'84
† 1890-91	2,763	2,650½	36,341,626	13,153	210	245	1,085	8,035	437	71,970,885	4,425,609	1,706,803	1,591,764	3,298,567	1,245	12,249,747	5/4'63
† 1891-2	2,903	2,829¼	37,085,309	12,775	213	249	1,114	8,179	463	69,546,921	3,654,967	1,644,315	1,450,807	3,095,122	1,094	11,807,677	5/2'91
† 1892-3	2,975	2,933	37,462,372	§ 12,665	246	253	1,107	8,530	469	58,445,075	3,386,888	1,508,867	1,417,081	2,925,948	998	10,775,134	5/5'17

\* Half-years ending 31st December, 1876, and 30th June, 1884, not included.

† The Hobson's Bay Suburban Lines included since 1880.

§ Seventeen miles, Dookie to Katamatite Tramway, not included.

No. 16.—VICTORIAN RAILWAYS.—Comparative Statement for Twenty-one Years, from 1st July, 1871, to 30th June, 1893\*—continued.

Years.	WORKING EXPENDITURE.																NET EARNINGS.				NET ANNUAL INTEREST AND CHARGES.		BALANCE AFTER PAYING WORKING EXPENSES AND NET INTEREST.		PERCENTAGE OF DEFICIT TO CAPITAL COST.
	MAINTENANCE.		LOCOMOTIVE.		CARRIAGE AND WAGGON REPAIRS, ETC.		TRAFFIC.		COMPENSATION.		GENERAL.		TOTAL WORKING COST.				NET EARNINGS.				Dr.	Cr.			
	Amount.	Per Cent. of Gross Receipts.	Amount.	Per Cent. of Gross Receipts.	Amount.	Per Cent. of Gross Receipts.	Amount.	Per Cent. of Gross Receipts.	Amount.	Per Cent. of Gross Receipts.	Amount.	Per Cent. of Gross Receipts.	Amount.	Per Cent. of Gross Receipts.	Per Train Mile.	Per Average Mile open.	Amount.	Per Average Mile open.	Per Train Mile.	Per Cent. on Capital Cost.					
1871-2	£ 69,180	10·85	£ 85,739	13·45	£ 17,615	2·76	£ 95,718	15·00	£ 1,062	0·17	£ 10,491	1·65	£ 279,804	43·88	s. d. 4·9·23	£ 1,048	£ 357,828	£ 1,340	s. d. 6·1·18	£ 3·57	£ 621,740	£ 263,912	...	2·63	
1872-3	72,083	10·25	97,822	13·90	21,250	3·02	112,455	15·98	3,353	0·48	14,327	2·03	321,291	45·66	4·8·94	959	382,437	1,142	5·7·78	3·54	621,740	239,303	...	2·21	
1873-4	74,999	8·81	121,878	14·32	29,602	3·48	136,243	16·01	769	0·09	11,224	1·32	374,715	44·03	4·5·94	905	476,327	1,150	5·8·57	4·12	618,350	142,023	...	1·23	
1874-5	130,435	14·18	148,999	16·19	33,565	3·65	154,357	16·78	1,184	0·13	13,177	1·43	481,717	52·36	4·8·35	890	438,290	810	4·3·27	3·53	676,350	238,060	...	1·92	
1875-6	128,679	12·94	153,617	15·44	39,551	3·97	162,202	16·31	1,387	0·14	13,971	1·40	499,407	50·20	4·4·57	821	495,360	815	4·4·14	3·74	676,350	180,990	...	1·37	
1877	166,581	14·66	181,078	15·94	38,702	3·41	183,736	16·18	7,687	0·67	14,697	1·29	592,481	52·16	4·3·03	753	543,318	690	3·10·79	3·73	693,200	149,882	...	1·03	
1878	155,410	12·77	204,806	16·83	45,720	3·76	192,318	15·81	10,481	0·86	16,964	1·40	625,699	51·43	4·0·52	647	590,976	611	3·9·82	3·85	732,218	141,24	...	0·92	
1879	153,514	12·56	211,479	17·31	48,572	3·97	202,418	16·56	5,310	0·44	19,331	1·58	640,624	52·42	3·8·40	587	581,483	533	3·4·30	3·58	747,707	166,224	...	1·02	
‡1880	199,042	13·33	258,491	17·32	54,372	3·64	275,790	18·47	3,086	0·21	23,294	1·56	814,075	54·53	3·8·60	682	678,842	569	3·1·19	3·76	797,029	118,187	...	0·65	
‡1881	219,599	13·19	256,990	15·43	55,421	3·32	291,920	17·54	64,995	3·90	24,647	1·48	913,572	54·86	3·11·32	752	751,637	619	3·2·93	4·04	835,818	84,181	...	0·45	
‡1882	244,626	13·73	284,713	15·99	70,478	3·95	342,680	19·24	131,728	7·40	24,374	1·37	1,098,599	61·68	4·4·01	845	682,479	525	2·8·31	3·46	882,640	200,161	...	1·01	
‡1883	376,187	19·82	334,091	17·60	77,575	4·09	383,145	20·18	53,539	2·82	49,385	2·60	1,273,921	67·11	4·5·62	890	624,389	436	2·2·28	2·91	860,000	235,611	...	1·09	
‡1884-5	281,475	12·90	402,175	18·43	90,452	4·15	442,722	20·29	14,271	0·65	46,330	2·12	1,277,425	58·54	3·8·75	772	904,507	547	2·7·69	3·95	944,086	39,579	...	0·17	
‡1885-6	275,699	11·84	415,525	17·84	83,894	3·60	469,025	20·13	14,489	0·62	51,905	2·23	1,310,538	56·26	3·7·34	775	1,018,589	602	2·9·69	4·18	957,106	...	61,483	Cr.	
‡1886-7	304,149	12·40	443,555	18·08	96,482	3·94	524,635	21·38	9,749	0·40	48,546	1·98	1,427,116	58·18	3·6·86	797	1,025,962	573	2·6·81	3·92	985,505	...	40,457	Cr.	
‡1887-8	349,342	12·68	496,982	18·03	113,604	4·12	580,611	21·07	142,562	5·17	69,918	2·54	1,753,019	63·61	3·10·32	900	1,003,030	515	2·2·51	3·56	1,056,711	53,681	...	0·19	
‡1888-9	407,525	13·10	625,540	20·11	117,010	3·76	694,346	22·33	22,121	0·71	79,295	2·55	1,045,837	62·56	3·7·72	908	1,164,303	544	2·2·16	3·73	1,130,243	...	34,060	Cr.	
‡1889-90	433,267	13·83	696,041	22·23	128,743	4·11	763,756	24·39	26,718	0·85	83,633	2·67	2,132,158	68·08	5·7·46	915	999,708	429	1·8·38	2·91	1,221,190	221,482	...	0·64	
‡1890-91	428,327	12·99	820,178	24·86	128,140	3·88	821,004	24·89	22,128	0·67	90,868	2·75	2,310,645	70·05	3·9·27	872	987,922	373	1·7·36	2·72	1,320,038	332,116	...	0·91	
‡1891-2	412,336	13·32	701,058	22·65	121,345	3·92	787,352	25·44	10,167	0·33	105,881	3·42	2,158,139	69·08	3·7·45	756	956,983	338	1·7·45	2·58	1,387,029	430,046	...	1·16	
‡1892-3	327,959	11·21	607,702	20·77	127,581	4·36	668,717	22·85	6,433	0·22	111,899	3·82	1,850,291	63·23	3·5·21	631	1,075,657	367	1·11·96	2·87	1,419,925	344,268	...	0·92	

\* Half-years ending 31st December, 1876, and 30th June, 1884, not included.

‡ The Hobson's Bay Suburban Lines included since 1880.

VICTORIAN RAILWAYS.

No. 17.

STATEMENT showing Dates of Opening and Length in Miles of the Different Sections of Victorian Railways to 30th June, 1893.

Date of Opening.	From—	To—	Length in Miles.	Authorized by Act—
1854—Sept. 13	Flinders-street ... ..	Port Melbourne ... ..	16½	16 Vict.—
1857—May 13	Flinders-street ... ..	St. Kilda ... ..		19 Vict.—
1859—Dec. 15	Flinders-street ... ..	Brighton ... ..		19.3.56
1860—Oct. 1	Richmond ... ..	Hawthorn ... ..		21 Vict. No. 42
1857—June 17	Williamstown Junction ... ..	Geelong (including Pier) ... ..		21 Vict. No. 43
1859—Jan. 17	Footscray ... ..	Williamstown Pier ... ..		21 Vict. No. 36
" Feb. 10	Melbourne ... ..	Sunbury ... ..		25 Vict. No. 150
1860—Oct. 21	Essendon Junction ... ..	Essendon ... ..		21 Vict. No. 36
1861—July 8	Sunbury ... ..	Woodend ... ..		52 Vict. No. 331
1862—April 11	North Geelong Junction ... ..	Bailarat ... ..		21 Vict. No. 36
" " 25	Woodend ... ..	Kyneton ... ..	21 Vict. No. 36	
" Oct. 21	Kyneton ... ..	Sandhurst ... ..	21 Vict. No. 36	
1864—Sept. 19	Sandhurst ... ..	Echuca ... ..	21 Vict. No. 36	
1867—Nov. 30	Newmarket Junction ... ..	Race-course ... ..	32 Vict. No. 331	
1872—April 18	Essendon ... ..	Schoolhouse-lane ... ..	32 Vict. No. 331	
" Aug. 26	Schoolhouse-lane ... ..	Seymour ... ..	32 Vict. No. 331	
" Nov. 20	Seymour ... ..	Longwood ... ..	32 Vict. No. 331	
1873—March 20	Longwood ... ..	Violet Town ... ..	32 Vict. No. 331	
" Aug. 18	Violet Town ... ..	Benalla ... ..	32 Vict. No. 331	
" Oct. 28	Benalla ... ..	Wangaratta ... ..	32 Vict. No. 331	
" Nov. 21	Wangaratta ... ..	Wodonga ... ..	32 Vict. No. 331	
1874—July 7	Castlemaine ... ..	Maryborough ... ..	35 Vict. No. 415	
" " 7	Ballarat ... ..	Creswick ... ..	35 Vict. No. 415	
" Aug. 11	Ballarat ... ..	Beanfort ... ..	35 Vict. No. 415	
" Oct. 6	Maryborough ... ..	Dunolly ... ..	35 Vict. No. 415	
" Nov. 16	Creswick ... ..	Clunes ... ..	35 Vict. No. 415	
1875—Feb. 2	Clunes ... ..	Maryborough ... ..	35 Vict. No. 415	
" April 7	Beaufort ... ..	Ararat ... ..	35 Vict. No. 415	
" July 7	Beechworth Junction ... ..	Everton ... ..	37 Vict. No. 475	
1876—Feb. 15	Ararat ... ..	Scallan's Hill ... ..	37 Vict. No. 475	
" April 14	Scallan's Hill ... ..	Stawell ... ..	37 Vict. No. 475	
" Sept. 19	Sandhurst ... ..	Bridgewater ... ..	37 Vict. No. 475	
" " 30	Everton ... ..	Beechworth ... ..	37 Vict. No. 475	
" Oct. 21	Maryborough ... ..	Avoca ... ..	37 Vict. No. 475	
" Nov. 18	Bridgewater ... ..	Inglewood ... ..	37 Vict. No. 475	
" " 25	Geelong ... ..	Winchelsea ... ..	37 Vict. No. 475	
1877—March 13	Winchelsea ... ..	Birregurra ... ..	37 Vict. No. 475	
" April 24	Ararat ... ..	Dunkeld ... ..	37 Vict. No. 475	
" June 1	Sale ... ..	Morwell ... ..	37 Vict. No. 475	
" July 27	Birregurra ... ..	Colac ... ..	37 Vict. No. 475	
" Oct. 8	Oakleigh ... ..	Bunyip ... ..	37 Vict. No. 475	
" " 29	Dunkeld ... ..	Hamilton ... ..	37 Vict. No. 475	
" Dec. 1	Moe ... ..	Morwell ... ..	37 Vict. No. 475	
" " 19	Hamilton ... ..	Portland ... ..	37 Vict. No. 475	
" " 19	Portland Station ... ..	Pier ... ..	37 Vict. No. 475	
1878—Feb. 1	Race-course Junction ... ..	Geelong Race-course ... ..	41 Vict. No. 580	
" March 1	Moe ... ..	Bunyip ... ..	41 Vict. No. 580	
" Sept. 3	Dunolly ... ..	Bealiba ... ..	41 Vict. No. 580	
" Dec. 17	Stawell ... ..	Murtoa ... ..	41 Vict. No. 580	
" " 23	Bealiba ... ..	St. Arnaud ... ..	41 Vict. No. 580	
1879—Jan. 29	Springhurst ... ..	Wahgunyah ... ..	41 Vict. No. 580	
" Feb. 5	Murtoa ... ..	Horsham ... ..	41 Vict. No. 580	
" April 2	South Yarra ... ..	Oakleigh ... ..	42 Vict. No. 604	
" May 7	Warrenheip ... ..	Gordons ... ..	41 Vict. No. 580	
" " 21	Geelong ... ..	Queenscliff ... ..	41 Vict. No. 580	
" " 20	Spencer-street ... ..	Flinders-street (connexion) ... ..	43 Vict. No. 643	
1880—Jan. 13	Mangalore ... ..	Shepparton ... ..	42 Vict. No. 603	
" " 13	Toolamba ... ..	Tatura ... ..	43 Vict. No. 636	
" Feb. 16	Carlsruhe ... ..	Trentham ... ..	42 Vict. No. 606	
" March 17	Trentham ... ..	Daylesford (including extension) ... ..	42 Vict. No. 606	
1881—June 7	Lancefield Junction ... ..	Lancefield ... ..	44 Vict. No. 671	
" Aug. 11	Race-course Junction ... ..	Pisgah ... ..	44 Vict. No. 660	
" Sept. 1	Shepparton ... ..	Nummrkah ... ..	44 Vict. No. 682	
" Dec. 19	Caulfield ... ..	Mordialloc ... ..	44 Vict. No. 682	
1882—Jan. 26	St. Arnaud ... ..	Cope Cope ... ..	44 Vict. No. 682	
" April 3	Hawthorn ... ..	Camberwell ... ..	44 Vict. No. 682	
" " 15	Inglewood ... ..	Korong Vale ... ..	44 Vict. No. 682	
" " 22	Cope Cope ... ..	Donald ... ..	44 Vict. No. 682	
" July 1	Horsham ... ..	Dimboola ... ..	44 Vict. No. 682	
" Aug. 1	Mordialloc ... ..	Frankston ... ..	44 Vict. No. 682	
" Dec. 1	Camberwell ... ..	Lilydale ... ..	44 Vict. No. 682	
" " 15	Kerang Junction ... ..	Raywood ... ..	44 Vict. No. 682	
1883—Feb. 19	Eaglehawk ... ..	Kerang Junction ... ..	44 Vict. No. 682	
" April 20	Korong Vale ... ..	Charlton ... ..	44 Vict. No. 682	
" June 14	Wodonga ... ..	Murray ... ..	44 Vict. No. 682	
" " 21	Raywood ... ..	Mitiamo ... ..	44 Vict. No. 682	
		Carried forward ... ..	1,404	

No. 17.—STATEMENT showing Dates of Opening and Length in Miles of the Different Sections of Victorian Railways to 30th June, 1893—continued.

Date of Opening.	From—	To—	Length in Miles.	Authorized by Act—
		Brought forward	1,404	
1883—July 2	Korong Vale ...	Boort ...	18	44 Vict. No. 682
" " 2	Colac ...	Camperdown ...	28	44 Vict. No. 682
" Aug. 1	Ballarat ...	Scarsdale ...	13½	44 Vict. No. 682
" Sept. 3	Benalla ...	St. James ...	20½	44 Vict. No. 682
" Oct. 1	Charlton ...	Wycheproof ...	16½	44 Vict. No. 682
" Nov. 13	Traralgon ...	Heyfield Junction ...	22½	44 Vict. No. 682
" " 16	Tallarook ...	Yea ...	23½	44 Vict. No. 682
" Dec. 17	Everton ...	Myrtleford ...	16½	44 Vict. No. 682
1884—Feb. 12	Mitiamo ...	Pyramid Hill ...	12½	44 Vict. No. 682
" " 15	Branxholme ...	Henty ...	23½	44 Vict. No. 682
" April 2	Braybrook Junction ...	Melton ...	15½	44 Vict. No. 682
" June 16	Castlemaine ...	Maldon ...	10½	44 Vict. No. 682
" Sept. 1	Henty ...	Casterton ...	8½	44 Vict. No. 682
" " 9	North Melbourne ...	Coburg ...	5	44 Vict. No. 682
" Oct. 25	Pyramid Hill ...	Kerang ...	24½	44 Vict. No. 682
" Sept. 22	Traralgon Station ...	Heyfield Junction ...	1	44 Vict. No. 682
1885—April 10	Morwell ...	Boolara ...	12	44 Vict. No. 682
" " 6	Race-course Junction ...	Williamstown Race-course ...	½	Acts 860, 889, and 962
" Sept. 8	Boolara ...	Darlimurla ...	4½	44 Vict. No. 682
1886—Jan. 1	Lal Lal Station ...	Lal Lal Race-course ...	2	48 Vict. No. 821
" " 7	Darlimurla ...	North Mirboo ...	3½	44 Vict. No. 682
" April 1	Melton ...	Parwan ...	6½	44 Vict. No. 682
" May 6	St. James ...	Yarrowonga ...	19½	48 Vict. No. 821
" " 12	Murtoa ...	Warracknabeal ...	31½	48 Vict. No. 821
" Nov. 15	Ballarat Cattle-yards Junction ...	Ballarat Cattle-yards ...	3	48 Vict. No. 821
" Dec. 22	Gordons ...	Ballan ...	7½	48 Vict. No. 821
1887—Jan. 19	Dimboola ...	Serviceton ...	62	48 Vict. No. 821
" " 19	North Creswick ...	Rocky Lead ...	12½	48 Vict. No. 821
" Feb. 16	Parwan ...	Bacchus Marsh ...	2½	48 Vict. No. 821
" March 18	Heyfield ...	Maffra ...	11	48 Vict. No. 821
" April 21	Wedderburn Junction ...	Wedderburn ...	4½	48 Vict. No. 821
" " 23	Camperdown ...	Terang ...	13½	48 Vict. No. 821
" June 1	Rocky Lead ...	Daylesford Junction ...	10½	48 Vict. No. 821
" " 1	Lubeck ...	Rupanyup ...	9½	48 Vict. No. 821
" Aug. 19	Tatura ...	Echuca ...	34½	48 Vict. No. 821
" " 25	Horsham ...	Nora-ljaha ...	20½	48 Vict. No. 821
" Sept. 2	Brighton Beach ...	Sandringham ...	2	48 Vict. No. 821
" Nov. 8	Maffra ...	Stratford ...	6	48 Vict. No. 821
" Sept. 24	Braybrook Junction ...	Newport ...	4½	48 Vict. No. 821
" Dec. 19	Hawthorn ...	Kew ...	1½	48 Vict. No. 821
1888—May 8	Royal Park Junction ...	Clifton Hill ...	2½	48 Vict. No. 821
" " 8	Nicholson-street ...	Fitzroy ...	1	48 Vict. No. 821
" " 8	Clifton Hill ...	Collingwood ...	¾	48 Vict. No. 821
" " 8	Clifton Hill ...	Alphington ...	2½	44 Vict. No. 682
" " 8	Alphington ...	Heidelberg ...	2½	48 Vict. No. 821
" " 8	Moe Junction ...	Thorpdale ...	10½	48 Vict. No. 821
" " 8	Sale Junction ...	Stratford Junction ...	9½	48 Vict. No. 821
" " 8	Stratford ...	Bairnsdale ...	32½	48 Vict. No. 821
" " 15	Lilydale ...	Yarra Flats ...	7	48 Vict. No. 821
" July 1	Bairnsdale Station ...	Bairnsdale Wharf ...	1	48 Vict. No. 821
" Oct. 1	Numurkah ...	Nathalia ...	14	48 Vict. No. 821
" " 1	Numurkah ...	Cobram ...	21½	48 Vict. No. 821
" " 1	Shepparton ...	Dookie ...	15	48 Vict. No. 821
" " 1	Kilmore Junction ...	Kilmore ...	9½	48 Vict. No. 821
" " 1	Sandhurst ...	Heathcote ...	27½	48 Vict. No. 821
" " 1	Pisgah ...	Waubra ...	13½	48 Vict. No. 821
" " 1	Frankston ...	Mornington Junction ...	4½	48 Vict. No. 821
" " 1	Dandenong (Great Southern Junction) ...	Tooradin ...	16	48 Vict. No. 821
" Nov. 20	Inglewood ...	Dunolly ...	24½	48 Vict. No. 821
" " 20	Hamilton Junction ...	Coleraine ...	23	48 Vict. No. 821
1889—March 1	Yarra Flats ...	Healesville ...	8½	48 Vict. No. 821
" Aug. 7	Maffra ...	Bragolong ...	12½	48 Vict. No. 821
" " 7	Irrewarra ...	Beac ...	8½	48 Vict. No. 821
" Sept. 10	Mornington Junction ...	Mornington ...	7½	48 Vict. No. 821
" " 10	Mornington Junction ...	Hastings ...	8	48 Vict. No. 821
" " 10	Wodonga ...	Huon-lane ...	14½	48 Vict. No. 821
" " 12	Ballarat East ...	Buinyong ...	7½	48 Vict. No. 821
" Oct. 8	Whittlesea Junction ...	Preston Reservoir ...	4½	48 Vict. No. 821
" " 8	Coburg ...	Somerton ...	7½	48 Vict. No. 821
" Nov. 12	Yea ...	Molesworth ...	10½	48 Vict. No. 821
" Dec. 3	Heathcote ...	Tooborac ...	10½	48 Vict. No. 821
" " 4	Bacchus Marsh ...	Ballan ...	17½	48 Vict. No. 821
" " 4	Ringwood ...	Ferutree Gully ...	7½	48 Vict. No. 821
" " 17	Hastings ...	Stony Point ...	6	48 Vict. No. 821
" " 23	Preston Reservoir ...	Whittlesea ...	17½	48 Vict. No. 821
1890—Feb. 4	Terang ...	Mortlake ...	13	48 Vict. No. 821
" " 4	Terang ...	Warrnambool ...	28½	48 Vict. No. 821
" " 4	Koroit ...	Warrnambool ...	9½	48 Vict. No. 821
" " 4	Koroit ...	Port Fairy (including Pier) ...	11½	48 Vict. No. 821
" March 17	Mount Moriac ...	Wensleydale ...	11½	48 Vict. No. 821
" " 24	Burnley ...	Oakleigh ...	7½	48 Vict. No. 821
" May 12	Warragul ...	Jindivick ...	8½	48 Vict. No. 821
" " 30	Kerang ...	Swan Hill ...	35	48 Vict. No. 821
" " 30	Camberwell ...	Waverley-road ...	5	48 Vict. No. 821
		Carried forward	2,467	

No. 17.—STATEMENT showing Dates of Opening and Length in Miles of the Different Sections of Victorian Railways to 30th June, 1893—*continued*.

