

1899.

VICTORIA.

VICTORIAN RAILWAYS.

R E P O R T

OF THE

VICTORIAN RAILWAYS COMMISSIONER

FOR THE

YEAR ENDING 30TH JUNE, 1899.

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. 52.—[2a.]—2953.

R E P O R T.

VICTORIAN RAILWAYS,
Commissioner's Office, Spencer-street,
Melbourne, 31st August, 1899.

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, 1899.

CAPITAL EXPENDITURE.

The capital expenditure at 30th June, 1899, amounted to £39,056,451, or an increase for the year of £454,147, charged as follows:—

Construction of new lines and surveys	...	...	...	£112,436
Capital works on existing lines, &c.	...	...	...	206,318
Rolling-stock	...	...	...	135,393
				£454,147

LOAN ACCOUNT.

The amount of borrowed capital was, on the 30th June last, £37,163,595, details of which are shown in the Appendix, Return No. 11.

The interest for the year amounted to £1,458,207, and in addition the amount paid by the Treasury, and debited to the Railway Department, for expenses in payment of interest, &c., was £20,141. Credit has been taken for £6,258, 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, £1,472,090. This amount includes a sum of £29,000 for six months' interest and £3,625 for expenses in connexion with the redemption of loan 37 Vict. No. 468, which fell due on the 1st July last, and which has been charged to the accounts for 1898-9 by the Treasury. On the total loan moneys expended the net revenue (exclusive of pensions and gratuities) paid 3·21 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 £2,873,729, being £264,833 more than last year's receipts. The increase in goods traffic amounted to £214,542, and the passenger receipts were £37,919 in excess of the previous year. This gratifying increase in the total revenue is mainly attributable to the good harvest conditions which prevailed throughout the colony. The general improvement in traffic which has taken place may be regarded as an indication of returning prosperity.

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

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

WORKING EXPENDITURE.

The total working expenditure for the year was £1,716,441, being an increase of £150,368 over the preceding year.

As will be seen from the following detailed statements, nearly the whole of the increase has taken place in maintenance and renewals of way and works (increase £71,955) and in locomotive charges, including repairs and renewals of carriages and waggons (increase £62,316). The increase in the contract rate for coal amounted to £10,000 for the year.

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

During the year increases have been granted to the employes involving an additional expenditure of £21,000, and the exemption of employes in receipt of £200 per annum and under from percentage deductions involved a further sum of £7,200 per annum. The adoption of the minimum rate of pay necessitated an extra expenditure of £13,000.

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

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

Year.	Average Mileage open for Traffic.	Total Working Expenditure.	Percentage of Gross Receipts.
1890-91	2,650	£2,271,561	68·87
1891-2	2,829	2,088,091	67·46
1892-3	2,933	1,789,662	61·17
1893-4	2,982	1,557,566	57·13
1894-5	3,083	1,463,189	56·68
1895-6	3,121	1,456,738	60·66
1896-7	3,126	1,484,406	56·74
1897-8	3,123	1,566,073	60·03
1898-9	3,122	1,716,441	59·73

GENERAL RESULTS.

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

Total revenue	£2,873,729
Total working expenditure	1,716,441
NET PROFIT ON WORKING	£1,157,288

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 shows a decrease, being 59·73 per cent. compared with 60·03 for last year.

The summary of working (Return No. 5) in the Appendix shows that the net loss on working for the year (exclusive of pensions and gratuities) is £294,802, or £79,644 less than the deficit for the previous year.

The expenditure for pensions and gratuities for the year amounted to £81,284, as against £83,720 for the corresponding period. It will be noted that these special charges (which are foreign to each year's ordinary working cost) have been transferred from the working statements and returns, and are now shown separately, thereby enabling more accurate comparisons of the actual operating cost to be made. The whole of the Comparative Statement (No. 12) in the Appendix has consequently been recast, and the results of working for the past 27 years are separated from the amounts paid for pensions, &c.

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

REVENUE.

	1898-9.		1897-8.		Increase.		Decrease.		Net Increase.	
	(Average Miles open, 3,122.)		(Average Miles open, 3,123½)*							
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Passengers	1,127,870	7 0	1,089,951	15 6	37,918	11 6				
Parcels, &c.	110,911	11 6	104,371	10 7	6,540	0 11				
Horses, carriages, and dogs ...	11,094	6 7	10,735	13 5	358	13 2				
Mails	57,695	9 2	58,257	12 4	...		562	3 2		
Rents	49,637	11 7	48,971	3 5	666	8 2				
Miscellaneous	14,791	1 8	12,773	19 11	2,017	1 9				
Live stock	138,616	18 5	135,264	19 2	3,351	19 3				
Goods	1,363,111	19 0	1,148,569	12 9	214,542	6 3				
Total Revenue	2,873,729	4 11	2,608,896	7 1	265,395	1 0	562	3 2	264,832	17 10
Number of passengers	45,805,043		43,090,749		2,714,294					
Tons of live stock	184,996		181,768		3,228					
Tons of goods	2,594,752		2,226,897		367,855					
Train mileage	9,714,298		9,239,657		474,641					
Revenue per average mile open ...	£920		£835							
„ „ train mile	5s. 11 ⁰⁰ d.		5s. 7 ⁷⁷ d.							

WORKING EXPENDITURE.

	1898-9.			1897-8.			Increase.		Decrease.		Net Increase.	
	Amount.	Cost per Train Mile.	Per Cent. to Revenue.	Amount.	Cost per Train Mile.	Per Cent. to Revenue.	£	s. d.	£	s. d.	£	s. d.
Maintenance ...	480,792	8 2	11 ⁸⁸	408,837	4 2	10 ⁶²	71,955	4 0				
Loco. charges ...	502,763	7 2	12 ⁴²	459,992	7 9	11 ⁹⁵	42,770	19 5				
Carriages and waggons	130,658	15 0	3 ²³	111,113	2 9	2 ⁸⁹	19,545	12 3				
Traffic charges	546,753	13 5	13 ⁵¹	526,958	0 7	13 ⁶⁹	19,795	12 10				
Compensation	3,611	1 7	0 ⁰⁹	7,892	1 11	2 ⁰	...		4,281	0 4		
General charges	51,862	2 5	1 ²⁸	51,280	9 2	1 ³³	581	13 3				
Total Working Expenditure	1,716,441	7 9	3 6⁴¹	1,566,073	6 4	3 4⁶⁸	154,649	1 9	4,281	0 4	150,368	1 5
Pensions and Gratuities	81,284	2 11	...	83,720	8 0	...	...		...		...

* Average miles open in 1897-8 reduced to 3,123½ in consequence of the dismantling of 16½ miles between Dunkeld and Panshurst, completed 10th February, 1898.

GENERAL SUMMARY.

YEAR ENDED 30TH JUNE, 1899, COMPARED WITH 1898.

DETAILS.	1899.	1898.
Total spent in construction (including rolling-stock, workshops, piers, railway offices, and all surveys of projected lines, &c.)	£39,056,451	£38,602,304
Average cost per mile open	£12,430	£12,404
Total amount raised for construction from current loans ...	£37,163,595	£36,663,187
Amount spent on capital account during the year ...	£454,147	£272,902
Unexpended balances of loan moneys	£566,366	£528,408
Net interest on railway loans, including expenses on interest payments, redemption expenses, &c.	£1,472,090	£1,437,269
Total miles open for traffic	3,143	3,113
Average miles open for the year	3,122	3,123½
Gross revenue	£2,873,729	£2,608,896
Working expenditure	£1,716,441	£1,566,073
PROFIT ON WORKING (after paying working expenses)	£1,157,288	£1,042,823
PERCENTAGE OF WORKING EXPENSES TO REVENUE	59.73	60.03
Deficit as per summary of working	£294,802	£374,446
Revenue per average mile open	£920	£835
Expenditure per average mile open	£550	£501
Net return per average mile open	£370	£334
Gross receipts per train mile	5s. 11.00d.	5s. 7.77d.
Working expenses per train mile	3s. 6.41d.	3s. 4.68d.
Net profit per train mile (after paying working expenses)...	2s. 5.59d.	2s. 3.09d.
The net revenue paid on the total capital cost	2.96 per cent.	2.70 per cent.
THE NET REVENUE PAID ON THE TOTAL LOAN MONEYS EXPENDED	3.21 „	2.93 „
Number of passenger journeys	45,805,043	43,090,749
Goods tonnage	2,594,752 tons	2,226,897 tons
Live stock tonnage	184,996 „	181,768 „
Train mileage	9,714,298	9,239,657
Pensions and gratuities—amount paid during the year (not included in working expenses)	£81,284	£83,720

As this Report covers my third year of office, it may not be inopportune to submit the following brief retrospect of results of working for the three years :—

TOTAL REVENUE.

			Increase.		Decrease.
1895-6	...	£2,401,392	...	—	...
1896-7	...	2,615,935	...	£214,543	...
1897-8	...	2,608,896	...	—	...
1898-9	...	2,873,729	...	264,833	...
				£479,376	...
				£479,376	...
Increase 1898-9 over 1895-6	...		...	£472,337	

TOTAL WORKING EXPENDITURE.
(Exclusive of Pensions and Gratuities.)

			Increase.		Decrease.
1895-6	...	£1,456,738	...	—	...
1896-7	...	1,484,407	...	£27,669	...
1897-8	...	1,566,073	...	81,666	...
1898-9	...	1,716,441	...	150,368	...
				£259,703	
Increase 1898-9 over 1895-6	...		...	£259,703	

This increased expenditure over 1895-6 includes the following concessions to the staff :—

Increments to employés ..	...	...	...	£62,000
Cessations of percentage deductions	...	...	...	42,700
Adoption of minimum rate of pay	...	...	...	13,000
Additional amount paid on account of staff working full time	...	...	...	17,000
Extra pay for Sunday duty, overtime, travelling allowances, and uniforms	...	...	...	13,600
				£148,300

The balance is accounted for by additional maintenance expenditure in way and works, repairs and renewals of rolling-stock, increased price of coal, additional train mileage run (724,907 miles), and the extra cost involved in earning the increased revenue of £472,337.

The net earnings paid 2·96 per cent. on the capital cost as compared with 2·48 in 1895-6, and the deficit has decreased in three years from £493,949 to £294,802.

From these facts it will be seen that the business of the Department is steadily progressing, and the outlook is decidedly hopeful. There is still, however, great need for caution. From a departmental point of view the progress made is not yet sufficient to warrant any departure which would materially decrease the revenue of the Department, or unduly inflate the expenditure.

In this connexion it is my duty to draw attention to the fact that if all the demands which have been made, within a comparatively recent period, for additional train services and reductions in freights and fares had been acceded to the immediate

loss of net revenue involved would have amounted to over £200,000 per annum, and the ultimate effect would have involved a still further decrease. This figure does not include any estimate for loss of revenue which would take place consequent upon a reduction in the freights for wheat or other goods carried at wheat rates.

CONDITION OF LINES AND STOCK.

There were 3,143 miles open for traffic at the close of the year. Since my last Report I have again inspected all the lines and stations in the colony, and am pleased to state that the large expenditure which has taken place during the last three years has had the effect of placing the way and works in a more satisfactory condition. In my previous Reports I have stated that owing to the fact that many of the sleepers and rails laid in the old lines are reaching the limit of their life there would necessarily be a considerable increase in the maintenance cost. The expenditure on this account has been very large, but it is hoped that within the next twelve months most of the heavy work will be completed, and that a considerable reduction will then be apparent.

In the attached report of the Engineer for Existing Lines details of the various works executed during the year are shown. It will be noted that there has been a large addition to the property of the Department in the shape of new station buildings, engine sheds, fencing, and other works of a substantial character; and generally great improvements in the lines of way have been effected. The amounts thus expended have been large, but the whole of the works were absolutely necessary, and will result in increased efficiency and economy. The practice has been followed of charging minor capital works and others of doubtful allocation (involving in the aggregate a large sum) to working expenditure.

ROLLING-STOCK.

Large additions have been made to the rolling-stock during the year, and the demand for trucks, owing to the heavy grain season, has fully justified the large expenditure incurred for new waggons and repairs and renewals.

Satisfactory progress is being made with the construction of the rolling-stock authorized by Parliament, and the equipment of the whole of the stock with the Westinghouse brake is being proceeded with. Full details of the works completed and in progress are given in the attached report of the Chief Mechanical Engineer.

In my first and subsequent Reports I drew attention to the fact that a large expenditure would be necessary for the purpose of replacing engines of obsolete types, and the substitution of others of increased power and better adapted to modern requirements. The time has now arrived when a commencement must be made with the work. A contract has already been let for the construction of ten express engines. The full requirements of the Department are set forth in the accompanying Special Report (No. 3A) furnished at my request by the Chief Mechanical Engineer. The amount involved may be approximately stated at £250,000. It is, of course, intended to debit the working expenditure with its fair proportion of the cost of any new stock constructed, but, as the amount will necessarily be very large, and as it has not been the policy of the State to provide a Reserve Fund, or otherwise to make special provision for such extraordinary expenditure on replacements, it will probably be found expedient to make special financial provision for the repayment out of revenue of the sum involved.

The train miles run during the year were 9,714,298, being an increase of 474,641 miles ; and it is very gratifying to state that the whole of the mileage has been run without a serious casualty to the stock.

In my Report for the year 1896-7 I drew special attention to the state of the Rolling-stock Account, and pointed out the fact that the Department had to bear a heavy burden of interest on stock not in existence. A complete register was compiled of the whole of the stock in the possession of the Department, and instructions given "that the standard as now shown in the register is to be kept up, and that no rolling-stock is to be broken up without my authority ; and that when any vehicle is condemned, broken up, or otherwise removed permanently from running, and another built in its place, the cost of the latter to the amount of the stock value of the vehicle is to be charged to Working Expenditure."

Care has been exercised to prevent any departure from these instructions, and the stock has been kept up to the standard. Careful checks have been established so as to prevent any recurrence of the discrepancies of the past, and the annual return of rolling-stock which is published in the Appendix is an absolutely correct classification of the whole of the rolling-stock in existence.

NEW LINES.

The narrow-gauge line from Wangaratta to Whitfield ($30\frac{1}{4}$ miles) was opened for traffic on the 14th March, 1899, and it is consequently too early to form a correct estimate of its revenue-earning capacity.

FLINDERS-STREET STATION.

The Railways Standing Committee having recommended that competitive designs be called for the proposed station buildings, no further progress has been made with the other preliminary work. As the Department's plan for the re-arrangement of the lines, platforms, &c., has been accepted, it is to be hoped that authority will be given to proceed with the work without further delay.

NON-PAYING LINES.

A return (No. 24 in the Appendix) shows in detail the approximate loss on 55 branch lines for three years ending 30th June, 1898. Notwithstanding the fact that there has been an increase in the total revenue of £8,744, the net loss on the 1,345 miles embraced in the statement amounts to £307,541, or an increase over the previous year of £5,086, due to the large expenditure on maintenance. This item shows a gradual increase for the three years, the total amounts paid on maintenance account being as follows :—

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

The working expenditure in other directions is being kept as low as possible consistent with the requirements of the business ; but many of the lines are now requiring renewals, and every year necessarily adds to the cost of their maintenance.

I made special reference to the non-paying lines in my last Report, and I again repeat portion of the warning then expressed—

"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 are closed for traffic :—

Line.	Miles.		Capital Cost.
Dunkeld to Peushurst (dismantled)	16 $\frac{1}{4}$	...	£50,000
Lancefield to Kilmore ...	18 $\frac{1}{2}$	...	117,445
Mount Moriac to Wensleydale ...	11 $\frac{1}{4}$	...	39,385
Oakleigh to Ashburton	3 $\frac{1}{4}$	...	} 220,000
Fairfield Park to Riversdale	5 $\frac{3}{4}$...	
Darling to Waverley ...	1	...	7,000
	56	...	£433,830

The interest (about £17,000 per annum) on this large unproductive capital expenditure has to be borne by the Railway Department.

It is worthy of note also that every projected line costs a considerable sum for surveys, &c. The sum expended out of loan moneys on general surveys of lines which have not been constructed amounts to £290,448, and the interest on this (£11,600) is also an annual charge to the Railways.

SAFETY APPLIANCES.

A number of improvements have been effected in connexion with interlocking, signalling, and general safe working. Further lines have been equipped with the electric staff, and 116 additional instruments having been brought into operation during the year. It is reported that the ease and safety with which they enable the traffic to be worked and the saving in delays to trains have amply compensated for the cost of these appliances, and warranted their further extension.

The whole of the signals on the Flinders-street viaduct have been interlocked on the Sykes system of signal interlocking. The extension of this—the most modern of safety devices—to some of the more complicated points on the suburban lines is contemplated.

COLOUR VISION, ETC.

The examination in vision and hearing of the whole of the staff engaged in working the traffic is still proceeding. A number of men have been found defective in vision and hearing, and every effort has been made to find employment for them in less responsible positions. Considerable additional expenditure is involved, but the result of the examination has shown that periodical tests must in future be the rule.

REFRESHMENT ROOMS.

The alteration which has been made in the system of catering has had a most beneficial effect. It is generally admitted that there is a marked improvement in the whole of the arrangements for the supply of refreshments to the travelling public.

ELECTRIC LIGHTING.

The machinery, works, &c., connected with the new central generating station are now approaching completion. Cables have been laid to the Post Office, Public Library, and Parliament Houses, and it is expected that current will be supplied within three months.

CARRIAGE LIGHTING.

It was announced in my Report for the year ending 30th June, 1897, that the necessary funds had been authorized by Parliament to provide for the introduction of Pintsch's compressed oil gas, and last year I reported that the necessary gas works were in course of erection. The works, capable of supplying 30,000 feet of gas per diem, have now been finished. Including South Australia joint stock 204 carriages have been equipped. This includes all main line trains running from Melbourne, the whole of the St. Kilda and three Brighton trains.

Further fittings are daily expected, and on their arrival will be placed upon the suburban lines. This illuminant is in general use, not only in the principal adjoining colonies, but throughout the world, and is regarded as an efficient light for railway carriages. In order to show the difference between it and the light which it has displaced I have had an independent test made, with the result that the available light in the carriages from Pintsch gas is 13·9 candle-power as against 2·0 from the old kerosene lamps.

WHARFAGE AND WATER COMPETITION.

Last year I drew attention to the anomalous position which the Department occupies with respect to the various piers and wharf lines, and I deem it my duty again to offer a protest against the large expenditure of public moneys by other Departments of the State to facilitate water competition with the State Railways. I again repeat that this anomalous condition of affairs is an important factor which tends to largely increase the annual deficit.

BOARD OF ADVICE AND GENERAL PURPOSES COMMITTEE.

The Board of Advice constituted by the Railways Act, No. 1439, has met regularly ; and, in accordance with the provisions of the Act, the minutes of all meetings have been recorded and submitted to the Minister.

Regular meetings of the General Purposes Committee have also been held, and I am pleased to state that the discussion of various important matters connected with the business of the Department at these conferences of principal officers has been of material assistance in the work of administration generally. There is a complete absence of friction between the branches, and the various departments work together like a well-regulated machine.

APPEAL BOARD.

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

Appeals dismissed ...	...	...	...	38
Appeals upheld ...	...	...	...	3
Punishments modified	...	...	...	18
				—
				59
				—

In 32 cases counsel were engaged by the appellants, and in four cases the appellants had to pay the whole costs of appeal.

INTERCOLONIAL RAILWAY CONFERENCES.

The benefits to be derived from conferences of the Commissioners and principal officers of the Railway Departments of the various colonies have long been recognised, and two conferences have now been held. The first in Sydney in September, 1898, and the second in Brisbane last May. Much work of a very important character has been done. Uniformity of practice has been initiated. Debatable matters have been discussed in an admirable spirit, and the interchange of ideas between the responsible officers on various railway matters cannot fail to result in mutual benefit. It is proposed to hold the third conference in Adelaide.

THE STAFF.

The total number of permanent employes has decreased from 8,830 to 8,686. For full details see Return No. 15 in the Appendix. There were 278 retirements and 134 appointments during the year.

Applications were invited to fill 387 positions in the various branches. The boards appointed for the purpose are at present engaged in the selection and examination of the applicants, of whom there were 13,792.

In conclusion, I have again to express my appreciation of the efficiency of the staff. Occasional irregularities are, of course, unavoidable, but the fact that a record grain traffic has been dealt with so satisfactorily as to elicit spontaneous encomiums from many of the clients of the Department speaks for itself. It is also extremely gratifying to be able to report that the business of the Department has been carried on with comparative immunity from casualty. These facts bear testimony to the training, zeal, and diligence of the staff.

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, 1899.

- No. 1.** Report of the Engineer-in-Chief.
- 2.** „ Engineer for Existing Lines.
- 3.** „ Chief Mechanical Engineer.
- 3a.** „ „ „ (re Additional Engines).
- 4.** General balance-sheet.
- 5.** Summary of working.
- 6.** Expenditure and revenue statement.
- 7.** Details of working expenditure.
- 8.** Railway Accident Fund.
- 9.** Railways Stores Suspense Account.
- 10.** Cost of each line, and average per mile, &c.
- 11.** Statement of railway debt.
- 12.** Comparative statement.
- 13.** Statement showing dates of opening, &c.
- 14.** Return of Staff.
- 15.** Number of employés at 30th June.
- 16.** Number of employés entitled to compensation, &c., on retirement, &c.
- 17.** Statement showing traffic at each station.
- 18.** 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 (RAILWAYS CONSTRUCTION BRANCH).

Melbourne, 24th August, 1899.

GENTLEMEN,

I have the honour to report that during the financial year ending 30th June, 1899, the railways under construction were as follows:—

	Length. Miles.	Gauge.	Act.	Work commenced.
From Wangaratta to Whitfield...	30 $\frac{1}{4}$	2ft. 6in.	1492	1st March, 1898.
From Birchip to Cronomby ...	26 $\frac{1}{4}$	5ft. 3in.	1550	18th August, 1898.
From Jeparit towards Albacutya	18 $\frac{1}{2}$	5ft. 3in.	1558	13th October, 1898.
From Quambatook to Ultima ...	30	5ft. 3in.	1555	5th April, 1899.

The butty-gang system of construction was adopted in each case.

The Wangaratta to Whitfield line, 2ft. 6in. gauge (authorized as 2-ft. gauge), was opened for traffic 14th March, 1899. Works of equipment for dealing with the traffic, fencing, &c., are now proceeding.

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

	Length. Miles.	Gauge.	No.	Authorizing Act Date.
Frankston Cemetery ...	3 $\frac{1}{2}$	5ft. 3in.	821	12th December, 1884.
From Heidelberg to Eltbam ...	8 $\frac{1}{4}$	5ft. 3in.	1299	27th February, 1893.
From Fern Tree Gully to Gembrook	18 $\frac{1}{2}$	2ft. 6in.	1549	15th August, 1898.
From Lilydale to Warburton ...	24	5ft. 3in.	1589	19th December, 1898.
From Melbourne to Collingwood ...	2 $\frac{1}{4}$	5ft. 3in.	1590	19th December, 1898.
From Colac to Beech Forest ...	30	2ft. 6in.	1594	19th December, 1898.

(Construction of Fern Tree Gully to Gembrook line was commenced 1st August, 1899.)

Negotiations for the land required for the Melbourne to Collingwood line are proceeding.

Tenders were called for the construction of the Colac to Beech Forest line on the 2ft. 6in. gauge, returnable on 17th July, 1899.

The necessary steps for obtaining the land for Lilydale and Warburton line are in course.

The following lines were under survey during the year:—

PERMANENT SURVEYS.

Country Lines.

Jeparit towards Albacutya ...	...	18 $\frac{1}{2}$ miles	5ft. 3in. gauge.
Birchip to Cronomby (deviation 14 miles)	...	26 $\frac{1}{4}$ "	5ft. 3in. "
Lilydale to Warburton ...	...	24 "	5ft. 3in. "
Yelta and Mildura towards Melbourne	...	70 "	5ft. 3in. "

Suburban Lines.

Nil.

FLYING SURVEYS.

Country Lines.

Cunningham to Mt. Deddick	...	95 miles	2ft. 6in. gauge.
Whitfield to Mansfield ...	...	41 $\frac{1}{2}$ "	2ft. 6in. "
Waitechie towards Mildura ...	...	60 "	5ft. 3in. "
Minapre to Pier Millan ...	...	26 "	5ft. 3in. "

Suburban Lines.

Nil.

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

The preparation of plans, sections, drawings, and quantities for the Melbourne to Collingwood, Fern Tree Gully to Gembrook, Colac to Beech Forest, Lilydale to Warburton, Jeparit towards Albacutya, Birchip to Cronomby, and Quambatook to Ultima lines has been proceeded with, and in the case of the Colac to Beech Forest line contract specification and schedule have also been prepared.

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

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

Period.	Registered.	Called for Work.	Failed to answer call, declined work, or unsuitable.	Sent to work.
	Number.	Number.	Number.	Number.
8th May, 1895, to 30th June, 1896 ...	12,255	...	...	3,018
Year ending 30th June, 1897 ...	9,151	3,065	1,473	1,592
Year ending 30th June, 1898 ...	16,952	8,814	4,337	4,477
Year ending 30th June, 1899 ...	17,803	8,516	4,741	3,775

There is a small increase in the number registered, but an increased proportion of those called in failed to accept the work, and this appears to indicate that the men who register their names are obtaining more private work.

The term of employment given is now limited to three months, except in the case of family men brought to country work from a distance who have to pay railway fare; the limit in their case being extended to four months.

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

	No. of Men employed.
Public Works Department ...	1,165
Lands Department (Forest Branch) ...	63
Victorian Water Supply ...	159
Railway Department ...	2,388
Total ...	3,775 men.

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

	Number.		Number.
Axemen ...	29	Plasterers ...	11
Blacksmith ...	1	Pitcher-setters ...	5
Boilermaker ...	1	Painters ...	74
Boys ...	4	Platelayers ...	14
Bridge carpenters ...	2	Pile-drivers ...	4
Bricklayers ...	85	Plumbers ...	6
Bricklayers' labourers ...	69	Quarrymen ...	388
Carpenters ...	36	Slaters ...	4
Cook ...	1	Springmakers ...	2
Fitters ...	4	Sleeper adzers ...	20
Fencers ...	4	Stonebreakers ...	57
Forest thinners ...	63	Tuekpointers ...	3
Gangers ...	15	Waggon-builders ...	2
Labourers ...	2,816		
Masons ...	53	Total ...	3,775 men.
Masons' labourers ...	2		

The number on the register at 30th June, 1899, was 5,304, as compared with 4,482 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 of Existing Lines,
Melbourne, 17th August, 1899.

Sir,

I have the honour to report that during the year ending 30th June, 1899, 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 Riversdale to Fairfield Park, $5\frac{3}{4}$ miles; Darling to Waverley, 1 mile; Ashburton to Oakleigh, $3\frac{1}{4}$ miles; and Lancefield to Kilmore, $18\frac{1}{2}$ miles; and from the 29th April, 1899, the line from Mt. Moriac to Wensleydale, $11\frac{1}{4}$ miles, has been also closed. The total of the above lines is $39\frac{3}{4}$ miles. As the line from Dunkeld to Peshurst, $16\frac{1}{4}$ miles, was taken up in February, 1898, that mileage is not included in the above.

The line from Camberwell to Ashburton, $3\frac{1}{4}$ miles, which had been closed for some time, was re-opened for traffic on the 4th July, 1898, and the 2ft. 6in. gauge line from Wangaratta to Whitfield, $30\frac{1}{4}$ miles (the first of its kind), was opened for traffic on the 29th April, 1899.

The following table gives the cost of maintenance of "way" and "works," including renewals, for the past year, as compared with 1897-8:—

Year.	Average Miles of Main Line.			Approximate Mileage of Sidings.	Total Cost of Maintenance and Renewals for Year.	Cost per Mile of Main Line (Sidings included).			Cost per Train Mile.
	Double Line.	Single Line.	Total.			£	s.	d.	
1897-8	294	2,829 $\frac{1}{2}$	3,123 $\frac{1}{2}$	436	£ 408,837	4	2	£ 130 17 10	d. 10·62
1898-9	294	2,828	3,122	436	£ 480,792	8	2	£ 153 0 0	d. 11·88

The additional cost, as compared with the previous year, is principally due to the fact that renewals were much heavier than in the previous year, and that the minimum rate of pay for labourers was raised from 5s. to 6s. per day.

For the last $18\frac{1}{2}$ 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	50 $\frac{1}{2}$	30,105
" " 1882	1,300	220	188	11·58	46 $\frac{1}{2}$	65,327
" " 1883	1,432	240	263	15·84	141 $\frac{1}{2}$	71,548
Half-year ending 30th June, 1884	1,598	270	105	11·10	34 $\frac{1}{2}$	48,171
Year " " 1885	1,655	285	170	9·86	42 $\frac{3}{4}$	19,763
" " " 1886	1,691	290	163	9·12	20 $\frac{1}{2}$	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	25 $\frac{1}{2}$	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	6 $\frac{1}{2}$	75,774
" " " 1894	2,982	500	108	7·59	35 $\frac{3}{4}$	82,278
" " " 1895	3,083	500	107	8·31	56 $\frac{1}{2}$	131,695
" " " 1896	3,121	500	117	9·77	75	191,454
" " " 1897	3,126	436	122	9·92	71	199,094
" " " 1898	3,123 $\frac{1}{2}$	436	131	10·62	63 $\frac{1}{2}$	239,332
" " " 1899	3,122	436	154	11·88	93 $\frac{1}{2}$	330,900

As mentioned in previous reports, the cost of renewals is very heavy, because the iron rails and sleepers originally laid are reaching the limit of their life; the renewals for next year will be equally as heavy as for the past year, but after that it is confidently expected that there will be a considerable reduction. Parliament having provided the necessary funds for replacing 185 miles of 66-lb. steel rails with heavy section material to permit of faster and heavier traffic being carried than the lighter material would permit, this work will be taken in hand at once, and completed during the forthcoming year, if possible; the 66-lb. steel rails thus released will be utilized for replacing the 60-lb. iron rails on branch lines, or to put down on new lines in the outlying districts.

During the year three separate contracts were let for the supply and delivery of 32,180 tons of 80 and 100 lb. steel rails with the necessary steel fish-plates; the whole of these contracts were secured by the Pennsylvania and Maryland Steel Company of America. Other fastenings for use in connexion therewith are being manufactured in the colony.

Painting of station buildings and other structures has been continued during the year, most of the work being done by butty gangs.

The improvement of office accommodation at various places by the conversion of quarters into offices affording greater facilities for the transaction of public business has been continued during the year, and the work of moving gatehouses from cattle-pit crossings where they are considered to interfere with the view of approaching trains has been steadily pursued; the water supply at a number of places has been improved, trucking yards made, and cattle-pits put in, affording greater convenience to the public and effecting savings to the Department.

The appearance of the suburban lines has also been greatly improved by the trimming of banks and erection of picket fencing in the place of old post and rail fencing, and thus preventing trespass.

New engine sheds have been erected at Benalla, Dimboola, Stawell, and Port Fairy, and others are now in hand. New station buildings have also been erected at Woodend in place of the old buildings destroyed by fire, and also at Barker's-road and Port Melbourne; the No. 4 goods shed, Melbourne, has been completed and brought into use, and the buildings erected for electric light and Pintsch gas plant are already occupied, although they are scarcely completed. Among other large works completed during the year are the re-building of reservoir at Korong Vale, which had been washed away by floods, the carriage sheds at Ballarat, and boiler shop at Newport.

It also affords me much gratification to report that the raising of suburban lines over York-street and City-road, South Melbourne, at Duun and Balmain streets, Richmond, and lowering of the Hawthorn line between East Richmond and Hawthorn were carried on without causing the slightest accident or least interruption to traffic. These important works do away with some of the busiest and most dangerous of suburban level crossings.

Funds having been provided for the new gravitation scheme at Spencer-street, the work was commenced late in June, and is being pushed forward vigorously.

Another important work was undertaken and completed during the year, viz., the alteration of the fixed signal lights. This involved a large expenditure, all of which was charged to maintenance.

The necessary work of improving the tramway from Dookie to Katamatite, so as to bring it up to the standard of other light lines, is now in hand.

The regrading of lines has been completed during the year on lines from Geelong to Camperdown, Maryborough to Donald, Dandenong to Korumburra, Warragul to Traralgon, Mangalore to Avenel, Korong Vale to Boort, and Korong Vale to Wycheproof.

Plans for the re-arrangement of Finlerys-street Station yard were prepared and finally agreed to; but for the new station buildings it has been decided to invite designs. Notifications to this effect have been published, and the designs have to be in by the 22nd December next.

In May last Mr. Norman, Engineer for Existing Lines, received instructions from the Commissioner to proceed to America and Europe and inspect and report on all railway matters of interest, and he left Melbourne for that purpose on the 3rd June, 1899.

I append a list of the more important works carried out during the year.

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

G. W. SIMS,

Acting Engineer for Existing Lines.

The Commissioner.

SCHEDULE OF WORKS COMPLETED OR IN PROGRESS DURING THE YEAR ENDING 30TH JUNE, 1899.

