

1910.
VICTORIA.

VICTORIAN RAILWAYS.

R E P O R T

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

FINANCIAL YEAR ENDING 30TH JUNE, 1910.

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

By Authority:
J. KEMP, GOVERNMENT PRINTER, MELBOURNE.

No. 48.—[3s.]—8619.

APPROXIMATE COST OF REPORT.

	£	s.	d.
Preparation. - Not given.			
Printing (1,900 copies)
			<u>130 0 0</u>

REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS
FOR THE FINANCIAL YEAR ENDING 30TH JUNE, 1910.

VICTORIAN RAILWAYS,
Commissioners' Office, Spencer-street,
Melbourne, 26th September, 1910.

To the Honorable the Minister of Railways.

SIR,

In conformity with the provisions of Section 59 of the *Railways Act* 1890, No. 1135, we have the honour to submit, for the information of Parliament, our Report for the financial year ending 30th June, 1910.

Financial Results.

GROSS REVENUE	£4,443,862 15 8
WORKING EXPENSES (including Special Payments into Railway Accident and Fire Insurance Fund of £75,000; and the Rolling-Stock Replacement Fund of £170,000)	£2,711,544 15 4
NET REVENUE	£1,732,318 0 4
Add NET REVENUE of ST. KILDA and BRIGHTON ELECTRIC STREET RAILWAY	£2,025 6 3
TOTAL NET REVENUE	£1,734,343 6 7
INTEREST CHARGES and EXPENSES	£1,472,916 11 7
PENSIONS and GRATUITIES	£106,329 13 8
	£1,579,246 5 3
SURPLUS	£155,097 1 4

Financial Comparison with Previous Year.

	Year 1908-9.			Year 1909-10.			Increase or Decrease.			
	£	s.	d.	£	s.	d.	+	-		
Gross Revenue	4,178,124	7	0	4,443,862	15	8	+	265,738	8	8
Working Expenses	2,409,438	17	5*	2,711,544	15	4†	+	302,105	17	11
Net Revenue	1,768,685	9	7	1,732,318	0	4	-	36,367	9	3
Net Revenue of St. Kilda and Brighton Electric Street Railway	1,866	0	6	2,025	6	3	+	159	5	9
Total Net Revenue	1,770,551	10	1	1,734,343	6	7	-	36,208	3	6
Interest Charges and Expenses ...	1,430,093	0	0	1,472,916	11	7	+	42,823	11	7
Pensions and Gratuities	105,414	17	4†	106,329	13	8†	+	914	16	4
Total Interest Charges and Pensions and Gratuities	1,535,507	17	4	1,579,246	5	3	+	43,738	7	11
Surplus	235,043	12	9	155,097	1	4	-	79,946	11	5

* Including Special Payment into Railway Accident and Fire Insurance Fund of £69,972 5s.

† Including Special Payments into Railway Accident and Fire Insurance Fund of £75,000, and into Rolling Stock Replacement Fund of £170,000.

‡ In conformity with the provisions of Acts Nos. 2133 and 2207, Pensions and Gratuities, as from 1st July, 1908, are payable out of the Net Revenue of each year to the extent to which it is available after the payment of the Interest Charges on the Railway Debt of the State.

**Results of Working for the Year 1909-10 compared
with those of the Three Preceding Years.**

	Year 1906-1907.	Year 1907-1908.	Year 1908-1909.	Year 1909-1910.
* Average mileage of Railways worked ...	3,395	3,396	3,397	3,441
* TRAFFIC TRAIN MILEAGE.				
Passenger—Country ...	1,926,570	2,152,890	2,351,597	2,297,247
" Suburban ...	2,992,283	3,153,831	3,259,024	3,301,666
Mixed ...	2,352,484	2,494,834	2,522,366	2,514,406
Goods (including Live Stock) ...	2,704,577	2,581,853	3,157,591	3,592,293
Total Traffic Train Mileage ...	10,035,914	10,383,408	11,290,578	11,705,612
Number of Passenger Journeys ...	70,170,089	74,907,425	81,020,620	85,280,235
Tons of Goods carried ...	3,650,538	3,349,760	3,783,699	4,120,195
Tons of Live Stock carried ...	315,254	405,101	383,087	348,245
*GROSS REVENUE.				
Coaching Traffic.				
Passenger—Country ...	£ 989,285	£ 1,016,008	£ 1,039,243	£ 1,089,603
" Suburban ...	645,448	686,062	746,844	783,178
Dining Car Service ...	..	..	5,852†	11,603
Parcels, &c. ...	151,465	154,291	166,689	175,110
Horses, Carriages, and Dogs ...	14,652	15,248	16,201	16,514
Mails ...	61,810	63,652	66,330	66,554
Total Coaching ...	1,862,660	1,935,261	2,041,159	2,142,562
Goods Traffic.				
Goods ...	1,861,220	1,598,588	1,814,821	1,915,911
Live Stock ...	220,295	269,853	252,356	258,665
Minerals ...	..	..	..	47,805‡
Total Goods ...	2,081,515	1,868,441	2,067,177	2,222,381
Rentals ...	56,161	57,063	57,365	64,447
Miscellaneous ...	12,305	12,603	12,423	14,473
Total Gross Revenue ...	4,012,641	3,873,368	4,178,124	4,443,863
Per mile of Railways worked ...	1,182	1,141	1,230	1,291
Per traffic train-mile run ...	7s. 11'96d.	7s. 5'53d.	7s. 4'81d.	7s. 7'11d.
* WORKING EXPENSES.				
Transportation Branch ...	£ 593,248	£ 612,719	£ 641,431	£ 684,391
Way and Works Branch ...	589,452	648,589	625,602	643,912
Rolling-Stock Branch—Working ...	521,083	573,990	620,669	696,477
" Repairs and Renewals ...	323,858	2,47738	372,766	359,725
" Payment into Rolling-Stock Replacement Fund ...	..	..	..	170,000
General Expenses ...	49,032	52,455	58,108	59,818
Payment into Railway Accident and Fire Insurance Fund ...	..	15,667	90,863(a)	97,219(a)
Total Working Expenses ...	2,076,673	2,285,897	2,409,439(b)	2,711,545(b)
Per mile of Railways worked ...	612	673	709	788
Per traffic train-mile run ...	4s. 1'66d.	4s. 4'84d.	4s. 3'22d.	4s. 7'59d.
Percentage of Gross Revenue ...	51'75	59'02	57'67	61'02
* NET REVENUE AFTER PAYMENT OF WORKING EXPENSES ...				
	£ 1,935,968	£ 1,587,471	£ 1,768,685	£ 1,732,318
Per mile of Railways worked ...	570	468	521	503
Per traffic train-mile run ...	3s. 10'30d.	3s. 0'69d.	3s. 1'59d.	2s. 11'52d.
NET REVENUE OF ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY ...				
	£ Deficit 7,802 (c)	£ Deficit 3,925 (c)	£ 1,866	£ 2,025
Total Net Revenue ...	1,928,166	1,583,546	1,770,551	1,734,343
SPECIAL EXPENDITURES AND CHARGES ...				
	£ 165,749	£ 47,058	£ ..	£ ..
BALANCE OF NET REVENUE ...	1,762,417	1,536,488	1,770,551	1,734,343
INTEREST, CHARGES, AND EXPENSES PENSIONS AND GRATUITIES ...				
	£ 1,483,284	£ 1,483,807	£ 1,430,093	£ 1,472,916
	..	..	105,415	106,330
Total Interest Charges and Pensions and Gratuities ...	1,483,284	1,483,807	1,535,508	1,579,246
SURPLUS ...	279,133	52,681	235,043	155,097