Date of Opening.	From—	To—	Length in Miles.	Authorized by Act—
		Brought forward	2,467.	
1890—June 17	Molesworth ... ..	Cathkin ... ..	2 $\frac{3}{4}$	48 Vict. No. 821
" July 18	Huon-lane ... ..	Bolga ... ..	6 $\frac{1}{2}$	48 Vict. No. 821
" Aug. 22	Kilmore ... ..	Tooborac ... ..	20 $\frac{1}{4}$	48 Vict. No. 821
" " 22	Dunkeld ... ..	Koroit ... ..	49 $\frac{1}{4}$	48 Vict. No. 821
" " 22	Hamilton ... ..	Penshurst ... ..	19	48 Vict. No. 821
" Sept. 1	Murchison East ... ..	Rushworth ... ..	13 $\frac{1}{4}$	48 Vict. No. 821
" " 16	Cathkin ... ..	Alexandra-road ... ..	4 $\frac{1}{4}$	48 Vict. No. 821
" " 28	Sale ... ..	Canal ... ..	3 $\frac{3}{4}$	37 Vict. No. 475
" Oct. 10	Scarsdale ... ..	Linton ... ..	8	48 Vict. No. 821
" " 17	Myrtleford ... ..	Bright ... ..	18 $\frac{1}{2}$	48 Vict. No. 821
" Nov. 10	Cathkin ... ..	Merton ... ..	15 $\frac{1}{2}$	48 Vict. No. 821
" " 11	Tooradin ... ..	Loch ... ..	23 $\frac{1}{2}$	48 Vict. No. 821
" " 18	Ararat ... ..	Avoca ... ..	39 $\frac{1}{2}$	48 Vict. No. 821
1891—Jan. 15	Kyneton (Redesdale Junction) ... ..	Redesdale ... ..	16	48 Vict. No. 821
" March 24	Fairfield ... ..	Riversdale (and junction with Lilydale line)	5 $\frac{3}{4}$	48 Vict. No. 821
" " 24	Maldon (Laanecoorie Junction) ... ..	Shelbourne ... ..	9 $\frac{3}{4}$	48 Vict. No. 821
" May 7	Merton ... ..	Maindample ... ..	13 $\frac{1}{4}$	48 Vict. No. 821
" June 2	Loch ... ..	Korumburra ... ..	10	48 Vict. No. 821
" " 5	Birregurra ... ..	Forrest ... ..	19 $\frac{3}{4}$	48 Vict. No. 821
" July 23	Beechworth ... ..	Yackandandah ... ..	12 $\frac{3}{4}$	48 Vict. No. 821
" " 24	Bolga ... ..	Tallangatta ... ..	4 $\frac{3}{4}$	48 Vict. No. 821
" Oct. 6	Maindample ... ..	Mansfield ... ..	8 $\frac{3}{4}$	48 Vict. No. 821
" Dec. 17	Korumburra ... ..	Leongatha ... ..	9 $\frac{1}{4}$	48 Vict. No. 821
1892—Jan. 13	Leongatha ... ..	Port Albert ... ..	58 $\frac{1}{2}$	48 Vict. No. 821
" March 18	Rokeyby ... ..	Ncerim South ... ..	5 $\frac{1}{4}$	53 Vict. No. 1030
" April 5	Curdie's River Junction ... ..	Timboon ... ..	22 $\frac{1}{4}$	48 Vict. No. 821
" " 6	Lancefield ... ..	Kilmore ... ..	18 $\frac{1}{2}$	48 Vict. No. 821
" Oct. 28	Korumburra ... ..	Coal Creek ... ..	56 $\frac{1}{4}$	56 Vict. Nos. 1240 and 1255 (Tramway) taken over by Department
" Nov. 22	Dookie ... ..	Katamatite ... ..	17	
1893—Jan. 5	Warracknabeal ... ..	Beulah ... ..	22	56 Vict. No. 1273
" March 28	Donald ... ..	Birchip ... ..	32 $\frac{1}{4}$	56 Vict. No. 1273
		Total	2,975	

Accountant's Branch,  
1st September, 1893.

R. SINGLETON,  
Accountant.

ROBERT GEO. KENT,  
Secretary.



## VICTORIAN RAILWAYS.

## No. 18.

STATEMENT showing the Traffic at each Station for Twelve Months ending 30th June, 1893.

STATIONS.	STATION TRAFFIC, being Moiety of Outwards and Inwards Revenue from--					
	Passengers, Parcels, &c.		Goods and Live Stock.		Totals.	
	£	s. d.	£	s. d.	£	s. d.
Melbourne (Spencer-street) ... ..	321,867	3 7	312,965	7 1	634,832	10 8
North Melbourne ... ..	8,005	12 3	...	...	8,005	12 3
Arden-street ... ..	1,456	14 7	17,139	13 1	18,596	7 8
Middle Footscray ... ..	1,580	18 7	6,865	1 8	8,446	0 3
Footscray West ... ..	784	7 9	1,450	18 2	2,235	5 11
Tottenham ... ..	48	10 3	...	...	48	10 3
Braybrook Junction ... ..	719	10 0	1,934	11 11	2,654	1 11
Albion ... ..	0	16 2	...	...	0	16 2
St. Albans ... ..	172	10 4	215	13 6	388	3 10
Sydenham ... ..	293	2 5	238	17 11	532	0 4
Diggers' Rest ... ..	430	2 11	74	7 0	504	9 11
Sunbury ... ..	1,893	17 4	2,373	17 1	4,267	14 5
Lancefield Junction ... ..	731	11 0	307	13 11	1,039	4 11
Riddell's Creek ... ..	682	15 1	358	17 8	1,041	12 9
Gisborne ... ..	1,135	14 4	633	18 11	1,769	13 3
Macedon ... ..	1,523	3 3	536	8 4	2,059	11 7
Woodend ... ..	3,144	14 11	2,103	1 11	5,247	16 10
Carlsruhe ... ..	255	8 0	291	15 5	547	3 5
Kyneton ... ..	7,289	10 9	6,072	14 5	13,362	5 2
Redesdale Junction ... ..	221	11 2	289	14 6	511	5 8
Malmsbury ... ..	1,156	7 11	761	4 6	1,917	12 5
Taradale ... ..	780	4 1	295	8 4	1,075	12 5
Elphinstone ... ..	300	9 0	249	2 8	549	11 8
Chewton ... ..	601	0 7	330	6 6	931	7 1
Castlemaine ... ..	10,660	1 10	6,978	11 0	17,638	12 10
Harcourt ... ..	482	9 4	1,561	17 0	2,044	6 4
Ravenwood ... ..	271	4 9	163	4 4	434	9 1
Kangaroo Flat ... ..	520	10 9	401	15 0½	922	5 9½
Golden Square ... ..	999	7 3	3,649	0 9½	4,648	8 0½
Bendigo ... ..	45,119	5 2	33,190	14 3½	78,309	19 5½
Epsom ... ..	63	15 5	0	6 3	64	1 8
Huntly ... ..	121	18 3	65	10 4	187	8 7
Bagshot ... ..	117	10 2	316	18 9	434	8 11
Wellsford ... ..	32	16 1	31	17 3	64	13 4
Goornong ... ..	501	17 3	1,004	5 11	1,506	3 2
South Elmore ... ..	171	5 9½	563	8 8	734	14 5½
Elmore ... ..	1,650	10 6½	3,050	9 3½	4,700	19 10
Rochester ... ..	2,242	15 0	5,039	6 6	7,282	1 6
Echuca ... ..	10,969	1 1	27,529	11 8½	38,498	12 9½
Bolinda ... ..	22	7 9	...	...	22	7 9
Monegatta ... ..	81	7 3½	76	13 1½	158	0 5
North Monegatta ... ..	12	6 3	...	...	12	6 3
Romsey ... ..	809	0 0	1,380	1 4½	2,189	1 4½
Lancefield ... ..	1,436	10 5½	1,977	3 1	3,413	13 6½
Mount William ... ..	37	12 4	136	10 11	174	3 3
Goldie ... ..	31	2 5	73	12 11½	104	15 4½
Springfield ... ..	32	12 2½	24	1 3½	56	13 6
Forbes ... ..	14	5 10	2	10 3	16	16 1
*High Park ... ..	5	4 5½	0	3 11½	5	8 5
Tylden ... ..	250	12 6½	413	7 8	664	0 2½
Fern Hill ... ..	315	0 7	1,569	18 9	1,884	19 4
Trentham ... ..	1,504	15 5	3,040	5 4½	4,545	0 9½
Lyonville ... ..	255	12 3½	1,362	7 0½	1,617	19 4
Bullarto ... ..	350	7 1½	2,496	5 10½	2,846	13 0
Musk Creek ... ..	155	4 1½	1,003	14 6	1,158	18 7½
Daylesford ... ..	5,130	18 1½	3,363	16 10½	8,494	15 0
Woodburn ... ..	4	9 4½	387	2 4½	391	11 9
Graves' Siding ... ..	...	...	320	6 4	320	6 4
Sailors' Falls ... ..	118	2 1½	909	16 1	1,027	18 2½
Leonard's Hill ... ..	338	6 6½	1,287	11 5	1,625	17 11½
Wombat ... ..	73	13 8	562	7 6½	636	1 2½
Rocky Lead ... ..	268	10 1½	353	5 4½	621	15 6
Newlyn ... ..	487	1 3	3,751	4 1½	4,238	5 4½
Kingston ... ..	564	7 9½	3,056	10 10½	3,620	18 8
Allendale ... ..	2,098	2 7½	2,876	19 7½	4,975	2 3
Broomfield ... ..	314	14 7	17	19 11½	332	14 6½
De Graves ... ..	6	14 9½	0	6 3	7	1 0½
Edgecombe ... ..	12	9 5	1	10 6	13	19 11
Green Hill ... ..	17	9 2½	0	16 10½	18	6 1
East Metcalfe ... ..	21	8 7½	10	8 5	31	17 0½
Emberton ... ..	15	11 1	3	0 0½	18	11 1½
Barford ... ..	63	9 10½	40	13 3½	104	3 2

VICTORIAN RAILWAYS—No. 18.—Statement showing the Traffic at each Station, &amp;c.—continued.

STATIONS.	STATION TRAFFIC, being Moiety of Outwards and Inwards Revenue from—								
	Passengers, Parcels, &c.			Goods and Live Stock.			Totals.		
	£	s.	d.	£	s.	d.	£	s.	d.
Redesdale ... ..	326	19	0	317	19	2	644	18	2
Muckleford ... ..	43	16	3	8	11	2½	52	7	5½
Maldon ... ..	1,950	9	7	1,930	4	11½	3,880	14	6½
Bradford ... ..	7	8	6	...	...	...	7	8	6
Shelbourne ... ..	284	15	1	991	14	2	1,276	9	3
Campbell's Creek ... ..	133	13	9	106	10	10	240	4	7
Guildford ... ..	427	13	8½	532	6	0½	959	19	9
*Strangway ... ..	1	11	7½	0	11	5	2	3	0½
Newstead ... ..	686	9	11	1,512	14	9	2,199	4	8
Joyce's Creek ... ..	200	15	1½	280	13	11½	481	9	1
Moolort ... ..	193	19	6½	1,036	10	5½	1,230	10	0
Carisbrook ... ..	668	0	10½	1,695	2	2½	2,363	3	1
Maryborough ... ..	10,766	8	5½	6,235	8	3½	17,001	16	9
Simsons ... ..	27	6	6½	0	4	8½	27	11	3
Havelock ... ..	111	2	7½	64	10	10½	175	13	6
Bet Bet ... ..	186	13	3½	263	9	10	450	3	1½
Dunolly ... ..	2,038	11	5	1,848	18	2½	3,887	9	7½
Goldsborough ... ..	260	4	7	469	15	6	730	0	1
Bealiba ... ..	521	16	9½	1,256	10	8½	1,778	7	6
Emu ... ..	231	12	8½	506	9	0	738	1	8½
Carapooee ... ..	225	4	5½	2,683	2	7½	2,908	7	1
St. Arnaud ... ..	4,009	17	1	8,694	10	6½	12,704	7	7½
Sutherland ... ..	72	16	1½	349	7	5	422	3	6½
Swanwater ... ..	52	17	11½	...	...	...	52	17	11½
Cope Cope ... ..	396	13	11	2,520	10	10½	2,917	4	9½
Donald ... ..	3,334	9	5	13,859	0	1	17,193	9	6
*Lake Buloke ... ..	10	1	9	...	...	...	10	1	9
*Litchfield ... ..	18	19	8	...	...	...	18	19	8
*Massey ... ..	16	2	6	...	...	...	16	2	6
*Watchem ... ..	55	15	11	464	8	9½	520	4	8½
*Moreton Plains ... ..	20	1	10	129	14	4½	149	16	2½
*Birchip ... ..	310	8	1	4,080	14	1½	4,391	2	2½
Adelaide Lead ... ..	66	3	8	...	...	...	66	3	8
Bung Bong ... ..	102	4	7½	345	3	2½	447	7	10
Homebush ... ..	280	8	1½	336	16	1	617	4	2½
Avoca ... ..	1,288	6	10½	2,355	3	11	3,643	10	9½
Amphitheatre ... ..	205	7	7½	197	2	4	402	9	11½
Elmhurst ... ..	378	15	7½	933	0	0	1,311	15	7½
Eversley ... ..	49	13	6½	...	...	...	49	13	6½
Crowlands ... ..	94	12	6½	239	2	5½	333	15	0
Dunneworthy ... ..	12	12	11½	0	15	5	13	8	4½
Warra Yadin ... ..	7	8	4	12	6	3	19	14	7
Sulky ... ..	328	5	10½	868	1	7½	1,196	6	9
Bald Hills ... ..	184	7	10	...	...	...	184	7	10
Creswick ... ..	3,107	13	7	1,184	3	5½	4,291	17	0½
North Creswick ... ..	941	14	9½	190	2	4	1,131	17	1½
Tourello ... ..	253	11	0	196	0	6	449	11	6
Clunes ... ..	2,405	19	7	2,861	11	1½	5,267	10	8½
Talbot ... ..	1,459	3	1½	1,453	16	6	2,912	19	7½
Daisy Hill ... ..	56	8	1½	...	...	...	56	8	1½
*Waubra Junction... ..	79	13	9	...	...	...	79	13	9
Pisgah ... ..	42	0	3½	...	...	...	42	0	3½
Midas ... ..	203	6	1½	43	13	0½	246	19	2
Mount Blowhard ... ..	202	12	0½	1,351	17	4	1,554	9	4½
Learmonth ... ..	320	5	9½	830	2	0	1,150	7	9½
North Learmonth... ..	84	0	11	...	...	...	84	0	11
Addington ... ..	140	5	8½	667	0	11	807	6	7½
Waubra ... ..	563	9	4	1,220	3	5½	1,783	12	9½
Painswick ... ..	29	3	4	85	16	3½	114	19	7½
Laurie ... ..	38	6	3	102	7	8	140	13	11
Tarnagulla ... ..	515	8	10	770	17	2	1,286	6	0
Llanelly ... ..	230	19	4½	562	8	1	793	7	5½
Arnold's Bridge ... ..	107	0	11	1,235	4	7	1,342	5	6
Bullabul ... ..	42	2	1	261	11	9	303	13	10
California Gully ... ..	...	...	...	2,728	17	6½	2,728	17	6½
Eaglehawk ... ..	1,635	0	9	3,404	8	3½	5,039	9	0½
Marong ... ..	416	11	8½	129	11	1	546	2	9½
Leichardt ... ..	184	16	6	339	15	8½	524	12	2½
Derby ... ..	118	17	9	176	8	11	295	6	8
Bridgewater ... ..	1,154	6	1	3,573	15	1	4,728	1	2
Inglewood ... ..	2,902	13	5	1,773	15	7	4,676	9	0
Kurting ... ..	109	12	0½	526	13	1½	636	5	2
Glenalbyn ... ..	82	5	9½	412	5	4	494	11	1½
Wedderburn Junction ... ..	238	9	0	218	0	2½	456	9	2½
Korong Vale ... ..	818	16	9½	943	8	3½	1,762	5	1
Wychitella ... ..	153	12	8½	662	5	0	815	17	8½
Buckrabanyule ... ..	170	18	2½	633	14	3½	804	12	6
Barakee ... ..	142	4	9	948	1	5	1,090	6	2
Charlton ... ..	1,934	9	1½	4,484	3	2½	6,418	12	4
Teddywaddy ... ..	52	5	10	154	0	7½	206	6	5½
Glenloth ... ..	294	1	7½	2,478	18	8½	2,773	0	4
Fairview ... ..	67	11	0	215	3	11	282	14	11
Wycheproof ... ..	2,035	3	5	8,186	13	2½	10,221	16	7½
Wedderburn ... ..	846	12	3	1,940	5	2½	2,786	17	5½
Borong ... ..	152	11	8	663	7	11½	815	19	7½

