

1900.

VICTORIA.

VICTORIAN RAILWAYS.

R E P O R T

OF THE

VICTORIAN RAILWAYS COMMISSIONER

FOR THE

YEAR ENDING 30TH JUNE, 1900.

PRESENTED TO BOTH HOUSES OF PARLIAMENT PURSUANT TO THE ACT 54 VICTORIA No. 1135
AND ACT No. 1439.

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R E P O R T.

VICTORIAN RAILWAYS,
Commissioner's Office, Spencer-street,
Melbourne, 17th September, 1900.

To the Honorable the Minister of Railways.

SIR,

In accordance with the provisions of the 59th section of the Railways Act, No. 1135, I have the honour to submit for the information of Parliament the Annual Report upon the working of the Railway Department for the year ending 30th June, 1900.

CAPITAL EXPENDITURE.

The capital expenditure at 30th June, 1900, amounted to £39,658,819, or an increase for the year of £602,368, charged as follows:—

Construction of new lines and surveys	...	...	...	£190,626
Capital works on existing lines, &c.	...	...	...	290,656
Rolling-stock	...	...	...	112,808
" (narrow gauge)	...	...	...	8,278
				£602,368

LOAN ACCOUNT.

The amount of borrowed capital was, on the 30th June last, £37,665,153, details of which are shown in the Appendix, Return No. 11.

The increase in capital for the year amounted to £501,558, made up as follows:—

Redemption of loan, 37 Vict. No. 468 by 52 Vict. No. 1560	...	...	...	£88,526
Additional stock under Act 60 Vict. No. 1451	...	...	...	6,441
" " " Acts 62 Vict. No. 1562 and 1574	...	...	...	112,000
" " " Act 62 Vict. No. 1564	...	...	...	125,562
" " " Act 63 Vict. No. 1623	...	...	...	169,029
				£501,558

The interest for the year amounted to £1,420,907, and in addition the sum paid by the Treasury, and debited to the Railway Department, for expenses in payment of interest, &c., was £15,506. Credit has been taken for £5,965, being 2 per cent. on the weekly unexpended balances of loan moneys raised for Railway purposes. The net amount debited to the Railway Account is, therefore, £1,430,448. On the

total loan moneys expended the net revenue (exclusive of pensions and gratuities) paid 3·32 per cent. The average rate of interest payable on the borrowed capital allocated to railways is 3·92 per cent.

REVENUE.

The total revenue amounted to £3,025,162 (inclusive of £39,000 credited to income for carriage of grain at reduced rates), being £151,433 more than last year's receipts. The increase in goods traffic amounted to £43,944, and the passenger receipts were £86,477 in excess of the previous year.

In view of the fact that the harvest conditions generally were not so good as during the preceding year, the result must be regarded as most satisfactory. It is gratifying to note that the general improvement in traffic which has taken place since 1895-6 is being steadily maintained.

The following comparative table shows the revenue for the past ten years:—

Year.	Gross Receipts.		Gross Receipts per Train Mile.	
	£		s.	d.
1890-91 ...	3,298,567	...	5	4·63
1891-2 ...	3,095,122	...	5	2·91
1892-3 ...	2,925,948	...	5	5·17
1893-4 ...	2,726,159	...	5	4·49
1894-5 ...	2,581,591	...	5	4·76
1895-6 ...	2,401,392	...	5	4·11
1896-7 ...	2,615,935	...	5	8·03
1897-8 ...	2,608,896	...	5	7·77
1898-9 ...	2,873,729	...	5	11·00
1899-1900 ...	3,025,162	...	5	11·83

WORKING EXPENDITURE.

The total working expenditure for the year was £1,807,301, being an increase of £90,859 over the preceding year.

The increase in working has been general, but much of the additional expenditure is consequent upon increased traffic.

The accompanying statements show the result in detail. The increased cost of maintenance (£17,667) is principally due to extensive renewals of way. The locomotive charges, including repairs and renewals of carriages and waggons, show an increase of £46,556. This includes the extra rate paid for coal under new contracts (£10,000), increased repairs, &c., and the cost of running 393,251 additional train miles.

Details of the works executed appear in the reports and statistics in the Appendix.

During the year concessions to the staff have been granted involving an additional expenditure of £41,000, consisting of increments to employes (£20,000), cessation of percentage deductions (£13,000), increased overtime allowances, minimum wage, sick leave, extra payment to pier labourers for night duty, &c. (£8,000).

The working expenditure for the year has also been debited with £7,500, being portion of expenditure temporarily charged to the Treasury Bonds Account 1896, Act No. 1451.

The following comparative table shows the working expenditure (exclusive of pensions and gratuities) for the past ten years:—

Year.	Average Mileage open for Traffic.	Total Working Expenditure.	Percentage of Gross Receipts.
1890-91	2,650	£2,271,561	68·87
1891-2	2,829	2,088,091	67·46
1892-3	2,933	1,789,662	61·17
1893-4	2,982	1,557,566	57·13
1894-5	3,083	1,463,189	56·68
1895-6	3,121	1,456,738	60·66
1896-7	3,126	1,484,407	56·74
1897-8	3,123	1,566,073	60·03
1898-9	3,122	1,716,441	59·73
1999-1900	3,186	1,807,301	59·74

GENERAL RESULTS.

The result of working for the year under review may be summarized thus:—

Total revenue	£3,025,162
Total working expenditure	1,807,301
NET PROFIT ON WORKING	£1,217,861

This does not include £20,000, the estimated value of special services rendered to other Departments of the State, for which no payment is received.

The ratio of working expenses to revenue is practically the same as for last year, viz., 59·74 as compared with 59·73 per cent.

The summary of working (Return No. 5) in the Appendix shows that the net loss for the year (exclusive of pensions and gratuities) is £192,587 or £102,215 less than the deficit for the previous year.

The expenditure for pensions and gratuities for the year amounted to £95,239 5s., as against £81,284 2s. 11d. for the corresponding period. The increase in pensions (£5,178) and gratuities (£8,777) is consequent upon the retirement of sexagenarian and other employés. Payment of portion of accrued compensation has also been made to certain employés who have been reduced in pay owing to their failure to pass the vision test. The number of employés in the service who are entitled to pension or compensation is now reduced from 3,179 last year to 2,937.

The following statements show details of Revenue and Expenditure for the last two years:—

REVENUE.

	1899-1900. (Average Miles open, 3,186.)			1898-9. (Average Miles open, 3,122.)			Increase.	Decrease	Net Increase.	
	£	s.	d.	£	s.	d.				£	s.	d.
Passengers	1,214,347	12	5	1,127,870	7	0	86,477	5	5	
Parcels, &c.	117,374	5	11	110,911	11	6	6,462	14	5	
Horses, carriages, and dogs ...	11,702	4	1	11,094	6	7	607	17	6	
Mails	62,169	12	7	57,695	9	2	4,474	3	5	
Rents	49,139	5	2	49,637	11	7	...	498	6	5
Miscellaneous	15,177	3	3	14,791	1	8	386	1	7	
Live stock	148,195	11	2	138,616	18	5	9,578	12	9	
Goods	1,407,056	2	3	1,363,111	19	0	43,944	3	3	
Total Revenue	3,025,161	16	10	2,873,729	4	11	151,930	18	4	
Number of passengers	49,332,899			45,805,043			3,527,856			
Tons of live stock	206,653			184,996			21,657			
Tons of goods	2,791,650			2,594,752			196,898			
Train mileage	10,107,549			9,714,298			393,251			
Revenue per average mile open ...	£950			£920						
„ „ train mile	5s. 11'83d.			5s. 11'00d.						

WORKING EXPENDITURE.

	1899-1900.			1898-9.			Increase.
	Amount.	Cost per Train Mile.	Per Cent. to Revenue.	Amount.	Cost per Train Mile.	Per Cent. to Revenue.	
Maintenance ...	£ 498,459 10 0	11'84	16'48	£ 480,792 8 2	11'88	16'73	17,667 1 10
Loco. charges ...	537,339 16 0	12'76	17'76	502,763 7 2	12'42	17'49	34,576 8 10
Carriages and waggons	142,638 12 5	3'39	4'72	130,658 15 0	3'23	4'55	11,979 17 5
Traffic charges	564,907 15 6	13'41	18'67	546,753 13 5	13'51	19'03	18,154 2 1
Compensation	6,861 14 11	'16	'22	3,611 1 7	'09	'13	3,250 13 4
General charges	57,093 6 10	1'35	1'89	51,862 2 5	1'28	1'80	5,231 4 5
Total Working Expenditure	1,807,300 15 8	s. d. 3 6'91	59'74	1,716,441 7 9	s. d. 3 6'41	59'73	90,859 7 11
Pensions and Gratuities	95,239 5 0	...	...	81,284 2 11	...	...	...

GENERAL SUMMARY.

YEAR ENDED 30TH JUNE, 1900, COMPARED WITH 1899.

DETAILS.	1900.	1899.
Total spent in construction (including rolling-stock, workshops, piers, railway offices, and all surveys of projected lines, &c.)	£39,658,819	£39,056,451
Average cost per mile open	£12,327	£12,430
Total amount raised for construction from current loans ...	£37,665,153	£37,163,595
Amount spent on capital account during the year ...	£602,368	£454,147
Unexpended balances of loan moneys	£383,655	£566,366
Net interest on railway loans, including expenses on interest payments, redemption expenses, &c.	£1,436,413	£1,472,090
Total miles open for traffic	3,218	3,143
Average miles open for the year	3,186	3,122
Gross revenue	£3,025,162	£2,873,729
Working expenditure	£1,807,301	£1,716,441
PROFIT ON WORKING (after paying working expenses)	£1,217,861	£1,157,288
PERCENTAGE OF WORKING EXPENSES TO REVENUE	59.74	59.73
Deficit as per summary of working	£192,587	£294,802
Revenue per average mile open	£950	£920
Expenditure per average mile open	£567	£550
Net return per average mile open	£383	£370
Gross receipts per train mile	5s. 11.83d.	5s. 11.00d.
Working expenses per train mile	3s. 6.91d.	3s. 6.41d.
Net profit per train mile (after paying working expenses)...	2s. 4.92d.	2s. 4.59d.
The net revenue paid on the total capital cost	3.07 per cent.	2.96 per cent.
THE NET REVENUE PAID ON THE TOTAL LOAN MONEYS EXPENDED	3.32 ..	3.21 ..
Number of passenger journeys	49,332,899	45,805,043
Goods tonnage	2,791,650 tons	2,594,752 tons
Live stock tonnage	206,653 ..	184,996 ..
Train mileage	10,107,549	9,714,298
Pensions and gratuities—amount paid during the year (not included in working expenses)	£95,239	£81,284

On reference to the comparative statement (Appendix No. 12) it will be seen that the results for the year under review compare most favorably with those for any year during the previous decade, and from present indications there is every prospect of continued progress. The fact that the finances are on a more satisfactory basis, and that the prospects are reassuring, will not, however, from a departmental point of view, warrant the adoption of any policy which may increase the deficit. Of course, the Commissioner can only look at any proposed extension of the railway system, or suggested reduction of freights and fares, from one point of view, namely, their probable effect upon the revenue and expenditure. The standard by which the Department is generally gauged is its net income, and the rate per cent. earned on the capital expended. The indirect and collateral benefits conferred on the State by lines which are classed as "non-paying" are not taken into account in the departmental finance statements.

It has been and may again at any time be deemed politic on the part of the State, in order to encourage settlement or to further agricultural or manufacturing interests, to afford extended facilities or to construct lines which, while they do not add to the net railway revenue, are indirectly of great benefit to the State. This has now to some extent been recognised. Under Section 14 of Act No. 1439 it is provided that losses resulting from carrying out the policy of Parliament or of the Government are to be made good. This salutary provision is not, of course, retrospective, otherwise the deficit would probably have disappeared altogether from the railway accounts.

In view, however, of the demands which are constantly being made for reductions in freights and fares, and for additional railways, I think it advisable to reiterate yet again the warning of the Commissioner, by stating that no action should be taken "which would materially decrease the revenue of the Department, or unduly inflate the expenditure," and I indorse and repeat what he has recorded with respect to proposed extensions, viz.:—"The non-paying lines are an object-lesson which should be kept prominently in the foreground, in view of the contemplated authorization of a number of additional railways."

CONDITION OF LINES AND STOCK.

The whole of the lines and stations in the colony have been inspected by the Commissioner or his Deputy during the year. In the accompanying reports from the Chief Engineer for Existing Lines and the Chief Mechanical Engineer, details of the work executed are shown. I am glad to report that the way, works, and rolling-stock are in good working order. A large expenditure has been incurred on maintenance and renewals, but as the greater portion of the work of replacing iron by steel rails on the main lines has been completed it is anticipated that there will be a steady diminution in the cost of renewals for some time. The expenditure involved has consequently been heavy, but it will result in increased efficiency and economy. The rolling-stock has been kept up to the register; and all vehicles permanently removed from running have been replaced by others, the stock value of vehicles replaced being charged to working expenditure.

The train miles run during the year were 10,107,549, being an increase of 393,251 miles.

NEW LINES.

The total mileage has increased during the year from 3,143 to 3,218 miles by the opening for traffic of the following lines :—

Birchip to Woomelang	...	...	26½ miles
Jeparit to Rainbow	...	...	18½ „
Quambatook to Ultima	...	...	30 „
			—
Total	...	...	75 miles
			—

FLINDERS-STREET STATION.

Authority having been obtained to proceed with the construction of the new passenger station at Flinders-street, the re-arrangement of the station yard, platforms, &c., has been taken in hand.

NON-PAYING LINES.

The accompanying return (Appendix No. 25) shows in detail the revenue, expenditure, and approximate loss on 55 lines for three years ending 30th June, 1899. The average loss per annum is £301,154.

It will be noted that their maintenance cost shows a steady increase; the amounts paid on that account being as follows:—

1895-6	...	...	...	£95,759
1896-7	...	...	...	103,143
1897-8	...	...	...	116,081
1898-9	...	...	...	120,221

The following lines which were closed for traffic have been re-opened:—

Line.	Miles.	Capital Cost.	Present Train Service.
Lancefield to Kilmore	... 18½	... £117,445	... One return trip weekly
Mount Moriac to Wensleydale	... 11¼	... 39,385	... One return trip weekly (for fire-wood traffic)

A daily service has been established on the section of the Outer Circle Line from Riversdale to Deepdene.

The following lines remain closed:—

Line.	Miles.	Capital Cost.
Dunkeld to Penshurst (dismantled)	16¼	... £50,000
Oakleigh to Ashburton	... 3¼	... } 160,000
Fairfield Park to Deepdene	... 4½	... }
Darling to Waverley	... 1	... 7,000
	—	—
	25	... £217,000
		—

The expenditure to date on general surveys of lines which have not been completed amounts to £291,542.

The whole of the interest charges upon the foregoing items of unproductive capital expenditure (about £27,000 per annum) is debited to the Railway Department.

WHARFAGE AND WATER COMPETITION.

Attention has been repeatedly drawn by the Commissioner to the position in which the Department is placed regarding the various piers and wharf lines on which interest and maintenance charges amounting to about £23,000 per annum, have to be borne by the Department, and to the anomaly caused by the expenditure of large

sums of public moneys on works which create and facilitate water competition with the railways ; I consider it necessary to again draw attention to a procedure which is so injurious in its effects upon the railway finances.

The foregoing are examples of the burden which the Department has to bear, and which materially assist to augment the railway deficit, and make it a permanent incubus.

PRIVY COUNCIL APPEAL CASE.

The decision of the Privy Council with respect to the appeal by Messrs. J. Falkingham and Sons, resulted in favour of the contractors, and in consequence a sum of £24,753 has been paid by the Department. A summary of this case is given by the Engineer-in-Chief in his report (Appendix No. 1).

BOARD OF ADVICE.

The Board of Advice constituted by the Railways Act, No. 1439, has held frequent meetings and, as required by statutory provision, minutes have been duly recorded and submitted to the Minister.

GENERAL PURPOSES AND BRANCH COMMITTEES.

In his Report for the financial year 1896-7 the Commissioner stated, *inter alia*, that he found no systematic arrangement in existence for bringing together the administrative officers of the branches for the purpose of discussing the various important questions in connexion with the working of the Department in which they were all more or less jointly interested, and it was decided to follow the practice which obtains in the United Kingdom and in other colonies, by arranging for periodical meetings of the leading officers of each branch. These branch conferences have been held regularly, and minutes of the transactions are recorded and submitted to the Commissioner for consideration, and the result has been most satisfactory.

The General Purposes Committee is a more important body, consisting of the heads of the different branches of the Department, and is presided over by the Commissioner.

As the Commissioner pointed out, "one of the principal effects of the establishment of such a committee is to break down the tendency that each Branch has, in a large undertaking like the railways, to act independently of its relations to other sections of the service. Frequent conferences remove the barriers which occasionally exist between branches, and bring the whole body into harmonious working."

There is a general consensus of opinion that the view expressed by the Commissioner has been justified, and that these systematic conferences have had a most beneficial effect upon the working and administration of the Department.

APPEAL BOARD.

The Appeal Board constituted under the Railways Act, No. 1439, consisting of the Secretary, Chief Accountant, Chief Mechanical Engineer, Engineer for Existing Lines, and Chief Traffic Manager, with Mr. J. B. Johnston, of the Newport Work-shops (the representative chosen by the employés), has heard 59 appeals during the year. The decisions of the Board were as follows :—

Appeals dismissed ...	...	...	...	42
Appeals upheld ...	...	...	...	3
Punishments modified	...	...	...	<u>14</u>
				<u>59</u>

In 21 cases counsel were engaged by the appellants, and in five cases the appellants had to pay the whole costs of appeal.

FOUR YEARS' RETROSPECT.

In submitting this Report I have considered it desirable to furnish an epitome of the transactions of the Department covering the four years during which the management has been under the control of the Commissioner.

The following are the general results of working for the period mentioned.

TOTAL REVENUE.				Increase.	Decrease.
1895-6	...	£2,401,392	...	—	—
1896-7	...	2,615,935	...	£214,543	—
1897-8	...	2,608,896	...	—	£7,039
1898-9	...	2,873,729	...	264,833	—
1899-1900	...	3,025,162	...	151,433	—
				<u>£630,809</u>	<u>£7,039</u>
Increase 1899-1900 over 1895-6 ...				<u>£623,770</u>	

TOTAL WORKING EXPENDITURE.				Increase.	Decrease.
(Exclusive of Pensions and Gratuities.)					
1895-6	...	£1,456,738	...	—	—
1896-7	...	1,484,407	...	£27,669	—
1897-8	...	1,566,073	...	81,666	—
1898-9	...	1,716,441	...	150,368	—
1899-1900	...	1,807,301	...	90,860	—
				<u>£350,563</u>	
Increase 1899-1900 over 1895-6 ...				<u>£350,563</u>	

The net earnings paid 3·07 per cent. on the capital cost as compared with 2·48 in 1895-6, and the deficit has decreased in four years from £493,949 to £192,587.

At my request the Chief Engineer for Existing Lines and the Chief Mechanical Engineer have supplemented their ordinary annual reports by submitting a four years' retrospect of the work accomplished in their respective branches.

The operations of the Existing Lines and Locomotive Branches are, consequently, set out in detail in the Appendix (Nos. 2 and 3).

The following is a brief summary for the period under review:—

CONSTRUCTION OF LINES.				Miles.
Mileage open at 30th June, 1896	...	...	...	3,122 $\frac{1}{4}$
Lines opened for traffic since that date—				
Nathalia to Picola	...	...	...	6 $\frac{3}{4}$
Wangaratta to Whitfield (narrow gauge)	...	...	...	30 $\frac{1}{4}$
Birchip to Woomelang	...	...	...	26 $\frac{1}{2}$
Jeparit to Rainbow	...	...	...	18 $\frac{1}{2}$
Quambatook to Ultima	...	...	...	30
				<u>112</u>
Less Dunkeld to Penshurst section, dismantled 19th February, 1898	...	...	...	16 $\frac{1}{4}$
				<u>95$\frac{3}{4}$</u>
Total mileage open for traffic at 30th June, 1900				<u>3,218</u>

MAINTENANCE BRANCH.

The principal improvements which have been effected in the way and works may be summarized as follows :—

- Extensive renewals and repairs to the permanent way.
- Increase in the size and number of sleepers.
- Relaying with heavier rails.
- Regrading various important lines.
- Replacement, renewal, and strengthening of a large number of bridges and culverts.
- Extension of the system of substitution of road-bridges and cattle-pits for gates.
- Extension of signalling and interlocking appliances for safe working.
- Additional and improved residences for the staff.
- Replacement of old post-and-rail fences on suburban lines with picket fencing and extensive renewals of fencing on various lines.
- A large expenditure has been incurred in providing new station buildings, platforms, sidings, and increased accommodation generally.
- Improvement of the property as a whole by increased expenditure on repairs, renewals, painting, &c.

LOCOMOTIVE BRANCH.

The train mileage run in 1895-6 was 8,989,391 miles, and in 1899-1900, 10,107,549, an increase of 1,118,158 miles.

Ten heavy engines are in course of construction.

One of the latest types of American consolidation engines has been obtained.

Tenders are to be called in the colony for the construction of fourteen goods engines.

Designs have been prepared for a heavier type of express engine, and also for light-line passenger and mixed engines, to replace stock now becoming worn out and obsolete.

The engine stock has been overhauled, and numerous improvements effected. New boilers of increased strength, and new fire-boxes have been fitted to a large number of engines. Twenty-five boilers are now in process of manufacture.

Two narrow-gauge locomotives were purchased. Two others have been manufactured at Newport, and two more are in course of construction. Amongst the numerous additions to the carriage stock may be mentioned the following :—

- Thirty-five first-class and 25 second-class corridor vestibule cars, with lavatory conveniences for express and main line traffic.
- Twelve composite bogie vans and first-class smokers for suburban lines.
- Sixteen composite corridor cars, with sanitary and lavatory accommodation, have been built, and 34 more are in course of construction.
- Other vehicles to replace inefficient stock are being built.
- Vehicles which have been put aside for heavy repairs have been put in order for excursion purposes.
- The carriage stock generally has been overhauled, and necessary repairs, alterations, and other improvements effected.
- Two cars and vans combined, and four cars for use on narrow-gauge lines have been built at Newport.

It is worthy of note that as far as practicable the whole of the new carriage stock has been constructed under co-operative labour contracts, and the Chief Mechanical Engineer reports that the result has been "successful from a departmental point of view," and, as far as he could learn, "satisfactory to the men."

Large additions have been made to the waggon stock; 830 trucks have been supplied under contract, 299 trucks have been made at Newport, 100 medium waggons are in course of construction, and 57 narrow-gauge trucks have also been built.

A very large expenditure has been necessary on repairs and renewals to the waggon stock generally. The number of vehicles which came in for repairs during the period under review was far larger than was anticipated; much of the stock built previously not having answered expectations.

The fitting of the Westinghouse brake to vehicles has been rapidly proceeded with, and the brake can now be used on all passenger and goods trains.

Engine sheds, turntables, coal stages, shops, foundry, improved machinery, and other mechanical appliances have been provided; details of which are given in the Appendix.

TRAFFIC WORKING.

During the last four years many additional facilities have been given for the transit of goods and live stock, and substantial concessions in the matter of fares, freights, and other charges have been granted to the travelling public.

The facility with which the record grain traffic of the last two years was handled is the best testimony to the general improvements which have been effected.

The accommodation afforded by the introduction of the corridor cars already referred to has been much appreciated.

The Sydney express has been fitted up as a vestibule train, enabling the conductor or the guard to pass from one end of the train to the other. The Adelaide and Bendigo express trains have, to some extent, been supplied with corridor cars whereby passengers may traverse all the compartments in the one carriage. Similar stock is also run on the other trunk lines. On all the trunk lines and upon the principal branch lines, the old style of car is being largely replaced by corridor and other improved bogie stock.

When the work authorized and in hand is completed practically the whole of the lines in the colony will be equipped with greatly improved first and second class carriage stock, having lavatory and sanitary accommodation.

The speed and timing of trains have been improved on several of the trunk lines, notably on the Ballarat, Bendigo, North-Eastern, Gippsland, and Port Fairy lines, and, in a few instances, purely passenger trains have replaced slower mixed trains, and the Adelaide and Sydney expresses now run six days a week instead of five as formerly.

Increased passenger train services have been afforded, particularly since December, 1899. Extra trains have been put on a number of country lines, and an increase has been made in nearly all the suburban lines of an extra train or two.

The advent of Pintsch gas in 1898 marks a great improvement in the lighting of first-class carriages. Most of the trunk lines and all the principal suburban lines are now so equipped, and its rapid extension is proceeding. The second-class cars on the intercolonial express trains, and on the trunk lines, are also fitted with the new illuminant, and the extension of the gas to second class cars on suburban lines and to country branch lines where practicable has been put in hand.

An alteration in the conduct of the refreshment rooms has been effected, which marks a distinct improvement, and affords a duly appreciated advantage to travellers.

Concessions in Passenger Fares.—Concessions have been afforded suburban passengers whereby suburban tickets are now available for return for seven days in lieu of one day, and country tickets available for return for three months, in lieu of one month, where the journey exceeds 100 miles.

The suburban area was also extended, and fixed at an uniform radius from Melbourne of 20 miles.

The Holiday Excursion fares were reduced by 16 per cent. This involved a reduction on all Seaside, Lakes, and Mountainous District Excursion tickets. Formerly these fares were only available at Christmas, Easter, and on special occasions during the year, but they have been made available every week from Friday evening till Monday, to and from all stations, a concession which has been much appreciated by the public.

Further substantial increases in discounts were made to traders taking out All-lines tickets, and to firms taking out two or more All-lines tickets. A reduction was also made in the scale of fares for sectional tickets.

During this period combined Rail and Coach tickets and 500-mile Coupon Books were inaugurated.

Many other minor reductions were also made.

Concessions in Goods Rates.—In November, 1896, a complete revision of the Merchandise Rates Book was made, and at that time, and up to the 30th June, 1900, reductions in freight authorized in many leading lines, such as galvanized iron, rice, candles, kerosene, pig iron, woolpacks, stone, cement, bacon, hams, honey, hops, eggs, &c.

Truck rates were established authorizing discount of 10 per cent. on the first, second, and third class portions of such consignments.

A special cheap single Package rate was brought into force to facilitate direct communication between producers in country and consumers in Melbourne.

A substantial reduction of the rates for wheat, flour, hay, straw, chaff, and various goods carried at the Wheat rate has also been made.

The rates for the carriage of parcels have also been substantially reduced.

TELEGRAPH BRANCH.

Since 1st July, 1896, 300 Tablet and Staff Instruments have been put into use on 1,051 miles of line, resulting in a large saving of time in running, in signals and interlocking machinery, besides rendering the intermediate sidings much more secure than hitherto.

Sykes' Lock and Block system has been brought into use on the Flinders-street Viaduct, and is in course of equipment between Prahran and Balaclava.

Automatic electrical locking has been brought into use on all the "up" journey lines at North Melbourne, and on several lines at Flinders-street, thereby securing greater safety.

Three hundred and thirty-six carriages have been fitted with Pintsch gas, and 275 more will be so fitted within a few months, leaving only the carriages on small branch lines lit with kerosene.

Electric lighting has been extended. The Parliament Houses, Public Library, and Post Office being lighted from the Railway works, with satisfactory results.

STORES.

The Stores Board established by the Commissioner in order to thoroughly supervise and control the purchase, receipt, and issue of stores, has been instrumental in placing this important branch of the service on a very satisfactory basis. The whole of the material on hand has been re-classified, and periodical stock-taking has taken place with highly satisfactory results. The value of stores and material in stock at 30th June, 1900, was £529,515.

GENERAL.

Very considerable improvement has been effected in the condition and status of the staff during the past four years. An earnest endeavour has been made to rectify anomalies and to meet the reasonable requirements of the employés, all of whom had been suffering from the effects of the drastic retrenchment which had taken place. A classification was adopted in which the equities of the service and the interests of the State were fairly considered. Other concessions and allowances have been granted, which, including increments paid under the classification, and the cessation of percentage reductions, have involved a very large addition to the working expenses. The concessions for last year amounted to £41,000, and the aggregate expenditure on this account may be stated, approximately, at £190,000 over 1895-6.

In conclusion, it is very gratifying to be able to state that during the whole period under review the enormous business of the Department has been conducted with a marked absence of friction, and what is more satisfactory still, with comparative immunity from accidents of a serious nature.

These facts bear ample testimony to the general efficiency of the system under which the business is conducted, and to the zeal and cordial co-operation of the officers and staff generally; and I am pleased, in the absence of the Commissioner, who is in England on Government business, to be able to place on record such a satisfactory retrospect.

I have the honour to be, Sir,

Your obedient servant,

W. FITZPATRICK,

Deputy Commissioner.

A P P E N D I X .

VICTORIAN RAILWAYS.

APPENDIX TO THE REPORT OF THE VICTORIAN RAILWAYS COMMISSIONER.

YEAR ENDING 30th JUNE, 1900.

- No. 1.** Report of the Engineer-in-Chief.
- 2.** „ Chief Engineer for Existing Lines.
- 3.** „ Chief Mechanical Engineer.
- 4.** General balance-sheet.
- 5.** Summary of working.
- 6.** Expenditure and revenue statement.
- 7.** Details of working expenditure.
- 8.** Railway Accident Fund.
- 9.** Railways Stores Suspense Account
- 10.** Cost of each line, and average per mile, &c.
- 11.** Statement of railway debt.
- 12.** Comparative statement.
- 13.** Statement showing dates of opening, &c.
- 14.** Return of Staff.
- 15.** Number of employés at 30th June.
- 16.** Number of employés entitled to compensation, &c., on retirement, &c.
- 17.** Statement showing traffic at each station.
- 18.** Comparative Statements of Traffic.
- 19.** Return of rolling-stock.
- 20.** Return of accidents.
- 21.** Appointments and reinstatements.
- 22.** Removals of employés.
- 23.** Appointments (Board of Land and Works Railways Construction).
- 24.** Return of applications for employment, examinations, &c.
- 25.** Return showing approximate loss on certain lines.

VICTORIAN RAILWAYS.

No. 1.

TO THE BOARD OF LAND AND WORKS (RAILWAYS CONSTRUCTION BRANCH).

Melbourne, 7th September, 1900.

GENTLEMEN,

I have the honour to report that during the financial year ending 30th June, 1900, the railways under construction were as follows :—

	Length. Miles.		Gauge.		Authorizing Act.		Work commenced.
From Birchip to Cronomby (Woomelang)	26½	...	5ft. 3in.	...	1550	...	18th August, 1898.
From Jeparit towards Albacutya (to Rainbow)	18½	...	5ft. 3in.	...	1558	...	13th October, 1898.
From Quambatook to Ultima	30	...	5ft. 3in.	...	1555	...	5th April, 1899.
From Fern Tree Gully to Gembrook	18½	...	2ft. 6in.	...	1549	...	1st August, 1899.
From Melbourne to Collingwood	2¼	...	5ft. 3in.	...	1590	...	8th November, 1899.
From Lilydale to Warburton	24¼	...	5ft. 3in.	...	1589	...	28th November, 1899.
From Colac to Beech Forest	30	...	2ft. 6in.	...	1594	...	14th June, 1900.

The butty-gang system of construction has been adopted generally.

The lines opened for traffic during the same period were as follows :—

	Length. Miles.		Date of opening for traffic.
From Birchip to Woomelang (Cronomby)	26½	...	18th September, 1899.
From Jeparit to Rainbow (towards Albacutya)	18½	...	2nd November, 1899.
From Quambatook to Ultima	30	...	1st March, 1900.

Additional equipment of these lines is still being provided, with a view to their better meeting the requirements of the traffic as it develops.

Tenders were received on the 17th July, 1899, for construction of the Colac to Beech Forest railway on the 2ft. 6in. gauge, but no tender was accepted. Subsequently the plans were altered, and the construction of the line commenced on the butty-gang system near the close of the financial year.

The legal proceedings initiated in 1892 by Messrs. J. Falkingham and Sons, contractors, were brought to a conclusion by the judgment of the Privy Council in favour of the contractors on the 15th May, 1900. These proceedings arose out of the contract (number 2407) dated 29th December, 1886, with Messrs. J. Falkingham and Sons, for the construction of 49 miles of the South-Eastern Railway, between Dandenong and Korumburra. The total amount of contract as let, including provision, was £251,271 19s. 2d. The line was opened for public traffic in three sections, the last on 2nd June, 1891. On the 29th June, 1892, the Engineer-in-Chief gave his final award under the contract. Contractors, being dissatisfied, gave notice of arbitration, and claimed £67,708 9s. 11d. beyond the Engineer-in-Chief's award, the details being set out in 72 items. In appointing arbitrators the Railways Commissioners reserved under seal the right to treat an award as a nullity, and they also intimated their intention to contest the validity of any award. After hearing evidence for 28 days, the arbitrators made their award 10th October, 1892, directing payment to contractors of £20,500, besides costs of award, £952 10s., or a total sum of £21,452 10s. against the Railways Commissioners. The contractors took up this award, but the Commissioners declined to recognise it, because it dealt with matters which the arbitrators had no jurisdiction to entertain. On contractors resorting to the Supreme Court to enforce the award, a verdict was given, 13th February, 1895, for the defendant Commissioners, on the ground that the arbitrators had exceeded their jurisdiction. On appeal to the Full Court, 8th May, 1895, judgment was again given for the defendant, on the ground that the arbitrators had taken into consideration matters which they had no power to entertain, the learned Judges also remarking (*vide* Victorian Law Reports, vol. 21, page 21) that contractors' claims had been

submitted in a "careless and wholesale manner." On the 27th July, 1896, contractors obtained leave from the Supreme Court to refer back the award of 10th October, 1892, for reconsideration and redetermination. The arbitrators were again brought together, one of them coming from England for the purpose, and on the 11th January, 1897, the arbitrators made another award for the sum of £19,076 1s. 2d., plus costs of further award, £536 5s., and costs of previous award as before, £952 10s., or, altogether, £20,564 16s. 2d. The contractors took up this award, and (the Commissioner having declined to recognise it) took it to the Supreme Court to have it enforced. The Commissioner entered a counter claim. The Court, 16th November, 1897, allowed the claim to the contractors and the counter claim to the Commissioner, the net result of this decision being £1,682 17s. 11d. in favour of the contractors. The Full Court, however, on the 29th and 31st March, 1898, on appeal from both sides, decided against the contractors and in favour of the Commissioner on both the claim and the counter claim. The case was then taken, on appeal, by contractors to the Privy Council, where it was heard towards the end of 1899, but the decision was reserved until 15th May, 1900, when the Full Court judgments of the Supreme Court of Victoria were set aside, and contractors' appeal allowed, with interest and costs, including costs of the two awards. The amount, viz., £24,743 5s., has since been paid.

The following lines have been authorized, but construction had not been started at 30th June :—

	Length. Miles.	Gauge.	No.	Authorizing Act. Date.
Frankston Cemetery	$\frac{3}{4}$	5ft. 3in.	821	12th December, 1884.
Heidelberg to Eltham	$8\frac{1}{4}$	5ft. 3in.	1299	27th February 1893.

The following lines were under survey during the year :—

PERMANENT SURVEYS.

Country Lines.

Lilydale to Warburton ... ..	...	...	$24\frac{1}{4}$ miles	...	5ft. 3in. gauge.
Yelta and Mildura towards Melbourne	...	...	$80\frac{1}{4}$ "	...	5ft. 3in. "
Bungaree Race-course ... ..	...	...	$1\frac{1}{2}$ "	...	5ft. 3in. "
Newtown to Pitfield ... ..	...	...	$11\frac{3}{4}$ "	...	5ft. 3in. "
Moe to Walhalla ... ..	...	...	$27\frac{1}{2}$ "	...	2ft. 6in. "

Suburban Lines.

Nil.

TRIAL SURVEYS.

Country Lines.

Warburton to Warburton East ... ..	...	...	$3\frac{3}{4}$ miles	...	5ft. 3in. gauge.
Minapre to Pier Millan ... ..	...	...	$24\frac{3}{4}$ "	...	5ft. 3in. "
Waitchie towards Mildura ... ..	...	...	$61\frac{3}{4}$ "	...	5ft. 3in. "
Forrest towards Beech Forest ... ..	...	...	13 "	...	5ft. 3in. "

Suburban Lines.

Nil.

REGISTRATION OF UNEMPLOYED.

The registration of unemployed and the allotment of available manual work under Government Departments have been continued.

The following statement shows the numbers dealt with yearly to date :—

Period.	Registered.	Called for Work.	Failed to answer call, declined work, or unsuitable.	Sent to work.	Percentage of those called who accepted.
8th May, 1895, to 30th June, 1896	12,255	...	...	3,018	...
Year ending 30th June, 1897 ...	9,151	3,065	1,473	1,592	52
Year ending 30th June, 1898 ...	16,952	8,814	4,337	4,477	51
Year ending 30th June, 1899 ...	17,803	8,516	4,741	3,775	44
Year ending 30th June, 1900 ...	15,300	9,603	5,654	3,949	41

There is a decrease in the number of registrations, and an increasing proportion of those registered will only accept work near their homes. In consequence of this, labourers who will only accept work in town have had to wait about five months for employment in their turn, while those who will go anywhere have got their turn in about two months from the date on which they registered. These facts indicate that want of work is neither so wide-spread nor so acute as in previous years.

The term of employment is still limited to three months for work in town, and to four months for family men who have to go a distance to country work and pay railway fares.

Employment was provided during the year by the different Government Departments as follows :—

Public Works Department ... ..	...	...	...	...	1,153
Victorian Water Supply ... ..	...	...	...	...	257
Lands Department (Forest Branch) ... ..	...	...	...	...	19
Railway Department ... ..	...	...	...	...	2,520
Total ... ..	...	...	...	...	3,949

The classes of labour for which men were engaged are as follows :—

Trade.	Number	Trade.	Number.
Axemen ...	114	Pile-drivers ...	8
Blacksmiths ...	8	Pitcher-setters ...	7
Boys ...	9	Platelayers ...	137
Bricklayers ...	27	Plumbers ...	7
Bricklayers' labourers ...	17	Powdermen ...	5
Bullock teams ...	5	Quarrymen ...	223
Carpenters ...	27	Sailors ...	11
Cook ...	1	Signwriters ...	2
Culvert builders ...	8	Slaters ...	3
Fencers ...	20	Stonebreakers ...	64
Forest thinners ...	19	Strikers ...	2
Gallopers out ...	68	Tentmakers ...	3
Gangers ...	36	Tool sharpeners ...	6
Guards (ballast) ...	1	Tuckpointers ...	1
Horses and drays ...	154	Watchmen ...	3
Labourers ...	2,892		
Masons ...	27		
Masons' labourers ...	24		
Miners ...	10		
		Total men ...	3,949

The number on the register at 30th June, 1900, was 4,258, as compared with 5,304 twelve months previously.

I have the honour to be, Gentlemen,

Your obedient servant,

F. RENNICK,

Engineer-in-Chief.

VICTORIAN RAILWAYS.

No. 2.

Office of Chief Engineer for Existing Lines,
Melbourne, 28th August, 1900.

SIR,

I have the honour to report that during the year ending 30th June, 1900, the "way" and "works" of the Victorian Railways on the lines open for traffic were efficiently maintained.

The lines closed for traffic during the year were :—

Ashburton to Oakleigh	... 3¼ miles.	Closed on 9.12.95.
Darling to Waverley	... 1 mile.	Closed on 9.12.95.
Deepdene to Fairfield Park	... 4½ miles.	Closed on 12.4.93.

Total ... 8¾ miles closed throughout the year.

Lancefield to Kilmore	... 18½ miles.	Closed on 1.6.97, re-opened on 6.2.00, one return trip weekly.
Mount Moriac to Wensleydale	... 11¼ miles.	Closed on 1.5.99, re-opened on 12.5.00 for firewood traffic, one return trip weekly.
Riversdale to Deepdene	... 1½ miles.	Closed on 12.4.93, re-opened 14.5.00, daily service.

Total ... 31¼ miles closed for the greater part of year.

The new lines opened for traffic were :—

Birchip to Woomelang	... 26½ miles,	on 18.9.99.
Jeparit to Rainbow	... 18½ "	" " 2.11.99.
Quambatook to Ultima	... 30 "	" " 1.3.00.

Total ... 75 miles.

The following table gives the cost of maintenance and renewals of "way" and "works" for the past year, as compared with 1898-9 :—

Year.	Average Miles of Main Line.			Approximate Mileage of Sidings.	Total Cost of Maintenance and Renewals for Year.	Cost per Mile of Main Line (Sidings included).		Cost per Train Mile.
	Double Line.	Single Line.	Total.			£	s. d.	
1898-99	294	2,828	3,122	436	£ 480,792	0 0	153 0 0	d. 11'88
1899-1900	294	2,892	3,186	440	£ 498,459	0 0	156 0 0	d. 11'84

The year's working, as compared with the previous year, shows an increased expenditure of £17,667, and an increased cost per mile of £3, but a reduced cost per train mile of .04d. The increased cost per mile is principally due to 132¾ miles of rails and 370,932 sleepers having been renewed, as compared with 93¼ miles of rails and 330,900 sleepers in the previous year.

PARTICULARS OF MAINTENANCE AND RENEWALS FOR THE LAST 19½ YEARS.

Year ending—	Mileage maintained.		Cost of Maintenance.		Renewals.	
	Total Average Main Line.	Of Sidings (Approximate only).	Per Mile.	Per Train Mile.	Rails in Miles of Way.	Number of Sleepers.
31st December, 1881	1,215	200	£ 181	d. 11'38	50½	30,105
" " 1882	1,300	220	188	11'58	46½	65,327
" " 1883	1,432	240	263	15'84	141½	71,548
Half-year ending 30th June, 1884	1,598	270	105	11'10	34½	48,171
Year " " 1885	1,655	285	170	9'86	42½	19,763
" " " 1886	1,691	290	163	9'12	20¾	29,847
" " " 1887	1,791	305	170	9'13	26	41,782
" " " 1888	1,947	335	179	9'23	28	44,594
" " " 1889	2,142	375	190	9'16	25¼	65,550
" " " 1890	2,329	410	186	8'83	33	70,593
" " " 1891	2,650	470	162	8'39	12	73,668
" " " 1892	2,829	500	146	8'38	5	68,899
" " " 1893	2,933	500	112	7'30	6½	75,774
" " " 1894	2,982	500	108	7'59	35¾	82,278
" " " 1895	3,083	500	107	8'31	56¼	131,695
" " " 1896	3,121	500	117	9'77	75	191,454
" " " 1897	3,126	436	122	9'92	(a) 71	199,094
" " " 1898	3,123½	436	131	10'62	(b) 63½	239,332
" " " 1899	3,122	436	154	11'88	(c) 93¼	330,900
" " " 1900	3,186	440	156	11'84	(d) 132¾	370,932

(a) In addition to 48¾ miles } of partly worn 60-lb. steel rails replaced by 75-lb. and 80-lb. steel rails on Dimboola to
 (b) " " " 9 " } Serviceton Line.
 (c) " " " 4¾ " }
 (d) In addition to 17¾ miles of partly worn 66-lb. steel rails replaced by 80-lb. steel rails on the main country lines.

As pointed out in my previous reports, the cost of renewals is heavy, because the iron rails and sleepers originally laid are nearing the limit of their life; but as the iron rails have now nearly all been replaced by steel in the main lines, I anticipate that there will be a gradual reduction in the cost of renewals for the next few years.

The whole of the 32,180 tons, equal to 236 miles of 80-lb. and 16 miles of 100-lb. steel rails, with the necessary steel fishplates, contracted for by the Pennsylvania and Maryland Steel Companies, have been delivered, and have nearly all been laid in the lines during the year; the 80-lb. rails have been used principally for replacing lighter rails on the best country lines, and the 100-lb. rails for replacing lighter rails on suburban lines where the traffic is heavy. With the exception of fishplates and washers for fishbolts, all the permanent-way fastenings required were manufactured in the colony.

The necessary funds having been provided, and the materials obtained for replacing 185 miles of 66-lb. steel rails with new 80-lb. steel rails on lines required to carry fast and heavy traffic, and referred to in last year's Report, relaying has been done on the following lines:—Essendon to Wodonga, 106 miles; Braybrook Junction to Warrenheip, 50 miles; Caulfield to Warragul, 15 miles; and Newport to North Geelong and Ballarat, 2 miles; making a total of 173 miles. Of this work, the maintenance cost of the original materials is to be paid for out of working expenses at the rate of £10,000 a year, while the extra cost of the heavier materials is charged to capital account.

As the 66-lb. steel rails released are not nearly worn out, they are being used in replacing light iron rails on branch country lines, and in the construction of new light lines.

Amongst the more important works completed during the year were engine-sheds at Beechworth, Stawell, Shepparton, Warrnambool, and Whitfield; new suburban station at East Camberwell; station buildings and improvements at Beach, Canterbury, Cheltenham, Euroa, Everton, Mentone, South Melbourne, and Surrey Hills; buildings for the electric light and Pintsch gas plants at Melbourne; Katamatite tramway improved to the standard of light lines; additions to Newport Workshops; fencing of the new lines, Dimboola to Jeparit and Wycheproof to Sea Lake, &c.

Works in progress included the gravitation goods yard at Spencer-street; amalgamation of stations, Footscray; carriage sheds at Bendigo and Wodonga; fencing of Wangaratta to Whitfield line, &c.

The construction of cattle pits at public road level crossings and removal of gate-houses from crossings where they interfered with the view of trains have been continued; the gate-houses, when suitable, being re-erected where required as residences for employes.

Water supplies at several places have been improved; turntables out of use have been removed to places where they were required; coal stages, trucking yards, &c., have been erected, and a large number of miscellaneous improvements have been carried out.

On the suburban lines the erection of picket fencing, which improves the appearance of the lines and largely prevents trespassing, has been continued.

Painting of station buildings, &c., has been carried on principally on the butty-gang system by casual painters from the ranks of the unemployed.

The substitution of bridges for level crossings has been completed at Dunn and Balmain streets, Richmond, and at City-road and York-street, South Melbourne; also at three roads crossing country lines.

Interlocking has been extended as follows:—

New signal boxes with interlocking apparatus (183 levers) have been provided at fourteen places.

“Annett” or “Staff” lock gear (94 sets) have been provided at 49 intermediate non-staff stations.

There are now 5,943 interlocking levers in use at 395 places.

Renewals of semaphore masts and interlocking apparatus have been made as required, and the whole of the gear is in good condition.

Sykes' automatic lock-and-block system has been in use on the Flinders-street Viaduct section for four years with satisfactory results; Sykes' instruments and gear are now fixed on the sections Prahran-Windsor-Balaclava, and will shortly be brought into use. The further extension of the system is contemplated.

In connexion with the proposed new station at Flinders-street, the Parliamentary Standing Committee on Railways having recommended that competitive designs should be invited for the station buildings and the roof over the station, this course was agreed to, and designs were invited for 22nd December last, when seventeen were received. These were submitted to a Board consisting of Mr. F. Rennie, Engineer-in-Chief, Victorian Railways (Chairman); Mr. Henry Deane, Engineer-in-Chief for Construction, New South Wales Railways; Mr. H. C. Stanley, Chief Engineer, Queensland Railways; Mr. A. B. Monieriff, Engineer-in-Chief, South Australia; and Mr. Lloyd Tayler, F.R.I.B.A., President of the Royal Victorian Institute of Architects; who held several meetings, and on the 22nd May, 1900, sent in their final report, and allocated the prizes as follows:—First, £500, Messrs. J. W. Fawcett and H. P. C. Ashworth, officers of Existing Lines Branch, Victorian Railways; second, £200, Mr. C. A. D'Ebro, architect and civil engineer, Melbourne; third, £100, Messrs. Gerard Wight and W. Pestell, architects and civil engineers, Melbourne. The designs are being considered by the Parliamentary Standing Committee.

Under instructions from the Commissioner, and with the approval of the Government, I left Melbourne on 3rd June, 1899, on a visit to America and Europe, with the object of acquiring information as to the methods of railway construction and management in use in those countries. During my trip I visited many of the most important railways in the United States of America, Great Britain, Germany, and Belgium, as well as several extensive manufactories of railway plant, &c. After a most interesting and instructive trip I arrived in Melbourne on 6th April last, and resumed my regular duties. A general report of my visit was furnished on 22nd May last, and special recommendations as to possible improvements which may be worthy of consideration will be forwarded in due course.

FOUR YEARS' RETROSPECT.

As requested, I have the honour to submit the following information as to the work done by this branch from 1st July, 1896, to 30th June, 1900:—

The lines closed to traffic throughout the above period were—

Ashburton to Oakleigh	... 3¼ miles.	Closed 9.12.95.
Darling to Waverley	... 1 mile.	" "
Deepdene to Fairfield Park	... 4½ miles.	Closed 12.4.93.

8 miles closed throughout the four years.

Penhurst to Dunkeld	... 16¼ miles.	Closed 24.3.91; and dismantled 19.2.98.
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Lines closed and re-opened since 1.7.96—

Camberwell to Ashburton	... 3¼ miles.	Closed 1.5.97; re-opened 4.7.98.	Daily service.
Lancefield to Kilmore	... 18½ miles.	Closed 1.6.97; re-opened 6.2.1900.	One return trip weekly.
Mount Moriac to Wensleydale	... 11¼ miles.	Closed 1.5.99; re-opened 12.5.1900.	For firewood traffic, one return trip weekly.

33 miles.

Line closed prior to 1.7.96, but re-opened since that date—

Riversdale to Deepdene	... 1½ miles.	Closed 12.4.93; re-opened 14.5.1900.	Daily service.
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Total ... 34½ miles re-opened since 1.7.96.

New lines opened since 1.7.96—

Birchip to Woomelang, 5ft. 3in. gauge,	26½ miles.	Opened 18.9.99.
Jeparit to Rainbow	18½ "	" 2.11.99.
Nathalia to Picola	6¾ "	" 15.12.96.
Quambatook to Ultima	30 "	" 1.3.1900.

81¾ "

Wangaratta to Whitfield, 2ft. 6in. gauge,	30¼ "	" 14.3.99.
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Total ... 112 miles.

The schedule of works supplied herewith shows that a large number of improvements have been made or initiated during the period under review, among the more important of which the following may be specially referred to:—

As regards Permanent Way, the renewals of sleepers and rails have been very large, chiefly for the reason that on a number of lines which were constructed between 1875 and 1885 the sleepers and the rails, where they were of iron originally, had reached the safe limit of their life for main-line work, and also because, in view of the increasing weight and speed of the trains on the more important lines, it was deemed necessary to replace the comparatively light rails which were laid down at first by heavier rails, and so bring these lines up to the modern standard of railways which have to carry a fast and heavy traffic. All the sleepers used have been of the best descriptions of timber available, viz.:—Redgum, red ironbark, and grey box, which may be expected to last from 20 to 35 years, and on all main lines none but the large size (9 feet by 10 inches by 5 inches) sleepers have been put in, while on branch lines the size used has been 9 feet by 9 inches by 4½ inches. Many lines which were originally laid with the smaller size of sleepers, and, in several instances, inferior kinds of timber, have been renewed with large sleepers of the best timber. In relaying with heavier rails the number of sleepers used has been increased by reducing the original spacing from 3 feet to 2ft. 9in. The rails now adopted as standards are, for the heavy-traffic suburban lines, of steel 100 lbs. to the yard; standard length, 31ft. 9in.; and for the outlying suburban lines, with lighter traffic, and for country lines, with fast and heavy traffic, steel rails 80-lb. to the yard; standard length, 31ft. 9in. These rails are replacing others, usually 60 and 66 lbs. to the yard, and in lengths of from 22ft. 6in. to 24ft. The smoother running obtained by the use of heavier rails in longer lengths, and more sleepers, is most noticeable; and, besides adding to the comfort of travelling, it cannot fail to reduce the cost of maintenance of both permanent way and rolling-stock. The 60-lb. and 66-lb. steel rails which have been so replaced are not by any means worn out, and they are being used to replace worn-out iron rails on the light lines, as well as for the construction of new light lines in the outlying districts. With respect to ballast, some of our lines are still rather deficient, both in quantity and quality; but, with your sanction, a commencement was made some time ago to both increase the quantity and improve the quality wherever necessary. Where good broken stone is procurable at a reasonable cost it is being used instead of gravel, so as to give better drainage and to reduce the dust, which is both disagreeable to travellers and detrimental to rolling-stock.

