

1898.

VICTORIA.

---

VICTORIAN RAILWAYS.

---

R E P O R T

OF THE

VICTORIAN RAILWAYS COMMISSIONER

FOR THE

YEAR ENDING 30TH JUNE, 1898.

---

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

---

By Authority:

ROBT. S. BRAIN, GOVERNMENT PRINTER, MELBOURNE.

No. 36.—[2s. 3d.]—6385.



# REPORT.

VICTORIAN RAILWAYS,  
31st August, 1898.

*To the Honorable the Minister of Railways.*

SIR,

In accordance with the provisions of the 59th section of the Railways Act, No. 1135, I have the honour to submit for the information of Parliament the Annual Report upon the working of the Railway Department for the year ending 30th June, 1898.

## CAPITAL EXPENDITURE.

The capital expenditure at 30th June, 1898, amounted to £38,602,304, or an increase for the year of £272,902, charged as follows:—

Construction of new lines and surveys	...	...	...	£12,551
Capital works on existing lines, &c.	...	...	...	177,512
Rolling-stock	...	...	...	82,839
				<hr/>
				£272,902
				<hr/>

## LOAN ACCOUNT.

The amount of borrowed capital was, on the 30th June last, £36,663,187, details of which are shown in the Appendix, Return No. 11.

The interest for the year amounted to £1,427,057, and the amount paid by the Treasury for expenses in payment of interest was £21,742. Credit has been taken for £11,530, being 2 per cent. on the unexpended balances of loan moneys raised for Railway purposes. The net amount debited to the Railway Account is, therefore, £1,437,269. On the total loan moneys expended the net revenue paid 2·71 per cent., and, exclusive of pensions and gratuities, 2·93 per cent. The average rate of interest payable on the borrowed capital allocated to railways is 3·95 per cent.

## REVENUE.

The total revenue amounted to £2,608,896, being £7,038 less than last year's receipts. The decrease is principally accounted for by the falling-off in live stock receipts, which are £17,708 below the amount received from that source last year. The passenger revenue is £3,396 less. There was, however, an increase of £17,495 in the goods, mails and miscellaneous receipts.

Had it not been for the exceptional traffic occasioned by the Jubilee celebrations last year, which added at least £15,000 to the receipts, the ordinary revenue this year would have been in excess of the corresponding period, notwithstanding the continued drought and another harvest failure. The bush fires and the severe storm which swept over portion of the colony were factors which also severely affected the railway revenue.

The revenue for 1896-7 was £214,543 in excess of that for 1895-6, and as the receipts for the year just closed are practically equal to the corresponding period, it is hoped that the revenue of the Department has permanently improved.

I stated in my Report last year that the Department was on the "up grade"; and, although owing to continued adverse conditions, the revenue estimates have not been fully realized, there is abundant reason to anticipate a considerable development of traffic.

The following comparative table shows the enormous drop in revenue which has taken place since 1890-91:—

Year.				Gross Receipts.
1890-91	...	...	...	£3,298,567
1891-2	...	...	...	3,095,122
1892-3	...	...	...	2,925,948
1893-4	...	...	...	2,726,159
1894-5	...	...	...	2,581,591
1895-6	...	...	...	2,401,392
1896-7	...	...	...	2,615,935
1897-8	...	...	...	2,608,896

The circumstances of the past four or five years have been altogether abnormal, and it is not too sanguine to expect that, given some of the favorable conditions which prevailed when the gross receipts were considerably over Three millions sterling per annum, the railway revenue may be confidently expected to approximate more closely to the income received during the years prior to the depression.

#### WORKING EXPENDITURE.

The total working expenditure for the year was £1,646,054, or an increase of £82,249 over the preceding year.

A large proportion of the increased expenditure is due to concessions granted to employes, consisting of increases of pay to the lower paid employes under the new classification (£28,522), and the cessation of certain percentage deductions (£37,790). As will be seen from the appended reports, a considerable increase of expenditure on maintenance and renewals of way, works, and rolling-stock has been necessary, inclusive of the exceptional charges owing to bush fires, storm, and drought. In order, however, to keep the expenditure as low as possible only such works have been done as were essential in the interests of safety and efficiency.

The following comparative table shows the working expenditure for the past eight years:—

Year.	Average Mileage open for Traffic.		Total Working Expenditure.
1890-91	...	2,650	£2,310,645
1891-2	...	2,829	2,138,139
1892-3	...	2,933	1,850,291
1893-4	...	2,982	1,635,419
1894-5	...	3,083	1,543,393
1895-6	...	3,121	1,546,475
1896-7	...	3,126	1,563,805
1897-8	...	3,123	1,646,054

## GENERAL RESULTS.

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

Total revenue	...	...	...	...	£2,608,896
Total working expenses, including pensions and gratuities	...	...	...	...	1,646,054
<b>NET PROFIT ON WORKING</b>					<b>£962,842</b>

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

The ratio of working expenses to revenue received is 63·09 per cent., or an increase of 3·31 per cent., and, exclusive of pensions and gratuities (£79,981) charged to railway working during the year, the percentage is 60·03.

The deficit for the year, as shown in the profit and loss account, is £454,426 14s. 5d.

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

## TOTAL REVENUE.

—	1896-7. (Average Miles open, 3,126.)		1897-8. (Average Miles open, 3,123½)*		Increase.		Decrease.		Net Decrease.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Passengers	1,093,348	0 0	1,089,951	15 6	...	...	3,396	4 6	...	...
Parcels, &c.	106,816	10 7	104,371	10 7	...	...	2,445	0 0	...	...
Horses, carriages, and dogs	10,699	1 2	10,735	13 5	36	12 3	...	...	...	...
Mails	56,450	14 10	58,257	12 4	1,806	17 6	...	...	...	...
Rents	49,955	5 7	48,971	3 5	...	...	984	2 2	...	...
Miscellaneous	11,417	14 10	12,773	19 11	1,356	5 1	...	...	...	...
Live stock	152,972	12 11	135,264	19 2	...	...	17,707	13 9	...	...
Goods	1,134,274	14 8	1,148,569	12 9	14,294	18 1	...	...	...	...
	2,615,934	14 7	2,608,896	7 1	17,494	12 11	24,533	0 5	7,038	7 6
Number of passengers	42,263,638		43,090,749		827,111					
Tons of live stock	203,250		181,768		...		21,482			
Tons of goods	2,180,195		2,226,897		46,702					
Train mileage	9,228,687		9,239,657		10,970					
Revenue per average mile open	£837		£835							
„ „ train mile	5s. 8·03d.		5s. 7·77d.							

## TOTAL WORKING EXPENDITURE.

—	1896-7.			1897-8.			Increase.	
	Amount.	Cost per Train Mile.	Per Cent. to Revenue.	Amount.	Cost per Train Mile.	Per Cent. to Revenue.		
								£
Maintenance	381,292	15 2	9·92	408,837	4 2	10·62	27,544	9 0
Loco. charges	451,547	8 1	11·74	459,992	7 9	11·95	8,444	19 8
Carriages and waggons	101,946	0 1	2·65	111,113	2 9	2·89	9,167	2 8
Traffic charges	497,029	16 8	12·93	526,958	0 7	13·69	29,928	3 11
Compensation	4,689	5 6	·12	7,892	1 11	·20	3,202	16 5
General charges	127,300	1 6	3·31	131,261	3 4	3·41	3,961	1 10
	1,563,805	7 0	3 4·67	1,646,054	0 6	3 6·76	82,248	13 6

\* Average miles open reduced to 3,123½ in consequence of the dismantling of 16½ miles between Dunkeld and Peshurst, completed 19th February, 1898.

## SUMMARY.

The following is a general summary of the leading features of the Report, and, for purposes of ready comparison, corresponding items for 1896-7 are given:—

	1896-7.	1897-8.
Total spent in construction ... ..	£38,329,402	£38,602,304
Total debenture capital raised ... ..	£36,735,954	£36,663,187*
Net interest and charges ... ..	£1,447,452	£1,437,269
Unspent balances of loan moneys ... ..	£864,044	£528,408
Amount spent on construction during the year ... ..	£221,250	£272,902
Average cost per mile opened ... ..	£12,317	£12,404
Total mileage open for traffic ... ..	3,129 miles	3,113 miles†
Average mileage open for traffic ... ..	3,126 "	3,123½ "
Gross revenue earned ... ..	£2,615,935	£2,608,896
Working expenditure ... ..	£1,563,805	£1,646,054
<b>PROFIT ON WORKING</b> ... ..	<b>£1,052,130</b>	<b>£962,842</b>
<b>PERCENTAGE OF WORKING EXPENSES TO REVENUE</b> ... ..	<b>59.78</b>	<b>63.09</b>
Percentage of working expenses to revenue (exclusive of pensions and gratuities) ... ..	56.74	60.03
Deficit as per profit and loss account ... ..	£375,323	£454,427
Revenue per average mile open ... ..	£837	£835
Expenditure per average mile open ... ..	£500	£527
Gross earnings per train mile ... ..	5s. 8.03d.	5s. 7.77d.
Expenses per train mile ... ..	3s. 4.67d.	3s. 6.76d.
Number of passenger journeys ... ..	42,263,638	43,090,749
Goods tonnage ... ..	2,180,195 tons	2,226,897 tons
Live stock tonnage ... ..	203,250 "	181,768 "
Train mileage ... ..	9,228,687 miles	9,239,657 miles
The net revenue paid on the total capital cost ... ..	2.74 per cent.	2.49 per cent.
" " total debenture capital expended ... ..	2.98 "	2.71 "
" " exclusive of pensions and gratuities ... ..	3.20 "	2.93 "

\* Reduced in consequence of adjustment by Treasury of amount temporarily transferred to Irrigation Works and Water Supply under Act 57, No. 1327.

† Dunkeld to Peshurst line dismantled (16¼ miles).

## CONDITION OF LINES AND STOCK.

There has been no additional mileage opened for traffic during the year. The line from Dunkeld to Peshurst (16¼ miles) which was closed for traffic in 1891 has now been dismantled, and, as the cost of construction is included in the capital account, the interest (about £2,000 per annum) will remain as a perpetual debit to this Department.

During the year I have again inspected the whole of the lines in the colony, and found them in good working order. I drew attention in my last report to the fact that before long considerable further expenditure would have to be incurred in renewals and maintenance of station buildings, and in additions and alterations to the rolling-stock.

The additional rolling-stock is absolutely necessary, and some of the proposed works are very urgently required, in order to cope with the current business of the Department, and to provide for the development of traffic. To meet these requirements the working votes of the Department have been, and will for some time continue to be, largely increased, in addition to the amount requisite on capital account.

It is recognised that there is a limit to the life of certain railway works and stock, and that, although extensive repairs may be effected year by year, and the railway lines thereby maintained in a serviceable and safe condition, a time must inevitably come when extraordinary expenditure on renewals and replacements will be absolutely necessary. This is especially the case when the condition of the public finances or other State exigencies are factors which govern the amount available from time to time for the purpose. Obsolete types of rolling-stock have to be discarded and replaced in the interests of efficiency and safety, and in order to satisfy modern requirements.

To meet such contingencies provision is made in some private railway companies by the establishment of a Reserve Fund, so that, to equalize dividends and in justice to the management and shareholders, no particular year's working cost should have to bear extraordinary charges on depreciation account.

No such scheme has been adopted by the State, and as a large expenditure must now be incurred on renewals and improvements to the lines and to provide for the development of traffic which may be confidently anticipated, it is necessary to make special financial provision.

The work of relaying the lines with heavier rails is being proceeded with. It has been found absolutely essential, in order to carry with safety the fast and heavy traffic on the main lines, to substitute steel rails, 80 lbs. to the yard, for the 66-lb. steel rails with which some of the important lines were originally laid. Parliament has been asked to provide the funds for relaying 185 miles. The rails taken up are not nearly worn out, and can be utilized for renewals on some of the light branch lines, or on such new light lines as may be authorized by Parliament.

The State should, however, profit by this experience, and care should be taken, in authorizing the construction of new lines upon which there is a prospect of heavy traffic, to provide at the outset for laying way of sufficient strength to meet probable requirements. The ultimate saving in maintenance and renewals will more than compensate for the extra initial cost involved.

A detailed statement of the expenditure incurred on maintenance account is shown in the report of the Engineer for Existing Lines (Appendix No. 2), and the additions to the way and works, and the many general improvements and facilities for the despatch of business which have been effected during the year are referred to at length and appear in the accompanying Schedule.

Many minor works (involving in the aggregate a considerable sum), although fairly chargeable to capital, have been debited during the year to working expenditure. The practice followed, when the allocation of the cost of a work is doubtful, is to debit the working vote.

#### ROLLING-STOCK.

Considerable progress has been made during the year with the construction of new rolling-stock.

A complete train of corridor cars, including van, has been placed on the Sydney express service, and has given great satisfaction. It is anticipated that in a few months' time all the main line trains will be similarly equipped, thus affording facilities which will doubtless tend to the development of business and at the same time give long-road travellers the conveniences so requisite for their comfort.

Additions are being made to the waggon stock, and extensive repairs and renewals have been effected in order to provide for the requirements of the traffic.

In my last Report I drew attention to the fact that the Department has to bear a heavy burden of interest on the cost of stock not now in existence. The instructions which were issued relative to the breaking up of the stock have been rigorously adhered to, and the standard shown in the register has been maintained. A careful check has been established; and the return of rolling-stock, which is published in the Appendix, shows the actual stock in existence.

The deficiency in stock, and the fact that a far larger number of vehicles are now coming in for repairs and renewals than was expected when I took office, has necessitated a large expenditure on rolling-stock account. Every effort is now being put forth to meet requirements, and to make the equipment of the lines more complete, in view of the prospects of a more propitious harvest.

Parliamentary authority is being sought for funds to provide the following :—

To complete corridor cars with lavatories and all modern conveniences.

Towards equipment of vehicles with Westinghouse brakes.

Towards providing 100 second-class or composite bogie cars for long-distance branch lines, as required, to suit modern requirements, and to replace older stock to be used for holiday traffic and unimportant branch lines.

To provide 50 steel tank trucks, each 2,000 gallons capacity.

Towards providing 10 heavy express engines and 15 heavy goods engines.

Towards providing 350 steel medium waggons and 150 louvered waggons.

A detailed report from the Chief Mechanical Engineer, showing the work completed and in progress, will be found in the Appendix.

#### TRAIN MILEAGE.

The train miles run during the year were 9,239,657, being an increase of 10,970 miles.

Continuous requests have been made for increased train service in almost every part of the colony, but, as the traffic did not develop as was anticipated, I have not seen my way to accede to these applications except in a few minor instances.

#### NON-PAYING LINES.

One of the most serious difficulties with which the administration has to contend is the fact that the Department has a large number of branch lines constructed at a heavy capital cost expensive to work and maintain, and, under existing conditions, necessarily unremunerative in character. It will be seen from the accompanying return (Appendix No. 24), which shows in detail the approximate loss on certain lines for the year 1895-6 compared with 1896-7, that an improvement in the net result of working has taken place. Every effort is being made to bring the working expenses down to the lowest limit compatible with safety, and with the requirements of the traffic. The train service has been curtailed when such curtailment has lessened loss and has not been likely to materially diminish revenue. The interest charges are a fixed factor, and remain a perpetual charge, as in the case of the Dunkeld line, even after the line is closed and dismantled. Such a drastic remedy as closing the lines cannot, however, be entertained, except in very exceptional cases, and all that the administration can do is to use every effort to increase the traffic and to minimize loss. It must be borne in mind that as the lines become older the maintenance cost increases.

The bad seasons have materially retarded the development of traffic, but there is no doubt that with a return to better harvest conditions, and an increase of settlement in the localities served, many of the lines which are now non-paying will yield a net result sufficient to cover, not only their working expenditure, but in addition something towards the interest on their capital cost.

It is certain, however, that, taking into consideration the existing conditions in the colony, under no circumstances could some of the lines be worked at a profit. The revenue credited to the lines might be augmented by subsidies or by special legislation probably involving the taxation of the property-holders in the districts served, and for whose benefit railway lines have been made and maintained in the place of main roads.

The non-paying lines are an "object-lesson" which should be kept prominently in the foreground, especially in view of the contemplated authorization of a number of additional railways. It may, I think, be safely asserted that should some of the suggested lines be constructed, they will inevitably add to the incubus which this Department already has to bear, and in view of past experience it may not perhaps be out of place to offer a word of warning at this juncture.

The following lines were kept closed for traffic during the year :—

Line.	Miles.	Capital Cost.
Fairfield Park to Oakleigh ...	12 $\frac{1}{4}$ ...	£298,506
Darling to Waverley ...	1 ...	7,000
Lancefield to Kilmore ...	18 $\frac{1}{2}$ ...	117,954
Dunkeld to Penshurst ...	16 $\frac{1}{4}$ ...	50,000
	48	£473,460

The interest, amounting to about £19,000 per annum, on this unproductive capital is debited to the Railway Department.

#### MALLEE LINES.

Owing to the drought the lines in the Mallee districts have suffered more severely than those in any other part of the colony. There has been a decrease on every line, with the exception of that from Wycheproof to Sea Lake, and the increase on that line is due to the large amount received for carriage of water.

The success of these lines seems, however, to be assured; there is a steady development in settlement, the area under cultivation has very largely increased, and with a good season there is every prospect of very large traffic from the whole of them.

The construction of lines in the Mallee country encourages settlement and materially assists the development of Crown lands. The lines already constructed act as feeders to the main lines, and thus contribute to the general revenue, and it may therefore be stated that, although individually they show a loss, the Mallee lines as a whole are a source of considerable profit to the State. Taking into consideration these facts, there is every justification for their further extension, provided similar settlement can be induced.

#### NEW LINES.

With respect to the two narrow-gauge lines which have been authorized, I desire to state that, in my opinion, they will be found to be very costly experiments.

The estimated saving in cost of construction is relatively so small that it cannot possibly compensate for the delays in transit, transfer charges, additional cost of handling, and the general inconvenience necessarily involved in breaking the gauge on such branch lines.

#### FARES AND RATES.

The alteration of the Passenger Fares, which took effect in July last year, has, on the whole, worked out satisfactorily; there are, however, still some anomalies in the suburban fares which should be rectified at an early date.

No material change has been made in the rates for goods traffic during the past year; but, in consequence of the severe drought and bush fires, large quantities of fodder for starving stock had to be carried at very low rates, specially conceded to meet the circumstances.

#### PROPOSED METROPOLITAN STATIONS.

It is generally admitted that a new passenger station at Flinders-street is urgently required. Already a large preliminary expenditure has been incurred, and it is an urgent necessity that the work of erecting the proposed new station at Flinders-street should be at once proceeded with. Most careful consideration has been given to the whole matter; estimates have been submitted and plans have been prepared; and as soon as the necessary authority is given the Department is prepared to proceed with the work.

As soon as the Flinders-street station is well in hand steps should be taken to provide new buildings for the accommodation of the intercolonial and country traffic at Spencer-street. The existing temporary structures are altogether unsuitable for the requirements of a principal terminus, and they are in such a state of dilapidation and decay that their speedy removal is necessary.

Flinders and Spencer street stations are the chief termini of the Victorian railway system, and at both places buildings should be erected sufficiently commodious to provide for the growing traffic, and of a character in keeping with the requirements of the capital city of the colony.

These works should be proceeded with as soon as possible, especially as it is certain that, apart from all other considerations, their erection will secure increased traffic, greater facility in the despatch of business, additional safety and convenience to the public, and at the same time will undoubtedly insure ultimate economy in working.

#### RAILWAY ACCIDENT FUND.

In accordance with the provisions of Act No. 1250, section 46, a Railway Accident Fund has been established by the payment into the Treasury of Ten shillings for every £100 received for fares for the conveyance of passengers, and for charges for the conveyance of animals, goods, and parcels, until the total of such fund reaches £100,000. It will be seen on reference to Return No. 8 in the Appendix that the balance to the credit of the fund was, at 30th June last, £54,557 19s.

It is contemplated to enlarge the purposes to which this fund can be applied so as to make it cover insurance of railway buildings, plant, stores, or other properties, and to provide for the payment of any amounts which may be recommended by the Commissioner and approved by the Minister as compensation to any employé who may be injured in the execution of his duty.

#### WHARFAGE AND WATER COMPETITION.

The anomalous position which the Railway Department occupies in regard to the various railway piers and wharf lines demands consideration. A large sum is received by the Customs Department and the Melbourne Harbor Trust in the shape of wharfage fees, &c., not one penny of which is credited to the Railways, although the interest on the cost of construction and the whole cost of maintenance have to be borne by this Department.

The capital expenditure on the piers at Williamstown, Port Melbourne, and Geelong is £311,000, and on other piers and wharfs at various places an additional £63,000 has been expended, making a total of £374,000, on which the interest charges amount to £15,000 per annum. The maintenance charges may be approximately stated at £8,000, or a total yearly debit to the working expenditure of about £23,000.

The competition for the shipping business of the Port by the Harbor Trust, and the large expenditure of the public money by other Departments of the State to facilitate water competition with the Railways are factors which largely augment the deficit ; and I have deemed it my duty to draw attention to these matters in order that justice may be done to the Department. I trust that steps may be taken to remedy some of the anomalies complained of, and to place the whole matter on an equitable and satisfactory basis.

#### REFRESHMENT ROOMS.

It has to be admitted that there is considerable room for reform in connexion with the arrangements for the supply of refreshments to the travelling public. The matter is receiving careful attention, and on the termination of existing contracts I hope to make an alteration in the present system of catering for the public which will enable the whole of this important business to be placed on a more satisfactory basis.

#### SAFETY APPLIANCES.

It is gratifying to note that no serious accidents have occurred during the year. The equipment of the whole of the rolling-stock with the Westinghouse continuous brake is being rapidly proceeded with.

During the year a further extension of the Tyer's train tablets and the Webb and Thomson electric train staff appliances has been made. These appliances insure greater safety and punctuality in running.

Various improvements are in progress and under careful consideration in connexion with interlocking, signalling, and safe working generally, so that the working of the whole of the lines may be conducted on the latest and most approved methods.

#### COLOUR VISION, ETC.

It is generally recognised that periodical examinations of the staff engaged in working the traffic are necessary. The whole of the staff concerned are being examined in vision and hearing, and the result, so far, has demonstrated the necessity which existed for such examination.

#### ELECTRIC LIGHTING.

The new central generating station is now being erected, and contracts have been let for the supply of machinery, cables, &c. Satisfactory progress is being made, and when the whole of the works are completed there will be supply sufficient to light the Flinders-street and Spencer-street stations and yards, the whole of the goods sheds, and the Houses of Parliament, General Post Office, and the Public Library. The short visit of the Telegraph Superintendent to England has enabled him to gather information which is of great use to the Department in connexion with these extensive works.

## CARRIAGE LIGHTING.

I have already reported that it was decided to adopt Pintsch's gas for carriage lighting. The necessary gas works are being built contiguous to the electric light works, and will be under the same supervision. Plant is now being put down capable of supplying gas for 600 carriages. Fittings are to hand for 100 carriages, and the first train lighted with this illuminant is now running. In addition to the much-needed improvement in lighting, it is believed that considerable economy will be effected by the introduction of this light.

## BOARD OF ADVICE AND GENERAL PURPOSES COMMITTEES.

The Board of Advice constituted by the Railways Act, No. 1439, has met regularly. Minutes of all meetings have been recorded and submitted to the Minister as required by the provisions of the Act.

I mentioned in my last Report that a General Purposes Committee had been appointed—consisting of the Heads of Branches, presided over by myself—and I am pleased to state that, as was anticipated, these frequent conferences of leading officers have had a most beneficial effect on the general working of the Department.

The various branches are now more completely in touch with each other, and the result is that the departments are conducted with increased efficiency and economy, and the general work of administration is greatly facilitated.

## APPEAL BOARD.

The Appeal Board constituted under the Railways Act, No. 1439, consisting of the Secretary, Chief Accountant, Chief Mechanical Engineer, Engineer for Existing Lines, and Chief Traffic Manager, with Mr. J. B. Johnston, of the Newport Workshops (the representative chosen by the employés), has heard 70 appeals during the year. The decisions of the Board were as follows :—

Appeals dismissed ...	...	...	...	51
Appeals upheld ...	...	...	...	5
Punishments modified ...	...	...	...	14
				—
				70
				—

In 36 cases counsel were engaged by the appellants, and in one case an agent was employed.

In four cases the appellants had to pay the whole costs of appeal ; and in one case half costs were paid.

In fourteen instances I heard appeals from the decision of the Board, but, after giving the facts careful consideration, I upheld the Board's verdict in every case.

## BRANCH SUPERVISION.

The re-arrangements effected in the supervision of the Traffic and Loco. Branches, and which were referred to at length in my last Report, have been found effectual, and have answered expectations. That public requirements are being met is evident from the diminution in the number of complaints received, especially regarding inattention and incivility. Discipline has been maintained, efficiency of working improved, and, generally, the effect of the re-organization and decentralization of the supervisory staff has been very satisfactory.

## CLASSIFICATION.

The classification of the staff which was adopted on my recommendation has on the whole operated satisfactorily. In classifying 9,000 employés of the diverse classes and grades which exist in a large railway system, it is of course impossible to give universal satisfaction ; but I believe it will be found that the scheme which has been adopted is one in which the equities of the employés, and the interests of the State, have been fairly considered. The working cost of the Department has in the meantime been largely increased by its adoption (this, however, was anticipated), but it was universally recognised that a carefully considered and systematic adjustment of positions and pay was absolutely necessary. An earnest endeavour has been made to meet the reasonable requirements of the staff, and I am persuaded that already the classification has had a salutary effect, and will ultimately result in increased efficiency.

## THE STAFF.

The total number of permanent employés has increased from 8,689 to 8,830. The number is largely reduced every year through ordinary causes, deaths, dismissals, &c., and as practically no new appointments had been made for the past six years it was found absolutely necessary to make provision for strengthening the permanent staff.

There were no apprentices in the engineering branches, and a number have now been appointed. The traffic staff has been strengthened by the appointment of a number of juniors who are being trained to fill vacancies as they arise.

There were 287 retirements during the year, and 428 appointments have been made.

In the Appendix Return No. 23 will be found a table showing the whole of the applications for employment, examinations, &c., since the passing of the Railways Act, No. 767.

In conclusion, it gives me great pleasure to repeat my testimony to the efficiency of the staff. With a more intimate knowledge and longer experience of the administrative officers, the high opinion which I had formed of them during my first year's tenure of office is amply justified. I have also to acknowledge the cordial co-operation which they have at all times readily extended to me in the administration of the Department. I have now had various opportunities, by personal inspection and otherwise, of judging the staff as a whole, and I have no hesitation in stating that the large army of employés in the service are well trained, diligent, zealous in the interests of the Department, and as a whole efficient in the performance of their duties.

I have the honour to be, Sir,

Your obedient servant,

JOHN MATHIESON,  
Commissioner.



# A P P E N D I X.

---

## VICTORIAN RAILWAYS.

---

APPENDIX TO THE REPORT OF THE VICTORIAN RAILWAYS COMMISSIONER.

---

**YEAR ENDING 30th JUNE, 1898**

---

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

## VICTORIAN RAILWAYS.

## No. 1.

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

Engineer-in-Chief's Office,  
Melbourne, 15th August, 1898.

GENTLEMEN,

I have the honour to report that, during the financial year ending 30th June, 1898, the only railway under construction was that from Wangaratta to Whitfield. This line is  $30\frac{1}{2}$  miles in length. It was authorized by Act No. 1492 on the 24th August, 1897, as a 2-ft. gauge line.

The Railway Lands Acquisition Act of 1893, No. 1288, Part I., being incorporated in the Construction Act, No. 1492, the commencement of the railway works was necessarily delayed until the constitution of the Wangaratta to Whitfield Railway Construction Trust on the 20th January, 1898, and then by other preliminary steps. On the 1st March work was started, and is still proceeding.

In accordance with the Construction Act, the line is being built on the butty-gang system.

The gauge has, however, been increased from 2 feet to 2ft. 6in., under instructions of the Honorable the Minister of Railways, dated the 24th February, 1898, following the recommendation of the Parliamentary Standing Committee on Railways.

The Railways Commissioner has entered into a contract for the supply of engines, and is arranging for the manufacture of the other rolling-stock required for the line.

The Frankston Cemetery branch, three-quarters of a mile, and the Heidelberg to Eltham railway,  $8\frac{1}{2}$  miles, authorized on the 12th December, 1884, and 27th February, 1893, respectively, have not yet been commenced.

The following lines were under survey during the year :—

## PERMANENT SURVEYS.

*Country Lines.*

Colac to Beech Forest (2-ft. gauge) ... ..	30 miles.
Fern Tree Gully to Gembrook (2-ft. gauge) ... ..	$18\frac{1}{2}$ "
Lilydale to Yarra Junction (2-ft. gauge) ... ..	$19\frac{1}{4}$ "
Wangaratta to Whitfield (2-ft. gauge) ... ..	$30\frac{1}{2}$ "

*Suburban Lines.*

Nil.

## TRIAL SURVEYS.

*Country Lines.*

Lilydale to Warburton direct (2ft. 6in. gauge) ... ..	$23\frac{1}{4}$ miles.
Whitfield to Mansfield (2ft. 6in. gauge) ... ..	$41\frac{1}{2}$ "

*Suburban Lines.*

Nil.

A large number of explorations, inspections, reports, and estimates in connexion with these and other proposed lines have also been made.

Plans, sections, quantities, &c., have also been partly prepared for the Lilydale to Yarra Junction, Fern Tree Gully to Gembrook, and Colac to Beech Forest lines on the 2ft. 6in. gauge.

Further legal proceedings have been taken by Messrs. J. Falkingham and Sons, contractors for the construction of the Dandenong to Leongatha section of the South-Eastern Railway.

The original claims, as submitted by contractors to arbitration, under protest on the part of the Railway Department, amounted to £57,708 9s. 11d. and interest thereon. The amount of the original award, dated 10th October, 1892, was £20,500 in favour of contractors, plus £952 10s. arbitrators' costs. The Railway Department declined to recognise this award, and the contractors obtained power from the Supreme Court to refer it back to the arbitrators. On a rehearing by the latter (again under protest on the part of the Railway Department) an amended award was made, dated 11th January, 1897, for £19,076 1s. 2d., plus costs of the two arbitrations, £1,488 15s. This award also the Department, under advice, declined to pay. During the year now under report the contractors went to the Supreme Court to enforce payment of the arbitrators' amended award, but it was declared invalid, and on reference to the Full Court this decision was confirmed, and a counter-claim of the Department for £18,881 18s. 3d. was decided against the contractor.

In the case of the late Mr. Robert Thornton's claims on the Cathkin to Mansfield railway construction contract, referred to in my report for the year 1893-4, the arbitration proceedings, at which the Department was represented under protest, were closed on the 25th October, 1893. The award, dated 30th October, 1893, was against the Department, and amounted to £16,002 10s. 11d., besides £2,058 16s.

arbitrators' fees, against £74,019 3s. 5d. claims submitted by contractor to arbitrators. The award was not taken up until June, 1896, when it was lifted on behalf of the contractor. The Department refused to recognise it, and on proceedings being taken in the Supreme Court to enforce payment it was declared invalid, December, 1897.

The registration of "unemployed" men seeking casual labour, and the selection from the register of such men as are required on the railways and in other Government Departments, have been kept up during the year. Any man seeking work has been free to register without fee, but careful inquiries are made into each case, and undeserving men struck off the list. The only preference given in selection is to married men and single men having others depending on them for support, these being chosen before single men who have only themselves to keep.

In order to guard against an undue accumulation of names with old dates, registrations have to be renewed every three months. All men not renewing within a fortnight of due date are assumed to have obtained employment elsewhere, and are struck off the books together with those to whom work has been given, those who have failed to answer the call for work, and those found to be undeserving.

The following is a statement of the numbers registered, given work, &c., yearly since 1895 :—

	Year ending 30th June, 1898.	Year ending 30th June, 1897. The figures in this column have been amended since last report.	8th May, 1895, to 30th June, 1896.
	No.	No.	No.
Number registered ... ..	16,952	9,151	12,255
Number called for work ... ..	8,814	3,065	—
Number who failed to answer the call for work, or who declined, or were unsuitable for it ... ..	4,337	1,473	—
Number given work ... ..	4,477	1,592	3,018

The large increase over previous year's figures is partly caused by additional registration of unemployed men in the country districts, who can now obtain stamped and addressed post-cards on which to supply the required particulars to enable them to be placed on the register. The demand for winter employment in 1898 having commenced earlier than usual and before the end of June last has also contributed to make this year's numbers larger.

Work was provided by the different Government Departments as follows :—

Public Works Department ... ..	937 men
Lands Department (Forest Branch) ... ..	107 „
Mines Department ... ..	20 „
Railway Department ... ..	3,413 „
	4,477 men

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

Axemen ... ..	11	Masons ... ..	50
Blacksmiths ... ..	3	Painters ... ..	81
Bricklayers ... ..	62	Pile-drivers ... ..	3
Bricklayers' labourers ... ..	57	Platelayers ... ..	2
Carbuilders ... ..	35	Plumbers ... ..	10
Carpenters ... ..	44	Quarrymen ... ..	532
Carpenters' labourers ... ..	23	Sailors ... ..	11
Car trimmers ... ..	3	Sawyers' labourers ... ..	6
Fitters ... ..	1	Stonebreakers ... ..	10
Forest thinners ... ..	105	Strikers ... ..	3
Gaugers ... ..	9	Waggon builders ... ..	9
Gardeners... ..	5		
Horse-drivers ... ..	3		
Labourers ... ..	3,381	Total ... ..	4,477
Machinists (wood) ... ..	18		

The number on the register at 30th June, 1898, registered or renewed during the previous three months, was 4,482, as against 3,293 twelve months previously.

I have the honour to be, Gentlemen,

Your obedient servant,

F. RENNICK,  
Engineer-in-Chief.

## VICTORIAN RAILWAYS.

## No. 2.

Railway Department, Office of Engineer for Existing Lines,  
Melbourne, 15th August, 1898.

SIR,

I have the honour to report that during the year ending 30th June, 1898, the way and works of the Victorian Railways on the lines open for traffic were efficiently maintained.

The lines closed for traffic throughout the year were Penshurst to Dunkeld, 16½ miles; Fairfield Park to Riversdale, 5¾ miles; Camberwell to Oakleigh, 6½ miles; Darling to Waverley, 1 mile; and Lancefield to Kilmore, 18½ miles. The total of the above-named lines is 48 miles.

The line from Penshurst to Dunkeld, 16½ miles, which has been closed for traffic since within a few months of its opening in August, 1890, was dismantled on the 19th February, 1898. There were no intermediate stations on this line.

The following table gives the cost of maintenance of way and works, including renewals, for the past year, as compared with 1896-7:—

Year.	Average Miles of Main Line.			Approximate Mileage of Sidings.	Total Cost of Maintenance and Renewals for Year.	Cost per Mile of Main Line (Sidings included).	Cost per Train Mile.
	Double Line.	Single Line.	Total.				
1896-7	294	2,832	3,126	436	£ s. d. 381,292 15 2	£ s. d. 121 19 6	d. 9'92
1897-8	294	2,829½	3,123½	436	408,837 4 2	130 17 10	10'62

The additional cost as compared with previous year is due to various causes, the chief of which were the reversion to normal rates of pay after percentage deductions, the prevalence of bush fires owing to the exceptionally dry season, damage by heavy storms, the purchase and fitting up of additional water trucks in consequence of severe drought, increase in number of sleepers renewed, and higher rates paid for sleepers owing to the royalty charged for and restrictions placed upon the cutting of sleepers on Crown lands.

For the last 17½ years the quantities of rails and sleepers used for renewals and the cost per mile and per train mile for maintenance and renewals have been as follow:—

Year ending—	Mileage maintained.		Cost of Maintenance.		Renewals.	
	Total Average Main Line.	Of Sidings (Approximate only).	Per Mile.	Per Train Mile.	Rails in Miles of Way.	Number of Sleepers.
31st December, 1881	1,215	200	£ 181	d. 11'38	50½	30,105
" " 1882	1,300	220	188	11'58	46½	65,327
" " 1883	1,432	240	263	15'84	141½	71,548
Half-year ending 30th June, 1884	1,598	270	105	11'10	34½	48,171
" " " 1885	1,655	285	170	9'86	42½	19,763
" " " 1886	1,691	290	163	9'12	20½	29,847
" " " 1887	1,791	305	170	9'13	26	41,782
" " " 1888	1,947	335	179	9'23	28	44,594
" " " 1889	2,142	375	190	9'16	25½	65,550
" " " 1890	2,329	410	186	8'83	33	70,593
" " " 1891	2,650	470	162	8'39	12	73,668
" " " 1892	2,829	500	146	8'38	5	68,899
" " " 1893	2,933	500	112	7'30	6½	75,774
" " " 1894	2,982	500	108	7'59	35½	82,278
" " " 1895	3,083	500	107	8'31	56½	131,695
" " " 1896	3,121	500	117	9'77	75	191,454
" " " 1897	3,126	436	122	9'92	71	199,094
" " " 1898	3,123½	436	131	10'62	63½	212,832*

\* Exclusive of 26,500 serviceable sleepers taken from the Dimboola to Serviceton, and Dunkeld to Penshurst, lines.

As has been pointed out in my reports for the last two years the cost of renewals is somewhat heavy, because the sleepers and iron rails originally laid are reaching the limit of their life in several of the lines. These renewals will continue to be heavy for the next few years, but their effect will be to reduce the cost of maintenance in future. All main line renewals are made with steel rails and with sleepers of the best redgum, red ironbark, or grey box. In carrying out renewals, the weight of the rails and the size and number of the sleepers are still being increased where the traffic justifies this course. Some of the main lines which now have to carry fast and heavy traffic were laid with steel rails 66 lbs. to the yard, and although these rails are not nearly worn out, it has become necessary to substitute heavier rails for them, and Parliament is being asked to provide the necessary funds to relay 18½ miles of such lines with steel rails 80 lbs. to the yard. The 66-lb. rails when taken up will be available to relay in place of light iron rails on branch lines, or to put down on new lines in the outlying districts.

A contract was let in March, 1898, for the supply and delivery in Melbourne of 12,780 tons of steel rails, with the necessary complement of steel fish-plates. These rails are 80 lbs. and 100 lbs. per yard, in accordance with the heavier standards referred to in last year's report.

Contracts have also been let for the manufacture in the colony of permanent-way fastenings.

Painting of station buildings, &c., has been continued, a number of station-master's residences have been provided, and others have been fenced and otherwise improved.

Some large sheds erected a few years ago at Braybrook Junction as a carriage and waggon building shop were purchased from the liquidators of the estate of Messrs. Wright and Edwards for removal. The greater part of the buildings have been re-erected at North Melbourne as a carriage and waggon repairing shop.

At the Spencer-street terminus, Melbourne, a new goods shed (No. 4) was in course of construction, together with the necessary sidings, &c.

In connexion with the extension of electric lighting in Melbourne, and with the installation of the Pintsch gas lighting for railway carriages, new buildings, including a laboratory, &c., are being erected at Spencer-street.

New engine sheds were being provided at Benalla and Dimboola, and a carriage shed at Ballarat. Some new coal stages have been erected. The water supply has been substantially improved at a number of places; trucking yards have been made; several level crossings have been replaced by bridges or by cattle-pits; fencing has been rendered more effective; buildings have been removed for greater utility; contracts have been entered into for a further supply of engine turn-tables, railway tricycles, &c., &c., and a number of miscellaneous improvements have been carried out.

In August, 1897, a new steel bridge, with wide spans, over the Avon River at Stratford, replacing the original wooden structure, was brought into use. The length of bridge renewed was 300 feet, and the weight of the girders about 200 tons. The work was successfully carried out without suspension of traffic. This new bridge was necessitated by the widening of the river channel by successive floods, and a part of the cost has been charged to loan moneys, a considerable sum being debited to working expenses.

Plans for the re-arrangement of the Metropolitan stations have received attention, and funds are expected to be shortly available for the Flinders-street station, Melbourne, and for the gravitation scheme at Spencer-street goods yard, Melbourne.

Further progress has been made with the regrading of the important lines, so as to enable the train loads to be increased, and to decrease the liability to accident, and reduce the wear and tear of the rolling-stock by making the running smoother for the trains. This work was completed during the year on the lines between Essendon and Wallan, Seymour and Wodonga (excepting Avenel Bank works), Warrenheip and Gordons, Castlemaine and Maryborough, Ballarat and Maryborough, Creswick and Daylesford, Carlsruhe and Daylesford, Hawthorn and Lilydale, Caulfield and Mordialloc, and was in hand between Geelong and Camperdown, Maryborough and Donald, Dandenong and Korumburra, Warragul and Traralgon, and Mangalore and Avenel.

Works were also in hand at Kambrook-road Caulfield, Kerferd-road Albert Park, and Coppin and Swan streets Burdeley, where the levels of the lines are being altered and bridges substituted for level crossings.

The following statement shows the regrading completed since such work was started in 1894:—

#### NORTHERN DISTRICT.

*Bendigo to Wychebrook.*—Alterations:—Regraded for down journey from 1 in 50 to 1 in 60, and for up journey from 1 in 45 to 1 in 70. Sudden changes of grade improved throughout and station yards lengthened. Result:—Loads increased from 190 tons to 269 tons, reduction in traffic expenses, coal consumption, and damage to rolling-stock.

*Bendigo to Kerang and Swan Hill.*—Alterations:—Regraded for up journey, Raywood to Bendigo, from 1 in 45 to 1 in 70, and changes of grade improved. Result:—Loads increased from 190 tons to 269 tons; reduction in traffic expenses, coal consumption, and damage to rolling-stock.

#### MIDLAND DISTRICT.

*Carlsruhe to North Creswick.*—Alterations:—Regraded for up journey, Trentham to Fern Hill, from 1 in 50 to 1 in 60, and Leonard's Hill to Wombat, 1 in 50 to 1 in 66; also changes of grades from Carlsruhe to North Creswick, and station yard Bullarto, improved. Result:—Increased loads locally and safety in running; decrease in traffic expenses, coal consumption, and damage to rolling-stock.

*Ballarat to Castlemaine.*—Alterations:—Changes of grade improved throughout. Result:—Increased safety in running, decrease in consumption of coal and damage to rolling-stock.

#### WESTERN DISTRICT.

*Gordons to Warrenheip.*—Alterations:—Changes of grade improved throughout. Result:—Increased safety in running, decrease in coal consumption and damage to rolling-stock.

*Ballarat to Ararat.*—Alterations:—Regraded for up journey from 1 in 44 to 1 in 50, and changes of grade improved throughout. Result:—Load increased 15 per cent., improved running, decrease in traffic expenses, consumption of coal, and damage to rolling-stock.

