

1904.
—
VICTORIA.

VICTORIAN RAILWAYS.

R E P O R T

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

FINANCIAL YEAR ENDING 30TH JUNE, 1904.

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

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REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS FOR THE FINANCIAL YEAR ENDING 30TH JUNE, 1904.

VICTORIAN RAILWAYS,
Commissioners' Office, Spencer Street,
Melbourne, 21st September, 1904.

To the Honorable the Minister of Railways.

SIR,

In conformity with the provisions of Section 59 of the Railways Act 1890, No. 1135, we have the honour to submit, for the information of Parliament, the Annual Report of the Victorian Railways for the financial year ending 30th June, 1904.

Mileage of Railways and Tracks.

Year.		Mileage open for Traffic at 30th June.								
		Railways.						Tracks.		
		Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	Single Track.	Total.	Main Tracks.	Sidings.	Total.
1902-3	5' 3" gauge	3'15	2'23	2'54	307'97	2979'31	3295'20	3630'69	537'05	4167'74
	2' 6" gauge	...	...	...	...	78'37	78'37	78'37	4'56	82'93
	Total ...	3'15	2'23	2'54	307'97	3057'68	3373'57	3709'06	541'61	4250'67
1903-4	5' 3" gauge	3'15	2'23	2'54	307'35	2987'06	3302'33	3637'20	544'43	4181'63
	2' 6" gauge	...	...	...	...	78'37	78'37	78'37	4'56	82'93
	Total ...	3'15	2'23	2'54	307'35	3065'43	3380'70	3715'57	548'99	4264'56

Year.		Average Mileage open for Traffic during the Year.								
		Railways.						Tracks.		
		Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	Single Track.	Total.	Main Tracks.	Sidings.	Total.
1902-3	5' 3" gauge	3'15	2'23	2'54	307'97	2931'05	3246'94	3582'43	534'44	4116'87
	2' 6" gauge	...	...	...	...	78'37	78'37	78'37	4'56	82'93
	Total ...	3'15	2'23	2'54	307'97	3009'42	3325'31	3660'80	539'00	4199'80
1903-4	5' 3" gauge	3'15	2'23	2'54	307'35	2977'18	3292'45	3627'32	540'44	4167'76
	2' 6" gauge	...	...	...	...	78'37	78'37	78'37	4'56	82'93
	Total ...	3'15	2'23	2'54	307'35	3055'55	3370'82	3705'69	545'00	4250'69

The mileage of all Railways and Tracks has been re-checked since 30th June, 1903, and is now correctly given above as it was at that date, as well as at 30th June, 1904.

The mileage of Sidings, as shown above, does not include 18 miles of sidings not owned by the Department, 11 miles of which are maintained by and at the expense of the Department.

On the Geelong-Ballarat line 0'46 of a mile of double track was converted during the year, one line to single main track and one line to siding.

The mileage for 1902-3 includes the following lines, which were closed for traffic during practically the whole of the year 1903-4, and are not therefore included in the mileage for that year :—

Lancefield to Kilmore	...	...	...	18'10 miles.
Coburg to Somerton	...	...	...	7'12 "

New Lines.

The line from Nowingi to Yatpool, 16·24 miles, was opened for traffic on 30th September, and the line from Yatpool to Mildura, 13·29 miles, on 27th October, 1903.

The Burrumbeet Race-course line, 1·14 miles, was opened for traffic on 1st January, 1904

The Spring Vale Cemetery line, 1·6 miles, was opened for traffic on 7th February, 1904, mortuary trains being run as required.

At North Geelong 0·22 of a mile of main track was constructed to provide direct connection between the Geelong-Melbourne and the Geelong-Ballararat lines. This connection was put into use on 21st December, 1903, and proved of great advantage in dealing with the heavy grain traffic.

Capital Expenditure Account.

The total expenditure charged to Capital Account at 30th June, 1904, was £41,216,703 5s. 4d., inclusive of £121,223 1s. advanced in previous years by the Treasury, yet remaining to be recouped out of Revenue (see Appendix No. 9), an increase for the year of £242,210 6s. 2d., made up as follows:—

Surveys and Construction of New Lines—

Woomelang-Mildura Line	...	...	£29,126	5	2
Spring Vale Cemetery	„	...	773	19	0
Burrumbeet Race-course	„	...	2,573	7	8
Moe-Walhalla	„	...	345	16	9
Surveys	...	...	454	7	10
Total Charges to Capital Account for					
Surveys and Construction of New Lines					£33,273 16 5

Additions and Improvements on Existing Lines—

Way and Works (see Appendix No. 6)	...	£83,957	12	2	
Rolling-Stock	„	153,624	17	7	
£237,582 9 9					
Less Recoups out of Revenue of Funds					
Advanced in previous years by the					
Treasury (see Appendix No. 9)—					
For Renewals of Way and					
Works	...	£11,500			
For Replacement of Rolling-					
Stock	...	17,146			
£28,646 0 0					
Total Net Charges to Capital Account for					
Additions and Improvements on Existing					
Lines	...	£208,936	9	9	

Total Expenditure charged to Capital Account for the year ... £242,210 6 2

Loan Account.

The total amount of Current Loans allocated to the Railways at 30th June, 1904, was £39,435,372 18s. 4d. (see Appendix No. 7), an increase for the year of £464,447 5s. 6d., made up as follows:—

Additional Loans raised or transferred to the debit of the Railways by the Treasury.	{	Act 1560	...	£2,604,484	0	0
		„ 1623	...	13,160	0	0
		„ 1753	...	457	3	10
		„ 1800	...	178,521	1	8
		„ 1847	...	1,887,526	12	2
Carried forward						
					£4,684,148 17 8	

Brought forward ...	£4,684,148	17	8	
Less amount transferred to credit of Act 1753	12,759	0	0	
				£4,671,389 17 8
Less Loans redeemed—				
Act 608, by Acts 1560 and 1847 ...	£4,156,573	12	2	
„ 1451, from Revenue	7,500	0	0	
„ 1560 „ „	21,723	0	0	
„ 1564 „ „	14,000	0	0	
„ 1753 „ „	2,217	0	0	
„ 1800 „ „	4,929	0	0	
				4,206,942 12 2
Net increase for the year in the amount of Current Loans allocated to the Railways				£464,447 5 6

The Proceeds of Loans allocated to the Railways after deducting discounts and expenses less net premiums received, were at 30th June, 1903, £38,104,399 16s. 4d. The proceeds of the net increase during the year in the amount of Current Loans, viz., £464,447 5s. 6d. as shown above, were only £129,010 5s. 6d., the difference, viz., £335,437, representing the discounts and expenses incurred in connection with the redemption of the Loan under Act 608 allocated to the Railways. The net proceeds of Loans allocated to the Railways were, therefore, at 30th June, 1904, £38,233,410 1s. 10d. (see Appendix No. 7).

Interest Account.

The Interest paid during the year on Current Loans allocated to the Railways amounted to £1,496,535, and in addition the Railways were debited with the sum of £20,375 to cover expenses incurred by the Treasury in connection with Railway Loans and interest payments, so that after deducting the sum of £1,155, which represents the interest allowed by the Banks on the weekly balances at credit of Railway Capital Funds, the net amount of the Interest and Expenses debited to the Railways for the year was £1,515,755 (see Appendix No. 7), which was equivalent to a rate of interest of 3·84 per cent. on the total amount of Current Loans.

Owing to an alteration in the dates for the payment of interest on the Loan redeemed during the year under Acts 1560 and 1847, there was an exceptional increase of £23,084 in the year's interest charges and expenses.

Non-Interest Bearing Funds.

The total amount of Funds expended on the Railways out of the Consolidated Revenue, and carrying no interest, was, at 30th June, 1904, £3,655,281 0s. 6d., of which £2,803,740 6s. 1d. was revenue derived from the sale of State lands disposed of under Acts of Parliament for the purpose of providing funds for the construction of railway extensions.

General Results of Working for the Year.

Gross Revenue				£3,438,140	17	2
Charges against Working Expenses—						
Ordinary Working Expenses	£1,808,666	1	5			
Belated Repairs	84,554	8	11			
Recoups of Funds Advanced in previous years by the Treasury	28,646	0	0			
						1,921,866 10 4
Net Revenue				£1,516,274	6	10
Net Interest Charges and Expenses				1,515,755	0	0
Surplus						£519 6 10

Results of Working for the Year compared with those for the Three Preceding Years.

The conditions which prevailed during the year 1902-3, due to the drought, the strike of engine-men, the working of the staff on short time, and percentage deductions of the salaries and wages were so extraordinary in their effect on both the Gross Revenue and the Working Expenses, that a comparison of the results of working for the year 1903-4, with those obtained in the previous year, is in many respects of but little value, and therefore the results of working for the year under review are given below in contrast with those for each of the preceding three years, in one of which, viz., 1901-2, the Gross Revenue, and in another, viz., 1900-1, the Net Revenue, were respectively, prior to the year 1903-4, the largest since the inception of the Railways.

	Year 1900-1901.	Year 1901-1902.	Year 1902-1903.	Year 1903-1904.
Average mileage of Railways worked	3,228	3,265	3,335	3,371
TRAFFIC TRAIN MILEAGE.				
Passenger—Suburban	3,079,000	3,101,314	2,921,280	2,616,322
" Country	1,737,948	1,749,000	1,650,649	1,501,966
Mixed	2,921,800	2,942,757	2,494,280	2,166,439
Goods (including Live Stock)	3,327,268	3,491,873	3,220,063	2,887,917
Total Traffic Train Mileage	11,066,016	11,284,944	10,286,272	9,172,644
Number of Passenger Journeys	54,704,062	57,465,077	54,798,073	54,282,003
Tons of Goods carried	3,155,697	3,186,904	2,716,827	3,182,772
Tons of Live Stock carried	226,163	246,723	377,170	256,431
GROSS REVENUE.				
Passengers	£ 1,368,311	£ 1,378,746	£ 1,325,565	£ 1,360,483 17 4
Parcels, &c.	115,834	123,150	124,485	128,821 6 6
Horses, Carriages, and Dogs	12,964	13,324	12,839	13,358 10 8
Mails	63,785	64,997	62,451	59,308 16 5
Rents	49,393	50,514	50,890	53,651 8 3
Miscellaneous	15,616	17,650	15,858	29,538 15 9
Live Stock	156,826	166,709	236,213	173,492 16 8
Goods	1,555,068	1,552,753	1,218,557	1,619,485 5 7
Total Gross Revenue	3,337,797	3,367,843	3,046,858	3,438,140 17 2
Per mile of Railways worked	1,034	1,031	913	1,020
Per traffic train-mile run	6s. 0' 39d.	5s. 11' 62d.	5s. 11' 09d.	7s. 5' 96d.
ORDINARY WORKING EXPENSES.				
Transportation and Traffic Branches	£ 616,945	£ 671,588	£ 592,897	£ 586,014 16 8
Way and Works Branch	506,988	490,438	437,840	448,958 12 7
Rolling-Stock Branch—Working	520,527	576,921	521,090	455,543 7 10
" Repairs and Renewals	262,818	268,543	241,625	270,342 7 6
General Expenses	56,018	43,385	42,498	47,806 16 10
Total Ordinary Working Expenses	1,963,296	2,050,875	1,835,950	1,808,666 1 5
Per mile of Railways worked	608	628	550	537 0 0
Per traffic train-mile run	3s. 6' 58d.	3s. 7' 62d.	3s. 6' 84d.	3s. 11' 32d.
Percentage of Gross Revenue	58' 82	60' 90	60' 26	52' 61
Belated Repairs—Way and Works				
Recoups of Funds Advanced in previous years by the Treasury—			£ 78,913	£ 84,554 8 11
For Replacement of Rolling-stock	10,000	10,000	12,217	17,146 0 0
For Renewals of Way and Works	11,500	11,500	11,500	11,500 0 0
Total Charges against Working Expenses, including Belated Repairs, and Recoups of Funds Advanced	1,984,796	2,072,375	1,938,580	1,921,866 10 4
Per mile of Railways worked	615	635	581	570 0 0
Per traffic train-mile run	3s. 7' 05d.	3s. 8' 07d.	3s. 9' 23d.	4s. 2' 29d.
Percentage of Gross Revenue	59' 46	61' 53	63' 63	55' 90
Net Revenue over Ordinary Working Expenses, Belated Repairs, and Recoups of Funds Advanced				
Per mile of Railways worked	£ 1,353,001	£ 1,295,468	£ 1,108,278	£ 1,516,274 6 10
Per traffic train-mile run	419	396	332	450 0 0
Per traffic train-mile run	2s. 5' 34d.	2s. 3' 55d.	2s. 1' 86d.	3s. 3' 67d.
Interest Charges and Expenses, less interest allowed by Banks on the weekly balances at credit of Railway Funds				
Deficit	£ 1,464,809	£ 1,492,695	£ 1,473,532	£ 1,515,755 0 0
Surplus	80,808*	163,227*	304,094*	519 6 10

* NOTE.—The Deficit in the year 1900-1 is reduced by £31,000, in 1901-2 by £34,000, and in 1902-3 by £61,160 on account of the value of services performed for the State for which no payment was received.

Gross Revenue.

The Gross Revenue for the first half of the year was the lowest for the past five years, but for the last half it was the highest ever obtained. For the whole year it was £70,297 more than was earned in any previous year.

Notwithstanding the very large reduction in passenger and mixed train mileage the revenue from passenger traffic exceeded the average revenue from that source during the preceding three years.

The revenue from live stock traffic compares favorably with that of previous years except the year 1902-3, when it was largely augmented by the increased movement of live stock due to the drought which then prevailed.

The increase in the revenue from goods is attributable mainly to the traffic resulting from the excellent harvest.

The increase in the revenue per traffic train mile over the average of the preceding three years was equivalent to over 25 per cent.

Working Expenses.

Excluding Belated Repairs and Recoups of Funds Advanced in previous years by the Treasury, the percentage of Working Expenses to Gross Revenue was 52·61, the lowest since 1879, and, if those extraordinary charges be included in the Working Expenses, the percentage was 55·90—the lowest since 1885-6.

The increase in the Working Expenses per traffic train-mile was a natural consequence of the large reduction in train mileage and of the heavier loading of trains.

It will be noticed that the expenditures on Repairs and Renewals of Rolling-Stock, viz., £270,342, and (including the amount expended on Belated Repairs) on the Way and Works, viz., £533,513, were larger in the year than in any of the preceding three years. The Working Expenses were, in addition, charged with £28,646 for Recoups of Funds Advanced in previous years by the Treasury, £17,146 of which was on account of Replacement of Rolling-Stock, and £11,500 on account of Renewal of Way and Works.

In comparing the Working Expenses of the year with those of 1902-3, attention is directed to the fact that by percentage deductions in salaries and wages and by the staff working short time, neither of which were in effect in 1903-4, the pay-rolls for the previous year were reduced by, approximately, £100,000.

In connection with the Working Expenses, it should be borne in mind that during the last few years there has been a considerable increase in the cost of Railway Supplies and Materials—for instance, the average prices under the Schedules and Contracts in effect in the year 1903-4 were fully 25 per cent. higher than the average prices in the year 1896-7.

Net Revenue.

The Net Revenue was the largest ever obtained, and per mile of railway and per traffic train mile the highest for many years. It was £220,806 more than the Net Revenue for the year 1900-1—the year with the largest previous traffic—and it was equivalent to 3·84 per cent. on the Railway Debt.

Extraordinary Liabilities to be met out of Revenue.

The Financial Summary given in our Report dated 31st March, 1904 (see Appendix No. 22), shows that at 30th June, 1903, the total extraordinary liabilities to be met out of Revenue amounted to £795,761. These liabilities have during the year been reduced by £154,403, or to £641,358, as follows:—

	Liabilities	Reductions during the Year.		Liabilities
	at 30th June, 1903.			at 30th June, 1904.
	£		£	£
Estimated cost of making good the Deficiency in Rolling-Stock and Equipment	403,950	By Replacements made during year charged to Working Expenses ...	14,950	389,000
Deficit in Value of Stores	60,855	" " " "	8,053	52,802
Funds Advanced in previous years by the Treasury remaining to be Recouped—				
For Replacement of Rolling-Stock	95,021	By Recoups made during year ...	17,146	77,875
For Renewals of Way and Works	54,848	" " " " expenditure made during year charged to Working Expenses ...	11,500	43,348
Belated Repairs — Estimate of amount required to complete... }	181,087	" " " " Reduction in estimate of amount required to complete	84,554	78,333
			18,200	
Total of extraordinary liabilities to be met out of Revenue	795,761	... ..	154,403	641,358

In addition to the extraordinary liabilities remaining at 30th June, 1904, to be met out of Revenue as shown above, viz., £641,358, it will be necessary, as mentioned in our Report of 31st March, 1904 (see Appendix No. 22), to charge a large sum to Working Expenses in connection with the Strengthening of Bridges, Flinders-street Station and Yard, &c.

If, as they should be, these obligations are to be met out of Revenue, in addition to the payment of ordinary Working Expenses and Interest Charges, it is essential that no more unprofitable lines be built, that the income be conserved by the maintenance of the existing basis of fares and rates, and that economy continue to be exercised in regard to the train and station service, as well as in every other respect.

Carriage of Agricultural Produce and Victorian Coal at Reduced Rates.

Section 14 of the Railways Act 1439, which became law on 2nd July, 1896, reads as follows :—

“In the following cases (that is to say) :—

- (a) Where Parliament makes any alteration in the law which occasions any increase of expenditure by the Commissioner or any decrease of the Railways revenue ; or
- (b) Where Parliament or the Governor in Council directs the Commissioner to carry out any system or matter of policy which occasions or results in any increase of expenditure by the Commissioner or any decrease of the Railways revenue ; or
- (c) Where Parliament authorizes the construction of any new line of railway, which, when vested in the Commissioner, does not produce sufficient revenue to cover the interest on its cost of construction and the expenses of its maintenance,

the annual amount of the increase of expenditure or decrease of revenue, or of the loss resulting from such new line of railway shall be from time to time notified in writing by the Commissioner to the Commissioners of Audit, and, if certified by them, shall be provided by Parliament in the Annual Appropriation Act and paid to the Commissioner.”

In accordance with a direction of the Government under this section, the then Commissioner reduced the rates on agricultural produce in December, 1899, and from that time until the year 1902-3 Parliament, in accordance with the law, provided, and the revenue of the Department was credited with, an amount equivalent to the decrease in revenue sustained by reason of such reduction in rates.

In 1903 the Government of the day decided to reduce the amount to be provided by Parliament on this account to the equivalent of one-half of such decrease in revenue. Although we were entitled under the section of the Act above recited to increase the rates on agricultural produce so that a loss of revenue would not be sustained, we deemed it inadvisable to do so, and only advanced the rates to such extent as would make up approximately one-half of such reduction ; in other words, the Department divided or bore the loss about equally with those interested in the agricultural produce traffic.

Under this arrangement the sum of £48,029 has been provided by Parliament, and is included in the Gross Revenue for the year for the carriage of agricultural produce at reduced rates. This is approximately one-half of the decrease in revenue due to the reduction in rates made in December, 1899. Approximately one-half of the balance has, through the increase in the rates above-mentioned, been recovered, and the remainder, about £24,000, was the net decrease in the Gross Revenue of the Department for the year due to the reduced rates on agricultural produce. In other words, if the provisions of Section 14 of Act 1439 had been fully observed both the Gross and Net Revenue of the Department would have been increased by about £24,000.

The decrease in revenue from the carriage during the year of Victorian coal, at reduced rates in accordance with a direction of the Governor in Council under Section 14 of Act 1439, was £4,938, and this amount was provided by Parliament, and is included in the Gross Revenue for the year.

Transportation and Traffic Branches.

The re-organization during the year of the Transportation and Traffic Branches was productive of satisfactory results both as to efficiency and economy.

The total expenses of the Transportation and Traffic Branches for the year were £586,015 as compared with £671,588 in the year 1901-2, the year of the largest previous traffic.

The measures taken and methods adopted to cope with the heavy grain traffic resulting from the excellent harvest proved to be adequate, and it was promptly carried to the sea-board and handled there as fast as shipping was available to carry it away.

The total traffic train mileage for the year was 9,172,644 miles, or 10·83 per cent. less than in the preceding year, and 18·72 per cent. less than in 1901-2, the year with the largest previous traffic.

Although the revenue from goods and live stock traffic was £73,516, or over 4 per cent. greater than in 1901-2, the year of the largest previous traffic, there was a decrease in the goods train mileage as compared with the mileage of that year of 603,956 miles, and in the mixed train mileage of 776,318 miles, a total decrease of 1,380,274 miles, or 21 per cent. The increase in the goods and live stock revenue does not, however, adequately represent the increase in the ton mileage or work done by goods and mixed trains, for the additional revenue was obtained mainly from the carriage of agricultural products at comparatively low rates. This large reduction in the mileage of goods and mixed trains, notwithstanding the increase in the ton mileage and the work done by these trains, is due chiefly to methods adopted during the year for securing the heavier loading of trains and cars, and for preventing the unnecessary movement of empty trucks.

Way and Works Branch.

The Way and Works were maintained in good working order and repair during the year, and a certificate to that effect from the Chief Engineer will be found in Appendix No. 2.

The original estimate of the outlay required for "Belated Repairs" was £260,000. In the year 1902-3 the expenditure on this account was £78,913 and in the year just ended it was £84,554, a total of £163,467, leaving a balance of £96,533, but it is now considered that an additional expenditure of £78,333—a reduction of £18,200—will put the Way and Works in such condition that thereafter the vote for Working Expenses will not require to be augmented by reason of insufficient funds having been provided in the past for maintenance and renewals.

The total charges against the Way and Works Branch during the year, as compared with those for the two previous years, were as follows:—

	Year 1901-2.	Year 1902-3.	Year 1903-4.
	£	£	£
Ordinary Maintenance and Renewals ...	490,438	437,840	448,959
Per mile of railway } Average mileage { ...	150	132	133
" " track } open for traffic { ...	149	120	121
For Belated Repairs ...	...	78,913	84,554
For Recoups of Funds advanced in previous years by the Treasury for Renewals of Way and Works ...	11,500	11,500	11,500
Total Charges against Branch ...	501,938	528,253	545,013
Per mile of railway } Average mileage { ...	154	159	162
" " track } open for traffic { ...	152	144	147

A considerable saving in the salaries and wages for the year was effected mainly by lengthening the Roadmasters' districts and the Gangers' lengths and by reductions in the force employed on maintenance.

The introduction of oil motor cars for the use of repairing gangs on light traffic lines has rendered it possible to increase the Gangers' lengths on the lines on which they have been put into use by about 50 per cent. Wherever it is found that it will be practicable and economical to reduce the track force by affording means to enable the gangs to travel more quickly and with less exertion over their lengths, oil motor cars, or specially constructed hand-cars, will be provided.

One hundred and two miles of main track were relaid during the year— $7\frac{1}{4}$ miles with 100 lb. rails, $69\frac{1}{4}$ miles with 80 lb. rails, and $25\frac{1}{2}$ miles with serviceable 60, 66, and 75 lb. rails, which had been replaced with heavier rails on important lines. 273,523 sleepers were renewed and 47,142 additional sleepers were put into the track and 136 miles of fencing were re-built during the year.

Seventy-four interlocking levers were installed at six places, making the total number in use at 30th June, 1904, 6,533 at 493 places, and the proportion of interlocked places 60.42 per cent. Twenty-three sets of Staff or Annett's lock gear were provided at fourteen intermediate non-staff stations.

Owing to insufficient funds comparatively little progress was made during the year on the new Station and Yard at Flinders-street. £14,842 was expended chiefly towards completing the subways and platforms, of which sum £5,508 was charged to Capital Account and £9,334 to Working Expenses.

Plans have been made and materials ordered for strengthening a number of the bridges on various important lines, in accordance with our Report of 31st March, 1904 (see Appendix No. 22).

Rolling-Stock Branch.

The locomotive, carriage, truck, and other rolling-stock in use, and the machinery and tools, were maintained in good order and repair, and a certificate to that effect from the Chief Mechanical Engineer will be found in Appendix No. 3.

The charges against the Rolling-Stock Branch during the year, as compared with those for 1901-2, the year of the largest previous traffic, were as follows:—

	Year 1901-2.	Year 1903-4.
	£	£
For Working	576,921	455,544
Per traffic train-mile	1/0.27	0/11.92
For Repairs and Renewals	268,543	270,342
For Recoups of Funds Advanced in previous years by the Treasury for Replacement of Rolling-Stock	10,000	17,146
Total Charges against Branch	855,464	743,032
Per traffic train-mile	1/6.19	1/7.44

By replacements made during the year, the cost of which is included in the Working Expenses, the estimated amount required to make good the deficiency in the Rolling Stock (see our Report of 31st March, 1904, Appendix No. 22) was reduced from £403,950 to £389,000 (see Appendix No. 8).

One hundred and sixty-one trucks were equipped with the Westinghouse brake, and 82 with brake-pipes, making the number of trucks fitted with the brake 7,991, or 80 per cent., and with brake-pipes alone 1,836.

Sixteen cars were equipped for Pintsch gas lighting, making the total number so equipped 766, or 65 per cent.

The following new rolling-stock was put into service during the year:—

Locomotives.	Carriages.	Steel Medium Trucks.
6 of the "AA" class	2 of the "ABC" class	100 of 15 tons capacity
14 of the "DD" class	2 of the "ADAD" class	100 of 12 tons capacity

The construction of locomotives at the Newport shops was undertaken, and carried on during the year with decidedly satisfactory results. The first ten locomotives thus built are of the "DD" class, with a tractive power of 20,000 lbs. each, and weight (including tender) of 64 tons 9 cwt. They are giving good service. The cost of these locomotives, including proper provision for supervision, shop charges, and Stores expenses, was £3,232 each—equivalent to £50 3s. per ton. It is confidently anticipated that even better results will be achieved with subsequent construction.

A Summary of the Register of Rolling-Stock, at 30th June, 1904, is given in Appendix No. 8.

Stores.

The value of the Stock of Stores (paid and unpaid for) at 30th June, 1904, as per certificate from the Chief Storekeeper (see Appendix No. 4), was £501,641 as compared with £612,415 paid for and £34,588 unpaid for at 1st July, 1903, a reduction of £145,362 during the year (see Appendix No. 10).

During the year we repaid to the Treasury £55,000 of £180,000 provided in the years 1896 to 1902 inclusive for the purchase of Stores (see Appendix No. 10).

We confidently expect to continue to reduce the Stock of Stores, and to be in a position to repay during the present financial year a considerable portion of the balance of the £180,000.

The deficit in the value of Stores at 30th June, 1903, as per our Report of 31st March, 1904 (see Appendix No. 22), viz., £60,855 was reduced by £8,053 during the year, and therefore stood at £52,802 at 30th June, 1904.

Unproductive Capital Expenditure.

Lines Closed for Traffic.	Mileage.	Approximate Capital Cost.
Dunkeld to Peshurst (dismantled) ...	15·87	£50,000
Canterbury Loop Line (dismantled) ...	0·21	} ... 160,000
Ashburton to Oakleigh ...	2·37	
Fairfield Park to Deepdene ...	3·34	
Darling to Waverley ...	0·84	
Lancefield to Kilmore ..	18·10	
Coburg to Somerton ...	7·12	72,166
Totals ...	47·85 miles	£406,513
Surveys of lines not constructed ...	...	312,027
Total Unproductive Capital Expenditure ...		£718,540

Pensions and Gratuities.

The amounts paid in Pensions and Gratuities during the year, which are not included in the Working Expenses, were £83,512 and £17,024 respectively, a total of £100,536, as compared with £77,775 and £15,732 respectively, a total of £93,507 in the previous year. The number of officers and employes in the service at 30th June, 1904, entitled to Pension or Compensation on retirement was 2,296, a reduction during the year of 253 (see Appendix No. 16).

Classification of Revenue and Expenditure.

A revised Classification of Revenue and Expenditure Accounts, clearly providing for the allocation of receipts and disbursements to the proper accounts, has been compiled, and became effective on 1st July, 1904.

Appendices.

In the Appendices, a list of which is given on page 12, will be found the Balance-sheet for the Year, and other Capital, Revenue, and Expenditure Accounts and Statistical information. For record and convenient reference our Report dated 31st March, 1904, on the Rolling-Stock, Way and Works, and Stores has been printed as an Appendix (No. 22).

Good Service Rendered by Staff.

We desire to place on record our appreciation of the good service rendered during the year by the Officers and Employes generally.

We have the honour to be, Sir,

Your obedient servants,

THOS. TAIT, Chairman,	}	Victorian Railways Commissioners.
W. FITZPATRICK,		
C. HUDSON,		

A P P E N D I C E S.

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- No. 1.** List of Heads of Branches.
2. Certificate of the Chief Engineer of Way and Works.
 3. Certificate of the Chief Mechanical Engineer.
 4. Certificate of the Chief Storekeeper.
 5. General Balance-sheet.
 6. Statement of Expenditure charged to Capital Account.
 7. Statement of Loans and Interest Charges and Expenses.
 8. Inventory of Rolling-Stock and Deficiency therein.
 9. Statement of Funds Advanced by the Treasury to be Recouped.
 10. Railway Stores Suspense Account.
 11. Comparative Statement of Working Expenses.
 12. Comparative Analysis of Passenger Traffic.
 13. Comparative Analysis of Goods and Live Stock Traffic.
 14. General Comparative Statement for Nineteen Years.
 15. Statement of Expenditure charged to Capital Account for Nineteen Years.
 16. Statement of Number of Officers and Employés entitled to Pension or Compensation.
 17. Statement Showing Cost of Land.
 18. Statement Showing Cost, Length, Highest Point, Steepest Gradient, and Average Cost per Mile of each Line ; also the Cost of Rolling-Stock, Workshops, General Offices, &c.
 19. Statement showing Date of Opening, Length, and Authority for Construction of each Line.
 20. Return of Persons Killed and Injured.
 21. Return of Traffic at each Station.
 22. Report of Commissioners, dated 31st March, 1904, on the Rolling-Stock, Way and Works, and Stores.

APPENDIX No. 1.

HEADS OF BRANCHES.

Secretary	L. McCLELLAND.
Chief Mechanical Engineer	T. H. WOODROFFE.
Chief Engineer of Way and Works	C. E. NORMAN.
Chief Traffic Manager	R. LOCHHEAD.
Chief Accountant	H. KENT.
General Superintendent of Transportation	S. JONES.
Chief Storekeeper	E. J. GOODE.
Telegraph Superintendent	W. A. HOLMES.
<hr/>	
Railways Auditor	R. A. McILWRAITH.

APPENDIX No. 2.

CERTIFICATE RESPECTING WAY AND WORKS.

I hereby certify that the whole of the permanent way, stations, buildings, piers, and other works on the Victorian Railways were, during the year 1903-4, maintained in good working condition and repair.

C. E. NORMAN,
Chief Engineer of Way and Works.

APPENDIX No. 3.

CERTIFICATE RESPECTING ROLLING-STOCK MACHINERY AND TOOLS.

I hereby certify that the whole of the rolling-stock in use on the Victorian Railways, and also the machinery and tools of the Rolling-Stock Branch were, during the year 1903-4, maintained in good working order and repair.

T. H. WOODROFFE,
Chief Mechanical Engineer.

APPENDIX No. 4.

CERTIFICATE RESPECTING STORES.

The stock of stores has been carefully inspected, and I hereby certify that the value of the stores on hand at the various depôts at 30th June, 1904, was £501,641 6s. 9d., as compared with £647,003 7s. 7d. at 30th June, 1903.

E. J. GOODE,
Chief Storekeeper.

No. 5.

AT 30TH JUNE, 1904.

Cr.

	No. of		£ s. d.			£ s. d.			£ s. d.		
	Appendix.	Page.	£	s.	d.	£	s.	d.	£	s.	d.
By Railways, Existing Rolling-Stock, and Equipment ...	18	32	40,394,453	6	1						
„ Surveys for proposed Railways ...	...	11	312,026	18	3						
„ Deficiency in Rolling-Stock at 30th June, 1904 ...	8	19	...			40,706,480	4	4			
„ Expenditure on Renewals of Way and Works, and Replacement of Rolling-stock temporarily charged to Capital, remaining to be recouped out of Revenue at 30th June, 1904 ...	9	21	...			121,223	1	0			
									41,216,703	5	4
„ Stores and Materials on hand	10	22	...			501,641	6	9			
Less amount at credit of Stores Depreciation Account ...	10	22	...			1,486	8	1			
									500,154	18	8
„ Deficit in Value of Stores, as per Balance-sheet at 30th June, 1903 ...			48,286	16	11						
Add Additional Deficit at 30th June, 1903, as per independent Valuation instituted by present Commissioners ...	22	65	12,568	3	2						
						60,855	0	1			
Less amount applied in reduction of Deficit in Value of Stores ...	10	22	...			8,053	4	1			
									52,801	16	0
„ Cash on hand to meet current disbursements ...			...			...			145,000	0	0
„ Sundry Debtors ...			...			...			17,681	3	8
„ Balance to credit of Railway Capital Funds at Treasury ...			...			...			125,667	5	8
„ Gross Revenue ...		5 & 6	...			3,438,140	17	2			
Less all charges against Working Expenses ...	11	23	...			1,921,866	10	4			
„ Net Revenue for the year ending 30th June, 1904 ...		5 & 6	...			...			1,516,274	6	10
Total ...	...	...	...			...			43,574,282	16	2

H. KENT,
Chief Accountant.

APPENDIX No. 7.

STATEMENT OF LOANS ALLOCATED TO THE RAILWAYS AT 30TH JUNE, 1904, AND OF THE INTEREST CHARGES AND EXPENSES PAID DURING THE YEAR.

Act.	Rate of Interest per cent.	Principal.	Interest Charges.	Expenses in connection with payment of Interest.	Total Interest Charges and Expenses.	Loans redeemable.
		£ s. d.	£	£	£	
42 Vict. No. 608	4½	4,156,573 12 2	187,046	2,642	189,688	Redeemed—1st January, 1904
45 Vict. No. 717	4	2,769,006 2 4	110,760	1,636	112,396	In London—1st July, 1907
46 Vict. No. 739	4	2,000,000 0 0	80,000	1,026	81,026	In London—1st April, 1908
47 Vict. No. 760	4	3,758,788 0 3	150,352	1,939	152,291	In London—1st October, 1913
48 Vict. No. 805	4	3,251,172 4 3	130,047	1,543	131,590	In London—1st October, 1919
49 Vict. No. 845	4	4,532,985 12 1	181,319	2,709	184,028	In London—1st October, 1920
56 Vict. No. 1287	4	2,107,000 0 0	84,280	1,257	85,537	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	18,587	...	18,587	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	93,587	1,481	95,068	In London—1st October, 1923
53 Vict. No. 1032	3½	3,150,000 0 0	110,250	1,744	111,994	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	1,233	79,146	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	923	59,256	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
62 Vict. No. 1562	3	700,000 0 0	21,000	357	21,357	In London on or after 1st January, 1929, upon notice; if not sooner redeemed, on 1st January, 1949
60 Vict. No. 1451	3¼	30,000 0 0	1,203	...	1,203	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	...	33,911	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
Carried forward	...	34,617,237 3 5	1,338,588	18,490	1,357,078	

APPENDIX No. 7—continued.

STATEMENT OF LOANS ALLOCATED TO THE RAILWAYS AT 30TH JUNE, 1904, AND OF THE INTEREST CHARGES AND EXPENSES PAID DURING THE YEAR—continued.