With reference to what are known as works, a large number of bridges and culverts have been renewed and strengthened, and all such renewals have been done in a substantial manner. The system of substituting road bridges and cattle pits for gates and gatekeepers at public-road crossings has been largely extended, and thereby the safety of travelling and the convenience of the public have been increased. Many of the gatehouses have been removed from the level crossings and re-erected at stations and other suitable places as residences for the staff. Numerous improvements have been made at stations by the erection of new buildings, re-arrangement of the present buildings, construction of new platforms, sidings, &c. Many miles of fencing have been renewed, and on the suburban lines the old post-and-rail fences are being replaced by picket fences, by which the appearance of the property is improved, and trespassing by the public is reduced to a minimum.

In interlocking and signalling large additions have been effected, the number of interlocked stations having been increased from 231 to 395, and the number of Annett, Staff, or Tablet locks from 24 to 346, while, in addition, many improvements to the previously existing apparatus have been made. A further important improvement in this direction has been the complete installation of Sykes' automatic lock and block system on the viaduct section between Spencer-street and Flinders-street stations, and at Prahran, Windsor, and Balaclava. All signal-lights have been altered to show Green instead of White for all-right signals.

Extensive work has been done in regrading some of the more important lines, so enabling larger trains to be hauled, giving increased safety and easier running to all trains, and reducing the wear and tear of rolling-stock. The lines so improved are given in the attached list of works under the head of "Regrading."

The large amount of renewals and other improvements which have been done during the period under review have necessarily involved an increase in the cost of maintenance, but I am satisfied that the extra expenditure was unavoidable in order to keep the lines up to a proper standard of efficiency; and I look forward to a substantial reduction in maintenance cost during the next few years.

The system of management of this branch has not been materially altered since 1st July, 1896, it having proved to be generally efficient and satisfactory; but the status of the staff has been considerably improved, and the increments of both the wages and salaried employes, which had been justly earned, but had long been withheld, have been granted.

A list of special works completed or in progress during the four years is appended.

I have the honour to be, Sir,

Your obedient servant,

C. E. NORMAN,
Chief Engineer for Existing Lines.

The Deputy Commissioner, Victorian Railways.

LIST OF SPECIAL WORKS COMPLETED OR IN PROGRESS FROM 1ST JULY, 1896, TO 30TH JUNE, 1900.

Locality.	Work.	Completed or in Progress.
Addington	Chaff-loading platform	In progress
Alberton	Residence for station-master	Completed
Albert Park	Bridge, Kerferd-road, replacing level crossing	"
Allendale	Extension of siding	"
"	Footbridge	"
Ararat	Water-supply works, including new 20,000-gallon tank	"
"	Alterations and additions to station buildings	"
"	Drainage improvements	"
Arcadia	Residence for station-master	"
Armstrongs	Lengthening station yard	"
Avenel	Lengthening station yard	"
Bacchus Marsh	Bridge over line, replacing level crossing	In progress
Balaclava	Improvements to station buildings and approaches	Completed
Ballarat	Lengthening Yarrowee culvert... ..	"
"	Carriage shed	"
"	Traversers for goods working	In progress
" (near)	Platform for military encampment	Completed
Ballarat East	Truck-lifting shop and store	"
"	Alterations Buninyong Junction	"
"	Store for loco. depôt	"
"	Extension coal stage	In progress
Barker's-road	New station buildings	Completed
Beach	New station buildings and sub-way	"
Beaufort	Extension of passenger platform and water-supply improvements	"
Beechworth	Additions to station buildings	"
"	New engine shed	"
Benalla	New engine shed and fuel stage	"
"	Drainage works	"
Bendigo	Lowering loco. firewood siding... ..	"
"	Carriage shed	In progress
Between East Richmond and Burnley	Drainage improvements	Completed
Beulah	Approach road	"
Bonnie Doon	Residence for station-master	"
Boort	Additional siding accommodation	"
Borung	Residence for station-master	"

List of Special Works Completed or in Progress from 1st July, 1896, to 30th June, 1900—*continued.*

Locality.	Work.	Completed or in Progress.
Box Hill	Renewing platform walls in brick and stone	Completed
"	Turntable	"
Branxholme	Residence for station-master	"
"	Improved station accommodation	"
Bright	Residences for station-master and engine-driver	"
"	New station buildings	In progress
Broadford	Overhead bridge, in lieu of level crossing and alterations to lines of way	Completed
Buangor	Lengthening station yard	"
Buruley	Lowering line and erecting bridges at Coppin and Swan streets, in lieu of level crossings	"
"	Footbridge over line near Horticultural Gardens	"
"	Renewing and raising "down" platform	"
"	Picket fencing	"
Bushy Park	New bridge over Avon River	"
California Gully	Additional sidings	"
Camberwell	New station buildings, footbridge, and approaches	"
Camperdown	Siding, ash-pit, water tank, and crane	"
Canterbury	New station buildings	"
Castlemaine	Widening bridges and embankments	"
"	Duplicating cross girders at Maldon-road bridge	"
"	Extension of passenger platforms	"
"	Bridge over line at Redfern-street, and improving approaches at Maclise-street	"
"	Water crane and ash-pit	"
Cattle-pits	Substituted for gates at 702 public crossings	"
Caulfield	Raising lines and substituting bridge for level crossing	"
"	Sub-way at Balaclava-road	"
Cheltenham	New station buildings	"
Chiltern	Sheep and cattle yards	"
"	Alterations to station buildings and to station-master's residence	In progress
Clunes	Water supply improvements	Completed
Cobram	Extension of goods platform	"
"	Residence for station-master	"
Congupna-road	Renewing and raising passenger platform	"
Cope Cope	Water supply improvements	"
Cranbourne	Residence for station-master and station buildings	"
Croydon	Bridge over line in lieu of level crossing	"
Dandenong	Footbridge over lines and improvements to station buildings	"
"	Residence for station-master	"
Daylesford	Extension of platform	"
"	Improving junction and erecting bridge under line	"
Deep Lead	Siding	"
Diapur	Enlarging reservoir	"
Dimboola	Improved water supply works	"
"	Strengthening bridge over Wimmera River	"
"	Engine shed	"
"	Residence for engine-driver	"
" to Serviceton line	Strengthening bridges	"
" to Jeparit line	Relaying with 80 and 75-lb. rails	"
"	Fencing throughout	"
Donald	Permanent bridge and embankment, Richardson River	"
Donnybrook	Residence for station-master	"
"	Signal-box and booking-office	"
Eaglehawk	Improvements to station buildings	"
East Camberwell	New station	"
East Richmond	New station buildings	"
"	Setting back and lengthening platforms	"
Echuca	Renewing and strengthening wharf	"
"	New deck to Murray-bridge	"
Elmore	Water supply improvements	"
"	Extending lines-of-way and moving water crane	In progress
Elsternwick	Improved station buildings and approaches, foot-bridge, &c.	Completed
Essendon	Passenger subway	"
Euroa	Increased siding accommodation	"
"	Extension of passenger platform	"
"	Improvements to station buildings and erecting foot-bridge	"

LIST of Special Works Completed or in Progress from 1st July, 1896, to 30th June, 1900—*continued.*

Locality.	Work.	Completed or in Progress.
Everton	Station improvements	Completed
Fitzroy	Footbridge at McKeau-street	"
Footscray	Amalgamation of stations	In progress
Foster	Residence for station-master	Completed
"	Water supply works	"
"	Extension of passenger platform	"
Fulham	Siding and approach	"
Garfield	Extension of passenger platform	"
Gate-houses	Spare gate-houses from cattle-pit crossings have been removed and re-erected as residences for employés at 268 places	"
Geelong	Renewal of railway pier	"
"	Alterations and additions to station buildings	"
Goorong	Sheep yards	In progress
Gordons	Bridge over line in lieu of level crossing	Completed
Goroke	Turn-table	"
Great Western	Lengthening station yard	"
"	Bridge over line, replacing level crossing	"
Hamilton	Widening passenger platform, and alterations to lines-of-way, &c.	"
"	Improvements to station buildings	"
Hawthorn	Alterations to lines-of-way and platform	"
"	Additions to station-master's residence	"
Heathcote	Erection of 20,000 gallons water tank	"
"	Extending firewood siding	"
Inglewood	Signal-box interlocking, alterations to lines-of-way, &c.	"
Jumbunna line	Removing dangerous trees	"
Jumbunna	Additional sidings	"
Kaneira	Water supply works	"
"	Goods platform	"
Katamatite tramway	Improving and strengthening line throughout	"
Katunga	Widening goods platform	"
Kensington	Footbridge over lines at Arden-street	"
" to Newmarket	Picket fencing	"
Kerang	Grain platform	"
Kilmore	Trucking yards	In progress
Kingston	Residence for station-master	Completed
"	New station buildings	"
Koroit to Port Fairy	Enlarging bridges	"
Korong Vaie	Residence for engine-driver	"
"	Water supply improvements	"
Korumburra	Engine shed, fuel stage, ash-pit, additional sidings, &c.	"
"	Water supply works	"
" to Coal Creek Junction	Duplication of line	"
Kyabram	Accommodation for chaff loading, siding, &c.	"
Lake Boga	Grain platform	"
"	Extension of siding	"
Lara	Alterations to lines	"
Laverton	Alterations to lines	"
"	Powder sidings	In progress
Leongatha	Overhead bridge	Completed
Lilydale	Subway at John-street	"
Little River	Alterations to lines	"
Londrigans	Siding and approach road	"
Longwood	Lengthening station yard	"
Lyonville	Residence for station-master	"
"	Extension of goods platform	"
Maffra	Siding to beet-sugar works	"
Maldon	Platform brick-faced and tar-paved	"
Malvern	Bridge replacing level crossing at Dandenong-road, raising lines, &c.	"
Malvern to Caulfield	Picket fencing	"
Mangalore	Amalgamation of signal-box and office	"
Mansfield	Widening goods platform	"
Marong	Extension of passenger platform	In progress
Maryborough	Asphalting passenger platform	Completed
"	Footbridge at Tuaggra-street	"
Melbourne (Spencer-street)	Carriage shed	"
"	Direct connexion, goods to viaduct lines	"

List of Special Works Completed or in Progress from 1st July, 1896, to 30th June, 1900—continued.

Locality.	Work.	Completed or in Progress.
Melbourne (Spencer-street)...	Accommodation for stores	Completed
"	New bridges over Dudley-street	"
"	Ladies' waiting-room and porters' room on Island platform	"
"	Re-arrangement of lines-of-way, and interlocking goods yard	"
"	New goods shed and sidings	"
"	Improving goods approach	"
"	Buildings for electric light and Pintsch gas plant ...	"
"	Covered platform and road for potato traffic ...	"
"	Gravitation goods yard	In progress
"	Increased goods produce accommodation ...	"
"	Sewering railway offices	"
"	Roof over coal bunkers	Completed
" (F.S. Viaduct) ...	Guard rails on curves... ..	"
" (Flinders-street ...	New station	In progress
Melton	Additional siding accommodation	Completed
Mentone	Residence for station-master	"
"	Station buildings and lengthening passenger platform	"
Middle Brighton ...	Passenger subway	"
Minyip	Residence for station-master	"
Miram Piram	Cleaning out reservoir	"
Mitiamo	Alterations to sidings	"
Montague to Graham-street ...	Picket fencing	"
Moonee Ponds	Passenger sub-way	"
Mordialloc	New bridge over creek	"
Moreland	Residence for station-master	"
Morton Plains	Extension of siding and permanent sheep yards ...	"
Mount Moriac	Additions to sidings and goods platform... ..	"
Murchison East	Residence for engine driver	"
Murtoa	Additional sidings, platform, footbridge, &c. ...	"
"	Engine shed	"
Nar-Nar-Goon	Alterations to station yard and new platform and buildings	"
Natimuk	Siding, water supply works, and ash pit... ..	"
Newmarket	Pitching cattle yards... ..	"
"	Sub-way, Finsbury-street	"
"	Enclosing space under platforms	"
Newport	Iron racks and shed	"
"	Drying shed for timber	"
"	Turntable at workshops	"
"	Extension of boiler shop, foundry, &c.	"
North Brighton	Culvert under line	"
"	New station buildings, approaches, &c	"
North Melbourne ...	Wheel drop pit in engine shed	"
"	Carriage repair shops	"
"	Suspension footbridge	"
North Melbourne to Coburg...	Strengthening bridges	"
North Shore	Siding to freezing works	"
Numurkah	Additions to station-master's residence	"
"	Renewing and raising passenger platform, improving station buildings, &c.	"
Nyora	Siding	"
"	New station buildings	"
Outtrim... ..	Additional sidings for Outtrim Coal Co.... ..	"
Picola	Residence for station-master	"
Port Fairy	Engine shed	"
Port Melbourne	Renewing platform facing with brick and stone ...	"
"	New station buildings and approaches	"
Port Melbourne line ...	Sewering all railway buildings... ..	"
"	Footbridge, Boundary-road	"
Port Melbourne North ...	Renewing platform facing with brick and stone ...	"
"	Passenger sub-way	"
Prahran... ..	New station buildings, platforms, and approaches ...	"
Prince's Bridge	Sewering station	"
Pyramid Hill	Goods platform extension	"
Quambatook	Grain platform and extension of siding	"
Ravenswood	Residence for station-master	"
Regrading	Carried out at various places on the following lines:—	
"	Ballarat to Dimboola... ..	"
"	Ballarat to Maryborough	"
"	Bendigo to Korong Vale	"

List of Special Works Completed or in Progress from 1st July, 1896, to 30th June, 1900—continued.

Locality.	Work.	Completed or in Progress.
Regrading	Carlsruhe to North Creswick	Completed
"	Castlemaine to Maryborough	"
"	Caulfield to Mordialloc	"
"	Dandenong to Korumburra	"
"	Essendon to Wodonga	"
"	Geelong to Camperdown	"
"	Hawthorn to Lilydale	"
"	Korong Vale to Wycheproof	"
"	Korong Vale to Boort	"
"	Caulfield to Traralgon	"
"	Maryborough to St. Arnaud	"
"	Warrenheip to Gordons	"
Richmond	Raising lines and constructing bridges over Dunn and Balmain streets	"
"	Sewering station	"
Rockbank	Loading platform and approach road	"
Rosebery	Additional siding	"
Rosstown	Residence for station-master	"
Rushworth	Additional siding	"
Rutherglen	Wine shed	"
Sale	Ash pit, coal stage, &c.	"
Sandringham	Residence for station-master	"
Scarsdale	Residence for station-master	In progress
Sea Lake	Turntable	Completed
"	Goods platform	"
Sea Lake Line	Fencing throughout and additional culverts	"
Sebastian	Residence for station-master	"
Serviceton	Cleaning out reservoir	"
"	Cattle and sheep yards	"
Seymour	Combined water tank and crane	"
"	Residence for inspector	"
"	Loco. store and siding	"
"	Tar-paving platform and sub-way	"
Shelbourne	Cart weighbridge	"
Shepparton	Engine shed	"
"	Drainage works	"
South Melbourne	Raising St. Kilda line over City-road and York-street	"
"	New station buildings	"
South Yarra	Sewerage connexions and alterations to buildings	"
"	Extension of passenger platform	"
Springhurst	Lengthening platform and station yard	"
"	Turntable	"
"	Station-master's residence and alterations to station buildings	In progress
Spring Vale	Residence for station-master	Completed
St. Arnaud	Renewing platform facing in brick and stone	"
St. James	Grain platform	"
St. Kilda	Renewing platform facing with brick and stone	"
"	Lengthening and repairing traverser	"
St. Kilda Line	Sewerage connexions	In progress
"	Picket fencing City-road to Bridport-street	Completed
Stawell	New engine shed and additional water supply tank	"
"	Bridge over line, replacing level crossing	"
"	Additional lines of way, interlocking, &c.	"
"	Lining storm-water channel	"
Stratford	Extension of iron-girder bridge over Avon River	"
Strathmerton	Extension of goods platform	"
Sulky	Bridge under line, replacing level crossing	In progress
Surrey Hills	New station buildings	Completed
Swan Hill	New station buildings	"
Tallangatta	Sheep race and yard	"
Tallarook	New station buildings and refreshment rooms	"
Tallygaroopna	Renewing and raising passenger platform	"
Tarwin	Windmill and water tank	"
Teddywaddy	Goods platform	"
Terang	Additional siding accommodation	"
Tooborac	Residence for station-master	"
Toolamba	Alterations to station buildings	"
"	Grain platform	"
Traralgon	Raising and lengthening platform	"
"	Footbridge	"

LIST of Special Works Completed or in Progress from 1st July, 1896, to 30th June, 1900—*continued.*

Locality.	Work.	Completed or In Progress.
Traralgon ...	20,000-gallons tank and connexions ...	Completed
Ultima ...	Turntable and ash pit ...	"
Various Stations ...	Name boards, suburban stations ...	"
" ...	Time-table boards ...	"
" ...	Laying on water to urinals ...	"
Wahgunyah ...	Turn-table ...	"
Wahring ...	Alterations to lines of way, additional siding and approaches	"
Wallan ...	Residences for station-master, engine-driver, and ganger	"
" ...	Trucking yards ...	"
" ...	Re-arrangement of station buildings ...	"
Wandong ...	Bridge over line replacing level crossing ...	"
" ...	Residence for station-master ...	"
Wangaratta ...	Combined water tank and crane ...	"
" ...	Turntable ...	"
" ...	Extension of passenger platform ...	"
" ...	Re-arrangement of yard for Whitfield junction ...	"
" ...	Renewals goods platforms ...	"
Warracknabeal ...	Alterations to lines of way ...	"
" ...	Larger pumps and pump house... ..	"
Warragul ...	Altering lines of way and interlocking ...	"
Warrnambool ...	Bridge over line at Pertobe-road ...	"
" ...	New station buildings ...	"
" ...	Engine shed ...	"
Waubra... ..	Residences for engine-driver and fireman ...	"
Wedderburn ...	Residence for station-master ...	"
Werribee ...	Re-arrangement of station accommodation, signal box, etc.	"
" ...	Increased station yard accommodation, goods shed, etc.	"
West Melbourne Dock ...	Sidings ...	In progress
Whitfield ...	Engine shed and repair shop ...	"
" line ...	Fencing ...	"
" ...	Additional ballast ...	Completed
" ...	Platforms and goods sheds at three stations ...	"
Winchelsea ...	Additional sidings ...	In progress
Windsor ...	Additions to post-office ...	"
Wodonga ...	Altering lines of way, interlocking, etc. ...	Completed
" ...	Residence for inspector ...	"
" ...	Pitching and gravelling cattle yards ...	"
" ...	Carriage shed ...	In progress
Woodend ...	New station buildings ...	Completed
" ...	Verandah, "down" platform ...	"
Woomelang ...	Turntable and ash pit ...	"
Wunghnu ...	Renewing and raising platform ...	"
Wycheproof ...	Increased siding accommodation ...	"
Yackandandah ...	Turntable ...	"
Yarraville ...	Goods siding ...	"
Yarroweyah ...	Extensions of goods platform, removal of crane, water for teams, sheep and cattle yards, etc.	"
Yea ...	Residence for inspector ...	"
" ...	Renewing platform-facing in brick and stone ...	"
Interlocking and Signalling...	See Summary attached	

INTERLOCKING AND SIGNALLING.

Progress of work from 1st July 1896 to 1st July, 1900.

Particulars.	At 1st July, 1896.	At 1st July, 1900.	Increase.
Number of interlocked stations	231	395	164
Number of Annett's, Staff, and Tablet locks in use ...	24	346	322

NEW INSTALLATIONS of SIGNAL BOX APPARATUS have been provided as under :—

Locality.	No. of Levers.	Locality.	No. of Levers.	Locality.	No. of Levers.
Birregurra ...	8	Lara ...	14	Mitcham... ..	14
Broadford ...	14	Laverton ...	14	Merri Merri ...	2
Broadmeadows ...	14	Little River ...	14	Middle Brighton ...	2
Craigieburn ...	12	Lowrys Siding ..	2	Port Melbourne ...	25
Deer Park ...	20	Mangalore Ballast	3	Ringwood ...	45
Everton ...	32	Siding		Schoolhouse-lane ...	2
Glenroy ...	2	Mathieson's Siding	4	Wallan ...	20
Inglewood ...	27	Melton ...	20	Wandong ...	12
Kilmore East } ...	15				

IMPORTANT ALTERATIONS to SIGNAL BOX APPARATUS have been made as under :—

Locality.	Reasons for Alteration.
Albert Park ...	Regrading of line
Bendigo... ..	Block working in station yard
Brighton Beach ...	Through traffic to Sandringham
Camberwell ...	To work interlocking, &c., by means of one signal box instead of two
Clifton Hill ...	Signal box and apparatus destroyed by fire
Daylesford ...	New bridge over East-street
Euroa ...	Extension of station yard
Maryborough ...	Avoca dock used for passenger traffic
Melbourne (Flinders-street)	Electrical locking
Melbourne (Spencer-street Goods Yard)	Re-arrangement of sidings
North Fitzroy ...	Interlocked gates at Brunswick-street
North Melbourne ...	Electrical interlocking
Stawell ...	New engine shed and re-arrangement of yard
Wangaratta ...	Extension of station yard on account of new line, Wangaratta to Whitfield
Wodonga ...	Complete interlocking of station yard (two signal boxes)

INTERMEDIATE NON-STAFF STATIONS.

Non-staff stations have been secured by Staff, Tablet, or Annett's lock gear, as under:—

Type of Lock.	No. of Stations.	No. of Locks.
Staff	148	254
Tablet	9	17
Annett's	36	51
Total	193	322

NEW SIGNALS have been provided at the following non-interlocked places :—

Caulfield line
 Flemington Race-course line } For race traffic in lieu of hand signals,
 and at Beulah, Birchip, East Camberwell, Footscray West, Jeparit, Kilmore Junction,
 Macaulay Road, Mangalore, Rainbow, and Woomelang.
 All signal lights have been altered to show green instead of white for "all right" signals.

VICTORIAN RAILWAYS.

No. 3.

Locomotive Carriage and Waggon Branch,
Chief Mechanical Engineer's Office,
Melbourne, 1st September, 1900.

SIR,

I beg to submit the following report on the working of the Locomotive Carriage and Waggon Branch for the twelve months ended 30th June, 1900. The rolling-stock and plant have been kept in good working order, and the trains run safely, but, for reasons given below, at an increased cost per train mile as compared with the previous year. The following is a comparative table showing some of the principal items for the past seven years:—

	Year 1893-4.	Year 1894-5.	Year 1895-6.	Year 1896-7.	Year 1897-8.	Year 1898-9.	Year 1899-1900.
Average miles open ...	2,981 $\frac{3}{4}$	3,082 $\frac{3}{4}$	3,121	3,126	3,123 $\frac{1}{2}$	3,122	3,186
Train miles run	10,145,307	9,567,453	8,989,391	9,228,687	9,239,657	9,714,298	10,107,549
Engine miles run	12,825,090	12,292,733	11,557,218	11,880,997	11,920,974	12,657,886	13,316,137
Gross revenue ...	£2,726,159	£2,581,591	£2,401,392	£2,615,935	£2,608,896	£2,873,729	£3,025,162
Total locomotive working expenses ...	£632,359†	£567,569†	£547,841†	£553,493§	£571,106*§	£633,422*§†	£679,978*†
Working expenses per train mile...	14·96d.	14·24d.	14·63d.	14·39d.	14·83d.	15·65d.	16·15d.
Working expenses per engine mile	11·83d.	11·08d.	11·38d.	11·18d.	11·50d.	12·01d.	12·26d.
Number of men and boys employed at 30th June—							
Permanent	2,929	2,707	2,644	2,654	2,718	2,674	2,847
Casual ...	88	80	77	172	334	398	500
Cost of coal per train mile ...	3·45d.	3·22d.	3·05d.	2·94d.	2·90d.	3·23d.	3·56d.
Cost of coal and wood per train mile ...	3·58d.	3·36d.	3·15d.	2·99d.	2·96d.	3·29d.	3·61d.
Total cost of fuel for locomotive running ...	£151,439	£133,511	£117,969	£115,093	£113,730	£133,179	£152,121
Total cost of fuel for all purposes	£154,200	£137,471	£120,463	£117,990	£117,572	£137,904	£158,920
Cost of oil, tallow, and waste for all purposes per train mile ...	·52d.	·36d.	·29d.	·24d.	·25d.	·25d.	·24d.
Total cost ...	£22,002	£14,524	£11,000	£9,175	£9,595	£9,946	£10,231
Cost of oil, tallow, and waste for running engines, per train mile	·40d.	·28d.	·21d.	·17d.	·17d.	·17d.	·16d.
Total cost ...	£17,040	£11,315	£7,941	£6,443	£6,537	£6,807	£6,605

* The cost of making truck covers, hitherto charged to locomotive working expenses, is not included here, being now charged to Traffic Branch.

† £6,000 is included in this amount to pay off instalments of Treasury Bonds advanced for replacement of waggon stock.

‡ During these years the staff were on short time, and percentage deductions were in full force.

§ Percentage deductions also applied to these years.

The year's working shows an increased total expenditure over last year of £46,556, and an increase of 50d. per train mile. The increased expenditure is accounted for as follows:—Additions to the wages of the lower paid men in accordance with the classification and minimum wage, £7,000; exemption from percentage deductions for the twelve months of those in receipt of more than £200 per annum, £8,000; extra rate paid for coal, £10,000; rise in price of all materials; increased repairs, and increase of train mileage (393,251 miles).

Repairs.—The following are the principal repairs that have been executed during the year:—204 engines, 219 carriages and vans, and 664 waggons have received heavy repairs, and 54 cars and vans and 70 waggons have had light repairs effected at the Newport shops; a total of 612 carriages and vans were painted, varnished, and renovated during the year, besides a large number partially painted. A number of engines have received general overhauls and repairs at Port Melbourne and at country depôts, and a large amount of work executed in connexion with the frequent periodical examinations of axles, tires, &c.

More than the usual amount of light running repairs to cars, vans, and waggons has been executed at Prince's-bridge, North Melbourne, and other depôts.

The repairs to waggons have again been exceedingly heavy, but it is expected that this expenditure will be less in future, as the most of the older waggons have now had their wood work renewed.

7,204 covers have received heavy repairs, and 3,153 new covers and a large number of hatch covers, trolly, roof, and canopy covers, and crane hoses have been supplied.

A large amount of work in making chair keys, repairs to staff boxes, &c., has also been executed for the Existing Lines and Traffic Branches, besides work for the Defence Department.

Boilers.—The following is a list of the principal work done:—Fourteen new boilers and two new fire-boxes were made at Newport, and fitted to engines during the year. The boilers of 41 engines had new bottoms or heavy repairs effected, while 69 had light repairs. One hundred and fifty-three boilers were retubed, and a large number received periodical tests at country depôts.

Twenty-five boilers to carry increased pressure are in course of construction for several classes of engines.

During the year the work of examining and testing the boilers belonging to lessees of saw-mill plants at railway stations was completed.

New Car Stock.—The whole of the 60 corridor cars authorized by Parliament under Acts 1470, 1516, and 1563 have been completed. In addition, eight DD vans were altered and fitted with vestibule connexions, and sixteen ABC composite corridor lavatory cars for country traffic have been built at Newport under the co-operative labour contract system, and the remaining 34 are in hand.

The twelve second-class bogie cars to replace old vehicles with fixed-wheel base are now nearing completion.

The "Perseverance" and "Enterprise" cars, having been rarely used for the purpose intended, have now been converted into the "State" and "Inspection" cars respectively, and the "Edinburgh" and "Ministerial" cars have been put together on a steel frame, and now form one commodious car.

Pintsch Gas.—The fitting of cars has been continued, 158 cars having been fitted since 1st July, 1899.

New Waggon Stock.—One hundred and forty steel louvered waggons, and one pattern steel coal waggon capable of carrying 43 tons, and one steel water waggon to hold 2,000 gallons, were constructed at Newport during the year. Good progress has been made with a further order of 100 steel medium waggons, and also the balance of the tank waggons.

Westinghouse Brake.—During the year 344 waggons were fitted with the Westinghouse brake, and 100 waggons with brake pipes.

Engine Stock.—A contract which was let last year for the construction in the colony of ten express engines is now well in hand, and deliveries will take place shortly.

A compound consolidation goods engine, to specification prepared here, principally for light lines, has been received from the Baldwin Locomotive Works, and is now running trial trips with satisfactory results, being capable of hauling much heavier loads than any of the other locomotives now running on the Victorian railways.

Tenders will be shortly invited locally for fourteen of these engines.

Narrow-gauge Stock.—During the year 2 locomotives 2ft. 6in. gauge, were built at Newport for use on the Ferntree Gully and Gembrook line, and 19 medium waggons, 4 louvered waggons, 3 live-stock waggons, 2 cars, and 2 cars and vans combined.

The construction of the locomotives, carriages, and waggons for the Colac and Beech Forest line is now in hand.

New Shop Accommodation and Machinery.—The new moulding shop has been completed, and is now in full work. The large steam hammer was removed from Williamstown, and re-erected at Newport, together with furnaces and boiler.

Extra air drills have been added to the compressed air plant installed some years ago, and several machines have also been added to the shop equipment.

Tenders have been called for a number of additional machines, and the offers are now under consideration.

Vision Tests.—During the year the examination of the eyesight of employes concerned in the running of trains has been continued, and is now almost completed.

Casualties.—I am again glad to report that no casualty of a serious nature occurred to any of the trains during the year, a circumstance which bears testimony to the care and vigilance exercised by the staff.

FOUR YEARS' RETROSPECT.

As directed, I beg to report on the work carried out in the locomotive branch during the last four (4) years. The increased mileage opened, train miles run, total working expenses per train mile, staff, cost of coal, oil, &c., are shown on the tabulated statement in the first part of my report.

The following table gives particulars of the rolling-stock and of some of the leading items of repairs executed during the above period :—

	1896-7.	1897-8.	1898-9.	1899-1900.
Broad Gauge—Engines Total Stock	517	517	517	518
" Passenger vehicles, vans, and sundry cars	1,513	1,525	1,562	1,600
" Joint stock	30	30	30	30
" Goods vehicles	8,578	8,677	8,994	9,065
Narrow Gauge—Engines	—	—	2	4
" Passenger vehicles	—	—	2	6
" Goods vehicles	—	—	32	52
Vehicles fitted with Westinghouse brake	6,036	6,433	7,248	7,632
Westinghouse pipe vehicles	757	2,475	2,998	2,834
Expenditure on repairs to engines During each year	£98,450	£100,511	£110,721	£110,579
Expenditure on repairs to cars and waggons	£101,945	£111,113	£130,658	£142,639
Engines—Overhaul, thorough and general	193	192	189	204
Boilers, new	11	18	20	14
" heavy repairs	27	33	39	41
" retubed	100	96	120	153
Cylinders, new pairs... ..	25	16	21	21½
Tyres—Engine	291	198	176	194
" Tender	136	136	200	97
" Car and waggon	57	38	8	28
Axles—Engine crank	16	25	15	9
" Engine and tender, straight	37	31	26	45
" Car and waggon	43	30	111	59
Cars and vans, painted and varnished	384	483	627	612
Cars fitted for Pintsch gas	—	—	169	158
Tarpaulins, new	2,074	973	1,462	3,153
Tarpaulins, repaired	6,445	3,790	5,340	7,204
Car and van stock, heavy repairs and renewals	210	239	271	219
Waggon stock, heavy repairs and renewals	434	416	932	664
New stock, 5ft. 3in. gauge { Engines	—	—	—	1
{ Cars	1	12	37	38
{ Vans	—	—	2	—
{ Waggons	247	340	397	141
{ Sundry	—	8	—	1
New stock, 2ft. 6in. gauge { Engines	—	—	2	2
{ Cars	—	—	2	4
{ Waggons	—	—	32	20

Engine Stock.—In October, 1898, authority was obtained for the construction of ten heavy passenger engines to deal with the heavier trains and increasing traffic on the intercolonial train service. One of these has been delivered, and the rest are expected to be delivered within the next few months.

These engines are on the lines of the new A class but with largely increased boiler-power and cylinder area, increased bearing surfaces, and are fitted throughout with nickel steel axles, the first used in this colony.

The above authority also includes fifteen (15) goods engines, principally for light-line traffic.

Specifications were prepared here for the supply of one of the latest types of American consolidation engines, suitable for any of our light lines, and the engine has now been obtained, is in running, and, so far, has given satisfaction.

The necessary particulars are now being prepared for calling for tenders in the colony for fourteen (14) goods engines of the above type.

Designs have also been prepared for a heavier type of express engine, and also for a light-line passenger and mixed train engine to replace the engines now becoming worn out and obsolete, referred to in my report of the 3rd July last year.

A number of "A" class passenger-engines have been fitted with new boilers of increased strength to enable them to carry higher pressure, and thus enable them to take heavier loads, which they are doing satisfactorily; the remaining boilers (25 in number) are now in course of manufacture. Other of the better classes of engines are being treated similarly.

The original boilers which have still some years of life are being placed in lighter engines, where they are efficient in providing more boiler power.

The "M" class suburban tank engines are being fitted with boilers of increased pressure, and also bogies at trailing end to provide more bunker and water space, so that they can be used in conjunction with the "E" class to meet the requirements of the suburban traffic, for which they were not previously suitable,

Amongst minor matters may be mentioned that the balancing of the whole of the engine stock has been completed, increased water capacity given to a large number of tenders, tender axle boxes in a large number of tenders altered to standard pattern considerably lessening the consumption of oil, provision of sight feed lubricators has been completed, air sanders fitted, and the diameters of cylinders of engines have been increased wherever practicable in renewals.

Narrow-gauge Stock.—Two (2) narrow-gauge locomotives were obtained, two (2) others have been manufactured at Newport, and two (2) others are in progress.

Carriage Stock.—New Stock.—During the past four (4) years the following new carriage stock has been supplied—viz., thirty-five (35) first-class corridor vestibule cars, 50-ft. bodies, steel underframes and bogies, and provided with lavatory conveniences, and twenty-five (25) of the same type for second-class passengers. Two 50-ft. vestibule luggage vans have also been built, and eight DV vans altered to run in conjunction with the above carriages.

The above are in running on the express and other main line traffic.

Twelve (12) composite bogie vans and first-class smokers were also constructed for use on suburban lines. For long-distance branch country line traffic fifty (50) composite corridor cars 50 feet in length with sanitary and lavatory accommodation for ladies and gentlemen, first and second class, are in course of construction, and sixteen are now in service. Twenty-five (25) "ABab" composite first and second class cars, 50-ft. bodies, are also being built for country traffic.

Twelve (12) "BDbd," or combined second-class bogie smokers, and twelve (12) "Bb" or combined second-class bogies are in course of construction for suburban traffic with a view of replacing the smaller carriages in this service, and making the permanent portion of these trains uniform in appearance; they will be close coupled and kept intact.

A number of old cars, which in the earlier portion of the period above referred to were laid aside for heavy repairs have been put in efficient order for holiday and excursion purposes.

The "Perseverance" and "Enterprise" sleepers, which were only occasionally used as such, have been converted into State and Inspection cars respectively. The old "Ministerial" No. 1 and "Edinburgh" short four (4) wheeled cars have been placed on a steel standard underframe forming one commodious and useful carriage for Ministerial requirements.

A number of improvements and alterations have been made throughout the stock, and a system of painting and varnishing carriages in complete trains at Melbourne has been introduced, instead of sending the cars singly to Newport.

Narrow Gauge.—Two cars and vans combined, and four cars for use on narrow-gauge lines have also been built at Newport.

The whole of the above new carriage stock has been, as far as practicable, constructed under co-operative labour contracts, which have been successful from a Departmental point of view, and, as far as I can learn, satisfactory to the men.

The vehicles have been principally constructed of teak, which has been purchased in the log under advantageous contracts, and cut up at Newport. We have also purchased large quantities of kauri, and this has also been cut up at the workshops, with satisfactory results, both pecuniary and otherwise.

Waggon Stock.—830 waggons have been supplied under contracts, the Department supplying the material and some of the manufactured work, and 299 have been made at Newport entirely, and a further number of 100 mediums are in course of construction at Newport.

The repairs to waggons have been unusually heavy, for the reasons stated in previous reports. A very large number of waggons have received heavy repairs, which, in nearly every case, has necessitated the renewal of the whole of the timber work. In a large number of cases steel bottom sides have replaced the old wooden framing. All repaired waggons are being supplied with ridge gear.

Several thousand buffers have been standardised, and all drawgear has been annealed, and carefully tested and strengthened where required.

Narrow-gauge Waggons.—The following narrow-gauge waggons have been provided and built at Newport. These are all bogie vehicles, and built entirely of steel:—

- 49 Open medium waggons.
- 1 Insulated waggon.
- 4 Louvre waggons.
- 3 Live-stock waggons.

Westinghouse Brake.—1,835 vehicles have been fitted with Westinghouse brake, and 2,608 with pipe, thus enabling the brake to be used on all passenger and goods and mixed trains; the brake is being steadily applied to the remainder of the vehicles. A large number of engines have also been fitted with increased size of pumps and reservoirs.

During the last four years the following additional facilities and accommodation have been provided at Newport:—

New boiler shop, foundry, additional steam hammer and shed, timber drying shed and store; compressed air plant and tools; Westinghouse brake shed, &c.; breaking down plant for logs; punching, drilling, hydraulic, and lifting machines; milling machines, lathes, and lapping machines; mortising and other machines in sawmill.

At Melbourne commodious shops have been erected, and fitted with machines for dealing with light repairs to carriage and waggon stock, and painting. They are also provided with compressed air throughout for working jacks, lifts, painting machines, drills, &c., and pipes for compressed air have also been laid all over the Melbourne Yard for testing brakes, &c.

At various country depôts much needed engine sheds, ashpits, turntables, coal stages, and extensions have been provided.

Supervision.—The supervision has been increased, the lines having been divided into districts corresponding with those of the traffic branch, a locomotive officer being stationed in each. Monthly meetings of the officers are held at Melbourne, where all matters of importance are fully discussed.

I have the honour to be, Sir,
Your obedient servant,

T. H. WOODROFFE,
Chief Mechanical Engineer.

The Deputy Commissioner, Victorian Railways.

4.

RAILWAYS.

AT 30TH JUNE, 1900.

Cr.

	£	s	d.	£	s	d.	£	s	d.
By Expenditure on Construction of Railways—									
„ Cost of Lines (for details see Return No. 10)				31,206,811	10	1			
„ Works Melbourne to Essendon Junction	1,538,338	12	4						
„ Railway Offices, Spencer-street	157,795	9	11						
„ Sheds and Workshops, Williamstown	154,054	10	9						
„ „ „ Newport	351,395	0	6						
„ General Construction Account (Capital Charges common to all lines)	334,384	6	4						
„ General Surveys	291,542	19	2						
				2,827,510	19	0			
„ Rolling-stock	5,602,921	7	1						
„ „ „ Narrow-gauge	21,575	5	3						
				5,624,496	12	4			
„ Interest paid on Loan Moneys to 30th June, 1899	34,119,837	10	4				39,658,819	1	5
„ Expenses on Interest Payments to 30th June, 1899	459,536	13	9						
				34,579,374	4	1			
„ Interest and Expenses on Interest Payments for Year ending 30th June, 1900 (Approximate)				1,436,413	0	0			
							36,015,787	4	1
„ Treasury Advances for Payment of Salaries and Wages (Unadjusted)							150,000	0	0
„ Stores Depreciation Account (Act 1439, section 20, clause 3) Less Permanent-way Material Suspense Account				109,615	13	8			
				61,328	16	9			
							48,286	16	11
„ Stores and Material on hand							529,515	8	8
„ Railway Stores Suspense Account (for details see Return No. 9)				167,888	6	8			
„ Amount in hands of Agent-General, London				32,532	19	0			
							200,421	5	8
„ Agent-General, London (Unexpended Balance under Act 1234, Item 5)							200	17	11
„ Railway Accident Fund (for details see Return No. 8)							75,000	17	5
„ Sundry Debtors							2,372	5	7
„ Unexpended Balances of Loan Moneys				383,654	14	8			
„ Less Treasury Advance to Railway Stores Suspense Account				150,000	0	0			
							233,654	14	8
							76,914,058	12	4

J. HAMILTON REID,
Chief Accountant.

VICTORIAN RAILWAYS.

No. 5.

Dr.

SUMMARY OF WORKING FOR THE YEAR ENDING 30TH JUNE, 1900.

Cr.

	£	s.	d.	£	s.	d.	£	s.	d.
To Total Working Expenditure*...			1,807,300	15	8	By Total Revenue ... ..	...	3,025,161 16 10
„ Interest on Railway Loans : Treasury debit (Approximate) £1,420,907 0 0							„ Estimated value of services rendered to other Depart- ments of the State, &c., for which no payment is re- ceived ... ..	...	20,000 0 0
„ Expenses on Interest Payments: Treasury debit (Approximate) 15,506 0 0							„ Balance (deficit) ... ..	...	192,586 18 10
			1,436,413 0 0						
Less Interest at 2 per cent., calculated on the Weekly Unexpended Balances of Loan Moneys			5,965 0 0						
Net Interest and Charges	1,430,448	0	0			
				3,237,748	15	8			3,237,748 15 8

* Exclusive of amount paid for Pensions and Gratuities, £95,239 5s. 0d.

Audited and found correct—

HAROLD KENT, Railways Auditor.

J. HAMILTON REID,

Chief Accountant.

Accountant's Office, 12th September, 1900.

VICTORIAN RAILWAYS.

No. 6.

Dr. WORKING EXPENDITURE AND REVENUE STATEMENT FOR THE YEAR ENDING 30TH JUNE, 1900. *Cr.*

<i>To Working Expenditure*—</i>	£	s.	d.	£	s.	d.	£	s.	d.	<i>By Revenue—</i>	£	s.	d.
A. Maintenance of Way and Works ...	...			498,459	10	0				Passengers ...	1,214,347	12	5
B. Locomotive Charges ...	537,339	16	0							Parcels, &c. ...	117,374	5	11
C. Carriages and Waggon	142,638	12	5							Horses, Carriages, &c. ...	11,702	4	1
				679,978	8	5				Mails ...	62,169	12	7
D. Traffic Charges ...	564,907	15	6							Rents ...	49,139	5	2
E. Compensation ...	6,861	14	11							Miscellaneous ...	15,177	3	3
				571,769	10	5				Live Stock ...	148,195	11	2
F. General Charges ...	...			57,093	6	10				Goods ...	1,407,056	2	3
							1,807,300	15	8				
Balance, Net Return (after paying Working Expenses) ...	...						1,217,861	1	2				
							3,025,161	16	10				
											3,025,161	16	10

30

* Exclusive of amount paid for Pensions and Gratuities, £95,239 5s.

Audited and found correct—

HAROLD KENT, Railways Auditor.

J. HAMILTON REID,

Chief Accountant.

Accountant's Office, 12th September, 1900.

VICTORIAN RAILWAYS.

No. 8.

DR.	RAILWAY ACCIDENT FUND (Act 55 Vict. No. 1250).				CR.		
	£	s.	d.		£	s.	d.
To Balance from 1898-9	65,657	13	6	By compensation claims paid out of above Fund, as provided by Sec. 46, clause 4 (included in the working expenditure for the year)	5,460	19	5
„ 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, 1899, to 30th June, 1900 ...	14,804	3	4	„ Balance	75,000	17	5
	80,461	16	10		80,461	16	10

No. 9.

DR.	RAILWAY STORES SUSPENSE ACCOUNT (Act 1439, Section 20).								CR.	
	£	s.	d.	£	s.	d.		£	s.	d.
To Balance, 1898-9	113,246	5	4				By Colonial Purchases	439,962	3	6
„ „ in hands of Agent-General in London	83,833	14	10				„ Purchases through Agent-General in London ...	197,969	11	11
				197,080	0	2	„ Returns into Stock (Revenue)	127,611	6	1
„ Issues (Revenue)	495,312	16	9				„ „ „ (Capital)	72,391	19	9
„ „ (Capital)	295,693	4	11				„ Balance in hands of Agent-General in London ...	32,532	19	0
„ „ (Sales)	50,270	5	1	841,276	6	9	„ „ (including Advance, £150,000) ...	167,888	6	8
								200,421	5	8
				£1,038,356	6	11		£1,038,356	6	11

VICTORIAN RAILWAYS.

No. 10.

STATEMENT showing the Cost of EACH LINE, TOTAL LENGTH, ETC., with Average Cost per Mile, at 30th June, 1900.

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.		£	s. d.	£
Melbourne to Bendigo (exclusive of works, Melbourne to Essendon Junction) ...	100 $\frac{3}{4}$	...	100 $\frac{3}{4}$	1,902	18	1 in 50	4,804,249	6 3	47,685
Bendigo to Echuca (including Bridge over River Murray at Echuca and Bendigo Cattle-yards Branch)	56	56	758	314	1 " 52	690,924	10 8	12,338
Lancefield Junction to Lancefield	14 $\frac{1}{2}$	14 $\frac{1}{2}$	1,675	1,072	1 " 40	64,636	7 5	4,458
Lancefield to Kilmore	18 $\frac{1}{2}$	18 $\frac{1}{2}$	1,734	1,160	1 " 40	117,433	3 11	6,348
Kilmore Junction to Bendigo (Cattle Siding)	68	68	1,450	526	1 " 50	391,823	9 11	5,762
Carlsruhe to Daylesford	22 $\frac{1}{2}$	22 $\frac{1}{2}$	2,469	1,791	1 " 50	176,021	8 1	7,737
Daylesford Junction to North Creswick	23 $\frac{1}{2}$	23 $\frac{1}{2}$	2,292	1,429	1 " 40	181,316	0 8	7,716
Kyneton (Redesdale Junction) to Redesdale	16	16	1,636	973	1 " 50	89,500	5 2	5,594
Castlemaine to Dunolly	47 $\frac{1}{2}$	47 $\frac{1}{2}$	948	579	1 " 40	390,683	5 4	8,225
Dunolly to St. Arnaud (including cost, but not the mileage, of Carapooec Ballast Pits Tramway)	33	33	943	611	1 " 50	167,862	12 11	5,087
St. Arnaud to Donald	21 $\frac{3}{4}$	21 $\frac{3}{4}$	868	374	1 " 50	99,486	6 8	4,189
Donald to Birchip	32 $\frac{1}{2}$	32 $\frac{1}{2}$	394	330	1 " 100	75,075	12 8	2,328
Birchip to Cronomby (Woomelang)	26 $\frac{1}{2}$	26 $\frac{1}{2}$	351	260	1 " 75	36,527	16 2	1,378
Dunolly to Inglewood	24 $\frac{1}{2}$	24 $\frac{1}{2}$	794	457	1 " 50	95,504	19 0	3,859
Castlemaine (Maldon Junction) to Maldon	10 $\frac{1}{2}$	10 $\frac{1}{2}$	1,177	890	1 " 40	61,812	10 10	6,031
Maldon (Laanecoorie Junction) to Shelbourne	9 $\frac{1}{2}$	9 $\frac{1}{2}$	1,126	649	1 " 50	68,351	12 5	7,010
Maryborough to Ballarat	42 $\frac{1}{2}$	42 $\frac{1}{2}$	1,525	732	1 " 40	280,601	6 0	6,602
Waubra Junction to Ballarat Race-course	2	2	1,508	1,466	1 " 50	7,426	0 4	3,713
Pisgah Junction to Waubra	13 $\frac{3}{4}$	13 $\frac{3}{4}$	1,533	1,341	1 " 60	71,626	4 11	5,209
Maryborough to Avoca	15	15	885	721	1 " 40	62,211	8 10	4,147
Avoca to Ararat	39 $\frac{1}{2}$	39 $\frac{1}{2}$	1,215	763	1 " 50	173,676	14 4	4,397
Bendigo to Inglewood	30	30	779	443	1 " 70	184,611	10 7	6,154
Inglewood to Charlton	42 $\frac{3}{4}$	42 $\frac{3}{4}$	639	422	1 " 50	180,189	13 7	4,215
Charlton to Wycheproof	16 $\frac{1}{2}$	16 $\frac{1}{2}$	521	356	1 " 50	87,363	6 2	5,295
Wycheproof to Sea Lake	47 $\frac{3}{4}$	47 $\frac{3}{4}$	357	172	1 " 94	70,129	8 0	1,469
Wedderburn Junction to Wedderburn	4 $\frac{1}{2}$	4 $\frac{1}{2}$	660	554	1 " 50	18,191	13 3	3,830
Korong Vale to Boort	18	18	459	296	1 " 50	75,441	12 7	4,191
Boort to Quambatook	22	22	419	287	1 " 75	42,507	14 8	1,932
Quambatook to Ultima	30	30	371	256	1 " 100	43,791	17 7	1,460
Eaglehawk to Kerang	73 $\frac{3}{4}$	73 $\frac{3}{4}$	742	255	1 " 70	301,228	7 6	4,084
Kerang to Swan Hill	35	35	286	225	1 " 100	161,767	7 5	4,622
Footscray to Williamstown (and Piers)	6	6	66	8	1 " 100	501,907	14 9	83,651
Newport to Braybrook Junction	4 $\frac{1}{2}$	4 $\frac{1}{2}$	110	48	1 " 92	27,046	2 9	5,694
Newport to Geelong (including Williamstown Race-course and Geelong Pier Branches) ...	2 $\frac{1}{2}$	38	40 $\frac{1}{2}$	113	11	1 " 81	1,182,445	1 6	29,017
Geelong to Colac (including Geelong Race-course Branch)	52 $\frac{1}{2}$	52 $\frac{1}{2}$	469	10	1 " 50	353,224	9 4	6,728
Colac to Camperdown	28	28	569	405	1 " 50	133,618	7 10	4,772
Camperdown to Warrnambool	42 $\frac{1}{2}$	42 $\frac{1}{2}$	550	13	1 " 50	356,688	7 8	8,393
Warrnambool to Koroit	9 $\frac{1}{2}$	9 $\frac{1}{2}$	245	19	1 " 50	82,817	5 5	8,718
Koroit to Port Fairy Pier	11 $\frac{1}{2}$	11 $\frac{1}{2}$	208	11	1 " 60	93,886	8 2	8,345
Geelong (Queenscliff Junction) to Queenscliff	20 $\frac{1}{2}$	20 $\frac{1}{2}$	264	10	1 " 50	112,294	19 0	5,412
Mount Moriac to Wensleydale	11 $\frac{1}{2}$ *	11 $\frac{1}{2}$ *	752	361	1 " 50	39,380	12 6	3,501
Birregurra to Forrest	19 $\frac{3}{4}$	19 $\frac{3}{4}$	579	363	1 " 40	147,147	0 3	7,450
Irrewarra to Beac	8 $\frac{1}{2}$	8 $\frac{1}{2}$	432	390	1 " 66	47,098	13 11	5,383
Colac to Beech Forest	154	13 3	In progress
Camperdown (Curdie's River Junction) to Timboon	22 $\frac{1}{2}$	22 $\frac{1}{2}$	673	52	1 " 40	112,132	18 9	5,040
Terang to Mortlake	13	13	447	414	1 " 60	55,553	0 5	4,273
North Geelong to Ballarat	50	53 $\frac{1}{2}$ †	1,725	47	1 " 52	1,902,478	8 0	35,560
Ballarat to Ararat	3	54	57	1,517	960	412,626	14 2	7,239
Ararat to Stawell	18 $\frac{1}{2}$	18 $\frac{1}{2}$	1,086	761	1 " 100	179,291	7 1	9,562
Stawell to Horsham (including cost and mileage of line from Stawell Station to junction of Grampians Quarries Tramway, viz., 1 mile 7 chains)	54	54	761	423	1 " 100	340,824	0 10	6,312
Horsham to Dimboola	21 $\frac{1}{2}$	21 $\frac{1}{2}$	477	361	1 " 50	103,184	16 11	4,856
Dimboola to Serviceton (including cost, but not the mileage, of 1 $\frac{1}{2}$ miles constructed beyond Serviceton; also portion of cost, but not the mileage, of the Warranook Ballast Pits Tramway)	62	62	631	315	1 " 50	406,810	18 3	6,561
Braybrook Junction to Parwan	21 $\frac{3}{4}$	21 $\frac{3}{4}$	466	119	1 " 50	269,602	9 8	12,395
Parwan to Gordons	27 $\frac{1}{2}$	27 $\frac{1}{2}$	1,877	341	1 " 48	351,689	11 4	12,789
Gordons to Warrenheip	13	13	1,940	1,707	1 " 50	124,861	13 7	9,605
Lal Lal Race-course Branch	2	2	1,539	1,532	1 " 112	11,489	15 0	5,745
Ballarat East to Buninyong	7 $\frac{1}{2}$	7 $\frac{1}{2}$	1,626	1,436	1 " 40	66,333	0 0	8,844
Ballarat Cattle-yards Branch	3	3	1,523	1,446	1 " 60	12,862	7 2	4,287
Ballarat (Scarsdale Junction) to Scarsdale	13 $\frac{1}{2}$	13 $\frac{1}{2}$	1,516	1,157	1 " 50	59,646	18 11	4,502
Scarsdale to Linton	8	8	1,189	1,022	1 " 40	77,255	19 11	9,657
Ararat to Hamilton	66 $\frac{1}{2}$	66 $\frac{1}{2}$	1,028	572	1 " 50	321,745	8 4	4,838
Hamilton to Portland Pier	54	54	606	11	1 " 40	283,117	5 10	5,243
Dunkeld to Koroit	49 $\frac{1}{2}$ ‡	49 $\frac{1}{2}$ ‡	834	207	1 " 60	169,876	8 10	3,449
Hamilton to Penshurst	19	19	727	590	1 " 60	77,260	3 11	4,066
Hamilton (Coleraine Junction) to Coleraine	23	23	668	301	1 " 40	110,201	16 5	4,791
Branxholme to Casterton	32	32	572	149	1 " 40	176,800	17 1	5,525
Lubeck to Rupanyup (including portion of cost, but not the mileage, of the Warranook Ballast Pits Tramway)	9 $\frac{1}{2}$	9 $\frac{1}{2}$	487	455	1 " 147	45,016	13 8	4,739
Carried forward ...	163	1,704 $\frac{3}{4}$	1,867 $\frac{3}{4}$	...	...	...	18,020,346	4 3	...