* Exclusive of St. Kilda and Brighton Electric Street Railway.

† For portion of year only. Mildura Service opened August, 1908. Ararat and Wodonga services opened December, 1908.

‡ In previous years Mineral Traffic was included with Goods.

(a) Includes Special Payment, in year 1908-9, £69,972 5s., and in year 1909-10, £75,000. (b) For details see Appendix No. 20. (c) After including Expenditure towards making good Damage by Fire, in year 1906-7, £9,941 2s. 2d.; and in year 1907-8, £3,310 11s. 8d.

**Comparison of Results for the Seven Years ended 30th June, 1903,
and 30th June, 1910.**

	Seven Years ended 30th June, 1903.	Seven Years ended 30th June, 1910.	Increase.	Decrease.
	£	£	£	
Gross Revenue	20,876,220	27,316,022	6,439,802	
Working Expenses	12,409,343	15,156,026	2,746,683	
Net Revenue	8,466,877	12,159,996	3,693,119	
Special Expenditures and Charges in Liquidation of Extraordinary Liabilities ...	160,630	698,390	537,760	
Balance of Net Revenue	8,306,247	11,461,606	3,155,359	
Interest Charges and Expenses and Pensions and Gratuities (in years 1908-9 and 1909-10 only)	10,218,295	10,524,880	306,585	
Surplus ... ..	...	936,726	...	
Deficit	1,912,048	...	...
Traffic Train Mileage	70,927,423	71,003,590	76,167	
Number of Passengers Carried ...	347,459,541	490,450,816	142,991,275	
Tons of Goods	18,852,922	21,846,739	5,993,817	
Tons of Live Stock	1,626,723	2,252,597	625,874	
Per Mile Worked—	£	£	£	
Gross Revenue	932	1,149	217	
Working Expenses	554	638	84	
Net Revenue	378	511	133	
Per Traffic Train Mile—				
Gross Revenue	5s. 10·64d.	7s. 8·33d.	1s. 9·69d.	
Working Expenses	3s. 5·99d.	4s. 3·23d.	0s. 9·24d.	
Net Revenue	2s. 4·65d.	3s. 5·10d.	1s. 0·45d.	
Percentage of Working Expenses to Gross Revenue	59·44	55·48	...	3·96

New Lines Opened for Traffic.

Line.	Miles.	Date Opened for Traffic.
Ultima to Chillingollah	20'14	1.7.09
Alexandra-road to Alexandra	4'32	28.10.09
Moe to Walhalla (2 ft. 6 in. gauge)	26'06	3.5.10
Nyora to Woolamai	16'79	9.5.10
Woolamai to Powlett Coal-field	13'75	9.5.10

New Lines Under Construction, or Authorized.

The following new lines, aggregating 113'95 miles in length, were in course of construction at 30th June, 1910:—

5 FT. 3 IN. GAUGE.			2 FT. 6 IN. GAUGE.		
Line.		Mileage.	Line.		Mileage.
Mildura to White Cliffs		6'92	Beech Forest to Crowe's		14'28
Ouyen to Kow Plains		57'00			
Beacac to Newtown		35'75			
		<u>99'67</u>			<u>14'28</u>

The following new lines, aggregating 213'25 miles in length, have been authorized, but the work of construction had not been commenced at 30th June, 1910:—

5 FT. 3 IN. GAUGE.			2 FT. 6 IN. GAUGE.		
Line.		Mileage.	Line.		Mileage.
Eltham to Hurst's Bridge		6'75	Whitfield to Tolmie District		20'0
Gheringhap to Maroona		100'75			
Noradjuha to Toolondo		11'25			
Bairnsdale to Orbost		60'00			
Jeparit to Lorquon		14'50			
		<u>193'25</u>			<u>20'0</u>

Mileage of Railways and Tracks Open for Traffic.