Act.	Rate of Interest per cent.	Principal.	Interest Charges.	Expenses in connection with Payment of Interest.	Total Interest Charges and Expenses.	Loans redeemable.
		£ s. d.	£	£	£	
Brought forward	...	34,617,237 3 5	1,338,588	18,490	1,357,078	
62 Vict. No. 1560	3	3,015,639 6 10	90,838	1,547	92,385	On or after 1st January, 1929, upon one year's notice; if not sooner redeemed, on 1st January, 1949
62 Vict. No. 1564	3	59,943 19 8	1,798	...	1,798	Payable out of Consolidated Revenue in amounts of £25,000 each year, commencing 1st July, 1900
63 Vict. No. 1623	3	172,329 0 3	5,124	...	5,124	Payable out of Consolidated Revenue in amounts of £10,000 each year, commencing 1st July, 1901. See Act 1564, Section 5
64 Vict. No. 1659	3	515,466 8 2	15,464	...	15,464	Payable out of Consolidated Revenue in amounts of £10,000 each year, commencing 1st July, 1901. See Act 1564, Section 5
1 Edw. VII. No. 1753	3	223,249 0 0	6,683	...	6,683	Payable in Melbourne at the expiration of 30 years from 1st January, 1902, but may be redeemed at any time after the expiration of 21 years from such date, upon Parliament providing funds, and upon 12 months' previous notice of intention to redeem being given
Treasury Bonds Act No. 1800	3½	495,071 0 0	15,294	...	15,294	In Melbourne 1st October, 1907
Treasury Bonds Act No. 1847	4	1,887,526 12 2	...	...	...	1st July, 1906, if not previously converted into 3½ per cent. Consolidated Stock
No. 1560	3½	2,604,484 0 0	22,746	338	23,084	1st October, 1929, or at any time thereafter to 1st October, 1949
Less Interest allowed by Banks on the weekly balances at credit of Railway Funds		43,590,946 10 6	1,496,535	20,375	1,516,910	
		...	1,155	...	1,155	
42 Vic. 617, Melbourne and Hobson's Bay Railway Debentures		43,590,946 10 6 1,000 0 0	1,495,380 ...	20,375 ...	1,515,755 ...	Not yet presented for redemption
Deduct amount under Act 608 redeemed 1st January, 1904		43,591,946 10 6 4,156,573 12 2				
Total amount of current loans allocated to the Railways at 30th June, 1904		39,435,372 18 4	Note.—The total interest, viz., £1,496,535 is equivalent to 3.79 per cent on the total amount of current loans allocated to the Railways at 30th June, 1904.			
Less Discount and Expenses on Sale of Debentures— £1,679,914 12 1						
Deduct Net Premiums on Debentures— 477,951 15 7						
Total Net Proceeds of Loans allocated to the Railways at 30th June, 1904		1,201,962 16 6				
		38,233,410 1 10	Note.—The total interest, viz., £1,496,535 is equivalent to 3.91 per cent on the total net proceeds of loans allocated to the Railways at 30th June, 1904.			

INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1904.

LOCOMOTIVES.

Class Letter ...	AA		A	B	C	D	DD	E	EE	F	G	H	J	K	L	M	N	O	P	Q	R		S	T	U	V	W	X	Y	Z	Unclassified.	Narrow-Gauge.	Total.	Effective Tractive Power.
	Old	New.																			New.	Old.												lbs.
In existence, as per Register of Rolling-stock, at 30th June, 1904 ...	20	10	15	30	19	20	15	69	7	21	2	8	3	4	7	22	4	44	5	10	25	64	8	19	8	16	12	15	31	3	8	6	550	6,844,418

The effective tractive power of 108 of these locomotives is based on their value as scrap materials. During the year, 23 of them have been broken up and sold, and their value as scrap materials is now standing to the credit of a special fund for the replacement of rolling-stock. (See Report of the Commissioners, dated 31st March, 1904. Appendix No. 22.)

CARRIAGE, VAN, AND SUNDRY STOCK.

Class Letter ...	PASSENGER STOCK.																				NARROW-GAUGE STOCK.				Total.	Internal Floor Area.						
	Carriages.										Carriages and Vans combined.										Carriages.	Carriages and Vans Combined.										
	1st Class.					Composites.					2nd Class.					1st Class.							Composites.					2nd Class.				
	Bogie Veeble. Corridor.	Bogie.	Bogie Sleeping Cars.	6 wheels.	4 wheels.	Bogie Corridor.	Bogie Corridor.	Bogie.	6 wheels.	4 wheels.	Bogie.	Bogie Veeble. Corridor.	6 wheels.	4 wheels.	Bogie.	6 wheels.	Bogie.	6 wheels.	4 wheels.	Bogie.	Bogie, 2nd Class, and Mail Van.	Special Cars.	Carriages.	Carriages and Vans Combined.								
AA	AA	—	A	AO	ABc	ABAB	AB	BB	Bv	B	ADAD	AD	ABDABD	ABD	BD	BDBD	BEBE	—	BB	BDBD	Total.	Internal Floor Area.										
In existence as per Register of Rolling-stock at 30th June, 1904 ...	31	199	...	44	2	12	58	77	38	4	60	23	246†	195†	76	1	4	13	57	11	12	2	7	5	5	1,182	18†	306,265				
Joint Stock ...	4	3	6	3	2	

Class Letter ...	VAN STOCK.							SUNDRY STOCK.										Total.	Internal Floor Area.
	Bogie Mail Van.	Mail Van.	Bogie.	6 wheels.	4 wheels.	Bogie Veeble.	Bogie Van and Horse Box combined.	Hearse.	Horse Boxes.	Bogie Horse Boxes.	Workmen's Sleeping Car originally Passenger Carriage replaced.	Weighting-machine Car.	Casualty Vans.	Dynagraph Van.	Travelling Booking-office.				
	EE	E	DD	D	Dv	DfDf	C	F	FF	—	—	—	—	—					
In existence as per Register of Rolling-stock at 30th June, 1904 ...	...	16	47‡	221	4	2	1	8	47	6	69¶	2	3	1	1	431	9†	75,053
Joint Stock ...	3	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

TRUCK STOCK.

Class Letter ...	BROAD-GAUGE.																	NARROW-GAUGE.					Total.	Tonnage Carrying Capacity.	PRIVATE STOCK.				
	High-sided Covered.	Medium.	Low-sided.	Sheep.	Cattle.	Railnet.	Bogie Ballast Rail and Hopper.	Hopper Coal (Iron).	Bogie Hopper Coal.	Powder.	Bogie Low-sided.	Bogie Boiler and Timber.	Bogie Medium. Movable sides.	Bogie Medium.	Bogie High-sided Covered.	Refrigerators.	Bogie Refrigerators.	Meat.	Carriage Trucks.	Water Tank Trucks.	Bogie Live Stock.	Bogie Medium.				Bogie Refrigerator.	Bogie Meat.	At Newport.	
...	H	I	K	L	M	N	Nz	O	OO	P	Q	QB	QR	R	S	T	Th	Tr	U	G	—	MM	QR	Tt	Uu	...	...	Oil Tanks.
In existence, as per Register of Rolling-stock, at 30th June, 1904 ...	229	7,141	270	366	400	343	1	187	6	24	20	1	201	11	13	130	19	31	460	26	60	4	70	1	7	4	10,025	96,731	4

DEFICIENCY IN ROLLING-STOCK IN EXISTENCE AS COMPARED WITH THE ROLLING-STOCK PURCHASED OR CONSTRUCTED OUT OF CAPITAL FUNDS SINCE THE INCEPTION OF THE RAILWAYS, AND THE ESTIMATED COST OF MAKING SUCH DEFICIENCY GOOD.

	Deficiency at 30th June, 1903, as per Inventory (See Report of the Commissioners, dated 31st March, 1904, Appendix No. 22.)	Estimated Cost of making good the Deficiency at 30th June, 1903.	Reduction in Deficiency during the Year.	Estimated Value of Reduction in Deficiency—Charged to the Working Expenses for the Year.	Deficiency at 30th June, 1904, as per Register of Rolling-stock.	Estimated Cost of making good the Deficiency at 30th June, 1904.
		£		£		£
Locomotives (tractive power) ...	1,058,508 lbs.	188,080	44,151 lbs.	7,840	1,014,357 lbs.	180,240
Carriage Stock (floor area) ...	27,935 sq. ft.	102,170	Nil	...	27,935 sq. ft.	102,170
Van and Sundry Stock (floor area) ...	9,698 sq. ft.	26,470	Nil	...	9,698 sq. ft.	26,470
Truck Stock (carrying capacity) ...	6,867 tons	87,230	560 tons	7,110	6,307 tons	80,120
Total ...	...	403,950	...	14,950	...	389,000

(1) Pioneer included. (2) One Corridor. (3) Pioneer included. (4) Includes 34 Holiday Cars. (5) Includes 113 Holiday Cars. (6) Includes 1 Holiday Car. (7) Includes 3 Holiday Vans. (8) Includes 2 Holiday Vans. (9) One 6-stalled Fr. (10) "State Car," "Edinburgh," "Victoria," "York," "Edward," "Alexandra," "Inspection."

† Only one-half internal area of 220 vehicles allowed on account of antiquated design, which precludes their use for ordinary traffic. ‡ Only one-half internal floor area allowed on account of being Joint South Australian Stock. § Only one-quarter internal floor area allowed for 3 vans on account of being obsolete. ¶ Only one-half internal floor area of 69 old carriages and vans used as Workmen's Sleepers allowed.

T. H. WOODROFFE, Chief Mechanical Engineer.

APPENDIX No. 9.

STATEMENT SHOWING FUNDS ADVANCED IN PREVIOUS YEARS BY THE TREASURY FOR RENEWALS OF WAY AND WORKS AND REPLACEMENT OF ROLLING-STOCK, AND THE RECOUPS THEREOF.

Act.	Repayable as under.	Expenditure.			Amount recouped to 30th June, 1904, out of Votes for Working Expenses.			Balance of Expenditure to be Recouped out of Revenue.										
		Year.	Renewals of Way and Works.	Replacement of Rolling-stock.	Total.	Year.	Renewals of Way and Works.	Replacement of Rolling-stock.	Total.	Renewals of Way and Works.	Replacement of Rolling-stock.	Total.						
			£ s. d.	£ s. d.	£ s. d.		£	£	£	£ s. d.	£ s. d.	£ s. d.						
1451 Section 3, 21st September, 1896	In nine yearly instalments of £7,500, and 1 of £5175 11s. 6d.	1896-7	3,234 0 10	31,775 17 5	35,009 18 3	1898-9	1,500	6,000	7,500	4,375 11 6	23,300 0 0	27,675 11 6						
		1897-8	5,418 1 4	12,417 16 2	17,835 17 6		1899-0	1,500	6,000				7,500					
		1898-9	4,723 9 4	2,386 18 9	7,110 8 1		1900-1	1,500	6,000				7,500					
		1899-0	Nil	11,135 3 2	11,135 3 2		1901-2	1,500	6,000				7,500					
		1900-1	Nil	Nil	Nil		1902-3	1,500	6,000				7,500					
		1901-2	Nil	1,584 4 6	1,584 4 6		1903-4	1,500	6,000				7,500					
				13,375 11 6	59,300 0 0		72,675 11 6		9,000				36,000	45,000				
		1566 Section 2, 19th October, 1898 ...	Out of Revenue as the finances admit.	1899-0	54,430 18 10		1,380 1 10	55,811 0 8	1900-1				10,000	4,000	14,000	36,127 3 10	20,666 0 0	56,793 3 10
				1900-1	15,197 7 9		15,881 18 1	31,079 5 10					1901-2	10,000	4,000				14,000
1901-2	5,962 8 0			19,394 0 1	25,356 8 1	1902-3	10,000	4,000		14,000								
1902-3	536 9 3			10 0 0	546 9 3	1903-4	10,000	4,000		14,000								
				76,127 3 10	36,666 0 0	112,793 3 10		40,000		16,000	56,000							
1766 Section 2, 23rd December, 1901	Out of Revenue as the finances admit.	1901-2	Nil	17,991 18 8	17,991 18 8	1902-3	Nil	2,217	2,217	Nil	17,340 5 8	17,340 5 8						
		1902-3	Nil	3,782 7 0	3,782 7 0		1903-4	Nil	2,217				2,217					
			Nil	21,774 5 8	21,774 5 8			Nil	4,434				4,434					
1805 Section 2, 9th December, 1902 ...	Out of Revenue as the finances admit.	1902-3	2,845 12 2	21,497 7 10	24,343 0 0	1903-4	Nil	4,929	4,929	2,845 12 2	16,568 7 10	19,414 0 0						
			2,845 12 2	21,497 7 10	24,343 0 0			Nil	4,929				4,929					
Totals ...			92,348 7 6	139,237 13 6	231,586 1 0		49,000	61,363	110,363	43,348 7 6	77,874 13 6	121,223 1 0						

NOTE.—The interest, &c., on the Funds Advanced is included in the Treasury Debit to the Railways for Interest and Expenses, which appears in Appendix No. 7.

APPENDIX No. 11.

COMPARATIVE STATEMENT OF WORKING EXPENSES FOR THE FOUR YEARS
ENDED 30TH JUNE, 1904.

	1900-1.	1901-2.	1902-3.	1903-4.		
	£	£	£	£	s.	d.
Transportation and Traffic Branches—						
General and Local Superintendence, including Accounting and Office Expenses	25,181	26,301	23,690	25,570	7	8
Station-masters and Station Clerks	125,111	135,774	128,294	130,308	6	6
Pointsmen, Signalmen, and Gatekeepers	104,688	74,319	72,144	71,155	3	6
Guards, Porters, and Labourers	261,350	315,620	276,659	277,861	10	7
Stores	52,011	40,810	33,357	30,036	15	4
Advertising, Printing, and Stationery ... ..	...	21,137	22,302	18,412	16	5
Clothing	2,736	3,245	3,416	3,105	18	0
Travelling and Incidental Expenses	* 20,458	...	...	...	...	...
Sundry other Charges	17,465	23,237	22,326	21,344	18	3
Compensation Personal	6,632	22,334	7,855	2,924	14	10
" Goods, &c.	1,313	8,811	2,874	5,291	5	7
Total Expenses of Transportation and Traffic Branches ...	616,945	671,588	592,897	586,014	16	8
Way and Works Branch—						
General and Local Superintendence, including Accounting and Office Expenses	48,927	55,039	53,667	54,916	18	10
Maintenance and Renewals of Permanent Way—						
Wages	276,661	265,109	233,412	245,428	1	2
Materials	61,742	57,941	47,436	45,136	8	7
Locomotive power	5,312	5,523	3,754	7,704	18	4
Maintenance and Renewals of Bridges, Approach Roads, Piers, Signals, Reservoirs, Coal Stages, and other Works	107,906	45,668	53,815	48,182	3	11
Maintenance and Renewals of Stations and other Buildings ... ..	...	56,194	41,058	42,357	7	5
Sundry other Charges	6,440	4,964	4,797	5,202	14	4
	506,988	490,438	437,840	448,958	12	7
Recoups of Funds Advanced in previous years by the Treasury for Renewals of Way and Works	11,500	11,500	11,500	11,500	0	0
Belated Repairs ... ..	...	...	78,913	84,554	8	11
Total Charges against Way and Works Branch ...	518,488	501,938	528,253	545,013	1	6
Rolling-Stock Branch—Working—						
General Superintendence, including Accounting and Office Expenses	6,441	6,751	6,501	5,516	2	2
Running Expenses—						
Local Superintendence and Wages connected with the Working of Locomotives	257,455	271,103	246,797	221,362	7	7
Coal, Wood, and Kindlers	221,248	258,010	226,741	190,392	3	3
Water (including Pumpers' Wages, Repairs, and Stores for Pumping Engines)	13,362	15,504	14,950	15,710	6	9
Oil, Tallow, Waste, and Sundry Stores	13,656	16,718	17,452	13,943	17	4
Oiling, Train Examining, &c.	8,365	8,855	8,649	8,618	10	9
Total Cost of Working, Rolling-Stock Branch ...	520,527	576,921	521,090	455,513	7	10
Rolling-Stock Branch—Repairs and Renewals—						
General Superintendence, including Accounting and Office Expenses	5,174	3,400	5,127	5,680	0	0
Locomotives	128,855	139,499	126,461	133,088	17	3
Coaching Stock } Including Local Superintendence and Office Expenses {	65,591	66,495	57,818	62,773	2	7
Goods Stock }	63,198	57,149	52,219	68,800	7	8
	262,818	268,543	241,625	270,342	7	6
Recoups of Funds Advanced in previous years by the Treasury for Replacement of Rolling-Stock	10,000	10,000	12,217	17,146	0	0
Total Charges against Repairs and Renewals of Rolling-Stock	272,818	278,543	253,842	287,488	7	6
General Expenses—						
Commissioners, Secretary, Office Staff, and Expenses	9,691	8,339	8,676	13,817	9	7
Accountant's Branch	21,769	23,142	21,357	22,177	14	5
Stores Branch	† 11,597	...	...	...	...	...
Telegraph Branch	8,046	8,296	7,637	7,998	5	10
Sundry other Charges	4,915	3,608	4,828	3,813	7	0
Total General Expenses	56,018	43,385	42,498	47,806	16	10
TOTAL CHARGES AGAINST WORKING EXPENSES ...	1,984,796	2,072,375	1,938,580	1,921,866	10	4

* Since the year 1900-01 Travelling and Incidental Expenses of the Transportation and Traffic Branches have been charged to the other items of expenditure of those Branches.

† Since the year 1900-01 Stores Branch Expenses have been apportioned to the other Branches.

APPENDIX No. 12.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC FOR YEARS ENDING 30TH JUNE, 1903 AND 1904.

	Year ending 30th June, 1903.		Year ending 30th June, 1904	
	Number of Journeys.	Revenue	Number of Journeys.	Revenue.
		£		£
Country Passengers, 1st Class	641,763	219,042	692,700	242,454
do. do. 2nd do.	3,175,435	506,591	3,123,853	511,570
do. Season Tickets, 1st Class	807,344	63,423	758,006	63,844
do. do. 2nd do.	129,164	9,281	211,706	10,714
Totals for COUNTRY PASSENGERS ...	4,733,706	798,337	4,786,265	818,582
Suburban Passengers, 1st Class	11,949,853	174,777	12,354,569	182,801
do. do. 2nd do.	17,751,720	175,878	17,548,631	173,853
do. Season Tickets, 1st do.	11,541,682	102,649	10,902,662	100,677
do. do. 2nd do.	6,851,176	41,334	5,891,066	38,751
do. Weekly Workmen's, 2nd class	1,456,824	10,704	2,084,867	15,304
Totals for SUBURBAN PASSENGERS ...	49,351,255	505,342	48,781,795	511,386
Race and Special Picnic Traffic, within 20 miles of Melbourne } Passengers, 1st Class	288,259	10,836	299,498	10,485
do. do. do. } do. 2nd do.	424,853	13,050	414,445	10,030
Totals for RACE AND SPECIAL PICNIC TRAFFIC	713,112	21,886	713,943	20,515
Grand Totals	54,798,073	1,325,565	54,282,003	1,360,483

APPENDIX No. 13.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC FOR YEARS ENDING 30TH JUNE, 1901, 1902, 1903, AND 1904.

Kind of Goods.	Year ending 30th June, 1901.	Year ending 30th June, 1902.	Year ending 30th June, 1903.	Year ending 30th June, 1904.
	Tons carried.	Tons carried.	Tons carried.	Tons carried.
1st Class	53,819	56,905	54,575	57,217
2nd Class	36,106	39,474	35,794	39,658
3rd Class	29,669	27,427	28,349	30,387
"A" Class	65,407	66,034	65,106	65,441
"B" Class	38,944	48,725	48,250	47,168
"C" Class	44,268	50,976	44,815	45,486
Miscellaneous Class	145,625	158,842	140,944	90,405
Fish	2,000	2,168	2,605	3,185
Fruit and Vegetables	34,379	36,016	36,638	37,041
Butter	20,392	17,212	15,630	21,550
Other Dairy Produce	21,747	17,368	15,104	18,639
Wine	5,602	6,019	5,370	5,232
Wool	56,463	52,672	44,860	43,654
Sugar	20,468	20,145	19,706	21,246
Kerosene	8,905	10,639	10,245	11,194
Flour, Bran, Sharps, and Pollard	140,643	151,329	95,552	120,059
Wheat	511,158	400,116	141,049	653,352
All other Grain	117,630	109,700	54,502	104,697
Hay, Straw, and Chaff	255,858	332,284	387,758	148,331
Potatoes	75,934	63,581	85,898	80,092
All other Agricultural Produce	61,602	38,943	38,203	75,466
Hides, Skins, and Tallow	13,796	15,104	14,359	14,841
Fertilizers ... ..	...	37,316	48,827	67,691
Coal	182,718	158,692	121,254	125,599
Firewood	583,031	592,358	540,242	611,488
Timber	194,859	198,606	175,780	180,845
Bark* ... ..	...	...	...	4,230
Stone, Lime, Bricks, &c.	180,114	199,608	188,095	178,446
Machinery and Castings	11,621	10,600	8,511	13,197
All other Goods	242,939	268,045	248,806	266,935
Total Tonnage of Goods carried ...	3,155,697	3,186,904	2,716,827	3,182,772
Live Stock	226,163	246,723	377,170	256,431
Total Tonnage of Goods and Live Stock carried	3,381,860	3,433,627	3,093,997	3,439,203

* The tonnage of Bark is included in B class, except for the last six months of the year 1903-4.

APPENDIX No. 14.

GENERAL COMPARATIVE STATEMENT FOR NINETEEN YEARS, FROM 1ST JULY, 1885, TO 30TH JUNE, 1904.

Year.	Mileage of Railways at end of Year.	Average Mileage of Railways for the Year.	COST OF CONSTRUCTION.		ROLLING-STOCK.				Total Train Miles Run.	Number of Passenger Journeys.	Tonnage of Goods and Live Stock conveyed.	GROSS REVENUE.				
			Capital Cost, including Rolling-stock.	Average Cost per Mile open.	Locomotives.	Passenger Cars.	Trucks.	Vans, &c.				From Passenger, &c., Traffic.	From Goods and Live Stock Traffic.	Total.	Per Average Mile open.	Per Train Mile run.
			£	£	Number.	Number.	Number.	Number.				£	£	£	£	s. d.
1885-6	1,743	1,691	24,357,814	13,975	332	753	4,883	289	7,256,703	37,153,655	2,202,206	1,187,548	1,141,578	2,329,126	1,377	6'5'03
1886-7	1,880	1,791	26,171,609	13,921	346	808	5,297	336	7,991,378	41,856,404	2,325,532	1,259,496	1,193,582	2,453,078	1,370	6'1'67
1887-8	2,018	1,947	28,212,064	13,981	364	819	6,242	349	9,082,312	47,244,643	2,660,550	1,397,050	1,338,999	2,756,049	1,415	6'0'83
1888-9	2,197	2,142	31,189,517	14,195	382	900	6,099	350	10,680,743	57,481,697	3,060,721	1,668,540	1,441,600	3,110,140	1,452	5'9'88
1889-90	2,469	2,329	34,370,031	13,917	430	961	7,099	395	11,773,152	58,951,796	3,086,888	1,681,183	1,450,683	3,131,866	1,544	5'3'84
1890-91	2,763	2,650	36,341,626	13,153	455	1,085	8,035	437	12,249,747	57,996,039	3,262,427	1,706,803	1,591,764	3,298,567	1,245	5'4'63
1891-2	2,903	2,829	37,085,309	12,775	462	1,114	8,179	463	11,807,677	55,148,122	2,720,886	1,644,315	1,450,807	3,095,122	1,094	5'2'91
1892-3	2,975	2,933	37,462,372	12,665	499	1,107	8,530	469	10,775,134	46,520,784	2,558,378	1,508,867	1,417,081	2,925,948	998	5'5'17
1893-4	3,020	2,981	37,748,563	12,570	516	1,096	8,597	474	10,145,307	40,880,378	2,455,811	1,359,675	1,366,484	2,726,159	914	5'4'49
1894-5	3,120	3,082	37,922,207	12,221	517	1,087	8,591	468	9,567,453	40,210,733	2,435,857	1,259,609	1,321,982	2,581,591	837	5'4'76
1895-6	3,122	3,121	38,108,151	12,272	517	1,075	8,546	473	8,989,391	40,993,798	2,163,722	1,264,219	1,137,173	2,401,392	769	5'4'11
1896-7	3,129	3,126	38,329,402	12,317	517	1,068	8,578	475	9,228,687	42,263,638	2,383,445	1,328,687	1,287,248	2,615,935	837	5'8'03
1897-8	3,113	3,123	38,602,304	12,404	517	1,061	8,677	494	9,239,657	43,090,749	2,408,665	1,325,062	1,283,834	2,608,896	835	5'7'77
1898-9	3,143	3,122	39,056,451	12,430	519	1,094	9,026	499	9,714,298	45,805,043	2,779,748	1,372,000	1,501,729	2,873,729	920	5'11'00
1899-00	3,218	3,186	39,658,819	12,327	523	1,133	9,117	501	10,107,549	49,332,899	2,998,303	1,469,910	1,555,252	3,025,162	950	5'11'83
1900-01	3,237	3,228	40,145,404	12,402	533	1,157	9,283	528	11,066,016	54,704,062	3,381,860	1,625,903	1,711,894	3,337,797	1,034	6'0'39
1901-02	3,302	3,265	40,613,784	12,298	542	1,189	9,560	541	11,284,944	57,465,077	3,433,627	1,648,381	1,719,462	3,367,843	1,031	5'11'62
1902-03	3,383	3,335	40,974,493	12,110	553	1,189	9,724	533	10,286,272	54,798,073	3,093,997	1,592,088	1,454,770	3,046,858	913	5'11'09
1903-04	3,381	3,371	41,216,703	12,191	550	1,200	10,025	440	9,172,644	54,282,003	3,439,203	1,645,163	1,792,978	3,438,141	1,020	7'5'96

In consequence of the dismantling of the Canterbury Loop Line and of the line between Dunkeld and Penhurst, the mileage of these lines, 16'08 miles, is not included in the mileage of Railways since they were dismantled.

APPENDIX No. 14—continued.

GENERAL COMPARATIVE STATEMENT FOR NINETEEN YEARS, FROM 1ST JULY, 1885, TO 30TH JUNE, 1904.

Year.	EXPENDITURE: WAY AND WORKS BRANCH.						EXPENDITURE: ROLLING-STOCK BRANCH.									EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES.			COMPENSATION.		
	Maintenance and Renewals.	Recoups.	Total.	Per Average Mile open.	Per Train Mile run.	Per Cent. of Gross Revenue.	WORKING.			REPAIRS AND RENEWALS.						Amount.	Per Train Mile run.	Per Cent. of Gross Revenue.	Amount.	Per Train Mile run.	Per Cent. of Gross Revenue.
							Amount.	Per Train Mile run.	Per Cent. of Gross Revenue.	Repairs and Renewals.	Recoups.	Total.	Per Train Mile run.	Per Cent. of Gross Revenue.							
£	£	£	£	s. d.	£	s. d.	£	s. d.	£	£	£	s. d.	£	s. d.	£	s. d.	£	£	£	s. d.	
1885-6	275,699	...	275,699	163	0/9'12	11'84	335,486	0/11'10	14'40	163,933	...	163,933	0/5'42	7'04	469,025	1/3'51	20'13	14,489	0/0'48	0'62	
1886-7	304,149	...	304,149	170	0/9'13	12'40	360,861	0/10'84	14'71	179,176	...	179,176	0/5'38	7'30	524,635	1/3'76	21'38	9,749	0/0'29	0'40	
1887-8	349,342	...	349,342	179	0/9'23	12'68	408,328	0/10'79	14'82	202,258	...	202,258	0/5'34	7'34	580,611	1/3'34	21'07	142,562	0/3'77	5'17	
1888-9	407,525	...	407,525	190	0/9'16	13'10	521,953	0/11'73	16'78	220,597	...	220,597	0/4'96	7'09	694,346	1/3'60	22'33	22,121	0/0'50	0'71	
1889-90	433,267	...	433,267	186	0/8'83	13'83	575,579	0/11'73	18'38	249,205	...	249,205	0/5'08	7'96	763,756	1/3'57	24'39	26,718	0/0'54	0'85	
1890-91	428,327	...	428,327	162	0/8'39	12'99	685,401	1/1'43	20'78	262,917	...	262,917	0/5'15	7'97	821,004	1/4'09	24'89	22,128	0/0'43	0'67	
1891-2	412,336	...	412,336	146	0/8'38	13'32	585,706	0/11'90	18'92	236,697	...	236,697	0/4'81	7'65	787,352	1/4'00	25'44	10,167	0/0'21	0'33	
1892-3	327,959	...	327,959	112	0/7'30	11'21	503,592	0/11'22	17'21	231,691	...	231,691	0/5'16	7'92	668,717	1/2'89	22'85	6,433	0/0'14	0'22	
1893-4	320,981	...	320,981	108	0/7'59	11'77	435,307	0/10'30	15'97	197,052	...	197,052	0/4'66	7'23	562,220	1/1'30	20'62	4,316	0/0'10	0'16	
1894-5	331,198	...	331,198	107	0/8'31	12'83	390,536	0/9'79	15'13	177,032	...	177,032	0/4'44	6'86	514,131	1/0'90	19'92	6,806	0/0'17	0'26	
1895-6	365,848	...	365,848	117	0/9'77	15'23	359,915	0/9'61	14'99	187,927	...	187,927	0/5'02	7'83	486,433	1/0'99	20'26	7,321	0/0'19	0'31	
1896-7	381,293	...	381,293	122	0/9'92	14'57	359,763	0/9'36	13'75	193,731	...	193,731	0/5'04	7'41	497,030	1/0'93	19'00	4,689	0/0'12	0'18	
1897-8	408,837	...	408,837	131	0/10'62	15'67	366,303	0/9'51	14'04	204,802	...	204,802	0/5'32	7'85	526,958	1/1'69	20'20	7,892	0/0'20	0'30	
1898-9	479,292	1,500	480,792	154	0/11'88	16'73	398,807	0/9'85	13'87	228,615	6,000	234,615	0/5'80	8'16	546,754	1/1'51	19'03	3,611	0/0'09	0'13	
1899-00	496,959	1,500	498,459	156	0/11'84	16'48	432,850	0/10'28	14'31	241,129	6,000	247,129	0/5'87	8'17	564,908	1/1'41	18'67	6,862	0/0'16	0'22	
1900-01	506,988	11,500	518,488	161	0/11'25	15'53	520,527	0/11'29	15'60	262,818	10,000	272,818	0/5'92	8'17	609,000	1/1'21	18'24	7,945	0/0'17	0'24	
1901-02	490,438	11,500	501,938	154	0/10'68	14'90	576,921	1/0'27	17'13	268,543	10,000	278,543	0/5'92	8'27	640,443	1/1'62	19'02	31,145	0/0'66	0'92	
1902-03	*516,753	11,500	528,253	158	1/0'33	17'34	521,090	1/0'16	17'10	241,625	12,217	253,842	0/5'92	8'33	582,168	1/1'58	19'11	10,729	0/0'25	0'35	
1903-04	*533,513	11,500	545,013	162	1/2'26	15'85	455,544	0/11'92	13'25	270,342	17,146	287,488	0/7'52	8'36	577,799	1/3'12	16'81	8,216	0/0'22	0'24	

* Including an expenditure of £78,913 for the year 1902-3, and of £84,554 for the year 1903-4, on Related Repairs.

APPENDIX No. 14—continued.

GENERAL COMPARATIVE STATEMENT FOR NINETEEN YEARS, FROM 1ST JULY, 1885, TO 30TH JUNE, 1904.

Year.	GENERAL EXPENSES.			TOTAL WORKING EXPENSES.				NET REVENUE.					NET INTEREST CHARGES AND EXPENSES FOR THE YEAR.	BALANCE AFTER PAYING WORKING EXPENSES AND NET INTEREST CHARGES AND EXPENSES FOR THE YEAR.		AMOUNT PAID FOR PENSIONS AND GRATUITIES NOT INCLUDED IN WORKING EXPENSES.
	Amount.	Per Train Mile run.	Per Cent. of Gross Revenue.	Amount.	Per Average Mile open.	Per Train Mile run.	Per Cent. of Gross Revenue.	Amount.	Per Average Mile open.	Per Train Mile run.	Per Cent. on Capital Cost.	Per Cent. on Railway Loans.		Deficit.	Surplus.	
	£	s. d.		£	£	s. d.		£	£	s. d.	£	£	£	£	£	£
1885-6	24,791	0/082	1'06	1,283,423	759	3'645	55'10	1,045,703	618	2/10'58	4'29	4'74	957,106	...	88,597	27,114
1886-7	25,194	0/076	1'03	1,403,764	784	3'616	57'22	1,049,314	586	2/7'51	4'01	4'45	985,505	...	63,809	23,352
1887-8	42,708	0/1'13	1'55	1,725,809	886	3'9'60	62'62	1,030,240	529	2/3'22	3'65	4'06	1,056,711	26,471	...	27,210
1888-9	45,523	0/1'02	1'46	1,912,065	893	3'6'96	61'48	1,198,075	559	2/2'92	3'84	4'21	1,130,243	...	67,832	33,772
1889-90	52,234	0/1'06	1'67	2,100,759	902	3'6'82	67'08	1,031,107	443	1/9'02	3'00	3'29	1,221,190	190,083	...	31,399
1890-91	51,784	0/1'01	1'57	2,271,561	857	3'8'50	68'87	1,027,006	387	1/8'12	2'83	3'10	1,320,038	293,032	...	39,084
1891-2	55,833	0/1'13	1'80	2,088,091	738	3/6'44	67'46	1,007,031	356	1/8'47	2'72	2'96	1,387,029	379,998	...	50,048
1892-3	51,270	0/1'14	1'75	1,789,662	610	3/3'86	61'17	1,136,286	387	2/1'31	3'03	3'30	1,419,925	283,639	...	67,629
1893-4	37,684	0/0'89	1'38	1,557,566	522	3'0'85	57'13	1,168,593	392	2/3'64	3'10	3'36	1,460,849	292,256	..	93,620
1894-5	43,486	0/1'09	1'68	1,463,189	475	3'0'70	56'68	1,118,402	363	2/4'06	2'95	3'20	1,418,847	300,445	..	84,509
1895-6	49,294	0/1'32	2'05	1,456,738	467	3'2'89	60'66	944,654	303	2/1'22	2'48	2'69	1,438,603	493,949	...	94,695
1896-7	47,901	0/1'25	1'83	1,484,407	475	3'2'60	56'74	1,131,528	362	2/5'43	2'95	3'20	1,447,452	295,924*	...	83,958
1897-8	51,280	0/1'33	1'97	1,506,073	501	3/4'68	60'03	1,042,823	334	2'3'09	2'70	2'93	1,437,269	374,446*	...	83,720
1898-9	51,862	0/1'28	1'80	1,716,441	550	3/6'41	59'73	1,157,288	371	2/4'59	2'96	3'21	1,472,090	294,802*	...	81,284
1899-00	57,093	0/1'35	1'89	1,807,301	567	3/6'91	59'74	1,217,861	383	2/4'92	3'07	3'32	1,430,448	192,587*	...	95,239
1900-01	56,018	0/1'21	1'68	1,984,796	613	3'7'05	59'46	1,353,001	419	2/5'34	3'37	3'64	1,464,809	80,808*	...	90,443
1901-02	† 43,385	0/0'92	1'29	2,072,375	635	3/8'07	61'53	1,295,468	396	2'3'55	3'19	3'45	1,492,695	163,227*	...	93,744
1902-03	† 42,498	0/0'99	1'39	1,938,580	581	3/9'23	63'63	1,108,278	332	2/1'86	2'70	2'84	1,473,532	304,094*	...	93,507
1903-04	† 47,807	0/1'25	1'39	1,921,867	570	4/2'29	55'90	1,516,274	450	3/3'67	3'68	3'84	1,515,755	...	519	100,536

* The Deficit in each of the years 1896-7 to 1899-1900 inclusive is reduced by £20,000, in 1900-1 by £31,000, in 1901-2 by £54,000, and in 1902-3 by £61,160 on account of the value of services performed for the State for which no payment was received.