* Mount Moriac to Wensleydale Line (11 $\frac{1}{2}$ miles) closed for traffic from 1st May, 1899, to 12th May, 1900; line re-opened on latter date, and special trains now run when required.—† Double line between Moorabool and Gheringhap converted into single.—‡ Including 16 $\frac{1}{2}$ miles between Dunkeld and Penshurst dismantled.

No. 10.—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.		£	s. d.	£
Brought forward	163	1,704 $\frac{1}{4}$	1,867 $\frac{3}{4}$	...	...	...	18,020,346	4 3	...
Murtoa to Warracknabeal (including portion of cost, but not the mileage, of the Warranook Ballast Pits Tramway)	31 $\frac{1}{4}$	31 $\frac{1}{4}$	464	360	1 in 66	144,723	18 2	4,631
Warracknabeal to Beulah	22	22	359	288	1 " 80	52,585	11 9	2,390
Beulah to Hopetoun	16	16	290	258	1 " 100	32,278	1 0	2,017
Horsham to Noradjuha	20 $\frac{1}{2}$	20 $\frac{1}{2}$	488	395	1 " 50	80,182	1 2	3,960
Natinuk (East Natinuk) to Goroke	28 $\frac{1}{2}$	28 $\frac{1}{2}$	624	394	1 " 50	63,021	0 1	2,231
Dimboola to Jeparit	23	23	387	268	1 " 75	39,130	14 1	1,701
Jeparit to Albacutya (Rainbow)	18 $\frac{1}{2}$	18 $\frac{1}{2}$	388	263	1 " 75	29,469	15 1	1,593
Essendon Junction to Essendon (including Race-course Line)	5	...	5	148	14	1 " 67	159,412	4 0	31,882
Essendon to Wodonga (including cost, but not the mileage, of Mangalore Ballast Pits Tramway)	61	121	182	1,147	105	1 " 50	2,246,102	15 10	12,341
Wodonga to River Murray	2 $\frac{1}{2}$	2 $\frac{1}{2}$	538	312	1 " 75	36,457	19 3	16,204
North Melbourne to Coburg	5	...	5	202	13	1 " 50	206,878	14 4	41,376
Coburg to Somerton	7 $\frac{1}{2}$	7 $\frac{1}{2}$	530	202	1 " 50	72,641	5 8	9,685
Royal Park (Junction) to Clifton Hill	2	2 $\frac{1}{2}$	136	103	1 " 50	154,575	16 0	56,209
Fitzroy Branch	1	1	119	85	1 " 79	77,013	19 2	77,014
Fitzroy (Whittlesea Junction) to Whittlesea	1 $\frac{1}{2}$	20 $\frac{3}{4}$	22	639	119	1 " 50	247,926	9 11	11,269
Tallaroak to Yea...	23 $\frac{3}{4}$	23 $\frac{3}{4}$	698	488	1 " 40	151,717	18 8	6,388
Yea to Mansfield and Alexandra-road	55 $\frac{3}{4}$	55 $\frac{3}{4}$	1,304	557	1 " 40	335,993	8 2	6,025
Mangalore to Shepparton	45	45	499	372	1 " 100	260,082	4 11	5,780
Shepparton to Numurkah	20 $\frac{1}{2}$	20 $\frac{1}{2}$	376	348	1 " 206	81,025	0 9	3,952
Numurkah to Cobram	21 $\frac{1}{2}$	21 $\frac{1}{2}$	376	355	1 " 165	82,875	12 3	3,855
Murchison East to Rushworth	13 $\frac{1}{2}$	13 $\frac{1}{2}$	476	391	1 " 80	69,446	1 1	5,241
Toolamba to Tatura	7	7	385	371	1 " 108	28,395	18 3	4,056
Tatura to Echuca	34 $\frac{3}{4}$	34 $\frac{3}{4}$	377	320	1 " 122	156,423	8 10	4,501
Shepparton to Dookie	15	15	500	372	1 " 100	54,049	0 5	3,603
Dookie to Katamatite	17	17	490	383	1 " 69	5,257	16 2	Improvements only
Numurkah to Nathalia	14	14	356	335	1 " 330	51,887	8 5	3,706
Nathalia to Picola	6 $\frac{1}{2}$	6 $\frac{1}{2}$	335	325	1 " 264	12,880	5 0	1,908
Benalla to St. James	20 $\frac{1}{2}$	20 $\frac{1}{2}$	583	450	1 " 75	78,331	18 1	3,821
St. James to Yarrawonga	19 $\frac{3}{4}$	19 $\frac{3}{4}$	514	414	1 " 50	95,819	15 6	4,852
Wangaratta to Whitfield	30 $\frac{1}{2}$	30 $\frac{1}{2}$	811	481	1 " 80	34,846	15 9	1,152
Wangaratta (Beechworth Junction) to Beechworth	23	23	1,831	502	1 " 30	164,063	1 5	7,133
Beechworth to Yackandandah	12 $\frac{3}{4}$	12 $\frac{3}{4}$	1,912	981	1 " 30	96,661	8 10	7,581
Everton to Myrtleford	16 $\frac{1}{2}$	16 $\frac{1}{2}$	989	581	1 " 40	77,117	0 7	4,674
Myrtleford to Bright	18 $\frac{1}{2}$	18 $\frac{1}{2}$	1,004	688	1 " 50	111,120	17 6	6,007
Springhurst to Wahgunyah	14	14	623	454	1 " 50	71,506	13 3	5,108
Wodonga to Tallangatta	25 $\frac{1}{2}$	25 $\frac{1}{2}$	726	530	1 " 40	187,789	4 9	7,364
Spencer and Flinders streets connexion by viaduct	33	17	1 " 40	140,380	13 7	187,174
Hobson's Bay Lines (Flinders-street to Port Melbourne, St. Kilda, Brighton, Hawthorn, and including works, Prince's-bridge to Chapel-street)	16 $\frac{1}{2}$	...	16 $\frac{1}{2}$	53	9	1 " 66	2,019,586	17 7	122,399
Prince's bridge to Collingwood	91,061	9 8	In progress
Collingwood to Heidelberg	5 $\frac{1}{4}$	5 $\frac{1}{4}$	196	68	1 " 50	189,335	13 8	36,064
Heidelberg to Eltham	3,553	18 9	Survey, &c
Brighton Beach to Sandringham	2	...	2	58	20	1 " 97	71,585	8 7	35,793
South Yarra to Oakleigh	6 $\frac{1}{2}$	...	6 $\frac{1}{2}$	184	22	1 " 50	292,540	4 3	43,339
Oakleigh to Sale (including line to Sale wharf, 70 chains; also portion of cost of branch line to the Great Morwell Coy.'s mine, but not the mileage of same, viz., 3 miles 45 chains)	10	109	119	513	8	1 " 50	1,083,467	4 4	9,105
Sale to Stratford (Junction)	9 $\frac{1}{4}$	9 $\frac{1}{4}$	64	33	1 " 66	42,692	16 5	4,615
Oakleigh to Fairfield Park	12 $\frac{1}{4}$ *	12 $\frac{1}{4}$ *	249	72	1 " 50	298,878	12 9	24,398
Caulfield to Frankston	10 $\frac{1}{4}$	...	9 $\frac{1}{2}$	166	10	1 " 50	188,874	11 10	9,444
Frankston to Stony Point	18 $\frac{1}{2}$	18 $\frac{1}{2}$	327	10	1 " 50	103,147	0 10	5,576
Mornington Junction to Mornington	7 $\frac{1}{2}$	7 $\frac{1}{2}$	194	60	1 " 50	63,249	13 10	8,161
Frankston Cemetery Line	530	16 11	Survey, &c.
Dandenong (Great Southern Junction) to Port Albert	117 $\frac{1}{4}$	117 $\frac{1}{4}$	746	10	1 " 40	897,072	2 10	7,651
Korumburra to Coal Creek	735	630	1 " 30	5,570	19 3	7,428
Korumburra (Strezlecki Junction) to Strezlecki (Junction with Coal Creek Line)	2 $\frac{1}{4}$	2 $\frac{1}{4}$	765	573	1 " 30	11,541	1 4	5,129
Korumburra (Jumbunna Junction) to Jumbunna	3 $\frac{1}{4}$	3 $\frac{1}{4}$	796	619	1 " 30	17,687	10 5	4,717
Jumbunna to Outtrim	2 $\frac{1}{4}$	2 $\frac{1}{4}$	649	539	1 " 40	26,112	12 8	11,606
Warragul to Neerim South	13 $\frac{1}{2}$	13 $\frac{1}{2}$	681	349	1 " 40	123,295	1 9	9,133
Moe (Junction) to Thorpdale	10 $\frac{1}{2}$	10 $\frac{1}{2}$	798	219	1 " 40	116,386	7 10	10,827
Morwell to North Mirboo	20	20	784	184	1 " 40	152,587	7 6	7,629
Traralgon to Heyfield	23 $\frac{1}{2}$	23 $\frac{1}{2}$	262	93	1 " 50	122,200	4 4	5,256
Heyfield to Bairnsdale (including extension to Bairnsdale wharf, 1 mile)	50 $\frac{3}{4}$	50 $\frac{3}{4}$	296	9	1 " 50	267,957	11 9	5,280
Maffra to Briugolong	12 $\frac{1}{4}$	12 $\frac{1}{4}$	238	109	1 " 50	60,537	8 8	4,942
Burnley to Waverley-road	5 $\frac{1}{2}$ †	5 $\frac{1}{2}$ †	111	33	1 " 60	171,396	19 9	29,808
Hawthorn to Lilydale	11 $\frac{3}{4}$	...	8 $\frac{1}{2}$	484	41	1 " 40	368,400	7 2	18,193
Lilydale to Healesville	15 $\frac{1}{4}$	15 $\frac{1}{4}$	351	230	1 " 40	211,593	18 3	13,875
Hawthorn (Kew Junction) to Kew	1 $\frac{1}{4}$	1 $\frac{1}{4}$	119	41	1 " 40	74,740	0 8	59,792
Ringwood to Upper Ferntree Gully	7 $\frac{1}{2}$	7 $\frac{1}{2}$	436	314	1 " 40	58,885	17 3	7,851
Ferntree Gully to Gembrook	35,134	2 3	In progress
Lilydale to Warburton	27,079	5 1	"
Total	294	2,940 $\frac{1}{4}$	3,234 $\frac{1}{4}$	...	...	...	31,206,811	10 1	...

* Oakleigh to Ashburton closed for traffic, 3 $\frac{1}{4}$ miles. Fairfield Park to Deep Dene closed for traffic, 4 $\frac{1}{2}$ miles—† Including 1 mile between Darling and Waverley closed for traffic.

Gauge of lines—3,204 miles 5ft. 3in.; 30 $\frac{1}{2}$ miles 2ft. 6in.

VICTORIAN RAILWAYS.

No. 11.

STATEMENT OF THE RAILWAY DEBT ON 30TH JUNE, 1900, AND
THE ANNUAL INTEREST PAYABLE THEREON, ETC.

Act.	Rate of Interest per cent.	Principal (Stock at par) allocated to Railways.			Interest.			Loans are redeemable as under.
		£	s.	d.	£	s.	d.	
42 Vict. No. 608 ...	4½	4,156,573	12	2	187,045	16	3	In London—1st January, 1904
39 Vict. No. 531 ...	4	1,396,693	0	0	55,867	14	5	In London—1st July, 1901
45 Vict. No. 717 ...	4	2,769,006	2	4	110,760	4	10	In London—1st July, 1907
46 Vict. No. 739 ...	4	2,000,000	0	0	80,000	0	0	In London—1st April, 1908
47 Vict. No. 760 ...	4	3,758,788	0	3	150,351	10	5	In London—1st October, 1913
48 Vict. No. 805 ...	4	3,251,172	4	3	130,046	17	9	In London—1st October, 1919
49 Vict. No. 845 ...	4	4,500,000	0	0	180,000	0	0	In London—1st October, 1920
56 Vict. No. 1287...	4	2,107,000	0	0	84,280	0	0	In London—After 1st January, 1911, upon one year's notice, and upon Parliament by Act providing funds for repayment; if not sooner redeemed, on 1st January, 1926 (altered to this date by Act No. 1305)
56 Vict. No. 1296...	4	464,672	1	0	18,586	17	8	In Melbourne—After 1st April, 1913, upon one year's notice, and upon Parliament by Act providing for repayment; if not sooner redeemed, on 1st April, 1923
52 Vict. No. 989 ...	3½	2,673,913	0	11	93,586	19	1	In London—1st October, 1923
53 Vict. No. 1032...	3½	3,150,000	0	0	110,250	0	0	In London—1st October, 1923 (altered to this date by Act No. 1057)
54 Vict. No. 1196...	3½	2,226,086	19	1	77,913	0	11	In London—After 1st January, 1921, upon one year's notice, and upon Parliament providing for repayment; if not sooner redeemed, on 1st January, 1926
55 Vict. No. 1217...	3½	1,666,666	13	4	58,333	6	8	In London—After 1st January, 1921, upon one year's notice, and upon Parliament providing for repayment; if not sooner redeemed, on 1st January, 1926
60 Vict. No. 1451...	3¼	56,091	7	0	1,822	19	5	Payable out of Consolidated Revenue in amounts of £25,000 each year, commencing 1st January, 1899
60 Vict. No. 1468...	3	1,130,372	18	0	33,911	3	9	In Melbourne—All or any of the Stock after expiration of 20 years from 30th September, 1897, upon Parliament providing funds for the purpose, and upon 12 months' previous notice of intention to redeem such Stock having been given under the hand of the Treasurer by advertisement in the <i>Government Gazette</i> and also in two daily newspapers published in Melbourne
62 Vict. No. 1560...	3	1,538,526	7	4	46,155	15	10	Victorian Consolidated Inscribed Stock. Redeemable at a fixed date or interminable.
62 Vict. Nos. 1562 and 1574	3½ and 4	525,000	0	0	20,125	0	0	Under provisions of clause 5 Act 1574 out of Consolidated Revenue
62 Vict. No. 1564...	3	125,562	7	5	3,766	17	5	Payable out of Consolidated Revenue in amounts of £25,000 each year, commencing 1st July, 1900.
63 Vict. No. 1623...	3	169,028	12	2	5,070	17	2	
Less Discount and Expenses on Sale of Debentures £1,118,159	2	2						
Deduct Net Premiums on Debentures 477,951	15	7						
		37,665,153	5	3	1,447,875	1	7	Average rate of annual interest payable, 3·84 per cent.
		640,207	6	7				
		37,024,945	18	8	...			Average rate of annual interest payable on amount of loan moneys allocated to railways, 3·92 per cent.

VICTORIAN RAILWAYS.

No. 12.

COMPARATIVE STATEMENT for Twenty-eight Years, from 1st July, 1871, to 30th June, 1900.*

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.		
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	s. d. 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	2,664,743	677,592	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	2,905,487	797,617	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	3,337,029	913,294	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	3,810,294	914,044	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	4,148,319	918,388	521,383	700,724	1,222,107	1,120	3,462,622	7 10'71
† 1880	1,199	1,194	18,041,295	15,047	119	78	371	3,185	226	15,990,330	1,241,225	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	18,964,214	1,366,603	770,617	894,592	1,665,209	1,371	4,633,267	7 2'26
† 1882	1,355	1,300	19,746,915	14,573	126	102	456	3,720	231	21,868,581	1,568,251	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	25,064,937	1,698,770	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	31,241,043	1,887,379	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	37,153,655	2,202,206	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	41,856,404	2,325,532	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	47,244,643	2,660,550	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	57,481,697	3,060,721	1,668,540	1,441,600	3,110,140	1,452	10,680,743	5 19'88
† 1889-90	2,469½	2,329½	34,370,031	13,917	197	233	961	7,099	395	58,951,796	3,086,888	1,681,183	1,450,683	3,131,866	1,344	11,773,152	5 13'84
† 1890-91	2,763	2,650½	36,341,626	13,153	210	245	1,085	8,035	437	57,996,039	3,262,427	1,706,803	1,591,764	3,298,567	1,245	12,249,747	5 4'63
† 1891-2	2,903	2,829½	37,085,309	12,775	213	249	1,114	8,179	463	55,148,122	2,720,886	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	248	251	1,107	8,530	469	46,520,784	2,558,378	1,508,867	1,417,081	2,925,948	998	10,775,134	5 5'17
† 1893-4	3,020	2,981½	37,748,563	§ 12,570	262	254	1,096	8,597	474	40,880,378	2,455,811	1,359,675	1,366,484	2,726,159	914	10,145,307	5 4'49
† 1894-5	3,120	3,082½	37,922,207	§ 12,221	262	255	1,087	8,591	468	40,210,733	2,435,857	1,259,609	1,321,982	2,581,591	837	9,567,453	5 4'76
† 1895-6	3,122½	3,121	38,108,151	§ 12,272	262	255	1,075	8,546	473	40,993,798	2,163,722	1,264,219	1,137,173	2,401,392	769	8,989,391	5 4'11
† 1896-7	3,129	3,126	38,329,402	§ 12,317	262	255	1,068	8,578	475	42,263,638	2,338,445	1,328,687	1,287,248	2,615,935	837	9,228,687	5 8'03
† 1897-8	|| 3,113	|| 3,123½	38,602,304	§ 12,404	261	256	1,061	8,677	494	43,090,749	2,408,665	1,325,062	1,283,834	2,608,896	835	9,239,657	5 7'77
† 1898-9	3,143	3,122	39,056,451	§ 12,430	263	254	1,092	8,994	499	45,805,443	2,779,748	1,372,000	1,501,729	2,873,729	920	9,714,298	5 11'00
† 1899-00	3,218	3,186	39,658,819	§ 12,327	266	253	1,129	9,065	501	49,332,899	2,998,303	1,469,910	1,555,252	3,025,162	950	10,107,549	5 11'83

* 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; 16½ miles, Dunkeld to Peshurst is included.—|| Miles open at 30th June, 1898, reduced 16½ miles in consequence of the dismantling of section of line between Dunkeld and Peshurst. Average miles reduced for portion of year.
Note.—The figures for Rolling Stock do not include Narrow Gauge Stock.

No. 12—continued.

COMPARATIVE STATEMENT for Twenty-eight Years, from 1st July, 1871, to 30th June, 1900.*

Year.	MAINTENANCE.				LOCOMOTIVE.			CARRIAGE AND WAGGON REPAIRS, ETC.			TRAFFIC.			COMPENSATION.		
	Amount.	Cost per Average Mile open.	Cost per Train Mile run.	Per Cent. of Gross Receipts.	Amount.	Cost per Train Mile run.	Per Cent. of Gross Receipts.	Amount.	Cost per Train Mile run.	Per Cent. of Gross Receipts.	Amount.	Cost per Train Mile run.	Per Cent. of Gross Receipts.	Amount.	Cost per Train Mile run.	Per Cent. of Gross Receipts.
	£	£	s. d.		£	s. d.		£	s. d.		£	s. d.		£	s. d.	
1871-2	69,180	259	1'2'15	10'85	85,739	1'5'54	13'45	17,615	0'3'60	2'76	95,718	1,7'58	15'00	1,062	0'0'22	0'17
1872-3	72,083	215	1'0'77	10'25	97,822	1'5'34	13'90	21,250	0'3'77	3'02	112,455	1'7'93	15'98	3,353	0'0'59	0'48
1873-4	74,999	181	0'10'79	8'81	121,878	1'5'55	14'32	29,602	0'4'26	3'48	136,243	1'7'61	16'01	769	0'0'11	0'09
1874-5	130,436	241	1'3'26	14'18	148,999	1'5'43	16'19	33,565	0'3'93	3'65	154,357	1'6'06	16'78	1,184	0'0'14	0'13
1875-6	128,679	212	1'1'54	12'94	153,617	1'4'17	15'44	39,551	0'4'16	3'97	162,202	1'5'07	16'31	1,384	0'0'15	0'14
1877	166,581	212	1'2'35	14'66	181,078	1'3'60	15'94	38,702	0'3'33	3'41	183,736	1'3'82	16'18	7,687	0'0'66	0'67
1878	155,410	161	1'0'05	12'77	204,806	1'3'88	16'83	45,720	0'3'54	3'76	192,318	1'2'91	15'81	10,481	0'0'81	0'86
1879	153,514	141	0'10'64	12'56	211,479	1'2'66	17'31	48,572	0'3'37	3'97	202,418	1'2'03	16'56	5,310	0'0'37	0'44
†1880	199,042	167	0'10'90	13'33	258,491	1'2'16	17'32	54,372	0'2'98	3'64	275,790	1'3'11	18'47	3,086	0'0'17	0'21
†1881	219,599	181	0'11'38	13'19	256,990	1'1'31	15'43	55,421	0'2'87	3'32	291,920	1'3'12	17'54	64,995	0'3'37	3'90
†1882	244,626	188	0'11'58	13'73	284,713	1'1'48	15'99	70,478	0'3'34	3'95	342,680	1'4'22	19'24	131,728	0'6'23	7'40
†1883	376,187	263	1'3'84	19'82	334,091	1'2'06	17'60	77,575	0'3'27	4'09	383,145	1'4'13	20'18	53,539	0'2'25	2'82
†1884-5	281,475	170	0'9'86	12'90	402,175	1'2'09	18'43	90,452	0'3'17	4'15	442,722	1'3'51	20'29	14,271	0'0'50	0'65
†1885-6	275,699	163	0'9'12	11'84	415,525	1'1'75	17'84	83,894	0'2'77	3'60	469,025	1'3'51	20'13	14,489	0'0'48	0'62
†1886-7	304,149	170	0'9'13	12'40	443,555	1'1'32	18'08	96,482	0'2'90	3'94	524,635	1'3'76	21'38	9,749	0'0'29	0'40
†1887-8	349,342	179	0'9'23	12'68	496,982	1'1'13	18'03	113,604	0'3'00	4'12	580,611	1'3'34	21'07	142,562	0'3'77	5'17
†1888-9	407,525	190	0'9'16	13'10	625,540	1'2'06	20'11	117,010	0'2'63	3'76	694,346	1'3'60	22'33	22,121	0'0'50	0'71
†1889-90	433,267	186	0'8'83	13'83	696,041	1'2'19	22'23	128,743	0'2'62	4'11	763,756	1'3'57	24'39	26,718	0'0'54	0'85
†1890-91	428,327	162	0'8'39	12'99	820,178	1'4'07	24'86	128,140	0'2'51	3'88	821,004	1'4'09	24'89	22,128	0'0'43	0'67
†1891-2	412,336	146	0'8'38	13'32	701,058	1'2'25	22'65	121,345	0'2'46	3'92	787,352	1'4'00	25'44	10,167	0'0'21	0'33
†1892-3	327,959	112	0'7'30	11'21	607,702	1'1'54	20'77	127,581	0'2'84	4'36	668,717	1'2'89	22'85	6,433	0'0'14	0'22
†1893-4	320,981	108	0'7'59	11'77	528,309	1'0'50	19'38	104,050	0'2'46	3'82	562,226	1'1'30	20'62	4,316	0'0'10	0'16
†1894-5	331,198	107	0'8'31	12'83	478,439	1'0'00	18'53	89,129	0'2'24	3'45	514,131	1'0'90	19'92	6,806	0'0'17	0'26
†1895-6	365,848	117	0'9'77	15'23	450,489	1'0'03	18'76	97,353	0'2'60	4'05	486,433	1'0'99	20'26	7,321	0'0'19	0'31
†1896-7	381,293	122	0'9'92	14'57	451,548	0'11'74	17'26	101,946	0'2'65	3'90	497,030	1'0'93	19'00	4,689	0'0'12	0'18
†1897-8	408,837	131	0'10'62	15'67	459,992	0'11'95	17'63	111,113	0'2'89	4'26	526,958	1'1'69	20'20	7,892	0'0'20	0'30
†1898-9	480,792	154	0'11'88	16'73	502,763	1'0'42	17'49	130,659	0'3'23	4'55	546,754	1'1'51	19'03	3,611	0'0'09	0'13
†1899-00	498,460	156	0'11'84	16'48	537,340	1'0'76	17'76	142,639	0'3'39	4'72	564,908	1'1'41	18'67	6,862	0'0'16	0'22

* Half-years ending 31st December, 1876, and 30th June, 1884, not included.—† The Hobson's Bay Suburban Lines included since 1880.

No. 12—continued.

COMPARATIVE STATEMENT for Twenty-eight years, from 1st July, 1871, to 30th June, 1900.*

Year.	GENERAL.			TOTAL WORKING COST.				NET EARNINGS.					NET ANNUAL INTEREST AND CHARGES.	BALANCE AFTER PAYING WORKING EXPENSES AND NET INTEREST, EXCLUSIVE OF PENSIONS AND GRATUITIES.		PERCENTAGE OF DEFICIT TO CAPITAL COST.	AMOUNT PAID FOR PENSIONS AND GRATUITIES NOT INCLUDED IN WORKING COST.
	Amount.	Cost per Train Mile run.	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.	Per Cent. on Debiture Capital expended.		Dr.	Cr.		
														£	s. d.		
1871-2	9,991	0/2/04	1/57	279,304	43/80	4/9/13	1,046	358,328	1,342	6/1/29	3/57	3/64	621,740	263,412	...	2/62	500
1872-3	12,995	0/2/30	1/85	319,959	45/47	4/8/71	955	383,769	1,146	5/8/02	3/55	3/66	621,740	237,971	...	2/20	1,332
1873-4	10,130	0/1/46	1/19	373,621	43/90	4/5/79	902	477,421	1,153	5/8/73	4/13	4/43	618,350	140,929	...	1/22	1,094
1874-5	12,158	0/1/42	1/32	480,699	52/25	4/8/23	889	439,309	812	4/3/39	3/54	3/85	676,350	237,041	...	1/91	1,019
1875-6	12,952	0/1/36	1/30	498,388	50/10	4/4/46	820	496,379	816	4/4/25	3/75	4/10	676,350	179,971	...	1/36	1,019
1877	13,627	0/1/17	1/20	591,411	52/07	4/2/94	751	544,388	691	3/10/89	3/74	4/41	693,200	148,812	...	1/02	1,070
1878	14,862	0/1/15	1/22	623,597	51/25	4/0/35	645	593,078	613	3/9/98	3/87	4/62	732,218	139,140	...	0/91	2,102
1879	13,331	0/0/92	1/09	634,624	51/93	3/7/99	582	587,483	538	3/4/72	3/61	4/27	747,707	160,224	...	0/99	6,000
†1880	16,081	0/0/88	1/08	806,862	54/05	3/8/20	676	686,055	575	3/1/59	3/80	4/50	797,029	110,974	...	0/62	7,213
†1881	15,399	0/0/80	0/92	904,324	54/31	3/10/84	744	760,883	626	3/3/41	4/09	4/78	835,818	74,933	...	0/40	9,248
†1882	16,717	0/0/79	0/94	1,090,942	61/25	4/3/65	839	690,136	531	2/8/67	3/49	4/05	882,640	192,504	...	0/97	7,657
†1883	23,666	0/1/00	1/25	1,248,203	65/75	4/4/54	872	650,108	454	2/3/37	3/03	3/36	860,000	209,892	...	0/98	25,719
†1884-5	22,485	0/0/79	1/03	1,253,580	57/45	3/7/92	757	928,352	561	2/8/53	4/05	4/47	944,086	15,734	...	0/07	23,845
†1885-6	24,791	0/0/82	1/06	1,283,423	55/10	3/6/45	759	1,045,703	618	2/10/58	4/29	4/74	957,106	...	88,597	Cr.	27,114
†1886-7	25,194	0/0/76	1/03	1,403,764	57/22	3/6/16	784	1,049,314	586	2/7/51	4/01	4/45	985,505	...	63,809	Cr.	23,352
†1887-8	42,708	0/1/13	1/55	1,725,809	62/62	3/9/60	886	1,030,240	529	2/3/22	3/65	4/06	1,056,711	26,471	...	0/09	27,210
†1888-9	45,523	0/1/02	1/46	1,912,065	61/48	3/6/96	893	1,198,075	559	2/2/92	3/84	4/21	1,130,243	...	67,832	Cr.	33,772
†1889-90	52,234	0/1/06	1/67	2,100,759	67/08	3/6/82	902	1,031,107	443	1/9/02	3/00	3/29	1,221,190	190,083	...	0/55	31,399
†1890-91	51,784	0/1/01	1/57	2,271,561	68/87	3/8/50	857	1,027,006	387	1/8/12	2/83	3/10	1,320,038	293,032	...	0/81	39,084
†1891-2	55,833	0/1/13	1/80	2,088,091	67/46	3/6/44	738	1,007,031	356	1/8/47	2/72	2/96	1,387,029	379,998	...	1/02	50,048
†1892-3	51,270	0/1/14	1/75	1,789,662	61/17	3/3/86	610	1,136,286	387	2/1/31	3/03	3/30	1,419,925	283,639	...	0/76	67,629
†1893-4	37,684	0/0/89	1/38	1,557,566	57/13	3/0/85	522	1,168,593	392	2/3/64	3/10	3/36	1,460,849	292,256	...	0/77	93,620
†1894-5	43,486	0/1/09	1/68	1,463,189	56/68	3/0/70	475	1,118,402	363	2/4/06	2/95	3/20	1,418,847	300,445	...	0/79	84,509
†1895-6	49,294	0/1/32	2/05	1,456,738	60/66	3/2/89	467	944,654	303	2/1/22	2/48	2/69	1,438,603	493,949	...	1/30	94,695
†1896-7	47,901	0/1/25	1/83	1,484,407	56/74	3/2/60	475	1,131,528	362	2/5/43	2/95	3/20	1,447,452	295,924	...	0/77	83,958
†1897-8	51,280	0/1/33	1/97	1,566,073	60/03	3/4/68	501	1,042,823	334	2/3/09	2/70	2/93	1,437,269	374,446	...	0/97	83,720
†1898-9	51,862	0/1/28	1/80	1,716,441	59/73	3/6/41	550	1,157,288	371	2/4/59	2/96	3/21	1,472,090	294,802	...	0/75	81,284
†1899-00	57,093	0/1/35	1/89	1,807,301	59/74	3/6/91	567	1,217,861	383	2/4/92	3/07	3/32	1,436,413	192,587	...	0/49	95,239

* Half-years ending 31st December, 1876, and 30th June, 1884, not included.—† The Hobson's Bay Suburban Lines included since 1880.

VICTORIAN RAILWAYS.

No. 13.

STATEMENT showing Dates of Opening and Length in Miles of the Different Sections of Victorian Railways to 30th June, 1900.

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		20.1.53
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		32 Vict. No. 331
1862—April 11	North Geelong Junction	Bailarat		21 Vict. No. 36
" " 25	Woodend	Kyneton	21 Vict. No. 36	
" Oct. 21	Kyneton	Bendigo	21 Vict. No. 36	
1864—Sept. 19	Bendigo	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	Beaufort	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	Bendigo	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	37 Vict. No. 475	
" 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	
" Dec. 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	Waubra Junction	Ballarat Race-course	44 Vict. No. 660	
" Sept. 1	Shepparton	Numurkah	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	River Murray	44 Vict. No. 682	
" " 21	Raywood	Mitiamo	44 Vict. No. 682	
		Carried forward	1,403½	

* Superseded by the Flinders-street Viaduct, opened on the 23rd November, 1891.

No. 13.—STATEMENT showing Dates of Opening and Length in Miles of the Different Sections of Victorian Railways to 30th June, 1900—continued.

Date of Opening.	From—	To—	Length in Miles.	Authorized by Act—
		Brought forward ...	1,403 $\frac{1}{4}$	
1883—July 2	Korong Vale ...	Boort ...	18	44 Vict. No. 682
" " 2	Colac ...	Camperdown ...	28	44 Vict. No. 682
" Aug. 1	Ballarat ...	Scarsdale ...	13 $\frac{1}{2}$	44 Vict. No. 682
" Sept. 3	Benalla ...	St. James ...	20 $\frac{1}{2}$	44 Vict. No. 682
" Oct. 1	Charlton ...	Wycheproof ...	16 $\frac{1}{2}$	44 Vict. No. 682
" Nov. 13	Traralgon ...	Heyfield ...	22 $\frac{1}{2}$	44 Vict. No. 682
" " 16	Tallaroek ...	Yea ...	23 $\frac{1}{2}$	44 Vict. No. 682
" Dec. 17	Everton ...	Myrtleford ...	16 $\frac{1}{2}$	44 Vict. No. 682
1884—Feb. 12	Mitiamo ...	Pyramid Hill ...	12 $\frac{1}{2}$	44 Vict. No. 682
" " 15	Branxholme ...	Henty ...	23 $\frac{1}{2}$	44 Vict. No. 682
" April 2	Braybrook Junction ...	Melton ...	15 $\frac{1}{2}$	44 Vict. No. 682
" June 16	Castlemaine ...	Maldon ...	10 $\frac{1}{2}$	44 Vict. No. 682
" Sept. 1	Henty ...	Casterton ...	8 $\frac{1}{2}$	44 Vict. No. 682
" " 9	North Melbourne ...	Coburg ...	5	44 Vict. No. 682
" Oct. 25	Pyramid Hill ...	Kerang ...	24 $\frac{1}{2}$	44 Vict. No. 682
" Sept. 22	Traralgon Station ...	Heyfield Junction ...	7	44 Vict. No. 682
1885—April 10	Morwell ...	Boolarra ...	12	44 Vict. No. 682
" " 6	Race-course Junction ...	Williamstown Race-course	$\frac{1}{2}$	Acts 860, 889, 962, and 1381
" Sept. 8	Boolarra ...	Darlimurla ...	4 $\frac{1}{2}$	44 Vict. No. 682
1886—Jan. 1	Lal Lal Station ...	Lal Lal Race-course...	2	48 Vict. No. 821 & 58 Vict. No. 1381
" " 7	Darlimurla ...	North Mirboo ...	3 $\frac{1}{2}$	44 Vict. No. 682
" April 1	Melton ...	Parwan ...	6 $\frac{1}{2}$	44 Vict. No. 682
" May 6	St. James ...	Yarrowonga ...	19 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 12	Murtoa ...	Warracknabeal ...	31 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Nov. 15	Ballarat Cattle-yards Junction ...	Ballarat Cattle-yards	3	48 Vict. No. 821 & 58 Vict. No. 1381
" Dec. 22	Gordons ...	Ballan ...	7 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
1887—Jan. 19	Dimboola ...	Serviceton ...	62 *	48 Vict. No. 821 & 58 Vict. No. 1381
" " 19	North Creswick ...	Rocky Lead ...	12 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Feb. 16	Parwan ...	Bacchus Marsh ...	2 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" March 18	Heyfield ...	Maffra ...	11	48 Vict. No. 821 & 58 Vict. No. 1381
" April 21	Wedderburn Junction ...	Wedderburn ...	4 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 23	Camperdown ...	Terang ...	13 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" June 1	Rocky Lead ...	Daylesford Junction ...	10 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 19	Lubeck ...	Rupanyup ...	9 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Aug. 1	Tatura ...	Echuca ...	34 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 25	Horsham ...	Noradjuha ...	20 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Sept. 2	Brighton Beach ...	Sandringham ...	2	48 Vict. No. 821 & 58 Vict. No. 1381
" Nov. 8	Maffra ...	Stratford ...	6	48 Vict. No. 821 & 58 Vict. No. 1381
" Sept. 24	Braybrook Junction ...	Newport ...	4 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Dec. 19	Hawthorn ...	Kew ...	14 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
1888—May 8	Royal Park Junction ...	Clifton Hill ...	2 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 8	Nicholson-street ...	Fitzroy ...	1	48 Vict. No. 821 & 58 Vict. No. 1381
" " 8	Clifton Hill ...	Collingwood ...	$\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 8	Clifton Hill ...	Alphington ...	2 $\frac{1}{2}$	44 Vict. No. 682
" " 8	Alphington ...	Heidelberg ...	2 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 8	Moe Junction ...	Thorpdale ...	10 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 8	Sale Junction ...	Stratford Junction ...	9 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 8	Stratford ...	Bairnsdale ...	32 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 15	Lilydale ...	Yarra Flats ...	7	48 Vict. No. 821 & 58 Vict. No. 1381
" July 1	Bairnsdale Station ...	Bairnsdale Wharf ...	1	48 Vict. No. 821 & 58 Vict. No. 1381
" Oct. 1	Numurkah ...	Nathalia ...	14	48 Vict. No. 821 & 58 Vict. No. 1381
" " 1	Numurkah ...	Cobram ...	21 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 1	Shepparton ...	Dookie ...	15	48 Vict. No. 821 & 58 Vict. No. 1381
" " 1	Kilmore Junction ...	Kilmore ...	9 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 1	Bendigo ...	Heathcote ...	27 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 1	Pisgah Junction ...	Waubra ...	13 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 1	Frankston ...	Mornington Junction ...	4 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 1	Dandenong (Great Southern Junction)	Tooradin ...	16	48 Vict. No. 821 & 58 Vict. No. 1381
" Nov. 20	Inglewood ...	Dnnolly ...	24 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 20	Hamilton (Coleraine Junction) ...	Coleraine ...	23	48 Vict. No. 821 & 58 Vict. No. 1381
1889—March 1	Yarra Flats ...	Healesville ...	8 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Aug. 7	Maffra ...	Briagolong ...	12 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 7	Irrewarra ...	Beecac ...	8 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Sept. 10	Mornington Junction ...	Mornington ...	7 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 10	Mornington Junction ...	Hastings ...	8	48 Vict. No. 821 & 58 Vict. No. 1381
" " 10	Wodonga ...	Huon-lane ...	14 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 12	Baliarat East ...	Buminyong ...	7 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Oct. 8	Whittlesea Junction ...	Preston Reservoir ...	4 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 8	Coburg ...	Somerton ...	7 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Nov. 12	Yea ...	Molesworth ...	10 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Dec. 3	Heathcote ...	Tooborac ...	10 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 4	Bacchus Marsh ...	Ballan ...	17 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 4	Ringwood ...	Upper Ferntree Gully ...	7 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 17	Hastings ...	Stony Point ...	6	48 Vict. No. 821 & 58 Vict. No. 1381
" " 23	Preston Reservoir ...	Whittlesea ...	17 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
1890—Feb. 4	Terang ...	Mortlake ...	13	48 Vict. No. 821 & 58 Vict. No. 1381
" " 4	Terang ...	Warrnambool ...	28 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 4	Koroit ...	Warrnambool ...	9 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 4	Koroit ...	Port Fairy (including Pier)	11 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 10	Williamstown Race-course	Extension of Line ...	1 $\frac{1}{4}$	Acts 860, 889, 962, and 1381
" March 17	Mount Moriac ...	Wensleydale ...	11 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 24	Burnley ...	Oakleigh ...	7 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
		Carried forward ...	2,419 $\frac{1}{4}$	

* Exclusive of 1 $\frac{1}{4}$ miles between Serviceton Station and the South Australian Border.

No. 13.—STATEMENT showing Dates of Opening and Length in Miles of the Different Sections of Victorian Railways to 30th June, 1900—continued.

Date of Opening.	From—	To—	Length in Miles.	Authorized by Act—
		Brought forward ..	2,419½	
1890—May 12	Warragul	Rokeby	8½	48 Vict. No. 821 & 58 Vict. No. 1381
" " 30	Kerang	Swan Hill	35	48 Vict. No. 821 & 58 Vict. No. 1381
" " 30	Camberwell	Waverley-road	5	48 Vict. No. 821 & 58 Vict. No. 1381
" June 17	Molesworth	Cathkin	2½	48 Vict. No. 821 & 58 Vict. No. 1381
" July 18	Huon-lane	Bolga	6½	48 Vict. No. 821 & 58 Vict. No. 1381
" Aug. 22	Kilmore	Tooborac	20½	48 Vict. No. 821 & 58 Vict. No. 1381
" " 22	Dunkeld	Koroit	49½	48 Vict. No. 821 & 58 Vict. No. 1381
" " 22	Hamilton	Penshurst	19	48 Vict. No. 821 & 58 Vict. No. 1381
" Sept. 1	Murchison East	Rushworth	13½	48 Vict. No. 821 & 58 Vict. No. 1381
" " 16	Cathkin	Alexandra-road	4½	48 Vict. No. 821 & 58 Vict. No. 1381
" " 28	Sale	Canal	37	48 Vict. No. 475 & 53 Vict. No. 1030
" Oct. 10	Scarsdale	Linton	8	48 Vict. No. 821 & 58 Vict. No. 1381
" " 17	Myrtleford	Bright	18½	48 Vict. No. 821 & 58 Vict. No. 1381
" Nov. 10	Cathkin	Merton	15½	48 Vict. No. 821 & 58 Vict. No. 1381
" " 11	Tooradin	Loch	23½	48 Vict. No. 821 & 58 Vict. No. 1381
" " 18	Ararat	Avoca	39½	48 Vict. No. 821 & 58 Vict. No. 1381
1891—Jan. 15	Kyneton (Redesdale Junction)	Redesdale	16	48 Vict. No. 821 & 58 Vict. No. 1381
" March 24	Fairfield Park	Riversdale (and junction with Lillydale line)	5½	48 Vict. No. 821 & 58 Vict. No. 1381
" " 24	Maldon (Laanecoorie Junction)	Shelbourne	9½	48 Vict. No. 821 & 58 Vict. No. 1381
" May 7	Merton	Maindample	13½	48 Vict. No. 821 & 58 Vict. No. 1381
" June 2	Loch	Korumburra	10	48 Vict. No. 821 & 58 Vict. No. 1381
" " 5	Birregurra	Forrest	19½	48 Vict. No. 821 & 58 Vict. No. 1381
" July 23	Beechworth	Yackandandah	12½	48 Vict. No. 821 & 58 Vict. No. 1381
" " 24	Bolga	Tallangatta	4½	48 Vict. No. 821 & 58 Vict. No. 1381
" Oct. 6	Maindample	Mansfield	8½	48 Vict. No. 821 & 58 Vict. No. 1381
" Nov. 23	Spencer-street	Flinders-st. (Viaduct)*	¾	48 Vict. No. 821 & 54 Vict. No. 1187
" Dec. 17	Korumburra	Leongatha	9½	48 Vict. No. 821 & 58 Vict. No. 1381
1892—Jan. 13	Leongatha	Port Albert	58½	48 Vict. No. 821 & 58 Vict. No. 1381
" March 18	Rokeby	Neerim South	5½	53 Vict. No. 1030 & 56 Vict. No. 1300
" April 5	Curdie's River Junction	Timboon	22½	48 Vict. No. 821 & 58 Vict. No. 1381
" " 6	Lancefield	Kilmore	18½	48 Vict. No. 821 & 58 Vict. No. 1381
" Oct. 28	Korumburra	Coal Creek	¾	56 Vict. Nos. 1240 and 1255
" Nov. 22	Dookie	Katamatite	17	(Tramway) taken over by Department
1893—Jan. 5	Warracknabeal	Beulah	22	56 Vict. No. 1273
" March 28	Donald	Birchip	32½	56 Vict. No. 1273
1894—March 6	Beulah	Hopetoun	16	57 Vict. No. 1316
" May 7	Korumburra (Jumbunna Junction)	Jumbunna	3½	55 Vict. Nos. 1240 and 1294
" " 14	Bendigo Cattle-yards Junction	Bendigo Cattle-yards	¾	Acts 53 Vict. No. 1030 and 58 Vict. No. 1381
" June 1	Korumburra (Strezlecki Junction)	Strezlecki	2½	55 Vict. Nos. 1240 and 1294
" " 19	Dimboola	Jeparit	23	57 Vict. No. 1312
" July 31	Natimuk (East Natimuk)	Goroke	28½	56 Vict. No. 1292
" Aug 7	Boort	Quambatook	22	57 Vict. No. 1312
1895—March 8	Wycheproof	Sea Lake	47½	58 Vict. No. 1383
1896—Feb. 5	Jumbunna	Outtrim	2½	58 Vict. Nos. 1371 and 1420
" Dec. 15	Nathalia	Picola	6¾	56 Vict. No. 1293
1899—March 14	Wangaratta	Whitfield	30½	61 Vict. No. 1492
" Sept. 18	Birchip	Woomelang	26½	62 Vict. No. 1550
" Nov. 2	Jeparit	Rainbow	18½	62 Vict. No. 1558
1900—March 1	Quambatook	Ultima	30	62 Vict. No. 1555
		Total	3,234½	

NOTE.—The Warranook, Carapooee, and Mangalore ballast sidings, Grampians quarries tramway, and branch line to the Great Morwell Coal Company's mine, are not included in the mileage opened for traffic.

* Opened for through passenger traffic, 17th December, 1894.

† The section of line between Dunkeld and Penshurst, 16½ miles, was dismantled 19th February, 1898. The total mileage open for traffic at 30th June is, therefore, 3,218 miles.

VICTORIAN RAILWAYS.

No. 14.

RETURN of Staff at 30th June, 1900 (excluding Butty-gangs and Men specially engaged for Relaying Works).

	No. Salaried Staff.	Total Salaries per Annum.	No. Permanent Wages Staff.	Total Wages per Annum.	No. Temporary Staff.	Total Wages per Annum.	Total Staff.	Total Amount per Annum.
		£		£		£		£
£100 per annum and under	218	11,214	1,119	62,610	1,901	159,940	3,238	233,764
£100 to £150	604	84,730	4,944	589,346	666	73,409	6,214	747,485
£150 to £200	258	46,102	1,059	175,367	103	16,833	1,420	238,302
£200 to £300	211	52,052	463	100,802	13	2,916	687	155,770
£300 to £400	69	23,594	...	...	1	344	70	23,938
£400 to £500	15	6,680	...	...	...	...	15	6,680
£500 to £600	10	5,490	...	...	...	...	10	5,490
£600 to £700	4	2,650	...	...	...	...	4	2,650
£700 to £800	2	1,550	...	...	...	...	2	1,550
£800 to £1,000	3	2,800	...	...	...	...	3	2,800
Over £1,000	2	2,350	...	...	...	...	2	2,350
Totals	1,396	239,212	7,585	928,125	2,684	253,442	11,665	1,420,779

VICTORIAN RAILWAYS.

No. 15.

COMPARATIVE STATEMENT showing the Number of Employés in each Branch, at 30th June, for ten years ending 1900 (excluding Butty-gangs and Men specially engaged for Relaying Works).

Branch.	1891.			1892.			1893.			1894.			1895.		
	Per- manent.	Tem- porary	Total.	Per- manent.	Tem- porary	Total.	Per- manent.	Tem- porary	Total.	Per- manent.	Tem- porary	Total.	Per- manent.	Tem- porary	Total.
Secretary's ...	22	...	22	21	1	22	20	2	22	18	2	20	18	3	21
Accountant's ...	173	74	247	162	39	201	137	28	165	133	17	150	126	15	141
Stores ...	58	...	58	57	...	57	56	...	56	53	...	53	49	...	49
Traffic Audit ...	4,304	400	4,704	3,990	193	4,183	3,684	72	3,756	3,479	69	3,548	3,344	141	3,485
Traffic Manager's ...	63	...	63	89	...	89	132	...	132	149	...	149	142	...	142
Ditto (Employés' Wives in Charge of Stations)* ...	117	58	175	109	48	157	99	37	136	101	42	143	92	39	131
Telegraph ...	3,258	326	3,584	3,186	222	3,408	3,077	257	3,334	2,929	88	3,017	2,707	80	2,787
Locomotive ...	150	97	247	125	183	308	94	37	131	48	5	53	38	14	52
Engineer-in-Chief's ...	3,116	860	3,976	2,973	623	3,596	2,926	350	3,276	2,746	253	2,999	2,627	420	3,047
Engineer for Existing Lines	1,043	...	1,043	1,089	...	1,089	907	...	907	665	...	665	314	...	314
Ditto (Employés' Wives, &c., in Charge of Gates)*	12,304	1,815	14,119	11,801	1,309	13,110	11,132	783	11,915	10,321	476	10,797	9,457	712	10,169
Total ...															