	Year 1908-9.	Year 1909-10.
	Miles.	Miles.
Railways at 30th June	3409'78	3490'84
„ average during year	3396'82	3441'39
Main Tracks, at 30th June	3736'56	3817'62
„ average during year... ..	3723'61	3768'17
Sidings, at 30th June	595'16	611'24
St. Kilda and Brighton Electric Street Railway—		
Main track at 30th June	5'13	5'13
Sidings at 30th June	'83	'83

Capital Expenditure.

The total expenditure charged to Capital Account at 30th June, 1910, was £43,200,941 9s. 7d., an increase for the year of £656,564 15s. 5d., made up as follows:—

EXPENDITURE ON CAPITAL ACCOUNT FOR THE YEAR.				£	s.	d.
For Details see Appendix No. 6.						
Surveys and Construction of New Lines—						
Mildura—White Cliffs	...	...	...	9,572	3	4
Ouyen—Kow Plains	...	...	...	27,076	9	2
Ultima—Chillingollah	...	...	...	3,202	4	1
Beeac—Newtown	...	...	...	29,796	4	2
Beech Forest—Crowe's	...	...	...	17,930	12	4
Gheringhap—Maroona	...	...	...	215	2	3
Rupanyup—Marnoo	...	...	...	3,169	12	5
Alexandra Road—Alexandra	...	...	...	4,793	10	5
Strathmerton—Tocumwal Extension	...	...	...	2,415	10	1
Eltham—Hurst's Bridge	...	...	...	36	13	4
Nyora—Woolamai	...	...	...	43,877	0	6
Woolamai—Powlett Coal Fields	...	...	...	31,713	14	2
Moe—Walhalla	...	...	...	17,002	7	3
Bairnsdale—Orbost	...	...	...	49	4	5
				<hr/>		
				190,850	7	11
Surveys	...	...	...	7,077	7	6
				<hr/>		
Net Increase in Capital Expenditure on Surveys and Construction of New Lines	...	...	...			£197,927 15 5
Additions and Improvements on Existing Lines, and to Rolling-Stock—						
Way and Works (net)	...	...	...	£250,511	6	0
Rolling-Stock	...	...	...	208,125	14	0
				<hr/>		
Net Increase in Capital Expenditure for Additions and Improvements on Existing Lines and to Rolling-Stock	...	...	...			458,637 0 0
Net Increase in Expenditure on Capital Account	...	...	...			<hr/>£656,564 15 5

Loan Funds.

The total amount of Current Loans allocated to the Railways, at 30th June, 1910, was £41,305,702 8s. 10d. (see Appendix No. 7), an increase for the year of £611,760 8s. 10d., made up as follows:—

	£	s.	d.
Additional Loans raised or transferred to the debit of the Railways by the Treasury	(Act 1623 (3 per cent.) ...	41	3 8
	(Act 1753 (3 per cent.) ...	8,200	0 0
	(Act 2041 (3½ per cent.) ...	5,000	0 0
	(Act 2167 (3½ per cent.) ...	286,046	5 7
	(Act 2161 (3 per cent.) ...	41,581	4 0
	(Act 2163 (3½ per cent.) ...	270,891	15 7
	<hr/>		
Increase for the year in the amount of Current Loans allocated to the Railways	...	...	£611,760 8 10

The proceeds of Loans allocated to the Railways, after deducting Discounts and Expenses, less Net Premiums received, were £39,983,231 2s. 1d., as at 30th June, 1910, an increase for the year of £595,441 5s. 9d.

The difference between the increase in the proceeds of the Loans allocated to the Railways and the increase in the total amount of Current Loans so allocated, viz., £16,319 3s. 1d., represents the Net Discount and Expenses for the year. (See Appendix No. 7).

Interest Account.

(See Appendix No. 7.)	The Interest during the year on Current Loans allocated to the Railways amounted to	£1,475,888	0	0
	And in addition the Railways were debited with—			
	Expenses incurred by the Treasury in connection with Payment of Interest amounting to ...	5,081	0	0
		£1,480,969	0	0
	Less Interest on Railway Surplus for the year ended 30th June, 1909	8,052	8	5
	Total net amount for Interest and Expenses for the year 1909-10	£1,472,916	11	7

This amount (£1,472,916) is an increase of £42,823 on the Interest and Expenses charged to the Railways for the year 1908-9, and is equivalent to 3·57 per cent. on the total amount of Current Loans allocated to the Railways.

Non-Interest Bearing Funds.

The amount provided out of Consolidated Revenue for the Construction, Equipment, Stores, &c., of the Railways, and on which interest is not charged, was at 30th June, 1910, £3,877,084 2s. 11d. (see Appendix No. 5), an increase of £1,951 15s. 7d., made up as follows:—

	£	s.	d.
Amount expended under Surplus Revenue Acts 1904 and 1998 chargeable to Consolidated Funds and debited to Construction Works	67	13	2
Amount expended under Vote 177 chargeable to Consolidated Funds and debited to Construction Works ...	1,884	2	5
	£1,951	15	7
Total increase in the amount of Non-Interest Bearing Funds for the year	£1,951	15	7

Gross Revenue.

The Gross Revenue was more than that for the year 1908-9 by £265,739, equivalent to 6·36 per cent.