† Stores Branch Expenses for the years 1901-2 (£12,214 18s. 6d.), 1902-3 (£11,958 19s. 4d.), and 1903-4 (£12,318 1s. 1d.) were apportioned to the other Branches.

APPENDIX No. 15.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR NINETEEN YEARS ENDING 30TH JUNE, 1904.

Year ending 30th June.	New Lines and Surveys.	Additions and Improvements on Existing Lines.	Rolling Stock.	Total.
	£	£	£	£
1886	878,811	361,375	203,178	1,443,364
1887	1,210,837	405,344	197,615	1,813,796
1888	1,381,522	418,587	240,346	2,040,455
1889	1,996,656	644,963	335,833	2,977,452
1890	1,776,972	762,700	640,843	3,180,515
1891	880,408	524,784	566,403	1,971,595
1892	308,127	192,397	243,159	743,683
1893	146,478	143,355	87,230	377,063
1894	210,202	44,365	31,624	286,191
1895	104,877	38,153	30,613	173,643
1896	25,892	153,219	6,834	185,945
1897	24,186	127,214	69,851	221,251
1898	12,551	177,512	82,839	272,902
1899	112,436	206,318	135,393	454,147*
1900	190,626	290,656	121,086	602,368*
1901	203,777	167,914	115,594	486,585*
1902	171,123	154,315	142,942	468,380*
1903	208,200	85,952	66,557	360,709*
1904	33,273	72,458	136,479	242,210
Total ...	9,876,254	4,971,581	3,454,419	18,302,254

NOTE.—* Includes expenditure out of Funds temporarily Advanced by the Treasury to be Recouped out of Revenue. (See Appendix No. 9.)

APPENDIX No. 16.

RETURN SHOWING THE NUMBER OF OFFICERS AND EMPLOYÉS IN THE SERVICE AT 30TH JUNE, 1903 AND 1904 RESPECTIVELY, ENTITLED TO PENSION OR COMPENSATION ON RETIREMENT.

Branch.	At 30th June, 1903.	At 30th June, 1904.	Decrease.
Secretary's ...	11	10	—
Railways Auditor ...	...	1	—
Accounting ...	43	40	3
Stores ...	19	18	1
Telegraph ...	26	25	1
Transportation and Traffic ...	873	789	84
Rolling Stock ...	825	766	59
Way and Works ...	738	644	94
Total Commissioners' Staff...	2,535	2,293	242
Board of Land and Works (Railways Construction Branch) ...	14	3	11
Total ...	2,549	2,296	253

APPENDIX No. 17.

STATEMENT OF COST OF LAND AND CHARGES IN CONNECTION THEREWITH TO
30TH JUNE, 1904.

	£	s.	d.		£	s.	d.
Melbourne to Bendigo... ..	81,817	10	1	Brought forward ...	781,086	6	3
Bendigo to Echuca	6,676	13	5	Hamilton to Penshurst ...	11,440	14	9
Lancefield Junction to Lancefield	4,845	12	7	Hamilton to Coleraine ...	12,166	11	11
Lancefield to Kilmore ..	14,945	0	8	Branxholme to Casterton ...	14,545	10	5
Kilmore Junction to Bendigo ...	28,719	14	7	Lubeck to Rupanyup ...	4,407	11	2
Carlsruhe to Daylesford ...	19,679	16	2	Murtoa to Warraeknabeal ...	5,714	16	7
Daylesford to North Creswick ...	18,011	0	4	Horsham to Noradjuha ...	4,207	9	3
Kyneton to Redesdale ...	12,687	7	9	Essendon to Wodonga... ..	43,354	11	5
Castlemaine to Dunolly ...	25,038	18	8	Wodonga to River Murray ...	1,905	2	11
Dunolly to St. Arnaud... ..	7,745	6	0	North Melbourne to Coburg ...	49,634	11	7
St. Arnaud to Donald ...	3,354	7	3	Coburg to Somerton ...	29,350	7	8
Dunolly to Inglewood ...	4,440	13	3	Royal Park to Clifton Hill ...	81,408	3	2
Castlemaine to Maldou... ..	3,952	2	1	Fitzroy Branch Line ...	61,832	8	8
Maldou to Shelbourne... ..	3,253	13	10	Fitzroy to Whittlesea ...	93,812	6	4
Maryborough to Ballarat ...	23,754	19	11	Tallarook to Yea ...	6,461	2	7
Waubra Junction to Ballarat Race-				Yea to Mansfield and Alexandra-			
course	590	14	6	road	27,642	4	8
Pisgah Junction to Waubra ...	16,941	13	2	Mangalore to Shepparton ...	21,505	5	6
Maryborough to Avoca ...	2,471	10	7	Shepparton to Numurkah ...	3,024	8	11
Avoca to Ararat ...	10,138	0	11	Numurkah to Cobram ...	8,047	0	2
Bendigo to Inglewood... ..	13,570	3	1	Murchison East to Rushworth ...	2,216	12	0
Inglewood to Charlton... ..	4,669	16	7	Toolamba to Tatura ...	2,527	14	3
Charlton to Wycheproof ...	2,756	14	9	Tatura to Echuca ...	10,326	7	7
Wedderburn Junction to Wedder-				Shepparton to Dookie ...	4,708	8	11
burn	1,534	0	9	Numurkah to Nathalia... ..	5,659	11	3
Korong Vale to Boort ...	2,714	3	6	Benalla to St. James ...	4,269	10	5
Eaglehawk to Kerang ...	11,668	9	4	St. James to Yarrawonga ...	6,170	6	7
Kerang to Swan Hill ...	11,454	3	9	Wangaratta to Beechworth ...	4,577	6	10
Footscray to Williamstown ...	9,455	7	10	Beechworth to Yackandandah ...	9,375	1	4
Newport to Braybrook Junction... ..	12,095	17	3	Evertou to Myrtleford... ..	2,452	18	0
Newport to Geelong ...	4,730	2	9	Myrtleford to Bright ...	14,896	14	0
Geelong to Colac ...	37,892	11	9	Springhurst to Wahgunyah ...	6,510	0	5
Geelong Race-course Line ...	389	1	5	Wodonga to Tallangatta ...	14,925	12	7
Colac to Camperdown... ..	14,241	0	2	Spencer Street to Flinders Street	994	14	3
Camperdown to Warrnambool ...	54,860	4	1	Hobson's Bay Lines ...	47,660	1	11
Warrnambool to Koroit ...	20,961	2	0	Prince's-bridge to Collingwood ...	60,120	4	6
Koroit to Port Fairy ...	29,837	8	0	Collingwood to Heidelberg ...	76,120	5	6
Geelong to Queenscliff... ..	8,949	15	4	Brighton Beach to Sandringham... ..	41,487	19	4
Mount Moriac to Wensleydale ...	2,935	2	2	South Yarra to Oakleigh ...	74,720	13	0
Birregurra to Forest ...	15,305	3	4	Oakleigh to Sale ...	28,551	11	2
Irrewarra to Beacae ...	11,246	15	1	Sale to Stratford ...	9,583	16	9
Colac to Beech Forest ...	23	5	9	Oakleigh to Fairfield Park ...	112,246	3	6
Camperdown to Timboon ...	9,799	13	10	Caulfield to Frankston ...	21,818	4	2
Terang to Mortlake ...	9,589	17	4	Frankston to Stony Point ...	10,497	9	8
North Geelong to Ballarat ...	30,889	3	9	Mornington Junction to Morning-			
Ballarat to Ararat ...	30,212	7	3	ton	25,849	5	2
Ararat to Stawell ...	8,606	5	11	Spring Vale Cemetery Line ...	544	19	0
Stawell to Horsham ...	11,811	5	5	Dandenong to Port Albert ...	36,998	0	6
Horsham to Dimboola... ..	278	1	10	Warragul to Neerim South ...	9,630	16	0
Dimboola to Serviceton ...	3,361	2	2	Moe to Thorpdale ...	1,662	10	8
Braybrook Junction to Parwan ...	10,747	19	2	Morwell to North Mirboo ...	1,918	5	8
Parwan to Gordons ...	14,180	9	0	Traralgon to Heyfield ...	4,371	19	2
Gordons to Warrenheip ...	15,093	12	5	Heyfield to Bairnsdale... ..	27,848	9	11
Bungaree Race-course Line ...	15	0	0	Maffra to Briagolong ...	7,132	13	7
Lal Lal Race-course Line ...	618	14	5	Burnley to Waverley-road ...	90,750	11	11
Ballarat East to Bininyong ...	8,814	11	4	Hawthorn to Lilydale ...	49,824	14	0
Ballarat Cattle-yards ...	2,518	7	5	Lilydale to Healesville ..	27,074	17	6
Ballarat to Scarsdale ...	4,258	10	5	Hawthorn to Kew ...	38,125	19	7
Scarsdale to Linton ...	4,602	16	9	Ringwood to Upper Fern Tree			
Ararat to Hamilton ...	18,955	12	3	Gully	9,382	5	6
Hamilton to Portland ...	14,574	9	1	Lilydale to Warburton ...	29	4	0
Dunkeld to Koroit ...	21,803	8	1	Newport Workshops ...	17,570	10	4
Carried forward ...	781,086	6	3	Total	£2,182,679	4	4

APPENDIX No. 18.

STATEMENT SHOWING THE TOTAL COST (EXCLUSIVE OF ROLLING-STOCK), LENGTH, HIGHEST POINT, STEEPEST GRADIENT, AND AVERAGE COST PER MILE OF EACH LINE; ALSO THE COST OF ROLLING-STOCK, WORKSHOPS, GENERAL OFFICES, ETC., AT 30TH JUNE, 1904.

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.			
	Double and over	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) ...	100.89	...	100.89	1,902	18	1 in 50	4,817,407	4	1	47,749
Bendigo to Echuca (including at Echuca portion of cost of Bridge over River Murray and cost of sidings to wharf) ...	2.06	53.07	55.13	758	314	1 " 52	694,666	5	3	12,400
* Bendigo Cattle-yards Branch ...	...	0.89	0.89	732	707	1 " 61				
Lancefield Junction to Lancefield ...	...	14.50	14.50	1,675	1,072	1 " 40	65,251	7	6	4,500
† Lancefield to Kilmore ...	...	18.10	18.10	1,734	1,160	1 " 40	117,346	11	8	6,483
Kilmore Junction to Bendigo (Cattle Siding) ...	...	67.82	67.82	1,450	526	1 " 50	392,874	1	3	5,793
Carlsruhe to Daylesford ...	0.38	22.17	22.55	2,469	1,791	1 " 50	176,132	2	0	7,811
Daylesford Junction to North Creswick ...	...	23.11	23.11	2,292	1,429	1 " 40	181,006	14	9	7,832
Kyneton (Reedsdale Junction) to Reedsdale ...	...	16.25	16.25	1,636	973	1 " 50	89,702	10	0	5,520
Castlemaine to Dunolly ...	0.38	46.46	46.84	948	579	1 " 40	391,447	17	0	8,357
Dunolly to St. Arnaud (including cost of Carapooee Ballast Pits Tramway) ...	0.28	32.73	33.01	943	611	1 " 50	167,938	19	11	5,088
St. Arnaud to Donald ...	...	23.86	23.86	868	374	1 " 50	100,134	13	3	4,197
Donald to Birchip ...	...	32.30	32.30	394	330	1 " 100	75,794	18	0	2,347
Birchip to Cronony (Woomelang) ...	...	26.45	26.45	351	260	1 " 75	37,567	6	11	1,420
Woomelang to Mildura ...	...	110.15	110.15	334	128	1 " 75	240,689	18	4	2,185
Dunolly to Inglewood ...	...	24.24	24.24	794	457	1 " 50	95,677	12	9	3,947
Castlemaine (Maldon Junction) to Maldon ...	...	10.24	10.24	1,177	890	1 " 40	61,794	13	10	6,035
Maldon (Launceston Junction) to Shelbourne ...	...	9.89	9.89	1,126	649	1 " 50	68,346	4	7	6,911
Maryborough to Ballarat ...	0.26	41.47	41.73	1,523	732	1 " 40	280,846	4	10	6,730
Waubra Junction to Ballarat Race-course ...	...	2.10	2.10	1,508	1,456	1 " 50	7,426	0	4	3,536
Pisgah Junction to Waubra ...	...	13.74	13.74	1,533	1,341	1 " 60	71,782	5	10	5,224
Maryborough to Avoca ...	...	14.93	14.93	885	721	1 " 40	63,343	17	4	4,243
Avoca to Ararat ...	...	39.04	39.04	1,215	763	1 " 50	173,589	18	8	4,446
Bendigo to Inglewood ...	0.80	28.15	28.93	779	443	1 " 70	185,069	14	6	6,397
Inglewood to Charlton ...	...	42.82	42.82	639	422	1 " 50	181,149	11	6	4,230
Charlton to Wycheproof ...	...	16.48	16.48	521	356	1 " 50	87,498	18	11	5,309
Wycheproof to Sea Lake ...	...	47.86	47.86	357	172	1 " 94	73,121	9	9	1,485
Wedderburn Junction to Wedderburn ...	...	4.86	4.86	660	554	1 " 50	18,594	0	0	3,826
Korong Vale to Boort ...	...	17.86	17.86	459	296	1 " 50	75,473	7	6	4,226
Boort to Quambatook ...	...	21.96	21.96	419	287	1 " 75	43,020	9	5	1,959
Quambatook to Ultima ...	...	30.31	30.31	371	256	1 " 100	45,493	8	8	1,501
Eaglehawk to Kerang ...	...	72.99	72.99	742	255	1 " 70	301,581	2	9	4,132
Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) ...	...	35.16	35.16	286	225	1 " 100	151,879	6	2	4,604
Footscray to Williamstown (including cost of sidings to piers at Williamstown) ...	5.92	...	5.92	66	8	1 " 100	519,012	0	3	87,671
* Newport to Braybrook Junction ...	...	4.29	4.29	110	48	1 " 92	27,045	2	9	6,304
Newport to Geelong (including cost of sidings to Geelong Pier) ...	3.25	35.26	38.51	113	11	1 " 81	1,152,154	8	11	30,412
* Williamstown Race-course Branch ...	...	0.69	0.69	21	10	1 " 95				
Geelong to Colac ...	1.13	49.11	50.24	469	10	1 " 50	370,579	10	3	7,099
* Geelong Race-course Branch ...	...	1.96	1.96	43	10	1 " 50				
Colac to Camperdown ...	...	28.11	28.11	569	405	1 " 50	139,105	5	8	4,949
Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) ...	0.91	41.81	42.72	550	13	1 " 50	357,379	2	10	8,366
Warrnambool to Koroit ...	...	9.36	9.36	245	19	1 " 50	82,796	11	3	8,846
Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy) ...	...	11.34	11.34	208	11	1 " 60	93,984	5	7	8,288
* Geelong (Queenscliff Junction) to Queenscliff ...	...	20.72	20.72	264	10	1 " 50	112,809	12	6	5,444
Mount Moriac to Wensleydale ...	...	10.92	10.92	752	361	1 " 50	39,357	13	0	3,604
Birregurra to Forrest ...	...	19.85	19.85	579	363	1 " 40	147,265	15	11	7,419
Irrewarra to Beacoe ...	...	8.70	8.70	432	390	1 " 66	47,227	5	5	5,428
¶ Colac to Beech Forest ...	...	29.66	29.66	1,748	225	1 " 30	68,775	16	5	2,319
Camperdown (Curdie's River Junction) to Timboon ...	...	22.32	22.32	673	52	1 " 40	112,281	7	3	5,031
Terang to Mortlake ...	...	12.16	12.16	447	414	1 " 60	55,546	6	7	4,558
North Geelong to Ballarat ...	48.92	4.12	53.04	1,725	47	1 " 52	1,901,728	1	3	35,855
* North Geelong Loop Line ...	...	0.22	0.22	53	46	1 " 57	...	...	...	...
Ballarat to Ararat ...	4.33	52.84	57.17	1,517	960	1 " 50	413,599	12	0	7,235
Ararat to Stawell ...	...	18.85	18.85	1,086	761	1 " 100	179,546	10	2	9,525
Stawell to Horsham ...	1.18	52.26	53.44	761	423	1 " 100	313,485	11	3	6,428
* Stawell to Grampians ...	...	15.84	15.84	815	621	1 " 30				
Horsham to Dimboola ...	0.36	21.10	21.46	477	361	1 " 50	103,825	7	11	4,838
Dimboola to Serviceton (including cost of 1.16 miles constructed beyond Serviceton; also portion of cost of the Warrnambool Ballast Pits Tramway) ...	1.35	61.87	63.22	631	315	1 " 50	397,130	16	5	6,282
Braybrook Junction to Parwan ...	...	21.65	21.65	466	119	1 " 50	267,198	8	6	12,342
Parwan to Gordons ...	...	27.46	27.46	1,877	341	1 " 48	349,442	13	3	12,726
Gordons to Warrenheip ...	0.09	12.78	12.87	1,940	1,707	1 " 50	127,229	16	9	9,886
* Bungaree Junction to Race-course Reserve ...	...	1.53	1.53	1,884	1,848	1 " 50	3,330	15	11	2,177
* Lal Lal Race-course Branch ...	...	2.00	2.00	1,539	1,532	1 " 112	11,489	15	0	5,745
Ballarat East to Buninyong ...	...	6.84	6.84	1,626	1,436	1 " 40	66,127	7	3	9,668
* Ballarat Cattle-yards Branch ...	...	2.92	2.92	1,523	1,446	1 " 60	12,921	13	4	4,425
Ballarat (Linton Junction) to Scarsdale ...	...	13.12	13.12	1,516	1,157	1 " 50	59,759	11	7	4,538
Scarsdale to Linton ...	...	7.97	7.97	1,189	1,022	1 " 40	77,279	3	2	9,666
* Barrumbect Race-course Junction to Barrumbect Race-course ...	...	1.14	1.14	1,297	1,256	1 " 50	2,573	7	8	2,257
Carried forward ...	172.49	1,592.74	1,765.2	...	...	...	17,223,697	13	3	...

* Trains run only as required for traffic.

† See lines closed for traffic.

¶ 2-ft. 6-in. gauge.

APPENDIX No. 18—continued.

STATEMENT SHOWING THE TOTAL COST, ETC., OF EACH LINE, ETC.—continued.

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark		Steepest Gradient.	Cost, exclusive of Rolling-stock.		
	Double (and over)	Single.	Total.	Highest.	Lowest.		Total.	s. d.	Average per Mile.
	Miles.	Miles.	Miles.	Feet.	Feet.		£	s. d.	£
Brought forward	172'49	1,592'74	1,765'23	...	...	...	...	17,223,697 13 3	...
Ararat to Hamilton	...	66'06	66'06	1,028	572	1 in 50	...	322,798 17 5	4,886
Hamilton to Portland (including cost of sidings to piers at Portland)	...	53'82	53'82	606	11	1 in 40	...	293,827 10 9	5,459
‡ Dunkeld to Koroit	...	48'99	48'99	831	207	1 in 60	...	169,228 18 4	3,454
Hamilton to Penshurst	727	590	1 in 60	...	77,304 4 6	4,271
Hamilton (Coleraine Junction) to Coleraine	...	23'01	23'01	668	301	1 in 40	...	110,157 8 6	4,787
Branxholme to Carterton	...	32'09	32'09	572	149	1 in 40	...	177,264 18 9	5,524
Lubeck to Rupanyup (including portion of cost of the Warranook Ballast Pits Tramway)	...	9'77	9'77	487	455	1 in 147	...	44,801 12 8	4,586
Murton to Warranook (including portion of cost of the Warranook Ballast Pits Tramway)	...	31'20	31'20	464	360	1 in 66	...	144,127 3 7	4,619
Warranook to Beulah	...	21'92	21'92	359	288	1 in 80	...	53,111 5 5	2,423
Beulah to Hopetoun	...	16'01	16'01	290	258	1 in 60	...	33,821 11 5	2,113
Horsham to Noradjuha	...	19'93	19'93	488	395	1 in 50	...	79,378 15 11	3,979
Natinuk (East Natinuk) to Goreke	...	28'32	28'32	624	394	1 in 50	...	64,242 12 7	2,268
Dinboola to Jeparit	...	21'59	21'59	387	268	1 in 75	...	39,590 10 6	1,824
Jeparit to Albacutya (Rainbow)	...	18'47	18'47	388	263	1 in 75	...	52,713 12 7	1,663
Essendon Junction to Essendon	...	3'50	3'50	148	14	1 in 67	...	163,385 18 3	32,677
* Flemington Race course Branch	...	1'50	1'50	70	42	1 in 96	...	...	...
Essendon to Wedonga (including cost of Mangalore Ballast Pits Tramway)	...	61'12	120'87	181'99	1,147	1 in 50	...	2,211,347 13 0	12,151
Wedonga to River Murray (including portion of cost of Bridge over River Murray)	...	1'94	...	1'94	538	312	1 in 75	50,406 15 2	25,983
North Melbourne to Coburg	...	5'11	...	5'11	202	13	1 in 50	209,384 8 8	40,975
† Coburg to Somerton	...	7'12	7'12	530	202	1 in 50	...	72,165 19 8	10,136
Royal Park (Junction) to Clifton Hill	...	1'79	0'61	2'40	103	1 in 50	...	154,559 2 9	64,400
Fitzroy Branch	...	0'26	0'64	0'90	119	85	1 in 79	77,024 13 6	85,583
Fitzroy (Whittlesea Junction) to Whittlesea	...	1'05	21'02	22'07	639	119	1 in 50	248,789 19 3	11,273
Tallaroak to Yea	...	23'69	23'69	698	488	1 in 40	...	152,353 17 0	6,431
Yea to Mansfield and Alexandra-road	...	55'82	55'82	1,304	557	1 in 40	...	335,756 5 9	6,015
Mangalore to Shepparton	...	0'29	44'96	45'25	499	372	1 in 100	263,278 10 0	5,818
Shepparton to Numurkah	...	2'16	18'60	20'76	376	348	1 in 206	81,681 1 10	3,935
Numurkah to Cobran	...	0'20	21'37	21'57	376	355	1 in 165	83,052 9 11	3,850
Murchison East to Rushworth	...	12'87	12'87	476	391	1 in 80	...	69,529 3 9	5,402
Toolumba to Tatura	...	6'83	6'83	385	371	1 in 108	...	28,486 10 7	4,171
Tatura to Echnea	...	34'07	34'07	377	320	1 in 122	...	156,565 4 2	4,595
Shepparton to Dookie	...	14'84	14'84	500	372	1 in 100	...	54,073 16 1	3,644
Dookie to Karamatite	...	16'96	16'96	490	383	1 in 69	...	38,356 4 2	2,260
Numurkah to Nathalia	...	13'79	13'79	356	335	1 in 330	...	51,819 16 11	3,758
Nathalia to Picola	...	6'75	6'75	335	325	1 in 264	...	13,378 8 4	1,982
Benalla to St. James	...	20'33	20'33	583	450	1 in 75	...	78,517 4 5	3,862
St. James to Yarrowonga	...	19'86	19'86	514	414	1 in 50	...	96,216 11 2	4,845
¶ Wangaratta to Whitfield	...	30'48	30'48	811	481	1 in 80	...	38,663 13 3	1,268
Wangaratta (Beechworth Junction) to Beechworth	...	22'26	22'26	1,831	502	1 in 30	...	164,258 2 3	7,379
Beechworth to Yackandandah	...	12'84	12'84	1,912	981	1 in 30	...	96,695 2 5	7,531
Everton to Myrtleford	...	16'56	16'56	989	581	1 in 40	...	76,930 10 3	4,646
Myrtleford to Bright	...	18'54	18'54	1,004	688	1 in 50	...	111,733 16 11	6,027
Springhurst to Wadgunyah	...	13'93	13'93	623	454	1 in 50	...	71,827 1 0	5,149
Wedonga to Tallangatta	...	25'71	25'71	726	530	1 in 40	...	187,564 4 8	7,295
Spencer street to Findlers street	...	0'76	...	33	17	1 in 40	...	140,830 19 5	185,304
Hobson's Bay Lines (Flinders-street to Port Melbourne, St. Kilda, Brighton, Hawthorn, and including works, Prince's bridge to Chapel-street, and sidings to pier at Port Melbourne)	...	16'33	...	16'33	53	9	1 in 66	2,182,408 0 11	133,644
Prince's bridge to Collingwood	...	2'22	...	2'22	85	23	1 in 62	193,680 0 3	87,243
Collingwood to Heidelberg	...	0'90	4'59	5'49	196	68	1 in 50	202,842 4 3	36,583
Heidelberg to Eltham	...	8'35	8'35	303	110	1 in 40	...	56,043 8 3	6,712
Brighton Beach to Sandringham	...	2'20	...	2'20	58	20	1 in 97	74,870 9 2	34,032
South Yarra to Oakleigh	...	7'05	...	7'05	184	22	1 in 50	292,315 6 8	41,463
Oakleigh to Sale (including cost of siding to Sale wharf; also portion of cost of branch to the Great Morwell Coy's mine)	...	11'76	106'46	118'22	513	8	1 in 50	1,090,381 12 3	9,223
Salé to Stratford (Junction)	...	8'97	8'97	64	33	1 in 66	...	42,739 1 3	4,765
† Oakleigh to Fairfield Park (including Canterbury and Riversdale Loop Lines)	...	0'20	10'10	10'30	249	72	1 in 50	298,581 17 3	28,989
Canfield to Frankston	...	9'86	10'02	19'88	166	10	1 in 50	193,960 8 1	9,737
Frankston to Stony Point (including cost of sidings to pier at Stony Point)	...	18'95	18'95	327	10	1 in 50	...	103,231 8 4	5,448
Mornington Junction to Mornington	...	7'67	7'67	194	60	1 in 50	...	63,428 6 4	8,270
Frankston Cemetery Line	330 16 11	Surveys.
* Spring Vale Cemetery Line	...	1'60	1'60	231	145	1 in 50	...	9,087 5 8	5,679
Dandenong (Great Southern Junction) to Port Albert	...	0'17	117'11	117'28	746	10	1 in 40	951,688 7 8	8,115
Korumburra to Coal Creek	...	0'89	0'89	735	630	1 in 30	...	5,754 18 11	6,466
Korumburra (Strezlecki Junction) to Strezlecki (Junction with Coal Creek Line)	...	2'25	2'25	765	573	1 in 30	...	11,542 2 10	5,130
Korumburra (Jumburra Junction) to Jumburra	...	3'74	3'74	796	619	1 in 30	...	20,145 2 1	5,386
Jumburra to Oultrim	...	2'40	2'40	649	539	1 in 40	...	27,817 8 1	11,590
Warragul to Neerim South	...	13'49	13'49	681	349	1 in 40	...	123,881 14 10	9,183
Moe (Junction) to Thorpdale	...	10'67	10'67	798	219	1 in 40	...	116,310 16 9	10,901
Moe to Walballt	345 16 9	In progress.
Morwell to North Mirboo	...	20'16	20'16	784	184	1 in 40	...	152,844 12 10	7,582
Traralgon to Heyfield	...	22'06	22'06	262	93	1 in 50	...	122,103 6 2	5,535
Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale)	...	0'52	49'30	49'82	296	9	1 in 50	277,602 7 3	5,572
Carried forward	323'38	3,022'17	3,325'55	...	...	...	...	31,054,617 0 5	...

* Trains run only as required for traffic.

† See lines closed for traffic.

‡ Including portion since dismantled.

¶ 2-ft. 6-in. gauge.

APPENDIX No. 18—continued.

STATEMENT SHOWING THE TOTAL COST, ETC., OF EACH LINE, ETC.—continued.

Lines.	Length of Lines opened for Traffic.			Height of Rain-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling stock.		
	Double and over	Single.	Total.	Highest.	Lowest.		Total.		Average per Mile.
	Miles.	Miles.	Miles.	Feet.	Feet.		£	s. d.	£
Brought forward	303·38	3022·17	3325·55	...	...	...	...	31,054,617 0 5	...
Maffra to Briagolong ... ..	...	11·79	11·79	238	109	1 in 50	...	60,696 3 0	5,148
† Burnley to Waverley Road ... ..	...	5·23	5·23	111	33	1 ,, 60	...	171,167 11 3	32,728
Hawthorn to Lilydale	11·82	8·20	20·02	484	41	1 ,, 40	...	370,683 5 5	18,516
Lilydale to Healesville	0·26	15·11	15·37	351	230	1 ,, 40	...	213,566 1 2	13,895
Hawthorn (Kew Junction) to Kew ... ..	...	0·96	0·96	119	41	1 ,, 40	...	75,161 13 3	78,294
Ringwood to Upper Ferntree Gully ... ..	...	7·44	7·44	436	314	1 ,, 40	...	59,206 9 8	7,958
¶ Ferntree Gully to Gembrook ... ..	...	18·22	18·22	1,057	412	1 ,, 30	...	56,149 5 9	3,082
Lilydale to Warburton ... ..	...	23·97	23·97	738	289	1 ,, 37½	...	96,297 13 5	4,017
Total mileage of lines constructed §	315·46	3,113·09	3,428·55	...	...	...	...	32,157,545 3 4	...
Less mileage closed for traffic at 30th June, 1904 :									
Double. Single. Total.									
Dunkeld to Peshhurst (dis-									
mantled 19th February,									
1898)	15·87	15·87							
Lancefield to Kilmore	18·10	18·10							
Coburg to Somerton	7·12	7·12							
Oakleigh to Fairfield Park ...									
Fairfield Park to Deep-									
dene	3·34	3·34							
Ashburton to Oakleigh 0·20	2·17	2·37							
Canterbury Loop Line									
(dismantled)	0·21	0·21							
Burnley to Waverley Road—									
Darling to Waverley Road 0·84	0·84	0·84							
	0·20	47·65	47·85						
Total mileage open for traffic at 30th June, 1904—	315·26	3,065·44	3,380·70						
Works, Melbourne to Essendon Junction ... ..	...	...	...	...	...	...	...	1,578,184 10 3	...
Railway Offices, Spencer-street ... ..	...	...	...	...	...	...	...	160,336 7 3	...
Sheds and Workshops, Williamstown ... ..	...	...	...	...	...	...	...	154,054 10 9	...
Sheds and Workshops, Newport ... ..	...	...	...	...	...	...	...	362,316 5 3	...
General Construction Account (Capital Ex-	...	...	...	...	...	...	...	362,822 19 0	...
penditure common to all lines) ... ..	...	...	...	...	...	...	...	5,590,326 1 3	...
Rolling-stock, Broad-gauge ... ..	...	...	...	...	...	...	...	28,867 9 0	...
Rolling-stock, Narrow-gauge ... ..	...	...	...	...	...	...	...	...	...
Grand Total	315·26	3,065·44	3,380·70	...	...	...	...	40,394,453 6 1	...

§ Gauge of lines constructed—3,350·18 miles 5ft. 3in. ; 78·37 miles 2ft. 6in.

† See lines closed for traffic.

¶ 2ft. 6in. gauge.

NOTE.—All tracks to piers, wharves and ballast pits, and to the Great Morwell Coal Mine, are not included in the length of lines opened for traffic as shown above, but are included in the mileage of sidings as shown on page 3.

APPENDIX No. 19.

STATEMENT SHOWING DATES OF OPENING AND LENGTH IN MILES OF THE DIFFERENT SECTIONS OF THE VICTORIAN RAILWAYS TO 30TH JUNE, 1904.

Date of Opening.	From—	To—	Length in Miles.	Authorization Act—	
				Victoria.	Number.
1854—Sept. 13	Flinders-street	Port Melbourne	16'32	16	20,153
1857—May 13	Flinders-street	St. Kilda		19	19,756
1859—Feb. 8	Prince's-bridge	Richmond		21	43
" Dec. 12	Richmond	Cremorne		21	43
" " 19	St. Kilda	North Brighton		21	42
1860—Sept. 24	Richmond	Pic-nic Station		21	43
" Dec. 22	Cremorne	Windsor		21	43
1861—April 13	Pic-nic Station	Hawthorn		21	41
" Dec. 21	North Brighton	Brighton Beach		25	127
1857—June 17	Williamstown Junction	Geelong		38'51	21	36
1859—Jan. 17	Footscray	Williamstown Pier	5'92	21	36
" Feb. 10	Melbourne	Sunbury	23'95	21	36
1860—Oct. 21	Essendon Junction	Essendon	3'50	32	331
1861—July 8	Sunbury	Woodend	24'70	21	36
1862—April 11	North Geelong Junction	Ballarat	53'04	21	36
" " 25	Woodend	Kyneton	8'32	21	36
" Oct. 21	Kyneton	Bendigo	43'91	21	36
1864—Sept. 19	Bendigo	Echuca	55'14	21	36
1867—Nov. 30	Newmarket Junction	* Race-course	1'50	32	331
1872—April 18	Essendon	Schoolhouse lane	54'00	32	331
" Aug. 26	Schoolhouse-lane	Seymour	2'29	32	331
" Nov. 20	Seymour	Longwood	23'39	32	331
1873—March 20	Longwood	Violet Town	20'54	32	331
" Aug. 18	Violet Town	Banalla	16'14	32	331
" Oct. 28	Banalla	Wangaratta	24'04	32	331
" Nov. 21	Wangaratta	Wodonga	41'60	32	331
1874—July 7	Castlemaine	Maryborough	33'02	35	415
" " 7	Ballarat	Creswick	11'05	35	415
" Aug. 11	Ballarat	Beaufort	28'74	35	415
" Oct. 6	Maryborough	Dunolly	13'81	35	415
" Nov. 16	Creswick	Clunes	11'19	35	415
1875—Feb. 2	Clunes	Maryborough	19'49	35	415
" April 7	Beaufort	Ararat	28'64	35	415
" July 7	Beechworth Junction	Everton	12'05	37	475
1876—Feb. 15	Ararat	Seallan's Hill	17'85	37	475
" April 14	Seallan's Hill	Stawell	1'00	37	475
" Sept. 19	Bendigo	Bridgewater	24'49	37	475
" " 30	Everton	Beechworth	10'21	37	475
" Oct. 21	Maryborough	Avoca	14'92	37	475
" Nov. 18	Bridgewater	Inglewood	4'44	37	475
" " 25	Geelong	Winchelsea	25'64	37	475
1877—March 17	Winchelsea	Birregurra	12'79	37	475
" April 24	Ararat	Dunkeld	47'02	37	475
" June 1	Sale	Morwell	39'10	37	475
" July 27	Birregurra	Colac	11'81	37	475
" Oct. 8	Oakleigh	Bunyip	38'77	37	475
" " 29	Dunkeld	Hamilton	19'05	37	475
" Dec. 1	Moe	Morwell	8'76	37	475
" " 19	Hamilton	Portland North	52'81	37	475
" " 19	Portland North	Portland Pier	1'00	37	475
1878—Feb. 1	Race-course Junction	* Geelong Race-course	1'96	41	580
" March 1	Moe	Bunyip	31'59	37	475
" Sept. 3	Dunolly	Bealiba	12'16	41	580
" Dec. 17	Stawell	Murtoa	35'49	41	580
" " 23	Bealiba	St. Arnaud	20'85	41	580
1879—Jan. 29	Springhurst	Wabgunyah	13'95	41	580
" Feb. 5	Murtoa	Horsham	18'00	41	580
" April 2	South Yarra	Oakleigh	7'05	42	604
" May 7	Warrenhelp	Gordons	12'86	41	580
" " 21	Geelong	Queenscliff	20'71	41	580
1880—Jan. 13	Mangalore	Shepparton	45'24	42	603
" " 13	Toolamba	Tatura	6'81	43	636
" Feb. 16	Carlsruhe	Trentham	10'81	42	606
" March 17	Trentham	Daylesford (including extension)	11'71	44	671
		Carried forward	1193'65		

* Trains run only as required for traffic.

† Including portion since dismantled.

APPENDIX No. 19—continued.