Branch.	1896.			1897.			1898.			1899.			1900.		
	Per- manent.	Tem- porary	Total.	Per- manent.	Tem- porary	Total.	Per- manent.	Tem- porary	Total.	Per- manent.	Tem- porary	Total.	Per- manent.	Tem- porary	Total.
Secretary's ...	17	3	20	16	3	19	18	1	19	20	2	22	20	1	21
Accountant's ...	126	13	139	126	40	166	141	31	172	103	6	109	109	2	111
Stores ...	46	3	49	45	11	56	47	11	58	48	36	84	51	25	76
Traffic Audit ...	3,197	153	3,350	3,109	196	3,305	3,179	284	3,463	3,136	389	3,525	3,163	562	3,725
Traffic Manager's ...	151	...	151	151	...	151	154	...	154	160	...	160	157	...	157
Ditto (Employés' Wives in Charge of Stations)* ...	91	42	133	86	55	141	104	45	149	105	53	158	120	56	176
Telegraph ...	2,644	77	2,721	2,654	172	2,826	2,718	334	3,052	2,674	398	3,072	2,847	500	3,347
Locomotive ...	32	24	56	30	63	93	30	35	65	29	102	131	30	62	92
Engineer-in-Chief's ...	2,513	690	3,203	2,398	659	3,057	2,385	889	3,274	2,313	1,272	3,585	2,385	1,466	3,851
Engineer for Existing Lines	136	...	136	63	...	63	54	...	54	48	...	48	45	...	45
Ditto (Employés' Wives, &c., in Charge of Gates)*	8,953	1,005	9,958	8,678	1,199	9,877	8,830	1,630	10,460	8,686	2,269	10,955	8,981	2,684	11,665
Total ...															

* Not entitled to permanent employment.

No. 16.

RETURN showing the Number of Employés in the different Branches of the Victorian Railways Service who are, and who are not, entitled to Compensation on Retirement, together with Supernumeraries at 30th June, 1900.

Branch.	Entitled to Compensation.	Not entitled to Compensation.	Supernumeraries.	Total.
Secretary's ...	10	10	1	21
Accountant's ...	33	76	2	111
Stores ...	21	30	25	76
Traffic Audit ...	17	37	10	64
Telegraph ...	27	93	56	176
Traffic ...	964	2,356	562	3,882
Locomotive ...	977	1,870	500	3,347
Engineer-in-Chief ...	18	12	62	92
Existing Lines ...	870	1,560	1,466	3,896
Totals ...	2,937	6,044	2,684	11,665

VICTORIAN RAILWAYS.

No. 17.

STATEMENT showing the Outwards Passenger Traffic, Outwards and Inwards Parcels, &c., and Goods and Live Stock Traffic for the Year ending 30th June, 1900.

STATION.	PASSENGERS.		PARCELS, ETC.			GOODS.				LIVE STOCK.	
	Outwards.		Outwards.	Inwards.		Outwards.		Inwards.		Outwards.	Inwards.
	Passengers.	Revenue.	Revenue.	Revenue.		Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.
NORTHERN LINE.											
Spencer-street ...	f Country, &c.	1,184,445	218,144 5 0	} 83,302 12 3	69,033 18 5	342,955	388,469 18 2	523,293	284,503 19 1	901 12 6	6,660 9 7
North Melbourne ...	{ Suburban ...	690,799	9,020 10 7		556 12 9	500 7 8
Arden-street	614,303	7,768 16 6	740 2 4	740 2 4	5,766	1,203 4 4	57,727	22,510 16 9	...	...
Middle Footscray	260 2 8	308 15 3	7,130	6,234 14 11	20,164	5,862 12 8	...	...
Footscray West	68,745	1,719 15 11	44 2 10	102 6 10	11,890	3,026 16 7	2,790	809 4 0	...	...
Tottenham	61,290	550 1 3	0 6 7	0 2 3	...	...	...	...	...	...
Braybrook Junction	5,324	47 11 8	60 11 4	43 5 11	744	1,640 18 10	2,907	340 15 7	...	4 8 6
Albion	33,650	475 3 8	...	...	...	...	...	...	...	...
St. Albans	1,155	18 0 9	...	...	...	...	...	...	...	...
Sydenham	15,973	313 5 1	51 11 11	45 1 8	7,335	651 15 9	202	36 14 4	...	...
Diggers' Rest	773	39 3 8	58 19 4	59 19 11	160	41 9 2	54	19 12 6	16 16 9	120 12 10
Sunbury	2,726	151 13 11	62 1 3	120 17 11	89	28 6 9	157	45 5 8	...	...
Lancefield Junction	12,887	900 1 11	238 5 9	254 19 7	1,453	402 9 1	4,895	1,192 15 7	43 11 11	122 1 4
Riddell's Creek	5,764	382 18 7	89 0 5	118 13 2	441	184 10 1	90	49 1 6	53 7 6	4 0 0
Gisborne	4,249	456 19 3	98 2 4	118 15 7	983	234 16 5	498	248 17 9	74 16 8	30 13 11
Macedon	6,695	781 19 6	110 16 9	190 2 2	1,319	455 4 6	820	456 7 9	146 17 5	81 11 4
Woodend	8,128	810 11 4	242 4 8	220 2 11	1,416	341 12 3	1,048	549 3 9	9 11 3	14 12 5
Carlsruhe	17,112	1,832 4 9	500 5 2	546 14 1	9,865	3,106 0 8	2,067	1,272 16 9	127 0 11	346 6 7
Kyneton	3,309	164 11 3	35 14 8	44 0 10	1,127	366 4 6	41	28 7 5	22 0 0	3 14 1
Redesdale Junction	33,581	4,269 11 1	1,799 13 8	1,992 6 1	11,229	4,815 7 6	7,790	4,368 3 3	356 6 11	229 0 7
Malmsbury	1,663	154 17 3	46 13 8	46 11 5	1,819	624 4 3	308	181 18 0	4 5 6	9 15 0
Taradale	7,810	736 4 5	189 16 3	236 12 4	4,920	1,668 11 10	815	444 15 7	33 1 6	12 13 6
Elphinstone	6,944	435 19 0	93 16 7	117 14 3	428	207 13 2	539	317 2 5	1 7 9	1 14 2
Chewton	2,990	237 19 5	255 3 9	62 7 9	1,562	380 9 0	110	82 8 2	108 13 7	242 9 0
Castlemaine	11,564	738 18 1	70 15 4	91 7 1	700	226 16 3	3,747	996 17 6	...	25 16 0
Barker's Creek	56,740	7,511 0 5	1,407 13 6	1,840 14 7	5,859	5,552 15 10	16,192	11,716 19 8	55 0 7	260 6 9
Harcourt	626	218 7 2	79	24 10 5	...	...
Ravenswood	5,608	308 5 6	235 14 8	73 10 5	1,456	612 1 3	290	156 18 10	...	3 16 9
Kangaroo Flat	2,782	212 16 2	90 0 11	48 14 2	3,424	414 2 5	170	91 14 4	145 12 0	25 6 0
Golden Square	6,389	518 1 7	54 13 7	64 11 8	143	90 13 2	880	403 7 9	...	0 11 3
Bendigo	10,725	1,488 5 3	97 1 4	192 17 5	587	412 5 5	22,168	4,257 9 10	...	691 13 8
Epsom	136,672	26,629 18 10	7,839 17 1	9,034 12 4	15,464	11,579 3 3	109,482	51,021 17 1	920 14 3	4,295 17 8
Huntly	420	248 2 0	585	84 7 11	...	...
		685	33 18 8	17 19 6	21 7 6	136	51 12 8	98	47 12 4	...	...

Bagshot	...	1,438	77 10 0	33 10 4	48 14 11	4,227	507 4 10	74	38 16 1	...	8 3 0
Wellsford	...	601	32 0 3	5 18 1	6 15 4	3,760	439 18 7	19	5 5 6	...	...
Goornong	...	4,200	405 17 5	165 4 11	157 15 4	8,226	1,932 7 3	952	511 11 5	67 8 1	3 7 6
South Elmore	...	1,379	123 11 5	97 9 11	41 16 1	4,851	1,018 14 7	111	61 0 1	...	...
Elmore	...	3,570	1,273 19 4	543 16 9	337 13 5	12,683	4,933 13 5	2,215	1,958 12 2	996 5 7	41 9 5
Rochester	...	9,364	1,728 9 11	435 7 3	486 10 2	10,052	5,607 2 1	4,196	3,915 5 3	1,157 1 5	87 7 1
Echuca	...	17,614	5,474 18 1	3,165 5 1	3,512 3 5	38,183	27,948 19 5	22,365	15,969 1 9	2,062 6 5	219 11 2
LANCEFIELD LINE.											
Bofinda	...	421	10 13 9	10 0 0	15 11 1	1,131	253 15 3	54	23 19 6	12 5 6	0 13 6
Monegatta	...	481	14 14 4	11 9 0	16 2 8	367	116 5 2	42	19 8 2	...	...
North Monegatta	...	362	34 7 9	...	1 0 8	...	...	...	0 14 5	...	...
Romsey	...	5,180	651 14 11	243 8 0	209 3 3	11,547	2,966 9 10	1,700	868 5 4	72 7 2	57 12 5
Lancefield	...	6,158	876 3 10	218 5 8	319 8 5	8,294	2,542 1 5	1,363	878 14 1	295 9 5	59 15 9
LANCEFIELD AND KILMORE LINE.											
*Mount William	...	15	0 15 7	0 0 3	0 0 6	78	25 15 10	4	1 16 0	...	...
*Goldie	...	12	0 12 10	...	0 1 6	269	92 11 10	9	3 1 7	...	...
*Springfield	...	6	0 4 9	...	0 4 0	...	0 9 2	...	0 9 3	...	...
*Forbes	...	4	0 1 2	...	...	...	...	...	...	...	...
*High Park	...	3	0 1 9	...	...	...	0 4 2	1	0 6 8	...	...
DAYLESFORD LINE.											
Tylden	...	2,527	130 14 5	51 12 4	37 15 11	1,606	502 7 9	194	104 8 10	...	3 17 4
Fern Hill	...	3,117	224 11 3	123 19 7	110 17 1	11,191	3,554 1 4	518	298 3 3	5 1 3	5 19 0
Trentham	...	7,323	923 2 4	189 11 3	259 17 7	13,710	3,636 3 2	1,398	1,025 9 9	9 5 4	53 1 4
Lyonville	...	3,565	201 10 5	25 7 11	38 2 0	14,560	2,232 1 11	165	101 4 7	...	...
Bullarto	...	7,216	340 16 9	23 7 5	56 9 9	13,023	2,450 8 2	333	160 17 6	0 16 6	4 11 6
Musk Creek	...	3,195	103 12 2	22 17 7	28 18 4	7,277	1,473 3 10	46	30 13 11	...	3 1 6
Daylesford	...	18,561	2,692 14 1	658 5 8	784 13 1	9,370	2,813 19 1	4,357	3,185 7 6	76 8 1	23 18 11
Woodburn	...	352	5 7 8	3 14 2	3 18 4	564	87 16 0	...	0 12 4	...	...
Sailor's Falls	...	621	36 19 10	14 9 9	17 10 1	4,037	566 4 9	49	37 15 2	...	...
Leonard's Hill	...	2,629	175 9 11	72 11 0	66 5 7	9,582	1,360 8 9	217	68 17 0	1 10 0	...
Wombat	...	2,042	113 7 7	10 19 8	16 12 8	7,626	987 1 4	157	36 19 3	...	...
Rocky Lead	...	2,597	174 13 3	47 15 3	61 2 1	3,868	578 6 11	208	73 5 7	...	...
Newlyn	...	2,797	269 13 4	109 18 4	135 13 3	14,724	6,370 18 3	623	346 11 4	55 2 11	1 6 3
Kingston	...	5,482	465 2 10	77 3 7	104 3 4	8,468	3,981 1 6	6,217	1,102 10 2	14 19 3	8 2 10
Allendale	...	25,217	1,675 5 8	138 4 11	209 16 11	3,398	1,365 3 4	33,431	5,729 19 9	6 1 7	7 4 4
Broomfield	...	4,297	220 14 6	10 7 9	17 2 6	...	...	...	0 19 5	...	...
REDESDALE LINE.											
De Graves	...	...	...	5 0 0	5 0 0	...	...	...	...	...	...
Edgecombe	...	156	5 15 2	5 12 0	5 16 5	3,278	840 6 6	2	1 3 9	...	...
Green Hills	...	105	11 12 7	6 16 2	7 10 1	438	151 3 4	19	9 19 7	...	3 6 6
East Metcalfe	...	167	8 12 0	19 5 2	10 11 11	632	241 18 9	51	22 19 4	...	...
Emberton	...	41	2 5 1	5 8 8	5 8 4	225	54 13 10	10	3 12 4	...	...
Barfold	...	431	29 10 7	43 8 4	51 19 10	2,046	667 10 1	153	70 15 5	31 6 8	1 9 3
Redesdale	...	1,142	151 10 6	272 10 10	194 4 7	5,691	2,141 15 11	436	225 4 11	0 11 6	9 18 6
SHELBOURNE LINE.											
Muckleford	...	549	16 17 6	22 8 3	26 9 5	72	38 14 10	50	24 11 4	...	5 5 0
Maldon	...	18,942	2,139 5 9	310 11 10	584 14 5	1,468	799 16 1	8,712	5,776 10 9	...	14 8 0
Shelbourne	...	330	81 11 8	159 3 6	174 15 1	7,448	3,478 4 6	849	650 3 11	14 4 4	7 16 9

No. 17.—Statement showing the Outwards Passenger Traffic, &c.—*continued.*

STATION.	PASSENGERS.		PARCELS, ETC.			GOODS.				LIVE STOCK.															
	Outwards.		Outwards.	Inwards.		Outwards.		Inwards.		Outwards.	Inwards.														
	Passengers.	Revenue.	Revenue.	Revenue.		Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.														
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.													
MARYBOROUGH, DONALD, AND BIRCHIP LINE.																									
Campbell's Creek	2,589	111	16	0	32	5	2	38	11	1	177	123	16	8	1,414	533	9	4	...	1	7	0			
Guildford	4,876	318	4	6	67	16	5	67	2	11	617	435	1	0	2,295	1,354	3	9	1	14	10	14	3	6	
Strangways	1,273	76	11	4	42	3	1	5	13	6	5	3	12	6	2	2	7	5	...	...	...	...	...	...
Newstead	5,798	695	1	0	155	19	11	116	3	2	2,908	1,414	13	11	1,089	734	8	1	224	9	7	69	4	7	
Joyce's Creek	1,273	141	9	7	88	9	6	35	18	7	1,691	828	2	4	179	96	16	1	...	...	...	...	...	...
Moolort	5,291	530	16	10	72	8	9	87	15	2	3,471	1,747	2	9	5,350	2,949	16	11	13	12	0	4	4	6	
Carisbrook	3,455	539	8	6	209	18	8	135	8	1	2,238	1,168	11	2	10,107	2,578	5	9	40	19	4	20	16	1	
Maryborough	42,275	6,831	10	8	1,364	2	10	1,829	7	7	8,424	3,911	19	4	14,492	9,466	10	6	24	17	6	68	5	8	
Simons	583	12	18	11	5	0	0	5	1	0
Havelock	1,341	39	14	6	18	11	1	21	7	6	361	191	12	9	701	222	15	5	1	15	0	0	2	11	
Bet Bet	1,778	69	13	7	38	7	7	45	16	3	909	462	9	6	884	523	2	6	...	...	...	...	...	...
Dunolly	8,738	1,245	8	5	409	10	5	510	14	10	2,023	979	5	7	2,204	2,012	12	2	18	11	1	38	9	6	
Goldsborough	2,512	98	17	6	58	19	11	43	6	7	953	205	17	2	135	135	9	1	...	...	...	...	...	...
Bealiba	3,868	540	7	8	275	9	8	152	5	3	8,292	2,325	0	7	1,008	999	9	0	107	9	9	3	6	4	
Emu	1,641	260	17	6	149	4	6	51	19	6	2,494	1,020	10	7	202	200	15	4	10	2	6	7	13	3	
Carapooec	1,009	52	2	11	167	15	11	36	4	4	2,139	1,110	8	6	665	1,353	4	8	...	...	...	...	...	...
St. Arnaud	13,369	3,640	9	4	724	1	4	974	6	7	13,552	8,752	1	1	10,406	9,709	12	10	355	14	2	29	0	9	
Sutherland	334	22	9	5	19	19	10	22	17	6	2,613	946	14	1	73	104	1	11	96	1	10	15	8	0	
Swanwater	334	23	17	2	16	0	3	23	17	2	1,733	395	14	1	38	51	7	11	...	...	...	...	...	...
Cope Cope	1,398	281	17	4	58	6	10	93	9	1	3,265	1,780	10	6	501	565	18	6	455	17	10	32	0	3	
Donald	6,957	1,658	1	11	512	7	9	679	1	3	9,202	5,973	11	3	4,961	4,137	19	8	1,082	11	9	16	3	4	
Lake Buloke	48	1	7	4	0	16	0	0	17	6	40	31	2	6
Litchfield	446	29	9	8	27	19	2	38	7	2	1,506	699	4	5	87	54	17	7	...	...	...	...	...	...
Massey	341	23	13	2	...	...	...	6	4	7	364	200	2	7	15	9	11	1	...	...	...	...	...	...
Watchem	1,531	302	4	11	113	17	8	164	19	1	4,260	2,538	8	7	702	742	6	3	203	2	10	9	7	4	
Morton Plains	206	26	19	2	10	0	6	15	13	10	1,508	1,122	9	4	51	61	7	5	212	16	10	...	...	...
Birchip	2,782	921	18	2	310	19	7	454	4	8	5,998	4,530	14	3	2,283	3,076	3	3	256	7	10	22	6	7	
WOOMELANG LINE.																									
Karyrie	22	0	15	8	10	1	3	11	7	10	100	76	3	4	1	0	10	0	...	...	...	...	...	...
Kinnabulla	47	2	12	1	10	5	2	11	13	5	892	419	10	6	33	14	2	5	...	...	...	...	...	...
Curyo	157	8	18	8	10	11	1	15	5	4	928	828	16	4	48	30	17	10	...	...	...	...	...	...
Watchupga	107	10	8	1	10	19	4	17	2	11	933	837	8	6	83	53	12	7	...	...	...	...	...	...
*Woomelang	107	10	15	8	40	5	0	44	19	10	869	832	9	10	131	37	7	4	...	...	...	...	...	...
AVOCA LINE.																									
Adelaide Lead	1,289	30	6	3	...	...	...	0	7	6	...	...	...	...	...	0	1	11	...	...	...	...	...	...
Bung Bong	555	23	3	4	38	14	0	39	17	7	998	299	11	7	570	216	2	3	...	...	...	...	...	...
Homebush	2,544	113	3	2	47	11	3	45	7	5	1,222	215	0	6	53	44	2	8	...	...	...	...	...	...
Avoca	5,741	997	3	3	508	9	4	432	16	4	7,730	3,435	8	1	2,288	2,264	1	2	26	9	11	1	13	6	
Amphitheatre	1,163	86	16	4	95	1	6	61	6	7	659	281	16	6	205	202	12	10	...	...	...	...	...	...
Elmhurst	1,263	252	7	10	158	18	10	118	1	5	4,028	1,396	14	0	605	576	4	9	37	13	9	12	13	6	
Eversley	120	12	7	9	5	15	0	12	4	10	172	139	5	5	52	40	17	7	...	...	...	...	...	...

Crowlands	135	11 12 7	1 13 0	11 14 10	678	666 0 8	164	185 10 11	...	1 16 0
Dunneworthy	49	3 12 0	...	...	...	...	6	1 0 0	...	...
Waura Yadin	27	3 11 11	1 10 8	1 10 8	...	...	4	6 14 7	...	...
TALBOT LINE.										
Sulky	1,926	83 8 9	44 10 1	34 16 0	107	12 7 1	144	59 7 2	...	...
Bald Hills	2,965	80 18 9	0 0 9	3 12 1	...	...	...	0 9 1	...	...
Creswick	35,921	2,035 13 8	300 13 7	415 10 5	341	166 13 9	3,615	1,994 6 9	5 0 6	0 7 6
North Creswick	15,287	731 8 9	80 8 1	92 6 7	337	58 7 9	1,315	326 11 10	...	0 16 0
Tourello	1,193	113 17 2	66 12 11	40 19 11	1,772	862 19 8	350	194 1 5	1 0 0	1 14 3
Clunes	15,856	1,718 2 8	234 18 3	305 7 2	3,397	1,746 18 4	4,267	1,808 1 4	296 19 7	125 2 8
Talbot	9,394	1,043 0 2	386 0 11	249 5 3	2,127	949 19 11	2,094	1,250 0 9	12 13 9	6 9 4
Daisy Hill	217	5 13 9	...	0 2 6	...	...	...	...	...	...
WAUBRA LINE.										
Waubra Junction	3,275	98 11 10	14 7 11	17 5 7	...	...	...	...	...	...
Pisgah	441	18 7 10	6 6 10	31 14 8	...	...	...	0 2 3	...	...
Midas	767	52 4 3	104 12 5	29 14 2	46	22 9 6	47	21 4 3	3 15 0	3 15 0
Mount Blowhard	5,074	244 18 6	36 11 5	49 12 3	13,373	5,582 7 0	2,024	824 15 5	...	1 12 6
Learmonth	4,311	292 7 11	52 16 2	94 0 7	5,547	2,373 3 3	727	420 8 11	16 14 6	0 10 0
North Learmonth	365	19 8 5	...	0 9 6	...	...	...	...	...	...
Addington	1,524	95 15 7	57 3 2	24 11 8	5,177	2,136 15 8	179	73 13 9	...	...
Waubra	4,265	437 6 0	369 15 7	168 14 2	5,443	2,047 5 0	556	285 6 4	11 3 6	8 5 0
TARNAGULLA LINE.										
Painswick	1	0 0 9	20 0 0	20 1 9	1,212	229 17 6	3	0 14 3	...	...
Laurie	13	0 8 10	20 0 0	20 4 9	3,566	708 8 10	3	1 15 9	...	...
Tarnagulla	2,071	415 14 9	191 0 11	237 0 10	4,886	1,377 13 6	1,071	1,028 13 4	1 5 0	...
Llanely	662	37 9 4	27 10 4	44 5 7	5,521	1,787 0 10	167	157 5 3	...	...
Arnold's Bridge	326	31 16 5	27 14 3	30 14 6	7,353	1,324 1 6	80	75 12 4	...	...
Bullabul	57	3 13 10	24 3 6	25 4 4	1,997	385 16 10	29	15 9 9	...	...
WYCHEPROOF LINE.										
California Gully ... ..	...	...	...	...	35	11 19 2	45,833	7,743 13 3	...	...
Eaglehawk	11,737	890 6 11	196 18 2	401 18 7	807	385 5 9	32,249	8,301 3 1	1 4 0	0 7 6
Marong	4,612	334 6 8	69 12 7	114 5 11	875	376 10 9	400	191 8 6	...	3 9 0
Leichardt	769	63 17 1	20 10 1	35 12 11	2,465	494 3 8	158	78 10 3	...	...
Derby	516	37 12 3	24 0 8	27 0 4	1,271	313 11 4	103	52 9 8	15 0 10	2 16 6
Bridgewater	4,715	712 7 9	111 0 2	171 9 10	6,833	3,195 15 2	6,018	2,669 3 2	717 5 3	89 13 5
Inglewood	9,824	1,597 8 9	264 3 1	386 4 0	5,203	1,242 2 10	2,392	2,515 13 0	6 7 7	20 18 7
Kurting	578	40 14 2	62 0 4	39 5 10	7,736	1,375 0 2	99	72 13 1	88 11 0	...
Glenalbyn	620	59 4 0	36 12 0	37 15 1	5,193	900 1 0	51	35 14 11	...	...
Wedderburn Junction	2,284	100 7 9	77 12 10	48 2 5	4,312	926 4 10	81	63 16 6	5 12 6	...
Korong Vale	4,707	788 2 1	336 10 8	353 18 3	7,237	2,464 4 11	562	627 11 8	336 1 8	3 7 4
Wychitella	785	95 9 8	36 10 2	54 14 5	1,656	1,048 17 10	210	266 4 3	92 12 8	1 17 3
Buckrabyule	991	142 8 8	60 0 7	68 10 7	2,260	1,521 17 3	216	197 19 1	142 13 7	7 17 0
Barackee	677	106 19 5	22 17 7	39 18 3	2,289	1,650 15 11	219	297 10 6	88 4 3	...
Charlton	4,732	1,197 18 10	398 6 6	540 10 3	6,429	5,078 12 4	2,390	3,869 4 6	346 7 8	14 10 0
Teddywaddy	289	21 0 5	15 19 9	24 10 4	1,084	752 17 6	73	68 19 8	...	...
Glenloth	1,374	248 13 5	55 12 8	92 19 7	2,296	1,817 17 3	307	317 12 0	1,096 14 7	30 2 8
Fairview	112	7 15 6	10 3 2	12 19 8	140	87 5 5	16	8 3 10	...	...
Wycheproof	4,857	1,429 14 6	520 3 9	623 7 6	7,601	4,984 16 5	4,572	3,440 7 3	961 6 10	24 16 5

No. 17.—Statement showing the Outwards Passenger Traffic, &c.—*continued.*

STATION	PASSENGERS.		PARCELS, ETC.		GOODS.				LIVE STOCK.	
	Outwards.		Outwards.	Inwards.	Outwards.		Inwards.		Outwards.	Inwards.
	Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.
SEA LAKE LINE.										
Tyrell's Creek	151	£ 20 5 0	£ 19 4 2	£ 27 7 9	1,298	£ 405 18 2	177	£ 46 12 6	...	...
Nullawil	222	23 1 0	13 15 11	30 2 0	2,651	1,911 3 9	339	124 18 8	...	...
Kaneira	578	68 5 7	22 4 8	52 6 1	2,310	1,890 14 8	466	396 19 2	38 2 0	...
Berriwillock	720	105 2 8	29 15 5	69 2 3	2,955	2,787 16 3	474	726 6 5	5 11 6	0 18 6
Boigbeat	79	11 3 9	0 16 2	7 3 11	574	463 12 10	99	42 16 3	...	...
Sea Lake	592	146 15 8	275 6 7	347 11 10	5,317	5,292 9 0	737	1,173 16 7	5 5 0	7 17 6
WEDDERBURN LINE.										
Wedderburn	3,403	727 8 6	138 0 7	234 7 10	15,226	4,665 17 3	1,320	1,783 10 0	65 15 0	13 10 6
BOORT LINE.										
Boitung	939	117 7 10	45 13 1	72 1 4	1,837	1,105 3 3	411	422 4 1	125 1 5	30 7 6
Mysia	877	188 4 3	61 10 1	93 10 11	746	740 6 5	643	438 6 3	295 5 3	9 9 0
Boort	4,010	1,060 1 0	336 9 9	446 9 4	5,210	3,822 6 9	2,366	2,455 7 9	483 14 5	28 12 11
QUAMBATOOK LINE.										
Barraport	155	7 18 6	19 9 6	39 16 2	2,398	1,675 4 1	212	186 11 2	...	...
Gredgwin	90	4 18 9	15 2 2	18 10 5	306	205 7 4	63	41 4 2	...	...
Oakvale	154	14 2 11	0 3 9	10 11 5	914	784 5 10	91	77 14 11	...	...
Quambatook	1,412	484 11 7	212 3 9	266 12 11	4,688	4,101 19 7	6,677	3,639 14 5	475 12 10	5 15 6
ULTIMA LINE.										
*Cannie	21	1 0 0	...	0 1 6	764	516 4 0	4	5 7 8	...	...
*Lalbert	49	3 9 4	1 4 5	6 19 9	1,630	1,340 17 11	96	86 0 3	...	...
*Meatian	2	0 6 6	...	0 7 6	72	39 1 4	1	1 12 3	...	...
*Ultima	37	6 12 7	2 5 2	5 9 7	578	277 1 5	164	57 5 4	...	...
SWAN HILL LINE.										
Sydney Flat	843	31 15 5	7 8 0	12 4 10	...	...	...	0 1 0	...	...
Myer's Flat	657	39 0 4	1 18 2	5 14 3	...	...	...	...	...	...
Sebastian	2,742	211 13 0	43 16 8	62 6 1	1,583	321 6 11	271	169 0 4	1 11 6	...
Raywood	2,961	292 6 1	122 6 4	127 19 7	7,487	2,030 1 6	974	525 4 3	160 1 5	13 8 6
Tandara	1,446	202 5 4	59 0 8	87 3 0	2,447	1,134 16 8	408	249 13 4	114 7 0	7 0 5
Dingee	1,882	278 16 5	41 18 4	76 19 6	1,878	966 0 5	603	371 15 7	872 14 1	36 13 8
Prairie	1,177	241 12 10	55 8 10	82 0 6	2,376	1,708 9 11	500	305 15 9	89 5 8	36 1 4
Mitiamo	2,550	532 15 10	387 17 8	460 3 11	1,973	1,352 4 5	1,042	773 13 0	851 16 3	30 11 4
Mologa	1,019	199 18 1	34 7 2	49 9 1	1,284	839 6 1	260	196 17 8	109 9 6	5 0 9
Pyramid Hill	4,028	958 10 9	306 4 4	525 19 4	4,229	3,277 10 9	1,996	2,477 9 10	985 14 10	20 15 1
Mincha	1,158	99 4 5	43 13 6	61 3 11	754	820 1 1	503	239 15 2	183 9 6	3 8 11
Macorna	2,565	592 14 11	56 3 9	132 5 6	2,126	2,027 4 9	1,035	1,241 10 1	818 9 3	19 18 0
Tragowel	582	33 1 2	31 19 7	57 1 9	311	389 11 2	187	119 1 10	47 10 9	11 19 10
South Kerang	8	0 5 8	10 0 0	13 17 9	32	17 9 7	25	6 3 1	1 8 3	1 16 6
Kerang	8,160	2,901 12 2	812 2 9	1,148 1 8	7,944	6,618 8 7	3,686	6,104 1 7	2,612 11 3	201 7 10
Reedy Lake	244	10 7 7	12 19 9	21 1 6	169	188 17 5	50	30 12 0	256 10 0	0 7 6

Lake Charm	2,231	228 2 8	25 10 0	76 7 7	830	760 5 9	268	290 10 1	520 3 11	7 4 0
Mystic Park	2,153	289 18 6	52 17 1	89 19 1	2,951	2,334 3 9	271	255 15 1	176 10 9	10 10 8
Lake Boga	2,277	424 9 3	113 15 8	173 17 4	5,279	4,161 11 5	669	868 2 5	24 17 8	4 14 0
Swan Hill	6,651	3,256 5 5	595 7 11	971 2 0	8,050	7,603 7 2	4,102	7,203 0 8	4,406 12 3	134 5 11
HEATHCOTE LINE.										
Strathfieldsaye ... ..	...	...	3 3 0	3 3 0	...	...	...	...	...	...
Axe Creek	661	30 14 3	3 8 9	5 18 9	1,096	168 3 10	108	67 19 10	...	...
Axedale	3,419	249 7 3	38 15 7	67 15 9	10,685	1,388 3 2	465	218 15 5	2 1 3	8 13 0
Knowsley	3,008	273 12 7	94 13 5	60 18 7	16,721	3,171 2 9	388	155 18 9	6 17 0	2 17 0
Ingham's Siding ... ..	...	...	...	...	2,600	357 8 9	...	0 1 2	...	...
Derrinal	830	89 7 5	67 18 1	30 19 4	7,887	1,611 4 9	72	40 14 10	14 19 9	4 12 9
Heathcote	4,785	875 11 5	271 0 1	358 15 4	12,897	3,130 16 4	2,955	2,160 14 0	101 16 5	77 10 2
South Heathcote	1,529	201 9 7	177 17 8	50 1 9	12,188	2,708 2 0	213	192 1 3	...	...
Tooborac	2,448	285 4 6	333 3 3	124 15 7	4,988	1,332 8 1	406	278 6 10	108 16 1	9 11 9
Pyalong	1,534	144 4 6	213 17 7	71 6 1	219	100 14 9	181	114 15 8	132 14 10	4 14 3
High Camp Plain	2,074	160 19 8	136 15 9	61 3 11	5,930	1,412 9 10	123	72 18 5	95 0 4	21 2 0
Morandng	2,556	30 19 10	32 15 4	23 4 4	232	69 3 0	43	26 9 10	...	...
Willowmavin	31	1 1 2	16 8 5	10 16 9	430	112 7 1	28	15 14 6	3 12 3	1 8 0
Kilmore	3,871	434 1 6	459 15 8	515 11 10	1,608	686 13 7	2,082	1,112 12 2	18 8 5	98 2 5
Bylands	664	25 12 1	1 15 6	9 4 0	770	174 4 8	65	23 9 9	...	...
Leslie	48	2 7 0	0 1 8	2 4 1	1,532	240 10 10	2	1 10 8	...	...
TATURA LINE.										
Koyuga	435	38 17 4	13 7 5	21 1 1	295	260 16 11	255	146 6 6	285 4 0	19 10 8
Tongala	1,824	262 4 7	81 2 11	93 1 6	4,403	1,329 6 5	606	380 5 5	161 16 8	5 1 3
Kyabram	4,890	998 10 1	269 14 2	375 4 7	6,593	2,891 1 7	3,487	2,799 18 1	382 16 1	9 10 8
Merrigum	1,918	317 1 6	52 17 5	86 10 5	3,906	2,296 9 6	1,272	772 3 5	186 10 7	20 7 6
Byrneside	782	166 0 8	47 0 6	38 18 2	2,778	1,474 3 7	790	410 8 7	212 4 8	138 14 1
Tatura	4,207	989 17 5	276 9 0	400 4 7	6,128	3,056 8 11	2,891	2,379 2 2	305 14 8	39 15 9
NORTH-WESTERN LINE.										
Laverton	6,237	178 7 8	48 12 5	60 10 1	1,030	129 0 8	1,428	385 19 3	4 1 10	30 1 5
Werrnbee	29,588	1,652 8 3	223 10 10	336 12 7	26,035	4,277 12 6	6,855	1,711 4 10	47 10 5	683 16 1
Little River	5,312	364 15 0	80 18 3	93 8 5	2,038	424 2 3	539	138 4 5	11 15 3	19 9 3
Lara	5,100	351 1 8	93 9 7	109 7 10	9,935	2,310 12 9	2,271	453 8 6	77 16 5	11 18 5
Cowie's Creek	525	23 10 4	37 15 11	12 3 10	...	...	...	...	...	...
North Shore ... ..	...	...	...	...	...	...	...	...	...	...
North Geelong	3,482	323 3 2	67 9 0	59 7 9	768	174 6 4	4,752	566 19 0	659 7 3	1,530 3 3
Geelong	117,703	16,300 7 0	4,876 3 8	4,470 1 1	61,628	27,589 16 3	114,224	67,815 1 8	98 10 7	2,642 0 10
Moorabool	2,116	117 1 0	41 18 3	43 10 0	67	30 9 0	99	28 19 11	2 18 0	6 16 6
Gheringhap	1,407	79 18 2	45 6 10	60 2 0	524	138 16 6	203	65 11 0	7 13 3	12 7 3
Leigh Road	9,259	787 8 5	131 14 9	202 19 0	4,345	969 15 8	1,828	545 17 3	168 10 7	120 15 5
Lethbridge	4,447	328 8 10	57 7 10	73 7 6	2,947	464 1 0	251	98 19 7	2 14 9	...
Meredith	7,696	921 7 4	238 17 1	264 19 5	6,747	1,211 9 4	1,176	633 7 11	108 16 5	76 0 1
Blaine	5,119	496 0 6	112 16 3	113 10 4	5,037	715 17 1	901	280 9 0	2 7 8	9 10 11
Lal Lal	4,893	268 1 2	102 7 8	95 6 7	7,321	912 7 8	209	80 4 3	1 11 11	...
Yendon	4,977	258 7 11	74 13 6	79 12 0	1,641	392 19 11	182	77 15 6	...	9 0 0
Navigators	1,943	66 10 2	29 17 2	18 13 3	...	...	...	...	...	...
Warrenheip	6,905	248 4 8	100 1 10	100 11 4	445	234 2 10	563	449 17 10	...	...
Ballarat East	28,543	2,977 2 1	641 17 10	1,061 4 10	5,671	1,913 11 5	55,481	17,610 7 11	...	427 7 3
Ballarat	254,069	36,673 5 11	9,848 18 9	10,956 6 6	32,743	22,808 12 8	127,458	56,549 8 11	1,014 9 11	9,202 9 6
Dowling Forest	357	16 8 1	5 13 0	26 19 10	...	...	...	...	...	...
Widmermere	2,379	146 13 4	39 5 2	48 4 11	4,198	1,775 2 2	349	157 14 11	2 12 6	39 1 3
Burrumbet	2,764	293 3 11	168 14 10	138 0 11	2,923	1,352 0 5	534	243 1 6	137 3 9	80 4 5
Trawalla	1,588	159 4 0	44 19 3	59 1 7	2,897	513 6 0	124	77 9 7	5 9 0	4 0 3
Beaufort	11,634	1,726 8 2	214 3 8	364 1 9	20,036	3,833 15 4	2,513	1,894 2 5	383 16 6	15 12 9

No. 17.—Statement showing the Outwards Passenger Traffic, &c.—*continued.*

STATION.	PASSENGERS.		PARCELS, ETC.		GOODS.				LIVE STOCK.															
	Outwards.		Outwards.	Inwards.	Outwards.		Inwards.		Outwards.	Inwards.														
	Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.														
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.												
NORTH-WESTERN LINE—<i>continued.</i>																								
Middle Creek	1,671	169	14	11	51	8	2	52	16	11	2,219	757	6	4	194	112	11	4	2	5	0	2	12	6
Buangor	2,242	318	16	10	99	5	6	106	12	10	4,045	1,228	8	11	300	203	12	6	15	12	0	11	18	3
Dobies	1,118	101	19	10	62	12	6	50	11	8	386	272	2	4	70	90	11	11	2	0	6	5	11	10
Ararat	22,393	5,667	18	10	995	10	2	1,253	9	6	3,596	2,753	15	6	5,995	5,203	9	5	202	6	10	154	4	3
Armstrongs	1,515	90	8	11	39	6	8	29	12	4	286	214	6	7	176	151	4	6	...	...	...	...	...	...
Great Western	3,501	284	5	0	100	0	9	69	8	7	906	1,007	16	11	567	389	7	5	...	...	...	...	...	...
Stawell	21,834	5,200	13	11	1,085	12	11	1,338	3	1	13,160	7,804	5	10	14,763	10,460	19	11	165	9	0	109	3	0
Deep Lead	917	95	19	4	24	8	5	27	10	1	13	23	6	5	45	72	3	9	...	...	...	...	...	...
Glenorely	2,237	241	10	7	71	7	1	88	0	3	1,114	890	8	0	372	273	7	5	188	2	7	68	13	7
Wal Wal	496	31	0	10	17	8	10	18	10	10	1,018	195	12	8	58	29	9	1	...	...	...	...	...	...
Lubeck	2,311	304	1	7	90	16	5	125	9	9	1,419	947	18	1	405	484	5	10	492	8	1	3	11	6
Murtoa	10,068	2,178	2	7	376	3	10	483	13	2	7,624	4,990	8	9	6,054	3,779	4	4	785	18	0	83	2	5
Jung Jung	2,443	223	8	11	96	7	9	121	11	5	4,550	3,500	4	10	518	432	15	11	6	3	6	...	...	...
Dooen	965	112	17	1	75	2	9	84	9	8	1,705	1,320	8	3	128	124	8	11	649	19	6	31	18	4
Horsham	15,166	4,052	3	6	1,032	9	8	1,284	1	4	4,929	4,426	1	0	5,048	7,373	4	2	865	14	8	145	2	11
Pimpinio	1,910	123	7	7	52	13	6	81	8	8	1,727	1,470	17	5	170	94	3	11	3	5	6	3	8	6
Wail	1,056	87	13	3	54	2	4	63	18	2	2,379	1,876	18	1	79	53	1	1	4	4	6	...	...	...
Dimboola	8,048	1,722	6	7	486	2	3	619	9	5	6,251	5,103	1	1	2,553	3,038	0	10	328	4	7	25	13	9
Gerang Gerung	750	78	9	7	35	15	11	52	6	8	1,511	1,064	6	3	231	195	14	3	...	...	...	...	...	...
Kiata	833	211	12	4	32	0	6	44	12	5	1,391	905	4	6	233	219	4	4	4	14	0	2	2	8
Salisbury	468	45	12	11	26	17	4	33	12	1	1,145	512	2	4	100	53	19	6	...	...	...	...	...	...
Nhill	6,213	1,834	8	11	311	7	4	527	4	0	9,262	7,293	7	5	7,490	6,161	6	2	968	13	5	64	5	3
Tarranginnie	179	26	4	10	36	8	9	41	13	10	437	266	4	8	47	46	15	0	158	18	4	4	11	8
Diapur	1,161	113	8	1	34	5	5	67	11	7	2,254	1,801	0	1	458	496	11	8	2	3	7	...	...	...
Miram Piram	960	93	9	7	61	15	8	80	10	1	1,561	1,112	15	2	231	169	16	10	...	...	...	...	...	...
Kaniva	2,439	467	4	3	57	19	2	149	10	2	2,056	1,425	13	5	840	1,255	9	8	442	11	11	29	3	0
Lillimur	858	112	6	5	36	19	10	94	10	6	1,852	1,500	8	3	270	305	14	7	0	12	3	...	...	...
Leoor ... ..	...	10	4	0	10	4	0	11	3	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Serviceton	4,463	1,110	5	5	1,489	10	2	1,436	7	1	425	632	4	11	208	269	2	10	57	5	7	15	19	7
WILLIAMSTOWN LINE.																								
South Kensington	119,976	844	2	2	37	3	5	39	4	2	11,909	1,219	18	7	34,376	25,826	3	9	...	...	...	...	...	...
Footscray (Suburban)	1,428,389	12,671	0	8	603	0	10	211	12	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Yarraville	612,874	5,443	13	6	76	19	3	73	18	2	16,945	11,815	16	4	9,678	1,991	4	1	...	...	...	...	...	...
Spottiswoode	110,833	1,099	0	3	146	6	4	52	4	8	1,181	1,777	18	8	22,997	4,391	2	6	...	...	...	...	...	...
Newport	394,848	4,337	2	5	590	7	11	595	13	2	51,373	5,012	1	6	6,462	1,252	17	6	1	14	6	5,468	6	7
North Williamstown	410,901	5,703	3	2	293	3	2	227	11	3	173	84	5	4	8,058	2,143	6	11	...	...	...	...	...	...
Beach	262,378	3,621	16	7	68	14	8	67	15	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Williamstown	264,434	3,713	15	7	221	2	1	422	11	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Williamstown Pier	32,418	338	10	3	1,433	13	3	1,443	19	2	27,190	2,610	4	5	187,515	93,315	11	3	51	3	8	1,118	13	3

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BACCHUS MARSH LINE.												
Deer Park	6,207	163 5 2	152 14 0	92 11 4	103	63 6 9	1,282	236 18 8
Rockbank	2,667	133 7 10	73 18 1	62 5 9	2,277	407 4 5	446	109 0 8	...	2 4 6	100 4 6	...
Melton	9,974	647 3 11	706 11 2	249 12 8	5,193	847 5 4	1,668	485 3 3	36 10 8	...	59 17 4	...
Staughton's Siding ... ..	...	...	...	...	468	71 16 6	6	1 6 10	...	...	...	...
Parwan	684	62 16 11	153 11 2	58 4 2	674	149 4 3	346	80 11 4	1 4 6	...	9 8 7	...
Bacchus Marsh... ..	14,636	1,542 16 10	1,222 9 1	932 8 8	6,223	1,830 18 4	2,126	1,099 0 11	541 0 6	...	280 17 10	...
Rowsley	117	2 5 4	37 18 6	40 8 3	3,778	555 17 2	288	63 12 8	...	...	...	...
Ingliston	845	89 2 5	65 0 10	55 0 1	142	64 13 7	86	31 16 9	4 18 0	...	4 6 6	...
Ballan	12,246	1,585 13 6	429 14 3	437 11 8	8,085	1,823 7 6	5,287	1,864 17 1	567 6 2	...	838 0 3	...
Bradshaw's Creek	641	45 2 4	12 8 4	14 5 1	...	...	4	3 10 5	...	...	...	...
Gordons	13,268	1,141 11 9	1,117 12 2	185 17 4	1,274	394 10 10	1,517	803 3 11	...	...	4 19 6	...
Millbrook	2,985	191 0 9	25 19 7	29 14 2	2,587	781 0 7	144	60 18 9	26 12 6	...	0 3 5	...
Wallace	6,413	405 11 5	37 12 9	52 12 7	7,149	2,421 10 8	953	356 1 10	120 1 9	...	114 7 3	...
Bungaree Junction	4,139	280 8 10	79 7 1	90 13 10	10,110	3,478 5 7	598	206 0 7	2 14 0	...	...	...
Dunnstown	8,565	257 2 2	42 11 0	49 13 7	2,258	926 2 2	923	409 10 11	...	...	...	...
QUEENSCLIFF LINE.												
South Geelong	15,324	1,106 9 10	211 0 3	146 0 6	771	246 9 1	5,217	1,142 17 8	...	...	0 12 6	...
Moolap	405	19 6 4	11 0 4	11 1 4	20	5 9 6	1	0 11 5	...	...	...	...
Leopold	805	35 16 6	10 0 0	10 4 11	8	3 2 11	26	10 16 5	...	...	...	...
Scarborough	172	18 18 8	10 0 0	10 0 0	...	...	...	...	...	...	...	...
Drysdale	7,611	372 0 8	188 13 2	167 13 3	3,623	1,162 1 10	1,116	345 15 8	9 14 6	...	8 12 6	...
Mannerim	863	43 14 0	10 0 0	10 1 7	2,215	269 12 5	117	30 1 10	...	...	...	...
Marcus Hill	1,277	179 15 7	74 4 8	15 13 0	...	...	...	...	11 2 0	...	...	...
Queenscliff	8,320	990 18 1	944 9 1	560 11 7	354	250 5 7	3,165	1,317 11 8	4 3 6	...	7 10 6	...
SOUTH-WESTERN LINE.												
Breakwater ... ..	...	...	21 14 0	21 14 0	...	...	...	...	...	...	...	...
Connewarre	424	20 0 4	20 10 3	21 5 0	458	29 16 2	132	20 14 6	...	...	...	...
Germantown	827	52 7 9	32 4 11	32 8 1	...	...	...	...	...	...	...	...
Pettavel Road	567	36 17 8	36 6 10	36 2 1	181	69 15 10	107	34 12 5	...	...	...	...
Mount Moriac	2,312	205 0 8	67 0 3	66 8 4	4,364	636 3 0	226	73 10 8	8 9 6	...	25 16 3	...
Buckley's Road... ..	842	57 7 7	45 6 10	43 11 7	2,578	340 7 9	50	22 3 1	...	...	...	...
Winchelsea	4,549	684 14 10	179 17 9	218 18 9	5,303	1,148 1 5	1,049	433 17 5	605 7 11	...	158 18 3	...
Birregurra	8,990	1,167 4 4	247 0 6	267 15 3	1,079	459 3 8	926	514 5 0	664 9 1	...	42 6 11	...
Warnecoort	1,051	150 1 7	40 18 1	45 13 5	993	401 13 10	191	94 4 0	...	...	...	...
Irewarra	2,314	476 18 5	112 4 1	107 1 4	488	363 13 3	208	105 4 7	1,214 6 9	...	318 7 6	...
Colac	16,815	3,809 6 0	910 8 10	1,182 5 5	9,245	4,091 9 8	7,184	5,106 4 6	356 9 11	...	264 5 11	...
Larport	1,994	218 0 9	33 7 11	42 17 8	5,480	2,924 8 1	464	210 19 8	45 1 6	...	8 11 4	...
Pirron Yallock	4,275	395 16 9	155 4 0	104 14 6	1,012	592 18 5	275	176 17 4	905 12 8	...	118 5 4	...
Stoneyford	1,329	108 4 0	140 14 9	36 10 8	174	131 0 3	129	57 5 9	...	...	1 15 6	...
Pomborneit	2,928	298 2 7	141 2 4	80 9 8	326	358 10 5	563	242 18 3	72 8 11	...	22 12 0	...
Weerite	1,570	256 16 2	38 18 10	58 6 5	331	267 6 9	473	202 8 9	1,080 6 1	...	31 16 4	...
Camperdown	16,480	4,098 1 7	630 17 9	870 18 10	2,765	2,935 14 7	9,899	5,692 16 3	2,669 15 1	...	371 11 0	...
Booran	749	35 15 6	25 14 0	31 3 10	235	329 1 9	114	43 15 6	944 10 5	...	35 6 8	...
Terang	17,360	3,048 0 3	578 3 9	808 12 1	2,819	3,455 7 4	7,775	4,152 1 4	2,300 14 10	...	800 5 1	...
Garvoc	2,359	137 7 5	84 16 2	95 2 3	893	441 3 1	465	304 13 4	189 7 10	...	13 16 1	...
Panmure	2,506	255 11 6	57 13 7	49 16 3	1,722	762 0 10	380	217 18 6	0 14 0	...	2 0 0	...
Cudgee	1,326	77 3 9	40 5 0	45 17 9	106	48 7 5	135	74 7 4	1 0 0	...	1 5 0	...
Allansford	2,462	407 16 6	97 15 0	86 19 5	494	386 0 9	673	409 19 1	229 9 8	...	21 13 7	...
Warrnambool	27,636	6,420 6 5	1,524 19 11	1,606 13 10	32,538	6,490 7 7	41,371	7,318 9 7	700 16 2	...	314 8 4	...
Dennington ... ..	...	...	32 12 7	48 17 8	...	1 1 1	15	18 8 10	...	...	...	...
Ulowa	3,313	251 5 6	302 4 5	117 0 1	3,607	1,134 3 11	131	67 12 7	18 17 0	...	4 18 0	...