## VICTORIAN RAILWAYS—No. 18.—Statement showing the Traffic at each Station, &amp;c.—continued.

STATIONS.	STATION TRAFFIC, being Moiety of Outwards and Inwards Revenue from—								
	Passengers, Parcels, &c.			Goods and Live Stock.			Totals.		
	£	s.	d.	£	s.	d.	£	s.	d.
Mysia	290	1	3	1,288	8	11½	1,578	10	2½
Boort	1,498	16	8½	3,814	6	3½	5,313	3	0
Myer's Flat	16	17	0½	...	...	...	16	17	0½
Sydney Flat	60	15	7	...	...	...	60	15	7
Sebastian	287	15	5½	321	13	7½	609	9	1
Raywood	494	18	2½	1,308	1	11½	1,803	0	2
Tandara	293	1	1	562	11	3½	855	12	4½
Dingee	283	2	1½	784	18	3	1,068	0	4½
Prairie	284	7	2½	842	11	0½	1,126	18	3
Mitiamo	1,095	11	5½	2,202	19	5½	3,388	10	11
Mologa	242	12	11½	773	19	2½	1,016	12	2
Pyramid Hill	1,489	8	11	3,828	2	10	5,317	11	9
Mincha	235	8	2	697	6	2	932	14	4
Macorna	635	19	7½	2,268	17	2½	2,904	16	10
Tragowel	165	8	10½	263	19	9	429	8	7½
South Kerang	64	6	7	40	10	11½	104	17	6½
Kerang	3,913	3	10½	5,789	6	6½	9,702	10	5
Reedy Lake	47	13	11	186	1	4	233	15	3
Lake Charm	239	11	4	1,075	5	10	1,314	17	2
Mystic Park	260	16	8½	603	15	1½	864	11	10
Lake Boga	449	8	3½	811	18	1	1,261	6	4½
Swan Hill	4,309	16	11	5,915	19	8½	10,225	16	7½
Strathfieldsaye	17	11	11½	3	4	4	20	16	3½
Axe Creek	75	15	1½	49	6	9½	125	1	11
Axedale	278	14	9	707	4	8	985	19	5
Knowsley	383	18	10	3,642	0	11½	4,025	19	9½
Derrinal	109	3	3½	1,243	10	6½	1,352	13	10
Heathcote	1,123	7	2½	1,699	13	3	2,823	0	5½
South Heathcote	255	14	5	1,350	19	9½	1,606	14	2½
Melvor Road	12	3	5	...	...	...	12	3	5
Tooborac	259	7	7	656	8	2	915	15	9
Pyalong	193	4	6	412	17	9	606	2	3
High Camp Plain	212	7	1	776	4	6½	988	11	7½
Moranding	49	7	2½	63	13	11	113	1	1½
Willowmavin	43	9	5	3	10	1	46	19	6
Kilmore	1,490	5	1	985	3	7½	2,475	8	8½
Bylands	54	13	1	47	2	4½	101	15	5½
Leslie	26	0	2½	105	13	5½	131	13	8
Koyuga	71	4	0	271	8	3	342	12	3
Tongala	365	3	11½	984	10	10	1,349	14	9½
Kyabram	1,134	10	4	2,676	14	7½	3,811	4	11½
Merrigum	357	9	7½	862	12	8	1,220	2	3½
Baldswinsville	228	14	2	967	1	5½	1,195	15	7½
Tatura	1,187	8	7	2,929	19	5	4,117	8	0
Hatherley	12	9	6	...	...	...	12	9	6
Laverton	1,168	14	3½	716	7	9	1,885	2	0½
Werribee	3,103	13	3	5,053	8	1½	8,157	1	4½
*Sewage Siding	173	2	0	2,036	18	5½	2,210	0	5½
Little River	459	9	2	336	5	6½	795	14	8½
Lara	512	4	1½	1,646	7	1	2,158	11	2½
Cowies' Creek	97	14	8½	...	...	...	97	14	8½
North Geelong	268	14	6	1,526	13	11	1,795	8	5
Geelong	26,044	0	5½	52,416	8	4	78,460	8	9½
Geelong Race-course	320	2	11	...	...	...	320	2	11
Moorabool	156	8	1½	32	3	8	188	11	9½
Gheringhap	127	14	7½	97	8	9	225	3	4½
Leigh Road	977	4	3½	644	17	4	1,622	1	7½
Leithbridge	398	9	11½	421	13	5½	820	3	5
Meredith	1,332	3	8	1,293	0	8½	2,625	4	4½
Elaine	522	8	6½	776	9	6½	1,298	18	1
Lal Lal	451	16	4	654	6	10½	1,106	3	2½
Lal Lal Race-course	388	7	6	...	...	...	388	7	6
Yendon	302	1	0	357	9	2½	659	10	2½
Navigators	71	2	4	...	...	...	71	2	4
Warrenheip	360	11	8½	347	2	4	707	14	0½
Ballarat East	3,201	3	10½	7,430	5	11½	10,631	9	10
Ballarat	59,860	2	3½	44,104	9	6½	103,964	11	10
Ballarat Race-course	219	10	10	...	...	...	219	10	10
Dowling Forest	46	1	5	...	...	...	46	1	5
Windermere	217	19	11½	127	11	0½	345	11	0
Burrumbeet	406	19	1½	618	12	4½	1,025	11	6
Trawalla	270	15	7½	284	9	11	555	5	6½
Beaufort	1,778	6	9	2,861	8	4	4,639	15	1
Middle Creek	179	12	1½	247	18	9½	427	10	11
Buangor	370	17	10	1,039	1	10	1,409	19	8
Dobies	101	15	2½	229	7	11	331	3	1½
Ararat	8,690	12	4½	5,972	19	2	14,663	11	6½
Armstrongs	144	19	10	114	7	6	259	7	4
Great Western	444	9	6	830	4	1½	1,274	13	7½
Stawell	7,023	13	10½	10,331	15	7½	17,355	9	6
Deep Lead	150	3	11	93	16	7½	244	0	6½
Glenorchy	520	15	8½	751	2	5½	1,271	18	2
Wal Wal	114	18	4½	2,131	14	11½	2,246	13	4
Lubeck	478	0	10½	605	1	1½	1,083	2	0
Hopefield	21	15	11	...	...	...	21	15	11

VICTORIAN RAILWAYS—No. 18.—Statement showing the Traffic at each Station, &c.—*continued.*

STATIONS.	STATION TRAFFIC, being Moiety of Outwards and Inwards Revenue from—					
	Passengers, Parcels, &c.		Goods and Live Stock.		Totals.	
	£	s. d.	£	s. d.	£	s. d.
Murtoa ... ..	4,298	17 7	3,840	17 3	8,139	14 10
Jung Jung ... ..	645	8 8	2,341	2 4	2,986	11 0
Dooen ... ..	307	1 2½	1,060	2 8½	1,367	3 11
Horsham ... ..	7,754	19 5½	7,259	9 10½	15,014	9 4
Pimpinio ... ..	232	7 1½	1,355	11 0	1,587	18 1½
Wail ... ..	160	18 10	1,209	6 9½	1,370	5 7½
Dimboola ... ..	2,937	2 3½	6,738	15 5	9,675	17 8½
Gerang Gerung ... ..	226	18 5½	1,872	3 2½	2,099	1 8
Kiata ... ..	323	15 11½	1,455	17 6½	1,779	13 6
Salisbury ... ..	97	18 6½	1,964	19 9½	2,062	18 4
Nhill ... ..	3,906	9 8½	10,742	2 2	14,648	11 10½
Tarranginnie ... ..	90	19 9½	904	19 2	995	18 11½
Diapur ... ..	285	0 2	1,871	11 1½	2,156	11 3½
Miram Piram ... ..	173	14 11½	921	10 10	1,095	5 9½
Kaniva ... ..	921	9 0	1,599	14 7½	2,521	3 7½
Lillimur ... ..	253	7 5	1,254	16 8½	1,508	4 1½
Leeor ... ..	60	16 9½	119	7 1½	180	3 11
Serviceton ... ..	3,384	16 7½	467	12 5	3,852	9 0½
South Kensington ... ..	286	6 7	1,102	2 2½	1,388	8 9½
Footscray (Suburban) ... ..	9,938	3 11	...	...	9,938	3 11
Yarraville ... ..	4,822	0 6½	5,639	6 6	10,461	7 0½
Spottiswoode ... ..	1,358	11 6	1,327	11 3½	2,686	2 9½
Newport ... ..	4,420	12 6	6,832	9 2½	11,253	1 8½
North Williamstown ... ..	3,553	10 10	827	0 8	4,380	11 6
Beach ... ..	2,210	19 5½	...	...	2,210	19 5½
Williamstown ... ..	6,850	15 7½	...	...	6,850	15 7½
Williamstown Pier ... ..	2,947	5 10	26,504	9 8½	29,451	15 6½
Williamstown Race-course ... ..	1,176	7 5½	...	...	1,176	7 5½
Brooklyn ... ..	...	...	2,928	0 7½	2,928	0 7½
Deer Park ... ..	184	8 5½	169	18 2	354	6 7½
Rockbank ... ..	168	7 7	62	0 8	230	8 3
Melton ... ..	715	6 5	541	11 4½	1,256	17 9½
Staughton's Siding ... ..	...	...	95	18 10	95	18 10
Parwan ... ..	258	13 3	76	7 9	335	1 0
Bacchus Marsh ... ..	3,058	18 5	1,822	13 7½	4,881	12 0½
Rowsley ... ..	159	18 3½	118	8 9½	278	7 1
Ingliston ... ..	202	13 2	59	2 5½	261	15 7½
Ballan ... ..	1,505	11 0½	1,911	5 9½	3,416	16 10
Bradshaw's Creek ... ..	87	6 9	2	1 7½	89	8 4½
Gordons ... ..	1,407	17 7½	596	5 1½	2,004	2 9
Millbrook ... ..	245	18 1	312	18 7	558	16 8
Wallace ... ..	530	1 3	1,351	6 1	1,881	7 4
Bungaree ... ..	371	14 7	1,162	19 2	1,534	13 9
Dunnstown ... ..	294	6 8½	1,075	13 4	1,370	0 0½
South Geelong ... ..	929	15 3½	1,084	4 2	2,013	19 5½
Moolap ... ..	51	9 8½	7	15 10½	59	5 7
Leopold ... ..	100	15 10½	35	17 6½	136	13 5
Scarsborough ... ..	20	14 6	...	...	20	14 6
Drysdale ... ..	623	1 1½	908	4 5½	1,531	5 7
Mannerin ... ..	58	6 4	49	12 11½	107	19 3½
Ocean Grove ... ..	153	11 7	...	...	153	11 7
Queenscliff ... ..	3,324	14 9½	861	0 2½	4,185	15 0
Breakwater ... ..	99	14 0	31	0 11½	130	14 11½
Connewarre ... ..	73	3 3	61	11 1½	134	14 4½
Germantown ... ..	96	5 4½	0	7 4½	96	12 9
Pettavel ... ..	115	13 2½	174	12 9	290	5 11½
Mount Moriac ... ..	282	17 6½	130	16 5½	413	14 0
Buckley's Road ... ..	108	2 9½	126	10 11½	234	13 9
Winchelsea ... ..	962	5 6	1,072	14 7½	2,035	0 1½
Birregurra ... ..	1,549	19 11	715	18 3½	2,265	18 2½
Warnecoort ... ..	137	4 1½	116	5 5	253	9 6½
Irrewarre ... ..	316	8 5	685	11 1½	1,001	19 6½
Colac ... ..	4,667	2 6½	4,134	2 9½	8,801	5 4
Larport ... ..	136	11 8	1,748	3 7½	1,884	15 3½
Pirron Yallock ... ..	312	9 1	864	4 7½	1,176	13 8½
Stoneyford ... ..	174	7 8½	153	19 5	328	7 1½
Pomborneit ... ..	173	7 4	152	16 9½	326	4 1½
Weerite ... ..	137	8 6½	684	17 0	822	5 6½
Camperdown ... ..	4,413	18 6½	4,592	12 3	9,006	10 9½
Boorcan ... ..	114	14 4½	985	1 9	1,099	16 1½
Terang ... ..	2,303	4 11	2,202	15 0½	4,505	19 11½
Garvoc ... ..	335	4 1	386	9 7½	721	13 8½
Panmure ... ..	295	18 7	284	5 1½	580	3 8½
Cudgee ... ..	106	4 9	43	4 7	149	9 4
Allansford ... ..	414	11 0	417	17 1	832	8 1
Warrnambool ... ..	9,700	10 1½	7,326	8 6½	17,026	18 8
Dennington ... ..	137	13 2	183	13 3½	321	6 5½
Illova ... ..	258	6 2	1,024	4 2	1,282	10 4
Koroit ... ..	1,714	11 7	2,316	19 11½	4,031	11 6½
Crossley ... ..	83	19 6½	13	2 11	97	2 5½
Kirkstall ... ..	71	16 5½	46	18 11	118	15 4½
Moyne ... ..	12	4 4	...	...	12	4 4
Rosebrook ... ..	69	9 8	8	2 3	77	11 11
Port Fairy ... ..	2,108	17 3½	778	0 11	2,886	18 2½
Layard ... ..	19	15 11½	201	13 4	221	9 3½

VICTORIAN RAILWAYS—No. 18.—Statement showing the Traffic at each Station, &c.—*continued.*

STATIONS.	STATION TRAFFIC, being Moiety of Outwards and Inwards Revenue from--								
	Passengers, Parcels, &c.			Goods and Live Stock.			Totals.		
	£	s.	d.	£	s.	d.	£	s.	d.
Gherang ... .. .	17	18	3½	185	3	7½	203	1	11
Wormbete ... .. .	32	0	10½	186	19	9½	219	0	8
Wensleydale ... .. .	59	7	2½	140	15	11	200	3	1½
Whoorel ... .. .	16	16	0	207	15	3½	224	11	3½
Dean's Marsh ... .. .	509	14	11	285	4	10	794	19	9
Pennyroyal ... .. .	32	3	6½	64	8	2½	96	11	9
Murroon ... .. .	49	6	6½	312	10	1½	361	16	8
Barwon Downs ... .. .	39	18	10½	160	11	0	200	9	10½
Gerangamete ... .. .	28	13	3½	59	6	6	87	19	9½
Yaugher ... .. .	43	8	0½	71	5	6	114	13	6½
Forrest ... .. .	355	8	0½	361	15	3½	717	3	4
Ondit ... .. .	186	12	1½	800	12	10	987	4	11½
Beeac ... .. .	593	14	0½	1,717	7	8	2,311	1	8½
Naroghid ... .. .	18	5	8	6	16	6	25	2	2
Cobden ... .. .	141	7	2	674	7	11	815	15	1
Glenfyne ... .. .	14	6	8½	...	...	...	14	6	8½
Timboon ... .. .	443	2	8	502	2	6	945	5	2
Koonendah ... .. .	4	7	3½	...	...	...	4	7	3½
Mortlake ... .. .	1,383	14	5½	1,619	0	9	3,002	15	2½
Warrong ... .. .	30	14	6	...	...	...	30	14	6
Woolthorpe ... .. .	35	5	5½	...	...	...	35	5	5½
Hawkesdale ... .. .	160	0	2½	...	...	...	160	0	2½
Minhamite ... .. .	58	2	10½	...	...	...	58	2	10½
Purdeet ... .. .	96	1	9	...	...	...	96	1	9
Penshurst ... .. .	1,090	1	3	1,605	18	5	2,695	19	8
Croxton East ... .. .	30	12	10½	...	...	...	30	12	10½
Yatchaw ... .. .	27	18	11	...	...	...	27	18	11
Eureka ... .. .	65	7	6	4	15	8½	70	3	2½
Mount Clear ... .. .	94	11	9½	...	...	...	94	11	9½
Buninyong ... .. .	1,245	6	7	848	2	2	2,093	8	9
Cardigan ... .. .	40	19	0	...	...	...	40	19	0
Trunk Lead ... .. .	80	7	4	2	17	5	83	4	9
Haddon ... .. .	223	12	3½	220	7	3	443	19	6½
Smythesdale ... .. .	540	0	7½	206	8	8	746	9	3½
Nintingbool ... .. .	9	13	5	...	...	...	9	13	5
Scarsdale ... .. .	323	1	10½	328	16	2½	651	18	1
Newtown ... .. .	357	11	1½	125	7	6½	482	18	8
Happy Valley ... .. .	99	8	2	...	...	...	99	8	2
Lintons ... .. .	851	2	3	916	2	3	1,767	4	6
Maroona ... .. .	185	14	8½	783	17	7	969	12	3½
Wickliffe Road ... .. .	515	1	0	607	19	9½	1,123	0	9½
Glen Thompson ... .. .	527	2	3	654	14	11½	1,181	17	2½
Dunkeld ... .. .	881	3	2	1,229	8	1½	2,110	11	3½
Moutajup ... .. .	28	5	8	...	...	...	28	5	8
Hamilton ... .. .	8,771	14	7	4,744	14	0	13,516	8	7
Branxholme ... .. .	888	2	9	600	0	8½	1,488	3	5½
Condah ... .. .	480	15	10½	203	16	4½	684	12	3
Myamyn ... .. .	38	1	4	...	...	...	38	1	4
Milltown ... .. .	159	17	6	298	0	7	457	18	1
Heywood ... .. .	681	2	2	1,331	18	9½	2,013	0	11½
Portland ... .. .	2,496	3	9	4,021	3	1½	6,517	6	10½
Portland Pier ... .. .	784	4	8½	...	...	...	784	4	8½
Bochara ... .. .	7	14	9	...	...	...	7	14	9
Wannon ... .. .	90	14	6	...	...	...	90	14	6
Hilgay ... .. .	10	19	1	...	...	...	10	19	1
Coleraine ... .. .	1,530	4	4½	2,485	6	6½	4,015	10	11
Miakite ... .. .	4	0	5	...	...	...	4	0	5
Grassdale ... .. .	104	13	6	254	9	9	359	3	3
Merino ... .. .	389	1	7½	592	12	8	981	14	3½
Henty ... .. .	136	1	9	564	2	5½	700	4	2½
Sandford ... .. .	239	19	3½	1,045	11	10½	1,285	11	2
Casterton ... .. .	2,261	17	11	2,139	11	2	4,401	9	1
Jackson's ... .. .	3	2	10½	...	...	...	3	2	10½
Rupanyup ... .. .	563	19	0	2,377	17	11½	2,941	16	11½
Coromby ... .. .	116	2	6½	756	5	8	872	8	2½
Minyip ... .. .	1,044	19	3½	3,959	0	2	5,003	19	5½
Nullan ... .. .	69	5	6	331	18	8½	401	4	2½
Sheep Hills ... .. .	684	17	4½	3,624	0	8½	4,308	18	1
Kellalac ... .. .	14	18	1½	1	16	1	16	14	2½
Warracknabeal ... .. .	6,464	15	11	25,390	17	3	31,855	13	2
*Lah ... .. .	41	8	10	1,122	11	9	1,164	0	7
*Brim ... .. .	110	17	10	2,695	2	11	2,806	0	9
*Galaquil ... .. .	62	14	6½	1,781	4	8½	1,843	19	3
*Beulah ... .. .	610	12	1	4,616	18	7	5,227	10	8
Vectis East ... .. .	89	5	9½	730	9	0½	819	14	10
Natimuk ... .. .	1,025	6	4	4,560	3	4½	5,585	9	8½
Noradjuha ... .. .	544	3	8	1,997	9	11½	2,541	13	7½
Kensington ... .. .	3,291	17	9	7,736	7	11½	11,028	5	8½
Newmarket ... .. .	5,464	0	3	58,935	15	7½	64,399	15	10½
Ascot Vale ... .. .	6,790	16	2½	...	...	...	6,790	16	2½
Moonee Ponds ... .. .	5,457	2	6½	...	...	...	5,457	2	6½
Essendon ... .. .	5,056	10	2	1,733	8	8½	6,789	18	10½
North Essendon ... .. .	119	19	1½	...	...	...	119	19	1½
Pascoe Vale ... .. .	335	8	0½	...	...	...	335	8	0½
Glenroy ... .. .	525	7	9½	50	3	10½	575	11	8

VICTORIAN RAILWAYS—No. 18.—Statement showing the Traffic at each Station, &c.—*continued.*