STATEMENT SHOWING DATES OF OPENING AND LENGTH IN MILES OF THE DIFFERENT SECTIONS OF THE VICTORIAN RAILWAYS TO 30TH JUNE, 1904—continued.

Date of Opening.	From—	To—	Length in Miles.	Authorization Acts.	
				Victoria.	Number.
		Brought forward ...	1193·65		
1881—June 7	Laneefield Junction ...	Laneefield ...	14·50	44	660
" Aug. 11	Waubra Junction ...	Ballarat Race-course ...	2·10	44	682
" Sept. 1	Shepparton ...	Numurkah ...	20·74	44	682
" Dec. 19	Caulfield ...	Mordialloc ...	9·85	44	682
1882—Jan. 26	St. Arnaud ...	Cope Cope ...	16·33	44	682
" April 3	Hawthorn ...	Camberwell ...	2·09	44	682
" " 15	Inglewood ...	Korong Vale ...	20·20	44	682
" " 22	Cope Cope ...	Donald ...	7·52	44	682
" July 1	Horsham ...	Bimboola ...	21·45	44	682
" Aug. 1	Mordialloc ...	Frankston ...	10·02	44	682
" Dec. 1	Camberwell ...	Lilydale ...	17·94	44	682
" " 15	Eaglehawk ...	Raywood ...	13·42	44	682
1883—April 20	Korong Vale ...	Charlton ...	22·62	44	682
" June 14	Wedonga ...	River Murray ...	1·94	44	682
" " 21	Raywood ...	Mitiamo ...	22·44	44	682
1883—July 2	Korong Vale ...	Boort ...	17·86	44	682
" " 2	Colac ...	Camperdown ...	28·10	44	682
" Aug. 1	Ballarat ...	Scarsdale ...	13·11	44	682
" Sept. 3	Benalla ...	St. James ...	20·32	44	682
" Oct. 1	Charlton ...	Wycheproof ...	16·47	44	682
" Nov. 13	Traralgon ...	Heyfield ...	22·06	44	682
" " 16	Tallaroak ...	Yea ...	23·69	44	682
" Dec. 17	Everton ...	Myrtleford ...	16·56	44	682
1884—Feb. 12	Mitiamo ...	Pyramid Hill ...	12·59	44	682
" " 15	Braixholme ...	Henty ...	23·19	44	682
" April 2	Braybrook Junction ...	Melton ...	15·64	44	682
" June 16	Castlemaine ...	Maldon ...	10·24	44	682
" Sept. 1	Henty ...	Casterton ...	8·90	44	682
" " 9	North Melbourne ...	Colong ...	5·10	44	682
" Oct. 25	Pyramid Hill ...	Kerang ...	24·54	44	682
1885—April 10	Morwell ...	Boolarra ...	12·11	44	682
" " 6	Race-course Junction ...	*Williamstown Race-course	0·69	49, 50, 51, & 58	860, 889, 962 & 1381
" Sept. 8	Boolarra ...	Darlimurla ...	4·44	44	682
1886—Jan. 1	Lal Lal Station ...	*Lal Lal Race-course	2·00	48 and 58	821 and 1381
" " 7	Darlimurla ...	North Mirboo ...	3·61	44	682
" April 1	Melton ...	Parwan ...	6·00	44	682
" May 6	St. James ...	Yarrowonga ...	19·86	48 and 58	821 and 1381
" " 12	Murtoa ...	Warracknabeal ...	31·20	48 " 58	821 " 1381
" Nov. 15	Ballarat Cattle-yards Junction ...	*Ballarat Cattle-yards	2·92	48 " 58	821 " 1381
" Dec. 22	Gordons ...	Baitou ...	7·37	48 " 58	821 " 1381
1887—Jan. 19	Dimboola ...	Serviceton ...	63·10	48 " 58	821 " 1381
" " 19	North Creswick ...	Rocky Lead ...	12·65	48 " 58	821 " 1381
" Feb. 16	Parwan ...	Bacchus Marsh ...	2·54	48 " 58	821 " 1381
" March 18	Heyfield ...	Muffra ...	10·92	48 " 58	821 " 1381
" April 21	Wedderburn Junction ...	Wedderburn ...	4·86	48 " 58	821 " 1381
" " 23	Camperdown ...	Terang ...	13·87	48 " 58	821 " 1381
" June 1	Rocky Lead ...	Daylesford Junction ...	10·46	48 " 58	821 " 1381
" " 1	Lubeck ...	Rupanyup ...	9·77	48 " 58	821 " 1381
" Aug. 19	Tatura ...	Echuca ...	34·07	48 " 58	821 " 1381
" " 25	Horsham ...	Noradjuha ...	19·95	48 " 58	821 " 1381
" Sept. 2	Brighton Beach ...	Saundersham ...	2·20	48 " 58	821 " 1381
" " 24	Braybrook Junction ...	*Newport ...	4·29	48 " 58	821 " 1381
" Nov. 8	Maffra ...	Stratford ...	6·11	48 " 58	821 " 1381
" Dec. 19	Hawthorn ...	Kew ...	0·96	48 " 58	821 " 1381
1888—May 8	Royal Park Junction ...	Clifton Hill ...	2·40	48 " 58	821 " 1381
" " 8	Nicholson-street ...	Fitzroy ...	0·90	48 " 58	821 " 1381
" " 8	Clifton Hill ...	Collingwood ...	0·90	48 " 58	821 " 1381
" " 8	Clifton Hill ...	Alphington ...	2·35	44	682
" " 8	Alphington ...	Heidelberg ...	2·24	48 and 58	821 and 1381
" " 8	Moe Junction ...	Thorpdale ...	10·67	48 " 58	821 " 1381
" " 8	Sale Junction ...	Stratford Junction ...	8·97	48 " 58	821 " 1381
" " 8	Stratford ...	Bairnsdale ...	32·79	48 " 58	821 " 1381
" " 15	Lilydale ...	Yarra Flats ...	7·35	48 " 58	821 " 1381
" Oct. 1	Numurkah ...	Nathalia ...	13·79	48 " 58	821 " 1381
" " 1	Numurkah ...	Cobran ...	21·57	48 " 58	821 " 1381
" " 1	Shepparton ...	Dookie ...	14·84	48 " 58	821 " 1381
" " 1	Kilmore Junction ...	Kilmore ...	9·51	48 " 58	821 " 1381
" " 1	Bendigo ...	Heathcote ...	27·64	48 " 58	821 " 1381
" " 1	Pisgah Junction ...	Waubra ...	13·74	48 " 58	821 " 1381
" " 1	Frankston ...	Mornington Junction ...	5·02	48 " 58	821 " 1381
" " 1	Dandenong (Great Southern Junction)	Tooradin ...	15·91	48 " 58	821 " 1381
" Nov. 20	Inglewood ...	Dunnolly ...	24·24	48 " 58	821 " 1381
" " 20	Hamilton (Coleraine Junction) ...	Coleraine ...	23·01	48 " 58	821 " 1381
		Carried forward ...	2179·06		

* Trains run only as required for traffic.

APPENDIX No. 19—continued.

STATEMENT SHOWING DATES OF OPENING AND LENGTH IN MILES OF THE DIFFERENT SECTIONS OF THE VICTORIAN RAILWAYS TO 30TH JUNE, 1904—continued.

Date of Opening.	From—	To—	Length in Miles.	Authorization Act.			
				Victoria.	Number.		
		Brought forward ..	2,179'06				
1889—March	1	Yarra Flats	Healesville	8'02	48 and 58	821 and 1381	
"	Aug.	7	Maffra	11'79	48 " 58	821 " 1381	
"	"	7	Irrewarra	8'70	48 " 58	821 " 1381	
"	Sept.	10	Mornington Junction	7'67	48 " 58	821 " 1381	
"	"	10	Mornington Junction	Hastings	8'09	48 " 58	821 " 1381
"	"	10	Wodonga	Huon-lane	14'07	48 " 58	821 " 1381
"	"	12	Ballarat East	Buninyong	6'84	48 " 58	821 " 1381
"	Oct.	8	Whittlesea Junction	Preston Reservoir	4'79	48 " 58	821 " 1381
"	"	8	Coburg	†Somerton	7'12	48 " 58	821 " 1381
"	Nov.	12	Yea	Molesworth	10'67	48 " 58	821 " 1381
"	Dec.	3	Heathcote	Tooborac	10'56	48 " 58	821 " 1381
"	"	4	Bacchus Marsh	Ballan	17'54	48 " 58	821 " 1381
"	"	4	Ringwood	Upper Fern Tree Gully	7'44	48 " 58	821 " 1381
"	"	17	Hastings	Stony Point	5'84	48 " 58	821 " 1381
"	"	23	Preston Reservoir	Whittlesea	17'29	48 " 58	821 " 1381
1890—Feb.	4	Terang	Mortlake	12'16	48 " 58	821 " 1381	
"	"	4	Terang	Warrnambool	28'82	48 " 58	821 " 1381
"	"	4	Koroit	Warrnambool	9'36	48 " 58	821 " 1381
1890—Feb.	4	Koroit	Port Fairy	11'34	48 " 58	821 " 1381	
"	March	17	Mount Moriac	*Wensleydale	10'92	48 " 58	821 " 1381
"	"	24	Burnley	†Oakleigh	6'29	48 " 58	821 " 1381
1890—May	12	Warragul	Rokeby	8'12	48 " 58	821 " 1381	
"	"	30	Kerang	Swan Hill	35'16	48 " 58	821 " 1381
"	"	30	Camberwell	†Waverley Road	4'25	48 " 58	821 " 1381
"	June	17	Molesworth	Cathkin	2'74	48 " 58	821 " 1381
"	July	18	Huon-lane	Bolga	6'61	48 " 58	821 " 1381
"	Aug.	23	Kilmore	Tooborac	20'10	48 " 58	821 " 1381
"	"	22	Dunkeld	†Koroit	48'99	48 " 58	821 " 1381
"	"	22	Hamilton	Penshurst	18'11	48 " 58	821 " 1381
"	Sept.	1	Murchison East	Rushworth	12'86	48 " 58	821 " 1381
"	"	16	Cathkin	Alexandra Road	4'41	48 " 58	821 " 1381
"	Oct.	10	Searsdale	Linton	7'97	48 " 58	821 " 1381
"	"	17	Myrtleford	Bright	18'54	48 " 58	821 " 1381
"	Nov.	10	Cathkin	Merton	15'47	48 " 58	821 " 1381
"	"	11	Tooradin	Loch	23'53	48 " 58	821 " 1381
"	"	18	Ararat	Avoca	39'04	48 " 58	821 " 1381
1891—Jan.	15	Kyneton (Redesdale Junction)	Redesdale	16'25	48 " 58	821 " 1381	
"	March	24	Fairfield Park	†Riversdale (including †Canterbury loop line)	4'98	48 " 58	821 " 1381
"	"	24	Maldon (Laanecoorie Junction)	Shelbourne	9'89	48 " 58	821 " 1381
"	May	7	Merton	Maindample	13'86	48 " 58	821 " 1381
"	June	2	Loch	Korumburra	9'89	48 " 58	821 " 1381
"	"	5	Birregurra	Porrest	19'85	48 " 58	821 " 1381
"	July	23	Beechworth	Yackandandah	12'84	48 " 58	821 " 1381
"	"	24	Bolga	Tallangatta	5'02	48 " 58	821 " 1381
"	Oct.	6	Maindample	Mansfield	8'64	48 " 58	821 " 1381
"	Nov.	23	Spencer-street	§Flinders-st. (Viaduct)	0'76	48 " 54	821 " 1187
"	Dec.	17	Korumburra	Leongatha	9'19	48 " 58	821 " 1381
1892—Jan.	13	Leongatha	Port Albert	58'75	48 " 58	821 " 1381	
"	March	18	Rokeby	Neerim South	5'36	53 " 56	1030 " 1300
"	April	5	Curdie's River Junction	Timboon	22'32	48 " 58	821 " 1381
"	"	6	Lancefield	†Kilmore	18'10	48 " 58	821 " 1381
"	Oct.	28	Korumburra	Coal Creek	0'89	56	1240 " 1255
"	Nov.	22	Looke	Katamatite	16'95	61	1529
1893—Jan.	5	Warracknabeal	Beulah	21'92	56	1273	
"	March	28	Donald	Birchip	32'30	56	1273
1894—March	6	Beulah	Hopetoun	16'01	57	1316	
"	May	7	Korumburra (Jumbunna Junction)	Jumbunna	3'74	55	1240 and 1294
"	"	14	Bendigo Cattle-yards Junction	*Bendigo Cattle-yards	0'89	53 and 58	1030 " 1381
"	June	1	Korumburra (Strezlecki Junction)	Strezlecki	2'25	55	1240 " 1294
"	"	19	Dimboola	Jeparit	21'59	57	1312
"	July	31	Natimuk (East Natimuk)	Goroke	28'32	56	1292
"	Aug.	7	Boort	Quambatook	21'96	57	1312
1895—March	8	Wycheproof	Sea Lake	47'89	58	1383	
1896—Feb.	5	Jumbunna	Outtrim	2'40	58	1371 and 1420	
"	Dec.	15	Nathalia	Picola	6'74	56	1293
1899—March	14	Wangaratta	†Whitfield	30'49	61	1402	
"	Sept.	18	Birchip	Woomelang	26'45	62	1550
"	Nov.	2	Jeparit	Rainbow	18'47	62	1558
1900—March	1	Quambatook	Ultima	30'30	62	1555	
"	Dec.	18	Upper Fern Tree Gully	†Gembrook	18'22	62	1549
"	"	26	Bungaree	*Race-course	1'53	64	1682
1901—Oct.	21	Melbourne	Collingwood	2'22	62	1590	
"	Nov.	13	Lilydale	Warburton	23'97	62	1589
1902—March	1	Colac	†Beech Forest	29'66	62 Vic. and 1 Edw. VII.	1594 and 1760	
"	June	5	Heidelberg	Eltham	8'35	56 Vic.	1299
		Carried forward ...		3299'49			

* Trains run only as required for traffic.

† See lines closed for traffic.

‡ Including portion since dismantled.

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

¶ 2ft. 6in. gauge.

APPENDIX No. 19—*continued.*STATEMENT SHOWING DATES OF OPENING AND LENGTH IN MILES OF THE DIFFERENT SECTIONS OF THE VICTORIAN RAILWAYS TO 30TH JUNE, 1904—*continued.*

Date of Opening.	From—	To—	Length in Miles.	Authorization Act.	
				Victoria.	Number.
		Brought forward ...	3,299'49		
1903—Jan. 15	Woomelang	Hattah	68'79	64 Vie.	1679
" May 25	Hattah	Nowingi	11'94	64 "	1679
" Sept. 30	Nowingi	Yatpool	16'24	64 "	1679
" Oct. 27	Yatpool	Mildura	13'29	64 "	1679
" Dec. 21	North Geelong Loop Line	*	0'22	3 Edw. VII.	1884
1904—Jan. 1	Burrumbeet Race-course Junction	*Burrumbeet Race-course	1'14	3 Edw. VII.	1879
" Feb. 7	Springvale Cemetery	*	1'60	1 Edw. VII.	1763
	Stawell	*Grampians	15'84	...	...
		Total mileage	3,428'55		
	Less mileage closed for Traffic at 30th June, 1904—		Miles.		
	Dunkeld to Penshurst (Dismantled), 19th February, 1898		15'87		
	Lancefield to Kilmore		18'10		
	Coburg to Somerton		7'12		
	Oakleigh to Fairfield Park—				
	Fairfield Park to Deerpole	3'34			
	Ashburton to Oakleigh	2'37			
	Canterbury Loop Line (Dismantled)	0'21			
	Burnley to Waverley Road—		5'92		
	Darling to Waverley Road		0'84		
			47'85		
	Total mileage open for Traffic, at 30th June, 1904		3,380'70		

NOTE.—All tracks to piers, wharves and ballast pits, and to the Great Morwell Coal Mine are not included in the length of lines opened for traffic as shown above, but are included in the mileage of sidings as shown on page 3.

* Trains run only as required for traffic.

APPENDIX No. 20.

RETURN OF PERSONS KILLED AND INJURED, FROM THE OPENING OF THE
LINES FOR TRAFFIC TO 30th JUNE, 1904.

Year.	Passengers Killed or Injured.				Servants of the Department or of Contractors Killed or Injured.				Persons Killed or Injured at Crossings.		Trespassers.		Miscellaneous.		Total.	
	Due to causes beyond their own control.		Due to their own action or negligence.		Due to causes beyond their own control.		Due to their own action or negligence.		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
†1900-1	...	15	3	136	12	150	4	234	6	7	20	15	5	58	50	615
†1901-2	2	200	2	155	4	142	6	256	5	9	14	14	7	62	40	838
†1902-3	...	32	2	145	7	118	3	199	4	12	21	16	3	52	40	574
†1903-4	1	84	1	232	3	124	4	204	3	4	10	8	6	25	28	681
Totals	17	1,502	62	1,933	82	1,237	333	3,167	141	158	446	234	88	701	1,169	8,932

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

APPENDIX No. 21.

RETURN OF TRAFFIC AT EACH STATION.

STATIONS.	PASSENGERS.		PARCELS, ETC., HORSES, CARRIAGES, DOGS, MAILS, RENTS, MISCELLANEOUS.			GOODS.				LIVE STOCK.							
	Outwards.		Outwards.	Inwards.		Outwards.		Inwards.		Outwards.	Inwards.						
	Number of Passengers.	Revenue.	Revenue.	Revenue.		Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.						
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.					
BENDIGO-EGHUA LINE.																	
Spencer-street (Country, &c.) ..	1,556,346	255,022	1 1	98,302	9 8	77,800	17 6	385,179	432,288	4 1	522,216	270,487	2 8	1,339	12 8	4,688	18 4
North Melbourne (Suburban) ..	588,325	7,315	0 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Arden-street ..	588,945	7,682	19 9	641	7 1	606	13 3	..	..	..	..	..	..	..	..	..	..
Footscray West ..	..	..	..	817	19 5	817	19 5	12,112	2,649	19 5	63,697	24,596	5 11	..	..	..	..
Tottenham ..	4,320	45	15 4	88	19 5	117	13 6	20,537	1,899	19 11	1,888	603	17 10	..	..	1 6	0
Braybrook Junction ..	26,005	344	4 6	122	3 8	56	9 11	522	895	19 4	1,328	401	13 9	..	..	..	..
Albion ..	58	1	1 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..
St. Albans ..	15,644	296	3 1	65	13 11	45	19 8	5,032	405	4 2	180	41	18 10	..	..	1 7	9
Sydenham ..	2,453	94	16 5	56	13 9	63	15 1	74	24	11 3	162	55	14 0	0	7 6	..	..
Diggers' Rest ..	2,939	139	8 10	67	5 3	99	9 1	390	86	11 7	255	84	16 1	1	0 0	0	17 6
Sunbury ..	17,468	1,043	18 1	256	12 9	394	5 3	1,352	366	1 7	3,763	872	3 2	148	10 7	250	8 0
Lancefield Junction ..	6,564	530	7 3	81	17 1	152	8 2	610	248	16 2	357	169	19 0	395	13 6	19	4 4
Riddell ..	4,552	490	15 8	68	15 2	99	13 1	563	206	6 8	480	229	4 5	145	3 1	44	17 8
Gisborne ..	9,720	1,033	9 6	140	10 7	223	19 11	1,093	418	11 10	940	536	1 7	483	14 4	119	7 3
Macedon ..	7,114	833	15 1	364	5 11	293	10 9	5,300	1,136	17 5	1,197	566	11 6	11	8 5	14	19 6
Woodend ..	15,837	1,867	6 7	510	16 3	638	14 2	9,372	2,817	11 4	2,737	1,363	7 5	118	12 3	403	5 2
Carlsruhe ..	1,794	165	16 5	50	17 9	56	15 9	860	283	6 1	87	46	2 11	52	9 0	2	1 0
Kyneton ..	34,867	4,770	15 1	2,073	10 2	2,171	17 0	10,484	4,209	3 11	11,009	5,186	14 1	602	4 4	927	11 2
Redesdale Junction ..	1,299	136	15 4	61	5 10	62	2 6	544	174	5 4	127	75	7 10	6	0 0	5	11 0
Malmsbury ..	7,786	890	9 9	235	7 11	253	15 3	3,662	1,054	14 0	1,019	619	4 3	126	18 2	316	15 3
Taradale ..	5,625	470	2 4	99	3 8	110	13 4	923	214	7 1	378	276	14 8	1	9 9	..	..
Elphinstone ..	4,017	289	18 4	133	11 1	59	19 3	2,058	440	17 8	261	148	14 9	50	8 5	61	6 10
Chewton ..	10,045	798	6 5	74	17 1	84	4 4	703	228	17 4	4,690	994	18 2	..	..	29	7 0
Castlemaine ..	54,757	7,420	4 0	1,189	18 7	1,602	4 9	4,949	4,723	17 3	14,852	10,114	17 0	61	13 2	278	6 5
Barker's Creek ..	..	..	..	..	..	..	..	384	135	10 6	73	26	12 1	..	..	..	..
Harcourt ..	4,940	342	6 7	257	12 3	77	9 10	2,707	1,102	2 0	466	270	8 4	2	16 0	3	14 0
Ravenswood ..	2,601	245	6 2	96	7 8	48	5 6	2,881	377	19 6	155	80	1 3	94	13 1	43	13 7
Kangaroo ..	4,352	519	12 3	53	2 2	76	14 2	160	124	3 1	800	397	13 10	..	..	2	10 0
Golden Square ..	10,538	1,386	0 6	87	18 11	178	1 6	300	168	8 7	19,801	4,134	11 7	32	19 0	478	13 2
Bendigo ..	132,803	25,451	12 11	8,537	6 3	9,927	15 1	15,518	11,268	12 7	116,675	50,634	3 6	1,901	16 3	5,389	13 6
Epsom ..	..	..	..	0	6 6	0	17 0	542	334	9 0	171	92	12 1	..	..	..	..
Huntly ..	788	33	11 8	13	17 1	16	6 8	549	150	3 2	85	33	14 3	..	..	2	5 0
Bagshot ..	1,292	66	2 11	20	4 5	28	6 2	4,669	571	5 11	129	50	9 3	..	..	10	16 2
Wellsford ..	790	45	11 8	6	4 7	7	4 2	3,167	378	10 2	20	5	6 9	..	..	..	..

Goernong	4,914	531 5 0	132 1 6	197 3 1	9,604	2,140 6 0	1,110	606 1 10	87 2 9	119 15 4
South Elmore	1,339	136 4 4	30 14 6	46 3 0	5,270	1,223 16 6	140	89 7 9	0 11 0	1 5 0
Elmore	9,628	1,523 0 5	342 12 2	384 10 8	13,014	4,824 11 3	2,614	2,113 13 11	524 7 3	523 5 3
Rochester	8,388	1,705 14 10	332 19 1	477 6 5	12,427	7,251 9 7	3,867	3,549 18 9	834 19 9	790 15 5
Echuca	18,829	5,165 17 9	2,060 16 7	2,394 1 5	26,505	18,414 19 4	12,751	11,948 4 6	1,802 10 5	4,001 7 9
LANCESFIELD LINE.										
Bolinda	622	20 7 11	10 0 0	15 1 3	597	141 12 9	48	28 2 5	8 10 3	5 15 9
Monegatta	677	24 12 10	13 12 6	22 19 2	217	75 2 11	172	94 13 2	..	..
North Monegatta	358	27 2 11	..	0 13 9	..	0 1 0	1	0 19 2	..	..
Romsey	5,707	698 10 1	293 14 0	260 1 9	6,304	1,620 3 0	1,391	837 14 4	128 12 0	91 5 5
Lancefield	6,103	799 4 1	271 0 4	392 11 8	6,805	2,288 14 2	1,438	913 18 10	273 7 11	86 15 11
LANCESFIELD AND KILMORE LINE.										
Mount William* .. .. .	..	..	..	..	124	40 14 3	..	0 4 5	..	..
Goldie*	1	0 1 5	..	..	99	30 13 1	3	1 9 0	..	..
Springfield* .. .. .	..	..	..	..	120	25 17 6	1	0 5 8	..	..
DAYLESFORD LINE.										
Tylden	1,198	131 6 0	31 2 0	42 9 11	1,939	555 19 7	283	167 17 2	..	7 8 7
Fern Hill	2,182	255 19 10	112 18 11	124 11 6	6,365	2,092 10 9	425	245 0 11	13 10 8	12 2 1
Trentham	5,809	807 2 4	186 15 10	255 15 1	10,720	2,840 1 3	1,532	1,018 17 6	9 10 6	35 9 8
Lyonville	3,295	210 18 1	34 1 9	44 12 1	16,690	2,801 19 6	200	122 11 1	..	..
Bullarto	6,732	317 0 7	36 18 2	66 16 0	11,822	2,260 5 3	277	131 7 9	..	..
Musk Creek	2,693	78 16 0	24 12 11	31 9 11	2,856	671 5 3	369	58 18 4	0 15 3	4 10 0
Daylesford	15,958	2,479 7 2	702 11 0	839 4 3	6,934	2,506 9 2	5,105	3,797 1 10	50 16 3	43 6 2
Woodburn	326	5 1 5	..	0 2 2	1,143	170 1 7	..	0 4 6	..	..
Sailor's Falls	436	27 10 0	22 1 1	23 2 8	2,251	294 11 9	28	14 12 1	..	..
Leonard	1,731	140 8 0	45 11 0	47 7 8	11,830	1,594 16 5	248	91 3 0	0 15 8	..
Wombat	2,731	148 13 8	18 2 5	29 8 11	4,298	604 17 3	241	90 11 6	..	..
Rocky Lead	2,185	131 2 7	39 19 1	50 1 3	2,956	454 2 10	169	76 8 2	0 10 6	..
Newlyn	2,046	235 6 3	119 0 10	143 14 4	8,194	3,708 15 9	770	411 6 2	130 3 8	56 18 2
Kingston	2,720	260 9 2	72 0 6	102 3 10	5,238	2,187 7 5	6,022	1,122 18 5	4 0 0	0 16 0
Allendale	11,948	1,005 2 4	110 9 0	211 2 0	1,511	562 18 0	27,638	5,749 14 10	3 3 1	7 19 1
Broomfield	2,059	112 6 8	10 6 1	19 8 7	..	..	..	0 1 4	..	0 10 0
REDESDALE LINE.										
De Graves .. .. .	..	..	0 13 6	0 13 6	..	..	..	..	..	..
Edgecombe	155	6 0 8	5 0 6	5 6 11	3,185	808 1 0	12	2 14 2	..	..
Green Hills	113	9 19 3	6 17 0	8 17 5	273	99 18 2	37	12 19 0	..	..
East Metcalfe	151	7 8 10	9 12 3	12 8 10	519	191 2 2	53	31 14 6	2 15 0	1 5 0
Emberton	62	3 0 7	5 16 6	5 7 9	166	31 3 1	14	2 12 10	..	..
Barfold	291	20 0 10	37 15 10	56 0 7	2,062	723 1 10	187	91 0 9	38 4 0	1 15 6
Redesdale	1,283	207 17 2	193 0 3	224 5 11	6,519	1,968 17 8	437	239 1 4	4 4 6	3 6 0
SHELBOURNE LINE.										
Muckleford	474	15 9 5	13 1 0	21 1 6	71	39 1 1	57	24 14 5	..	..
Maldon	13,506	1,712 19 11	302 4 1	520 5 11	501	327 11 1	5,604	3,785 5 11	..	54 18 3
Bradford .. .. .	..	..	..	0 0 9	..	..	..	0 4 9	..	..
Shelbourne	228	28 12 3	123 6 10	150 15 0	4,726	1,694 0 10	1,178	881 3 1	..	13 11 0

* Open for only portion of the year.

No. 21.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS, ETC., HORSES, CARRIAGES, DOGS, MAILS, RENTS, MISCELLANEOUS.			GOODS.				LIVE STOCK.	
	Outwards.		Outwards.	Inwards.		Outwards.		Inwards.		Outwards.	Inwards.
	Number of Passengers.	Revenue.	Revenue.	Revenue.		Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.
		£ s. d.	£ s. d.	£ s. d.			£ s. d.		£ s. d.	£ s. d.	£ s. d.
MARYBOROUGH, DONALD, AND BIRCHIP LINE.											
Campbell	1,665	70 7 11	25 12 10	30 16 0	475	335 2 5	517	204 18 10	..	..	..
Guildford	2,629	197 12 1	53 16 6	55 11 3	288	255 17 3	804	542 12 4	2 16 0	14 6 0	..
Strangway	1,747	79 15 11	20 8 5	5 8 9	7	7 13 10	3	2 11 2	..	..	..
Newstead	5,283	732 19 2	104 8 9	143 19 9	1,174	637 2 0	1,289	875 4 7	76 14 0	113 5 2	..
Joyce's Creek	955	98 0 7	70 7 0	39 13 9	245	114 6 1	79	37 15 9	..	..	..
Moolert	2,976	346 11 2	37 5 6	88 15 6	2,598	1,297 16 8	17,209	4,303 0 10	5 11 6	6 18 9	..
Carisbrook	2,321	368 12 9	81 3 4	111 15 9	1,044	506 7 0	10,530	1,903 10 0	204 1 8	75 15 8	..
Maryborough	37,044	6,588 0 0	1,391 11 9	1,822 16 11	3,833	1,910 10 7	14,195	9,300 1 11	33 15 2	196 9 5	..
Simsons	633	18 5 7	5 0 0	5 0 0	..	..	..	0 2 4	..	..	..
Havelock	1,627	51 2 4	12 7 8	16 5 5	195	138 17 7	1,195	433 8 1	..	..	..
Bet Bet	2,393	91 19 3	30 7 2	45 10 10	1,261	696 5 4	6,524	3,016 7 0	..	..	0 13 0
Dunolly	8,141	1,207 16 11	401 18 10	526 10 8	3,143	1,080 8 8	2,765	2,037 8 11	7 15 3	110 1 3	..
Goldsborough	2,363	92 3 5	41 3 4	37 10 1	751	227 15 0	210	119 14 1	..	..	..
Bealiba	3,750	502 17 0	120 10 8	134 1 9	16,297	4,111 11 0	1,097	953 19 2	25 5 10	177 18 3	..
Maffescionis Siding* .. .. .	..	..	..	..	10,221	2,545 19 2	9	2 3 9	..	..	..
Emu	1,280	270 8 8	78 7 5	61 12 9	6,700	1,935 14 11	399	361 5 5	0 3 0	57 5 7	..
Carapooce	806	36 4 5	49 4 3	35 14 5	4,841	1,443 12 4	142	113 1 11	..	..	6 18 6
St. Arnaud	11,592	3,285 0 5	720 13 11	1,097 0 9	11,172	6,834 7 5	12,000	9,779 6 0	216 17 1	578 1 0	..
Sutherland .. .. .	..	..	10 3 7	18 4 10	2,716	1,031 12 0	187	87 6 4	93 10 8	5 18 3	..
Swanwater	100	7 11 9	19 19 10	28 5 11	2,529	844 13 8	121	70 17 5	3 11 9	10 19 0	..
Cope Cope	1,346	261 5 3	54 1 1	102 13 8	2,860	1,823 7 4	965	861 12 9	209 9 9	236 14 9	..
Donald	5,133	1,627 19 7	517 8 8	693 14 11	10,233	6,823 0 10	4,563	5,111 16 10	611 9 9	296 1 5	..
Lake Buloke	15	3 8 8	5 10 0	5 10 0	..	0 1 0	22	6 19 10	..	..	..
Litchfield	180	15 4 5	3 17 4	18 19 10	5,673	4,105 3 1	281	199 19 10	..	..	..
Massey	114	9 19 0	4 8 10	11 3 8	1,205	851 19 6	87	42 0 11	..	..	..
Watchem	1,205	276 7 9	65 10 5	145 10 0	5,687	4,432 13 3	784	1,022 18 11	207 6 10	124 8 3	..
Morton Plains	104	10 12 10	10 13 4	16 16 8	2,301	1,665 17 5	105	62 4 4	43 14 0	169 16 5	..
Birchip	2,975	1,074 17 9	307 8 0	438 3 6	6,540	4,190 10 4	2,477	3,398 18 1	104 4 3	404 7 3	..
WOOMELANG LINE.											
Karyrie	16	5 15 8	10 0 0	12 15 5	431	256 9 4	44	25 0 1	..	..	..
Kinabulla	27	3 16 9	16 2 1	21 13 3	3,049	2,477 5 9	107	46 10 11	..	..	..
Curyo	108	9 7 11	18 13 6	35 7 9	3,481	2,582 19 4	338	274 4 1	..	..	..
Watchupga	120	12 5 2	23 5 4	56 5 7	4,317	3,495 5 7	466	425 18 7	..	..	3 10 2
Woomelang	559	211 5 9	60 15 5	90 13 6	6,950	3,429 2 10	3,300	3,243 17 6	..	..	1 17 3

MILDURA LINE.										
Minapre	81	37 8 10	38 2 0	42 1 10	1,294	1,080 5 10	102	120 8 5	..	12 12 6
Gama	19	5 4 3	20 1 5	25 2 0	20	9 17 10	47	105 6 5	..	3 10 6
Gorya	5	0 14 9	..	..	..	..	..	..	..	..
Austral Gypsum Siding*	9	2 5 9	1 18 6	0 9 6	885	420 4 5	6	1 6 6	..	..
Ouyen	18	4 10 5	24 4 11	21 16 9	40	2 5 9	4	5 1 9	..	..
Hattah	25	6 4 11	57 7 4	50 8 8	43	47 8 5	2,914	196 16 5	..	..
Nowingi	246	267 14 1	10 9 9	21 9 11	13	19 2 0	18	39 0 2	1 18 0	2 11 0
Yatpool	120	118 2 10	7 1 5	6 12 5	152	269 14 5	21	39 7 5	..	3 19 6
Irymple*	60	41 2 3	126 2 11	133 5 7	2,005	3,983 11 3	697	1,158 13 6	..	..
Mildura*	2,168	2,260 3 4	620 12 0	732 13 6	2,070	3,711 7 7	2,212	4,036 12 7	148 0 7	52 12 1
AVOCA LINE.										
Adelaide Lead	370	9 2 10	..	0 7 6	..	..	..	..	..	..
Bung Bong	273	12 0 8	23 11 2	29 5 1	594	177 0 2	74	43 0 6	..	8 7 0
Homebush	1,408	72 15 4	29 11 11	40 10 2	485	113 0 2	48	51 3 5	..	..
Avoca	5,068	1,120 1 1	353 1 11	407 12 1	6,806	2,406 6 3	2,767	2,727 19 10	61 12 8	45 19 10
Amphitheatre	1,634	133 5 6	132 14 5	76 15 11	6,947	1,616 12 7	373	334 7 4	9 2 0	7 7 3
Elmhurst	1,800	273 13 11	145 17 5	122 1 1	5,128	1,612 15 6	668	*717 12 2	48 13 6	15 9 9
Eversley	192	22 18 9	14 13 4	12 10 0	279	190 8 1	65	46 16 1	2 15 0	7 4 0
Crowlands	132	13 4 4	83 14 6	24 10 4	1,575	859 8 5	258	217 12 9	21 12 7	13 19 5
Dunneworthy	13	0 16 1	..	1 5 4	901	246 17 7	4	4 15 2	3 0 0	1 5 4
Warra Yadin	24	1 12 1	6 15 2	8 16 3	85	37 15 7	24	16 10 10	..	..
TALBOT LINE.										
Sulky	1,568	53 5 3	31 1 4	40 3 7	8	5 15 5	80	23 3 4	..	3 15 3
Bald Hills	2,011	57 17 8	..	3 17 2	..	..	..	0 3 0	..	..
Creswick	26,283	1,725 4 3	309 10 7	409 5 1	227	106 15 2	3,454	1,697 18 6	1 13 0	2 5 3
North Creswick	12,441	651 0 11	61 1 4	69 5 7	52	19 16 6	1,133	270 5 11	1 15 6	2 17 0
Tourello	1,079	110 3 11	42 8 11	42 15 9	364	131 13 4	376	93 16 6	4 1 6	10 17 11
Clunes	11,527	1,430 19 11	191 15 9	290 18 6	2,168	1,046 4 1	4,265	1,736 7 5	688 1 11	145 16 2
Talbot	8,817	928 7 9	185 7 6	261 4 7	1,959	765 16 2	2,616	1,410 11 1	15 14 0	48 13 8
WAUBRA LINE.										
Daisy Hill	13	0 13 3	..	0 3 0	..	0 1 1	..	0 4 9	..	..
Waubra Junction	2,384	91 2 0	15 8 0	17 13 8	..	..	..	..	..	..
Pisgah	488	20 16 7	8 0 9	27 9 11	..	..	..	..	..	..
Midas	660	66 2 1	137 11 7	24 4 3	48	24 16 6	112	35 2 6	4 18 9	..
Mount Blowhard	4,929	270 17 9	49 0 5	64 6 11	4,188	1,654 19 2	1,075	358 9 2	6 4 6	4 15 6
Learmonth	6,195	402 4 5	67 11 5	98 3 3	4,003	1,679 17 3	1,005	460 3 5	..	5 19 6
North Learmonth	10	0 11 0	..	0 11 10	..	..	..	..	..	..
Addington	1,451	89 9 10	55 14 6	35 13 10	858	300 9 1	110	54 1 7	1 15 0	2 0 6
Waubra	4,923	433 3 11	262 11 0	239 8 9	3,605	1,094 16 8	439	227 11 8	27 14 0	40 5 0
TARNAGULLA LINE.										
Painswick	3	0 11 6	15 0 3	15 0 0	246	50 8 0	..	..	..	..
Laurie	8	0 5 4	15 0 0	15 2 5	845	171 7 8	18	9 5 8	..	..
Tarnagulla	1,697	334 12 8	151 18 0	243 1 2	5,160	1,222 16 11	2,569	1,637 17 2	..	1 11 3
Llanelly	608	32 16 10	25 15 2	42 19 10	1,977	393 8 1	205	151 17 9	..	..
Arnold	197	18 12 9	24 5 10	34 16 2	5,479	996 6 6	142	122 19 11	..	..
Bullabul	24	2 1 11	15 14 1	16 4 7	2,040	341 16 11	45	13 4 11	..	..