*Ararat to Glenorchy.*—Alterations:—Regraded for up journey from 1 in 50 to 1 in 100, except one grade on the up side of Stawell station. Result:—Loads increased from 200 to 400 tons; decrease in traffic expenses, coal consumption, and damage to rolling-stock.

*Glenorchy to Wail.*—Alterations:—Changes of grade improved so that trains of 600 tons weight can be safely taken with reduced risk of breakaways. Result:—Improved running, saving in number of special trains, coal consumption, and damage to rolling-stock.

*Wail to Dimboola.*—Alterations:—Regraded from 1 in 50 to 1 in 100, and changes of grade improved. Result:—Loads increased from 200 to 400 tons, decrease in traffic expenses, coal consumption, and damage to rolling-stock.

## NORTH-EASTERN DISTRICT.

*Essendon to Wodonga.*—Alterations :—Changes of grade improved throughout. Result :—Increased safety in running, decrease in coal consumption and damage to rolling-stock.

## EASTERN DISTRICT.

*Dandenong to Darnum.*—Alterations :—Regraded for up journey, Darnum to Warragul, from 1 in 50 to 1 in 66, and changes of grade improved throughout. Result :—Load increased locally, increased safety in running, reduced traffic expenses, coal consumption, and damage to rolling-stock.

*Caulfield to Mordialloc.*—Alterations :—Line regraded so as to allow of bridges being substituted for level crossings at five different roads. Result :—Increased safety and reduced working expenses through gatekeepers being dispensed with.

## SOUTH-EASTERN LINE.

*Melbourne to Korumburra.*—Alterations :—Regraded for up journey, Whitelaw to Bena, 1 in 43 to 1 in 60, and from 1 in 50 to 1 in 75, Nyora to Oakleigh. Also relaid with heavier rails and ballast between Korumburra and Whitelaw, and changes of grade improved. Results :—Loads increased Korumburra to Nyora from 150 to 210 tons, and Nyora to Melbourne from 250 to 375 tons, decreased number of goods trains, coal consumption, and damage to rolling-stock. (Further regrading is in progress on this line.)

*Melbourne to Lilydale.*—Alterations :—Changes of grade improved throughout. Result :—Improved running, decrease in coal consumption, and damage to rolling-stock.

All the regrading work has been carried out by day labour, by casual hands taken from the ranks of the unemployed.

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

C. E. NORMAN,  
Engineer for Existing Lines.

The Victorian Railways Commissioner.

## SCHEDULE OF WORKS COMPLETED OR IN PROGRESS DURING THE YEAR ENDING 30TH JUNE, 1898.

Locality.	Work.	Completed or in Progress.
Alberton ... ..	Residence for station-master ... ..	In progress
Ararat ... ..	Additions to station buildings ... ..	Completed
Avenel ... ..	Lengthening station yard ... ..	"
Balaclava ... ..	Verandahs to station buildings ... ..	"
Ballarat ... ..	Lengthening Yarrowee culvert ... ..	"
" ... ..	Carriage shed ... ..	"
" (near) ... ..	Platform for encampment ... ..	"
Benalla ... ..	Engine shed and fuel stage ... ..	In progress
Bendigo ... ..	Yard for inspector of works ... ..	Completed
Burnley ... ..	Regrading at Coppin and Swan streets ... ..	In progress
Between East Richmond and Burnley ... ..	Brick-lining and pitching side drains ... ..	Completed
Bonnie Doon ... ..	Residence for station-master ... ..	In progress
Box Hill ... ..	Renewing platform walls in brick ... ..	Completed
Bushy Park ... ..	Protecting river bank and railway bridge ... ..	"
Camberwell ... ..	Footbridge and new station buildings and approaches ... ..	In progress
" ... ..	Interlocking improvements—dispensing with one signal-box ... ..	Completed
Castlemaine ... ..	Duplicating cross girders at Maldon-road bridge ... ..	"
Caulfield ... ..	Raising lines and substituting bridges for level crossings ... ..	In progress
Cobram ... ..	Extension of goods platform ... ..	Completed
Congupna-road ... ..	Renewing and raising passenger platform ... ..	In progress
Cranbourne ... ..	Residence for station-master ... ..	"
Daylesford ... ..	Extension of platform ... ..	Completed
Deep Lead ... ..	Siding ... ..	"
Dimboola ... ..	Additional waterworks ... ..	"
" ... ..	Strengthening bridge over Wimmera River ... ..	"
" ... ..	Engine shed ... ..	In progress
Donald ... ..	Permanent bridges and embankment, Richardson River ... ..	"
East Richmond ... ..	Setting back and lengthening platforms ... ..	Completed
" ... ..	New station buildings ... ..	"
Echuca ... ..	Strengthening wharf ... ..	"
" ... ..	New deck to Murray bridge ... ..	"
Elmore ... ..	Erection of combined water tank and crane ... ..	"
Euroa ... ..	Lengthening station yard ... ..	In progress
Eurobin ... ..	Substituting embankment for bridge ... ..	Completed
Fulham ... ..	Siding ... ..	"
Hawthorn ... ..	Additions to quarters for station-master ... ..	"
Heathcote ... ..	Erection of 20,000-gallons water tank ... ..	"
Jumbunna line ... ..	Felling dangerous trees alongside of line ... ..	"
Katunga ... ..	Widening goods platform ... ..	"
Korong Vale ... ..	Residence for engine-driver ... ..	"
Korumburra ... ..	New sidings and ashpit ... ..	"
Korumburra to Coal Creek Junction ... ..	Duplication of line ... ..	"
Longwood ... ..	Lengthening station yard ... ..	"
Lyonville ... ..	Residence for station-master ... ..	"
Mallra ... ..	Siding to Beet Sugar Works ... ..	"
Mangalore ... ..	Amalgamation of signal-box and office ... ..	"
Maryborough ... ..	Asphalting passenger platform ... ..	"
Melbourne (Spencer-street) ... ..	New goods shed and sidings ... ..	In progress
" ... ..	Buildings and plant for electric light and Pintsch gas ... ..	"
" ... ..	Improving goods approach ... ..	Completed
Mentone ... ..	Residence for station-master ... ..	In progress
Minyip ... ..	Residence for station-master ... ..	Completed
Miram Piram ... ..	Cleaning out reservoir ... ..	"
Mordialloc ... ..	Interlocking improvements ... ..	"
Murchison East ... ..	Residence for engine-driver ... ..	"
Newport ... ..	Drying-shed for timber ... ..	"
" ... ..	Turntable at workshops ... ..	"
Newmarket ... ..	Pitching cattle yards ... ..	"
North Melbourne ... ..	Wheel drop pit in engine shed ... ..	"
" ... ..	Carriage repair shop ... ..	"
Numurkah ... ..	Additions to quarters for station-master ... ..	In progress
" ... ..	Renewing and raising passenger platform, and improving station buildings, &c. ... ..	"
Nyora ... ..	Siding ... ..	Completed
Port Melbourne ... ..	Renewing timber platform facing with brick ... ..	"
" ... ..	Interlocking improvements ... ..	"

SCHEDULE OF WORKS COMPLETED OR IN PROGRESS—*continued.*

Locality.	Work.	Completed or in Progress.
Port Melbourne line	Connecting buildings with metropolitan sewerage system	In progress
„ North	Renewing timber platform facing with brick	Completed
„ „	Subway and approaches	In progress
Prabran	New station buildings, platforms, and approaches	Completed
Regrading	Hawthorn to Lilydale	„
„	Castlemaine to Maryborough	„
„	Geelong to Camperdown	In progress
„	Carlsruhe to North Creswick	Completed
„	Malvern to Caulfield	In progress
„	Caulfield to Mordialloe	Completed
„	Ballarat to Maryborough	„
„	Warrenheip to Gordons	„
„	Warragul to Traralgon	In progress
„	Dunolly to Donald	„
„	Dandenong to Korumburra	„
„	Mangalore to Avenel	„
„	Essendon to Mangalore	Completed
„	Avenel to Wodonga	„
Ringwood	Interlocking station and junction	In progress
Rosstown	Residence for station-master	Completed
Sea Lake	Removal of turntable from Heathcote	„
Sebastian	Residence for station-master	„
Seymour	Combined tank and crane	„
„	Residence for inspector	„
Spring Vale	Residence for station-master	In progress
Springhurst	Lengthening platform and station yard	Completed
Strathmerton	Extension of goods platform 60 feet	„
Stratford	Extension of bridge over Avon River	„
St. Kilda	Renewing timber platform facing with brick	„
St. Arnaud	Renewing platform facing in brick	„
Stawell (near)	Substituting bridge for level crossing	„
Swan Hill	New station buildings	In progress
Tallarook	New station buildings	Completed
Tallygaroopna	Renewing and raising passenger platform	„
Tarwin	Erection of windmill and water tank	„
Traralgon	Raising and lengthening platform	In progress
„	20,000-gallons tank and connexions	Completed
Wahring	Additional siding	„
Wallan	Residence for station-master	„
„	Residence for engine-driver	In progress
Wangaratta	Combined tank and crane	Completed
Wandong	Substituting bridge for level crossing	In progress
Warrnambool	Bridge over line at Pertobe-road	Completed
„	Erection of station buildings	„
Wedderburn	Residence for station-master	„
Wodonga	Alterations and additions to road, removal of signal-box, and erection of wicket gates	„
„	Residence for inspector	In progress
Wunghnu	Renewing and raising platform	„
Yarroweyah	Extension of goods platform, removal of crane, water for teams, sheep and cattle yards, double-loading sheep race	Completed
Yea	Residence for inspector	„

C. E. NORMAN,  
Engineer for Existing Lines.

## VICTORIAN RAILWAYS.

## No. 3.

Locomotive Carriage and Waggon Branch,  
Chief Mechanical Engineer's Office,  
Melbourne, August, 1898.

Sir,

I beg to submit the following report on the working of the Locomotive Carriage and Waggon Branch for the twelve months ending 30th June, 1898. The rolling-stock and plant have been kept in good working order, and the trains run at a slight increase in cost per train mile on the previous year. The following is a comparative table showing some of the principal items for the past five (5) years:—

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

\* The cost of making truck covers, amounting to £4,231, hitherto charged to locomotive working expenses, is not included here, being now charged to Traffic Branch.

The year's working shows an increased total expenditure over last year of £17,612, and an increase of 44d. per train mile. The increased expenditure is accounted for as follows:—Additions to the wages and expenses to the lower paid men in accordance with the classification, £11,000; exemption from percentage deductions for the twelve months of those in receipt of less than £157 per annum, £5,000; increased train mileage (10,970 miles), and increased repairs, and to provision of and haulage of water owing to the drought. More expenditure was also incurred in painting and renovating the stock.

The increase in permanent employés is due to the appointment of a number of apprentices and boy labourers. There had not been any lads of these grades appointed during the previous seven years, and it therefore became imperative to employ a number of them. Also fifteen casual labourers who had been five years in the service were placed on the permanent staff under the provisions of Act 1439. The increased number of supernumeraries is principally due to the large amount of new work in the construction of cars.

*Repairs.*—The following are the principal repairs that have been executed during the year:—192 engines, 239 carriages and vans, and 416 waggons have received heavy repairs, and 87 waggons have had light repairs effected at the Newport and Port Melbourne shops; a total of 483 carriages and vans were painted and varnished during the year, besides a large number partially painted. A number of engines have been lifted and overhauled at country and other depôts, and a large amount of work executed in connexion with the frequent periodical examinations of axles, tires, &c.

Upwards of 38,000 carriages, vans, and waggons have been overhauled at Prince's-bridge, Spencer-street, Flinders-street, and other depôts, and light running repairs effected. Three thousand seven hundred and ninety truck covers have received heavy repairs, and 973 new covers and a large number of hatch covers, trolly, roof, and canopy covers, and crane hoses have been supplied.

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

*Boilers.*—The following is a list of the principal work done:—Eighteen new boilers were made and fitted to engines at Newport during the year. This is the largest yearly output up to date. The boilers of thirty-three engines had new bottoms or heavy boiler repairs effected, while 45 had light repairs. One hundred and thirty boilers were tested, and 56 were thoroughly examined and retubed, and a large number received periodical tests at country depôts. It is expected that during the next few years the boiler repairs required will be unusually heavy, as a large number of the engines are arriving at an age which will necessitate extensive repairs and renewals to their boilers.

*Axles and Tires.*—Twenty-five new crank axles, 31 engine straight axles, 30 carriage and waggon axles, 198 engine tires, 136 leading and tender tires, and 38 carriage and waggon tires have been fitted during the year.

*Cylinders.*—Sixteen pairs of new cylinders of increased diameter were fitted to engines.

*Balancing.*—This work is progressing satisfactorily; 83 goods engines have been balanced during the year.

*New Car Stock.*—The work of constructing corridor vestibule carriages for the express and main line traffic, and combined smokers and vans, "ADAD" class for the suburban traffic, has been proceeded with as rapidly as possible.

A complete corridor vestibule train, including van, has been finished, fitted with Pintsch's gas. The carriages are now being used on the Sydney express running; and it is gratifying to report that they have met with universal approval.

Thirty "AA" first-class bogie carriages have been converted into "BB" second-class bogie carriages during the year.

Twelve "ADAD" cars and vans have also been completed and put into traffic.

The whole of the new car stock is being built at Newport, the Department finding the material, constructing the bogies and underframes, and letting the work of building the bodies to co-operative parties of workmen. This system, so far, has been found to result economically, and has proved advantageous to all concerned.

Of the 60 corridor cars authorized by Parliament, 6 have been completed, and 34 are in various stages of completion. The material for the remainder is being prepared as fast as possible, when further contracts will be let.

*New Waggon Stock.*—One hundred and fifty medium waggons were delivered by contractors; 53 sheep waggons and 30 louvered waggons, 1 pattern cattle waggon, and 8 water-tank trucks were constructed at Newport during the year and placed in traffic, the material used in all cases being mostly iron and steel.

As previously mentioned in a special report, there are a large number of wooden medium waggons built in 1888, which already require extensive renewals of timber work, which were not anticipated for at least five years to come. It will be necessary to increase the staff of workmen to deal promptly with these and other repairs in order to meet the requisitions of the Traffic Branch for the coming harvest season, which is expected to be a very busy one.

Tenders have been invited for a further supply of 200 steel medium waggons, "I" class.

*Westinghouse Brake.*—During the year 391 waggons were fitted with the Westinghouse brake, and 1,763 waggons with brake pipes, and these are now in running—5,050 waggons fitted with the brake, and 2,304 with the pipe. The remainder are being rapidly proceeded with.

*Water Trucks.*—Owing to the long drought, considerable expense was incurred in fitting up a number of ordinary waggons for carrying water and in the provision and haulage of water, the cost of which was charged to locomotive working expenses. The fitting up of ordinary trucks with 400-gallon tanks is unsatisfactory and expensive, owing to the flimsy character of the tanks and consequent repairs, and the loss of water caused by leakage. I have therefore recommended that 50 steel trucks, fitted with substantial 2,000-gallon tanks, be constructed to meet water requirements in the future.

*Engine Stock.*—As referred to in my report of last year, it is necessary to obtain some more express and other powerful engines, owing to the reasons therein stated; and it has been recommended that 10 express engines and 15 goods engines (consolidation type) be obtained.

The express engines should be of the same type as those now running on the intercolonial express trains, new "A" class, with some modifications to give increased power. Such engines will be, in my opinion, well adapted for this traffic. One engine of this class has already been altered, put into running, and is working satisfactorily.

Two of the "E" class engines have been converted into the "EE" class, *i.e.* six-wheeled coupled for shunting purposes.

*Narrow-gauge Stock.*—During the year it has been decided to construct the Wangaratta and Whitfield line on the 2ft. 6in. gauge, and the drawings and specifications for the necessary stock were put in hand towards the close of the year. The tender of the Baldwin Locomotive Works Company for the supply of two narrow-gauge locomotives has been accepted as being the lowest and requiring least time for their delivery, and the necessary material for the trucks has also been put on order, and a pattern truck is in hand. Special sections of steel are being ordered for these vehicles, so that the minimum weight may be obtained consistent with proper strength and stability.

*New Shop Accommodation.*—The new shed built for light repairs to trucks and carriages at North Melbourne is practically completed, and will prove to be a satisfactory workshop, and conduce to increased economy and to a large increase in the output of work. This shed is equipped throughout with a complete air service for lifting and other purposes.

A new shed has also been erected at Newport for drying and seasoning timber, and is a great acquisition.

The increased boiler work and the introduction of steel construction in vehicles have rendered it necessary to increase the boiler shop accommodation at Newport, and I have accordingly recommended an extension.

*Vision.*—During the year an examination has been instituted of the eyesight of all employes concerned in the running of trains, and these examinations are being continued.

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

I have the honour to be, Sir,

Your obedient servant,

T. H. WOODROFFE,

Chief Mechanical Engineer.

The Victorian Railways Commissioner.



## VICTORIAN RAILWAYS.

### No. 5.

<i>Dr.</i>	PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING 30TH JUNE, 1898.						<i>Cr.</i>				
	£	s.	d.	£	s.	d.					
To Total Working Expenditure ... ..	...			1,646,054	0	6	By Total Revenue ... ..	...	2,608,896	7	1
„ Interest on Railway Loans : Treasury debit ... .. £1,427,057			0				„ Estimated value of services rendered to other Depart- ments of the State, &c., for which no payment is re- ceived ... ..	...	20,000	0	0
„ Expenses on Interest Payments: Treasury debit ... .. 21,742			0				„ Balance (deficit) ... ..	...	454,426	14	5
			0								
<i>Less</i> Interest at 2 per cent., calculated on the Weekly Unexpended Balances of Loan Moneys ... ..			11,529	19	0						
Net Interest and Charges ... ..				1,437,269	1	0					
				3,083,323	1	6			3,083,323	1	6

26

Audited and found correct—  
HAROLD KENT, Railways Auditor.

R. SINGLETON,  
Chief Accountant.

VICTORIAN RAILWAYS.

No. 6.

Dr.

EXPENDITURE AND REVENUE STATEMENT FOR THE YEAR ENDING 30TH JUNE, 1898.

Cr.

To Working Expenditure—	£	s.	d.	£	s.	d.	£	s.	d.	By Revenue—	£	s.	d.
A. Maintenance ...	...			408,837	4	2				Passengers ... ..	1,089,951	15	6
B. Locomotive Charges ...	459,992	7	9							Parcels, &c. ... ..	104,371	10	7
C. Carriages and Waggon	111,113	2	9							Horses, Carriages, &c. ... ..	10,735	13	5
				571,105	10	6				Mails ... ..	58,257	12	4
D. Traffic Charges ...	526,958	0	7							Rents ... ..	48,971	3	5
E. Compensation ...	7,892	1	11							Miscellaneous ... ..	12,773	19	11
				534,850	2	6				Live Stock ... ..	135,264	19	2
F. General Charges ...	51,280	9	2							Goods ... ..	1,148,569	12	9
G. Pensions and Gratuities	79,980	14	2										
				131,261	3	4							
<b>Balance, Net Return</b> (after paying Work- ing Expenses) ...	...						1,646,054	0	6				
							962,842	6	7				
							2,608,896	7	1				
											2,608,896	7	1

27

Audited and found correct—  
HAROLD KENT, Railways Auditor.

R. SINGLETON,  
Chief Accountant.

## VICTORIAN RAILWAYS.

## No. 7.

## DETAILS OF WORKING EXPENDITURE for Year ending 30th June, 1898.

Miles open .. .. .	3,113*											
Average Miles open for Year .. .. .	3,123½											
Train Miles run .. .. .	9,239,657											
		Wages, &c.	Stores.	Total.	Total of Divisions.	Cost per Train Mile run.		Per Cent. to Revenue.	Per Cent. to Total Branch Expenditure.	Per Cent. to Total Expenditure.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	d.	d.					
<b>A. MAINTENANCE OF WAY AND WORKS</b>		323,827 6 1	85,009 18 1	408,837 4 2	408,837 4 2	..	10'62	15'67	..	24'84		
<b>B. LOCOMOTIVE CHARGES:</b>												
C. M. Engineer, Inspectors, and Clerks .. .. .		9,286 18 4	..	9,286 18 4	..	0'24	..	..	1'63			
Loco. Running Foremen, Time keepers, and Clerks .. .. .		8,396 9 3	..	8,396 9 3	..	0'22	..	..	1'47			
„ Drivers and Firemen .. .. .		160,966 0 8	..	160,966 0 8	..	4'18	..	..	28'19			
„ Cleaners .. .. .		21,871 1 8	..	21,871 1 8	..	0'57	..	..	3'83			
„ Fuelmen and Storemen .. .. .		10,573 4 11	..	10,573 4 11	..	0'27	..	..	1'85			
„ Wages of Lighters-up, Labourers, &c. .. .. .		11,829 16 4	..	11,829 16 4	..	0'30	..	..	2'07			
Coal .. .. .		..	111,545 13 6	111,545 13 6	..	2'90	..	..	19'53			
Wood and Kindlers .. .. .		..	2,184 15 3	2,184 15 3	..	0'06	..	..	0'38			
Water (including Pumpers' Wages, Repairs, and Stores for Pumping Engines) .. .. .		2,874 9 2	9,118 16 6	11,993 5 8	..	0'31	..	..	2'10			
Oil, Tallow, and Waste for Drivers .. .. .		..	6,536 19 11	6,536 19 11	..	0'17	..	..	1'14			
Sundry Stores .. .. .		..	4,297 3 11	4,297 3 11	..	0'12	..	..	0'75			
Repairs to Engines .. .. .		83,380 6 9	17,130 11 7	100,510 18 4	..	2'61	..	..	17'60			
		309,178 7 1	150,814 0 8	459,992 7 9	459,992 7 9	11'95	17'63	..	27'95			
<b>C. CARRIAGES AND WAGGONS:</b>												
Repairs and Renewals .. .. .		85,621 7 5	16,099 12 8	101,721 0 1	..	2'64	..	..	17'82			
Oiling, Train examining, &c. .. .. .		8,990 9 8	401 13 0	9,392 2 8	..	0'25	..	..	1'64			
		94,611 17 1	16,501 5 8	111,113 2 9	111,113 2 9	2'89	4'26	..	100'00	6'75		
<b>D. TRAFFIC CHARGES:</b>												
Traffic Manager, Superintendents, and Office Staff .. .. .		19,735 2 10	902 17 2	20,638 0 0	..	0'53	..	..	3'86			
Station-masters .. .. .		72,732 11 2	..	72,732 11 2	..	1'89	..	..	13'60			
Clerks .. .. .		40,131 18 2	..	40,131 18 2	..	1'04	..	..	7'50			
Porters, Labourers, &c. .. .. .		177,541 11 5	..	177,541 11 5	..	4'61	..	..	33'19			
Pointsmen, &c. .. .. .		68,370 12 5	..	68,370 12 5	..	1'78	..	..	12'79			
Gatekeepers .. .. .		30,987 2 4	..	30,987 2 4	..	0'81	..	..	5'79			
Guards .. .. .		47,389 9 1	..	47,389 9 1	..	1'23	..	..	8'86			
Stores for Stations .. .. .		..	22,481 10 8	22,481 10 8	..	0'58	..	..	4'20			
Travelling and Incidental Expenses .. .. .		16,819 4 4	..	16,819 4 4	..	0'44	..	..	3'15			
Sundry Charges .. .. .		11,798 9 7	18,067 11 5	29,866 1 0	..	0'78	..	..	5'58			
		485,506 1 4	41,451 19 3	526,958 0 7	526,958 0 7	13'69	20'20	..	32'01			
<b>E. COMPENSATION..</b>												
{ Personal		..	..	6,695 14 11	..	0'17	..	..	1'25			
{ Goods		..	..	1,196 7 0	..	0'03	..	..	0'23			
				7,892 1 11	7,892 1 11	0'20	0'30	..	100'00	0'48		
<b>F. GENERAL CHARGES:</b>												
Commissioner .. .. .		3,500 0 0	..	3,500 0 0	..	0'09	..	..	6'82			
Secretary's Office and Miscellaneous Charges .. .. .		7,695 16 5	758 19 8	8,454 16 1	..	0'22	..	..	16'49			
Accountant's Office .. .. .		8,836 5 5	688 9 4	9,524 14 9	..	0'25	..	..	18'58			
Stores Office .. .. .		9,743 14 11	283 4 8	10,026 19 7	..	0'26	..	..	19'55			
Audit Office .. .. .		8,547 7 10	398 17 2	8,939 5 0	..	0'23	..	..	17'43			
Telegraph Branch .. .. .		7,612 16 9	124 12 0	7,737 8 9	..	0'20	..	..	15'09			
Advertising .. .. .		..	..	3,097 5 0	..	0'08	..	..	6'04			
		45,936 1 4	2,247 2 10	48,183 3 4	48,183 3 4	1'33	1'97	100'00	3'11			
		1,259,059 12 11	296,024 6 6	1,555,083 18 7	1,555,083 18 7	3 4'68	60'03	..	..	..		
<b>G. Pensions</b> .. .. .		..	..	59,111 14 1	59,111 14 1	..	0 2'08	3'06	..	4'86		
Gratuities, &c. .. .. .		..	..	20,869 0 1	20,869 0 1	..	..	..	..	..		
		..	..	79,980 14 2	79,980 14 2	..	..	..	..	..		
<b>GRAND TOTAL</b> .. .. .		..	..	1,646,064 0 6	1,646,064 0 6	3 6'76	63'09	..	100'00	..		

\* Miles open at 30th June, 1898, reduced 16½ miles, in consequence of the dismantling of section of line between Dunkeld and Penuhurst. Average miles open reduced for portion of year.

† £3,779 13s. 10d. debited to Capital Account, being amount of Pensions paid during the year to officers of the Board of Land and Works.

VICTORIAN RAILWAYS.

No. 8.

DR.	RAILWAY ACCIDENT FUND (Act 55 Vict. No. 1250).				CR.		
	£	s.	d.		£	s.	d.
To Balance from 1896-7 ... ..	48,011		2 11	By compensation claims paid out of above Fund, as provided by Sec. 46, clause 4 (included in the working expenditure for the year) ... ..	6,188		18 11
„ Amount paid into the Railway Accident Fund, in accordance with Sec. 46, clause 2, of Act No. 1250, being 10s. per £100 received for fares for the conveyance of passengers, and charges for live-stock, goods, and parcels, from 1st July, 1897, to 30th June, 1898 ...	12,735		15 0	„ Balance... ..	54,557		19 0
	60,746				60,746		
			17 11				17 11

29

No. 9.

DR.	RAILWAY STORES SUSPENSE ACCOUNT (Act 1439, Section 20).								CR.
	£	s.	d.	£	s.	d.	£	s.	d.
To Colonial Purchases ... ..	294,159		9 9	By Balance, 1896-7 ... ..			77,880		9 2
„ Purchases through Agent-General in London ...	76,551		13 1	„ Issues (Revenue) ... ..	316,098		16 6		
	370,711			„ „ (Capital) ... ..	82,107		6 2		
„ Returns into Stock (Revenue) ... ..	64,327		1 6	„ „ (Sales) ... ..	11,656		3 6		
„ „ „ (Capital) ... ..	27,219		4 1		409,862				6 2
„ Balance ... ..					91,546		5 7		
					25,485		6 11		
	£487,742				£487,742				15 4
			15 4						15 4

## VICTORIAN RAILWAYS.

## No. 10.

STATEMENT showing the Cost of EACH LINE, TOTAL LENGTH, ETC., with Average Cost per Mile, at 30th June, 1898.

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.		
	Double.	Single.	Total.	Highest.	Lowest.		Total.		Average per Mile.
	Miles.	Miles.	Miles.	Feet.	Feet.		£	s. d.	£
Melbourne to Bendigo (exclusive of works, Melbourne to Essendon Junction) ... ..	100 $\frac{3}{4}$	...	100 $\frac{3}{4}$	1,902	18	1 in 50	4,796,493	15 1	47,608
Bendigo to Echuca (including Bridge over River Murray at Echuca and Bendigo Cattle-yards Branch) ...	...	56	56	758	314	1 " 52	689,714	0 6	12,316
Lancefield Junction to Lancefield ... ..	...	14 $\frac{1}{2}$	14 $\frac{1}{2}$	1,675	1,072	1 " 40	64,583	10 8	4,454
Carlsruhe to Daylesford ... ..	...	22 $\frac{1}{4}$	22 $\frac{1}{4}$	2,469	1,791	1 " 50	173,035	7 5	7,606
Castlemaine to Dunolly ... ..	...	47 $\frac{1}{2}$	47 $\frac{1}{2}$	948	579	1 " 40	389,374	2 7	8,197
Dunolly to St. Arnaud (including cost, but not the mileage, of Carapooee Ballast Pits Tramway) ...	...	33	33	943	611	1 " 50	162,961	9 4	4,938
St. Arnaud to Donald ... ..	...	23 $\frac{3}{4}$	23 $\frac{3}{4}$	868	374	1 " 50	97,178	9 3	4,092
Castlemaine (Maldon Junction) to Maldon ... ..	...	10 $\frac{1}{4}$	10 $\frac{1}{4}$	1,177	890	1 " 40	61,461	1 0	5,996
Ballarat to Maryborough ... ..	...	42 $\frac{1}{2}$	42 $\frac{1}{2}$	1,525	732	1 " 40	279,301	17 5	6,572
Waubra Junction to Ballarat Race-course ... ..	...	2	2	1,508	1,466	1 " 50	7,426	0 4	3,713
Maryborough to Avoca ... ..	...	15	15	885	721	1 " 40	62,310	15 7	4,154
Bendigo to Inglewood ... ..	...	30	30	779	443	1 " 70	182,997	14 6	6,100
Inglewood to Charlton ... ..	...	42 $\frac{3}{4}$	42 $\frac{3}{4}$	639	422	1 " 50	174,243	11 9	4,076
Charlton to Wycheproof ... ..	...	16 $\frac{1}{2}$	16 $\frac{1}{2}$	521	356	1 " 50	86,181	0 5	5,223
Korong Vale to Boort ... ..	...	18	18	459	296	1 " 50	73,058	12 4	4,059
Eaglehawk to Kerang ... ..	...	73 $\frac{3}{4}$	73 $\frac{3}{4}$	742	255	1 " 70	299,369	10 5	4,059
Toolamba to Tatura ... ..	...	7	7	385	371	1 " 108	28,193	5 1	4,028
Lancefield to Kilmore* ... ..	...	18 $\frac{1}{2}$	18 $\frac{1}{2}$	1,734	1,160	1 " 40	117,491	15 7	6,351
Kilmore Junction to Bendigo (Cattle Siding) ... ..	...	68	68	1,450	526	1 " 50	390,884	9 7	5,748
Kyneton (Redesdale Junction) to Redesdale ... ..	...	16	16	1,636	973	1 " 50	89,178	0 0	5,574
North Creswick to Daylesford (Junction) ... ..	...	23 $\frac{1}{2}$	23 $\frac{1}{2}$	2,292	1,429	1 " 40	180,178	1 0	7,667
Maldon (Laanecoorie Junction) to Shelbourne ... ..	...	9 $\frac{3}{4}$	9 $\frac{3}{4}$	1,126	649	1 " 50	68,227	16 4	6,998
Inglewood to Dunolly ... ..	...	24 $\frac{3}{4}$	24 $\frac{3}{4}$	794	457	1 " 50	95,344	7 11	3,852
Wedderburn Junction to Wedderburn ... ..	...	4 $\frac{1}{4}$	4 $\frac{1}{4}$	660	554	1 " 50	18,064	11 4	3,803
Kerang to Swan Hill ... ..	...	35	35	286	225	1 " 100	159,356	0 9	4,553
Tatura to Echuca ... ..	...	34 $\frac{3}{4}$	34 $\frac{3}{4}$	377	320	1 " 122	155,341	19 10	4,470
Pisgah Junction to Waubra ... ..	...	13 $\frac{3}{4}$	13 $\frac{3}{4}$	1,533	1,341	1 " 60	71,022	18 4	5,165
Donald to Birehip ... ..	...	32 $\frac{1}{4}$	32 $\frac{1}{4}$	394	330	1 " 100	73,582	17 3	2,282
Boort to Quambatook ... ..	...	22	22	419	287	1 " 75	40,822	6 7	1,856
Wycheproof to Sea Lake ... ..	...	47 $\frac{3}{4}$	47 $\frac{3}{4}$	357	172	1 " 94	68,314	16 5	1,431
Footscray to Williamstown (and Piers) ... ..	6	...	6	66	8	1 " 100	494,059	16 6	82,343
Newport to Geelong (including Williamstown Race-course and Geelong Pier Branches) ... ..	2 $\frac{3}{4}$	38	40 $\frac{3}{4}$	113	11	1 " 81	1,180,102	9 10	28,960
North Geelong to Ballarat ... ..	50	3 $\frac{1}{2}$ †	53 $\frac{1}{2}$	1,725	47	1 " 52	1,897,461	8 10	35,467
Geelong (Queenscliff Junction) to Queenscliff ... ..	...	20 $\frac{3}{4}$	20 $\frac{3}{4}$	264	10	1 " 50	112,331	18 0	5,414
Geelong to Colac (including Geelong Race-course Branch) ... ..	...	52 $\frac{1}{2}$	52 $\frac{1}{2}$	469	10	1 " 50	342,271	18 5	6,519
Colac to Camperdown ... ..	...	28	28	569	405	1 " 50	132,299	15 3	4,725
Warrenheip to Gordons ... ..	...	13	13	1,940	1,707	1 " 50	118,242	16 2	9,096
Ballarat to Ararat ... ..	3	54	57	1,517	960	1 " 50	410,586	1 3	7,203
Ararat to Stawell ... ..	...	18 $\frac{3}{4}$	18 $\frac{3}{4}$	1,086	761	1 " 100	165,704	13 4	8,238
Stawell to Horsham (including cost and mileage of line from Stawell Station to junction of Grampians Quarries Tramway, viz., 1 mile 7 chains) ... ..	...	54	54	761	423	1 " 100	340,466	16 11	6,305
Horsham to Dimboola ... ..	...	21 $\frac{1}{4}$	21 $\frac{1}{4}$	477	361	1 " 50	101,826	8 9	4,792
Ballarat (Scarsdale Junction) to Scarsdale ... ..	...	13 $\frac{1}{4}$	13 $\frac{1}{4}$	1,516	1,157	1 " 50	59,686	18 11	4,505
Ararat to Hamilton ... ..	...	66 $\frac{1}{4}$	66 $\frac{1}{4}$	1,028	572	1 " 50	321,042	4 7	4,828
Hamilton to Portland Pier ... ..	...	54	54	606	11	1 " 40	282,652	3 5	5,234
Branxholme to Casterton ... ..	...	32	32	572	149	1 " 40	176,805	8 2	5,525
Braybrook Junction to Parwan ... ..	...	21 $\frac{3}{4}$	21 $\frac{3}{4}$	466	119	1 " 50	254,844	15 0	11,717
Braybrook Junction to Newport ... ..	...	4 $\frac{3}{4}$	4 $\frac{3}{4}$	110	48	1 " 92	27,041	3 9	5,693
Lal Lal Race-course Branch ... ..	...	2	2	1,539	1,532	1 " 112	11,489	15 0	5,745
Parwan to Gordons ... ..	...	27 $\frac{1}{2}$	27 $\frac{1}{2}$	1,877	341	1 " 48	339,919	2 7	12,761
Ballarat East to Bunninyong ... ..	...	7 $\frac{1}{2}$	7 $\frac{1}{2}$	1,626	1,436	1 " 40	66,255	5 3	8,834
Ballarat Cattle-yards Branch ... ..	...	3	3	1,523	1,446	1 " 60	12,896	9 9	4,299
Scarsdale to Linton ... ..	...	8	8	1,189	1,022	1 " 40	77,324	3 2	9,666
Avoca to Ararat ... ..	...	39 $\frac{1}{2}$	39 $\frac{1}{2}$	1,215	763	1 " 50	173,499	9 4	4,392
Lubeck to Rupanyup (including portion of cost, but not the mileage, of the Warranook Ballast Pits Tramway) ... ..	...	9 $\frac{1}{2}$	9 $\frac{1}{2}$	487	455	1 " 147	45,008	4 11	4,738
Murtoa to Warracknabeal (including portion of cost, but not the mileage, of the Warranook Ballast Pits Tramway) ... ..	...	31 $\frac{1}{4}$	31 $\frac{1}{4}$	464	360	1 " 66	144,192	5 5	4,614
Horsham to Noradjuha ... ..	...	20 $\frac{1}{4}$	20 $\frac{1}{4}$	488	395	1 " 50	80,027	4 7	3,952
Dimboola to Serviceton (including cost, but not the mileage, of 1 $\frac{1}{2}$ miles constructed beyond Serviceton; also portion of cost, but not the mileage, of the Warranook Ballast Pits Tramway) ... ..	...	62	62	631	315	1 " 50	406,960	6 3	6,564
Mount Moriac to Wensleydale ... ..	...	11 $\frac{1}{4}$	11 $\frac{1}{4}$	752	361	1 " 50	39,433	11 2	3,505
Birregurra to Forrest ... ..	...	19 $\frac{3}{4}$	19 $\frac{3}{4}$	579	363	1 " 40	146,760	17 0	7,431
Irrewarra to Beeac ... ..	...	8 $\frac{3}{4}$	8 $\frac{3}{4}$	432	390	1 " 66	47,029	6 6	5,375
Camperdown to Warrnambool ... ..	...	42 $\frac{1}{2}$	42 $\frac{1}{2}$	550	13	1 " 50	354,077	5 7	8,331
Camperdown (Curdie's River Junction) to Timboon ... ..	...	22 $\frac{1}{4}$	22 $\frac{1}{4}$	673	52	1 " 40	111,947	16 6	5,031
Terang to Mortlake ... ..	...	13	13	447	414	1 " 60	55,548	3 0	4,273
Carried forward ... ..	163	1,629 $\frac{1}{2}$	1,792 $\frac{1}{2}$	...	...	...	17,685,490	7 8	...

\* Lancefield to Kilmore, closed for traffic, 18 $\frac{1}{2}$  miles.

† Double line between Moorabool and Gheringhap converted into single.

No. 10.—STATEMENT showing the Cost of each Line, &amp;c.—continued.

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.				
	Double.	Single.	Total.	Highest.	Lowest.		Total.		Average per Mile.		
	Miles.	Miles.	Miles.	Feet.	Feet.		£	s.	d.	£	
Brought forward	163	1,629½	1,792½	...	...	...	17,685,490	7	8	...	
Koroit to Warrnambool	...	9½	9½	245	19	1 in 50	82,496	6	0	8,684	
Koroit to Port Fairy Pier	...	11¼	11¼	208	11	1 " 60	93,040	8	0	8,270	
Dunkeld to Koroit	...	49¼*	49¼*	834	207	1 " 60	169,662	12	2	3,445	
Hamilton to Penshurst	...	19	19	727	590	1 " 60	77,129	11	5	4,059	
Hamilton (Coleraine Junction) to Coleraine	...	23	23	668	301	1 " 40	109,964	4	3	4,781	
Warracknabeal to Beulah	...	22	22	359	288	1 " 80	52,265	17	11	2,376	
Beulah to Hopetoun	...	16	16	290	258	1 " 100	31,413	18	2	1,963	
Dimboola to Jeparit	...	23	23	387	268	1 " 75	36,849	19	2	1,602	
Natimuk (East Natimuk) to Goroke	...	28¼	28¼	624	394	1 " 50	62,060	10	0	2,197	
Essendon Junction to Essendon (including Race-course Line) ...	5	...	5	148	14	1 " 67	156,905	13	9	31,381	
Essendon to Wodonga (including cost, but not the mileage, of Mangalore Ballast Pits Tramway)	61	121	182	1,147	105	1 " 50	2,119,961	16	0	11,648	
Wodonga to River Murray	...	2½	2½	538	312	1 " 75	36,054	3	4	16,024	
Tallarook to Yea	...	23¾	23¾	698	488	1 " 40	151,417	7	11	6,375	
Mangalore to Shepparton	...	45	45	499	372	1 " 100	256,533	10	4	5,701	
Shepparton to Numurkah	...	20½	20½	376	348	1 " 200	79,754	15	3	3,890	
Benalla to St. James	...	20½	20½	583	450	1 " 75	77,591	15	0	3,785	
Wangaratta (Beechworth Junction) to Beechworth	...	23	23	1,831	502	1 " 30	160,769	14	2	6,990	
Everton to Myrtleford	...	16½	16½	989	581	1 " 40	76,843	19	7	4,657	
Springhurst to Wahgunyah	...	14	14	623	454	1 " 50	70,838	9	6	5,060	
North Melbourne to Coburg	...	5	...	5	202	1 " 50	205,373	9	0	41,975	
Yea to Mansfield and Alexandra-road	...	55¾	55¾	1,304	557	1 " 40	335,092	18	1	6,011	
Murchison East to Rushworth	...	13¾	13¾	476	391	1 " 80	69,008	8	9	5,208	
Shepparton to Dookie	...	15	15	500	372	1 " 100	54,051	18	0	3,603	
Numurkah to Cobram	...	21½	21½	376	355	1 " 165	82,344	19	1	3,830	
Numurkah to Nathalia	...	14	14	356	335	1 " 330	51,836	3	11	3,703	
St. James to Yarrowonga	...	19¾	19¾	514	414	1 " 50	95,658	19	11	4,843	
Myrtleford to Bright	...	18½	18½	1,004	688	1 " 50	109,593	14	3	5,924	
Beechworth to Yackandandah	...	12¾	12¾	1,912	981	1 " 30	96,226	6	7	7,547	
Wodonga to Tallangatta	...	25½	25½	726	530	1 " 40	187,369	10	4	7,348	
Coburg to Sonerton	...	7½	7½	530	202	1 " 50	72,625	15	5	9,683	
Royal Park (Junction) to Clifton Hill	...	¾	¾	136	103	1 " 50	154,566	10	9	56,206	
Fitzroy Branch	...	1	1	119	85	1 " 79	76,836	0	11	76,836	
Fitzroy (Whittlesea Junction) to Whittlesea	...	1¼	20¾	639	119	1 " 50	247,130	12	10	11,233	
Dookie to Katamatite	...	17	17	490	383	1 " 69	...	...	...	...	
Nathalia to Picola	...	6¾	6¾	335	325	1 " 264	12,175	7	9	1,804	
Wangaratta to Whitfield	...	...	...	...	...	...	5,214	3	7	In progress	
Spencer and Flinders streets connexion by viaduct	...	¾	¾	33	17	1 in 40	140,380	13	7	187,174	
South Yarra to Oakleigh	...	6¾	6¾	184	22	1 " 50	281,484	7	7	41,701	
Oakleigh to Sale (including line to Sale wharf, 70 chains; also portion of cost of branch line to the Great Morwell Coal Co.'s mine, but not the mileage of same, viz., 3 miles 45 chains)	10	109	119	513	8	1 " 50	1,067,903	1	0	8,974	
Traralgon to Heyfield	...	23¼	23¼	262	93	1 " 50	121,922	19	4	5,244	
Hawthorn to Lilydale	...	11¾	8½	20¼	484	41	1 " 40	359,136	1	3	17,735
Canfield to Frankston	...	10¼	9¼	20	166	10	1 " 50	185,738	18	2	9,287
Morwell to North Mirboo	...	20	20	784	184	1 " 40	152,620	16	6	7,631	
Mornington Junction to Mornington	...	7½	7½	194	60	1 " 50	63,173	7	8	8,151	
Frankston to Stony Point	...	18½	18½	327	10	1 " 50	102,814	5	6	5,558	
Dandenong (Great Southern Junction) to Port Albert	...	117¼	117¼	746	10	1 " 40	890,128	7	10	7,592	
Warragul to Neerim South	...	13¾	13¾	681	349	1 " 40	123,365	10	5	9,138	
Moe (Junction) to Thorpdale	...	10¾	10¾	798	219	1 " 40	116,506	11	7	10,838	
Sale to Stratford (Junction)	...	9¼	9¼	64	33	1 " 66	42,687	9	8	4,615	
Heyfield to Bairnsdale (including extension to Bairnsdale wharf, 1 mile)	...	50¾	50¾	296	9	1 " 50	267,910	11	9	5,279	
Maffra to Briarolong	...	12¼	12¼	238	109	1 " 50	60,494	12	0	4,938	
Ringwood to Upper Ferntree Gully	...	7½	7½	436	314	1 " 40	58,746	6	10	7,833	
Lilydale to Healesville	...	15¼	15¼	351	230	1 " 40	210,785	0	7	13,822	
Oakleigh to Fairfield Park †	...	12¼†	12¼†	249	72	1 " 50	297,386	13	8	24,276	
Burnley to Waverley-road ‡	...	5¾	5¾	111	33	1 " 60	171,292	10	10	29,790	
Hawthorn to Kew	...	1¼	1¼	119	41	1 " 40	73,451	6	8	58,761	
Brighton Beach to Sandringham	...	2	...	58	20	1 " 97	71,451	5	0	35,726	
Collingwood to Heidelberg	...	5¼	5¼	196	68	1 " 50	189,120	19	9	36,023	
Korumburra to Coal Creek	...	...	...	735	630	1 " 30	5,747	0	6	7,663	
Korumburra (Jumbunna Junction) to Jumbunna	...	3¾	3¾	796	619	1 " 30	17,299	15	6	4,613	
Korumburra (Strezlecki Junction) to Strezlecki (Junction with Coal Creek Line)	...	2¼	2¼	765	573	1 " 30	11,531	8	10	5,125	
Frankston Cemetery Line	...	...	...	...	...	...	330	16	11	Survey, &c.	
Heidelberg to Eltham	...	...	...	...	...	...	3,553	18	9	"	
Jumbunna to Outtrim	...	2¼	2¼	649	539	1 in 40	26,051	8	2	11,578	
Hobson's Bay Lines (including works, Prince's-bridge to Chapel-street)	16½	...	16½	53	9	1 " 74	1,964,917	14	4	119,086	
Total	294	2,835	3,129	...	...	...	30,520,083	18	11	...	