STATIONS.	STATION TRAFFIC, being Moiety of Outward and Inwards Revenue from—								
	Passengers, Parcels, &c.			Goods and Live Stock.			Totals.		
	£	s.	d.	£	s.	d.	£	s.	d.
Broadmeadows ... ..	469	11	4	67	17	6	537	8	10
Somerton ... ..	283	16	0	42	15	7½	326	11	7½
Craigieburn ... ..	356	2	2½	135	11	11½	491	14	2
Donnybrook ... ..	514	3	2	297	16	5½	811	19	7½
Beveridge ... ..	245	6	9	104	7	10	349	14	7
Wallan ... ..	909	7	6½	596	17	9	1,506	5	3½
Kilmore Junction ... ..	153	16	11	...	...	...	153	16	11
Wandong ... ..	549	6	4½	2,384	14	6	2,934	0	10½
Kilmore East ... ..	1,850	3	10	224	16	9	2,075	0	7
Broadford ... ..	1,171	10	2	2,156	4	10	3,327	15	0
McDougal's Siding ... ..	...	...	...	291	4	4	291	4	4
Lowry Siding ... ..	...	...	...	177	9	11½	177	9	11½
Tallarook ... ..	1,331	14	3½	1,142	19	7	2,474	13	10½
School House Lane ... ..	...	...	...	232	9	9½	232	9	9½
Seymour ... ..	9,097	9	7½	3,412	11	0	12,510	0	7½
Mangalore ... ..	811	19	6½	543	15	4	1,355	14	10½
Avenel ... ..	696	9	5	1,110	8	0	1,806	17	5
Munea ... ..	96	15	3½	2,142	15	2½	2,239	10	6
Burnt Creek ... ..	150	7	11	1,782	17	2	1,933	5	1
Longwood ... ..	744	10	8	4,230	4	7½	4,974	15	3½
Creighton ... ..	62	16	8	1,801	8	4	1,864	5	0
Euroa ... ..	2,461	11	5	4,801	2	9	7,262	14	2
Balmattam ... ..	106	13	3	616	12	0	723	5	3
Violet Town ... ..	950	11	8	1,952	13	2	2,903	4	10
Baddaginnie ... ..	249	0	11	545	18	9½	794	19	8½
Benalla ... ..	7,974	4	5	4,358	14	10½	12,332	19	3½
Winton ... ..	140	19	2	148	15	10½	289	15	0½
Glenrowan ... ..	551	15	0½	874	12	11½	1,426	8	0
Wangaratta ... ..	6,759	8	1½	6,648	1	8½	13,407	9	10
Beechworth Junction ... ..	55	9	6½	0	1	0½	55	10	7
Springhurst ... ..	774	10	8½	305	19	3½	1,140	10	0
Chiltern ... ..	1,961	13	1½	3,092	0	5	5,053	13	6½
Barnawartha ... ..	526	10	8	1,228	3	1½	1,754	13	9½
Wodonga ... ..	4,346	19	4½	10,443	18	9	14,790	18	1½
East Wodonga ... ..	1	14	2	0	11	8	2	5	10
Bonegilla ... ..	8	2	3½	...	...	...	8	2	3½
Bethanga Road ... ..	199	10	11	1,425	0	2½	1,624	11	1½
Huon Lane ... ..	252	0	7	1,260	19	10½	1,513	0	5½
Bolga ... ..	71	8	8	2	4	10	73	13	6
Tallangatta ... ..	1,374	3	3	4,324	13	4½	5,698	16	7½
Tatonga ... ..	...	...	...	356	11	8	356	11	8
Macaulay Road ... ..	717	14	5	...	...	...	717	14	5
Flemington ... ..	714	19	8½	...	...	...	714	19	8½
Royal Park ... ..	616	12	4½	...	...	...	616	12	4½
South Brunswick ... ..	789	9	7½	2,129	8	5	2,918	18	0½
Brunswick ... ..	1,304	15	5½	1,360	7	11½	2,665	3	5
Moreland ... ..	424	15	1	845	5	6	1,270	0	7
Coburg ... ..	1,425	0	9	664	13	9	2,089	14	6
Bell Park ... ..	70	1	5½	...	...	...	70	1	5½
North Coburg ... ..	138	11	4	13	2	0½	151	13	4½
Fawkner ... ..	34	4	4	...	...	...	34	4	4
Campbellfield ... ..	291	10	9	192	2	11½	483	13	8½
Campbellfield North ... ..	38	13	8½	...	...	...	38	13	8½
North Carlton ... ..	695	1	4	1,145	9	4	1,840	10	8
North Fitzroy ... ..	2,080	10	8½	1,445	5	5	3,525	16	1½
Fitzroy ... ..	198	1	0½	5,130	11	10½	5,328	12	11
Collingwood ... ..	3,051	1	1	7,403	3	1	10,454	4	2
Clifton Hill ... ..	660	19	5½	1,409	14	1½	2,070	13	7
Northcote South ... ..	240	10	6½	...	...	...	240	10	6½
Fairfield Park ... ..	574	18	10½	75	12	7½	650	11	6
Northcote ... ..	318	19	11	...	...	...	318	19	11
Middle Northcote ... ..	242	10	2	848	10	0½	1,091	0	2½
Croxton ... ..	247	19	0	651	7	7	899	6	7
Thornbury ... ..	191	17	3½	...	...	...	191	17	3½
Preston, Bell-street ... ..	470	15	4	1,681	5	10½	2,152	1	2½
Preston, Murray-road ... ..	376	11	9½	...	...	...	376	11	9½
Preston, Regent-street ... ..	615	16	11	...	...	...	615	16	11
Preston Reservoir ... ..	322	7	9	...	...	...	322	7	9
Thomastown ... ..	127	1	10½	35	16	4	162	18	2½
Epping ... ..	292	5	5	268	2	7	560	8	0
South Morang ... ..	287	6	10½	88	18	8	376	5	6½
South Yan Yean ... ..	517	11	9½	130	1	5	647	13	2½
Yan Yean ... ..	358	12	11½	139	3	9	497	16	8½
Whittlesea ... ..	970	14	7	549	14	11½	1,520	9	6½
Traawool ... ..	159	19	11	...	...	...	159	19	11
Kerrisdale ... ..	116	14	7	...	...	...	116	14	7
Homewood ... ..	129	11	6	...	...	...	129	11	6
Yea ... ..	1,357	15	4	1,773	4	2½	3,130	19	6½
Cheviot ... ..	50	17	4	212	15	10	263	13	2
Balham ... ..	27	7	2½	5	17	2	33	4	4½
Molesworth ... ..	201	16	5½	271	9	4	473	5	9½
Cathkin ... ..	268	6	9	53	14	6	322	1	3
Alexandra Road ... ..	1,124	14	0	1,546	5	5	2,670	19	5
Yarek ... ..	214	14	5	446	2	11	660	17	4
Kanumbra ... ..	101	2	3½	169	8	10½	270	11	2

VICTORIAN RAILWAYS—No. 18.—Statement showing the Traffic at each Station, &c.—continued.

STATIONS.	STATION TRAFFIC, being Moiety of Outwards and Inwards Revenue from—								
	Passengers, Parcels, &c.			Goods and Live Stock.			Totals.		
	£	s.	d.	£	s.	d.	£	s.	d.
Merton	385	14	6½	384	11	1	770	5	7½
Woodfield	51	0	4½	71	2	11	122	3	3½
Bonnie Doon	442	2	11½	654	10	10½	1,096	13	10
Maindample	234	1	10	365	2	9½	599	4	7½
Mansfield	2,116	15	0½	3,909	5	10½	6,026	0	11
Tabilk	299	11	9	1,934	6	8½	2,233	18	5½
Nagambe	1,435	5	6½	3,779	2	5	5,214	7	11½
Wahring	281	9	0	474	14	7	756	3	7
Murchison East	1,241	12	6	1,797	8	8	3,039	1	2
Arcadia	364	16	7	818	0	1½	1,182	16	8½
Toolamba	964	4	7	411	5	4½	1,375	9	11½
Mooroopna	1,339	5	11	2,129	17	8½	3,469	3	7½
Shepparton	5,135	14	1½	5,285	12	1½	10,421	6	3
Congupna Road	158	19	2	569	13	10½	728	13	0½
Tallygaroopna	390	7	0	1,698	0	3	2,088	7	3
Wunghnu	488	3	4	1,741	1	2½	2,229	4	6½
Numurkah	3,410	8	0	4,134	4	11	7,544	12	11
Katunga	283	7	6½	1,824	15	2½	2,108	2	9
Strathmerton	401	3	3	2,271	4	2	2,672	7	5
Yarroweyah	700	19	11	2,389	4	9	3,090	4	8
Cobram	1,343	10	4½	4,103	19	3½	5,447	9	8
Murchison	642	10	9½	2,222	15	2½	2,865	6	0
Waranga	135	5	4	2,599	19	0	2,735	4	4
Rushworth	1,142	11	0½	4,538	14	4	5,681	5	4½
Pine Lodge	107	13	11	469	8	9½	577	2	8½
Cosgrove	147	12	2½	750	17	7	898	9	9½
Dookie	1,034	8	2½	1,859	3	11½	2,893	12	2
*Yabba South	8	1	2	5	6	2	13	7	4
*Yabba North	23	7	8½	393	1	6½	416	9	3
*Younnmitte	30	3	6	264	2	7	294	6	1
*Katamatite	124	2	8½	1,306	7	0	1,430	9	8½
Waaiia	340	4	11½	1,653	0	4	1,993	5	3½
Nathalia	2,518	2	8½	6,954	16	6½	9,472	19	3
Goorambat	214	13	3	1,539	9	10	1,754	3	1
Nooramunga	40	7	6	9	1	4	49	8	10
Devenish	294	2	1	748	11	0½	1,042	13	1½
St. James	665	11	10½	1,837	12	9½	2,503	4	8
Tungamah	882	11	8	2,669	11	11½	3,552	3	7½
Telford	337	13	7	2,045	2	11	2,382	16	6
Yarrawonga	2,557	4	2	6,619	2	6	9,176	6	8
Londrigans	16	2	6½	...	...	...	16	2	6½
Tarrawingee	417	5	9	828	11	3½	1,245	17	0½
Everton	525	7	2	638	17	10	1,164	5	0
Lee's Crossing	37	15	7	...	...	...	37	15	7
Beechworth	4,396	8	7	4,873	15	10½	9,270	4	5½
Wooragee	32	13	1	...	...	...	32	13	1
Yackandandah	421	12	7½	1,163	7	1	1,584	19	8½
Brookfield	8	16	11	...	...	...	8	16	11
Bowman's Forest...	178	3	0	439	15	0½	617	18	0½
Palmerston	40	14	1	...	...	...	40	14	1
Myrtleford	819	13	9	1,228	0	8½	2,047	14	5½
Owen's Vale	35	14	8½	...	...	...	35	14	8½
Eurobin	33	17	1½	...	...	...	33	17	1½
Porepunkah	115	16	3	...	...	...	115	16	3
Bright	1,813	9	8½	1,898	16	5½	3,712	6	2
Lilliput	21	16	5	31	10	5½	53	6	10½
Rutherglen	2,430	6	4½	6,797	17	4	9,228	3	8½
Wahgunyah	3,440	0	7½	6,081	10	0	9,521	10	7½
Show Grounds	428	1	8½	403	19	9½	832	1	6
Flemington Race-course	4,341	10	11½	...	...	...	4,341	10	11½
Melbourne (Prince's-bridge)	119,637	11	4	3,268	15	5½	122,906	6	9½
Hawksburn	8,000	1	3½	22	16	11½	8,022	18	3
Toorak	3,822	17	11½	5,003	19	6	8,826	17	5½
Armadale	6,436	10	0½	...	...	...	6,436	10	0½
Malvern	6,681	9	3	1,148	7	5	7,829	16	8
Caulfield	7,924	1	0½	376	0	3	8,300	1	3½
Rosstown	474	7	3	83	6	7½	557	13	10½
Murrumbena	882	0	1	111	3	7½	993	3	8½
Oakleigh	4,377	4	10	627	3	7½	5,004	8	5½
Clayton's	453	17	7½	310	2	7½	764	0	3
Spring Vale	714	16	4	277	1	5½	991	17	9½
Dandenong	5,001	4	0	1,440	9	1½	6,441	13	1½
Hallam's Road	123	7	10	22	13	3½	146	1	1½
Narre Warren	642	19	5½	441	10	7	1,084	10	0½
Berwick ...	1,184	10	5½	817	1	9	2,001	12	2½
Beaconsfield	859	0	7	247	18	8	1,106	19	3
Officer	169	6	5½	129	2	4½	298	8	10
Pakenham	1,099	2	11	679	0	4	1,778	3	3
Nar-nar-noon	392	3	7½	589	12	9	981	16	4½
Tynong	205	4	3½	68	4	0	273	8	3½
Garfield	166	8	6½	224	11	5½	391	0	0
Jefferson's Siding ..	...	...	...	83	16	6	83	16	6
Bunyip	577	15	1	267	4	11½	845	0	0½
Longwarry	501	14	7½	1,426	4	2	1,927	18	9½
Jrouin	1,705	17	3½	1,371	16	4½	3,077	13	8

VICTORIAN RAILWAYS—No. 18.—Statement showing the Traffic at each Station, &c.—*continued.*

STATIONS.	STATION TRAFFIC, being Moiety of Outwards and Inwards Revenue from—								
	Passengers, Parcels, &c.			Goods and Live Stock.			Totals.		
	£	s.	d.	£	s.	d.	£	s.	d.
Warragul	5,717	6	0½	2,546	14	11½	8,264	1	0
Bloomfield	354	11	10½	232	8	11½	587	0	10
Darnum	280	15	7	484	13	3½	765	8	10½
Yarragon	641	3	2	400	11	2	1,041	14	4
Trafalgar	493	16	2	330	1	5	823	17	7
Moe	1,455	13	0½	1,226	17	10½	2,682	10	11
Morwell	1,965	13	2½	1,419	16	8	3,385	9	10½
Traralgon	3,101	5	10½	1,903	19	9½	5,005	5	8
Loy Yang	36	5	10	30	9	5	66	15	3
Flynn's Creek	305	7	9½	1,071	13	5	1,377	1	2½
Rosedale	1,028	1	6	1,157	5	11½	2,185	7	5½
Fulham	14	13	5	...	...	...	14	13	5
Sale	6,547	11	3	3,710	10	11½	10,258	2	2½
Montgomery	6	1	2	...	...	...	6	1	2
Stratford	1,009	1	11	625	1	2½	1,634	3	1½
Munro	104	6	0½	36	14	4	141	0	4½
Fernbank	199	18	4	407	0	7½	606	18	11½
Lindenow	738	3	2½	1,836	0	0½	2,574	3	3
Hillside	98	14	2½	191	1	1½	289	15	4
Bairnsdale	6,814	3	8½	4,123	6	8½	10,937	10	5
Glen Huntly	453	16	2	149	8	0½	603	4	2½
North Road	597	10	3½	93	0	9½	690	11	1
McKinnon	412	13	5½	...	...	...	412	13	5½
East Brighton	837	13	7½	326	7	4½	1,164	1	0
South Brighton	625	16	9½	171	9	7½	797	6	5
Highett	491	14	7	40	6	7½	532	1	2½
Cheltenham	1,902	3	4	250	19	0½	2,153	2	4½
Mentone	2,699	5	10½	176	7	2½	2,875	13	1
Mordialloc	4,365	7	10	188	3	5½	4,553	11	3½
Carrum	274	4	7½	27	11	10½	301	16	6
Frankston	2,388	12	6½	1,196	10	3	3,585	2	9½
Langwarrin	118	19	9	86	11	6½	205	11	3½
Mornington Junction	316	16	11½	147	15	8	464	12	7½
Moorooduc	105	12	9½	54	0	11	159	13	8½
Mornington	2,038	9	9½	299	4	11	2,337	14	8½
Somerville	289	7	0½	438	6	0½	727	13	1
Tyabb	185	14	6½	161	8	0	347	2	6½
Hastings	546	13	9½	476	1	6½	1,022	15	4
Bittern	449	6	5	367	11	9½	816	18	2½
Crib Point	76	7	10½	15	8	0	91	15	10½
Stony Point	641	5	6	65	8	5	706	13	11
Heyington	239	12	4	...	...	...	239	12	4
Kooyong	212	7	10½	...	...	...	212	7	10½
Toorong	353	7	5	125	12	9	479	0	2
Gardiner	347	7	11	...	...	...	347	7	11
Glen Iris	257	17	6½	39	15	9½	297	13	4
Darling	200	4	9	...	...	...	200	4	9
Waverley	226	6	9	28	17	8	255	4	5
Riversdale	288	5	6	2	10	2½	290	15	8½
Hartwell	468	12	10½	76	0	2½	544	13	1
Ashburton	429	8	9½	30	19	0½	460	7	10
Lyndhurst	89	12	7½	170	1	4½	259	14	0
Cranbourne	879	17	8½	590	3	9	1,470	1	5½
Clyde	360	15	3	147	13	5	508	8	8
Tooradin	195	7	1	56	8	11½	251	16	0½
Koo-Wee-Rup	681	5	8½	408	6	10½	1,089	12	7
Koo-Wee-Rup West	27	16	6½	...	...	...	27	16	6½
Monomeith	147	18	2	273	7	6	421	5	8
Caldermeade	163	3	3	275	15	4	438	18	7
Lang Lang	630	2	2	686	10	3½	1,316	12	5½
Nyora	576	7	1	770	5	4	1,346	12	5
Loch	784	0	2	458	19	5	1,242	19	7
Jeetho	240	19	1	264	13	11	505	13	0
Bena	216	0	9½	379	7	4	595	8	1½
Whitelaw	129	6	4½	84	18	3½	214	4	8
Korumburra	2,380	16	1	2,843	2	1	5,223	18	2
Kardella	157	15	1½	104	18	10	262	13	11½
Ruby	104	12	5½	75	0	2½	179	12	8
Leongatha	1,552	7	1½	1,711	19	2	3,264	6	3½
Travelling S.M. (Great Southern line)	281	16	5	2,051	11	5½	2,333	7	10½
†Koonwarra	78	10	7½	...	...	...	78	10	7½
†Tarwin	112	0	9	...	...	...	112	0	9
†Meeniyah	122	7	6½	...	...	...	122	7	6½
†Stony Creek	86	13	3	...	...	...	86	13	3
†Buffalo Creek	69	9	4½	...	...	...	69	9	4½
†Boys	13	19	6	...	...	...	13	19	6
†Fish Creek	110	17	1½	...	...	...	110	17	1½
†Hoddle Range	19	18	6	...	...	...	19	18	6
†Foster	839	18	3½	425	13	11	1,265	12	2½
Franklin River	44	4	3	...	...	...	44	4	3
Toora	593	1	4½	323	0	2½	916	1	7
Agnes River	50	10	4½	...	...	...	50	10	4½
Welshpool	187	13	11½	63	7	8½	251	1	8
Hedley	50	17	0	47	15	8	98	12	8
Mason's Siding	25	5	6	...	...	...	25	5	6



## VICTORIAN RAILWAYS—No. 18.—Statement showing the Traffic at each Station, &amp;c.—continued.

STATIONS.	STATION TRAFFIC, being Moiety of Outwards and Inwards Revenue from—								
	Passengers, Parcels, &c.			Goods and Live Stock.			Totals.		
	£	s.	d.	£	s.	d.	£	s.	d.
Gelliondale	78	1	3	13	2	3	91	3	6
Alberton	1,012	12	4	1,812	18	8	2,825	11	0
Port Albert	754	2	2½	324	4	7	1,078	6	9½
Lillico	7	10	1	...	...	...	7	10	1
Bravington	17	11	7½	8	14	5	26	6	0½
Buln Buln	184	9	2½	330	11	9½	515	1	0
Rokeby	114	16	0	28	9	10	143	5	10
Crossover	50	4	11	...	...	...	50	4	11
Neerim South	533	8	10	869	14	1	1,403	2	11
Coalville	417	16	1	292	2	8	709	18	9
Narracan	249	9	4½	304	1	6	553	10	10½
Thorpdale	517	2	4½	1,933	2	1½	2,450	4	6
Hazelwood	20	7	4	8	15	11½	29	3	3½
Yinnar	320	10	6	588	12	7½	909	3	1½
Boolara	329	1	1½	433	14	3	762	15	4½
Darlimurla	155	5	0½	568	5	4	723	10	4½
North Mirboo	803	3	8	2,060	10	10	2,863	14	6
Glengarry	284	5	2	519	8	9½	803	13	11½
Toongabbie	803	18	6	1,624	8	4½	2,428	6	10½
Cowwarr	388	17	9	964	5	9	1,353	3	6
Dawson	69	11	6½	27	11	9½	97	3	4
Heyfield	609	5	5½	786	18	6	1,396	3	11½
Tinamba	461	11	10	1,711	1	8	2,172	13	6
Maffra	1,423	14	4½	2,286	13	1	3,710	7	5½
Boisdale	41	13	3	...	...	...	41	13	3
Bushy Park	35	0	8½	...	...	...	35	0	8½
Briagolong	345	16	6½	697	14	4	1,043	10	10½
Glenferrie	9,735	1	3	...	...	...	9,735	1	3
Auburn	8,986	1	1	...	...	...	8,986	1	1
Camberwell	9,453	9	0	1,391	1	9	10,844	10	9
Canterbury	2,732	12	10½	229	2	2	2,961	15	0½
Surrey Hills	2,699	19	1	396	5	9	3,096	4	10
Mont Albert	554	10	9½	...	...	...	554	10	9½
Box Hill	3,246	7	2½	434	9	2½	3,680	16	5
Blackburn	859	5	2½	1,262	12	8½	2,121	17	11
Tunstall	377	5	2½	44	1	10½	421	7	1
Mitcham	689	14	5	224	6	11½	914	1	4½
Ringwood	846	6	6½	161	9	11½	1,007	16	6
Croydon	523	14	3½	234	6	10½	758	1	2
Mooroolbark	253	4	5½	189	3	4½	442	7	10
Lilydale	2,706	7	7	2,230	10	5½	4,936	18	0½
Coldstream	291	15	6	159	5	1½	451	0	7½
Yering	472	13	9	135	1	2½	607	14	11½
Yarra Glen	1,037	4	6	866	11	7½	1,903	16	1½
Tarrawarra	111	16	3	128	1	7½	239	17	10½
Healesville	2,474	11	1	789	8	9	3,263	19	10
Barker's Road	1,035	13	7½	...	...	...	1,035	13	7½
Kew	5,550	19	7	835	16	11	6,386	16	6
Alphington	444	3	7½	394	11	7	838	15	2½
Ivanhoe	468	2	7	17	16	5½	485	19	0½
Heidelberg	1,798	9	9½	304	5	10	2,102	15	7½
Fulham Grange	30	10	1½	...	...	...	30	10	1½
Willmere	38	7	10	...	...	...	38	7	10
East Kew	28	3	11½	...	...	...	28	3	11½
Deepdene	49	4	2	...	...	...	49	4	2
Shenley	37	8	8	...	...	...	37	8	8
Bayswater	408	14	4	205	10	1½	614	4	5½
Lower Fern Tree Gully	356	14	0	139	4	0	495	18	0
Upper Fern Tree Gully	1,302	16	0	167	13	2½	1,470	9	2½
Melbourne (Flinders-street)	72,329	11	0½	...	...	...	72,329	11	0½
Montague	851	1	9½	...	...	...	851	1	9½
Port Melbourne North	1,686	9	11	...	...	...	1,686	9	11
Graham-street	1,527	18	10	...	...	...	1,527	18	10
Port Melbourne	9,139	13	3½	24,588	12	8	33,728	5	11½
South Melbourne	3,720	6	1	...	...	...	3,720	6	1
Albert Park	7,297	0	9½	...	...	...	7,297	0	9½
Middle Park	2,293	14	2	...	...	...	2,293	14	2
St. Kilda	7,409	12	11½	1,286	4	5	8,695	17	4½
Richmond	13,308	14	1½	...	...	...	13,308	14	1½
South Yarra	12,267	3	10½	...	...	...	12,267	3	10½
Prahran	7,400	19	11	...	...	...	7,400	19	11
Windsor	8,961	15	9½	3,742	4	5	12,704	0	2½
Balaclava	6,081	15	11	...	...	...	6,081	15	11
Elsternwick	8,226	9	8½	522	15	0½	8,749	4	9
North Brighton	6,822	17	10	1,036	12	1½	7,859	9	11½
Middle Brighton	5,566	3	2	858	15	3	6,424	18	5
Brighton Beach	5,811	10	0	...	...	...	5,811	10	0
Hampton	494	19	6	...	...	...	494	19	6
Sandringham	2,375	19	7	199	14	7	2,575	14	2
East Richmond	4,294	14	4½	...	...	...	4,294	14	4½
Burnley	3,752	1	2	4,325	17	3	8,077	18	5
Hawthorn	7,107	7	3	1,121	14	11	8,229	2	2
Beaumaris	1,095	0	0½	...	...	...	1,095	0	0½
Sandown Park	933	7	4	...	...	...	933	7	4
Aspendale Park	1,307	10	0½	...	...	...	1,307	10	0½

VICTORIAN RAILWAYS—No. 18.—Statement showing the Traffic at each Station, &c.—*continued.*

STATIONS.	STATION TRAFFIC, being Moiety of Outwards and Inwards Revenue from—								
	Passengers, Parcels, &c.			Goods and Live Stock.			Totals.		
	£	s.	d.	£	s.	d.	£	s.	d.
Cowes ... ..	183	14	9	...	...	...	183	14	9
San Remo ... ..	150	19	9	...	...	...	150	19	9
Traffic derived from Deniliquin and Moama Stations ... ..	1,980	10	10½	11,858	16	5	13,839	7	3½
Traffic derived from South Australian Stations	20,663	18	11	1,681	19	11	22,345	18.	10
Traffic derived from New South Wales Stations	26,436	19	8½	13,066	15	9	39,503	15	5½
Traffic derived from Queensland Stations ...	1,119	7	4½	...	...	...	1,119	7	4½
Steamer <i>Gem</i> ... ..	1,580	13	1½	...	...	...	1,580	13	1½
Totals ... ..	1,508,866	16	3	1,417,080	17	9	2,925,947	14	0

NOTE.—This return is prepared from the information available in this office. If goods are way-billed to other stations, the minor station is not credited with the traffic.