* Open for only portion of the year.

No. 21.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS, ETC., HORSES, CARRIAGES, DOGS, MAILS, RENTS, MISCELLANEOUS.		GOODS.				LIVE STOCK.	
	Outwards.		Outwards.	Inwards.	Outwards.		Inwards.		Outwards.	Inwards.
	Number of Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.
		£ s. d.	£ s. d.	£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.
WYCHEPROOF LINE.										
California Gully			3 12 0	3 12 0	25	4 19 1	34,973	5,655 1 6		
Eaglehawk	11,917	937 4 7	225 2 9	413 1 5	594	379 4 11	45,398	10,283 3 10	5 7 9	
Marong	6,629	429 17 9	55 0 5	175 18 4	558	255 15 10	831	324 19 0	1 1 6	4 16 6
Liehardt	830	58 19 10	16 17 6	29 6 6	1,197	321 0 0	175	116 19 1	0 19 6	
Derby	766	62 8 3	23 8 9	29 19 5	1,260	208 4 9	156	76 5 4	29 11 11	27 15 3
Bridgewater	4,673	611 4 5	92 6 9	141 10 9	9,805	4,746 5 5	11,428	4,386 12 5	248 12 5	606 5 0
Inglewood	10,908	1,792 18 4	250 19 5	427 11 11	3,520	1,231 11 3	2,893	2,947 1 11	21 6 0	91 9 3
Kurting	700	70 13 3	38 4 11	41 11 10	9,620	1,621 4 2	191	190 16 11	57 8 2	74 16 11
Glenalbyn	736	64 2 2	40 11 0	38 5 0	10,410	1,712 9 11	85	54 7 8		1 1 0
Wedderburn Junction	1,770	323 6 2	78 0 1	48 13 6	2,791	648 7 10	85	64 17 4	0 12 0	23 8 3
Korong Vale	3,786	986 5 3	307 11 11	349 15 7	5,249	2,155 0 6	710	784 0 3	181 10 0	274 9 5
Wychitella	685	105 15 2	39 5 0	58 1 5	3,090	1,500 8 3	363	340 3 1	91 18 11	107 19 2
Buckrabanyule	899	153 11 11	36 15 5	69 12 1	2,985	1,943 8 6	383	360 12 8	36 13 3	20 1 3
Barakee	639	96 13 9	26 19 5	43 5 7	4,052	2,499 18 5	441	523 9 0	24 14 6	12 1 0
Charlton	4,124	1,176 19 1	366 5 2	541 12 10	7,868	5,821 19 11	3,260	4,269 18 9	277 17 5	196 18 3
Teddywaddy	242	17 2 6	13 4 5	22 1 6	1,991	1,309 9 2	148	83 13 10		3 14 6
Glenloth	927	145 4 2	35 5 5	74 3 0	2,814	1,843 13 5	337	382 17 3	513 0 8	43 8 7
Fairview	57	3 9 10	10 3 2	11 18 0	144	85 17 1	20	9 18 2		
Wycheproof	4,230	1,360 16 0	435 11 11	547 16 10	7,777	5,420 5 0	2,978	3,189 10 6	1,206 12 10	837 13 0
SEA LAKE LINE.										
Tytell Creek	151	11 11 2	14 5 9	21 3 0	2,852	1,858 12 3	135	111 18 11		1 11 6
Nullawil	242	24 19 5	20 12 2	49 3 3	5,391	4,158 10 9	352	328 5 5	2 3 3	0 1 3
Kaneira	463	60 1 11	21 16 1	64 19 2	4,562	3,487 3 0	470	738 3 0	185 0 11	53 5 11
Berriwillock	718	94 10 10	36 6 7	107 3 6	4,949	3,806 3 6	630	991 2 1	6 18 9	20 13 8
Boigbeat	182	20 14 6	3 12 2	12 8 2	1,865	1,482 16 6	59	82 3 4		
Sea Lake	710	156 12 9	262 3 8	328 16 4	10,683	8,902 19 4	1,172	2,002 10 10	13 3 0	443 5 4
WEDDERBURN LINE.										
Wedderburn	2,001	542 8 4	136 6 10	282 12 7	14,017	4,443 12 8	2,203	2,524 19 0	23 17 6	33 16 8
BOORT LINE.										
Borong	834	108 7 5	34 19 8	56 8 9	1,938	1,089 5 0	324	404 8 4	85 15 8	55 11 7
Mysia	649	150 3 7	61 12 9	88 16 2	1,219	915 9 4	480	334 10 0	180 15 6	217 19 0
Boort	3,187	975 0 9	280 8 3	462 12 1	9,750	5,985 19 8	2,006	2,468 16 6	510 19 3	1,167 8 1

QUAMBATOOK LINE.

Barrapoort	161	14 3 1	26 16 4	47 14 7	5,022	3,465 7 1	364	229 10 3	..	..
Gredgwin	94	9 11 11	15 7 5	19 15 0	843	588 18 11	71	41 10 8	10 5 0	..
Oakvale	157	16 19 0	4 7 1	17 7 7	2,291	1,629 2 4	151	107 17 5	..	6 11 0
Quambatook	861	242 12 3	145 13 3	207 10 3	5,041	3,829 2 0	1,151	1,404 19 7	167 0 10	16 19 0

ULTIMA LINE.

Cannie	150	20 13 4	3 5 9	7 7 2	1,895	1,367 15 0	139	101 8 0	..	1 0 0
Lalbert	311	65 9 1	21 15 9	65 6 8	4,349	3,144 1 5	415	584 1 1	325 11 3	42 0 7
Meatian	95	13 7 4	2 16 1	13 2 9	3,871	2,962 10 9	113	107 9 3	..	..
Ultima	272	69 6 5	76 9 0	114 6 3	4,790	3,457 18 7	545	776 19 10	0 1 6	254 18 1

SWAN HILL LINE.

Sydney Flat	632	23 5 0	3 7 5	9 11 3	..	..	..	..	..	..
Myer's Flat	434	11 17 5	1 18 11	9 1 8	..	..	..	..	..	..
Sebastian	1,378	92 1 6	24 17 4	49 7 7	3,429	691 6 8	388	213 14 11	0 14 4	..
Raywood	2,533	318 9 5	91 13 11	120 15 4	9,346	2,261 1 7	851	498 0 3	55 11 10	90 16 9
Tandara	1,279	185 11 11	46 12 7	81 10 9	3,746	1,531 0 11	627	338 15 7	127 17 0	42 19 11
Dingee	1,606	232 15 10	71 8 0	124 1 1	3,481	1,650 15 4	546	404 14 8	656 4 11	147 14 10
Prairie	1,000	184 8 0	24 19 7	67 4 2	4,638	2,732 4 10	572	393 18 2	35 10 9	28 11 9
Mitiamo	2,232	464 9 9	358 3 10	433 15 2	3,063	1,829 1 2	544	547 7 0	858 3 7	41 7 7
Mologa	833	179 16 1	40 2 1	60 1 3	2,505	1,472 3 7	293	212 16 4	58 19 0	92 9 0
Pyramid Hill	3,491	912 14 11	264 6 7	373 14 11	5,977	3,707 19 1	1,868	2,316 2 11	729 7 0	264 19 4
Mincha	657	63 9 1	53 0 1	64 4 11	1,514	1,136 3 3	368	184 3 0	265 19 7	98 4 11
Macorna	1,859	472 15 3	44 8 11	122 3 5	2,867	2,643 14 0	1,437	1,757 3 8	538 7 8	304 18 5
Tragowel	438	52 1 6	29 7 2	54 2 8	283	321 1 6	216	103 7 9	33 18 5	25 12 10
South Kerang	6	3 5 9	12 16 0	13 16 5	214	33 4 3	16	3 7 0	..	11 18 11
Kerang	7,620	2,830 9 3	713 12 4	1,054 2 5	7,589	5,856 18 3	4,028	6,419 14 11	1,616 6 9	1,915 11 5
Reedy Lake	221	7 1 11	8 0 8	12 10 7	249	149 14 4	27	22 16 3	39 15 6	27 8 6
Lake Charm	1,334	112 19 1	23 13 4	51 4 2	519	431 0 9	188	181 7 3	163 2 6	59 10 7
Mystic Park	1,541	144 8 2	33 3 2	67 13 6	2,037	1,493 4 10	345	268 2 1	84 1 8	0 13 8
Lake Boga	1,941	368 5 6	78 3 8	147 4 3	4,640	3,557 17 9	522	773 5 0	..	46 18 4
Swan Hill	4,572	2,227 10 5	536 8 5	897 5 0	10,566	9,283 7 7	2,820	5,661 15 6	887 7 3	1,163 1 11

HEATHCOTE LINE.

Strathfieldsaye .. .. .	..	..	3 4 9	3 4 9	..	..	..	..	..	..
Axe Creek	533	26 14 8	2 2 3	8 6 6	2,245	273 5 1	76	29 9 7	..	..
Axedale	2,603	196 6 11	38 15 3	53 5 5	8,747	1,027 12 10	350	197 14 11	4 19 0	68 13 4
Knowsley	2,669	292 6 2	94 5 8	66 13 7	15,499	3,458 16 0	433	185 1 2	3 11 0	50 17 9
Ingham .. .. .	..	..	..	..	3,600	458 7 10	..	..	..	..
Derrinal	664	72 13 5	41 15 6	21 16 5	6,628	1,266 14 6	146	74 15 3	8 11 0	8 18 2
Heathcote	4,204	788 11 8	261 6 1	323 13 4	17,633	3,613 16 3	2,592	1,867 12 1	171 3 5	399 18 9
South Heathcote	1,073	173 10 8	137 6 3	44 16 7	14,519	2,651 8 7	212	144 5 10	..	..
Tooborac	1,144	181 18 6	376 17 7	116 10 10	7,923	1,790 13 11	390	260 0 7	156 0 6	15 1 1
Pyalong	778	124 11 2	178 5 9	62 5 8	199	87 16 4	190	138 4 11	328 9 7	27 17 3
High Camp	817	110 15 11	137 5 11	49 19 3	1,272	384 6 3	155	117 0 9	188 16 0	6 11 9
Morandng	1,071	14 2 4	15 15 3	20 3 3	129	41 2 7	35	16 17 10	0 10 0	0 18 3
Wil'owmavin	77	2 14 4	3 11 9	3 14 0	407	126 14 3	79	25 12 3	..	1 18 9
Kilmore	2,526	622 12 10	484 10 8	497 13 7	1,280	587 4 5	2,109	1,124 0 0	135 8 4	217 3 11
Bylands	353	21 19 5	12 7 10	11 9 2	1,387	282 9 4	41	21 6 11	..	..
Leslie	43	2 18 2	5 16 9	3 6 8	1,181	198 13 5	6	3 8 0	..	..

No. 21.—RETURN OF TRAFFIC AT EACH STATION—*continued.*

STATIONS.	PASSENGERS.		PARCELS, ETC., HORSES, CARRIAGES, DOGS, MAILS, RENTS, MISCELLANEOUS.		GOODS.				LIVE STOCK.																
	Outwards.		Outwards.	Inwards.	Outwards.		Inwards.		Outwards.	Inwards.															
	Number of Passengers.	Revenue.	Revenue.	Revenue.	Tons	Revenue.	Tons.	Revenue.	Revenue.	Revenue.															
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.													
TATURA LINE.																									
Koyuga	313	44	12	2	7	19	1	13	10	8	225	164	9	7	71	57	0	11	342	13	0	5	9	8	
Tongala	1,546	246	15	3	88	2	6	107	17	7	3,959	2,090	5	4	704	506	18	7	166	19	9	8	2	5	
Kyabram	7,794	1,512	11	0	337	14	8	498	15	5	9,586	5,421	9	4	3,684	3,557	8	7	345	4	8	314	18	3	
Merrigum	1,935	331	3	1	69	6	4	110	0	4	4,156	2,548	15	1	1,106	896	16	11	182	0	4	87	12	2	
Byrneside	714	96	12	5	33	6	10	51	4	6	1,141	680	17	6	251	290	18	7	170	14	7	100	1	0	
Tatura	5,290	1,190	13	3	299	3	9	451	2	0	5,238	2,880	10	10	2,460	2,678	1	10	403	13	10	115	16	5	
NORTH-WESTERN LINE.																									
Laverton	5,697	151	9	5	70	8	6	65	7	11	3,566	2,964	16	4	692	275	15	6
Werribee	38,378	1,988	1	4	386	2	4	489	2	5	30,123	5,215	19	9	11,545	2,319	0	0	191	11	6	364	2	7	
Little River	5,515	382	4	1	115	12	1	83	6	2	2,488	509	14	1	597	162	14	9	57	3	0	6	1	1	
Lara	5,764	408	12	1	134	16	6	128	16	5	9,145	2,188	2	1	1,252	316	7	2	122	19	7	15	19	3	
Cowie	868	35	13	8	48	11	10	10	5	9
North Shore	50	6	16	11	0	0	6
North Geelong	2,459	280	0	9	106	17	11	82	0	6	649	136	15	1	6,194	779	1	6	859	3	1	1,999	6	5	
Geelong	129,047	18,141	2	11	5,579	3	7	4,976	10	10	70,364	31,731	11	8	178,919	117,787	17	11	474	8	2	1,833	9	7	
Moorabool	1,664	97	4	11	43	16	5	44	14	10	304	88	9	10	200	37	6	10	..	..	..	7	9	9
Gheringhap	763	59	2	10	38	12	2	42	6	6	646	135	0	5	110	41	1	10	..	..	..	1	19	6
Leigh Road	6,338	709	1	0	115	15	1	172	4	2	6,564	1,301	11	0	1,703	580	4	3	395	13	10	96	3	5	
Lethbridge	4,272	354	8	3	71	2	9	68	4	3	3,829	593	3	7	296	117	3	11	5	1	0	3	1	6	
Meredith	10,846	1,142	9	2	236	5	10	272	18	10	3,217	674	0	11	2,472	1,073	8	0	73	8	10	75	6	1	
Elaine	4,628	450	17	6	145	9	5	131	1	3	6,606	968	3	7	492	238	19	7	6	10	9	10	15	6	
Lal Lal	4,905	282	4	6	122	7	1	102	7	7	6,433	963	4	3	217	87	19	1	14	18	6	4	2	9	
Yendon	2,692	211	5	6	85	13	6	80	16	6	1,221	293	2	11	191	77	8	1	2	8	6	103	1	9	
Navigators	1,720	56	11	7	27	12	0	16	7	11
Warrenheip	5,715	272	16	10	90	1	4	96	3	4	508	341	1	11	550	390	2	4	..	..	..	2	16	6
Ballarat East	26,066	2,639	4	7	645	17	6	1,358	14	3	2,454	1,010	19	9	52,148	14,661	1	5	..	..	..	466	6	10
Ballarat	265,986	38,418	3	4	11,047	6	11	10,662	18	4	32,931	24,461	12	8	128,204	55,925	10	5	2,285	3	10	9,595	19	4	
North Ballarat*	2,615	134	9	4	0	2	6
Dowling	5	0	6	48	15	7
Windermere	2,264	167	6	2	71	16	9	56	15	11	3,086	1,305	3	5	583	175	12	6	19	9	10	32	16	8	
Burrumbet	3,176	303	5	5	120	9	11	146	1	7	791	561	8	0	959	439	11	9	84	12	7	339	18	2	
Trawalla	1,603	293	11	6	50	11	4	83	17	8	2,368	436	19	8	153	127	4	4	10	8	9	11	17	6	
Beaufort	13,380	2,101	5	3	252	3	5	418	6	6	15,269	3,000	9	11	3,916	2,815	3	11	334	13	5	76	12	8	
Middle Creek	1,631	222	13	9	57	18	7	73	13	3	3,081	880	7	2	248	133	13	8	7	7	3	2	9	0	
Buangor	2,546	377	8	3	137	8	3	50	4	9	4,356	1,338	18	9	495	354	5	6	210	17	0	17	11	1	
Dobie	1,178	96	1	5	39	14	8	48	3	9	425	241	19	2	99	66	0	2	..	..	..	..	..	..
Ararat	25,284	6,613	15	0	1,105	5	8	1,358	19	9	3,741	2,621	11	9	8,154	7,134	14	5	506	19	0	440	6	3	
Armstrong	692	32	14	9	11	18	10	20	4	3	390	150	12	10	68	54	7	1	..	..	..	..	..	..
Great Western	2,175	270	9	1	97	13	2	79	4	10	668	815	18	0	612	467	11	10	3	19	0	18	10	6	
Stawell	19,067	4,939	7	6	1,134	8	5	1,316	4	7	7,024	5,014	0	10	11,337	9,284	16	11	100	2	7	365	8	10	

Deep Lead	592	69 4 2	25 9 7	33 13 5	60	16 19 1	26	57 19 6	..	..
Glenorchy	2,011	290 8 10	79 9 3	106 4 6	1,249	749 16 0	443	344 13 11	174 2 10	450 12 6
Wal Wal	623	36 13 1	17 2 2	26 2 8	982	368 10 1	123	68 12 3	..	4 16 4
Lubeck	2,860	472 19 9	75 9 7	115 4 6	1,528	1,159 5 9	552	616 3 4	265 5 0	63 15 0
Hopfield .. .. .	..	..	..	0 4 0	..	..	..	..	..	..
Murtoa	12,402	2,672 8 7	321 19 7	494 7 1	5,792	3,665 6 0	3,779	3,270 9 11	377 13 11	344 19 6
Jung Jung	2,785	275 6 4	83 2 7	125 19 7	7,568	5,361 9 4	991	821 8 6	8 12 8	5 13 6
Dooen	1,167	44 14 4	71 3 9	89 17 8	4,160	2,986 4 0	384	294 14 8	52 12 7	139 9 9
Horsham	18,356	4,869 15 3	1,082 5 11	1,440 19 11	10,327	7,725 6 2	11,335	10,631 12 1	612 16 5	1,008 15 0
Pimpinio	2,532	186 1 8	44 10 4	68 16 7	4,802	3,489 15 8	478	267 13 1	11 10 0	5 18 3
Wail	1,431	76 10 9	47 8 7	56 19 6	3,678	2,598 7 7	248	158 8 3	7 11 0	..
Dimboola	9,236	1,966 11 2	485 7 3	675 14 4	6,308	5,238 0 6	2,708	3,096 16 9	166 18 2	110 10 2
Gerang Gerang	751	46 15 2	38 6 0	63 12 8	3,315	2,636 1 6	486	316 14 3	..	14 3 3
Kiata	641	79 1 8	44 4 0	60 2 10	3,178	2,441 10 0	500	307 9 1	..	..
Salisbury	364	37 1 1	41 15 0	46 16 1	3,426	2,704 16 9	310	185 19 6	2 8 11	..
Nhill	5,674	1,925 5 10	335 11 1	630 14 11	11,250	8,951 3 8	6,585	6,715 11 11	742 8 7	160 15 0
Tarranginnie	166	7 3 8	27 6 6	33 0 6	1,598	1,019 11 5	170	86 16 6	23 16 0	0 19 9
Diapur	967	98 7 5	60 2 1	93 14 3	4,454	3,353 4 2	874	642 18 3	1 0 0	9 9 7
Miram Piram	953	55 6 1	83 9 6	106 3 1	3,425	2,790 13 5	722	415 13 7	..	2 15 10
Kaniva	3,181	624 5 0	96 3 6	224 18 6	3,444	3,263 19 5	1,321	1,278 6 8	204 11 9	77 2 3
Lillimur	887	109 5 11	31 2 0	70 17 10	1,593	1,561 11 5	461	268 5 7	..	0 11 0
Lezor .. .. .	..	..	11 6 3	12 18 10	..	..	..	0 3 6	..	..
Serviceeton	4,790	1,350 17 7	912 18 1	1,988 6 1	1,075	478 8 4	561	378 4 11	133 13 6	130 15 9

WILLIAMSTOWN LINE.

South Kensington	133,341	1,017 6 10	38 11 5	59 8 3	29,853	3,034 2 11	55,919	36,659 8 7	..	..
Footscray	1,587,800	15,676 11 5	1,137 6 0	501 7 9	6,799	2,565 17 11	16,017	5,249 4 2	..	..
Yarraville	648,058	5,967 13 1	98 14 4	87 18 6	35,889	17,190 5 1	7,249	1,770 5 0	..	..
Spottiswoode	118,907	1,204 4 8	193 1 3	61 13 9	1,280	2,084 17 6	21,117	3,223 3 10	..	..
Newport	355,802	4,439 5 10	685 10 9	678 17 6	63,053	7,643 14 6	18,745	6,234 10 0	19 1 11	2,467 6 11
North Williamstown	432,054	6,140 14 6	280 1 6	217 7 9	813	106 3 2	4,915	1,466 1 11	..	..
Beach	272,657	4,061 11 3	84 6 7	99 6 6	..	..	..	..	..	..
Williamstown	254,644	3,853 13 8	173 5 0	228 18 1	..	..	..	..	..	..
Williamstown Pier	13,637	244 15 1	4,112 12 11	4,116 6 1	64,477	9,172 4 2	303,730	172,780 13 10	4 19 0	54 7 4
Williamstown Race-course .. .. .	..	..	..	23 5 6	..	..	..	..	..	..

BACCHUS MARSH LINE.

Austral Explosive Siding* .. .. .	..	..	..	..	17	2 12 6	880	111 17 6	..	..
Deer Park	7,355	163 2 6	116 2 3	62 0 0	1,036	176 9 10	4,233	477 7 4	3 5 6	0 9 0
Rockbank	3,343	126 10 11	70 1 7	64 3 10	2,428	450 16 9	373	95 18 1	3 8 4	43 8 4
Melton	16,176	911 13 9	817 10 10	330 4 7	8,722	1,507 10 9	1,894	581 1 0	75 8 7	161 17 2
Staughton Siding .. .. .	..	..	..	..	545	82 9 0	1	0 4 0	..	..
Parwan	1,295	107 0 11	126 1 9	63 16 5	2,466	486 17 7	892	232 18 5	2 7 3	33 11 3
Bacchus Marsh	20,229	1,790 17 5	1,516 14 6	1,000 18 4	5,992	1,798 19 2	2,562	1,265 15 2	769 19 7	277 19 5
Rowsley	131	10 0 1	37 17 5	50 10 11	2,443	432 4 3	172	56 11 6	..	..
Ingliston	917	106 13 4	108 16 7	57 3 2	179	69 4 9	49	25 6 5	14 4 6	3 3 4
Ballan	11,286	1,304 17 1	457 3 10	414 12 5	10,991	1,945 7 6	1,825	1,037 0 1	713 14 6	296 4 2
Bradshaw	513	38 17 2	13 7 8	15 19 5	..	..	2	2 10 0	..	..
Gordons	10,904	1,054 11 4	142 5 4	177 4 0	2,148	605 14 1	1,269	615 8 9	2 0 6	..
Millbrook	3,809	184 15 8	27 3 4	30 5 10	1,849	557 15 10	161	77 4 7	99 11 10	2 10 9
Wallace	5,724	416 5 6	55 15 5	61 12 6	4,085	1,411 2 0	498	232 5 7	38 3 4	47 1 0
Bungaree	4,578	334 2 1	82 11 9	109 8 11	6,886	2,104 9 5	487	248 3 0	3 4 3	2 19 3
Dunnstowa	6,972	250 10 2	58 11 6	55 9 11	2,162	751 2 10	381	220 5 10	..	3 15 0

* Open for only portion of the year.

No. 21.—RETURN OF TRAFFIC AT EACH STATION—*continued.*

STATIONS	PASSENGERS.		PARCELS, ETC., HORSES, CARRIAGES, DOGS, MAILS, RENTS, MISCELLANEOUS.		GOODS.				LIVE STOCK.							
	Outwards.		Outwards.	Inwards.	Outwards.		Inwards.		Outwards.	Inwards.						
	Number of Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.						
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.				
QUEENSLIFF LINE.																
Geelong Show Grounds .. .. .	..	..	..	..	..	..	..	..	..	..	..	..
South Geelong	15,594	1,352	9 0	254	3 11	194	10 6	651	289	19 7	9,452	2,088	15 2	8 5 7	..	
Moolap	405	18	0 6	12	0 7	12	2 0	..	..	..	..	..	..	..	..
Leopold	446	28	3 7	10	0 0	10	2 3	385	48	4 5	52	11	14 3	..	..
Scarborough	233	27	3 3	11	4 0	11	5 6	..	..	..	..	..	..	..	..
Drysdale	4,491	371	2 7	242	7 4	169	17 1	5,449	1,458	16 1	1,312	365	15 8	64	18 1	66 2 5
Mannerlin	715	39	6 1	10	5 0	10	7 3	828	108	9 11	95	29	2 3	..	..
Marcus	1,285	160	4 10	115	17 6	33	17 11	..	..	..	..	..	..	2	18 3	1 11 0
Queenscliff	7,370	1,355	16 4	448	8 11	510	1 11	383	203	16 0	2,390	863	7 4	2	7 6	13 4 9
SOUTH-WESTERN LINE.																
Breakwater .. .. .	..	..	..	0	15 6	0	15 6	..	..	..	..	..	..	..	..	..
Connemara	690	34	8 5	18	3 3	19	13 11	716	109	9 2	738	174	13 6	..	..	0 19 0
Germantown	662	63	12 2	19	9 4	20	5 8	..	..	..	..	0	6 11	..	..	..
Pettavel	391	30	12 8	19	1 0	20	9 0	399	91	15 5	218	37	6 2	..	..	..
Moriac	2,349	231	19 0	74	17 4	96	0 8	3,078	467	17 6	385	109	13 4	78	4 2	13 16 5
Buckley	901	82	12 7	42	17 3	34	2 6	1,050	179	12 8	142	39	13 11	..	..	1 4 9
Winchelsea	4,639	738	8 7	140	4 8	229	16 9	5,032	1,104	7 2	1,056	487	17 11	598	15 3	106 1 10
Birregurra	8,837	1,204	19 5	235	7 3	234	19 9	1,109	458	2 10	1,059	488	2 4	329	5 8	244 7 5
Warncoort	758	137	4 8	39	3 9	41	13 10	828	454	0 7	245	114	7 7	..	..	..
Irrewarra	3,084	424	5 10	98	13 0	120	14 2	376	166	16 2	137	77	5 6	741	17 0	1,188 7 9
Colac	29,467	5,886	7 10	1,590	19 9	1,399	13 9	7,978	4,404	16 10	13,112	7,391	1 0	819	8 9	917 16 11
Larport	1,576	252	4 11	38	17 2	46	2 5	7,800	4,467	2 8	546	308	12 11	30	0 3	46 12 7
Pirron Yallock	3,345	407	1 9	134	0 11	103	15 3	598	405	1 4	378	191	4 8	313	11 9	265 8 2
Stoneyford	1,538	124	19 0	92	8 4	35	18 7	92	84	15 6	142	81	8 3	..	..	2 6 3
Pomborneit	3,836	405	15 11	89	16 0	96	1 3	381	510	6 0	619	382	17 4	97	2 1	20 5 7
Weerite	1,391	292	9 2	36	9 2	71	7 2	285	273	12 5	445	190	3 0	491	8 7	106 16 1
Camperdown	19,268	4,947	16 6	824	8 7	1,181	12 7	2,590	2,792	14 1	10,741	5,965	6 0	2,920	8 9	425 3 5
Boorean	444	19	11 7	25	6 11	28	2 4	131	152	17 9	116	31	6 4	392	12 2	37 18 10
Terang	20,856	3,864	6 8	639	19 5	978	15 7	3,272	3,578	8 3	10,419	5,305	8 4	2,670	4 2	450 19 3
Garvoc	2,257	104	4 10	58	16 1	109	17 3	1,530	879	6 9	1,046	634	13 1	123	18 0	63 14 8
Panmure	2,845	327	15 10	49	2 9	61	14 9	4,751	997	9 0	558	289	15 2	..	..	6 4 0
Cudjee	1,435	82	8 11	43	17 6	49	0 1	142	46	2 4	171	82	16 9	..	..	..
Allansford	3,140	583	2 2	70	17 4	106	7 4	1,387	691	14 3	1,051	629	12 9	284	1 11	34 4 11
Warrnambool	32,212	7,447	7 8	1,806	16 10	2,048	6 4	24,933	7,114	6 7	36,660	8,022	18 3	1,136	5 9	336 18 10
Dennington	40	3	2 4	41	8 7	44	2 6	26	3	9 4	409	54	10 2	..	..	1 6 6
Illowa	2,099	224	3 3	116	1 8	122	16 9	3,533	1,673	1 11	421	95	19 10	266	12 6	39 3 6
Koroit	14,737	1,938	18 4	377	2 3	430	12 5	8,213	4,722	3 2	2,129	1,355	17 8	1,443	15 11	75 2 2
Crossley	617	13	9 10	9	10 1	19	17 6	309	91	8 2	8	4	10 6	..	..	..
Kirkstall	450	12	14 1	11	3 3	16	4 2	20	6	18 8	58	17	8 11	..	..	..
Rosbrook	246	12	8 6	4	15 0	8	8 9	..	..	..	2	3	14 6	..	..	..

Moyne	284	8 11 6	..	2 0 0	970	140 1 1	31	9 2 4	..	..
Port Fairy	6,963	1,527 19 4	799 6 1	497 7 7	2,178	2,239 19 8	2,982	1,315 12 3	442 12 5	60 11 8
WENSLEYDALE LINE.										
Layard .. .. .	..	..	..	..	633	92 6 1	2	0 14 0	..	..
Gherang .. .. .	..	..	..	..	2,337	364 13 7	8	4 5 7	..	..
Wormbete .. .. .	..	..	..	..	2,938	495 15 7	11	4 12 5	..	..
Wensleydale .. .. .	..	..	..	..	2,544	447 8 8	49	26 11 9	..	..
FORREST LINE.										
Whoorel .. .. .	..	..	12 15 2	12 15 3	635	118 6 2	16	8 4 2	..	..
Dean Marsh	1,521	215 6 9	80 17 8	156 9 10	4,476	1,050 13 1	416	285 3 2	38 17 11	21 16 6
Pennyroyal	341	14 12 8	38 1 0	50 1 3	336	143 7 7	82	48 17 7	4 8 6	..
Murroon	398	17 17 2	30 11 9	47 17 2	1,191	390 17 8	157	94 9 3	19 3 6	5 6 8
Barwon Downs	1,006	44 8 1	44 1 5	74 19 8	7,332	2,656 0 9	452	245 14 0	..	1 13 7
Gerangemete	304	7 5 7	22 12 3	30 16 4	490	167 12 7	42	30 10 1	..	..
Yaughter	189	24 16 0	21 12 0	25 1 5	114	73 16 8	27	16 19 8	..	..
Forrest	1,687	343 12 11	148 2 4	233 13 10	13,701	6,226 2 2	753	587 14 9	4 2 6	35 1 6
BEEAC LINE.										
Onlit	404	13 6 6	59 13 7	57 10 5	1,516	765 12 6	465	170 18 10	40 16 9	9 0 9
Kevis Lane	77	6 3 2	..	..	..	..	..	..	..	..
Beeac	3,420	570 5 11	206 10 10	287 4 10	1,678	914 0 6	3,593	1,243 2 5	297 1 2	42 13 2
BEECH FOREST LINE.										
Osam	523	15 1 1	10 3 5	10 4 11	..	0 2 2	..	0 5 0	..	..
Barongarook	612	22 3 0	10 1 9	11 12 2	31	11 16 5	12	6 17 11	..	..
Kawarren	324	19 16 4	10 3 6	21 15 4	1,553	207 12 0	125	30 19 7	0 13 4	0 10 0
Love's River	374	27 3 6	15 16 6	13 9 11	30	13 15 1	33	9 18 8	..	..
Gellibrand	1,813	158 18 3	36 16 2	38 17 1	1,295	390 13 6	205	126 5 7	1 10 0	0 10 0
Mooabanool	234	22 3 1	10 1 6	15 2 1	12	8 7 7	35	35 5 1	..	..
Winba	335	31 7 7	10 9 9	14 0 2	10	11 19 6	13	9 17 1	..	..
Weeaprounah	457	46 8 6	11 10 10	18 15 7	3,401	1,869 18 8	90	42 14 6	..	..
Beech Forest	2,305	362 11 9	140 19 7	191 8 1	1,861	1,109 2 7	918	834 5 10	16 3 10	14 3 9
TIMBOON LINE.										
Naroghid	89	14 8 2	10 3 6	12 7 1	1	1 19 11	164	19 0 8	..	..
Cobden	516	54 17 9	102 16 11	142 19 3	923	1,157 15 1	3,065	1,941 15 7	86 0 2	10 1 3
Glenfyne	218	26 11 3	21 5 1	30 2 6	1,770	252 6 10	84	66 17 3	..	..
Timboon	981	182 10 4	108 5 6	245 10 10	5,767	1,480 12 9	553	431 13 5	2 2 9	..
MORTLAKE LINE.										
Mortlake	4,255	993 1 2	304 15 9	420 11 5	1,037	1,217 12 3	3,341	2,121 13 0	1,155 3 1	127 14 4
PENSHURST LINE.										
Warrong	72	7 11 6	4 3 8	4 12 4	193	20 13 0	9	5 16 10	..	..
Woolsthorpe	308	33 10 5	0 13 9	11 6 1	3,137	393 4 0	97	44 16 11	..	..
Hawkesdale	1,556	209 7 2	17 9 9	79 11 2	1,653	376 0 11	376	189 19 11	793 6 3	137 3 8
Minnamite	228	51 5 10	14 11 7	24 1 9	217	258 0 2	65	39 3 6	..	5 4 0
Purdeet	529	108 6 8	1 13 11	15 16 2	63	81 6 10	74	43 19 1	..	14 10 6
Penshurst	4,895	740 1 6	329 13 8	483 1 0	843	1,064 2 0	1,567	996 0 2	1,132 12 4	22 19 4
Croxton East	203	12 3 1	2 18 8	4 9 11	218	108 1 5	38	23 5 7	..	..
Yatchaw	139	20 3 5	3 8 2	6 13 6	38	27 17 10	50	12 8 11	16 11 0	..