Locality.	Work.	Completed or in Progress.
Alberton	Residence for station-master	Completed
Albert Park	Bridge, Kerferd-road	"
Allendale	Extension of siding	"
Ararat	Water supply works	"
Arcadia	Residence for station-master	"
Ballarat	Carriage shed	"
Ballarat East	Truck lifters' shop and store	"
Barker's-road	Station buildings	"
Beechworth	Additions to station buildings	"
Benalla	Engine shed	"
"	Drainage works	"
Bendigo	Lowering loco. firewood siding	"
"	Ashhalting platform and renovating waiting-room	"
Boort	Additional siding accommodation	"
Borong	Residence for station-master	"
Bonnie Doon	Residence for station-master	"
Burnley	Footbridge over line near Horticultural Gardens	"
"	Lowering line between East Richmond and Hawthorn, and erecting bridges over Coppin and Swan streets	"
"	Picket fencing railway line, Burnley to Yarra	"
Bright	Engine-driver's residence	"
California Gully	Dead-end siding	"
Camberwell	Cab approach	"
"	New station buildings	"

SCHEDULE of Works Completed or in Progress during the Year ending 30th June, 1899—continued.

Locality.	Work.	Completed or in Progress.
Castlemaine	Extension of passenger platforms	In progress
"	Bridge over line at Redfern-street, and improving grades at Maclise-street	Completed
Caulfield	Sub-way, Balaclava-road	"
"	Raising lines between Malvern and Caulfield, and erecting bridge over Smith-street	"
Chiltern	Sheep and cattle yards	"
Cobram	Residence for station-master	"
Cope Cope	Water supply works	In progress
Cranbourne	Station buildings and station-master's residence ...	Completed
Croydon	Bridge over line at No. 22 crossing	In progress
Dandenong	Footbridge over lines and verandah at station ...	"
Daylesford	Altering junction and erecting bridge over line ...	"
Diapur	Enlarging reservoir	Completed
Dimboola	Engine shed	"
"	Additional water supply works	"
"	Residence for driver	"
" to Jeparit	Fencing line	In progress
Donald	Permanent bridges and embankment over Richardson River	Completed
Eaglehawk	Alterations to station buildings	In progress
Echuca	New deck to Murray River-bridge	Completed
Euroa	Increased siding accommodation	"
"	Extension of passenger platform	"
"	Station buildings, verandah, footbridge	In progress
Everton	Station improvements, alteration to lines way, water supply works, &c.	"
Foster	Residence for station-master	"
"	Water supply works	"
Geelong	Alterations and additions to station buildings ...	"
Gisborne	Extension of siding	"
Great Western	Bridge over line at No. 63 crossing	Completed
Jumbunna	Additional sidings	In progress
Kanaira	Water supply works	"
Katamatite	Improving tramway	"
Kensington	Footbridge over lines at Arden-street	Completed
" to Newmarket	Picket fencing line	"
Kerang	Grain platform	"
Kingston	Residence for station-master	"
"	Station buildings	"
Korong Vale	Water supply works	"
Korumburra	Engine shed, lines, way, &c.	"
Kyabram	Accommodation for chaff, siding, &c.	In progress
Lake Boga	Grain platform	Completed
Lara	Interlocking and alterations to lines	"
Laverton	Interlocking and alterations to lines	"
Little River	Interlocking and alterations to lines	"
Londrigans	Siding and approach road	In progress
Lyonville	Extension of goods platform	Completed
Malvern to Caulfield	Picket fencing	"
Mansfield	Widening goods platform	In progress
Melbourne	Spencer-street yard improvements	"
"	No. 4 goods shed	Completed
"	Electric light and car installation plant	In progress
"	Covered platform and road for potato traffic ...	Completed
"	Repairs telegraph workshops	In progress
"	Gravitation goods yard	"
"	Increased goods produce accommodation	"
Melton	Additional siding accommodation and interlocking	Completed
Mentone	Residence for station-master	"
Middle Brighton	Sub-way	In progress
Mitiamo	Alterations to roads	Completed
Moonee Ponds	Sub-way	"
Moreland	Residence for station-master	"
Murtoa	Engine shed, &c.	"
Natimuk	New siding, water supply works, and ash pit ...	"
Newmarket	Sub-way, Finsbury-street	"
Newport	Boiler shop, &c.	In progress
North Melbourne	Suspension bridge	Completed
Numurkah	Alterations to station buildings	"
Nyora	New station buildings	In progress
Picola	Residence for station-master	"

SCHEDULE of Works Completed or in Progress during the Year ending 30th June, 1899—*continued*.

Locality.	Work.	Completed or in Progress.
Port Fairy	Engine shed	Completed
Port Melbourne	New station buildings	"
"	Forming, metalling, and tar-paving approaches to station and pier	In progress
Port Melbourne North	Sub-way, Raglan-street	Completed
Quambatook	Grain shed and platform	"
Ravenswood	Residence for station-master	In progress
Regrading	Geelong to Camperdown	Completed
"	Maryborough to Donald	"
"	Korong Vale to Boort	"
"	Dandenong to Korumburra	"
"	Warragul to Traralgon	"
"	Korong Vale to Wycheproof	"
"	Mangalore to Avenel... ..	"
Richmond	Raising lines and constructing bridges over Dunn and Balmain streets	In progress
Ringwood	Interlocking	Completed
Rosebery	Additional siding	"
Rushworth	Additional siding	"
Ruthergien	Wine shed	"
Sale	Ash pit, coal stage, &c.	In progress
Sandringham	Residence for station-master	"
Sea Lake Line	Fencing and culverts	"
Sebastian	Residence for station-master	Completed
Seymour	Residence for inspector	"
"	New loco. store and siding	In progress
"	Tar-paving platform and sub-way	Completed
Signal Lights	Altering signal lights	"
South Melbourne	Raising St. Kilda line over City-road and York-street	In progress
Shelbourne	Cart weighbridge	Completed
Shepparton	Engine shed	In progress
Spring Vale	Residence for station-master	Completed
Springhurst	Turntable	"
Stawell	Engine shed	In progress
"	Bridge over line at No. 67 crossing	Completed
"	Additional lines way, interlocking, &c.	In progress
"	Lining storm-water channel	"
Swan Hill	New station buildings	Completed
Tallangatta	Sheep race and yard	In progress
Terang	Additional siding accommodation	Completed
Toolamba	Alterations to station buildings	In progress
Traralgon	Raising and lengthening platform	Completed
Wahgunyah	Turntable	"
Wallan	Cattle yards	"
"	Residence for engine-driver	"
Wandong	Bridge over line at No. 21 crossing	"
"	Residence for station-master	"
Wangaratta	Turn-table	"
"	Re-arrangement of yard for Whitfield line	"
Warracknabeal	Additional lines way	"
Warrnambool	Engine shed	In progress
Wodonga	Altering lines way and interlocking	"
"	Residence for inspector	Completed
"	Pitching and gravelling cattle yards	"
Woodend	New station buildings	"
Wunghnu	Renewing and raising platform	"
Wycheproof	Increased siding accommodation	"
Yackandandah	Turntable	"
Yarraville	Goods siding and interlocking	"

VICTORIAN RAILWAYS.

No. 3.

Locomotive Carriage and Waggon Branch,
Chief Mechanical Engineer's Office,
Melbourne, 15th August, 1899.

SIR,

I beg to submit the following report on the working of the Locomotive Carriage and Waggon Branch for the twelve months ended 30th June, 1899. The rolling-stock and plant have been kept in good working order, and the trains run safely, but, for reasons given below, at an increased cost per train mile as compared with the previous year. The following is a comparative table showing some of the principal items for the past six (6) years:—

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

* The cost of making truck covers, 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 £62,316, and an increase of ·82d. per train mile. The increased expenditure is accounted for as follows:—To pay off instalments of Treasury Bonds advanced for replacements of waggon stock, £6,000; additions to the wages of the lower paid men in accordance with the classification and minimum wage, £6,360; exemption from percentage deductions for the twelve months of those in receipt of less than £20 per annum, £4,000; extra rate paid for coal under new contracts, £10,000; increased repairs and painting, £18,000; and increased train mileage (474,641 miles).

Repairs.—The following are the principal repairs that have been executed during the year:—189 engines, 271 carriages and vans, and 932 waggons have received heavy repairs, and 136 waggons have had light repairs effected at the Newport shops; a total of 627 carriages and vans were painted, varnished, and renovated during the year, besides a large number partially painted. A number of engines have received general overhauls and repairs at Port Melbourne and at country depôts, and a large amount of work executed in connexion with the frequent periodical examinations of axles, tires, &c.

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

The repairs to waggons have been exceedingly heavy, and in nearly all cases of heavy repairs complete renewals of the timber work have been made, and in some cases steel bottom sides substituted.

5,340 truck covers have received heavy repairs, and 1,462 new covers and a large number of hatch covers, trolley, roof, and canopy covers, and crane hoses have been supplied.

More than the usual annual 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 regulations for the inspection of boilers adopted in 1893-4, are being strictly carried out. The following is a list of the principal work done:—Twenty new boilers and two new fire-boxes were made at Newport, and fitted to engines during the year. The boilers of 39 engines had new bottoms or heavy repairs effected, while 64 had light repairs. One hundred and thirty-nine boilers were examined at Newport, of which 120 were retubed. A large number received periodical tests at country depôts. Four of the new boilers were for engines of the new A class, carrying increased pressure. As indicated last year, 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.

During the year the work of examining and testing the boilers belonging to lessees of saw-mill plants at railway stations was undertaken, and 44 of these have been dealt with.

Axles and Tires.—Fifteen new crank axles, 26 engine straight axles, 13 carriage and waggon axles, 176 engine tires, 200 leading and tender tires, and 8 carriage and waggon tires have been fitted during the year.

Cylinders.—Twenty-one pairs of new cylinders, some of increased diameter, were fitted to engines.

Balancing.—This work is progressing satisfactorily; 41 goods engines have been balanced during the year.

New Car Stock.—Of the 60 corridor cars authorized by Parliament under Acts 1470, 1516, and 1563, 37 have been completed, and 23 are in various stages of completion. In addition, two vestibuled vans have been built, and one D_B van altered and fitted with vestibule, and 8 corridor A_A cars fitted with sliding doors.

A commencement has been made on the composite cars for country traffic authorized under Act 1563, the timber having been machined and contracts let for the construction of twelve.

Twelve new second-class bogie cars have also been put in hand to replace, on floor-space basis, 24 small old vehicles with fixed-wheel base, which have been condemned. The cost of this work is being charged to working expenses.

New Waggon Stock.—Three hundred and fifty steel medium waggons were delivered by contractors; and 20 steel louvered waggons, and 1 pattern steel light medium waggon, were constructed at Newport during the year and placed in traffic.

Westinghouse Brake.—During the year 862 waggons were fitted with the Westinghouse brake, and 600 waggons with brake pipes, and there are now in running—5,848 waggons fitted with the brake, and 2,864 with pipes.

Engine Stock.—A contract has been let for the construction in the colony of ten express engines. These engines will be of the same type as the new A class now running on the intercolonial express trains, but with modifications to give considerably increased power.

A simple consolidation goods engine is being obtained, under contract, from the Baldwin Loco. Works Company. The rapidly increasing traffic and mileage and increased weight of trains during the last two years, combined with the increasing age of the present stock, go to show that early steps will have to be taken to obtain more engines and of greater power than those at present in use.

I have already dealt fully with this matter on a separate report.

Narrow-gauge Stock.—During the year 2 locomotives (1 simple and 1 compound) 2ft. 6in. gauge, were received from the Baldwin Locomotive Works for use on the Wangaratta to Whitfield line, and 30 ballast and general purposes waggons, 1 louvered waggon, 1 live-stock waggon, and 2 cars (1 B_B class and 1 B_DB_D class) were built at Newport.

The construction of the locomotives, carriages, and waggons for the Ferntree Gully to Gembrook line is well in hand.

New Shop Accommodation.—The new boiler shop at Newport has shown itself a very useful addition to the existing accommodation, enabling the steel waggons and an increased amount of boiler work to be dealt with effectively and economically.

Vision Tests.—During the year the examination of the eyesight of employes concerned in the running of trains has been 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. 3a.

MEMO. FOR THE COMMISSIONER.

Chief Mechanical Engineer's Office,
Melbourne, 3rd July, 1899.*Construction Estimates, 1899-1900.—Engine Stock.*

Re your inquiry as to the present position of the engine stock, I beg to report that we have 517 engines (5' 3" gauge) on the register; of these about 50 are practically out of running, and about 120 doing small mileage only (averaging for last financial year under 10,000 miles each). These engines are from 20 to 25 and up to 38 years old, and have in the past done large mileage and useful work, have had their tyres, cylinders, axles, and boilers renewed (some of them twice over), and other parts extensively repaired, and many of them now require further renewals.

Moreover, these engines, though in many cases still quite capable of further work of a limited and light character, such as on branch lines with light traffic, or on other lines during the slack season of the year, are not up to modern requirements; and, during the busy season of the year, owing to their limited haulage power, necessitate extra trains or double banking. The coupled mileage of 1898-9 is considerably in excess of that of 1897-8. It is doubtful whether it is good policy to continue to spend much money on extensive repairs to these classes.

The brunt of the work for 1898-9 (say 7,500,000 miles out of 9,700,000 approximately) has been borne by the later type of engines, such as the A, D, E, R, X, and Y classes, also F's and T's, which number about 300, and which were put into running during the years 1880 to 1888, and 1888 to 1893.

As reported last year, these engines are now coming into the workshops for new boilers, axles, cylinders, tyres, and other extensive repairs, and they are now laid up more frequently and for longer periods for examination and repairs.

It is becoming evident that if the traffic goes on increasing (the mileage of 1898-9 will be approximately 500,000 miles over 1897-8), and for the more economical working, it will be necessary to commence at once increasing the stock of the better classes of engines, and replacing some of the older classes of engines by those of modern types, especially so when bearing in mind the length of time which necessarily elapses before any engines can be obtained.

The provision of ten passenger engines, for which a contract has just been let, funds provided under Act 1563, and the renewal of boilers by those carrying higher pressure, now being carried out and charged to Working Expenses, will put this stock on a much better footing; and the fifteen goods engines to be also provided under Act 1563 will improve matters as regards the goods stock. But looking ahead for, say, the next five years, it appears to me that for the reasons stated considerably more modern engine stock will be required to deal with the increasing mileage and heavier trains and traffic.

I therefore think that preparation should be made this year towards replacing, say, 50 of the older and smaller classes of engines by 50 engines of modern type, principally for heavy goods and mixed traffic. The estimated cost of these, if made in the colony, would average about £5,200 each, or a total of £260,000.

As these engines would in the aggregate have at least from 50 to 75 per cent. more haulage power, besides being a superior class of engine to those they replace, it would be, I think, fair to charge one-half the cost to Capital.

With regard to the period over which this amount should be distributed, I think it should be about five years. Comparatively little expenditure will be required during the coming year, as, by the time the authority is given, the plans and contracts prepared, advertised, &c., and the material obtained, the year will have expired. If approved, I think £10,000 would be ample for this year.

The funds under Act 1563, item 38, will be expended in about the following proportion:—

Amount authorized	...	...	...	...	...	£113,000
Additional amount probably required owing to increase in cost of engines, as per report of 19.6.99	...	...	...	...	...	11,100
						<u>£124,100</u>

	1899-1900.	1901-1902.	
Contract let to Phoenix Foundry Company for ten engines: five engines (completion)	£18,350	...	
Wheels, axles, and other materials, say	13,000	...	
Phoenix Foundry Company: five engines (completion)	...	£14,400	
Contract for one consolidation engine, with duplicate parts (including erection), to be delivered about January next	4,540	...	
Material for balance, say about May or June next, say (estimated)	10,000	...	
Fourteen engines (completion) (estimated)	...	63,810	
	<u>£45,890</u>	<u>£78,210</u>	£124,100

In dealing with the above question the federation of the colonies and possible unification of the gauges during the period mentioned should be taken into account.

T. H. WOODROFFE,
Chief Mechanical Engineer.

VICTORIAN RAILWAYS.

No. 6.

Dr. WORKING EXPENDITURE AND REVENUE STATEMENT FOR THE YEAR ENDING 30TH JUNE, 1899. *Cr.*

<i>To Working Expenditure*—</i>	£	s.	d.	£	s.	d.	£	s.	d.	<i>By Revenue—</i>	£	s.	d.
A. Maintenance of Way and Works ...	...			480,792	8	2				Passengers	1,127,870	7	0
B. Locomotive Charges ...	502,763	7	2							Parcels, &c.	110,911	11	6
C. Carriages and Waggons	130,658	15	0							Horses, Carriages, &c.	11,094	6	7
				633,422	2	2				Mails	57,695	9	2
D. Traffic Charges ...	546,753	13	5							Rents	49,637	11	7
E. Compensation ...	3,611	1	7							Miscellaneous	14,791	1	8
				550,364	15	0				Live Stock	138,616	18	5
F. General Charges ...	...			51,862	2	5				Goods	1,363,111	19	0
							1,716,441	7	9				
Balance, Net Return (after paying Working Expenses) ...	...			...			1,157,287	17	2				
							2,873,729	4	11				2,873,729 4 11

* Exclusive of amount paid for Pensions and Gratuities, £81,284 2s. 11d.

Audited and found correct—

HAROLD KENT, Railways Auditor.

J. HAMILTON REID,

Acting Chief Accountant.

VICTORIAN RAILWAYS.

No. 7.

DETAILS OF WORKING EXPENDITURE for Year ending 30th June, 1899.

Miles open	3,143	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.
Average Miles open for Year	3,122										
Train Miles run	9,714,298										
A. MAINTENANCE OF WAY AND WORKS		158,502 1 0	122,190 7 2	480,792 8 2	480,792 8 2	..	11.88	16.73	..	28.01	
B. LOCOMOTIVE CHARGES:											
C. M. Engineer, Inspectors, and Clerks		9,786 18 6	..	9,786 18 6	..	0.24	..	..	..	1.54	
Loco. Running Foremen, Time keepers, and Clerks		8,691 0 8	..	8,691 0 8	..	0.21	..	..	..	1.37	
„ Drivers and Firemen		171,901 7 6	..	171,901 7 6	..	4.25	..	..	..	27.14	
„ Cleaners		20,873 8 10	..	20,873 8 10	..	0.52	..	..	..	3.30	
„ Fuelmen and Storemen		11,507 9 6	..	11,507 9 6	..	0.28	..	..	..	1.82	
„ Wages of Lighters-up, Labourers, &c.		11,877 11 11	..	11,877 11 11	..	0.29	..	..	..	1.87	
Coal .. .. .		..	130,835 9 10	130,835 9 10	..	3.43	..	..	..	20.66	
Wood and Kindlers .. .. .		..	2,343 4 10	2,343 4 10	..	0.06	..	..	..	0.37	
Water (including Pumpers' Wages, Repairs, and Stores for Pumping Engines)		2,578 5 3	9,783 13 5	12,361 18 8	..	0.31	..	..	..	1.95	
Oil, Tallow, and Waste for Drivers .. .. .		..	6,806 16 11	6,806 16 11	..	0.17	..	..	..	1.07	
Sundry Stores .. .. .		..	5,057 8 1	5,057 8 1	..	0.12	..	..	..	0.80	
Repairs to Engines		84,612 13 2	25,767 18 9	110,379 11 11	..	2.74	..	..	..	17.48	
		321,228 15 4	181,534 11 10	502,763 7 2	502,763 7 2	12.42	..	17.49	..	29.29	
CARRIAGES AND WAGGONS:											
Repairs and Renewals		98,227 15 4	23,021 7 0	121,249 2 4	..	3.00	..	..	..	19.14	
Oiling, Train examining, &c.		8,901 8 2	508 4 6	9,409 12 8	..	0.23	..	..	..	1.49	
		107,129 3 6	23,529 11 6	130,658 15 0	130,658 15 0	3.23	..	4.55	100.00	7.61	
D. TRAFFIC CHARGES:											
Traffic Manager, Superintendents, and Office Staff		21,772 4 10	902 3 5	22,674 8 3	..	0.56	..	..	..	4.12	
Station-masters		75,777 5 11	..	75,777 5 11	..	1.87	..	..	..	13.77	
Clerks		42,954 19 11	..	42,954 19 11	..	1.06	..	..	..	7.80	
Porters, Labourers, &c.		183,588 10 6	..	183,588 10 6	..	4.54	..	..	..	33.56	
Pointsmen, &c.		71,185 0 8	..	71,185 0 8	..	1.76	..	..	..	12.93	
Gatekeepers		30,192 5 4	..	30,192 5 4	..	0.75	..	..	..	5.49	
Guards		50,260 3 7	..	50,260 3 7	..	1.24	..	..	..	9.13	
Stores for Stations .. .. .		..	21,071 10 2	21,071 10 2	..	0.54	..	..	..	3.99	
Travelling and Incidental Expenses		17,404 5 2	..	17,404 5 2	..	0.43	..	..	..	3.16	
Sundry Charges		10,874 7 10	19,870 16 1	30,745 3 11	..	0.76	..	..	..	5.59	
		504,009 3 9	42,744 9 8	546,753 13 5	546,753 13 5	13.51	..	19.03	..	31.86	
E. COMPENSATION..											
Personal .. .. .		..	..	2,757 12 1	..	0.07	..	..	..	0.50	
Goods .. .. .		..	..	853 9 6	..	0.02	..	..	..	0.16	
		..	..	3,611 1 7	3,611 1 7	0.09	..	0.13	100.00	0.21	
F. GENERAL CHARGES:											
Commissioner		3,500 0 0	..	3,500 0 0	..	0.09	..	..	..	6.75	
Secretary's Office and Miscellaneous Charges		7,779 1 0	231 17 6	8,010 18 6	..	0.20	..	..	..	15.45	
Accountant's Office		9,376 2 6	608 18 2	9,985 0 8	..	0.25	..	..	..	19.25	
Stores Office		10,139 11 11	230 16 1	10,370 8 0	..	0.25	..	..	..	20.00	
Audit Office		8,824 16 11	236 5 10	9,061 2 9	..	0.22	..	..	..	17.47	
Telegraph Branch		7,835 17 6	111 4 1	7,947 1 7	..	0.20	..	..	..	15.32	
Advertising .. .. .		..	..	2,987 10 11	..	0.07	..	..	..	5.76	
		47,455 9 10	1,419 1 8	51,862 2 5	51,862 2 5	1.28	..	1.80	100.00	3.02	
		1,338,324 13 5	371,518 1 10	1,716,441 7 9	1,716,441 7 9	3 6.41	..	59.73	..	100.00	
GRAND TOTAL .. .. .		..	..	..	..	..	..	..	..	..	..

NOTE.—Pensions £ s. d.
 Gratuities 63,603 3 2
 17,680 19 9

81,284 2 11 Not charged to Working Expenditure for the year.

VICTORIAN RAILWAYS.

No. 8.

DR.	RAILWAY ACCIDENT FUND (Act 55 Vict. No. 1250).		CR.	
	£	s. d.	£	s. d.
To Balance from 1897-8	54,557	19 0		
„ 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, 1898, to 30th June, 1899 ...	14,046	10 0		
	68,604	9 0		
			By compensation claims paid out of above Fund, as provided by Sec. 46, clause 4 (included in the working expenditure for the year)	2,946 15 6
			„ Balance... ..	65,657 13 6
				68,604 9 0

No. 9.

DR.	RAILWAY STORES SUSPENSE ACCOUNT (Act 1439, Section 20).				CR.
	£	s.	d.	£	s. d.
To Colonial Purchases	374,750	3	6		
„ Purchases through Agent-General in London ...	111,847	3	10		
				486,597	7 4
„ Returns into Stock (Revenue)	108,437	13	7		
„ „ „ (Capital)	26,497	1	5		
				134,934	15 0
„ Balance in hands of Agent-General, London ...				83,833	14 10
„ Balance				113,246	5 4
				£818,612	2 6
				By Balance, 1897-8	25,485 6 11
				„ Treasury Advances	150,000 0 0
					175,485 6 11
				„ Issues (Revenue)	443,905 13 0
				„ „ (Capital)	174,628 12 2
				„ „ (Sales)	24,592 10 5
					643,126 15 7
					£818,612 2 6

VICTORIAN RAILWAYS.

No. 10.

STATEMENT showing the Cost of EACH LINE, TOTAL LENGTH, ETC., with Average Cost per Mile, at 30th June, 1899.

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) ...	100½	...	100½	1,902	18	1 in 50	4,797,980	17 7	47,623
Bendigo to Echuca (including Bridge over River Murray at Echuca and Bendigo Cattle-yards Branch)	56	56	758	314	1 " 52	690,240	8 10	12,326
Lancefield Junction to Lancefield	14½	14½	1,675	1,072	1 " 40	64,605	9 4	4,456
Lancefield to Kilmore	18½*	18½*	1,734	1,160	1 " 40	117,444	13 11	6,348
Kilmore Junction to Bendigo (Cattle Siding)	68	68	1,450	526	1 " 50	391,290	0 9	5,754
Carlsruhe to Daylesford	22½	22½	2,469	1,791	1 " 50	174,215	5 3	7,658
Daylesford Junction to North Creswick	23½	23½	2,292	1,429	1 " 40	181,186	18 2	7,710
Kyneton (Redesdale Junction) to Redesdale	16	16	1,636	973	1 " 50	89,341	6 5	5,584
Castlemaine to Dunolly	47½	47½	948	579	1 " 40	390,572	7 2	8,223
Dunolly to St. Arnaud (including cost, but not the mileage, of Carapooee Ballast Pits Tramway)	33	33	943	611	1 " 50	167,426	10 2	5,074
St. Arnaud to Donald	23½	23½	868	374	1 " 50	99,200	8 0	4,177
Donald to Birchip	32½	32½	394	330	1 " 100	74,646	14 10	2,315
Birchip to Cronanby	30,215	16 2	In progress
Dunolly to Inglewood	24½	24½	794	457	1 " 50	95,516	3 11	3,859
Castlemaine (Maldon Junction) to Maldon	10½	10½	1,177	890	1 " 40	61,710	10 4	6,021
Maldon (Laanecoorie Junction) to Shelbourne	9½	9½	1,126	649	1 " 50	68,369	2 5	7,012
Maryborough to Ballarat	42½	42½	1,525	732	1 " 40	279,831	1 6	6,584
Waubra Junction to Ballarat Race-course	2	2	1,508	1,466	1 " 50	7,426	0 4	3,713
Pisgah Junction to Waubra	13½	13½	1,533	1,341	1 " 60	71,022	0 1	5,165
Maryborough to Avoca	15	15	885	721	1 " 40	62,451	17 10	4,163
Avoca to Ararat	39½	39½	1,215	763	1 " 50	173,681	4 4	4,397
Bendigo to Inglewood	30	30	779	443	1 " 70	183,956	10 10	6,132
Inglewood to Charlton	42½	42½	639	422	1 " 50	179,302	18 0	4,194
Charlton to Wyeheproof	16½	16½	521	356	1 " 50	87,074	7 11	5,277
Wyeheproof to Sea Lake	47½	47½	357	172	1 " 94	69,199	11 7	1,449
Wedderburn Junction to Wedderburn	4½	4½	660	554	1 " 50	18,068	19 6	3,804
Korong Vale to Boort	18	18	459	296	1 " 50	74,981	6 9	4,166
Boort to Quambatook	22	22	419	287	1 " 75	42,206	8 0	1,918
Quambatook to Ultima	16,442	7 8	In progress
Eaglehawk to Kerang	73½	73½	742	255	1 " 70	300,541	0 5	4,075
Kerang to Swan Hill	35	35	286	225	1 " 100	161,470	15 5	4,613
Footscray to Williamstown (and Piers)	6	6	66	8	1 " 100	494,363	12 1	82,394
Newport to Braybrook Junction	4½	4½	110	48	1 " 92	27,046	2 9	5,694
Newport to Geelong (including Williamstown Race-course and Geelong Pier Branches)	2½	38	40½	113	1 " 81	1,181,800	6 6	29,001
Geelong to Colac (including Geelong Race-course Branch)	52½	52½	469	10	1 " 50	350,126	15 11	6,669
Colac to Camperdown	28	28	569	405	1 " 50	132,719	3 1	4,740
Camperdown to Warrnambool	42½	42½	550	13	1 " 50	355,062	9 5	8,354
Warrnambool to Koroit	9½	9½	245	19	1 " 50	82,799	7 11	8,716
Koroit to Port Fairy Pier	11½	11½	208	11	1 " 60	93,813	11 1	8,339
Geelong (Queenscliff Junction) to Queenscliff	20½	20½	264	10	1 " 50	112,358	14 5	5,415
Mount Moriac to Wensleydale	11½†	11½†	752	361	1 " 50	39,384	13 6	3,501
Birregurra to Forrest	19½	19½	579	363	1 " 40	147,172	0 3	7,452
Irrewarra to Beeac	8½	8½	432	390	1 " 66	47,091	1 3	5,382
Camperdown (Curdie's River Junction) to Timboon	22½	22½	673	52	1 " 40	112,132	13 1	5,040
Terang to Mortlake	13	13	447	414	1 " 60	55,564	11 4	4,274
North Geelong to Ballarat	50	53½‡	1,725	47	1 " 52	1,898,610	18 5	35,488
Ballarat to Ararat	3	54	57	1,517	960	410,913	1 10	7,209
Ararat to Stawell	18½	18½	1,086	761	1 " 100	176,418	11 0	9,409
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	340,786	8 10	6,311
Horsham to Dimboola	21½	21½	477	361	1 " 50	103,031	15 8	4,849
Dimboola to Serviceton (including cost, but not the mileage, of 1½ miles constructed beyond Serviceton; also portion of cost, but not the mileage, of the Warranook Ballast Pits Tramway)	62	62	631	315	1 " 50	407,548	3 0	6,573
Braybrook Junction to Parwan	21½	21½	466	119	1 " 50	257,010	14 9	11,817
Parwan to Gordons	27½	27½	1,877	341	1 " 48	340,109	15 7	12,368
Gordons to Warrenheip	13	13	1,940	1,707	1 " 50	117,607	16 1	9,047
Lal Lal Race-course Branch	2	2	1,539	1,532	1 " 112	11,489	15 0	5,745
Ballarat East to Buninyong	7½	7½	1,626	1,436	1 " 40	66,255	5 3	8,834
Ballarat Cattle-yards Branch	3	3	1,523	1,446	1 " 60	12,893	19 9	4,298
Ballarat (Scarsdale Junction) to Scarsdale	13½	13½	1,516	1,157	1 " 50	59,646	18 11	4,502
Scarsdale to Linton	8	8	1,189	1,022	1 " 40	77,265	19 11	9,658
Ararat to Hamilton	66½	66½	1,028	572	1 " 50	321,070	4 3	4,828
Hamilton to Portland Pier	54	54	606	11	1 " 40	282,703	17 2	5,235
Dunkeld to Koroit	49½§	49½§	834	207	1 " 60	169,855	17 5	3,449
Hamilton to Penshurst	19	19	727	590	1 " 60	77,260	3 11	4,066
Hamilton (Coleraine Junction) to Coleraine	23	23	668	301	1 " 40	110,162	7 4	4,790
Braxholme to Casterton	32	32	572	149	1 " 40	176,763	12 10	5,524
Lubeck to Rupanyup (including portion of cost, but not the mileage, of the Warranook Ballast Pits Tramway)	9½	9½	487	455	1 " 147	45,023	8 8	4,739
Carried forward ...	163	1,348	1,811½	...	...	...	17,015,488	1 7	...

* Lancefield to Kilmore closed for traffic, 18½ miles.—† Mount Moriac to Wensleydale closed for traffic, 11½ miles.—‡ Double line between Moorabool and Gheringhap converted into single.—§ Including 16½ miles between Dunkeld and Penshurst dismantled.