\* These stations were open for traffic for only portion of the year.

† For goods, live stock, and parcels at these stations see Travelling S.M., Great Southern Line.

H. KENT,  
Traffic Auditor.

Traffic Audit Office,  
16th September, 1893.





## VICTORIAN RAILWAYS.

## No. 20.

STATEMENT showing the Cost of EACH LINE, THE TOTAL LENGTH OF WHICH WAS OPEN FOR TRAFFIC, at 30th June, 1893, with Average Cost per Mile, &c.

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.	
	Double.	Single.	Total.	Highest.	Lowest.		Total.	Average per Mile.
	Miles.	Miles.	Miles.	Feet.	Feet.	Feet.	£	£
<b>NORTHERN SYSTEM.</b>								
Melbourne to Bendigo (exclusive of works, Melbourne to Essendon Junction) ... ..	100½	...	100½	1,902	18	1 in 50	4,795,936	47,602
Bendigo to Echuca (including Bridge over River Murray at Echuca) ... ..	...	55½	55½	758	314	1 " 52	683,372	12,369
Lancefield Junction to Lancefield ... ..	...	14½	14½	1,675	1,072	1 " 40	64,244	4,431
Carlsruhe to Daylesford ... ..	½	22½	22½	2,469	1,791	1 " 50	165,115	7,258
Castlemaine to Dunolly ... ..	...	47½	47½	948	579	1 " 40	373,253	7,858
Dunolly to St. Arnaud ... ..	...	33	33	943	611	1 " 50	162,542	4,926
St. Arnaud to Donald ... ..	...	23½	23½	868	374	1 " 50	97,128	4,090
Castlemaine (Maldon Junction) to Maldon ... ..	...	10½	10½	1,177	890	1 " 40	61,467	5,997
Ballarat to Maryborough ... ..	...	42½	42½	1,525	732	1 " 40	274,863	6,467
Waubra Junction to Pisgah (Ballarat Race-course) ... ..	...	2	2	1,508	1,466	1 " 50	7,401	3,701
Maryborough to Avoca ... ..	...	15	15	885	721	1 " 40	62,107	4,140
Bendigo to Inglewood ... ..	...	30	30	779	443	1 " 43	163,358	5,445
Inglewood to Charlton ... ..	...	42½	42½	639	422	1 " 50	173,179	4,051
Charlton to Wycheproof ... ..	...	16½	16½	521	356	1 " 50	86,758	5,258
Korong Vale to Boort ... ..	...	18	18	459	296	1 " 50	73,314	4,073
Eaglehawk to Kerang ... ..	...	73½	73½	742	255	1 " 43	294,921	3,999
Toolamba to Tatura ... ..	...	7	7	385	371	1 " 100	28,096	4,014
Lancefield to Kilmore ... ..	...	18½	18½	1,734	1,160	1 " 40	120,607	6,519
Kilmore Junction to Bendigo (Cattle Siding) ... ..	...	68	68	1,450	526	1 " 50	391,114	5,752
Kyneton (Redesdale Junction) to Redesdale ... ..	...	16	16	1,636	973	1 " 50	90,893	5,681
North Creswick to Daylesford (Junction) ... ..	...	23½	23½	2,292	1,429	1 " 40	171,395	7,293
Maldon (Laanecoorie Junction) to Shelbourne ... ..	...	9½	9½	1,126	649	1 " 50	70,108	7,191
Inglewood to Dunolly ... ..	...	24½	24½	794	457	1 " 50	95,774	3,870
Wedderburn Junction to Wedderburn ... ..	...	4½	4½	660	554	1 " 50	17,934	3,776
Kerang to Swan Hill ... ..	...	35	35	286	225	1 " 100	157,025	4,486
Tatura to Echuca ... ..	...	34½	34½	377	320	1 " 122	154,588	4,449
Pisgah to Waubra ... ..	...	13½	13½	1,533	1,341	1 " 60	70,743	5,145
Donald to Birchip ... ..	...	32½	32½	394	330	1 " 100	48,631	1,496
<b>WESTERN SYSTEM.</b>								
Footscray to Williamstown (and Piers) ... ..	6	...	6	66	8	1 in 100	493,013	82,169
Newport to Geelong (including Williamstown Race-course Branch) ... ..	1½	37½	39½	113	11	1 " 81	1,174,938	29,745
North Geelong to Ballarat ... ..	53½	...	53½	1,725	47	1 " 52	1,893,988	34,841
Geelong (Queenscliff Junction) to Queenscliff ... ..	...	20½	20½	264	10	1 " 50	111,993	5,397
Geelong to Colac (including Geelong Race-course Branch) ... ..	...	52½	52½	469	10	1 " 50	326,363	6,216
Colac to Camperdown ... ..	...	28	28	569	405	1 " 50	126,746	4,527
Warrenheip to Gordons ... ..	...	13	13	1,940	1,707	1 " 50	115,912	8,916
Ballarat to Ararat ... ..	...	54	57	1,517	960	1 " 44	401,834	7,050
Ararat to Stawell ... ..	...	18½	18½	1,086	761	1 " 50	151,590	8,085
Stawell to Horsham (including cost of line to quarries) ... ..	...	54	54	761	423	1 " 50	317,040	5,871
Horsham to Dimboola ... ..	...	21½	21½	477	361	1 " 50	100,224	4,716
Ballarat (Scarsdale Junction) to Scarsdale ... ..	...	13½	13½	1,516	1,157	1 " 50	59,778	4,512
Ararat to Hamilton ... ..	...	66½	66½	1,028	572	1 " 50	318,631	4,791
Hamilton to Portland ... ..	...	54	54	606	11	1 " 40	281,890	5,220
Branxholme to Casterton ... ..	...	32	32	572	149	1 " 40	176,266	5,508
Braybrook Junction to Parwan ... ..	...	21½	21½	466	119	1 " 50	253,796	11,669
Braybrook Junction to Newport ... ..	...	4½	4½	110	48	1 " 92	26,766	5,635
Lal Lal Race-course Branch ... ..	...	2	2	1,539	1,532	1 " 112	11,490	5,745
Parwan to Gordons ... ..	...	27½	27½	1,877	341	1 " 48	339,297	12,338
Ballarat East to Buninyong ... ..	...	7½	7½	1,626	1,436	1 " 40	64,753	8,634
Ballarat Cattle-yards Branch ... ..	...	3	3	1,523	1,446	1 " 60	12,896	4,299
Scarsdale to Linton ... ..	...	8	8	1,189	1,022	1 " 40	77,443	9,680
Avoca to Ararat ... ..	...	39½	39½	1,215	763	1 " 50	173,783	4,400
Lubeck to Rupanyup ... ..	...	9½	9½	487	455	1 " 147	45,076	4,745
Murtoa to Warracknabeal ... ..	...	31½	31½	464	360	1 " 66	143,092	4,579
Horsham to Noradjuha ... ..	...	20½	20½	488	395	1 " 50	80,471	3,974
Dimboola to Serviceton (cost includes 1½ miles constructed beyond Serviceton) ... ..	...	62	62	631	315	1 " 50	376,844	6,078
Mount Moriac to Wensleydale ... ..	...	11½	11½	752	361	1 " 50	39,661	3,525
Birregurra to Forrest ... ..	...	19½	19½	579	363	1 " 40	147,602	7,474
Irrewarra to Beac ... ..	...	8½	8½	432	390	1 " 66	47,385	5,415
Camperdown to Warrnambool ... ..	...	42½	42½	550	13	1 " 50	338,194	7,958
Camperdown (Curdie's River Junction) to Timboon ... ..	...	22½	22½	673	52	1 " 40	111,815	5,025
Terang to Mortlake ... ..	...	13	13	447	414	1 " 60	55,450	4,265
Koroit to Warrnambool ... ..	...	9½	9½	245	19	1 " 50	82,036	8,635
Koroit to Port Fairy ... ..	...	11½	11½	208	11	1 " 60	91,876	8,167
Dunkeld to Koroit ... ..	...	49½	49½	834	207	1 " 60	177,716	3,608
Hamilton to Peshurst ... ..	...	19	19	727	590	1 " 60	77,568	4,083
Hamilton (Coleraine Junction) to Coleraine ... ..	...	23	23	668	301	1 " 40	110,103	4,787
Warracknabeal to Beulah ... ..	...	22	22	359	288	1 " 80	37,369	1,625

No. 20.—STATEMENT showing the Cost of each Line, &c.—continued.

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.	
	Double.	Single.	Total.	Highest.	Lowest.		Total.	Average per Mile.
	Miles.	Miles.	Miles.	Feet.	Feet.	Feet.	£	£
<b>NORTH-EASTERN SYSTEM.</b>								
Essendon Junction to Essendon (including Race-course Line) ... ..	5	...	5	148	14	1 in 67	154,634	30,927
Essendon to Wodonga ... ..	61	121	182	1,147	105	1 " 50	2,064,443	11,343
Wodonga to River Murray ... ..	...	2½	2½	538	312	1 " 75	36,047	16,021
Tallaroek to Yea ... ..	...	23½	23½	698	488	1 " 40	151,149	6,364
Mangalore to Shepparton ... ..	...	45	45	499	372	1 " 100	254,743	5,661
Shepparton to Numurkah ... ..	...	20½	20½	376	348	1 " 206	78,434	3,826
Benalla to St. James ... ..	...	20½	20½	583	450	1 " 75	77,724	3,791
Wangaratta (Beechworth Junction) to Beechworth ... ..	...	23	23	1,831	502	1 " 30	159,883	6,951
Everton to Myrtleford ... ..	...	16½	16½	989	581	1 " 40	76,519	4,638
Springhurst to Wahgunyah ... ..	...	14	14	623	454	1 " 50	68,858	4,918
North Melbourne to Coburg ... ..	5	...	5	202	13	1 " 50	203,738	40,747
Yea to Mansfield and Alexandra-road ... ..	...	55½	55½	1,304	557	1 " 40	332,189	5,959
Murchison East to Rushworth ... ..	...	13½	13½	476	391	1 " 80	71,741	5,414
Shepparton to Dookie ... ..	...	15	15	500	372	1 " 100	53,686	3,579
Numurkah to Cobram ... ..	...	21½	21½	376	355	1 " 165	80,502	3,744
Numurkah to Nathalia ... ..	...	14	14	356	335	1 " 330	51,601	3,686
St. James to Yarrowonga ... ..	...	19½	19½	514	414	1 " 50	95,132	4,817
Myrtleford to Bright ... ..	...	18½	18½	1,004	688	1 " 50	109,348	5,911
Beechworth to Yackandandah ... ..	...	12½	12½	1,912	981	1 " 30	96,565	7,574
Wodonga to Tallangatta ... ..	...	25½	25½	726	530	1 " 40	187,737	7,362
Coburg to Somerton ... ..	...	7½	7½	530	202	1 " 50	72,597	9,680
Royal Park to Clifton Hill ... ..	...	2	2	136	103	1 " 50	154,373	56,136
Fitzroy Branch ... ..	...	1	1	119	85	1 " 79	76,812	76,812
Fitzroy (Whittlesea Junction) to Whittlesea ... ..	1¼	20¼	22	639	119	1 " 50	243,815	11,083
Dookie to Katamatite ... ..	...	17	17	490	383	1 " 69	...	...
<b>EASTERN SYSTEM.</b>								
Spencer and Flinders streets connexion by viaduct ... ..	¾	...	¾	33	17	1 in 40	138,804	111,603
South Yarra to Oakleigh ... ..	6½	...	6½	184	22	1 " 50	274,628	40,686
Oakleigh to Sale ... ..	10	109	119	513	8	1 " 50	1,043,717	8,771
Traralgon to Heyfield ... ..	...	23¼	23¼	262	93	1 " 50	121,465	5,224
Hawthorn to Lilydale ... ..	11½	8½	20½	484	41	1 " 40	346,560	17,114
Caulfield to Frankston ... ..	10¼	9½	20	166	10	1 " 50	175,128	8,756
Morwell to North Mirboo ... ..	...	20	20	784	184	1 " 40	153,695	7,685
Mornington Junction to Mornington ... ..	...	7¾	7¾	194	60	1 " 50	60,534	7,811
Frankston to Stony Point ... ..	...	18½	18½	327	10	1 " 50	102,575	5,545
Dandenong (Great Southern Junction) to Port Albert ... ..	...	117¼	117¼	746	10	1 " 40	871,469	7,433
Warragul to Neerim South ... ..	...	13½	13½	681	349	1 " 40	123,469	9,146
Moe to Thorpdale ... ..	...	10¾	10¾	798	219	1 " 40	116,609	10,847
Sale to Stratford (Junction) ... ..	...	9½	9½	64	33	1 " 66	42,626	4,608
Heyfield to Bairnsdale ... ..	...	50¾	50¾	296	9	1 " 50	258,977	5,103
Maffra to Briagolong ... ..	...	12¼	12¼	238	109	1 " 50	52,767	4,308
Ringwood to Upper Ferntree Gully ... ..	...	7½	7½	436	314	1 " 40	58,837	7,845
Lilydale to Healesville ... ..	...	15¼	15¼	351	230	1 " 40	210,686	13,815
Oakleigh to Fairfield Park ... ..	...	10¾	10¾	249	72	1 " 50	297,780	27,700
Burnley to Waverley-road ... ..	...	7¼	7¼	111	33	1 " 60	171,640	23,674
Hawthorn to Kew ... ..	...	1¼	1¼	119	41	1 " 40	72,796	58,237
Brighton to Sandringham ... ..	2	...	2	58	20	1 " 97	71,601	35,801
Collingwood to Heidelberg ... ..	...	5¼	5¼	196	68	1 " 50	188,547	35,914
Korumburra to Coal Creek ... ..	...	¾	¾	735	630	1 " 30	5,069	3,802
Hobson's Bay Lines (including works, Prince's-bridge to Chapel-street) ... ..	16½	...	16½	53	9	1 " 74	1,897,854	115,021

Gauge of lines, 5 feet 3 inches in all cases.

R. SINGLETON,  
Accountant.

ROBERT GEO. KENT,  
Secretary.

Accountant's Branch,  
1st September, 1893.

## No. 21.

RETURN of Accidents and Injuries to Life and Limb, from the Opening of the Lines for Traffic to 30th June, 1893.

Year.	Passengers Killed or Injured.				Servants of the Department or of Contractors Killed or Injured.				Persons Killed or Injured at Crossings.		Trespassers.		Miscellaneous.		Total.	
	From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.									
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1859	...	...	...	...	1	...	2	...	...	...	3	...	...	...	6	...
1860	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	2
1861	...	...	...	...	...	...	3	2	...	...	...	...	...	...	3	2
1862	...	19	...	...	...	1	4	8	1	1	1	1	...	1	6	31
1863	...	2	...	1	1	...	5	5	...	...	3	2	...	...	9	10
1864	...	...	...	...	...	...	1	7	...	...	...	1	...	1	1	9
1865	...	...	...	...	...	...	1	18	...	...	4	1	...	...	5	19
1866	...	...	...	...	1	1	2	...	...	...	1	1	...	...	4	2
1867	...	...	...	...	...	3	1	5	...	...	...	1	...	...	1	9
1868	...	...	...	...	...	...	...	...	...	...	2	...	...	...	2	...
1869	...	...	...	...	...	...	2	...	...	...	1	...	1	...	4	...
1870	...	...	...	...	...	4	1	...	...	...	1	...	...	...	2	4
1871	...	...	...	...	...	...	2	1	...	...	2	1	2	1	6	3
1872	...	28	...	2	...	1	...	1	...	...	3	...	...	...	3	32
1873	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	1
1874	...	...	...	...	4	...	...	1	1	...	4	...	1	...	10	1
1875	...	...	...	...	...	6	6	1	...	...	4	1	1	...	11	8
1876	...	1	...	1	3	4	10	15	2	...	6	5	2	1	23	27
1877	...	36	1	...	3	3	10	5	...	1	8	2	...	2	22	49
1878	...	22	...	3	...	6	7	5	2	...	6	1	1	3	16	40
1879	...	7	...	2	1	11	8	20	2	3	9	1	1	1	21	45
1880	...	5	...	...	...	1	7	7	3	2	6	3	2	2	18	20
1881	4	46	4	4	...	1	14	10	3	...	8	2	1	1	34	64
1882	1	210	1	5	...	13	22	25	3	1	9	2	2	5	38	261
1883	...	67	5	8	...	7	10	12	5	2	10	1	2	4	32	101
*1884	1	44	...	9	4	10	2	21	...	2	3	1	...	3	10	90
1884-5	...	13	1	23	...	10	12	46	7	5	14	9	2	10	36	116
1885-6	...	3	1	33	1	17	15	101	5	6	14	4	2	27	38	191
1886-7	4	266	...	24	2	16	14	43	5	3	25	3	...	3	50	358
1887-8	...	18	2	34	...	15	22	84	8	2	13	10	...	6	45	169
1888-9	1	116	4	82	4	24	23	107	7	5	37	12	2	12	78	358
1889-90	1	20	8	115	9	49	21	186	7	5	22	13	6	13	74	401
1890-91	...	19	3	82	7	60	14	133	9	6	37	8	2	37	72	345
1891-2	1	37	5	86	1	63	14	115	3	7	21	13	7	21	52	342
1892-3	...	17	...	117	...	33	6	111	2	7	19	7	2	34	29	326
Total ...	13	997	35	632	42	359	261	1,096	75	58	296	106	39	188	761	3,436

\* Six months.

R. SINGLETON,  
Accountant.

ROBERT GEO. KENT,  
Secretary.

Accountant's Branch,  
1st September, 1893.