No. 17.—Statement showing the Outwards Passenger Traffic, &c.—*continued.*

STATION.	PASSENGERS.		PARCELS, ETC.		GOODS.				LIVE STOCK.	
	Outwards.		Outwards.	Inwards.	Outwards.		Inwards.		Outwards.	Inwards.
	Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.
SOUTH-WESTERN LINE—<i>continued.</i>										
Keroit	13,170	£ 1,533 5 1	£ 404 5 5	£ 414 13 6	9,070	£ 3,591 3 0	1,121	£ 880 10 0	£ 391 7 6	£ 15 15 0
Crossley	537	12 7 4	5 19 4	11 14 1	...	...	48	15 10 9	...	1 0 9
Kirkstall	217	12 13 1	6 17 4	9 0 5	...	...	41	9 13 1	...	...
Rosebrook	189	13 12 9	3 9 0	7 1 1	...	...	16	5 12 5	...	...
Moynes ... ..	...	...	...	0 1 9	4	0 9 0	29	4 5 10	...	...
Port Fairy	7,129	1,297 4 8	1,476 8 10	418 13 4	1,177	910 19 1	2,116	1,056 3 1	300 13 0	7 6 0
WENSLEYDALE LINE.										
*Layard ... ..	...	...	5 0 0	5 0 0	...	...	...	...	...	...
*Gherang ... ..	...	...	...	...	...	...	...	...	...	...
*Wormbete ... ..	...	...	...	...	...	...	...	...	...	...
*Wensleydale ... ..	...	...	...	...	7	1 0 6	...	...	...	...
FORREST LINE.										
Whoorel ... ..	...	...	10 14 5	10 11 8	169	27 8 3	18	2 10 9	...	...
Dean's Marsh	1,571	232 10 11	66 17 0	138 13 10	2,202	1,130 11 7	362	281 2 9	12 7 2	2 10 9
Pennyroyal	411	16 13 0	23 14 5	30 5 11	820	287 12 3	87	46 19 6	3 0 6	...
Murroon	619	29 0 4	32 9 1	45 11 8	2,570	682 6 3	147	80 10 4	41 11 2	0 11 9
Barwon Downs	764	40 3 5	47 7 9	75 18 0	4,480	1,512 4 6	283	145 9 8	2 15 0	3 16 0
Gerangamete	340	10 11 1	20 2 3	23 19 4	523	178 14 5	42	25 19 10	4 2 2	3 13 6
Yaughar	373	23 16 3	26 10 2	29 12 10	268	114 11 0	35	19 9 5	...	...
Forrest	1,619	296 15 9	141 19 5	234 15 11	8,849	3,494 0 9	621	506 0 1	...	29 1 3
BEEAC LINE.										
Ondit	154	6 2 9	48 15 8	54 13 2	1,927	840 14 5	366	97 11 10	14 18 4	8 7 0
Beeac	1,612	291 3 8	192 14 4	237 6 1	2,697	1,371 8 6	3,389	1,041 5 6	389 6 3	49 8 5
TIMBOON LINE.										
Naroghid	96	11 8 11	10 7 2	12 11 3	41	8 8 6	96	72 12 5	...	11 10 11
Cobden	440	44 13 1	94 4 4	130 14 10	774	1,062 16 0	1,333	1,076 18 5	105 1 6	55 1 5
Glenfyne	119	20 19 10	24 14 9	24 9 0	584	116 9 5	38	23 8 3	...	3 9 6
Timboon	921	157 5 1	139 2 1	262 8 0	3,552	686 3 2	402	293 6 1	0 19 6	0 9 6
MORTLAKE LINE.										
Mortlake	5,003	968 6 1	285 18 4	436 3 2	1,302	1,377 12 4	3,108	2,117 3 4	1,080 17 4	70 14 1
PENSHURST LINE.										
Warrong	127	12 10 1	...	0 13 0	...	...	2	1 10 2	...	...
Woolsthorpe	266	25 16 5	1 15 10	8 3 7	83	11 10 1	166	49 16 9	...	8 0 6
Hawkesdale	1,944	250 4 5	5 9 0	66 19 2	11	5 17 8	704	234 16 1	909 2 1	136 16 9
Minhamite	499	70 10 3	...	16 18 8	108	129 19 2	187	91 1 6	...	156 11 7

Purdeet	764	116 13 11	1 0 2	7 12 3	70	92 0 11	286	90 17 10	...	13 3 10
Penshurst	5,706	873 6 5	382 15 9	458 5 7	999	934 6 8	1,627	767 2 9	1,260 1 0	12 18 6
Croxton East	340	22 2 3	1 13 8	3 16 7	644	232 1 4	69	22 7 3	...	...
Yatchaw	496	24 4 2	0 7 1	1 19 7	160	117 14 5	12	2 6 8	6 4 0	...
BUNINYONG LINE.										
Canadian	3,963	43 5 6	10 0 0	10 2 9	...	...	185	60 5 0	...	...
Mount Clear	1,815	25 16 4	11 3 10	11 8 10	...	0 1 3	126	15 1 11	...	...
Mount Helen	1,001	20 8 2	...	...	...	...	...	...	...	...
Buninyong	61,570	1,340 4 8	127 16 4	178 13 2	1,051	638 17 4	2,378	971 5 7	...	1 14 6
LINTON LINE.										
Cardigan	913	21 7 5	20 5 4	21 9 8	...	...	...	3 5 5	...	...
Trunk Lead	1,960	65 14 6	20 0 0	21 0 1	...	...	7	5 9 2	...	...
Haddon	3,219	116 16 1	32 4 7	39 0 11	135	89 13 10	148	56 10 7	...	...
Nintingbool	622	26 8 9	...	0 0 6	...	...	...	...	...	...
Snythesdale	8,138	513 12 3	78 16 4	109 13 7	119	39 11 11	477	238 4 5	...	...
Scarsdale	22,418	1,259 0 4	79 7 0	120 12 4	1,178	180 19 3	1,440	696 4 9	...	2 18 10
Newtown	7,889	614 19 7	47 3 9	101 14 5	274	93 19 3	10,554	4,461 18 7	1 7 6	10 4 10
Happy Valley	932	81 9 11	20 0 0	20 9 4	...	...	...	...	...	...
Linton	6,916	829 19 1	145 18 4	254 0 5	1,490	1,413 15 7	2,080	1,075 5 10	133 16 10	206 11 10
PORTLAND LINE.										
Maroona	680	114 13 4	58 8 11	80 9 7	3,083	1,693 16 0	611	398 8 2	426 15 3	283 6 11
Wickliffe Road	1,522	405 10 10	106 3 1	169 14 1	1,760	1,495 3 11	403	364 0 1	5 14 7	21 7 9
Glen Thompson	2,976	605 4 3	92 17 11	139 8 4	1,425	781 4 4	315	292 4 1	299 17 10	10 9 0
Dunkeld	4,073	689 2 8	263 11 3	300 1 0	1,761	1,525 17 3	713	434 15 0	1,470 17 1	172 19 9
Hamilton	21,636	5,818 4 7	1,765 2 4	2,068 17 3	5,447	4,010 14 5	10,127	6,355 8 5	1,967 11 8	128 10 6
Moutajup	737	39 4 1	...	8 6 6	...	...	5	3 15 7	...	...
Branxholme	4,701	824 9 7	188 10 2	270 19 5	832	583 9 2	587	406 15 7	835 9 3	11 8 3
Condah	2,715	413 6 3	125 14 4	142 10 9	1,342	673 15 0	513	355 15 10	3 17 1	8 0 7
Myamya	834	62 19 1	0 0 3	15 3 10	...	...	68	54 18 5	...	...
Miltown	1,032	82 1 0	33 1 6	52 3 3	1,997	413 7 4	113	53 10 0	...	...
Heywood	4,858	710 0 7	89 12 11	169 19 4	4,839	1,833 3 6	781	472 8 3	308 17 7	18 7 5
Portland North	1,203	246 16 5	...	...	...	...	...	...	...	...
Portland	3,981	945 13 4	1,395 16 7	446 5 6	5,532	3,908 19 1	7,276	4,504 13 0	10 7 6	1,396 0 8
COLERAINE LINE.										
Bochara	64	3 1 0	4 0 9	4 1 6	...	...	...	...	...	...
Wannon	915	77 19 4	18 14 3	34 19 11	79	29 5 0	121	48 3 4	...	...
Hilgay	88	7 17 2	...	0 1 9	...	...	...	...	...	...
Coleraine	5,002	1,084 16 8	343 19 2	537 1 1	2,725	2,507 5 3	1,574	1,736 14 5	885 4 0	42 2 11
CASTERTON LINE.										
Grassdale	872	74 3 2	5 11 7	20 7 0	420	371 9 0	167	62 15 11	186 19 4	2 15 0
Merino	2,556	459 7 1	85 16 7	134 11 2	711	486 6 11	597	434 7 11	247 18 7	4 15 0
Henty	575	68 1 7	48 18 1	74 1 10	813	615 12 11	96	68 2 5	1,018 9 10	23 11 0
Sandford	2,474	319 5 3	81 15 4	107 10 9	559	527 4 2	138	190 5 9	1,200 18 8	23 6 8
Casterton	5,178	1,941 10 8	373 5 7	630 8 6	4,265	3,536 5 3	3,322	3,013 15 10	12 3 8	43 4 5
RUPANYUP LINE.										
Rupanyup	1,904	460 8 10	196 19 11	273 19 6	6,193	3,835 14 4	1,261	1,470 0 8	1,330 2 8	19 2 9

No. 17.—Statement showing the Outwards Passenger Traffic, &c.—*continued.*

STATION.	PASSENGERS.		PARCELS, ETC.		GOODS.				LIVE STOCK.	
	Outwards.		Outwards.	Inwards.	Outwards.		Inwards.		Outwards.	Inwards.
	Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.
WARRACKNABEAL AND HOPETOUN LINE.										
Coromby	914	£ 27 9 2	£ 60 6 6	£ 68 2 3	2,083	£ 1,496 16 1	422	£ 131 11 9	...	...
Minyip	6,056	948 12 0	198 3 5	323 4 1	7,502	6,431 17 4	1,772	2,289 17 11	800 3 5	18 1 4
Nullan	679	26 8 6	39 19 10	45 0 9	371	300 14 3	21	18 0 4	...	...
Sheep Hills	2,523	403 2 7	144 1 1	182 2 5	3,428	2,411 19 4	499	576 3 4	359 15 3	11 1 3
Kellalac ... ..	...	...	...	0 5 3	118	92 1 6	1	1 3 5	...	...
Warracknabeal	9,249	2,562 3 1	626 1 9	832 17 7	10,160	8,612 13 9	5,893	6,388 12 10	595 14 8	54 9 0
Lah	362	30 10 10	24 6 10	29 16 0	1,646	596 4 0	67	27 16 1	...	1 3 6
Brim	1,311	161 18 8	91 11 10	125 3 9	3,200	2,103 2 10	572	431 5 4	...	0 13 6
Galaquil	516	87 3 6	47 11 0	58 4 4	1,483	1,022 7 7	186	99 12 3	...	...
Bculah	2,721	592 19 1	164 10 4	247 16 1	5,984	4,956 15 8	2,108	2,234 14 3	5 16 0	23 2 3
Roseberry	975	199 6 10	53 8 11	74 3 9	1,761	885 8 11	508	507 4 9	2 18 6	2 19 0
Goyura	253	7 0 6	24 8 2	42 13 2	836	737 3 6	57	47 8 2	...	2 17 0
Hopetoun	1,829	612 1 7	146 11 10	240 14 6	3,662	3,134 10 8	1,019	1,284 10 4	148 6 3	40 11 8
NORADJUHA LINE.										
Veetis Past	180	7 13 9	22 6 0	27 2 7	985	680 17 0	114	52 12 11	...	...
Quantong	503	29 7 3	...	0 3 7	1	1 3 8	1	1 4 10	...	...
Natimuk East ... ..	...	...	9 14 0	9 14 0	...	...	...	...	...	...
Noradjuha	1,120	147 15 0	78 5 2	136 0 3	3,693	3,348 9 4	575	525 15 3	2 13 6	13 19 3
GOROKE LINE.										
Natimuk	4,277	587 16 3	255 13 11	325 8 9	5,018	4,048 10 3	1,842	2,186 6 0	150 7 6	15 15 10
Arapiles	26	1 5 2	17 4 0	17 15 8	55	47 4 3	1	0 15 6	...	...
St. Mary's	106	7 8 10	17 2 8	21 7 3	677	425 11 2	113	25 16 6	...	...
Gymbowen	335	91 18 10	30 18 0	55 6 5	390	192 19 10	183	154 0 11	...	6 6 0
Goroke	574	109 16 0	82 14 3	195 7 11	1,245	1,666 5 5	406	803 11 8	7 12 6	1 1 0
JEPARIT LINE.										
Autwerp	402	26 13 10	34 2 6	52 1 11	604	323 2 5	147	169 1 5	...	...
Tarranyurk	143	6 18 0	15 11 0	18 13 6	443	246 11 9	28	21 17 3	...	...
Jeparit	1,328	214 9 3	182 8 5	259 13 11	4,422	3,909 5 3	1,878	1,943 7 0	11 5 11	2 16 0
RAINBOW LINE.										
*Ellam	21	0 18 10	...	0 7 6	134	40 2 6	1	0 18 5	...	...
*Pullet	33	1 13 7	0 0 9	0 15 11	176	25 1 8	26	10 17 0	...	...
*Rainbow	220	21 6 9	6 8 7	18 0 11	1,543	1,000 19 2	285	136 14 6	...	...
NORTH-EASTERN LINE.										
Kensington	763,077	4,835 1 4	74 4 0	106 3 10	6,916	1,631 8 1	21,566	12,160 10 0	...	...
Newmarket	763,393	5,981 2 9	1,155 6 8	1,218 2 10	13,848	1,881 0 11	34,219	22,066 3 10	7,380 18 4	82,808 17 0
Show Siding ... ..	...	...	1 3 9	45 13 3	73	180 3 3	175	92 3 0	229 11 6	302 8 8
Ascot Vale	1,367,566	11,468 0 7	110 18 4	132 3 7	...	...	...	...	...	...
Moonee Ponds	806,547	8,503 0 5	124 6 4	175 2 0	...	...	...	...	...	...
Essendon	624,259	7,435 4 5	250 7 10	309 5 0	1,169	325 9 0	10,631	3,379 6 7	...	...
North Essendon	4,055	73 8 3	14 4 9	16 6 6	...	...	...	...	...	...
Pascoe Vale	9,955	190 13 2	33 8 6	43 8 4	...	...	...	...	...	...

Glenroy	35,054	612 13 7	25 9 7	36 14 3	567	64 18 1	563	150 1 6	...	1 4 3
Broadmeadows	10,929	296 7 6	170 9 7	82 14 11	518	78 19 9	745	30 16 8	26 17 10	71 11 3
Somerton	4,347	162 19 3	55 11 9	43 18 7	894	114 19 7	887	98 12 3	12 1 4	6 11 9
Craigieburn	3,154	193 16 4	196 13 8	116 7 8	617	114 4 4	318	70 19 1	80 3 4	450 7 3
Donnybrook	3,707	229 15 8	684 19 7	159 11 3	563	209 10 2	1,588	262 0 0	17 17 11	76 17 3
Beveridge	2,378	155 13 11	91 16 0	59 12 10	155	56 1 8	342	61 6 6	...	290 1 10
Wallan	6,242	698 19 1	159 16 3	138 6 0	3,263	619 14 4	800	241 6 1	151 2 0	189 1 2
Wandong	4,724	498 17 11	217 17 0	250 6 2	15,598	4,347 10 7	1,148	486 5 4	...	14 19 0
Kilmore Junction	735	172 0 7	13 4 3	18 3 7	...	...	...	...	...	...
Kilmore East	10,225	1,413 5 11	152 2 1	150 1 10	201	115 15 11	187	79 12 9	97 11 2	103 8 3
Broadford	7,339	964 3 10	186 16 1	220 1 7	3,946	1,440 1 4	3,912	1,733 8 7	72 5 6	93 1 3
McDougall's Siding ... ..	...	...	...	...	1,045	770 19 10	458	180 5 8	...	...
Lowry Siding ... ..	...	...	...	...	1,083	226 9 6	12	6 7 0	...	...
Tallarook	7,914	974 17 10	288 16 3	259 6 5	3,406	966 0 0	315	259 4 6	84 0 3	2 14 9
Schoolhouse Lane ... ..	...	...	...	...	1,033	230 13 9	4	3 14 5	...	...
Seymour	24,414	4,132 18 8	2,021 19 6	2,096 19 9	12,019	3,526 12 7	3,563	2,018 17 11	484 14 2	124 3 10
Mangalore	3,720	690 5 2	85 13 0	83 1 10	7,974	1,890 11 11	747	184 17 7	0 10 0	1 4 9
Avenel	4,842	623 5 9	253 8 2	134 19 3	2,462	974 0 2	837	574 18 11	225 6 7	59 10 0
Monca	1,435	91 12 8	30 19 4	38 9 10	5,199	1,699 16 9	301	43 8 0	20 3 0	1 7 3
Burnt Creek	2,374	189 16 10	56 8 3	55 13 10	15,718	5,343 18 4	51	163 17 9	...	1 19 0
Longwood	5,174	549 18 11	365 2 10	171 4 4	13,360	5,140 16 9	972	709 14 2	150 16 7	7 6 0
Creighton	426	24 12 10	19 12 0	20 0 3	4,805	1,768 0 7	30	16 1 8	...	...
Euroa	11,225	2,385 5 3	886 3 7	551 1 2	12,304	6,450 18 3	3,800	3,288 13 9	671 0 6	96 1 3
Balmattam	1,665	64 5 4	17 7 4	31 18 0	5,627	2,357 6 3	61	43 12 10	...	...
Violet Town	6,101	931 8 10	579 5 11	252 12 4	6,434	3,334 8 7	1,220	1,223 12 1	410 5 4	21 15 1
Burke's Hill ... ..	...	...	...	...	2,441	1,112 10 2	2	0 8 10	...	...
Baddaginnie	2,392	232 15 1	132 15 5	63 14 6	8,661	4,366 4 4	264	193 16 3	171 13 4	3 15 3
Benalla	24,125	5,494 7 1	1,968 14 9	2,048 2 8	6,288	3,480 4 11	4,770	5,653 10 1	1,642 2 10	231 6 1
Winton	1,250	105 2 7	45 3 11	66 0 0	553	315 1 5	70	71 3 6	...	...
Glenrowan	3,263	427 2 5	84 6 0	131 7 1	2,332	1,710 0 5	690	887 19 8	522 2 7	35 13 6
Wangaratta	24,152	5,595 16 0	983 1 0	1,294 8 11	14,369	7,933 1 5	9,769	9,660 4 11	1,424 7 7	175 19 8
Beechworth Junction	1,074	111 11 7	33 18 1	39 16 8	602	258 19 2	212	196 5 6	...	...
Springhurst	6,924	696 14 2	70 0 0	116 8 0	2,051	1,044 6 7	939	561 7 0	605 12 2	1 18 0
Chiltern	9,311	2,161 8 2	174 11 9	395 9 0	2,112	817 17 10	6,678	5,489 19 2	330 0 7	15 10 9
Barnawartha	2,822	367 7 2	53 9 1	98 3 4	1,737	905 6 8	904	800 13 3	490 16 7	11 17 0
Wodonga	11,431	2,391 8 5	1,197 2 3	1,361 13 2	4,124	3,320 13 7	6,363	6,892 10 6	7,114 19 2	524 7 4
TALLANGATTA LINE.										
Bethanga Road	3,494	576 12 10	95 13 1	173 18 4	1,014	1,141 14 0	1,959	3,576 17 1	1,938 6 5	2 14 8
Huon Lane	1,944	318 19 4	68 18 4	138 8 7	345	505 10 11	558	1,129 4 6	1,821 8 1	3 19 6
Bolga	184	23 17 7	10 13 3	13 7 11	450	78 19 8	15	12 8 1	...	...
Tatonga ... ..	...	...	...	...	...	...	...	...	1,138 10 11	...
Tallangatta	5,896	2,193 12 3	407 16 3	564 7 4	1,144	1,832 5 1	2,929	6,429 16 3	6,871 5 3	100 11 3
COBURG AND SOMERTON LINE.										
Macaulay Road	189,339	1,120 10 0	50 3 7	77 7 4	...	...	...	...	...	...
Flemington Bridge	182,563	1,139 14 3	68 14 1	62 15 9	...	...	...	...	...	...
Royal Park	77,632	511 12 1	43 0 1	89 15 3	...	...	...	...	...	...
South Brunswick	172,767	943 8 3	179 3 6	154 10 4	17,148	5,101 11 4	9,742	2,977 0 5	...	...
Brunswick	292,061	1,542 10 10	182 19 11	252 15 7	702	361 16 6	6,548	2,032 8 2	...	...
Moreland	164,289	873 4 5	94 4 9	91 5 0	4,708	387 9 4	12,681	4,453 10 5	...	...
Coburg	463,478	2,729 10 4	89 5 1	79 6 2	752	198 0 11	4,040	1,128 12 8	...	1 8 6
Bell Park	313	4 19 9	6 13 0	6 15 6	...	...	...	...	...	...
North Coburg	848	11 1 5	...	0 9 4	239	20 17 7	12	1 13 0	...	...
Fawkner	812	11 19 8	...	6 12 2	...	...	...	...	...	...
Campbellfield	6,574	140 3 3	190 10 8	89 3 9	182	47 6 6	396	150 9 10	...	...
North Campbellfield	538	11 9 7	...	1 9 9	...	...	...	...	...	...

No. 17.—Statement showing the Outwards Passenger Traffic, &c.—*continued.*

STATION.	PASSENGERS.		PARCELS, ETC.			GOODS.				LIVE STOCK.					
	Outwards.		Outwards.	Inwards.	Outwards.		Inwards.		Outwards.	Inwards.					
	Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.					
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.			
COLLINGWOOD LINE.															
North Carlton	180,250	1,155	0 2	101	2 3	211	5 0	1,746	1,251	3 3	8,811	3,013	17 9	...	...
North Fitzroy	400,703	2,798	10 1	369	2 11	739	15 10	1,821	1,193	14 7	7,140	2,436	16 0	...	...
Fitzroy ... ..	...	...	...	410	10 1	430	4 6	677	226	19 0	32,254	12,215	0 5	...	...
Collingwood	222,460	2,299	12 7	369	19 8	245	9 5	3,291	1,122	4 3	36,494	16,807	9 8	...	...
Clifton Hill	118,956	992	16 11	175	3 6	135	8 7	577	465	9 8	6,288	2,019	17 8	...	...
Northcote South	6,857	71	2 5	10	11 10	10	11 10	...	...	...	...	...	...	...	...
Fairfield Park	169,701	931	16 10	38	14 6	38	17 4	93	8	18 9	830	241	11 3	...	...
PRESTON AND WHITTLESEA LINE.															
Northcote	178,380	1,151	4 2	51	9 11	52	6 6	...	...	...	...	...	...	...	...
Middle Northcote	212,269	1,391	6 6	85	15 7	70	9 7	21,112	3,791	8 0	2,924	993	2 7	...	1 10 3
Croxton	186,914	1,022	14 5	37	12 9	30	4 7	32	13	12 1	1,772	444	9 10	...	...
Thornbury	54,238	442	11 3	13	17 3	16	15 2	...	...	...	...	...	...	...	...
Preston (Bell-street)	228,248	1,397	9 7	67	8 1	55	13 0	262	99	15 0	3,046	923	14 0	35	17 0
" (Murray-road)	118,824	721	1 7	27	13 1	25	19 6	...	...	...	...	...	...	...	...
" (Regent-street)	154,026	928	4 6	35	15 7	28	1 2	...	...	...	...	...	...	...	...
" (Reservoir)	16,016	190	18 4	153	19 0	29	13 4	...	0	8 2	52	11	18 9	1	13 6
Thomastown	1,274	30	12 8	51	14 9	25	19 8	24	11	2 4	57	12	7 0	...	0 14 3
Epping	5,822	144	0 4	128	11 2	94	14 4	694	74	4 4	1,402	285	3 8	...	34 0 0
South Morang	3,283	129	9 6	76	17 10	69	10 2	47	23	0 8	337	96	6 7	15	19 4
South Yan Yean	5,304	273	1 2	409	6 0	137	1 4	350	71	8 0	573	232	16 3	19	3 3
Yan Yean	2,558	171	14 3	107	11 5	60	4 0	738	148	14 4	420	115	4 3	3	11 10
Whittlesea	6,465	514	17 5	421	7 2	205	15 1	4,594	824	6 10	1,196	435	6 6	57	8 8
MANSFIELD LINE.															
Tranwood	858	122	17 10	50	5 5	38	12 9	805	337	2 4	53	41	4 3	2	7 0
Falls Siding ... ..	...	...	...	...	...	...	...	126	60	8 11	4	2	4 9	...	...
Kerrisdale	553	76	2 4	68	2 5	44	12 2	252	156	18 10	388	184	5 8	23	11 9
Homewood	770	114	16 1	38	9 10	39	2 0	191	117	6 1	69	37	16 8	28	16 4
Yea	5,338	1,130	1 8	569	12 11	515	2 3	1,709	1,579	9 4	3,310	2,230	8 4	432	4 2
Cheviot	302	11	3 3	24	4 7	37	8 6	2,825	876	2 3	190	71	18 6	...	...
Molesworth	826	133	8 0	60	5 1	75	10 1	1,156	523	2 5	570	235	5 3	188	13 0
Cathkin	958	164	15 11	52	13 1	56	15 0	218	132	19 7	100	72	14 3	1	14 6
Alexandra Road	2,297	886	7 1	107	15 6	227	17 8	1,295	1,167	16 9	1,501	2,084	17 4	233	3 8
Yarek	847	212	3 2	50	15 8	88	9 0	684	511	3 3	634	609	18 7	113	11 8
Kanumbra	230	15	0 8	39	9 0	51	12 2	222	143	19 8	86	52	12 3	...	...
Merton	1,004	167	6 10	128	2 9	152	1 11	293	191	7 2	268	256	10 7	61	1 5
Woodfield	534	77	11 0	35	19 10	49	14 6	153	158	13 9	37	47	4 5	89	18 0
Bonnie Doon	2,161	316	2 1	65	9 3	118	16 8	427	446	16 4	702	792	10 0	247	6 4
Maindample	2,223	379	19 7	40	1 3	79	17 9	612	486	13 3	358	493	12 5	65	19 5
Mansfield	3,209	1,472	17 2	294	12 3	542	0 2	3,275	3,126	9 1	2,619	4,795	19 1	833	15 11

NUMURKAH LINE.											
744	Tabilk	1,631	267 14 0	99 13 1	73 4 1	8,956	3,048 13 2	213	181 6 3	70 17 0	16 5 3
	Nagambie	6,533	1,290 8 5	183 9 8	322 18 6	24,518	8,883 14 2	2,357	1,829 12 11	459 6 0	20 8 10
	Wahring	2,455	373 13 6	126 8 10	127 12 2	22,507	8,395 7 9	1,772	493 10 0	78 19 10	16 15 9
	Murchison East...	6,059	1,266 9 3	256 0 4	205 8 11	9,580	4,076 18 3	537	484 4 11	657 13 4	108 11 10
	Arcadia	2,622	395 13 10	102 10 5	100 6 3	5,431	2,511 0 5	1,067	776 6 6	177 19 1	7 4 6
	Toolamba	5,035	634 18 3	93 9 6	103 10 0	3,919	1,788 4 5	705	321 3 3	92 14 2	10 4 3
	Mooroopna	6,445	1,397 5 2	121 8 6	245 17 2	7,945	4,450 14 3	3,450	2,170 11 9	125 17 8	37 5 8
	Shepparton	16,128	3,467 11 3	1,154 9 5	1,271 12 3	9,690	5,712 8 8	6,884	7,501 10 3	1,031 4 9	316 12 10
	Congupna Road	689	36 5 5	15 6 1	25 6 5	1,556	804 15 11	147	83 8 5	...	...
	Tallygaroopna	2,273	341 3 4	47 5 5	81 6 7	4,882	2,726 8 10	670	569 17 1	142 2 1	...
	Wunghnu	2,791	369 2 4	53 16 0	99 3 3	3,222	2,028 17 4	781	664 19 9	197 16 6	14 11 4
	Numurkah	9,996	2,191 8 8	387 18 7	560 9 7	7,499	4,143 6 7	4,096	4,449 6 0	571 16 5	91 1 1
COBRAM LINE.											
	Katunga	1,150	245 12 0	57 8 2	84 15 1	2,982	1,760 8 9	322	329 10 3	230 14 7	6 7 0
	Strathmerton	1,813	396 16 0	71 17 9	115 11 5	4,027	2,551 11 0	580	381 7 11	305 2 2	70 10 1
	Yarroweyah	2,003	785 2 0	70 6 5	181 15 1	3,802	3,502 15 2	2,257	2,682 16 4	318 4 9	6 9 2
	Cobram	2,530	983 12 0	233 15 0	401 2 2	4,649	3,196 7 10	2,013	2,686 10 1	212 15 2	15 16 6
RUSHWORTH LINE.											
	Murchison	914	89 15 11	96 3 7	180 14 9	4,126	2,051 16 5	1,392	1,229 15 1	...	5 3 0
	Whroo Road	142	3 18 6	5 2 6	6 2 5	8,042	3,210 10 5	21	5 3 9	...	...
	Waranga	444	15 10 1	15 13 9	22 11 11	2,776	1,207 9 2	67	68 8 8	...	4 11 3
	Rushworth	2,527	786 12 4	155 11 9	316 17 3	31,755	14,583 4 4	2,868	2,974 12 10	354 14 7	52 15 2
DOOKIE LINE.											
8	Pine Lodge	378	20 11 2	29 3 4	44 7 3	2,270	1,153 17 4	208	92 4 1	...	9 10 0
	Cosgrove	1,085	158 11 9	39 10 6	62 13 0	3,326	2,003 0 10	514	470 15 1	180 19 3	20 4 7
	Dookie	3,292	724 14 5	198 8 1	301 4 3	2,519	1,858 6 4	1,883	1,662 3 5	393 17 3	23 10 9
KATAMATITE LINE.											
	Yabba South	43	1 0 3	...	0 1 1	95	65 6 10	...	0 2 0	...	...
	Yabba North	116	8 3 5	25 5 0	27 6 5	833	581 6 11	50	35 6 6	17 15 8	...
	Youanmite	154	11 13 7	0 0 11	5 13 1	599	522 1 2	45	57 6 6	...	...
	Katamatite	535	64 1 2	102 19 2	161 18 9	2,216	1,752 0 6	771	799 6 0	146 0 0	3 15 10
NATHALIA LINE.											
	Waaia	1,710	274 7 4	46 5 0	75 12 6	3,691	2,149 9 11	466	270 14 7	214 5 5	23 2 9
	Nathalia	4,352	1,339 5 4	290 17 5	469 13 5	8,173	5,530 3 0	4,125	3,834 2 2	1,311 15 11	71 19 8
PICOLA LINE.											
	Barwo	60	1 6 10	...	...	...	...	...	...	...	...
	Picola	901	239 14 5	109 3 1	99 9 3	4,869	2,531 1 2	623	425 10 8	64 13 8	2 10 3
YARRAWONGA LINE.											
	Nooramunga	519	36 13 8	8 2 5	6 6 6	79	35 9 2	15	14 6 9	7 7 6	...
	Goorambat	1,858	276 13 5	115 4 3	83 6 10	3,473	2,119 19 8	1,749	1,021 13 1	147 13 9	1 19 6
	Devenish	2,410	318 3 0	62 0 1	81 8 4	2,022	1,410 6 11	541	547 4 10	183 10 11	5 2 8
	St. James	3,627	631 15 1	91 17 3	177 6 9	4,603	2,733 1 3	1,335	1,233 5 11	334 9 9	62 7 0
	Tungamah	3,624	711 3 7	131 9 7	210 19 10	4,353	3,305 5 0	1,376	1,987 7 3	306 11 8	63 4 7
	Telford	1,080	235 19 1	47 3 9	63 6 0	2,171	1,266 1 2	190	171 13 10	135 6 2	3 5 4
	Yarrawonga	5,577	1,995 15 8	569 9 11	792 10 10	13,051	9,476 11 8	3,503	5,729 15 10	1,065 19 3	64 19 1

No. 17.—Statement showing the Outwards Passenger Traffic, &c.—*continued.*

STATION.	PASSENGERS.		PARCELS, ETC.		GOODS.				LIVE STOCK.	
	Outwards.		Outwards.	Inwards.	Outwards.		Inwards.		Outwards.	Inwards.
	Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.
WHITFIELD LINE.										
Oxley	739	£ 44 12 11	£ 20 17 2	£ 26 14 6	266	132 17 6	88	14 18 6	...	...
Dockers	272	21 11 3	18 14 6	21 7 11	284	23 2 1	76	19 12 11	...	...
Moyhu	1,337	132 0 10	24 18 5	47 15 7	1,191	305 1 3	326	279 3 2	...	0 10 0
Edi	1,287	149 10 3	27 17 7	37 15 11	937	312 4 11	191	116 8 8	0 13 6	...
Whitfield	1,523	253 12 10	212 18 4	253 19 10	3,946	1,287 9 5	423	284 11 5	9 17 4	7 16 6
BEECHWORTH LINE.										
Loudrigans	655	29 19 9	0 1 6	9 6 9	12	4 4 6	2	1 12 3	...	...
Tarrawingee	2,330	328 19 3	78 15 8	118 8 6	2,807	1,017 9 11	1,144	1,069 6 11	...	...
Everton	5,106	551 19 11	107 16 0	128 5 2	1,582	581 9 7	447	417 15 3	5 0 0	2 3 9
Lee's Crossing	868	26 6 10	...	0 9 11	...	...	...	...	...	...
Beechworth	13,412	3,170 8 3	498 13 0	916 17 7	3,922	1,875 5 10	7,431	8,716 17 2	39 19 3	20 8 5
YACKANDANDAH LINE.										
Woorragee	240	15 15 5	6 16 6	9 5 10	815	195 9 1	82	63 6 10	...	...
Yackandandah	2,764	563 7 8	39 5 1	172 9 0	2,932	1,101 2 6	1,388	2,185 10 6	5 4 6	0 11 0
MYRTLEFORD LINE.										
Brookfield	113	5 6 9	...	...	...	...	...	...	...	...
Bowman's Forest	805	82 15 3	17 18 9	37 11 2	766	280 18 8	257	292 5 8	403 11 0	4 3 6
Palmerston	592	26 8 10	0 6 9	15 3 8	386	137 8 8	67	71 17 5	...	...
Myrtleford	4,005	867 14 3	268 16 7	385 10 11	1,694	801 14 4	923	1,340 4 2	635 4 7	38 16 6
BRIGHT LINE.										
Ovens Vale	542	23 2 0	4 19 9	25 7 0	231	139 7 6	38	37 8 7	...	...
Eurobin	587	33 15 11	2 5 8	23 3 8	92	75 17 10	285	715 18 10	...	...
Porepunkah	1,264	111 5 0	3 3 2	42 17 11	2,131	662 18 6	326	751 17 9	...	3 10 9
Bright	5,491	1,826 17 11	237 18 7	450 19 7	491	462 2 5	2,288	3,937 12 2	33 0 7	38 9 10
WAGUNYAH LINE.										
Lilliput	1,582	38 8 7	0 7 6	1 18 10	28	7 7 9	333	109 1 6	...	...
Great Southern Consols ... ..	...	...	...	...	...	...	76	18 10 11	...	...
Rutherglen	13,912	3,225 18 6	284 17 3	587 11 6	5,358	4,791 19 3	15,389	13,117 18 2	20 15 6	37 3 3
Wahgunyah	10,202	2,355 16 2	380 0 10	512 16 11	6,895	6,662 1 10	6,407	6,857 9 4	483 7 4	28 16 4
EASTERN LINE.										
Prince's-bridge	251,643	38,626 16 9	11,617 6 3	7,493 18 11	...	...	...	...	...	...
{ Country, &c.	2,192,341	32,552 19 2	...	...	...	...	...	...	...	...
{ Suburban	1,317,940	11,436 10 3	334 11 1	285 16 2	...	...	...	...	...	...
Hawksburn	490,246	5,569 9 4	347 5 10	665 3 3	1,130	672 16 9	21,778	6,332 7 8	...	...
Toorak	874,472	10,489 10 5	174 10 4	214 0 11	...	...	...	...	...	...
Armadale	760,915	10,039 18 11	168 18 10	281 9 0	289	86 14 2	14,397	3,283 8 2	...	...
Malvern ... ..	...	...	...	...	...	...	...	...	...	...

Caulfield	...	364,914	6,274 5 4	1,290 10 1	838 0 7	675	91 18 6	5,891	988 15 4	132 3 9	226 3 2
Rosstown	...	40,789	557 8 7	16 7 6	18 19 6	...	...	...	...	...	...
Murcumbeena	...	100,333	1,392 2 5	54 0 1	69 2 5	73	20 13 0	720	102 15 5	...	...
Oakleigh	...	207,895	3,539 18 6	212 10 3	191 10 9	536	145 3 11	5,225	902 17 6	13 14 1	11 12 6
Clayton's	...	15,216	370 11 5	66 15 3	43 17 10	8	1 5 10	1,338	144 13 1	...	2 5 5
Spring Vale	...	16,957	487 5 7	104 18 9	265 8 9	119	33 7 5	1,312	177 11 0	...	2 1 6
Dandenong	...	64,868	3,230 14 2	823 7 11	638 15 7	3,400	776 8 10	5,103	1,447 0 9	507 5 10	950 14 0
Hallam's Road	...	1,437	98 9 3	136 15 7	33 8 2	67	21 11 6	240	58 3 0	...	0 4 0
Narre Warren	...	5,617	367 15 4	238 14 5	149 6 10	1,355	608 13 8	1,165	456 3 9	100 8 10	77 10 5
Berwick	...	8,750	760 18 9	113 16 8	144 11 3	7,553	1,112 3 1	1,164	555 14 7	138 11 9	95 18 8
Beaconsfield	...	3,260	297 19 0	94 2 10	94 0 0	696	94 0 0	448	171 15 1	1 16 0	9 2 6
Officer	...	1,504	129 16 7	172 11 8	44 0 11	1,372	247 16 11	85	33 1 8	...	...
Fakenham	...	6,666	767 2 6	136 1 5	182 16 8	1,647	656 19 5	1,057	636 1 5	203 13 1	104 7 2
Nar-nar-goon	...	2,404	254 11 7	37 3 11	93 10 7	4,250	861 15 1	954	280 3 9	27 15 4	24 0 6
Tynong	...	746	61 11 8	16 11 7	20 15 7	687	138 3 8	44	27 14 3	...	4 6 4
Garfield	...	2,526	226 19 0	42 1 7	54 8 7	1,841	401 19 10	417	179 15 7	...	5 5 0
Jefferson's Siding	...	...	...	...	...	1,716	257 15 5	...	...	...	...
Bunyip	...	4,757	393 19 7	53 3 6	110 15 11	2,556	761 6 11	728	437 18 0	7 14 7	15 3 3
Longwarry	...	5,309	419 15 1	114 12 9	142 12 0	6,480	1,635 11 0	599	385 12 6	9 19 9	9 15 9
Drouin	...	9,917	1,219 8 9	206 8 8	278 9 1	2,855	1,342 16 4	2,107	1,422 0 10	148 18 10	150 18 8
Warragul	...	23,046	2,884 7 6	1,025 11 6	1,226 6 8	3,469	1,848 2 2	5,606	2,914 17 8	849 12 8	495 15 9
Bloomfield	...	4,992	156 14 9	52 19 11	38 11 11	700	337 7 4	447	138 6 5	...	...
Darumu	...	5,803	270 17 5	81 19 1	117 11 4	7,652	2,355 12 2	373	248 8 5	5 11 0	11 9 11
Yarragon	...	7,398	639 2 7	62 4 11	100 13 2	3,197	1,278 8 9	1,119	786 15 7	66 6 5	35 14 3
Traralgar	...	5,420	490 2 2	53 19 0	94 9 8	553	417 6 9	1,300	759 12 9	161 16 8	41 0 9
Moe	...	9,762	1,701 12 2	117 4 7	290 1 6	586	648 17 3	1,088	936 2 11	88 3 2	39 11 9
Morwell	...	11,601	1,672 9 9	222 18 7	260 8 11	1,577	1,086 4 5	2,436	1,567 1 11	560 7 2	205 12 2
Traralgon	...	12,819	2,013 6 8	426 13 9	549 14 11	1,567	1,248 13 10	2,441	2,306 13 8	887 16 11	291 18 10
Loy Yang	...	2,465	21 10 9	8 15 0	14 11 2	...	...	34	14 8 8	...	...
Flynn's Creek	...	1,145	135 17 10	18 3 11	37 14 4	150	145 16 6	167	69 13 4	558 10 7	10 8 2
Rosedale	...	5,309	775 19 8	142 9 7	220 17 3	1,362	645 12 1	1,086	834 11 4	760 1 7	309 8 7
Fulham	...	383	53 11 10	17 3 9	22 0 3	234	155 10 7	53	36 12 1	...	...
Sale	...	13,867	3,877 8 11	1,164 11 0	1,419 14 11	7,364	4,664 1 7	3,478	2,830 7 10	2,787 19 1	348 6 9
Montgomery	...	...	...	...	0 11 1	657	282 1 7	20	7 13 4	312 10 8	252 0 0
Stratford	...	10,343	1,042 4 9	155 17 0	230 8 7	1,078	773 15 4	1,123	906 1 0	507 10 6	416 11 1
Munro	...	843	71 5 8	10 6 0	22 8 0	383	219 0 5	104	39 12 11	...	...
Fernbank	...	1,983	159 2 2	17 18 8	46 3 9	1,594	585 10 8	226	104 17 8	...	4 8 6
Lindenow	...	5,384	703 12 5	82 3 0	101 7 9	4,155	2,520 19 6	1,163	608 7 10	377 9 5	4 19 10
Hillside	...	1,089	42 7 5	12 18 2	24 16 10	1,892	1,057 11 5	151	58 3 10	37 1 10	9 19 2
Bairnsdale	...	12,696	5,619 11 2	571 1 0	1,068 8 8	5,553	4,157 4 11	4,931	4,070 9 0	1,738 15 0	427 1 9
FRANKSTON LINE.											
Glen Huntly	...	34,054	587 18 6	20 1 8	23 3 6	72	6 11 10	612	137 4 3	...	...
Ormond	...	57,707	858 18 11	47 3 9	40 1 10	2,423	200 11 3	596	132 8 9	...	...
McKinnon	...	34,012	601 0 0	14 15 2	19 5 1	...	...	...	...	...	...
East Brighton	...	39,156	677 19 0	27 3 9	35 16 10	302	81 0 9	3,019	487 4 2	0 7 6	0 7 6
South Brighton	...	41,784	746 18 11	137 0 8	65 19 0	239	69 19 10	2,023	294 18 7	...	1 19 0
Highett	...	30,436	513 17 1	20 4 6	28 7 9	...	...	...	...	...	...
Cheltenham	...	75,378	1,704 13 8	77 9 11	94 3 3	304	110 18 1	3,319	637 9 6	0 16 0	3 6 3
Mentone	...	66,285	1,538 10 3	66 17 7	238 6 3	121	42 6 4	2,338	423 17 3	1 18 3	4 17 3
Mordialloc	...	63,722	2,028 6 10	468 5 2	600 14 2	1,208	218 5 9	2,405	414 8 3	19 16 7	35 10 2
Aspendale Park	...	1,060	51 7 2	...	121 13 2	...	...	...	...	...	...
Carrum	...	10,890	407 5 1	32 10 9	56 8 8	2,642	488 18 11	956	261 14 11	...	7 6 3
Frankston	...	23,840	1,251 18 10	342 19 11	417 19 1	1,201	249 16 6	1,696	527 16 4	11 13 8	25 15 1

No. 17.—Statement showing the Outwards Passenger Traffic, &c.—*continued.*

STATION.	PASSENGERS.		PARCELS, ETC.		GOODS.				LIVE STOCK.	
	Outwards.		Outwards.	Inwards.	Outwards.		Inwards.		Outwards.	Inwards.
	Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.
MORNINGTON LINE.										
Langwarrin	3,477	£ 434 0 4	£ 64 3 9	£ 342 19 2	455	£ 98 14 0	405	£ 155 16 5	£ 18 3 4	£ 143 14 0
Mornington Junction	3,594	272 7 2	40 19 5	60 2 4	864	181 9 0	209	53 9 8	2 1 0	8 11 0
Moorooduc	300	5 5 4	21 10 9	12 9 5	234	70 4 4	166	35 16 2	72 13 0	79 1 8
Mornington	5,817	842 4 2	322 9 3	388 3 1	445	212 10 9	951	416 14 8	6 17 0	12 15 5
STONY POINT LINE.										
Somerville	1,749	164 11 2	65 12 7	76 11 5	2,470	806 14 9	1,250	467 8 11	2 14 6	1 16 0
Tyabb	1,137	90 10 9	24 4 9	30 18 5	4,331	794 11 3	186	74 9 9	1 13 3	0 19 0
Hastings	2,564	241 16 6	113 8 5	143 0 9	2,459	498 15 8	521	372 19 9	0 17 6	19 12 0
Bittern	1,851	284 8 6	177 2 1	137 5 6	2,376	476 1 1	370	225 14 6	84 19 9	21 15 8
Crib Point	516	21 0 1	11 8 9	13 19 8	1	0 19 5	28	13 13 3	...	...
Stony Point	1,985	270 6 11	121 18 7	198 18 11	444	226 8 2	591	283 12 0	2 1 8	15 15 5
GLEN IRIS LINE.										
Heyington	9,993	127 0 3	45 6 9	46 14 6	...	...	...	...	...	...
Kooyong	7,783	112 9 1	1 0 8	1 10 10	...	...	...	...	...	...
Tooronga	12,146	180 15 11	6 12 5	8 6 4	...	...	381	70 3 10	0 7 9	...
Gardiner	8,401	166 7 6	13 3 7	9 6 11	...	...	...	...	...	...
Glen Iris	6,082	121 11 1	10 1 1	16 16 5	...	...	...	...	...	...
Darling	6,550	132 19 3	21 9 3	6 19 0	...	...	...	...	...	...
OUTER CIRCLE LINE.										
Riversdale	7,925	112 8 1	1 8 7	1 13 11	...	...	...	...	...	...
Hartwell	16,075	240 13 5	17 18 10	4 1 4	...	...	...	...	...	...
Ashburton	9,977	154 2 2	6 8 0	4 13 4	18	0 15 0	24	1 10 0	...	...
*Shenley	181	3 15 6	1 8 0	1 8 0	...	...	...	...	...	...
*Stanley	1,058	20 11 10	0 2 0	0 0 9	...	...	...	...	...	...
*Deepdene	1,083	19 6 10	0 5 1	0 2 9	...	...	...	...	...	...
SOUTH-EASTERN LINE.										
Lyndhurst	931	44 5 8	342 17 2	48 6 6	382	74 8 7	630	113 3 4	7 8 6	12 7 8
Cranbourne	4,804	407 0 2	281 6 7	123 3 0	2,120	559 7 11	1,138	359 18 11	188 12 0	186 11 4
Clyde	1,772	167 10 8	125 16 0	57 17 2	580	223 1 0	362	110 6 1	2 10 9	10 1 3
Tooradin	1,555	188 1 6	66 8 0	77 8 11	476	165 8 6	994	169 6 4	23 11 0	39 8 5
Koo-wee-rup West ... ..	...	...	...	3 5 3	284	75 10 6	71	15 2 2	1 11 6	13 0 11
Koo-wee-rup	2,215	254 13 4	52 18 0	82 5 0	1,134	221 8 5	800	369 14 7	4 5 6	30 17 6
Monomeith	1,609	183 4 3	26 16 7	56 15 5	107	72 11 0	294	127 17 0	635 5 6	274 13 10
Caldermeade	992	126 17 6	18 4 3	42 15 9	72	60 12 11	259	152 19 0	322 15 10	65 6 0
Lang Lang	4,903	743 10 8	115 13 9	216 16 5	840	667 10 8	1,404	889 7 2	438 11 9	189 6 0
Nyora	3,313	538 7 4	50 7 9	113 19 6	1,098	575 13 8	921	707 2 6	768 19 10	89 12 8
Loch	5,768	724 7 5	152 6 11	241 9 5	1,053	617 7 2	775	580 19 11	520 10 10	185 11 10
Jeetho	4,757	377 5 5	32 15 7	74 13 5	263	174 8 9	509	369 2 2	283 10 4	25 11 6

Bena	...	...	5,093	320 2 1	68 14 5	111 16 5	764	794 0 10	1,560	776 6 7	855 8 0	94 6 7
Whitelaw	...	...	1,162	50 19 7	22 16 3	27 0 9	50	18 5 2	63	44 7 7	...	...
Korumburra	...	...	27,820	3,012 1 2	1,724 1 7	1,842 16 7	32,576	8,237 13 0	5,721	3,753 19 4	248 2 1	173 14 5
Jumbunna	...	...	9,779	354 10 7	34 6 10	104 5 6	62,884	17,610 10 2	1,439	998 13 3	29 2 0	66 17 11
Outtrim North	...	...	4,576	127 3 11	...	...	...	...	...	...	...	...
Outtrim	...	...	5,667	614 2 5	108 4 8	190 4 8	60,904	18,642 0 9	2,713	1,700 16 8	...	...
Kardella	...	...	2,672	138 7 2	26 5 2	78 12 7	461	278 4 2	245	199 2 9	14 19 3	4 16 1
Ruby	...	...	1,916	163 5 3	30 8 6	67 18 5	605	392 4 11	573	345 4 7	237 10 10	11 1 9
Leongatha	...	...	9,310	1,709 13 0	359 14 9	470 17 0	1,921	1,128 17 11	3,600	2,716 13 9	1,971 10 7	279 11 3
Koonwarra	...	...	696	125 15 7	42 6 2	92 3 5	414	200 14 7	209	179 3 11	17 19 3	15 0 11
Tarwin	...	...	839	128 8 11	35 1 6	75 5 5	89	87 18 9	70	62 18 0	418 4 0	29 10 6
Meenyan	...	...	1,114	188 9 8	50 3 7	92 3 1	366	339 0 10	354	384 0 11	89 6 10	14 4 9
Stony Creek	...	...	704	164 12 6	37 0 10	86 10 7	227	176 15 1	289	343 1 3	172 2 6	22 19 5
Buffalo Creek	...	...	421	86 0 2	26 10 9	47 14 6	146	68 16 2	68	82 11 3	69 15 6	14 9 3
Boys	...	...	199	25 4 1	15 16 5	18 11 2	41	26 17 7	10	13 13 8	...	2 0 0
Fish Creek	...	...	1,343	212 0 4	51 18 6	93 19 10	1,773	990 7 9	575	446 3 5	151 10 5	27 12 0
Hodde Range	...	...	354	52 17 8	24 14 4	42 17 7	1,003	679 6 11	55	54 14 1	...	7 10 0
Foster	...	...	3,546	609 1 9	120 11 2	184 6 3	1,313	415 18 3	829	711 3 1	25 15 7	51 19 1
Franklin River	...	...	996	23 7 8	24 17 7	37 19 10	148	180 5 4	80	121 6 9	...	4 18 4
Toora	...	...	2,291	390 6 3	68 5 8	112 12 3	340	302 6 4	1,012	563 2 6	117 9 2	76 12 2
Agnes River	...	...	764	31 2 5	18 0 4	17 14 3	46	35 5 2	34	20 14 11	...	2 10 0
Welshpool	...	...	1,332	165 10 9	64 4 10	74 6 3	356	432 0 3	431	339 4 3	...	22 4 9
Masons	...	...	140	12 11 2	...	...	...	...	...	...	...	1 15 0
Hedley	...	...	372	35 17 9	17 2 5	27 0 9	726	248 8 7	39	28 6 2	...	...
Gelliondale	...	...	567	113 11 10	20 18 4	41 6 4	228	335 12 1	52	73 4 11	...	7 7 4
Alberton	...	...	2,881	929 13 3	190 6 4	326 0 11	1,009	1,204 19 4	1,056	846 4 3	2,036 7 4	195 6 9
Port Albert	...	...	984	171 5 0	325 9 0	304 17 8	425	484 16 6	126	126 6 8	...	0 11 9
NEERIM SOUTH LINE.												
Lillico	...	...	665	13 17 7	...	0 5 0	395	134 5 7	19	5 4 11	...	...
Bravington	...	...	333	11 1 9	0 9 6	2 7 4	34	16 12 8	50	18 10 7	...	...
Buln Buln	...	...	1,629	52 8 3	28 10 11	68 10 3	1,117	545 18 11	383	278 10 5	14 9 2	16 9 1
Rokeby	...	...	1,315	52 14 10	0 14 4	13 18 7	2,433	1,412 4 3	139	98 10 10	2 18 6	6 11 6
Crossover	...	...	1,620	60 13 0	...	26 2 6	2,913	1,224 4 6	126	68 7 1	...	...
Neerim South	...	...	3,902	511 0 7	265 1 8	340 16 6	10,010	4,343 0 9	1,153	1,026 2 1	193 2 1	74 7 0
THORPDALE LINE.												
Coalville	...	...	1,539	42 2 8	36 18 8	52 0 11	231	124 11 10	55	35 17 6	...	1 0 0
Narraean	...	...	1,679	64 19 8	59 6 3	90 0 10	591	329 3 4	584	283 3 10	38 17 0	7 7 3
Thorpdale	...	...	1,503	245 3 3	143 14 8	185 15 7	1,871	900 5 3	386	393 14 7	62 6 2	7 3 10
NORTH MIRBOO LINE.												
Hazelwood	...	...	139	4 7 7	6 10 0	9 16 11	70	31 12 9	23	6 14 4	7 4 0	...
Yinnar	...	...	2,473	237 1 4	39 18 5	84 2 10	460	509 8 0	473	345 0 10	135 13 7	3 0 3
Boolarra	...	...	2,758	274 5 4	41 12 9	97 1 0	1,262	784 13 6	478	370 5 3	74 7 2	11 14 2
Darlimurla	...	...	1,150	90 6 0	25 17 0	52 1 5	2,402	865 12 1	117	104 1 7	...	...
North Mirboo	...	...	3,142	618 0 5	226 7 9	337 3 11	1,077	808 1 6	1,371	1,127 14 11	525 10 2	84 14 4
HEYFIELD LINE.												
Glengarry	...	...	2,894	288 6 6	47 2 7	73 11 4	3,890	1,849 9 9	327	297 12 10	461 17 3	24 16 6
Toongabbie	...	...	3,220	490 7 3	457 13 10	210 19 1	891	537 11 3	2,736	3,040 5 3	4 2 3	15 16 11
Cowwarr	...	...	2,486	407 8 7	49 10 1	78 12 2	253	203 11 1	626	431 19 6	1,392 8 10	85 0 3
Dawson	...	...	2,373	35 17 2	21 8 10	24 5 4	41	14 3 11	30	14 7 1	...	4 17 0
Heyfield	...	...	3,347	549 0 7	296 14 10	358 3 9	589	545 6 3	1,822	1,181 16 6	360 19 5	18 4 2

No. 17.—Statement showing the Outwards Passenger Traffic, &c.—continued.