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

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.				
	Double.	Single.	Total.	Highest.	Lowest.		Total.	Average per Mile.			
	Miles.	Miles.	Miles.	Feet.	Feet.		£	s.	d.	£	
Brought forward	163	1,648½	1,811½	...	...	...	17,915,483	1	7	...
Murtoa to Warracknabeal (including portion of cost, but not the mileage, of the Warranook Ballast Pits Tramway)	...	31½	31½	464	360	1 in 66	144,351	16	4	4,619	
Warracknabeal to Beulah	...	22	22	359	288	1 " 80	52,484	16	3	2,386	
Beulah to Hopetoun	...	16	16	290	258	1 " 100	31,858	0	4	1,991	
Horsham to Noradjuha	...	20½	20½	488	395	1 " 50	80,077	14	1	3,954	
Natimuk (East Natimuk) to Goroke	...	28½	28½	624	394	1 " 50	62,766	17	5	2,222	
Dimboola to Jeparit	...	23	23	387	268	1 " 75	38,474	13	1	1,673	
Jeparit to Albacutya	20,999	2	6	In progress	
Essendon Junction to Essendon (including Race-course Line)	...	5	5	148	14	1 " 67	158,761	2	8	31,752	
Essendon to Wodonga (including cost, but not the mileage, of Mangalore Ballast Pits Tramway)	...	61	121	182	1,147	105	1 " 50	2,148,289	5	3	11,804
Wodonga to River Murray	...	2½	2½	538	312	1 " 75	36,054	3	4	16,024	
North Melbourne to Coburg	...	5	5	202	13	1 " 50	205,674	8	10	41,135	
Coburg to Somerton	...	7½	7½	530	202	1 " 50	72,641	5	8	9,685	
Royal Park (Junction) to Clifton Hill	...	2	2	136	103	1 " 50	154,575	16	0	56,209	
Fitzroy Branch	...	1	1	119	85	1 " 79	76,833	10	11	76,834	
Fitzroy (Whittlesea Junction) to Whittlesea	...	1½	20½	22	639	119	1 " 50	247,429	16	1	11,247
Tallarook to Yea	...	23½	23½	698	488	1 " 40	151,457	10	4	6,377	
Yea to Mansfield and Alexandra-road	...	55½	55½	1,304	557	1 " 40	335,300	2	2	6,014	
Mangalore to Shepparton	...	45	45	499	372	1 " 100	259,117	3	7	5,758	
Shepparton to Numurkah	...	20½	20½	376	348	1 " 206	80,737	14	0	3,939	
Numurkah to Cobram	...	21½	21½	376	355	1 " 165	82,747	5	6	3,849	
Murchison East to Rushworth	...	13½	13½	476	391	1 " 80	69,265	8	0	5,228	
Toolamba to Tatura	...	7	7	385	371	1 " 108	28,350	5	9	4,050	
Tatura to Echuca	...	34½	34½	377	320	1 " 122	155,560	1	3	4,488	
Shepparton to Dookie	...	15	15	500	372	1 " 100	54,049	0	5	3,603	
Dookie to Katamatite	...	17	17	490	383	1 " 69	790	10	6	Improvements only	
Numurkah to Nathalia	...	14	14	356	335	1 " 330	51,895	14	8	3,707	
Nathalia to Picola	...	6½	6½	335	325	1 " 264	12,476	19	3	1,848	
Benalla to St. James	...	20½	20½	583	450	1 " 75	77,591	15	0	3,785	
St. James to Yarrawonga	...	19½	19½	514	414	1 " 50	95,747	13	8	4,848	
Wangaratta to Whitfield	...	30½	30½	811	481	1 " 80	40,734	6	4	1,347	
Wangaratta (Beechworth Junction) to Beechworth	...	23	23	1,831	502	1 " 30	161,528	6	10	7,023	
Beechworth to Yackandandah	...	12½	12½	1,912	981	1 " 50	96,477	12	5	7,567	
Everton to Myrtleford	...	16½	16½	989	581	1 " 40	76,980	11	2	4,666	
Myrtleford to Bright	...	18½	18½	1,004	688	1 " 50	109,955	12	3	5,944	
Springhurst to Wahgunyah	...	14	14	623	454	1 " 50	71,395	10	10	5,100	
Wodonga to Tallangatta	...	25½	25½	726	530	1 " 40	187,450	2	3	7,351	
Spencer and Flinders streets connexion by viaduct	...	2	2	33	17	1 " 41	140,380	13	7	187,174	
Hobson's Bay Lines (Flinders-street to Port Melbourne, St. Kilda, Brighton, Hawthorn, and including works, Prince's-bridge to Chapel-street)	...	16½	...	16½	53	9	1 " 66	2,002,512	4	0	121,364
Prince's bridge to Collingwood	
Collingwood to Heidelberg	...	5½	5½	196	68	1 " 50	189,268	14	5	36,051	
Heidelberg to Eltham	3,553	18	9	Survey, &c.	
Brighton Beach to Sandringham	...	2	2	58	20	1 " 97	71,645	8	7	35,822	
South Yarra to Oakleigh	...	6½	6½	184	22	1 " 50	287,174	3	7	42,544	
Oakleigh to Sale (including line to Sale wharf, 70 chains; also portion of cost of branch line to the Great Morwell Coy.'s mine, but not the mileage of same, viz., 3 miles 45 chains)	...	10	109	119	513	8	1 " 50	1,072,725	18	2	9,015
Sale to Stratford (Junction)	...	9½	9½	64	33	1 " 66	42,606	14	5	4,616	
Oakleigh to Fairfield Park	...	12½*	12½*	249	72	1 " 50	298,427	17	2	24,361	
Canfield to Frankton	...	10½	10½	166	10	1 " 50	187,199	11	2	9,360	
Frankton to Stony Point	...	18½	18½	327	10	1 " 50	102,966	0	3	5,566	
Mornington Junction to Mornington	...	7½	7½	194	60	1 " 50	63,180	10	10	8,152	
Frankton Cemetery Line	330	16	11	Survey, &c.	
Dandenong (Great Southern Junction) to Port Albert	...	11½	117½	746	10	1 " 40	894,586	3	9	7,633	
Korumburra to Coal Creek	...	7	7	735	630	1 " 30	5,570	19	3	7,428	
Korumburra (Strezlecki Junction) to Strezlecki (Junction with Coal Creek Line)	...	2½	2½	765	573	1 " 30	11,541	1	4	5,129	
Korumburra (Jumbuna Junction) to Jumbuna	...	3½	3½	796	619	1 " 30	17,589	17	7	4,691	
Jumbuna to Oatrinna	...	2½	2½	649	539	1 " 40	26,063	3	9	11,584	
Warragul to Neerim South	...	13½	13½	681	349	1 " 40	123,365	10	5	5,138	
Moe (Junction) to Thorpdale	...	10½	10½	798	219	1 " 40	116,487	11	7	10,836	
Morwell to North Mirboo	...	20	20	784	184	1 " 40	152,584	14	5	7,629	
Traralgon to Heyfield	...	23½	23½	262	93	1 " 50	122,235	3	1	5,257	
Heyfield to Bairnsdale (including extension to Bairnsdale wharf, 1 mile)	...	50½	50½	296	9	1 " 50	267,793	3	3	5,277	
Maffra to Briagolong	...	12½	12½	238	109	1 " 50	60,537	8	8	4,942	
Burley to Waverley-road	...	5½†	5½†	111	33	1 " 60	171,400	12	0	29,809	
Hawthorn to Lilydale	...	11½	8½	20½	484	41	1 " 40	362,111	4	6	17,882
Lilydale to Healesville	...	15½	15½	351	230	1 " 40	211,361	6	1	13,860	
Hawthorn (Kew Junction) to Kew	...	1½	1½	119	41	1 " 40	74,580	14	6	59,665	
Ringwood to Upper Ferntree Gully	...	7½	7½	436	314	1 " 40	58,867	0	9	7,849	
Ferntree Gully to Gembrook	8,142	6	7	In progress	
Lilydale to Warburton	2,356	7	11	...	
Total	294	2,865½	3,159½	...	...	...	30,796,418	5	9	...

* Oakleigh to Ashburton closed for traffic, 3½ miles. Fairfield Park to Riversdale closed for traffic, 5½ miles. —† Including 1 mile between Darling and Waverley closed for traffic. —‡ Includes rolling stock.

Gauge of lines—3,129 miles 5ft. 3in.; 30½ miles 2ft. 6in.

VICTORIAN RAILWAYS,

No. 11.

STATEMENT OF THE RAILWAY DEBT ON 30TH JUNE, 1899, 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 Viet. No. 608 ...	4½	4,156,573	12	2	187,045	16	3	In London—1st January, 1904
37 Viet. No. 468 ...	4	1,450,000	0	0	58,000	0	0	In London—1st July, 1899
39 Viet. No. 531 ...	4	1,396,693	0	0	55,867	14	5	In London—1st July, 1901
45 Viet. No. 717 ...	4	2,769,006	2	4	110,760	4	10	In London—1st July, 1907
46 Viet. No. 739 ...	4	2,000,000	0	0	80,000	0	0	In London—1st April, 1908
47 Viet. No. 760 ...	4	3,758,788	0	3	150,351	10	5	In London—1st October, 1913
48 Viet. No. 805 ...	4	3,251,172	4	3	130,046	17	9	In London—1st October, 1919
49 Viet. No. 845 ...	4	4,500,000	0	0	180,000	0	0	In London—1st October, 1920
56 Viet. 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 Viet. 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 Viet. No. 989 ...	3½	2,673,913	0	11	93,586	19	1	In London—1st October, 1923
53 Viet. 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 Viet. 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 Viet. 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 Viet. No. 1451...	3¼	49,650	0	0	1,613	12	6	Payable out of Consolidated Revenue in amounts of £25,000 each year, commencing 1st January, 1899
60 Viet. No. 1468...	3	1,130,372	18	0	33,911	3	9	In Melbourne—All or any of the Stock after expiration of 20 years from 30th September, 1897, upon Parliament providing funds for the purpose, and upon 12 months' previous notice of intention to redeem such Stock having been given under the hand of the Treasurer by advertisement in the <i>Government Gazette</i> and also in two daily newspapers published in Melbourne
62 Viet. Nos. 1562 and 1574	3½	413,000	0	0	14,455	0	0	Under provisions of clause 5 Act 1574 out of Consolidated Revenue
Less Discomt and Expenses on Sale of Debentures		£1,029,632	14	10				
Deduct Net Premiums on Debentures		477,951	15	7				
		37,163,594	11	4	1,445,002	4	3	Average rate of annual interest payable, 3·89 per cent.
		551,680	19	3				
		36,611,913	12	1	...			Average rate of annual interest payable on amount of loan moneys allocated to railways, 3·95 per cent.

VICTORIAN RAILWAYS.

No. 12.

COMPARATIVE STATEMENT for Twenty-seven Years, from 1st July, 1871, to 30th June, 1899.*

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	21,868,381	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	31,041,043	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	4,885	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	6,212	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	2,469¾	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	1,400,807	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	2,981¾	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	3,082¾	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	9,567,455	5'4'76
† 1895-6	3,122¼	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
† 1898-9	3,143	3,122	39,056,451	§ 12,430	263	254	1,092	8,994	499	45,805,043	2,779,748	1,372,000	1,501,729	2,873,729	920	9,714,298	5'11'00

* Half-years ending 31st December, 1876, and 30th June, 1883, not included. —† The Hobson's Bay Suburban Lines included since 1880. —§ Seventeen miles, Dookie to Katamatite Tramway, not included; 16½ miles, Dunkeld to Peshurst is included. —|| Miles open at 30th June, 1898, reduced 16½ miles in consequence of the dismantling of section of line between Dunkeld and Peshurst. Average miles reduced for portion of year.

NOTE.—The figures for Rolling Stock do not include Narrow Gauge Stock.

No. 12—continued.

COMPARATIVE STATEMENT for Twenty-seven Years, from 1st July, 1871, to 30th June, 1899.*

Year.	MAINTENANCE.				LOCOMOTIVE.			CARRIAGE AND WAGGON REPAIRS, ETC.			TRAFFIC.			COMPENSATION.		
	Amount.	Cost per Average Mile open.	Cost per Train Mile run.	Per Cent. of Gross Receipts.	Amount.	Cost per Train Mile run.	Per Cent. of Gross Receipts.	Amount.	Cost per Train Mile run.	Per Cent. of Gross Receipts.	Amount.	Cost per Train Mile run.	Per Cent. of Gross Receipts.	Amount.	Cost per Train Mile run.	Per Cent. of Gross Receipts.
	£	£	s. d.		£	s. d.		£	s. d.		£	s. d.		£	s. d.	
1871-2	69,180	259	1 2'15	10'85	85,739	1 5'54	13'45	17,615	0 3'60	2'76	95,718	1 7'58	15'00	1,062	0 0'22	0'17
1872-3	72,083	215	1 0'77	10'25	97,822	1 5'34	13'90	21,250	0 3'77	3'02	112,455	1 7'93	15'98	3,353	0 0'59	0'48
1873-4	74,999	181	0 10'79	8'81	121,878	1 5'55	14'32	29,602	0 4'26	3'48	136,243	1 7'61	16'01	769	0 0'11	0'09
1874-5	130,436	241	1 3'26	14'18	148,999	1 5'43	16'19	33,565	0 3'93	3'65	154,357	1 6'06	16'78	1,184	0 0'14	0'13
1875-6	128,679	212	1 1'54	12'94	153,617	1 4'17	15'44	39,551	0 4'16	3'97	162,202	1 5'07	16'31	1,384	0 0'15	0'14
1877	166,581	212	1 2'35	14'66	181,078	1 3'60	15'94	38,702	0 3'35	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	20'15	14,489	0 0'48	0'62
‡1886-7	304,149	170	0 9'13	12'40	443,555	1 1'32	18'08	96,482	0 2'90	3'94	524,635	1 3'76	21'38	9,749	0 0'29	0'40
‡1887-8	349,342	179	0 9'23	12'68	496,982	1 1'13	18'03	113,604	0 3'00	4'12	580,611	1 3'34	21'07	142,562	0 3'77	5'17
‡1888-9	407,525	190	0 9'16	13'10	625,540	1 2'06	20'11	117,010	0 2'63	3'76	694,346	1 3'60	22'33	22,121	0 0'50	0'71
‡1889-90	433,267	186	0 8'83	13'83	696,041	1 2'19	22'23	128,743	0 2'62	4'11	763,756	1 3'57	24'39	26,718	0 0'54	0'85
‡1890-91	428,327	162	0 8'39	12'99	820,178	1 4'07	24'86	128,140	0 2'51	3'88	821,004	1 4'09	24'89	22,128	0 0'43	0'67
‡1891-2	412,336	146	0 8'38	13'32	701,058	1 2'25	22'65	121,345	0 2'46	3'92	787,352	1 4'00	25'44	10,167	0 0'21	0'33
‡1892-3	327,959	112	0 7'30	11'21	607,702	1 1'54	20'77	127,581	0 2'84	4'36	668,717	1 2'89	22'85	6,433	0 0'14	0'22
‡1893-4	320,981	108	0 7'59	11'77	528,309	1 0'50	19'38	104,050	0 2'46	3'82	562,226	1 1'30	20'62	4,316	0 0'10	0'16
‡1894-5	331,198	107	0 8'31	12'83	478,439	1 0'00	18'53	89,129	0 2'24	3'45	514,131	1 0'90	19'92	6,806	0 0'17	0'26
‡1895-6	365,848	117	0 9'77	15'23	450,489	1 0'03	18'76	97,353	0 2'60	4'05	486,433	1 0'99	20'26	7,321	0 0'19	0'31
‡1896-7	381,293	122	0 9'92	14'57	451,548	0 11'74	17'26	101,946	0 2'65	3'90	497,030	1 0'93	19'00	4,689	0 0'12	0'18
‡1897-8	408,837	131	0 10'62	15'67	459,992	0 11'95	17'63	111,113	0 2'89	4'26	526,958	1 1'69	20'20	7,892	0 0'20	0'30
‡1898-9	480,792	154	0 11'88	16'73	502,763	1 0'42	17'49	130,659	0 3'23	4'55	546,754	1 1'51	19'03	3,611	0 0'09	0'13

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

No. 12—continued.

COMPARATIVE STATEMENT for Twenty-seven years, from 1st July, 1871, to 30th June, 1899.*

No. 32.

Year.	GENERAL.			TOTAL WORKING COST.				NET EARNINGS.					NET ANNUAL INTEREST AND CHARGES.	BALANCE AFTER PAYING WORKING EXPENSES AND NET INTEREST, EXCLUSIVE OF PENSIONS AND GRATUITIES.		PERCENTAGE OF DEFICIT TO CAPITAL COST.	AMOUNT PAID FOR PENSIONS AND GRATUITIES NOT INCLUDED IN WORKING COST.
	Amount.	Cost per Train Mile run.	Per Cent. of Gross Receipts.	Amount.	Per Cent. of Gross Receipts.	Per Train Mile.	Per Average Mile open.	Amount.	Per Average Mile open.	Per Train Mile.	Per Cent. on Capital Cost.	Per Cent. on Debenture Capital expended.		Dr.	Cr.		
														£	s. d.		
1871-2	9,991	0/2'04	1'57	279,304	43'80	4/9'13	1,046	358,328	1,342	6'1'29	3'57	3'64	621,740	263,412	...	2'62	500
1872-3	12,995	0/2'30	1'85	319,959	45'47	4/8'71	955	383,769	1,146	5'8'02	3'55	3'66	621,740	237,971	...	2'20	1,332
1873-4	10,130	0/1'46	1'19	373,621	43'90	4/5'79	902	477,421	1,153	5'8'73	4'13	4'43	618,350	149,929	...	1'22	1,094
1874-5	12,158	0/1'42	1'32	480,699	52'25	4'8'23	889	439,309	812	4'3'39	3'54	3'85	676,350	237,041	...	1'91	1,019
1875-6	12,952	0/1'36	1'30	498,388	50'10	4'4'46	820	496,379	816	4'4'25	3'75	4'10	676,350	179,971	...	1'36	1,019
1877	13,627	0/1'17	1'20	591,411	52'07	4'2'94	751	544,388	691	3'10'89	3'74	4'41	693,200	148,812	...	1'02	1,070
1878	14,862	0/1'15	1'22	623,597	51'25	4'0'35	645	593,078	613	3'9'98	3'87	4'62	732,218	139,140	...	0'91	2,102
1879	13,331	0/0'92	1'09	634,624	51'93	3'7'99	582	587,483	538	3'4'72	3'61	4'27	747,707	160,224	...	0'99	6,000
†1880	16,081	0/0'88	1'08	806,862	54'05	3'8'20	676	686,055	575	3'1'59	3'80	4'50	797,029	110,974	...	0'62	7,213
†1881	15,399	0/0'80	0'92	904,324	54'31	3'10'84	744	760,885	626	3'3'41	4'09	4'78	835,818	74,933	...	0'40	9,248
†1882	16,717	0/0'79	0'94	1,090,942	61'25	4'3'65	839	690,136	531	2'8'67	3'49	4'05	882,640	192,504	...	0'97	7,657
†1883	23,666	0/1'00	1'25	1,248,203	65'75	4'4'54	872	650,108	454	2'3'37	3'03	3'36	860,000	209,892	...	0'98	25,719
†1884-5	22,485	0/0'79	1'03	1,253,580	57'45	3'7'92	757	928,352	561	2'8'53	4'05	4'47	944,086	15,734	...	0'07	23,845
†1885-6	24,791	0/0'82	1'06	1,283,423	55'10	3'6'45	759	1,045,703	618	2'10'58	4'29	4'74	957,106	...	88,597	Cr.	27,114
†1886-7	25,194	0/0'76	1'03	1,403,764	57'22	3'6'16	784	1,049,314	586	2'7'51	4'01	4'45	985,505	...	63,809	Cr.	23,352
†1887-8	42,708	0'1'13	1'55	1,725,809	62'62	3'9'60	886	1,030,240	529	2'3'22	3'65	4'06	1,056,711	26,471	...	0'09	27,210
†1888-9	45,523	0/1'02	1'46	1,912,065	61'48	3'6'96	893	1,198,075	559	2'2'92	3'84	4'21	1,130,243	...	67,832	Cr.	33,772
†1889-90	52,234	0/1'06	1'67	2,100,759	67'08	3'6'82	902	1,031,107	443	1'9'02	3'00	3'29	1,221,190	190,083	...	0'55	31,399
†1890-91	51,784	0/1'01	1'57	2,271,561	68'87	3'8'50	857	1,027,006	387	1'8'12	2'83	3'10	1,320,038	293,032	...	0'81	39,084
†1891-2	55,833	0/1'13	1'80	2,088,091	67'46	3/6'44	738	1,007,031	356	1'8'47	2'72	2'96	1,387,029	379,998	...	1'02	50,048
†1892-3	51,270	0/1'14	1'75	1,789,662	61'17	3'3'86	610	1,136,286	387	2'1'31	3'03	3'30	1,419,925	283,639	...	0'76	67,629
†1893-4	37,684	0/0'89	1'38	1,557,566	57'13	3'0'85	522	1,168,593	392	2/3'64	3'10	3'36	1,460,849	292,256	...	0'77	93,620
†1894-5	43,486	0/1'09	1'68	1,463,189	56'68	3'0'70	475	1,118,402	363	2/4'06	2'95	3'20	1,418,847	300,445	...	0'79	84,509
†1895-6	49,294	0/1'32	2'05	1,456,738	60'66	3/2'89	467	944,654	303	2/1'22	2'48	2'69	1,438,603	493,949	...	1'30	94,695
†1896-7	47,901	0/1'25	1'83	1,484,407	56'74	3/2'60	475	1,131,528	362	2'5'43	2'95	3'20	1,447,452	295,924	...	0'77	83,958
†1897-8	51,280	0/1'33	1'97	1,566,073	60'03	3/4'68	501	1,042,823	334	2'3'09	2'70	2'93	1,437,269	374,446	...	0'97	83,720
†1898-9	51,862	0/1'28	1'80	1,716,441	59'73	3/6'41	550	1,157,288	371	2/4'59	2'96	3'21	1,472,090	294,802	...	0'75	81,284

* 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, 1899.

Date of Opening.	From--	To--	Length in Miles.	Authorized by Act--
1854—Sept. 13	Flinders-street	Port Melbourne	Hobson's Bay Lines 16½	16 Vict.—
1857—May 13	Flinders-street	St. Kilda		19 Vict.—
1859—Dec. 15	Flinders-street	Brighton		19.3.56
1860—Oct. 1	Richmond	Hawthorn		21 Vict. No. 42
1857—June 17	Williamstown Junction	Geelong (including Pier)		21 Vict. No. 43
1859—Jan. 17	Footscray	Williamstown Pier		21 Vict. No. 36
" Feb. 10	Melbourne	Sunbury		21 Vict. No. 36
1860—Oct. 21	Essendon Junction	Essendon		32 Vict. No. 331
1861—July 8	Sunbury	Woodend		21 Vict. No. 36
1862—April 11	North Geelong Junction	Ballarat		21 Vict. No. 36
" " 25	Woodend	Kyneton	21 Vict. No. 36	
" Oct. 21	Kyneton	Bendigo	21 Vict. No. 36	
1864—Sept. 19	Bendigo	Echuca	21 Vict. No. 36	
1867—Nov. 30	Newmarket Junction	Race-course	32 Vict. No. 331	
1872—April 18	Essendon	Schoolhouse-lane	32 Vict. No. 331	
" Aug. 26	Schoolhouse-lane	Seymour	32 Vict. No. 331	
" Nov. 20	Seymour	Longwood	32 Vict. No. 331	
1873—March 20	Longwood	Violet Town	32 Vict. No. 331	
" Aug. 18	Violet Town	Benalla	32 Vict. No. 331	
" Oct. 28	Benalla	Wangaratta	32 Vict. No. 331	
" Nov. 21	Wangaratta	Wodonga	32 Vict. No. 331	
1874—July 7	Castlemaine	Maryborough	35 Vict. No. 415	
" " 7	Ballarat	Creswick	35 Vict. No. 415	
" Aug. 11	Ballarat	Beaufort	35 Vict. No. 415	
" Oct. 6	Maryborough	Dunolly	35 Vict. No. 415	
" Nov. 16	Creswick	Clunes	35 Vict. No. 415	
1875—Feb. 2	Clunes	Maryborough	35 Vict. No. 415	
" April 7	Beaufort	Ararat	35 Vict. No. 415	
" July 7	Beechworth Junction	Everton	37 Vict. No. 475	
1876—Feb. 15	Ararat	Scallan's Hill	37 Vict. No. 475	
" April 14	Scallan's Hill	Stawell	37 Vict. No. 475	
" Sept. 19	Bendigo	Bridgewater	37 Vict. No. 475	
" " 30	Everton	Beechworth	37 Vict. No. 475	
" Oct. 21	Maryborough	Avoca	37 Vict. No. 475	
" Nov. 18	Bridgewater	Inglewood	37 Vict. No. 475	
" " 25	Geelong	Winchelsea	37 Vict. No. 475	
1877—March 13	Winchelsea	Birregurra	37 Vict. No. 475	
" April 24	Ararat	Dunkeld	37 Vict. No. 475	
" June 1	Sale	Morwell	37 Vict. No. 475	
" July 27	Birregurra	Colac	37 Vict. No. 475	
" Oct. 8	Oakleigh	Bunyip	37 Vict. No. 475	
" " 29	Dunkeld	Hamilton	37 Vict. No. 475	
" Dec. 1	Moe	Morwell	37 Vict. No. 475	
" " 19	Hamilton	Portland	37 Vict. No. 475	
" " 19	Portland Station	Pier	37 Vict. No. 475	
1878—Feb. 1	Race-course Junction	Geelong Race-course	41 Vict. No. 580	
" March 1	Moe	Bunyip	37 Vict. No. 475	
" Sept. 3	Dunolly	Bealiba	41 Vict. No. 580	
" Dec. 17	Stawell	Murtoa	41 Vict. No. 580	
" " 23	Bealiba	St. Arnaud	41 Vict. No. 580	
1879—Jan. 29	Springhurst	Wahgunyah	41 Vict. No. 580	
" Feb. 5	Murtoa	Horsham	41 Vict. No. 580	
" April 2	South Yarra	Oakleigh	42 Vict. No. 604	
" May 7	Warrenheip	Gordons	41 Vict. No. 580	
" " 21	Geelong	Queenscliff	41 Vict. No. 580	
" Dec. 20	Spencer-street	Flinders-street (connexion)	43 Vict. No. 643	
1880—Jan. 13	Mangalore	Shepparton	42 Vict. No. 603	
" " 13	Toolamba	Tatura	43 Vict. No. 636	
" Feb. 16	Carlsruhe	Trentham	42 Vict. No. 606	
" March 17	Trentham	Daylesford (including extension)	42 Vict. No. 606	
1881—June 7	Lancefield Junction	Lancefield	44 Vict. No. 671	
" Aug. 11	Waubra Junction	Ballarat Race-course	44 Vict. No. 660	
" Sept. 1	Shepparton	Numurkah	44 Vict. No. 682	
" Dec. 19	Caulfield	Mordialloc	44 Vict. No. 682	
1882—Jan. 26	St. Arnaud	Cope Cope	44 Vict. No. 682	
" April 3	Hawthorn	Camberwell	44 Vict. No. 682	
" " 15	Inglewood	Korong Vale	44 Vict. No. 682	
" " 23	Cope Cope	Donald	44 Vict. No. 682	
" July 1	Horsham	Dimboola	44 Vict. No. 682	
" Aug. 1	Mordialloc	Frankston	44 Vict. No. 682	
" Dec. 1	Camberwell	Lilydale	44 Vict. No. 682	
" " 15	Kerang Junction	Raywood	44 Vict. No. 682	
1883—Feb. 19	Eaglehawk	Kerang Junction	44 Vict. No. 682	
" April 20	Korong Vale	Charlton	44 Vict. No. 682	
" June 14	Wodonga	River Murray	44 Vict. No. 682	
" " 21	Raywood	Mitiamo	44 Vict. No. 682	
		Carried forward	1,403½	

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

No. 13.—STATEMENT showing Dates of Opening and Length in Miles of the Different Sections of Victorian Railways to 30th June, 1899—continued.

Date of Opening.	From—	To—	Length in Miles.	Authorized by Act—
		Brought forward ...	1,403 $\frac{1}{4}$	
1883—July 2	Korong Vale ...	Boort ...	18	44 Vict. No. 682
" " 2	Colac ...	Camperdown ...	28	44 Vict. No. 682
" " Aug. 1	Ballarat ...	Scarsdale ...	13 $\frac{1}{2}$	44 Vict. No. 682
" " Sept. 3	Benalla ...	St. James ...	20 $\frac{1}{2}$	44 Vict. No. 682
" " Oct. 1	Charlton ...	Wycheproof ...	16 $\frac{1}{2}$	44 Vict. No. 682
" " Nov. 13	Traralgon ...	Heyfield ...	22 $\frac{1}{2}$	44 Vict. No. 682
" " 16	Tallarook ...	Yea ...	23 $\frac{3}{4}$	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 $\frac{3}{4}$	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. 20	Traralgon Station ...	Heyfield Junction ...	1	44 Vict. No. 682
1885—April 12	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 $\frac{3}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 12	Murtoa ...	Warracknabeal ...	31 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " Nov. 15	Ballarat Cattle-yards Junction ...	Ballarat Cattle-yards	3	48 Vict. No. 821 & 58 Vict. No. 1381
" " Dec. 22	Gordons ...	Ballan ...	7 $\frac{1}{4}$	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 $\frac{3}{4}$	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 $\frac{3}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 23	Camperdown ...	Terang ...	13 $\frac{3}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " June 1	Rocky Lead ...	Daylesford Junction	10 $\frac{3}{4}$	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 $\frac{3}{4}$	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 $\frac{3}{4}$	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 $\frac{3}{4}$	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 $\frac{3}{4}$	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 $\frac{3}{4}$	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 $\frac{3}{4}$	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 Flats ...	Healesville ...	8 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " Aug. 7	Maffra ...	Briacolong ...	12 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 7	Irrewarra ...	Beac ...	8 $\frac{3}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " Sept. 10	Mornington Junction ...	Mornington ...	7 $\frac{3}{4}$	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 $\frac{3}{4}$	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 $\frac{3}{4}$	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 $\frac{3}{4}$	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 $\frac{1}{4}$ 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, 1899—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 $\frac{1}{2}$	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 $\frac{1}{2}$	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	$\frac{1}{2}$	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 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 24	Maldon (Laanecoorie Junction)	Shelbourne	9 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" May 7	Merton	Maindample	13 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" June 2	Loch	Korumburra	10	48 Vict. No. 821 & 58 Vict. No. 1381
" " 5	Birregurra	Forrest	19 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" July 23	Beechworth	Yackandandah	12 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 24	Bolga	Tallangatta	4 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Oct. 6	Maindample	Mansfield	8 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Nov. 23	Spencer-street	Flinders-st. (Viaduct)*	$\frac{1}{2}$	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	Necrim 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	56 $\frac{1}{2}$	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	Birehip	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 $\frac{1}{4}$	55 Vict. Nos. 1240 and 1294
" " 14	Bendigo Cattle-yards Junction	Bendigo Cattle-yards	$\frac{1}{4}$	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 $\frac{1}{2}$	56 Vict. No. 1292
" Aug 7	Boort	Quambatook	22	57 Vict. No. 1312
1895—March 8	Wycheproof	Sea Lake	47 $\frac{1}{4}$	58 Vict. No. 1383
1896—Feb. 5	Jumbunna	Outtrim	2 $\frac{1}{2}$	58 Vict. Nos. 1371 and 1420
" Dec. 15	Nathalia	Picola	6 $\frac{1}{2}$	56 Vict. No. 1293
1899—March 14	Wangaratta	Whitfield	30 $\frac{1}{2}$	61 Vict. No. 1492
		Total	3,159 $\frac{1}{4}$ †	

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

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

† The section of line between Dunkeld and Penshurst, 16 $\frac{1}{4}$ miles, was dismantled 19th February 1898. The total mileage open for traffic at 30th June is, therefore, 3,143 miles.

VICTORIAN RAILWAYS.

No. 14.

RETURN of Staff at 30th June, 1899 (excluding Butty-gangs and Men engaged on Regrading Works).

	No. Salaried Staff.	Total Salaries per Annum.	No. Permanent Wages Staff.	Total Wages per Annum.	No. Temporary Staff.	Total Wages per Annum.	Total Staff.	Total Amount per Annum.
		£		£		£		£
£100 per annum and under	140	8,641	790	42,027	1,727	147,404	2,657	198,072
£100 to £150	628	88,475	5,135	622,029	459	52,072	6,222	762,577
£150 to £200	268	48,976	964	157,834	85	13,921	1,315	220,731
£200 to £300	176	44,581	480	103,672	...	...	656	148,253
£300 to £400	68	23,190	...	...	...	...	68	23,190
£400 to £500	16	7,170	...	...	...	...	16	7,170
£500 to £600	12	6,650	...	...	...	...	12	6,650
£600 to £700	2	1,350	...	...	...	...	2	1,350
£700 to £800	3	2,350	...	...	...	...	3	2,350
£800 to £1,000	2	1,900	...	...	...	...	2	1,900
Over £1,000	2	2,350	...	...	...	...	2	2,350
Totals	1,317	235,633	7,369	925,562	2,269	213,397	10,955	1,374,593

VICTORIAN RAILWAYS.

No. 15.

COMPARATIVE STATEMENT showing the Number of Employés in each Branch, at 30th June, for ten years ending 1899 (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 ...	147	101	248	173	74	247	162	39	201	137	28	165	133	17	150
Stores ...	53	...	53	58	...	58	57	...	57	56	...	56	53	...	53
Traffic Audit ...	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
Traffic Manager's 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
	1,011	...	1,011	1,043	...	1,043	1,089	...	1,089	907	...	907	665	...	665
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.			1899.		
	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 ...	18	3	21	17	3	20	16	3	19	18	1	19	20	2	22
Accountant's ...	126	15	141	126	13	139	126	40	166	141	31	172	103	6	109
Stores ...	49	...	49	46	3	49	45	11	56	47	11	58	48	36	84
Traffic Audit ...	3,344	141	3,485	3,197	153	3,350	3,109	196	3,305	3,179	284	3,463	50	11	61
Traffic Manager's Ditto (Employés' Wives in Charge of Stations)* ...	142	...	142	151	...	151	151	...	151	154	...	154	160	...	160
Telegraph ...	92	39	131	91	42	133	86	55	141	104	45	149	105	53	158
Locomotive ...	2,707	80	2,787	2,644	77	2,721	2,654	172	2,826	2,718	334	3,052	2,674	398	3,072
Engineer-in-Chief's ...	38	14	52	32	24	56	30	63	93	30	35	65	29	102	131
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	2,313	1,272	3,585
	314	...	314	136	...	136	63	...	63	54	...	54	48	...	48
Total ...	9,457	712	10,169	8,953	1,005	9,958	8,678	1,199	9,877	8,830	1,630	10,460	8,686	2,269	10,955

* Not entitled to permanent employment.