Each Subdivision of traffic shows an increase of revenue for the year as follows:—

		Per cent.		Per cent.
Passengers—Country	£50,360	4·84	...	...
" Suburban	36,334	4·86	£86,694	4·85
Dining Car Service ... ..	...	...	5,751	*
Parcels ... ..	...	...	8,421	5·05
Horses, Carriages, and Dogs ... ..	...	...	313	1·93
Mails ... ..	...	...	224	·33
Goods and Minerals ... ..	...	...	148,895	8·2
Live Stock ... ..	...	...	6,309	2·5
Rentals ... ..	...	...	7,082	12·34
Miscellaneous ... ..	...	...	2,050	16·5

The Gross Revenue was the highest ever earned in any one year.

The Revenue was also higher in all the sub-divisions such as Passengers, Goods, Parcels, &c., than in any previous year, with the exception of Live Stock, which was exceeded in the year 1907-8.

The Wheat Yield last season, viz., 28,780,000 bushels, was the largest on record, being 255,000 bushels in excess of that of the season 1903-4, which was the previous largest harvest.

The Wool Traffic during the past year was heavier and contributed more revenue than in any other year since 1893-4.

The Gross Revenue per traffic train mile run was 7s. 7·11d., being 2·30d. more than that of the previous year.

* In operation only for a portion of the year 1908-9.

Working Expenses.

A detailed statement of the Working Expenses in contrast with those of the previous year will be found in Appendix No. 20.

The percentage of Working Expenses to Gross Revenue was 61·02, as compared with 57·67 in the previous year.

The increase in the Working Expenses, viz., £302,106, or 12·54 per cent., was mainly due to the extra cost of coal (owing principally to the strike in the New South Wales Coal Mines), to additional train mileage and increased staff required to deal with the greater traffic, to reductions in working hours and advances in salaries and wages of the staff, to a larger contribution to the Railway Accident and Fire Insurance Fund, and to the payment of £170,000 into the Rolling-Stock Replacement Fund.

Net Revenue.

The Net Revenue after the payment of Working Expenses, including special contributions of £75,000 to the Railway Accident and Fire Insurance Fund, and £170,000 to the Rolling-Stock Replacement Fund, and £106,330 on account of Pensions and Gratuities to retired officers and employes, was equivalent to 3·94 per cent. on the railway debt of the State, and was £155,097 in excess of the Interest Charges payable by us.

Transportation Branch.

The increase in the Working Expenses of the Transportation Branch, viz., £42,963, or 6·70 per cent., was mainly due to additional train mileage and increased staff required to deal with the greater traffic, and to advances in the salaries and wages of the staff.

The increase in the train mileage, viz., 415,034 miles, or 3·68 per cent., was incurred in the goods service to cope with the larger traffic carried.

Way and Works Branch.

The Way and Works were maintained in good working order and repair during the year, and a certificate to that effect from the Acting Chief Engineer will be found in Appendix No. 3.

The following is a comparison of the expenditure on the Maintenance and Renewal of Way and Works for the year with that of each of the four preceding years :—

	Year 1905-6.	Year 1906-7.	Year 1907-8.	Year 1908-9.	Year 1909-10.
Expenditure	£572,297	£589,452	£648,589	£625,602	£643,912
Per mile of (Average railway mileage)	169	174	191	184	187
Per mile of (open for main track traffic)	154	158	174	168	171

The increase in the expenditure on the Maintenance and Renewal of Way and Works, viz., £18,310, was mainly due to repairing damage done by the floods, which took place in August, and to extra expenditure incurred in connexion with additions and improvements.

One hundred miles of track were relaid with steel rails as follows :—6 miles with new 100-lb. rails, and 67·6 miles with new 80-lb. rails ; 1 mile with serviceable 100-lb. and 80-lb. rails, and 25·4 miles with serviceable 75-lb., 66-lb., and 60-lb. rails which had been released from other lines by the substitution of heavier rails,

212,816 sleepers were renewed, and 3,792 additional sleepers were put into the track. 197 miles of fencing were rebuilt.

One hundred and fifty-two interlocking levers were installed at eighteen places. The total number of interlocking levers in use at 30th June, 1910, was 7,448 at 592 places, and the proportion of interlocked places was 67·73 per cent. One hundred and two sets of staff, tablet or Annett's lock gear were provided at fifty-three intermediate non-staff stations, and 168 sets of plunger locking gear at 74 staff stations.

For the purpose of improving the safe working of the Melbourne suburban traffic, the Sykes lock and block system has been extended to the sections Flinders-street station to Jolimont Junction (all lines), Jolimont Junction to Richmond (all lines), and Richmond to East Richmond. Further extensions of this system are in hand on the lines from Richmond to Prahran, Richmond to Caulfield, and Viaduct Junction to Essendon. The viaduct lines between Flinders-street and Spencer-street stations, the Brighton lines from Prahran to Balaclava, and portions of the lines between Flinders-street and Jolimont Junction, have been electrically track-locked. Similar work is also in hand for the lines from Princes-bridge to Clifton Hill, and it is proposed to provide this additional safeguard on all the busier suburban lines.

Regrading of the tracks at Armadale, and the provision of bridges over the railway at Kooyong-road and High-street (the latter for the accommodation of an electric street tramway), and a new island platform and approaches, were finished, and the work of constructing new station buildings in connexion therewith is nearly completed.

Duplication of the tracks, Mordialloc to Frankston and Northcote to Reservoir, is well forward, and will probably be ready for traffic by 1st December next.

A new passenger station, &c., at Essendon, and a re-arrangement and extension of the tracks at that place and at Geelong, were finished, and a re-arrangement of the tracks at Ballarat will shortly be completed. The construction of new stations and a re-arrangement and extension of the tracks at Box Hill and Upper Fern Tree Gully are well under way.