## VICTORIAN RAILWAYS.—ACT 1135, SECTION 58.

## No. 22.

## STATEMENT OF APPOINTMENTS OF EMPLOYEES.

## QUARTER ENDING 30th SEPTEMBER, 1892.

Name in Full.	Date of Birth.	Office at First—		Date of Entry.	By-law.	Salary or Wages.
		Branch.	Position.			
Behan, Grace ... ..	14.4.68	Existing Lines	Office-cleaner ...	23.9.92	70	3s. 4d. per day
Coleman, Elizabeth ... ..	12.3.42	"	Gatekeeper ...	1.7.92	70	4s. "
Day, Mary A. ... ..	"	"	Office-cleaner ...	4.7.92	70	3s. 4d. "
Holmes, Elizabeth ... ..	15.9.62	"	Gatekeeper ...	1.8.92	70	4s. "
Johnston, Georgina ... ..	21.2.69	"	Office-cleaner ...	1.9.92	70	3s. 4d. "
Strapp, Esther ... ..	20.1.47	"	Gatekeeper ...	22.3.92	70	4s. "

## QUARTER ENDING 31st DECEMBER, 1892.

Dickson, Mary ... ..	2.5.46	Existing Lines	Gatekeeper ...	16.11.92	70	4s. 6d. per day
Meaney, Alicia ... ..	31.5.70	"	" ...	14.10.92	70	4s. "
Moloney, Thomas John ... ..	19.11.68	Traffic ...	" ...	16.12.92	70	5s. 6d. "
Sherman, Mary ... ..	28.3.38	Existing Lines	" ...	1.10.92	70	4s. "

## QUARTER ENDING 31st MARCH, 1893.

Feighrey, Mary ... ..	24.5.51	Existing Lines	Gatekeeper ...	4.1.93	70	4s. per day
Leitch, Mary ... ..	11.6.53	"	" ...	8.2.93	70	4s. "
McCormick, Susan ... ..	23.5.45	"	Office-cleaner ...	7.2.93	70	2os. per week
McLean, Charlotte ... ..	—5.57	"	Gatekeeper ...	6.1.93	70	4s. per day

## QUARTER ENDING 30th JUNE, 1893.

Nil.

ROBERT GEO. KENT,  
Secretary for Railways.



## VICTORIAN RAILWAYS.—ACT 1135, SECTION 58.

## No. 23.

## STATEMENT OF REMOVALS OF EMPLOYÉS.

## QUARTER ENDING 30th SEPTEMBER, 1892.

Name in Full.	Approximate Date of Entry.		Date of Leaving.	Branch.	Rank, Grade, or Position.	Salary or Wages.	Remarks.
	—	Act 767.					
Archer, Christopher ...	...	17.11.84	3.9.92	Traffic ...	Guard ...	8s. per day	Dismissed
Arland, Edmund ...	...	8.7.89	2.8.92	Locomotive ...	Apprentice ...	2s. 6d. "	Deceased
Aughtie, Albert Edward ...	...	3.6.89	13.8.92	Existing Lines	Student ...	£82 10s. per ann.	Resigned
Baird, Samuel ...	...	1.4.89	17.9.92	Traffic ...	Porter ...	7s. per day	Deceased
Bardsley, James Lees ...	5.12.64	...	26.8.92	Locomotive ...	Driver ...	16s. "	Retired
Barnett, Charles* ...	...	10.1.87	1.2.91	Telegraph ...	Instrumentmaker	10s. "	Dispensed with
Bell, Frank Richborough Herbert	1.8.69	...	31.8.92	Traffic ...	Yard inspector	£325 per ann.	Retired
Bishop, William Henry ...	...	26.8.89	21.7.92	" ...	Clerk ...	£80 "	Dismissed
Blakely, Robert ...	27.5.71	...	31.8.92	Existing Lines	Gatekeeper ...	7s. per day	Retired
Booth, William ...	...	20.3.73	8.8.92	Locomotive ...	Labourer ...	7s. "	Dismissed
Bourke, James ...	...	5.9.89	11.5.92	" ...	" ...	6s. 6d. "	"
Bowden John ...	26.7.58	...	31.7.92	Existing Lines	Inspector ...	£550 per ann.	Retired
Bradley, Walter ...	...	4.8.90	17.9.92	Traffic ...	Porter ...	5s. 6d. per day	Deceased
Browning, James Walter ...	...	15.8.90	23.9.92	Locomotive ...	Labourer ...	6s. 6d. "	Resigned
Brunning, Charles ...	15.12.59	...	30.9.92	Existing Lines	Inspector ...	£350 per ann.	Retired
Cameron, Samuel ...	...	15.10.89	3.9.92	Locomotive ...	Labourer ...	6s. 6d. per day	Dismissed
Carter, Joshua Whitley ...	16.10.89	...	2.9.92	" ...	Driver ...	15s. "	Deceased
Cocking, William ...	...	8.1.87	17.9.92	Traffic ...	Porter ...	7s. "	Resigned
Connellan, Dennis ...	27.3.79	...	30.9.92	Existing Lines	Repairer ...	7s. "	"
Cotter, Michael ...	...	1.3.89	10.9.92	Traffic ...	Clerk ...	£97 10s. per ann.	Deceased
D'Arcey, William ...	16.4.83	...	12.8.92	Existing Lines	Repairer ...	6s. 6d. per day	Retired
Davey, Percival Arthur ...	...	11.8.90	23.7.92	Traffic ...	Clerk ...	£75 per ann.	Resigned
Day, Mary ...	...	4.7.92	13.7.92	Existing Lines	Cleaner ...	3s. 4d. per day	Dismissed
Dedrick, John Phillip ...	15.2.70	...	26.7.92	Traffic ...	Foreman ...	£200 per ann.	Retired
Delahunty, John ...	5.7.75	...	8.7.92	Existing Lines	Repairer ...	7s. per day	"
Delahunty, Thomas ...	1.9.83	...	1.8.92	Locomotive ...	Fireman ...	9s. "	Deceased
Devlin, James ...	...	22.5.88	30.9.92	Existing Lines	Repairer ...	6s. 6d. "	Resigned
Dickson, Charles ...	—4.79	...	24.9.92	" ...	Gatekeeper ...	5s. "	Deceased
Donaldson, George ...	1.2.60	...	31.8.92	" ...	Inspector ...	£550 per ann.	Retired
Donnelly, John ...	2.2.81	...	12.7.92	Traffic ...	Pass porter ...	7s. 6d. per day	Deceased
Edwards, John ...	...	3.2.87	31.8.92	Existing Lines	Repairer ...	6s. 6d. "	Resigned
Egan, Timothy ...	5.12.81	...	11.7.92	Traffic ...	Gatekeeper ...	7s. "	Retired
Emellan, Nicholas ...	17.2.79	...	30.9.92	Locomotive ...	Washer-out ...	8s. "	Deceased
Epple, John Frederick ...	1.1.77	...	15.7.92	Existing Lines	Plumber ...	10s. "	Retired
Evans, John ...	9.12.73	...	2.8.92	Locomotive ...	Striker ...	8s. "	Deceased
Everett, Charles ...	10.5.82	...	9.9.92	" ...	Carriage-builder	10s. "	"
Ewing, John ...	18.4.73	...	13.9.92	Existing Lines	Ganger ...	9s. "	Retired
Felstead, Joseph Henry ...	...	23.4.88	27.9.92	Traffic ...	Porter ...	6s. 6d. "	Deceased
Fleming, James ...	...	18.6.88	30.7.92	Existing Lines	Repairer ...	6s. 6d. "	Resigned
Garford, William George ...	24.1.83	...	28.9.92	Locomotive ...	Engine-driver...	12s. "	Dismissed
Gale, Joseph Martin ...	22.4.79	...	30.7.92	" ...	Carriage-builder	10s. "	Retired
Gibbs, Edward ...	1.8.72	...	14.9.92	Existing Lines	Labourer ...	6s. 6d. "	"
Goodwin, Robert ...	1.8.80	...	14.8.92	Traffic ...	" ...	8s. "	Deceased
Gore, Percy Clifford ...	...	5.2.89	—9.92	Locomotive ...	Cleaner ...	5s. "	Dismissed
Griffiths, John ...	...	19.5.87	9.9.92	" ...	Labourer ...	7s. "	Deceased
Hamilton, David Johnstone	...	4.8.90	20.6.92	Traffic ...	Porter ...	5s. 6d. "	Dismissed
Hanrahan, Daniel Joseph ...	...	24.10.87	31.7.92	" ...	" ...	7s. "	Resigned
Harding, Henry Rendall ...	...	28.1.89	23.9.92	Locomotive ...	Boilermaker's assistant	7s. "	Dismissed
Harding, Redmond James	2.1.84	...	8.9.92	Traffic ...	Block recorder	5s. "	"
Harvey, James ...	...	19.12.87	11.7.92	" ...	Clerk ...	£75 per ann.	"
Henry, William ...	...	26.1.87	—8.92	Locomotive ...	Fireman ...	10s. per day	"
Hogan, James Joseph ...	...	9.5.89	—8.92	" ...	Cleaner ...	6s. "	"
Hogan, John ...	2.11.76	...	12.8.92	Existing Lines	Gatekeeper ...	5s. "	Retired
Hughes, Alvara Francis ...	...	3.10.88	2.7.92	Traffic ...	Porter ...	6s. "	Dismissed
Huntingdon, Thomas ...	1.10.75	...	18.8.92	Locomotive ...	Driver ...	14s. "	Deceased
Johnston, Michael ...	2.2.65	...	8.8.92	" ...	" ...	14s. "	Retired
Jones, Richard David ...	...	3.9.89	28.9.92	" ...	Fitter ...	10s. "	Dismissed
Jones, Thomas ...	...	4.6.89	16.9.92	Traffic ...	Goods porter ...	6s. 6d. "	Resigned
Jordan, John ...	—1.75	...	21.7.92	Existing Lines	Repairer ...	7s. "	Deceased
Kay, William ...	...	8.8.83	27.8.92	Locomotive ...	Lighter-up ...	7s. 6d. "	"
Kelly, John ...	—7.62	...	28.7.92	Existing Lines	Gatekeeper ...	4s. "	Retired
Lawrell, Digby Henry ...	...	11.8.90	1.9.92	Traffic ...	Porter ...	5s. 6d. "	Dismissed
Liston, Richard ...	—7.61	...	30.7.92	Existing Lines	Repairer ...	7s. "	Retired
Maguire, James ...	21.3.74	...	26.7.92	Traffic ...	Weighing porter	8s. "	"
Mannix, Michael ...	1.2.79	...	7.7.92	" ...	Labourer ...	7s. "	Dismissed
Meaney, Mary ...	...	24.11.83	12.9.92	Existing Lines	Gatekeeper ...	4s. "	Deceased
Mooney, Henry David ...	9.8.80	...	2.7.92	Traffic ...	Guard ...	9s. "	Dismissed
Muir, Robert ...	...	3.6.89	2.7.92	" ...	Labourer ...	6s. 6d. "	"
Murray, Cecil Lathrop ...	...	15.8.87	10.8.92	Existing Lines	Clerk ...	£75 per ann.	Resigned
Mylrea, Thomas Alexander*	...	13.8.86	4.9.91	Traffic ...	Porter ...	6s. per day ...	Dispensed with

\* Omitted in previous list.

## REMOVAL of Employés—SEPTEMBER—continued.

Name in Full.	Approximate Date of Entry.		Date of Leaving.	Branch.	Rank, Grade, or Position.	Salary or Wages.	Remarks.
	—	Act 767.					
Macaulay, Daniel ...	...	1.2.89	31.7.92	Telegraph ...	Lineman ...	7s. 6d. per day	Dismissed
McLeod, John ...	...	3.9.88	31.8.92	Traffic ...	Shunter ...	6s. 6d. "	Resigned
McNamara, John William...	...	17.4.88	4.7.92	" ...	Clerk ...	£97 10s. per ann.	Dismissed
O'Brien, Frederick Lucius...	...	3.1.88	30.7.92	Existing Lines	Repairer ...	6s. 6d. per day	Resigned
O'Brien, John William ...	1.9.82	...	21.7.92	" ...	Draughtsman...	£335 per ann.	Retired
O'Donnell, Malachy ...	...	21.6.86	1.8.92	Traffic ...	Porter ...	7s. per day	Dismissed
O'Meara, James ...	1.11.82	...	28.7.92	" ...	Gatekeeper ...	5s. 6d. "	Deceased
O'Neill, James Wren ...	1.11.69	...	4.9.92	" ...	Head porter ...	10s. 6d. "	"
Osborne, John ...	23.8.61	...	10.7.92	Existing Lines	Inspector ...	£410 per ann.	Retired
Peddie, William ...	9.8.77	...	18.7.92	Traffic ...	Carriage-cleaner	7s. per day ...	"
Peverill, Arthur ...	...	22.5.89	27.8.92	" ...	Clerk ...	£97 10s. per ann.	Dismissed
Phillips, Charles ...	—4.63	...	31.8.92	Existing Lines	Inspector ...	£390 per ann.	Retired
Piper, John Charles ...	...	8.6.88	15.9.92	Traffic ...	Porter ...	6s. 6d. per day	Dismissed
Power, John ...	—10.76	...	30.7.92	Existing Lines	Repairer ...	7s. "	Retired
Quine, Thomas ...	18.4.79	...	24.9.92	" ...	Ganger ...	9s. "	"
Ray, Walter Humphrey ...	...	19.8.87	23.7.92	Traffic ...	Shunter ...	7s. 6d. "	Resigned
Rogers, Frederick Jabez ...	22.7.73	...	16.7.92	Locomotive ...	Driver ...	15s. "	Dismissed
Russel, John ...	1.9.80	...	15.7.92	" ...	Labourer ...	7s. "	"
Scott, Robert ...	1.11.65	...	31.7.92	Existing Lines	Inspector ...	£400 per ann.	Retired
Shearer, Adam ...	...	6.5.89	6.8.92	Traffic ...	Porter ...	6s. per day	Resigned
Thomas, Benjamin ...	25.8.79	...	31.8.92	Existing Lines	Repairer ...	7s. "	Retired
Thomas, Joseph ...	...	5.12.89	18.8.92	" ...	" ...	6s. 6d. "	Resigned
Tyres, George ...	...	13.5.89	10.9.92	Traffic ...	Lampman ...	6s. "	Deceased
Vanselow, Ernest ...	...	9.8.86	5.9.92	" ...	Shunter ...	7s. "	Dismissed
Watmuff, John Henry ...	—4.64	...	30.6.92	Accountant's	Clerk ...	£325 per ann.	Retired
White, Joseph ...	1.7.62	...	31.7.92	Traffic ...	Station-master	£200 "	"
Whyte, Francis ...	...	20.8.88	14.8.92	" ...	Labourer ...	7s. per day ...	Deceased
Williamson, William ...	22.3.82	...	31.7.92	Existing Lines	Inspector ...	£300 per ann.	Retired
Wilson, Samuel ...	17.12.78	...	31.7.92	Traffic ...	Detective ...	£250 "	"
Yates, William Hubert ...	8.12.82	...	4.8.92	Locomotive ...	Labourer ...	6s. 6d. per day	Dismissed

## QUARTER ENDING 31st DECEMBER, 1892.

Alsop, James ...	13.2.76	...	28.10.92	Existing Lines	Gatekeeper ...	5s. 6d. per day	Retired
Arnwl, John ...	31.8.74	...	6.10.92	Locomotive ...	Storeman ...	10s. "	Deceased
Armstrong, David ...	...	14.10.87	4.10.92	Traffic ...	Porter ...	7s. "	To Penal Department
Baker, John Thornburn ...	1.11.71	...	31.12.92	" ...	Station-master	£175 per ann.	Retired
Barclay, Angus ...	...	12.2.84	5.12.92	Telegraph ...	Operator ...	£160 "	Dismissed
Bartley, Charles Francis ...	...	23.1.89	30.10.92	Locomotive ...	Cleaner ...	5s. 6d. per day	Resigned
Bean, Alexander ...	—7.81	...	31.10.92	Existing Lines	Foreman carpenter	11s. 6d. "	"
Bentley, George Coope ...	17.10.81	...	13.12.92	Locomotive ...	Carriage-builder	10s. "	Deceased
Berkery, James ...	...	23.4.88	8.11.92	Traffic ...	Porter ...	6s. 6d. "	Dismissed
Betts, John William ...	27.7.83	...	7.12.92	" ...	Station-master	7s. 6d. "	"
Black, James Thomas ...	24.3.78	...	6.11.92	" ...	" ...	£162 10s. per ann.	"
Bogie, James ...	1.8.81	...	7.11.92	Locomotive ...	Fitter ...	11s. 6d. per day	Deceased
Boud, Arthur Thomas ...	...	4.6.89	4.10.92	Traffic ...	Labourer ...	7s. "	To Penal Department
Bowen, Edward ...	...	28.7.90	3.10.92	" ...	Porter ...	5s. 6d. "	Dismissed
Boxshall, Arthur ...	13.10.76	...	6.12.92	Locomotive ...	Fireman ...	10s. "	"
Broad, Henry ...	...	3.1.88	31.10.92	Existing Lines	Repairer ...	6s. 6d. "	Resigned
Bunce, John ...	...	2.7.89	10.12.92	" ...	" ...	6s. 6d. "	To Police Department
Callaghan, Anne ...	—8.69	...	1.10.92	" ...	Gatekeeper ...	4s. "	Deceased
Casey, James Francis ...	...	4.2.89	4.10.92	Traffic ...	Labourer ...	7s. "	To Penal Department
Clemens, John ...	14.2.77	...	31.12.92	" ...	Messenger ...	8s. "	Retired
Coleman, Charles ...	20.7.68	...	31.12.92	" ...	Signalman ...	8s. "	"
Crough, Joseph John ...	...	12.9.88	10.12.92	Existing Lines	Repairer ...	6s. 6d. "	To Police Department
Dardel, Albert William ...	...	29.11.89	22.12.92	Traffic ...	Porter ...	6s. "	Dismissed
Davies, Isaac ...	...	1.4.89	15.11.92	" ...	Signalman ...	8s. "	Deceased
Davies, Owen ...	—6.64	...	31.12.92	" ...	Guard ...	10s. 6d. "	Retired
Dobbin, William ...	15.11.82	...	2.11.92	" ...	Porter ...	7s. "	Dismissed
Duggan, Patrick ...	3.11.63	...	31.12.92	" ...	Gatekeeper ...	5s. 6d. "	Retired
Fletcher, John ...	28.1.84	...	30.12.92	Existing Lines	" ...	6s. "	"
Fogarty, Michael ...	...	23.10.89	25.10.92	Locomotive ...	Labourer ...	6s. 6d. "	Dismissed
Ford, John James ...	...	13.8.85	10.12.92	Traffic ...	Signalman ...	8s. "	"
Fowler, Samuel ...	13.5.62	...	31.12.92	" ...	Guard ...	10s. 6d. "	Retired
French, John ...	14.7.65	...	31.12.92	" ...	Carriage-cleaner	8s. "	"
Grave, Burton ...	7.11.61	...	31.12.92	" ...	Station-master	£337 10s. per ann.	"
Hamilton, John ...	...	10.8.85	1.12.92	Accountant's	Clerk ...	£132 10s. per ann.	Dismissed
Harper, Jane ...	...	9.10.90	31.12.92	Existing Lines	Gatekeeper ...	4s. per day ...	Resigned

REMOVALS of Employés—DECEMBER—continued.