No. 16.

RETURN showing the Number of Employés in the different Branches of the Victorian Railways Service who are, and who are not, entitled to Compensation on Retirement, together with Supernumeraries at 30th June, 1899.

Branch.	Entitled to Compensation.	Not entitled to Compensation.	Supernumeraries.	Total.
Secretary's ...	11	9	2	22
Accountant's ...	33	70	6	109
Stores ...	21	27	36	84
Traffic Audit ...	19	31	11	61
Telegraph ...	27	78	53	158
Traffic ...	1,025	2,271	389	3,685
Locomotive ...	1,030	1,644	398	3,072
Engineer-in-Chief ...	18	11	102	131
Existing Lines ...	995	1,366	1,272	3,633
Totals ...	3,179	5,507	2,269	10,955

VICTORIAN RAILWAYS.

No. 17.

STATEMENT showing the Outwards Passenger Traffic, Outwards and Inwards Parcels, &c., and Goods and Live Stock Traffic for the Year ending 30th June, 1899.

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.													
NORTHERN LINE.																									
Spencer-street ...	1,047,201	208,478	16	2½	84,401	15	1	68,277	3	6	290,935	368,033	0	1	524,244	294,478	19	9	877	12	9	5,237	4	2	
North Melbourne ...	643,993	8,110	5	11																					529
Arden-street ...	579,026	7,332	5	4	782	5	6	782	5	6	5,699	1,303	4	5	64,215	26,924	15	1
Middle Footscray ...	61,006	1,442	12	6	254	5	1	340	2	5	7,772	6,167	18	1	14,156	5,084	17	4
Footscray West ...	50,978	488	6	10	47	12	4	87	0	1	6,952	2,890	14	5	2,620	880	12	9
Tottenham ...	3,273	32	3	11	4	12	2	0	3	8
Braybrook Junction ...	36,195	512	8	4	54	1	5	44	7	1	837	1,585	4	7	2,180	419	9	5	1	19	6	10	5	10	
Albion ...	452	8	17	3
St. Albans ...	13,509	267	2	2	39	7	7	40	13	9	5,766	486	16	2	96	21	17	7	0	16	0	...	...	...
Sydenham ...	865	46	16	11	59	2	2	58	9	11	128	37	12	8	52	16	18	7	16	10	0	8	17	6	
Diggers' Rest ...	2,742	132	0	10	62	12	4	88	5	11	32	20	4	4	152	63	7	9
Sunbury ...	12,580	881	16	4	249	18	5	269	6	1	459	179	8	1	3,703	960	3	7	47	8	4	457	3	0	
Lancefield Junction ...	5,162	378	7	11	121	6	0	84	14	1	193	112	6	10	119	52	14	5	75	19	4	1	5	0	
Riddell's Creek ...	3,503	384	9	9	105	16	3	93	14	7	975	182	4	3	320	181	11	8	54	9	1	37	19	0	
Gisborne ...	5,529	656	18	2	123	0	10	187	14	4	1,543	458	10	9	760	410	1	0	99	12	10	96	15	8	
Macedon ...	6,626	711	3	8	214	11	2	205	0	7	1,351	338	2	9	1,500	621	14	5	4	4	3	6	18	9	
Woodend ...	15,559	1,833	1	5	430	11	10	514	19	2	9,071	2,668	15	6	3,215	1,609	11	8	157	12	1	511	17	10	
Carlsruhe ...	3,740	171	5	6	41	19	7	51	0	8	1,547	511	5	9	36	23	15	8	15	3	10	77	4	1	
Kyneton ...	29,072	4,096	11	2	1,803	6	3	2,033	4	3	13,079	5,497	15	0	7,877	4,337	9	8	375	4	5	316	8	9	
Redesdale Junction ...	1,746	179	6	0	46	12	7	47	9	8	1,735	595	5	9	278	166	9	8	5	8	7	...	...	...
Malmsbury ...	8,257	806	16	11	184	9	6	244	3	10	4,646	1,649	4	2	1,003	570	15	4	34	11	8	36	2	10	
Taradale ...	7,229	462	15	5	90	6	9	117	3	8	214	126	12	6	487	319	4	6	2	19	8	...	...	...
Elphinstone ...	2,546	188	5	6	194	14	5	59	1	7	685	278	11	1	120	79	0	11	128	11	0	57	16	7	
Chewton ...	9,205	534	6	5	66	1	10	88	2	9	405	140	19	6	1,767	588	9	1	...	...	...	29	16	6
Castlemaine ...	55,544	7,243	11	8	1,527	7	5	1,920	16	0	6,403	5,724	10	5	14,730	10,578	0	5	27	2	10	240	4	9	
Barker's Creek	704	268	3	1	98	28	13	10
Harecourt ...	5,513	305	14	5	214	1	9	80	16	0	1,710	888	19	7	398	274	17	11	...	...	...	...	...	...
Ravenswood ...	2,406	180	14	3	72	5	7	43	10	1	3,771	433	12	4	157	81	7	9	110	7	2	5	7	6	
Kangaroo Flat ...	6,200	507	12	9	54	0	10	68	7	7	101	76	15	7	1,074	456	12	4	1	4	6	...	...	...
Golden Square ...	10,307	1,380	4	0	87	5	0	175	11	10	568	298	10	9	24,690	4,498	4	9	3	13	6	346	1	0	
Bendigo ...	136,844	26,367	11	9	7,540	1	6	9,511	15	4	14,998	11,447	18	3	111,389	51,777	9	1	1,169	17	11	5,080	19	6	
Epsom	486	311	0	2	489	89	5	6
Huntly ...	851	38	3	8	17	4	3	22	14	11	92	70	0	9	122	47	16	2

Bagshot	...	...	1,504	96 15 6	34 4 4	48 13 3	3,915	463 6 5	43	35 0 10	...	11 12 6
Wellsford	...	...	539	28 18 3	5 17 1	6 13 5	3,602	413 11 11	30	7 7 10	...	...
Goornong	...	...	3,436	331 12 8	139 17 4	145 17 1	7,163	1,373 5 3	810	436 15 5	...	...
South Elmore	...	...	1,295	102 4 5	74 1 8	47 17 6	4,649	945 5 7	95	69 6 0	0 13 0	4 0 0
Elmore	...	...	7,702	1,220 19 4	322 7 11	356 0 5	13,128	5,144 4 2	1,801	1,704 1 7	689 14 3	58 3 2
Rochester	...	...	9,508	1,657 5 6	364 15 8	454 9 8	11,658	6,079 0 11	4,208	3,964 4 9	1,284 19 7	133 12 3
Echuca	...	...	16,865	5,321 4 9	3,029 14 4	3,312 16 7	37,673	27,340 10 9	22,080	14,842 19 6	3,047 15 9	207 17 0
LANCESFIELD LINE.												
Bolinda	...	...	350	8 11 5	10 0 0	15 9 3	1,203	258 12 9	90	29 4 10	6 12 11	0 13 6
Monegatta	...	...	480	13 4 3	11 8 0	14 12 4	501	133 11 2	44	29 9 10	...	...
North Monegatta	...	...	278	20 12 5	...	0 13 8	...	0 5 6	...	0 10 0	...	...
Romsey	...	...	4,689	571 3 10	239 1 4	200 0 1	8,060	2,185 10 1	1,523	852 2 1	88 6 9	39 12 6
Lancefield	...	...	5,623	826 14 6	266 17 2	336 15 2	7,104	2,276 4 1	1,585	998 15 0	280 11 7	66 5 11
DAYLESFORD LINE.												
Tylden	...	...	2,765	130 4 7	49 4 10	40 7 11	1,263	402 17 5	124	53 19 8	1 2 6	2 14 10
Fern Hill	...	...	3,630	277 10 6	104 6 6	112 16 2	9,528	2,989 2 11	633	394 0 6	3 1 6	8 1 7
Trentham	...	...	7,951	946 4 10	177 1 9	259 7 11	15,438	3,764 15 5	1,624	1,167 15 6	8 10 8	41 14 0
Lyonville	...	...	4,364	224 17 7	27 1 3	42 1 4	12,733	1,906 1 9	264	125 16 9	...	...
Bullarto	...	...	8,133	353 19 5	19 5 6	51 14 3	9,770	1,855 19 3	339	179 16 3	...	...
Musk Creek	...	...	3,280	105 8 4	23 10 10	31 18 11	6,234	1,158 3 11	58	38 0 3	...	...
Daylesford	...	...	17,220	2,466 18 11	627 17 3	806 0 7	8,350	2,560 2 0	4,987	3,484 8 2	40 14 4	23 6 9
Woodburn	...	...	493	7 2 11	0 11 7	1 3 8	765	103 15 9	...	0 5 11	...	...
Graves Siding	...	...	...	...	0 8 0	0 8 0	...	...	...	...	...	...
Sailor's Falls	...	...	1,116	65 12 1	15 1 1	16 14 1	6,883	993 15 11	52	42 4 0	...	...
Leonard's Hill	...	...	3,475	192 5 10	67 8 4	70 17 2	8,412	1,155 8 1	184	76 4 1	...	...
Wombat	...	...	1,747	96 3 11	11 7 2	16 0 9	8,810	1,092 12 3	172	51 2 4	...	...
Rocky Lead	...	...	2,585	191 2 6	50 5 7	61 8 5	2,510	374 2 1	188	72 15 10	...	...
Newlyn	...	...	2,308	226 11 5	136 9 11	159 9 3	12,879	5,701 16 3	767	442 19 11	72 16 6	13 14 6
Kingston	...	...	5,612	458 14 1	64 3 8	89 16 5	6,885	3,336 1 7	9,123	1,507 9 4	3 5 0	9 0 4
Allendale	...	...	25,078	1,678 12 6	134 3 11	214 2 8	2,473	883 6 4	33,933	5,927 19 4	9 3 1	1 10 0
Broomfield	...	...	3,830	185 7 4	11 2 7	15 10 1	...	...	...	1 0 1	...	...
REDESDALE LINE.												
De Graves	...	...	...	...	5 0 0	5 0 0	...	...	...	...	...	...
Edgecombe	...	...	150	4 19 8	8 7 9	6 4 0	3,156	830 7 5	4	5 11 10	...	...
Green Hills	...	...	104	9 1 10	7 12 9	7 9 11	536	236 9 6	10	6 7 0	...	...
East Metcalfe	...	...	270	12 13 5	49 6 4	9 18 9	302	113 6 4	77	30 0 11	...	...
Emberton	...	...	73	4 5 10	9 9 8	5 9 2	82	21 9 5	5	3 9 0	...	...
Barfold	...	...	429	29 7 7	58 9 2	45 13 7	2,512	794 12 3	184	78 11 10	57 3 10	2 13 6
Redesdale	...	...	1,232	159 13 1	524 0 9	197 5 5	2,380	851 18 2	292	171 0 4	3 14 6	1 3 2
SHELBOURNE LINE.												
Muckleford	...	...	603	16 12 11	24 6 9	29 11 3	109	68 17 5	49	30 4 1	...	10 9 0
Maldon	...	...	13,739	1,836 6 0	302 15 8	586 16 5	1,105	665 0 11	8,119	5,239 1 7	53 10 6	62 4 6
Bradford	...	...	...	...	...	0 4 7	...	...	...	...	...	...
Shelbourne	...	...	336	72 8 1	109 9 4	127 11 2	6,996	3,213 19 11	835	601 18 9	9 13 9	...

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

STATION.	PASSENGERS.		PARCELS, ETC.		GOODS.				LIVE STOCK.												
	Outwards.		Outwards.	Inwards.	Outwards.		Inwards.		Outwards.	Inwards.											
	Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.											
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.									
MARYBOROUGH, DONALD, AND BIRCHIP LINE.																					
Campbell's Creek	2,663	111	15	3	28	17	5	32	10	6	439	286	2	11	725	297	12	8	...	...
Guildford	4,743	296	14	2	53	15	4	57	19	2	552	415	11	9	893	690	4	3	2	3	9
Strangways	963	61	0	4	29	18	10	6	4	7	5	5	8	7	1	1	12	9	...	...
Newstead	5,260	668	15	1	170	3	0	130	6	6	2,929	1,411	2	7	1,299	795	16	2	135	2	10
Joyce's Creek	1,221	97	17	6	61	5	8	43	5	3	1,549	814	6	6	113	68	15	2	0	18	9
Moolort	3,178	324	8	10	69	18	9	79	9	5	3,679	1,930	18	10	7,759	3,456	15	5	8	15	6
Carisbrook	3,188	565	14	9	137	1	2	119	12	0	1,805	875	12	9	11,029	2,844	7	9	16	14	6
Maryborough	42,141	6,621	13	4	1,418	1	1	1,808	6	4	12,264	4,996	19	1	16,325	10,316	0	4	4	12	0
Simsons	592	13	14	0	6	19	0	6	19	9	...	...	...	...	...	...	...	...	...	...
Havelock	1,130	35	3	6	16	9	9	24	17	5	527	310	6	1	52	44	3	5	1	7	6
Bet Bet	1,729	68	6	8	29	6	10	45	7	1	1,210	574	11	2	1,010	569	3	6	...	...
Dunolly	8,525	1,227	19	10	414	2	2	549	11	3	3,057	1,457	11	6	2,779	2,194	4	8	36	12	0
Goldsbrough	2,934	102	13	11	35	10	11	44	16	1	169	95	13	8	402	313	17	10	...	...
Bealiba	3,206	414	0	7	142	6	5	149	3	3	4,843	1,653	3	0	798	795	15	1	41	4	3
Enu	1,637	280	7	5	58	2	3	62	8	4	2,436	1,044	16	2	239	267	14	10	4	0	6
Carapooee	630	39	1	0	74	17	5	37	4	9	2,668	1,009	6	11	259	348	0	3	...	...
St. Arnaud	11,930	3,288	3	1	627	1	0	1,013	16	7	12,797	6,955	15	5	8,211	8,156	10	3	275	18	7
Sutherland	320	16	8	4	18	5	0	26	15	7	1,817	684	9	8	88	124	1	0	127	12	6
Swanwater	220	13	6	9	13	7	6	18	5	4	940	327	7	10	17	9	2	8	...	...
Cope Cope	1,156	207	8	6	56	0	3	90	1	3	4,010	2,467	6	7	450	500	7	8	237	8	0
Donald	5,927	1,418	10	2	501	10	2	661	16	8	10,766	6,435	17	8	7,130	4,380	8	5	826	13	5
Lake Buloke	33	1	10	8	0	16	0	0	18	2	14	3	17	2	...	0	1	10	...	...
Litchfield	489	27	7	11	29	2	4	40	4	6	1,987	1,049	10	5	170	91	7	1	...	...
Massey	424	27	18	5	...	...	...	5	19	0	362	144	17	1	11	25	8	8	...	...
Watchem	1,704	305	3	10	112	4	5	172	17	10	5,016	2,751	5	11	775	727	10	0	216	4	0
Morton Plains	247	24	14	5	11	3	4	16	3	3	1,813	1,287	19	10	59	61	17	7	177	0	0
Birchip	2,548	924	16	1	335	9	3	470	1	7	5,512	3,697	13	3	7,721	4,975	10	10	175	15	6
TOWMA LINE.																					
*Curzo ... ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	0	9	4	...	...
*Towma ... ..	...	...	...	...	...	...	...	...	...	...	149	105	6	10	7	0	13	6	...	...
AVOCA LINE.																					
Adelaide Lead	1,023	25	16	4	...	...	...	0	8	2	...	...	...	...	0	3	8	...	...
Bung Bong	527	22	1	2	34	18	10	40	1	11	804	191	2	7	347	151	18	7	...	...
Homebush	2,271	98	11	6	44	14	2	44	0	8	1,176	188	19	2	176	91	2	8	...	...
Avoca	5,340	933	13	1	415	0	2	449	0	10	6,350	2,819	15	2	2,171	2,233	16	7	2	18	6
Amphitheatre	1,180	74	1	8	36	15	11	54	19	4	2,649	535	15	6	175	194	4	4	...	...
Elmhurst	1,088	209	17	11	88	8	3	108	16	4	3,091	1,138	4	3	540	518	19	2	23	1	2
Eversley	149	21	17	2	5	4	0	12	17	1	144	128	0	11	75	53	5	11	...	...

Crowlands	145	12 19 7	0 9 0	7 15 10	601	555 19 3	93	97 5 1	...	...
Dunneworthy	25	1 6 8	...	...	...	...	10	2 0 0	...	...
Warra Yadin	24	2 8 10	1 10 8	1 12 11	...	...	7	2 7 1	...	...
TALBOT LINE.										
Sulky	1,999	84 11 10	51 11 5	53 13 2	121	21 15 2	19	7 1 1	...	0 15 6
Bald Hills	3,284	82 18 7	...	3 18 0	...	...	...	...	...	...
Creswick	34,531	1,886 5 3	308 4 0	424 16 2	341	124 2 8	2,942	1,450 10 5	8 18 8	5 9 0
North Creswick	14,574	660 5 3	74 7 1	84 15 3	420	54 11 10	284	98 10 1	...	...
Tourelle	1,472	128 8 9	70 12 8	44 4 1	1,812	867 4 6	327	110 2 5	1 0 0	...
Clunes	13,931	1,567 16 6	245 13 2	309 9 7	2,924	1,566 15 3	4,297	1,812 18 5	120 7 8	42 4 6
Talbot	9,962	921 14 0	248 17 9	249 9 6	2,378	1,042 10 3	2,921	2,272 9 7	0 13 9	0 13 3
Daisy Hill	176	4 8 4	...	0 1 8	...	...	...	...	...	...
WAUBRA LINE.										
Waubra Junction	3,486	103 13 11	11 11 9	12 8 0	...	...	...	...	...	...
Pisgah	500	20 16 7	6 8 4	22 3 4	...	...	...	...	...	...
Midas	999	58 10 10	101 14 11	48 4 0	40	16 17 7	59	33 2 10	...	...
Mount Blowhard	3,808	207 13 1	41 15 6	57 2 5	11,000	4,557 5 0	985	402 2 6	3 13 0	2 14 6
Learmonth	3,369	259 18 6	55 2 0	78 10 8	5,667	2,375 16 3	667	349 17 10	44 9 8	1 18 3
North Learmonth	140	8 14 4	...	0 7 8	...	...	...	...	...	...
Addington	1,140	82 5 6	73 18 0	26 14 4	3,423	1,590 16 6	93	47 0 11	...	2 13 6
Waubra	4,064	411 6 9	327 16 0	155 0 8	4,253	1,800 18 9	540	253 12 6	10 0 0	9 2 6
TARNAGULLA LINE.										
Painswick	8	0 5 5	20 1 0	20 5 4	1,663	316 0 1	5	1 14 0	...	...
Laurie	20	0 10 9	20 0 0	20 9 5	3,613	706 7 11	13	6 19 9	...	...
Tarnagulla	1,921	334 15 3	191 0 1	258 3 2	2,446	799 11 7	1,733	1,706 12 7	3 19 3	...
Llanelly	775	36 2 2	26 18 2	47 9 0	4,286	1,015 1 2	226	224 11 7	...	...
Arnold's Bridge	252	22 1 1	24 9 2	33 2 1	6,781	1,518 1 7	64	75 13 5	...	...
Bullabul	67	3 13 0	29 10 9	30 10 4	2,907	570 9 5	61	25 6 2	...	...
WYCHEPROOF LINE.										
California Gully ... ..	...	...	...	...	213	41 13 2	46,996	8,027 2 2	...	...
Eaglehawk	9,477	821 12 6	206 14 10	410 10 5	708	338 5 8	30,633	8,219 13 1	0 15 9	2 5 3
Marong	4,230	326 4 0	54 18 10	91 0 4	1,085	385 5 5	541	250 19 1	...	5 6 6
Leichardt	644	53 0 10	21 3 7	34 3 7	2,490	587 10 1	137	87 12 0	...	0 11 0
Derby	415	30 3 0	23 8 0	27 14 7	1,076	314 9 0	61	39 19 11	3 12 0	...
Bridgewater	5,583	725 5 2	109 15 8	201 15 9	10,764	4,997 15 5	3,550	1,414 9 8	631 2 5	39 17 4
Inglewood	9,734	1,654 3 4	263 1 11	394 17 6	4,009	1,201 17 11	2,097	2,531 18 3	3 12 6	30 13 6
Kurting	598	37 12 1	38 12 3	42 19 3	6,291	1,198 11 8	70	68 5 3	65 12 0	9 12 10
Glenalbyn	579	55 13 6	30 18 1	34 0 3	4,245	748 16 4	26	11 6 11	...	...
Wedderburn Junction	2,090	120 14 9	44 19 6	36 15 5	5,406	1,112 9 9	29	29 8 7	...	0 15 9
Korong Vale	4,722	753 14 1	275 18 6	317 3 7	7,396	2,518 2 0	782	781 8 10	290 15 3	20 12 6
Wychitella	869	139 0 11	33 9 2	58 9 5	4,334	1,827 7 9	263	296 3 8	116 0 3	1 3 0
Buckrabyule	1,032	165 4 2	48 1 0	64 3 0	2,315	1,524 19 7	270	236 0 7	77 0 1	2 6 9
Barakee	648	70 13 9	22 17 2	39 13 9	2,523	1,784 0 9	218	347 13 2	84 19 9	3 18 6
Charlton	4,381	1,072 13 7	436 11 10	609 16 7	7,516	5,635 4 9	2,556	3,774 0 8	339 18 3	10 17 9
Teddywaddy	245	8 7 6	16 12 5	24 18 4	1,216	855 14 8	37	25 8 2	...	...
Glenloth	1,063	207 1 9	54 6 11	82 14 10	2,098	1,676 0 8	236	255 16 0	996 5 0	27 2 8
Fairview	107	6 8 11	10 11 2	13 0 7	37	20 19 2	35	16 16 1	...	...
Wycheproof	4,526	1,353 1 10	496 14 11	658 7 11	8,847	5,702 19 9	4,644	3,615 1 6	623 18 5	40 5 6

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.	
SEA LAKE LINE.												
Tyrell's Creek	129	7 16 3	4 3 11	9 17 10	1,438	740 3 9	136	72 9 5	...	...	...	...
Nullawil	200	17 14 7	6 4 7	18 4 0	2,228	1,383 19 7	201	84 5 11	...	...	...	...
Kaneira	609	76 13 9	8 18 1	35 0 6	2,913	2,350 12 8	400	355 2 9	...	...	...	...
Berriwillock	740	106 10 3	15 2 3	50 19 3	2,535	2,465 17 1	533	799 12 4	...	...	7 9 6	...
Boigbeat	75	11 11 2	0 0 6	7 13 3	187	192 8 2	69	35 8 10	...	...	...	...
Sea Lake	662	148 16 5	312 6 4	371 6 6	3,243	3,385 15 3	1,345	1,342 1 1	...	...	12 7 6	...
WEDDERBURN LINE.												
Wedderburn	3,317	696 2 9	121 6 4	235 18 4	12,972	4,274 17 2	1,206	1,806 19 2	44 8 0	...	3 9 0	...
BOORT LINE.												
Boiung	805	91 17 7	59 1 11	86 11 7	1,639	1,031 0 4	390	457 9 4	150 15 9	...	2 3 6	...
Mysia	1,200	221 12 9	50 5 0	81 5 6	1,400	1,088 1 7	445	418 11 3	224 0 5	...	22 9 1	...
Boort	3,615	1,007 9 9	324 18 3	437 9 9	5,558	4,183 18 11	2,545	2,608 12 10	496 16 3	...	16 5 10	...
QUAMBATOOK LINE.												
Barraport	118	6 4 5	6 14 5	26 10 0	2,292	1,525 8 7	156	129 12 3	...	...	...	...
Gredgwin	115	15 0 2	0 10 6	4 14 4	482	369 11 5	114	64 2 8	15 19 6	...	...	...
Oakvale	160	11 5 6	0 2 9	9 4 2	1,032	827 12 0	72	72 19 0	...	...	0 9 10	...
Quambatook	1,009	281 13 4	177 6 0	230 18 7	5,697	4,941 9 3	4,150	3,316 15 3	309 2 4	...	49 2 0	...
SWAN HILL LINE.												
Sydney Flat	1,141	49 2 4	8 11 3	15 18 3	...	...	...	...	...	...	...	...
Myer's Flat	614	16 8 5	1 13 0	4 4 4	...	...	...	...	...	...	...	...
Sebastian	2,941	269 17 3	52 1 6	72 6 4	1,817	419 19 11	287	163 6 7	0 10 0	...	...	...
Raywood	2,969	305 1 2	126 2 5	136 17 4	9,225	2,249 1 0	939	574 2 0	255 16 5	...	12 8 10	...
Tandara	1,286	186 2 7	68 3 5	97 13 8	2,721	1,219 14 11	471	287 1 3	96 13 2	...	2 7 8	...
Dingee	1,717	262 0 3	40 14 0	70 13 11	2,668	1,028 15 2	559	350 11 10	641 9 5	...	17 19 6	...
Prairie	1,223	238 18 1	63 3 10	97 16 2	2,097	1,401 4 8	432	325 1 0	72 10 9	...	17 11 8	...
Mitiamo	2,430	495 7 8	414 4 9	477 10 8	973	697 11 11	648	499 3 10	870 16 11	...	46 12 0	...
Mologa	983	193 8 6	39 9 11	54 2 2	680	447 13 5	193	159 14 10	66 6 11	...	6 0 0	...
Pyramid Hill	4,152	869 4 0	304 2 0	414 0 3	3,323	2,561 3 2	2,014	2,453 13 7	771 15 2	...	54 15 1	...
Mincha	1,088	98 5 5	36 0 2	59 6 11	554	653 16 2	483	244 9 1	342 9 11	...	4 5 4	...
Macorna	2,305	568 13 5	64 14 0	128 13 2	2,561	2,249 10 6	1,039	1,220 0 3	683 10 2	...	56 12 11	...
Tragowel	677	25 6 8	40 0 2	53 14 11	275	366 12 6	280	105 0 7	55 10 0	...	...	...
South Kerang	24	1 18 7	10 6 8	12 18 0	42	45 0 9	21	4 14 11	...	...	...	...
Kerang	6,860	2,476 9 3	790 17 1	1,104 3 11	7,386	5,840 13 6	3,144	5,601 2 0	3,433 11 2	...	246 9 8	...
Reedy Lake	246	7 4 6	12 8 11	18 13 10	289	231 6 9	22	26 3 3	110 2 0	...	20 13 4	...
Lake Charm	2,033	247 3 4	27 13 0	66 2 10	932	792 1 9	172	270 2 11	519 18 7	...	10 3 0	...
Mystic Park	1,555	207 5 8	54 0 11	72 5 7	1,044	798 2 2	266	232 18 2	46 3 9	...	3 12 6	...
Lake Boga	2,188	426 6 9	119 10 8	197 4 4	4,795	3,903 14 11	890	1,049 8 5	16 1 9	...	14 15 3	...
Swan Hill	5,787	2,749 4 8	525 12 1	864 7 6	8,414	7,762 18 5	3,465	6,411 15 2	3,190 18 4	...	96 3 3	...

HEATHCOTE LINE.											
Strathfieldsaye	...	...	...	3 3 0	3 7 8	...	...	...	...	...	...
Axe Creek	...	534	22 15 7	2 15 11	5 12 0	727	199 9 9	58	38 7 9	...	1 4 0
Axedale	...	3,300	264 11 3	77 1 0	77 19 8	6,764	931 6 5	374	210 0 1	3 13 0	2 19 6
Knowsley	...	2,972	267 8 1	75 10 6	63 18 6	22,280	3,574 5 3	451	200 6 11	3 2 0	41 3 2
Ingham's Siding	...	...	...	...	...	2,644	337 19 10	...	...	...	...
Derrinal	...	758	85 12 7	74 10 3	38 13 10	6,622	1,541 4 9	49	35 2 0	4 6 6	28 9 2
Heathcote	...	4,901	839 18 8	269 8 10	360 17 5	14,138	3,225 3 8	2,514	1,989 8 10	116 9 11	66 16 4
South Heathcote	...	1,467	203 16 3	112 4 11	43 11 2	11,477	2,319 16 10	133	119 14 3	...	...
Tooborac	...	1,949	219 5 6	318 2 8	128 0 9	6,576	1,583 15 7	306	204 9 11	102 19 0	10 9 3
Pyalong	...	1,362	127 9 8	155 12 7	51 15 0	424	150 1 9	150	95 15 6	126 6 2	19 3 2
High Camp Plain	...	1,895	152 0 7	123 0 11	66 13 0	5,519	1,317 4 3	126	98 5 9	113 7 3	23 15 6
Morandring	...	849	17 9 11	26 19 8	27 6 3	276	80 3 4	20	15 8 0	...	...
Willowmavin	...	...	...	21 13 7	16 12 9	246	68 8 0	53	18 0 3	7 16 0	2 14 11
Kilmore	...	3,659	429 4 3	442 11 3	494 6 5	1,468	619 14 0	1,811	1,067 8 5	26 7 3	77 3 0
Bylands	...	855	26 14 7	2 16 0	10 1 0	855	183 7 2	63	22 7 11	...	0 14 0
Leslie	...	134	4 11 1	0 0 4	2 8 9	1,870	291 11 1	30	11 6 10	...	...
TATURA LINE.											
Koyuga	...	494	49 16 2	16 5 6	23 0 10	334	332 6 8	109	75 0 9	573 8 6	7 6 8
Tongala	...	1,816	248 13 7	51 19 6	70 8 7	5,472	1,457 5 8	605	363 15 5	309 15 5	47 2 7
Kyabram	...	3,827	870 3 2	326 2 1	437 18 1	9,411	3,901 8 9	2,487	2,661 6 2	458 5 2	45 17 6
Merrigum	...	1,561	243 11 1	56 4 6	81 19 7	4,352	2,560 4 9	590	622 14 6	179 7 8	9 18 10
Byrneside	...	743	165 9 6	32 14 6	39 10 1	2,432	1,582 19 7	282	283 11 2	270 14 10	43 11 0
Tatura	...	3,559	818 8 2	250 9 7	393 18 6	6,158	3,580 12 4	2,382	2,374 18 0	318 7 3	61 9 9
NORTH-WESTERN LINE.											
Laverton	...	3,878	113 8 0	53 18 6	62 4 11	98	30 16 7	1,110	162 1 5	...	0 18 9
Werribee	...	24,642	1,404 6 10	212 12 8	263 12 2	12,944	2,379 11 8	5,788	1,428 8 0	39 0 11	791 4 9
Little River	...	5,927	358 5 8	82 3 7	92 4 3	1,111	267 10 8	579	165 5 1	43 9 8	17 15 6
Lara	...	4,624	323 6 11	99 7 7	122 15 7	8,898	2,252 6 2	1,047	263 9 7	28 0 6	81 15 4
Cowie's Creek	...	639	23 8 6	38 12 8	15 3 10	...	...	...	...	...	...
North Shore	...	...	...	...	0 1 4	...	...	...	...	...	...
North Geelong	...	3,187	297 1 0	67 2 3	64 11 4	663	199 14 6	4,459	479 3 5	491 18 11	2,363 3 6
Geelong	...	111,357	15,055 14 2	4,504 3 1	4,147 9 2	54,662	25,005 9 5	158,107	96,897 4 5	93 1 2	205 15 8
Moorabool	...	3,254	131 17 7	45 13 5	48 12 0	103	31 18 7	54	19 17 10	11 4 10	2 10 0
Gheringhap	...	1,055	61 19 0	44 12 4	45 15 9	263	58 11 6	136	45 12 0	...	6 11 0
Leigh Road	...	8,996	762 12 11	137 6 9	172 0 10	2,236	484 18 1	1,243	391 2 10	69 10 5	19 12 11
Lethbridge	...	4,325	353 4 5	59 14 5	76 10 0	2,125	335 12 8	348	125 4 0	2 18 2	3 8 6
Meredith	...	7,106	865 11 7	229 0 6	238 9 5	5,096	1,188 14 5	1,276	612 5 10	17 14 0	14 13 11
Elaine	...	5,183	465 1 9	107 2 11	126 18 5	5,797	919 9 11	1,624	487 14 5	3 2 2	9 2 7
Lal Lal	...	4,321	251 15 10	102 4 4	105 18 11	9,116	1,055 5 8	220	82 8 11	0 15 0	5 19 4
Yendon	...	4,387	248 19 9	72 13 2	79 8 0	1,225	306 8 0	207	99 18 1	3 11 6	0 16 6
Navigators	...	1,987	69 15 3	29 17 7	19 9 9	...	...	...	0 2 11	...	...
Warrenheip	...	7,581	258 16 8	98 17 3	98 1 1	390	224 5 10	467	407 0 2	...	...
Ballarat East	...	29,985	2,954 14 11	640 17 2	1,045 12 11	4,264	1,537 1 11	57,325	16,809 14 8	...	280 2 0
Ballarat	...	232,852	34,182 0 8	9,683 17 1	12,603 11 7	32,349	23,418 2 4	121,840	55,202 18 10	819 8 9	9,569 6 4
Dowling Forest	...	360	18 3 7	5 12 2	17 5 5	...	...	...	0 1 9	...	...
Windermere	...	2,514	156 12 5	61 18 7	46 1 7	3,064	1,331 13 10	327	139 16 2	2 14 4	79 5 0
Burrumbect	...	2,355	209 3 10	127 1 8	75 12 10	2,274	1,048 5 0	411	155 17 2	52 4 0	138 12 0
Trawalla	...	1,532	161 18 11	43 15 1	49 16 7	3,265	533 2 9	67	47 10 4	12 2 0	3 8 6
Beaufort	...	8,928	1,345 16 10	199 14 1	347 10 1	17,153	2,997 10 5	1,951	1,591 4 8	141 4 1	7 4 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.	
NORTH-WESTERN LINE—<i>continued.</i>												
Middle Creek	1,454	168 6 5	41 17 2	54 10 10	1,973	550 13 2	175	118 9 0	1 1 0	...	...	...
Buangor	2,202	306 12 2	75 16 9	105 8 9	4,612	1,200 19 0	238	171 5 11	15 4 2	...	6 2 9	...
Dobies	923	76 18 7	36 10 2	40 19 1	200	139 7 8	43	39 0 1	7 1 3	...	0 11 6	...
Ararat	22,177	5,056 11 4	1,012 11 3	1,296 16 4	4,617	2,877 15 0	5,821	4,810 19 4	176 18 9	...	226 9 0	...
Armstrongs	1,420	95 4 3	24 3 10	31 7 10	231	161 7 7	164	139 0 1	...	...	...	...
Great Western	4,108	346 18 11	58 11 9	67 6 7	642	728 19 2	436	336 14 11	...	...	...	...
Stawell	21,266	5,042 12 1	993 15 5	1,391 13 4	12,208	7,187 13 1	14,007	11,826 11 2	162 12 7	...	163 11 9	...
Deep Lead	689	63 11 5	25 3 11	29 7 10	101	39 13 5	56	84 11 7	...	...	...	...
Glenorchy	1,549	193 3 2	85 6 7	99 3 11	1,199	810 0 2	588	220 0 0	78 10 0	...	13 2 0	...
Wal Wal	353	22 8 9	15 12 6	19 14 10	1,053	202 0 11	44	26 13 10	...	...	...	...
Lubeck	1,901	267 1 1	72 0 3	113 5 3	1,378	857 6 0	343	482 8 0	178 19 0	...	15 16 1	...
Murtoa	9,979	2,154 13 1	376 6 10	485 6 0	7,223	4,833 18 6	4,234	2,863 15 1	475 14 2	...	91 8 4	...
Jung Jung	2,192	222 0 8	90 11 5	116 12 0	7,777	5,635 10 6	483	611 16 0	2 13 6	...	2 7 3	...
Dooen	1,090	136 4 1	75 8 4	85 18 7	3,962	2,955 4 7	192	173 3 0	491 0 3	...	51 10 7	...
Horsham	13,999	3,561 10 2	1,044 9 7	1,295 15 7	6,091	5,070 13 3	4,368	6,994 10 3	500 0 10	...	137 14 6	...
Pimpinio	1,651	117 2 11	58 7 11	75 17 4	3,784	3,005 18 5	144	88 8 5	9 13 6	...	...	...
Wail	818	82 0 7	58 10 2	68 1 2	3,555	2,805 16 7	66	44 16 0	...	...	...	...
Dimboola	7,876	1,684 1 5	474 4 3	597 7 2	6,969	6,004 7 5	2,869	2,888 15 3	140 12 6	...	27 13 2	...
Gerang Gerung	615	59 19 8	39 17 0	53 1 8	2,315	1,879 0 8	173	148 12 3	...	...	...	...
Kiata	871	205 4 7	29 4 10	45 10 7	2,983	2,433 13 5	183	187 3 9	...	...	...	...
Salisbury	505	57 13 10	27 3 2	30 6 11	4,452	3,636 1 7	173	113 10 4	...	...	...	...
Nbill	5,279	1,571 11 7	296 14 0	555 1 9	11,622	9,679 1 11	5,122	5,610 4 0	609 7 11	...	62 5 6	...
Tarranginie	259	31 15 3	28 12 3	32 9 0	785	687 0 9	27	13 12 8	60 0 5	...	...	...
Diapur	909	93 0 3	32 10 8	63 3 4	3,036	2,609 17 4	424	461 2 6	...	...	1 17 6	...
Miram Piram	603	60 14 6	51 0 9	70 16 0	2,396	1,901 7 5	207	141 17 6	...	...	...	...
Kaniva	2,134	376 13 11	55 13 9	146 18 10	1,943	1,864 3 3	599	998 13 3	151 11 10	...	1 1 3	...
Lillimur	717	91 4 7	37 17 10	83 5 11	1,419	1,581 17 7	177	265 10 2	...	...	4 6 6	...
Leeor ... ..	...	...	9 4 0	11 17 0	...	...	...	0 1 0	...	...	...	...
Serviceton	4,252	990 5 8	1,852 5 4	1,431 3 7	343	376 12 6	223	227 18 2	2 2 0	...	11 18 6	...
WILLIAMSTOWN LINE.												
South Kensington	104,556	708 15 11	37 17 3	37 12 3	16,247	1,405 7 3	109	85 14 9	...	...	...	...
Footscray (Suburban)	1,341,331	11,856 15 10	577 3 6	202 14 8	...	...	...	...	...	...	...	...
Yarraville	562,677	5,038 16 6	71 3 6	81 14 6	14,575	11,295 3 1	6,018	1,800 4 2	...	...	...	...
Spottiswoode	109,191	1,086 7 2	103 13 1	52 16 1	1,405	2,206 15 10	10,747	2,411 11 8	...	...	...	...
Newport	370,401	4,105 14 8	605 2 3	603 7 11	30,934	4,111 19 8	978 3 1	...	...	...	4,585 19 10	...
North Williamstown	380,197	5,255 3 7	284 6 4	219 4 9	299	114 14 9	7,292	2,137 19 10	...	...	...	...
Williamstown	255,462	3,479 7 6	70 7 9	69 13 5	...	...	...	...	...	...	...	...
Williamstown	255,088	3,453 4 0	120 15 8	237 9 3	...	...	...	...	...	...	...	...
Williamstown Pier	26,780	284 13 4	805 4 5	809 13 3	12,233	856 2 11	123,925	73,181 7 10	...	...	6 10 6	...