STATION.	PASSENGERS.		PARCELS, ETC.			GOODS.				LIVE STOCK.															
	Outwards.		Outwards.	Inwards.		Outwards.		Inwards.		Outwards.	Inwards.														
	Passengers.	Revenue.	Revenue.	Revenue.		Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.														
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.													
MAFFRA LINE.																									
Tinamba	1,652	400	6	3	84	8	1	107	5	9	1,177	962	1	2	308	294	4	4	2,049	7	11	189	11	1	
Maifra	5,808	1,356	5	10	246	0	3	370	16	9	2,225	1,543	0	6	2,447	2,041	2	7	1,273	19	8	616	17	11	
BRIAGOLONG LINE.																									
Boisdale	311	18	13	11	41	6	11	49	8	6	450	239	8	9	625	150	8	5	...	...	...	4	4	0
Bushy Park	341	22	14	4	36	5	10	45	4	1	820	365	10	5	43	21	2	8	...	...	...	...	...	...
Briagolong	1,836	226	7	10	74	14	0	114	4	9	664	477	16	9	396	296	15	8	348	2	10	10	5	0	
HEALESVILLE LINE.																									
Glenferrie	1,158,316	12,711	13	4	189	1	6	299	6	6
Auburn	1,094,208	12,566	9	3	148	6	1	155	3	2
Camberwell	1,074,210	13,988	15	1	411	14	3	453	18	10	742	370	0	7	22,917	4,124	6	9	...	...	...	1	7	9
*East Camberwell	10,118	127	9	8	3	3	5	1	9	1
Canterbury	338,476	4,591	1	6	84	8	6	122	0	3	176	33	10	9	5,265	785	17	9	...	...	...	4	16	6
Surrey Hills	271,918	4,014	13	11	60	14	2	100	18	4	255	58	4	0	4,167	735	16	10	...	...	...	...	...	...
Mont Albert	82,252	1,196	14	0	23	7	7	28	1	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Box Hill	243,364	3,717	14	4	147	0	11	131	18	0	1,034	184	13	6	3,908	758	2	4	7	15	0	5	4	6	
Blackburn	24,219	445	2	0	23	18	10	32	2	3	52	16	12	8	1,021	141	14	8	...	...	...	...	...	...
Tunstall	18,782	374	9	8	51	3	0	26	5	2	1	2	0	7	17	8	2	5	...	...	...	...	...	...
Mitcham	30,292	636	16	1	68	15	8	66	16	10	1,262	276	17	0	3,735	649	4	7	...	...	...	1	15	8
Ringwood	40,170	1,009	0	9	98	19	6	70	10	0	296	49	13	1	1,090	226	3	2	3	4	6	2	19	9	
Croydon	10,238	408	8	4	88	17	4	68	8	2	1,830	262	10	11	545	172	4	8	...	...	...	4	19	6
Mooroobark	4,857	195	4	11	149	8	2	63	11	6	2,218	277	12	5	204	83	17	8	...	...	...	1	17	6
Lilydale	33,543	2,132	15	6	714	4	6	611	2	0	14,229	2,665	4	0	5,879	2,209	16	9	146	1	9	400	8	8	
Coldstream	2,959	202	6	8	318	18	4	133	16	6	3,360	483	6	4	208	116	11	2	8	10	5	14	2	2	
Yering	3,165	186	10	4	705	0	6	194	14	7	376	107	16	1	270	91	1	9	11	1	0	4	10	6	
Yarra Glen	7,203	610	17	2	204	11	7	231	16	2	3,549	1,032	12	2	1,060	497	1	5	80	5	3	72	5	8	
Tarrawarra	406	29	6	4	33	2	4	23	6	3	76	12	0	5	35	20	1	1	...	...	...	...	...	...
Healesville	8,405	1,166	2	10	513	16	3	559	4	7	4,047	1,281	12	1	2,089	1,335	0	10	7	2	10	42	3	9	
KEW LINE.																									
Barker's Road	185,030	2,033	8	4	41	10	1	35	10	7
Kew	568,439	6,426	4	11	257	1	1	253	2	9	139	109	14	9	13,166	2,316	14	0	...	...	...	1	3	3
HEIDELBERG LINE.																									
Alphington	29,456	282	2	9	11	13	3	18	9	2	6,564	646	5	7	347	88	5	8	...	...	...	...	...	...
Ivanhoe	46,084	503	8	3	14	6	7	23	12	3	...	...	...	...	47	14	11	2	...	...	...	...	...	...
Heidelberg	111,953	1,543	9	0	142	12	4	147	13	7	335	70	13	4	1,022	338	15	10	1	0	0	5	9	6	
FERN TREE GULLY LINE.																									
Bayswater	8,720	366	6	10	127	18	6	114	1	4	2,203	692	12	10	886	267	0	3	...	...	...	13	5	0
Lower Fern Tree Gully	4,456	247	19	1	195	10	6	81	12	4	1,399	194	19	11	230	83	11	9	...	...	...	3	13	9
Upper Fern Tree Gully	11,481	651	9	7	151	16	1	203	12	11	1,650	460	6	5	3,078	773	3	10	65	9	4	28	16	10	

PORT MELBOURNE LINE.												
Flinders-street { Country, &c. ...	200,031	3,557 8 1	} 3,196 1 4	2,804 5 0	...	...	...	...	...	...	...	...
Flinders-street { Suburban ...	3,704,944	41,805 14 5		2,804 5 0	...	...	...	...	...	...	...	...
Montague ...	161,484	1,116 18 1	30 6 6	35 14 1	...	...	...	...	...	...	...	...
Port Melbourne North ...	367,634	2,730 18 7	89 9 9	189 14 2	...	...	...	...	...	...	...	...
Graham-street ...	390,995	2,642 7 1	91 13 11	178 7 10	...	...	...	...	...	...	...	...
Port Melbourne ...	198,978	1,840 8 4	3,418 2 11	3,625 19 11	80,350	13,334 19 11	123,114	37,953 11 10	17 13 6	1,646 18 10	...	...
ST. KILDA LINE.												
South Melbourne ...	490,260	3,511 10 2	183 17 3	146 19 8	...	...	...	...	...	...	...	...
Albert Park ...	1,205,806	8,305 8 10	230 19 3	827 7 1	...	...	...	...	...	...	...	...
Middle Park ...	496,125	3,624 8 7	70 14 7	89 6 0	...	...	...	...	...	...	...	...
St. Kilda ...	923,166	8,039 10 3	217 13 8	328 6 10	1,834	130 0 11	18,341	3,267 5 2	...	...	...	...
BRIGHTON LINE.												
Richmond ...	1,762,343	16,347 12 5	604 12 3	916 4 5	...	...	...	...	...	...	...	...
South Yarra ...	1,629,355	15,398 7 3	549 15 1	587 4 10	...	...	...	...	...	...	...	...
Prahran ...	1,042,430	9,268 9 5	320 10 4	282 19 10	...	...	...	...	...	...	...	...
Windsor ...	979,939	9,577 2 2	560 0 11	426 0 3	878	535 7 11	34,114	11,608 14 3	...	...	...	...
Balaclava ...	706,402	7,355 19 9	199 6 3	310 17 2	...	...	...	...	...	...	...	...
Elsternwick ...	1,023,382	11,890 16 9	225 1 7	343 5 3	1,385	157 3 10	8,674	1,751 12 8	...	1 8 0	...	...
North Brighton ...	647,702	9,533 0 8	228 14 1	246 3 5	115	86 5 1	13,217	2,485 1 9	...	...	...	...
Middle Brighton ...	499,958	7,684 14 8	99 17 7	140 7 10	69	12 5 6	8,571	1,598 6 8	0 11 9	...	...	...
Brighton Beach ...	232,720	3,466 6 7	95 18 0	125 4 6	...	...	...	...	...	...	...	...
SANDRINGHAM LINE.												
Hampton ...	16,206	330 5 0	5 0 0	11 10 7	...	...	...	...	...	...	...	...
Sandringham ...	115,152	2,296 16 9	68 2 11	130 14 1	10	8 18 1	3,622	617 6 11	0 8 0	0 15 0	...	...
HAWTHORN LINE.												
East Richmond ...	738,859	5,022 3 3	111 9 10	68 6 5	...	...	...	...	...	...	...	...
Burnley ...	697,687	5,174 12 7	201 7 11	199 12 7	2,488	951 17 1	43,279	13,585 17 0	...	...	...	...
Hawthorn ...	895,165	8,722 4 8	253 2 9	352 11 6	327	171 15 9	17,663	3,697 2 0	...	...	...	...
Traffic derived from Deniliquin and Moama Stations ...	2,314	1,581 12 2	270 18 5	402 2 1	7,632	8,044 0 7	5,090	6,212 0 11	1,482 16 0	385 3 3	...	...
Traffic derived from South Australian Stations ...	20,284	22,358 8 2	6,088 8 2	6,400 16 7	765	1,023 2 6	829	1,083 1 3	1,203 1 2	3,522 13 0	...	...
Traffic derived from New South Wales Stations ...	38,564	26,523 6 11	3,673 19 7	4,548 13 11	4,625	4,220 13 4	9,736	14,175 18 7	37 16 2	176 11 3	...	...
Traffic derived from Queensland Stations ...	843	732 12 3	7 14 8	28 11 2	...	...	...	...	...	...	...	...
Flinders-street (Central) ...	27,297	11,543 16 10	...	...	...	...	...	...	...	...	...	...
Steamer Gem ...	54,773	1,206 1 6	...	...	...	...	...	...	...	...	...	...
Thos. Cook and Sons to New South Wales, South Australia, &c. ...	8,457	3,623 12 10	...	...	...	...	...	...	...	...	...	...
Total ...	49,332,899	1,214,347 12 5	255,562 10 11	255,562 10 11	2,791,650	1,407,056 2 3	2,791,650	1,407,056 2 3	148,195 11 2	148,195 11 2	...	...

* These Stations were open for only portion of the year.

Railway Department, Traffic Audit Office,
3rd September, 1900.

H. KENT,
Railways Auditor.

VICTORIAN RAILWAYS.

No. 18.

COMPARATIVE STATEMENT showing the ANALYSIS OF REVENUE for Years ending 30th June, 1900, and 30th June, 1899.

	Year ending 30th June, 1900.			Year ending 30th June, 1899.		
	Number.	Revenue.	Revenue per Mile.	Number.	Revenue.	Revenue per Mile.
		£	£		£	£
Passengers, 1st Class ...	10,989,706	376,035	118.0	9,859,537	340,999	109.2
do. 2nd do. ...	19,478,130	644,644	202.3	18,113,460	608,701	194.9
Season Tickets, 1st Class	133,288	138,444	43.4	125,566	125,811	40.2
do. 2nd do. ...	138,289	55,227	17.3	129,108	52,359	16.7
Horses, Carriages, & Dogs	...	11,702	3.6	...	11,094	3.5
Mails ...	...	62,169	19.5	...	57,695	18.4
Rents ...	...	49,139	15.4	...	49,638	15.8
Miscellaneous ...	...	3,880	1.2	...	2,676	0.8
Cloak Room and Parcels	...	117,374	36.8	...	110,912	35.5
Total Coaching ...	49,332,899	1,458,614	457.5	45,805,043	1,359,885	435.0
	Tons.			Tons.		
Goods ...	2,791,650	1,407,056	441.6	2,594,752	1,363,112	436.6
Live Stock ...	206,653	148,195	46.5	184,996	138,617	44.4
Miscellaneous Goods ...	...	11,297	3.5	...	12,115	3.8
Total Goods ...	...	1,566,548	491.6	...	1,513,844	484.8
Total Revenue ...	...	3,025,162	949.1	...	2,873,729	919.8

STATEMENT showing the Suburban Traffic (exclusive of Race and Special Picnic Traffic) within 20 Miles of Melbourne for Years ending 30th June, 1900 and 1899.

		1900.		£ s. d.	
Passengers, 1st Class	...	10,161,855	...	155,756	9 6
do. 2nd do.	...	16,137,346	...	164,398	10 11
Season Tickets, 1st Class	...	131,788	...	87,542	12 9
do. 2nd do.	...	136,634	...	47,721	0 0
Total	...	44,489,223	...	455,418	13 2
		1899.			
Total	...	41,406,374	...	424,708	0 1

SUMMARY of Passengers on All Lines of Railway during the Years ending 30th June, 1900 and 1899.

Description.	1900.	1899.
Number of Ordinary Passengers ...	30,467,836	27,972,997
Number of Season Ticket-holders' Journeys ...	18,865,063	17,832,046
Total number of Passenger Journeys ...	49,332,899	45,805,043

SUMMARY of Suburban Passengers (exclusive of Race and Special Picnic Traffic) within 20 Miles of Melbourne for Year ending 30th June, 1900.

Description.	1900.
Number of Ordinary Passengers ...	26,299,201
Number of Season Ticket-holders' Journeys ...	18,190,022
Total number of Suburban Passenger Journeys ...	44,489,223

VICTORIAN RAILWAYS.

No. 19.

RETURN OF ROLLING-STOCK IN EXISTENCE AND UNDER CONSTRUCTION ON 30TH JUNE, 1900.

ENGINES.

Class Letter	Passenger.														Unclassi- fied.	Total.	Goods.										Unclassi- fied.	Total.	Grand Total.		
	A	B	C	D	E	EB	F	G	H	J	K	L	M	N			Z	O	P	Q	R	S	T	U	V	W				X	Y
Number in Class	25	32	26	20	69	7	21	2	8	5	5	10	22	5	3	6	266	44	5	10	89	10	19	9	3*	12	15	31	5	253	518
Under construction	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

PASSENGER VEHICLES.

Under construction	PASSENGER VEHICLES.																	VANS.						Total.					
	Carriages.										Cars and Vans combined.							Luggage Vans.											
	Corridor 1st and 2nd Class Double Bogie.	Vestibule.		1st Class.			Composites.		2nd Class.		1st Class.		Composites.		2nd Class.		Double Bogie, 2nd Class, and Mail Van.	Total.	Double Bogie Mail Van.	Mail Van.	Luggage Vans.								
		Double Bogie, 1st Class.	Double Bogie, 2nd Class.	Double Bogie.	Double Bogie, 6 wheels.	Double Bogie, 4 wheels.	Double Bogie.	6 wheels.	4 wheels.	Double Bogie.	6 wheels.	4 wheels.	Double Bogie.	6 wheels.	4 wheels.	Double Bogie.					Vestibule, Double Bogie.	6 wheels.	4 wheels.						
ABc	Av	Bv	AA	—	A	ABAn	AB	Bb	B	ADAd	AD	ABDABD	ABD	BD	BDDB	BEbE	Total.	Ee	E	Dn	Dv	D							
16	35	25	(1) 206	(2) 6	47	3	(3) 63	42	16	(4) 48	245	215	74	4	4	14	54	10	...	2	1,129	(5) 3	16	(6) 53	2	225	4	303	
9	12

WAGGONS.

High-sided Covered.	Medium.	Low-sided.	Sheep.	Sheep and Merchandise.	Cattle.	Ballast.	Hopper Coal (Iron).	Coal Double Bogie.	Powder.	Low-sided Double Bogie.	Medium Double Bogie, Movable sides.	Medium Double Bogie.	High-sided Covered Double Bogie.	Refrigerators.	Double Bogie Refrigerators.	Meat Trucks.	Total.	
H	I	K	L	LL	M	N	O	Oo	P	Q	QR	R	S	T	Tr	Tt	U	
373	6,360	275	262	...	402	289	187	1	24	20	201	12	19	130	19	31	460	9,065
10	100	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

SUNDRIES.

Horse Boxes.	Double Bogie Horse Boxes.	Carriage Trucks.	Heats.	Water Tank Trucks.	Workmen's Sleeping Cars.	Weighing-machine Car.	Casualty Vans.	Dynagraph Car.	Travelling Booking-office.	State Cars.	Total.
F	Ff	G	C	—	—	—	—	—	—	—	Total.
(7) 47	6	30	3	10	87	3	5	1	1	5	198
...	...	...	...	9	...	...	...	...	...	...	...

* 1 Consolidat (499) included.

(1) Includes "Albert" and 1st class Pioneer car, and 12 Corridor cars.

(2) Joint Stock.

(3) Includes 12 Joint Stock cars.

(4) Includes 2nd class Pioneer car.

(5) Joint Stock.

(6) Includes 9 Joint Stock Vehicles.

(7) Includes 1 six-stalled Fr.

(8) Includes "Edinburgh," 2 State cars, "Inspection car," and "Victoria."

NARROW-GAUGE STOCK.

Class Letter	Engines.			Carriages.	Total.	Carriages and Vans combined.	Total.	Waggons.				Total.
	Simple.	Compound.	Total.					Double Bogie Live Stock.	Double Bogie Louvred.	Double Bogie Medium and Ballast.	Double Bogie Refrigerator.	
...	A	A	—	NBb	—	NBDdb	—	NMm	NUu	NQR	NTr	...
Total, 30th June, 1900 ...	2	2	4	2	2	2	2	1	1	49	1	52
Under Construction	2	...	2	4	4	4	4	31	...	21	2	54

T. H. WOODROFFE, Chief Mechanical Engineer.

No. 20.

RETURN of Accidents and Injuries to Life and Limb, from the Opening of the Lines for Traffic to 30th June, 1900.

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
1893-4	...	27	5	85	3	26	9	121	3	4	8	10	8	28	36	301
1894-5	...	12	2	89	1	26	12	107	10	10	14	11	3	27	42	282
1895-6	...	25	3	78	1	29	8	123	4	6	17	13	3	51	36	325
†1896-7	...	35	1	102	1	55	5	240	11	9	12	2	5	75	35	518
†1897-8	1	47	2	78	3	53	7	160	4	13	6	15	4	58	27	424
†1898-9	...	14	4	86	...	43	10	203	6	11	14	10	2	33	36	400
†1899-00	...	14	2	115	5	112	4	224	10	15	14	14	3	44	38	538
Total ...	14	1,171	54	1,265	56	703	316	2,274	123	126	381	181	67	504	1,011	6,224

* Six months.—† Includes minor injuries to employés and others not previously shown in this Return.

VICTORIAN RAILWAYS.—ACT 1135, SECTION 58

No. 21.

STATEMENT OF APPOINTMENTS OF EMPLOYÉS.

QUARTER ENDING 30th SEPTEMBER, 1899.

Name in Full.	Date of Birth.	Branch.	Position.	Date of Appointment or Reinstatement.		Salary or Wages.	Remarks.
				Casual.	Permanent.		
Heriot, George William	11.12.67	Locomotive	Fitter ...	...	14.9.99	10s. per day	Sec. 20, Act 1324

QUARTER ENDING 31st DECEMBER, 1899.

Allan, Albert Edward ...	24.5.74	Locomotive ...	Engine cleaner	...	22.12.99	5s. per day	Sec. 31, Act 1250
Bath, John Campbell ...	1.3.78	"	"	...	3.12.99	5s.	"
Boadle, Frank ...	15.9.77	"	"	...	4.12.99	5s.	"
Bowden, Abraham ...	6.7.76	"	"	9.3.98	20.12.99	5s.	"
Bracken, William James	3.3.77	"	"	1.6.98	2.12.99	5s.	"
Brennan, Frank ...	24.11.76	"	"	...	5.12.99	5s.	"
Bruce, William John ...	4.6.74	"	"	...	13.12.99	5s.	"
Cameron, Arthur Donald	31.5.78	"	"	25.2.97	4.12.99	5s.	"
Cole, Alfred William Probert	2.12.76	"	"	5.1.99	6.12.99	5s.	"
Condon, Andrew ...	15.2.74	"	"	9.6.99	5.12.99	5s.	"
Coward, John ...	6.11.83	"	Lad cleaner ...	...	4.12.99	2s.	"
Crowley, Hugh Valentine	23.8.73	"	Engine cleaner	...	"	5s.	"
Duffy, Joseph Ernest ...	4.4.83	"	Lad cleaner ...	...	"	2s.	"
Einsiedel, Frederick Frank	16.8.76	"	Engine cleaner	...	28.11.99	5s.	"
Errington, James Anderson	17.1.74	"	"	...	4.12.99	5s.	"
Glasgow, Peter John ...	2.5.76	"	"	...	6.12.99	5s.	"
Gorrie, James ...	3.11.75	"	"	—5.99	3.12.99	5s.	"
Grenfell, Richard John	24.9.83	"	Lad cleaner ...	...	4.12.99	2s.	"
Hawkins, Joseph Augustine	24.11.78	"	Engine cleaner	...	"	5s.	"
Hawkins, Joseph Henry	23.1.84	"	Lad cleaner ...	...	5.12.99	2s.	"
Jaques, Alfred Henry ...	25.9.77	"	Engine cleaner	...	4.12.99	5s.	"
Jenkins, Alfred Ernest	3.4.82	"	Lad cleaner ...	...	7.12.99	2s.	"
Jenkins, Richard Ellis Prideaux	10.10.76	"	Engine cleaner	1.9.92	4.12.99	5s.	"
Jones, Harold ...	13.1.77	"	"	25.7.98	28.11.99	5s.	"
Kettle, Frederick Charles	20.8.75	"	"	28.11.94	4.12.99	5s.	"
Lobb, William Richard	27.10.83	"	Lad cleaner ...	24.7.99	2.12.99	2s.	"
Manley, William Thomas	19.9.82	"	"	...	4.12.99	2s.	"
Matheson, John Charles	27.7.83	"	"	...	2.12.99	2s.	"
Moncrieff, Frederick ...	2.2.83	"	"	...	4.12.99	2s.	"
Morecroft, Arthur George	30.9.75	"	Engine cleaner	1.10.97	"	5s.	"
McCullagh, Behau Richard Herron	9.9.81	"	Lad cleaner ...	...	2.12.99	2s.	"
McKenzie, Kenneth ...	20.2.76	"	Engine cleaner	...	"	5s.	"
McNamara, Francis Thomas	26.2.83	"	Lad cleaner ...	1.9.98	"	2s.	"
McPherson, Angus ...	25.1.78	"	Engine cleaner	...	4.12.99	5s.	"
O'Donnell, Patrick James	25.11.76	"	"	10.2.99	"	5s.	"
Playford, Francis Holywell	20.10.82	"	Lad cleaner ...	...	5.12.99	2s.	"
Quirk, Leslie ...	6.12.83	"	"	...	4.12.99	2s.	"
Reilly, Joseph Edward...	9.9.81	"	"	27.4.98	20.12.99	2s.	"
Rouch, Alfred ...	20.6.82	"	"	...	2.12.99	2s.	"
Russell, Andrew John ...	24.1.78	"	Engine cleaner	15.10.91	28.11.99	5s.	"
Seidel, Arthur ...	18.6.83	"	Lad cleaner ...	...	2.12.99	2s.	"
Taylor, Joseph ...	26.11.57	Existing Lines	Labourer ...	7.5.86	1.11.99	6s. 6d.	Sec. 22, Act 1439
Thompson, James Alexander	27.12.73	Locomotive ...	Engine cleaner	20.7.97	28.11.99	5s.	Sec. 31, Act 1250
Troutbeck, Hutton ...	21.6.77	"	"	...	4.12.99	5s.	"
Wark, Walter Andrew...	18.10.76	"	"	...	6.12.99	5s.	"
White, George Wallace	3.6.81	"	Lad cleaner ...	...	1.12.99	2s.	"
Zinnow, Patrick ...	9.10.77	"	Engine cleaner	...	21.12.99	5s.	"

QUARTER ENDING 31st MARCH, 1900.

Name in Full.	Date of Birth.	Branch.	Position.	Date of Appointment or Reinstatement.		Salary or Wages.	Remarks.
				Casual.	Permanent.		
Abbey, Albert William...	3.8.84	Locomotive ...	Lad labourer ...	...	19.3.1900	2s. per day	Sec. 31, Act 1250
Adams, James William...	9.1.65	Existing Lines	Carpenter ...	...	16.3.1900	8s. "	" "
Addison, Frederick Horace	21.5.78	Locomotive ...	Fitter ...	...	26.3.1900	10s. "	" "
Ahern, James Albert George	9.1.85	Audit ...	Junior clerk ...	...	21.3.1900	£40 per ann.	" "
Alexander, Robert Thomas	11.11.76	Existing Lines	Fitter ...	...	12.3.1900	10s. per day	" "
Allen, Charles Stewart ...	29.4.85	Traffic ...	Lad carriage-cleaner	...	19.3.1900	2s. "	" "
Allen, Harry Charles ...	25.12.83	" ...	Junior clerk ...	...	29.3.1900	£40 per ann.	" "
Alsop, Thomas Henry ...	12.2.84	" ...	Lad carriage-cleaner	...	19.3.1900	2s. per day	" "
Anderson, Alexander ...	16.8.64	Existing Lines	Repairer ...	...	23.3.1900	6s. "	" "
Arthurs, James Joseph Seymour	14.3.84	Locomotive ...	Apprentice ...	19.9.98	6.3.1900	2s. 6d. "	" "
Baird, Herbert George ...	24.10.76	" ...	Fitter ...	...	5.3.1900	10s. "	" "
Baird, Peter ...	15.9.82	" ...	Lad labourer ...	19.1.99	7.3.1900	2s. 6d. "	" "
Ballaam, Frederick Arthur	13.11.81	Traffic ...	Junior clerk ...	...	21.3.1900	£40 per ann.	" "
Ballantyne, Michael ...	23.7.62	Existing Lines	Labourer ...	26.4.95	31.3.1900	6s. per day	" "
Ballard, William Henry	11.11.63	" ...	" ...	3.6.95	"	6s. 6d. "	" "
Beagley, Albert Charles	5.8.83	Locomotive ...	Apprentice ...	17.10.98	22.3.1900	2s. 6d. "	" "
Beanland, William John	20.9.70	Existing Lines	Carpenter ...	...	20.3.1900	8s. "	" "
Beaumont, Daniel Charles Montague	8.8.81	Telegraph ...	Lad labourer ...	21.4.97	5.3.1900	2s. "	" "
Bell, David William ...	18.2.81	Locomotive ...	" ...	10.8.98	7.3.1900	4s. "	" "
Bell, Thomas Alfred ...	25.3.68	Telegraph ...	Gasfitter ...	...	12.3.1900	7s. "	" "
Bendle, John ...	22.7.64	Existing Lines	Repairer ...	2.2.97	16.3.1900	6s. "	" "
Bennett, John Blair ...	13.2.83	Locomotive ...	Junior clerk ...	...	22.3.1900	£40 per ann.	" "
Bertrand, Henry Louis...	24.6.82	" ...	Lad labourer ...	...	12.3.1900	2s. per day	" "
Bidstrup, Claudius Ferdinand Ipsen Julius	19.6.83	Existing Lines	Junior clerk ...	...	26.3.1900	£40 per ann.	" "
Bishop, Edwin Stanley...	25.9.77	" ...	Labourer ...	1.2.97	31.3.1900	6s. per day	" "
Blaek, George Elvidge ...	25.8.75	Locomotive ...	Boilermaker ...	...	12.3.1900	10s. "	" "
Blake, Alfred Ernest ...	17.1.83	Traffic ...	Junior clerk ...	...	26.3.1900	£40 per ann.	" "
Boland, Edward ...	16.11.70	Existing Lines	Carpenter ...	...	16.3.1900	8s. per day	" "
Bombardieri, John Antonio	25.8.68	" ...	Repairer ...	6.9.97	"	6s. "	" "
Bond, Albert Victor ...	23.9.81	Locomotive ...	Lad labourer ...	...	8.3.1900	2s. "	" "
Boothey, Albert Henry...	14.7.71	Existing Lines	Repairer ...	1.4.97	16.3.1900	6s. "	" "
Boswell, Vincent Stephen	25.10.75	" ...	" ...	15.5.96	"	6s. "	" "
Boudge, Thomas Carter	30.8.66	Locomotive ...	Fitter ...	...	26.3.1900	10s. "	" "
Bourke, John ...	12.9.70	Existing Lines	Repairer ...	5.5.96	16.3.1900	6s. "	" "
Brady, Terence ...	24.2.71	" ...	" ...	8.11.97	"	6s. "	" "
Bredmeyer, Edward ...	29.3.72	Locomotive ...	Fitter ...	7.8.99	3.3.1900	10s. "	" "
Brenner, William ...	23.6.72	" ...	Carriage-builder	...	19.3.1900	9s. "	" "
Brennan, Henry ...	18.9.78	Traffic ...	Junior clerk ...	1.1.96	21.3.1900	£40 per ann.	" "
Brennan, John Joseph ...	8.3.62	Existing Lines	Repairer ...	1.2.97	16.3.1900	6s. per day	" "
Brennan, Thomas James	18.5.69	" ...	" ...	19.1.89	"	6s. "	" "
Brenock, John Patrick ...	9.3.71	" ...	" ...	...	20.3.1900	6s. "	" "
Britton, Walter Henry John Thomas	3.6.81	Traffic ...	Lad porter ...	...	19.3.1900	2s. "	" "
Brown, John ...	25.11.69	Existing Lines	Repairer ...	1.11.89	16.3.1900	6s. "	" "
Brown, Robert ...	2.3.82	Telegraph ...	Junior operator	...	12.3.1900	£40 per ann.	" "
Brown, Septimus John Goldfinch	14.12.83	Audit ...	Junior clerk ...	11.6.98	20.3.1900	£40 "	" "
Brown, Thomas Henry Ashley	2.11.64	Existing Lines	Carpenter ...	...	9.3.1900	8s. per day	" "
Brown, William ...	5.7.71	" ...	Repairer ...	24.10.95	16.3.1900	6s. "	" "
Brown, William Henry	14.7.82	Locomotive ...	Lad labourer ...	4.7.99	6.3.1900	3s. "	" "
Bruce, James Arthur Austin	26.5.78	Existing Lines	Bricklayer ...	...	16.3.1900	8s. "	" "
Bunker, Walter Robert	3.1.84	Traffic ...	Lad porter ...	...	14.3.1900	2s. "	" "
Buntin, William ...	30.10.76	Existing Lines	Repairer ...	11.1.99	16.3.1900	6s. "	" "
Burch, Henry Ballard ...	22.7.78	Locomotive ...	Labourer ...	11.1.92	7.3.1900	6s. "	" "
Burge, Samuel James ...	7.10.78	Existing Lines	" ...	1.5.97	31.3.1900	6s. "	" "
Burnell, William Alfred	11.7.67	Telegraph ...	Gasfitter ...	7.9.98	9.3.1900	9s. 6d. "	" "
Burns, Francis Patrick...	21.1.85	Locomotive ...	Apprentice ...	28.6.98	6.3.1900	2s. 6d. "	" "
Buttle, James ...	29.10.69	Existing Lines	Skilled labourer	26.4.95	15.3.1900	6s. 6d. "	" "
Buttle, Samuel William	29.10.72	" ...	Repairer ...	5.6.99	16.3.1900	6s. "	" "
Buttler, Robert Henry ...	29.6.65	Telegraph ...	Labourer ...	24.6.98	12.1.1900	6s. "	" "
Cahill, Martin Gerald ...	22.8.83	Locomotive ...	Lad labourer ...	...	12.3.1900	2s. "	" "
Cahill, Patrick Joseph ...	10.1.85	Traffic ...	Lad porter ...	...	14.3.1900	2s. "	" "
Campbell, Ronald Henry	6.1.84	" ...	Junior clerk ...	...	22.3.1900	£40 per ann.	" "
Campion, Martin ...	9.12.73	Locomotive ...	Engine-cleaner	23.11.98	22.1.1900	5s. per day	" "
Candwell, Frederick William Adolphus	30.10.69	Existing Lines	Carpenter ...	...	12.3.1900	8s. "	" "
Cappi, Samuel Peter Ernest	16.8.81	" ...	Junior clerk ...	27.3.99	20.3.1900	£40 per ann.	" "
Carey, Henry Bernard ...	21.5.76	Locomotive ...	Labourer ...	1.2.93	9.3.1900	6s. per day	" "
Cawthorne, Arthur Edmonds	2.10.71	Existing Lines	Repairer ...	17.1.98	16.3.1900	6s. "	" "
Chambers, William ...	5.4.69	" ...	Skilled labourer	...	12.3.1900	6s. 6d. per day	" "
Chapple, John Frederick	7.8.83	Traffic ...	Lad porter ...	...	15.3.1900	2s. "	" "
Charlholmes, Alwyn Bertrand	25.9.82	" ...	Junior clerk ...	...	26.3.1900	£40 per ann.	" "
Christeson, Robert Henry	1.7.65	Existing Lines	Skilled labourer	28.12.98	14.3.1900	6s. 6d. per day	" "
Clark, Frank Leslie ...	1.12.82	Locomotive ...	Apprentice ...	...	19.3.1900	1s. 6d. "	" "
Clayton, Arthur James	25.1.83	Audit ...	Junior clerk ...	11.2.98	20.3.1900	£40 per ann.	" "
Cobby, Arthur Edward Stanley	5.5.66	Telegraph ...	Labourer ...	29.3.98	16.1.1900	6s. per day	" "

APPOINTMENTS of Employés—MARCH QUARTER—continued.

Name in Full.	Date of Birth.	Branch.	Position.	Date of Appointment or Reinstatement.		Salary or Wages.	Remarks.
				Casual.	Permanent.		
Coghlan, James Patrick	25.11.75	Existing Lines	Repairer ...	18.1.1900	20.3.1900	6s. per day	Sec. 31, Act 1250
Coleman, Alfred Tasman	15.3.83	Traffic ...	Lad carriage-cleaner	...	14.3.1900	2s. "	" " "
Collie, James Andrew ...	30.8.69	Existing Lines	Repairer ...	23.10.99	16.3.1900	6s. "	" " "
Collings, Frederick ...	24.8.83	Traffic ...	Lad messenger	...	19.3.1900	2s. "	" " "
Colson, Charles ...	17.8.73	Existing Lines	Repairer ...	4.1.97	16.3.1900	6s. "	" " "
Conroy, William ...	27.6.72	" ...	"	18.10.98	"	6s. "	" " "
Cook, Thomas James ...	16.3.83	Traffic ...	Lad porter ...	...	19.3.1900	2s. "	" " "
Coop, William James ...	19.8.82	Locomotive ...	Apprentice ...	27.4.98	14.3.1900	3s. "	" " "
Cornish, William Thomas	4.3.83	" ...	"	...	13.3.1900	1s. 6d. "	" " "
Corrigan, Francis Edward	24.6.75	Existing Lines	Repairer ...	23.12.95	16.3.1900	6s. "	" " "
Cotter, John James ...	25.11.82	Traffic ...	Lad carriage-cleaner	...	14.3.1900	2s. "	" " "
Cousin, Thomas Canning	10.8.84	Locomotive ...	Apprentice ...	17.4.99	5.3.1900	2s. "	" " "
Crocket							
Cowans, Adam ...	23.5.65	Existing Lines	Repairer ...	...	23.3.1900	6s. "	" " "
Cowin, James ...	7.5.62	" ...	"	2.1.97	16.3.1900	6s. "	" " "
Coy, Albert Henry ...	30.11.83	Locomotive ...	Apprentice ...	4.7.98	10.3.1900	2s. 6d. "	" " "
Crozier, Samuel ...	17.5.82	" ...	Lad labourer ...	...	12.3.1900	2s. "	" " "
Cummins, William ...	—.11.69	Existing Lines	Repairer ...	23.8.98	16.3.1900	6s. "	" " "
Danaher, Michael	8.2.95	Traffic ...	Lad porter ...	...	19.3.1900	2s. "	" " "
Timothy							
Dangerfield, Benjamin	18.1.82	Stores ...	Junior clerk ...	...	21.3.1900	£40 per ann.	" " "
Thomas Victor							
Dangerfield, Francis	2.8.69	Existing Lines	Carpenter ...	...	20.3.1900	8s. per day	" " "
Augustus							
D'Arcy, Denis... ..	6.6.81	Traffic ...	Lad porter ...	...	19.3.1900	2s. "	" " "
Darcy, Patrick James ...	2.10.82	" ...	"	...	"	2s. "	" " "
Darcy, William ...	1.3.77	Existing Lines	Repairer ...	1.2.97	16.3.1900	6s. "	" " "
Darke, Lance ...	19.3.82	Locomotive ...	Lad labourer ...	22.12.99	7.3.1900	2s. "	" " "
Davey, William Henry ...	27.6.70	Existing Lines	Ordinary plumber	...	13.3.1900	9s. "	" " "
Davidson, William ...	14.2.76	" ...	Repairer ...	6.9.95	16.3.1900	6s. "	" " "
Davies, William Levi ...	15.2.83	Locomotive ...	Apprentice ...	8.7.98	6.3.1900	2s. 6d. "	" " "
Deacon, Robert James ...	29.6.66	Existing Lines	Repairer ...	14.11.95	16.3.1900	6s. "	" " "
Deakes, Albert James ...	10.12.82	Locomotive ...	Apprentice ...	5.7.98	6.3.1900	2s. 6d. "	" " "
De Gruchy, John ...	14.12.61	Telegraph ...	Lamp maker ...	2.4.94	9.3.1900	9s. "	" " "
Devarney, William Henry	18.3.71	Locomotive ...	Carriage-builder	...	12.3.1900	9s. "	" " "
James							
Dickinson, John Robert	1.7.84	" ...	Lad labourer ...	...	14.3.1900	2s. "	" " "
William							
Dickson, George Cowan	12.12.72	Existing Lines	Repairer ...	19.4.95	16.3.1900	6s. "	" " "
Dix, Herbert Wellesley	13.8.83	Locomotive ...	Lad labourer ...	...	12.3.1900	2s. "	" " "
Dixon, Thomas Vincent	10.10.79	" ...	"	20.7.97	6.3.1900	4s. "	" " "
Donohoe, Francis ...	29.7.76	Existing Lines	Repairer ...	1.11.95	16.3.1900	6s. 6d. "	" " "
Donovan, John Joseph ...	18.7.70	" ...	Licensed plumber	...	12.3.1900	9s. "	" " "
Douglas, George Kenneth	27.7.83	Locomotive ...	Lad labourer ...	21.9.98	7.3.1900	4s. "	" " "
Downes, Michael ...	25.3.71	Existing Lines	Repairer ...	27.2.96	16.3.1900	6s. "	" " "
Doyle, Michael ...	26.8.64	" ...	"	18.4.96	"	6s. "	" " "
Drummond, William	20.1.82	Traffic ...	Lad porter ...	...	26.3.1900	2s. "	" " "
Dunne, Edward ...	5.9.72	Existing Lines	Repairer ...	...	20.3.1900	6s. "	" " "
Dunne, George ...	13.12.70	" ...	"	1.10.97	16.3.1900	6s. "	" " "
Dwyer, William ...	12.11.70	" ...	"	...	20.3.1900	6s. "	" " "
Eccles, William Henry ...	13.11.81	Locomotive ...	Lad labourer ...	14.7.98	7.3.1900	2s. 6d. "	" " "
Egan, William ...	6.3.78	Existing Lines	Repairer ...	8.2.97	16.3.1900	6s. "	" " "
Ellison, Alexander	13.12.82	Locomotive ...	Lad labourer ...	...	12.3.1900	2s. "	" " "
McPherson							
England, Thomas ...	29.9.77	" ...	Labourer ...	12.10.91	7.3.1900	6s. "	" " "
Farrelly, Joseph ...	23.12.77	Existing Lines	Repairer ...	9.11.98	16.3.1900	6s. "	" " "
Fatchen, George Robert	4.7.63	" ...	"	3.3.96	"	6s. "	" " "
Feehan, Michael James	2.2.76	" ...	"	16.5.98	"	6s. "	" " "
Fewster, James ...	3.2.82	Locomotive ...	Apprentice ...	19.9.98	6.3.1900	2s. 6d. "	" " "
Fewster, William Henry	23.2.70	Existing Lines	Labourer ...	4.7.95	31.3.1900	6s. 6d. "	" " "
Fitzgerald, Thomas ...	31.7.82	Traffic ...	Lad porter ...	...	19.3.1900	2s. "	" " "
Fitzpatrick, Cornelius ...	29.1.82	" ...	"	...	14.3.1900	2s. "	" " "
Forbes, Finlay Alexander	29.7.82	" ...	"	...	19.3.1900	2s. "	" " "
Foster, Albert Edward...	27.8.67	Existing Lines	Repairer ...	22.7.95	16.3.1900	6s. "	" " "
Fraser, Alexander Ewen	1.2.85	Traffic ...	Junior clerk ...	...	26.3.1900	£40 per ann.	" " "
Fraser, William ...	5.6.81	" ...	"	...	21.3.1900	£40	" " "
Frawley, Connaught ...	9.4.73	Existing Lines	Repairer ...	13.9.97	16.3.1900	6s. per day	" " "
Garlick, Edward John ...	2.9.81	Locomotive ...	Lad labourer ...	...	12.3.1900	2s. "	" " "
Gathercole, Allan Mon-	20.3.81	" ...	Apprentice ...	20.1.98	6.3.1900	3s. "	" " "
teith							
Gaylard, James ...	26.7.71	Existing Lines	Repairer ...	10.2.96	16.3.1900	6s. "	" " "
George, Archibald Robert	30.11.82	Locomotive ...	Lad labourer ...	5.8.98	7.3.1900	2s. 6d. "	" " "
George, Francis Henry ...	14.12.81	Traffic ...	Lad porter ...	...	15.3.1900	2s. "	" " "
Gleeson, James ...	23.5.69	Existing Lines	Repairer ...	1.2.1900	16.3.1900	6s. "	" " "
Glynn, Mathias ...	9.12.82	Locomotive ...	Lad labourer ...	21.2.1900	13.3.1900	2s. "	" " "
Godfrey, William George	27.4.67	Existing Lines	Carpenter ...	17.10.98	16.3.1900	8s. "	" " "
Goding, Francis Ernest...	19.2.83	Locomotive ...	Lad labourer ...	...	12.3.1900	2s. "	" " "
Goode, Alfred Edmund	22.7.84	Telegraph ...	Junior operator	...	"	£40 per ann.	" " "
Burgess							
Grace, Thomas ...	20.11.69	Existing Lines	Repairer ...	5.10.99	20.3.1900	6s. per day	" " "
Gracie, Harry ...	1.7.76	" ...	"	21.3.97	16.3.1900	6s. "	" " "
Gray, James Robert ...	5.7.72	Locomotive ...	Waggon-builder	...	12.3.1900	8s. "	" " "

APPOINTMENTS of Employés—MARCH QUARTER—*continued.*

Name in Full.	Date of Birth.	Branch.	Position.	Date of Appointment or Reinstatement.		Salary or Wages.	Remarks.
				Casual.	Permanent.		
Gray, Thomas Francis Nepean	13.5.84	Telegraph ...	Junior operator	...	12.3.1900	£40 per ann.	Sec. 31, Act 1250
Green, Arthur Josiah ...	6.11.82	Traffic ...	Lad porter ...	...	19.3.1900	2s. per day	" "
Green, Beaumont Hamilton	22.4.85	Locomotive ...	Apprentice ...	...	7.3.1900	1s. 6d. "	" "
Green, William Henry ...	17.1.83	" ...	" ...	8.7.98	10.3.1900	2s. 6d. "	" "
Griffiths, Tom Anderson	27.8.72	Existing Lines	Licensed plumber	24.11.97	12.3.1900	9s. "	" "
Grimshaw, Walter Joseph	20.5.82	Locomotive ...	Apprentice ...	26.5.98	6.3.1900	2s. 6d. "	" "
Grinter, William Henry	1.4.76	Existing Lines	Repairer ...	...	19.3.1900	6s. "	" "
Gunn, Albert James ...	15.3.77	Locomotive ...	Labourer ...	21.10.91	7.3.1900	6s. "	" "
Haig, William Colledge James	24.8.84	Traffic ...	Lad porter ...	...	30.3.1900	2s. "	" "
Hamill, Joseph ...	11.3.72	Existing Lines	Repairer ...	11.11.99	16.3.1900	6s. "	" "
Hamley, William John	17.8.82	Traffic ...	Lad porter ...	...	19.3.1900	2s. "	" "
Hannon, John Thomas ...	21.6.83	" ...	" ...	...	14.3.1900	2s. "	" "
Harkess, James ...	21.5.66	Locomotive ...	Fitter ...	...	8.3.1900	10s. "	" "
Harris, John Schaefer ...	5.8.76	" ...	Carriage-builder	...	19.3.1900	9s. "	" "
Harrison, Edwin Dewsbury	22.10.82	Traffic ...	Junior clerk ...	...	26.3.1900	£40 per ann.	" "
Harrison, William Arthur Poolman	26.6.83	" ...	" ...	...	21.3.1900	£40 "	" "
Hartigan, Matthew ...	16.10.73	Existing Lines	Repairer ...	27.9.99	16.3.1900	6s. per day	" "
Harvey, William Alfred	28.2.76	Locomotive ...	Labourer ...	18.10.92	7.3.1900	6s. "	" "
Haslem, Thomas Henry	22.4.82	" ...	Apprentice ...	14.3.98	6.3.1900	2s. 6d. "	" "
Head, Albert John William	30.9.77	Existing Lines	Repairer ...	1.6.97	16.3.1900	6s. "	" "
Healey, Charles ...	10.6.74	" ...	" ...	29.5.96	"	6s. "	" "
Healey, John ...	15.8.72	" ...	" ...	13.3.85	"	6s. "	" "
Healy, Denis ...	6.6.77	" ...	" ...	27.12.98	19.3.1900	6s. "	" "
Healy, Nicholas ...	8.4.70	" ...	" ...	7.2.88	16.3.1900	6s. "	" "
Hebb, Frederick ...	12.8.65	" ...	Labourer ...	23.10.95	31.3.1900	6s. "	" "
Hellyer, George ...	3.4.71	" ...	Repairer ...	11.6.98	16.3.1900	6s. "	" "
Henshaw, Aubrey (Oswald)	19.8.82	Locomotive ...	Apprentice ...	...	6.3.1900	1s. 6d. "	" "
Heupt, Albert Reginald	2.4.80	Accountant's...	Junior clerk ...	20.9.97	20.3.1900	£50 per ann.	" "
Hickey, Matthew ...	11.1.72	Telegraph ...	Labourer ...	...	16.1.1900	6s. per day	" "
Hicks, Clement Albert ...	13.11.82	Traffic ...	Lad porter ...	...	19.3.1900	2s. "	" "
Hicks, John ...	23.8.73	Locomotive ...	Fitter ...	...	5.3.1900	10s. "	" "
Higginbotham, David Arthur	22.3.82	Traffic ...	Lad messenger	...	24.3.1900	2s. "	" "
Higgins, Michael ...	1.11.83	" ...	Lad porter ...	...	19.3.1900	2s. "	" "
Hill, Charles Frederick William	26.6.83	Locomotive ...	Lad labourer ...	...	12.3.1900	2s. "	" "
Hinwood, Albert Edward Hotham	16.11.83	" ...	Junior clerk ...	31.1.99	20.3.1900	£40 per ann.	" "
Hiscox, Ernest John ...	26.6.84	Traffic ...	Lad porter ...	...	19.3.1900	2s. per day	" "
Holden, David ...	1.11.68	Existing Lines	Repairer ...	5.9.99	16.3.1900	6s. "	" "
Holt, George ...	1.1.68	" ...	" ...	20.7.88	"	6s. "	" "
Homersham, John Henry Alexander	29.3.85	Locomotive ...	Apprentice ...	28.11.98	7.3.1900	2s. "	" "
Homewood, Charles ...	10.2.83	" ...	" ...	16.5.98	6.3.1900	2s. 6d. "	" "
Houlihan, George ...	31.12.82	Traffic ...	Junior clerk ...	...	26.3.1900	£40 per ann.	" "
Hoying, Walter Vivian	6.9.84	" ...	" ...	...	22.3.1900	£40 "	" "
Hudson, James ...	17.9.70	Existing Lines	Labourer ...	26.6.95	31.3.1900	6s. 6d. per day	" "
Hunt, Reginald Henry Garfield	13.10.82	Traffic ...	Junior clerk ...	...	22.3.1900	£40 per ann.	" "
Hyland, David John ...	11.8.81	Locomotive ...	Lad labourer ...	...	12.3.1900	2s. per day	" "
Hynam, Joseph Charles	6.5.66	" ...	Fitter ...	...	27.3.1900	10s. "	" "
Ingram, Herbert Edward	11.5.82	Telegraph ...	Junior operator	...	12.3.1900	£40 per ann.	" "
Jansen, Arthur James ...	10.2.78	Existing Lines	Labourer ...	27.9.97	31.3.1900	6s. per day	" "
Jenkins, James Henry ...	23.2.84	Traffic ...	Junior clerk ...	...	21.3.1900	£40 per ann.	" "
Jewell, Thomas Henry ...	14.9.76	Existing Lines	Labourer ...	9.1.99	31.3.1900	6s. per day	" "
Johansen, Johan Peter ...	7.7.82	Traffic ...	Lad porter ...	...	19.3.1900	2s. "	" "
Johnston, James Anderson Kerr	8.8.83	Locomotive ...	Apprentice ...	...	14.3.1900	1s. 6d. "	" "
Johnston, Richard Alfred	10.6.81	" ...	" ...	...	7.3.1900	1s. 6d. "	" "
Johnstone, John Thomas	16.4.72	Existing Lines	Repairer ...	21.2.1900	16.3.1900	6s. "	" "
Jones, Alfred Joseph ...	11.9.67	" ...	" ...	12.10.87	"	6s. "	" "
Jones, James McGregor	18.12.67	" ...	" ...	15.12.97	"	6s. "	" "
Jones, Robert ...	9.4.85	Traffic ...	Lad messenger	...	19.3.1900	2s. "	" "
Judd, John Charles ...	2.10.70	Existing Lines	Repairer ...	4.1.97	16.3.1900	6s. "	" "
Kavanagh, Michael ...	26.7.82	Traffic ...	Lad porter ...	...	19.3.1900	2s. "	" "
Keating, Patrick Richard	7.10.72	Existing Lines	Repairer ...	29.11.97	22.3.1900	6s. "	" "
Keddie, Thomas Hood ...	19.6.69	Telegraph ...	Lamp maker ...	27.7.99	9.3.1900	9s. "	" "
Keely, Thomas Augustine	21.8.83	Accountant ...	Junior clerk ...	11.1.99	20.3.1900	£40 per ann.	" "
Kelly, John ...	21.11.67	Existing Lines	Repairer ...	13.8.96	16.3.1900	6s. per day	" "
Kendall, Arthur Thomas	31.8.75	" ...	Carpenter ...	...	13.3.1900	8s. "	" "
Kennedy, James ...	23.2.75	" ...	Repairer ...	1.8.97	16.3.1900	6s. "	" "
Kennedy, John ...	24.6.82	Traffic ...	Junior clerk ...	...	26.3.1900	£40 per ann.	" "
Kennedy, Michael ...	13.6.66	Existing Lines	Repairer ...	1.12.98	16.3.1900	6s. per day	" "
Kennewell, Herbert Melrose	3.5.84	Audit ...	Junior clerk ...	...	30.3.1900	£40 per ann.	" "
Keys, Frederick George	24.2.82	Traffic ...	Lad porter ...	...	14.3.1900	2s. per day	" "
Kilmartin, James ...	12.7.80	" ...	Lad block recorder	1.3.97	13.3.1900	2s. "	" "
Kilmartin, Patrick John	20.12.80	" ...	Lad porter ...	29.7.98	19.3.1900	2s. "	" "
Kingdon, Joseph William	3.8.67	Locomotive ...	Boilermaker ..	...	14.3.1900	10s. "	" "