Gauge of lines, 5ft. 3in. in all cases.

\* Including 16½ miles between Dunkeld and Penshurst dismantled.

† Oakleigh to Fairfield Park, closed for traffic, 12¼ miles.

‡ Including 1 mile between Darling and Waverley closed for traffic.

## VICTORIAN RAILWAYS.

## No. 11.

STATEMENT OF THE RAILWAY DEBT ON 30TH JUNE, 1898, AND  
THE ANNUAL INTEREST PAYABLE THEREON, ETC.

Act.	Rate of Interest per cent.	Principal (Debentures at par) allocated to Railways.			Interest.			Loans are redeemable as under.
		£	s.	d.	£	s.	d.	
42 Vict. No. 608 ...	4½	4,156,573	12	2	187,045	16	3	In London—1st January, 1904
37 Vict. No. 468 ...	4	1,450,000	0	0	58,000	0	0	In London—1st July, 1899
39 Vict. No. 531 ...	4	1,396,693	0	0	55,867	14	5	In London—1st July, 1901
45 Vict. No. 717 ...	4	2,769,006	2	4	110,760	4	10	In London—1st July, 1907
46 Vict. No. 739 ...	4	2,000,000	0	0	80,000	0	0	In London—1st April, 1908
47 Vict. No. 760 ...	4	3,758,788	0	3	150,351	10	5	In London—1st October, 1913
48 Vict. No. 805 ...	4	3,251,172	4	3	130,046	17	9	In London—1st October, 1919
49 Vict. No. 845 ...	4	4,500,000	0	0	180,000	0	0	In London—1st October, 1920
56 Vict. No. 1287...	4	2,107,000	0	0	84,280	0	0	In London—After 1st January, 1911, upon one year's notice, and upon Parliament by Act providing funds for repayment; if not sooner redeemed, on 1st January, 1926 (altered to this date by Act No. 1305)
56 Vict. No. 1296...	4	464,672	1	0	18,586	17	8	In Melbourne—After 1st April, 1913, upon one year's notice, and upon Parliament by Act providing for repayment; if not sooner redeemed, on 1st April, 1923
52 Vict. No. 989 ...	3½	2,673,913	0	11	93,586	19	1	In London—1st October, 1923
53 Vict. No. 1032...	3½	3,150,000	0	0	110,250	0	0	In London—1st October, 1923 (altered to this date by Act No. 1057)
54 Vict. No. 1196...	3½	2,226,086	19	1	77,913	0	11	In London—After 1st January, 1921, upon one year's notice, and upon Parliament providing for repayment; if not sooner redeemed, on 1st January, 1926
55 Vict. No. 1217...	3½	1,666,666	13	4	58,333	6	8	In London—After 1st January, 1921, upon one year's notice, and upon Parliament providing for repayment; if not sooner redeemed, on 1st January, 1926
60 Vict. No. 1451...	3¼	55,431	4	2	1,940	1	10	Payable out of Consolidated Revenue in amounts of £25,000 each year, commencing 1st January, 1899
60 Vict. No. 1468...	3	1,037,183	14	6*	29,266	17	11†	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
Less Discount and Expenses on Sale of Debentures		36,663,186	12	0	1,426,229	7	9	Average rate of annual interest payable, 3·89 per cent.
Deduct Net Premiums on Debentures		480,936	0	4				
		36,114,489	17	6	...			Average rate of annual interest payable on amount of loan moneys allocated to railways, 3·95 per cent.

\* Amount of Stock inscribed on 30th June, 1897.—† Interest amounting to £1,848 12s. 5d. being on Stock held by the Government, representing Trust Funds invested, is not paid.

VICTORIAN RAILWAYS.

No. 12.

COMPARATIVE STATEMENT for Twenty-six Years, from 1st July, 1871, to 30th June, 1898.\*

Year.	Miles open at end of Year.	Average Miles open during the Year.	CONSTRUCTION.		ROLLING-STOCK.					Number of Passengers conveyed.	Tonnage of Goods and Live Stock conveyed.	GROSS REVENUE.				Total Train Miles Run.	Gross Receipts per Train Mile.
			Capital Cost, including Rolling-stock.	Average Cost per Mile open.	Passenger Engines.	Goods Engines.	Passenger Vehicles.	Goods and other Vehicles.	Vans and Sundries.			From Passenger, &c., Traffic.	From Goods and Live Stock Traffic.	Total.	Per Average Mile open.		
			£	£								£	£	£	£		s. d.
1871-2	313	267	10,034,772	32,060	51	41	144	1,449	115	1,508,671	489,126	236,671	400,961	637,632	2,388	1,173,434	10/10'41
1872-3	360	335	10,815,868	30,128	51	43	145	1,519	125	1,720,815	569,871	260,756	442,972	703,728	2,101	1,354,131	10/4'72
1873-4	441	414	11,557,484	26,207	52	54	160	1,641	131	2,039,030	681,710	304,073	546,969	851,042	2,056	1,667,124	10/2'52
1874-5	586	541	12,411,672	21,143	58	63	183	1,853	149	2,664,743	677,592	350,417	569,591	920,008	1,701	2,051,710	8/11'50
1875-6	620	608	13,239,405	21,354	58	63	205	1,980	149	2,905,487	797,617	388,228	606,539	994,767	1,636	2,280,092	8/8'71
1877	931	787	14,562,984	15,642	76	63	221	2,212	161	3,337,029	913,294	460,459	675,340	1,135,799	1,443	2,786,581	8/1'82
1878	1,035	967	15,343,240	14,824	80	68	231	2,602	161	3,810,294	914,044	515,351	701,324	1,216,675	1,258	3,095,590	7/10'33
1879	1,108	1,091	16,251,420	14,667	87	76	243	2,864	204	4,148,319	918,388	521,383	700,724	1,222,107	1,120	3,462,622	7/0'71
‡ 1880	1,199	1,194	18,041,295	15,047	119	78	371	3,185	226	15,990,330	1,241,225	674,890	818,027	1,492,917	1,250	4,380,802	6/9'79
‡ 1881	1,247	1,215	18,603,830	14,919	122	88	398	3,398	211	18,964,214	1,366,603	770,617	894,592	1,665,209	1,371	4,633,267	7/2'26
‡ 1882	1,355	1,300	19,746,915	14,573	126	102	456	3,720	231	21,868,581	1,568,251	835,710	945,368	1,781,078	1,370	5,069,389	7/0'32
‡ 1883	1,562	1,432	21,488,065	13,757	132	127	590	4,258	235	25,064,937	1,698,770	917,453	980,858	1,898,311	1,326	5,701,513	6/7'91
‡ 1884-5	1,676	1,655	22,914,449	13,672	144	161	701	4,511	286	31,241,043	1,887,379	1,072,708	1,109,224	2,181,932	1,318	6,849,818	6/4'45
‡ 1885-6	1,743	1,691	24,357,814	13,975	153	179	753	4,883	289	37,153,655	2,202,206	1,187,548	1,141,578	2,329,126	1,377	7,256,703	6/5'03
‡ 1886-7	1,880	1,791	26,171,609	13,921	152	194	808	5,297	336	41,856,404	2,325,532	1,259,496	1,193,582	2,453,078	1,370	7,991,378	6/1'67
‡ 1887-8	2,018	1,947	28,212,064	13,981	169	195	819	6,242	349	47,244,643	2,660,550	1,397,050	1,358,999	2,756,049	1,415	9,082,312	6/0'83
‡ 1888-9	2,197½	2,142	31,189,517	14,195	171	211	900	6,099	350	57,481,697	3,060,721	1,668,540	1,441,600	3,110,140	1,452	10,680,743	5/9'88
‡ 1889-90	2,469½	2,329½	34,370,031	13,917	197	233	961	7,099	395	58,951,796	3,086,888	1,681,183	1,450,683	3,131,866	1,344	11,773,152	5/3'84
‡ 1890-91	2,763	2,650½	36,341,626	13,153	210	245	1,085	8,035	437	57,996,039	3,262,427	1,706,803	1,591,764	3,298,567	1,245	12,249,747	5/4'63
‡ 1891-2	2,903	2,829½	37,085,309	12,775	213	249	1,114	8,179	463	55,148,122	2,720,886	1,644,315	1,450,807	3,095,122	1,094	11,807,677	5/2'91
‡ 1892-3	2,975	2,933	37,462,372	§ 12,665	248	251	1,107	8,530	469	46,520,784	2,558,378	1,508,867	1,417,081	2,925,948	998	10,775,134	5/5'17
‡ 1893-4	3,020	2,981½	37,748,563	§ 12,570	262	254	1,096	8,597	474	40,880,378	2,455,811	1,359,675	1,366,484	2,726,159	914	10,145,307	5/4'49
‡ 1894-5	3,120	3,082½	37,922,207	§ 12,221	262	255	1,087	8,591	468	40,210,733	2,435,857	1,259,609	1,321,982	2,581,591	837	9,567,453	5/4'76
‡ 1895-6	3,122½	3,121	38,108,151	§ 12,272	262	255	1,075	8,546	473	40,993,798	2,163,722	1,264,219	1,137,173	2,401,392	769	8,989,391	5/4'11
‡ 1896-7	3,129	3,126	38,329,402	§ 12,317	262	255	1,068	8,578	475	42,263,638	2,383,445	1,328,687	1,287,248	2,615,935	837	9,228,687	5/8'03
‡ 1897-8	3,113	3,123½	38,602,304	§ 12,404	261	256	1,061	8,677	494	43,090,749	2,408,665	1,325,062	1,283,834	2,608,896	835	9,239,657	5/7'77

\* Half-years ending 31st December, 1876, and 30th June, 1884, not included.—† The Hobson's Bay Suburban Lines included since 1880.—§ Seventeen miles, Dookie to Katamatite Tramway, not included; 16½ miles, Dunkeld to Peshurst is included.—|| Miles open at 30th June, 1898, reduced 16½ miles in consequence of the dismantling of section of line between Dunkeld and Peshurst. Average miles reduced for portion of year.

VICTORIAN RAILWAYS.

No. 12—continued.

COMPARATIVE STATEMENT for Twenty-six Years, from 1st July, 1871, to 30th June, 1898.\*

Year.	MAINTENANCE.				LOCOMOTIVE.			CARRIAGE AND WAGON REPAIRS, ETC.			TRAFFIC.			COMPENSATION.		
	Amount.	Cost per Average Mile open.	Cost per Train Mile run.	Per Cent. of Gross Receipts.	Amount.	Cost per Train Mile run.	Per Cent. of Gross Receipts.	Amount.	Cost per Train Mile run.	Per Cent. of Gross Receipts.	Amount.	Cost per Train Mile run.	Per Cent. of Gross Receipts.	Amount.	Cost per Train Mile run.	Per Cent. of Gross Receipts.
	£	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£
1871-2	69,180	259	1/2 15	10.85	85,739	1/5 54	13.45	17,615	0/3 60	2.76	95,718	1/7 58	15.00	1,062	0/0 22	0.17
1872-3	72,083	215	1/0 77	10.25	97,822	1/5 34	13.90	21,250	0/3 77	3.02	112,455	1/7 93	15.98	3,353	0/0 59	0.48
1873-4	74,999	181	0/10 79	8.81	121,878	1/5 55	14.32	29,602	0/4 26	3.48	136,243	1/7 61	16.01	769	0/0 11	0.09
1874-5	130,435	241	1/3 26	14.18	148,999	1/5 43	16.19	33,565	0/3 93	3.65	154,357	1/6 06	16.78	1,184	0/0 14	0.13
1875-6	128,679	212	1/1 54	12.94	153,617	1/4 17	15.44	39,551	0/4 16	3.97	162,202	1/5 07	16.31	1,384	0/0 15	0.14
1877	166,581	212	1/2 35	14.66	181,078	1/3 60	15.94	38,702	0/3 33	3.41	183,736	1/3 82	16.18	7,687	0/0 66	0.67
1878	155,410	161	1/0 05	12.77	204,806	1/3 88	16.83	45,720	0/3 54	3.76	192,318	1/2 91	15.81	10,481	0/0 81	0.86
1879	153,514	141	0/10 64	12.56	211,479	1/2 66	17.31	48,572	0/3 37	3.97	202,418	1/2 03	16.56	5,310	0/0 37	0.44
1880	199,042	167	0/10 90	13.33	258,491	1/2 16	17.32	54,372	0/2 98	3.64	275,790	1/3 11	18.47	3,086	0/0 17	0.21
1881	219,599	181	0/11 38	13.19	256,990	1/1 31	15.43	55,421	0/2 87	3.32	291,920	1/3 12	17.54	64,995	0/3 37	3.90
1882	244,626	188	0/11 58	13.73	284,713	1/1 48	15.99	70,478	0/3 34	3.95	342,680	1/4 22	19.24	131,728	0/6 23	7.40
1883	376,187	263	1/3 84	19.82	334,091	1/2 06	17.60	77,575	0/3 27	4.09	383,145	1/4 13	20.18	53,539	0/2 25	2.82
1884-5	281,475	170	0/9 86	12.90	402,175	1/2 09	18.43	90,452	0/3 17	4.15	442,722	1/3 51	20.29	14,271	0/0 50	0.65
1885-6	275,699	163	0/9 12	11.84	415,525	1/1 75	17.84	83,894	0/2 77	3.60	469,025	1/3 51	20.13	14,489	0/0 48	0.62
1886-7	304,149	170	0/9 13	12.40	443,555	1/1 32	18.08	96,482	0/2 90	3.94	524,635	1/3 76	21.38	9,749	0/0 29	0.40
1887-8	349,342	179	0/9 23	12.68	496,982	1/1 13	18.03	113,604	0/3 00	4.12	580,611	1/3 34	21.07	14,562	0/3 77	5.17
1888-9	407,525	190	0/9 16	13.10	625,540	1/2 06	20.11	117,010	0/2 63	3.76	694,346	1/3 60	22.33	22,121	0/0 50	0.71
1889-90	433,267	186	0/8 83	13.83	696,041	1/2 19	22.23	128,743	0/2 62	4.11	763,756	1/3 57	24.39	26,718	0/0 54	0.85
1890-91	428,327	162	0/8 39	12.99	820,178	1/4 07	24.86	128,140	0/2 51	3.88	821,004	1/4 09	24.89	22,128	0/0 43	0.67
1891-2	412,336	146	0/8 38	13.32	701,058	1/2 25	22.65	121,345	0/2 46	3.92	787,352	1/4 00	25.44	10,167	0/0 21	0.33
1892-3	327,959	112	0/7 30	11.21	607,702	1/1 54	20.77	127,581	0/2 84	4.36	668,717	1/2 89	22.85	6,433	0/0 14	0.22
1893-4	320,981	108	0/7 59	11.77	528,309	1/0 50	19.38	104,150	0/2 46	3.82	562,226	1/1 30	20.62	4,316	0/0 10	0.16
1894-5	331,198	107	0/8 31	12.83	478,439	1/0 00	18.53	89,129	0/2 24	3.45	514,131	1/0 90	19.92	6,806	0/0 17	0.26
1895-6	365,848	117	0/9 77	15.23	450,489	1/0 03	18.76	97,353	0/2 60	4.05	486,433	1/0 99	20.26	7,321	0/0 19	0.31
1896-7	381,293	122	0/9 92	14.57	451,547	0/11 74	17.26	101,946	0/2 65	3.90	497,030	1/0 93	19.00	4,689	0/0 12	0.18
1897-8	408,837	131	0/10 62	15.67	459,992	0/11 95	17.63	111,113	0/2 89	4.26	526,958	1/1 69	20.20	7,892	0/0 20	0.30

Year.	GENERAL.			TOTAL WORKING COST.			NET EARNINGS.				BALANCE AS PER PROFIT AND LOSS ACCOUNT AFTER PAYING WORKING EXPENSES AND NET INTEREST.		PERCENTAGE OF DEFICIT TO CAPITAL COST.		
	Amount.	Cost per Train Mile run.	Per Cent. of Gross Receipts.	Amount.	Per Cent. of Gross Receipts.	Per Train Mile.	Per Average Mile open.	Amount.	Per Average Mile open.	Per Train Mile.	Per Cent. on Capital Cost.	Dr.		Cr.	
	£	s. d.	£	s. d.	£	£	£	£	s. d.	£	£	£	£		
1871-2	10,491	0/2 15	1.65	279,804	4/3 88	4/9 23	1,048	357,828	1/3 40	6/1 18	3.57	621,740	263,912	...	2.63
1872-3	14,327	0/2 54	2.03	321,291	4/5 66	4/8 94	959	382,437	1/1 42	5/7 78	3.54	621,740	239,303	...	2.21
1873-4	11,224	0/1 62	1.32	374,715	44.03	4.5 94	905	476,327	1/1 50	5/8 57	4.12	618,350	142,023	...	1.23
1874-5	13,177	0/1 54	1.43	481,717	52.36	4 8 35	890	438,290	8.10	4 3 27	3.53	676,350	238,060	...	1.92
1875-6	13,971	0/1 47	1.40	499,407	50.20	4 4 57	821	495,360	8.15	4 4 14	3.74	676,350	180,990	...	1.37
1877	14,697	0/1 27	1.29	592,481	52.16	4 3 03	753	543,318	6.90	3 10 79	3.73	693,200	149,882	...	1.03
1878	16,964	0/1 32	1.40	625,699	51.43	4 0 52	647	590,976	6.11	3 9 82	3.85	732,218	141,242	...	0.92
1879	19,331	0/1 34	1.58	640,624	52.42	3 8 40	587	581,483	5.33	3 4 30	3.58	747,707	166,224	...	1.02
1880	23,294	0/1 28	1.56	814,075	54.53	3 8 60	682	678,842	5.69	3 1 19	3.76	797,029	118,187	...	0.65
1881	24,647	0/1 28	1.48	913,572	54.86	3 11 32	752	751,637	6.19	3 2 93	4.04	835,818	84,181	...	0.45
1882	24,374	0/1 15	1.37	1,098,599	61.68	4 4 01	845	682,479	5.25	2 8 31	3.46	882,640	200,161	...	1.01
1883	49,385	0/2 08	2.60	1,273,921	67.11	4 5 62	890	624,389	4.36	2 2 28	2.91	860,000	235,611	...	1.09
1884-5	46,330	0/1 62	2.12	1,277,425	58.54	3 8 75	772	904,507	5.47	2 7 69	3.95	944,086	39,579	...	0.17
1885-6	51,905	0/1 72	2.23	1,310,538	56.26	3 7 34	775	1,018,589	6.02	2 9 69	4.18	957,106	...	61,483 Cr.	...
1886-7	48,546	0/1 46	1.98	1,427,116	58.18	3 6 86	797	1,025,962	5.73	2 6 81	3.92	985,505	...	40,457 Cr.	...
1887-8	69,918	0/1 85	2.54	1,753,019	63.61	3 10 32	900	1,003,030	5.15	2 2 51	3.56	1,056,711	53,681	...	0.19
1888-9	79,295	0/1 78	2.55	1,945,837	62.56	3 7 72	908	1,164,303	5.44	2 2 16	3.73	1,130,243	...	34,060 Cr.	...
1889-90	83,633	0/1 70	2.67	2,132,158	68.08	3 7 46	915	999,708	4.29	1 8 38	2.91	1,221,190	221,482	...	0.64
1890-91	90,868	0/1 78	2.75	2,310,945	70.05	3 9 27	872	987,922	3.73	1 7 36	2.72	1,320,038	332,116	...	0.91
1891-2	105,881	0/2 15	3.42	2,138,139	69.08	3 7 45	756	956,983	3.38	1 7 45	2.58	1,387,029	430,046	...	1.16
1892-3	111,899	0/2 49	3.82	1,850,291	63.23	3 5 21	631	1,075,657	3.67	1 11 96	2.87	1,419,925	344,268	...	0.92
1893-4	115,537	0/2 73	4.24	1,635,419	59.99	3 2 69	549	1,090,740	3.66	2 1 80	2.89	1,460,849	370,109	...	0.98
1894-5	123,690	0/3 10	4.79	1,543,393	59.78	3 2 72	501	1,038,198	3.17	2 2 04	2.74	1,418,847	380,648	...	1.00
1895-6	139,031	0/3 71	5.79	1,546,475	64.40	3 5 29	496	854,917	2.74	1 10 82	2.24	1,438,603	583,685	...	1.53
1896-7	127,300	0/3 31	4.87	1,563,805	59.78	3 4 67	500	1,052,129	3.37	2 3 36	2.74	1,447,452	375,323	...	0.98
1897-8	131,261	0/3 41	5.03	1,646,054	63.09	3 6 76	527	962,842	3.08	2 1 01	2.49	1,437,269	454,427	...	1.18

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

## VICTORIAN RAILWAYS.

## No. 13.

STATEMENT showing Dates of Opening and Length in Miles of the Different Sections of Victorian Railways to 30th June, 1898.

Date of Opening.	From—	To—	Length in Miles.	Authorized by Act—
1854—Sept. 13	Flinders-street ... ..	Port Melbourne ... ..	16½	16 Vict.—
1857—May 13	Flinders-street ... ..	St. Kilda ... ..		19 Vict.—
1859—Dec. 15	Flinders-street ... ..	Brighton ... ..		21 Vict. No. 42
1860—Oct. 1	Richmond ... ..	Hawthorn ... ..		21 Vict. No. 43
1857—June 17	Williamstown Junction ... ..	Geelong (including Pier) ... ..		21 Vict. No. 36
1859—Jan. 17	Footscray ... ..	Williamstown Pier ... ..		25 Vict. No. 150
" Feb. 10	Melbourne ... ..	Sunbury ... ..		21 Vict. No. 36
1860—Oct. 21	Essendon Junction ... ..	Essendon ... ..		21 Vict. No. 36
1861—July 8	Sunbury ... ..	Woodend ... ..		21 Vict. No. 36
1862—April 11	North Geelong Junction ... ..	Ballarat ... ..		21 Vict. No. 36
" Oct. 25	Woodend ... ..	Kyneton ... ..	21 Vict. No. 36	
" Oct. 21	Kyneton ... ..	Bendigo ... ..	21 Vict. No. 36	
1864—Sept. 19	Bendigo ... ..	Echuca ... ..	21 Vict. No. 36	
1867—Nov. 30	Newmarket Junction ... ..	Race-course ... ..	32 Vict. No. 331	
1872—April 18	Essendon ... ..	Schoolhouse-lane ... ..	32 Vict. No. 331	
" Aug. 26	Schoolhouse-lane ... ..	Seymour ... ..	32 Vict. No. 331	
" Nov. 20	Seymour ... ..	Longwood ... ..	32 Vict. No. 331	
1873—March 20	Longwood ... ..	Violet Town ... ..	32 Vict. No. 331	
" Aug. 18	Violet Town ... ..	Benalla ... ..	32 Vict. No. 331	
" Oct. 28	Benalla ... ..	Wangaratta ... ..	32 Vict. No. 331	
" Nov. 21	Wangaratta ... ..	Wodonga ... ..	32 Vict. No. 331	
1874—July 7	Castlemaine ... ..	Maryborough ... ..	35 Vict. No. 415	
" " 7	Ballarat ... ..	Creswick ... ..	35 Vict. No. 415	
" Aug. 11	Ballarat ... ..	Beaufort ... ..	35 Vict. No. 415	
" Oct. 6	Maryborough ... ..	Dunolly ... ..	35 Vict. No. 415	
" Nov. 16	Creswick ... ..	Clunes ... ..	35 Vict. No. 415	
1875—Feb. 2	Clunes ... ..	Maryborough ... ..	35 Vict. No. 415	
" April 7	Beaufort ... ..	Ararat ... ..	35 Vict. No. 415	
" July 7	Beechworth Junction ... ..	Everton ... ..	37 Vict. No. 475	
1876—Feb. 15	Ararat ... ..	Scallan's Hill ... ..	37 Vict. No. 475	
" April 14	Scallan's Hill ... ..	Stawell ... ..	37 Vict. No. 475	
" Sept. 19	Bendigo ... ..	Bridgewater ... ..	37 Vict. No. 475	
" " 30	Everton ... ..	Beechworth ... ..	37 Vict. No. 475	
" Oct. 21	Maryborough ... ..	Avoca ... ..	37 Vict. No. 475	
" Nov. 18	Bridgewater ... ..	Inglewood ... ..	37 Vict. No. 475	
" " 25	Geelong ... ..	Winchelsea ... ..	37 Vict. No. 475	
1877—March 13	Winchelsea ... ..	Birregurra ... ..	37 Vict. No. 475	
" April 24	Ararat ... ..	Dunkeld ... ..	37 Vict. No. 475	
" June 1	Sale ... ..	Morwell ... ..	37 Vict. No. 475	
" July 27	Birregurra ... ..	Colac ... ..	37 Vict. No. 475	
" Oct. 8	Oakleigh ... ..	Bunyip ... ..	37 Vict. No. 475	
" " 29	Dunkeld ... ..	Hamilton ... ..	37 Vict. No. 475	
" Dec. 1	Moe ... ..	Morwell ... ..	37 Vict. No. 475	
" " 19	Hamilton ... ..	Portland ... ..	37 Vict. No. 475	
" " 19	Portland Station ... ..	Pier ... ..	37 Vict. No. 475	
1878—Feb. 1	Race-course Junction ... ..	Geelong Race-course ... ..	41 Vict. No. 580	
" March 1	Moe ... ..	Bunyip ... ..	37 Vict. No. 475	
" Sept. 3	Dunolly ... ..	Bealiba ... ..	41 Vict. No. 580	
" Dec. 17	Stawell ... ..	Murtoa ... ..	41 Vict. No. 580	
" " 23	Bealiba ... ..	St. Arnaud ... ..	41 Vict. No. 580	
1879—Jan. 29	Springhurst ... ..	Wahgunyah ... ..	41 Vict. No. 580	
" Feb. 5	Murtoa ... ..	Horsham ... ..	41 Vict. No. 580	
" April 2	South Yarra ... ..	Oakleigh ... ..	42 Vict. No. 604	
" May 7	Warrenheip ... ..	Gordons ... ..	41 Vict. No. 580	
" " 21	Geelong ... ..	Queenscliff ... ..	41 Vict. No. 580	
" Dec. 20	Spencer-street ... ..	Flinders-street (connexion) ... ..	43 Vict. No. 643	
1880—Jan. 13	Mangalore ... ..	Shepparton ... ..	42 Vict. No. 603	
" " 13	Toolamba ... ..	Tatura ... ..	43 Vict. No. 636	
" Feb. 16	Carlsruhe ... ..	Trentham ... ..	42 Vict. No. 606	
" March 17	Trentham ... ..	Daylesford (including extension) ... ..	42 Vict. No. 606	
1881—June 7	Lancefield Junction ... ..	Lancefield ... ..	44 Vict. No. 671	
" Aug. 11	Waubra Junction ... ..	Ballarat Race-course ... ..	44 Vict. No. 660	
" Sept. 1	Shepparton ... ..	Nunurkah ... ..	44 Vict. No. 682	
" Dec. 19	Caulfield ... ..	Mordialloc ... ..	44 Vict. No. 682	
1882—Jan. 26	St. Arnaud ... ..	Cope Cope ... ..	44 Vict. No. 682	
" April 3	Hawthorn ... ..	Camberwell ... ..	44 Vict. No. 682	
" " 15	Inglewood ... ..	Korong Vale ... ..	44 Vict. No. 682	
" " 22	Cope Cope ... ..	Donald ... ..	44 Vict. No. 682	
" July 1	Horsham ... ..	Bimboola ... ..	44 Vict. No. 682	
" Aug. 1	Mordialloc ... ..	Frankston ... ..	44 Vict. No. 682	
" Dec. 1	Camberwell ... ..	Lilydale ... ..	44 Vict. No. 682	
" " 15	Kerang Junction ... ..	Raywood ... ..	44 Vict. No. 682	
1883—Feb. 19	Eaglehawk ... ..	Kerang Junction ... ..	44 Vict. No. 682	
" April 20	Korong Vale ... ..	Charlton ... ..	44 Vict. No. 682	
" June 14	Wodonga ... ..	River Murray ... ..	44 Vict. No. 682	
" " 21	Raywood ... ..	Mitiamo ... ..	44 Vict. No. 682	
		Carried forward ... ..	1,403½	

\* Superseded by the Flinders-street Viaduct, opened on the 23rd November, 1897.

No. 13.—STATEMENT showing Dates of Opening and Length in Miles of the Different Sections of Victorian Railways to 30th June, 1898—continued.

Date of Opening.	From—	To—	Length in Miles.	Authorized by Act—
		Brought forward ...	1,407 $\frac{1}{4}$	
1883—July 2	Korong Vale ...	Boort ...	18	44 Vict. No. 682
" " 2	Colac ...	Camperdown ...	28	44 Vict. No. 682
" Aug. 1	Ballarat ...	Scarsdale ...	13 $\frac{1}{4}$	44 Vict. No. 682
" Sept. 3	Benalla ...	St. James ...	20 $\frac{1}{2}$	44 Vict. No. 682
" Oct. 1	Charlton ...	Wycheproof ...	16 $\frac{1}{2}$	44 Vict. No. 682
" Nov. 13	Traralgon ...	Heyfield ...	22 $\frac{1}{4}$	44 Vict. No. 682
" " 16	Tallarook ...	Yea ...	23 $\frac{1}{4}$	44 Vict. No. 682
" Dec. 17	Everton ...	Myrtleford ...	16 $\frac{1}{2}$	44 Vict. No. 682
1884—Feb. 12	Mitiamo ...	Pyramid Hill ...	12 $\frac{1}{2}$	44 Vict. No. 682
" " 15	Branxholme ...	Henty ...	23 $\frac{1}{4}$	44 Vict. No. 682
" April 2	Braybrook Junction ...	Melton ...	15 $\frac{1}{2}$	44 Vict. No. 682
" June 16	Castlemaine ...	Maldon ...	10 $\frac{1}{4}$	44 Vict. No. 682
" Sept. 1	Henty ...	Casterton ...	8 $\frac{1}{4}$	44 Vict. No. 682
" " 9	North Melbourne ...	Coburg ...	5	44 Vict. No. 682
" Oct. 25	Pyramid Hill ...	Kerang ...	24 $\frac{1}{2}$	44 Vict. No. 682
" Sept. 22	Traralgon Station ...	Heyfield Junction ...	1	44 Vict. No. 682
1885—April 10	Morwell ...	Boolarra ...	12	44 Vict. No. 682
" " 6	Race-course Junction ...	Williamstown Race-course	$\frac{1}{2}$	Acts 860, 889, 962, and 1381
" Sept. 8	Boolarra ...	Darlimurla ...	4 $\frac{1}{2}$	44 Vict. No. 682
1886—Jan. 1	Lal Lal Station ...	Lal Lal Race-course...	2	48 Vict. No. 821 & 58 Vict. No. 1381
" " 7	Darlimurla ...	North Mirboo ...	3 $\frac{1}{2}$	44 Vict. No. 682
" April 1	Melton ...	Parwan ...	6 $\frac{1}{4}$	44 Vict. No. 682
" May 6	St. James ...	Yarrowonga ...	19 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 12	Murtoa ...	Warracknabeal ...	31 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Nov. 15	Ballarat Cattle-yards Junction ...	Ballarat Cattle-yards	3	48 Vict. No. 821 & 58 Vict. No. 1381
" Dec. 22	Gordons ...	Ballan ...	7 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
1887—Jan. 19	Dimboola ...	Serviceton ...	62 *	48 Vict. No. 821 & 58 Vict. No. 1381
" " 19	North Creswick ...	Rocky Lead ...	12 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Feb. 16	Parwan ...	Bacchus Marsh ...	2 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" March 18	Heyfield ...	Maffra ...	11	48 Vict. No. 821 & 58 Vict. No. 1381
" April 21	Wedderburn Junction ...	Wedderburn ...	4 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 23	Camperdown ...	Terang ...	13 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" June 1	Rocky Lead ...	Daylesford Junction ...	10 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 1	Lubeck ...	Rupanyup ...	9 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Aug. 19	Tatura ...	Echuca ...	34 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 25	Horsham ...	Noradjuha ...	20 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Sept. 2	Brighton Beach ...	Sandringham ...	2	48 Vict. No. 821 & 58 Vict. No. 1381
" Nov. 8	Maffra ...	Stratford ...	6	48 Vict. No. 821 & 58 Vict. No. 1381
" Sept. 24	Braybrook Junction ...	Newport ...	4 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Dec. 19	Hawthorn ...	Kew ...	1 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
1888—May 8	Royal Park Junction ...	Clifton Hill ...	2 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 8	Nicholson-street ...	Fitzroy ...	1	48 Vict. No. 821 & 58 Vict. No. 1381
" " 8	Clifton Hill ...	Collingwood ...	$\frac{3}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 8	Clifton Hill ...	Alphington ...	2 $\frac{1}{4}$	44 Vict. No. 682
" " 8	Alphington ...	Heidelberg ...	2 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 8	Moe Junction ...	Thorpdale ...	10 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 8	Sale Junction ...	Stratford Junction ...	9 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 8	Stratford ...	Bairnsdale ...	32 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 15	Lilydale ...	Yarra Flats ...	7	48 Vict. No. 821 & 58 Vict. No. 1381
" July 1	Bairnsdale Station ...	Bairnsdale Wharf ...	1	48 Vict. No. 821 & 58 Vict. No. 1381
" Oct. 1	Numurkah ...	Nathalia ...	14	48 Vict. No. 821 & 58 Vict. No. 1381
" " 1	Numurkah ...	Cobram ...	21 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 1	Shepparton ...	Dookie ...	15	48 Vict. No. 821 & 58 Vict. No. 1381
" " 1	Kilmore Junction ...	Kilmore ...	9 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 1	Bendigo ...	Heathcote ...	27 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 1	Pisgah Junction ...	Waubra ...	13 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 1	Frankston ...	Mornington Junction ...	4 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 1	Dandenong (Great Southern Junction)	Tooradin ...	16	48 Vict. No. 821 & 58 Vict. No. 1381
" Nov. 20	Inglewood ...	Dunolly ...	24 $\frac{3}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 20	Hamilton (Coleraine Junction) ...	Coleraine ...	23	48 Vict. No. 821 & 58 Vict. No. 1381
1889—March 1	Yarra Fiats ...	Healesville ...	8 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Aug. 7	Maffra ...	Briagolong ...	12 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 7	Irrewarra ...	Beecac ...	8 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Sept. 10	Mornington Junction ...	Mornington ...	7 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 10	Mornington Junction ...	Hastings ...	8	48 Vict. No. 821 & 58 Vict. No. 1381
" " 10	Wodonga ...	Huon-lane ...	14 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 12	Ballarat East ...	Buninyong ...	7 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Oct. 8	Whittlesea Junction ...	Preston Reservoir ...	4 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 8	Coburg ...	Somerton ...	7 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Nov. 12	Yea ...	Molesworth ...	10 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Dec. 3	Heathcote ...	Tooborac ...	10 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 4	Bacchus Marsh ...	Ballan ...	17 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 4	Ringwood ...	Upper Ferntree Gully ...	7 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 17	Hastings ...	Stony Point ...	6	48 Vict. No. 821 & 58 Vict. No. 1381
" " 23	Preston Reservoir ...	Whittlesea ...	17 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
1890—Feb. 4	Terang ...	Mortlake ...	13	48 Vict. No. 821 & 58 Vict. No. 1381
" " 4	Terang ...	Warrnambool ...	28 $\frac{3}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 4	Koroit ...	Warrnambool ...	9 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 4	Koroit ...	Port Fairy (including Pier)	11 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 10	Williamstown Race-course	Extension of Line ...	1 $\frac{1}{4}$	Acts 860, 889, 962, and 1381
" March 17	Mount Moriac ...	Wensleydale ...	11 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 24	Burnley ...	Oakleigh ...	7 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
		Carried forward ...	2,419 $\frac{1}{4}$	

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

No. 13.—STATEMENT showing Dates of Opening and Length in Miles of the Different Sections of Victorian Railways to 30th June, 1898—*continued.*

Date of Opening.	From—	To—	Length in Miles.	Authorized by Act—
		Brought forward ...	2,419 $\frac{1}{4}$	
1890—May 12	Warragul ... ..	Rokeby ... ..	8 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 30	Kerang ... ..	Swan Hill ... ..	35	48 Vict. No. 821 & 58 Vict. No. 1381
" " 30	Camberwell ... ..	Waverley-road ... ..	5	48 Vict. No. 821 & 58 Vict. No. 1381
" June 17	Molesworth ... ..	Cathkin ... ..	2 $\frac{3}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" July 18	Huon-lane ... ..	Bolga ... ..	6 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Aug. 22	Kilmore ... ..	Tooborac ... ..	20 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 22	Dunkeld ... ..	Koroit ... ..	49 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 22	Hamilton ... ..	Penshurst ... ..	19	48 Vict. No. 821 & 58 Vict. No. 1381
" Sept. 1	Murchison East ... ..	Rushworth ... ..	13 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 16	Cathkin ... ..	Alexandra-road ... ..	4 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 28	Sale ... ..	Canal ... ..	$\frac{3}{4}$	37 Vict. No. 475 & 53 Vict. No. 1030
" Oct. 10	Scarsdale ... ..	Linton ... ..	8	48 Vict. No. 821 & 58 Vict. No. 1381
" " 17	Myrtleford ... ..	Bright ... ..	18 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Nov. 10	Cathkin ... ..	Merton ... ..	15 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 11	Tooradin ... ..	Loch ... ..	23 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 18	Ararat ... ..	Avoca ... ..	39 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
1891—Jan. 15	Kyneton (Redesdale Junction) ... ..	Redesdale ... ..	16	48 Vict. No. 821 & 58 Vict. No. 1381
" March 24	Fairfield Park ... ..	Riversdale (and junction with Lilydale line)	5 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 24	Maldon (Laanecoorie Junction)	Shelbourne ... ..	9 $\frac{3}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" May 7	Merton ... ..	Maindample ... ..	13 $\frac{3}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" June 2	Loch ... ..	Korumburra ... ..	10	48 Vict. No. 821 & 58 Vict. No. 1381
" " 5	Birregurra ... ..	Canal ... ..	19 $\frac{3}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" July 23	Beechworth ... ..	Yackandandah ... ..	12 $\frac{3}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 24	Bolga ... ..	Tallaugatta ... ..	4 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Oct. 6	Maindample ... ..	Mansfield ... ..	8 $\frac{3}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Nov. 23	Spencer-street ... ..	Flinders-st. (Viaduct)*	$\frac{3}{4}$	48 Vict. No. 821 & 54 Vict. No. 1187
" Dec. 17	Korumburra ... ..	Leongatha ... ..	9 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
1892—Jan. 13	Leongatha ... ..	Port Albert ... ..	58 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" March 18	Rokeby ... ..	Neerim South ... ..	5 $\frac{1}{4}$	53 Vict. No. 1030 & 56 Vict. No. 1300
" April 5	Curdie's River Junction ... ..	Timboon ... ..	22 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 6	Lancefield ... ..	Kilmore ... ..	18 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Oct. 28	Korumburra ... ..	Coal Creek ... ..	1 $\frac{3}{4}$	56 Vict. Nos. 1240 and 1255
" Nov. 22	Dookie ... ..	Katamatite ... ..	17	(Tramway) taken over by Department
1893—Jan. 5	Warracknabeal ... ..	Beulah ... ..	22	56 Vict. No. 1273
" March 28	Donald ... ..	Birchip ... ..	32 $\frac{1}{4}$	56 Vict. No. 1273
1894—March 6	Beulah ... ..	Hopetoun ... ..	16	57 Vict. No. 1316
" May 7	Korumburra (Jumbunna Junction)	Jumbunna ... ..	3 $\frac{3}{4}$	55 Vict. Nos. 1240 and 1294
" " 14	Bendigo Cattle-yards Junction ... ..	Bendigo Cattle-yards	$\frac{3}{4}$	Acts 53 Vict. No. 1030 and 58 Vict. No. 1381
" June 1	Korumburra (Strezlecki Junction)	Strezlecki ... ..	2 $\frac{1}{4}$	55 Vict. Nos. 1240 and 1294
" " 19	Dimboola ... ..	Jeparit ... ..	23	57 Vict. No. 1312
" July 31	Natimuk (East Natimuk) ... ..	Goroke ... ..	28 $\frac{1}{4}$	56 Vict. No. 1292
" Aug 7	Boort ... ..	Quambatook ... ..	22	57 Vict. No. 1312
1895—March 8	Wycheproof ... ..	Sea Lake ... ..	47 $\frac{3}{4}$	58 Vict. No. 1383
1896—Feb. 5	Jumbunna ... ..	Outtrim ... ..	2 $\frac{1}{4}$	58 Vict. Nos. 1371 and 1420
" Dec. 15	Nathalia ... ..	Picola ... ..	6 $\frac{3}{4}$	56 Vict. No. 1293
		Total ... ..	3,129	

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

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

## VICTORIAN RAILWAYS.

## No. 14.

COMPARATIVE STATEMENT showing the Number of Employés in each Branch, at 30th June, for nine years ending 1898 (excluding Butty-gangs and Men engaged on Regrading Works).