BACCHUS MARSH LINE.

Deer Park	4,359
Rockbank	2,086
Melton	8,159
Staughton's Siding ... ..	...
Parwan	634
Bacchus Marsh... ..	12,997
Rowsley	87
Ingliston	688
Ballan	10,321
Bradshaw's Creek	637
Gordons	12,044
Millbrook	2,572
Wallace	4,959
Bungaree Junction	4,131
Dunstown	7,165

118 2 9	142 4 9
101 14 6	73 19 0
536 5 7	446 7 6
...	...
51 10 9	140 6 3
1,467 9 11	1,288 8 1
1 8 9	39 5 4
71 15 6	60 17 0
1,228 13 9	422 1 11
43 19 1	12 16 5
1,052 19 1	109 15 9
187 4 4	23 17 7
328 18 0	35 6 10
293 3 1	69 4 1
216 15 6	43 18 9

100 19 0	79
78 15 9	182
227 7 11	3,827
...	875
49 6 2	71
819 15 9	4,021
39 15 8	3,708
64 6 2	80
437 5 10	11,851
13 17 10	...
189 13 10	2,325
36 9 8	1,919
54 13 11	4,997
78 16 9	9,073
49 13 4	3,552

73 3 11	1,355
40 13 10	207
564 7 4	1,419
134 19 9	70
24 10 0	174
1,140 1 5	2,778
643 12 2	417
42 11 9	70
2,204 16 0	1,855
...	3
640 9 2	1,624
625 7 10	194
1,846 4 9	494
3,142 1 3	1,339
1,335 14 8	927

242 14 11	...
65 18 8	5 12 0
439 2 4	18 15 2
11 3 2	...
58 9 2	2 8 6
1,290 4 6	475 3 7
74 19 1	...
37 10 11	1 15 0
1,126 19 5	565 11 6
1 17 2	...
859 4 5	3 8 10
81 3 3	49 18 1
252 3 3	79 19 5
317 6 9	...
431 13 3	...

...	1 6 2
...	27 0 10
...	159 15 9
...	...
...	3 10 1
...	212 7 1
...	...
...	4 4 0
...	553 16 2
...	...
...	...
...	10 10 8
...	268 2 3
...	...
...	...

QUEENSLIFF LINE.

South Geelong	17,063
Moolap	510
Leopold	920
Scarborough	170
Drysdale	7,043
Mannerim	679
Marcus Hill	1,273
Queenscliff	6,365

1,150 17 11	175 13 4
22 6 1	10 10 4
45 19 4	10 0 0
18 0 10	10 0 0
329 11 5	171 11 6
37 2 7	10 0 0
185 14 6	61 8 6
900 1 6	683 11 10

158 15 0	877
10 10 4	...
10 3 1	33
10 0 0	...
164 15 2	5,552
10 0 0	224
12 5 2	...
521 4 0	486

248 12 11	6,985
0 5 0	26
6 11 3	19
...	...
1,366 10 2	1,263
31 4 5	37
...	...
242 13 2	3,550

1,755 1 9	...
7 17 7	...
7 6 4	...
...	...
391 15 2	8 19 6
16 2 7	...
...	...
1,414 5 10	7 16 6

...	...
...	...
...	...
...	...
...	5 13 9
...	0 15 0
...	...
...	12 19 0

SOUTH-WESTERN LINE.

Breakwater ... ..	...
Connewarre	482
Germantown	1,214
Pettavel Road	613
Mount Moriac	2,058
Buckley's Road... ..	890
Winchelsea	4,338
Birregurra	7,757
Warncourt	1,915
Irrewarra	2,969
Colac	14,907
Larpen	2,160
Pirron Yallock	3,686
Stoneyford	901
Pomborneit	1,996
Weerite	1,016
Camperdown	14,218
Booreau	684
Terang	13,153
Garvoc	1,820
Panmure	2,121
Cudgee	890
Allansford	2,116
Warrnambool	25,816
Dennington ... ..	...
Illowa	3,833

29 2 0	29 2 0
26 0 10	20 12 3
77 13 9	33 1 2
54 10 11	35 9 3
176 8 3	58 10 11
61 2 7	36 10 2
640 5 3	174 15 9
1,042 10 2	236 14 2
127 19 5	37 4 9
447 16 8	82 11 3
3,374 12 2	925 1 10
236 11 5	33 13 0
358 9 10	176 16 3
87 3 11	113 7 6
196 2 1	116 5 0
214 18 2	38 12 8
3,664 15 10	621 13 1
31 4 11	25 6 10
2,389 3 0	557 6 10
120 8 8	63 6 0
216 2 3	51 0 7
890	39 13 6
317 2 7	77 19 6
5,217 16 10	1,879 7 3
...	85 18 5
314 7 0	181 4 2

29 2 0	...
21 17 7	238
32 15 1	1
36 17 5	121
59 10 6	3,335
39 10 6	2,350
211 7 7	4,788
249 1 4	1,048
46 17 6	1,174
91 16 9	412
1,143 6 11	8,044
46 16 7	5,586
114 17 2	784
47 16 3	58
72 2 1	159
51 18 6	274
845 6 3	2,595
41 19 6	127
747 4 3	2,136
72 10 8	840
63 18 5	1,249
47 10 6	221
85 8 8	728
1,579 2 1	30,719
33 0 6	112
122 7 5	3,726

15 9 7	...
1 12 6	...
58 12 1	...
441 8 5	3,335
310 3 8	2,350
984 3 10	4,788
407 13 6	1,048
423 1 1	1,174
247 19 7	412
3,615 16 5	8,044
3,079 14 6	5,586
494 8 6	784
66 3 5	58
104 8 6	159
244 6 5	274
2,660 8 0	2,595
147 19 5	127
2,542 4 1	2,136
407 17 2	840
646 4 5	1,249
76 10 7	221
399 6 5	728
5,077 1 8	30,719
35 10 5	112
712 17 4	3,726

528	...
61 16 4	...
3 2 8	...
28 13 4	...
75 10 11	19 1 0
22 1 0	...
349 15 1	612 7 4
457 14 8	256 18 1
63 8 1	...
82 13 1	749 6 2
105	293 11 5
6,413	4,682 9 7
401	215 15 5
404	257 12 0
173	923 18 6
66 3 10	...
208 2 2	134 11 5
826	614 10 2
244 6 5	282 9 2
7,607	4,640 9 11
168	62 14 2
6,174	3,387 12 5
512	316 3 3
295	186 9 4
104	53 10 5
580	371 19 3
34,401	5,796 3 2
61	33 16 0
220	14 15 1

...	...
...	...
...	...
...	...
...	8 1 3
...	...
...	57 0 11
...	46 13 1
...	...
...	859 0 3
...	277 17 0
...	17 19 3
...	109 17 9
...	...
...	38 6 7
...	53 0 9
...	777 5 8
...	116 9 7
...	971 17 2
...	21 14 3
...	0 13 0
...	...
...	68 7 4
...	347 17 6
...	...
...	9 13 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.
<i>SOUTH-WESTERN LINE—continued.</i>										
Keroit	11,578	£ s. d. 1,240 4 8	£ s. d. 350 1 5	£ s. d. 411 6 1	6,223	£ s. d. 2,293 2 11	1,295	£ s. d. 817 8 7	£ s. d. 288 2 7	£ s. d. 163 17 2
Crossley	573	11 7 0	5 19 4	7 13 4	...	...	17	6 0 1	...	...
Kirkstall	264	11 12 5	6 17 4	10 7 1	...	...	71	10 17 6	...	...
Rosebrook	231	13 13 4	3 12 0	5 18 4	...	...	16	5 7 11	...	...
Moyne ... ..	...	...	...	...	...	...	127	18 6 2	...	...
Port Fairy	5,176	1,006 19 4	1,814 15 8	399 8 10	1,025	846 10 2	2,527	805 14 11	170 15 5	24 16 4
<i>WENSLEYDALE LINE.</i>										
Layard	33	1 0 4	7 14 0	8 1 0	854	110 12 10	11	3 9 9	...	...
Gherang	36	1 12 0	0 2 0	0 14 0	1,881	241 0 2	32	10 14 8	...	...
Wormbete	55	4 18 2	0 5 1	2 5 11	1,598	231 18 4	26	11 1 7	...	...
Wensleydale	67	7 18 6	1 11 8	8 7 10	1,254	190 15 3	101	56 8 3	...	...
<i>FORREST LINE.</i>										
Whoorel	22	0 17 8	10 11 8	10 11 8	150	38 13 10	7	1 6 9	...	...
Dean's Marsh	979	165 6 3	65 11 5	114 17 0	1,951	607 4 4	357	291 0 11	6 18 8	8 6 11
Pennyroyal	371	15 5 11	23 8 0	31 16 9	520	222 9 3	76	49 14 5	0 18 3	...
Murroon	419	21 5 2	29 13 11	46 2 2	1,050	303 0 1	73	57 4 6	35 0 3	...
Barwon Downs	748	33 6 8	46 9 4	76 1 8	3,541	1,213 1 6	280	158 12 6	...	...
Gerangamete	242	9 6 5	17 1 9	16 10 6	593	201 2 6	56	29 5 11	5 16 11	...
Yaugher	312	20 7 11	27 9 1	30 16 11	133	49 18 0	42	23 9 11	...	...
Forrest	1,250	213 10 4	133 6 5	209 14 1	5,012	2,092 2 0	565	491 6 3	...	31 18 2
<i>BEEAC LINE.</i>										
Ondit	225	8 9 10	45 14 9	53 14 5	1,829	795 13 8	356	102 15 7	8 13 6	14 7 6
Beeac	2,192	321 8 2	164 3 9	235 0 3	1,780	856 19 4	2,627	1,008 6 8	120 0 3	20 7 3
<i>TIMBOON LINE.</i>										
Naroghid	79	4 1 8	10 7 5	11 7 3	22	7 5 1	129	78 6 9	...	...
Cobden	488	43 12 3	78 1 10	127 17 7	606	779 13 0	1,058	850 0 11	58 2 3	54 2 7
Glenfyne	132	24 14 11	27 12 4	25 11 10	594	174 5 11	43	39 3 2	4 4 0	...
Timboon	732	141 7 3	128 4 11	221 14 6	3,557	724 3 1	342	264 16 1	0 10 6	0 10 6
<i>MORTLAKE LINE.</i>										
Mortlake	5,006	903 11 7	304 14 7	431 15 11	1,217	1,118 19 6	2,172	1,850 3 9	460 0 6	27 7 5
<i>PENSHURST LINE.</i>										
Warrong	203	22 5 11	0 10 0	0 19 1	1	0 10 4	78	21 18 6	...	...
Woolsthorpe	167	14 18 8	2 14 6	4 3 2	30	4 11 4	18	9 16 11	...	...
Hawkesdale	1,506	198 1 9	9 12 10	55 5 2	32	17 16 2	346	153 8 11	180 12 8	15 0 6
Minhamite	596	73 1 1	1 5 9	17 8 10	63	63 13 9	78	40 13 11	...	12 14 6

Purdeet	645	106 10 2	0 17 8	6 17 9	27	38 17 11	35	19 6 4	...	0 14 6
Penhurst	5,328	744 5 0	380 12 4	466 15 7	829	672 16 6	976	613 16 6	1,431 1 10	8 8 6
Croxtan East	261	24 19 2	1 13 8	3 17 2	125	48 4 2	30	13 3 8	...	...
Yatchaw	511	26 15 5	0 7 1	1 13 10	260	110 5 9	22	8 16 2	0 12 3	...
BUNINYONG LINE.										
Canadian	4,322	47 7 0	10 0 0	10 6 9	...	...	24	9 6 4	...	...
Mount Clear	1,734	25 7 9	11 3 4	11 6 1	...	...	153	44 15 1	...	...
Mount Helen	155	3 4 1	...	...	...	...	...	...	...	...
Buninyong	56,965	1,251 10 0	123 3 10	170 2 9	978	738 13 10	2,708	968 9 9	...	...
LINTON LINE.										
Cardigan	1,002	22 10 10	20 4 0	21 19 6	...	...	...	...	...	...
Trunk Lead	1,700	53 1 6	20 0 0	20 15 3	...	...	31	10 11 3	...	...
Haddon	3,409	128 6 7	31 9 9	38 8 8	704	155 3 6	119	49 8 3	...	...
Nintingbool	625	25 18 4	...	...	...	...	...	...	...	...
Smythesdale	7,030	430 3 7	75 16 10	102 1 10	350	49 19 9	322	154 2 2	...	...
Scarsdale	15,348	878 4 10	84 1 9	100 14 6	1,799	260 4 0	2,483	1,163 16 1	...	...
Newtown	6,031	478 17 1	43 18 7	83 3 10	352	85 15 5	6,732	1,855 14 8	...	6 12 10
Happy Valley	642	60 14 9	20 0 0	20 12 0	...	...	...	...	...	...
Linton	4,703	642 0 7	137 19 0	208 3 1	928	836 9 11	1,577	817 1 4	108 17 2	83 8 8
PORTLAND LINE.										
Maroona	521	99 17 8	56 18 6	74 3 4	1,469	626 17 1	342	235 2 9	95 16 2	6 14 6
Wickliffe Road	1,259	383 8 4	89 14 1	150 11 5	1,068	858 14 5	408	354 13 6	10 5 9	13 17 9
Glen Thompson	2,038	421 4 2	89 8 4	122 14 10	922	499 1 4	335	288 12 2	190 1 9	210 12 3
Dunkeld	3,439	590 11 4	269 11 6	312 17 2	1,649	1,463 6 9	428	328 17 8	191 9 8	146 16 4
Hamilton	17,710	4,873 10 10	1,694 0 8	1,985 4 1	4,168	2,802 1 2	6,894	4,152 7 5	819 15 5	132 14 0
Moutajup	437	25 13 4	...	11 0 2	...	...	2	1 19 0	...	...
Branxholme	4,063	630 11 5	167 2 5	238 2 2	625	378 2 7	605	364 14 1	289 15 2	25 13 6
Condah	2,357	345 6 5	93 19 5	131 3 6	1,127	455 16 9	575	304 10 1	1 5 0	3 6 0
Myamyn	479	33 2 6	...	16 8 9	...	...	69	52 15 8	...	...
Milltown	906	76 15 1	33 3 1	54 5 3	1,173	241 6 7	96	40 9 3	...	0 12 3
Heywood	3,731	568 2 7	67 8 6	143 9 10	3,919	1,554 9 0	722	429 11 6	84 1 3	8 9 9
Portland North	1,062	201 8 9	...	...	...	...	...	...	...	...
Portland	3,588	965 16 10	2,334 2 2	431 3 2	5,081	3,678 1 11	9,683	4,468 8 7	...	30 7 1
COLERAINE LINE.										
Bochara	73	3 15 1	4 0 9	4 0 9	...	...	...	...	...	...
Wannon	592	36 11 6	23 4 3	40 3 5	60	44 1 1	52	29 4 4	...	...
Hilgay	46	3 15 2	...	0 3 8	...	...	...	...	...	...
Coleraine	4,216	962 12 9	367 2 6	554 2 4	2,098	1,790 17 9	1,369	1,590 13 5	1,164 1 6	28 15 4
CASTERTON LINE.										
Grassdale	680	62 6 2	3 8 3	15 12 5	410	207 4 2	120	54 5 7	224 19 9	7 3 6
Merino	1,971	365 7 5	89 6 9	142 11 8	758	512 4 9	606	404 4 1	195 0 1	7 18 5
Henty	623	55 7 6	48 13 4	63 2 8	1,193	663 0 8	142	70 8 10	663 5 9	5 13 6
Sandford	2,540	267 17 5	66 16 5	90 18 3	931	598 18 2	110	121 15 1	1,141 5 10	30 12 6
Casterton	5,065	1,459 6 3	357 3 3	589 9 4	5,858	3,701 16 10	2,338	2,191 3 1	11 6 6	32 5 9
RUPANYUP LINE.										
Jackson's ... ..	...	...	0 1 0	0 1 4	10	2 1 0	26	6 13 3	...	...
Rupanyup	1,527	384 11 2	184 2 0	239 14 2	8,644	5,679 4 0	958	1,241 1 2	986 16 7	7 5 5

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

STATION.	PASSENGERS.		PARCELS, ETC.		GOODS.				LIVE STOCK.	
	Outwards.		Outwards.	Inwards.	Outwards.		Inwards.		Outwards.	Inwards.
	Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.
WARRACKNABEAL AND HOPETOUN LINE.										
Coromby	720	20 14 1	80 18 9	89 14 3	2,964	2,128 15 2	203	146 7 4	...	...
Minyip	5,709	884 5 4	214 2 6	317 14 11	9,619	7,466 0 5	1,820	2,648 18 4	386 9 9	89 14 11
Nullan	647	30 4 2	41 17 9	55 18 4	1,509	1,087 16 9	44	23 16 5	...	...
Sheep Hills	2,774	369 13 11	140 11 1	182 6 7	7,056	4,815 0 0	625	756 13 11	174 6 0	6 3 3
Kellalac ... ..	...	...	...	0 5 9	78	64 17 5	6	5 17 1	...	...
Warracknabeal	9,989	2,399 16 3	635 14 6	881 17 11	16,985	13,528 19 2	6,169	7,043 12 11	244 17 4	26 16 8
Lah	548	34 0 8	27 17 2	33 19 2	2,710	1,954 6 10	87	32 7 8	...	...
Brim	1,511	144 10 9	95 14 2	138 5 5	4,351	3,076 14 10	767	613 9 5	...	...
Galaquil	560	87 18 0	47 19 9	59 7 10	1,765	1,309 7 4	185	105 0 9	...	...
Beulah	3,163	563 2 0	171 10 9	244 11 8	6,959	5,785 19 3	3,135	2,745 13 0	7 6 6	56 0 0
Roseberry	980	219 1 8	49 5 6	79 8 7	3,408	2,642 5 11	665	615 6 9	2 10 0	1 19 0
Goyura	171	4 18 4	24 14 0	45 7 5	1,222	1,011 8 5	110	78 19 0	...	...
Hopetoun	1,688	550 0 3	135 1 8	247 16 8	8,177	7,197 14 10	1,261	1,487 14 11	38 17 6	22 9 6
NORADJUHA LINE.										
Vectis East	268	10 15 3	23 6 0	27 11 6	1,866	1,430 9 2	56	15 3 9	...	...
Quantong	249	18 15 6	...	...	...	...	1	1 10 10	...	...
Natimuk East ... ..	...	...	5 7 8	5 7 8	...	...	...	...	...	...
Noradjuha	994	138 8 11	76 19 0	121 15 9	4,608	3,988 13 8	417	334 14 6	8 17 0	4 19 9
GOROKE LINE.										
Natimuk	3,235	474 10 11	249 15 3	325 12 9	4,786	4,374 0 8	2,090	2,156 0 10	7 2 6	8 2 6
Arapiles	22	1 10 2	17 12 0	17 12 4	134	79 1 7	10	4 0 7	...	...
St. Mary's	116	7 14 2	17 2 11	20 12 2	793	549 18 5	97	44 12 11	...	...
Gymbowen	307	127 3 6	29 11 8	53 5 7	737	555 15 1	165	121 5 2	...	...
Goroke	570	113 4 9	76 8 3	182 7 1	936	1,218 0 10	375	626 9 5	8 17 6	4 19 8
JEPARIT LINE.										
Antwerp	287	17 10 11	35 15 8	57 15 6	1,143	694 7 4	143	217 9 2	...	...
Tarranyurk	152	8 0 4	15 7 3	19 18 4	1,003	721 15 9	23	9 14 1	...	...
Jeparit	1,031	138 16 11	154 5 1	257 15 1	7,533	6,860 19 7	3,302	2,667 16 0	5 6 0	8 7 10
NORTH-EASTERN LINE.										
Kensington	682,359	4,412 11 1	84 10 3	117 0 0	7,413	1,991 10 7	23,519	11,492 4 10	...	...
Newmarket	690,337	5,434 14 4	1,189 11 11	1,308 7 3	14,702	1,866 6 9	37,952	23,130 10 4	6,486 1 2	83,144 3 3
Show Siding ... ..	...	...	0 7 5	74 12 10	29	87 14 10	214	129 9 3	198 5 0	193 18 7
Ascot Vale	1,293,477	10,886 1 4	111 9 8	135 7 3	...	...	...	...	...	...
Moonee Ponds	727,101	7,648 2 4	126 12 10	177 7 11	...	...	...	...	...	...
Essendon	588,886	6,959 13 4	259 7 7	316 1 7	414	289 2 6	9,934	3,260 17 9	...	4 4 6
North Essendon	4,357	77 6 11	12 11 9	14 0 3	...	...	...	...	...	...
Pascoe Vale	9,302	174 19 2	32 5 8	38 19 4	...	...	...	...	...	...
Glenroy	37,759	638 4 0	27 1 2	37 3 5	355	124 0 0	509	149 10 8	...	...
Broadmeadows	10,212	295 4 7	151 0 6	81 4 7	83	19 16 11	145	33 14 7	11 5 11	34 0 0
Somerton	3,074	127 12 9	43 16 3	41 15 1	395	59 6 4	429	71 10 3	10 18 11	...

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Craigieburn	2,545	165 19 8	200 0 8	119 11 3	169	58 17 5	299	94 5 2	93 0 0	214 8 10
Donnybrook	2,930	191 13 3	656 3 4	162 11 4	437	175 8 5	1,099	243 12 6	...	48 16 0
Beveridge	1,907	151 5 5	99 6 7	63 16 8	84	39 9 0	91	35 14 1	0 13 8	29 0 6
Wallan	5,566	723 16 2	237 9 11	140 4 2	2,170	466 18 4	746	301 12 9	207 7 1	587 17 4
Wandong	4,200	451 9 3	216 0 10	249 2 0	15,361	4,339 19 9	1,115	533 5 5	...	22 12 0
Kilmore Junction	697	70 19 8	12 13 10	14 14 1	...	...	...	...	...	...
Kilmore East	9,039	1,314 18 3	147 1 2	143 9 8	233	110 18 5	226	102 4 7	126 9 6	105 16 9
Broadford	6,106	897 5 2	151 16 6	221 1 11	3,379	1,202 4 5	2,968	1,473 19 5	78 12 5	84 18 4
McDongall's Siding ... ..	...	...	...	...	931	683 11 8	728	303 17 0	...	...
Lowry Siding ... ..	...	...	...	0 1 3	1,540	351 12 7	24	13 14 11	...	...
Tallarook	6,774	913 14 5	255 19 11	257 14 1	3,326	977 2 4	264	227 1 6	95 9 4	12 10 1
Schoolhouse Lane ... ..	...	...	...	...	1,160	342 7 7	21	12 7 3	...	...
Seymour	20,281	3,848 1 5	2,217 5 2	2,360 15 5	12,509	3,705 6 9	2,933	1,894 16 3	546 0 3	219 16 6
Mangalore	4,180	818 4 2	85 4 3	85 2 0	3,540	1,229 8 7	176	137 2 10	3 11 6	1 19 0
Avenel	5,095	713 0 3	234 1 10	140 10 7	2,569	998 9 5	1,076	724 19 11	172 11 7	13 8 3
Monea	1,052	59 5 0	33 14 7	44 1 5	6,139	1,989 19 6	61	52 3 11	17 19 6	...
Burnt Creek	1,835	146 19 11	67 8 3	60 1 10	13,202	4,475 1 9	355	158 15 8	...	...
Longwood	4,425	494 17 5	306 8 10	167 4 2	12,205	4,701 15 10	852	668 9 6	196 4 6	21 15 4
Creighton	459	31 14 9	20 15 1	21 13 4	6,996	2,624 8 1	30	11 5 5	...	0 19 9
Euroa	9,284	1,844 4 7	764 13 11	525 7 4	15,078	7,279 8 6	3,218	2,851 12 1	597 17 8	125 2 4
Balmattum	1,232	39 19 2	23 4 0	35 13 0	6,309	2,670 12 0	79	89 9 11	...	...
Violet Town	4,482	756 5 3	381 7 1	233 7 4	5,958	2,985 8 6	1,143	1,142 12 7	276 18 4	23 9 8
Baddaginnie	2,027	198 2 11	89 15 2	62 15 10	9,122	4,499 14 10	258	210 12 5	190 13 1	6 0 0
Benalla	22,115	5,041 10 5	1,814 17 3	2,093 5 1	5,014	3,045 4 10	4,841	5,562 7 7	1,341 2 0	163 11 0
Winton	1,018	77 1 0	38 15 5	51 7 8	552	205 10 1	73	49 4 8	3 9 6	1 3 6
Glenrowan	3,170	392 5 11	73 4 9	117 8 7	2,179	1,447 17 5	614	729 16 1	251 1 6	2 7 0
Wangaratta	19,590	4,890 6 9	1,136 16 0	1,361 5 2	13,946	7,287 16 8	13,984	9,825 0 3	891 6 4	184 2 2
Beechworth Junction	779	88 9 5	25 6 9	32 2 5	719	251 15 6	218	212 19 8	...	...
Springhurst	5,777	660 19 0	75 4 1	110 10 3	2,242	628 4 7	735	670 18 6	347 14 0	2 3 7
Chiltern	8,509	2,070 13 2	165 10 0	351 14 5	1,780	743 6 0	6,891	5,062 15 2	188 6 6	8 16 6
Barcawartha	2,779	319 9 6	57 17 1	86 13 7	1,519	817 0 4	652	689 18 11	669 13 7	58 7 9
Wodonga	11,545	2,376 15 1	1,171 1 6	1,335 11 3	3,381	2,216 13 8	5,617	5,943 14 11	10,509 19 7	593 8 9
TALLANGATTA LINE.										
East Wodonga	5	0 4 0	...	...	...	...	...	...	...	...
Bonegilla	17	1 11 6	...	...	...	...	...	...	...	...
Bethanga Road	2,731	451 12 3	93 10 11	157 10 4	627	600 3 1	1,556	2,971 3 3	1,755 12 3	8 0 4
Huon Lane	4,788	252 3 0	62 9 11	117 11 6	198	338 2 5	486	947 11 6	1,434 13 4	12 13 4
Bolga	197	17 0 1	10 10 0	12 19 0	696	126 17 6	53	26 0 3	...	...
Tatonga ... ..	...	...	...	...	...	...	...	...	980 8 7	...
Tallangatta	5,058	1,838 10 7	295 17 6	523 8 9	1,852	1,971 7 3	2,005	5,618 1 8	5,157 5 5	76 16 3
COBURG AND SOMERTON LINE.										
Macaulay Road	166,184	1,009 17 1	59 10 5	87 9 10	...	...	...	...	...	...
Flemington Bridge	148,730	982 2 3	66 6 4	68 2 3	...	...	...	...	...	...
Royal Park	68,014	507 14 6	42 14 10	91 0 11	...	...	...	...	...	...
South Brunswick	153,991	831 3 11	180 16 10	167 15 9	14,673	3,820 17 0	10,127	3,046 6 0	...	...
Brunswick	268,227	1,426 13 1	184 13 6	223 8 7	444	320 10 8	6,017	1,838 7 6	...	...
Moreland	143,426	744 13 7	80 16 3	94 19 11	5,329	352 0 0	10,948	5,427 13 9	...	...
Coburg	397,662	2,320 7 1	89 7 10	72 9 4	267	170 5 3	4,473	1,134 13 6	...	...
Bell Park	280	4 5 3	6 13 0	6 13 3	...	...	...	...	...	...
North Coburg	873	9 13 4	0 13 10	0 7 9	921	73 15 2	18	2 9 6	...	...
Fawkner	571	8 19 7	...	0 9 0	...	...	...	...	...	...
Campbellfield	6,704	152 18 7	172 2 10	93 1 4	152	41 10 4	514	187 16 10	...	...
North Campbellfield	339	7 16 3	0 5 0	0 8 2	...	...	...	...	...	...