No. 21.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS, ETC., HORSES, CARRIAGES, DOGS, MAILS, RENTS, MISCELLANEOUS.			GOODS.				LIVE STOCK.															
	Outwards.		Outwards.	Inwards.	Outwards.		Inwards.		Outwards.	Inwards.															
	Number of Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.															
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.													
BUNINYONG LINE.																									
Eureka	2,381	28	8	5	10	0	0	10	0	0	4	0	10	11	487	104	5	2	..	620	13	2			
Spencer Crossing	4,676	39	19	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Canadian	4,743	40	8	6	10	0	0	10	3	9	..	..	0	15	0	667	185	5	2	..	..	..
Yorke-street Crossing*	80	0	15	0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mount Clear	1,941	21	18	6	1	3	4	1	13	9	..	..	..	..	175	64	6	4	..	..	..	..
Reid's Crossing	1,246	20	1	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mount Helen	1,098	19	11	11	..	..	0	2	9	..	..	..	..	..	..	..	..	..	..	..	..	..
Buninyong	60,562	1,278	17	6	132	10	8	178	11	5	1,817	1,082	13	5	1,986	993	8	2	..	..	3	18	0	
LINTON LINE.																									
Ballarat Gardens	97	3	4	4	..	..	0	0	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cardigan	1,229	30	7	9	16	12	9	43	18	7	..	..	..	..	..	..	..	..	..	..	..	..	..
Trunk Lead	1,486	44	11	6	23	12	6	24	13	8	..	..	..	6	..	2	1	8	..	..	..	..	..
Haddon	2,522	97	7	11	28	15	2	30	12	5	98	91	9	4	201	115	6	6	..	..	..	..	..
Nintingbool	427	17	9	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Smythesdale	6,408	441	19	1	75	7	10	108	5	6	31	27	0	10	900	453	18	5	..	..	..	..	..
Scarsdale	17,451	1,153	4	8	78	1	2	123	11	6	282	63	5	5	1,060	470	13	0	5	12	3	..	..
Newton	8,509	637	9	7	48	18	3	67	14	10	571	260	2	6	4,608	2,080	17	1	1	9	0	..	..
Happy Valley	892	82	5	9	15	0	0	15	2	1	..	..	..	..	..	..	..	..	..	..	..	..	..
Linton	6,694	939	0	0	167	8	6	288	14	0	1,635	1,414	10	11	2,700	1,277	13	3	273	9	8	50	13	2	
PORTLAND LINE.																									
Maroona	1,163	216	2	9	103	6	8	141	2	11	4,593	2,712	16	9	1,786	1,018	6	10	1,055	0	0	45	1	6	
Wickliffe-road	3,377	939	2	0	179	18	2	338	15	11	8,933	6,059	1	1	3,162	2,339	14	8	26	16	11	49	6	6	
Green Vale Siding	1	0	4	4	1	13	4	1	13	4	1,265	798	18	0	107	35	10	1	..	..	..	..	..	..
Glen Thompson	2,888	605	9	11	123	5	10	166	10	6	2,675	868	5	7	845	608	13	4	700	5	1	87	5	9	
Dunkeld	4,503	877	10	0	215	14	10	288	10	0	1,556	1,307	5	8	882	561	16	5	2,338	9	5	147	2	0	
Moutajup	309	17	7	6	0	3	6	11	9	0	12	4	18	4	15	9	10	1	..	..	..	..	..	..
Hamilton	25,572	6,997	18	11	1,913	6	1	2,308	19	11	5,576	4,193	9	8	12,762	6,750	15	7	2,838	15	2	317	7	3	
Branxholme	5,864	898	11	9	142	3	2	214	12	4	701	514	9	3	688	489	13	1	820	19	6	12	13	11	
Condah	3,451	507	1	6	96	1	11	155	11	4	909	636	6	5	616	446	11	11	262	4	8	7	5	7	
Myamyn	908	72	7	8	10	4	8	25	14	6	61	20	0	8	113	93	3	9	..	..	..	..	..	..
Milltown	858	87	15	10	24	11	3	38	1	4	1,709	320	14	5	94	49	13	7	..	..	..	0	7	9
Heywood	4,017	719	19	3	81	6	0	180	2	4	4,562	1,538	19	6	1,085	639	12	5	64	7	11	8	19	3	
Portland North	1,056	195	16	4
Portland	3,551	1,216	14	3	736	7	6	499	5	2	4,855	3,598	11	6	4,408	2,584	4	6	18	8	4	5	19	0	
COLERAINE LINE.																									
Bochara	24	1	5	2	4	0	9	4	2	6	..	0	1	9	15	3	4	0	..	..	..	..	..	..
Wannon	798	49	5	5	23	11	8	53	4	6	206	90	12	8	111	57	13	8	..	..	..	2	10	6

Gritjurk	109	9 2 10	..	0 7 5	124	28 16 2	97	21 0 5	..	..
Coleraine	5,179	1,355 0 8	334 17 7	530 15 6	2,340	2,342 3 4	2,859	2,652 17 10	1,735 19 9	66 19 6
CASTERTON LINE.										
Miakite	14	0 9 0	2 15 0	2 15 0	6	2 6 0	1	0 5 0	..	..
Grassdale	1,058	153 6 2	19 3 2	36 15 8	354	258 4 10	296	163 0 6	459 11 8	4 1 9
Merino	3,127	586 11 2	110 11 4	184 17 1	601	469 2 7	1,208	857 9 9	347 1 6	9 13 8
Henty	630	111 14 4	64 19 8	63 2 4	313	300 9 4	128	81 15 10	730 7 8	29 10 0
Sandford	2,197	332 9 2	79 2 2	112 10 9	414	399 14 10	160	225 14 9	2,258 19 10	29 1 10
Casterton	5,848	2,239 19 8	358 2 5	762 1 7	3,578	3,352 13 11	3,670	3,718 15 5	42 6 11	42 5 9
GRAMPIANS LINE.										
Fyan's Creek .. .. .	..	..	..	..	77	15 17 1	..	..	..	..
Grampians .. .. .	..	..	..	..	321	52 6 1	..	0 2 0	..	..
RUPANYUP LINE.										
Jacksons .. .. .	..	..	..	0 1 6	88	61 14 7	..	..	..	..
Rupanyup	1,404	282 16 10	168 16 10	274 1 8	9,227	6,356 6 1	1,960	2,383 12 2	524 1 10	53 0 9
WARRACKNABEAL AND HOPETOUN LINE.										
Coromby	958	31 19 5	32 9 6	42 9 10	3,171	2,406 1 7	187	121 0 10	23 17 0	55 18 0
Minyip	4,943	899 4 3	161 14 11	300 2 4	10,345	7,913 19 5	2,561	3,283 14 10	533 0 1	244 9 11
Nullan	383	17 12 3	25 16 0	32 15 9	1,193	878 16 5	46	36 0 11	..	..
Sheep Hills	1,883	347 12 3	85 15 6	134 19 9	8,956	6,783 12 5	946	1,126 18 8	94 12 2	124 4 9
Kellalac	2	0 2 10	0 1 0	0 8 0	468	320 17 11	..	0 6 3	..	..
Warracknabeal	9,849	2,686 18 11	451 9 2	767 1 9	12,516	9,971 13 7	5,774	8,679 10 5	340 0 6	755 17 0
Lah	323	21 17 1	37 2 9	42 12 11	3,511	2,708 15 6	194	92 2 1	..	..
Brim	1,673	94 14 7	72 17 3	111 16 8	7,056	5,793 8 7	1,121	953 17 1	9 3 0	10 11 0
Galaquil	608	43 6 10	31 5 4	45 7 9	4,580	3,674 10 5	275	186 15 0	..	7 19 4
Beulah	3,030	764 3 0	158 12 8	290 11 1	7,655	6,190 19 7	2,497	4,126 3 4	37 11 3	175 1 2
Rosebery	1,252	123 13 6	46 10 4	77 3 10	4,769	3,944 16 7	805	890 12 6	9 11 3	34 13 3
Goyura	563	36 6 5	32 6 6	54 19 4	2,571	2,101 12 4	293	265 5 5	..	..
Hopetoun	2,178	675 1 5	149 6 9	277 10 11	11,467	9,476 1 6	2,091	2,730 19 0	468 13 3	280 1 9
NORADJUHA LINE.										
Veetis East	367	23 2 11	17 5 0	20 9 4	1,661	897 1 9	130	76 18 9	..	6 14 6
Quantong	1,102	57 15 8	..	1 13 5	..	0 5 0	77	58 1 4	..	..
Natimuk East	229	13 4 5	8 19 0	8 19 0	..	..	..	..	..	..
Noradjuha	1,652	224 7 3	77 6 2	153 7 5	5,059	4,292 17 4	1,294	1,126 2 11	13 3 0	14 4 7
GOROKE LINE.										
Natimuk	3,992	479 9 0	235 7 0	316 14 11	6,198	4,884 8 11	3,783	2,666 3 6	23 5 3	13 14 0
Arapiles	86	8 14 0	17 8 0	18 4 10	518	209 0 4	109	51 16 4	..	..
St. Mary's	272	35 1 9	21 0 0	31 9 9	1,756	924 3 3	377	169 1 4	..	0 9 7
Gymbowen	469	80 1 1	27 14 1	57 9 8	909	329 4 9	369	277 1 1	1 0 0	1 0 0
Goroke	1,543	428 13 5	74 0 8	199 10 10	1,112	1,439 15 9	581	989 12 0	34 18 9	29 17 4
JEPARIT LINE.										
Antwerp	305	22 14 6	29 12 3	47 10 1	3,695	2,930 14 7	425	255 17 7	..	..
Tarranyurk	129	7 2 9	24 8 4	33 5 3	2,931	2,232 5 8	246	101 10 10	..	..
Jeparit	1,559	251 0 2	158 14 2	284 9 11	7,695	5,841 5 0	1,755	1,964 6 1	10 11 0	4 7 6

* Open for only portion of the year.

No. 21.—RETURN OF TRAFFIC AT EACH STATION—*continued.*

STATIONS.	PASSENGERS.		PARCELS, ETC., HORSE-CARRIAGES, DOGS, MAILS, RENTS, MISCELLANEOUS.			GOODS.				LIVE STOCK.	
	Outwards.		Outwards.	Inwards.		Outwards.		Inwards.		Outwards.	Inwards.
	Number of 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.
RAINBOW LINE.											
Ellam	36	1 9 11	6 12 9	18 16 11	2,920	2,276 4 6	298	148 8 9	..	..	..
Pullet	21	1 0 8	2 13 5	7 2 5	1,238	1,069 7 1	97	65 10 2	..	..	..
Rainbow	967	272 5 0	60 0 1	164 9 6	12,564	10,486 12 0	1,744	1,996 11 7	0 19 3	6 15 0	..
NORTH EASTERN LINE.											
Kensington	725,241	5,356 17 9	122 15 8	187 9 9	12,861	3,694 2 9	26,589	15,720 0 5	87 18 1	8 15 0	..
Newmarket	829,172	6,768 13 10	1,234 0 10	1,199 3 5	20,277	2,153 8 11	41,468	23,203 16 10	11,453 15 3	75,646 19 0	..
Flemington Race-course .. .. .	..	..	..	29 19 0	..	..	..	..	..	..	..
Show Siding .. .. .	..	..	0 16 0	77 19 0	76	126 2 11	213	115 1 3	238 14 1	456 11 5	..
Ascot Vale	1,477,924	13,081 18 3	162 14 4	183 5 2	..	..	..	..	..	..	..
Moonee Ponds	1,019,161	10,454 18 8	202 14 2	253 9 4	..	..	..	..	..	..	..
Essendon	735,816	9,256 9 9	286 1 0	315 14 1	533	262 13 3	12,320	3,891 7 1	..	3 14 5	..
North Essendon .. .. .	..	..	9 0 0	9 4 6	..	..	..	..	..	..	..
Pascoe Vale	13,552	204 3 5	16 5 7	28 12 3	..	..	..	0 3 5	..	..	..
Glenroy	33,123	604 1 7	44 18 0	47 16 4	389	76 8 8	909	195 3 9	..	8 6 8	..
Broadmeadows	16,987	361 9 7	292 4 5	111 7 11	110	35 14 6	966	192 9 9	58 18 10	185 10 2	..
Somerton	2,583	99 12 10	94 5 8	68 7 6	114	18 8 2	114	15 8 10	3 3 9	1 2 6	..
Craigieburn	4,799	241 4 10	205 12 0	91 13 2	655	132 3 6	803	254 12 2	68 17 2	402 15 6	..
Donnybrook	4,537	265 4 3	514 15 8	112 14 4	462	180 0 7	793	243 19 11	140 15 11	378 1 11	..
B-veridge	1,946	149 9 10	113 9 3	61 6 0	79	36 16 2	117	51 12 11	5 4 1	222 16 1	..
Wallan	6,535	642 16 9	151 0 8	160 1 5	3,620	661 10 1	543	257 8 3	651 10 1	412 3 9	..
Merri Merri Siding .. .. .	..	..	..	..	1,019	153 15 5	2	0 15 2	..	..	..
Kilmore Junction	811	76 11 7	14 19 6	17 11 0	..	..	..	..	..	..	..
Wanlong	4,092	361 9 8	96 4 4	138 7 10	4,550	944 9 0	388	211 18 5	..	4 1 3	..
Kilmore East	7,204	1,124 13 2	194 13 1	185 19 0	218	130 14 7	158	90 10 9	274 3 10	176 2 3	..
Broadford	7,120	1,091 10 0	200 12 3	312 18 7	5,914	1,758 0 8	6,199	2,212 18 1	166 15 1	128 5 2	..
McDougall's Siding .. .. .	..	..	..	..	1,598	834 19 7	1,583	584 9 9	..	..	..
Lowry Siding .. .. .	..	..	..	..	3,796	887 14 8	3	0 12 4	..	..	..
Tallarook	7,064	1,066 17 8	231 11 8	261 5 9	1,141	463 15 3	266	209 14 10	74 19 6	5 15 3	..
Schoolhouse Lane .. .. .	..	..	..	..	648	145 8 5	6	3 17 1	..	..	..
Seymour	22,542	4,231 15 3	2,056 0 3	2,176 1 7	13,725	4,225 10 2	3,291	2,204 5 9	621 0 6	546 8 1	..
Mangalore	3,262	515 10 11	75 9 1	93 5 9	3,811	1,136 8 11	224	169 10 5	18 14 9	24 18 2	..
Mangalore Pits .. .. .	..	..	..	..	1,438	425 7 8	..	..	..	..	..
Avenel	4,091	493 13 1	81 15 6	184 18 6	4,256	1,686 8 0	953	705 1 1	279 5 5	48 9 10	..
Monea	1,027	76 15 4	20 14 9	27 12 5	3,173	1,069 6 8	39	27 8 3	3 13 0	0 10 6	..
Burnt Creek	1,928	163 7 8	42 1 5	57 13 6	12,123	4,290 9 2	176	120 3 0	..	3 17 6	..
Longwood	3,915	520 17 3	107 9 4	181 0 3	12,784	5,141 7 9	953	768 19 11	256 5 0	101 6 10	..
Creighton	489	23 10 3	17 17 6	20 12 10	6,698	2,585 7 10	32	12 7 6	..	..	..
Euroa	12,658	2,810 18 5	535 19 6	586 9 8	17,327	8,800 19 5	4,236	4,281 16 0	1,128 5 1	1,052 7 11	..
Balmatun	368	20 11 6	8 4 3	15 15 8	312	145 0 8	50	47 10 2	..	0 10 3	..

Violet Town	5,813	949 17 3	205 13 11	269 11 7	13,985	6,862 12 6	1,972	1,643 8 10	447 8 0	686 5 5
Baddaginnie	2,011	214 12 10	63 1 2	90 17 11	9,382	4,816 18 3	403	332 13 3	156 14 0	89 16 11
Benalla	24,810	5,454 8 6	1,324 17 9	1,667 2 4	11,089	6,212 7 1	5,571	6,517 3 0	1,353 5 6	657 7 3
Winton	1,026	74 18 8	52 11 11	65 8 1	3,753	1,932 9 5	79	71 15 6	..	1 6 6
Glenrowan	4,936	660 8 11	98 10 5	149 19 10	2,420	1,652 15 11	780	897 10 7	269 13 2	60 5 4
Wangaratta	31,745	6,428 5 4	1,140 5 11	1,571 2 2	9,872	5,410 17 2	14,237	11,844 10 3	1,023 10 8	1,123 4 5
Beechworth Junction	712	98 8 10	46 12 5	50 15 0	445	178 16 4	368	190 16 5	..	2 4 0
Springhurst	5,949	792 0 2	60 8 5	104 8 10	1,401	623 8 1	655	526 9 6	149 5 4	111 10 9
Chiltern	8,420	1,813 16 2	210 0 6	385 3 9	1,724	757 9 5	7,550	4,958 11 5	33 16 3	48 9 0
Barnawartha	3,417	458 6 9	65 10 7	122 1 7	1,442	948 13 9	604	734 10 4	926 9 11	50 8 11
Wodonga	14,762	3,030 6 5	1,863 6 4	1,352 11 8	6,242	6,874 8 8	7,211	7,137 11 4	9,801 17 8	5,704 13 7
TALLANGATTA LINE.										
East Wodonga	50	1 0 10	..	..	..	..	..	..	..	..
Bonegilla	142	4 16 4	..	..	..	..	..	..	..	..
Bethanga Road	3,116	527 7 7	106 3 8	170 4 4	572	953 17 11	1,575	2,719 0 9	1,103 8 11	41 5 9
Huon Lane	2,433	238 11 7	73 7 2	150 6 8	553	835 10 0	828	1,404 19 10	1,161 12 2	46 13 7
Bolga	196	24 8 3	15 3 5	21 6 6	22	44 19 7	10	18 16 2	..	2 2 0
Tatonga .. .. .	..	..	..	..	..	..	..	850 19 10	..	0 12 0
Tallangatta	6,534	2,176 2 3	249 10 5	625 8 2	1,290	2,096 3 0	3,638	7,312 14 6	2,600 1 3	136 18 2
COBURG AND SOMERTON LINE.										
Macaulay Road	118,431	878 10 11	89 3 8	86 10 9	..	..	..	..	..	..
Flemington Bridge	128,049	982 4 1	72 3 3	69 14 11	..	..	..	..	..	..
Royal Park	49,635	429 6 6	40 1 11	85 1 10	..	..	..	..	..	..
South Brunswick	134,465	935 7 8	163 0 8	152 6 3	18,338	1,578 16 3	9,400	2,861 2 9	..	..
Brunswick	212,443	1,430 15 7	248 5 1	253 14 5	2,002	397 1 6	7,794	2,467 18 5	..	..
Moreland	124,704	897 4 3	177 13 0	158 0 7	9,266	622 18 8	20,152	8,996 14 7	..	..
Coburg	328,671	2,727 10 10	213 19 11	186 11 9	171	133 15 8	3,190	1,057 17 2	..	2 13 3
Bell Park*	27	0 5 0	..	0 1 3	..	..	..	..	..	..
North Coburg*	57	0 8 11	..	..	..	..	6	0 16 6	..	..
Fawkner*	34	0 9 7	..	0 2 3	..	..	..	..	..	..
Campbellfield*	287	5 2 9	2 15 6	1 1 6	58	8 0 5	279	26 4 4	..	..
Campbellfield North*	17	0 7 0	..	0 0 6	..	..	..	..	..	..
PRESTON AND WHITTLESEA LINE.										
North Carlton	96,021	833 19 7	128 12 5	285 2 1	3,356	982 2 4	11,366	3,775 19 5	..	..
North Fitzroy	180,571	1,723 19 11	377 8 11	667 19 4	1,578	1,191 8 1	8,738	3,012 12 6	1 15 0	..
Fitzroy .. .. .	..	..	487 7 8	506 1 0	1,173	393 19 1	37,248	12,547 7 1	..	..
Northcote	105,650	879 4 5	64 14 9	66 13 7	..	..	..	..	..	..
Middle Northcote	148,512	1,131 9 3	110 13 9	62 8 2	17,273	3,087 8 0	3,898	1,279 11 0	3 15 6	..
Croxton	160,262	1,175 1 4	29 3 9	29 19 2	52	18 8 6	2,654	532 10 6	..	..
Thornbury	40,352	413 12 11	19 16 11	26 4 7	..	..	..	..	..	..
Preston—Bell Street	160,472	1,448 5 9	88 5 8	60 1 2	275	81 8 0	1,477	491 18 11	10 13 5	1,172 3 0
Murray Road	103,520	980 3 2	22 18 1	30 11 0	..	..	..	..	..	..
Regent Street	106,449	1,145 16 11	49 7 6	49 2 7	..	..	..	..	..	..
Reservoir	21,582	301 12 10	232 5 4	45 3 8	4	4 17 11	126	25 16 0	18 19 0	70 16 4
Thomastown .. .. .	..	..	16 4 2	15 13 9	4	2 15 9	35	14 9 6	..	1 1 1
Epping	7,420	170 1 9	281 8 3	186 19 4	306	58 10 1	1,354	388 5 8	6 7 1	56 17 3
South Morang	4,809	151 6 1	163 9 11	82 9 10	122	24 3 2	627	215 18 5	19 8 6	35 11 0
South Yan Yean	7,759	277 7 4	430 12 3	137 14 9	463	90 7 8	819	302 9 1	36 11 1	19 15 9
Yan Yean	4,751	186 15 2	333 2 5	80 4 6	497	92 15 0	516	152 10 2	5 13 0	9 5 9
Whittlesea	9,206	548 12 4	521 19 3	242 11 2	5,461	938 3 0	1,406	729 7 10	96 11 2	85 2 9

* Open for only portion of the year.

No. 21.—RETURN OF TRAFFIC AT EACH STATION—*continued.*

STATIONS.	PASSENGERS.		PARCELS, ETC., HORSES, CARRIAGES, DOGS, MAILS, RENTS, MISCELLANEOUS.			GOODS.				LIVE STOCK.															
	Outwards.		Outwards.	Inwards.		Outwards.		Inwards.		Outwards.	Inwards.														
	Number of Passengers.	Revenue.	Revenue.	Revenue.		Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.														
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.													
MANSFIELD LINE.																									
Trawool	894	46	15	3	53	6	3	55	14	1	601	265	15	7	167	80	19	3	..	0	12	6			
Fall's Siding .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Kerrisdale	1,040	54	18	3	92	10	3	47	16	2	292	191	17	6	153	137	0	9	13	6	8	9	10	3	
Homewood	683	44	1	3	94	7	4	43	10	11	180	153	13	10	59	51	19	7	97	18	4	11	11	4	
Yea	7,990	1,535	9	8	675	16	9	526	9	10	1,556	1,436	10	2	3,144	2,440	16	11	703	8	0	127	2	8	
Cheviot	250	9	1	2	34	8	0	46	2	7	7,425	3,104	16	10	286	130	8	2
Molesworth	833	176	9	11	25	15	11	54	18	0	480	289	16	2	211	187	5	8	288	17	0	23	17	0	
Cathkin	2,124	577	12	2	67	15	4	88	7	2	2,096	965	18	6	163	214	7	11	1	7	6	5	14	0	
Alexandra Road	1,194	452	9	3	118	10	11	181	12	10	1,388	1,176	9	8	1,413	1,822	2	7	279	7	8	13	13	8	
Yarek	1,218	270	11	8	60	12	0	118	8	9	3,013	1,559	15	7	791	787	19	7	118	3	2	22	6	5	
Kanumbra	126	7	12	6	47	12	10	50	17	8	176	140	18	1	119	83	15	10
Merton	1,242	191	11	2	110	11	2	138	10	4	1,024	755	19	2	235	262	7	7	58	7	10	3	15	6	
Woodfield	779	106	3	3	24	18	5	41	2	10	700	424	15	1	68	81	12	6	94	7	6	3	19	3	
Bonnie Doon	2,044	343	1	2	86	3	7	137	3	8	925	613	1	0	668	920	1	6	241	14	1	19	19	0	
Maindample	1,643	241	0	6	41	3	1	69	11	5	3,199	1,677	5	9	249	288	11	3	111	16	2	18	12	8	
Mansfield	3,622	1,811	1	0	297	10	8	545	7	10	2,760	2,663	19	1	3,436	5,269	1	3	952	12	11	74	12	1	
NUMURKAH LINE.																									
Tabilk	1,463	265	7	5	75	1	5	88	7	5	8,983	3,040	2	0	350	250	14	9	38	18	5	16	2	8	
Nagambie	6,603	1,393	6	5	199	16	6	314	19	9	27,818	9,727	7	11	2,139	1,724	12	0	365	9	10	235	7	7	
Wahring	2,185	372	1	3	154	7	11	128	18	4	18,848	7,130	6	9	620	306	15	6	47	17	6	13	11	0	
Murchison East	7,411	1,616	13	9	413	17	4	241	2	1	6,504	2,815	14	3	577	583	10	7	657	10	0	203	19	0	
Arcadia	2,942	425	1	10	195	19	6	144	19	0	10,013	4,614	15	9	1,048	817	11	2	165	17	2	188	8	7	
Toolamba	5,596	795	19	4	184	7	7	136	11	11	7,805	3,737	0	6	503	376	3	11	133	4	0	88	18	8	
Mooroopna	5,237	1,179	17	4	155	3	3	207	8	8	6,733	4,139	8	2	2,779	1,957	19	8	128	5	3	115	5	2	
Shepparton	17,263	3,808	18	1	1,156	13	10	1,368	11	2	9,080	5,252	9	4	7,697	7,981	7	1	1,264	7	0	1,020	9	9	
Congupna Road	472	24	19	4	27	9	0	33	6	9	2,680	1,313	1	7	68	34	13	5	..	..	..	4	16	3
Tallygaroopna	1,941	289	0	9	61	16	0	107	7	8	7,443	4,130	5	2	852	760	2	5	83	14	10	51	12	7	
Wunghnu	2,822	365	17	4	67	13	4	112	13	5	3,726	2,172	8	8	630	598	6	9	278	17	3	72	9	6	
Numurkah	10,147	2,496	17	1	371	2	3	565	17	1	8,719	5,030	8	3	3,731	4,471	5	10	580	15	9	469	14	10	
COBRAM LINE.																									
Katunga	788	151	9	4	50	15	5	79	7	10	6,332	3,754	9	2	332	400	19	4	156	16	4	113	8	3	
Strathmerton	1,561	381	0	2	79	6	5	133	10	3	6,094	3,766	1	8	718	732	18	1	335	1	10	383	18	5	
Yarroweyah	2,183	891	17	3	80	12	11	215	19	9	6,085	4,760	8	0	2,048	3,495	10	5	993	7	1	171	9	10	
Cobram	2,960	1,466	4	3	335	19	9	523	1	8	11,596	7,747	4	1	2,482	3,801	15	5	1,019	2	10	737	14	0	
RUSHWORTH LINE.																									
Murchison	947	43	3	7	86	11	11	175	0	3	4,604	2,109	16	8	1,420	1,298	10	0	0	10	0	13	19	0	
Whroo Road	2	0	2	2	10	19	2	12	9	6	9,547	3,930	10	11	34	28	2	5	..	..	..	..	..	..
Waranga	550	19	5	8	17	15	7	37	0	11	4,646	2,014	18	7	124	87	19	0	..	..	..	..	..	..
Rushworth	3,251	1,055	18	7	248	7	11	427	14	2	23,302	11,094	12	4	3,669	3,764	3	7	335	19	4	79	17	11	

DOOKIE LINE.											
9391.	Pine lodge	300	16 2 4	31 19 10	41 5 1	4,651	2,422 9 11	176	74 11 3	2 13 6	20 14 0
	Cosgrove	1,075	90 15 9	59 17 0	67 16 8	6,892	3,750 16 8	578	415 3 1	120 19 9	153 14 5
	Dookie	3,378	739 7 9	207 17 8	317 2 4	2,844	1,580 12 3	2,576	2,035 2 5	348 13 9	119 1 2
KATAMATITE LINE.											
	Yabba South	78	2 14 11	7 10 0	7 12 9	2,043	949 4 3	10	1 3 6	..	..
	Yabba North	283	15 14 9	26 8 2	50 6 0	6,313	3,495 0 7	326	230 6 0	2 1 6	67 7 3
	Yonanmitte	203	16 2 4	1 17 6	27 16 5	1,827	1,121 3 5	202	124 6 3	..	..
	Katamatite	823	214 13 4	111 13 10	156 8 7	4,520	2,838 9 6	723	734 18 11	297 0 2	303 10 7
NATHALIA LINE.											
	Waaia	884	61 14 7	42 14 9	64 16 3	6,825	4,101 18 3	360	304 2 6	106 16 8	24 10 6
	Nathalia	3,218	1,137 3 10	277 18 6	472 7 11	9,514	6,289 14 10	2,828	3,736 16 2	691 16 6	265 11 11
PICOLA LINE.											
	Barwo	35	0 16 10	0 12 0	0 12 0	..	..	..	..	..	..
	Picola	822	200 10 3	97 18 10	113 10 1	7,825	4,788 3 8	687	609 14 4	60 11 0	8 16 6
YARRAWONGA LINE.											
	Nooramunga	745	65 16 0	10 18 6	16 13 10	332	169 2 10	24	16 12 10	7 16 8	..
	Goorambat	1,595	209 7 11	44 14 11	90 0 11	4,005	2,242 19 9	661	760 13 0	50 4 6	31 10 0
	Devenish	2,381	311 11 9	44 7 2	81 0 10	3,744	2,303 2 8	896	903 4 11	130 4 11	17 14 11
93	St. James	2,846	607 2 8	176 15 9	214 0 9	6,338	3,748 3 2	1,361	1,528 6 9	235 8 9	141 7 1
	Tungamah	2,932	704 10 7	239 3 7	314 9 8	5,665	3,741 11 0	1,586	1,715 10 8	120 0 6	1,125 0 10
	Telford	724	181 18 3	40 6 0	58 8 2	4,345	2,711 15 9	242	224 0 7	49 10 7	99 11 11
	Yarrawonga	4,586	1,996 8 5	571 15 8	811 8 11	19,167	13,107 10 10	3,741	6,021 10 3	1,779 5 1	168 12 7
WHITFIELD LINE.											
	Clarke	145	2 7 10	..	..	..	..	..	..	..	..
	Lacey	22	0 12 0	..	..	..	..	..	..	..	..
	Oxley	709	36 12 7	17 6 4	25 14 9	112	23 13 2	107	60 10 3	0 15 0	..
	Skelan	55	2 13 6	..	..	..	..	..	..	..	..
	Dockers	786	49 5 11	17 6 11	24 13 4	289	63 14 0	57	33 1 8	..	5 7 0
	Byrne	202	12 11 5	..	..	..	..	..	..	..	..
	Moyhu	3,008	263 9 4	30 17 0	64 5 5	855	392 19 0	525	594 7 5	56 8 3	6 4 3
	Angleside	180	11 18 1	..	..	..	..	..	..	..	..
	Claremont	133	11 12 2	..	..	..	..	..	..	..	..
	Edi	2,219	195 13 0	44 4 1	60 0 2	1,047	363 10 4	145	119 9 2	3 19 10	1 17 10
	Milne	960	100 14 7	..	..	..	..	..	..	..	..
	Whitfield	3,627	530 10 1	154 8 3	223 6 2	4,107	1,155 18 8	563	525 19 6	27 16 9	11 1 3
BEECHWORTH LINE.											
	Londrigans	469	29 2 9	1 16 2	18 11 9	412	191 5 3	159	93 2 3	..	1 0 6
	Tarrawingee	1,485	112 2 0	38 8 4	88 11 6	2,444	634 9 6	652	562 1 6	..	..
	Everton	3,712	500 1 6	93 16 11	113 1 5	3,115	816 17 1	238	311 7 0	88 14 8	5 16 2
	Lee's Crossing	368	10 19 11	..	..	..	..	..	..	..	..
	Beechworth	11,964	2,833 18 0	511 3 10	833 2 1	5,192	2,164 9 11	7,448	7,709 1 4	7 13 4	40 11 5

No. 21.—RETURN OF TRAFFIC AT EACH STATION—*continued.*

STATIONS.	PASSENGERS.		PARCELS, ETC., HORSES, CARRIAGES DOGS, MAILS, RENTS, MISCELLANEOUS.			GOODS.				LIVE STOCK.		
	Outwards.		Outwards.	Inwards.		Outwards.		Inwards.		Outwards.	Inwards.	
	Number of Passengers.	Revenue.	Revenue.	Revenue.		Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
MYRTLEFORD LINE.												
Woorragee	106	10 10 9	21 4 6	25 1 1	106	72 11 4	71	61 3 7	..	..	..	..
Yackandandah	1,993	312 7 6	41 12 10	175 15 1	1,624	723 3 2	1,527	2,397 8 4	..	..	3 12 0	..
Brookfield	193	10 5 10	0 1 3	1 18 6	3	5 1 2	6	3 10 9	..	..	..	..
Bowman	835	84 10 11	14 18 11	39 13 2	1,144	356 5 7	293	299 11 7	129 11 2	..	1 12 6	..
Palmerston	456	27 8 8	10 1 10	26 15 1	430	135 8 1	67	53 17 5	..	..	1 7 8	..
Myrtleford	3,728	892 5 11	251 0 4	338 13 9	2,709	995 13 1	782	1,166 16 1	545 3 7	..	49 18 11	..
BRIGHT LINE.												
Ovens Vale	468	23 4 8	5 0 8	20 4 2	810	314 2 1	73	82 18 4	..	..	1 4 6	..
Eurobin	410	24 12 8	4 16 7	17 4 6	548	182 1 4	28	37 18 11	..	..	0 8 9	..
Porepunkah	1,116	84 2 8	6 11 7	88 8 3	461	281 5 1	453	981 11 0	1 1 0	..	4 7 0	..
Bright	5,978	1,818 16 3	210 6 1	496 18 10	745	719 14 3	2,345	4,256 16 3	22 0 0	..	32 6 1	..
WAHGUNYAH LINE.												
Lilliput	1,022	42 14 1	1 5 10	3 19 8	217	104 10 11	31	35 3 0	..	..	..	..
Great Southern Consols .. .. .	..	..	..	..	..	..	407	101 9 3	..	..	..	..
Rutherglen	14,575	2,810 17 7	264 3 11	637 16 2	4,765	4,086 13 2	16,296	11,548 12 7	11 5 11	..	48 6 0	..
Wahgunyah	9,236	2,243 17 11	378 9 6	602 14 0	7,385	6,040 7 6	5,735	7,373 19 6	1,897 7 8	..	1,832 5 2	..
EASTERN LINE.												
Prince's-bridge (Country, &c.)	261,012	40,465 1 8	..	..	..	..	..	..	..	..	..	..
Prince's-bridge (Suburban)	1,716,916	23,415 10 3	11,079 0 5	7,047 9 3	..	..	..	..	..	..	..	..
Hawksburn	1,492,599	13,016 6 0	358 9 5	484 18 10	..	..	..	..	..	..	..	..
Toorak	584,192	6,633 3 1	529 11 9	799 3 3	853	615 12 1	31,128	7,184 0 11	..	..	..	..
Armadale	991,523	11,999 9 7	229 12 6	307 14 6	..	..	..	..	..	..	..	..
Malvern	1,049,680	13,455 19 1	274 16 1	496 11 6	504	61 7 4	15,710	3,286 7 6	..	..	..	..
Caulfield	503,914	7,876 14 3	1,512 7 2	1,005 4 8	173	70 9 0	5,410	942 13 9	214 15 2	..	420 3 1	..
Rosstown	52,156	673 1 4	18 2 0	24 8 1	..	..	..	..	..	..	..	..
Murrumbena	118,104	1,626 3 5	78 8 9	74 4 1	79	10 12 9	1,907	280 1 10	..	..	..	..
Oakleigh	267,471	4,633 14 4	276 16 4	240 7 3	345	116 19 9	5,797	1,020 8 0	21 11 8	..	30 4 11	..
Clayton	19,622	402 15 10	56 0 11	44 10 10	73	15 14 7	1,959	177 17 3	..	..	..	..
Spring Vale	20,607	488 10 11	118 10 0	97 7 7	1,154	182 14 10	2,654	277 5 7	0 19 9	..	3 15 6	..
Sandown Park .. .. .	..	..	1 10 7	153 7 6	..	..	..	..	..	..	..	..
Dandenong	88,910	3,826 4 4	1,034 12 5	693 11 7	4,196	892 12 6	6,424	1,512 5 6	971 11 3	..	581 17 6	..
Hallam	2,096	95 0 8	205 13 0	47 19 7	279	52 8 8	248	77 2 9	..	..	..	..
Narre Warren	6,339	332 17 2	172 13 2	121 7 9	1,102	418 2 6	957	366 6 6	282 10 1	..	64 3 11	..
Berwick	11,570	825 3 4	121 4 9	209 5 10	4,641	793 18 1	1,721	653 2 1	202 7 9	..	86 18 8	..
Beaconsfield	4,993	355 10 9	72 7 11	85 6 5	966	200 11 0	471	204 12 8	5 0 6	..	7 10 0	..
Officer	1,998	142 18 9	216 8 3	53 1 5	1,318	243 17 8	251	90 13 9	..	..	0 19 9	..
Pakenham	6,923	697 14 5	147 16 11	179 6 4	1,654	623 1 3	1,286	585 17 3	500 5 7	..	348 7 10	..