Branch.	1890.			1891.			1892.			1893.			1894.		
	Per- manent.	Tem- porary	Total.	Per- manent.	Tem- porary	Total.	Per- manent.	Tem- porary	Total.	Per- manent.	Tem- porary	Total.	Per- manent.	Tem- porary	Total.
Secretary's ...	24	...	24	22	...	22	21	1	22	20	2	22	18	2	20
Accountant's (including Railway Stores) ...	147	101	248	173	74	247	162	39	201	137	28	165	133	17	150
Traffic Audit ...	53	...	53	58	...	58	57	...	57	56	...	56	53	...	53
Traffic Manager's ...	4,230	500	4,730	4,304	400	4,704	3,990	193	4,183	3,684	72	3,756	3,479	69	3,548
Ditto (Employés' Wives in Charge of Stations)* ...	26	...	26	63	...	63	89	...	89	132	...	132	149	...	149
Telegraph ...	117	67	184	117	58	175	109	48	157	99	37	136	101	42	143
Locomotive ...	3,062	580	3,642	3,258	326	3,584	3,186	222	3,408	3,077	257	3,334	2,929	88	3,017
Engineer-in-Chief's ...	...	...	...	150	97	247	125	183	308	94	37	131	48	5	53
Engineer for Existing Lines Ditto (Employés' Wives, &c., in Charge of Gates)* ...	3,249	2,194	5,443	3,116	860	3,976	2,973	623	3,596	2,926	350	3,276	2,746	253	2,999
Total ...	11,919	3,442	15,361	12,304	1,815	14,119	11,801	1,309	13,110	11,132	783	11,915	10,321	476	10,797

  

Branch.	1895.			1896.			1897.			1898.		
	Per- manent.	Tem- porary	Total.	Per- manent.	Tem- porary	Total.	Per- manent.	Tem- porary	Total.	Per- manent.	Tem- porary	Total.
Secretary's ...	18	3	21	17	3	20	16	3	19	18	1	19
Accountant's (including Railway Stores) ...	126	15	141	126	13	139	126	40	166	141	31	172
Traffic Audit ...	49	...	49	46	3	49	45	11	56	47	11	58
Traffic Manager's ...	3,344	141	3,485	3,197	153	3,350	3,109	196	3,305	3,179	284	3,463
Ditto (Employés' Wives in Charge of Stations)* ...	142	...	142	151	...	151	151	...	151	154	...	154
Telegraph ...	92	39	131	91	42	133	86	55	141	104	45	149
Locomotive ...	2,707	80	2,787	2,644	77	2,721	2,654	172	2,826	2,718	334	3,052
Engineer-in-Chief's ...	38	14	52	32	24	56	30	63	93	30	35	65
Engineer for Existing Lines Ditto (Employés' Wives, &c., in Charge of Gates)* ...	2,627	420	3,047	2,513	690	3,203	2,398	659	3,057	2,385	889	3,274
Total ...	9,457	712	10,169	8,953	1,005	9,958	8,678	1,199	9,877	8,830	1,630	10,460

\* Not entitled to permanent employment.

## No. 15.

RETURN showing the Number of Employés in the different Branches of the Victorian Railways Service who are, and who are not, entitled to Compensation on Retirement, together with Supernumeraries at 30th June, 1898.

Branch.	Entitled to Compensation.	Not entitled to Compensation.	Supernumeraries.	Total.
Secretary's ...	11	7	1	19
Accountant's and Stores ...	56	85	31	172
Traffic Audit ...	19	28	11	58
Telegraph ...	29	75	45	149
Traffic ...	1,053	2,280	284	3,617
Locomotive ...	1,078	1,640	334	3,052
Engineer-in-Chief ...	19	11	35	65
Existing Lines ...	1,100	1,339	889	3,328
Totals ...	3,365	5,465	1,630	10,460

VICTORIAN RAILWAYS (INCLUDING BOARD OF LAND AND WORKS,  
CONSTRUCTION BRANCH).

No. 16.

STATEMENT showing the Estimated Number of Officers on Salaried Staff, Total Salaries, Percentage Deductions to Scale, and Net Amount payable for Year 1898-9, excluding Allowances.

—	Rate of Percentage Deductions.	No.	Total.	Amount Deducted.	Net Amount Payable.
	Per cent.		£ s. d.	£ s. d.	£ s. d.
£200 and under ... ..	...	1,015	145,057 0 0	...	145,057 0 0
200 to 250 ... ..	6	96	20,847 10 0	1,253 15 0	19,593 15 0
250 to 400 ... ..	7	142	44,161 0 0	3,085 9 5	41,075 10 7
400 to 500 ... ..	8	19	8,505 0 0	680 8 0	7,824 12 0
500 to 600 ... ..	9	11	6,150 0 0	552 0 0	5,598 0 0
600 to 700 ... ..	10	2	1,350 0 0	135 0 0	1,215 0 0
700 to 800 ... ..	11	3	2,350 0 0	258 0 0	2,092 0 0
800 to 1,000 ... ..	12	2	1,900 0 0	228 0 0	1,672 0 0
Over 1,000 ... ..	15	2	2,350 0 0	352 10 0	1,997 10 0
Totals ... ..	...	1,292	232,670 10 0	6,545 2 5	226,125 7 7

STATEMENT showing Estimated Number of Permanent Employés on Wages Staff.

—	Rate of Percentage Deductions.	No.	Total.	Amount Deducted.	Net Amount Payable.
	Per cent.		£ s. d.	£ s. d.	£ s. d.
£200 and under ... ..	...	7,049	844,476 1 8	...	844,476 1 8
Over £200 to £250 ... ..	6	487	105,090 6 0	6,305 2 4	98,785 3 8
„ 250 to 400 ... ..	7	2	504 0 0	36 0 0	468 0 0
Totals ... ..	...	7,538	950,070 7 8	6,341 2 4	943,729 5 4

APPROXIMATE TEMPORARY STAFF, excluding Butty-gangs under the Board of Land and Works,  
Construction, and Men employed in Regrading Works.

—	Rate of Percentage Deductions.	No.	Total.	Amount Deducted.	Net Amount Payable.
	Per cent.		£ s. d.	£ s. d.	£ s. d.
£200 and under ... ..	...	1,642	140,778 12 0	...	140,778 12 0
Over £200 to £250 ... ..	6	1	230 0 0	13 16 0	216 4 0
Totals ... ..	...	1,643	141,008 12 0	13 16 0	140,994 16 0
Grand Totals ... ..	...	10,473	1,323,749 9 8	12,900 0 9	1,310,849 8 11

Accountant's Office,  
25th July, 1898.

VICTORIAN RAILWAYS.

No. 17.

STATEMENT showing the Outwards Passenger Traffic, Outwards and Inwards Parcels, &c., Goods, and Live Stock Traffic for Year ending 30th June, 1898.

STATION.	PASSENGERS.			PARCELS, ETC.			GOODS.				LIVE STOCK.															
	Outwards.			Outwards.	Inwards.		Outwards.		Inwards.		Outwards.	Inwards.														
	Passengers.	Revenue.		Revenue.	Revenue.		Tons.	Revenue.		Tons.	Revenue.		Revenue.	Revenue.												
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.											
NORTHERN LINE.																										
Spencer-street ... ..	1,618,147	206,226	6	2	76,061	11	4	58,857	17	9	274,417	359,062	5	4	426,487	235,760	11	4	792	12	2	4,780	3	9		
North Melbourne ... ..	508,054	6,815	13	9	455	13	11	455	9	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Arden-street ... ..	...	...	...	...	801	7	7	801	7	7	6,941	1,562	7	1	55,795	22,905	1	0	...	...	...	...	...	...	...	
Middle Footscray ... ..	55,471	1,322	4	2	256	16	6	346	19	4	7,695	6,661	0	5	16,398	4,871	6	5	...	...	...	...	...	...	...	
Footscray West ... ..	46,854	486	19	3	38	8	4	67	2	5	4,775	2,459	4	5	2,747	750	17	1	...	...	...	...	...	...	...	
Tottenham ... ..	1,997	24	2	2	0	11	4	0	2	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Braybrook Junction ... ..	35,194	504	7	3	48	4	10	44	6	1	869	1,384	5	6	1,712	321	4	1	...	...	...	...	...	6	14	0
Albion ... ..	156	3	1	11	...	...	...	...	...	...	...	...	...	...	24	1	10	0	...	...	...	...	...	...	...	...
St. Albans ... ..	11,740	257	0	0	52	3	4	49	9	10	8,288	692	2	7	129	30	5	5	...	...	...	...	...	...	...	...
Sydenham ... ..	1,196	66	14	10	65	17	3	62	19	0	189	72	13	7	141	53	10	4	24	8	6	...	...	1	16	0
Diggers' Rest ... ..	2,726	144	11	8	53	18	9	58	10	11	188	52	19	6	225	62	9	6	...	...	...	...	...	6	3	9
Sunbury ... ..	12,993	862	5	10	256	13	2	291	5	10	1,208	353	5	7	4,543	1,124	18	5	24	15	0	654	15	1	...	
Lancefield Junction ... ..	5,260	377	17	1	136	1	10	83	2	9	412	186	8	11	161	54	2	5	355	2	6	28	9	1	...	
Riddell's Creek ... ..	2,999	327	12	5	105	12	2	96	0	7	740	164	12	8	341	175	3	0	101	12	3	19	10	9	...	
Gisborne ... ..	5,540	690	18	4	124	14	9	154	19	5	1,473	435	18	4	755	441	4	9	258	15	10	73	5	0	...	
Macedon ... ..	5,306	607	14	3	211	10	3	183	12	5	2,286	430	5	4	762	369	6	2	3	7	3	2	2	6	...	
Woodend ... ..	15,555	1,875	1	9	445	9	7	547	18	1	9,488	2,818	3	6	2,307	1,370	17	5	112	16	9	307	17	1	...	
Carlsruhe ... ..	3,684	151	11	10	45	5	10	51	14	9	1,137	372	8	7	38	28	12	1	33	9	10	17	17	3	...	
Kyneton ... ..	30,232	3,988	6	10	1,866	10	11	2,060	0	2	11,451	4,813	1	4	7,129	4,106	2	3	410	15	6	331	10	8	...	
Redesdale Junction ... ..	1,652	169	9	1	49	6	10	49	0	9	1,333	471	13	5	188	108	6	6	4	16	0	...	...	...	...	
Malmsbury ... ..	9,655	854	6	10	187	6	2	232	1	9	1,753	722	19	4	736	470	12	0	29	18	4	51	15	0	...	
Taradale ... ..	7,883	519	18	10	97	16	10	118	18	10	101	85	17	7	468	306	18	9	5	1	0	0	18	0	...	
Elphinstone ... ..	2,344	180	14	1	122	2	11	54	0	1	146	138	4	1	162	84	18	3	148	9	2	50	6	6	...	
Chewton ... ..	7,796	493	15	1	57	2	11	72	15	6	270	155	16	5	1,001	405	13	2	...	...	...	25	10	0	...	
Castlemaine ... ..	52,090	7,145	4	7	1,489	18	2	1,797	16	9	5,204	5,220	0	0	13,028	9,422	7	4	22	17	6	312	12	10	...	
Barker's Creek ... ..	...	...	...	...	0	0	9	0	1	3	624	213	9	0	33	9	19	4	...	...	...	...	...	...	...	
Harcourt ... ..	5,920	342	17	10	225	7	10	81	11	5	1,343	678	10	9	313	197	10	9	...	...	...	6	10	9	...	
Ravenswood ... ..	2,268	200	1	6	48	6	4	43	4	9	5,244	572	14	7	115	48	8	11	13	8	0	36	16	4	...	
Kangaroo Flat ... ..	6,354	484	0	3	50	0	4	73	7	9	137	98	9	3	1,111	531	3	7	...	...	...	4	13	6	...	
Golden Square ... ..	10,133	1,388	11	9	86	16	8	181	15	3	482	353	19	3	27,085	5,164	9	9	...	...	...	230	9	8	...	
Bendigo ... ..	121,058	25,090	7	4	7,375	4	0	9,284	19	8	28,873	13,776	15	1	112,152	51,673	2	6	932	1	10	7,484	10	7	...	
Epsom ... ..	...	...	...	...	...	...	...	...	...	...	562	361	14	8	309	192	16	4	...	...	...	...	...	...	...	...
Huntly ... ..	746	36	9	7	16	8	6	22	4	6	87	74	13	1	51	55	13	0	...	...	...	...	...	...	...	...
Bagshot ... ..	1,309	73	13	8	34	13	2	46	4	4	3,621	396	17	5	57	25	12	4	...	...	...	34	15	7	...	
Wellsford ... ..	709	42	0	9	5	1	3	6	4	3	6,693	762	13	0	33	8	11	0	...	...	...	...	...	...	...	...

No. 36.

Goornong ... ..	3,857	366 3 4	84 11 7	134 14 9	7,539	1,235 3 8	936	501 7 8	0 7 6	11 16 10
South Elmore ... ..	1,224	109 10 8	59 18 3	47 13 3	3,407	575 1 3	65	43 1 3	0 10 0	...
Elmore ... ..	1,126	5 0	208 7 2	301 19 2	10,494	3,390 18 7	1,734	1,650 16 2	263 19 9	110 14 3
Rochester ... ..	8,536	1,641 5 0	269 17 5	410 13 11	7,052	3,569 14 7	3,946	3,913 5 8	574 6 3	358 13 5
Echuca ... ..	15,712	5,171 7 0	1,808 13 3	2,133 4 5	30,565	22,372 18 0	17,066	13,573 4 11	1,424 5 5	637 15 7

LANCEFIELD LINE.

Bolinda ... ..	374	9 6 9	10 0 0	17 5 10	533	157 17 1	46	18 13 5	20 3 8	2 19 6
Monegetta ... ..	459	12 19 9	10 8 3	16 2 1	190	55 9 2	25	14 11 8	...	...
North Monegetta ... ..	273	18 6 2	...	0 10 10	...	0 5 0	...	0 6 6	...	...
Romsey ... ..	3,961	525 16 10	214 17 8	176 18 2	8,294	2,179 10 10	1,319	713 15 2	58 13 5	49 13 2
Lancefield ... ..	4,449	704 13 4	287 8 3	343 14 6	6,529	2,075 4 5	1,472	844 11 10	168 16 3	66 2 9

DAYLESFORD LINE.

Tylden ... ..	1,856	154 12 9	42 5 3	42 11 0	1,048	346 1 4	121	64 12 11	2 3 6	...
Fern Hill ... ..	3,453	242 11 8	83 6 2	83 4 7	7,684	2,638 4 6	650	365 4 10	12 7 0	9 2 9
Trentham ... ..	7,650	956 11 4	162 9 6	244 0 2	12,087	3,463 18 4	2,251	1,212 1 5	2 15 10	47 14 5
Lyonville ... ..	4,755	236 7 2	27 18 7	44 13 1	14,733	2,390 2 3	399	161 11 7	...	...
Bullarto ... ..	7,608	324 6 4	20 16 4	49 9 0	12,874	2,407 8 1	652	239 9 0	...	...
Musk Creek ... ..	3,428	104 5 0	25 3 0	30 7 10	7,554	1,571 13 8	88	56 15 10	...	...
Daylesford ... ..	19,655	2,695 9 11	614 10 10	774 15 8	10,231	2,415 0 2	3,619	2,930 2 9	32 10 9	24 3 8
Woodburn ... ..	396	6 17 3	0 6 11	1 6 6	2,144	298 17 1	2	1 14 3	...	...
Graves Siding ... ..	...	...	0 12 0	0 12 0	...	...	...	...	...	...
Sailor's Falls ... ..	1,378	88 12 11	14 6 3	16 9 9	8,951	1,296 8 9	68	52 11 8	...	...
Leonard's Hill ... ..	5,360	302 13 9	61 19 1	69 4 0	11,724	1,599 5 11	232	85 6 3	...	...
Wombat ... ..	1,455	79 16 7	11 4 8	13 9 7	9,000	1,144 4 5	115	40 2 3	...	...
Rocky Lead ... ..	2,684	197 12 6	46 3 9	61 4 5	2,750	588 19 4	248	106 0 7	0 10 6	...
Newlyn ... ..	2,723	253 3 4	122 14 6	148 12 3	10,466	4,795 8 3	860	480 0 9	134 1 0	25 1 2
Kingston ... ..	5,016	450 13 9	59 6 0	87 8 11	4,643	2,321 9 10	8,927	1,428 10 1	8 5 6	...
Allendale ... ..	26,020	1,709 4 0	149 1 10	238 15 10	1,499	675 0 11	37,432	6,736 14 7	3 6 0	7 15 6
Broomfield ... ..	4,453	218 11 3	12 17 3	15 11 5	...	...	1	3 0 7	...	...

REDESDALE LINE.

De Graves ... ..	...	...	5 0 0	5 0 0	...	...	...	...	...	...
Edgecombe ... ..	116	4 19 5	5 11 9	5 19 7	2,590	874 3 10	28	17 1 6	...	...
Green Hill ... ..	104	16 8 4	7 5 10	7 0 9	251	88 13 10	8	10 12 10	...	2 9 9
East Metcalfe ... ..	234	9 12 7	34 5 0	9 4 10	224	88 0 5	53	17 6 3	...	...
Emberton ... ..	54	3 0 11	10 8 10	5 6 8	89	23 17 4	4	3 6 6	...	...
Barfold ... ..	479	30 6 11	54 19 7	51 2 5	1,844	575 16 7	154	69 16 11	25 7 9	23 13 10
Redesdale ... ..	1,090	138 17 7	433 18 5	181 15 0	1,129	435 18 4	321	171 11 7	1 6 9	4 4 1

SHELBOURNE LINE.

Muckleford ... ..	612	17 7 10	18 12 11	22 15 4	80	50 18 10	38	19 19 0	...	6 19 0
Maldon ... ..	11,551	1,587 10 1	263 9 10	500 13 10	632	392 15 10	6,098	4,118 7 5	4 17 3	27 17 3
Bradford ... ..	...	...	...	...	...	0 8 2	...	...	...	...
Shelbourne ... ..	318	77 4 5	91 12 0	109 2 2	4,438	1,908 17 8	653	455 7 4	1 0 0	2 8 4

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

STATION.	PASSENGERS.		PARCELS, ETC.		GOODS.				LIVE STOCK.	
	Outwards		Outwards.	Inwards.	Outwards.		Inwards.		Outwards.	Inwards.
	Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.
MARYBOROUGH, DONALD, AND BIRCHIP LINE.										
		£ s. d.	£ s. d.	£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.
Campbell's Creek ... ..	2,377	123 8 6	23 16 9	29 17 9	536	322 14 11	156	93 17 10	...	...
Guildford ... ..	4,269	290 13 9	53 1 7	55 16 10	424	384 19 2	688	513 16 4	1 1 3	16 4 6
Strangways ... ..	1,047	71 11 0	23 9 7	6 6 3	10	10 12 3	1	1 12 5	...	...
Newstead ... ..	4,348	566 8 9	95 9 2	111 3 8	1,402	735 14 6	1,101	680 4 6	117 10 2	18 1 6
Joyce's Creek ... ..	1,580	102 12 6	55 13 6	40 7 6	812	427 17 5	149	74 13 5	...	7 0 1
Moolort ... ..	2,000	279 6 8	95 15 9	57 3 4	1,888	1,040 4 6	2,824	1,307 15 1	9 14 3	19 15 9
Carisbrook ... ..	3,232	572 0 3	110 14 8	129 2 1	1,277	627 8 2	9,051	2,216 6 7	13 2 9	124 4 2
Maryborough ... ..	38,885	6,558 1 0	1,484 4 10	1,857 5 1	8,381	3,756 2 11	13,367	8,963 4 3	6 13 6	70 7 8
Simons ... ..	177	4 0 7	5 0 0	5 5 8	...	...	...	...	...	...
Havelock ... ..	805	25 3 1	15 18 1	20 19 8	201	111 17 4	43	28 19 2	1 6 6	...
Bet Bet ... ..	1,398	54 8 1	24 14 3	38 4 10	946	477 4 6	366	154 19 11	...	0 2 10
Dunolly ... ..	8,652	1,213 3 9	408 17 8	509 17 4	2,151	1,218 14 2	2,340	1,368 19 11	12 8 0	54 17 10
Goldsbrough ... ..	3,235	103 0 0	31 5 7	41 6 9	790	818 18 11	259	165 7 4	...	...
Bealiba ... ..	2,901	368 5 4	90 15 6	149 8 5	5,420	1,402 3 9	872	763 8 7	31 2 0	3 9 6
Emu ... ..	1,362	242 12 8	35 12 11	46 6 9	2,162	731 4 6	272	255 14 6	4 15 9	...
Carapooee ... ..	642	34 7 7	24 8 9	33 8 5	648	378 2 3	62	84 8 8	6 9 3	0 5 3
St. Arnaud ... ..	10,357	3,085 2 9	593 15 5	946 15 6	8,517	5,243 1 11	8,842	8,458 3 7	216 18 7	81 9 1
Sutherland ... ..	214	11 16 0	6 16 10	9 10 3	1,120	564 5 7	106	136 7 4	124 10 0	5 8 0
Swanwater ... ..	167	8 18 8	8 4 6	13 16 10	299	85 17 9	31	22 13 1	...	3 11 6
Cope Cope ... ..	1,001	218 19 1	66 6 0	93 7 3	1,578	867 5 11	563	565 14 9	293 4 0	32 17 3
Donald ... ..	5,539	1,411 14 2	475 15 6	644 0 6	6,406	3,541 3 3	4,925	4,055 9 8	482 8 2	6 11 9
Lake Buloke ... ..	26	0 18 7	0 19 4	0 16 6	9	8 15 2	29	14 4 5	...	...
Litchfield ... ..	516	26 17 2	14 2 8	23 4 3	842	342 17 1	102	79 10 7	...	...
Massey ... ..	453	30 17 0	...	4 11 7	234	106 15 4	33	32 14 10	...	...
Watchem ... ..	1,807	317 10 0	105 0 3	154 12 4	2,321	1,054 7 9	960	705 6 10	223 4 8	5 18 9
Morton Plains ... ..	193	18 7 3	10 16 8	14 1 6	740	405 17 10	73	60 0 5	66 15 6	2 18 0
Birchip ... ..	2,604	837 0 7	313 9 10	450 6 2	3,756	2,115 8 7	3,182	3,683 19 2	152 3 5	45 7 7
AVOCA LINE.										
Adelaide Lead ... ..	499	12 8 2	...	...	...	...	...	...	...	...
Bung Bong ... ..	586	24 14 0	32 5 2	37 14 0	897	178 13 7	78	50 6 2	...	1 5 0
Homebush ... ..	2,475	111 18 10	40 15 8	44 0 8	239	43 5 1	84	65 2 5	...	...
Avoca ... ..	5,603	949 9 11	370 15 10	439 3 1	3,707	1,760 18 4	2,081	2,193 1 7	5 16 0	175 8 6
Amphitheatre ... ..	1,164	51 13 11	43 3 1	59 1 5	1,888	376 19 7	183	188 0 9	...	...
Elmhurst ... ..	1,098	196 2 3	74 8 4	119 18 5	3,560	1,174 7 10	864	698 6 2	2 16 6	1 6 6
Eversley ... ..	156	21 9 1	5 14 0	13 2 7	131	89 8 10	65	44 2 2	...	...
Crowlands ... ..	124	15 13 4	0 2 0	9 1 5	710	521 6 0	99	82 1 10	...	6 12 0
Dunneworthy ... ..	23	1 16 6	...	0 7 10	...	...	...	...	...	...
Warra Yadin ... ..	32	1 11 6	0 9 0	0 13 2	...	0 2 1	1	1 1 10	...	...



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

STATION.	PASSENGERS.		PARCELS, ETC.		GOODS.				LIVE STOCK.																
	Outwards.		Outwards.	Inwards.	Outwards.		Inwards.		Outwards.	Inwards.															
	Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.															
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.													
<b>SEA LAKE LINE.</b>																									
Tyrell's Creek ... ..	187	12	15	7	1	6	4	7	15	9	667	333	2	0	172	82	9	3	...	2	0	0			
Nullawil ... ..	227	21	0	4	3	14	2	14	16	9	1,364	780	15	11	277	111	18	5	...	...	...	...			
Kaneira ... ..	601	74	9	7	9	18	8	37	17	3	1,519	877	15	6	647	440	10	2	6	8	6	3	11	6	
Berriwillock ... ..	514	67	4	6	11	5	9	51	1	8	899	717	4	1	13,785	3,517	13	4*	...	1	17	0			
Boigbeat ... ..	72	9	12	1	0	5	3	4	8	6	103	94	10	2	205	65	11	1	...	...	...	...			
Sea Lake ... ..	620	162	13	1	311	13	5	355	6	9	1,618	1,589	3	8	2,103	2,022	10	4	...	9	2	6			
<b>WEDDERBURN LINE.</b>																									
Wedderburn ... ..	2,963	729	7	10	129	9	1	229	9	4	8,283	2,563	5	9	1,522	1,968	12	2	35	2	0	27	19	0	
<b>BOORT LINE.</b>																									
Booring ... ..	978	107	14	10	55	10	4	73	6	7	941	645	0	9	278	318	6	3	83	7	6	10	6	3	
Mysia ... ..	962	223	4	0	53	13	8	81	3	9	981	750	9	5	430	451	18	9	202	3	9	99	13	0	
Boort ... ..	3,333	1,081	18	4	336	18	8	411	10	8	3,202	2,251	9	6	2,279	2,472	8	1	405	4	3	55	2	8	
<b>QUAMBATOOK LINE.</b>																									
Barraport ... ..	105	4	13	0	2	9	10	13	18	2	1,543	1,039	3	10	181	136	5	11	...	...	...	...	...	...	
Grodgwin ... ..	65	7	10	1	0	4	10	1	15	2	206	158	6	8	72	57	5	4	10	16	10	...	...	...	
Oakvale ... ..	176	13	5	7	1	5	2	6	14	8	991	621	5	8	88	48	15	1	...	...	...	...	...	...	
Quambatook ... ..	748	141	3	8	173	6	0	232	6	11	2,846	2,225	17	5	1,141	1,193	17	4	144	13	10	25	2	3	
<b>SWAN HILL LINE.</b>																									
Sydney Flat ... ..	1,158	40	16	6	8	10	10	12	12	11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Myer's Flat ... ..	642	17	14	8	1	14	11	5	15	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Sebastian ... ..	2,988	244	13	0	54	16	9	66	19	11	1,918	244	12	7	283	174	1	11	2	8	0	...	...	...	
Raywood ... ..	2,823	280	12	10	72	2	1	113	17	8	7,405	1,434	17	1	742	396	9	7	32	3	6	8	12	6	
Tandara ... ..	1,457	226	10	8	59	12	8	90	17	10	2,630	798	18	1	382	231	7	10	91	1	10	44	17	6	
Dingee ... ..	1,678	233	13	3	44	13	11	75	14	3	2,414	748	4	10	644	419	5	9	523	6	9	54	16	9	
Prairie ... ..	1,327	261	1	3	60	5	11	96	19	1	2,161	1,299	15	0	419	294	16	10	38	9	1	27	0	11	
Mitiamo ... ..	2,825	621	14	8	398	17	7	461	12	0	1,970	1,209	13	0	734	683	4	11	724	12	6	107	8	3	
Mologa ... ..	1,248	199	2	1	37	16	8	57	15	5	1,526	873	5	1	234	207	10	10	56	5	6	19	5	9	
Pyramid Hill ... ..	3,823	932	0	1	310	10	2	403	13	6	4,295	3,068	4	0	1,970	2,340	9	9	549	9	7	93	4	8	
Mincha ... ..	911	95	16	4	48	13	1	72	12	3	1,156	862	17	3	469	209	12	1	296	12	1	85	9	3	
Macorna ... ..	2,044	512	19	5	64	12	1	134	19	9	2,208	1,835	16	10	1,025	1,310	17	7	511	6	4	597	12	7	
Tragowel ... ..	626	31	1	5	29	3	0	52	14	7	218	317	3	4	134	77	5	0	46	13	0	...	...	...	
South Kerang ... ..	26	1	0	2	10	2	6	12	14	4	79	74	1	8	11	7	3	9	1	7	6	...	...	...	
Kerang ... ..	6,702	2,501	19	0	757	17	7	1,086	16	4	8,021	6,323	18	7	2,970	5,554	19	0	1,248	9	6	282	11	5	
Reedy Lake ... ..	293	8	5	7	12	1	7	18	2	6	264	205	6	11	19	25	5	3	72	6	0	101	4	9	
Lake Charm ... ..	1,755	214	0	6	30	11	0	61	12	0	645	558	12	0	251	349	6	9	336	12	1	4	6	0	
Mystic Park ... ..	1,639	239	18	10	40	11	6	65	18	9	814	611	7	1	376	284	4	2	55	12	11	0	7	6	
Lake Boga ... ..	2,197	440	12	2	99	2	9	184	18	0	4,084	3,319	5	5	948	1,069	13	5	3	17	0	18	9	7	
Swan Hill ... ..	5,311	2,984	9	2	504	7	2	857	2	1	6,401	6,202	11	9	4,443	7,059	7	2	849	3	8	505	13	7	

HEATHCOTE LINE.

Strathfieldsaye	...	...	...	2 7 3	2 9 11	4	3 3 3	...	0 1 0	...	...
Axe Creek	...	602	26 17 8	2 0 2	4 6 2	1,651	215 7 1	79	41 16 1	...	...
Axedale	...	2,921	238 19 9	65 18 5	69 9 6	6,010	703 13 8	424	212 12 5	...	7 11 6
Knowsley	...	2,716	256 6 5	58 14 6	66 11 2	22,993	3,169 14 6	385	181 7 10	8 2 2	65 0 6
Ingham's Siding	...	...	...	...	...	4,740	634 3 7	...	...	...	...
Derrinal	...	762	64 3 0	44 15 2	31 16 4	5,668	1,184 16 9	34	27 9 10	0 10 0	...
Heathcote	...	4,668	856 2 2	269 7 2	346 0 3	7,587	2,143 7 6	2,431	1,980 5 6	58 8 6	54 12 1
South Heathcote	...	1,282	180 17 4	94 8 5	41 15 4	8,730	1,920 15 2	139	111 1 2	...	...
Tooborac	...	1,909	235 16 2	237 16 11	108 10 6	6,026	1,455 6 8	295	177 14 11	79 4 0	35 7 10
Pyalong	...	1,082	88 19 3	102 2 4	40 14 10	492	162 3 9	122	76 8 3	117 18 10	15 11 6
High Camp Plain	...	1,764	136 14 11	78 0 1	58 10 2	2,776	698 15 6	104	62 4 0	120 19 3	19 3 3
Moranding	...	569	17 8 3	18 6 7	16 1 9	1,764	416 0 9	23	19 7 4	...	1 7 10
Willowmavin	...	...	...	20 12 8	14 2 5	678	190 6 0	29	13 1 0	12 5 0	...
Kilmore	...	4,602	457 2 8	450 14 4	508 2 9	1,705	599 16 8	1,667	990 13 5	31 3 7	76 8 7
Bylands	...	379	14 1 4	1 5 7	7 12 5	836	201 4 2	64	22 19 5	...	...
Leslie	...	132	5 4 0	0 7 11	2 13 8	2,554	418 5 10	8	4 4 6	...	...

TATURA LINE.

Koyuga	...	352	31 15 5	15 10 9	20 6 1	225	234 0 0	72	34 6 8	119 14 0	142 11 11
Tongala	...	1,664	258 8 0	53 5 5	79 13 1	2,744	1,140 4 8	600	359 6 4	114 8 0	11 3 3
Kyabram	...	3,526	766 13 1	213 11 1	300 12 5	5,782	2,650 3 4	3,356	2,555 18 5	371 16 5	98 12 5
Merrigum	...	1,285	214 0 10	43 8 2	75 11 0	1,778	1,112 12 2	2,362	1,023 13 7	107 19 0	16 3 3
Byrneside	...	725	184 13 5	37 19 2	52 19 1	1,754	345 0 10	552	467 19 7	348 2 5	101 2 9
Tatura	...	3,062	738 10 10	224 12 1	332 15 11	4,013	2,157 0 11	4,051	2,503 12 5	250 1 3	102 4 6

NORTH-WESTERN LINE.

Laverton	...	5,725	182 3 2	54 6 7	62 11 2	93	23 11 4	1,017	273 18 9	...	...
Werribee	...	28,632	1,619 15 3	206 8 2	281 6 7	22,822	4,207 18 9	7,370	1,873 15 10	56 3 5	520 5 0
Little River	...	6,094	395 12 3	89 9 2	96 1 11	1,489	345 4 9	528	152 8 6	22 9 0	24 9 0
Lara	...	4,715	325 15 11	115 5 0	116 18 9	8,703	2,361 7 10	1,233	279 1 2	120 12 0	16 6 9
Cowie's Creek	...	510	18 16 7	31 15 2	11 5 5	...	...	...	...	...	...
North Shore	...	...	...	...	...	...	...	...	...	...	...
North Geelong	...	3,162	299 2 4	70 14 0	57 13 0	564	145 15 3	4,973	536 12 5	706 6 11	2,975 16 7
Geelong	...	107,947	14,451 14 11	5,141 18 0	4,622 11 8	51,803	23,373 4 5	64,509	36,216 5 0	46 3 0	165 19 0
Moorabool	...	2,527	119 10 6	48 19 5	47 6 5	291	85 3 10	53	19 1 6	2 3 0	...
Gheringhap	...	1,350	69 19 1	43 15 11	46 14 1	466	130 18 8	183	52 1 6	...	8 13 7
Leigh Road	...	9,116	831 6 6	158 6 9	197 14 1	2,903	696 15 10	1,895	536 13 3	256 16 9	17 0 0
Lethbridge	...	3,853	317 11 1	71 3 6	72 16 4	2,514	485 6 9	354	123 16 8	2 17 6	4 6 9
Meredith	...	7,287	944 4 1	234 17 7	252 6 0	4,861	1,014 17 8	1,559	861 10 4	70 10 2	6 4 6
Elaine	...	5,283	513 8 7	101 15 5	131 6 5	4,044	660 18 0	1,201	313 10 5	...	1 18 6
Lal Lal	...	5,010	284 4 6	94 15 4	104 13 8	10,254	1,164 3 2	258	90 6 6	0 3 8	...
Lal Lal Race-course	...	...	...	...	...	...	...	...	...	...	...
Yendon	...	4,079	258 15 6	78 11 2	81 12 0	1,541	374 7 4	162	94 5 11	14 10 6	0 19 6
Navigators	...	1,833	66 14 2	29 16 3	18 16 6	...	...	...	0 2 6	...	...
Warrenheip	...	7,740	264 8 9	98 7 10	97 18 0	400	212 0 7	498	404 8 0	...	...
Ballarat East	...	28,663	2,875 14 10	638 5 7	1,065 4 2	3,451	1,600 13 10	53,546	15,887 0 8	...	173 0 5
Ballarat	...	247,700	33,545 14 4	9,833 19 9	12,170 8 10	28,144	22,426 4 0	119,953	51,097 19 11	1,472 10 1	11,018 10 5
Dowling Forest	...	630	19 10 3	5 5 9	8 19 8	...	...	...	0 4 3	...	...
Windermere	...	2,249	149 9 11	47 1 7	48 12 4	1,755	849 3 9	337	143 12 1	4 3 10	...
Burrumbet	...	2,446	241 10 3	125 5 1	85 1 9	1,934	1,978 0 4	354	134 14 1	182 17 5	49 0 11
Trawalla	...	1,370	157 2 2	47 14 5	50 19 6	3,922	622 17 8	145	81 7 11	5 4 0	0 10 0

\* Including Carriage of Water caused by drought, £2,424 12s.

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

STATION.	PASSENGERS.		PARCELS, ETC.		GOODS.				LIVE STOCK.	
	Outwards.		Outwards.	Inwards.	Outwards.		Inwards.		Outwards.	Inwards.
	Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.
		£ s. d.	£ s. d.	£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.
<b>NORTH-WESTERN LINE—continued.</b>										
Beaufort ... ..	7,613	1,296 4 11	203 5 9	320 17 11	15,048	2,568 5 4	1,916	1,478 0 10	259 19 0	9 18 6
Middle Creek ... ..	1,258	154 7 1	40 0 4	49 6 0	992	265 3 1	168	87 12 7	3 3 1	2 15 7
Buangor ... ..	1,997	291 16 3	70 7 9	106 8 9	3,816	1,022 10 2	273	188 16 2	15 6 6	4 17 0
Dobies ... ..	893	69 0 3	41 13 6	44 11 1	164	116 18 0	37	30 12 1	...	1 6 4
Ararat ... ..	20,494	4,790 13 9	1,050 11 5	1,294 12 1	3,756	2,486 11 3	6,160	5,167 7 1	78 6 0	278 14 3
Armstrongs ... ..	1,499	97 10 9	21 16 3	27 12 1	267	144 15 6	164	142 16 7	...	...
Great Western ... ..	4,162	363 12 0	48 18 9	69 3 5	863	822 1 2	424	388 8 0	...	0 14 0
Stawell ... ..	18,130	4,988 9 0	1,027 12 9	1,368 8 4	10,284	6,047 1 2	16,587	12,483 14 10	242 13 0	294 15 5
Deep Lead ... ..	575	43 3 7	23 5 5	27 9 0	37	41 2 7	180	165 0 9	...	...
Glenorchy ... ..	1,605	192 11 9	76 4 1	96 1 7	2,480	777 8 5	570	235 5 2	82 12 6	14 12 0
Wal Wal ... ..	362	22 2 4	11 19 6	19 0 9	1,297	181 11 0	53	25 4 5	...	...
Lubeck ... ..	1,735	257 6 11	81 16 1	111 9 2	765	538 12 10	480	459 6 9	297 5 9	301 12 7
Murtoa ... ..	10,502	2,380 3 6	376 4 10	450 1 8	4,943	3,440 1 0	5,948	3,031 19 11	150 8 3	21 11 9
Jung Jung ... ..	1,886	195 18 7	88 9 6	111 1 6	1,833	1,111 13 10	759	620 18 8	4 2 0	11 4 5
Dooen ... ..	1,024	136 14 2	76 3 5	82 3 5	304	176 3 6	450	360 16 6	36 15 6	14 13 3
Horsham ... ..	12,770	3,594 6 9	1,034 18 4	1,266 5 4	3,475	2,969 13 10	5,786	6,824 1 11	321 19 1	348 2 6
Pimpinio ... ..	1,419	112 10 8	47 4 9	66 12 1	700	388 17 6	347	186 9 6	...	19 8 9
Wail ... ..	880	70 18 10	53 16 1	61 18 0	564	286 5 11	190	75 15 3	...	2 9 3
Dimboola ... ..	6,800	1,540 17 11	447 11 2	559 19 9	3,693	2,531 2 11	3,132	3,633 5 2	89 0 7	60 18 4
Gerang Gerang ... ..	774	90 3 10	29 10 5	42 10 7	838	466 19 7	296	212 18 9	5 11 8	6 15 0
Kiata ... ..	929	217 10 11	39 11 6	52 1 2	609	267 19 11	207	186 5 10	...	4 14 0
Salisbury ... ..	421	37 11 1	26 6 5	29 5 7	983	488 7 7	89	52 1 11	...	...
Nhill ... ..	5,410	1,718 9 1	286 11 6	513 4 9	7,443	5,291 8 1	6,502	5,818 7 8	540 13 1	197 5 11
Tarranginnie ... ..	244	37 16 9	23 10 0	27 13 10	346	260 5 8	29	12 13 1	163 14 3	0 4 0
Diapur ... ..	927	115 5 3	50 13 3	72 1 7	1,640	969 18 3	429	454 1 2	...	...
Miram Piram ... ..	902	72 0 11	50 6 7	74 14 3	1,019	481 10 7	184	80 18 4	15 11 10	0 16 6
Kaniva ... ..	1,955	465 8 9	74 19 2	140 14 6	885	842 9 11	2,123	2,480 0 9	257 2 10	11 0 6
Lillimur ... ..	942	104 15 1	50 13 4	81 0 9	504	538 5 11	234	281 11 1	8 9 0	...
Serviceton ... ..	4,545	922 12 0	2,010 4 3	1,702 13 10	876	437 17 0	912	670 4 11	18 2 0	37 16 3
<b>WILLIAMSTOWN LINE.</b>										
South Kensington ... ..	89,454	615 6 0	36 13 7	37 0 5	2,986	322 11 2	772	601 0 5	...	...
Footscray (Suburban) ... ..	1,331,254	11,892 10 6	365 10 2	210 11 2	...	...	...	...	...	...
Yarraville ... ..	541,167	4,909 18 4	77 17 10	87 13 11	12,993	12,656 15 3	7,770	2,051 4 10	...	...
Spottiswoode ... ..	96,128	1,045 13 2	194 16 6	64 7 3	1,151	2,345 12 4	6,047	1,534 13 6	...	...
Newport ... ..	348,860	3,992 12 4	597 0 7	599 8 4	28,702	3,952 5 1	5,473	1,223 7 7	...	3,207 9 9
North Williamstown ... ..	376,667	5,172 7 11	297 6 4	233 5 0	266	170 14 10	6,205	1,917 15 11	...	...
Beach ... ..	238,101	3,321 4 7	70 15 5	66 8 8	...	...	...	...	...	...
Williamstown ... ..	227,126	3,070 4 5	124 4 11	224 16 0	...	...	...	...	...	...
Williamstown Pier ... ..	20,436	227 4 2	500 13 4	498 1 9	8,186	2,450 3 6	21,292	11,090 7 6	...	...