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

STATION.	PASSENGERS.		PARCELS, ETC.		GOODS.				LIVE STOCK.																
	Outwards.		Outwards.	Inwards.	Outwards.		Inwards.	Outwards.	Inwards.																
	Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.																
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.													
COLLINGWOOD LINE.																									
North Carlton	159,865	1,097	1	8	98	13	7	172	13	7	1,086	819	16	3	7,114	2,438	10	7	...	...			
North Fitzroy	340,206	2,493	15	9	387	1	8	784	10	11	1,549	1,040	18	3	6,791	2,317	3	11	...	...			
Fitzroy ... ..	...	...	...	...	377	6	3	394	3	0	627	212	1	4	31,892	12,498	0	1	...	...			
Collingwood	207,181	2,199	11	9	322	19	7	216	6	8	2,427	729	18	2	32,509	13,899	10	1	...	...			
Clifton Hill	108,896	937	19	4	167	5	11	128	17	6	996	507	16	11	5,215	1,662	12	6	...	0 14 0					
Northcote South	8,245	82	18	4	10	11	10	10	11	10	...	...	...	...	...	...	...	...	...	...
Fairfield Park	146,780	769	6	7	30	9	5	33	14	3	7	2	4	11	692	196	5	3	...	2 0 7					
PRESTON AND WHITTLESEA LINE.																									
Northcote	145,244	994	17	9	47	9	4	55	1	4	...	...	...	...	...	...	...	...	...	...
Middle Northcote	187,911	1,279	2	5	73	8	4	63	14	7	15,409	3,048	10	1	2,170	821	14	6	...	...			
Croxton	156,861	861	14	8	33	0	7	28	14	4	36	25	13	3	1,855	427	18	5	...	0 7 6					
Thornbury	45,553	378	3	9	13	9	11	16	2	0	...	...	...	...	...	...	...	...	...	...
Preston (Bell-street)	185,849	1,150	19	7	50	16	6	52	4	2	219	85	4	6	2,608	819	17	8	47	14	0	856	17	8	
" (Murray-road)	107,272	638	7	5	25	15	9	25	9	0	...	...	...	...	...	...	...	...	...	...
" (Regent-street)	143,793	836	10	4	34	2	11	30	1	8	...	...	...	...	...	...	...	...	...	...
" (Reservoir)	16,332	196	14	4	144	3	6	31	9	9	903	80	4	0	17	8	5	7	...	...			
Thomastown	1,313	31	18	9	66	7	6	28	6	3	15	5	10	11	136	27	5	6	...	...			
Epping	4,731	111	3	7	128	10	10	109	16	2	101	17	1	4	1,008	301	8	5	2	11	8	0	16	6	
South Morang	3,909	133	10	2	79	13	0	57	6	7	63	20	8	4	248	71	12	8	23	7	10	34	4	0	
South Yan Yean	4,786	252	13	11	328	15	1	101	3	9	596	117	12	10	654	286	9	1	11	2	0	0	11	6	
Yan Yean	2,691	176	7	7	97	12	7	57	13	7	1,181	166	5	5	422	124	19	1	1	1	0	3	18	6	
Whittlesea	5,714	474	6	0	451	14	1	209	2	1	3,945	907	15	2	1,065	434	14	11	84	18	3	18	4	6	
MANSFIELD LINE.																									
Traawool	680	82	2	1	43	6	8	42	15	8	1,005	339	15	2	56	48	19	5	2	7	0	3	14	9	
Falls Siding	43	33	9	9	9	4	15	11
Kerrisdale	404	47	19	11	51	17	0	38	2	9	204	135	1	6	140	82	2	3	19	8	0	1	12	6	
Homewood	916	118	9	1	41	8	3	48	4	2	787	296	5	1	62	58	12	5	43	17	1	0	3	1	
Yea	5,205	1,039	16	10	393	1	3	427	18	11	990	1,013	9	7	2,274	1,783	10	2	522	17	9	82	17	9	
Cheviot	196	6	1	1	36	6	3	43	17	9	2,072	741	6	11	60	39	0	11	...	...	...	...	...	...
Molesworth	466	96	19	10	42	1	2	58	3	4	591	302	5	0	103	97	18	9	191	10	2	11	16	0	
Cathkin	732	130	0	11	51	11	7	56	2	8	50	57	12	9	121	79	19	8	...	...	...	...	...	...
Alexandra Road	2,176	850	17	4	105	17	8	221	8	4	1,307	1,126	14	1	1,545	1,978	10	3	186	5	0	25	8	5	
Yarck	836	206	12	9	44	7	1	81	15	10	593	426	7	0	533	542	13	6	195	1	1	1	19	0	
Kanumbra	205	8	6	4	45	0	6	57	6	4	241	157	15	1	132	78	14	0	...	...	...	...	...	...
Merton	974	143	9	11	127	12	1	157	4	3	223	226	11	2	241	224	8	1	68	5	0	...	...	...
Woodfield	428	56	11	1	36	2	9	49	18	3	113	116	9	9	53	45	14	11	138	12	0	...	...	...
Bonnie Doon	1,794	309	11	0	60	9	2	100	18	8	497	498	13	11	497	667	8	5	311	0	9	17	14	9	
Maindample	1,730	250	1	6	37	6	5	63	16	2	455	352	16	4	220	362	14	3	102	5	6	4	1	6	
Mansfield	2,683	1,349	17	7	281	19	0	523	14	0	3,127	2,723	19	6	3,054	5,470	16	2	1,089	3	7	27	14	4	

NUMURKAH LINE.												
Tabilk	1,426	247 4 3	76 0 11	78 2 1	6,992	2,600 14 2	339	262 10 9	62 10 0	18 15 6		
Nagambie	5,349	1,172 4 3	186 16 7	297 7 11	22,492	8,491 16 4	1,859	1,656 12 4	410 14 2	51 4 1		
Wahring	2,366	304 1 3	135 7 7	152 15 5	19,451	7,387 18 8	414	324 17 4	50 0 5	6 13 9		
Murchison East...	5,456	1,200 1 6	204 3 2	206 16 1	3,495	1,741 13 3	420	409 0 8	693 18 1	59 18 7		
Arcadia	1,914	314 6 5	73 17 10	79 5 11	5,246	2,486 13 1	515	390 10 0	182 10 6	9 13 6		
Toolamba	4,897	697 10 1	118 14 0	112 3 4	4,229	2,157 9 0	357	320 0 11	72 17 0	7 4 0		
Mooroopna	5,471	1,170 4 5	144 7 6	231 1 11	8,258	5,114 11 11	1,988	1,939 0 5	116 4 5	18 10 6		
Shepparton	14,989	3,400 10 6	1,018 15 5	1,209 7 0	11,159	6,456 6 0	7,391	8,344 19 7	847 1 11	180 11 0		
Congupna Road	732	29 8 6	22 11 0	33 1 3	3,188	1,718 9 10	92	66 14 11	2 12 0	...		
Tallygaroopna	2,196	309 2 4	54 2 5	86 3 6	6,187	3,457 2 6	555	601 13 3	276 3 5	11 9 3		
Wunghun	3,010	357 7 5	58 11 0	94 5 0	3,928	2,452 7 8	546	555 0 4	288 5 0	2 13 8		
Numurkah	9,726	2,080 3 5	380 1 0	564 12 11	7,636	4,328 9 11	4,834	4,621 4 4	551 19 0	15 11 9		
COBRAM LINE.												
Katunga	1,105	267 1 7	61 1 1	79 14 9	3,336	1,916 10 11	323	313 2 8	246 13 7	2 1 6		
Strathmerton	1,861	529 12 0	59 1 3	109 0 4	2,546	1,620 8 1	728	637 0 3	358 0 7	15 14 6		
Yarroweyah	2,538	1,022 1 7	92 16 4	183 12 9	4,572	4,028 5 3	2,019	2,794 11 6	980 16 4	5 10 0		
Cobram	2,664	1,160 8 8	260 8 4	411 11 6	4,320	3,089 18 7	2,847	3,264 8 8	554 5 0	5 3 8		
RUSHWORTH LINE.												
Murchison	894	74 6 5	104 2 4	187 15 8	6,830	3,047 14 7	1,090	1,004 11 1	...	2 14 3		
Whroo Road	147	5 0 1	11 11 0	11 13 11	9,872	3,954 12 8	54	29 12 4	...	...
Waranga	355	11 19 0	10 5 10	16 3 0	3,279	1,405 14 4	81	60 1 3	...	...
Rushworth	2,071	629 8 7	154 0 2	300 1 6	26,184	12,302 8 11	2,739	2,820 14 0	348 6 10	45 14 5		
DOOKIE LINE.												
Pine Lodge	325	14 17 2	34 5 3	55 3 1	3,078	1,704 10 4	100	60 1 2	...	0 7 6		
Cosgrove	923	142 8 7	50 19 10	64 13 9	3,990	2,231 14 6	435	380 8 1	140 6 2	6 1 0		
Dookie	3,102	838 15 10	195 19 11	278 6 10	2,781	1,965 9 2	1,170	1,489 0 6	401 11 5	14 2 9		
KATAMATITE LINE.												
Yabba South	21	0 12 2	...	...	1	2 18 6	...	...	...	...
Yabba North	69	3 14 6	23 6 1	24 12 3	994	686 13 0	25	39 4 8	...	...
Youanmite	128	9 5 10	1 8 1	4 19 1	658	522 17 0	74	58 18 7	...	...
Katamatite	568	65 10 10	102 14 0	168 11 11	2,154	1,737 11 1	684	839 18 9	146 2 2	...		
NATHALIA LINE.												
Waain	1,550	273 0 5	39 13 2	73 5 1	4,691	2,781 13 8	307	293 14 6	571 16 8	1 2 0		
Nathalia	3,923	1,183 3 1	305 16 8	447 18 6	9,851	6,494 8 7	3,364	3,586 10 3	1,856 1 6	46 9 5		
PICOLA LINE.												
Barwo	60	1 8 7	...	0 3 3	...	...	...	...	...	...
Picola	1,002	235 14 2	111 12 10	91 11 8	4,345	2,258 18 10	561	494 19 11	52 17 10	7 15 6		
YARRAWONGA LINE.												
Nooramunga	533	34 14 6	2 0 0	4 14 8	189	86 14 7	24	12 9 2	0 10 0	...		
Goorambat	1,591	170 9 3	65 4 10	66 4 2	2,992	1,882 6 4	1,331	965 4 6	120 6 9	2 0 6		
Devenish	2,253	314 19 0	51 15 11	81 19 5	2,449	1,560 15 4	502	548 17 4	170 3 6	5 11 9		
St. James	2,909	541 10 1	96 16 4	170 17 11	5,324	3,229 1 4	868	1,011 16 7	404 7 6	23 18 3		
Tungamah	3,649	693 15 11	145 3 1	217 7 2	3,129	2,334 18 8	1,502	2,019 14 10	414 11 7	65 6 4		
Telford	1,095	228 2 1	46 10 3	61 14 3	3,148	1,984 3 4	228	178 14 2	140 13 8	9 0 6		
Yarrowonga	5,836	1,971 13 3	542 15 1	802 2 9	9,027	6,747 13 10	3,951	6,225 9 8	1,443 6 0	70 16 10		

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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.		
WHITFIELD LINE.														
*Oxley	116	9	11	10	0	2	11	0	11	4	...	...
*Laceyby	51	4	11	10	0	0	9	0	2	9	123	16	15	3
*Moyhu	309	35	18	7	0	14	9	5	13	8	892	259	19	6
*Edi	246	34	7	3	0	5	2	3	14	1	821	294	12	1
*Whitfield	431	70	19	8	2	12	11	12	13	9	1,128	356	0	8
BEECHWORTH LINE.														
Londrigans	576	26	10	1	...	...	...	9	11	4	149	192	6	4
Tarrawingee	1,920	272	8	11	78	1	10	109	13	7	2,637	808	8	1
Everton	5,029	563	15	4	100	19	2	125	9	3	1,444	471	11	6
Lee's Crossing	510	14	11	4	...	...	...	0	7	2	...	...	...	...
Beechworth	13,580	2,872	9	8	482	17	5	890	2	11	5,151	2,218	15	11
YACKANDANDAH LINE.														
Woorragac	223	9	13	6	2	7	9	5	17	9	618	136	1	1
Yackandandah	3,093	571	15	8	68	14	2	227	14	11	2,360	951	0	7
MYRTLEFORD LINE.														
Brookfield	52	1	0	5	...	...	...	...	...	...	...	...	...	...
Bowman's Forest	833	66	6	6	17	14	9	40	6	11	1,302	419	18	9
Palmerston	602	31	19	10	0	3	8	15	16	1	1,230	295	7	2
Myrtleford	3,647	831	14	9	382	2	3	360	5	7	2,543	902	0	11
BRIGHT LINE.														
Ovens Vale	511	24	0	1	5	14	5	24	6	11	254	135	14	6
Eurobin	384	19	0	3	2	2	2	16	11	11	918	283	18	6
Porepunkah	990	66	17	2	1	8	1	55	8	11	1,875	679	9	4
Bright	4,109	1,684	9	9	243	4	1	432	3	1	746	757	4	2
WAHGUNYAH LINE.														
Lilliput	1,294	26	8	5	...	...	...	2	16	8	120	44	6	11
Great Southern Consols ... ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rutherglen	12,379	3,103	14	3	294	8	7	664	18	7	5,507	4,657	2	7
Wahgunyah	10,764	2,276	14	0	355	1	4	511	17	2	3,862	3,957	1	9
EASTERN LINE.														
Prince's-bridge	192,758	34,737	7	10	...	...	...	...	...	...	...	...	...	...
(Country, &c.)	2,012,195	30,282	7	0	10,132	6	0	6,434	12	6	...	...	...	...
(Suburban)	1,234,196	10,599	4	9	289	4	9	237	17	9	...	...	...	...
Hawksburn	460,949	5,099	3	8	319	17	11	760	14	4	1,645	871	6	9
Toorak	836,282	9,840	2	1	168	6	8	165	12	9	...	...	...	...
Armadale	729,294	9,364	2	4	161	10	0	282	1	2	263	90	9	11
Malvern ... ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...

Caulfield	...	347,129	5,819 11 4	1,157 14 4	958 17 7	994	146 18 9	6,140	796 19 4	162 19 9	121 13 1
Rosstown	...	40,508	556 5 9	16 0 1	18 4 8	...	...	...	...	...	...
Murrumbidgee	...	92,515	1,279 15 10	50 12 3	68 18 0	35	13 18 3	1,236	203 1 10	...	...
Oakleigh	...	194,178	3,345 4 4	219 18 5	201 7 9	593	119 3 3	4,305	710 7 6	14 3 0	7 3 6
Clayton's Road	...	15,941	390 12 5	51 2 5	51 5 1	7	3 0 7	1,096	121 10 9	...	...
Spring Vale	...	17,721	497 7 6	97 18 8	230 4 4	77	31 10 1	1,081	156 17 9	0 17 9	1 0 0
Dandenong	...	58,614	3,082 13 0	768 11 9	635 10 7	2,629	697 6 8	4,857	1,284 5 6	529 12 8	682 9 5
Hallam's Road	...	1,271	86 18 2	157 15 9	37 0 2	129	20 10 9	179	51 9 10	...	...
Narre Warren	...	5,233	335 0 4	264 18 3	131 12 7	1,069	494 15 6	836	425 16 6	88 8 9	25 16 6
Berwick	...	8,208	713 14 6	180 13 8	148 17 6	6,123	982 13 7	1,060	544 18 7	178 8 7	56 13 4
Beaconsfield	...	3,290	296 1 2	116 17 7	88 10 1	735	169 0 4	360	159 4 10	2 13 0	11 14 3
Officer	...	1,410	124 3 0	235 16 10	61 0 3	1,283	228 7 8	143	68 11 2	...	0 18 3
Pakenham	...	6,563	788 10 7	140 6 0	200 15 7	1,463	567 5 8	1,082	546 13 3	439 3 10	235 9 10
Nar-nar-geon	...	1,922	234 15 10	39 3 3	103 19 2	4,906	1,014 15 8	380	221 5 9	15 3 8	15 4 5
Tynong	...	610	64 19 11	17 10 9	24 4 4	638	127 2 2	38	28 0 6	...	11 2 3
Garfield	...	2,199	221 1 10	43 19 3	54 7 0	2,835	591 9 4	208	137 0 2	...	2 5 9
Jefferson's Siding	...	...	...	...	...	2,055	313 16 4	...	...	...	2 0 8
Bunyip	...	4,251	385 14 10	59 14 11	97 4 2	3,052	839 17 3	803	463 7 11	4 1 9	20 5 6
Longwarry	...	4,337	338 1 7	102 6 6	128 17 2	6,127	1,537 0 2	554	372 2 10	10 17 9	19 11 9
Rock Cutting	...	...	...	...	...	45	12 1 5	...	...	...	...
Drouin	...	8,841	1,135 3 7	196 3 10	280 7 9	1,891	1,072 15 11	2,769	1,596 6 6	145 11 11	192 3 4
Warragul	...	20,499	2,673 6 8	1,139 0 11	1,302 12 5	3,146	1,565 15 10	4,629	2,772 7 0	414 13 1	532 10 10
Bloomfield	...	5,019	152 1 8	98 9 2	49 1 3	837	366 6 1	359	157 2 10	...	5 14 0
Darwin	...	5,182	240 9 4	81 1 4	110 3 6	6,944	2,185 5 10	439	260 15 1	...	24 15 6
Yarragon	...	6,209	570 8 7	60 12 9	96 14 0	3,281	1,467 6 3	1,040	690 1 4	33 19 0	57 2 1
Traralgon	...	3,902	346 5 8	54 4 8	87 5 5	505	385 15 7	702	501 11 11	99 7 8	37 12 4
Moe	...	9,227	1,714 2 0	133 17 6	364 9 11	2,181	944 6 3	1,127	902 4 11	110 4 10	20 6 1
Morwell	...	9,998	1,428 13 2	206 19 11	265 9 10	1,623	1,105 4 2	1,704	1,557 15 11	546 3 10	213 18 5
Traralgon	...	11,251	1,853 1 7	476 13 1	574 15 6	909	1,033 7 4	2,594	2,330 13 7	1,152 15 3	256 5 11
Loy Yang	...	2,057	15 18 5	8 16 6	13 4 6	...	0 1 6	16	17 0 6	...	...
Flynn's Creek	...	1,246	167 3 7	27 17 4	41 17 4	145	109 12 4	113	84 14 8	448 4 9	45 2 11
Rosedale	...	4,350	74 4 7	158 4 0	230 12 11	672	477 4 0	707	643 6 3	450 7 0	243 3 2
Fulham	...	382	37 8 2	17 13 8	21 19 8	142	97 6 4	46	29 1 2	...	...
Sale	...	13,012	3,784 6 10	1,117 6 11	1,407 6 7	6,685	3,736 5 3	2,986	2,824 0 4	1,871 19 4	142 16 6
Montgomery	...	...	...	...	...	1,169	310 10 4	64	25 8 10	182 0 3	1 1 6
Stratford	...	7,816	892 15 10	171 11 9	229 19 8	823	650 8 8	1,039	869 3 10	421 18 8	141 12 5
Munro	...	643	61 13 6	8 16 11	23 6 5	284	228 1 10	84	40 8 2	...	1 19 0
Fernbank	...	1,783	137 2 0	17 7 5	39 17 6	1,108	449 13 4	221	101 1 7	...	...
Lindenow	...	4,412	716 18 11	82 10 3	100 19 7	4,912	2,956 0 9	976	562 16 6	794 9 0	55 19 2
Hillsdale	...	1,098	34 19 8	13 4 1	24 14 10	1,966	1,226 18 1	58	43 10 4	2 6 6	0 14 3
Bairnsdale	...	10,282	4,922 16 7	548 11 0	1,007 16 5	3,829	3,417 9 7	4,451	3,638 12 6	1,867 1 7	379 2 5
FRANKSTON LINE.											
Glen Huntly	...	30,352	501 19 4	21 14 4	24 10 6	112	9 7 5	512	133 18 0	...	0 13 6
Ormond	...	54,740	806 15 4	39 4 8	35 14 6	37	11 0 9	649	132 0 2	...	0 11 0
McKinnon	...	31,098	564 4 2	15 2 8	17 11 4	...	...	...	...	...	...
East Brighton	...	41,008	718 3 0	25 13 5	38 18 1	68	23 5 2	2,031	374 11 11	...	...
South Brighton	...	39,826	754 2 2	97 19 8	52 16 4	148	43 0 1	1,725	239 13 7	...	1 8 3
Highbett	...	29,530	505 4 4	30 5 3	28 5 5	...	...	...	...	...	...
Cheltenham	...	68,844	1,571 2 0	67 18 5	80 9 10	58	13 1 11	2,906	580 10 1	0 7 6	1 2 6
Mentone	...	60,370	1,379 17 11	103 6 2	179 2 5	22	11 16 9	1,866	319 6 9	...	8 10 0
Mordialloc	...	60,139	1,998 9 7	472 2 4	631 7 10	1,028	191 2 1	2,617	474 17 11	12 19 4	13 6 10
Aspendale Park	...	854	41 0 0	...	140 16 8	...	...	...	...	...	...
Carrum	...	6,338	251 19 7	28 3 1	56 18 1	1,589	367 7 11	585	144 8 5	...	10 11 10
Frankston	...	21,173	1,199 7 6	318 19 8	424 4 2	828	191 19 6	1,496	487 16 7	5 1 6	28 1 2

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

STATION.	PASSENGERS.		PARCELS, ETC.		GOODS.				LIVE STOCK.	
	Outwards.		Outwards.	Inwards.	Outwards.		Inwards.		Outwards.	Inwards.
	Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.
MORNINGTON LINE.										
Langwarrin	1,359	£ s. d. 48 0 2	£ s. d. 12 8 5	£ s. d. 48 18 10	143	£ s. d. 39 0 11	692	£ s. d. 184 0 2	...	£ s. d. 261 15 0
Mornington Junction	3,724	270 15 6	39 18 3	70 9 10	1,126	201 5 8	140	35 10 4	5 13 7	8 5 9
Moorooduc	340	5 3 11	12 4 6	12 8 3	189	52 16 6	21	7 7 8	72 11 0	91 5 4
Mornington	6,383	950 18 11	315 17 3	348 14 5	385	169 3 11	901	385 3 5	7 5 6	26 11 2
STONY POINT LINE.										
Somerville	1,567	137 18 4	51 9 11	72 12 10	2,125	659 10 11	1,100	428 9 7	3 0 6	1 0 0
Tyabb	1,069	81 2 2	25 0 6	32 8 11	2,760	503 10 11	171	72 17 10	1 10 0	4 8 9
Hastings	2,030	203 13 0	113 7 3	148 4 1	2,788	561 19 3	509	358 9 1	...	14 11 3
Bittern	1,775	282 1 6	161 0 5	133 0 9	2,933	409 0 6	310	200 14 10	82 18 3	51 7 8
Crib Point	1,121	23 19 3	11 12 8	13 0 8	1	1 3 3	4	5 4 2	...	...
Stony Point	1,184	191 12 4	118 6 0	173 12 8	198	147 11 1	296	154 8 8	...	8 10 3
GLEN IRIS LINE.										
Heyington	9,652	128 10 7	28 17 1	30 17 0	...	...	...	...	...	...
Kooyong	6,950	102 0 0	0 4 2	1 4 4	...	...	...	...	...	...
Tooronga	10,081	156 17 1	7 3 4	7 5 3	...	...	658	83 10 7	...	1 19 6
Gardiner	8,515	177 7 2	9 14 6	7 4 11	...	...	...	...	...	...
Glen Iris	6,610	137 13 4	10 8 9	16 11 11	...	...	...	...	...	...
Darling	4,806	102 5 1	15 5 5	6 2 5	...	...	...	...	...	...
OUTER CIRCLE LINE.										
Riversdale	6,936	92 14 5	1 8 3	1 11 8	...	...	...	...	...	...
Hartwell	13,748	223 18 2	27 14 2	6 9 9	473	14 15 0	473	14 15 0	...	...
Ashburton	6,336	99 11 5	22 9 10	4 17 1	...	...	...	...	...	...
SOUTH-EASTERN LINE.										
Lyndhurst	916	41 3 7	310 4 10	45 6 2	734	101 18 6	573	158 0 11	0 7 6	5 16 4
Cranbourne	4,538	364 17 1	246 11 10	123 19 5	1,215	358 3 8	1,041	367 1 11	187 1 2	80 16 0
Clyde	1,324	130 14 2	104 0 6	41 15 8	373	188 17 8	185	75 7 7	5 12 0	5 13 9
Tooradin	1,375	163 1 3	86 7 4	83 7 3	191	74 14 10	398	161 7 3	1 10 9	4 2 6
Koo-wee-rup West ... ..	...	...	...	1 5 4	480	114 11 5	67	11 8 9	11 5 0	4 16 4
Koo-wee-rup	2,179	250 1 1	118 0 1	84 15 1	399	170 2 0	695	323 11 0	7 11 6	6 12 0
Monomeith	1,675	179 1 8	29 10 5	69 10 6	204	87 7 5	210	105 3 8	454 3 8	178 19 9
Caldermeade	985	127 0 11	17 18 11	57 1 8	172	80 5 1	340	179 16 4	311 3 3	71 0 8
Lang Lang	4,522	686 17 2	98 16 1	194 10 8	818	637 13 11	1,423	834 7 11	523 13 8	140 2 1
Nyora	3,097	455 0 9	51 0 7	100 9 11	803	434 3 7	1,401	771 2 0	771 7 3	145 19 10
Loch	5,423	674 3 11	128 9 3	198 17 2	878	419 5 10	810	543 3 0	267 19 1	242 8 6
Jcetho	4,757	383 6 3	30 1 4	68 16 0	191	136 5 10	413	285 13 7	432 4 8	126 19 3

Bens	...	...	3,487	247 13 2	64 5 8	98 5 0	620	560 6 7	1,315	680 18 6	574 9 10	204 12 0
Whitelaw	...	...	520	37 6 10	26 12 6	29 17 5	62	25 11 10	59	37 7 2	...	0 3 0
Korumburra	...	...	28,233	3,106 0 7	1,570 15 6	1,670 12 9	32,141	8,284 18 8	4,428	2,961 18 11	235 1 4	170 9 8
Jumbunna	...	...	8,571	337 14 4	33 1 4	92 18 5	58,191	16,496 4 4	1,148	879 6 8	20 1 9	93 1 8
Outtrim North	...	...	5,021	144 19 0	...	0 1 8	...	...	...	...	...	...
Outtrim	...	...	5,295	389 0 6	95 18 10	177 11 3	50,088	14,967 13 2	3,147	1,745 11 11	...	1 19 0
Kardella	...	...	2,335	128 6 3	25 6 5	53 1 4	717	345 18 5	303	226 11 7	18 2 9	36 10 11
Ruby	...	...	1,965	140 12 8	26 2 3	55 2 5	414	348 16 8	564	343 2 9	30 19 6	16 7 0
Leongatha	...	...	8,163	1,430 19 11	316 7 4	426 18 2	2,174	1,099 2 5	3,017	2,559 4 1	1,702 3 10	717 17 10
Koonwarra	...	...	649	105 1 9	34 11 5	80 8 11	431	223 1 0	235	180 4 3	59 4 7	61 11 9
Tarwin	...	...	829	133 12 7	42 0 11	75 4 4	121	116 10 10	95	73 12 1	352 5 1	16 8 6
Meenyan	...	...	813	137 9 5	35 19 7	81 8 2	259	219 10 5	284	276 5 1	17 2 6	21 6 8
Stony Creek	...	...	637	136 8 3	33 0 2	74 12 0	245	176 16 0	312	305 14 1	240 16 0	75 12 9
Buffalo Creek	...	...	377	88 12 7	24 10 10	45 0 11	108	69 7 10	117	102 19 7	68 17 3	34 7 9
Boys	...	...	136	10 11 7	15 17 3	18 16 8	18	20 13 3	8	11 0 8	...	1 7 0
Fish Creek	...	...	1,414	249 9 7	46 9 4	88 11 11	1,491	775 18 3	491	385 14 4	200 15 7	53 15 8
Hoddle Range	...	...	247	31 19 8	26 6 1	38 13 6	417	172 19 3	36	34 17 2	...	11 19 1
Foster	...	...	3,318	539 19 8	90 15 1	167 11 5	901	328 3 9	880	768 14 6	...	43 6 0
Franklin River	...	...	1,048	15 12 4	23 7 0	34 9 1	149	172 16 3	285	172 11 0	...	2 17 6
Toora	...	...	2,096	345 14 8	66 9 5	128 2 11	592	315 1 1	547	505 17 10	149 11 3	80 4 10
Agnes River	...	...	662	31 19 11	16 9 10	17 0 11	45	38 13 4	14	12 16 9	0 10 0	5 6 6
Welshpool	...	...	1,039	184 16 11	53 1 1	86 19 6	402	489 16 10	434	354 19 11	...	22 11 1
Masons	...	...	447	20 19 5	17 7 9	15 0 0	22	25 9 9	1	0 3 8	...	...
Hedley	...	...	134	15 12 4	20 3 6	31 7 3	369	140 14 4	270	60 16 2	...	1 0 0
Gelliondale	...	...	569	118 3 3	27 13 11	37 13 8	163	208 13 3	70	75 12 1	...	7 2 6
Alberton	...	...	2,311	721 16 9	190 15 5	296 17 6	1,260	1,091 18 4	758	760 15 9	2,073 12 6	260 13 8
Port Albert	...	...	1,100	183 4 8	298 6 11	286 9 1	473	518 6 4	231	131 17 11	...	...
NEERIM SOUTH LINE.												
Lillico	...	...	472	8 6 4	...	0 6 10	486	160 11 11	31	12 11 4	...	...
Bravington	...	...	308	10 8 5	0 9 6	2 19 3	99	39 2 7	19	8 16 3	...	...
Buln Buln	...	...	1,785	57 13 7	28 10 8	79 5 6	1,032	493 7 6	641	392 8 9	22 9 9	31 17 0
Rokeby	...	...	1,232	51 9 3	0 14 7	17 18 3	2,784	1,262 16 9	194	160 18 6	7 14 0	12 8 7
Crossover	...	...	1,538	66 12 2	...	23 17 11	3,010	1,321 9 1	121	57 8 1	...	...
Neerim South	...	...	3,643	515 12 10	260 9 2	325 14 9	9,457	4,159 18 2	1,166	994 0 5	167 7 8	63 16 7
THORPDALE LINE.												
Coalville	...	...	1,734	46 10 4	36 5 11	55 12 9	422	246 14 1	84	78 9 3	...	2 9 0
Narracan	...	...	1,503	64 6 9	46 14 4	80 10 8	577	351 8 2	414	290 0 11	29 2 8	11 15 9
Thorpdale	...	...	1,395	231 19 11	144 3 8	183 1 5	2,035	1,025 7 10	592	534 10 10	55 15 10	32 7 2
NORTH MIRBOO LINE.												
Hazlewood	...	...	252	6 4 3	6 10 0	7 7 5	64	29 19 9	17	4 1 5	...	5 16 6
Yinnar	...	...	1,891	187 11 10	39 5 4	66 15 3	535	563 3 3	489	333 8 10	163 10 1	7 3 7
Boolarra	...	...	2,441	241 4 9	38 15 2	89 17 3	1,147	626 18 3	354	307 1 10	38 15 4	21 19 0
Darlimutia	...	...	1,116	90 1 7	24 4 3	45 13 6	1,964	721 17 4	187	147 16 8	...	...
North Mirboo	...	...	2,046	497 15 7	226 14 3	314 0 8	755	635 12 2	1,105	911 5 0	383 2 0	153 14 2
HEYFIELD LINE.												
Gleugarry	...	...	1,969	195 12 9	47 14 9	64 4 8	416	335 5 2	264	277 8 10	203 13 9	44 13 1
Toongabbie	...	...	2,989	445 11 5	469 2 4	213 8 3	1,261	874 5 2	3,120	3,371 6 9	4 0 0	1 0 0
Cowwarr	...	...	2,181	361 3 0	55 1 6	75 12 0	253	206 1 1	456	365 3 3	1,205 8 11	191 14 8
Dawson	...	...	2,218	39 6 6	21 18 9	25 1 7	37	25 3 10	47	19 6 1	...	3 9 0
Heyfield	...	...	2,985	493 0 6	293 17 8	349 0 0	506	563 1 6	841	798 13 1	273 4 2	5 8 6