Nar-nar-noon	2,793	304 9 10	53 14 3	123 13 8	2,698	575 9 10	945	441 1 11	152 19 0	54 5 5	
Tynong	2,172	104 9 11	18 3 11	30 1 5	470	117 6 0	154	79 15 2	..	20 9 9	
Garfield	3,692	403 5 9	50 15 1	97 14 1	2,162	583 6 10	898	443 7 5	2 1 1	18 5 9	
Jefferson's Siding	..	..	..	..	903	112 19 10	..	..	..	..
Bunyip	7,185	731 18 5	81 17 5	166 17 10	5,628	1,733 16 8	1,592	773 2 2	7 1 4	32 4 6	
Longwarry	5,495	473 19 9	103 3 6	176 15 11	5,476	1,286 11 2	725	434 4 10	95 11 9	36 8 1	
Drouin	10,306	1,499 8 3	245 15 11	376 6 2	1,868	1,151 8 0	2,567	1,651 11 8	250 13 0	150 15 4	
Warragul	27,974	3,808 2 1	1,110 12 4	1,299 18 10	3,635	1,855 14 6	6,006	3,225 17 10	1,567 11 3	476 3 2	
Bloomfield	3,926	204 0 10	41 11 8	59 5 9	1,391	740 8 4	870	432 14 4	..	4 0 0	
Darnum	4,254	290 16 10	34 9 2	69 12 11	1,791	422 0 7	593	230 14 9	7 9 9	3 16 3	
Yarragon	8,240	862 14 7	111 0 8	179 11 4	819	622 18 0	1,958	1,160 10 7	265 0 8	75 19 4	
Trafalgar	10,115	1,143 19 8	139 10 10	242 6 0	2,547	1,226 17 5	2,413	1,567 14 4	569 16 6	155 3 2	
Moe	10,178	1,570 12 9	149 16 0	302 5 5	1,266	774 18 6	1,663	1,327 10 0	289 1 4	44 11 6	
Morwell	13,666	2,024 18 5	275 0 8	354 15 5	2,486	1,374 12 10	2,723	2,236 12 9	2,569 19 6	163 5 2	
Traralgon	17,122	3,072 19 3	526 10 2	714 11 9	1,280	1,307 7 2	4,678	3,792 16 2	3,216 9 9	184 1 7	
Loy Yang	1,572	26 13 8	3 5 11	8 0 2	42	41 2 0	42	24 13 1	..	..
Flynn	1,472	169 12 5	50 13 0	55 19 8	201	160 11 9	419	144 8 7	420 18 7	17 3 7	
Rosedale	5,635	842 2 5	145 18 3	236 2 3	374	411 5 4	800	665 8 10	845 19 11	50 5 11	
Fulham	427	39 1 11	19 18 1	22 14 10	186	86 18 5	112	49 8 9	..	5 2 3	
Sale	18,131	4,905 12 2	1,254 19 2	1,517 15 10	8,331	5,205 14 5	3,980	3,346 3 6	3,393 6 1	323 0 10	
Montgomery	..	..	..	0 5 6	2,010	831 15 1	112	35 2 0	128 1 4	0 15 0
Stratford	9,076	1,092 6 10	198 2 8	288 7 6	1,097	622 11 3	1,059	748 3 10	1,146 14 7	134 1 7	
Munro	1,410	116 8 3	11 9 2	23 4 3	227	163 16 11	105	44 12 0	..	3 3 6	
Fernbank	3,401	263 13 8	30 19 0	55 18 1	390	233 11 2	333	178 10 6	103 3 0	2 8 3	
Lindenow	7,066	938 15 7	85 1 7	120 4 10	3,757	2,188 12 4	1,154	632 1 7	491 9 9	71 14 8	
Hillside	1,545	57 16 4	13 15 9	42 10 3	3,186	1,645 6 9	179	106 4 4	88 13 1	29 19 6	
Bairnsdale	12,834	5,804 18 5	794 0 0	1,148 1 6	4,288	4,002 16 9	4,378	3,414 9 4	3,950 6 4	646 3 2	
FRANKSTON LINE.											
Glen Huntly	37,720	558 18 2	36 4 2	44 1 9	183	21 4 7	1,087	196 12 10	..	..
Ormond	63,816	880 19 7	60 3 3	43 4 5	30	14 2 6	604	136 13 6	..	..
McKinnon	31,780	519 18 0	19 16 3	20 15 7	..	..	..	..	..	..
East Brighton	48,156	788 8 3	58 6 9	48 15 4	297	59 7 4	4,175	576 15 8	1 2 0	..	
South Brighton	37,581	647 12 2	145 2 11	56 7 0	678	97 4 7	4,945	663 9 4	2 1 0	1 2 6	
Highett	36,664	561 1 7	24 13 9	28 4 7	..	..	136	16 10 6	..	..
Cheltenham	90,859	1,751 9 6	121 17 0	144 14 5	485	122 4 10	5,349	717 10 7	1 13 6	3 14 0	
Mentone	92,452	2,033 3 0	139 5 6	305 5 0	279	45 12 11	4,133	672 4 2	4 18 3	5 19 6	
Mordialloc	87,421	2,157 12 0	381 2 11	495 4 8	831	173 11 2	3,022	480 4 6	2 10 6	6 1 3	
Aspendale Park	3,478	101 10 11	1 14 0	201 19 2	..	..	..	..	..	..
Carrum	8,963	337 7 2	54 3 7	67 2 3	4,100	499 18 8	1,041	204 15 8	0 7 6	14 9 3	
Frankston	28,521	1,231 9 1	332 19 9	398 17 0	23,546	2,211 9 5	1,659	569 11 5	3 15 4	49 6 5	
MORNINGTON LINE.											
Langwarrin	1,428	65 10 2	21 18 4	107 3 11	340	61 18 9	160	81 4 5	..	..
Mornington Junction	5,272	333 5 8	53 2 1	47 13 0	443	154 8 7	300	82 5 9	7 12 3	22 8 10	
Moorooduc	431	6 15 1	33 18 4	25 17 7	70	25 1 6	20	9 19 0	168 10 10	54 9 8	
Mornington	6,488	805 0 4	393 17 3	403 5 10	449	192 18 6	1,241	514 14 9	14 3 3	19 8 0	
STONY POINT LINE.											
Somerville	3,009	206 19 0	79 13 8	100 18 8	2,225	956 18 10	2,102	660 10 2	1 11 4	2 14 3	
Tyabb	1,040	73 8 11	30 7 7	34 1 10	1,992	476 18 1	223	88 1 2	6 4 6	7 4 6	
Hastings	2,067	188 3 8	112 0 10	129 14 10	1,022	331 18 3	476	271 8 1	0 7 6	16 19 6	
Bittern	2,240	323 11 5	180 1 1	141 11 10	3,038	615 11 1	461	235 8 11	137 4 8	67 3 2	
Crib Point	165	23 11 6	10 1 2	14 0 6	..	0 1 0	23	12 5 2	..	..
Stony Point	929	267 19 11	117 2 5	228 3 7	708	399 1 8	687	335 14	4 1 6	12 2 0	

No. 21.—RETURN OF TRAFFIC AT EACH STATION—*continued.*

STATIONS.	PASSENGERS.		PARCELS, ETC., HORSES, CARRIAGES, DOGS, MAILS, RENTS, MISCELLANEOUS.		GOODS.				LIVE STOCK.																
	Outwards.		Outwards.	Inwards.	Outwards.		Inwards.		Outwards.	Inwards.															
	Number of Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.															
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.													
SOUTH-EASTERN LINE.																									
Lyndhurst	1,567	73	3	1	459	17	10	68	16	1	811	167	18	10	602	130	14	11	11	7	6	10	5	1	
Cranbourne	6,794	536	10	11	252	17	8	146	14	8	3,287	899	0	5	1,359	431	2	10	515	19	11	108	5	10	
Clyde	2,766	255	15	7	273	3	9	79	10	7	1,403	398	2	0	379	127	6	3	21	3	8	64	4	6	
Tooradin	2,867	289	0	1	73	13	9	90	19	4	538	155	13	9	946	239	6	10	10	10	6	51	0	9	
Koo-wee-rup West	..	..	..	..	0	4	0	1	12	8	182	51	4	11	176	48	2	8	41	1	2	24	14	10
Koo-wee-rup	3,083	346	11	10	85	3	8	112	4	10	2,165	1,319	17	4	843	384	16	4	12	7	9	32	6	1	
Monomeith	1,624	217	2	9	46	9	1	85	8	2	180	84	17	11	285	134	19	5	336	13	0	97	2	7	
Caldermeade	1,378	193	5	5	20	0	7	48	19	7	97	49	10	10	324	167	11	11	317	19	2	24	15	5	
Lang Lang	5,631	867	4	3	141	13	1	267	1	8	1,544	885	12	2	2,153	1,080	9	11	734	10	6	151	11	7	
Nyora	3,853	599	13	4	88	7	8	142	7	11	817	624	8	8	1,198	816	9	5	894	12	10	174	11	6	
Loch	8,397	1,181	14	8	193	2	8	278	18	9	1,855	1,001	3	9	1,736	1,064	17	11	1,462	1	6	258	4	4	
Jeetho	3,334	348	15	6	43	19	0	93	4	4	412	294	9	6	546	394	1	1	311	10	11	50	3	2	
Bena	3,275	402	3	4	88	1	5	111	3	7	780	604	10	2	999	531	16	1	1,137	3	3	112	5	6	
Whitelaw	..	..	..	..	24	9	2	26	13	7	34	13	18	7	4	20	18	3	..	..	..	..	..	..
Korumburra	30,471	4,026	12	4	1,816	6	10	1,908	13	9	12,235	4,235	5	5	8,638	4,376	14	2	955	4	11	298	13	4	
Kardella	4,162	206	12	8	39	18	9	77	4	5	267	134	12	10	167	151	8	8	26	9	2	9	0	1	
Ruby	2,689	276	5	3	36	4	7	55	5	7	509	401	17	5	648	287	17	2	449	10	11	16	2	1	
Leongatha	15,426	2,746	4	9	395	8	1	560	18	7	5,139	1,924	17	8	4,399	3,632	10	2	3,257	11	4	335	6	9	
Koonwarra	1,129	105	13	1	42	3	9	64	19	1	595	321	7	11	227	180	2	11	156	16	3	40	14	0	
Tarwin	1,586	164	19	0	30	9	6	78	18	0	175	98	13	3	164	123	10	1	299	0	2	9	18	11	
Meeniyan	3,105	426	9	8	44	9	7	100	4	4	839	597	12	4	727	668	19	5	208	13	11	22	13	6	
Stony Creek	1,996	334	5	1	39	1	1	104	9	9	898	433	10	2	711	607	5	3	245	6	1	44	9	10	
Buffalo	1,419	181	5	4	24	12	0	63	19	1	248	136	8	9	258	235	3	7	113	7	5	55	8	5	
Boys	1	0	4	3	10	17	11	20	3	9	366	164	16	5	32	38	3	11	..	..	..	10	13	0
Fish Creek	3,454	422	7	1	51	7	3	89	2	11	540	452	2	1	712	550	5	2	394	4	2	89	13	1	
Hoddle Range	1,097	122	11	6	21	1	8	44	8	4	3,114	2,492	11	5	153	160	19	11	3	0	0	..	..	..
Foster	5,548	906	2	10	124	15	1	220	10	8	574	405	19	11	1,265	1,164	4	6	328	10	11	57	13	9	
Franklin River	1,400	76	2	2	44	8	5	37	5	1	241	302	9	0	151	139	5	10	..	..	..	3	1	7
Toora	3,655	591	8	11	84	0	10	169	16	6	712	541	1	4	987	833	7	1	657	13	11	79	1	0	
Agnes River	527	54	2	1	13	7	6	16	3	5	44	31	4	11	61	37	16	10	..	..	..	5	4	2
Welshpool	1,992	325	13	10	94	14	8	123	16	1	569	651	1	5	846	698	10	6	36	7	1	60	7	7	
Hedley	446	45	1	1	12	6	10	21	3	2	283	80	1	7	82	53	13	7	..	..	..	7	7	9
Gelliondale	1,218	296	19	0	27	9	0	50	10	8	274	137	5	4	118	137	15	9	..	..	..	35	19	8
Alberton	3,997	1,319	18	6	190	3	11	342	6	1	1,655	1,939	0	4	1,475	1,432	8	11	3,265	12	1	122	4	10	
Port Albert	802	152	8	2	264	16	2	276	4	4	477	469	17	2	154	90	16	10	..	..	..	..	..	..
Jumbanna	8,535	540	18	9	82	4	1	138	18	3	29,727	8,364	10	3	1,626	1,116	4	5	83	17	4	47	7	1	
Outtrim North	5,061	144	18	10
Outtrim	4,509	792	16	0	137	2	9	267	12	1	18,172	4,561	6	8	1,476	1,306	6	2	..	..	..	2	9	0

NEERIM SOUTH LINE.												
Lillico	323	6 11 10	2 13 8	3 18 9	611	202 18 6	94	38 19 4	..	0 15 0		
Bulu Bulu	1,370	44 2 8	23 10 11	58 4 6	960	437 13 7	955	393 16 1	3 14 8	1 17 0		
Bravington	324	10 15 5	0 9 6	2 5 10	36	21 18 11	15	6 1 11	..	..
Rokeby	879	35 10 8	0 14 4	17 7 11	853	380 16 3	194	96 12 11	11 4 0	3 9 0		
Crossover	1,350	48 1 11	..	20 2 4	2,538	737 14 7	84	48 12 10	..	..
Neerim South	4,707	662 10 3	183 18 5	276 13 4	3,874	1,862 4 7	1,293	1,107 0 0	422 17 5	54 5 3		
THORPDALE LINE.												
Coalville	674	17 2 1	28 18 0	56 12 1	41	39 15 4	64	60 3 8	..	3 1 0		
Narracart	1,287	43 17 2	54 13 5	94 7 6	378	244 4 0	360	296 13 11	27 5 4	9 0 6		
Thorpdale	1,647	342 8 2	139 18 4	198 18 1	731	528 5 4	764	638 16 4	201 16 4	22 15 9		
NORTH MIRBOO LINE.												
Hazelwood	38	1 8 0	0 15 8	1 7 6	93	34 4 0	98	15 14 5	..	3 13 6		
Yinnar	2,456	265 2 1	49 17 0	93 11 2	529	537 14 7	890	526 13 9	136 5 5	8 4 1		
Boolara	3,833	441 0 9	67 5 5	144 7 7	789	582 18 10	1,075	777 12 7	135 1 11	14 8 0		
Skinner's Siding .. .. .	..	..	..	..	1,263	387 5 9	4	0 12 6	..	..
Darlimurla	1,787	110 3 8	27 12 5	55 0 9	1,188	299 17 6	116	108 17 7	..	1 12 0		
North Mirboo	3,305	795 9 0	280 9 3	362 16 10	783	835 16 10	1,992	1,661 13 4	693 15 0	148 6 8		
HEYFIELD LINE.												
Glengarry	2,728	308 16 8	50 12 9	85 1 3	901	449 15 1	308	305 3 0	969 1 0	68 11 9		
Toongabbie	2,723	361 3 5	444 7 3	169 8 11	666	518 1 9	2,188	2,167 11 5	..	16 12 6		
Cowwarr	2,397	399 15 7	66 7 4	96 18 0	259	264 9 1	879	699 6 1	961 11 10	64 11 4		
Dawson	3,046	47 1 7	20 10 9	27 13 8	17	23 16 3	10	8 15 1	..	1 1 6		
Heyfield	3,612	747 17 9	281 4 1	354 13 7	869	793 1 6	1,473	1,232 4 2	679 9 3	37 4 3		
MAFFRA LINE.												
Tinambra	1,494	442 14 7	90 4 3	119 1 9	700	706 7 2	488	401 10 0	2,727 15 6	92 19 7		
Maffra	6,083	1,476 8 7	276 13 11	449 0 2	2,041	1,434 10 11	2,971	2,300 12 9	2,062 13 9	148 2 2		
BRIAGOLONG LINE.												
Boisdale	184	33 1 9	37 17 11	57 2 10	406	430 12 2	281	238 13 6	38 14 0	7 19 10		
Bushy Park	36	5 11 3	23 13 11	26 5 9	82	42 17 3	29	12 7 8	..	..
Briagolong	524	164 19 5	87 6 11	120 2 3	1,486	651 8 1	437	348 15 10	191 3 4	13 5 6		
HAWTHORN LINE.												
East Richmond	773,388	5,365 5 0	133 12 5	90 17 6	..	..	..	..	..	..
Burnley	690,936	5,125 11 9	267 13 9	307 19 1	4,931	1,805 17 0	50,695	16,131 17 6	..	..
Hawthorn	991,676	9,391 16 10	301 17 7	331 16 5	536	271 13 6	18,478	3,906 5 6	..	..
HEALESVILLE LINE.												
Glenferrie	1,266,028	13,600 13 7	255 4 11	293 19 2	..	..	..	..	..	..
Auburn	1,197,651	13,417 10 2	175 2 2	179 13 3	..	..	..	..	..	..
Camberwell	1,113,302	14,832 5 1	427 7 1	466 17 5	549	255 11 7	23,666	4,491 16 1	3 18 0	0 15 0		
East Camberwell	162,588	2,097 11 2	41 5 2	45 0 8	..	..	..	..	..	..
Canterbury	421,356	5,605 10 5	132 15 10	207 16 0	91	22 18 0	5,826	905 9 0	..	..
Surrey Hills	305,386	4,463 8 7	84 14 11	107 10 7	125	48 13 5	4,804	924 6 1	..	1 11 6		
Mont Albert	95,737	1,378 0 1	27 4 9	32 19 8	..	..	..	..	..	..
Box Hill	290,480	4,625 5 6	223 7 6	153 5 2	359	127 12 7	6,481	1,278 17 1	85 11 6	19 9 10		
Blackburn	42,285	674 17 11	32 10 3	42 5 10	82	19 15 9	1,320	150 7 0	..	0 16 9		
Tunstall	30,904	515 19 7	76 19 0	34 2 7	..	0 7 6	39	26 5 10	..	..
Mitcham	43,304	817 1 6	108 15 1	83 17 1	1,642	388 14 6	5,372	804 12 4	1 0 0	1 9 7		
Ringwood	67,259	1,416 9 0	109 11 3	103 13 8	322	65 0 0	1,299	269 9 11	8 19 9	18 17 7		

No. 21.—RETURN OF TRAFFIC AT EACH STATION—*continued.*

STATIONS.	PASSENGERS.		PARCELS, ETC., HORSES, CARRIAGES, DOGS, MAILS, RENTS, MISCELLANEOUS.		GOODS.				LIVE STOCK.																
	Outwards.		Outwards.	Inwards.	Outwards.		Inwards.		Outwards.	Inwards.															
	Number of Passengers.	Revenue.	Revenue	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.															
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.													
HEALESVILLE LINE—<i>continued.</i>																									
Croydon	15,477	570	12	0	130	17	1	112	4	6	1,382	232	11	3	1,427	313	7	5	..	2	11	6			
Mooroolbark	4,345	154	11	11	170	8	2	52	10	4	1,470	230	5	1	258	88	16	6	1	0	0	6	19	6	
Lilydale	30,786	1,619	8	7	619	8	4	461	18	7	12,084	2,076	7	3	3,104	1,025	7	8	180	2	4	281	16	10	
Coldstream	2,612	167	5	0	328	16	5	82	2	10	1,676	254	9	2	2,351	123	2	2	0	11	9	13	1	1	
Yering	3,542	204	19	6	303	2	6	95	19	3	687	213	16	3	735	183	12	6	6	1	9	10	4	6	
Yarra Glen	8,365	620	7	4	191	13	11	200	3	11	4,099	935	10	10	1,283	612	18	10	203	0	6	88	3	5	
Tarrawarra	527	39	6	0	19	19	6	21	19	10	99	24	1	9	15	9	4	10	..	..	..	..	..	..
Healesville	9,422	1,115	0	6	411	1	6	568	16	11	2,707	748	9	7	2,667	1,406	3	8	12	11	6	33	2	9	
COLLINGWOOD LINE.																									
Jolimont	108,593	876	2	7	32	18	9	25	19	9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
West Richmond	377,347	2,908	2	10	312	2	3	283	14	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
North Richmond	383,074	3,188	12	10	96	2	2	50	0	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Collingwood Town Hall	345,991	2,874	19	5	92	7	9	63	4	10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Victoria Park	444,801	3,904	7	1	458	15	11	283	16	1	7,721	3,202	17	5	43,319	17,071	0	3	..	..	..	..	..	..	..
HEIDELBERG LINE.																									
Clifton Hill	745,515	6,156	2	10	204	19	3	154	18	5	1,071	91	16	7	..	..	..	..	..	..	..	..	..	..	..
Northcote South	292,201	2,135	15	0	56	0	7	67	14	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Fairfield Park	257,012	1,939	3	0	57	4	5	57	16	4	37	9	18	5	1,096	350	14	2	..	..	..	..	..	..	..
Alphington	60,770	655	8	11	15	1	10	25	6	0	10,897	862	13	4	407	86	8	10	..	..	..	..	..	..	..
Ivanhoe	41,560	604	7	3	13	13	0	35	0	3	..	..	..	..	281	61	16	7	..	..	..	..	..	..	..
Heidelberg	154,161	2,537	2	4	239	15	5	169	6	4	106	37	2	4	1,981	446	15	5	6	13	9	14	12	7	
ELTHAM LINE.																									
Greensborough	10,780	374	18	11	2	11	5	32	6	0	818	128	18	6	335	106	6	6	..	..	..	0	15	0	
Eltham	15,547	617	9	2	10	5	9	63	1	8	256	61	0	11	458	192	4	0	2	0	0	3	13	6	
GLEN IRIS LINE.																									
Heyington	10,672	111	17	11	44	13	9	46	11	10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Kooyong	12,522	159	3	2	4	17	7	6	10	8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tooronga	17,219	228	18	8	5	13	4	9	11	10	21	5	10	3	705	79	15	7	..	..	..	..	..	..	..
Gardiner	13,940	231	6	1	11	10	10	4	9	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Glen Iris	11,238	192	13	1	12	11	7	19	5	8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Darling	6,880	122	4	5	13	14	5	14	1	0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
KEW LINE.																									
Barker's Road	204,339	2,264	11	10	38	15	7	39	11	9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Kew	632,326	7,417	14	10	307	5	2	333	9	6	184	156	2	11	13,140	2,553	10	11	1	13	6	1	7	6	

OUTER CIRCLE LINE.												
Riversdale	11,844	142 18 11	6 0 0	6 1 2	..	..	..	..	..	..	..	..
Hartwell	40,212	568 11 1	20 10 5	8 5 9	..	..	..	..	..	..	..	..
Ashburton	13,893	218 6 7	21 6 9	6 3 2	..	..	..	..	..	..	..	..
Shenley	13,494	155 13 0	2 5 10	2 6 4	..	..	9	0 15 0	..	..	..	..
Balwyn	22,084	288 7 7	1 0 0	2 10 4	..	..	..	..	..	..	..	..
Deepdene	23,039	308 15 4	17 3 8	6 8 0	..	..	..	..	..	..	..	..
FERNTEE GULLY LINE.												
Bayswater	12,832	463 16 8	132 8 4	109 14 5	1,592	219 1 11	1,123	280 10 9	1 13 6	18 6 2	..	..
Lower Ferntree Gully	5,416	248 6 1	240 6 0	74 5 7	430	64 9 0	475	151 10 9	1 0 0	12 5 6	..	..
Upper Ferntree Gully	13,141	621 6 3	219 2 7	225 1 3	1,439	332 3 3	1,255	480 1 8	43 5 11	42 17 4	..	..
GEMBROOK LINE.												
Upwey	767	14 6 1	..	5 13 3	..	..	..	..	..	..	..	..
Monbulk	2,324	83 0 8	37 13 9	54 10 10	238	67 10 4	199	108 11 5	..	..	..	..
Selby .. .. .	..	..	..	0 0 3	..	..	..	..	..	..	..	..
Menzie's Creek	931	63 1 6	43 10 9	44 15 9	427	119 1 6	289	119 14 10	..	..	..	..
Paradise Valley	141	10 6 10	15 2 11	21 16 6	..	..	..	..	..	..	..	..
Emerald	3,276	240 2 2	74 10 4	109 11 4	672	289 15 8	757	368 5 4	..	..	..	..
Cockatoo	927	70 14 9	34 5 10	40 3 1	761	168 7 11	94	58 15 2	..	..	..	..
Gembrook	1,468	163 13 2	130 15 0	188 2 6	1,224	310 9 5	692	344 7 6	..	..	..	..
WARBURTON LINE.												
Olinda Vale	4,813	212 19 6	51 1 10	59 15 2	1,310	285 0 9	394	157 5 3	..	2 11 0	..	..
Wandin	3,450	227 18 2	131 11 8	89 15 1	2,867	796 10 10	876	352 9 2	..	..	..	..
Seville	2,520	158 9 10	51 13 2	47 3 2	1,025	215 5 4	443	197 18 6	..	..	..	..
Killara	508	45 12 7	65 12 6	44 4 6	1,699	306 18 2	147	80 10 5	14 11 3	2 7 0	..	..
Woori Yallock	1,308	102 12 10	71 12 6	39 18 10	810	156 16 11	441	114 16 7	0 19 0	17 10 8	..	..
Launching Place	2,009	188 8 9	47 7 1	58 2 8	2,464	518 3 2	260	164 4 1	46 15 10	18 6 0	..	..
Yarra Junction	2,347	234 7 10	50 7 7	92 19 2	3,434	840 7 2	675	426 18 1	1 0 0	8 7 4	..	..
Richard's Siding .. .. .	..	..	2 0 0	2 0 0	3,834	811 13 2	..	..	..	..	..	..
West Warburton	2,424	240 0 3	46 16 6	66 3 1	6,526	1,430 7 2	428	265 7 4	0 19 0	19 16 6	..	..
Warburton	4,630	596 16 7	276 17 6	396 8 5	10,648	3,112 6 4	1,295	810 3 2	5 18 10	112 10 11	..	..
PORT MELBOURNE LINE.												
Flinders-street (Country, &c.)	291,638	11,262 1 0	4,833 6 10	3,818 8 9	..	..	..	..	..	..	..	..
Suburban	3,907,852	49,587 1 1	..	..	..	..	..	..	..	..	..	..
Montague	145,319	1,091 13 11	32 11 1	31 14 6	..	..	..	..	..	..	..	..
North Port	378,480	2,856 11 11	65 3 7	159 10 4	..	..	..	..	..	..	..	..
Graham-street	382,847	2,817 10 10	72 15 0	166 18 5	..	..	..	..	..	..	..	..
Port Melbourne	194,390	1,969 8 1	3,855 15 9	4,123 17 7	119,977	19,819 2 4	132,790	39,007 0 11	3 2 3	1,139 4 2	..	..
ST KILDA LINE.												
South Melbourne	486,855	3,778 0 2	280 17 9	172 4 7	..	..	..	..	..	..	..	..
Albert Park	1,186,691	8,997 12 0	282 4 10	742 13 6	..	..	..	..	..	..	..	..
Middle Park	656,006	4,947 0 0	90 10 4	177 0 6	..	..	..	..	..	..	..	..
St. Kilda	961,146	8,287 12 6	352 16 7	460 0 11	1,430	114 14 8	19,902	3,367 14 3	..	..	..	..
BRIGHTON LINE.												
Richmond	1,783,262	16,550 7 0	630 2 4	756 6 10	..	..	..	..	..	..	..	..
South Yarra	1,590,089	14,923 19 6	701 2 11	702 10 8	..	..	..	..	..	..	..	..
Prahran	1,020,638	9,262 9 5	841 13 0	549 2 7	..	..	..	..	..	..	..	..
Windsor	946,228	9,080 2 11	622 19 4	451 11 1	912	370 13 9	40,159	11,866 15 11	..	..	..	..
Balaclava	875,955	8,217 1 2	196 10 6	235 9 11	..	..	..	..	..	..	..	..

No. 21.—RETURN OF TRAFFIC AT EACH STATION—*continued.*

STATIONS.	PASSENGERS.		PARCELS, ETC., HORSES, CARRIAGES, DOGS, MAILS, RENTS, MISCELLANEOUS.		GOODS.				LIVE STOCK.	
	Outwards.		Outwards.	Inwards.	Outwards.		Inwards.		Outwards.	Inwards.
	Number of 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.	£ s. d.
BRIGHTON LINE—<i>continued.</i>										
Elsternwick	1,181,712	13,465 14 4	257 5 10	406 6 9	785	125 7 10	7,072	1,642 15 8	1 14 0	0 11 9
North Brighton	737,779	9,983 15 9	221 3 9	254 9 4	167	77 9 5	9,573	2,077 15 0	..	..
Middle Brighton	553,032	7,866 19 8	119 15 7	168 6 11	62	12 7 11	6,660	1,362 6 2	..	1 4 4
Brighton Beach	251,075	3,810 5 6	116 6 7	151 15 6	..	..	..	..	..	..
SANDRINGHAM LINE.										
Hampton	54,083	907 3 4	36 18 11	40 10 10	..	..	..	..	..	..
Sandringham	228,843	4,394 7 4	126 4 3	233 4 8	37	21 14 6	6,332	1,096 17 1	..	..
Traffic derived from Deniliquin and Moama Stations	1,755	1,226 8 3	323 3 4	491 3 2	5,876	5,131 16 5	3,231	4,975 5 7	2,367 17 4	1,295 2 1
Traffic derived from South Australian Stations	22,457	24,201 14 1	6,351 17 8	6,895 3 6	2,295	2,500 2 2	1,961	1,555 9 1	2,329 9 1	450 6 5
Traffic derived from New South Wales Stations	44,477	29,391 15 10	5,725 6 4	6,806 12 5	4,115	2,230 8 6	8,978	13,807 13 1	56 8 9	373 0 3
Traffic derived from Queensland Stations	1,037	865 10 8	14 16 10	25 18 0	..	..	..	..	..	..
Finders-street (Central)	38,204	16,594 16 6	0 2 6	0 2 6	..	..	..	..	..	..
Steamer <i>Queen</i>	27,525	602 13 0	..	..	..	..	..	..	..	..
Thos. Cook and Sons, to New South Wales, South Australia, &c. ..	10,183	3,499 19 3	..	..	..	..	..	..	..	..
Total	54,282,003	1,360,483 17 4	284,678 17 7	284,678 17 7	3,182,772	1,619,485 5 7	3,182,772	1,619,485 5 7	173,492 16 8	173,492 16 8

APPENDIX NO. 22.

:o:

REPORT OF THE COMMISSIONERS
ON
THE ROLLING STOCK, WAY AND WORKS, AND STORES,
Dated 31st March, 1904.

:o:

Since their assumption of office, the Commissioners have devoted considerable time to an inspection and an acquirement of as complete a knowledge as practicable of the state of the Rolling Stock, the Way and Works, the Stores, and the Equipment and Facilities generally of the Victorian Railways, and now have the honor to furnish the following report and recommendations in reference to (1) the Rolling Stock, (2) the Way and Works, and (3) the Stores.

ROLLING STOCK.

An Inventory of the whole of the Rolling Stock in existence at 1st July, 1903, has been made, and the result thereof will be found detailed in Appendix No. 1, and summarised in Table No. 1, as compared with the Rolling Stock which had been purchased or constructed at the expense of Capital from the inception of the Railways until that date. In Table No. 1 the Deficiency in the Rolling Stock at 1st July, 1903, and the estimated cost of making such Deficiency good, are also shown.

The bases on which the Inventory, and the Capital Account and other statements of Rolling Stock have been compiled are as follow:—

LOCOMOTIVES.—Tractive power in pounds, computed on the mean average pressure in the cylinders being equal to 80 per cent. of the boiler pressure.

CARRIAGE, VAN AND SUNDRY STOCK.—Internal floor area in square feet.

TRUCK STOCK.—Carrying capacity in tons.

TABLE No. 1.

	Rolling Stock as per Capital Account. Appendix No. 1.	Rolling Stock as per Inventory of 1st July, 1903. Appendix No. 1.	Deficiency.	Estimated Cost of making good the Deficiency.
Locomotives (tractive power)	7,458,775 lbs.	6,400,267 lbs.	1,058,508 lbs.	£188,080
Carriage Stock—(floor area)	332,696 sq. feet	304,761 sq. feet	27,935 sq. feet	102,170
Van and Sundry Stock („)	84,751 sq. feet	75,053 sq. feet	9,698 sq. feet	26,470
Truck Stock— (carrying capacity)	100,162 tons	93,295 tons	6,867 tons	87,230
				£403,950

As shown in the last Annual Report of the Commissioners, the sum of £139,238 had been advanced to the Department for the replacement of Rolling Stock prior to 1st July, 1903, and, up to that date, £44,217 of that amount had been debited to Working Expenses, leaving a balance of £95,021. The Rolling Stock provided with the £139,238 so advanced is included in the Inventory of 1st July, 1903.

In view of the fact that the cost of the Rolling Stock shown in the Capital Account was in the first instance charged to Capital, the Commissioners are of opinion that the outlay involved in making good the Deficiency therein is not properly chargeable to Capital, and should therefore be provided out of Revenue in addition to the £95,021 above referred to.

APPENDIX No. 22—Continued.

It would not be reasonable, however, that the Deficiency, which is the accumulation of many years, should be immediately made good out of Revenue, and it is therefore proposed that the amount required for the purpose, viz., £403,950, be advanced to the Commissioners, and repaid out of Revenue according as the finances of the Department may admit.

The Rolling Stock and Equipment which is required for the satisfactory and economical conduct of the traffic (Appendix No. 2), in addition to that which was in existence at 1st July, 1903 (Appendix No. 1), and inclusive of that required to make good the deficiency (Table No. 1), and the cost thereof are summarised in the following Table, No. 2:—

TABLE No. 2.