BACCHUS MARSH LINE.

Deer Park ... ..	4,019	110 3 0	185 4 7	100 7 2	45	50 9 5	1,451	158 10 10	2 6 6	...
Rockbank ... ..	2,075	102 0 6	68 0 8	80 3 6	304	65 6 9	621	174 7 1	0 10 0	1 7 8
Melton ... ..	7,985	555 2 4	469 6 1	251 16 7	5,250	834 8 3	1,747	507 1 6	25 14 4	19 8 3
Stanghton's Siding ... ..	...	...	...	...	147	24 1 0	10	2 1 8	...	...
Parwan ... ..	663	52 8 3	133 12 7	50 15 7	338	88 10 8	134	53 2 5	...	7 9 9
Bacchus Marsh... ..	12,589	1,446 17 11	1,259 1 7	726 7 6	4,271	1,252 5 6	2,566	1,217 18 7	500 1 0	368 1 10
Rowsley ... ..	...	...	...	...	...	...	96	35 16 10	...	...
Ingliston ... ..	579	63 8 10	78 3 3	57 10 1	297	80 8 6	72	41 13 11	3 1 6	4 11 0
Ballan ... ..	9,994	1,203 19 11	412 4 8	414 1 1	8,271	1,695 18 6	1,794	1,092 14 1	906 4 6	763 13 8
Bradshaw's Creek ... ..	527	38 14 9	12 14 6	13 17 3	...	...	5	3 3 11	...	...
Gordons ... ..	10,943	1,022 13 1	105 14 5	186 7 4	3,364	733 9 4	1,677	900 2 7	2 2 6	2 4 11
Millbrook ... ..	2,514	172 2 3	30 7 0	30 11 8	1,762	541 4 0	169	66 4 6	60 3 9	25 0 2
Wallace ... ..	5,067	379 0 6	28 13 0	52 14 5	4,016	1,609 8 10	573	255 19 10	192 7 8	373 4 6
Bungaree Junction ... ..	4,018	277 19 0	49 15 4	59 17 2	6,913	2,434 1 8	571	190 6 2	3 14 6	...
Dunnstown ... ..	6,637	218 8 5	45 16 6	48 13 8	2,833	1,148 4 1	653	281 3 4	...	...

QUEENSLIFF LINE.

South Geelong ... ..	16,060	1,106 5 4	167 6 6	158 10 10	677	207 7 10	6,290	1,499 17 7	...	3 8 0
Moolap ... ..	565	24 13 7	10 11 4	10 16 5	...	...	...	...	...	...
Leopold ... ..	924	53 8 1	10 0 0	11 16 8	...	...	...	...	...	...
Scarborough ... ..	454	16 13 11	10 0 0	10 8 4	...	...	...	...	...	...
Drysdale ... ..	8,247	391 0 3	174 17 1	179 16 10	3,362	1,187 7 8	1,278	403 3 9	13 10 2	32 3 6
Mannerim ... ..	726	39 5 10	10 0 0	10 2 11	...	...	...	...	...	...
Marcus Hill ... ..	1,217	154 5 4	12 6 6	19 5 8	...	...	...	...	...	...
Queenscliff ... ..	5,873	1,016 0 5	675 4 10	507 13 1	851	295 9 2	3,320	1,394 9 9	8 12 3	5 8 6

SOUTH-WESTERN LINE.

Breakwater ... ..	34	0 10 9	25 14 6	25 14 6	...	...	...	...	...	...
Connemara ... ..	519	18 17 9	20 11 0	22 1 3	106	9 14 0	335	46 2 6	...	...
Germantown ... ..	1,243	71 16 11	35 18 10	35 16 5	2	4 3 3	9	9 14 7	...	...
Pettavel ... ..	920	66 11 0	42 11 0	43 15 8	451	229 10 4	305	58 16 3	...	1 11 9
Mount Moriac ... ..	2,506	204 9 5	61 10 4	57 5 0	1,458	214 14 11	422	92 15 4	48 15 6	4 0 2
Buckley's Road... ..	931	66 3 2	47 19 4	45 2 9	898	123 17 11	45	14 8 7	...	...
Winchelsea ... ..	4,403	701 17 4	167 14 9	206 2 9	2,913	624 2 5	820	332 18 1	570 8 1	5 0 6
Birregurra ... ..	8,045	1,137 8 6	243 19 2	287 11 9	1,506	488 5 10	992	504 17 9	472 11 2	65 10 6
Warnecoort ... ..	1,060	134 11 9	32 5 6	46 1 6	800	337 17 2	134	83 17 4	...	...
Irewarra ... ..	2,333	395 9 9	81 16 4	86 17 8	185	122 17 1	91	73 10 2	1,055 7 0	97 11 11
Colac ... ..	14,357	3,135 12 10	923 7 0	1,162 3 3	6,652	3,158 13 4	7,074	4,584 7 7	466 1 7	188 2 2
Larpen ... ..	1,807	164 10 9	35 9 2	38 2 8	3,762	2,023 4 2	315	151 14 9	17 13 5	11 4 3
Pirron Yallock ... ..	3,332	309 5 0	101 16 10	107 1 4	341	225 17 5	324	206 18 9	780 8 3	46 4 0
Stonyford ... ..	943	83 1 4	74 17 1	33 17 8	138	81 3 0	83	43 11 5	...	1 15 6
Pomborneit ... ..	1,709	184 2 7	81 12 0	69 1 3	94	83 13 4	276	116 3 5	135 18 3	19 10 10
Weerite ... ..	1,213	244 8 6	37 3 11	48 17 7	166	172 7 5	724	258 14 7	646 17 8	77 19 2
Camperdown ... ..	12,224	3,095 1 3	546 3 5	767 15 9	2,346	2,384 1 7	5,683	3,838 7 4	2,651 10 8	364 3 10
Boorean ... ..	576	56 6 10	21 12 0	37 18 8	154	152 13 11	166	70 14 0	1,201 10 0	25 19 6
Terang ... ..	10,450	2,000 0 4	520 17 1	709 8 8	1,544	1,797 15 7	5,767	2,895 11 9	2,517 3 6	390 11 10
Garvoc ... ..	1,922	116 17 1	53 11 5	87 2 0	988	349 10 1	404	263 13 0	71 19 1	...
Panmure ... ..	2,093	188 14 9	62 13 11	73 10 3	1,099	403 7 9	233	136 18 7	1 10 0	...
Cudjee ... ..	1,220	65 13 7	30 16 11	40 10 11	61	23 11 1	93	34 11 8	...	...
Allansford ... ..	2,244	265 6 6	210 8 6	106 10 8	557	332 11 6	833	502 5 8	210 17 4	11 2 8
Warrnambool ... ..	24,469	5,084 3 6	1,532 10 8	1,588 3 11	27,377	4,514 4 6	34,156	5,915 6 8	673 5 2	365 10 9
Dennington ... ..	20	0 17 10	53 10 6	30 11 0	79	0 0 5	71	17 19 10	...	2 15 0
Illova ... ..	4,170	278 5 1	160 8 8	108 9 4	3,200	625 11 8	136	73 13 11	26 9 6	10 4 3

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

STATION.	PASSENGERS.		PARCELS, ETC.		GOODS.				LIVE STOCK.	
	Outwards.		Outwards.	Inwards.	Outwards.		Inwards.		Outwards.	Inwards.
	Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.
		£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<b>SOUTH-WESTERN LINE—<i>continued.</i></b>										
Koroit ... ..	12,314	1,328 18 6	308 17 7	355 9 8	3,771	1,824 5 6	1,068	665 5 8	370 8 8	34 2 9
Crossley ... ..	609	9 14 7	4 3 4	10 8 6	88	11 12 1	16	4 1 11	...	...
Kirkstall ... ..	349	9 13 0	3 8 8	5 16 0	53	16 0 4	29	8 7 1	...	...
Rosebrook ... ..	191	9 3 1	1 17 6	5 16 2	23	31 0 10	22	7 7 3	...	...
Moyne ... ..	4	0 3 2	...	...	...	...	7	1 19 8	...	...
Port Fairy ... ..	5,463	1,023 12 0	2,139 6 11	385 16 6	1,340	948 15 10	1,481	874 7 5	207 5 6	7 11 0
<b>WENSLEYDALE LINE.</b>										
Layard ... ..	30	1 2 3	4 12 0	4 17 11	1,425	181 9 1	27	6 7 9	...	...
Gherang ... ..	28	2 1 5	0 6 1	0 17 11	1,464	186 15 4	9	3 16 8	...	...
Wormbete ... ..	30	2 18 3	0 12 2	2 6 10	2,233	319 5 9	41	16 9 1	...	...
Wensleydale ... ..	82	10 18 11	4 3 10	11 9 0	1,427	233 16 9	94	55 4 2	...	...
<b>FORREST LINE.</b>										
Whoorel ... ..	72	2 11 4	7 0 10	7 1 1	295	53 2 2	1	0 8 0	...	...
Dean's Marsh ... ..	814	109 15 8	62 14 6	121 18 11	1,923	491 4 10	433	280 12 4	4 14 4	0 18 6
Pennyroyal ... ..	396	16 8 2	19 19 6	27 15 0	757	240 9 1	91	50 18 4	1 16 6	...
Murroon ... ..	478	24 12 1	39 8 11	46 5 0	1,428	375 7 10	99	66 16 4	96 15 7	3 6 6
Barwon Downs ... ..	495	22 6 11	38 0 9	60 17 11	2,738	798 18 5	126	82 6 1	1 7 0	...
Gerangamete ... ..	183	5 17 7	21 17 1	24 16 11	360	143 9 0	51	33 0 6	5 17 3	...
Yaughier ... ..	385	16 14 2	22 13 4	25 13 4	359	112 9 9	89	36 9 5	...	...
Forrest ... ..	831	161 11 1	119 14 0	175 0 8	2,157	560 8 0	453	329 13 0	...	19 8 3
<b>BEEAC LINE.</b>										
Ordit ... ..	257	10 0 6	47 1 9	53 2 6	975	447 17 0	293	86 12 2	12 7 6	...
Beeac ... ..	2,893	377 14 4	164 18 0	229 15 2	1,923	979 3 6	2,415	917 9 9	188 13 2	18 19 0
<b>TIMBOON LINE.</b>										
Naroghid ... ..	87	6 14 4	10 11 1	11 3 2	40	17 19 10	199	34 4 6	...	4 8 6
Cobden ... ..	440	40 4 6	75 6 9	122 14 6	342	443 9 1	1,091	876 3 6	42 18 0	25 14 10
Glenfyne ... ..	140	20 11 2	22 17 7	19 13 6	640	132 10 4	46	35 6 1	12 12 0	...
Timboon ... ..	860	131 11 2	125 11 2	209 14 2	4,107	844 7 0	410	302 5 1	...	...
<b>MORTLAKE LINE.</b>										
Mortlake ... ..	4,460	899 10 5	277 2 11	428 10 10	1,077	1,227 19 5	2,782	1,868 8 3	578 16 4	25 11 0
<b>PENSHURST LINE.</b>										
Warrong ... ..	199	15 3 9	0 1 6	0 10 7	2	1 15 8	93	21 14 8	...	...
Woolsthorpe ... ..	232	22 6 5	2 7 4	4 18 6	43	23 19 9	62	24 8 0	...	...
Hawkesdale ... ..	1,684	209 10 1	6 15 7	50 17 5	303	162 18 5	286	117 7 5	210 13 1	5 10 6
Minhamite ... ..	560	91 6 6	7 3 4	21 16 4	88	102 5 3	107	54 17 2	0 1 6	6 9 3

Purdeet	...	590	81 19 3	1 1 11	3 16 1	52	72 8 7	54	24 16 1	...	7 11 0
Penshurst	...	4,187	688 18 1	385 2 5	466 4 5	857	562 8 3	1,015	576 16 2	1,495 8 3	9 2 10
Croxtan East	...	358	34 7 9	0 15 10	4 4 5	81	33 6 8	48	20 2 10	...	...
Yatchaw	...	493	22 16 0	...	1 7 11	81	66 16 11	57	18 7 3	16 10 0	...
BUNINYONG LINE.											
Canadian	...	3,991	43 13 1	10 1 0	10 1 0	10	4 10 10	3	6 8 2	...	...
Mount Clear	...	2,307	34 1 5	11 0 10	11 5 9	...	...	30	4 12 0	...	...
Buninyong	...	54,572	1,207 9 7	116 3 7	155 3 3	937	558 16 2	1,779	663 6 7	...	...
LINTON LINE.											
Cardigan	...	1,076	22 5 2	20 0 0	20 15 3	...	0 0 6	...	0 1 4	...	...
Trunk Lead	...	1,978	58 8 2	20 0 0	20 19 9	...	...	658	149 12 0	...	...
Haddon	...	3,709	137 0 7	40 4 5	40 2 4	218	99 6 8	85	33 10 7	...	...
Nintingbool	...	431	18 15 7	...	...	...	...	...	...	...	...
Smythesdale	...	6,379	403 5 1	75 0 7	103 18 10	409	51 4 9	381	155 10 3	0 8 0	...
Scarsdale	...	9,580	565 0 0	94 15 7	102 19 5	1,289	120 5 10	1,721	743 10 1	0 10 6	...
Newtown	...	5,453	441 11 0	39 7 1	67 10 1	813	124 15 6	3,145	1,048 16 2	...	1 1 9
Happy Valley	...	364	32 2 6	20 0 0	20 0 6	...	...	...	...	...	...
Linton	...	5,253	710 13 3	149 3 11	200 12 5	1,017	891 12 7	1,608	778 4 9	179 2 7	30 14 4
PORTLAND LINE.											
Maroona	...	485	84 1 5	50 5 4	63 4 0	1,017	537 16 1	369	207 4 6	56 13 6	13 2 6
Wickliffe Road	...	1,074	348 11 8	82 11 0	141 13 10	1,132	1,082 15 7	519	407 14 0	5 8 9	27 3 8
Glen Thompson	...	2,023	419 8 8	82 3 3	121 9 4	857	442 18 9	262	206 10 7	363 13 0	6 10 3
Dunkeld	...	3,026	545 17 8	250 18 10	311 9 11	1,060	1,114 10 10	560	417 11 4	989 9 2	52 10 9
Hamilton	...	16,745	4,859 0 5	1,784 1 11	1,999 10 3	3,621	2,749 0 9	8,100	4,410 0 11	1,140 4 4	114 4 7
Mountajup	...	543	31 9 6	0 1 8	7 4 1	...	0 8 6	...	2 12 10	...	...
Branxholme	...	4,378	665 17 11	159 4 4	230 15 1	856	471 2 11	540	358 19 8	277 19 0	6 11 0
Condah	...	2,525	324 10 7	89 4 5	137 11 0	2,105	925 17 3	648	346 18 11	0 10 0	0 12 6
Myamyn	...	771	61 17 6	0 0 6	14 0 1	...	...	76	51 18 9	...	...
Milltown	...	891	77 15 7	32 7 1	53 0 0	1,135	225 6 10	116	51 0 2	...	...
Heywood	...	3,945	538 7 8	76 15 0	146 19 4	4,979	2,121 6 8	794	413 3 8	133 5 0	0 10 0
Portland North	...	1,071	193 0 1	...	...	...	...	...	1 10 3	...	77 7 4
Portland Pier	...	3,364	896 5 0	2,014 0 9	432 15 0	4,419	2,862 1 0	4,965	2,724 17 3	...	...
COLERAINE LINE.											
Bochara	...	102	5 1 10	2 13 0	2 13 0	...	...	10	11 19 3	...	...
Waunon	...	691	41 0 10	17 15 9	35 14 1	94	58 18 11	53	30 7 4	...	...
Hilgay	...	62	4 7 9	...	...	...	...	...	...	...	...
Coleraine	...	4,210	963 12 9	343 4 6	517 11 6	1,323	1,429 6 0	1,425	1,480 17 2	1,248 4 11	10 12 6
CASTERTON LINE.											
Grassdale	...	890	83 13 8	4 10 2	18 2 6	252	201 4 10	177	72 2 5	224 9 8	0 10 6
Merino	...	2,384	433 6 10	85 12 9	139 7 2	628	459 13 11	592	411 1 2	234 19 0	1 17 6
Henty	...	662	56 1 3	61 3 2	75 1 4	543	445 17 7	82	58 10 0	817 13 5	...
Sandford	...	2,384	275 7 6	78 2 1	106 12 8	592	614 3 1	141	142 16 10	994 6 2	16 15 4
Casterton	...	4,400	1,324 4 7	343 5 9	580 19 9	2,807	2,497 13 3	2,310	2,318 19 0	12 8 0	41 16 3
RUPANYUP LINE.											
Jackson's	...	...	...	...	...	1	3 7 3	...	0 3 3	2 12 0	...
Rupanyup	...	1,414	392 6 10	174 3 9	235 9 2	2,462	1,152 17 6	1,355	1,291 19 7	429 5 9	53 9 11

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

STATION.	PASSENGERS.		PARCELS, ETC.		GOODS.				LIVE STOCK.	
	Outwards.		Outwards.	Inwards.	Outwards.		Inwards.		Outwards.	Inwards.
	Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.
<b>WARRACKNABEAL AND HOPETOUN LINE.</b>										
Coromby ... ..	648	£ s. d. 20 16 6	£ s. d. 52 17 5	£ s. d. 62 5 5	945	£ s. d. 415 18 8	210	£ s. d. 115 7 11	£ s. d. 7 19 0	£ s. d. ...
Minyip ... ..	5,432	885 17 1	243 14 2	308 16 3	3,578	2,294 11 9	2,644	2,647 4 7	367 1 1	31 19 7
Sheep Hills ... ..	2,631	447 15 5	157 18 2	173 1 7	1,953	697 10 0	881	848 19 8	98 16 0	9 4 4
Nullau ... ..	662	29 12 2	27 14 6	32 5 1	209	91 9 10	81	38 5 5	...	...
Kellalac ... ..	...	...	...	...	20	2 5 1	6	1 12 6	...	...
Warracknabeal ... ..	10,651	2,629 8 6	605 18 1	815 11 0	11,205	7,392 7 7	9,432	7,834 3 5	205 3 6	79 12 10
Lah ... ..	479	23 15 4	26 15 7	30 16 7	274	32 4 9	358	89 6 11	...	...
Brim ... ..	1,736	200 4 5	101 18 3	142 18 4	2,178	768 4 5	1,236	900 15 8	...	...
Galaquil ... ..	680	85 10 5	48 5 8	60 2 10	664	192 17 9	951	242 19 2*	...	...
Beulah ... ..	3,309	634 14 11	194 1 1	264 13 9	5,062	3,603 10 6	6,523	3,295 10 0*	30 1 8	71 13 1
Rosebery ... ..	1,399	260 13 1	57 18 1	72 3 11	579	216 1 10	1,158	786 13 7	14 18 6	30 10 9
Goyura ... ..	88	3 0 10	24 16 6	40 5 9	106	43 19 9	225	127 4 7	...	...
Hopetoun ... ..	1,775	627 7 8	146 5 2	227 13 4	1,298	629 5 11	2,175	2,199 4 7	11 10 9	39 0 3
<b>NORADJUHA LINE.</b>										
Vectis East ... ..	386	16 5 11	23 18 0	28 2 10	113	29 2 8	64	42 2 10	...	...
Quantong ... ..	158	11 7 7	...	...	...	...	...	...	...	...
Natimuk East ... ..	14	0 19 7	1 18 0	1 18 0	...	...	...	...	...	...
Noradjuha ... ..	953	176 5 5	76 12 1	126 12 8	2,474	1,473 9 8	454	363 6 0	...	...
<b>GOROKE LINE.</b>										
Natimuk ... ..	2,866	439 10 11	236 12 1	298 1 9	3,851	3,030 19 1	2,834	2,008 6 11	22 15 6	14 1 6
Arapiles ... ..	47	2 3 11	17 3 6	17 19 3	18	11 1 11	2	6 19 2	...	...
St. Mary's ... ..	138	17 18 11	16 17 6	21 12 7	445	128 10 2	42	22 8 2	...	...
Gymbowen ... ..	235	47 16 1	27 2 10	43 13 3	254	145 9 2	127	136 1 7	...	...
Goroke ... ..	518	116 16 7	76 0 5	170 0 3	958	1,274 6 11	433	716 10 4	56 18 0	4 17 8
<b>JEPARIT LINE.</b>										
Antwerp ... ..	281	16 7 2	22 6 7	37 15 11	318	329 7 3	121	133 8 5	...	...
Tarranyurk ... ..	159	8 13 1	16 5 3	17 16 6	208	60 9 11	33	12 5 7	...	...
Jeparit ... ..	607	93 2 2	157 7 10	224 15 0	2,932	1,520 0 3	1,358	1,511 6 11	1 0 0	29 12 6
<b>NORTH-EASTERN LINE.</b>										
Kensington ... ..	653,280	4,154 4 6	80 13 11	149 18 5	7,311	2,025 8 1	17,436	9,374 11 1	...	...
Newmarket ... ..	665,971	5,248 5 4	979 16 9	1,232 8 11	7,888	1,380 10 2	32,601	19,794 13 3	7,310 11 2	73,894 4 9
Show Siding ... ..	...	...	0 1 8	23 12 7	32	87 10 7	165	88 16 10	175 6 0	190 4 8
Ascot Vale ... ..	1,209,807	10,213 2 6	110 13 3	113 3 8	...	...	...	...	...	...
Moonee Ponds ... ..	679,460	7,249 8 8	123 0 3	189 16 9	...	...	...	...	...	...
Essendon ... ..	539,406	6,555 4 4	239 13 8	292 9 3	742	308 5 2	8,965	3,032 5 5	...	3 1 2
North Essendon ... ..	5,783	91 7 11	17 2 0	18 4 8	...	...	...	...	...	...
Pascoe Vale ... ..	12,755	207 9 5	33 0 7	38 11 4	...	...	...	...	...	...
Glenroy ... ..	34,423	634 11 1	36 4 11	44 8 11	1,097	187 0 1	509	148 19 9	...	0 15 0

Broadmeadows ... ..	10,496	308 4 1	201 6 9	88 4 9	209	50 7 2	179	44 12 3	49 11 9	8 11 6	
Somerton ... ..	3,432	116 5 9	39 13 5	36 16 4	296	52 2 8	539	81 17 4	5 11 6	3 1 3	
Craigieburn ... ..	2,338	150 13 2	215 8 5	113 3 4	1,017	232 4 4	358	104 4 0	124 1 9	293 2 2	
Donnybrook ... ..	3,102	192 10 11	601 0 11	145 3 6	659	237 15 5	939	223 11 3	4 5 11	57 8 6	
Beveridge ... ..	1,716	132 9 4	92 13 1	64 15 7	136	59 13 9	111	41 18 1	4 0 4	30 19 10	
Wallan ... ..	5,616	689 0 0	246 13 8	137 6 4	2,971	645 9 10	666	304 18 0	168 15 7	313 11 0	
Wandong ... ..	4,291	448 9 0	207 5 9	239 15 7	15,378	4,249 18 10	757	369 15 4	...	18 17 0	
Kilmore Junction ... ..	690	68 19 11	11 12 10	13 10 2	...	...	...	...	...	...	
Kilmore East ... ..	6,885	1,166 12 3	156 5 2	139 18 2	337	141 3 11	151	75 16 3	150 12 5	225 16 10	
Broadford ... ..	5,704	866 8 11	144 7 2	220 6 3	2,901	1,076 2 11	3,102	1,560 16 2	84 11 11	44 14 4	
McDougall's Siding ... ..	...	...	...	...	986	739 15 8	573	261 11 11	...	...	
Lowry Siding ... ..	...	...	...	...	1,422	323 18 9	20	12 5 8	...	...	
Tallarook ... ..	6,369	857 14 5	251 13 4	255 19 6	2,811	813 5 6	296	231 12 9	85 7 6	8 9 10	
School-house Lane ... ..	...	...	...	...	682	193 0 6	22	8 12 6	...	...	
Seymour ... ..	16,511	3,351 12 5	2,395 17 11	2,482 7 3	12,610	3,620 10 8	2,813	1,809 11 9	576 5 8	128 10 11	
Mangalore ... ..	3,256	641 10 5	62 6 7	74 4 7	4,562	1,423 7 10	216	134 18 8	1 5 6	...	
Avenel ... ..	3,330	450 9 4	112 12 8	126 15 10	2,693	1,901 2 10	743	574 8 11	115 1 3	13 8 0	
Monea ... ..	1,131	66 18 9	30 11 5	36 11 2	8,325	2,745 17 10	79	47 19 3	8 11 0	...	
Burnt Creek ... ..	1,715	154 9 8	48 16 3	46 12 1	14,690	5,959 13 4	361	159 3 3	...	...	
Longwood ... ..	3,330	399 17 7	230 1 7	158 13 1	12,010	4,645 17 4	778	587 16 3	193 16 3	18 13 4	
Creighton ... ..	414	25 9 10	16 18 4	20 13 8	7,030	2,639 12 8	23	10 4 9	...	...	
Euroa ... ..	8,424	1,709 7 8	546 15 4	491 18 8	12,909	6,228 12 8	3,582	2,899 13 5	383 3 5	107 14 5	
Balmattum ... ..	1,114	37 11 4	16 3 5	27 11 0	5,387	2,276 12 1	47	36 13 4	...	...	
Violet Town ... ..	4,368	724 9 11	251 6 5	226 7 8	6,599	3,078 12 2	1,507	1,229 3 7	278 7 1	4 19 6	
Baddaginnie ... ..	1,816	179 2 3	41 3 0	55 15 8	5,198	2,614 18 4	192	170 12 7	144 12 3	...	
Benalla ... ..	22,581	4,967 16 1	1,858 16 3	2,075 15 4	3,830	2,504 18 8	7,034	6,855 9 0	1,121 2 2	190 15 7	
Winton ... ..	1,542	134 11 7	38 3 11	52 19 1	118	161 11 7	87	71 9 11	1 1 0	...	
Glenrowan ... ..	3,719	455 12 8	76 17 5	121 15 9	1,150	949 16 11	647	697 19 10	334 13 1	6 17 6	
Wangaratta ... ..	17,846	4,655 14 5	1,162 2 2	1,346 5 11	9,226	5,419 15 1	8,049	8,944 8 4	738 13 10	104 6 5	
Beechworth Junction ... ..	783	99 4 3	25 6 9	27 8 5	384	210 13 10	108	141 2 6	...	...	
Springhurst ... ..	5,952	679 12 10	62 7 3	110 4 1	1,167	511 10 3	668	628 15 6	60 13 8	1 12 3	
Chiltern ... ..	8,871	2,203 3 2	189 11 9	370 15 9	1,930	831 18 8	7,266	5,792 19 7	391 15 4	10 15 9	
Barnawartha ... ..	3,237	427 4 2	52 7 10	82 11 7	1,165	1,000 12 0	651	877 5 5	840 12 10	84 15 0	
Wodonga ... ..	11,269	2,474 18 10	1,174 2 10	1,315 12 5	4,979	4,011 1 3	4,135	5,552 11 1	10,185 11 11	677 3 6	
TALLANGATTA LINE.											
Bethanga Road ... ..	3,024	449 11 9	91 5 5	152 12 6	506	691 12 6	1,507	2,866 15 2	1,842 10 0	9 1 9	
Huon Lane ... ..	1,554	246 19 4	58 19 11	101 8 9	161	277 2 11	383	794 11 6	1,927 17 3	6 3 6	
Bolga ... ..	...	...	10 1 6	12 4 10	1,218	223 19 7	69	33 11 9	...	2 6 6	
Tatonga ... ..	...	...	...	...	...	...	...	...	683 7 4	...	
Tallangatta ... ..	4,841	1,758 1 1	292 3 7	459 3 4	1,758	1,825 4 10	2,611	5,218 2 2	6,536 18 5	66 5 9	
COBURG AND SOMERTON LINE.											
Macaulay Road ... ..	148,739	898 8 10	59 8 2	85 9 8	...	...	...	...	...	...	
Flemington Road ... ..	130,793	860 15 0	65 6 0	72 3 8	...	...	...	...	...	...	
Royal Park ... ..	63,435	425 16 0	42 7 5	107 7 7	...	...	...	...	...	...	
South Brunswick ... ..	129,752	686 16 1	195 16 0	176 2 5	12,651	3,813 17 7	11,328	3,248 18 5	...	...	
Brunswick ... ..	231,097	1,222 3 6	194 2 9	264 3 11	540	329 9 10	5,963	1,745 3 8	...	...	
Moreland ... ..	114,116	619 8 2	78 1 5	96 15 3	2,875	221 7 7	8,637	3,438 18 3	...	1 17 0	
Coburg ... ..	337,717	2,065 12 1	97 15 8	79 14 3	1,044	233 5 6	3,345	896 8 10	...	0 7 6	
Bell Park ... ..	489	6 17 8	4 8 7	4 8 10	...	...	...	...	...	...	
North Coburg ... ..	525	7 12 5	...	...	457	40 3 11	54	7 19 3	...	...	
Fawkner ... ..	362	5 5 3	...	0 13 5	...	...	...	...	...	...	
Campbellfield ... ..	6,818	145 9 11	180 1 10	87 18 5	201	82 10 6	484	173 4 3	...	...	
North Campbellfield ... ..	234	4 16 1	0 5 0	0 5 0	...	...	...	...	...	...	

\* Including Carriage of Water, caused by drought—Galaquif, £60 12s.; Beulah, £232 18s.

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

STATION.	PASSENGERS.		PARCELS, ETC.			GOODS.				LIVE STOCK.											
	Outwards.		Outwards.	Inwards.	Outwards.		Inwards.		Outwards.	Inwards.											
	Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.											
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.									
<b>COLLINGWOOD LINE.</b>																					
North Carlton ... ..	123,479	871	16	10	68	1	1	107	14	11	665	512	11	8	5,294	1,837	7	7	...	...	
North Fitzroy ... ..	255,632	2,005	10	10	359	0	9	853	19	0	1,261	887	8	10	6,639	2,239	19	7	...	0 7 6	
Fitzroy ... ..	...	...	...	...	336	0	6	353	19	2	521	161	14	4	26,052	9,629	0	2	...	...	
Collingwood ... ..	188,648	1,908	18	6	317	9	9	220	2	2	1,593	809	19	4	29,332	12,603	3	2	...	...	
Clifton Hill ... ..	96,623	808	14	11	151	4	5	100	2	6	464	506	2	0	4,795	1,572	0	8	...	...	
Northcote South ... ..	9,301	84	8	0	10	6	10	10	6	10	...	...	...	...	...	...	...	...	...	...	
Fairfield Park ... ..	126,164	686	1	6	36	9	0	37	18	11	16	4	7	2	582	161	10	8	1	18	6
<b>PRESTON AND WHITTLESEA LINE.</b>																					
Northcote ... ..	117,296	833	3	6	44	1	1	38	9	2	...	...	...	...	...	...	...	...	...	...	
Middle Northcote ... ..	160,762	1,101	7	4	75	12	9	81	15	9	11,696	2,768	1	9	792	322	5	5	...	0 13 9	
Croxton ... ..	125,441	718	13	9	31	3	0	28	5	9	110	48	7	0	2,701	877	6	3	...	...	
Thornbury ... ..	38,857	320	15	1	13	4	6	15	14	11	...	...	...	...	...	...	...	...	...	...	
Preston (Bell-street) ... ..	156,540	1,012	2	1	50	2	9	49	4	6	324	117	16	0	2,204	686	13	7	32	14	3
" (Murray-road) ... ..	96,024	580	6	2	25	14	8	27	2	9	...	...	...	...	...	...	...	...	...	...	
" (Regent-street) ... ..	131,775	780	16	5	39	6	3	31	5	3	...	...	...	...	...	...	...	...	...	...	
" (Reservoir) ... ..	16,052	200	13	5	202	3	2	33	15	11	1,324	118	14	2	10	1	5	0	0	7	6
Thomastown ... ..	1,699	40	2	7	37	14	7	21	17	10	63	19	13	0	95	23	9	4	2	2	0
Epping ... ..	4,902	110	19	7	159	12	6	75	11	10	152	22	14	5	827	243	3	11	2	0	0
South Morang ... ..	4,223	135	18	9	71	9	7	78	9	9	160	33	3	2	278	90	6	3	13	17	3
South Yan Yean ... ..	4,073	220	13	9	312	0	10	99	12	0	835	123	17	3	660	230	1	10	22	13	9
Yan Yean ... ..	2,176	152	0	8	97	18	4	57	3	7	831	117	7	1	338	103	18	3	2	16	6
Whittlesea ... ..	5,485	468	14	2	477	12	1	206	9	4	1,757	401	11	4	1,200	512	12	11	235	15	3
<b>MANSFIELD LINE.</b>																					
Traawool ... ..	630	72	19	6	58	3	11	44	1	6	1,237	371	15	8	48	43	0	1	4	19	0
F. Is Siding ... ..	...	...	...	...	...	...	...	...	...	...	61	34	11	3	11	3	6	0	...	...	...
Kerrisdale ... ..	394	47	11	2	32	16	1	35	6	3	269	138	10	11	102	58	10	10	12	8	3
Homewood ... ..	854	108	17	7	29	13	3	36	0	2	735	265	17	8	54	35	16	11	29	3	0
Yea ... ..	4,265	913	16	1	331	18	6	410	1	11	757	855	2	9	1,805	1,509	2	0	617	10	7
Cheviot ... ..	187	7	4	3	25	8	0	30	3	5	1,780	696	10	4	29	40	5	9	...	...	...
Molesworth ... ..	405	83	10	7	35	19	1	50	11	9	209	115	6	0	86	76	8	0	103	16	11
Cathkin ... ..	879	158	18	2	63	19	1	69	14	10	549	250	10	0	69	49	18	5	...	...	...
Alexandra Road ... ..	2,310	851	8	5	100	4	5	217	11	9	984	925	1	10	1,377	1,862	15	11	185	8	4
Yarek ... ..	633	144	15	10	43	8	11	78	12	7	376	314	10	5	547	589	13	6	130	15	2
Kanumbra ... ..	149	10	1	4	44	15	8	55	4	11	144	111	2	1	52	41	10	2	...	...	...
Merton ... ..	746	123	5	2	137	0	3	163	7	8	193	268	19	10	152	180	14	5	96	10	0
Woodfield ... ..	401	46	9	2	36	0	1	45	18	11	80	89	5	3	27	35	19	3	107	16	0
Bonnie Doon ... ..	1,757	281	18	9	62	19	6	103	0	8	284	335	10	1	501	724	11	7	302	14	8
Mainsdale ... ..	1,217	167	2	11	28	0	0	47	11	11	161	173	1	4	147	224	6	1	170	14	6
Mansfield ... ..	2,879	1,420	11	0	271	7	7	523	1	2	1,898	1,938	8	3	2,876	5,545	5	2	616	4	0

NUMURKAH LINE.											
Tabilk	1,304	221 17 2	56 18 5	74 0 5	7,402	2,579 9 5	366	277 7 4	73 1 6	19 4 7	
Nagambie	5,215	1,158 19 10	166 19 5	265 3 7	20,892	7,548 9 9	1,682	1,445 14 0	397 18 0	63 14 7	
Wahring	2,141	264 4 11	94 4 1	129 4 1	13,803	5,172 5 11	641	340 16 10	41 16 6	6 2 0	
Murchison East...	5,102	1,103 16 6	169 19 1	184 1 11	2,678	1,248 5 8	418	372 2 10	530 5 4	175 0 11	
Arcadia	1,920	341 12 1	54 17 1	62 3 8	3,925	1,819 19 4	398	294 10 4	140 9 8	30 17 0	
Toolamba	4,812	669 1 1	124 9 3	130 17 10	4,979	2,225 16 5	951	369 11 10	104 12 6	20 17 5	
Mooroopna	5,176	1,204 13 7	119 4 3	214 4 9	5,483	3,386 1 8	2,340	1,677 6 5	135 11 5	84 9 9	
Shepparton	13,732	3,196 19 10	995 1 1	1,155 16 6	7,978	4,488 2 1	10,809	6,871 8 0	884 6 1	440 8 8	
Congupna Road	611	30 10 0	20 16 6	31 1 1	1,576	883 15 5	155	71 0 7	0 17 6	...	
Tullygaroopna	1,933	299 13 9	37 0 9	77 5 3	3,311	1,810 7 2	815	508 6 10	139 12 6	4 5 6	
Wunglunu	2,827	355 2 8	62 9 1	104 4 5	2,578	1,720 5 11	886	684 2 8	219 19 2	48 14 3	
Numurkah	10,164	2,320 5 2	402 1 6	591 11 1	6,181	3,546 0 1	3,731	4,268 11 8	379 16 2	103 15 10	
COBRAM LINE.											
Katunga	1,348	285 13 11	50 4 3	80 5 11	3,420	2,121 4 11	409	402 6 5	265 5 7	10 4 1	
Strathmerton	1,891	393 14 8	68 10 4	110 11 10	2,582	1,592 7 6	662	865 9 6	364 16 10	89 9 7	
Yarroweyah	2,554	968 4 10	100 0 5	209 9 4	5,743	4,501 15 2	2,595	4,380 15 10	1,526 8 6	144 2 0	
Cobram	2,806	1,378 12 6	248 12 9	437 6 4	5,647	3,760 18 6	2,066	3,336 17 4	839 10 5	14 15 4	
RUSHWORTH LINE.											
Murchison	886	75 19 11	108 10 11	172 18 10	2,772	1,349 1 0	1,116	928 11 9	...	3 19 6	
Wiroo Siding	202	4 17 11	6 0 0	7 3 6	7,727	3,144 6 9	30	28 14 5	...	...	
Waranga	356	11 17 10	14 0 0	19 14 9	7,878	3,286 0 5	62	51 12 10	...	...	
Rushworth	2,010	600 12 0	154 14 10	298 5 3	23,607	9,818 19 10	2,744	2,695 6 11	445 7 3	62 3 1	
DOOKIE LINE.											
Pine Lodge	210	9 10 6	35 19 3	52 2 11	2,117	1,126 0 0	111	93 8 4	...	3 7 0	
Cosgrove	808	111 11 4	38 3 7	62 4 9	2,963	1,095 6 6	553	418 5 8	117 15 0	2 13 6	
Dookie	3,035	754 4 8	174 3 3	268 17 0	3,592	1,380 2 9	2,119	1,739 8 7	359 19 6	66 19 4	
KATAMAITI LINE.											
Yabba South	10	0 4 11	...	0 0 6	15	17 6 3	...	...	...	...	
Yabba North	81	4 17 10	0 6 11	1 18 3	691	488 9 6	41	47 7 7	...	...	
Youanmite	114	7 14 2	23 19 1	26 15 5	324	282 10 3	45	80 13 4	...	1 5 0	
Katamaiti	585	73 9 1	92 13 3	172 12 3	2,603	1,960 16 1	802	1,100 3 4	226 15 8	9 6 4	
NATHALIA LINE.											
Waia	1,537	250 5 2	40 11 6	68 8 6	2,650	1,550 18 2	405	323 14 11	268 16 9	30 13 6	
Nathalia	4,382	1,242 13 9	288 18 5	445 8 4	6,479	4,412 8 2	3,538	3,677 6 7	1,632 17 8	87 19 0	
PICOLA LINE.											
Barwo	4	0 2 1	...	...	...	...	...	...	...	...	
Picola	856	205 17 8	97 11 7	82 7 9	4,214	1,597 13 9	648	582 7 1	10 11 0	2 12 9	
YARRAWONGA LINE.											
Nooramunga	555	35 10 5	0 3 9	4 2 6	74	16 1 5	1	4 1 10	2 14 4	...	
Goorambat	1,884	223 16 5	70 15 6	91 5 4	2,709	1,730 2 1	1,568	1,013 15 0	85 7 0	...	
Devenish	2,416	295 14 2	50 5 0	82 9 5	1,089	597 6 2	413	522 13 3	227 14 3	4 2 6	
St. James	3,052	586 7 0	107 8 8	186 18 1	2,350	1,243 14 9	862	1,091 2 4	269 14 4	40 1 11	
Tungamah	3,582	684 0 11	136 7 8	230 6 9	2,304	1,634 16 4	1,445	2,118 15 2	355 3 8	96 7 1	
Telford	1,139	239 2 9	48 11 1	70 17 2	1,839	839 13 1	238	255 13 2	170 17 0	...	
Yarrawonga	6,022	2,219 13 8	615 4 3	886 16 7	14,541	10,885 18 7	4,393	8,495 10 4	1,813 5 8	398 18 1	