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.
MAFFRA LINE.										
Tinamba	1,521	£ 397 0 6	£ 75 15 11	£ 105 4 8	1,279	935 9 4	383	358 13 0	2,121 11 10	14 12 10
Maffra	6,498	1,569 18 3	294 16 5	415 7 6	5,673	2,356 9 1	10,213	2,730 9 10	1,482 12 0	87 17 11
BRIAGOLONG LINE.										
Boisdale	462	45 18 6	42 4 3	50 2 9	4,937	507 9 0	2,752	278 9 4	...	...
Bushy Park	415	43 10 2	37 13 4	49 5 7	4,244	1,763 11 1	140	42 11 5	...	0 17 6
Briagolong	1,903	229 16 3	81 14 6	111 17 5	540	481 11 4	718	355 7 2	96 15 7	12 16 9
HEALESVILLE LINE.										
Glenferrie	1,106,185	12,147 13 10	174 11 8	261 9 6	...	...	...	...	...	...
Auburn	1,056,625	11,935 19 4	45 4 4	156 16 11	...	...	...	...	...	...
Camberwell	1,030,558	13,171 17 2	387 15 7	413 0 5	589	320 11 10	18,589	3,506 12 7	...	0 14 6
Canterbury	305,509	4,107 6 5	78 3 5	113 1 8	46	24 17 7	2,068	528 9 0	...	0 15 6
Surrey Hills	244,186	3,555 15 10	59 10 2	94 6 8	47	36 5 9	3,424	651 9 4	...	1 5 0
Mount Albert	73,771	1,080 0 10	30 9 10	32 17 6	...	...	...	...	...	...
Box Hill	216,230	3,266 8 10	130 13 2	130 12 2	91	50 8 0	3,131	622 18 5	16 1 10	5 10 9
Blackburn	23,505	415 7 9	21 19 6	25 5 5	69	30 4 5	890	89 2 0	2 14 0	1 10 9
Tunstall	17,961	366 5 9	49 18 9	25 7 6	1	1 0 3	14	5 18 1	...	...
Mitcham	23,550	540 8 10	62 7 7	61 5 11	856	180 5 0	3,091	532 17 1	...	...
Ringwood	31,970	841 0 2	94 10 6	63 19 6	465	63 17 7	1,056	229 15 3	2 2 7	...
Croydon	8,616	354 8 2	92 11 6	69 10 4	1,801	237 17 11	772	181 19 0	0 16 6	4 6 6
Mooroolbark	3,956	158 17 5	108 8 4	47 8 0	2,695	336 9 3	135	50 3 4	...	2 19 6
Lilydale	25,846	1,681 4 4	769 16 3	622 13 9	11,742	2,390 0 7	4,206	1,705 4 6	83 13 9	423 0 5
Coldstream	3,040	201 5 9	314 1 2	130 18 8	3,303	480 7 3	1,071	114 18 4	0 12 9	18 17 1
Yering	2,465	148 10 11	734 5 7	204 8 4	1,548	178 16 11	257	129 12 6	5 19 4	8 8 9
Yarra Glen	7,452	609 3 1	185 0 5	191 17 1	4,059	1,588 3 0	986	478 19 4	76 13 1	58 10 9
Tarrawarra	8	1 0 6	50 8 5	28 3 7	142	29 7 1	7	3 13 10	...	...
Healesville	6,732	994 2 3	459 11 7	521 18 11	4,218	1,166 9 0	2,264	1,397 1 6	60 14 6	50 11 6
KEW LINE.										
Barker's Road	166,367	1,809 14 3	37 3 6	37 14 2	...	...	...	...	...	...
Kew	518,999	5,848 15 0	250 13 7	248 14 6	190	151 7 9	7,962	1,822 14 5	...	4 3 10
HEIDELBERG LINE.										
Alphington	26,106	246 18 5	11 19 7	17 15 3	1,506	85 6 7	166	45 10 10	...	...
Ivanhoe	34,068	387 4 4	17 14 1	24 10 7	...	...	113	26 5 0	...	...
Heidelberg	99,938	1,412 4 7	113 14 5	128 5 7	3,298	381 0 9	1,162	362 10 6	2 0 9	13 12 9
FERN TREE GULLY LINE.										
Bayswater	7,796	331 17 7	88 14 2	100 7 9	1,355	182 9 9	678	217 19 8	...	21 11 1
Lower Fern Tree Gully	3,291	199 8 10	177 12 1	77 4 1	990	133 11 9	326	92 8 3	...	1 0 6
Upper Fern Tree Gully	4,746	290 2 11	124 16 2	150 19 0	1,323	206 17 8	396	147 9 11	81 9 0	19 4 5

PORT MELBOURNE LINE.												
Flinders-street { Country, &c. ...	196,478	3,829 1 10	} 3,125 1 5	2,815 9 3	...	...	...	...	...	...	...	...
Flinders-street { Suburban ...	3,376,153	38,408 2 9										
Montague ...	135,145	945 14 8										
Port Melbourne North ...	339,596	2,547 12 8										
Graham-street ...	356,202	2,409 13 8	95 16 7	167 17 10	...	...	...	...	...	...	...	...
Port Melbourne ...	171,219	1,598 11 6	2,728 10 10	3,032 9 11	68,658	12,331 4 4	97,910	32,918 9 0	1 12 0	906 8 8		
ST. KILDA LINE.												
South Melbourne ...	481,460	3,395 11 2	178 15 7	152 14 11	...	...	...	...	...	...	...	...
Albert Park ...	1,137,799	7,753 9 0	234 8 0	801 16 1	...	...	...	...	...	...	...	...
Middle Park ...	383,094	3,438 17 6	66 15 2	101 9 0	...	...	...	...	...	...	...	...
St. Kilda ...	898,195	7,661 16 1	207 10 5	301 4 1	2,110	124 18 5	15,435	3,004 17 5	...	...	...	...
BRIGHTON LINE.												
Richmond ...	1,671,790	15,581 0 1	637 5 11	1,067 1 9	...	...	...	...	...	...	...	...
South Yarra ...	1,587,920	14,645 10 11	551 15 6	626 18 7	...	...	...	...	...	...	...	...
Prinran ...	988,528	8,803 6 5	313 13 2	297 16 9	...	...	...	...	...	...	...	...
Windsor ...	952,103	9,343 10 6	470 14 0	350 18 9	496	293 5 7	31,768	10,616 2 8	...	...	...	...
Belchaya ...	642,767	6,643 15 2	186 5 11	276 18 4	...	...	...	...	...	...	...	...
Easternwick ...	979,077	11,330 0 5	218 18 1	324 6 2	101	61 8 3	6,132	1,457 10 1	0 9 6	2 3 0		
North Brighton ...	621,165	9,088 14 4	231 15 7	237 11 7	110	119 17 0	9,571	2,017 15 5	...	...	...
Middle Brighton ...	400,594	7,337 19 6	100 18 4	143 2 2	39	28 10 2	5,255	1,172 10 8	...	...	...
Brighton Beach ...	223,418	3,201 19 11	112 9 10	127 19 11	...	...	...	...	...	...	...
SANDRINGHAM LINE.												
Hampton ...	15,639	334 15 11	5 0 0	16 11 3	...	...	...	...	...	...	...	...
Sandringham ...	111,293	2,064 1 2	81 1 2	135 18 3	97	51 3 4	2,235	436 18 10	...	...	...
HAWTHORN LINE.												
East Richmond... ..	678,218	4,639 16 10	112 6 1	62 17 11	...	...	...	...	...	...	...	...
Burnley ...	651,314	4,719 5 5	204 5 1	189 4 5	2,061	1,040 13 7	39,978	10,677 17 7	...	2 8 4		
Hawthorn ...	849,527	8,066 18 5	270 16 3	429 8 4	252	202 11 10	11,604	2,781 3 0	...	...	...
Traffic derived from Deniliquin and Moama Stations ...	2,173	1,529 5 9	82 14 2	207 15 8	5,403	6,661 19 6	3,481	5,571 4 6	5,045 19 1	139 15 10		
Traffic derived from South Australian Stations ...	17,507	21,694 13 6	2,856 6 6	1,678 19 4	807	739 14 1	1,274	1,023 3 5	2,216 8 8	444 2 5		
Traffic derived from New South Wales Stations ...	54,735	22,802 8 3	1,237 12 4	2,069 7 1	5,598	5,440 11 1	15,145	18,696 14 7	89 10 3	107 3 7		
Traffic derived from Queensland Stations ...	557	549 5 1	14 8 8	18 8 10	...	...	...	...	...	...
Flinders-street (Central) ...	24,307	10,174 8 1	...	...	...	...	...	...	...	...
Steamer Genl ...	45,515	1,015 2 3	...	...	...	...	...	...	...	...
Thos. Cook and Sons to New South Wales, South Australia, &c. ...	6,805	3,391 16 4	...	...	...	...	...	...	...	...
Total ...	43,805,043	1,127,870 6 11½	244,130 0 7	244,130 0 7	2,594,752	1,363,111 19 0	2,594,752	1,363,111 19 0	138,616 18 5	138,616 18 5		

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

Railway Department, Audit Office,
23rd August, 1899.

HAROLD KENT,
Railways Auditor.

VICTORIAN RAILWAYS.

No. 18.

RETURN OF ROLLING-STOCK IN EXISTENCE AT 30TH JUNE, 1899.

		ENGINES.																										Grand Total					
		Passenger Engines.												Goods Engines.																			
Class	...	A	B	C	D	E	EE	F	G	H	J	K	L	M	N	Unclassed.	Total.	O	P	Q	R	S	T	U	V	W	X	Y	Z	Unclassed.	Total.		
Number in Class	...	25	32	26	20	70	6	21	2	8	5	5	10	22	5	6	263	44	5	10	89	10	19	9	2	12	15	31	3	5	254	517	

		CARS.																VANS.										Grand Total									
		Carriages.								Cars and Vans combined.																											
		Double Bogie.		Double Bogie Vestibule.		Double Bogie Sleeping Cars.		wheels.		Double Bogie.		wheels.		Double Bogie.		wheels.		Double Bogie.		wheels.		Double Bogie.		wheels.		Double Bogie.		wheels.		Double Bogie.		wheels.		Luggage Vans.			
		AA	AV	—	A	AB	AB	BB	BV	B	AD	AD	ABD	ABD	BD	Total.	BE	BE	E	DD	Dv	D	Total.	BE	BE	E	DD	Dv	D	Total.	6 wheels.	4 wheels.					
		(1)		(2)		(3)		(4)																													
Under construction	...	206	22	8	47	3	63	45	20	48	16	242	212	74	4	4	14	—	54	10	1,092	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

WAGGONS.																SUNDRIES.													
High-sided Covered Box Waggon.	Open Medium	Low-sided (Open).	Low-sided (Cranes).	Sheep.	Cattle.	Ballast.	Iron Coal Hopper.	Powder.	Low-sided Double Bogie.	Medium Double Bogie, Movable sides.	Medium Double Bogie.	High-sided Covered Double Bogie.	Refrigerators.	Double Bogie Refrigerator.	Louvre Truck.	Total.	Horse Boxes.	Double Bogie Horse Boxes.	Carriage Trucks.	Itarse Trucks.	Water Trucks.	Workmen's Sleeping Cars.	Casualty Vans.	Dynamograph Car.	Travelling Booking-office.	Stare Cars.	Weighing-machine Adjusters' Car.	Total.	
H	I	K	L	M	N	O	P	Q	QR	R	S	T	Tr	Tr	U	Total.	F	FF	G	C	—	WS	—	—	—	—	—	Total.	
429	6,359	284	261	404	288	187	24	20	201	12	19	130	19	31	326	8,994	(7)	6	30	3	9	86	5	1	1	(8)	4	3	195

Under Construction:—134 Louvred Trucks.

(1) Includes "Albert" and 1st class "Pioneer cars," and 12 Corridor cars. (2) Includes 6 Joint Stock cars. (3) Includes 12 Joint Stock cars. (3a) These will be Corridor cars. (4) Includes 2nd class "Pioneer" car. (5) All Joint Stock Vehicles. (6) Includes 9 Joint Stock Vehicles. (7) Includes 1 six-stalled FF. (8) Namely, 2 Ministerial, 1 Governor's, and 1 Departmental cars.

NARROW-GAUGE ROLLING-STOCK.

Engines, 2.—1 Simple. 1 Compound.
 Car, 1NB.—Double Bogie, Second Class.
 Car and Van Combined, 1xBD.—Double Bogie Second Class and Van Combined.
 Waggon, 1xMM.—Double Bogie Live Stock Waggon.
 " 1xUU.—Double Bogie Louvred Waggon.
 " 30xQR.—Double Bogie Medium and Ballast Waggon.

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
1852	...	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	5	26	9	121	3	4	8	10	8	28	36	301
1894-5	...	12	2	89	1	26	12	107	10	10	14	11	3	27	42	282
1895-6	...	25	3	78	1	29	8	123	4	6	17	13	3	51	36	325
†1896-7	...	35	1	102	1	55	5	240	11	9	12	2	5	75	35	518
†1897-8	1	47	2	78	3	53	7	160	4	13	6	15	4	58	37	424
†1898-9	...	14	4	86	...	12	9	210	6	11	14	10	2	29	35	372
Total ...	14	1,157	52	1,150	51	560	311	2,057	113	111	377	167	64	456	982	5,658

* 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, 1898.

Name in Full.	Date of Birth.	Branch.	Position.	Date of Appointment or Reinstatement.		Salary or Wages.	Remarks.
				Casual.	Permanent.		
Beeston, Robert Cecil ...	1.7.80	Accountant's	Junior clerk	18.5.97	1.9.98	£40 per ann.	Section 31, Act 1250
Bingham, Samuel ...	7.1.72	Existing Lines	Labourer ...	5.10.88	1.7.98	6s. 6d. per day	Section 22, Act 1439
Brady, Thomas Michael	6.12.82	Traffic ...	Junior clerk	...	14.9.98	£40 per ann.	Section 31, Act 1250
Briggs, William Patrick*	11.5.73	Locomotive	Labourer ...	22.9.90	28.6.98	5s. per day ...	Section 22, Act 1439
Brown, William John* ...	14.1.58	Existing Lines	" ...	30.12.89	7.3.98	5s. 6d. " ...	Ditto
Browning, William Hutchinson	26.7.80	Stores ...	Junior clerk	...	26.9.98	£40 per ann.	Section 31, Act 1250
Buriston, Reginald George	1.8.82	Accountant's	" ...	...	1.9.98	£40 " ...	Ditto
Carroll, Owen	1.5.69	Existing Lines	Labourer ...	1.5.88	1.7.98	6s. 6d. per day	Section 22, Act 1439
Castles, Charles ...	9.4.72	" ...	" ...	1.9.90	1.7.98	6s. 6d. " ...	Ditto
Castle, Charles*	22.11.62	Telegraph ...	" ...	6.8.87	18.2.98	7s. " ...	Ditto
Clark, Joseph Hedley ...	5.12.81	" ...	Junior operator	...	12.9.98	£40 per ann.	Section 31, Act 1250
Cook, David	4.4.83	Locomotive	Lad labourer	...	5.9.98	2s. per day ...	Ditto
Crellin, Charles Claud Augustus	2.4.83	Traffic ...	Junior clerk	...	13.9.98	£40 per ann.	Ditto
Darcey, Nicholas Joseph	5.5.80	Existing Lines	" ...	1.8.96	16.9.98	£40 " ...	Ditto
Davies, David John* ...	27.2.57	Telegraph ...	Labourer ...	8.2.88	10.5.98	7s. per day ...	Section 22, Act 1439
Deller, Charles Edmund Jarvis	26.4.81	Locomotive	Apprentice	31.10.96	10.9.98	2s. " ...	Section 31, Act 1250
Farrelly, Bernard John	12.2.81	Accountant's	Junior clerk	...	13.9.98	£40 per ann.	Ditto
Findlay, Joseph ...	22.1.82	Locomotive	Lad labourer	...	6.9.98	2s. per day ...	Ditto
Frawley, Alice ...	— . — .49	Existing Lines	Gatekeeper	...	1.9.98	4s. " ...	By-law 70
Furnell, George Ernest	26.3.81	" ...	Junior clerk	...	12.9.98	£40 per ann.	Section 31, Act 1250
Galvin, James* ...	15.11.58	Telegraph ...	Labourer ...	26.10.85	27.6.98	7s. per day ...	Section 22, Act 1439
Gardiner, Thos. Patrick	23.8.81	Locomotive	Lad labourer	...	5.9.98	2s. " ...	Section 31, Act 1250
Giles, Alfred Thomas ...	22.1.82	Traffic ...	Junior clerk	...	19.9.98	£40 per ann.	Ditto
Godfree, Ernest Graham	2.9.80	" ...	" ...	...	13.9.98	£40 " ...	Ditto
Hart, John Frances ...	22.2.81	Existing Lines	Lad labourer	...	19.9.98	2s. per day ...	Ditto
Jenkins, Robert ...	21.6.81	Locomotive	" ...	...	5.9.98	2s. " ...	Ditto
Jones, Samuel Percy ...	28.4.78	Existing Lines	Engineering student	20.1.96	1.9.98	£40 per ann.	Ditto
Keely, John Francis ...	16.1.81	Accountant's	Junior clerk	13.9.97	1.9.98	£40 " ...	Ditto
Knee, Arthur Wilton ...	16.4.80	Existing Lines	Engineering student	...	12.9.98	£40 " ...	Ditto
Leary, John Thomas ...	2.8.80	Traffic ...	Junior clerk	...	13.9.98	£40 " ...	Ditto
Lock, Emma ...	12.1.45	Existing Lines	Gatekeeper	...	20.9.98	4s. per day ...	By-law 70
Malady, Michael ...	19.8.60	" ...	Labourer ...	10.10.84	1.7.98	6s. 6d. " ...	Section 22, Act 1439
Matfin, George ...	19.8.71	Locomotive	Fitter ...	26.7.98	10.9.98	9s. " ...	Section 31, Act 1250
Maxwell, William Farnham	21.12.79	Audit ...	Junior clerk	5.2.97	7.9.98	£40 per ann.	Ditto
Meares, Colman Aloysius	3.2.82	Traffic ...	" ...	...	12.9.98	£40 " ...	Ditto
Miles, Charles Henry ...	11.8.81	Existing Lines	Apprentice	...	1.7.98	1s. 6d. per day	Ditto
Montgomery, Joseph James	28.5.77	" ...	Engineering student	...	12.9.98	£40 per ann.	Ditto
McIver, Evander Frederick Kenneth	23.1.79	" ...	" ...	...	12.9.98	£40 " ...	Ditto
McKenzie, Percy Stuart	19.7.80	Traffic ...	Junior clerk	...	13.9.98	£40 " ...	Ditto
Nolan, John James ...	24.2.81	" ...	" ...	...	16.9.98	£40 " ...	Ditto
O'Dey, James ...	25.8.81	Locomotive	Apprentice	31.10.96	31.7.98	2s. per day ...	Ditto
Quilligen, Matthew ...	17.3.38	Existing Lines	Repairer ...	...	21.7.98	7s. " ...	Reinstated
Reidy, William Charles	1.8.79	Traffic ...	Junior clerk	15.9.96	13.9.98	£40 per ann.	Section 31, Act 1250
Richardson, Louis John Ayres	11.4.75	Existing Lines	Fitter ...	...	20.9.98	8s. per day ...	Ditto
Rigby, John Rigby* ...	16.11.72	" ...	Labourer ...	15.6.86	1.1.98	6s. " ...	Section 22, Act 1439
Sergeant, Howard Stewart	19.7.82	Stores ...	Junior clerk	...	9.9.98	£40 per ann.	Section 31, Act 1250
Stamp, Albert Richard ...	26.12.79	Locomotive	Engineering student	20.1.98	1.9.98	£40 " ...	Ditto
Statter, Thomas George*	25.8.53	Existing Lines	Labourer ...	13.7.82	7.3.98	6s. 6d. per day	Section 22, Act 1439
Stevens, Courtney ...	1.11.82	Secretary's	Junior messenger	...	7.9.98	2s. " ...	Section 31, Act 1250
Whitby, Frederick Edwin	26.5.80	Accountant's	Junior clerk	1.12.96	1.9.98	£40 per ann.	Ditto
Williams, Walter James	28.2.80	Locomotive	Apprentice	16.10.96	10.9.98	2s. per day ...	Ditto
Wotherspoon, Alexander Elphinstone	3.8.79	Traffic ...	Junior clerk	22.3.97	1.9.98	£40 per ann.	Ditto
Yates, Albert ...	5.8.62	Existing Lines	Labourer ...	12.5.88	1.7.98	6s. per day ...	Section 22, Act 1439

* Omitted from previous lists.

QUARTER ENDING 31st DECEMBER, 1898.

Name in Full.	Date of Birth.	Branch.	Position.	Date of Appointment or Reinstatement.		Salary or Wages.	Remarks.
				Casual.	Permanent.		
Abbott, Robert William *	31.1.55	Traffic	Labourer	2.7.88	1.9.98	6s. per day	Sec. 22, Act 1439
Adams, Frank *	11.8.67	Telegraph	"	27.1.85	18.2.98	7s.	"
Ahern, John William	14.12.81	Traffic	Junior car cleaner	"	12.12.98	2s.	Sec. 31, Act 1250
Armour, Felix Patrick	4.9.82	"	Junior porter	"	"	2s.	"
Bendickson, Samuel *	20.6.61	"	Labourer	28.11.88	1.9.98	6s.	Sec. 22, Act 1439
Beresford, Henry Joseph *	15.8.71	"	"	17.4.88	"	6s.	"
Berry, John *	21.11.62	"	"	21.2.84	"	6s.	"
Bourke, Michael Joseph	24.8.80	Existing Lines	Junior clerk	"	17.10.98	£40 per ann.	Sec. 31, Act 1250
Buck, Reginald Joseph	1.9.80	"	"	"	1.10.98	£40	"
Bye, Frederick James Thomas *	30.9.61	"	Labourer	8.4.78	1.9.98	6s. per day	Sec. 22, Act 1439
Canny, Daniel Francis *	23.3.71	Traffic	"	25.3.90	"	7s.	"
Clifford, John *	24.11.59	Existing Lines	"	10.10.88	1.7.98	6s. 6d.	"
Coughlin, John *	29.6.62	"	"	1.1.86	"	6s.	"
Crowe, Daniel *	15.7.77	"	"	1.10.90	"	4s.	"
Crowe, Michael *	1.8.75	"	"	31.1.88	1.9.98	6s.	"
Doye, Charles Frederick *	24.4.60	"	"	4.5.84	1.7.98	6s. 6d.	"
Duffy, John *	5.5.58	Telegraph	"	27.2.88	18.2.98	7s.	"
Dunphy, James *	20.12.64	Traffic	"	25.1.88	1.9.98	6s.	"
Edwards, John *	17.2.70	"	"	23.4.88	"	6s.	"
Enright, Daniel *	11.3.57	Existing Lines	"	1.4.83	1.7.98	6s. 6d.	"
Farnsworth, Edward Ernest	20.10.83	Traffic	Junior porter	"	12.12.98	2s.	Sec. 31, Act 1250
Flannery, Terence Patrick *	18.2.68	"	Labourer	26.1.87	1.9.98	6s.	Sec. 22, Act 1439
Foley, Frederick Alexander *	15.2.63	Existing Lines	"	1.2.83	"	6s. 6d.	"
Frewen, John James *	25.5.71	"	"	11.7.89	1.7.98	6s.	"
Gay, John William	7.11.80	Traffic	Junior porter	"	12.12.98	2s.	Sec. 31, Act 1250
Haley, William *	1.4.62	"	Labourer	18.4.88	1.9.98	6s.	Sec. 22, Act 1439
Hall, James Henry	17.3.83	"	Junior car cleaner	"	12.12.98	2s.	Sec. 31, Act 1250
Harder, John *	22.3.59	Existing Lines	Labourer	6.10.82	1.7.98	6s. 6d.	Sec. 22, Act 1439
Harvey, Arthur	23.3.81	Traffic	Junior car cleaner	"	12.12.98	2s.	Sec. 31, Act 1250
Hickey, Eugene *	22.11.59	"	Labourer	12.10.85	1.9.98	6s.	Sec. 22, Act 1439
Hindle, Blingworth *	19.3.65	Existing Lines	"	10.8.85	1.7.98	7s.	"
Howard, John *	9.5.61	"	"	14.4.86	"	6s.	"
Kelly, Cornelius	20.2.82	Traffic	Junior car cleaner	"	12.12.98	2s.	Sec. 31, Act 1250
Lamont, John Melbourne	10.5.64	Stores	Labourer	3.12.88	8.10.98	6s. 6d.	Sec. 22, Act 1439
Lanigan, John *	22.6.62	Traffic	"	3.10.85	1.9.98	6s.	"
Lee, Henry Phillip	5.2.81	"	Junior porter	5.2.96	12.12.98	2s.	Sec. 31, Act 1250
Lonsdale, Henry William *	17.1.61	"	Labourer	12.7.84	1.9.98	6s.	Sec. 22, Act 1439
Mahony, John *	22.12.59	"	"	18.1.86	"	6s.	"
Maloney, Bertie	11.1.81	"	Junior porter	14.4.97	9.12.98	2s.	Sec. 31, Act 1250
Moloney, Daniel *	5.8.63	Existing Lines	Labourer	3.7.85	1.7.98	6s. 6d.	Sec. 22, Act 1439
Moloney, Daniel John *	20.1.69	"	"	15.11.87	"	6s. 6d.	"
Moloney, Michael *	10.4.72	"	"	15.11.89	1.9.98	6s.	"
Moloney, Patrick *	25.8.63	"	"	12.2.79	1.7.98	6s.	"
Musicka, John *	16.1.64	"	"	4.8.87	1.9.98	6s.	"
Myers, Patrick John *	22.3.75	"	"	1.10.89	"	6s.	"
McBrien, David *	14.4.64	Traffic	"	30.8.87	"	6s.	"
McCabe, Patrick	28.2.81	"	Junior car cleaner	"	12.12.98	2s.	Sec. 31, Act 1250
McIntyre, Peter *	4.5.57	Telegraph	Labourer	25.7.89	18.6.98	7s.	Sec. 22, Act 1439
Newton, Thomas *	16.9.68	Traffic	"	23.10.87	1.9.98	6s.	"
O'Brien, Matthew *	16.8.62	Existing Lines	"	14.3.87	"	6s. 6d.	"
O'Connor, John *	9.5.63	"	"	14.1.88	"	6s. 6d.	"
O'Grady, James Dwyer	4.2.83	Traffic	Junior porter	"	12.12.98	2s.	Sec. 31, Act 1250
Parsons, Walter Gillibeo *	19.4.65	Existing Lines	Labourer	19.12.88	1.9.98	6s. 6d.	Sec. 22, Act 1439
Pender, Daniel *	17.3.73	Traffic	"	12.8.90	"	6s.	"
Pender, Michael *	17.11.68	"	"	1.7.84	"	6s.	"
Pinches, Frank *	28.9.57	"	"	25.5.86	"	6s.	"
Pinney, Samuel *	26.10.62	"	"	19.11.84	"	6s.	"
Prescott, John Arthur *	10.3.65	"	"	12.11.86	"	6s.	"
Reddie, William *	9.1.75	Existing Lines	"	9.12.89	1.7.98	6s. 6d.	"
Richardson, Thomas *	5.10.56	Traffic	"	17.10.85	1.9.98	6s.	"
Robin, Francis *	31.7.69	"	"	12.5.87	"	7s.	"
Sellick, George *	1.2.62	"	"	1.5.84	"	6s.	"
Shean, Robert Stephen *	24.12.66	"	"	27.9.86	"	6s.	"
Sheedy, John *	13.5.72	Existing Lines	"	1.8.89	1.7.98	6s.	"
Smclair, William Alexander *	12.3.71	"	"	1.10.86	7.3.98	6s.	"
Skeehan, John *	19.1.65	"	"	3.11.82	1.7.98	6s. 6d.	"
Staaf, Andrew *	21.4.57	Traffic	"	—.10.85	1.9.98	6s.	"
Stone, Alfred Daniel *	18.9.63	Telegraph	"	24.3.90	18.7.98	7s.	"
Sullivan, Timothy *	10.12.61	Traffic	"	24.10.87	1.9.98	6s.	"
Thompson, Henry Tolhurst *	6.9.71	Existing Lines	"	3.6.89	7.3.98	6s. 6d.	"
Thompson, James Edward *	1.12.54	"	"	3.6.78	"	6s. 6d.	"
Thompson, Patrick *	25.9.69	Traffic	"	23.3.88	1.9.98	6s.	"
Tydeil, Frederick	31.10.82	"	Junior porter	"	12.12.98	2s.	Sec. 31, Act 1250
Van Saane, Leonard Gerald *	13.1.58	"	Labourer	7.1.87	1.9.98	6s.	Sec. 22, Act 1439

* Omitted from previous lists.

QUARTER ENDING 31st MARCH, 1899.

Name in Full.	Date of Birth.	Branch.	Position.	Date of Appointment or Reinstatement.		Salary or Wages.	Remarks.
				Casual.	Permanent.		
Callinan, Denis ...	21.10.60	Existing Lines	Labourer ...	13.9.87	1.3.99	6s. per day	Sec. 22, Act 1439
Carter, George Henry ...	30.12.82	Traffic ...	Junior clerk ...	...	3.2.99	£40 per an.	,, 31, ,, 1250
Egan, Patrick ...	12.4.60	Existing Lines	Labourer ...	25.8.83	1.1.99	6s. per day	,, 22, ,, 1439
Flynn, David ...	23.8.80	,, ...	Apprentice ...	...	2.2.99	1s. 6d. ,,	,, 31, ,, 1250
Guilfoyle, Alfred Scaulan ...	4.4.81	,, ...	,, ...	...	2.2.99	1s. 6d. ,,	,, 31, ,, 1250
Healy, Abel Arthur ...	22.6.70	,, ...	Labourer ...	19.2.83	1.3.99	6s. 6d. ,,	,, 22, ,, 1439
Hunter, Joseph C.* ...	3.1.71	,, ...	,, ...	18.5.86	7.3.98	6s. 6d. ,,	,, 22, ,, 1439
Hutton, John ...	17.3.63	,, ...	,, ...	8.2.89	1.3.99	6s. 6d. ,,	,, 22, ,, 1439
Nelson, John ...	24.2.69	,, ...	,, ...	15.9.91	1.1.99	6s. 6d. ,,	,, 22, ,, 1439
Porter, Albert Edward ...	11.5.80	Telegraph ...	Apprentice ...	19.12.94	9.3.99	3s. ,,	,, 31, ,, 1250
Shorten, Benjamin ...	22.6.59	Existing Lines	Labourer ...	3.7.88	1.1.99	6s. 6d. ,,	,, 22, ,, 1439
Shugg, John Ivey* ...	9.1.58	,, ...	,, ...	1.4.79	7.3.98	6s. 6d. ,,	,, 22, ,, 1439
Tarrant, Leslie Charles ...	27.6.81	Telegraph ...	Apprentice ...	...	9.3.99	1s. 6d. ,,	,, 31, ,, 1250

* Omitted from previous lists.

QUARTER ENDING 30th JUNE, 1899.

Babb, Henry ...	5.2.57	Traffic ...	Porter	19.6.99	7s. per day	Reinstated
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VICTORIAN RAILWAYS.—ACT 1135, SECTION 58.

No. 21.

STATEMENT OF REMOVALS OF EMPLOYEES.

QUARTER ENDING 30th SEPTEMBER, 1898.