New station buildings are in process of erection at Birchip, Donald, Hampton, Leongatha, Mildura, Northcote, Port Fairy, Shepparton, and Sunbury, and will shortly be put in hand at Bell, Beulah, Croxton, Fairfield, Heidelberg, Ivanhoe, Jeparit, Mansfield, Merri, Mount Albert, Natimuk, Quambatook, Rainbow, and Thornbury.

Considerable progress was made with the lengthening and raising of passenger platforms, and in providing barriers at a number of stations.

The system of improving employes' residences, belonging to the Department, by the addition of another room, and of fencing, &c., has been continued.

The stock yards at Newmarket are being largely increased, and those at Echuca are being reconstructed, with additions and improvements. Improvements to stock yards have been or are being made at a number of other stations.

To enable employes to travel more quickly over the lines, additional equipment, consisting of fifty-two light trollies, eighty-two tricycles, thirty-two quadricycles, and twenty motor cars was put into service.

The work of strengthening bridges on important lines, to admit of the use of more powerful engines, was continued on the North-Eastern and North-Western lines, and on the lines from Ballarat *via* Maryborough to Castlemaine, and Newport to Geelong.

In order to facilitate the turning of the longer and heavier engines, 70-ft. turntables were provided at Ballarat East, Benalla, Bendigo, North Melbourne, Seymour, and Stawell, and two more are being arranged for, one each at Maryborough and Traralgon. 50-ft. turntables, strengthened and lengthened to 53 feet, were erected at Beaufort, Birchip, Castlemaine, Echuca, Lal Lal, Moe, Picola, and Stony Point, and a 51-ft. 3-in. turntable was provided at Alexandra.

Plans have been prepared for a large new gravitation goods yard near North Melbourne, and the work will be put in hand shortly.

The stone-crushing plant at the Ripon quarry, near Ararat, supplied about 56,000 cubic yards of bluestone metal during the year for re-ballasting the line between Ballarat and Serviceton.

Further progress was made with the work of fixing permanent centre pegs, and providing transitions for curves on various lines.

The work of improving the appearance of a number of the suburban station grounds and railway lands adjoining the suburban lines, and of country station grounds, by tree-planting and the formation of gardens and lawns, has been continued. About 70,000 ornamental and shade trees, obtained from the Departmental nursery at Kensington, were planted on railway land alongside the lines.

Rolling-Stock Branch.

The whole of the Rolling-Stock in use, and the Machinery and Tools, were maintained in good working order and repair, and a certificate to that effect from the Chief Mechanical Engineer will be found in Appendix No. 2.

The following is a comparison of the expenditure of the Rolling-Stock Branch for Working and of the expenditure and charges for Repairs and Renewals for the year, as contrasted with that of each of the four preceding years :—

	Year 1905-6.	Year 1906-7.	Year 1907-8.	Year 1908-9.	Year 1909-10.
For Working	£481,483 ...	£521,083 ...	£573,990 ...	£620,669 ...	£696,477
Per Traffic Train Mile ...	12·30d. ...	12·46d. ...	13·27d. ...	13·19d. ...	14·28d.
For Repairs and Renewals	£306,842 ...	£323,858 ...	£382,477 ...	£372,765 ...	£359,725
Contribution to Rolling-Stock Replacement Fund, charged to the Working Expenses	— ..	— ..	— ..	— ..	£170,000

The increase in the cost of Working, viz., £75,808, or 12·21 per cent., was principally due to an advance in the contract price of New South Wales coal, and to the high prices paid for foreign and other coal which it was necessary to purchase owing to the strike in the New South Wales Coal Mines, extending from early in November until the middle of March.

Further causes for the increase in the cost of working were the additional train mileage which it was necessary to run to deal with the greater traffic, and the adoption of eight hours as the basis of a day's pay for enginemen.

Inventories of Rolling-Stock in existence at 30th June, based on numbers and capacity respectively, will be found in Appendices Nos. 8 and 9.

In addition to the removal from the Register of the Rolling-Stock which was put out of existence during the year (Appendix No. 8), the Rolling-Stock remaining in service at 30th June, 1910, was further written down as follows :—

Thirty-three locomotives, 109 trucks, and 5 vans, from their full tractive power, tonnage, and internal floor area, and 7 workmen's sleeping cars, from one-half internal floor area to the tractive power, tonnage, and internal floor area respectively, represented by their value as scrap materials; and 289 carriages and combined carriages and vans from their full internal floor area to one-half internal floor area.

The sum of £170,000 was paid in to the Rolling-Stock Replacement Fund and debited to the Working Expenses during the year, and the amount at the credit of that fund at 30th June, 1910, available for the replacement of Rolling-Stock was £126,462.

The following new Rolling-Stock, built at the Newport Workshops, was put into service during the year :—

Locomotives : 10 DDE class Locomotives for Suburban service; 10 A2 class Locomotives for heavy passenger service; 1 Narrow Gauge Locomotive—Total, 21 Locomotives.

Carriage Stock : 22 Corridor Vestibule Cars, 71 feet long, for use on important country trains; 10 Combined Mail Sorting Vans and Second Class Cars, 71 feet long, specially designed to meet the requirements of the Postal Department; 6 Suburban Cars of the "Tait" type, i.e., with sliding side doors and central passage way; 2 Narrow Gauge Cars—Total, 40 carriages. In addition to these new carriages, 81 Suburban Bogie Carriages were lengthened during the year by two compartments each, equivalent to 20¼ additional carriages.

Van Stock : 1 Narrow Gauge Van.

Truck Stock : 79 Sheep trucks; 100 Cattle trucks; 30 Refrigerator trucks; 291 Fifteen-ton open Goods trucks; 1 Combination Bogie truck for rails and sleepers and ballast hopper; 42 Narrow Gauge trucks—Total, 543 trucks.