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

STATION.	PASSENGERS.		PARCELS, ETC.		GOODS.				LIVE STOCK															
	Outwards.		Outwards.	Inwards.	Outwards.		Inwards.		Outwards.	Inwards.														
	Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.														
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.												
<b>BEECHWORTH LINE.</b>																								
Londrigans ... ..	538	22	9	7	0	2	4	7	10	5	162	210	4	3	73	95	10	8	...	...				
Tarrawingee ... ..	2,071	252	14	6	87	12	5	117	0	1	1,919	632	1	2	736	921	4	9	...	...				
Everton ... ..	4,161	544	18	9	95	8	9	115	13	9	703	374	2	11	319	456	18	11	124	5	9			
Lees Crossing ... ..	506	12	5	9	0	2	7	0	8	3	...	...	...	...	...	...	...	...	...	...	...			
Beechworth ... ..	11,578	3,021	0	8	536	16	2	900	7	5	3,759	1,789	6	7	6,586	8,585	4	9	8	8	6	37	1	4
<b>YACKANDANDAH LINE.</b>																								
Wooragee ... ..	242	10	4	5	0	13	6	2	5	8	1,581	346	15	4	45	28	13	1	...	0	17	10		
Yackandandah ... ..	2,463	517	7	7	58	4	7	176	10	2	2,164	887	12	0	1,687	3,241	16	6	...	0	11	4		
<b>MYRTLEFORD LINE.</b>																								
Bowman's Forest ... ..	927	104	6	1	30	5	4	43	13	0	527	271	17	5	196	165	10	7	222	5	4	2	18	0
Palmerston ... ..	547	21	7	11	0	15	2	16	2	1	694	159	15	7	100	113	8	4	...	1	15	8		
Myrtleford ... ..	3,607	837	0	2	395	1	2	382	18	11	833	517	18	4	794	1,023	13	7	491	11	6	34	13	11
<b>BRIGHT LINE.</b>																								
Ovens Vale ... ..	644	28	0	2	9	15	1	25	4	9	258	151	15	2	67	49	7	0	...	1	8	0		
Eurobin ... ..	...	...	...	...	13	7	2	11	19	0	679	210	11	1	21	27	14	8	...	...	...	...		
Porepunkah ... ..	861	50	5	3	12	5	2	47	6	7	2,006	669	0	4	546	1,104	15	8	...	5	14	6		
Bright ... ..	3,910	1,631	3	0	271	0	6	431	16	1	440	593	15	0	2,122	3,988	14	7	7	2	3	40	7	10
<b>WAHGUNYAH LINE.</b>																								
Lilliput ... ..	812	19	3	4	0	2	3	3	17	5	110	82	1	1	315	132	15	4	...	...	...	...		
Great Southern Consols ... ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18	4	10	0	...	...	...	...		
Rutherglen ... ..	12,934	3,351	17	2	307	5	6	671	3	5	4,641	4,758	9	3	15,594	14,942	0	11	21	17	5	32	12	8
Wahgunyah ... ..	10,776	2,585	2	2	377	14	11	592	12	10	8,308	8,381	14	8	4,893	8,583	1	10	2,571	2	1	167	6	8
<b>EASTERN LINE.</b>																								
Prince's-bridge ... ..	2,019,432	62,084	13	4	9,904	16	11	5,938	17	3	...	...	...	...	...	...	...	...	...	...	...	...		
Hawksburn ... ..	1,186,830	10,179	17	10	296	17	10	359	6	2	...	...	...	...	...	...	...	...	...	...	...	...		
Toorak ... ..	437,010	4,851	15	0	299	18	1	449	10	9	2,093	864	13	10	22,493	6,827	5	9	...	...	...	...		
Armadale ... ..	798,862	169	0	3	9,454	9	10	155	4	0	...	...	...	...	...	...	...	...	...	...	...	...		
Malvern ... ..	652,975	8,601	3	2	152	7	8	316	13	5	243	91	5	6	8,227	2,260	11	5	...	...	...	...		
Caulfield ... ..	319,754	5,463	10	0	1,214	12	5	773	11	0	60	53	11	3	2,424	546	11	0	100	4	6	120	8	7
Rosstown ... ..	36,567	512	10	3	17	5	11	17	18	8	...	...	...	...	...	...	...	...	...	...	...	...		
Murrumbena ... ..	80,774	1,141	8	11	64	0	7	69	0	9	45	9	3	6	804	127	18	0	...	...	...	...		
Oakleigh ... ..	180,387	3,202	11	5	183	18	1	190	12	2	577	143	0	4	3,849	610	16	10	22	0	9	11	16	11
Clayton's Road ... ..	15,331	384	7	9	56	5	0	45	1	6	46	18	9	9	984	107	16	3	...	...	...	...		
Spring Vale ... ..	17,737	505	3	6	98	6	8	239	2	0	84	36	10	6	864	148	13	10	...	...	...	...		
Dandenong ... ..	50,546	2,749	16	6	774	16	10	593	11	5	2,517	607	2	8	5,084	1,279	3	2	564	0	10	522	0	9
Hallam's Road ... ..	1,237	80	7	5	95	12	3	34	4	6	133	22	4	1	188	59	13	10	...	1	7	8		
Narre Warren ... ..	5,022	322	14	1	190	11	7	130	9	6	1,256	491	0	0	802	332	8	11	233	2	3	76	1	0

Berwick	...	8,506	747 16 11	201 14 7	149 14 5	4,246	736 6 3	1,196	514 9 4	96 19 11	69 7 5
Beaconsfield	...	4,106	326 3 1	94 7 0	75 5 3	820	174 4 11	370	156 16 6	5 17 9	3 12 6
Officer	...	1,042	94 3 5	127 7 8	60 19 10	1,070	179 18 0	168	65 16 4	...	...
Pakenham	...	5,690	702 13 3	131 19 4	193 15 8	1,781	607 13 8	925	527 11 10	253 11 5	60 5 3
Nar-nar-agoon	...	1,594	190 15 3	47 6 4	97 5 10	3,094	642 13 11	359	183 13 8	35 7 11	8 7 5
Tynong	...	518	46 9 9	18 17 0	25 11 7	1,178	230 14 11	58	29 7 3	...	19 2 3
Garfield	...	1,676	171 8 10	31 16 3	52 17 4	2,474	518 15 1	254	142 1 3	...	3 1 0
Jefferson's Siding	...	...	...	...	...	1,774	298 11 4	...	...	...	...
Bunyip	...	4,632	389 19 11	45 16 8	92 7 1	2,329	633 17 7	756	454 11 11	4 3 0	15 0 3
Longwarry	...	3,975	315 19 9	97 13 8	134 0 9	4,787	1,372 9 5	439	278 17 10	3 6 0	10 6 0
Rock Cutting	...	...	...	...	...	541	125 2 6	...	...	...	...
Drouin	...	8,859	1,087 11 5	178 0 10	265 0 10	1,429	862 17 0	2,485	1,511 2 7	94 18 0	80 17 0
Warragul	...	18,978	2,540 0 3	1,213 2 1	1,335 6 10	2,973	1,385 16 0	4,264	2,650 1 6	270 16 9	245 2 10
Bloomfield	...	4,625	170 18 5	100 17 2	49 9 0	649	268 3 10	184	108 8 4	...	12 3 0
Darnum	...	5,109	206 17 5	70 10 8	107 11 3	7,086	2,293 18 6	284	197 18 10	...	9 12 4
Yarragon	...	5,261	460 12 6	59 1 5	89 6 6	2,148	1,023 0 10	973	650 0 8	68 9 7	20 5 9
Trafalgar	...	3,655	333 2 1	62 8 7	87 18 3	383	287 12 10	709	402 14 7	59 17 7	15 5 7
Moe	...	9,237	1,829 11 10	139 10 11	374 0 6	3,754	1,463 12 2	1,368	1,139 18 4	136 5 4	26 6 9
Morwell	...	8,899	1,306 14 11	208 15 1	242 8 1	2,795	1,218 0 6	1,645	1,408 12 6	474 18 10	223 15 0
Traralgon	...	10,569	1,832 4 6	464 2 6	558 14 7	869	932 11 10	2,685	2,263 9 6	1,228 5 1	356 7 9
Loy Yang	...	672	7 15 4	5 16 6	11 12 8	30	16 3 6	30	21 19 0	...	1 17 6
Flynn's Creek	...	1,038	125 1 11	71 9 11	44 8 9	203	155 10 9	406	132 9 7	552 0 7	42 4 6
Rosedale	...	4,095	731 12 4	150 8 4	226 18 8	3,458	1,675 0 8	647	634 12 3	1,197 11 1	341 12 3
Fulham	...	40	3 14 9	11 0 1	14 9 5	45	59 17 7	150	27 16 2	...	...
Sale	...	12,071	3,502 8 10	1,079 14 6	1,406 13 0	10,438	5,436 17 5	3,182	2,677 12 2	3,311 1 1	455 12 6
Montgomery	...	...	...	...	...	2,144	1,182 0 2	131	35 13 10	794 17 11	...
Stratford	...	6,835	809 1 11	165 9 5	221 14 5	835	707 9 5	893	638 13 6	712 2 5	138 6 0
Munro	...	539	56 19 0	13 4 7	24 14 1	278	158 16 6	61	23 19 4	...	...
Fernbank	...	1,474	122 11 4	17 1 5	29 18 10	974	520 3 8	92	53 7 11	...	34 5 6
Lindenow	...	3,851	626 8 0	61 18 4	93 6 6	7,772	4,709 5 8	827	440 17 11	878 19 9	189 2 10
Hillside	...	1,156	38 3 1	12 16 6	21 2 1	2,505	1,552 1 11	49	35 19 10	...	14 11 0
Bairnsdale	...	9,837	4,946 15 11	562 16 4	1,033 6 2	5,433	3,528 6 3	3,225	3,050 9 8	2,437 5 1	618 8 0

FRANKSTON LINE.

Glen Huntly	...	27,596	463 11 4	22 17 9	24 13 11	1	1 5 2	495	114 9 10	...	0 12 9
Ormond	...	55,921	831 7 8	34 15 2	37 7 11	381	39 0 9	447	117 4 11	...	...
McKinnon	...	29,967	485 4 9	15 9 4	18 6 5	...	...	...	...	...	...
East Brighton	...	41,481	745 18 3	28 12 11	47 8 2	202	98 8 11	3,085	533 2 2	...	...
South Brighton	...	38,861	741 2 2	132 2 8	76 16 1	94	28 19 7	1,709	290 15 5	...	...
Highbett	...	30,115	523 11 3	30 3 2	27 0 11	...	...	...	...	...	...
Cheltenham	...	61,012	1,408 8 0	72 9 0	87 7 0	77	37 15 7	2,366	377 2 4	...	0 7 6
Mentone	...	61,196	1,458 0 8	86 2 4	213 16 6	11	5 6 1	1,821	282 18 6	2 6 0	...
Mordialloc	...	51,168	1,780 8 8	434 10 1	581 11 6	557	111 4 9	1,716	344 1 6	5 12 7	0 12 3
Apsendale Park	...	287	14 15 2	...	171 2 9	...	...	...	...	...	...
Carrum	...	3,994	173 15 7	20 7 1	50 7 5	567	143 16 10	667	167 8 11	...	0 15 6
Frankston	...	18,342	1,178 17 0	294 15 0	391 7 11	555	138 10 9	1,705	511 17 7	2 18 6	29 2 2

MORNINGTON LINE.

Langwarrin	...	947	30 0 6	11 11 7	21 9 11	112	25 18 6	46	20 0 1	...	...
Mornington Junction	...	3,440	235 13 5	46 11 3	44 0 8	1,055	189 7 3	153	45 0 3	...	4 18 6
Moorooduc	...	308	5 0 11	12 18 7	13 0 6	238	53 3 0	11	6 13 2	57 9 6	67 4 4
Mornington	...	5,042	758 6 2	334 12 0	365 8 1	501	217 2 11	946	427 13 2	8 19 9	31 12 3

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

STATION.	PASSENGERS.		PARCELS, ETC.		GOODS.				LIVE STOCK.	
	Outwards.		Outwards.	Inwards.	Outwards.		Inwards.		Outwards.	Inwards.
	Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.
<b>STONY POINT LINE.</b>										
Somerville ... ..	1,567	£ 140 7 2	£ 47 16 4	£ 68 5 8	1,882	£ 558 13 6	1,031	£ 392 17 1	0 16 0	£ 3 1 3
Tyabb ... ..	871	62 10 3	22 5 4	24 11 0	2,316	428 0 4	128	60 18 3	2 5 9	1 7 c
Hastings ... ..	1,845	180 18 6	108 5 4	142 19 1	3,189	623 19 8	433	309 13 0	...	14 7 6
Bittern ... ..	1,734	279 12 11	149 16 3	128 8 5	2,346	467 11 11	286	176 16 3	72 16 0	27 6 3
Crib Point ... ..	1,213	21 8 2	11 16 10	13 6 8	31	7 7 5	1	0 17 4	...	...
Stony Point ... ..	1,387	249 1 7	118 4 2	166 13 8	184	146 2 6	142	109 15 1	2 15 6	11 6 0
<b>GLEN IRIS LINE.</b>										
Heyington ... ..	9,490	125 6 6	14 3 1	16 15 11	...	...	...	...	...	...
Kooyong ... ..	6,774	95 10 6	0 8 6	1 3 7	...	...	...	...	...	...
Tooronga ... ..	9,033	137 1 8	3 2 7	3 11 3	...	...	324	61 1 9	...	3 3 0
Gardiner ... ..	7,528	157 9 8	8 9 4	9 5 9	...	...	...	...	...	...
Glen Iris ... ..	7,237	149 9 11	16 8 9	12 8 9	...	...	...	...	...	...
Darling ... ..	5,377	113 19 7	4 8 0	5 1 11	...	...	...	...	...	...
<b>SOUTH-EASTERN LINE.</b>										
Lyndhurst ... ..	820	37 13 9	212 12 7	44 19 8	662	84 17 11	661	197 4 3	...	3 1 3
Cranbourne ... ..	4,572	400 18 1	209 9 9	115 13 9	1,051	340 1 4	1,192	410 0 9	425 7 7	78 10 10
Clyde ... ..	1,194	110 0 11	79 10 8	34 4 8	380	220 5 7	348	102 14 6	4 4 6	3 7 6
Tooradin ... ..	1,161	119 0 7	80 9 6	65 13 6	100	47 16 10	265	110 6 7	2 1 7	11 6 9
Koo-Wee-Rup West ... ..	...	...	...	0 9 0	219	50 12 4	15	3 8 11	21 18 0	1 4 1
Koo-Wee-Rup ... ..	2,176	279 15 0	98 16 6	81 17 10	172	107 1 6	487	272 10 1	7 12 0	10 8 11
Monomeith ... ..	1,531	160 16 6	28 17 10	61 8 3	67	50 6 1	333	139 11 9	374 4 0	58 4 6
Caldermeade ... ..	870	119 16 1	51 9 0	51 12 10	82	57 6 10	314	177 17 10	302 2 8	137 13 0
Lang Lang ... ..	4,323	652 4 5	93 12 2	173 10 10	786	515 5 1	1,058	676 10 7	658 7 4	127 14 0
Nyora ... ..	3,148	471 9 6	52 7 8	114 0 11	612	378 18 4	1,338	887 18 2	674 13 2	64 14 11
Loch ... ..	5,600	657 19 2	134 2 1	201 14 4	508	229 9 5	841	530 18 11	119 11 11	56 15 6
Jeetho ... ..	4,657	359 18 2	29 7 8	71 14 5	201	117 12 10	559	350 15 11	254 19 6	44 10 8
Bena ... ..	3,951	279 9 7	66 3 4	104 8 2	421	368 12 11	1,328	648 11 8	364 14 3	81 3 3
Whitelaw ... ..	732	55 6 9	24 13 6	29 19 6	194	75 15 10	74	51 11 1	4 13 6	...
Korumburra ... ..	31,313	3,046 11 4	1,484 4 4	1,615 16 3	33,507	8,892 0 3	4,562	3,313 2 3	183 4 1	145 10 9
Jumbunna ... ..	8,348	357 5 2	27 2 11	75 16 2	61,050	16,564 16 7	1,216	892 11 10	27 10 2	67 1 0
Outtrim North ... ..	4,928	138 17 10	...	0 12 11	...	...	...	...	...	...
Outtrim ... ..	7,514	527 10 8	117 19 6	189 14 6	33,050	10,266 4 2	2,299	1,832 19 11	...	15 1 4
Kardella ... ..	2,510	122 19 10	22 0 11	49 16 0	612	259 19 5	462	303 13 10	14 11 9	3 4 1
Ruby ... ..	1,993	143 9 11	35 9 6	53 19 10	409	269 16 1	613	369 0 6	38 15 7	11 5 0
Leongatha ... ..	7,202	1,309 6 5	288 7 0	372 9 8	1,227	765 14 9	3,635	2,706 10 7	1,375 1 0	323 0 8
Koonwarra ... ..	569	89 14 11	22 6 3	49 8 5	240	149 11 5	207	157 6 0	119 12 8	37 17 4
Tarwin ... ..	940	138 2 4	35 6 4	77 4 10	131	95 15 3	154	100 0 2	206 12 6	20 17 2
Meeniyah ... ..	998	150 1 6	35 17 10	77 14 2	152	162 10 4	345	370 9 8	0 10 0	15 6 6

Stony Creek ... ..	644	135 2 1	25 7 8	66 4 9	189	121 15 7	271	316 9 11	78 4 2	16 18 5
Buffalo Creek ... ..	354	72 0 4	22 10 0	41 9 2	152	52 2 2	100	115 0 6	24 10 0	104 9 1
Boys ... ..	151	8 17 0	15 5 5	16 9 8	11	10 10 9	21	20 8 7	...	...
Fish Creek ... ..	1,094	210 15 1	75 17 9	107 9 10	2,159	969 15 10	399	337 8 6	96 12 10	62 1 9
Hodde Range ... ..	250	32 11 3	24 8 0	35 19 2	433	172 18 4	60	56 14 5	...	1 6 0
Foster ... ..	2,650	471 8 9	98 14 11	151 15 11	733	257 14 4	758	673 1 3	9 14 0	22 18 8
Franklin River ... ..	941	15 18 9	22 5 0	30 3 4	108	146 0 11	129	116 19 4	2 8 0	11 2 0
Toora ... ..	1,784	295 2 11	66 18 9	133 19 4	248	239 18 9	496	393 3 11	78 5 9	103 5 8
Agnes River ... ..	617	38 12 11	17 8 3	19 19 2	56	41 15 0	104	27 14 10	...	1 10 0
Welshpool ... ..	976	126 7 0	34 18 5	75 7 7	274	346 15 2	278	230 3 10	1 11 9	6 15 6
Masons ... ..	711	23 13 11	17 2 2	15 0 0	427	249 12 10	11	6 8 3	...	...
Hedley ... ..	178	21 3 5	35 15 10	44 12 5	389	264 13 1	341	80 4 0	...	15 1 9
Gelliondale ... ..	464	91 15 3	22 7 1	34 10 2	89	94 11 3	64	63 1 4	...	29 18 3
Alberton ... ..	2,262	702 2 7	171 5 7	286 15 5	1,211	1,071 7 8	518	562 10 1	2,163 7 10	201 15 9
Port Albert ... ..	1,197	189 15 4	291 1 10	295 0 6	476	506 2 1	129	98 14 9	...	0 11 9
NEERIM SOUTH LINE.										
Lillico ... ..	315	4 19 11	...	...	331	114 14 4	32	6 0 5	...	...
Bravington ... ..	262	8 8 1	0 8 3	2 1 11	95	41 11 3	18	7 13 2	...	...
Buln Buln ... ..	1,617	49 16 0	28 18 6	56 7 9	1,008	469 1 5	381	289 3 3	10 13 1	12 2 0
Rokeby ... ..	1,058	41 4 10	0 10 0	13 7 4	2,204	838 11 3	141	97 4 9	11 13 6	...
Crossover ... ..	1,015	49 8 6	...	20 14 6	2,226	854 7 10	170	75 6 9	...	...
Neerim South ... ..	3,689	546 9 9	265 19 8	343 12 1	4,797	1,866 18 8	1,197	965 19 3	195 15 5	63 13 7
THORPDAL LINE.										
Coalville ... ..	1,523	96 3 7	36 11 7	48 14 4	445	195 19 7	118	98 5 6	...	...
Narracan ... ..	1,255	50 2 6	48 10 2	73 6 3	472	281 11 4	316	245 18 9	36 18 0	7 8 9
Thorpdale ... ..	1,651	277 15 0	134 7 3	252 7 11	1,786	951 8 0	736	702 6 10	49 13 11	3 7 2
NORTH MIRBOO LINE.										
Hazlewood ... ..	259	5 13 2	5 15 0	6 16 9	381	165 1 2	35	11 1 2	...	...
Yinnar ... ..	1,894	179 15 7	40 4 2	75 3 8	1,367	795 12 1	590	426 7 3	131 15 3	8 17 2
Boolarra ... ..	2,380	239 12 5	38 6 10	78 14 1	709	406 6 6	399	314 5 0	...	0 4 5
Darlimurla ... ..	1,322	87 10 3	21 17 10	51 17 6	1,396	536 10 7	116	110 7 1	...	...
North Mirboo ... ..	2,187	497 9 5	215 9 5	299 6 11	1,396	946 12 0	1,461	1,153 12 10	313 14 2	19 2 10
HEYFIELD LINE.										
Glengarry ... ..	1,844	216 7 3	46 19 1	64 16 7	357	318 19 1	367	216 2 5	715 4 2	20 5 4
Toongabbie ... ..	3,025	464 13 5	153 19 0	211 11 0	1,112	790 13 11	2,272	2,593 13 4	...	5 9 3
Cowwarr ... ..	2,090	329 14 8	62 15 1	80 14 4	346	347 17 2	1,477	1,352 13 0	1,558 9 4	235 1 1
Dawson ... ..	1,582	49 3 11	21 12 5	25 3 0	29	23 3 1	21	11 9 1	...	1 8 3
Heyfield ... ..	2,787	489 0 0	290 17 7	338 0 11	937	608 15 5	739	757 0 3	300 15 4	80 8 9
MAFFRA LINE.										
Tinamba ... ..	1,465	384 6 11	66 13 4	105 7 4	2,512	1,259 9 11	332	289 2 5	2,818 2 5	95 4 5
Maffra ... ..	5,636	1,492 10 2	267 12 8	449 1 0	4,931	2,285 19 9	18,579	5,680 18 1	2,160 13 9	600 11 11
BRIAGOLONG LINE.										
Boisdale ... ..	266	36 2 2	71 14 1	48 14 11	3,710	513 12 10	380	48 5 2	0 17 6	1 10 8
Bushy Park ... ..	273	35 11 3	36 12 7	53 14 5	867	90 9 4	144	39 0 9	...	...
Briagolong ... ..	919	156 19 11	89 13 4	106 16 7	2,677	573 16 1	402	217 11 4	170 3 8	5 11 0

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

STATION.	PASSENGERS.		PARCELS, ETC.		GOODS.				LIVE STOCK.	
	Outwards.		Outwards.	Inwards.	Outwards.		Inwards.		Outwards.	Inwards.
	Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.
	£ s. d.		£ s. d.	£ s. d.	£ s. d.		£ s. d.		£ s. d.	£ s. d.
<b>HEALESVILLE LINE.</b>										
Glenferrie ... ..	1,053,370	11,614 15 3	166 10 2	258 10 1	...	...	...	...	...	...
Auburn ... ..	1,027,948	11,652 12 6	141 4 3	141 17 5	...	...	...	...	...	...
Camberwell ... ..	992,325	12,716 11 11	399 19 9	397 4 0	912	416 11 6	13,695	2,871 11 9	0 10 0	0 7 6
Canterbury ... ..	292,527	3,971 1 11	76 17 3	115 1 11	37	27 15 10	1,553	385 6 4	...	...
Surrey Hills ... ..	222,342	3,266 16 1	54 17 1	82 2 6	46	49 18 0	3,700	568 17 11	...	1 2 3
Mont Albert ... ..	65,997	960 1 3	30 2 10	32 6 2	...	...	...	...	...	...
Box Hill ... ..	189,906	2,997 17 3	108 7 1	92 11 8	95	62 5 7	2,970	501 16 2	4 19 6	...
Blackburn ... ..	26,290	458 2 10	21 1 11	29 11 3	93	40 1 0	629	76 12 5	...	...
Tunstall ... ..	18,500	357 11 0	45 10 5	29 3 3	...	1 8 0	10	7 3 5	...	...
Mitcham ... ..	22,079	516 14 9	60 6 8	51 17 8	744	173 1 11	2,322	469 10 6	...	0 7 6
Ringwood ... ..	33,371	960 11 2	92 9 8	77 13 7	383	70 5 9	3,761	511 11 11	5 8 6	23 11 6
Croydon ... ..	10,993	423 14 11	81 16 11	72 15 1	1,636	220 14 1	739	169 18 8	0 19 10	...
Mooroolbark ... ..	3,213	121 0 9	93 5 5	41 14 6	2,455	307 13 9	123	46 8 0	...	1 8 6
Lilydale ... ..	24,266	1,635 2 8	750 15 9	579 4 9	8,793	2,110 5 2	4,263	1,650 7 10	159 19 3	434 4 1
Coldstream ... ..	2,292	150 1 6	312 17 11	115 9 5	2,887	414 4 0	253	132 18 1	2 9 0	3 17 9
Yering ... ..	2,684	153 18 11	803 16 10	239 1 4	655	164 8 1	274	113 12 9	9 14 0	10 2 5
Yarra Glen ... ..	7,079	577 15 10	157 19 4	171 19 11	2,315	743 10 1	891	439 12 5	95 13 0	37 11 0
Tarrawarra ... ..	20	1 12 10	63 10 2	31 13 7	309	76 12 8	10	4 13 10	...	...
Healesville ... ..	6,436	963 9 5	421 1 9	491 12 2	3,119	822 12 5	2,251	1,396 17 6	30 2 0	37 15 6
<b>KEW LINE.</b>										
Barker's Road ... ..	157,379	1,676 3 8	34 4 10	33 9 10	...	...	...	...	...	...
Kew ... ..	508,365	5,750 11 10	245 4 2	250 5 0	166	150 2 8	7,480	1,619 4 0	...	...
<b>HEIDELBERG LINE.</b>										
Alphington ... ..	24,511	233 15 6	13 15 10	15 3 11	2,270	176 15 8	112	17 6 6	...	...
Ivanhoe ... ..	27,389	322 9 9	13 6 5	18 12 0	...	0 16 7	82	12 10 1	...	...
Heidelberg ... ..	90,499	1,297 5 7	105 18 3	123 16 6	968	112 11 9	1,201	405 16 10	8 2 8	19 0 9
<b>FERN TREE GULLY LINE.</b>										
Bayswater ... ..	6,689	282 3 10	64 9 11	88 2 3	1,327	184 19 6	826	222 6 3	...	9 15 6
Lower Fern Tree Gully ... ..	3,608	226 6 5	118 15 2	63 14 4	906	138 14 5	394	122 7 4	...	0 14 0
Upper Fern Tree Gully ... ..	4,214	276 19 2	146 5 7	164 10 1	1,258	194 15 10	470	198 1 2	91 1 2	24 12 10
<b>PORT MELBOURNE LINE.</b>										
Flinders-street ... ..	3,294,637	39,224 4 4	3,489 9 9	2,756 15 11	...	...	...	...	...	...
Montague ... ..	132,086	919 7 0	36 3 0	47 19 11	...	...	...	...	...	...
Port Melbourne North ... ..	329,083	2,438 15 5	78 18 8	140 15 1	...	...	...	...	...	...
Graham-street ... ..	346,715	2,295 11 10	79 16 6	164 17 4	...	...	...	...	...	...
Port Melbourne ... ..	185,335	1,697 7 0	2,806 4 5	3,105 8 3	65,282	13,612 7 2	92,042	31,787 14 3	3 6 0	784 5 2

ST. KILDA LINE.												
South Melbourne	...	456,677	3,207 4 1	201 4 6	176 14 3	...	...	...	...	...	...	...
Albert Park	...	1,126,034	7,687 16 5	312 4 3	853 18 1	...	...	...	...	...	...	...
Middle Park	...	450,146	3,178 0 7	80 19 7	118 19 6	...	...	...	...	...	...	...
St. Kilda	...	888,211	7,653 9 10	231 6 10	326 3 11	3,783	247 6 11	16,238	3,960 8 0	...	...	...
BRIGHTON LINE.												
Richmond	...	1,610,225	15,063 12 10	665 6 3	1,099 14 1	...	...	...	...	...	...	...
South Yarra	...	1,520,995	13,952 6 2	494 15 2	539 0 5	...	...	...	...	...	...	...
Prahran	...	934,444	8,362 13 4	311 8 2	295 13 7	...	...	...	...	...	...	...
Windsor	...	895,418	8,927 6 5	349 11 6	278 13 11	264	241 19 3	29,758	9,354 17 6	...	...	0 13 0
Balaclava	...	593,533	6,229 6 8	183 9 2	312 4 0	...	...	...	...	...	...	...
Elsternwick	...	903,495	10,560 14 0	193 10 2	258 18 5	51	71 4 6	4,094	1,077 5 6	0 11 9	...	0 11 9
North Brighton	...	593,365	8,770 5 3	212 0 6	192 17 6	76	73 10 4	7,862	1,665 18 0	...	...	...
Middle Brighton	...	475,093	7,190 1 0	96 13 0	130 9 10	14	8 3 4	4,041	963 1 1	...	...	...
Brighton Beach	...	196,952	3,068 15 3	88 14 5	112 7 5	...	...	...	...	...	...	...
SANDRINGHAM LINE.												
Hampton	...	15,139	331 6 3	5 0 0	16 7 9	...	...	...	...	...	...	...
Sandringham	...	99,834	2,015 0 8	73 4 9	149 12 1	30	17 17 7	1,456	300 0 3	...	...	...
HAWTHORN LINE.												
East Richmond	...	669,932	4,554 0 11	95 2 9	41 7 8	...	...	...	...	...	...	...
Burnley	...	586,605	4,264 14 3	216 6 4	197 11 7	1,965	1,432 5 4	32,021	8,820 0 2	...	...	...
Hawthorn	...	840,195	7,991 1 1	292 10 10	486 11 3	228	211 4 8	9,552	2,323 16 4	...	...	...
Traffic derived from Deniliquin and Moama Stations	...	2,454	1,833 10 7	354 5 4	415 2 4	7,840	8,269 17 10	3,181	5,230 12 4	3,934 12 7	...	347 19 9
Traffic derived from South Australian Stations	...	19,221	21,740 3 7	4,300 15 5	4,626 1 3	890	850 1 8	4,586	4,726 17 11	308 11 6	...	1,674 18 8
Traffic derived from New South Wales Stations	...	38,689	24,591 12 10	3,827 13 3	4,523 16 7	4,237	4,918 3 4	7,679	15,507 7 4	75 4 6	...	378 5 7
Traffic derived from Queensland Stations	...	740	623 7 11	12 15 11	34 7 4	...	...	...	...	...	...	...
Flinders-street (Central)	...	19,899	9,508 0 6	...	...	...	...	...	...	...	...	...
Steamer Gem	...	50,961	1,140 1 6	...	...	...	...	...	...	...	...	...
Thos. Cook and Son to New South Wales, South Australia, &c., &c.	...	11,072	5,366 16 11	...	...	...	...	...	...	...	...	...
Total	...	43,090,749	1,089,951 15 6	235,109 19 7½	235,109 19 7½	2,226,897	1,148,569 12 9	2,226,897	1,148,569 12 9	135,264 19 2	...	135,264 19 2

\* South Kensington Goods is only for portion of the year ; the other portion is included in Melbourne, Spencer-street.

H. KENT,  
Railways Auditor.

Railway Department, Traffic Audit Office,  
15th August, 1898.

VICTORIAN RAILWAYS.

No. 18.

RETURN OF ROLLING-STOCK AT 30TH JUNE, 1897, AND 30TH JUNE, 1898.

		ENGINES.																															
		FOUR WHEELS COUPLED.														SIX WHEELS COUPLED.																	
Class Letter	...	A	B	C	D	E	F	G	H	J	K	L	M	N	Z	Unclassified.	Total.	Ee	O	P	Q	R	S	T	U	V	W	X	Y	Z	Unclassified.	Total.	Grand Total.
Totals at 30th June, 1897	...	25	32	26	20	71	21	2	8	5	5	10	22	5	2	8	262	5	44	5	10	89	10	19	9	2	12	15	31	1	3	255	517
Totals at 30th June, 1898	...	25	32	26	20	70	21	2	8	5	5	10	22	5	2	8	261	6	44	5	10	89	10	19	9	2	12	15	31	1	3	256	517

  

		PASSENGER VEHICLES.															VANS.																
		Carriages.						Cars and Vans combined.																									
		1st Class.			Composites.			2nd Class.			1st Class.			Composites.			2nd Class.																
Class Letter	...	Double Bogie.	Double Bogie Sleeping Cars.	6 wheels.	4 wheels.	Double Bogie.	6 wheels.	4 wheels.	Double Bogie.	6 wheels.	4 wheels.	Double Bogie.	6 wheels.	4 wheels.	Double Bogie.	6 wheels.	4 wheels.	Double Bogie.	6 wheels.	4 wheels.	Double Bogie.	6 wheels.	4 wheels.	Double Bogie.	6 wheels.	4 wheels.	Double Bogie.	6 wheels.	4 wheels.	Double Bogie.	6 wheels.	4 wheels.	Total.
Class Letter	...	AA	—	A	ABAB	AB	BB	B	ADAD	AD	ABDABD	ABD	BD	Total.	BE	BBE	E	E	DD	D	Total.												
Totals at 30th June, 1897	...	239	8	58	15	62	49	36	18	226	210	62	10	2	3	16	2	46	6	1,068	2	3	16	53	225	4	303						
Totals at 30th June, 1898	...	215	8	55	7	63	47	27	40	232	207	74	7	...	4	15	1	50	9	1,061	2	3	16	53	225	4	303						
Under construction	...	19	...	...	...	...	...	...	14	...	...	...	...	...	...	...	...	...	...	33	...	...	...	...	...	...	...						

  

		WAGGONS.															SUNDRIES.															
		High-sided Covered.	Medium.	Low-sided.	Low-sided (Cranes).	Sheep.	Cattle.	Ballast.	Hopper Coal (Iron).	Hopper Coal (Double Bogie.)	Powder.	Low-sided Double Bogie.	Medium Double Bogie, Movable sides.	Medium Double Bogie.	High-sided Covered Double Bogie.	Refrigerators.	Double Bogie Refrigerators.	Louvre Trucks.	Total.	Horse Boxes.	Double Bogie Horse Boxes.	Carriage Trucks.	Hearse.	Travelling Booking-office.	Water Trucks.	Workmen's Sleeping Cars.	Weighing-machine Car.	Casualty Vans.	Pyrograph car.	State Cars.	Total.	
Class Letter	...	H	I	K	L	M	N	O	Oo	P	Q	QR	R	S	T	Th	Tt	U	Total.	F	FF	G	C	—	—	—	—	—	—	—		
Totals at 30th June, 1897	...	499	5933	268	13	233	404	304	188	...	24	20	201	29	20	130	19	31	261	8578	47	6	39	3	1	1	64	1	5	1	4	172
Totals at 30th June, 1898	...	439	6024	267	13	278	404	293	187	...	24	20	201	27	20	130	19	31	300	8677	47	6	32	3	1	9	80	3	5	1	4	191
Under construction	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12	...	...	...	...	...	...	...	...	...	...	...	

(1) Includes 1 Vestibule car (285Av), 1st class "Pioneer," 12 Corridor cars, and "Albert". (2) Includes 6 Joint Stock cars, 2 V.R. (3) Includes 12 Joint Stock cars, and 6 fitted with Booking-offices. (4) Includes 2nd class "Pioneer."  
 (5) Joint Stock. (6) 9 Joint Stock. (7) 13 fitted with Booking-offices. (8) 4 fitted with Booking-offices. (9) 1, 6 Stalls FF. (10) Ministerial No. 1, "Edinburgh," Governor's car, and "Victoria."

(Signed) T. H. WOODROFFE,  
 Chief Mechanical Engineer.

## No. 19.

RETURN of Accidents and Injuries to Life and Limb, from the Opening of the Lines for Traffic to 30th June, 1898.

Year.	Passengers Killed or Injured.				Servants of the Department or of Contractors Killed or Injured.				Persons Killed or Injured at Crossings.		Trespassers.		Miscellaneous.		Total.	
	From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.								
1859	...	...	...	...	1	...	2	...	...	...	3	...	...	...	6	...
1860	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	2
1861	...	...	...	...	...	...	3	2	...	...	...	...	...	...	3	2
1862	...	19	...	...	...	1	4	8	1	1	1	1	...	1	6	31
1863	...	2	...	1	1	...	5	5	...	...	3	2	...	...	9	10
1864	...	...	...	...	...	...	1	7	...	...	...	1	...	1	1	9
1865	...	...	...	...	...	...	1	18	...	...	4	1	...	...	5	19
1866	...	...	...	...	1	1	2	...	...	...	1	1	...	...	4	2
1867	...	...	...	...	...	3	1	5	...	...	...	1	...	...	1	9
1868	...	...	...	...	...	...	...	...	...	...	2	...	...	...	2	...
1869	...	...	...	...	...	...	2	...	...	...	1	...	1	...	4	...
1870	...	...	...	...	...	4	1	...	...	...	1	...	...	...	2	4
1871	...	...	...	...	...	...	2	1	...	...	2	1	2	1	6	3
1872	...	28	...	2	...	1	...	1	...	...	3	...	...	...	3	32
1873	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	1
1874	...	...	...	...	4	...	...	1	1	...	4	...	1	...	10	1
1875	...	...	...	...	...	6	6	1	...	...	4	1	1	...	11	8
1876	...	1	...	1	3	4	10	15	2	...	6	5	2	1	23	27
1877	...	36	1	...	3	3	10	5	...	1	8	2	...	2	22	49
1878	...	22	...	3	...	6	7	5	2	...	6	1	1	3	16	40
1879	...	7	...	2	1	11	8	20	2	3	9	1	1	1	21	45
1880	...	5	...	...	...	1	7	7	3	2	6	3	2	2	18	20
1881	4	46	4	4	...	1	14	10	3	...	8	2	1	1	34	64
1882	1	210	1	5	...	13	22	25	3	1	9	2	2	5	38	261
1883	...	67	5	8	...	7	10	12	5	2	10	1	2	4	32	101
*1884	1	44	...	9	4	10	2	21	...	2	3	1	...	3	10	90
1884-5	...	13	1	23	...	10	12	46	7	5	14	9	2	10	36	116
1885-6	...	3	1	33	1	17	15	101	5	6	14	4	2	27	38	191
1886-7	4	266	...	24	2	16	14	43	5	3	25	3	...	3	50	358
1887-8	...	18	2	34	...	15	22	84	8	2	13	10	...	6	45	169
1888-9	1	116	4	82	4	24	23	107	7	5	37	12	2	12	78	358
1889-90	1	20	8	115	9	49	21	186	7	5	22	13	6	13	74	401
1890-91	...	19	3	82	7	60	14	133	9	6	37	8	2	37	72	345
1891-2	1	37	5	86	1	63	14	115	3	7	21	13	7	21	52	342
1892-3	...	17	...	117	...	33	6	111	2	7	19	7	2	34	29	326
1893-4	...	27	5	85	3	26	9	121	3	4	8	10	8	28	36	301
1894-5	...	12	2	89	1	26	12	107	10	10	14	11	3	27	42	282
1895-6	...	25	3	78	1	29	8	123	4	6	17	13	3	51	36	325
†1896-7	...	35	1	102	1	55	5	240	11	9	12	2	5	75	35	518
†1897-8	1	47	2	78	3	53	7	160	4	13	16	15	4	58	37	424
Total ...	14	1,143	48	1,064	51	548	302	1,847	107	100	363	157	62	427	947	5,286

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

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

## No. 20.

## STATEMENT OF APPOINTMENTS OF EMPLOYÉES.

## QUARTER ENDING 30th SEPTEMBER, 1897.

Name in Full.	Date of Birth.	Branch.	Position.	Date of Appointment or Reinstatement.	Salary or Wages.	Remarks.
Agg, Herbert Mosley ...	30.6.69	Existing Lines	Draughtsman	1.7.97	9s. per day ...	Act 1324, section 20
Brown, Arthur Alexander	12.2.72	"	"	"	9s. " ...	Ditto
Brown, Harold John ...	27.7.70	"	"	"	9s. " ...	Ditto
Long, Samuel Alfred ...	21.4.72	"	Clerk	12.7.97	£110 per ann.	Ditto
McGuinness, Patrick ...	20.12.63	"	Repairer	8.9.97	7s. per day ...	Reinstated

## QUARTER ENDING 31st DECEMBER, 1897.

Name in Full.	Date of Birth.	Branch.	Position.	Date of Appointment or Reinstatement.		Salary or Wages.	Remarks.
				Casual.	Permanent.		
Adamthwaite, Albert Charles	19.6.81	Traffic ...	Junior porter	...	15.11.97	2s. per day	Sec. 31, Act 1250
Addy, George Robinson	3.11.80	Locomotive ...	Apprentice ...	21.10.95	16.12.97	2s. 6d. "	" "
Armour, Hugh ...	26.9.81	Traffic ...	Junior porter	...	15.11.97	2s. "	" "
Arthur, Richard Henry	29.9.81	"	"	...	"	2s. "	" "
Aumont, Louis Philippe	29.9.82	"	Junior car cleaner	...	"	2s. "	" "
Baker, Thomas ...	28.5.77	Telegraph ...	Apprentice ...	1.11.93	26.10.97	4s. "	" "
Baker, Henry Richard ...	20.3.81	Locomotive ...	Boy labourer	...	10.11.97	2s. "	" "
Ballem, Charles William	5.8.82	Traffic ...	Junior messenger	...	15.11.97	2s. "	" "
Barrett, Leslie Hobart ...	8.6.81	"	Junior clerk ...	...	1.11.97	£40 per ann.	" "
Barkman, James John ...	15.6.60	Stores ...	Labourer ...	20.7.86	23.12.97	6s. 6d. per day	Sec. 22, Act 1439
Batson, John Thomas ...	21.6.82	Traffic ...	Junior porter	...	15.11.97	2s. "	Sec. 31, Act 1250
Barter, Hiram Godwin ...	3.3.82	Locomotive ...	Boy labourer	...	10.11.97	2s. "	" "
Bell, David William ...	28.1.81	"	Apprentice ...	31.10.96	16.12.97	2s. "	" "
Berryman, John Phillip	5.2.78	Traffic ...	Junior clerk ...	...	11.11.97	£40 per ann.	" "
Bireh, James Pearce ...	17.2.83	"	Junior porter	...	15.11.97	2s. per day	" "
Birch, Joseph Edward ...	11.4.81	Existing Lines	Lad labourer	...	11.11.97	2s. "	" "
Biddle, Robert Charles...	22.5.66	"	Fitter ...	...	20.10.97	8s. "	" "
Blake, Henry Francis ...	2.7.81	Traffic ...	Junior car cleaner	...	15.11.97	2s. "	" "
Bishop, Herbert Chambers	18.11.81	Locomotive ...	Apprentice ...	19.10.96	1.11.97	2s. "	" "
Blight, George Wilmot	20.3.81	"	"	16.10.96	16.12.97	2s. "	" "
Bonnett, William ...	15.9.81	"	Boy labourer	...	10.11.97	2s. "	" "
Blee, Charles Edmund ...	18.11.80	Telegraph ...	Apprentice ...	...	1.11.97	1s. 6d. "	" "
Bracher, Ernest Alfred	9.4.82	Traffic ...	Junior clerk ...	15.2.97	"	£40 per ann.	" "
Brophy, Thomas Patrick	27.8.81	"	Junior porter	...	15.11.97	2s. per day	" "
Brown, William Peter ...	21.6.81	"	Junior clerk ...	...	1.11.97	£40 per ann.	" "
Burns, Ernest William...	9.11.82	Locomotive ...	Apprentice ...	...	15.11.97	1s. 6d. per day	" "
Buckley, Richard ...	21.3.81	Traffic ...	Junior porter	...	"	2s. "	" "
Burgess, Albert Thomas	29.4.81	Locomotive ...	Apprentice ...	31.10.96	4.1.98	2s. "	" "
Burden, Arthur Penrose	8.10.82	Accountant's	Junior clerk ...	...	1.11.97	£40 per ann.	" "
Bush, Edward ...	7.9.82	Locomotive ...	Boy labourer	...	10.11.97	2s. per day	" "
Carmichael, William Robert	15.7.66	"	Fitter ...	...	3.12.97	10s. "	Sec. 20, Act 1324
Cawley, Vincent Patrick	25.2.83	Existing Lines	Apprentice ...	...	1.11.97	1s. 6d. "	Sec. 31, Act 1250
Calanchini, George Francis	27.3.81	"	"	...	"	1s. 6d. "	" "
Carton, William Stephen	11.11.80	"	"	...	"	1s. 6d. "	" "
Carter, Albert James ...	12.12.81	"	"	...	8.11.97	1s. 6d. "	" "
Capper, David Samuel ...	8.12.80	"	Lad labourer	...	15.11.97	2s. "	" "
Cameron, Donald ...	7.11.82	Traffic ...	Junior clerk ...	...	1.11.97	£40 per ann.	" "
Cameron, Thomas Henry	18.1.82	"	Junior messenger	23.7.94	11.11.97	2s. per day	" "
Canny, Michael Joseph...	3.3.82	"	"	26.4.97	"	2s. "	" "
Carmichael, Angus David	1.4.82	Locomotive ...	Boy labourer	...	10.11.97	2s. "	" "
Catlin, Charles Coomber	6.12.82	"	"	...	"	2s. "	" "
Canham, Frederick Kenzie	11.3.77	Stores ...	Labourer ...	24.3.90	23.12.97	4s. "	Sec. 22, Act 1439
Chiverton, Clarence ...	9.2.81	Existing Lines	Lad labourer	...	11.11.97	2s. "	Sec. 31, Act 1250
Classen, Ernest Albert ...	24.3.81	Telegraph ...	Junior operator	...	19.10.97	£40 per ann.	" "
Cochrane, Alexander Fleming	1.9.77	Secretary's	Junior messenger	23.7.94	15.11.97	3s. 6d. per day	" "
Critten, George Robert	2.8.80	Locomotive ...	Apprentice ...	2.11.96	16.12.97	2s. "	" "
Cook, Albert John ...	30.3.81	"	Boy labourer	...	15.11.97	2s. "	" "
Clark, William Thos. ...	10.10.80	"	"	...	10.11.97	2s. "	" "
Cobain, Arthur John ...	2.11.80	"	"	...	15.11.97	2s. "	" "