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.					
Apted, George ...	...	8.2.86	13.8.98	Traffic ...	Porter ...	7s. per day	Deceased
Baird, Samuel ...	...	28.1.89	3.9.98	Locomotive...	Fitter ...	10s. ,,	,,
Baker, William Thomas ...	...	14.4.86	24.7.98	,, ...	Fireman ...	10s. ,,	Resigned
Baldwin, William Sebastian ...	20.8.83	...	27.9.98	Existing Lines	Ganger ...	9s. ,,	Deceased
Berrett, George ...	...	23.10.89	8.7.98	Locomotive ...	Labourer ...	6s. 6d. ,,	Dismissed
Binnie, James ...	...	4.3.84	21.8.98	,, ...	Fitter ...	12s. 6d. ,,	Deceased
Blake, Edward ...	1.7.83	...	20.9.98	Existing Lines	Labourer ...	7s. ,,	Retired
Bone, Abner ...	...	27.5.89	5.7.98	,, ...	Repairer ...	6s. 6d. ,,	Deceased
Brabner, Samuel Henry ...	...	17.4.88	6.7.98	Traffic ...	Clerk ...	£100 per ann.	Dismissed
Cairns, John * ...	9.11.72	...	3.6.98	Existing Lines	Flagman ...	6s. per day	Retired
Campbell, Andrew ...	18.11.78	...	4.9.98	,, ...	Ganger ...	9s. ,,	Deceased
Carrey, James ...	...	7.5.88	30.9.98	,, ...	Repairer ...	6s. 6d. ,,	Resigned
Clarke, Thomas ...	1.7.74	...	9.7.98	,, ...	,, ...	7s. ,,	Retired
Darricott, Thomas ...	1.9.82	...	10.9.98	Traffic ...	Car cleaner ...	6s. 6d. ,,	,,
Davies, Frederick Edward ...	1.5.82	...	22.7.98	Locomotive...	Painter ...	10s. ,,	Deceased
Donnelley, Paul Aubert ...	30.8.78	...	5.7.98	Accountant's	Clerk ...	£235 per ann.	Retired
Fitzgerald, Michael ...	...	17.7.84	25.8.98	Existing Lines	Ganger ...	9s. per day	Deceased
Ford, Samuel ...	...	31.10.84	4.8.98	Locomotive...	Boiler-maker ...	11s. ,,	,,
Fossey, Arthur John ...	8.7.78	...	16.9.98	Traffic ...	Station-master ...	£150 per ann.	,,
Fowler, Richard Coysh ...	30.1.82	...	16.8.98	,, ...	Porter ...	7s. per day	Dismissed
Frawley, Michael ...	...	24.8.87	31.8.98	Existing Lines	Gatekeeper ...	5s. ,,	Services dispensed with
Frawley, Michael ...	1.9.78	...	,,	,, ...	Repairer ...	6s. 6d. ,,	Retired
Freeman, Joseph ...	10.4.79	...	15.7.98	Traffic ...	Guard ...	9s. 6d. ,,	,,
Friedlieb, John ...	...	2.11.83	13.9.98	Stores ...	Clerk ...	£165 per ann.	Deceased
Fullarton, Victor ...	...	17.8.87	14.8.98	Telegraph ...	Operator ...	£120	,,
Garahy, Denis ...	3.5.75	...	12.9.98	Existing Lines	Ganger ...	9s. per day	Retired
Gillies, John Charles ...	...	15.8.87	20.9.98	Traffic ...	Clerk ...	£120 per ann.	Dismissed
Glavin, Michael ...	1.6.74	...	19.9.98	Existing Lines	Ganger ...	9s. per day	Retired
Haig, John ...	19.3.83	...	24.9.98	Locomotive...	Blacksmith ...	10s. ,,	,,
Hancock, Arthur Thomas ...	20.8.74	...	18.8.98	Traffic ...	Conductor ...	9s. 6d. ,,	,,
Henderson, James ...	17.3.74	...	24.8.98	Locomotive...	Fitter ...	11s. ,,	Deceased
Hewitson, John ...	1.1.72	...	5.9.98	Existing Lines	Repairer ...	7s. ,,	Retired
Holmes, Thomas Henry ...	...	15.1.89	2.7.98	Traffic ...	Clerk ...	£85 per ann.	Dismissed
Hopkins, James ...	19.3.78	...	21.8.98	Existing Lines	Repairer ...	7s. per day	Retired
Hovvigan, John ...	16.10.69	...	6.8.98	Locomotive...	Blocker ...	8s. ,,	,,
Kelly, Timothy ...	19.3.78	...	5.7.98	Existing Lines	Repairer ...	6s. 6d. ,,	,,

REMOVALS of Employés—SEPTEMBER QUARTER—*continued.*

Name in Full.	Date of Entry.		Date of Leaving.	Branch.	Rank, Grade, or Position.	Salary or Wages.	Remarks.
	Approx.	On or after 1.11.83.					
Kennefick, Margaret ...	1.5.81	...	9.7.98	Telegraph ...	Charwoman ...	5s. per day	Deceased
Learhinan, John ...	...	17.8.88	26.7.98	Traffic ...	Labourer ...	6s. 6d. "	Resigned
Le Maitre, Charles ...	3.8.80	...	22.8.98	Existing Lines	Carpenter ...	10s. "	Deceased
Letts, George Henry ...	...	13.6.98	22.7.98	Traffic ...	Junior porter ...	2s. "	Dismissed
Lock, Henry ...	...	4.4.90	20.9.98	Existing Lines	Gateman ...	4s. 6d. "	Services dis- pensed with
Molloy, Edward ...	...	29.4.87	6.8.98	Traffic ...	Office cleaner ...	7s. "	Dismissed
Mullin, James Michael ...	...	2.5.87	26.7.98	" ...	Clerk ...	£100 per ann.	"
McCarthy, Thomas ...	...	26.2.90	31.8.98	Locomotive ...	Labourer ...	6s. 6d. per day	Resigned
McLean, Norman ...	28.8.79	...	12.7.98	Existing Lines	Gauger ...	9s. "	Deceased
McNab, George David ...	...	23.9.89	10.9.98	Locomotive ...	Labourer ...	6s. 6d. "	Resigned
McNab, William ...	16.10.68	...	9.9.98	Traffic ...	Guard ...	11s. "	Retired
McNamara, John ...	7.4.74	...	31.8.98	Existing Lines	Repairer ...	7s. "	"
McVec, Angus ...	...	16.4.87	26.7.98	Locomotive ...	Fireman ...	8s. "	Dismissed
Nally, Christopher Augustine ...	...	6.8.85	22.9.98	Traffic ...	Clerk ...	£120 per ann.	Deceased
Newton, Eavis Ann ...	8.6.82	...	19.9.98	Existing Lines	Gatewoman ...	1s. 6d. per day	Retired
Newton, George Robert ...	8.6.82	...	31.8.98	" ...	Gateman ...	5s. "	"
Nicholson, Duncan ...	...	28.7.90	8.8.98	Traffic ...	Porter ...	6s. "	Deceased
O'Brien, William ...	—7.77	...	5.7.98	Existing Lines	Repairer ...	7s. "	Retired
O'Loughlin, James ...	1.12.65	...	14.8.98	" ...	Gauger ...	9s. "	"
O'Neill, John ...	22.8.71	...	14.9.98	Locomotive ...	Boilermaker ...	12s. "	"
Quaife, Robert ...	...	15.11.97	30.7.98	Traffic ...	Junior porter ...	2s. "	Resigned
Quilligen, Matthew ...	10.2.79	...	12.8.98	Existing Lines	Repairer ...	7s. "	Retired
Regnier, William ...	...	10.9.86	21.7.98	Traffic ...	Gateman ...	5s. 6d. "	Deceased
Roberts, George Henry ...	17.2.75	...	30.9.98	Existing Lines	Fencer ...	9s. "	Retired
Rofe, John ...	...	22.11.97	23.7.98	Traffic ...	Junior porter ...	2s. "	Resigned
Safe, Thomas James ...	...	5.2.89	2.9.98	Locomotive ...	Cleaner ...	6s. 6d. "	"
Sexton, Patrick ...	1.6.74	...	31.7.98	Existing Lines	Gauger ...	9s. "	Retired
Sharp, Rosena ...	18.2.80	...	26.7.98	" ...	Gatekeeper ...	4s. "	"
Sharp, William John ...	...	17.12.88	30.9.98	" ...	Repairer ...	6s. 6d. "	Resigned
Sherman, Mary ...	19.12.77	...	31.7.98	" ...	Gatekeeper ...	4s. "	Retired
Stephens, Thomas George*	30.8.82	...	15.6.98	Locomotive ...	Boilermaker's assistant	8s. "	"
Tierney, William ...	27.6.77	...	31.7.98	Traffic ...	Guard ...	9s. 6d. "	"
Turner, William ...	...	14.1.90	21.7.98	" ...	Shunter ...	8s. "	Dismissed
Vosti, Joseph Patrick ...	...	2.1.89	9.7.98	" ...	Labourer ...	6s. 6d. "	Deceased
Whelan, John ...	1.11.81	...	27.9.98	" ...	Station-master	£145 per ann.	Resigned
Wilson, Thomas Atchison	28.1.79	...	8.7.98	Locomotive ...	Cleaner ...	6s. 6d. per day	Retired
Younger, Alexander ...	15.5.76	...	4.7.98	Existing Lines	Gatekeeper ...	5s. 6d. "	"

* Omitted from previous lists.

QUARTER ENDING 31st DECEMBER, 1898.

Baker, William Hamilton ...	...	11.3.89	7.11.98	Traffic ...	Clerk ...	£100 per ann.	Dismissed
Bendon, James ...	—11.63	...	12.12.98	Existing Lines	Repairer ...	7s. per day	Retired
Brennan, Patrick ...	6.7.75	...	15.12.98	" ...	" ...	7s. "	Deceased
Brown, James ...	...	21.11.88	20.11.98	" ...	" ...	6s. 6d. "	"
Burmeister, William James	...	18.8.90	3.10.98	Traffic ...	Porter ...	6s. 6d. "	"
Cahill, Timothy ...	1.12.81	...	24.10.98	Existing Lines	Gateman ...	5s. 6d. "	Retired
Canham, Frederick John Rennie	...	23.12.97	14.12.98	Traffic ...	Block recorder	4s. "	Dismissed
Cantillon, Michael ...	—7.76	...	20.10.98	Existing Lines	Repairer ...	7s. "	Retired
Capper, David Samuel ...	...	15.11.97	31.10.98	" ...	Lad labourer ...	2s. "	Resigned
Cardwell, Charles William	7.10.81	...	12.12.98	Traffic ...	Station-master	£145 per ann.	"
Chapple, Alfred ...	...	14.8.85	21.11.98	" ...	Porter ...	7s. per day	Dismissed
Chase, Lloyd Heber ...	...	18.3.85	9.12.98	Existing Lines	Assistant en- gineer	£414 per ann.	Resigned
Cook, William Alfred ...	...	8.1.89	31.12.98	" ...	Repairer ...	6s. 6d. per day	"
Cox, George Henry ...	...	15.11.97	26.12.98	Traffic ...	Junior porter ...	2s. "	"
Dalrymple, John ...	3.2.83	...	8.11.98	Locomotive ...	Fireman ...	10s. "	Dismissed
Dean, Frederick ...	...	1.11.88	8.12.98	Existing Lines	Repairer ...	6s. 6d. "	Deceased
Duncan, George Hunter ...	...	3.9.89	12.12.98	Traffic ...	Porter ...	6s. 6d. "	Dismissed
Farrelly, Michael ...	12.11.76	...	30.11.98	Existing Lines	Repairer ...	7s. "	Retired
Ferguson, Thomas*	...	2.7.89	21.9.98	Traffic ...	Shunter ...	7s. "	Dismissed
Gore, Charles James ...	1.3.76	...	5.11.98	Locomotive ...	Painter ...	9s. 6d. "	Retired
Harding, James ...	2.2.77	...	12.11.98	Existing Lines	Gauger ...	9s. "	"
Hernan, Charles Henry ...	12.12.71	...	1.10.98	Locomotive ...	Boilermaker ...	10s. "	Dismissed
Hogan, John ...	24.1.83	...	28.10.98	Locomotive ...	Labourer ...	6s. "	"
Hourigan, Ellen ...	20.10.72	...	23.12.98	Traffic ...	Station-mistress	7s. 6d. "	Retired
Inglis, James ...	...	20.4.85	25.10.98	Locomotive ...	Clerk ...	£135 per ann.	Resigned
James, William Henry ...	...	21.5.88	12.10.98	" ...	Fireman ...	8s. per day	Dismissed
Kavanagh, Michael ...	...	2.1.91	20.11.98	Traffic ...	Acting clerk ...	6s. "	Deceased
Kelley, Margaret ...	1.4.76	...	31.10.98	Existing Lines	Gatekeeper ...	4s. "	Retired
Lackington, Mercy Maria	9.10.82	...	" ...	" ...	" ...	4s. "	"
Maher, John ...	22.9.79	...	" ...	" ...	Repairer ...	6s. 6d. "	"
Meade, Cornelius ...	5.10.81	...	29.12.98	" ...	Gatekeeper ...	5s. "	Deceased
Morrison, Charles Paterson	...	18.2.89	14.10.98	" ...	Signal adjuster	8s. "	Services dis- pensed with
Mulroney, Luke ...	...	2.3.86	19.12.98	Traffic ...	Acting station- master	7s. 6d. "	Deceased
McCagh, Michael ...	...	3.1.89	13.10.98	" ...	Porter ...	6d. 6d. "	Dismissed
McDonald, John ...	...	28.5.89	10.10.98	Locomotive ...	Fireman ...	7s. 6d. "	Deceased
McFutye, Colin Campbell	22.5.79	...	8.12.98	Telegraph ...	Clerk ...	£170 per ann.	Retired

REMOVALS of Employés—DECEMBER QUARTER—*continued.*

Name in Full.	Date of Entry.		Date of Leaving.	Branch.	Rank, Grade, or Position.	Salary or Wages.	Remarks.
	Approx.	On or after 1.11.88.					
McNamara, Denis ...	3.1.74	...	5.11.98	Existing Lines	Repairer ...	7s. per day	Retired
McPherson, Colin ...	6.7.75	...	10.10.98	"	"	7s. "	"
McVeigh, John ...	...	9.1.88	12.10.98	Traffic	Porter ...	7s. "	Dismissed
Neill, John ...	1.8.77	...	21.11.98	Existing Lines	Labourer ...	8s. "	Retired
Nolan, Patrick ...	18.4.73	...	20.11.98	"	Repairer ...	7s. "	"
O'Brien, James ...	28.5.83	...	6.10.98	Locomotive...	Driver ...	13s. "	Deceased
O'Callaghan, Gerald ...	4.9.79	...	3.12.98	"	Blacksmith ...	12s. "	"
O'Keefe, John Henry ...	1.12.74	...	6.11.98	Existing Lines	Ganger ...	9s. "	Retired
O'Neill, Thomas ...	5.5.82	...	1.10.98	Locomotive...	Carriage builder	10s. "	Deceased
Prance, Alfred ...	26.7.83	...	31.12.98	Existing Lines	Gatekeeper ...	5s. "	Retired
Quirk, John ...	15.2.77	...	31.10.98	"	Blacksmith ...	11s. "	"
Ramsbottom, Lincoln Campbell	...	6.5.89	5.10.98	Traffic	Signalman ...	6s. 6d. "	Dismissed
Rouvray, James Alexander	19.7.64	...	31.12.98	"	Station-master	£112 10s. per ann.	Retired
Rooke, Frederick Edward	...	10.2.86	7.12.98	"	Porter ...	7s. per day	Dismissed
Ryan, Thomas ...	9.9.74	...	15.11.98	Existing Lines	Ganger ...	9s. "	Retired
Schaer, Frederick ...	1.3.75	...	31.12.98	"	Gatekeeper ...	4s. "	"
Scott, James Theophilus ...	...	20.5.89	15.12.98	Stores	Clerk ...	£100 per ann.	Deceased
Sparkman, Frank ...	...	21.7.84	20.11.98	Locomotive...	Fitter ...	10s. 6d. per day	"
Stanley, George ...	...	25.4.88	12.12.98	Traffic	Porter ...	6s. 6d. "	Dismissed
Statter, William Thomas	1.4.70	...	25.11.98	Locomotive...	Driver ...	15s. "	Deceased
Sullivan, Cornelius ...	14.11.77	...	6.11.98	Traffic	Waterman ...	8s. "	Retired
Tarrant, John ...	19.11.68	...	29.11.98	"	Car cleaner ...	7s. "	"
Trenoweth, James Henry	...	13.6.98	28.12.98	"	Junior car cleaner	2s. "	Dismissed
Walker, William Edward	...	21.11.84	12.12.98	"	Signalman ...	9s. "	Resigned
Williams, James ...	4.12.81	...	31.10.98	Existing Lines	Carpenter ...	10s. "	Retired

* Omitted from previous lists.

QUARTER ENDING 31st MARCH, 1899.

Armour, Hugh ...	...	15.11.97	10.3.99	Traffic	Junior porter ...	2s. 6d. per day	Resigned
Bickham, Martha Ann ...	...	9.9.93	31.3.99	Existing Lines	Gatekeeper ...	4s. "	"
Boxell, William ...	4.6.82	...	7.3.99	"	Repairer ...	7s. "	Retired
Bruce, Archibald ...	1.1.79	...	15.1.99	"	Foreman ...	12s. "	"
Calaher, John ...	24.7.73	...	28.2.99	"	Ganger ...	9s. "	"
Carroll, Michael ...	1.5.78	...	14.3.99	"	Repairer ...	7s. "	"
Carroll, Michael James ...	...	28.1.84	23.2.99	Locomotive...	Driver ...	13s. "	Dismissed
Cassidy, John ...	30.9.78	...	16.3.99	Traffic	Porter ...	7s. "	"
Clarke, Irwin Napier ...	7.5.73	...	28.2.99	Locomotive...	Waggon-builder	10s. "	Retired
Connal, Andrew ...	1.11.80	...	28.2.99	Existing Lines	Repairer ...	7s. "	"
Corinaldi, Henry ...	11.12.77	...	10.3.99	Traffic	Station-master	£150 per ann.	Dismissed
Crehan, Martin ...	...	9.10.89	15.3.99	Existing Lines	Labourer ...	7s. per day	Deceased
Crowe, Thomas ...	13.10.83	...	8.3.99	Traffic	Porter ...	7s. "	Dismissed
Curran, James ...	1.5.78	...	20.2.99	Existing Lines	Ganger ...	9s. "	Retired
Darcy, Michael ...	1.5.78	...	28.2.99	"	Ganger ...	9s. "	"
Davenport, Jeannette ...	...	1.2.92	23.3.99	Traffic	Ladies' Waiting-room attendant	4s. 6d. "	Resigned
Devine, William Thomas	22.1.83	...	11.3.99	Locomotive...	Boilermaker's assistant	8s. "	Retired
Dickson, Mary ...	...	16.11.92	17.1.99	Existing Lines	Gatekeeper ...	4s. 6d. "	Services dispensed with
Dixon, George ...	22.10.83	...	20.2.99	Traffic	Station master	£125 per ann.	Dismissed
Downes, Anthony ...	17.6.82	...	16.1.99	Existing Lines	Gatekeeper ...	4s. per day	Retired
Egan, John ...	13.7.81	...	28.2.99	"	Repairer ...	7s. "	"
Elliott, John Burton ...	14.11.81	...	20.2.99	Locomotive...	Driver ...	13s. "	"
Fernie, Alexander ...	1.7.78	...	31.3.99	Traffic	Signalman ...	10s. 6d. "	"
Forbes, Andrew Robert ...	21.8.82	...	5.1.99	Existing Lines	Draughtsman...	£295 per ann.	"
Fusco, Louis ...	14.3.83	...	31.3.99	"	Labourer ...	7s. per day	"
Gallin, Mary ...	16.9.76	...	31.3.99	"	Gatekeeper ...	4s. "	"
Galvin, Stephen ...	16.12.70	...	28.2.99	"	Ganger ...	9s. "	"
Garie, Alexander ...	22.3.71	...	10.2.99	Locomotive...	Carriage-builder	13s. 6d. "	"
Griffin, Thomas ...	12.9.81	...	31.3.99	Existing Lines	Repairer ...	7s. "	"
Gordon, William ...	1.9.73	...	31.1.99	"	Ganger ...	9s. "	"
Gorrie, George ...	24.10.83	...	7.3.99	Traffic	Porter ...	7s. "	Killed on duty
Hammond, Thomas Henry	10.12.78	...	1.3.99	Locomotive...	Driver ...	14s. "	Retired
Hartigan, Thomas ...	1.3.73	...	7.3.99	"	Driver ...	15s. "	"
Henry, John ...	1.9.63	...	26.3.99	Existing Lines	Repairer ...	7s. "	Deceased
Hoban, John ...	22.8.82	...	12.2.99	"	Ganger ...	8s. "	"
House, Joseph ...	1.9.79	...	31.3.99	"	Ganger ...	10s. "	Retired
Jackson, William ...	21.6.69	...	31.3.99	Traffic	Gateman ...	6s. "	"
Jennings, John ...	...	30.4.87	31.3.99	"	Porter ...	7s. 6d. "	Resigned
Jones, Elias ...	28.4.75	...	17.1.99	Stores	Labourer ...	7s. "	Retired
Kealy, Patrick ...	22.10.62	...	18.3.99	Locomotive...	Lighter-up ...	9s. "	"
Kean, Michael ...	19.5.76	...	31.3.99	Existing Lines	Ganger ...	9s. "	"
Kellackey, Timothy ...	6.7.75	...	17.2.99	"	Ganger ...	9s. "	Deceased
Killeen, Timothy ...	...	4.8.86	6.2.99	Traffic	Shunter ...	8s. "	Dismissed
Knox, Peter ...	5.10.82	...	10.2.99	Locomotive...	Striker ...	6s. 6d. "	"
Laffan, John ...	19.4.73	...	15.1.99	Existing Lines	Gateman ...	5s. 6d. "	Retired
Letcher, William James ...	...	27.11.89	31.3.99	Traffic	Porter ...	6s. 6d. "	Resigned
Lutwick, Henry ...	1.10.67	...	8.3.99	Locomotive...	Pumper ...	8s. "	Dismissed
Maddox, Frederick ...	26.10.81	...	31.3.99	Existing Lines	Carpenter ...	10s. "	Retired
Magennis, John ...	27.2.82	...	28.3.99	Locomotive...	Train-examiner	8s. "	"

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 1.11.88.					
Mahony, Cornelius ...	8.12.82	...	19.3.99	Locomotive ...	Train-examiner	8s. per day	Deceased
Mason, John ...	8.9.81	...	16.1.99	Existing Lines	Carpenter ...	9s. 6d. "	"
Minnie, William... ..	...	2.9.89	15.1.99	Locomotive ...	Thsmith ...	9s. "	"
Morus, William ...	16.7.78	...	28.2.99	Existing Lines	Repairer ...	7s. "	Retired
Morris, Charles Daniel ...	—9.72	...	31.3.99	Locomotive ...	Labourer ...	7s. "	"
McCarthy, James ...	1.8.83	...	18.3.99	Traffic ...	Guard ...	8s. "	Killed on duty
McHale, Austin ...	...	2.1.89	16.3.99	" ...	Porter ...	7s. 6d. "	Dismissed
McMahon, John Joseph ...	...	18.8.90	22.3.99	Existing Lines	Repairer ...	6s. 6d. "	Deceased
Noonan, Mary Ellen ...	28.8.72	...	10.1.99	" ...	Gatekeeper ...	4s. "	"
O'Brien, Martin ...	6.7.75	...	1.3.99	" ...	Repairer ...	7s. "	Retired
Parkinson, Adam ...	1.7.81	...	22.1.99	" ...	Repairer ...	6s. 6d. "	Deceased
Powell, James ...	7.6.80	...	12.3.99	Locomotive ...	Driver ...	14s. "	"
Power, Pierre ...	—10.79	...	15.1.99	Existing Lines	Gateman ...	5s. 6d. "	Retired
Roberts, Henry ...	...	3.1.89	20.3.99	Traffic ...	Shunter ...	8s. "	Dismissed
Roberts, Hugh ...	19.9.66	...	31.3.99	" ...	Signalman ...	8s. "	Retired
Ryan, James Michael ...	...	5.8.90	15.2.99	Existing Lines	Repairer ...	6s. "	Resigned
Seatter, Hugh Craigie ...	19.3.77	...	19.3.99	" ...	Signal-adjuster	10s. "	Deceased
Sharp, James Rankin ...	6.10.74	...	19.1.99	Locomotive ...	Driver ...	14s. "	Retired
Sheridan, Nicholas ...	—10.74	...	13.2.99	Existing Lines	Ganger ...	9s. "	"
Smith, John ...	—12.81	...	16.2.99	" ...	Gatekeeper ...	5s. "	Deceased
Soar, Robert ...	1.7.78	...	3.3.99	Traffic ...	Car-cleaner ...	6s. 6d. "	"
Stradling, William John ...	...	4.1.88	4.2.99	Existing Lines	Repairer ...	6s. 6d. "	"
Taylor, Ralph ...	6.7.75	...	31.3.99	" ...	Ganger ...	9s. "	Retired
Thompson, William ...	27.10.79	...	5.1.99	Locomotive ...	Boilermaker ...	13s. "	"
Tims, John ...	20.10.69	...	27.3.99	" ...	Driver ...	15s. "	"
Todd, Edward Joseph ...	17.10.73	...	16.1.99	Traffic ...	Guard ...	9s. 6d. "	Dismissed
Wallwork, Joseph ...	27.9.68	...	31.1.99	Locomotive ...	Driver ...	16s. "	Retired
Walsh, Patrick ...	12.7.77	...	31.1.99	Traffic ...	Gateman ...	6s. 6d. "	"
Washington, Michael ...	1.2.73	...	31.3.99	Existing Lines	Repairer ...	6s. 6d. "	"
Waters, Michael ...	19.3.78	...	28.2.99	" ...	Ganger ...	9s. "	"
Webber, Charles ...	28.7.77	...	31.3.99	Locomotive ...	Leather-hand ...	8s. 6d. "	"
Wells, Stephen ...	—1.81	...	4.3.99	Existing Lines	Inspector ...	£280 per ann.	Deceased
White, James ...	12.7.75	...	14.3.99	" ...	Ganger ...	9s. per day	Retired

QUARTER ENDING 30th JUNE, 1899.

Adams, William Edward ...	12.3.72	...	30.6.99	Audit ...	Clerk ...	£300 per ann.	Retired
Barton, Richard John * ...	...	7.2.88	31.3.99	Locomotive ...	Fireman ...	9s. per day	Services dis- penssed with
Bell, John Henry ...	17.2.79	...	12.4.99	Existing Lines	Ganger ...	9s. "	Deceased
Bird, Samuel ...	19.6.77	...	13.4.99	" ...	Repairer ...	7s. "	Retired
Boyd, William ...	1.9.82	...	31.5.99	" ...	Labourer ...	7s. "	"
Buscombe, Benjamin Frederick	...	18.7.84	3.5.99	Traffic ...	Car-cleaner ...	7s. "	Dismissed
Butler, Pierce Thomas ...	...	1.3.88	23.6.99	" ...	Labourer ...	6s. "	"
Byrne, James ...	...	18.10.89	20.4.99	" ...	Car-cleaner ...	6s. 6d. "	Services dis- penssed with
Callanan, Thomas John ...	14.2.72	...	15.4.99	Locomotive ...	Carriage and waggion inspec- tor	£240 per ann.	Retired
Cawsey, Alfred ...	...	10.10.88	26.4.99	Existing Lines	Labourer ...	6s. 6d. per day	Resigned
Cawthorn, Charles ...	...	18.11.84	8.6.99	Locomotive ...	Painter ...	9s. 6d. "	Deceased
Coakley, John Thomas ...	...	22.8.87	8.4.99	Traffic ...	Clerk ...	£120 per ann.	Dismissed
Collins, John * ...	12.2.73	...	31.12.98	Existing Lines	Repairer ...	7s. per day	Retired
Comloquoy, Thomas ...	...	3.3.86	27.4.99	Locomotive ...	Clerk ...	£150 per ann.	Dismissed
Conway, Michael ...	31.3.74	...	20.5.99	Existing Lines	Ganger ...	9s. per day	Retired
Cousins, James Martin ...	18.10.77	...	14.4.99	Locomotive ...	Waggion builder	10s. "	Deceased
Coy, John Henry ...	29.8.83	...	20.4.99	Traffic ...	Car-cleaner ...	7s. "	Killed on duty
Dardel, Albert William ...	...	29.11.89	6.4.99	" ...	Porter ...	7s. "	Dismissed
Daykin, Thos. ...	...	11.2.89	14.6.99	" ...	Labourer ...	7s. "	"
Densworth, Matthew Martin	6.6.81	...	30.4.99	Existing Lines	" ...	7s. 6d. "	Retired
Duck, Thomas ...	1.6.77	...	16.6.99	" ...	Repairer ...	7s. "	Deceased
Dunn, Joseph ...	1.8.81	...	30.6.99	Traffic ...	Car-cleaner ...	7s. "	Retired
Edwards, John ...	26.2.77	...	30.4.99	Existing Lines	Ganger ...	9s. "	"
Exon, Abraham ...	17.4.73	...	15.4.99	" ...	" ...	9s. "	Killed on duty
Galagher, John ...	...	4.2.89	4.6.99	Traffic ...	Porter ...	7s. "	Deceased
Glenn, Alexander ...	23.1.67	...	20.4.99	Locomotive ...	Driver ...	15s. "	Retired
Graham, Edward ...	21.2.73	...	16.5.99	" ...	Fireman ...	10s. "	"
Hart, Owen Donaghy ...	...	18.8.90	17.6.99	Traffic ...	Car-cleaner ...	6s. 6d. "	Deceased
Hendy, Samuel ...	14.9.74	...	12.5.99	Existing Lines	Labourer ...	7s. "	Retired
Hickey, Frederick William	...	10.5.87	29.5.99	Traffic ...	Acting guard ...	7s. 6d. "	Killed on duty
Hiddle, David Pears ...	—1.72	...	10.5.99	Locomotive ...	Pattern maker	13s. "	Retired
Hughes, Robert ...	8.4.81	...	15.6.99	Stores ...	Labourer ...	7s. "	"
Jones, Patrick ...	17.5.80	...	22.5.99	Existing Lines	Repairer ...	7s. "	"
Kelly, Catherine ...	...	22.7.85	30.6.99	" ...	Gatekeeper ...	4s. "	Services dis- penssed with
Kemp, John ...	1.5.78	...	30.4.99	" ...	Repairer ...	7s. "	Retired
Lobb, William Richard ...	1.2.78	...	16.6.99	" ...	Ganger ...	9s. "	Deceased
Matthews, Herbert ...	...	23.3.85	22.5.99	Locomotive ...	Boilermaker ...	10s. "	Dismissed
Molloy, Elizabeth ...	...	1.12.97	31.5.99	Existing Lines	Gatekeeper ...	4s. "	Resigned
Morfesse, William ...	...	11.8.90	3.4.99	" ...	Labourer ...	6s. 6d. "	Deceased
Morrow, James ...	16.11.68	...	30.4.99	Traffic ...	Guard ...	9s. 6d. "	Retired
Monyard, Auguste Marie ...	2.8.76	...	19.4.99	Locomotive ...	Carriage builder	10s. "	"

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.					
McCombe, William ...	...	9.2.86	27.6.99	Traffic ...	Shunter ...	8s. per day	Dismissed
McCracken, Charles ...	13.9.82	...	13.5.99	Existing Lines	Repairer ...	7s. "	Retired
McKee, Samuel ...	3.2.73	...	9.5.99	Locomotive...	Lighter up ...	9s. "	"
McLeod, Donald ...	1.1.77	...	30.6.99	Traffic ...	Car-cleaner ...	6s. 6d. "	"
McMillan, Rebecca ...	...	24.10.90	7.4.99	Existing Lines	Gatekeeper ...	4s. "	Resigned
Nankivell, John ...	22.10.77	...	10.4.99	Locomotive...	Blocker ...	9s. 6d. "	Retired
O'Rourke, Daniel ...	...	2.9.86	2.6.99	Traffic ...	Car-cleaner ...	7s. "	Deceased
O'Shea, Thomas ...	18.4.73	...	31.5.99	Existing Lines	Repairer ...	7s. "	Retired
Richardson, John Pearson	7.2.80	...	11.5.99	Locomotive...	Train inspector	12s. 6d. "	Deceased
Roach, Patrick ...	7.10.79	...	15.4.99	Existing Lines	Repairer ...	7s. "	Retired
Roberts, James ...	12.12.77	...	25.5.99	" ...	Ganger ...	11s. "	Deceased
Rowlands, John ...	12.5.82	...	30.6.99	Locomotive...	Boilermaker's assistant	8s. "	Retired
Scullin, David Patrick ...	...	15.11.97	13.4.99	Traffic ...	Junior porter	2s. 6d. "	Deceased
Shea, Alfred Wilson ...	...	2.7.88	10.5.99	Existing Lines	Carpenter ...	10s. "	Dismissed
Stinson, John Conlan ...	9.8.80	...	13.6.99	Traffic ...	Porter ...	7s. "	Retired
Sutherland, James ...	1.12.74	...	30.4.99	Existing Lines	Ganger ...	9s. "	"
Twomey, Edward ...	...	1.9.90	23.6.99	Traffic ...	Clerk ...	£100 per ann.	Dismissed
Watson, David ...	1.10.83	...	30.6.99	" ...	Car-cleaner ...	6s. 6d. per day	Retired

* Omitted from previous lists.

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

No. 22.

STATEMENT OF REMOVALS OF EMPLOYÉS.

QUARTER ENDING 31st MARCH, 1899.

Name in Full.	Date of Entry.		Date of Leaving.	Rank, Grade, or Position.	Salary or Wages.	Remarks.
	Approx.	On or after 1.11.83.				
Smart, Christie Thomas ...	29.1.77	...	10.2.99	Assistant Engineer	£410 per ann.	Deceased

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					
May 1st, 1899	20th	13,792	387	*	*	*

* Examination and selection in progress.

RETURN SHOWING THE APPROXIMATE LOSS ON THE FOLLOWING LINES

FOR THE YEARS ENDING 30TH JUNE, 1896, 30TH JUNE, 1897, AND 30TH JUNE, 1898.

Table with columns: Line, Length, Capital Cost, Revenue (Passengers, Goods, etc.), Local Working Expenses, Loss on Working, Profit on Working, Total Revenue, Working Expenses, and Miles. Rows list various railway lines like Ararat to Portland, Avoca to Ararat, Ballarat East to Buninyong, etc.

1 Exclusive of traffic which could be carried off Ballarat. 2 The Contracting Act provision for local rates such as the traffic receipts pay for per cent. per annum on cost of construction and of rolling-stock. 3 Estimated. 4 One mile between Darling and Waverley closed for traffic, 9th December, 1895. 5 Section of line between Avon River Bridge and Briangolong (2 1/2 miles) closed for traffic. 6 Section of line between Avon River Bridge and Briangolong proposed for traffic 6th April, 1897. 7 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 Whiteless, Heidelberg, and Collingwood lines. 8 Net profit on working. 9 Approximate loss for year. 10 Average revenue per train mile. 11 Average working expenses per train mile. Notes.—On the Colbin to Alexandra Road section only the revenue, working expenses, and loss on working above, where brackets appear figures pertaining to this section are included with the Talbrook to Mansfield line charges. The revenue includes a terminal percentage.