Name in Full.	Approximate Date of Entry.		Date of Leaving.	Branch.	Rank, Grade, or Position.	Salary or Wages.	Remarks.
	—	Act 767.					
Healey, James ...	...	16.7.88	10.12.92	Existing Lines	Repairer ...	6s. 6d. per day	To Police Department
Hilderbrandt, Francis ...	1.11.62	...	31.12.92	Traffic ...	Porter ...	7s. "	Retired
Hollingshead, Robert John ...	27.2.80	...	31.12.92	Existing Lines	Carpenter ...	11s. "	"
Holmes, William ...	11.10.74	...	1.11.92	" ...	Ganger ...	9s. "	Resigned
Holmes, James Ball ...	...	2.8.90	26.12.92	Locomotive...	Cleaner ...	5s. "	Dismissed
Hughes, Charles Reilly ...	11.10.81	...	23.12.92	Traffic ...	Porter ...	7s. "	Deceased
Irwin, Joseph ...	1.9.71	...	1.11.92	" ...	Head porter ...	8s. 6d. "	Retired
Jones, Charles ...	6.7.81	...	31.12.92	" ...	Labourer ...	7s. "	"
Kennedy, Thomas ...	...	7.6.87	6.11.92	" ...	Porter ...	7s. "	Deceased
King, George James ...	...	17.2.88	11.10.92	Existing Lines	Repairer ...	6s. 6d. "	To Penal Department
Kipling, Henry ...	9.4.62	...	31.12.92	Accountant's	Clerk ...	£390 per ann.	Retired
Leake, James ...	1.4.72	...	4.10.92	Traffic ...	Station-master	£200 "	Dismissed
Machale, John ...	...	17.6.89	4.10.92	" ...	Labourer ...	7s. per day	To Penal Department
Mance, Albert Ernest ...	...	19.5.88	10.10.92	" ...	Porter ...	6s. 6d. "	Dismissed
Meldrum, David ...	...	16.10.88	11.10.92	Existing Lines	Blacksmith ...	10s. 6d. "	To Penal Department
Miller, John Frederick ...	...	13.3.85	5.10.92	Locomotive...	Labourer ...	6s. 6d. "	Deceased
Millikin, Appolonge ...	...	12.11.91	31.10.92	Existing Lines	Gatekeeper ...	4s. "	Resigned
Monaghan, William ...	...	1.5.89	20.12.92	Traffic ...	Porter ...	6s. "	"
Moore, James ...	...	9.10.88	11.10.92	Existing Lines	Labourer ...	6s. 6d. "	To Penal Department
Morrissey, Ellen Kate ...	...	1.6.88	8.10.92	" ...	Gatekeeper ...	4s. "	Resigned
Moss, Richard ...	12.11.80	...	31.12.92	Traffic ...	Messenger ...	8s. "	Retired
Murray, Thomas ...	...	—6.80	22.10.92	Existing Lines	Labourer ...	7s. 6d. "	Resigned
McBride, Duncan ...	...	2.8.75	31.12.92	" ...	Foreman car- penter	12s. "	Retired
McCormack, John ...	...	1.12.90	30.11.92	" ...	Gatekeeper ...	5s. 6d. "	Deceased
McDonald, Colin ...	...	14.1.90	10.10.92	Traffic ...	Shunter ...	7s. 6d. "	Resigned
McGilton, John ...	...	9.1.83	3.10.92	" ...	Porter ...	7s. "	Retired
McInnes, Duncan ...	...	17.10.76	28.11.92	Existing Lines	Ganger ...	9s. "	"
McMahon, William ...	...	16.2.86	21.10.92	Locomotive...	Fireman ...	10s. "	Dismissed
McPadden, Stephen ...	...	22.1.89	31.12.92	" ...	Cleaner ...	6s. 6d. "	Resigned
McPherson, Charles ...	...	6.8.86	6.12.92	Traffic ...	Porter ...	6s. 6d. "	Dismissed
Nilsson, Gustaf ...	...	15.8.90	16.11.92	Locomotive...	Labourer ...	6s. 6d. "	To Penal Department
Norris, Richard ...	...	—3.72	31.10.92	Traffic ...	Point cleaner ...	7s. "	Retired
Nunn, William ...	...	11.3.73	31.12.92	" ...	Porter ...	7s. "	"
O'Brien, John ...	...	4.2.89	4.10.92	" ...	Labourer ...	7s. "	To Penal Department
O'Brien, John ...	...	20.3.78	13.11.92	Existing Lines	Ganger ...	9s. "	Deceased
O'Grady, John ...	...	19.10.80	13.10.92	Traffic ...	Porter ...	7s. "	Dismissed
Oliver, James ...	...	9.4.75	31.12.92	" ...	Door porter ...	7s. 6d. "	Retired
O'Shea, Oswald ...	...	16.1.88	24.12.92	Locomotive...	Fireman ...	9s. "	Deceased
O'Sullivan, Eugene ...	...	1.11.88	4.10.92	Traffic ...	Labourer ...	7s. "	To Penal Department
Paterson, Francis ...	...	5.11.67	31.12.92	" ...	Pier-master ...	£250 per ann.	Retired
Perry, George ...	...	17.12.62	31.12.92	" ...	Labourer ...	8s. per day ...	"
Porter, James William ...	...	20.10.74	12.12.92	" ...	Station-master	£150 per ann.	Deceased
Powell, Simon ...	...	18.4.87	6.12.92	Locomotive...	Cleaner ...	6s. 6d. per day	Dismissed
Purdon, Andrew ...	...	26.3.69	31.12.92	Traffic ...	Watchman ...	8s. "	Retired
Reardon, John Francis ...	...	2.9.87	4.10.92	" ...	Labourer ...	6s. 6d. "	Dismissed
Reynolds, John ...	...	14.8.82	31.10.92	" ...	Porter ...	7s. "	Resigned
Roberts, William Frederick ...	...	20.8.77	14.10.92	Locomotive...	Turner ...	11s. 6d. "	Deceased
Rooke, Frederick ...	...	17.11.58	1.10.92	Traffic ...	Clerk ...	£250 per ann.	"
Rosenbrook, George William ...	...	28.2.81	17.12.92	" ...	Guard ...	9s. per day	Dismissed
Rowlands, Christopher George ...	...	25.8.90	23.12.92	Locomotive...	Labourer (boy)	3s. 6d. "	Deceased
Ryan, James ...	...	17.4.88	27.12.92	Traffic ...	Clerk ...	£97 10s. per ann.	Dismissed
Ryan, John ...	...	28.7.90	31.12.92	" ...	Labourer ...	5s. 6d. per day	Resigned
Ryan, John Michael ...	...	16.8.86	21.12.92	" ...	Clerk ...	£120 per ann.	Dismissed
Ryan, John Patrick ...	...	20.2.89	13.12.92	Existing Lines	Repairer ...	6s. 6d. per day	To Police Department
Sampson, Thomas ...	...	15.9.64	31.12.92	Traffic ...	Station-master	£225 per ann.	Retired
Sanders, William John ...	...	6.5.89	6.10.92	" ...	Porter ...	6s. per day	Deceased
Sherman, John ...	...	19.3.78	6.10.92	Existing Lines	Ganger ...	9s. "	Resigned
Sinclair, Catherine Frew ...	...	15.6.75	22.12.92	" ...	Gatekeeper ...	4s. "	Deceased
Slade, Samuel ...	...	3.3.90	11.10.92	" ...	Repairer ...	6s. 6d. "	To Penal Department
Smith, Samuel Wake ...	...	23.4.77	20.12.92	Traffic ...	Messenger ...	5s. 6d. "	Killed
Southam, John ...	...	18.10.89	10.12.92	" ...	Labourer ...	6s. 6d. "	Deceased
Spotswood, Hugh ...	...	1.3.81	31.12.92	Existing Lines	Repairer ...	7s. "	Retired
Stephenson, Joseph ...	...	7.11.81	14.11.92	Traffic ...	Guard ...	9s. "	"
Thompson, James ...	...	28.11.83	31.12.92	Existing Lines	Ganger ...	9s. "	Resigned
Thompson, John ...	...	22.5.88	8.12.92	" ...	Repairer ...	6s. 6d. "	To Police Department
Tierney, Peter ...	...	4.2.89	4.10.92	Traffic ...	Labourer ...	6s. 6d. "	To Penal Department
Tilley, John ...	...	22.5.89	4.10.92	" ...	" ...	7s. "	"
Tratford, Alfred ...	...	4.1.88	10.12.92	Existing Lines	Repairer ...	6s. 6d. "	To Police Department
Tredennick, Mark ...	...	6.11.82	12.12.92	" ...	" ...	6s. 6d. "	Retired
Trinder, Charles ...	...	1.12.82	5.11.92	" ...	Gatekeeper ...	5s. "	"
Tritton, Frank ...	...	17.8.77	31.12.92	Traffic ...	Clerk ...	£175 per ann.	"
Turnbull, William Paterson ...	...	1.4.89	30.11.92	" ...	Porter ...	7s. per day ...	Resigned

REMOVALS of Employés—DECEMBER—continued.

Name in Full.	Approximate Date of Entry.		Date of Leaving.	Branch.	Rank, Grade, or Position.	Salary or Wages.	Remarks.
	—	Act 767.					
Wells, William James ...	...	13.9.88	12.12.92	Existing Lines	Repairer ...	6s. 6d. per day	To Police Department
White, Thomas ...	1.1.69	...	31.12.92	Traffic ...	Watchman ...	8s. "	Retired
Whitehead, Thomas ...	13.10.63	...	22.11.92	" ...	Yardsman ...	15s. "	"
Williams, Henry Isidore ...	22.1.72	...	13.12.92	" ...	Watchman ...	8s. "	"
Wrigglesworth, George Wakling	...	22.5.88	30.11.92	" ...	Porter ...	6s. 6d. "	Resigned
Walsh, Martin Henry ...	12.11.83	...	29.12.92	Telegraph ...	Operator ...	£150 per ann.	Dismissed

QUARTER ENDING 31st MARCH, 1893.

Adams, Mary ...	...	1.2.92	24.1.93	Existing Lines	Office-cleaner ...	3s. 4d. per day	Dismissed
Alexander, James ...	1.3.78	...	31.3.93	Traffic ...	Gatekeeper ...	5s. "	Retired
Barker, James ...	2.3.59	...	31.3.93	" ...	Goods foreman ...	£200 per ann.	"
Breen, Sarah ...	24.12.83	...	26.1.93	Existing Lines	Gatekeeper ...	4s. per day ...	Deceased
Brewster, Alex. Young ...	...	18.8.86	31.1.93	Accountant's	Clerk ...	£97 10s. per ann.	Dismissed
Bruce, Alex. Wilson ...	13.3.62	...	31.3.93	Traffic ...	" ...	£437 10s. "	Retired
Cacich, John ...	1.7.78	...	14.3.93	" ...	Gatekeeper ...	5s. 6d. per day	"
Clark, George Henry ...	...	11.5.89	7.2.93	Locomotive...	Cleaner ...	6s. "	Dismissed
Clark, William ...	...	26.8.90	6.2.93	" ...	Labourer (boy) ...	4s. "	"
Connor, John ...	1.5.62	...	17.3.93	Existing Lines	Repairer ...	7s. "	Retired
Cooper, William ...	7.11.82	...	3.2.93	" ...	Labourer ...	7s. "	Deceased
Cook, George ...	8.4.72	...	31.3.93	Locomotive...	Carriage-builder	11s. "	"
Cummins, Michael	...	18.6.88	14.1.93	Existing Lines	Repairer ...	6s. 6d. "	Dismissed
Cunningham, Alexander Robert	...	5.4.87	18.3.93	Traffic ...	Porter ...	7s. "	"
Davis, Edwin George ...	6.8.62	...	28.2.93	" ...	Station-master	£250 per ann.	Retired
Davies, William Harries ...	4.10.76	...	7.1.93	Locomotive...	Labourer ...	8s. 6d. per day	"
Dawson, John ...	7.6.83	...	30.3.93	Traffic ...	Porter ...	7s. "	Dismissed
Dilworth, Charles ...	...	17.4.86	26.3.93	Locomotive...	Fireman ...	10s. "	Deceased
Drislane, Patrick...	...	12.4.88	31.1.93	Accountant's	Clerk ...	£85 per ann.	Resigned
Dutton, Robert ...	16.1.61	...	2.1.93	Locomotive...	Train inspector	12s. per day	Retired
Dwyer, Daniel ...	1.10.75	...	10.3.93	Existing Lines	Repairer ...	7s. "	"
Ellis, William ...	...	22.1.89	29.3.93	Locomotive...	Cleaner ...	6s. 6d. "	Deceased
Evans, Edward ...	20.4.82	...	6.1.93	Existing Lines	Gatekeeper ...	5s. 6d. "	Retired
Fairweather, William ...	1.7.78	...	29.3.93	Locomotive...	Train inspector	12s. "	Deceased
Farnel, Thomas ...	...	23.4.88	15.3.93	Traffic ...	Porter ...	6s. 6d. "	Resigned
Fitcher, William Henry ...	6.6.82	...	27.2.93	Locomotive...	Labourer ...	7s. "	Deceased
Fitzgerald, Gerald ...	...	2.1.89	6.3.93	Traffic ...	Porter ...	6s. 6d. "	Dismissed
Gange, John Charles ...	...	25.2.90	30.3.93	Locomotive...	Labourer ...	5s. 6d. "	"
Greenwood, Elizabeth Amelia	8.1.74	...	31.1.93	Existing Lines	Gatekeeper ...	4s. "	Retired
Gordon, Henry ...	7.10.72	...	4.2.93	Locomotive...	Driver ...	14s. "	"
Hannan, Elizabeth ...	1.11.74	...	28.2.93	Existing Lines	Gatekeeper ...	4s. "	"
Harrington, Henry ...	12.6.71	...	15.3.93	Traffic ...	Labourer ...	7s. "	"
Harvey, Peter ...	12.8.81	...	31.3.93	" ...	" ...	7s. "	"
Hayes, Martin ...	1.12.82	...	12.2.93	" ...	Shed porter ...	7s. 6d. "	Deceased
Honan, John ...	...	12.10.88	13.2.93	Existing Lines	Labourer ...	8s. "	Resigned
Houghton, Robert Smiter...	...	20.6.89	31.1.93	Traffic ...	Carriage-cleaner	7s. "	"
Hussey, Edward Richd. ...	4.1.83	...	4.1.93	" ...	Clerk ...	£150 per ann.	Dismissed
Jennings, James ...	9.5.79	...	20.3.93	Existing Lines	Repairer ...	6s. 6d. per day	"
Kennedy, Michael ...	19.12.78	...	7.2.93	" ...	Labourer ...	6s. 6d. "	"
King, Archibald ...	—.11.78	...	31.1.93	" ...	Foreman car-penter	13s. "	Retired
Leitch, James ...	27.9.79	...	6.3.93	" ...	Ganger ...	9s. "	Deceased
Leslie, John Miller ...	...	21.8.88	18.1.93	Traffic ...	Labourer ...	6s. "	To Customs Department
Lewis, William ...	...	5.2.89	24.3.93	Locomotive...	Blacksmith ...	10s. "	Deceased
Leyonbjelm, Charles Malcolm	...	5.11.88	31.1.93	Existing Lines	Repairer ...	6s. 6d. "	Resigned
Main, Alan McNab ...	7.1.77	...	16.1.93	Traffic ...	Station-master	£175 per ann.	Dismissed
Mann, Johnston ...	...	3.6.89	6.1.93	" ...	Carriage-cleaner	6s. per day ...	"
Moloney, John James ...	...	15.8.88	25.3.93	Locomotive...	Clerk ...	£85 per ann.	"
Monaghan James ...	26.4.82	...	17.3.93	Existing Lines	Gatekeeper ...	6s. per day	Retired
Moriarty, Daniel...	22.6.79	...	5.3.93	" ...	Ganger ...	10s. "	Deceased
Morrison, Earl ...	...	10.1.87	28.2.93	Traffic ...	Porter ...	6s. "	Resigned
Morris, George ...	...	27.5.89	31.3.93	Existing Lines	Repairer ...	6s. 6d. "	"
McCutchion, Frances ...	...	4.6.90	31.1.93	" ...	Office-cleaner...	3s. 4d. "	"
McIntosh, John ...	...	29.12.86	30.3.93	Traffic ...	Porter ...	7s. "	Deceased
McKay, William ...	6.7.74	...	31.1.93	Existing Lines	Gatekeeper ...	5s. 6d. "	Retired
McLean, George...	12.9.83	...	5.1.93	" ...	Ganger ...	9s. "	Deceased
McLean, Reuben...	...	12.6.88	4.2.93	Traffic ...	Shunter ...	7s. "	Dismissed
Naughton, Peter ...	15.9.77	...	5.1.93	Existing Lines	Gatekeeper ...	4s. 6d. "	Killed
Newell, William ...	—.3.78	...	13.3.93	" ...	Ganger ...	9s. "	Retired
O'Brien, Cornelius ...	3.1.82	...	11.3.93	Locomotive...	Fireman ...	10s. "	"
Pell, John ...	18.12.71	...	31.1.93	Existing Lines	Gatekeeper ...	5s. 6d. "	"
Phillips, Gabriel John ...	...	3.3.90	31.1.93	" ...	Repairer ...	6s. 6d. "	Resigned
Phillips, Michael ...	...	8.2.88	28.2.93	Locomotive...	Fireman ...	9s. "	Dismissed
Phipps, William ...	1.5.83	...	18.1.93	Existing Lines	Carpenter ...	11s. "	Retired
Rankin, William...	—.7.77	...	29.3.93	" ...	Repairer ...	9s. "	"
Rees, Charles ...	...	17.8.85	28.2.93	" ...	Clerk ...	6s. "	Resigned
Rock, James ...	14.1.84	...	7.2.93	" ...	Gatekeeper ...	4s. 6d. "	Deceased
Sanders, Robert Christopher	14.2.83	...	15.3.93	" ...	" ...	5s. 6d. "	Retired

55  
REMOVALS of Employés—MARCH—continued.

Name in Full.	Approximate Date of Entry.		Date of Leaving.	Branch.	Rank, Grade, or Position.	Salary or Wages.	Remarks.
	—	Act 767.					
Scorarr, Geo. Thomas ...	19.11.83	...	18.1.93	Existing Lines	Gatekeeper ...	5s. 6d. per day	Dismissed
Sebbes, William Chas. ...	...	1.8.90	10.1.93	Traffic ...	Porter ...	5s. 6d. "	"
Sexton, Honora ...	1.9.83	...	28.2.93	Existing Lines	Gatekeeper ...	4s. "	Resigned
Shaw, John William ...	...	7.9.87	17.1.93	Traffic ...	Porter ...	6s. "	Dismissed
Simmons, Henry Lewis ...	25.12.73	...	31.3.93	" ...	Porter in charge	7s. "	Retired
Smith, Charles Robt. Iredale ...	...	18.11.84	24.3.93	Locomotive ...	Carriage painter	9s. "	Deceased
Smith, James ...	26.11.83	...	31.3.93	Traffic ...	Porter ...	7s. "	Dismissed
Stewart, George ...	—8.77	...	13.1.93	Existing Lines	Ganger ...	9s. "	Retired
Swan, John Henry ...	...	15.11.84	6.2.93	Traffic ...	Porter ...	7s. "	Dismissed
Thomas, Charles ...	28.12.70	...	31.3.93	" ...	" ...	7s. "	Retired
Toohy, Patrick ...	...	13.5.89	15.2.93	" ...	" ...	6s. "	Dismissed
Twose, Robert Fredk. ...	21.12.60	...	23.3.93	" ...	Station-master	£212 10s. per ann.	Deceased
Walsh, Bernard ...	15.5.78	...	20.1.93	Existing Lines	Repairer ...	6s. 6d. per day	"
Webster, Frederick ...	...	15.5.88	10.2.93	" ...	" ...	6s. 6d. "	"
Whelan, Michael ...	...	31.12.86	2.1.93	Traffic ...	Porter ...	6s. 6d. "	Resigned
Whitfield, Catherine ...	...	6.6.91	18.1.93	Existing Lines	Gatekeeper ...	4s. "	"
Whitham, Elijah ...	—6.76	...	10.1.93	" ...	" ...	5s. 6d. "	Retired
Williams, Wesley ...	...	24.12.87	11.1.93	Traffic ...	Carriage-cleaner	7s. "	Deceased
Wright, John ...	18.1.61	...	14.3.93	" ...	Gatekeeper ...	7s. "	Retired

QUARTER ENDING 30th JUNE, 1893.