APPOINTMENTS of Employés—MARCH QUARTER—*continued.*

Name in Full.	Date of Birth.	Branch.	Position.	Date of Appointment or Reinstatement.		Salary or Wages.	Remarks.
				Casual.	Permanent.		
Kiniry, Patrick ...	23.2.71	Existing Lines	Repairer ...	17.6.98	16.3.1900	6s. per day	Sec. 31, Act 1250
Kinsman, William Alfred ...	12.5.77	"	"	17.8.97	"	6s. "	"
Kirk, Thomas Edward ...	26.6.73	"	Skilled labourer	...	12.3.1900	6s. 6d. "	"
Knucey, Hugh ...	4.8.82	Locomotive	Apprentice ...	7.9.99	22.3.1900	2s. "	"
La Gerche, Percival Renault	15.3.82	Traffic	Junior clerk ...	...	26.3.1900	£40 per ann.	"
Lahiff, Daniel Michael	1.9.82	"	Lad porter ...	...	22.3.1900	2s. per day	"
Lalor, Thomas Ignatius	12.7.80	"	"	5.3.97	13.3.1900	2s. "	"
Lamb, Benjamin Francis	12.7.75	Existing Lines	Repairer ...	3.6.95	16.3.1900	6s. 6d. "	"
Lawley, Stephen ...	22.1.75	"	Labourer ...	18.3.95	31.3.1900	7s. 6d. "	"
Lehman, Carl Alfred ...	19.3.77	"	Repairer ...	1.3.96	16.3.1900	6s. "	"
Leitch, John Alexander	6.8.72	"	"	8.8.98	"	6s. "	"
Letch, Percy ...	4.6.82	Traffic	Lad porter ...	...	19.3.1900	2s. "	"
Liddell, Joseph Watson	2.9.66	Existing Lines	Repairer ...	...	20.3.1900	6s. "	"
Lightfoot, George Arthur	12.10.69	"	Carpenter ...	...	16.3.1900	8s. "	"
Lister, John ...	28.7.76	"	Repairer ...	18.1.1900	"	6s. "	"
Liston, Garrett ...	22.7.84	Traffic	Lad porter ...	...	19.3.1900	2s. "	"
Livingstone, Leslie Osborne	29.11.84	Locomotive	Lad labourer ...	...	8.3.1900	2s. "	"
Lockwood, George ...	4.5.63	Existing Lines	Labourer ...	16.3.96	31.3.1900	6s. 6d. "	"
Long, Richard Patrick ...	19.4.71	"	Repairer ...	24.1.96	16.3.1900	6s. "	"
Ludgate, Harold ...	14.2.81	Locomotive	Lad cleaner ...	31.10.96	29.3.1900	3s. 6d. "	"
Lyon, William Charles ...	5.12.66	Existing Lines	Upholsterer ...	1.8.98	12.3.1900	7s. "	"
Macaw, David Barkly ...	20.6.62	"	Fitter ...	9.8.97	9.3.1900	10s. "	"
Macdonald, David William	4.11.83	Traffic	Junior clerk ...	...	26.3.1900	£40 per ann.	"
Mackey, Thomas Francis	8.7.84	"	Lad number-taker	25.7.98	13.3.1900	2s. per day	"
Magree, Daniel ...	6.5.71	Existing Lines	Repairer ...	1.3.96	16.3.1900	6s. "	"
Main, John Harper ...	1.7.75	"	Labourer ...	22.2.98	31.3.1900	6s. "	"
Maisey, Robert Charles	25.8.81	Traffic	Lad porter ...	...	26.3.1900	2s. "	"
Maishinan, Frederick George Thomas	15.12.83	"	Junior clerk ...	...	"	£40 per ann.	"
Mallett, John Bramacombe	27.1.66	Existing Lines	Carpenter ...	...	17.3.1900	8s. per day	"
Mallon, John ...	4.10.75	"	Repairer ...	...	16.3.1900	6s. "	"
Maloney, Ernest Edward	6.1.85	Traffic	Lad porter ...	...	14.3.1900	2s. "	"
Marshall, Arthur Stanley	12.5.83	"	"	...	19.3.1900	2s. "	"
Masterson, John Joseph	24.12.81	"	"	...	"	2s. "	"
Matthews, Leslie Raymond	26.5.85	Locomotive	Lad labourer ...	...	12.3.1900	2s. "	"
Mattson, John Alfred ...	17.4.77	Existing Lines	Repairer ...	8.3.97	16.3.1900	6s. "	"
May, Reuben James Gustavus	2.6.74	"	"	21.2.99	"	6s. "	"
Mead, Arthur William ...	9.11.75	Locomotive	Labourer ...	7.3.92	7.3.1900	6s. "	"
Milburn, Alexander Robert	7.5.82	"	Apprentice ...	19.9.98	6.3.1900	2s. 6d. "	"
Miller, David ...	7.9.64	"	Waggon-builder	20.9.97	9.3.1900	8s. "	"
Mills, John ...	19.11.71	Existing Lines	Ordinary plumber	...	19.3.1900	9s. "	"
Mills, John Ernest ...	19.3.82	Traffic	Lad number-taker	...	"	2s. "	"
Mills, William Edward...	5.4.83	"	Lad porter ...	...	"	2s. "	"
Missen, George Edward	31.1.85	"	Junior clerk ...	...	26.3.1900	£40 per ann.	"
Mitchell, Cecil Henry ...	8.1.82	"	Lad carriage-cleaner	...	14.3.1900	2s. per day	"
Mitchell, Francis Patrick	8.11.81	"	Junior clerk ...	...	21.3.1900	£40 per ann.	"
Moore, David ...	12.4.75	Existing Lines	Repairer ...	23.9.96	16.3.1900	6s. per day	"
Moriarty, James Patrick	17.2.68	"	"	13.9.98	"	6s. "	"
Morrison, Charles Pufflett	14.10.76	"	Labourer ...	9.12.95	31.3.1900	6s. "	"
Morrison, Richard Frederick William John	1.3.78	"	Repairer ...	14.7.96	16.3.1900	6s. "	"
Mossop, Walter ...	8.7.71	"	"	...	21.3.1900	6s. "	"
Moyle, Albert George ...	18.9.84	Traffic	Lad carriage-cleaner	...	26.3.1900	2s. "	"
Mungovan, Reginald Lisle	26.10.82	"	Junior clerk ...	...	"	£40 per ann.	"
Munro, Lachlan ...	25.2.67	Telegraph	Labourer ...	19.4.98	21.2.1900	7s. per day	"
Murphy, Patrick Byron	6.6.66	Existing Lines	Repairer ...	9.5.98	16.3.1900	6s. "	"
Murray, William ...	24.6.75	"	"	12.10.98	"	6s. "	"
Musgrove, Walter Ernest Morris	3.3.84	Locomotive	Apprentice ...	17.10.98	10.3.1900	2s. 6d. "	"
McAllister, William Edward	24.2.76	Existing Lines	Carpenter ...	...	12.3.1900	8s. "	"
McAuley, George Sutherland Smith	12.4.84	Locomotive	Apprentice ...	...	19.3.1900	1s. 6d. "	"
McCalman, Duncan ...	23.8.73	Existing Lines	Labourer ...	2.1.96	31.3.1900	6s. "	"
McCleary, Henry Stewart	20.4.82	Traffic	Lad porter ...	7.7.99	13.3.1900	2s. "	"
McClelland, Lindsay ...	30.8.84	"	Junior clerk ...	...	30.3.1900	£40 per ann.	"
McClure, James ...	17.8.73	Existing Lines	Repairer ...	...	16.3.1900	6s. per day	"
McDonald, James ...	14.2.76	"	"	12.3.97	"	6s. "	"
McDonald, John Henry	10.3.69	"	Skilled labourer	...	12.3.1900	6s. 6d. "	"
McDonald, Robert ...	10.8.81	Locomotive	Lad cleaner ...	...	30.3.1900	2s. "	"
McDougall, Duncan ...	11.2.70	Existing Lines	Repairer ...	20.9.98	16.3.1900	6s. "	"
McEachern, Bruce ...	24.9.59	"	"	3.6.79	"	6s. "	"
McGinnis, Charles Samuel William Dear	22.9.73	"	"	22.3.97	"	6s. "	"
McGlade, Owen ...	12.5.77	"	"	...	19.3.1900	6s. "	"
McGrath, Eugene Thomas	2.1.82	Locomotive	Lad labourer ...	16.10.99	7.3.1900	2s. 6d. "	"

APPOINTMENTS of Employés—MARCH QUARTER—continued.

Name in Full.	Date of Birth.	Branch.	Position.	Date of Appointment or Reinstatement.		Salary or Wages.	Remarks.
				Casual.	Permanent.		
McGrath, Thomas James	16.6.77	Existing Lines	Repairer ...	27.10.99	19.3.1900	6s. per day	Sec. 31, Act 1250
McIndoe, Robert ...	22.2.74	" ...	" ...	7.2.96	16.3.1900	6s. "	" "
McIver, Donald ...	17.12.71	" ...	" ...	24.3.96	"	6s. "	" "
McKay, George Grenville	14.3.69	" ...	" ...	15.4.89	"	7s. "	" "
McKay, Murdock Alexander	6.10.66	" ...	" ...	5.9.95	"	7s. "	" "
McKelvie, Robert ...	19.6.65	" ...	" ...	9.10.97	"	6s. "	" "
McKenna, Monteford ...	25.7.84	Traffic ...	Lad porter ...	...	19.3.1900	2s. "	" "
McKenzie, Francis Robert	26.11.69	Locomotive ...	Waggon-builder	...	12.3.1900	8s. "	" "
McKinnon, John Stewart Duncan	4.8.74	Existing Lines	Repairer ...	29.5.99	27.3.1900	6s. "	" "
McLean, Albert Neil ...	10.11.81	Locomotive ...	Apprentice ...	17.11.96	20.3.1900	3s. 6d. "	" "
McLean, Edwin Thomas	9.7.65	Existing Lines	Repairer ...	17.6.97	16.3.1900	6s. "	" "
McMahon, Anthony ...	17.11.83	Traffic ...	Lad porter ...	...	19.3.1900	2s. "	" "
McMaster, Francis John	9.4.73	Existing Lines	Repairer ...	...	16.3.1900	6s. "	" "
McMillan, Augustus Bertram	29.2.80	Locomotive ...	Labourer ...	23.9.97	6.3.1900	6s. "	" "
McMillan, Thomas Porter	9.9.81	Traffic ...	Lad porter ...	...	19.3.1900	2s. "	" "
McNab, James Alexander	1.8.81	Locomotive ...	Lad labourer ...	...	13.3.1900	2s. "	" "
McNamara, John Hubert	24.5.72	Existing Lines	Repairer ...	1.7.86	16.3.1900	7s. "	" "
McNie, William George	10.5.70	" ...	Skilled labourer	19.6.99	12.3.1900	6s. 6d. "	" "
Nagle, Martin ...	15.8.74	" ...	Repairer ...	22.8.98	16.3.1900	6s. "	" "
Neal, Thomas James ...	15.10.82	Telegraph ...	Junior operator	...	12.3.1900	£40 per ann.	" "
Nener, Edward Alfred ...	27.11.68	Existing Lines	Repairer ...	17.10.99	16.3.1900	6s. per day	" "
Newsome, Peter ...	12.7.68	" ...	" ...	7.2.96	"	6s. "	" "
Nicholls, Albert Victor	25.5.82	Locomotive ...	Lad cleaner ...	...	29.3.1900	2s. "	" "
Nilson, Charles ...	17.6.72	Existing Lines	Repairer ...	27.8.95	16.3.1900	6s. "	" "
Nixon, Arthur ...	8.12.75	Locomotive ...	Boiler-maker ...	22.5.99	19.3.1900	10s. "	" "
O'Brien, David Francis	6.1.83	Traffic ...	Lad carriage-cleaner	16.10.99	"	2s. "	" "
O'Brien, John Michael	15.4.77	Existing Lines	Repairer ...	21.10.96	16.3.1900	6s. "	" "
O'Brien, Patrick ...	8.8.74	" ...	" ...	12.6.99	"	6s. "	" "
O'Connor, Thomas ...	27.3.83	Traffic ...	Junior clerk ...	...	26.3.1900	£40 per ann.	" "
O'Connor, William ...	4.3.81	Existing Lines	" ...	21.2.98	20.3.1900	3s. per day	" "
O'Dea, Francis Patrick	13.3.84	Locomotive ...	Lad labourer ...	28.7.99	6.3.1900	2s. "	" "
O'Donnell, John ...	3.8.67	Existing Lines	Repairer ...	11.7.93	16.3.1900	6s. "	" "
O'Halloran, John ...	18.3.62	" ...	" ...	4.2.95	"	6s. "	" "
O'Keefe, William Joseph	5.8.72	" ...	" ...	25.5.98	"	6s. "	" "
O'Leary, Daniel ...	4.6.72	" ...	" ...	4.5.98	"	6s. "	" "
O'Meara, Daniel ...	14.9.66	" ...	" ...	7.12.96	"	6s. "	" "
O'Neill, Robert Henry ...	11.12.74	" ...	Labourer ...	22.3.97	31.3.1900	6s. "	" "
O'Shea, John William ...	10.6.73	" ...	Repairer ...	14.1.97	16.3.1900	6s. "	" "
O'Shea, William Amos	18.4.83	Locomotive ...	Apprentice ...	...	19.3.1900	1s. 6d. "	" "
Pain, William Charles Streeter	8.6.83	" ...	" ...	3.1.98	6.3.1900	2s. 6d. "	" "
Parry, William Thomas	8.1.75	Existing Lines	Repairer ...	3.1.1900	16.3.1900	6s. "	" "
Pascoe, James ...	22.7.83	Audit ...	Junior clerk ...	...	21.3.1900	£40 per ann.	" "
Paul, Percival Henry ...	10.1.81	Telegraph ...	Lad labourer ...	18.11.96	5.3.1900	3s. per day	" "
Pearce, Percy Whyte ...	15.10.82	Stores ...	Junior clerk ...	...	26.3.1900	£40 per ann.	" "
Phillips, Edwin ...	17.7.70	Existing Lines	Labourer ...	8.8.98	31.3.1900	6s. per day	" "
Phillips, Willie ...	20.8.73	" ...	Repairer ...	5.9.98	16.3.1900	6s. "	" "
Piggott, William ...	19.7.67	" ...	" ...	11.8.96	"	6s. "	" "
Pirrie, Arthur ...	7.11.66	Locomotive ...	Striker ...	1.2.1900	19.3.1900	6s. 6d. "	Sec. 20, Act 1324
Price, Alfred Charles ...	13.12.74	Existing Lines	Repairer ...	21.12.96	16.3.1900	6s. "	Sec. 31, Act 1250
Pullen, Arthur Clive ...	24.3.84	Audit ...	Junior clerk ...	2.5.98	20.3.1900	£40 per ann.	" "
Punch, Garrett ...	9.10.82	Traffic ...	" ...	23.10.99	21.3.1900	£40 "	" "
Quirk, Thomas Charles	5.7.82	" ...	Lad carriage-cleaner	...	13.3.1900	2s. per day	" "
Rains, James ...	5.2.66	Existing Lines	Repairer ...	1.5.98	16.3.1900	6s. "	" "
Rasmussen, Edward ...	11.5.63	" ...	" ...	29.8.99	"	6s. "	" "
Reilly, Samuel ...	3.3.83	Locomotive ...	Apprentice ...	...	12.3.1900	1s. 6d. "	" "
Richards, John Albert ...	9.12.81	Traffic ...	Lad porter ...	...	26.3.1900	2s. "	" "
Ridgwell, Charles Alfred	11.8.61	Existing Lines	Labourer ...	8.10.94	31.3.1900	6s. 6d. "	" "
Rigg, Adam ...	28.5.74	" ...	Repairer ...	12.7.98	16.3.1900	6s. "	" "
Robert, Charles James ...	21.7.84	Locomotive ...	Lad labourer ...	9.1.99	7.3.1900	2s. 6d. "	" "
Roberts, Charles James	12.10.76	" ...	Labourer ...	12.10.91	"	6s. "	" "
Robinson, Richard ...	24.4.70	Existing Lines	" ...	10.1.95	31.3.1900	6s. 6d. "	" "
Robinson, William ...	22.5.68	" ...	Repairer ...	1.7.96	16.3.1900	6s. 6d. "	" "
Roche, Michael Joseph	19.3.76	Locomotive ...	Labourer ...	7.10.91	7.3.1900	6s. "	" "
Rogers, Stanley Grant ...	10.7.64	Telegraph ...	Batteryman ...	15.11.95	12.3.1900	6s. 6d. "	" "
Rowlings, William Ernest	6.3.84	Locomotive ...	Lad labourer ...	...	"	2s. "	" "
Rush, James Daniel ...	11.6.69	Existing Lines	Repairer ...	...	27.3.1900	6s. "	" "
Russell, John Henry ...	15.4.73	" ...	" ...	11.11.99	16.3.1900	6s. "	" "
Ryan, George Allen ...	5.8.84	Locomotive ...	Lad labourer ...	1.12.99	6.3.1900	2s. "	" "
Ryan, James ...	10.5.75	Existing Lines	Repairer ...	26.8.96	16.3.1900	6s. 6d. "	" "
Ryan, James ...	14.1.69	" ...	" ...	4.11.95	"	6s. "	" "
Schmidt, Thomas Henry	3.6.83	Traffic ...	Lad porter ...	...	14.3.1900	2s. "	" "
Schultz, Johannes Ernest	22.11.68	Locomotive ...	Fitter ...	...	12.3.1900	10s. "	" "
Scott, William ...	24.3.67	" ...	" ...	...	5.3.1900	10s. "	" "
Shaw, Andrew ...	31.5.68	" ...	Waggon-builder	...	12.3.1900	8s. "	" "
Shepherdson, Robert Ellison	3.8.68	Existing Lines	Bricklayer ...	...	21.3.1900	8s. "	" "
Sherman, James ...	28.9.77	" ...	Repairer ...	...	16.3.1900	6s. "	" "
Short, Leonard ...	9.1.74	" ...	" ...	...	26.3.1900	6s. "	" "
Simmons, George ...	1.12.72	" ...	" ...	4.1.98	16.3.1900	6s. "	" "
Sitlington, Ernest Robert Osborne	31.8.83	Locomotive ...	Lad cleaner ...	...	29.3.1900	2s. "	" "

APPOINTMENTS of Employés—MARCH QUARTER—continued.

Name in Full.	Date of Birth.	Branch.	Position.	Date of Appointment or Reinstatement.		Salary or Wages.	Remarks.
				Casual.	Permanent.		
Slaven, James ...	7.1.70	Existing Lines	Repairer ...	13.2.96	16.3.1900	6s. per day	Sec. 31, Act 1250
Slaven, Patrick ...	21.4.67	" ...	" ...	3.8.96	"	6s. "	" "
Small, Charles John Black ...	5.3.74	" ...	" ...	4.1.95	"	6s. 6d. "	" "
Small, Thomas ...	6.9.66	Telegraph ...	Fitter ...	"	"	10s. "	" "
Smith, Francis Thornton ...	4.5.64	Existing Lines	Labourer ...	16.1.96	31.3.1900	6s. 6d. "	" "
Smith, Frank Bagot ...	4.2.83	Accountants ...	Junior clerk ...	"	20.3.1900	£40 per ann.	" "
Smith, James Donald ...	2.5.82	Locomotive ...	Lad cleaner ...	"	30.3.1900	2s. per day	" "
Smith, John Sydney ...	14.6.75	Existing Lines	Repairer ...	27.5.95	16.3.1900	6s. "	" "
Smith, Walter John ...	1.6.76	Locomotive ...	Tinsmith ...	"	22.3.1900	9s. "	" "
Smith, William Roger ...	27.3.81	" ...	Lad labourer ...	6.12.98	7.3.1900	3s. "	" "
Speirs, Alfred Forsyth ...	5.5.67	Existing Lines	Repairer ...	1.9.98	16.3.1900	6s. "	" "
Spence, James Thomas ...	29.7.73	Locomotive ...	Boilermaker ...	"	12.3.1900	10s. "	" "
Spencer, James ...	3.7.63	Existing Lines	Repairer ...	6.3.96	16.3.1900	6s. "	" "
Spiers, James Ernest ...	19.7.68	" ...	" ...	19.10.96	"	6s. "	" "
Stevenson, George Robert ...	29.7.64	" ...	Carpenter ...	"	19.3.1900	8s. "	" "
Storer, Harrie Vigar ...	17.6.71	" ...	Repairer ...	1.6.97	16.3.1900	6s. "	" "
Stuart, Francis ...	28.2.80	Locomotive ...	Lad cleaner ...	"	29.3.1900	2s. "	" "
Sullivan, Eugene Charles ...	25.11.82	Accountants ...	Junior clerk ...	9.1.99	20.3.1900	£40 per ann.	" "
Sullivan, John Robert ...	27.9.84	" ...	" ...	"	26.3.1900	£40	" "
Summers, James ...	20.1.77	Existing Lines	Repairer ...	8.2.97	16.3.1900	6s. per day	" "
Sutherland, John ...	18.5.82	Traffic ...	Lad porter ...	"	14.3.1900	2s. "	" "
Syde, Albert Joseph ...	23.1.63	Telegraph ...	Labourer ...	20.3.93	12.1.1900	7s. "	" "
Synon, Patrick ...	4.10.75	Existing Lines	Repairer ...	24.10.98	16.3.1900	6s. "	" "
Taylor, Alexander McLennan ...	13.7.82	Traffic ...	Lad porter ...	"	19.3.1900	2s. "	" "
Taylor, Frederick Arthur ...	1.8.68	Locomotive ...	Fitter ...	"	5.3.1900	10s. "	" "
Taylor, James ...	2.9.70	" ...	" ...	"	12.3.1900	10s. "	" "
Taylor, Samuel Arthur ...	10.3.66	Existing Lines	Carpenter ...	"	12.3.1900	8s. "	" "
Taylor, William Chancellor ...	21.3.75	Locomotive ...	Fitter ...	4.7.99	5.3.1900	10s. "	" "
Tenni, Bernard Thomas ...	3.1.85	" ...	Lad labourer ...	"	12.3.1900	2s. "	" "
Thompson, Arthur Lindon ...	20.5.83	" ...	" ...	26.4.98	6.3.1900	2s. 6d. "	" "
Thornton, Patrick Luke ...	6.3.71	Existing Lines	Repairer ...	19.9.95	16.3.1900	6s. "	" "
Tibb, Arthur Simpson ...	28.6.82	Locomotive ...	Apprentice ...	12.12.98	13.3.1900	1s. 6d. "	" "
Toomey, James Joseph ...	26.4.83	Traffic ...	Lad messenger ...	"	19.3.1900	2s. "	" "
Toomey, Thomas ...	6.5.79	Existing Lines	Lad labourer ...	1.3.97	26.3.1900	3s. "	" "
Toomey, Thomas Patrick ...	15.3.81	Telegraph ...	Junior clerk ...	4.4.98	21.3.1900	£40 per ann.	" "
Tregillis, John ...	28.1.83	Traffic ...	Lad porter ...	"	19.3.1900	2s. per day	" "
Treloar, William Henry ...	14.7.66	Existing Lines	Carpenter ...	"	"	8s. "	" "
Tuckey, Douglas William ...	10.2.77	" ...	Labourer ...	3.9.96	31.3.1900	6s. "	" "
Upton, Leslie Frederick ...	11.1.83	Locomotive ...	Apprentice ...	20.9.98	9.3.1900	2s. 6d. "	" "
Ure, James ...	1.8.70	Existing Lines	Repairer ...	"	19.3.1900	6s. "	" "
Vains, James Herbert ...	24.8.83	Traffic ...	Lad porter ...	"	"	2s. "	" "
Walker, George ...	20.2.82	Existing Lines	Junior clerk ...	21.7.98	20.3.1900	£40 per ann.	" "
Walsh, William ...	12.6.9	" ...	Repairer ...	1.8.97	16.3.1900	6s. per day	" "
Ward, Patrick ...	11.2.80	Traffic ...	Lad porter ...	10.6.97	13.3.1900	2s. "	" "
Warren, Peter John ...	6.11.72	Existing Lines	Labourer ...	1.7.89	31.3.1900	6s. 6d. "	" "
Watson, Edward ...	14.4.77	" ...	" ...	12.3.99	"	6s. "	" "
Weist, Alfred Oscar ...	3.9.84	Traffic ...	Lad porter ...	"	14.3.1900	2s. "	" "
Wells, Thomas William ...	25.2.83	" ...	" ...	"	19.3.1900	2s. "	" "
Wentworth, Charles Stanley ...	13.10.80	Telegraph ...	Junior operator ...	10.10.98	9.3.1900	£40 per ann.	" "
West, John Michael ...	21.2.78	Existing Lines	Repairer ...	12.11.97	16.3.1900	6s. per day	" "
Whamough, Robert ...	7.8.66	" ...	" ...	"	20.3.1900	6s. "	" "
Whelan, Henry James ...	20.8.75	" ...	" ...	16.9.96	16.3.1900	6s. 6d. "	" "
Whelan, Joseph Brennan ...	3.9.83	Accountants ...	Junior clerk ...	29.4.99	20.3.1900	£40 per ann.	" "
White, Frederick George ...	12.6.64	Existing Lines	Repairer ...	16.1.99	16.3.1900	6s. per day	" "
White, Joseph ...	6.6.69	Locomotive ...	Waggon-builder ...	"	22.3.1900	8s. "	" "
White, William Patrick ...	3.11.72	Existing Lines	Repairer ...	3.9.90	16.3.1900	6s. "	" "
Whitehead, James Stanley ...	30.11.82	Locomotive ...	Lad labourer ...	"	8.3.1900	2s. "	" "
Wiegard, Frank ...	2.4.82	" ...	Lad cleaner ...	"	29.3.1900	2s. "	" "
Wignall, George Edwin ...	22.4.71	" ...	Waggon-builder ...	22.1.1900	10.3.1900	8s. "	" "
Wilcock, William Henry ...	1.7.1	Existing Lines	Repairer ...	4.2.96	16.3.1900	6s. "	" "
Wilkie, Duncan Myatt ...	15.9.81	Locomotive ...	Apprentice ...	"	12.3.1900	1s. 6d. "	" "
Williams, Charles Llewelyn ...	20.12.81	Traffic ...	Lad porter ...	"	19.3.1900	2s. "	" "
Williams, John Henry ...	22.5.77	Existing Lines	Repairer ...	4.7.98	16.3.1900	6s. "	" "
Williams, Owen ...	23.11.64	Locomotive ...	Carriage-builder ...	31.1.1900	31.3.1900	9s. "	" "
William, Edward Protheroe ...	10.8.84	" ...	Apprentice ...	14.11.98	6.3.1900	2s. 6d. "	" "
Wilson, James Altimont ...	21.10.81	Traffic ...	Junior clerk ...	19.7.98	21.3.1900	£40 per ann.	" "
Woods, William ...	14.1.63	Existing Lines	Repairer ...	3.9.99	16.3.1900	6s. per day	" "
Woolfe, Frank Ernest ...	21.3.81	" ...	Lad labourer ...	17.9.98	6.3.1900	2s. 6d. "	" "
Woolfe, Henry Arthur James ...	26.11.78	Telegraph ...	" ...	7.11.95	5.3.1900	3s. "	" "
Woolnough, John ...	18.1.66	Existing Lines	Repairer ...	20.8.97	16.3.1900	6s. "	" "
Worrall, Albert Victor ...	12.2.82	Traffic ...	Junior clerk ...	"	26.3.1900	£40 per ann.	" "
Wright, Leslie John ...	15.12.83	" ...	" ...	"	23.3.1900	£40	" "
Younger, Andrew ...	9.3.81	Existing Lines	Apprentice ...	23.2.97	12.3.1900	2s. 6d. per day	" "

QUARTER ENDING 30th JUNE, 1900.

Adams, Arthur Herbert ...	29.5.74	Telegraph ...	Labourer ...	"	1.5.1900	7s. per day	Sec. 31, Act 1250
Alford, George ...	21.7.74	Locomotive ...	Engine-cleaner ...	"	13.6.1900	5s. per day	" "
Allen, Albert Edward ...	6.2.76	Existing Lines	Repairer ...	"	7.5.1900	6s. "	" "
Anderson, Robert ...	1.1.59	" ...	Assistant fencer ...	"	17.4.1900	7s. "	Reinstated

APPOINTMENTS of Employés—JUNE QUARTER—continued.

Name in Full.	Date of Birth.	Branch.	Position.	Date of Appointment or Reinstatement.		Salary or Wages.	Remarks.
				Casual.	Permanent.		
Armstrong, Edward George	17.3.70	Existing Lines	Carpenter ...	...	3.4.00	8s. per day	Sec. 31, Act 1250
Arrell, Thomas ...	5.4.77	"	Repairer ...	...	9.5.00	6s. "	" "
Austin, Ernest Morton ...	28.2.72	"	"	...	"	6s. "	" "
Badenhopé, Frederick John	23.10.76	Locomotive	Engine-cleaner	...	13.6.00	5s. "	" "
Bailey, James ...	30.4.65	Existing Lines	Carpenter ...	...	17.4.00	8s. "	" "
Bartlett, John ...	28.12.74	Locomotive	Engine-cleaner	...	13.6.00	5s. "	" "
Beaumont, Archibald Charles	29.10.83	"	Apprentice ...	...	18.6.00	18. 6d. "	" "
Beaumont, Claude ...	16.4.82	Traffic	Junior clerk ...	...	2.4.00	£40 per ann.	" "
Bent, William George ...	15.5.75	Locomotive	Labourer ...	...	"	6s. per day	" "
Bice, Frederick John ...	26.9.67	"	Car-builder ...	...	"	9s. "	" "
Blackie, Stiven ...	13.5.72	Existing Lines	Repairer ...	...	9.5.00	6s. "	" "
Blenkarn, Alfred Stanley	28.6.73	Telegraph	Instrument maker	...	20.4.00	8s. "	" "
Bowman, George Wilson	14.8.81	Locomotive	Lad labourer ...	...	10.4.00	3s. "	" "
Bradley, Benjamin ...	13.1.75	"	Engine-cleaner	...	13.6.00	5s. "	" "
Bromilow, Lancelot Caleb	28.1.85	Traffic	Junior clerk ...	...	14.6.00	£40 per ann.	" "
Brown, Thomas Preston	13.7.76	Locomotiv	Engine-cleaner	...	13.6.00	5s. per day	" "
Burch, William ...	1.4.80	"	Lad labourer ...	...	21.5.00	5s. "	" "
Burke, Sebastian	19.8.74	Existing Lines	Repairer ...	...	24.5.00	6s. "	" "
Burton, William James	12.11.76	"	"	...	17.5.00	6s. "	" "
Butterworth, John ...	2.1.72	"	Mason ...	...	11.4.00	8s. "	" "
Calcutt, Robert Knaggs	24.11.82	"	Junior clerk ...	...	12.6.00	£40 per ann.	" "
Campbell, Ernest Hamilton Gibson	7.4.85	Traffic	"	...	2.4.00	£40 "	" "
Canning, William James	20.7.68	Locomotive	Fitter ...	...	13.6.00	10s. per day	" "
Carroll, Christopher ...	23.12.67	Existing Lines	Repairer ...	...	10.5.00	6s. "	" "
Carruthers, Frederick ...	3.5.65	Traffic	Porter ...	...	23.4.00	6s. "	" "
Carthew, Thomas Bawdou	21.11.67	Locomotive	Car-builder ...	...	9.4.00	9s. "	" "
Cassell, Conrad ...	11.3.69	Existing Lines	Repairer ...	...	23.5.00	6s. "	" "
Charteris, William Edwin Patterson	19.7.82	Accountants	Junior clerk ...	...	1.5.00	£40 per ann.	" "
Cherry, George James ...	28.11.82	Traffic	"	...	2.4.00	£40 "	" "
Clayfield, Edward ...	30.9.82	"	"	...	14.6.00	£40 "	" "
Collins, Laurence Francis	31.7.81	"	"	...	18.6.00	£40 "	" "
Constable, William Thomas	25.11.73	Existing Lines	Repairer ...	...	9.5.00	6s. 6d. per day	" "
Cooke, Hugh ...	1.7.83	Traffic	Junior clerk ...	...	2.4.00	£40 per ann.	" "
Coombes, Richard Francis	2.4.82	"	"	...	"	£40 "	" "
Cope, Thomas Edward ...	25.9.75	Locomotive	Fitter ...	...	13.6.00	10s. per day	" "
Cordwell, John William	31.3.83	Traffic	Junior clerk ...	...	2.4.00	£40 per ann.	" "
Cullen, James ...	20.4.75	Locomotive	Engine-cleaner	...	13.6.00	6s. per day	" "
Curran, William Arthur	24.12.79	Traffic	Lad porter ...	...	14.5.00	2s. "	" "
Dalton, William James	13.10.75	Existing Lines	Skilled labourer	...	22.5.00	6s. 6d. "	" "
Daly, Arthur Patrick ...	9.8.71	"	Carpenter ...	...	14.5.00	8s. "	" "
Danks, Frederick William	3.3.83	Locomotive	Apprentice ...	...	13.6.00	2s. 6d. "	" "
Darwan, Edward Alfred Joseph	13.10.67	Existing Lines	Repairer ...	...	9.5.00	6s. "	" "
Davison, Ernest Rutherford	6.6.75	Locomotive	Engine-cleaner	...	13.6.00	5s. "	" "
Dean, Thomas James ...	17.7.84	Traffic	Junior clerk ...	...	14.6.00	£40 per ann.	" "
Dickson, Leslie John Curry	15.10.82	"	"	...	2.4.00	£40 "	" "
Dilling, Sidney ...	26.5.68	Locomotive	Car-builder ...	...	9.4.00	9s. per day	" "
Donohoe, John ...	19.5.83	Traffic	Junior clerk ...	...	18.6.00	£40 per ann.	" "
Doyle, Stephen Patrick	15.12.77	Locomotive	Engine-cleaner	...	13.6.00	5s. per day	" "
Drew, Solomon ...	6.10.76	"	"	...	"	6s. "	" "
Drew, Thomas Scholler	6.6.71	Existing Lines	Repairer ...	...	9.5.00	6s. "	" "
Dunphy, Alexander Aloysius	2.10.81	Traffic	Junior clerk ...	...	2.4.00	£40 per ann.	" "
Endersby, William ...	2.5.65	Existing Lines	Carpenter ...	...	14.5.00	8s. per day	" "
Entwisle, John ...	31.10.83	Traffic	Junior clerk ...	...	2.4.00	£40 per ann.	" "
Fawcett, Arthur Garfield	22.8.82	Locomotive	Apprentice ...	...	18.6.00	18. 6d. per day	" "
Fish, George Jonathan ...	10.8.68	"	Car-builder ...	...	2.4.00	9s. "	" "
Forster, William Henry	18.7.72	Existing Lines	Repairer ...	...	1.6.00	6s. 6d. "	" "
French, George ...	4.3.68	"	"	...	16.5.00	6s. "	" "
George, William James	30.6.81	Locomotive	Apprentice ...	...	13.6.00	3s. "	" "
Gibbs, Thomas Samuel ...	27.6.67	Existing Lines	Repairer ...	...	21.5.00	6s. "	" "
Glenn, William Alexander	15.5.74	Locomotive	Engine-cleaner	...	20.6.00	5s. "	" "
Grandell, Gustaf Walfred	15.9.77	Existing Lines	Repairer ...	...	9.5.00	6s. "	" "
Gray, Robert ...	26.2.65	"	Labourer ...	...	9.4.00	6s. "	" "
Greenwood, Thomas William	7.7.69	Locomotive	Fitter ...	...	13.6.00	10s. "	" "
Greer, Samuel Lockhart	30.11.83	Traffic	Junior clerk ...	...	14.5.00	£40 per ann.	" "
Groves, Henry Esau ...	28.8.70	Existing Lines	Repairer ...	...	9.5.00	6s. per day	" "
Harsley, Robert ...	20.1.77	"	Labourer ...	...	4.4.00	6s. "	" "
Hawken, Ernest ...	17.5.84	Traffic	Junior clerk ...	...	2.4.00	£40 per ann.	" "
Hay, William ...	7.5.82	Locomotive	Lad labourer ...	...	11.5.00	2s. per day	" "
Haynes, John Thomas ...	17.6.68	Existing Lines	Repairer ...	...	16.5.00	6s. "	" "
Healey, David ...	24.12.84	Traffic	Lad porter ...	...	12.4.00	2s. "	" "
Healey, James ...	8.6.74	Existing Lines	Repairer ...	...	3.4.00	6s. "	" "
Healy, Daniel ...	4.10.82	Traffic	Junior clerk ...	...	14.6.00	£40 per ann.	" "
Healy, John* ...	29.8.72	Existing Lines	Repairer ...	...	16.3.00	6s. 6d. per day	" "
Henderson, John Douglas	28.3.74	"	"	...	12.5.00	6s. "	" "

* Omitted from previous lists.

APPOINTMENTS of Employés—JUNE QUARTER—continued.

Name in Full.	Date of Birth.	Branch.	Position.	Date of Appointment or Reinstatement.		Salary or Wages.	Remarks.
				Casual.	Permanent.		
Henry, Joseph Samuel ...	19.6.76	Locomotive ...	Fitter ...	...	2.4.00	10s. per day	Sec. 31, Act 1250
Herrmann, Ferdinand ...	12.7.65	" ...	Car-builder ...	...	"	9s. "	" "
Hick, Alfred Harold ...	29.6.82	" ...	Apprentice ...	...	13.6.00	28. 6d. "	" "
Hodgson, Harry Herbert ...	9.7.81	Traffic ...	Junior clerk ...	...	2.4.00	£40 per ann.	" "
Hogan, Edward ...	18.10.73	Existing Lines ...	Repairer ...	...	14.5.00	6s. per day	" "
Holmes, Frederick William ...	26.1.83	Traffic ...	Junior clerk ...	...	14.6.00	£40 per ann.	" "
Holmes, William Duncan Stuart	2.8.82	Locomotive ...	Lad labourer ...	...	9.4.00	2s. per day	" "
Hotchin, William Ambrose	11.5.82	" ...	Junior clerk ...	...	14.6.00	£40 per ann.	" "
House, James ...	6.11.77	" ...	Engine-cleaner ...	...	13.6.00	6s. per day	" "
House, William*	9.12.75	Existing Lines ...	Repairer ...	...	16.3.00	6s. 6d. "	" "
Hughes, John David ...	6.9.82	Traffic ...	Lad porter ...	...	14.5.00	2s. "	" "
Hulm, Joseph ...	10.1.70	" ...	Porter ...	...	28.6.00	6s. "	" "
Irwin, John ...	26.7.64	Locomotive ...	Fitter ...	...	2.4.00	10s. "	" "
Jenkins, Adam Firth ...	17.3.78	" ...	Engine-cleaner ...	...	13.6.00	5s. "	" "
Jennings, Henry Ash ...	25.3.66	" ...	Boilermaker ...	...	"	10s. "	" "
Johnstone, Thomas Walter	10.10.67	Existing Lines ...	Repairer ...	...	9.5.00	6s. "	" "
Kelly, John Charles ...	3.5.83	Locomotive ...	Apprentice ...	...	18.6.00	1s. 6d. "	" "
Kilmartin, James ...	11.8.73	Existing Lines ...	Repairer ...	...	9.5.00	6s. "	" "
Lawrance, George Roland	7.6.63	" ...	Painter ...	...	24.4.00	8s. "	" "
Laught, Alexander ...	6.8.70	" ...	Carpenter ...	...	2.4.00	8s. "	" "
Lloyd, Arthur Warne ...	8.1.77	Locomotive ...	Engine-cleaner ...	...	13.6.00	5s. "	" "
Madden, John ...	6.4.67	Existing Lines ...	Repairer ...	...	9.5.00	6s. "	" "
Madden, William Richard	28.1.67	Locomotive ...	Fitter ...	...	14.5.00	10s. "	" "
Maguire, Thomas ...	31.12.70	Existing Lines ...	Repairer ...	...	9.5.00	6s. 6d. "	" "
Maloney, Andrew ...	15.3.63	" ...	" ...	...	8.6.00	6s. "	" "
Masterton, David ...	17.8.69	" ...	" ...	...	15.5.00	6s. "	" "
Minchan, Charles Joseph	31.1.76	Locomotive ...	Engine-cleaner ...	...	13.6.00	6s. "	" "
Moloney, Michael John ...	26.1.65	Existing Lines ...	Repairer ...	...	21.5.00	6s. 6d. "	" "
Morgan, Matthew ...	6.8.73	" ...	" ...	...	15.5.00	6s. "	" "
Morris, John Thomas ...	11.12.63	Telegraph ...	Lampmaker ...	...	10.4.00	8s. 6d. "	" "
Morriss, Charles Leslie	11.6.84	Locomotive ...	Lad labourer ...	...	28.5.00	2s. "	" "
Mossop, Henry ...	25.3.76	Existing Lines ...	Repairer ...	...	24.5.00	6s. "	" "
Mower, Frank Edwin James	16.4.68	Locomotive ...	Car-builder ...	...	2.4.00	9s. "	" "
Moynahan, Patrick ...	19.10.82	Traffic ...	Junior clerk ...	...	19.6.00	£40 per ann.	" "
Mullany, Charles ...	3.6.81	" ...	" ...	...	2.4.00	£40 "	" "
Mullen, James ...	13.8.82	" ...	" ...	...	"	£40 "	" "
Murray, George Michael	10.9.76	Locomotive ...	Engine-cleaner ...	...	13.6.00	6s. per day	" "
McCarthy, William ...	17.2.75	" ...	Waggon-builder ...	...	3.4.00	8s. "	" "
McComb, Edmund Keir	22.11.73	Existing Lines ...	Repairer ...	...	17.5.00	6s. "	" "
McGovern, John ...	24.6.64	" ...	" ...	...	9.5.00	6s. "	" "
McGregor, Malcolm ...	19.1.83	Traffic ...	Junior clerk ...	...	2.4.00	£40 per ann.	" "
McHale, John Joseph ...	1.3.84	Locomotive ...	Lad labourer ...	...	14.5.00	2s. per day	" "
McInnes, Robert ...	7.8.81	Traffic ...	Junior clerk ...	...	2.4.00	£40 per ann.	" "
McKay, Roy Stuart ...	26.5.82	Accountants ...	" ...	...	1.5.00	£40 "	" "
McKenzie, Donald ...	18.9.68	Existing Lines ...	Labourer ...	...	9.4.00	6s. per day	" "
McKinnon, Charles Frank	18.8.82	Traffic ...	Junior clerk ...	...	18.6.00	£40 per ann.	" "
McLean, John Francis ...	19.5.83	" ...	" ...	...	14.6.00	£40 "	" "
McLean, William ...	30.10.81	" ...	" ...	...	2.4.00	£40 "	" "
McLeish, Walter Ernest	4.12.83	Locomotive ...	Apprentice ...	...	9.5.00	1s. 6d. per day	" "
McLellan, Robert Arthur Daniel	6.12.75	" ...	Engine-cleaner ...	...	13.6.00	6s. "	" "
McSweeney, Patrick George	23.4.65	Existing Lines ...	Repairer ...	...	9.5.00	6s. "	" "
McTaggart, Daniel*	20.6.70	" ...	" ...	...	16.3.00	6s. 6d. "	" "
Newton, Walter James	10.7.82	" ...	Lad labourer ...	...	25.5.00	3s. 6d. "	" "
Oates, Herbert ...	6.9.76	" ...	Labourer ...	...	30.4.00	6s. 6d. "	" "
O'Brien, Cornelius ...	3.4.62	" ...	Repairer ...	...	25.6.00	6s. "	" "
O'Brien, George Samuel	31.3.81	Locomotive ...	Lad labourer ...	...	9.4.00	4s. "	" "
O'Halloran, Richard ...	18.11.69	" ...	Boilermaker ...	...	13.6.00	10s. "	" "
Oliver, James Levis ...	10.5.84	" ...	Lad labourer ...	...	17.4.00	2s. "	" "
Parker, Gordon Nelson	2.4.83	Accountants ...	Junior clerk ...	...	1.5.00	£40 per ann.	" "
Parry, Thomas Philip ...	14.5.79	Traffic ...	" ...	...	11.6.00	£70 "	" "
Patterson, Samuel William Kenyon	23.2.83	" ...	" ...	...	2.4.00	£40 "	" "
Payne, Frederick ...	4.10.73	Locomotive ...	Engine-cleaner ...	...	13.6.00	5s. per day	" "
Peel, Albert Edward ...	16.1.75	" ...	Fitter ...	...	"	10s. "	" "
Pollard, Thomas Joseph	7.10.83	Traffic ...	Junior clerk ...	...	14.6.00	£40 per ann.	" "
Pratt, William George ...	28.9.77	Locomotive ...	Engine-cleaner ...	...	"	5s. per day	" "
Rae, William ...	30.5.65	Existing Lines ...	Repairer ...	...	15.5.00	6s. "	" "
Raffaele, Giovanni ...	25.5.78	Locomotive ...	Engine-cleaner ...	...	13.6.00	5s. "	" "
Reddrop, George ...	15.10.77	" ...	" ...	...	14.6.00	5s. "	" "
Regan, Daniel ...	15.6.75	" ...	" ...	...	13.6.00	6s. "	" "
Reidy, John Thomas ...	26.4.78	Traffic ...	Porter ...	...	25.6.00	5s. "	" "
Robertson, John Edward	27.6.75	Locomotive ...	Engine-cleaner ...	...	13.6.00	6s. "	" "
Ross, Ambrose John ...	28.5.68	" ...	Car-builder ...	...	9.4.00	9s. "	" "
Scott, Arthur Gideon ...	22.8.83	Traffic ...	Junior clerk ...	...	2.4.00	£40 per ann.	" "
Sharp, William James ...	17.1.78	Locomotive ...	Engine-cleaner ...	...	14.6.00	5s. per day	" "
Smart, Albert John ...	3.1.82	Traffic ...	Junior clerk ...	...	2.4.00	£40 per ann.	" "
Smith, Hermon Foster*	13.8.82	Existing Lines ...	Lad labourer ...	...	26.3.00	2s. per day	" "
Stanley, Robert ...	10.6.84	Traffic ...	Lad porter ...	...	14.5.00	2s. "	" "
Stephens, Leslie ...	18.12.83	" ...	Junior clerk ...	...	18.6.00	£40 per ann.	" "
Stevens, George Frederick Clarence	3.6.83	" ...	" ...	...	2.4.00	£40 "	" "

* Omitted from previous lists.

APPOINTMENTS of Employés—JUNE QUARTER—continued.

Name in Full.	Date of Birth.	Branch.	Position.	Date of Appointment or Reinstatement.		Salary or Wages.	Remarks.
				Casual.	Permanent.		
Stevenson, Mungo Arthur	26.5.69	Locomotive ...	Car-builder ...	...	2.4.00	9s. per day	Sec. 31, Act 1250
Swift, Edwin Frederick	6.11.75	" ...	Engine-cleaner	...	13.6.00	6s. "	" "
Taylor, Archibald ...	10.7.75	" ...	" ...	...	"	5s. "	" "
Taylor, David ...	10.8.71	" ...	Fitter ...	...	"	10s. "	" "
Thomas, Thomas Elias ...	24.7.64	Existing Lines	Skilled labourer	...	6.4.00	6s. 6d. "	" "
Thrupp, John Woodfield	3.3.66	" ...	Labourer ...	...	30.4.00	6s. 6d. "	" "
Tracey, Edmund Michael	28.3.73	Locomotive ...	Engine-cleaner	...	13.6.00	5s. "	" "
Von Bastian, Ernest Emil	3.6.83	Traffic ...	Junior clerk ...	...	14.6.00	£40 per ann.	" "
Vosti, Augustine John ...	15.10.68	Existing Lines	Repairer ...	...	9.5.00	6s. per day	" "
Vranizan, Arthur Reginald	9.9.83	Traffic ...	Junior clerk ...	...	2.4.00	£40 per ann.	" "
Wadds, William Frank...	20.7.82	Locomotive ...	Apprentice ...	...	13.6.00	2s. 6d. per day	" "
Waderton, Charles Leslie	4.6.82	Audit ...	Junior clerk ...	...	14.5.00	£40 per ann.	" "
Wakefield, Alfred Ernest	29.2.80	Accountant's	" ...	...	1.6.00	£60 "	" "
Walker, George Stanley	15.6.84	Locomotive ...	Lad labourer	...	9.4.00	3s. per day	" "
Walker, James Daniel ...	3.7.84	" ...	Apprentice ...	...	18.6.00	1s. 6d. "	" "
Walsh, Charles ...	27.1.68	Existing Lines	Repairer ...	...	9.5.00	6s. "	" "
Welsh, Henry Fern ...	28.12.82	Traffic ...	Lad porter ...	...	15.5.00	2s. "	" "
Widdop, Cecil Clement ...	1.9.82	" ...	Junior clerk ...	...	3.4.00	£40 per ann.	" "
Williams, Moreton ...	3.8.84	" ...	" ...	...	9.4.00	£40 "	" "
Wilson, Stephen George	14.8.74	Locomotive ...	Engine-cleaner	...	13.6.00	5s. per day	" "
Wotherspoon, Reginald Thomas	26.6.83	Traffic ...	Junior clerk ...	...	2.4.00	£40 per ann.	" "
Wright, John Thomas ...	6.8.67	Locomotive ...	Fitter ...	...	18.6.00	10s. per day	" "
Young, William George Newbery	22.6.75	" ...	Engine-cleaner	...	13.6.00	6s. "	" "

VICTORIAN RAILWAYS.—ACT 1135, SECTION 58.