## APPOINTMENTS of Employés—DECEMBER QUARTER—continued.

Name in Full.	Date of Birth.	Branch.	Position.	Date of Appointment or Reinstatement.		Salary or Wages.	Remarks.
				Casual.	Permanent.		
Coleman, Gilbert John ...	3.5.83	Traffic ...	Junior porter	...	15.11.97	2s. per day	Sec. 31, Act 1250
Courtney, Edgar Hornal ...	22.10.82	" ...	Junior messenger	...	"	2s. "	" "
Cox, George Henry ...	27.5.81	" ...	Junior porter	...	"	2s. "	" "
Cronin, John Joseph ...	10.5.82	" ...	"	...	"	2s. "	" "
Crudace, Peter Millamby ...	2.11.81	" ...	Junior clerk ...	...	1.11.97	£40 per ann.	" "
Davey, Frederick Finch ...	10.4.80	Existing Lines	"	31.10.96	"	£40 "	" "
Davidson, John Alexander ...	17.1.83	"	"	...	"	£40 "	" "
Dearden, John ...	14.8.81	"	"	...	"	£40 "	" "
Dickenson, Herbert ...	26.3.81	Accountant's	"	...	"	£40 "	" "
Davies, David Richard ...	2.4.82	Stores	"	...	"	£40 "	" "
Daw, Charles Henry ...	9.1.78	Locomotive	Apprentice ...	6.3.93	"	2s. 6d. per day	" "
Davis, George Kennedy ...	14.4.82	"	"	...	3.11.97	1s. 6d. "	" "
Dunn, Alfred Augustus ...	18.10.81	"	"	...	1.11.97	1s. 6d. "	" "
Dight, Percy Robert ...	1.8.82	Telegraph	"	...	"	1s. 6d. "	" "
Dalgarno, Percy Alexander ...	3.4.83	Traffic	Junior porter	...	15.11.97	2s. "	" "
Davison, Julius Caesar ...	10.1.81	"	"	...	"	2s. "	" "
Davidson, William Thos. ...	15.7.82	"	"	...	"	2s. "	" "
Davis, John Taylor ...	18.4.83	"	Junior car cleaner	...	"	2s. "	" "
De Gruchy, Claude Alfred ...	30.11.82	"	Junior porter	...	12.11.97	2s. "	" "
Dawes, James John ...	31.3.70	Stores	Labourer ...	9.4.88	23.12.97	6s. 6d. "	Sec. 22, Act 1439
Dillon, Edward ...	28.3.75	Locomotive	Engineering student	...	8.11.97	£40 per ann.	Sec. 31, Act 1250
Dillon, James Chisholm ...	16.11.80	Traffic	Junior porter	...	15.11.97	2s. per day	" "
Eggleton, George Edward ...	25.4.81	Existing Lines	Lad labourer ...	...	11.11.97	2s. "	" "
Edwards, Harry ...	8.7.81	"	"	...	15.11.97	2s. "	" "
Ewin, Walter ...	16.8.82	"	Apprentice ...	3.10.96	26.10.97	2s. "	" "
Edwards, Frederick Wm. ...	14.10.81	Locomotive	"	...	1.11.97	18.6d. "	" "
England, Stephen ...	10.4.82	"	Boy labourer ...	...	10.11.97	2s. "	" "
Edwards, John Leonard ...	13.2.83	Traffic	Junior messenger	29.4.97	15.11.97	2s. "	" "
Elliott, Walter Campbell ...	18.11.80	"	Junior porter	...	"	2s. "	" "
Eyers, Ernest Corby ...	8.9.82	"	Junior clerk ...	...	1.11.97	£40 per ann.	" "
Fairbridge, George Percy ...	22.9.79	Existing Lines	Engineering student	...	3.11.97	£40 "	" "
Ford, John Edward ...	7.6.83	"	Junior clerk ...	...	1.11.97	£40 "	" "
Fell, Ernest ...	17.12.82	"	Boy labourer ...	...	9.11.97	2s. per day	" "
Fishley, Fred. Norman ...	3.8.80	"	Apprentice ...	...	8.11.97	1s. 6d. "	" "
Fitzgerald, George Fredk. Bamford ...	12.7.80	Locomotive	"	16.10.96	25.10.97	2s. "	" "
Fitzgerald, Thomas ...	5.2.82	"	"	...	1.11.97	1s. 6d. "	" "
Frew, James John ...	13.11.81	"	"	...	17.11.97	1s. 6d. "	" "
Ford, Henry ...	26.11.80	Traffic	Junior clerk ...	...	4.11.97	£40 per ann.	" "
Frederick, James Albert ...	2.2.81	"	Junior porter	...	16.11.97	2s. per day	" "
Gahan, George Alfred ...	18.9.81	Locomotive	Apprentice ...	2.11.96	17.12.97	2s. "	" "
Graham, Walter Cunningham ...	15.2.81	"	Boy labourer ...	...	10.11.97	2s. "	" "
Giddings, William ...	7.6.78	Existing Lines	Apprentice ...	1.6.95	8.12.97	2s. 6d. "	" "
Gavagan, Charles John ...	8.5.83	Traffic	Junior porter	...	15.11.97	2s. "	" "
Gay, James William ...	3.5.81	"	"	...	"	2s. "	" "
Gibbons, Jas. Austin ...	20.11.81	"	"	...	"	2s. "	" "
Glynn, Patrick Francis ...	5.1.83	"	"	...	"	2s. "	" "
Godwin, Hubert John ...	30.9.80	"	Junior car cleaner	...	"	2s. "	" "
Griffiths, James ...	22.2.82	"	Junior messenger	...	"	2s. "	" "
Groves, David ...	9.11.80	"	Junior porter	...	"	2s. "	" "
Glass, William ...	23.3.81	Stores	Junior clerk ...	...	1.11.97	£40 per ann.	" "
Gerring, John Henry ...	23.3.68	"	Labourer ...	29.8.87	23.12.97	6s. 6d. per day	Sec. 22, Act 1439
Hancock, John Stanley ...	10.8.79	Existing Lines	Engineering student	...	1.11.97	£40 per ann.	Sec. 31, Act 1250
Hall, James Patrick ...	14.6.83	"	Lad labourer ...	...	10.11.97	2s. per day	" "
Healy, Patrick ...	24.7.81	"	"	...	15.11.97	2s. "	" "
Hobbs, Frank Stanley ...	9.1.82	"	"	...	10.11.97	2s. "	" "
Hamilton, Ronald ...	9.9.81	Traffic	Junior clerk ...	...	1.11.97	£40 per ann.	" "
Hamilton, Robt. Ward ...	1.12.80	"	"	...	8.11.97	£40 "	" "
Harding, Henry Arnold ...	30.4.81	"	"	...	1.11.97	£40 "	" "
Hearle, John ...	4.5.81	"	"	...	"	£40 "	" "
Hadden, Harry ...	21.11.82	"	Junior porter	...	15.11.97	2s. per day	" "
Hayward, Henry Benjamin ...	19.3.82	"	"	...	12.11.97	2s. "	" "
Henderson, Ernest ...	23.7.82	"	"	...	15.11.97	2s. "	" "
Hedley, Robert ...	17.11.79	Locomotive	Apprentice ...	15.6.91	25.10.97	3s. "	" "
Hedley, Thomas ...	5.8.82	"	"	...	26.10.97	1s. 6d. "	" "
Hinds, Edgar ...	6.9.82	"	"	31.10.96	16.12.97	2s. "	" "
Hobbs, John Thos. ...	17.9.81	Traffic	Junior messenger	...	15.11.97	2s. "	" "
Hodge, Joseph Herbert ...	25.5.81	Locomotive	Boy labourer ...	...	10.11.97	2s. "	" "
Horrigan, Thomas Patrick ...	11.3.83	Traffic	Junior porter	...	15.11.97	2s. "	" "
Hull, William ...	5.3.83	"	"	...	"	2s. "	" "
Incoll, James Nicholas ...	18.9.81	Telegraph	Apprentice ...	...	1.11.97	1s. 6d. "	" "
Irvine, Robert Jas. Noble ...	3.4.81	Traffic	Junior clerk ...	...	"	£40 per ann.	" "
James, Frederick ...	22.1.82	Locomotive	Apprentice ...	2.11.96	"	2s. per day	" "
James, Ernest William ...	9.4.81	Traffic	Junior clerk ...	...	"	£40 per ann.	" "
Jennings, William ...	17.6.83	"	Junior porter	...	15.11.97	2s. per day	" "
Johnson, Henry Burton ...	27.1.78	Secretary's	Junior messenger	13.4.93	"	3s. 6d. "	" "
Johnston, George Hedley ...	20.12.81	Accountant's	Junior clerk ...	...	1.11.97	£40 per ann.	" "
Johnston, Arthur Rupert ...	8.3.81	Traffic	"	...	"	£40 "	" "
Johnston, Henry Walter ...	5.3.82	Locomotive	Apprentice ...	...	3.11.97	1s. 6d. per day	" "
Jones, Charles Stanley ...	1.11.82	Traffic	Junior car cleaner	...	15.11.97	2s. "	" "

## APPOINTMENTS of Employés--DECEMBER QUARTER--continued.

Name in Full.	Date of Birth.	Branch.	Position.	Date of Appointment or Reinstatement.		Salary or Wages.	Remarks.
				Casual.	Permanent.		
Jones, William Fagg ...	3.9.63	Stores ...	Labourer ...	1.5.88	23.12.97	6s. 6d. per day	Sec. 22, Act 1439
Jones, Rees ...	29.3.53	" ...	" ...	8.3.87	"	6s. 6d. "	"
Jordan, Albert George ...	28.8.80	Existing Lines	Lad labourer ...	"	11.11.97	2s. "	Sec. 31, Act 1250
Kavanagh, John ...	17.10.80	Traffic ...	Junior porter ...	"	15.11.97	2s. "	"
Keane, Richard ...	14.2.81	Accountant's	Junior clerk ...	"	1.11.97	£40 per ann.	"
Kenny, James Bernard	24.2.81	Locomotive ...	Apprentice ...	2.11.96	16.12.97	2s. per day	"
Kent, Herbert Victor ...	8.3.83	" ...	" ...	"	3.11.97	1s. 6d. "	"
Keary, Michael Joseph ...	27.6.81	Traffic ...	Junior porter ...	"	15.11.97	2s. "	"
Kitchen, Herbert Edwin	22.7.81	" ...	" ...	"	"	2s. "	"
Keys, James ...	—.7.44	Existing Lines	Gateman ...	"	15.12.97	5s. 6d. "	By-law 70
Lloyd, Francis Junece ...	16.6.82	" ...	Apprentice ...	"	1.11.97	1s. 6d. "	Sec. 31, Act 1250
Lalor, Michael ...	1.8.82	" ...	Lad labourer ...	"	10.11.97	2s. "	"
Lamont, John Melbourne	10.5.64	Stores ...	Labourer ...	3.12.88	23.12.97	6s. 6d. "	Sec. 22, Act 1439
Lamb, George ...	24.5.81	Locomotive ...	Apprentice ...	15.11.96	16.12.97	2s. "	Sec. 31, Act 1250
Lee, Charles Henry ...	29.6.80	" ...	" ...	16.10.96	26.10.97	2s. "	"
Lenihan, Peter Francis ...	19.7.82	Existing Lines	Lad labourer ...	"	8.11.97	2s. "	"
Lester, Alfred George ...	26.4.82	Traffic ...	Junior porter ...	"	24.11.97	2s. "	"
Love, James Eugene ...	4.9.80	" ...	" ...	"	15.11.97	2s. "	"
Mackay, Henry Peter ...	21.10.59	Stores ...	Labourer ...	3.12.88	23.12.97	6s. 6d. "	Sec. 22, Act 1439
Mackie, John ...	15.9.80	Traffic ...	Junior messenger	"	7.12.97	2s. "	Sec. 31, Act 1250
Macdougall, William Scott	4.12.83	Locomotive ...	Apprentice ...	"	26.10.97	1s. 6d. "	"
Macfarlane, Walter Leslie	2.4.81	Locomotive ...	Apprentice ...	16.10.96	26.10.97	2s. "	"
Martin, Ernest Richard	6.4.78	Telegraph ...	" ...	10.7.93	"	4s. "	"
Macfarlan, John Robert	21.11.81	Traffic ...	Junior clerk ...	"	1.11.97	£40 per ann.	"
Maskell, Ernest ...	28.1.82	Secretary's	Junior messenger	3.5.97	15.11.97	2s. per day	"
Meikle, Robert Burns ...	18.4.81	Traffic ...	Junior porter ...	"	"	2s. "	"
Meikle, Hugh ...	5.1.83	Locomotive ...	Apprentice ...	"	26.10.97	1s. 6d. "	"
Mcirs, Victor ...	10.3.82	Traffic ...	Junior messenger	"	15.11.97	2s. "	"
Maddern, Thomas ...	23.8.80	" ...	Junior clerk ...	"	8.11.97	£40 per ann.	"
Minchan, John Patrick	26.9.81	" ...	" ...	19.6.97	1.11.97	£40	"
Michael, Alexander	4.11.80	Existing Lines	Apprentice ...	"	29.11.97	1s. 6d. per day	"
Augustus John							
Mirls, Henry Brougham	28.9.79	Locomotive ...	" ...	21.8.94	21.8.97	3s. "	"
Moloney, John Paul ...	15.11.81	" ...	" ...	15.10.96	16.12.97	2s. "	"
Morris, Arthur William	18.4.82	" ...	" ...	"	26.10.97	1s. 6d. "	"
Miller, Joseph Edward ...	31.8.81	Traffic ...	Junior messenger	"	15.11.97	2s. "	"
Murray, Phillip John ...	26.12.72	Existing Lines	Fitter ...	"	26.10.97	8s. "	"
Munn, David Ernest	10.8.82	Locomotive ...	Boy labourer ...	"	10.11.97	2s. "	"
Polson							
Murdoch, Thomas ...	16.4.76	Existing Lines	Engineering student	"	8.11.97	£40 per ann.	"
Molloy, Elizabeth ...	29.7.67	" ...	Gatekeeper ...	"	1.12.97	4s. per day	By-law 70
McClelland, James ...	20.2.82	Traffic ...	Junior clerk ...	"	1.11.97	£40 per ann.	Sec. 31, Act 1250
McClusky, Joseph ...	3.5.82	" ...	Junior porter ...	"	15.11.97	2s. per day	"
McDonald, William	25.3.82	" ...	" ...	"	"	2s. "	"
Duncan							
McDowell, James Ernest	15.6.81	" ...	Junior clerk ...	"	13.12.97	£40 per ann.	"
McDuff, Joseph William	1.10.80	" ...	Junior porter ...	"	15.11.97	2s. per day	"
McGrath, Eugene Thos.	2.1.82	Audit ...	Junior clerk ...	"	1.11.97	£40 per ann.	"
McNabb, James Sinclair	14.4.80	Locomotive ...	Apprentice ...	2.11.96	4.1.98	2s. per day	"
McNamara, John Patk.	13.1.97	Traffic ...	Junior porter ...	—.6.97	13.11.97	2s. "	"
McNamara, Henry ...	25.7.80	Existing Lines	Apprentice ...	16.10.96	17.12.97	1s. 6d. "	"
McGrath, Timothy Edward	11.4.81	Traffic ...	Junior clerk ...	"	1.11.97	£40 per ann.	"
McLean, Walter Jas. Thomas	19.7.81	Existing Lines	Boy labourer ...	8.5.96	8.11.97	2s. 6d per day	"
McLeish, James John Pritchard	7.1.82	Locomotive ...	Apprentice ...	"	1.11.97	1s. 6d. "	"
Noble, Thomas William Lishman	12.9.81	Existing Lines	" ...	"	"	1s. 6d. "	"
Neely, Ernest James ...	16.10.81	Locomotive ...	" ...	"	3.11.97	1s. 6d. "	"
Nichols, Herbert Henry	29.6.81	" ...	Boy labourer ...	"	10.11.97	2s. "	"
Nestor, Michael John ...	17.11.81	Traffic ...	Junior car cleaner	"	15.11.97	2s. "	"
Nelson, Charles Fredk. Nicholas	3.5.83	" ...	Junior messenger	"	"	2s. "	"
Nichol, Walter ...	27.1.81	" ...	Junior car cleaner	"	"	2s. "	"
Nugent, John Edward ...	29.5.82	" ...	Junior porter ...	"	"	2s. "	"
Naylor, Ernest ...	24.9.81	" ...	" ...	"	18.11.97	2s. "	"
O'Donnell, Richard ...	17.11.81	" ...	" ...	"	15.11.97	2s. "	"
Occo, Jacob Frederick ...	4.4.81	Locomotive ...	Boy labourer ...	"	10.11.97	2s. "	"
Outen, Charles Whynam	23.5.80	" ...	Apprentice ...	15.10.96	4.1.98	2s. "	"
Palmer, Frederick ...	18.12.81	" ...	Boy labourer ...	"	10.11.97	2s. "	"
Palmer, Arthur Robert	16.6.82	Existing Lines	Apprentice ...	"	25.11.97	1s. 6d. "	"
Paterson, James ...	10.7.81	Locomotive ...	" ...	15.10.96	1.11.97	2s. "	"
Paul, Alfred Jas. Rogers	8.3.82	Traffic ...	Junior porter ...	"	15.11.97	2s. "	"
Pearce, Herbert Charles	2.12.80	Existing Lines	Lad labourer ...	"	12.11.97	2s. "	"
Pegler, Augustus ...	29.11.80	Locomotive ...	Apprentice ...	"	1.11.97	1s. 6d. "	"
Peterson, Oscar ...	30.10.80	Traffic ...	Junior porter ...	"	15.11.97	2s. "	"
Phillips, Alexander ...	16.12.80	" ...	" ...	"	12.11.97	2s. "	"
Phillips, William John ...	3.4.81	Existing Lines	Lad labourer ...	"	15.11.97	2s. "	"
Phillips, William Richard	24.11.57	Stores ...	Labourer ...	1.10.87	23.12.97	6s. 6d. "	Sec. 22, Act 1439
Pickup, Joseph William	29.6.82	Traffic ...	Junior messenger	"	29.11.97	2s. "	Sec. 31, Act 1250
Pirani, Leslie William Edwin	23.11.81	Audit ...	" ...	3.2.97	11.11.97	2s. "	"

## APPOINTMENTS of Employés—DECEMBER QUARTER—continued.

Name in Full.	Date of Birth.	Branch.	Position.	Date of Appointment or Reinstatement.		Salary or Wages.	Remarks.
				Casual.	Permanent.		
Pope, John Ernest ...	30.8.81	Traffic ...	Junior porter	...	15.11.97	2s. per day	Sec. 31, Act 1250
Prosser, Ernest Edward	10.6.82	" ...	" ...	...	" "	2s. "	" "
Procter, Edward William	15.1.82	" ...	Junior clerk ...	...	1.11.97	£40 per ann.	" "
Quaife, Robert ...	27.8.80	" ...	Junior porter	...	15.11.97	2s. per day	" "
Redfern, George ...	17.9.80	Locomotive ...	Apprentice ...	...	1.11.97	1s. 6d. "	" "
Rees, Edwin ...	9.12.67	Existing Lines	Fitter ...	...	20.10.97	8s. "	" "
Renahan, Frank ...	29.5.82	Audit ...	Junior clerk ...	...	1.11.97	£40 per ann.	" "
Reid, William Francis ...	12.8.81	Existing Lines	Lad labourer ...	...	10.11.97	2s. per day	" "
Reisenauer, Francis Herbert	20.9.81	Traffic ...	Junior porter	...	15.11.97	2s. "	" "
Rice, Frederick Bernard	15.8.81	Locomotive ...	Boy labourer ...	...	10.11.97	2s. "	" "
Richard, Evan ...	1.8.80	Existing Lines	Engineering student	...	1.11.97	£40 per ann.	" "
Robinson, William* ...	5.9.65	Locomotive ...	Turner ...	...	15.4.97	9s. per day	Sec. 20, Act 1324
Richardson, Wilfred ...	6.11.82	" ...	Apprentice ...	...	3.11.97	1s. 6d. "	Sec. 31, Act 1250
Rofe, John ...	9.8.80	Traffic ...	Junior porter	...	22.11.97	2s. "	" "
Rogerson, Albert ...	9.1.81	" ...	Junior clerk ...	...	1.11.97	£40 per ann.	" "
Rolls, Cyril Owen ...	5.6.82	Locomotive ...	Boy labourer	...	15.11.97	2s. per day	" "
Ross, George Thomas ...	23.4.82	" ...	Apprentice ...	...	1.11.97	1s. 6d. "	" "
Round, William Henry Ernest	9.12.80	" ...	" ...	...	3.11.97	1s. 6d. "	" "
Rowe, Reginald ...	22.2.82	Accountant's	Junior clerk ...	...	1.11.97	£40 per ann.	" "
Ryan, Denis ...	29.9.81	Traffic ...	" ...	...	" "	£40 "	" "
Ryan, Gerald ...	11.12.80	" ...	" ...	...	10.11.97	£40 "	" "
Sandells, Henry Valentine	14.2.83	Locomotive ...	Apprentice ...	31.10.96	1.11.97	2s. per day	" "
Savage, Charles James ...	4.5.81	Audit ...	Junior clerk ...	...	" "	£40 per ann.	" "
Scatchard, Albert ...	3.3.83	Existing Lines	Lad labourer	...	15.11.97	2s. per day	" "
Scott, Charles Edward ...	8.10.82	" ...	Apprentice ...	...	1.11.97	1s. 6d. "	" "
Scott, James Crawford ...	28.1.82	Locomotive ...	" ...	...	26.10.97	1s. 6d. "	" "
Scullin, Daniel Patrick ...	28.2.83	Traffic ...	Junior porter	...	15.11.97	2s. "	" "
Seabridge, George Charles Fredk.	20.7.81	Locomotive ...	Apprentice ...	...	3.11.97	1s. 6d. "	" "
Seymour, Robert ...	7.5.81	Traffic ...	Junior clerk ...	...	30.10.97	£40 per ann.	" "
Simpson, Thomas George	26.1.82	Existing Lines	Lad labourer	...	11.11.97	2s. per day	" "
Skinner, Thomas Edward	4.8.82	" ...	Apprentice ...	...	1.11.97	1s. 6d. "	" "
Sheehan, Robert ...	2.3.82	Locomotive ...	" ...	...	26.10.97	1s. 6d. "	" "
Sheehan, Herbert Arthur Henniss	18.10.79	" ...	" ...	1.10.96	18.12.97	2s. 6d. "	" "
Sleap, Alfred ...	5.12.81	Traffic ...	Junior porter	...	22.11.97	2s. "	" "
Smith, Alexander ...	24.5.81	" ...	" ...	...	15.11.97	2s. "	" "
Smith, Albert Ernest ...	27.10.76	Locomotive ...	Apprentice ...	6.6.91	1.11.97	3s. "	" "
Smith, Harry Glanville	7.5.79	" ...	" ...	15.3.97	16.12.97	1s. 6d. "	" "
Snail, John ...	27.1.74	Existing Lines	Fitter ...	12.7.97	20.10.97	8s. "	" "
Spears, Frank ...	20.9.80	Traffic ...	Junior car cleaner	...	15.11.97	2s. "	" "
Spruhan, Frederick ...	2.4.80	Telegraph ...	Junior operator	...	19.10.97	£40 per ann.	" "
Stanley, William George	19.10.81	Traffic ...	Junior porter	...	15.11.97	2s. per day	" "
Statton, William Seymour	28.6.83	" ...	" ...	...	" "	2s. "	" "
Stevenson, Charles ...	20.4.82	" ...	" ...	...	" "	2s. "	" "
Stevenson, David John	12.2.78	Locomotive ...	Apprentice ...	7.8.91	26.10.97	3s. "	" "
Stoddart, James ...	14.12.82	Traffic ...	Junior messenger	...	15.11.97	2s. "	" "
Stone, George William Richard	23.12.81	" ...	Junior car cleaner	...	" "	2s. "	" "
Stone, David Mason ...	18.8.81	Locomotive ...	Apprentice ...	...	1.11.97	1s. 6d. "	" "
Stewart, Murray Dick ...	1.12.81	" ...	" ...	...	16.12.97	1s. 6d. "	" "
Taylor, William Robert	12.4.81	" ...	Boy labourer	...	10.11.97	2s. "	" "
Thomas, John Selway ...	18.6.80	" ...	Apprentice ...	18.11.95	1.11.97	2s. 6d. "	" "
Tonks, John Alfred ...	16.11.82	Existing Lines	Lad labourer	...	12.11.97	2s. "	" "
Troughton, William Thos.	13.1.82	Traffic ...	Junior clerk ...	...	3.11.97	£40 per ann.	" "
Tuckerman, Albert George	19.6.81	Locomotive ...	Boy labourer	...	10.11.97	2s. per day	" "
Tulloch, Jonathon ...	15.5.80	" ...	Apprentice ...	16.10.96	1.11.97	2s. "	" "
Twiss, John Murray Lycidas	22.7.81	Traffic ...	Junior porter	...	15.11.97	2s. "	" "
Tyehsen, Bruno ...	6.9.81	Locomotive ...	Boy labourer	...	10.11.97	2s. "	" "
Walker, Cecil Gordon ...	12.1.83	Traffic ...	Junior clerk ...	...	3.11.97	£40 per ann.	" "
Walker, Henry Garnet ...	29.8.82	" ...	" ...	...	1.11.97	£40 "	" "
Walker, James ...	16.1.83	Locomotive ...	Boy labourer	...	10.11.97	2s. per day	" "
Weatherhead, Robert Thomas	26.8.58	Stores ...	Labourer ...	1.5.88	23.12.97	6s. 6d. "	Sec. 22, Act 1439
Weeks, Edwin Joseph ...	10.10.81	Locomotive ...	Boy labourer	...	15.11.97	2s. "	Sec. 31, Act 1250
Weeks, Walter Harry ...	22.9.80	" ...	Apprentice ...	16.10.96	1.11.97	2s. "	" "
Weir, Robert Burns ...	18.8.82	" ...	Boy labourer	...	10.11.97	2s. "	" "
Welch, Leonard Walter Bryant	25.11.81	" ...	" ...	...	15.11.97	2s. "	" "
Wells, Richard William	24.3.78	Telegraph ...	Junior operator	...	19.10.97	£40 per ann.	" "
Westaway, Frank ...	8.2.82	Traffic ...	Junior porter	...	15.11.97	2s. per day	" "
West, James ...	28.12.80	" ...	" ...	...	22.11.97	2s. "	" "
Willis, Mary ...	14.4.68	Existing Lines	Gatekeeper ...	...	17.11.97	4s. "	By-law 70
Williams, Benjamin Gomar	19.9.80	Traffic ...	Junior car cleaner	...	22.11.97	2s. "	Sec. 31, Act 1250
Williams, George David	10.2.81	Locomotive ...	Apprentice ...	...	26.10.97	1s. 6d. "	" "
Wilson, John ...	21.11.82	Traffic ...	Junior messenger	...	15.11.97	2s. "	" "
Wood, James Henry ...	13.9.81	" ...	Junior car cleaner	...	" "	2s. "	" "
Woods, John Bright ...	30.3.72	Existing Lines	Fitter ...	12.10.96	20.10.97	8s. "	" "
Woolcock, Edmund ...	3.6.81	Traffic ...	Junior porter	...	15.11.97	2s. "	" "
Wolstenholme, Eldred ...	30.9.81	" ...	Junior clerk ...	...	3.11.97	£40 per ann.	" "
Wotherspoon, Wm. Geo.	18.7.81	" ...	Junior clerk ...	...	8.11.97	£40 "	" "
Wright, James Matthew	3.7.81	" ...	Junior porter	...	15.11.97	2s. per day	" "

**QUARTER ENDING 31st MARCH, 1898.**

Name in Full.	Date of Birth	Branch.	Position.	Date of Appointment, or Reinstatement.		Salary or Wages.	Remarks.
				Casual.	Permanent.		
Abbott, John Alfred ...	30.12.82	Locomotive ...	Apprentice ...	...	10.1.98	1s. 6d. per day	Sec. 31, Act 1250
Anderson, James Stephen	4.6.81	" ...	" ...	...	5.1.98	1s. 6d. "	" "
Chapman, North ...	3.4.82	" ...	" ...	...	"	1s. 6d. "	" "
Callanan, Elizabeth ...	11.11.66	Existing Lines	Gatekeeper ...	...	1.3.98	4s. "	By-law 70
Davison, Joseph Trenouth	7.4.81	Locomotive ...	Apprentice ...	...	5.1.98	1s. 6d. "	Sec. 31, Act 1250
Hodge, Ralph Ernest ...	8.1.81	" ...	" ...	...	"	1s. 6d. "	" "
Lawton, Frederick ...	19.4.81	" ...	" ...	...	"	1s. 6d. "	" "
Norgate, John Curtis ...	19.9.80	" ...	" ...	...	"	1s. 6d. "	" "
Smyth, Herbert Austin ...	3.11.78	" ...	" ...	21.10.96	13.1.98	2s. "	" "
White, Albert Ernest ...	17.2.82	" ...	" ...	...	5.1.98	1s. 6d. "	" "
Williamson, Robert James	10.1.81	Existing Lines	" ...	...	6.1.98	1s. 6d. "	" "
Norman, Annie ...	18.7.71	" ...	Gatekeeper ...	...	11.2.98	4s. "	By-law 70
Whitney, George South	2.12.80	Telegraph ...	Jr. messenger	15.4.97	16.11.97	2s. "	Sec. 31, Act 1250
Stawell *							
Reid, Robert *	4.8.80	Locomotive ...	Boy labourer...	...	15.11.97	2s. "	" "

\* Omitted from previous list.

**QUARTER ENDING 30th JUNE, 1898.**

Adams, Percy Claude ...	15.11.80	Existing Lines	Lad labourer ...	...	10.6.98	2s. per day	Section 31, Act 1250
Allen, David*	3.1.75	" ...	Labourer ...	22.4.90	7.3.98	6s. "	Section 22, Act 1439
Anderson, Evan Alfred	10.12.82	Traffic ...	Junior car-cleaner	...	13.6.98	2s. "	Section 31, Act 1250
Armstrong, George Ross	24.2.82	Existing Lines	Apprentice ...	...	13.6.98	1s. 6d. "	" "
Asher, George Clyde ...	30.5.82	Locomotive ...	Boy labourer ...	...	10.6.98	2s. "	" "
Banfield, Henry Norman*	28.2.65	Existing Lines	Labourer ...	6.8.88	7.3.98	6s. 6d. "	Section 22, Act 1439
Barnett, Henry Albert*	20.5.80	Locomotive ...	Apprentice ...	16.10.96	15.6.98	2s. "	Section 31, Act 1250
Beer, Arthur William	1.11.80	Traffic ...	Junior clerk ...	...	10.6.98	£40 per ann.	" "
Bennett, Charles William	20.6.83	Locomotive ...	Boy labourer ...	...	10.6.98	2s. per day	" "
Berry, Alfred ...	23.10.82	" ...	Apprentice ...	...	15.6.98	1s. 6d. "	" "
Black, Robert Hepburn*	5.4.66	Telegraph ...	Labourer ...	10.2.87	18.2.98	7s. "	Section 22, Act 1439
Birch, Robert Harold ...	23.3.81	Locomotive ...	Apprentice ...	...	15.6.98	1s. 6d. "	Section 31, Act 1250
Boston, Arthur Robert	5.10.80	Traffic ...	Junior clerk ...	...	13.6.98	£40 per ann.	" "
Brazzil, Stephen ...	24.12.80	Existing Lines	Lad labourer ...	...	21.6.98	2s. per day	" "
Brew, George*	16.3.69	" ...	Labourer ...	13.10.86	7.3.98	6s. "	Section 22, Act 1439
Butters, Elizabeth ...	11.2.62	" ...	Office cleaner ...	...	26.5.98	£1 per week	By-law 70
Cahill, Joseph ...	23.3.83	Accountant's ...	Junior clerk ...	...	13.6.98	£40 per ann.	Section 31, Act 1250
Candy, William James	11.8.82	Locomotive ...	Apprentice ...	31.10.96	15.6.98	2s. per day	" "
Carmody, Thomas	28.3.83	Traffic ...	Junior clerk ...	...	13.6.98	£40 per ann.	" "
Edward							
Carlile, Cuthbert Henry	3.11.82	" ...	Junior car-cleaner	...	10.6.98	2s. per day	" "
Cawsey, Albert Edward*	14.8.56	Existing Lines	Labourer ...	1.6.85	7.3.98	6s. 6d. "	Section 22, Act 1439
Chatel, Felix*	4.9.76	Locomotive ...	" ...	...	9.6.90	28.2.98	5s. "
Clark, William Johnston*	13.9.71	" ...	" ...	2.3.91	28.2.98	5s. "	" "
Cleary, Patrick ...	16.2.81	" ...	Lad labourer ...	...	9.6.98	2s. "	Section 31, Act 1250
Coakley, Thos. Henry...	17.1.80	Existing Lines	Engineering student	...	9.6.98	£40 per ann.	" "
Cockerill, Charles Benjamin*	12.2.76	Locomotive ...	Labourer ...	3.3.91	28.2.98	5s. per day	Section 22, Act 1439
Collier, Frank Wilson...	17.3.82	Traffic Audit ...	Junior clerk ...	1.2.97	9.6.98	£40 per ann.	Section 31, Act 1250
Collins, Frederick Cyrus*	21.3.56	Telegraph ...	Labourer ...	25.2.89	18.2.98	7s. per day	Section 22, Act 1439
Crowe, Edmond*	2.4.58	Existing Lines	" ...	12.6.91	7.3.98	6s. 6d. "	" "
Davon, John ...	19.5.81	Locomotive ...	Apprentice ...	...	15.6.98	1s. 6d. "	Section 31, Act 1250
Davidson, Christopher*	23.8.67	" ...	Labourer ...	1.6.91	10.2.98	7s. "	Section 22, Act 1439
Dickson, William*	2.8.69	" ...	" ...	28.11.87	24.2.98	6s. 6d. "	" "
Dodds, Robert Mark ...	4.12.81	Traffic ...	Junior porter...	...	13.6.98	2s. "	Section 31, Act 1250
Doherty, Andrew* ...	24.7.66	Existing Lines	Labourer ...	19.2.84	7.3.98	6s. 6d. "	Section 22, Act 1439
Down, Lionel Orr* ...	1.11.75	Locomotive ...	" ...	26.5.90	28.2.98	5s. "	" "
Dowsett, George Richard	22.10.81	Existing Lines	Apprentice ...	...	16.6.98	1s. 6d. "	Section 31, Act 1250
Elliott, John* ...	21.3.57	" ...	Labourer ...	2.8.86	7.3.98	6s. 6d. "	Section 22, Act 1439
Elliott, Robert Joseph	7.12.81	Locomotive ...	Boy labourer ...	...	10.6.98	2s. "	Section 31, Act 1250
Ewin, Albert ...	22.5.82	" ...	Apprentice ...	...	15.6.98	1s. 6d. "	" "
Ferguson, Augustus	18.8.82	Existing Lines	" ...	...	27.6.98	1s. 6d. "	" "
Theodore							
Fitzgerald, William*	4.11.63	" ...	Labourer ...	15.10.88	7.3.98	6s. 6d. "	Section 22, Act 1439
Flowers, William James*	21.5.56	" ...	" ...	6.1.90	7.3.98	6s. 6d. "	" "
Foote, Thomas*	28.2.67	" ...	" ...	1.8.87	7.3.98	6s. 6d. "	" "
Forbes, Percy Alexander	3.7.83	Locomotive ...	Apprentice ...	...	15.6.98	1s. 6d. "	Section 31, Act 1250
Francis, John Evan* ...	25.1.55	Existing Lines	Labourer ...	17.6.89	7.3.98	6s. 6d. "	Section 22, Act 1439
Gavagan, Jas. Richard	28.1.81	Locomotive ...	Boy labourer ...	...	10.6.98	2s. "	Section 31, Act 1250
McIver							
George, William ...	31.7.81	" ...	Apprentice ...	...	15.6.98	1s. 6d. "	" "
Gillespie, David Pearson	24.12.83	Traffic ...	Junior porter ...	...	13.6.98	2s. "	" "
Gilmour, William James	27.8.79	Locomotive ...	Apprentice ...	16.10.96	15.6.98	2s. "	" "
Godfrey, John Thomas	15.4.83	Traffic ...	Junior clerk ...	...	13.6.98	£40 per ann.	" "
Godfrey, Michael John	24.3.82	" ...	" ...	...	13.6.98	£40 "	" "
Goulden, William John	6.7.81	" ...	Junior porter ...	...	13.6.98	2s. per day	" "
Gray, Hugh* ...	7.5.66	Telegraph ...	Labourer ...	2.3.85	18.2.98	7s. "	Section 22, Act 1439
Green, George Stephen*	9.8.76	Locomotive ...	" ...	11.8.90	28.2.98	4s. 6d. "	" "
Grubb, William Henry	23.10.79	" ...	Apprentice ...	1.10.96	15.6.98	2s. 6d. "	Section 31, Act 1250
Hackett, Francis Arthur	1.6.83	Traffic ...	Junior porter ...	...	13.6.98	2s. "	" "
Hancock, Henry ...	3.10.81	" ...	Junior clerk ...	...	13.6.98	£40 per ann.	" "