Three "F" class tender Locomotives were converted into Tank Locomotives for use on light (Motor) trains.

Thirty-two boilers of increased capacity were constructed for existing locomotives, and 21 were made for new locomotives.

Three obsolete locomotives were broken up, making a total of 141 broken up, sold, &c., since 1st April, 1904.

Seven hundred and fifty-nine trucks were equipped with the Westinghouse Brake, and the total number so fitted at 30th June, was 10,381, or 90·1 per cent., and the number fitted with brake-pipes at that date was 1,130. Steps are being taken to fit practically the whole of the balance of the stock with the Westinghouse Brake during next year.

Forty-three carriages were equipped for Pintsch Gas lighting, and the total number so equipped at 30th June, was 992, or 75·7 per cent.

Two thousand and forty-seven Pintsch Gas Lamps in carriages were fitted with incandescent mantles, making the total number of such lamps so fitted at 30th June, 6,095.

In order to construct the much required additional and improved carriage stock as mentioned in our last Annual Report, and to meet the requirements for additional locomotives and trucks, and also to keep up the Rolling-Stock generally, the Newport Shops were considerably enlarged, and further extensions are in hand, and for the same purposes additions were and are being made to the machinery and equipment generally.

The total number of men employed at Newport at 30th June, 1910, was 2,966, as compared with only 1,216 at 1st July, 1903.

To expedite the provision of additional carriage and other stock a number of contracts were entered into with private firms throughout the State for forgings, &c.

With the view of obviating the importation of the timber needed for the construction of the large number of additional carriages required, extensive stocks of Australian timbers have been and are being laid in for seasoning. In this connexion it must be remembered that it requires at least three years to season timber received in the log direct from the forest. A special milling plant has been provided at Newport for the sawing-up of this timber, thus utilizing Victorian labour as much as possible.

It is interesting to note that the average tractive power of the locomotives and the average carrying capacity of the trucks in existence at the 30th June, 1910, were 16,714 lbs. and 10·9 tons as compared with 13,155 lbs. and 9·5 tons respectively at 30th June, 1903. The average internal floor area of carriage and of van and sundry stock was increased during the same period from 272 and 184 square feet to 309 and 203 square feet respectively.

General Expenses.

The increase in the General Expenses, viz., £1,710, or 2·94 per cent., was mainly owing to advances in salaries and wages, and to the larger revenue earned.

Stores Branch.

The value of the Stock of Stores at 30th June, 1910, as per certificate of the Chief Storekeeper (see Appendix No. 11) was £377,216, being a reduction of £269,787, as compared with the value of the Stock of Stores at 1st July, 1903, and of £46,252 as compared with the value as at 1st July, 1909.

Train Mileage for the Conveyance of Passengers on Country Lines.

	Passenger Train Mileage.	Mixed Train Mileage.	Total.
Year 1902-3	1,627,339	2,494,280	4,121,619
Year 1903-4	1,501,966	2,166,439	3,668,405
Year 1909-10	2,297,247	2,514,406	4,811,653
Increase for year 1909-10 over year 1902-3...	669,908 } 41·16% }	20,126 } 0·8c% }	690,034 } 16·34% }
Increase for year 1909-10 over year 1903-4...	795,281 } 52·95% }	347,967 } 16·06% }	1,143,248 } 36·61% }

It will be observed that in the year 1909-10, as compared with the year 1902-3 (the year before the three Commissioners were appointed), there was an increase of 41·16 per cent. in the passenger train mileage on country lines, while there was practically no increase in the mixed train mileage on these lines, and that as compared with the year 1903-4 (the first year of the three Commissioners) there was an increase of 52·95 per cent. in the passenger train miles run, and of only 16·06 per cent. in the mixed train miles run in the country. These figures show conclusively that the passenger train mileage on country lines has been increased in a much greater proportion than the mixed train mileage, either by the alteration of mixed trains to passenger trains, or the running of additional passenger trains.

Carriages for Suburban Traffic.

Owing to the continued extraordinary increase in the Melbourne suburban traffic, some difficulty has been experienced lately, due to shortage of carriages, in providing sufficient accommodation on some of the suburban trains during the busy hours of the morning and evening.

The carriage shops at Newport have been mainly occupied for the last two years in the construction of additional and improved carriages for the express and country trains, and in lengthening the existing bogie suburban carriages by two compartments each, and at the same time strengthening and otherwise improving them, and while this work is not yet by any means completed, the provision of additional and improved carriages for the suburban traffic has been put in hand, and, provided the necessary funds are made available, this work, together with the construction of further carriages for country service, and the lengthening and improvement of the existing bogie suburban carriages will be vigorously prosecuted, until not only sufficient but suitable up-to-date carriages are available for both the suburban and country services.

It is anticipated that sufficient new carriages will be completed by 1st December next to admit of the necessary additional accommodation on suburban trains being provided to prevent overcrowding under ordinary conditions, during the busy hours of the morning and evening, and that in about two years sufficient additional and suitable up-to-date carriages will be available to admit of the withdrawal from regular suburban service of all the old fixed wheel base stock.

A thorough trial—in both summer and winter weather—on a number of the suburban lines, of the experimental train of six carriages of a new design for suburban traffic referred to in our last annual Report has proved this type of carriage—with sliding side doors and a central passage way—to be very suitable for our suburban traffic, and it has been adopted as the standard for future construction. Photographs, etc., of this train and carriage will be found herein.

Increasing Capacity of some of the Melbourne Suburban Lines.