Allan, Edward ...	...	3.8.86	14.5.93	Traffic ...	Porter ...	7s. per day	Deceased
Allan, John ...	1.4.63	...	18.5.93	Existing Lines	Ganger ...	9s. "	Retired
Allen, George Baron ...	1.1.63	...	30.6.93	Traffic ...	Clerk ...	£237 10s. per ann.	"
Anderson, Charles John ...	...	5.6.89	4.5.93	" ...	Porter ...	6s. per day	Dismissed
Andrews, Arthur Jeremiah ...	...	4.2.89	31.5.93	Locomotive ...	Carriage-builder	10s. "	Resigned
Bach, Theodore ...	...	6.5.89	19.4.93	Traffic ...	Porter ...	6s. "	To Penal Department
Baker, Oscar Clarence ...	5.3.83	...	4.5.93	Telegraph ...	Fitter ...	8s. "	Dismissed
Bakes, Henry ...	26.7.67	...	8.4.93	Existing Lines	Painter ...	12s. "	Retired
Bcattie, John ...	...	18.3.85	28.4.93	Locomotive...	Labourer ...	7s. "	To Penal Department
Bird, Charles ...	9.2.72	...	8.6.93	" ...	Boilermakers' assistant	8s. "	Retired
Bishop, William Rodgers ...	30.1.82	...	19.5.93	Traffic ...	Head porter ...	8s. "	"
Bossence, William Hy. ...	23.11.78	...	29.4.93	Locomotive ...	Greaser ...	8s. "	"
Bourke, Michael Joseph ...	20.2.73	...	30.6.93	Traffic ...	Clerk ...	£237 10s. per ann.	"
Boxshall, Thomas ...	25.12.75	...	11.4.93	" ...	Station-master	£175 per ann.	Resigned
Bradly, Charles Arthur ...	21.12.59	...	30.6.93	Secretary's ...	Clerk ...	£600 "	Retired
Brazier, Geo. Benjamin ...	...	17.6.89	26.4.93	Traffic ...	Porter ...	6s. per day	Resigned
Brennan, John ...	15.5.76	...	11.6.93	Existing Lines	Repairer ...	7s. "	Deceased
Broderick, William Henry...	...	14.5.89	20.4.93	Locomotive...	Cleaner ...	6s. "	Dismissed
Buckle, John Watts ...	2.11.62	...	28.4.93	" ...	Painter ...	13s. "	Retired
Burke, John ...	26.6.76	...	30.6.93	Traffic ...	Labourer ...	7s. "	"
Cameron, Archibald ...	13.10.62	...	30.4.93	Locomotive...	Foreman labourer	£200 per ann.	"
Cameron, John Nicholson...	15.3.82	...	30.6.93	Existing Lines	Draughtsman ...	£350 "	"
Canterbury, Charlotte Louisa	...	16.7.88	8.6.93	Traffic ...	Station-mistress	4s. per day	Resigned
Carroll, Lawrence ...	12.6.82	...	30.6.93	" ...	Gatekeeper ...	7s. "	Retired
Carroll, Mary ...	...	4.9.87	25.6.93	Existing Lines	" ...	4s. "	Deceased
Catley, Henry ...	...	3.9.89	16.5.93	Traffic ...	Porter ...	6s. "	"
Caulfield, John ...	19.11.76	...	12.4.93	" ...	Assistant foreman	8s. "	Retired
Clarke, Andrew ...	4.8.80	...	29.4.93	" ...	Carriage-cleaner	7s. "	"
Considine, James ...	...	1.10.88	19.4.93	Existing Lines	Repairer ...	6s. 6d. "	To Penal Department
Coomber, William Henry ...	18.9.71	...	8.4.93	" ...	Ganger ...	9s. "	Retired
Crowley, Cornelius ...	1.7.78	...	16.6.93	Traffic ...	Labourer ...	7s. "	Dismissed
Daly, James ...	17.9.64	...	8.4.93	Existing Lines	Gatekeeper ...	6s. "	Retired
Davidson, James Scott ...	—6.68	...	28.4.93	Locomotive...	Fitter ...	14s. "	"
Dimsey, John ...	9.8.82	...	4.4.93	Traffic ...	Clerk ...	£152 10s. per ann.	Dismissed
Donovan, Jeremiah ...	—1.64	...	8.4.93	Existing Lines	Ganger ...	9s. per day	Retired
Donovan, Patrick ...	22.7.78	...	30.6.93	Traffic ...	Watchman ...	8s. "	"
Dooley, Jeremiah ...	1.4.63	...	25.5.93	Existing Lines	Repairer ...	6s. 6d. "	"
Duncan, Henry ...	...	1.1.91	19.5.93	" ...	" ...	6s. 6d. "	To Penal Department
Egan, William Henry ...	1.9.69	...	19.5.93	Traffic ...	Porter ...	7s. "	Retired
Eliott, Thomas Sizar ...	24.2.62	...	30.6.93	" ...	Clerk ...	£220 per ann.	"
Ewing, John ...	18.4.73	...	15.5.93	Existing Lines	Ganger ...	9s. per day	"
Falder, Charles Edward ...	...	1.3.89	8.4.93	" ...	Repairer ...	6s. 6d. "	Resigned
Farrall, Matthew ...	28.12.78	...	20.5.93	Locomotive...	Greaser ...	7s. "	"
Fawcett, Stephen Henry ...	...	9.10.88	19.4.93	Existing Lines	Labourer ...	7s. 6d. "	To Penal Department
Fisher, James ...	...	3.1.89	4.5.93	Traffic ...	Porter ...	6s. 6d. "	Dismissed
Flaherty, John ...	1.7.78	...	21.6.93	" ...	Labourer ...	8s. "	Deceased
Fogarty, Phillip ...	...	22.8.88	14.5.93	Locomotive...	Cleaner ...	6s. 6d. "	Dismissed
Forrester, Andrew Miller ...	10.11.81	...	9.5.93	Traffic ...	Shunter ...	7s. "	"
Fraser, Robert William ...	...	21.8.85	13.4.93	" ...	Porter ...	7s. 6d. "	"
Gannon, Samuel Morling ...	...	10.1.87	6.4.93	" ...	" ...	6s. "	"
Garrett, James John Percival	8.1.83	...	25.4.93	" ...	Station-master	7s. 6d. "	"

54  
REMOVALS of Employés—JUNE—continued.

Name in Full.	Approximate Date of Entry.		Date of Leaving.	Branch.	Rank, Grade, or Position.	Salary or Wages.	Remarks.
	—	Act 767.					
Gleeson, James ...	20.9.73	...	30.6.93	Traffic ...	Station-master	£162 10s. per ann.	Retired
Grant, James ...	5.8.81	...	10.4.93	Existing Lines	Foreman car-penter	11s. 6d. per day	Deceased
Graham, Patrick Ignatius Bernard	...	10.11.83	9.4.93	Traffic ...	Guard ...	8s. "	"
Harley, William ...	6.7.75	...	8.4.93	Existing Lines	Ganger ...	9s. "	Retired
Haslam, Arthur Lee	6.1.81	...	30.6.93	Locomotive...	Fitter ...	10s. "	"
Henneberry, Annie	...	7.4.90	29.4.93	Existing Lines	Gatekeeper ...	4s. "	Resigned
Holwell, Geo. Andrew	...	15.9.90	27.4.93	Locomotive...	Striker ...	7s. "	Dismissed
Howell, Robert ...	4.6.77	...	31.5.93	Existing Lines	Foreman car-penter	12s. "	Deceased
Howes, John ...	...	4.2.89	10.4.93	Traffic ...	Carriage-cleaner	5s. 6d. "	"
Hudson, John Arthur	...	25.8.90	25.4.93	Locomotive...	Labourer ...	6s. 6d. "	Resigned
Huggett, James ...	19.12.76	...	31.5.93	Existing Lines	Repairer ...	7s. "	"
Hughes, William	18.3.77	...	10.5.93	Traffic ...	Station-master	£152 10s. per ann.	Deceased
Incoll, Frank Tychicus	10.10.61	...	4.5.93	Locomotive...	Driver ...	15s. per day	Retired
Irwin, Annie ...	15.6.78	...	30.6.93	Existing Lines	Gatekeeper ...	4s. "	Dismissed with
Kearton, Christopher	15.5.76	...	28.4.93	Locomotive...	Pattern-maker	10s. 6d. "	Retired
Keating, John ...	—12.73	...	18.5.93	Existing Lines	Gatekeeper ...	5s. "	"
Keleher, William	15.8.78	...	30.6.93	Secretary's ...	Clerk ...	£375 per ann.	"
Kennedy, Margaret	24.2.83	...	4.4.93	Existing Lines	Gatekeeper ...	4s. per day	"
Kennedy, Michael	16.8.63	...	8.4.93	" ...	" ...	6s. "	"
Kieley, Edmond ...	22.1.66	...	18.4.93	" ...	" ...	6s. "	"
King, Henry James	26.1.61	...	30.6.93	Audit ...	Assistant traffic auditor	£625 per ann.	"
Kipling, Robert Henry	23.7.83	...	22.4.93	Accountant's	Clerk ...	£127 10s. per ann.	Deceased
Kirwan, Patrick Joseph	1.9.60	...	30.6.93	Traffic ...	District traffic superintendent	£600 per ann.	Retired
Lane, James ...	12.9.78	...	6.6.93	Locomotive...	Carriage-builder	10s. per day	"
Lang, Robert ...	17.1.61	...	30.4.93	" ...	Foreman ...	£355 per ann.	"
Larter, George Henry	1.10.62	...	30.6.93	Traffic ...	Goods foreman	11s. 6d. per day	"
Lohse, Claus ...	4.10.82	...	19.5.93	Existing Lines	Carpenter ...	11s. "	Killed
Lulham, Walter Allen	...	14.8.90	31.5.93	Locomotive...	Labourer ...	6s. "	Dismissed
Lulham, William Jesse	...	18.11.84	9.5.93	" ...	Fitter ...	11s. "	"
Lynch, Michael ...	2.4.83	...	29.5.93	Existing Lines	Gatekeeper ...	4s. "	Retired
Lynch, William ...	—3.63	...	8.4.93	" ...	" ...	6s. "	"
Lysaght, John ...	10.4.62	...	31.5.93	" ...	Ganger ...	9s. "	"
Macartney, George	22.7.62	...	30.6.93	Secretary's ...	Clerk ...	£600 per ann.	"
Mackenzie, Alexander	21.8.82	...	1.4.93	Telegraph ...	Assistant line inspector	£240 "	Resigned
Mahar, Patrick ...	14.9.66	...	8.4.93	Existing Lines	Gatekeeper ...	5s. 6d. per day	Retired
Maher, John ...	3.10.83	...	27.6.93	" ...	Ganger ...	9s. "	Dismissed
Main, Alexander Johnstone	...	5.2.89	3.5.93	Locomotive...	Cleaner ...	6s. 6d. "	"
Marks, Henry Pulford Ebenezer	14.1.67	...	30.6.93	Traffic ...	Clerk ...	£200 per ann.	Retired
Meade, Jno. Campbell	6.2.82	...	10.5.93	" ...	Closet attendant	6s. per day	Resigned
Miller, William ...	...	7.8.88	6.6.93	Existing Lines	Gatekeeper ...	6s. "	Retired
Moore, Sydney ...	7.11.82	...	30.6.93	Accountant's	Clerk ...	£200 per ann.	"
Morrissey, John ...	1.4.77	...	30.6.93	Traffic ...	Gatekeeper ...	5s. 6d. per day	"
Mullen, Alfred Raphael	1.11.76	...	20.4.93	" ...	Station-master	£150 per ann.	Dismissed
Murphy, Michael N.	19.9.82	...	30.6.93	Existing Lines	Ganger ...	9s. per day	Retired
Murray, Mary ...	...	18.4.90	26.5.93	" ...	Gatekeeper ...	4s. "	Deceased
McAlister, Alexander	12.5.74	...	28.4.93	Locomotive...	Waggon-builder	10s. "	Retired
McAree, John ...	1.10.83	...	2.6.93	Traffic ...	Guard ...	8s. 6d. "	Dismissed
McDonald, Augustus Gregor	...	11.1.88	13.4.93	" ...	Shunter ...	7s. "	"
McIver, James Richard	...	17.9.89	29.5.93	Locomotive...	Cleaner ...	6s. "	Resigned
McKean, John ...	1.4.71	...	30.6.93	Accountant's	Cashier ...	£525 per ann.	Retired
McKenna, William	5.4.60	...	23.5.93	Locomotive...	Foreman ...	£375 "	"
Nelson, Patrick ...	1.7.68	...	30.6.93	Traffic ...	Shunter ...	8s. per day	"
Nesbitt, William	9.9.81	...	5.5.93	Locomotive...	Carriage-builder	10s. "	Deceased
Nicholls, Richard	12.5.82	...	2.6.93	" ...	Striker ...	7s. "	Resigned
Nicholson, Henry Molyneaux	3.6.72	...	30.6.93	Accountant's	Pay clerk ...	£500 per ann.	Retired
Nicholson, Malcolm	18.4.73	...	16.6.93	Existing Lines	Ganger ...	9s. per day	Resigned
O'Brien, Cornelius Wm.	10.12.82	...	25.4.93	Traffic ...	Station-master	7s. 6d. "	Dismissed
O'Connor, John ...	28.10.77	...	10.5.93	Existing Lines	Gatekeeper ...	5s. 6d. "	Deceased
O'Donnell, George	...	6.5.89	30.6.93	Traffic ...	Porter ...	6s. "	Resigned
O'Rourke, James	15.6.62	...	30.6.93	" ...	Gatekeeper ...	5s. 6d. "	Retired
Palmer, Arthur ...	13.9.65	...	8.4.93	Existing Lines	" ...	6s. "	"
Paton, James ...	17.9.69	...	30.6.93	Traffic ...	Clerk ...	£225 per ann.	"
Peddie, William Anderson	31.10.81	...	28.4.93	" ...	Shunter ...	7s. per day	Dismissed
Pemefather, Wilfred Ernest	...	10.1.88	30.6.93	Telegraph ...	Assistant fitter	6s. "	Resigned
Pierce, Patrick ...	1.10.69	...	8.4.93	Existing Lines	Repairer ...	6s. 6d. "	Retired
Power, John ...	2.9.62	...	30.6.93	Traffic ...	Porter ...	7s. "	"
Reidy, Jeremiah ...	—1.68	...	21.4.93	Existing Lines	Ganger ...	9s. "	"
Rimington, Albert Ed.	...	21.7.84	9.5.93	Traffic ...	Shunter ...	7s. 6d. "	Dismissed
Rushall, William...	29.5.77	...	29.4.93	Locomotive...	Fitter ...	12s. "	Retired
Sanders, Arthur ...	...	7.5.89	29.5.93	" ...	Cleaner ...	6s. "	Resigned
Sexton, John (No. 1)	17.6.74	...	15.4.93	Existing Lines	Repairer ...	7s. "	Retired
Sexton, John (No. 2)	1.11.74	...	15.4.93	" ...	" ...	7s. "	"
Sievers, John ...	1.12.82	...	7.5.93	Traffic ...	Porter ...	7s. "	Dismissed
Smail, George ...	17.2.71	...	30.6.93	Locomotive...	Workshops manager	£440 per ann.	Retired
Stevenson, David	1.5.79	...	29.4.93	" ...	Fitter ...	13s. per day	"
Stoney, Isaac Henry Howard	5.2.76	...	30.6.93	Traffic ...	Hall attendant	10s. "	"
Sullivan, John ...	5.9.65	...	30.6.93	" ...	Gatekeeper ...	7s. "	"

## REMOVALS of Employés—JUNE—continued.

Name in Full.	Approximate Date of Entry.		Date of Leaving.	Branch.	Rank, Grade, or Position.	Salary or Wages.	Remarks.
	—	Act 767.					
Sullivan, Walter Augustine	14.2.68	...	30.6.93	Audit ...	Clerk ...	£275 per ann.	Retired
Sussems, George ...	...	17.2.86	7.4.93	Traffic ...	Station-master	7s. 6d. per day	Deceased
Telfer, Robert Strang ...	1.10.60	...	30.6.93	" ...	Lamp inspector	£300 per ann.	Retired
Thomas, Joseph ...	1.10.63	...	15.4.93	Existing Lines	Ganger ...	9s. per day	"
Titheridge, Alfred ...	10.3.62	...	29.4.93	Locomotive...	Carriage-trimmer	11s. "	"
Toohy, Michael ...	1.6.57	...	8.4.93	Existing Lines	Ganger ...	9s. "	"
Trigg, George ...	...	1.7.89	30.4.93	Traffic ...	Labourer ...	7s. "	Resigned
Trinder, Thomas ...	10.1.78	...	18.6.93	" ...	Carriage-cleaner	7s. "	"
Uren, Thomas ...	26.9.81	...	14.6.93	" ...	Guard ...	9s. "	Killed
Walker, William ...	20.3.79	...	30.6.93	" ...	Clerk ...	£187 10s. per ann.	Retired
Wall, George ...	...	22.5.88	27.6.93	Existing Lines	Repairer ...	6s 6d. per day	Dismissed
Walsh, Thomas ...	1.4.63	...	8.4.93	" ...	Gatekeeper ...	7s. "	Retired
Warren, Charles ...	—.—.70	...	8.4.93	" ...	" ...	5s. "	"
Whalley, Elijah ...	16.5.82	...	5.5.93	Locomotive ...	Carpenter ...	10s. "	Deceased
Whelan, James ...	10.7.62	...	15.4.93	Existing Lines	Ganger ...	9s. "	Retired
Whiterod, James ...	5.5.63	...	30.4.93	Locomotive...	Engine-driver ...	14s. "	"
Wilkins, William Charles ...	21.2.79	...	20.4.93	" ...	Clerk ...	£170 per ann.	Deceased
Williams, Elijah ...	8.5.74	...	12.5.93	" ...	Carriage-builder	11s. per day	Retired
Williams, Thomas ...	15.11.81	...	31.5.93	Existing Lines	Fitter ...	13s. "	Resigned
Williams, Thomas ...	—.1.60	...	15.6.93	" ...	Gatekeeper ...	6s. "	"
Williamson, Robert Wilson ...	1.1.61	...	30.6.93	Accountant's	Sub-accountant	£700 per ann.	Retired
Wills, Thomas James ...	7.11.61	...	30.6.93	Traffic ...	Station-master	£425 "	"
Wilson, Alfred Joseph ...	...	1.10.88	2.6.93	" ...	Porter ...	6s. 6d. per day	Dismissed
Withell, John ...	13.8.74	...	14.5.93	Existing Lines	Gatekeeper ...	6s. "	Deceased
Woodland, Sydney ...	...	31.12.86	24.5.93	Traffic ...	Porter ...	7s. "	Resigned
Worroll, Thomas ...	19.9.62	...	9.5.93	Locomotive ...	Boilermaker ...	13s. "	Retired
Young, Alexander ...	1.4.63	...	8.4.93	Existing Lines	Gatekeeper ...	5s. "	"

ROBERT GEO. KENT,  
Secretary for Railways.

## No. 24.

## STATEMENT OF REMOVALS OF EMPLOYÉS.

## QUARTER ENDING 30th SEPTEMBER, 1892.

Name in Full.	Approximate Date of Entry.		Date of Leaving.	Rank, Grade, or Position.	Salary or Wages.	Remarks.
	—	—				
Bourchier, Charles ...	... 5.80	...	6.8.92	Camp cook ...	7s. per day ...	Retired
Sullivan, James ...	... 8.65	...	24.9.92	Field assistant ...	£285 per ann....	Deceased
Vare, John ...	... 63	...	31.7.92	Inspector ...	£335 „ ...	Dispensed with

## QUARTER ENDING DECEMBER, 1892.

Perrin, Clement Alfred ...	...	22.4.87	32.12.92	Student ...	£102 10s. per ann.	Resigned
Himen, William ...	14.2.59	...	19.12.92	Lithographic printer	£455 per ann....	Retired

## QUARTER ENDING MARCH, 1893.

Morris, John Francis ...	9.3.82	...	9.2.93	Foreman ...	7s. per day ...	Dispensed with
Taylor, Reginald Hamlet ...	26.1.82	...	17.1.93	„ ...	9s. „ ...	„

## QUARTER ENDING JUNE, 1893.

Anketell, Richard Jno.* ...	10.9.80	...	30.4.93	Field assistant ...	12s. 6d. per day	Dispensed with
Barnes, Robert Frederick*	—7.81	...	30.4.93	Inspector ...	£380 per ann. ...	„
Bird, Edward Henry†	16.5.83	...	30.4.93	Clerk ...	10s. per day ...	„
Burnett, John Talbot*	1.9.80	...	21.6.93	Field assistant ...	£230 per ann....	„
Cole, Henry Edward*	24.2.82	...	17.6.93	„ ...	£190 „ ...	„
Cuthbert, Arthur Henry*	31.5.82	...	30.4.93	„ ...	£215 „ ...	„
Darbyshire, Geo. Alex. Keefe*	16.3.81	...	30.4.93	„ ...	£240 „ ...	„
Darbyshire, John*	5.8.80	...	30.4.93	Assistant engineer...	£280 „ ...	„
Field, William Graham*	13.2.82	...	30.4.93	„ ...	£410 „ ...	„
Hewitt, Joseph* ...	...	13.8.86	30.4.93	Draughtsman ...	£210 per ann. ...	„
Higgins, Alfred †	—78	...	30.4.93	Labourer ...	11s. per day ...	„
Jukes, Thomas Charles*	6.9.83	...	30.4.93	Field assistant ...	£215 per ann....	„
James, David Henry †	...	22.9.90	23.5.93	Clerk ...	£70 „ ...	„
Jeker, Frederick †	...	23.5.89	30.4.93	Draughtsman ...	12s. 6d. per day	„
Mallett, Charles Henry †	20.3.82	...	30.4.93	Litho printer ...	£260 per ann. ...	„
Maughan, George*	30.6.82	...	4.6.93	Field assistant ...	£172 „ ...	„
Moore, Jno. Fairbairn*	—1.82	...	30.4.93	„ ...	£225 „ ...	„
McEachern, William†	28.2.82	...	30.4.93	„ ...	£210 „ ...	„
Rea, Herbert*	23.1.82	...	4.6.93	Field assistant ...	£190 „ ...	„
Simmons, Arthur*	30.7.80	...	30.4.93	„ ...	£200 „ ...	„
Simmons, Canute Patey*	7.2.82	...	30.4.93	„ ...	£210 „ ...	„
Smith, Frederick Dudley*	7.6.81	...	30.4.93	Assistant engineer...	£315 „ ...	„
Steel, Robert William*	12.3.82	...	8.4.93	Foreman ...	7s. per day ...	„
White, Bartholomew ...	...	4.9.90	30.4.93	Clerk ...	£72 10s. per ann.	„

\* Completion of work —† Decrease of work.

NOTE—These returns do not include large numbers of casual and other employés who have been dispensed with, but who did not come under the provisions of the Railways Act.

ROBERT GEO. KENT,  
Secretary for Railways.