## APPOINTMENTS of Employés—JUNE QUARTER—continued.

Name in Full.	Date of Birth.	Branch.	Position.	Date of Appointment or Reinstatement.		Salary or Wages.	Remarks.
				Casual.	Permanent.		
Harcombe, Frederick*	23.8.58	Existing Lines	Labourer ...	1.10.84	7.3.98	6s. 6d. per day	Section 22, Act 1439
Hillhouse, David Young	26.8.80	Traffic ...	Junior clerk ...	...	13.6.98	£40 per ann.	Section 31, Act 1250
Huntington, James William*	20.8.65	Existing Lines	Labourer ...	1.8.87	7.3.98	6s. 6d. per day	Section 22, Act 1439
Hutton, George* ...	3.2.65	" ...	" ...	1.6.87	7.3.98	6s. 6d. "	" "
Ingham, William George	15.9.80	Traffic ...	Junior porter ...	...	21.6.98	2s. "	Section 31, Act 1250
James, David William	1.3.82	" ...	Junior clerk ...	...	13.6.98	£40 per ann.	" "
Jones, Harold Edward	22.8.78	Existing Lines	" ...	10.8.96	10.6.98	£40 "	" "
Kynoch, Robert ...	25.11.63	" ...	Labourer ...	1.4.89	1.4.98	6s. 6d. per day	Section 22, Act 1439
Laird, Edward ...	3.12.78	Traffic Audit ...	Junior clerk ...	1.2.96	9.6.98	£40 per ann.	Section 31, Act 1250
Laird, Frederick Nicholas	12.6.81	Accountant's ...	" ...	...	9.6.98	£40 "	" "
Langton, Alfred*	31.1.64	Telegraph ...	Labourer ...	19.1.85	18.2.98	7s. per day	Section 22, Act 1439
Lalor, Thomas Joseph	10.6.78	Locomotive ...	Engineering student	7.12.97	9.6.98	£40 per ann.	Section 31, Act 1250
Lamb, John ...	22.9.82	Traffic ...	Junior car-cleaner	...	13.6.98	2s. per day	" "
Leishman, John Miller	29.6.83	" ...	Junior porter ...	...	13.6.98	2s. "	" "
Letts, George Henry ...	12.2.82	" ...	" ...	...	13.9.98	2s. "	" "
Lewis, James Godfrey*	5.11.64	Existing Lines	Labourer ...	9.4.90	7.3.98	6s. 6d. "	Section 22, Act 1439
Lube, Edward Grattan	29.1.82	" ...	Engineering student	...	9.6.98	£40 per ann.	Section 31, Act 1250
Macdonald, John* ...	27.12.59	Telegraph ...	Labourer ...	16.4.89	18.2.98	7s. per day	Section 22, Act 1439
Macdougall, Robert ...	14.7.81	Traffic ...	Junior porter ...	...	13.6.98	2s. "	Section 31, Act 1250
Mahy, Charles Harold	6.6.82	Existing Lines	Junior clerk ...	...	13.6.98	£40 per ann.	" "
Maynard, Phillip Jairns	5.6.81	Traffic ...	" ...	...	20.6.98	£40 "	" "
Middleditch, Francis James	16.11.81	" ...	" ...	...	13.6.98	£40 "	" "
Middleton, William Leslie	9.1.82	" ...	" ...	...	13.6.98	£40 "	" "
Miller, James Lawrance	31.8.83	" ...	Junior porter ...	...	13.6.98	2s. per day	" "
Millane, Walter*	16.5.68	Telegraph ...	Labourer ...	1.4.89	18.2.98	7s. "	Section 22, Act 1439
Mongan, Daniel*	15.6.62	" ...	" ...	23.3.86	18.2.98	7s. "	" "
Morrow, John*	5.10.63	Existing Lines	" ...	...	1.4.79	6. "	" "
Muffett, Benjamin*	6.4.61	" ...	" ...	11.3.86	7.3.98	6s. "	" "
Mundell, Albert Victor	13.5.81	" ...	Lad labourer ...	...	10.6.98	2s. "	Section 31, Act 1250
McCormack, William Joseph	5.4.83	Traffic ...	Junior car-cleaner	...	16.6.98	2s. "	" "
McConnell, John* ...	17.5.63	Stores ...	Labourer ...	1.3.89	17.3.98	6s. "	Section 22, Act 1439
McCracken, William George	12.12.81	Traffic ...	Junior porter ...	...	13.6.98	2s. "	Section 31, Act 1250
McDonald, Hector William*	26.3.70	Existing Lines	Labourer ...	27.12.86	7.3.98	6s. 6d. "	Section 22, Act 1439
McDonough, John* ...	18.4.72	" ...	" ...	9.10.88	7.3.98	6s. 6d. "	" "
McKwan, Archibald Charles	7.10.81	Locomotive ...	Apprentice ...	26.3.97	15.6.98	1s. 6d. "	Section 31, Act 1250
McIntosh, Edward* ...	20.1.75	" ...	Labourer ...	23.7.90	28.2.98	5s. "	Section 22, Act 1439
Naughton, Peter* ...	15.7.66	Existing Lines	" ...	...	7.3.98	6s. 6d. "	" "
Newgreen, Francis ...	20.9.81	Locomotive ...	Apprentice ...	19.1.98	15.6.98	2s. "	Section 31, Act 1250
Newman, Albion Albert	30.5.81	Traffic ...	Junior porter ...	...	13.6.98	2s. "	" "
Neilson, Arthur Henry	7.7.82	" ...	Junior clerk ...	...	13.6.98	£40 per ann.	" "
Norris, John Andrew ...	23.3.81	Existing Lines	" ...	...	10.6.98	£40 "	" "
Norster, Francis Henry*	20.2.76	Locomotive ...	Labourer ...	25.2.91	10.2.98	5s. per day	Section 22, Act 1439
Oats, William James ...	27.3.83	Traffic ...	Junior porter ...	...	13.6.98	2s. "	Section 31, Act 1250
O'Brien, Denis ...	21.4.81	" ...	" ...	...	10.6.98	2s. "	" "
Parry, George Walter*	17.7.66	Existing Lines	Labourer ...	4.11.86	7.3.98	6s. 6d. "	Section 22, Act 1439
Pearce, Frank Stodart	9.10.80	Accountant's ...	Junior clerk ...	...	13.6.98	£40 per ann.	Section 31, Act 1250
Pedler, Charles*	12.1.74	Existing Lines	Labourer ...	10.2.90	7.3.98	6s. per day	Section 22, Act 1439
Rafferty, Owen Edward	27.11.81	Traffic ...	Junior porter ...	...	13.6.98	2s. "	Section 31, Act 1250
Raymond, Arthur Oliver	21.11.80	" ...	Junior clerk ...	...	13.6.98	£40 per ann.	" "
Riley, Thomas McCarthy	4.1.82	" ...	Junior porter ...	...	13.6.98	2s. per day	" "
Riordan, Thomas Arnold	18.4.83	Locomotive ...	Apprentice ...	...	15.6.98	1s. 6d. "	" "
Roberts, Robert*	24.5.70	" ...	Labourer ...	1.4.91	1.3.98	6s. 6d. "	Section 22, Act 1439
Roberts, William Tyrrell	17.5.83	Telegraph ...	Junior operator	...	9.6.98	£40 per ann.	Section 31, Act 1250
Rogers, William ...	26.4.83	Traffic ...	Junior porter ...	...	13.6.98	2s. per day	" "
Sandells, James*	11.9.76	Locomotive ...	Labourer ...	2.11.89	28.2.98	5s. "	Section 22, Act 1439
Seal, Charles Wilfred ...	26.10.82	" ...	Apprentice ...	12.7.97	15.6.98	2s. "	Section 31, Act 1250
Shannon, James*	23.1.48	Existing Lines	Labourer ...	1.12.77	7.3.98	6s. 6d. "	Section 22, Act 1439
Slevin, James ...	2.10.58	" ...	" ...	9.12.84	1.4.98	6s. 6d. "	" "
Smith, James Grenville	21.1.81	Traffic ...	Junior porter ...	...	13.6.98	2s. "	Section 31, Act 1250
Stevens, Cecil ...	19.3.81	Telegraph ...	Junior operator	...	9.6.98	£40 per ann.	" "
Stinton, Charles Edward	4.12.81	Locomotive ...	Apprentice ...	20.1.98	15.6.98	2s. per day	" "
Taylor, William George*	5.7.62	Telegraph ...	Labourer ...	21.10.89	12.2.98	7s. "	Section 22, Act 1439
Trenoweth, James ...	1.8.80	Traffic ...	Junior car-cleaner	...	13.6.98	2s. "	Section 31, Act 1250
Tulloch, Alfred Edward William	30.8.81	Existing Lines	Apprentice ...	...	27.6.98	1s. 6d. "	" "
Walker, James David*	4.10.69	" ...	Labourer ...	17.12.86	7.3.98	6s. "	Section 22, Act 1439
Walsh, Michael*	6.4.68	" ...	" ...	23.1.89	7.3.98	6s. "	" "
Ward, Thomas Francis*	24.4.70	Locomotive ...	" ...	22.11.88	28.2.98	6s. 6d. "	" "
Ward, William John ...	20.4.77	Secretary's ...	Jr. messenger	4.3.91	9.6.98	4s. 6d. "	Section 31, Act 1250
Weeks, Edward William Valentine*	14.2.75	Locomotive ...	Labourer ...	3.2.90	14.2.98	5s. "	Section 22, Act 1439
Waycott, William Henry	9.7.81	Existing Lines	Apprentice ...	...	15.6.98	1s. 6d. "	Section 31, Act 1250
Westlake, Joseph ...	30.8.82	Locomotive ...	Boy labourer ...	...	14.6.98	2s. "	" "
White, James Edwin ...	12.9.81	Traffic ...	Junior porter ...	...	13.6.98	2s. "	" "
Whitelaw, William Henry Branson	24.12.80	" ...	Junior car-cleaner	...	13.6.98	2s. "	" "

\* Omitted from previous lists.

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

## No. 21.

## STATEMENT OF REMOVALS OF EMPLOYÉES.

## QUARTER ENDING 30th SEPTEMBER, 1897.

Name in Full.	Date of Entry.		Date of Leaving.	Branch.	Rank, Grade, or Position.	Salary or Wages.	Remarks.
	Approx.	On or after 1.11.83.					
Adams, Andrew Jas. ...	...	28.8.88	2.7.97	Traffic ...	Porter ...	6s. per day	Resigned
Atkinson, Joseph ...	—6.75	...	17.8.97	Existing Lines	Repairer ...	7s. "	Retired
Bailey, Kenneth ...	1.10.83	...	31.8.97	Traffic ...	Porter ...	7s. "	Resigned
Balfour, John ...	...	6.9.89	14.8.97	Locomotive ...	Labourer ...	6s. 6d. "	Dismissed
Boyd, John Cameron ...	1.8.82	...	17.8.97	Existing Lines	Ganger ...	9s. "	Retired
Boyd, William John ...	1.7.78	...	26.8.97	Traffic ...	Labourer ...	10s. "	"
Bremner, George Eustace	...	10.8.87	3.8.97	Accountant...	Clerk ...	£1100 per ann.	Dismissed
Boyle, Richard ...	1.6.80	...	17.8.97	Existing Lines	Repairer ...	7s. per day	Retired
Brown, Christopher ...	21.1.82	...	28.6.97	"	Painter ...	8s. "	"
Brown, David Hamilton ...	...	5.1.88	21.7.97	Traffic ...	Tally porter ...	7s. "	Resigned
Brown, Wm. Comber ...	...	15.3.87	31.7.97	Existing Lines	Repairer ...	6s. 6d. "	"
Cannon, James ...	20.5.76	...	"	"	Gateman ...	5s. "	Retired
Churchill, Job ...	1.6.76	...	29.9.97	"	Ganger ...	9s. "	"
Copplestone, Charles ...	14.11.81	...	27.9.97	Locomotive...	Carriage-builder	9s. 6d. "	Deceased
Crabtree, Jephtha ...	19.10.74	...	28.8.97	"	Driver ...	14s. "	"
Dillon, Patrick ...	11.4.80	...	5.7.97	Traffic ...	Porter ...	7s. "	Retired
Docura, Thomas ...	1.7.78	...	24.9.97	"	Guard ...	9s. "	Deceased
Doherty, Edward ...	1.12.82	...	3.8.97	Existing Lines	Gateman ...	5s. "	Retired
Dorey, Henry ...	—4.61	...	17.8.97	"	"	6s. "	"
Dwyer, Michael ...	23.7.77	...	19.8.97	"	"	5s. "	"
Francis, William ...	20.4.83	...	21.7.97	Locomotive...	Labourer ...	6s. "	Dismissed
Gamble, George ...	...	30.5.87	13.7.97	Traffic ...	Porter ...	7s. "	Resigned
Gardiner, Thomas ...	1.10.73	...	7.9.97	Existing Lines	Ganger ...	9s. "	Retired
Goodridge, Robert Henry...	8.6.82	...	14.8.97	"	Repairer ...	7s. "	"
Greene, James ...	27.7.71	...	17.8.97	"	Gateman ...	6s. "	"
Greig, James ...	1.7.78	...	18.9.97	"	"	6s. "	"
Hackett, Samuel ...	...	1.10.85	16.8.97	Locomotive...	Labourer ...	7s. "	Dismissed
Heilbroun, Walter ...	...	28.10.87	31.8.97	"	Cleaner ...	6s. "	Resigned
Hunter, James ...	11.11.76	...	18.9.97	Existing Lines	Foreman Labourer	7s. "	Deceased
Hutchinson, Thomas ...	...	25.2.86	15.7.97	Locomotive...	Fireman ...	10s. "	Dismissed
Hynes, Patrick Wm. John	24.4.74	...	10.8.97	Traffic ...	Station-master	£200 per ann.	Deceased
Kelly, Martin ...	1.3.75	...	17.8.97	Existing Lines	Repairer ...	7s. per day	Retired
Leonard, Thomas ...	—6.82	...	27.9.97	"	Ganger ...	9s. 6d. "	Deceased
Litchfield, Charles Henry	...	16.3.85	"	Telegraph ...	Lamp repairer	9s. 6d. "	"
Logan, Robert ...	...	1.8.90	27.7.97	Traffic ...	Porter ...	6s. "	Dismissed
Loneragan, Edmond ...	...	27.12.86	9.9.97	Locomotive...	Fireman ...	10s. "	Name struck off
Maddox, Charles ...	17.11.74	...	31.8.97	Existing Lines	Gateman ...	8s. "	Retired
Major, Philip ...	1.3.75	...	"	"	Pile driver ...	8s. "	"
Mason, Christopher ...	—12.81	...	"	"	Ganger ...	10s. "	"
Molloy, Michael... ..	17.2.79	...	28.8.97	Locomotive...	Fireman ...	10s. "	Killed on duty
Mulqueeny, John ...	14.2.83	...	7.7.97	Existing Lines	Gateman ...	5s. "	Retired
Murray, John Donald ...	...	20.11.83	3.8.97	Locomotive...	Striker ...	7s. "	Dismissed
McCarthy, Eugene ...	...	26.8.89	29.7.97	Traffic ...	Point cleaner ...	6s. "	"
McClelland, John ...	...	14.5.89	8.9.97	Locomotive...	Cleaner ...	6s. 6d. "	Resigned
McDonald, Liston Paul ...	13.6.81	...	16.9.97	Traffic ...	Clerk ...	£150 per ann.	Retired
McGrath, John ...	...	1.8.90	31.7.97	"	Porter ...	6s. per day	Resigned
McKay, William ...	1.4.63	...	17.8.97	Existing Lines	Ganger ...	9s. "	Retired
McLellan, John A. ...	27.4.70	...	28.8.97	Locomotive...	Driller ...	8s. "	"
McMahon, Sarah Jane ...	2.9.74	...	31.7.97	Existing Lines	Gatewoman ...	4s. "	"
Nickle, John ...	6.3.83	...	7.9.97	Traffic ...	Porter ...	7s. "	Deceased
Phillips, John ...	—7.61	...	17.8.97	Existing Lines	Ganger ...	9s. "	Retired
Ramsay, Peter* ...	...	19.9.87	28.6.97	Traffic ...	Porter ...	7s. "	Dismissed
Rogers, James ...	11.11.74	...	17.8.97	Existing Lines	Ganger ...	9s. "	Retired
Rothenberger, Frederick ...	1.10.75	...	16.9.97	"	"	9s. "	"
Ryan, Andrew Maliche ...	1.4.79	...	19.8.97	"	"	9s. "	"
Schultz, Bruno Edwin	...	6.1.91	30.9.97	"	Repairer ...	6s. 6d. "	Resigned
Short, John William ...	...	7.11.83	5.7.97	Locomotive...	Labourer ...	6s. 6d. "	Dismissed
Slaven, John ...	19.10.76	...	21.8.97	Existing Lines	Repairer ...	7s. "	Retired
Sloan, Nathaniel... ..	1.5.75	...	17.8.97	"	"	6s. 6d. "	"
Smith, Alexander ...	13.9.75	...	"	"	"	7s. "	"
Stokes, Mark* ...	...	13.5.89	28.6.97	Traffic ...	Porter ...	6s. "	Dismissed
Toohey, Patrick... ..	19.10.76	...	19.8.97	Existing Lines	Gateman ...	5s. "	Retired
Turner, Isaac ...	8.5.74	...	30.6.97	Locomotive...	Fireman ...	10s. "	"
Vaughan, Cornelius ...	...	1.9.85	17.7.97	Stores ...	Clerk ...	£150 per ann.	Resigned
Wallin, Patrick ...	1.12.81	...	17.8.97	Existing Lines	Carpenter ...	9s. per day	Retired
Walsh, Thomas ...	3.4.63	...	"	"	Ganger ...	9s. "	"
Watson, William Penrose	28.1.78	...	25.8.97	Locomotive...	Labourer ...	7s. "	"
White, John ...	...	11.2.89	28.7.97	"	"	6s. 6d. "	Dismissed
Willis, Thomas ...	...	3.1.88	12.9.97	Existing Lines	Gateman ...	5s. "	Deceased
Young, Charles Arthur ...	...	13.2.86	30.7.97	Traffic ...	Car cleaner ...	6s. 6d. "	Dismissed

\* Omitted from previous list.

**QUARTER ENDING 31st DECEMBER, 1897.**

Name in Full.	Date of Entry.		Date of Leaving.	Branch.	Rank, Grade, or Position.	Salary or Wages.	Remarks.
	Approx.	On or after 1.11.83.					
Augove, Samuel ...	6.9.79	...	29.10.97	Existing Lines	Repairer ...	7s. per day	Retired
Adwin, Isaac ...	18.4.75	...	18.10.97	"	"	7s.	Killed on duty
Balaam, Benjamin ...	9.3.83	...	31.10.97	"	Inspector ...	£320 per ann.	Retired
Ballenger, Mary ...	4.5.76	...	30.10.97	"	Gatekeeper ...	18.6d. per day	"
Blight, Edward Seymour ...	...	8.2.84	16.8.97	Traffic ...	Guard ...	8s.	Dismissed
Bowman, William John ...	...	20.9.88	31.12.97	Existing Lines	Repairer ...	6s. 6d.	Resigned
Breakell, Thomas ...	21.8.74	...	5.11.97	Locomotive...	Driver ...	14s.	Retired
Callanan, John ...	...	11.11.83	20.11.97	Traffic ...	Clerk ...	£120 per ann.	Killed
Cleary, Edward ...	27.3.79	...	30.11.97	Existing Lines	Repairer ...	7s. per day	Retired
Condon, Thomas ...	13.5.62	...	10.12.97	"	"	6s. 6d.	"
Corbett, Charles ...	2.5.82	...	9.12.97	Locomotive...	Painter ...	10s.	"
Cronin, Catherine ...	6.2.83	...	31.10.97	Existing Lines	Gatekeeper ...	2s.	"
Cronin, Timothy ...	1.3.75	...	1.11.97	"	"	5s. 6d.	"
De Gille, Frank ...	...	6.5.89	8.10.97	Traffic ...	Porter ...	6s.	"
Donoghue, John ...	15.4.82	...	6.10.97	"	Closet attendant	7s.	"
Duncan, Thos. Fulton ...	25.9.82	...	30.10.97	Existing Lines	Foreman ...	12s.	Resigned
Downes, James ...	1.2.77	...	11.11.97	"	Ganger ...	9s.	Retired
Fallon, Catherine ...	1.6.75	...	31.10.97	"	Gatekeeper ...	4s.	"
Gray, John ...	...	29.8.90	18.12.97	Locomotive...	Labourer ...	6s.	Resigned
Gregory, Mary Ann ...	...	23.1.94	15.12.97	Existing Lines	Gatekeeper ...	4s.	Deceased
Healy, Patrick ...	...	15.11.97	11.12.97	"	Lad labourer ...	2s.	Resigned
Heazlewood, John Edward ...	...	23.10.89	30.11.97	Locomotive...	Striker ...	6s.	Retired
Harris, Richard ...	1.9.77	...	30.9.97	Existing Lines	Gatekeeper ...	5s. 6d.	"
Harton, Arthur ...	23.12.78	...	28.11.97	Traffic ...	Porter ...	7s.	Deceased
Hogan, John Joseph Augustus	2.10.82	...	18.10.97	"	Car cleaner ...	7s.	Dismissed
Horwood, William Henry ...	...	19.8.85	5.10.97	"	Guard ...	8s.	Deceased
Houston, William Stewart	6.8.83	...	8.10.97	Telegraph ...	Operator ...	£135 per ann.	Dismissed
Inch, George ...	...	2.9.87	23.11.97	Traffic ...	Shunter ...	7s. per day	"
Jackson, Axle ...	25.12.82	...	5.12.97	"	Point cleaner ...	7s.	Deceased
Jones, Owen ...	1.10.81	...	30.11.97	Locomotive...	Labourer ...	7s.	Retired
Jordan, Michael ...	15.8.83	...	"	Existing Lines	Fencer ...	9s.	"
Kinchela, Louis George Chapilier	5.9.74	...	15.12.97	Locomotive...	Driver ...	14s.	"
Lenihan, Peter Francis ...	...	22.11.97	22.11.97	Existing Lines	Lad labourer ...	2s.	Dispensed with
May, Albert ...	...	22.11.84	31.12.97	Locomotive...	Fuelman ...	7s.	Deceased
Meagher, Thomas ...	—5.77	...	14.11.97	Existing Lines	Gateman ...	5s.	"
Moore, Richard ...	...	2.7.89	27.10.97	"	Repairer ...	6s. 6d.	"
Morrison, Robert ...	1.9.80	...	5.11.97	"	"	7s.	Retired
Moushall, Joseph ...	22.9.79	...	31.12.97	"	"	7s.	"
McCracken, James ...	—3.74	...	30.11.97	"	Ganger ...	9s.	"
McDonnell, Jane ...	1.12.82	...	17.10.97	"	Gatekeeper ...	1s.	"
Nestor, Edward ...	2.6.81	...	16.11.97	Locomotive...	Assistant painter	8s.	Deceased
Noy, Elizabeth ...	16.9.76	...	17.11.97	Existing Lines	Gatekeeper ...	4s.	Retired
O'Connor, James ...	27.9.81	...	27.12.97	Locomotive...	Lifter ...	8s. 6d.	Deceased
Owers, Peter ...	3.9.83	...	17.11.97	Existing Lines	Ganger ...	7s. 6d.	"
Reynolds, Walter ...	24.10.81	...	31.10.97	Secretary's ...	Chief clerk ...	£500 per ann.	Retired
Skinner, William Fawckner	...	23.8.88	11.11.97	Traffic ...	Porter ...	6s. 6d. per day	Resigned
Smith, Edward Eliston ...	...	8.9.86	30.11.97	"	Shunter ...	8s.	Dismissed
Snell, Alfred Henry ...	...	11.11.89	12.12.97	Existing Lines	Labourer ...	6s. 6d.	Deceased
Stevenson, Charles ...	...	15.11.97	15.11.97	Traffic ...	Junior porter ...	2s.	Resigned
Stewart, David ...	25.8.77	...	10.11.97	Existing Lines	Inspector ...	£235 per ann.	Deceased
Wilcock, Thomas ...	—12.74	...	16.11.97	"	Repairer ...	7s. per day	Retired

**QUARTER ENDING 31st MARCH, 1898.**

Anderson, Iver Peter ...	...	4.8.90	23.2.98	Traffic ...	Porter ...	6s. per day	Dismissed
Anderson, Mary* ...	2.2.75	...	12.12.97	Engineer Existing Lines	Gatekeeper ...	4s.	Retired
Bradford, William Thomas	30.7.75	...	31.1.98	Locomotive...	Driver ...	14s.	"
Burke, Richard Joseph ...	...	20.5.89	23.2.98	Traffic ...	Clerk ...	£75 per ann.	Dismissed
Birch, Joseph Edward ...	...	11.11.97	14.2.98	Existing Lines	Boy labourer ...	2s. per day	Resigned
Boyd, William ...	13.9.65	...	28.1.98	"	Repairer ...	7s.	Retired
Bridgeman, Michael ...	29.3.83	...	19.2.98	Traffic ...	Porter ...	7s.	Deceased
Bryden, Samuel ...	...	15.10.89	28.2.98	Locomotive...	Labourer ...	6s. 6d.	Resigned
Brien, Thomas ...	...	23.1.84	10.2.98	"	Pumper ...	8s.	Dismissed
Beal, George William ...	22.5.79	...	18.2.98	"	Car-builder ...	11s.	"
Chenoweth, Edward ...	26.2.76	...	17.1.98	"	Labourer ...	8s.	Deceased
Cuy, John ...	...	1.10.90	31.1.98	Existing Lines	Repairer ...	6s. 6d.	Resigned
Campbell, Robert ...	...	22.1.89	19.1.98	Traffic ...	Clerk ...	£135 per ann.	Dismissed
Chessell, Arthur ...	...	24.8.96	25.1.98	Existing Lines	Clerk ...	4s. 6d. per day	Resigned
Craig, William Russell ...	...	1.9.88	25.3.98	"	Upholsterer ...	10s.	"
Cooke, William ...	...	7.10.85	25.1.98	Telegraph ...	Tinsmith ...	7s.	"
Considine, Michael ...	...	21.7.84	2.3.98	Locomotive...	Driver ...	13s.	Dismissed
Duffy, Andrew ...	1.1.61	...	24.3.98	Traffic ...	Guard ...	11s.	Retired
Egan, James ...	24.7.77	...	19.1.98	Existing Lines	Repairer ...	7s.	"
Elliott, Mathias ...	...	18.2.89	27.1.98	Locomotive...	Wagon-builder	7s.	Dismissed
France, Henry James ...	...	14.8.88	31.3.98	"	Fireman ...	9s.	Resigned
Gosch, John ...	...	1.3.88	1.2.98	Traffic ...	Porter ...	7s.	Deceased
Gordon, Alexander ...	6.3.82	...	4.2.98	Existing Lines	Carpenter ...	10s.	"
Huggett, George William	7.8.75	...	11.1.98	Traffic ...	Guard ...	10s. 6d.	"
Hunter, John* ...	...	14.1.90	6.12.97	"	Shunter ...	8s.	Dismissed
Hughes, Frank ...	21.2.77	...	31.3.98	"	Car cleaner ...	7s.	Retired
Hunt, Bridget ...	...	14.11.90	22.1.98	Existing Lines	Gatekeeper ...	4s.	Deceased
Holtz, Frederick ...	...	23.6.87	27.1.98	Locomotive...	Fitter ...	6s. 6d.	Dismissed

\* These names were omitted from previous list.

## REMOVALS of Employés—MARCH QUARTER—continued.

Name in Full.	Date of Entry.		Date of Leaving.	Branch.	Rank, Grade, or Position.	Salary or Wages.	Remarks.
	Approx.	On or after 1.11.83.					
Jackson, Alfred William ...	— .81	...	27.1.98	Traffic ...	Luggage porter	7s. per day	Retired
Kealy, William Barrett ...	1.10.81	...	27.2.98	" ...	Clerk ...	£150 per ann.	Deceased
Kane, Thomas ...	...	2.2.87	8.1.98	Locomotive...	Fireman ...	9s. per day	Resigned
Keogh, James ...	...	12.8.90	27.1.98	" ...	Cleaner ...	6s. "	Dismissed
Laffin, James Michael ...	...	3.6.89	18.1.98	Traffic ...	Car cleaner ...	7s. "	"
Ludwick, John George ...	7.4.75	...	5.3.98	" ...	Station-master	£150 per ann.	Deceased
Large, Edgar Rowland ...	19.5.83	...	4.3.98	Locomotive...	Driver ...	13s. per day	Retired
Long, William Henry ...	...	16.10.88	31.1.98	Existing Lines	Labourer ...	7s. "	Resigned
Lee, Samuel ...	1.2.78	...	13.3.98	" ...	Inspector ...	£250 per ann.	Deceased
Lavin, James ...	...	7.5.88	30.3.98	" ...	Repairer ...	6s. 6d. per day	"
Murray, Helen ...	20.10.77	...	22.1.98	Locomotive...	Seamstress ...	5s. "	Retired
Morrissey, Daniel ...	10.2.79	...	23.3.98	Existing Lines	Repairer ...	7s. "	"
Murphy, Owen ...	12.6.77	...	28.2.98	" ...	Ganger ...	9s. "	"
Maher, Ellen ...	20.7.83	...	28.2.98	" ...	Gatekeeper ...	4s. "	Dispensed with
Magowan, James ...	— .2.74	...	19.3.98	" ...	Ganger ...	9s. "	Retired
Morgan, Mary Ann ...	22.9.79	...	15.3.98	" ...	Gatekeeper ...	4s. "	Resigned
Matthews, Mary ...	...	1.5.91	28.2.98	Traffic ...	Ladies' Waiting-room attendant	5s. "	"
McNamara, Michael ...	...	27.5.89	19.2.98	" ...	Weighing porter	7s. 6d. "	"
McGrath, Eugene Thomas ...	...	1.11.97	31.3.98	Audit ...	Probny. clerk ...	£40 per ann.	Dispensed with
McMahon, John ...	— .1.73	...	4.2.98	Existing Lines	Repairer ...	7s. per day	Retired
McPherson, John ...	1.4.57	...	15.3.98	" ...	Asst. engineer	£524 per ann.	"
McCahery, John ...	2.6.77	...	28.1.98	" ...	Repairer ...	7s. per day	Killed on duty
McEwan, Peter ...	28.9.82	...	23.2.98	Locomotive...	Driver ...	13s. "	Dismissed
O'Brien, Thomas ...	...	15.5.88	5.2.98	Existing Lines	Gatekeeper ...	5s. 6d. "	Resigned
O'Brien, Thomas ...	17.1.70	...	15.2.98	" ...	Ganger ...	9s. "	Retired
O'Reilly, Michael Francis ...	10.5.82	...	10.1.98	" ...	Clerk ...	£150 per ann.	Resigned
O'Connell, John ...	3.1.83	...	4.3.98	Traffic ...	Gateman ...	6s. per day	Deceased
Paul, Solomon ...	26.6.82	...	20.1.98	" ...	Guard ...	9s. 6d. "	"
Peyton, George Walter C. ...	9.6.79	...	21.3.98	" ...	Station master	£162 10s. per ann.	Retired
Quilligan, Matthew ...	— 12.75	...	17.3.98	Existing Lines	Repairer ...	7s. per day	"
Robertson, John ...	...	19.10.85	21.2.98	Traffic ...	Station-master	£135 per ann.	Resigned
Raw, James ...	...	13.12.86	23.2.98	Locomotive...	Fireman ...	10s. per day	Retired
Rule, Thomas ...	...	22.4.85	29.3.98	" ...	Driver ...	13s. "	Dismissed
Ryan, James ...	...	5.3.88	21.2.98	" ...	Fireman ...	9s. "	Resigned
Smith, Robert William ...	...	11.1.88	2.2.98	" ...	" ...	9s. "	"
Smith, William Wright ...	1.11.82	...	19.1.98	Traffic ...	Messenger ...	7s. "	Retired
Schields, James ...	17.4.79	...	16.1.98	" ...	Watchman ...	8s. "	"
Schade, William Callan ...	...	24.8.85	6.1.98	" ...	Porter ...	7s. "	Dismissed
Sewell, Christopher Leigh Neighdom	...	17.1.87	10.2.98	" ...	Clerk ...	£120 per ann.	Deceased
Scullin, John ...	23.1.82	...	5.3.98	Existing Lines	Repairer ...	6s. 6d. per day	Retired
Sargeant, Henry ...	1.5.80	...	24.2.98	" ...	Ganger ...	9s. "	"
Scatchard, Albert ...	...	13.11.97	2.3.98	" ...	Boy labourer ...	2s. "	Dismissed
Thorley, Grace ...	...	2.1.88	31.1.98	Traffic ...	Woman-in-charge	4s. "	Resigned
Thompson, Alfred ...	— .8.60	...	6.2.98	Locomotive...	Dist. Loco. Insp.	£500 per ann.	Retired
Upward, John ...	1.11.80	...	13.1.98	Existing Lines	Foreman ...	11s. 6d. per day	Killed on duty
Vernon, John O'Connor ...	21.12.63	...	16.2.98	Locomotive...	Fitter ...	12s. "	Retired
Verran, John Henry ...	21.8.83	...	1.3.98	Traffic ...	Car-cleaner ...	7s. "	"
Wallace, James * ...	13.2.73	...	25.11.97	" ...	Clerk ...	£275 per ann.	"
Walsh, James .. ...	3.5.79	...	2.1.98	Locomotive...	Driver ...	14s. per day	Dismissed
Waters, William Bernard ...	19.7.77	...	17.3.98	" ...	Labourer ...	6s. 6d. "	Retired
Webster, John Robertson ...	...	22.8.87	29.1.98	" ...	Fitter ...	8s. "	Resigned
Wiseman, James ...	...	21.7.84	5.1.98	" ...	Blacksmith ...	11s. "	Deceased
Walch, John Pearson ...	23.8.82	...	1.1.98	Existing Lines	Carpenter ...	10s. "	Retired
Ward, Thomas ...	...	21.1.89	1.3.98	Telegraph ...	Operator ...	£100 per ann.	To Public Service

\* These names were omitted from previous list.

## QUARTER ENDING 30th JUNE, 1898.

Bates, Henry ...	...	14.1.90	30.4.98	Traffic ...	Shunter ...	8s. 6d. per day	Resigned
Bligh, Charles Ivo* ...	...	14.5.89	22.3.98	" ...	Labourer ...	6s. 6d. "	Dismissed
Bowman, Andrew ...	5.9.66	...	30.6.98	" ...	Guard ...	11s. "	Retired
Bowman, John* ...	21.12.63	...	26.3.98	Locomotive...	Driver ...	15s. "	"
Britton, John ...	30.6.79	...	30.6.98	Existing Lines	Ganger ...	9s. "	"
Callanan, Thomas ...	...	10.1.87	19.5.98	Traffic ...	Number taker	6s. "	Dismissed
Calanchini, George Francis ...	...	1.11.97	1.5.98	Existing Lines	Apprentice ...	1s. 6d. "	Resigned
Callaghan, Patrick ...	1.2.77	...	12.4.98	" ...	Labourer ...	6s. 6d. "	Retired
Carr, Patrick ...	16.10.74	...	30.4.98	Traffic ...	Caller up ...	7s. "	"
Cheevers, Charles ...	21.12.63	...	22.4.98	Locomotive...	Driver ...	15s. "	"
Clark, Duncan ...	27.4.74	...	30.4.98	Existing Lines	Signal fitter ...	10s. "	"
Congdon, Edwin ...	...	26.9.87	29.4.98	Traffic ...	Porter ...	7s. "	Resigned
Crompton, David Henry ...	28.12.74	...	16.4.98	Locomotive...	Labourer ...	8s. 6d. "	Retired
Croughan, John ...	...	10.10.87	18.4.98	Traffic ...	Car-cleaner ...	7s. "	Dismissed
Curtis, William Henry ...	1.6.70	...	8.6.98	Existing Lines	Ganger ...	9s. "	Retired
Davis, Thomas ...	...	3.11.88	14.4.98	" ...	Repairer ...	6s. 6d. "	Resigned
Devitt, John ...	...	13.5.89	9.5.98	Locomotive...	Cleaner ...	6s. 6d. "	Dismissed
Dight, Percy Robert ...	...	1.11.97	14.5.98	Telegraph ...	Apprentice ...	1s. 6d. "	Dispensed with
Eames, Charles ...	...	13.11.84	20.5.98	Existing Lines	Ganger ...	9s. "	Resigned
Findlay, Arthur William ...	...	13.8.88	10.5.98	Locomotive...	Fireman ...	9s. "	Dismissed
Fisher, Martin ...	...	28.11.83	10.5.98	" ...	Driver ...	13s. "	"
Fitzgerald, Deglan Joseph ...	...	23.2.86	20.4.98	Traffic ...	Clerk ...	£120 per ann.	Deceased

## REMOVALS of Employés—JUNE QUARTER—continued.

Name in Full.	Date of Entry.		Date of Leaving.	Branch.	Rank, Grade, or Position.	Salary or Wages.	Remarks.
	Approx.	On or after 1.11.83.					
Foley, Thomas ...	12.8.82	..	22.4.98	Existing Lines	Repairer ...	6s. 6d. per day	Retired
Franklin, David Henry ...	25.11.81	..	30.4.98	Traffic ...	Point cleaner ...	7s. "	"
Gardiner, Richard John ...	..	3.9.88	3.6.98	Locomotive...	Greaser ...	7s. "	Resigned
Glynn, Patrick Francis ...	..	15.11.97	20.4.98	Traffic ...	Junior porter ...	2s. "	Dismissed
Grant, James ...	12.6.82	..	15.6.98	Existing Lines	Gateman ...	5s. "	Retired
Gray, David Howat ...	..	4.9.88	21.6.98	Traffic ...	Porter ...	6s. 6d. "	Dismissed
Hack, Alfred Frank *	..	20.5.89	15.3.98	Locomotive ...	Bricklayer ...	10s. "	Resigned
Hall, James Patrick ...	..	10.11.97	11.6.98	Existing Lines	Lad labourer ...	2s. "	Dispensed with
Hodges, Frederick Dick ...	..	18.11.85	20.4.98	Locomotive ...	Fireman ...	10s. "	Resigned
Heide, Thomas ...	12.1.83	..	10.4.98	Accountant's	Clerk ...	£120 per ann.	Dismissed
Helffenstein, Louis ...	23.7.83	..	4.4.98	Existing Lines	Draughtsman ...	£150 "	Resigned
Hempenstill, James ...	14.9.82	..	30.6.98	"	Labourer ...	7s. per day	Retired
Higgins, Edward ...	1.3.60	..	16.6.98	Traffic ...	Station-master	£250 per ann.	Deceased
Horgan, Cornelius ...	..	8.9.90	8.6.98	Existing Lines	Repairer ...	6s. 6d. per day	"
Kane, Michael Francis ...	..	24.4.88	29.6.98	Traffic ...	Porter ...	6s. 6d. "	Dismissed
Kennedy, Richard *	..	25.1.89	13.10.97	Locomotive...	Fireman ...	9s. "	Dispensed with
Kelly, Michael ...	25.8.83	..	22.5.98	Existing Lines	Ganger ...	9s. "	Deceased
Kelly, William ...	16.12.76	..	14.5.98	"	Fencer ...	8s. "	Retired
Large, Catherine ...	22.9.79	..	13.4.98	"	Gatekeeper ...	4s. "	"
Lamont, John Melbourne	..	23.12.97	20.5.98	Stores ...	Labourer ...	6s. 6d. "	Name struck off
Lawless, Patrick ...	..	11.8.60	4.5.98	Traffic ...	Shunter ...	7s. "	Dismissed
Lyons, Henry ...	..	1.6.89	12.4.98	Existing Lines	Draftsman ...	£140 per ann.	Resigned
Moore, Joseph ...	6.1.83	..	5.5.98	"	"	£165 "	Retired
Moran, Richard Thomas*	..	17.12.83	28.2.98	Locomotive...	Driver ...	12s. per day	Dismissed
Mullally, Patrick ...	..	2.6.87	6.5.98	Existing Lines	Repairer ...	6s. 6d. "	"
Munro, Duncan ...	18.2.79	..	30.6.98	"	"	7s. "	Retired
Murphy, Joshua ...	..	3.3.86	21.5.98	Accountant's	Clerk ...	£135 per ann.	Resigned
McBean, Alexander ...	..	9.9.89	1.4.98	Traffic ...	Shunter ...	7s. per day	Dismissed
McDermott, Luke James...	1.6.82	..	6.5.98	"	Porter ...	6s. 6d. "	"
McEwan, Luke ...	14.2.83	..	19.6.98	Existing Lines	Ganger ...	9s. "	Deceased
O'Brien, Michael ...	1.5.83	..	22.6.98	Traffic ...	Porter ...	7s. "	Dismissed
O'Dey, John* ...	—1.76	..	1.3.97	Locomotive...	Labourer ...	7s. "	Retired
Omond, Caroline ...	..	16.8.84	11.4.98	Existing Lines	Gatekeeper ...	4s. "	Resigned
O'Neill, Frank ...	..	1.12.83	4.5.98	Traffic ...	Point cleaner ...	7s. "	Deceased
Peacock, Alexander Charles	24.2.73	..	14.5.98	"	Guard ...	10s. 6d. "	"
Pender, Michael ...	10.10.67	..	30.4.98	"	"	11s. "	Retired
Pope, William John ...	—10.77	..	7.4.98	Existing Lines	Repairer ...	7s. "	"
Reade, David ...	16.8.77	..	2.4.98	Traffic ...	Clerk ...	£175 per ann.	"
Ross, William ...	..	29.11.83	1.5.98	Existing Lines	Gatekeeper ...	5s. per day	"
Ryan, Patrick William*	..	5.12.83	21.2.98	Locomotive...	Driver ...	12s. "	Dismissed
Samers, William Robert	28.1.82	..	10.6.98	Traffic ...	Station-master	£135 per ann.	Retired
Slattery, John ...	1.9.77	..	20.6.98	"	Labourer ...	7s. per day	"
Slattery, Daniel ...	18.10.83	..	22.6.98	Existing Lines	Repairer ...	6s. 6d. "	Deceased
Smith, George Taylor ...	..	11.8.90	15.4.98	Traffic ...	Clerk ...	£100 per ann.	Dismissed
Stewart, John Charles ...	..	20.8.85	6.4.98	"	Shunter ...	7s. 6d. per day	"
Swann, William Kinnell ...	13.5.62	..	30.6.98	"	Head porter ...	11s. "	Retired
Thomas, William ...	..	28.12.86	9.4.98	Locomotive...	Fireman ...	10s. "	Resigned
Timmins, Thomas ...	..	23.5.89	31.5.98	Existing Lines	Assistant en- gineer	£345 per ann.	"
Tonks, John Alfred ...	..	12.11.97	18.5.98	"	Lad labourer ...	2s. per day	Dispensed with
Toomey, Thomas ...	6.7.75	..	6.5.98	"	Ganger ...	9s. "	Retired
Tracey, James ...	21.7.73	..	30.6.98	"	Repairer ...	6s. 6d. "	"
Trainer, Ellen ...	..	7.3.89	22.6.98	"	Gatekeeper ...	4s. "	"
Wallis, William ...	13.5.74	..	23.6.98	Traffic ...	Station-master	£145 per ann.	"
Walsh, Michael ...	..	7.3.98	19.5.98	Existing Lines	Repairer ...	6s. per day	Dismissed
Warman, John ...	5.10.77	..	20.4.98	Traffic ...	Gateman ...	5s. 6d. "	Retired
Weatherhead, Robert Thomas	..	23.12.97	18.4.98	Stores ...	Watchman ...	7s. "	Dismissed
Wells, Henry ...	—8.68	..	7.5.98	Existing Lines	Ganger ...	9s. "	Retired
Wightman, Robert ...	..	22.9.90	30.4.98	Traffic ...	Car-cleaner ...	6s. "	Resigned
Williams, George Herbert	..	9.8.86	9.5.98	"	Signalman ...	7s. 6d. "	"
Willis, William Joseph ...	28.4.82	..	15.4.98	Existing Lines	Repairer ...	7s. "	Retired
Wilson, James ...	..	10.10.88	16.5.98	"	Labourer ...	7s. "	Dismissed
Wright, Henry ...	1.10.59	..	3.4.98	Traffic ...	Platform inspec- tor	£188 per ann.	Retired

\* Omitted from previous lists.

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

## No. 22.

## STATEMENT OF APPOINTMENTS AND REMOVALS OF EMPLOYÉS.

QUARTERS ENDING 30th SEPTEMBER AND 31st DECEMBER, 1897,  
31st MARCH AND 30th JUNE, 1898.

Nil.

## No. 23.

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

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

VICTORIAN RAILWAYS.

RETURN SHOWING THE APPROXIMATE LOSS ON THE FOLLOWING LINES FOR THE YEARS ENDING 30th JUNE, 1896, AND 30th JUNE, 1897.

Table with columns: Line, Length of Line, Capital Cost, Revenue (Passengers, Goods and Live Stock, etc.), Local Working Expenses, Loss on Working, Profit on Working, Total Revenue, Approximate Loss, Revenue per Train Mile, Working Expenses per Train Mile, Train Miles Run, and Number. Rows list various railway lines like Fitzroy to Whittlesea, North Melbourne to Coburg, etc.

1 The total revenue includes the mileage proportion of the traffic passing over the section North Melbourne to Royal Park Junction (2 1/2 miles) derived from the Whittlesea, Heidelberg, and Collingwood lines. 2 One mile between Daving and Waterby closed for traffic, 9th December, 1895. 3 Section of line between Avon River Bridge and Briogolung (2 1/2 miles) closed for traffic. 4 Section of line between Avon River Bridge and Briogolung reopened for traffic, 6th April, 1897. 5 Estimated. 6 Exclusive of traffic which could be carried on inland. 7 The Constructing Accountant's Office, 15th January, 1898.