	Deficiency as per Table No. 1. The cost of making this good to be advanced to the Commissioners, and recouped by them out of Revenue as the finances admit.		Additional Rolling Stock and Equipment required after the Deficiency has been made good, to be Charged to Capital.		Total additional Rolling Stock and Equipment required.	
	Rolling Stock & Equipment.	Estimated Cost.	Rolling Stock and Equipment.	Estimated Cost.	Rolling Stock & Equipment.	Estimated Cost.
		£		£		£
Locomotives (tractive power) ...	1,058,508 lbs.	188,080	71,632 lbs.	12,720	1,130,140 lbs.	£200,800
Carriage Stock (floor area) ...	27,935 sq.ft.	102,170	77,519 sq.ft.	283,530	105,454 sq.ft.	385,700
Van and Sundry stock (floor area) ...	9,698 sq.ft.	26,470	7,036 sq.ft.	19,200	16,734 sq.ft.	45,670
Truck Stock (carrying capacity) ...	6,867 tons	87,230	4,233 tons	53,770	11,100 tons	141,600
Truck Covers (number) ...	...	...	3,000	11,250	3,000	11,250
Lashings (number) ...	...	...	12,000	1,400	12,000	1,400
Pintsch Gas for Existing Carriages and Vans ...	...	...	100 sets.	5,000	100 sets.	5,000
Westinghouse Brakes for Existing Trucks... ..	...	...	1,970 sets.	43,000	1,970 sets.	43,000
Footwarmers for Carriages ...	...	...	1,400	2,500	1,400	2,500
Upholstering Seats and backs of existing 2nd Class Bogie Carriages for country traffic ...	...	...	...	12,000	...	12,000
Machinery and Contingencies ...	...	...	...	30,000	...	30,000
	...	£403,950	...	£474,370	...	£878,320

The estimates of the cost of the additional Rolling Stock and Equipment have been based on the most favourable arrangements practicable being made for the supply of the labor and materials, and this should be kept in view by the Government in making provision for the funds required, so that the work may be carried on in accordance with a pre-determined programme, and be completed without interruption, and thus enable the cost to be kept within the estimates.

It will be the duty of the Commissioners to maintain, out of Revenue, the equivalent of the Rolling Stock shown in the Inventory as in existence at 1st July, 1903, in addition to the equivalent of the Deficiency specified in Table No. 1 as it is made good, and also the equivalent of any Rolling Stock and Equipment provided hereafter out of Capital, on the following bases:—

Locomotives	...	...	...	...	Tractive power.
Carriage, Van, and Sundry Stock	...	...	...	...	Floor area.
Truck Stock	...	...	...	...	Carrying capacity in tons.

WAY AND WORKS.

The Commissioners have now made a complete inspection of the Way and Works, and are able to state that the expenditure of the balance of the amount estimated as required for "Belated Repairs," viz., £131,087 in the year ending 30th June, 1904, and £50,000 in the year ending 30th June, 1905, or a total of £181,087, chargeable to the Working Expenses, will put the Way and Works in such condition that thereafter the vote for Working Expenses will not require to be augmented by reason of insufficient funds having been provided in the past for maintenance and renewals.

Attached hereto will be found a statement (Appendix No. 3) of the expenditure (£974,027) on account of Capital for additions and improvements to the Way and Works, which, exclusive of that in connection with Spencer-street Passenger Station, the Commissioners estimate was, at 31st December, 1903, required to provide suitable and adequate accommodation for the traffic, and admit of the efficient and economical working of the Railways.

The expenditure involved in the Strengthening of Bridges on various lines and in connection with Flinders-street Station and Yard, and in the provision of additional and improved facilities at Williamstown and Geelong for the shipment of grain, etc., is so large as to deserve special mention herein.

STRENGTHENING BRIDGES ON VARIOUS LINES (Item No. 3, Appendix No. 3).

On various important lines a large number of the bridges, originally of light construction, are, under the heavier rolling stock now in use, strained beyond the factor of safety which is consistent with good practice. The Commissioners, therefore, consider it essential that these bridges should, where practicable, be strengthened, or otherwise be replaced with stronger bridges, and that the work should be commenced forthwith and be completed as early as practicable.

The provision of stronger bridges will be a distinct betterment, because it will admit of the use of heavier engines capable of hauling greater loads, and thus increase the net earning power of the Railways. A proportion of the outlay involved will, therefore, be charged to Capital in accordance with the principle defined in Appendix No. 5. On account of this work, a sum of £147,000, included in Appendix No. 3, will be chargeable to Capital, and a further sum of £184,000 to Working Expenses.

FLINDERS-STREET STATION AND YARD (Item No. 22, Appendix No. 3).

The full benefit cannot be derived from the expenditure which has been made on this work, until the whole scheme has been completed. The Station and Yard in their present condition are a source of discomfort and inconvenience to the public and of expense to the Department, and the Commissioners are, therefore, of the opinion that, if the finances admit, the work should be completed without further delay.

Detail drawings and quantities for the Station as now contemplated have only lately been finished, and eight alternative estimates of cost (based on these drawings and quantities) will be found in Appendix No. 4.

The Commissioners favor a station as per Alternative Scheme No. 8, because with such a long frontage a four-story building will have better proportions than a building of three stories, and the rents of offices, etc., on the fourth floor will, it is believed, more than pay the additional amount required for interest on the cost of the extra story and for its maintenance. The difference in the cost of one roof over the platforms, lines of way, and Swanston-street footbridge, and of separate roofs over the platforms and footbridge only—viz., £48,500, is too large to justify the provision of the former

APPENDIX No. 22—Continued.

The cost of the whole work, including the re-arrangement of tracks, interlocking and signals, platforms and platform roofs, subways, etc., as per Alternative Scheme No. 8, is estimated at £440,000. Of this amount, £155,256 had been expended up to 31st December, 1903, and, of the balance, £55,600 will be charged to Working Expenses in accordance with the principles defined in Appendix No. 5, leaving £229,144 additional Capital funds to be provided to complete the whole scheme.

Until the finances admit of more being done, the Commissioners propose that the expenditure be restricted to an amount sufficient to complete the tracks, subways, platforms and platform roofs, and the basement and ground and first stories of the station building. This will provide the facilities required for the efficient conduct of the traffic and the accommodation needed for the public, and also a number of shops in the basement and ground floors facing Flinders-street, which it is estimated will bring in a considerable revenue. The provision of these facilities and accommodation will admit of the discontinuance of the use of the Princes Bridge Station except for special Excursion and Race Traffic, with an estimated saving in Working Expenses of over £6000 per annum.

The cost of carrying out this proposal is estimated at £190,744 in addition to the sum of £155,256, expended up to the 31st December, 1903, making a total expenditure of £346,000. If the work be put in hand at once the additional funds needed, viz., £190,744 will require to be provided as follows:—

	Prior to 31st December, 1904.	Years 1905 and 1906.	Total.
	£	£	£
Chargeable to Working Expenses	28,000	27,600	55,600
Chargeable to Capital	49,744	85,400	135,144
	£77,744	£113,000	£190,744

The Commissioners propose that the balance of the expenditure required to complete the whole scheme as per Alternative No. 8, viz., £94,000, be postponed until the finances admit of the necessary outlay.

ADDITIONAL AND IMPROVED FACILITIES AT WILLIAMSTOWN AND GEELONG
FOR THE SHIPMENT OF GRAIN, Etc. (ITEM No. 31. APPENDIX No. 3).

The pier accommodation at Williamstown and Geelong should be increased, and electrically operated conveyors, hoists, traversers, etc., should be provided to permit of grain and other cargo being handled expeditiously and economically. For these purposes the sum of £60,000 is included in Appendix No. 3.

SPENCER-STREET PASSENGER STATION.

The present Station is inconvenient for the public, insufficient for the traffic, and discreditable both to the Department and the State, but in view of the large outlay involved in the construction of a suitable new station, and the re-arrangement and improvement of the tracks which would be required in connection therewith, the Commissioners feel that the work should not be undertaken until there is a considerable improvement in the finances, and the work when undertaken can be carried on to completion without interruption, and they have not, therefore, made any provision in Appendix No. 3 for the improvement of the accommodation for the passenger traffic at this station.

APPORTIONMENT OF EXPENDITURE AS BETWEEN WORKING EXPENSES AND
CAPITAL.

In Appendix No. 5 the principles have been set forth on which the expenditure on Replacements and Renewals of Way and Works, as per Appendix No. 3, has been apportioned as between Working Expenses and Capital, and the Commissioners propose that these principles shall be followed in the future.

STORES.

In order to ascertain the condition and value of the Stores of the Department, the Commissioners arranged, shortly after their assumption of office, to have the stock of Stores valued by an independent Board, consisting of Messrs. Wm. Davidson, Inspector General of Public Works, Victoria (Chairman); John Parry, Comptroller of Stores, New South Wales Railways; and S. Fisher, Storekeeper, Tasmanian Railways.

This Board has reported that in its judgment the value of the stock as at 30th June, 1903, should be written down to the extent of £23,411, allocated as under:—

Way and Works Branch	...	...	...	...	...	£2,890
Rolling Stock Branch	...	...	...	...	...	20,521
						<hr/>
Total	...	...	...	...	...	£23,411
						<hr/>

but in view of the fact that a portion of the stock which the Board declared has depreciated in value will be utilised within a reasonable period, the Commissioners consider that no useful purpose will be served by writing down the value of such portion of the stock, because, in any case, they will be obliged to provide for the depreciation, and they have therefore allowed such portion of the stock to remain on the books at its present value. The amount which therefore requires to be written off is £12,568, chargeable to Working Expenses as under:—

Way and Works Branch	...	...	...	...	...	£2,890
Rolling Stock Branch	...	...	...	...	...	9,678
						<hr/>
Total	...	...	...	...	...	£12,568
						<hr/>

In addition to this deficiency of £12,568, the valuation of the Stores which was instituted in accordance with the provisions of Section 20 of the Railways Act 1896, No. 1439, showed a net shortage in values of £48,287, and, as nothing has yet been done to meet such depreciation, the total sum to be liquidated is therefore £60,855.

With regard to the deficiency of £2,890 chargeable to the Way and Works Branch, the Commissioners consider it may properly be met by an increase of the book value of certain scrap material which is at present assessed at about half of its selling value, while in respect of the balance of £57,965, chargeable to the Rolling Stock Branch, the Commissioners propose to write it off out of Revenue according as the finances of the Department may admit.

In order to provide for any deficiency that may arise between stock-takings in the future, the Commissioners propose as from 1st July, 1904, to establish a "Stores Depreciation Fund," and each month such fund will be credited and the Working Expenses debited with the equivalent of one per cent. of the value of the Stores issued from time to time.

APPENDIX No. 22—Continued.

Financial Summary.

	To be charged to Capital.	To be advanced to the Commissioners and recouped by them out of Revenue as the finances admit.	To be recouped out of Revenue as the finances admit.	To be charged to Working Expenses.
	£	£	£	£
Rolling Stock and Equipment as per Table No. 2 and Appendix No. 2	474,370	403,950	...	...
Way and Works as per Appendix No. 3—				
Item No. £				
Towards Strengthening Bridges 3 147,000				
Flinders-street Station and Yard 22 229,144				
Facilities for Shipment of Grain, &c. 31 60,000				
Other Items 537,883				
	974,027	...	...	...
Deficit in Value of Stores at 30th June, 1903 (see Page No. 65) ...	...	...	60,855	...
Advances already made to the Commissioners and remaining to be recouped at 30th June, 1903, as per last Annual Report—				
On account of Rolling Stock ... £95,021				
On account of Way and Works 54,848				
	...	...	149,869	...
Belated Repairs—Balance at 30th June, 1903 ...	...	...	...	181,087
	£1,448,397	£403,950	£210,724	£181,087
Total Additional Funds required, inclusive of £403,950 to be recouped	£1,852,347			
To be recouped out of Revenue as the finances of the Department admit (£403,950 of this is included in the Total Additional Funds required) ...	£614,674			
To be charged to Working Expenses ...	£181,087			
Total of amounts to be recouped out of Revenue, and to be charged to Working Expenses ...	£795,761			

The Expenditure required as above on Rolling Stock and Equipment, and on Way and Works should be sanctioned by Parliament to such extent annually, and the necessary funds be so provided that the construction in the State of the Rolling Stock and Equipment, and the more urgent of the works included in Appendix No. 3, may be prosecuted continuously, and completed as early as practicable.

In addition to the amounts to be recouped out of Revenue and to be charged to Working Expenses, as shown in the Financial Summary, totalling £795,761, it will be necessary, in accordance with the principles defined in Appendix No. 5, to charge a very large sum to Working Expenses concurrently with the expenditure on Way and Works chargeable to Capital as per Appendix No. 3. Of the total cost of two items alone—viz., £615,744 for Strengthening Bridges and Flinders-street Station and Yard—the proportion thus chargeable to Working Expenses is £239,600.

THOS. TAIT, CHAIRMAN	} VICTORIAN RAILWAYS COMMISSIONERS.
W. FITZPATRICK	
C. HUDSON	

The Honorable
The Minister of Railways.

APPENDIX No. 22—Continued.

SUB-APPENDIX No. 1.

LOCOMOTIVES.

NOTE.—The Tractive power is based on the mean average pressure in the cylinders being equal to 80 per cent. of the boiler pressure.

CAPITAL ACCOUNT. Rolling Stock Built or Purchased and charged to Capital from the inception of the Railways until 1st July, 1903.				Inventory of Rolling Stock in existence at 1st July, 1903.		
Class.	When Built.	No. in Class.	Original Tractive Power in pounds.	No. in Class.	Nominal Tractive Power in pounds.	Effective Tractive Power in pounds.
A (old)	1884	10	150,696	10	150,696	150,696
A (new)	1889 to '91	15	219,932	15	219,932	219,932
AA	1900 to '03	12	232,930	14	272,930	272,930
B	24-'62 to '64	32	331,140	32	331,140	129,360
	8-1872 to '81					
C	18-'71 to '78	26	225,720	26	225,720	94,480
	8-1880 to '83					
D	1887 to '88	20	280,500	20	280,500	280,500
DD	1902	1	10,000	1	20,000	20,000
E	1889 to '94	69	967,725	69	967,725	967,725
EE	1892 to '93	7	98,175	7	98,175	98,175
F	1-1874	21	181,564	21	181,564	181,564
	10-'77, 10-'80					
G	1877	2	16,875	2	16,875	2,950
H	1877 to '78	8	66,720	8	66,720	39,520
J	1860	5	42,900	5	42,900	22,000
K	1874	5	43,875	5	35,100	4,840
L	1861	10	97,600	10	97,600	29,000
M	1-'78, 9-'84	10	101,734	10	101,734	101,734
ME	1885 to '86	12	138,720	12	138,720	138,720
N	1859 to '68	5	35,648	5	35,648	5,320
O	24-1866 to '68	44	535,350	44	535,350	288,400
	24-1871 to '79					
P	1860	5	48,800	5	48,800	48,800
Q	1873 to '74	10	133,600	10	133,600	133,600
R (old)	21-1879 to '82	59	817,045	59	817,045	817,045
	38-1883 to '88					
R (Belgian)	1883	5	77,578	5	77,578	77,578
R (new)	1889 to '91	25	389,600	25	389,600	389,600
S	1882 to '83	10	117,000	10	117,000	96,880
T	1-'74, 18-'84 to '85	19	225,582	19	225,582	225,582
U	1874 to '75	9	93,497	9	93,497	57,020
V	1900 to '02	16	422,880	16	422,880	422,880
W	1880 to '83	12	149,877	12	149,877	149,877
X	1886 to '87	15	252,725	15	252,725	252,725
Y	1889	31	541,632	31	541,632	541,632
Z	1893	3	19,434	3	119,434	8,238
Narrow Gauge	1898 to 1901	6	60,840	6	60,840	60,840
Unclassed	1859 to '83	13	102,488	13	102,488	67,124
Class not known missing prior to 18 3		26	225,353 (est.)	...	...	...
Total Locomotive Stock		577½	7,458,775	553	7,274,647	6,400,267

§ 1 "K" Class sold.

NOTE.—The effective tractive power of the 108 locomotives shown in Appendices Nos. 1A and 1B is based on their value as scrap materials.

SUB-APPENDIX No. 1A.				SUB-APPENDIX No. 1B.			
Obsolete locomotives now stored at Newport unsuitable for further service and not worth repair. Some of these locomotives have been out of running from seven to ten years.				Locomotives still in running on which further extensive outlay is not justified, and which should be retired from service when heavy repairs are required which will be within the next three years.			
Class.	Number.	Age.		Class.	Number.	Age.	
		Years.				Years.	
"C"	18	30		"B"	24	40	
"G"	2	26		"O"	24	35	
"H"	4	26		"U"	4	29	
"J"	3	43		"Z"	2	10	
"K"	4	29					
"L"	8	42					
"N"	5	40					
"S"	2	29					
Unclassed	8	20 to 40					
Total	54			Total	54		

APPENDIX No. 22—Continued.

SUB-APPENDIX No. 1—Continued.

CARRIAGE, VAN, AND SUNDRY STOCK.

CAPITAL ACCOUNT. Rolling Stock Built or Purchased and Charged to Capital from the inception of the Railways until 1st July, 1903.				Inventory of Rolling Stock in existence at 1st July, 1903.	
Class.	When Built.	No. in Class.	Internal Floor Area in square feet.	No. in Class.	Internal Floor Area, in square feet.
	CARRIAGE.	STOCK.			
A	1858-93	298	55,183	46	10,488
AB	1860-86	168	32,520	43	9,485
B	1858-93	282	50,894	440	64,434†
ABD	1859-83	9	1,668	13	2,350
AD	1881-6	11	7,290	2	366
BD	1878-87	26	4,522	67	12,185
Alexandra	1901	1	400	1	409
Edward	1901	1	400	1	409
Inspection	1899	1	555	1	555
State	1890	1	555	1	555
Edinburgh	1880	1	172)		
Ministerial No. 1	1889	1	173)	1	345¶
Victoria	1887	1	385	1	385
York	1890 ... ..	...	...	1	343
Boudoir	1885-9	6	1,595*	6	1,595
Pioneer 1	1893	1	533	1	533
Pioneer 2	1893	1	533	1	533
AV	1897-9	35	11,328	31	12,692
AV (J.S.)	1897-9 ... ..	...	...	4	818
BV	1898-9	25	10,234	23	9,416
BV (J.S.)	1898-9 ... ..	...	...	2	409*
ABC	1899-1903	36	14,724	56	22,918
AC	1888-9 ... ..	...	...	12	4,117
AA	1874-1902	263	90,639	199	68,278
AA (J.S.)	1887 ... ..	...	...	3	613*
ABAB	1879-1902	20	7,653	76	28,004
ABAB (J.S.)	1887	12	1,795*	...	...
ABDABD	1891-2	2	594	4	1,280
ADAD	1887-1901	68	23,331	74	25,389
BB	1874-1892	19	6,927	58	20,380
BB (J.S.) ... ..	...	...	...	3	614*
BDBD	1890-1901	8	3,064	12	4,597
BB ... ..	...	...	...	1	285
BEBE	1886-90	2	686	2	686
BB and BDBD N. Gauge	1898-1901	10	1,295	10	1,295
Total Carriage Stock ... ..	...	1,339	332,696	1,196	304,761
	VAN AND	SUNDRY	STOCK.		
D	1858-89	317	55,612	228	40,715
E	1858-85	27	4,168	16	2,579
DD	1888-92	44	13,353	44	13,353
DV	1898	2	775	2	775
DFDF	1901 ... ..	...	...	1	348
DD (J.S.)	1887	2	298*	2	298*
DD (J.S.)	1887	3	396*	3	200**
DD (J.S.)	1887-90	4	488*	4	488*
EE (J.S.)	1887	3	352*	3	352*
F	1858-93	53	6,324	47	5,639
C	1858-1903	6	795	8	1,117
WS	1859-1901 ... ..	...	...	69	5,737‡
Dynagraph	1858 ... ..	...	...	1	161
WMA	1877 ... ..	...	...	2	354
Casualty Vans	1858-1880 ... ..	...	...	3	558
TBO	1882 ... ..	...	...	1	189
FFF	1889-92	6	2,180	6	2,190
Total Van and Sundry Stock ... ..	...	467	84,751	440	75,053

** Only one-quarter internal floor area allowed for 3 Joint South Australian Stock, on account of being obsolete.

* Only one-half internal floor area allowed on account of being Joint South Australian Stock.

† Only one-half internal area of 220 vehicles allowed on account of antiquated design, which precludes their use for ordinary traffic.

‡ Only one-half internal floor area of 69 old carriages and vans used as Workmen's Sleepers allowed.

¶ Combined into one car in 1899.

APPENDIX No. 22—Continued.

SUB-APPENDIX No. 1—Continued.

TRUCK STOCK.

CAPITAL ACCOUNT. Rolling Stock Built or Purchased and charged to Capital from the inception of the Railways until 1st July, 1903.				Inventory of Rolling Stock in existence at 1st July, 1903.	
Class.	When Built.	No. in Class.	Carrying Capacity, in tons.	No. in Class.	Carrying Capacity, in tons.
H	1862-1901 ...	950	4,955	306	2,216*
I	1860-1903 ...	7,516	66,344	6,859	64,922
K	1859-98 ...	480	3,374	275	2,145*
L	1871-1903 ...	395	3,441	375	2,875*
M	1864-97 ...	417	3,102	402	3,230*
N	1869-1901 ...	514	3,870	321	2,483
NN	1901 ...	1	26	1	26
O	1870-90 ...	213	1,921	187	1,785
OO	1899-1902 ...	6	240	6	240
P	1862-84 ...	24	120	24	120
Q	1871-78 ...	38	496	20	360
QB	1902 ...	1	34	1	34
QR	1889-92 ...	201	5,226	201	4,710
R	1880 ...	70	750	11	175
S	1880 ...	20	240	13	104*
T	1894-7 ...	130	1,300	130	1,300
TH	1881-86 ...	19	95	19	146
TT	1889-91 ...	31	620	31	513
U	1888-99 ...	237	2,370	460	4,498
G	1859-1900 ...	61	305	26	193
Water Tanks ...	1886-1902 ...	52	312	60	360
NARROW GAUGE.					
NQR	1898-1900 ...	70	700	70	700
NMM	1899-1901 ..	4	40	4	40
NTT	1899 ...	1	10	1	10
NUU	1899-1901 ...	7	70	7	70
Narrow Gauge Trucks at Newport ... ..	...	4	40	4	40
Trucks, classes cannot be traced ... ..	...	23	161	...	...
Total Truck Stock	...	11,485	100,162	9,814	93,295

* 330 tons taken off in respect of 71 trucks awaiting replacement, of which only the wheels, axles and other gear are on hand.

APPENDIX No. 22—Continued.

SUB-APPENDIX No. 2—Continued.

Summary of Additional Locomotive, Carriage, Van and Sundry, and Truck Stock required at 1st July, 1903, and the Estimated Cost Thereof, inclusive of the Deficiency as per Table No. 1,

(The estimated cost is based on the actual cost of Rolling Stock built at Newport Shops.)

LOCOMOTIVE STOCK.

Class.	Number Required.	Tractive Power each in pounds.	Total Tractive Power in pounds.	Estimated Cost each. £	Total Estimated Cost. £
DD (General)	50	20,000	1,000,000	3,400	170,000
AA (Heavy Passenger)	6	20,000	120,000	4,800	28,800
Narrow Gauge	1	10,140	10,140	2,000	2,000
Total additional Locomotive Stock required	57		1,130,140		200,800

CARRIAGE STOCK.

Class.	No. required.	Internal Floor Area each, in square feet.	Total Internal Floor Area, in square feet.	Estimated Cost each. £	Total Estimated Cost. £
50 ft. 8-wheeled Vestibuled Corridor Cars for Country Service—					
First Class (AV)	40	409	16,360	1,800	72,000
Second Class (BV)	25	409	10,225	1,500	37,500
Composite (ABV)	50	409	20,450	1,700	85,000
50 ft. 8-wheeled Cars for Suburban Service—					
Second Class (BB)	52	383	19,916	1,100	57,200
Composite (ABAB)	16	409	6,544	1,200	19,200
First Class Smoking & Van (ADAD)	8	383	3,064	1,250	10,000
Second Class " " (BDBD)	25	383	9,575	1,100	27,500
70 ft. 12-wheeled Vestibuled Corridor Cars for Sydney Express trains—					
First Class	6	644	3,864	2,600	15,600
Second Class	6	644	3,864	2,400	14,400
Composite	3	644	1,932	2,500	7,500
Dining (one spare)	2	644	1,288	2,800	5,600
70 ft. 12-wheeled Cars for Adelaide Express trains. Joint Stock (Victorian proportion of floor area and cost on mileage basis, viz., 60%, First and Second Class; Dining and Sleeping Cars full floor area and cost)—					
First Class	6	644	2,318	1,560	9,360
Second Class	6	644	2,318	1,440	8,640
Dining	1	644	644	2,800	2,800
Sleeping	4	644	2,576	3,000	12,000
Narrow Gauge	4	129	516	350	1,400
Total additional Carriage Stock required	254		105,454		385,700

APPENDIX No. 22.—Continued.

SUB-APPENDIX No. 2.—Continued.

VAN AND SUNDRY STOCK.

Class.	Number Required.	Internal Floor Area each, in sq. ft.	Total Internal Floor Area, in sq. ft.	Estimated Cost each, £	Total Estimated Cost, £
60 feet 12-wheeled Vestibuled Vans for Sydney Express trains—					
DV (Ordinary Luggage) ...	3	498	1,494	1,400	4,200
Mail Luggage ...	1	498	498	1,400	1,400
60 feet 12-wheeled Vestibuled Vans for Adelaide Express trains, Joint Stock (Victorian proportion of floor area and cost on mileage basis—viz., 60 per cent.)—					
Ordinary Luggage ...	4	498	1,195	840	3,360
Mail Luggage ...	3	498	896	840	2,520
50 feet 8-wheeled Vestibuled Vans for Country Service:—					
Ordinary Luggage (DV)	15	387	5,805	1,400	21,000
6-wheeled Ordinary Luggage Vans (D) ...	25	186	4,650	350	8,750
6-wheeled Horse Boxes ...	12	183	2,196	370	4,440
Total additional Vans and Sundry Stock required ...	63		16,734	...	45,670

TRUCK STOCK.

Class.	Number Required.	Carrying Capacity each, in tons.	Total Carrying Capacity, in tons.	Estimated Cost each, £	Total Estimated Cost, £
15-ton Medium ...	500	15	7,500	165	82,500
12-ton " ...	100	12	1,200	165	16,500
Louvre ...	100	10	1,000	190	19,000
Refrigerator ...	10	10	100	300	3,000
Bogie Ballast ...	50	26	1,300	400	20,000
Total additional Truck Stock required:	760		11,100		141,000

MISCELLANEOUS.

	Number required.	Estimated Cost each, £	Total Estimated Cost, £
Truck Covers ...	3,000	£3 15s.	11,250
Lashings ...	12,000	...	1,400
Pintsch Gas for existing Cars and Vans ...	100 sets	...	5,000
Westinghouse Brakes for existing Trucks ...	1,970 sets	...	43,000
Footwarmers for Carriages ...	1,400	...	2,500
Upholstering Seats and Backs of Existing 2nd Class Bogie Carriages for Country Traffic ...	...	...	12,000
Machinery and Contingencies ...	...	...	30,000
Grand Total ...	...	...	878,320

NOTE.—The cost of new Cars includes Pintsch Gas and Westinghouse Brakes.

APPENDIX No. 22—Continued.

SUB-APPENDIX No. 3.

**Statement of Expenditure on amount of Capital for Additions and
Improvements to Way and Works required at 31st December, 1903.**

No. of Item.	Purpose.	Amount Required. £
1	Additions and improvements to stations, yards, and sidings, including tracks, buildings, platforms, roads, trucking yards, weighbridges, drainage, sanitation, interlocking, signalling, and other safety appliances, &c.	141,000
2	Additions and improvements to accommodation and facilities for locomotives and cars, including sheds, ashpits, turntables, water supply, coaling plants, &c.	98,000
3	Towards strengthening bridges on various lines	147,000
4	Relaying various important lines with heavier rails	39,000
5	Additional Sleepers for strengthening various lines	31,000
6	Substitution of Cattle Pits for Gates at Public Road Crossings	5,000
7	Motor and other improved cars for repairing gaugs... ..	5,000
8	Additional and improved dwelling accommodation for employes	6,000
9	Melbourne—Additional electric light and power	6,000
10	Melbourne—Equipping machinery in workshop at Spencer-street for electrical driving, and for additional machinery	643
11	Melbourne—Tracks and facilities at and in connection with Victoria Dock	8,000
12	Melbourne—Additional and improved accommodation for Goods and other Traffic, including offices, sheds, platforms, tracks, roads, weighbridges, cranes and other facilities	58,000
13	Fencing	3,000
14	Melbourne and Suburbs—Towards Mortuary Stations	2,000
15	North Melbourne—Additional track for passenger engine movements	780
16	Newmarket—Additional cattle yards and tracks and better lighting at cattle yards	3,434
17	Agricultural Show Grounds—Flemington Racecourse Line—Additional and improved accommodation and facilities for passenger traffic	2,100
18	Electric Lighting of Piers at Williamstown and Geelong	1,072
19	North Geelong—Direct Connection between Melbourne and Ballarat lines and Sidings for Grain and other Traffic	3,661
20	Between Glen Thompson and Wickliffe Road—New Siding, Approaches, &c.	600
21	Towards reductions of grades	28,000
22	Melbourne—Completing new passenger station and yard at Flinders-street, as per Alternative Scheme No. 8	229,144
23	Melbourne—Enlargement of Ice Plant	3,750
24	Melbourne—Employes Institute	12,000
25	Newport—Dining-room for employes	1,500
26	Newport—Drainage of Workshops and Freezing Works	3,300
27	Clifton Hill—Loop line to connect Collingwood and Preston lines	8,000
28	Williamstown Pier (Station and Yard)—Additions and improvements to accommodation and facilities	4,661
29	Improving Colac and Beech Forest Narrow Gauge Line	8,000
30	Brighton Beach Baths, &c.	8,000
31	Improved and Additional Facilities at Williamstown and Geelong for the Shipment of Grain, &c.... ..	60,000
32	Contingencies, 5% on total of above items	46,382
	TOTAL	<u>£974,027</u>

APPENDIX No. 22—Continued.

SUB-APPENDIX No. 4.

Flinders Street Station and Yard.

- | | | |
|------|---|----------|
| (1.) | Station (three stories) complete with lines of way and platforms as now proposed, which is practically the design of August, 1900, with some extousions and re-arrangements | £489,000 |
| (2.) | Station complete as in No. 1 but with separate roofs over the platforms and the Swanston-street footbridge, instead of one roof over all the platforms, lines of ways, and footbridge | £440,500 |
| (3.) | Station complete as in No. 1 but with a building of four stories instead of three stories facing Flinders-street | £513,500 |
| (4.) | Station complete as in No. 3 but with separate roofs over the platforms and Swanston-street footbridge, instead of one roof over all the platforms, lines of way, and footbridge | £465,000 |
| (5.) | Station complete as in No. 1 but with cement instead of freestone facings on the front of the building above the ground story | £471,000 |
| (6.) | Station complete as in No. 2 but with cement instead of freestone facings on the front of the building above the ground story | £422,500 |
| (7.) | Station complete as in No. 3 but with cement instead of freestone facings on the front of the building above the ground story | £488,500 |
| (8.) | Station complete as in No. 4 but with cement instead of freestone facings on the front of the building above the ground story | £440,000 |

APPENDIX No. 22—Continued.

SUB-APPENDIX No. 5.

**Apportionment of Expenditure on Replacements and Renewals of Way
and Works as between Working Expenses and Capital Account.**

REPLACEMENT OF TIMBER IN BRIDGES BY MASONRY AND IRON OR STEEL
OR BY FILLING.

The cost of replacement of the existing bridge in timber to its original strength shall be charged to Working Expenses, and the balance of the cost shall be charged to Capital Account. Working Expenses shall be credited with the value of the material released.

REPLACEMENT OF TIMBER, IRON OR STEEL BRIDGES BY STRONGER BRIDGES OF
SIMILAR MATERIAL.

The cost of replacement of the existing bridge in similar material to its original strength shall be charged to Working Expenses, and the balance of the cost shall be charged to Capital Account. Working Expenses shall be credited with the value of the material released.

REPLACEMENT OF CULVERTS OR DRAINS BY LARGER OR LONGER CULVERTS OR
DRAINS, OR BY CULVERTS OR DRAINS CONSTRUCTED OF MORE PERMANENT
MATERIAL.

The cost of replacement of the existing culvert or drain in similar material and to its original size or length shall be charged to Working Expenses, and the balance of the cost shall be charged to Capital Account. Working Expenses shall be credited with the value of the material released.

REPLACEMENT OF TIMBER, IRON OR STEEL TURNTABLES BY LONGER OR
STRONGER TURNTABLES OF SIMILAR MATERIAL

The cost of replacement of the existing turntable in similar material and to its original length and strength shall be charged to Working Expenses, and the balance of the cost shall be charged to Capital Account. Working Expenses shall be credited with the value of the material released.

RENEWAL OF RAILS, POINTS, CROSSINGS, AND FASTENINGS WITH HEAVIER
MATERIAL.

The cost of the weight of rails, points, crossings, and fastenings in excess of the original weight of those replaced, and the cost of any additional sleepers and ballast used, including the labor of putting the additional sleepers and ballast into the line shall be charged to Capital Account. The balance of the cost of the work, including any renewals of sleepers and ballast, shall be charged to Working Expenses, which fund shall be credited with the value of the material released.

REPLACEMENT (COMPLETE OR PARTIAL) OF BUILDINGS, PLATFORMS, COALING
PLANTS, PIERS, WHARVES, FENCING, STOCK YARDS, WATER TANKS, CRANES
AND PIPES, ETC.

The cost of the complete or partial replacement (as the case may be) of the existing structure shall be charged to Working Expenses, and the cost of any additions or improvements to the existing structure shall be charged to Capital Account. The value of material released by reason of the structure as replaced, being of less extent or efficiency than existed before the replacement, shall be credited to Capital Account, and the value of material otherwise released shall be credited to Working Expenses.

APPENDIX No. 22—Continued.

SUB-APPENDIX No. 5—Continued.

REMOVAL AND RE-ERECTION (COMPLETE OR PARTIAL) OF BUILDINGS, PLATFORMS,
COALING PLANTS, PIERS, WHARVES, FENCING, STOCK YARDS, WATER TANKS,
CRANES AND PIPES, ETC.

The cost of the complete or partial removal and re-erection (as the case may be) of the existing structure, including the cost of renovation, shall be charged to Working Expenses, and the cost of any additions or improvements to the existing structure, shall be charged to Capital Account. The value of material released by reason of the structure as re-erected, being of less extent or efficiency than existed before the removal, shall be credited to Capital Account, and the value of material otherwise released shall be credited to Working Expenses.

RE-ARRANGEMENT OF LINES OF WAY OR OF ROADWAYS.

The cost of the re-arrangement of lines of way or of roadway, with the same kind and strength of material as existed before the re-arrangement, shall be charged to Working Expenses. The value of any material released by reason of less length of lines of way, or of less area of roadway being provided than existed before the re-arrangement, shall be credited to Capital Account, and the value of any material otherwise released shall be credited to Working Expenses. In the event of a greater length of lines of way, or a greater area of roadway being provided, or of more permanent or heavier material being used than existed before the re-arrangement, the additional cost thereof shall be charged to Capital Account.

REGRAIDING, CATTLE PITTING AND OTHER NETT REVENUE
PRODUCING WORKS.

The cost of regrading, substituting bridges, subways or cattle pits for gate crossings and other works by which a reduction in the Working Expenses, and thereby an increase in the net Revenue or Earning Power of the Railways will be effected, shall be apportioned between Working Expenses and Capital Account, in each case as it arises, according to the circumstances.

[2625/04]