No. 22.

STATEMENT OF REMOVALS OF EMPLOYÉS.

QUARTER ENDING 30th SEPTEMBER, 1899.

Name in Full.	Date of Entry.		Date of Leaving.	Branch.	Rank, Grade, or Position.	Salary or Wages.	Remarks.
	Approx.	On or after 1.11.83.					
Aitkin, James ...	8.11.76	...	31.8.99	Traffic ...	Sailmaker ...	8s. per day	Retired
Allan, Charles ...	...	8.10.88	1.8.99	" ...	Porter ...	6s. 6d. "	Resigned
Bligh, William ...	2.6.79	...	19.8.99	Existing Lines	Signal-adjuster	10s. "	Retired
Brearley, Thomas ...	7.3.81	...	31.7.99	Locomotive...	Waggon-builder (leading hand)	11s. "	"
Bremner, Andrew ...	...	20.10.84	29.9.99	" ...	Turner ...	10s. "	Dismissed
Browning, William Hutchinson	...	26.9.98	18.9.99	Accountant's	Junior clerk ...	£40 per ann.	Resigned
Budge, James ...	4.8.81	...	31.8.99	" ...	Clerk ...	£210 "	Retired
Cain, Daniel ...	8.6.82	...	31.7.99	Existing Lines	Ganger ...	9s. per day	"
Cairns, John ...	1.9.82	...	26.7.99	Traffic ...	Closet attendant	7s. "	Dismissed
Canham, George Alexander	...	16.2.86	14.7.99	Locomotive...	Fireman ...	10s. "	Deceased
Carter, John ...	2.1.83	...	31.8.99	Existing Lines	Labourer ...	8s. "	Retired
Caulfield, James ...	...	22.8.87	4.9.99	Traffic ...	Porter ...	7s. "	Resigned
Colbert, John Francis ...	...	21.12.87	4.7.99	" ...	Clerk ...	£100 per ann.	Dismissed
Cooney, John Patrick ...	...	3.6.89	7.9.99	" ...	Porter ...	7s. per day	"
Craven, John ...	14.9.81	...	31.7.99	Existing Lines	Labourer ...	7s. "	Retired
Crawford, John Henry ...	22.8.81	...	18.9.99	" ...	Carpenter ...	10s. "	"
David, Arthur Maddock ...	...	16.3.85	17.8.99	Telegraph ...	Operator in charge	£165 per ann.	Resigned
Dolan, Peter ...	1.7.75	...	31.8.99	Traffic ...	Closet attendant	7s. per day	Retired
Donnelly, Patrick ...	...	8.10.88	7.8.99	Existing Lines	Repairer ...	6s. 6d. "	Deceased
Dormer, Henry ...	...	27.8.90	30.9.99	Locomotive...	Fitter ...	10s. "	Dismissed
Downing, Henry ...	...	20.12.83	27.7.99	" ...	Labourer ...	7s. "	Deceased
Edgar, John ...	2.6.74	...	29.7.99	" ...	Skilled labourer	10s. 6d. "	Retired
Ellingworth, John ...	6.4.82	...	20.8.99	Existing Lines	Ganger ...	9s. "	"
Evans, Edwin ...	4.9.70	...	24.8.99	Locomotive...	Carpenter (leading hand)	13s. 6d. "	Deceased

REMOVALS of Employés—SEPTEMBER QUARTER—continued.

Name in Full.	Date of Entry.		Date of Leaving.	Branch.	Rank, Grade, or Position.	Salary or Wages.	Remarks.
	Approx.	On or after 1.11.83.					
Ewin, George Alfred ...	1.6.83	...	31.7.99	Locomotive...	Fitter ...	11s. 6d. per day	Retired
Fairbridge, William ...	...	3.9.88	26.9.99	"	"	10s. 6d. "	Deceased
Gill, Andrew George ...	1.4.78	...	20.8.99	Existing Lines	Carpenter ...	10s. "	Retired
Gilligan, Patrick ...	19.3.78	...	21.7.99	"	Repairer ...	7s. "	"
Graves, Lawrence ...	18.10.80	...	28.7.99	Locomotive...	Labourer ...	7s. "	"
Gunderson, Alexander Rudolph ...	...	24.2.90	10.8.99	Existing Lines	Repairer ...	6s. 6d. "	Dismissed
Hart, John Francis ...	...	19.9.98	31.7.99	"	Lad labourer ...	2s. "	Resigned
Hart, William ...	...	2.11.83	18.8.99	"	Ganger ...	9s. "	Killed on duty
Harrington, Patrick Henry ...	15.6.66	...	30.9.99	Traffic ...	Watchman ...	9s. 6d. "	Retired
Henderson, John ...	11.5.83	...	28.8.99	Existing Lines	Foreman mason ...	15s. "	"
Hendy, Samuel *	14.9.74	...	31.8.99	"	Labourer ...	7s. "	"
Hiddle, Arthur ...	12.5.65	...	30.9.99	Locomotive...	Fitter (leading hand) ...	14s. "	"
Homewood, Charles ...	11.3.62	...	31.7.99	"	District Loco. Inspector ...	£400 per ann.	"
Ipsen, John Beier ...	16.4.71	...	8.8.99	Existing Lines	Ganger ...	9s. per day	"
Jones, William Lloyd ...	11.9.79	...	30.9.99	Traffic ...	Clerk ...	£175 per ann.	"
Kavanagh, John ...	...	27.12.83	11.8.99	"	Porter ...	7s. per day	Dismissed
Kelly, Barry ...	4.6.73	...	31.7.99	Existing Lines	Repairer ...	7s. "	Retired
Kilmartin, Patrick ...	20.3.71	...	15.9.99	"	Ganger ...	9s. "	Deceased
Lalor, Andrew ...	1.2.78	...	20.7.99	"	Repairer ...	7s. "	Retired
Lynch, Bernard ...	30.9.82	...	4.8.99	"	Gatekeeper ...	6s. "	Killed on duty
Lynch, Edward ...	1.5.78	...	24.7.99	"	Repairer ...	7s. "	Retired
Lynch, James ...	24.4.78	...	21.7.99	"	Ganger ...	9s. "	"
Moran, John ...	13.11.76	...	20.7.99	"	Repairer ...	7s. "	"
Morrison, Philip ...	28.7.80	...	8.7.99	"	"	7s. "	Deceased
Moylan, John ...	6.7.75	...	17.7.99	"	Ganger ...	9s. "	Retired
McAree, James ...	3.1.71	...	30.9.99	Locomotive...	Springmaker (leading hand) ...	12s. 6d. "	"
Neagle, John Thomas ...	22.3.79	...	25.7.99	Traffic ...	Guard ...	9s. 6d. "	Killed on duty
Newland, Alfred ...	12.4.83	...	30.9.99	Existing Lines	Repairer ...	7s. "	Retired
Occo, Jacob ...	18.6.77	...	25.9.99	"	Carpenter ...	10s. "	"
Payne, Stephen John ...	...	17.11.86	4.9.99	"	Gatekeeper ...	5s. 6d. "	Deceased
Pearce, William Andrew ...	10.1.82	...	15.9.99	Locomotive...	Driver ...	14s. "	"
Peart, Matthew ...	1.9.74	...	17.9.99	Existing Lines	Ganger ...	9s. "	Retired
Pettigrew, Thomas Alfred ...	16.1.82	...	31.8.99	Locomotive...	Carriage-builder ...	9s. 6d. "	Dismissed
Porter, James Stephen ...	1.8.82	...	31.8.99	Traffic ...	Porter ...	7s. "	Retired
Prest, William ...	20.8.69	...	22.7.99	Locomotive...	Driver ...	14s. "	"
Ross, Richard ...	...	16.1.84	30.9.99	Existing Lines	Repairer ...	6s. 6d. "	Dispensed with
Russell, James ...	17.2.73	...	30.9.99	Traffic ...	Station-master ...	£275 per ann.	Retired
Sampson, Henry ...	...	7.1.84	11.8.99	"	Weighing-machine repairer ...	9s. 6d. per day	Dispensed with
Shiels, Michael Joseph ...	28.5.83	...	3.7.99	"	Porter ...	7s. "	Dismissed
Slaven, Jeremiah John ...	...	12.8.90	17.8.99	Audit ...	Clerk ...	£100 per ann.	Dispensed with
Slater, John Norval ...	1.3.83	...	29.8.99	Traffic ...	Shunter ...	8s. per day	Dismissed
Spaven, Robert ...	30.5.72	...	12.9.99	"	Guard ...	11s. "	Deceased
Stafford, Bridget ...	28.8.72	...	14.9.99	Existing Lines	Gatekeeper ...	4s. "	Retired
Stevenson, David Reid ...	...	17.2.97	21.8.99	Locomotive...	Fitter ...	9s. "	Dismissed
Stevenson, John Lees ...	21.3.77	...	30.8.99	Traffic ...	Station-master ...	£200 per ann.	Deceased
Sullivan, Denis† ...	27.5.80	...	3.6.99	Existing Lines	Repairer ...	7s. per day	Retired
Thompson, William ...	...	14.8.90	5.7.99	"	"	6s. 6d. "	Killed
Thornton, Bernard ...	1.6.77	...	31.8.99	"	Inspector ...	£290 per ann.	Retired
Vandenbergh, Henry Arthur ...	...	4.4.87	23.7.99	Traffic ...	Guard ...	7s. 6d. per day	Resigned
Walley, John Arthur ...	...	7.9.89	18.8.99	Locomotive...	Cleaner ...	6s. 6d. "	Deceased
Wiley, James ...	19.9.83	...	7.9.99	Existing Lines	Ganger ...	8s. "	Killed on duty
Wisewould, Cecil ...	15.6.81	...	31.8.99	Locomotive...	Fitter ...	10s. 6d. "	Dismissed
Witherow, John ...	1.4.77	...	31.8.99	Traffic ...	Watchman ...	7s. 6d. "	Retired
Worrall, Edward ...	25.8.79	...	9.9.99	Locomotive...	Stationary engine-driver ...	9s. "	"
Wyatt, Richard Campbell ...	...	1.9.88	19.9.99	Traffic ...	Porter ...	7s. "	Resigned

* This man is shown in June quarter, 1899, but was retained until 31.8.99.

† Omitted from previous lists.

QUARTER ENDING 31st DECEMBER, 1899.

Alford, Henry ...	...	8.5.88	11.12.99	Existing Lines	Repairer ...	6s. 6d. per day	Deceased
Austin, Martin ...	15.4.78	...	30.11.99	"	Ganger ...	9s. "	Retired
Bain, Alexander ...	20.8.66	...	31.12.99	Traffic ...	Guard ...	9s. "	"
Bartlett, John ...	15.10.78	...	"	Existing Lines	Gatekeeper ...	5s. "	"
Beatty, William Arthur ...	...	13.10.90	31.10.99	Traffic ...	Porter ...	6s. 6d. "	Resigned
Blair, Alexander ...	...	20.4.87	20.11.99	Locomotive...	Fireman ...	9s. "	Deceased
Bone, William Trease ...	...	13.5.89	13.12.99	Traffic ...	Porter ...	6s. 6d. "	Dismissed
Callinan, John ...	23.7.77	...	30.11.99	Existing Lines	Repairer ...	7s. "	Retired
Canning, Frederick John ...	16.1.73	...	"	Traffic ...	Station-master ...	£175 per ann.	"
Clarkson, Hugh ...	6.12.73	...	31.12.99	"	"	£175 "	"
Cooper, William ...	18.5.83	...	31.10.99	Existing Lines	Repairer ...	6s. 6d. per day	"
Consell, William Bradford ...	14.5.83	...	31.12.99	"	Signal ganger ...	11s "	"
Cox, Daniel ...	...	11.11.89	30.12.99	"	Repairer ...	6d. 6d. "	Dispensed with
Cox, Thomas ...	24.9.64	...	31.10.99	Locomotive...	Pumper ...	9s. "	Retired
Deering, John ...	13.2.69	...	31.12.99	Traffic ...	Crossing keeper ...	7s. "	"
De Freitas, Francisco ...	1.7.78	...	31.10.99	"	Gatekeeper ...	5s. 6d. "	"
Devereux, Thomas ...	3.10.83	...	"	"	Carriage cleaner ...	7s. "	"

REMOVALS of Employés—DECEMBER QUARTER—continued.

Name in Full.	Date of Entry.		Date of Leaving.	Branch.	Rank, Grade, or Position.	Salary or Wages.	Remarks.
	Approx.	On or after 1.11.83.					
Dillon, Bartholomew ...	1.11.77	...	31.12.99	Existing Lines	Gatekeeper ...	5s. 6d. per day	Retired
Doherty, William ...	1.5.78	...	31.10.99	"	Repairer ...	7s. "	"
Donnelly, Anna Maria ...	...	6.8.91	31.12.99	"	Gatekeeper ...	4s. "	Dispensed with
Doyle, Ellen ...	...	9.3.89	...	"	"	4s. "	"
Doyle, James ...	1.2.65	...	31.10.99	"	"	5s. 6d. "	Retired
Doyle, James Drummond ...	1.11.68	...	7.12.99	Locomotive...	Chief clerk ...	£500 per ann.	Deceased
Fitzgerald, Cornelius Charles ...	...	4.2.84	6.12.99	"	Driver ...	11s. per day	"
Fox, Richard ...	10.9.80	...	11.12.99	"	Painter ...	10s. "	Retired
Fraser, Thomas ...	18.9.79	...	20.10.99	Traffic ...	Porter ...	7s. "	Dismissed
Fraser, William ...	17.5.80	...	10.10.99	Existing Lines	Repairer ...	6d. 6d. "	Deceased
Furlong, Catherine ...	16.9.76	...	11.12.99	"	Gatekeeper ...	4s. "	Retired
Gaff, George ...	31.3.80	...	31.10.99	Locomotive...	Driver ...	14s. "	"
Gallagher, Alexander ...	9.10.82	...	20.12.99	Traffic ...	Watchman ...	8s. "	"
George, Isaac ...	...	11.12.83	17.10.99	Locomotive...	Driver ...	11s. "	Deceased
Gillespie, James ...	20.3.65	...	31.10.99	"	Fitter, leading hand	14s. "	Retired
Given, Frederick ...	...	16.3.85	"	Telegraph ...	Clerk ...	£180 per ann.	Deceased
Glass, William Morrison ...	...	1.11.97	11.11.99	Stores ...	Junior clerk ...	£50 "	Resigned
Graham, Bridget ...	24.7.82	...	7.11.99	Traffic ...	Ladies' waiting-room attendant	5s. per day	Deceased
Grix, William ...	...	20.11.83	31.12.99	Existing Lines	Labourer ...	8s. "	Dispensed with
Hands, John ...	8.11.67	...	26.10.99	Traffic ...	Porter ...	8s. "	Deceased
Hamilton, Mary ...	3.10.81	...	31.12.99	Existing Lines	Gatekeeper ...	4s. "	Retired
Hatton, James ...	14.1.81	...	30.11.99	"	"	5s. 6d. "	"
Heath, Eliza ...	27.9.83	...	31.10.99	Traffic ...	Ladies' waiting-room attendant	5s. "	"
Hiddle, Arthur* ...	12.5.65	...	"	Locomotive...	Fitter, leading hand	14s. "	"
Hindmarsh, Edward ...	...	17.5.87	30.11.99	"	Train examiner	8s. "	Killed on duty
Hobbins, John Thomas ...	...	15.11.97	18.11.99	Traffic ...	Junior messenger	2s. 6d. "	Dismissed
Holdsworth, William Edward ...	5.2.82	...	12.12.99	Existing Lines	Gatekeeper ...	5s. 6d. "	Retired
Hussey, Edward ...	29.9.68	...	12.11.99	Traffic ...	Station-master	£225 per ann.	"
Hutton, Ann ...	1.9.74	...	31.12.99	Existing Lines	Gatekeeper ...	4s. per day	"
Igoe, John ...	1.2.78	...	13.10.99	"	Repairer ...	7s. "	"
Irvine, Henry Walter ...	...	12.8.90	1.10.99	Traffic ...	Clerk ...	£85 per ann.	Deceased
Jones, Mary Ann ...	1.11.75	...	30.11.99	Existing Lines	Gatekeeper ...	4s. per day	Retired
Kent, Herbert Victor ...	...	3.11.97	9.10.99	Locomotive...	Apprentice ...	2s. "	Dismissed
King, John ...	...	14.4.87	31.10.99	Traffic ...	Signalman ...	8s. "	Resigned
Kirkness, James... ...	8.11.64	...	30.11.99	Locomotive...	Driver ...	15s. "	Retired
Lalor, Francis ...	20.10.77	...	31.12.99	Traffic ...	Watchman ...	8s. 6d. "	"
Lee, Henry ...	9.9.72	...	1.12.99	"	Carriage cleaner	7s. "	"
Le Lievre, Elizabeth ...	...	12.9.87	31.12.99	Existing Lines	Gatekeeper ...	4s. "	Dispensed with
Lester, Alfred ...	3.10.78	...	6.12.99	Locomotive...	Fireman ...	10s. "	Retired
Macken, Robert ...	1.3.75	...	31.12.99	Existing Lines	Gatekeeper ...	5s. 6d. "	"
Maher, Thomas ...	11.3.70	...	14.12.99	"	Repairer ...	7s. "	"
Mangan, James ...	...	23.8.87	2.11.99	Traffic ...	Porter ...	7s. "	Deceased
Moloney, Michael ...	18.2.72	...	31.10.99	"	Goods foreman	10s. 6d. "	Retired
Morrison, George ...	...	19.1.89	18.12.99	Locomotive...	Fireman ...	9s. "	Deceased
Murfit, William ...	9.4.77	...	31.12.99	Existing Lines	Gatekeeper ...	5s. "	Retired
Murphy, Thomas ...	1.3.77	...	31.10.99	"	Repairer ...	7s. "	"
McCart, Francis ...	1.2.78	...	20.12.99	"	"	7s. "	"
McComb, William ...	3.5.75	...	13.10.99	"	Ganger ...	9s. "	"
McDonald, Coll ...	...	8.2.86	9.10.99	Traffic ...	Station-master	£130 per ann.	Dismissed
McKinnon, John ...	6.9.77	...	20.11.99	Existing Lines	Repairer ...	7s. per day	Retired
McKissock, Robert ...	...	24.8.85	20.10.99	Traffic ...	Guard ...	8s. 6d. "	Dismissed
McShanag, Margaret ...	15.7.83	...	17.10.99	"	Gatekeeper ...	3s. "	Retired
McShane, Hugh ...	23.10.82	...	13.10.99	Locomotive...	Fitter, leading hand	12s. 6d. "	"
Nelson, Peter ...	9.2.82	...	31.10.99	Existing Lines	Pile driver ...	8s. "	"
Nicholson, Donald ...	...	30.4.88	24.10.99	Traffic ...	Porter ...	6s. 6d. "	Dismissed
O'Grady, Michael ...	6.7.75	...	30.11.99	Existing Lines	Ganger ...	9s. "	Retired
O'Meara, Jane ...	24.2.77	...	31.12.99	"	Gatekeeper ...	4s. "	"
Paterson, Alexander ...	1.6.75	...	"	"	Signal ganger...	11s. "	"
Paul, James ...	1.3.74	...	"	"	Signal adjuster	10s. "	"
Pearce, George ...	...	1.9.87	31.10.99	"	Repairer ...	6s. 6d. "	Deceased
Preston, James ...	10.9.80	...	31.12.99	Traffic ...	Weighbridge attendant	6s. "	Retired
Real, Catherine ...	17.7.75	...	31.10.99	Existing Lines	Gatekeeper ...	4s. "	"
Reid, James ...	11.8.82	...	30.11.99	"	Repairer ...	7s. "	"
Reilly, Peter ...	7.10.74	...	31.12.99	"	Gatekeeper ...	4s. 6d. "	"
Rhodes, Richard ...	22.1.83	...	21.10.99	"	Carpenter ...	10s. "	"
Ross, Robert ...	29.1.79	...	30.11.99	"	Inspector permanent way	£325 per ann.	Deceased
Rowe, Thomas David ...	16.1.83	...	31.10.99	Traffic ...	Porter ...	7s. per day	Retired
Ryan, Edward ...	...	5.10.86	3.11.99	"	"	6s. 6d. "	Deceased
Shores, Thomas ...	...	13.9.88	30.11.99	Existing Lines	Painter ...	9s. "	Dispensed with
Sidbottom, Sarah ...	...	11.2.84	20.11.99	"	Gatekeeper ...	4s. "	"
Smith, John McBain ...	8.6.82	...	20.10.99	"	"	5s. "	Deceased
Spillane, Thomas ...	9.2.74	...	30.11.99	Traffic ...	Carriage cleaner	7s. "	Retired
Stevens, John ...	15.12.73	...	31.12.99	"	Night foreman	8s. 6d. "	"
Stewart, Daniel ...	...	1.3.88	11.10.99	"	Porter ...	7s. "	Resigned
Strafford, George ...	15.10.77	...	6.10.99	Locomotive...	Boilermaker's assistant	8s. "	Retired

* This man is shown in September Quarter, 1899, but was retained until 31.10.99.

REMOVALS of Employés—DECEMBER QUARTER—*continued.*

Name in Full.	Date of Entry.		Date of Leaving.	Branch.	Rank, Grade, or Position.	Salary or Wages.	Remarks.
	Approx.	On or after 1.11.88.					
Taylor, Ninian ...	18.7.77	...	7.10.99	Traffic ...	Watchman ...	8s. per day	Retired
Thomas, Howell...	1.8.79	...	31.10.99	Existing Lines	Ganger ...	9s. "	"
Toomey, Thomas ...	14.3.82	...	31.12.99	Traffic ...	Porter in charge	7s. "	"
Treller, John ...	12.7.81	...	13.11.99	Locomotive...	Sailmaker ...	8s. 6d. "	"
Walker, Alexander ...	7.2.72	...	31.12.99	Existing Lines	Repairer ...	7s. "	"
Walton, James ...	...	3.9.86	22.12.99	Traffic ...	Carriage cleaner	7s. "	Dismissed
Warner, Charles...	20.7.71	...	31.12.99	" ...	Station cleaner	7s. "	Retired
Watson, Thomas ...	4.10.75	...	10.11.99	Existing Lines	Ganger ...	9s. "	"
Weeks, Edward ...	21.5.79	...	27.12.99	Locomotive...	Waggon builder	10s. "	"
White, Albert Ernest ...	...	5.1.98	24.11.99	" ...	Apprentice ...	2s. "	Dismissed
White, John ...	...	16.4.88	18.11.99	Traffic ...	Clerk ...	£120 per ann.	Resigned
White, Michael ...	19.5.76	...	31.10.99	Existing Lines	Ganger ...	9s. per day	Retired
Whittaker, Butterfield ...	28.8.79	...	31.12.99	Traffic ...	Pass porter ...	8s. "	"
Williams, Alfred ...	28.12.77	...	20.11.99	Existing Lines	Ganger of labourers	8s. "	"
Williams, John ...	25.3.74	...	16.10.99	Locomotive...	Driver ...	14s. "	Deceased
Winter, Thomas Robert ...	31.1.82	...	12.12.99	Traffic ...	Leading carriage cleaner	7s. 6d. "	Retired
Woodlands, Richard ...	22.1.75	...	9.10.99	Existing Lines	Ganger ...	9s. "	"

QUARTER ENDING 31st MARCH, 1900.

Alexander, Joseph ...	...	13.4.87	2.2.1900	Traffic ...	Shunter ...	8s. per day	Killed on duty
Alley, Edward ...	...	1.3.89	28.3.1900	" ...	Lampman ...	7s. "	Dismissed
Anderson, John ...	12.9.62	...	28.2.1900	Locomotive...	Night foreman	£310 5s. per annum	Retired
Anderson, Robert ...	19.4.77	...	31.3.1900	Existing Lines	Repairer ...	7s. per day	"
Angwin, Annie ...	8.7.82	...	15.2.1900	" ...	Gatekeeper ...	4s. "	"
Arthurson, John ...	...	4.2.89	16.3.1900	Traffic ...	Carriage-cleaner	7s. "	Resigned
Barrett, Patrick ...	...	9.9.89	2.1.1900	Existing Lines	Labourer ...	7s. "	Deceased
Barross, John ...	...	23.11.83	6.2.1900	Locomotive...	Labourer ...	7s. 6d. "	Dispensed with
Bell, Edward ...	8.9.81	...	10.2.1900	" ...	Carriage-builder	10s. "	Deceased
Bell, Frederick ...	24.8.82	...	6.3.1900	" ...	Fitter ...	10s. "	Retired
Bennett, James William ...	22.8.83	...	12.3.1900	Traffic ...	Shedman ...	7s. 6d. "	Resigned
Blight, Richard ...	24.9.77	...	15.3.1900	Locomotive...	Boilermaker's assistant	7s. 6d. "	Dismissed
Boyd, William ...	14.7.73	...	31.3.1900	Traffic ...	Station-master	£175 per ann.	Retired
Broadbent, John ...	16.4.79	...	25.1.1900	Locomotive...	Fuelman ...	7s. per day	"
Brown, Mary Ann ...	22.1.78	...	15.3.1900	Existing Lines	Gatekeeper ...	4s. "	"
Bruce, George Alexander	15.12.74	...	28.2.1900	" ...	Ganger ...	9s. "	"
Carroll, Alice ...	...	28.8.86	15.3.1900	" ...	Gatekeeper ...	4s. "	Dispensed with
Carroll, Richard ...	...	2.9.89	7.2.1900	Traffic ...	Signalman ...	7s. 6d. "	Resigned
Chalmers, William ...	2.12.74	...	31.3.1900	" ...	Station-master	£150 per ann.	Retired
Chew, Frederick ...	19.11.63	...	"	" ...	Guard ...	11s. per day	"
Clancy, James ...	3.10.79	...	"	Existing Lines	Repairer ...	7s. "	"
Clark, Samuel ...	1.7.75	...	15.1.1900	" ...	Repairer ...	7s. "	"
Cole, Alfred William Probert	...	6.12.99	10.1.1900	Locomotive...	Engine-cleaner	5s. "	Dispensed with
Coleman, Patrick ...	...	21.12.87	16.3.1900	Traffic ...	Porter ...	7s. "	Dismissed
Constable, William Samuel	1.2.78	...	28.2.1900	Existing Lines	Ganger ...	9s. "	Retired
Cookson, Samuel ...	4.4.83	...	3.3.1900	Locomotive...	Fitter ...	11s. 6d. "	"
Cooper, William David ...	...	13.5.89	8.3.1900	Traffic ...	Porter ...	7s. "	Deceased
Corbett, Michael ...	19.9.76	...	31.3.1900	" ...	Station-master	£150 per ann.	Retired
Cosgrove, John ...	8.10.79	...	27.1.1900	Existing Lines	Fencer's labourer	7s. per day	Deceased
Crook, Charles ...	22.5.79	...	28.3.1900	" ...	Signal-adjuster	10s. "	Retired
Cross, Robert ...	...	13.8.88	18.1.1900	Locomotive...	Fireman ...	9s. "	Deceased
Curran, Robert ...	1.11.74	...	11.1.1900	Existing Lines	Ganger ...	9s. "	"
Darke, George ...	10.5.82	...	22.3.1900	Locomotive...	Labourer ...	7s. "	Retired
Down, Frederick Samuel	29.4.81	...	31.1.1900	Existing Lines	Inspector of Works	£325 per ann.	Deceased
Duthie, James ...	...	1.12.87	21.2.1900	Traffic ...	Carriage-cleaner	7s. per day	Dismissed
Egan, John ...	...	14.10.89	13.2.1900	" ...	Carriage-cleaner	6s. 6d. "	"
Ferguson, George ...	20.8.74	...	31.3.1900	Locomotive...	Driver ...	14s. "	Retired
Fisher, John * ...	17.1.81	...	30.12.99	" ...	Fitter ...	10s. "	"
Fitzpatrick, Fraser Thomas	...	4.1.84	14.3.1900	Traffic ...	Guard ...	9s. "	Resigned
Fitzsimmons, Thomas ...	5.10.72	...	1.2.1900	" ...	Guard ...	11s. "	Deceased
Fletcher, William ...	3.1.79	...	31.3.1900	" ...	Station-master	£150 per ann.	Retired
Fripp, Sarah ...	12.10.74	...	6.1.1900	Existing Lines	Gatekeeper ...	4s. per day	"
Gallagher, Barbara ...	9.11.74	...	15.3.1900	" ...	Gatekeeper ...	4s. "	"
Games, James ...	1.4.79	...	28.2.1900	" ...	Ganger ...	9s. "	"
Garlick, Edward ...	16.11.80	...	21.3.1900	Locomotive...	Labourer ...	7s. "	"
Garrard, Charles Frederick	...	7.11.84	17.3.1900	" ...	Machinist ...	8s. 8d. "	Deceased
Giddings, Job ...	1.11.74	...	1.2.1900	Existing Lines	Inspector ...	£299 per ann.	Retired
Grice, Henry Edmund ...	29.10.81	...	31.1.1900	" ...	Gatekeeper ...	5s. per day	"
Hanrahan, John ...	...	3.6.89	28.2.1900	Traffic ...	Porter ...	7s. "	Resigned
Hayes, John ...	10.10.81	...	16.3.1900	Existing Lines	Repairer ...	7s. "	Retired
Healey, Thomas ...	13.6.77	...	28.2.1900	" ...	Repairer ...	7s. "	"
Hegarty, William ...	...	14.8.88	22.3.1900	Locomotive...	Fireman ...	9s. "	Dismissed
Holt, Thomas ...	9.9.62	...	"	" ...	Night foreman	£275 per ann.	Retired
Huffer, Allan ...	16.5.83	...	3.1.1900	Traffic ...	Point-cleaner ...	7s. per day	Dismissed
Hughes, Mary ...	23.12.75	...	15.3.1900	Existing Lines	Gatekeeper ...	4s. "	Retired

* Omitted from previous lists.

REMOVALS of Employés—MARCH QUARTER—continued.

Name in Full.	Date of Entry.		Date of Leaving.	Branch.	Rank, Grade, or Position.	Salary or Wages.	Remarks.
	Approx.	On or after 1.11.83.					
Hutton, Ann * ...	1.9.74	...	15.3.1900	Existing Lines	Gatekeeper ...	4s. per day	Retired
Irwin, William Henry ...	...	6.8.86	6.3.1900	Traffic ...	Porter ...	6s. 6d. "	Dismissed
James, Ernest William † ...	...	1.11.97	16.10.99	Telegraph ...	Junior operator	£50 per ann.	Dispensed with
Junner, Colin ...	22.5.72	...	16.3.1900	Locomotive...	Painter, leading hand	11s. per day	Retired
Kearney, James Joseph ...	1.2.82	...	7.3.1900	" ...	Painter ...	9s. 6d. "	Dismissed
Kelly, James ...	...	1.5.89	15.3.1900	Traffic ...	Porter ...	6s. 6d. "	"
Layland, John ...	25.5.82	...	10.3.1900	Locomotive...	Carrriage-builder	8s. "	"
Linane, John ...	...	1.12.88	27.3.1900	Existing Lines	Repairer ...	6s. 6d. "	"
Locke, Maggie ...	...	21.10.93	25.2.1900	" ...	Gatekeeper ...	4s. "	Dispensed with
Mackay, Andrew David ...	23.10.74	...	17.2.1900	" ...	Ganger ...	9s. "	Retired
Maguire, Thomas ...	22.4.81	...	17.3.1900	" ...	Gatekeeper ...	6s. "	"
Meade, Thomas ...	12.6.82	...	10.1.1900	" ...	Repairer ...	7s. "	"
Miller, William † ...	25.10.69	...	30.12.99	Locomotive...	Train-examiner	9s. 6d. "	"
Mitchell, John Henry ...	1.2.78	...	31.3.1900	Traffic ...	Station-master	£145 per ann.	Retired
Mitchell, Patrick ...	22.11.67	...	"	" ...	Platform in- spector	£180 "	"
Moffatt, William ...	1.3.79	...	28.2.1900	Existing Lines	Striker ...	8s. per day	"
Mügeli, Edward † ...	1.12.73	...	3.12.99	" ...	Gatekeeper ...	5s. 6d. "	"
Myers, Patrick John ...	...	1.9.98	31.3.1900	" ...	Repairer ...	6s. "	Dismissed
McCallum, Alexander Kerr ...	...	20.3.85	10.3.1900	Locomotive...	Boilermaker ...	10s. "	Resigned
McCullagh, John Thomas ...	12.12.82	...	9.3.1900	Traffic ...	Porter ...	7s. 6d. "	Dismissed
McDonald, Donald ...	1.4.71	...	31.1.1900	" ...	Station-master	£175 per ann.	Retired
McDougall, John Johnson ...	10.10.70	...	20.3.1900	Locomotive...	Driver ...	15s. per day	Deceased
McGrath, Cornelius ...	14.5.79	...	8.2.1900	Existing Lines	Ganger ...	9s. "	Retired
McGuinness, Patrick Henry ...	3.5.75	...	31.3.1900	" ...	Ganger ...	9s. "	"
McKever, Hugh ...	9.12.78	...	28.2.1900	" ...	Repairer ...	7s. "	"
McLean, William ...	...	2.9.90	19.3.1900	Locomotive...	Blacksmith ...	11s. "	Deceased
McPhee, Neil ...	6.7.75	...	16.2.1900	Existing Lines	Ganger ...	9s. "	Retired
Neave, Edward ...	9.1.82	...	22.3.1900	" ...	Pile-driver ...	8s. "	"
Nestor, Patrick ...	14.5.83	...	15.2.1900	" ...	Repairer ...	6s. 6d. "	"
Nichol, Benjamin ...	22.4.77	...	15.3.1900	" ...	Gatekeeper ...	4s. "	"
Nolan, Kate ...	22.11.76	...	31.1.1900	" ...	Gatekeeper ...	4s. "	"
O'Brien, Michael ...	1.8.75	...	31.3.1900	" ...	Assistant fencer	7s. "	"
O'Connor, Bridget ...	14.1.83	...	15.3.1900	" ...	Gatekeeper ...	4s. "	"
O'Loughlin, Peter ...	20.9.82	...	17.2.1900	" ...	Repairer ...	7s. "	"
Oldham, John Spencer ...	14.1.78	...	17.1.1900	Locomotive...	Boilermaker leading hand	15s. "	"
O'Shea, James ...	14.7.73	...	21.1.1900	Existing Lines	Inspector ...	£275 per ann.	Deceased
Pearson, Robert ...	...	26.8.90	1.1.1900	Locomotive...	Labourer ...	6s. 6d. per day	"
Pelley, Mary ...	1.3.82	...	31.3.1900	Existing Lines	Gatekeeper ...	4s. 6d. "	Retired
Pembroke, Jacob ...	1.7.78	...	17.2.1900	" ...	Labourer ...	7s. "	"
Read, Jonathan Hood ...	23.1.71	...	26.1.1900	Locomotive...	Blacksmith ...	12s. "	"
Reisenauer, Leopold Emil ...	1.1.83	...	14.2.1900	Existing Lines	Gatekeeper ...	5s. 6d. "	"
Ronalds, John ...	...	24.1.84	31.3.1900	" ...	Labourer ...	7s. "	Dispensed with
Ross, Martin ...	5.1.75	...	28.2.1900	" ...	Ganger ...	9s. "	Retired
Rudland, George Thomas...	24.6.65	...	31.3.1900	Traffic ...	Station-master	£200 per ann.	"
Ryan, John ...	1.6.74	...	22.3.1900	Existing Lines	Ganger ...	9s. per day	"
Shields, James ...	1.6.77	...	28.3.1900	" ...	Repairer ...	7s. "	"
Smith, Edmund Ernest ...	...	12.9.87	24.1.1900	Traffic ...	Porter ...	6s. 6d. "	Deceased
Stephenson, William Leonard	28.11.62	...	31.1.1900	Locomotive...	Labourer ...	7s. "	Retired
Swale, Jane ...	11.11.76	...	15.3.1900	Existing Lines	Gatekeeper ...	4s. "	"
Swann, Alexander ...	16.10.79	...	31.3.1900	" ...	Labourer ...	7s. "	"
Taylor, Frederick Arthur...	...	5.3.1900	19.3.1900	Locomotive...	Fitter ...	10s. "	Dispensed with
Thompson, Benjamin Stewart	14.1.69	...	31.3.1900	Traffic ...	Head porter ...	10s. 6d. "	Retired
Thompson, Joseph ...	...	10.5.89	22.3.1900	" ...	Porter ...	6s. "	Dismissed
Walsh, Thomas ...	29.12.73	...	31.1.1900	" ...	Station-master	£145 per ann.	Retired
Watson, Samuel Preston ...	20.4.72	...	6.1.1900	Existing Lines	Foreman car- penter	15s. per day	"
Watters, James ...	15.5.82	...	31.3.1900	Traffic ...	Ticket collector	7s. 6d. "	"
Williams, John Hugh ...	20.3.72	...	26.2.1900	Locomotive...	Train examiner	8s. "	"
Winfield, William Shackle ...	1.4.79	...	31.3.1900	Existing Lines	Labourer ...	7s. "	"
Wood, Joseph Xavier ...	...	12.3.85	7.2.1900	Locomotive...	Clerk ...	£150 per ann.	Deceased

* This woman is shown in December Quarter, 1899, but was retained until 15.3.1900.

† Omitted from previous lists.

QUARTER ENDING 30th JUNE, 1900.

Abbott, Charles ...	1.5.82	...	4.6.1900	Existing Lines	Carpenter ...	10s. per day	Retired
Alexander, Arman Augustus	28.5.79	...	8.6.1900	Locomotive	Fitter ...	10s. 6d. "	Dismissed
Bailey, James ...	...	17.4.00	7.5.1900	Existing Lines	Carpenter ...	8s. "	Resigned
Barrett, Thomas ...	...	14.9.86	9.4.1900	Traffic ...	Porter ...	7s. "	Dismissed
Beazley, Thomas ...	24.7.83	...	30.4.1900	Existing Lines	Repairer ...	6s. 6d. "	Retired
Black, Robert Hepburn ...	...	18.2.98	30.6.1900	Telegraph ...	Labourer ...	8s. "	Dispensed with
Blenkarn, Alfred Stanley ...	...	20.4.00	4.6.1900	" ...	Probationary in- strument maker	8s. "	Resigned
Brazier, Charles William...	...	1.1.88	17.5.1900	" ...	Operator ...	£150 per ann.	"
Byrne, Peter ...	23.3.74	...	25.4.1900	Existing Lines	Ganger ...	9s. per day ...	Retired
Campbell, Donald ...	...	1.2.87	22.5.1900	" ...	Repairer ...	6s. 6d. "	Dismissed
Coleman, Elizabeth ...	...	1.7.92	14.4.1900	" ...	Gatekeeper ...	4s. "	Dispensed with
Comer, Isaac ...	9.1.69	...	24.4.1900	Traffic ...	Station-master	£145 per ann.	Retired
Daly, Hubert ...	11.5.82	...	2.6.1900	Existing Lines	Painter ...	9s. per day ...	Deceased
Daly, Michael James ...	...	17.8.86	21.4.1900	Traffic ...	Clerk ...	£120 per ann.	Resigned
Dight, Ernest J. ...	...	23.9.89	11.5.1900	Locomotive	Driller ...	7s. per day...	"

REMOVALS of Employés—JUNE QUARTER—*continued.*

Name in Full.	Date of Entry.		Date of Leaving.	Branch.	Rank, Grade, or Position.	Salary or Wages.	Remarks.
	Approx.	On or after 1.11.83.					
Dwyer, Patrick ...	...	19.4.88	25.5.00	Traffic ...	Porter ...	7s. per day ...	Dismissed
Eagland, Edwin Henry ...	2.4.62	...	30.6.00	" ...	Station-master ...	£175 per ann.	Retired
Edwards, William ...	12.11.77	...	14.4.00	Existing Lines	Gatekeeper ...	4s. per day ...	"
Fitzgerald, Thomas ...	...	1.11.97	6.4.00	Locomotive	Apprentice ...	2s. 6d. ,, ...	Dismissed
Flood, John ...	...	13.2.90	16.6.00	Traffic ...	Car-cleaner ...	6s. 6d. ,, ...	Deceased
Frears, Anthony ...	27.3.73	...	14.4.00	Existing Lines	Ganger ...	9s. ,, ...	Retired
Fricke, Thomas ...	...	26.4.88	27.5.00	Traffic ...	Acting clerk ...	7s. ,, ...	Killed on duty
Gadsby, Arthur ...	...	8.9.90	12.4.00	Locomotive	Fitter ...	10s. 6d. ,, ...	Retired
Gantly, Ann ...	1.12.82	...	30.6.00	Existing Lines	Gatekeeper ...	4s. ,, ...	"
Goode, Alfred Edmund Burgess	...	12.3.00	27.6.00	Telegraph ...	Junior operator	£40 per ann.	Resigned
Goodwin, William Charles	25.10.82	...	1.6.00	Existing Lines	Carpenter ...	9s. per day ...	Dismissed
Greaves, John ...	...	1.5.89	7.6.00	Traffic ...	Porter ...	6s. 6d. ,, ...	"
Hansen, George ...	...	12.12.86	6.5.00	Locomotive	Fireman ...	10s. ,, ...	Deceased
Headland, Robert James ...	2.11.74	...	3.4.00	" ...	Lifter ...	10s. ,, ...	Retired
Healey, James ...	...	3.4.00	23.4.00	Existing Lines	Probationary repairer	6s. ,, ...	Resigned
Heaney, William ...	18.10.77	...	31.5.00	Locomotive	Train examiner	9s. ,, ...	Retired
Hickey, Matthew ...	...	16.1.00	30.4.00	Telegraph ...	Labourer ...	6s. ,, ...	Dispensed with
Hindson, George ...	...	7.8.86	4.6.00	Traffic ...	Signalman ...	8s. ,, ...	Resigned
Hinson, John ...	20.2.76	...	14.5.00	Existing Lines	Repairer ...	7s. ,, ...	Retired
James, Elizabeth ...	1.1.82	...	30.6.00	" "	Office-cleaner	20s. per week	"
John, Richard Lewis ...	...	2.8.86	31.5.00	Traffic ...	Porter ...	7s. 6d. per day	Dismissed
Jones, William ...	...	27.8.90	1.5.00	Locomotive	Labourer ...	6s. 6d. ,,	Resigned
Kennedy, William ...	...	10.1.89	17.6.00	Traffic ...	Signalman ...	7s. 6d. ,,	Deceased
Kesterton, Benjamin ...	...	4.10.88	18.6.00	" "	Labourer ...	6s. 6d. ,,	Dismissed
Laidlaw, William ...	12.6.82	...	31.3.00	Existing Lines	Ganger ...	9s. ,,	Killed
Lonergan, John ...	20.4.73	...	31.5.00	" "	Repairer ...	7s. ,,	Retired
Milne, Charles ...	16.2.75	...	16.6.00	" "	Ganger ...	9s. ,,	"
Mitchell, Denis Peter James	1.2.79	...	26.6.00	Traffic ...	Clerk ...	£300 per ann.	Dismissed
Morse, Luke ...	...	13.12.89	30.6.00	" ...	Caller-up ...	6s. 6d. per day	Dispensed with
Musgrove, James ...	3.10.73	...	" "	" ...	Porter ...	7s. ,,	Retired
McCarthy, Joseph ...	...	30.5.87	30.4.00	" ...	Labourer ...	6s. 6d. ,,	Resigned
McDonald, Hannah ...	24.10.64	...	23.6.00	Existing Lines	Gatekeeper ...	4s. ,,	Retired
McEnroe, Michael ...	...	21.5.88	15.5.00	Traffic ...	Shedman ...	7s. ,,	Deceased
McIntyre, Elizabeth ...	1.11.82	...	24.5.00	Existing Lines	Gatekeeper ...	4s. ,,	Retired
McKenzie, Andrew Brown	16.3.82	...	30.4.00	Locomotive	Car-builder ...	10s. ,,	"
O'Connor, Thomas ...	1.1.67	...	30.6.00	Traffic ...	Station-master	£200 per ann.	"
O'Donnell, Edward ...	18.4.73	...	19.5.00	Existing Lines	Ganger ...	9s. per day	"
Oliver, Joseph Samuel ...	1.11.82	...	21.4.00	" "	Repairer ...	7s. ,,	"
Ottergren, Ernest Wahlfred	...	16.4.85	22.6.00	Telegraph ...	Chief instrument maker	£240 per ann.	Resigned
Parkes, Joseph ...	...	11.1.88	29.5.00	Traffic ...	Porter ...	7s. per day	"
Phillips, Thomas ...	26.5.79	...	20.4.00	Locomotive	Driver ...	14s. ,,	Deceased
Price, William John ...	30.1.79	...	16.5.00	" ...	" ...	14s. ,,	Dismissed
Priestly, George ...	1.11.76	...	23.6.00	Existing Lines	Repairer ...	7s. ,,	Retired
Reilly, Thomas ...	27.9.83	...	26.5.00	Traffic ...	Labourer ...	8s. ,,	"
Ryan, Thomas ...	1.10.63	...	30.4.00	Existing Lines	Inspector ...	£290 per ann.	"
Scott, George ...	...	11.2.89	30.4.00	Traffic ...	Gatekeeper ...	5s. per day	Dispensed with
Stewart, James ...	18.6.78	...	18.6.00	Existing Lines	Inspector ...	£280 per ann.	Deceased
Tomkins, John ...	12.3.83	...	14.6.00	Locomotive	Messenger ...	£130 ,,	Retired
Walsh, Jeremiah ...	19.3.78	...	27.5.00	Existing Lines	Ganger ...	9s. per day	"
Warren, Thomas ...	...	2.3.89	1.6.00	" "	Repairer ...	6s. 6d. ,,	Dismissed
Welsh, Henry Fern ...	...	15.5.00	21.6.00	Traffic ...	Lad porter ...	2s. ,,	Resigned
Welsh, Patrick ...	...	12.8.90	13.6.00	Accountants	Clerk ...	£110 per ann.	Dismissed
Weiss, Frederick Augustus	1.8.79	...	2.6.00	Existing Lines	Gatekeeper ...	5s. per day	Retired
Whamond, David ...	...	1.11.83	20.5.00	Locomotive	Train examiner	7s. ,,	"
Whitburn Thomas ...	...	28.10.89	19.4.00	" ...	Labourer ...	6s. ,,	Dismissed
Williams, David ...	...	5.8.85	20.6.00	Traffic ...	Porter ...	7s. 6d. ,,	"
Whyteross, Charles Gny...	...	10.5.89	14.4.00	" ...	" ...	7s. ,,	Deceased

BOARD OF LAND AND WORKS.—ACT 1135, SECTION 58.

No. 23.

STATEMENT OF APPOINTMENTS.

QUARTER ENDING 31st MARCH, 1900.

Name in Full.	Date of Birth.	Position.	Date of Appointment or Reinstatement.		Salary or Wages.	Remarks.
			Casual.	Permanent.		
Stewart, Leslie Archibald ...	6.7.83	Junior clerk ...	27.6.98	22.3.1900	£40 per ann.	Sec. 31, Act 1250

No. 24.

RETURN OF APPLICATIONS FOR EMPLOYMENT, EXAMINATIONS, ETC., UNDER
THE RAILWAYS ACT.

Date of Notice to Candidates.	Examination.	Number of Applicants.	Number of Persons required.	Number Examined.	Number Passed.	Percentage Passed to Number for Examination.
June 3rd, 1884	1st	2,074	139	415	128	30'84
Oct. 7th, 1884	2nd	1,807	138	417	164	39'33
Feb. 6th, 1885	3rd	1,009	180	473	199	42'07
July 1st, 1885	4th	1,780	200	552	228	41'30
Jan. 5th, 1886	5th	1,514	243	704	321	45'59
June 16th, 1886	6th	2,199	220	633	288	45'49
Nov. 5th, 1886	7th	1,801	149	443	207	46'72
Feb. 10th, 1887	8th	3,134	273	772	348	45'07
June 27th, 1887	9th	3,568	292	837	347	41'75
Oct. 21st, 1887	10th	2,755	222	610	273	44'45
Feb. 11th, 1888	11th	3,614	343	1,027	478	46'54
June 13th, 1888	12th	5,430	615	1,802	668	37'06
Oct. 16th, 1888	13th	4,399	620	1,635	698	42'69
Jan. 18th, 1889	13thA	402	60	125	35	28'00
Feb. 27th, 1889	14th	5,480	628	1,826	711	38'93
June 27th, 1889	15th	7,473	485	1,412	571	40'43
May 22nd, 1890	16th	11,176	624	1,856	1,158	62'39
July 5th, 1897	17th	} 2,257	343	656	480	73'17
" "	18th					
" "	19th					
May 1st, 1899	20th	13,792	628	1,256	795	63'28

RETURN SHOWING THE APPROXIMATE LOSS ON THE FOLLOWING LINES

FOR THE YEARS ENDING 30TH JUNE, 1897, 30TH JUNE, 1898, AND 30TH JUNE, 1899.

Main table with columns: Line, Length, Capital Cost, Revenue (Passengers, Goods, Parcels, Rents, Mails, Total), Local Working Expenses (Maintenance, Traffic, Loco., Total), Loss on Working, Profit on Working, Interest on Capital, Total Working Expenses, Approximate Loss for Year, Revenue per Train Mile, Working Expenses per Train Mile, Train Miles Run.

1 Exclusive of traffic which could be carried by Ballarat. 2 The Constructing Act provides for the loss on traffic receipts up to 5 per cent. on account of construction and of rolling-stock. 3 Estimated. 4 One mile between Daxing and Waverley closed for traffic, 6th December, 1895. 5 Section of line between Avon River Bridge and Briangolong re-opened for traffic, 6th April, 1897. 6 Mount Moriac to Wensleydale line closed for traffic from 1st May, 1897. 7 The total revenue includes the mileage proportion of the traffic passing over the section North Melbourne to Royal Park Junction (2 miles) derived from the Whiteless, Heidelberg, and Collingwood lines. 8 Net profit on working. 9 Approximate loss for year. 10 Average revenue per train mile. 11 Average working expenses per train mile. Notes.—On the Cathkin to Alexandra Road section only the revenue, working expenses, and loss on working shown, whereas brackets appear figures pertaining to this section are included with the Tallarook to Mansfield line. The revenue includes a terminal percentage.

Accountant's Office, 16th July, 1900.

By Authority: ROBT. S. BRAIN, Government Printer, Melbourne.