The following comparative statistics relating to the Passenger traffic carried on the Metropolitan Suburban trains, inclusive of Race traffic, but exclusive of the traffic of the St. Kilda and Brighton Electric Street Railway, for the years 1904-5 and 1909-10, clearly show what a great development has taken place in that traffic during that period of six years:—

	Year 1904-5.	Year 1909-10.
Number of Passenger Journeys	55,010,627	78,554,426
Average number of Passenger Journeys per day, inclusive of Sundays	150,714	215,217
Revenue	£552,743	£780,025
Average mileage travelled per Passenger	4·72	4·93
Average revenue per Passenger Journey	2·41d.	2·38d.
Average revenue per Passenger, carried per mile...	·50d.	·48d.

On account of this remarkable expansion of traffic, which is equivalent to 42·79 per cent. during the last six years, and is still continuing, it has now become necessary to increase the capacity of some of the lines, and the best, and, indeed, the only way to accomplish this, and also admit of country trains being run express, or partly express, through the suburban area without interfering with the suburban traffic, and to admit of trains to and from the more distant suburbs being run in the same way over the lines within the inner suburban area, is to provide two additional running tracks on these lines within the inner suburban area. Two of the four tracks would then be used normally for the up and down stopping trains, and two would be used normally for the up and down trains which run express, or partially express, through the inner suburban area.

The provision of these additional running tracks would not only obviate the delays which are now caused to country passenger trains and to goods trains, owing to such trains being unable to pass local (stopping) suburban trains ahead on the same track, but would admit of trains serving the outer suburbs being run express, or partly express, through the inner suburban area, thus making those suburbs more accessible from the point of view of time, and therefore more attractive for settlement.

These additional running tracks are at the present time most required on the Camberwell and Caulfield lines, and on the Viaduct line between Flinders-street and Spencer-street Stations. During the year 1909-10, the average number of trains of all kinds running daily, exclusive of Sundays, over these lines in each direction was—

<i>Camberwell Line</i> :—		<i>Number.</i>
Between Flinders-street Station and Burnley	..	118
" Burnley and Hawthorn ..	..	115
" Hawthorn and Camberwell ..	..	90
<i>Caulfield Line</i> :—		
Between Flinders-street Station and Caulfield	..	99
<i>Viaduct Line</i> :—		
Between Flinders-street and Spencer-street Stations ..		235

In this connexion it must be remembered that nearly all these trains are run between the hours of 6 a.m. and midnight, that the movement is particularly heavy between 6.30 and 9 in the morning, and 5 and 6.30 in the evening; and, further, that on holidays and race days, a larger number of trains are run on these lines than the average number here given.

As the number of trains which would be run in the event of electric traction being adopted for the suburban traffic would certainly be not less than the number now being run with steam locomotives, and the speed of electric trains would not be so much faster as to admit of a much greater train movement (the estimated saving in time to Caulfield and to Camberwell, for instance, being four minutes), the provision of these additional running tracks would also be necessary under electric traction conditions.

Plans and estimates of the expenditure involved in the provision of these additional running tracks are in course of preparation, and the work, which can be carried on simultaneously on all three lines, should be undertaken as soon as funds can be made available, and be completed at the earliest possible date thereafter.

Rentals from New Flinders-street Station Building.

Offices, shops, refreshment rooms, and book and tobacco stalls in the new Flinders-street Station Building have now been leased for rentals aggregating £6,997 per annum, and there is still space available for lease which it is anticipated will shortly increase the annual income from rentals to £7,882. This sum is more than equal to the annual interest on the whole cost of the building, which is about £210,000, and it may therefore be stated that the accommodation in this building used for traffic purposes—such as booking halls, waiting rooms, lavatories, luggage, parcels, and cloak rooms, as well as the offices of the Metropolitan District Officers and their staff, and a large part of the fourth story occupied by the Railways Institute—will be provided free of charge.

Supply of Steel Rails.

Principally for the purpose of replacing rails in existing lines to be used in the construction of new light lines, and of duplicating the lines from Mordialloc to Frankston, and Northcote to Reservoir, contracts were entered into during the year for the supply of 17,089 tons of 80-lb. and 1,647 tons of 100-lb. steel rails, equal to about 145 miles of track.

In view of the considerable mileage of new lines, the construction of which has been authorized by Parliament, tenders have been invited for an additional quantity of 19,718 tons of 80-lb. steel rails, equivalent to approximately 156 miles of track.

Strike at New South Wales Coal Mines.

A general strike of miners employed in the Northern, Western, and Southern Collieries of New South Wales, including all the mines from which the major portion of our coal supplies was obtained, occurred early in November, and continued until the middle of March.

As a suspension or material curtailment of the train service would have been accompanied by disastrous consequences, especially in view of the exceptionally heavy wheat harvest, we promptly arranged (as other Australian coal was not obtainable in any appreciable quantities) for the importation from outside Australia of a large tonnage of coal suitable for locomotive purposes, and also arranged as far as was safe and practicable to burn wood.

As it was essential that the earlier importations should reach Melbourne with the least possible delay, several cargoes of Indian and Japanese coal were purchased, and, in the meantime, negotiations were opened up with the Agent-General to secure supplies of the best available English coal. In all, sixteen complete cargoes were purchased, comprising about 81,000 tons, of which about 35,500 tons were obtained from India, 10,000 tons from Japan, and 35,500 tons from England.

This imported coal, together with the stock of about 50,000 tons which was on hand at the time of the commencement of the strike, and augmented supplies obtained from Victorian Collieries, including the State Mine at Wonthaggi, not only enabled a practically undiminished service to be maintained throughout the whole period of the strike, but, it is gratifying to say, rendered it possible to sell a substantial quantity of coal at cost to local manufacturers, gas companies, and the like, thus mitigating, to an appreciable extent, inconvenience to the public and unemployment arising from the shortage of coal stocks generally in the State. Between 11,000 and 12,000 tons of coal of the 81,000 tons purchased were disposed of in this way, including the whole of one cargo and a large proportion of another which were obtained on the initiative of the Government with a view to assisting manufacturers and others.

It is estimated that the financial results of the Railways for the year were adversely affected by this strike to the extent of not less than £60,000.

Extensive stocks of coal are now being established to meet any contingencies which may arise in the future, and the wisdom of such a policy is fully demonstrated by the fact that very serious consequences, not only to the Railways, but to the whole community, would have been involved by the suspension or material curtailment of railway transport facilities, which would have been inevitable if substantial stocks of coal had not been held by us at the time when the strike at the New South Wales Mines took place.

In view of that strike it was deemed advisable that coal from the Powlett State Mine should be made available at the earliest possible date, and great credit is due to the Department of Mines for the expeditious opening up of that mine, and to the Railway Construction Branch for the rapid manner in which the line to Wonthaggi was constructed.

Payments Received in Accordance with the Provisions of Section 14, Act No. 1439.

In accordance with the provisions of Section 14 of Act No. 1439, the following sums have been appropriated by Parliament and paid to us, and are included in the Gross Revenue for the year :—

For decrease in the revenue due to the carriage of Victorian Coal at reduced rates	..£8,497	13	3
For decrease in the revenue due to the conveyance on the Railways of Officers and Employés between their homes and places of duty at reduced fares	... ..	...	6,000 0 0

Under the provisions of the same section, we have been reimbursed the sum of £2,595 2s. 6d., representing the enhanced cost of Victorian coals purchased during the year, owing to a direction of the Governor in Council fixing the price to be paid for such coal higher than we could see our way to pay.

Railway Accident and Fire Insurance Fund.

In addition to the usual statutory contribution at the rate of 10s. for every £100 of Gross Revenue, the working expenses for the year were debited, and the Railway Accident and Fire Insurance Fund credited, with the sum of £75,000 to place that fund, which was more than depleted owing to the payments made out of it in connexion with the accident at Sunshine in April, 1908, in a stronger position (see Appendix No. 10).

Railways Institute.

All fines collected from the staff for disciplinary purposes, since 1st July, 1904, have been credited to a fund for the establishment and maintenance of an Institute for the use and benefit of our officers and employés, and a corresponding amount has also been credited to the fund and charged to the working expenses of the Railways. The sum which thus became available for the purposes of this Institute was, on 23rd November, 1909, handed over to representatives of a Council of twenty-four, of whom seventeen had been elected by the members of the Institute, and seven appointed by us, to establish and manage the Institute in accordance with the provisions of a constitution adopted by the members and approved of by us.

Commodious, suitable, and convenient premises situated in the fourth story of the new Flinders-street Station Building were set aside for the purposes of the Institute, and these premises were formally opened and the Institute inaugurated on 22nd January last.

The extent and character of the accommodation provided in the Institute are shown by the floor plan and photographs found herein.

At 30th June the membership numbered 3,332, the annual subscription of 2,110 of these members being 8s. per annum, and of the balance 4s. per annum.

Various educational, instructional, and physical culture classes have been established, and are well attended.

Legislation.

A copy of Act No. 2,207, passed at the last session of Parliament, entitled "*An Act to amend the Railway Funds Act 1907*" (Act 2,133) will be found in Appendix No. 24.

This Act provides, *inter alia*—

(a) That the surplus Railway Revenue for the year ended 30th June, 1909, shall be included in the Consolidated Revenue instead of being dealt with in accordance with Act 2,133, and that until such surplus revenue is paid by the Treasurer into the funds provided for in that Act (*viz.*, the Railway Interest Reserve Fund and the Railways Additions and Improvements Fund), he shall pay the Commissioners interest on the amount thereof at the rate of 3½ per cent. per annum, which shall be applied towards the payment of the interest on the Railway Loans.

(b) That in the event of the expenditure exceeding the revenue of the State in any year (apart from the revenue and expenditure of the Railways, including pensions, gratuities, &c., and interest on Railway Loans) the surplus Railway Revenue (if any) shall be taken, to the extent required, to make good such deficiency instead of being credited to the two funds before mentioned, and that until such surplus revenue is paid by the Treasurer into the funds provided for in that Act, he shall pay the Commissioners interest on the amount thereof at the rate of $3\frac{1}{2}$ per cent. per annum, which shall be applied towards the payment of the interest on the Railway Loans.

(c) That the payments of surplus revenue into the Interest Reserve Fund and the Additions and Improvements Fund shall always be in equal proportions instead of as provided in Act 2,133, under certain contingencies, *pro rata* according to the amounts required to bring the two funds up to their authorized limits.

(d) That in the event of the revenue exceeding the expenditure of the State in any year (apart from the revenue and expenditure of the Railways as aforesaid) the surplus revenue, to the extent to which Railway Revenue has been taken to make good deficiencies as per paragraphs (a) and (b) shall be paid into the two Railway funds before mentioned until their authorized limits are reached.

Capital Expenditure incurred in respect of Lines now Closed for Traffic, and for Surveys of Lines not constructed on which Interest is charged against the Railways.

Lines Closed for Traffic.	Mileage.	Approximate Capital Cost.
Dunkeld to Penshurst (dismantled) ...	15.87	£50,000
Canterbury Loop Line (dismantled) ...	0.20	160,000
Ashburton to Oakleigh ...	2.37	
Fairfield Park to Deepdene ...	3.34	
Darling to Waverley ...	0.84		7,000
Lancefield to Kilmore ..	18.10	117,207
Fawkner Cemetery to Somerton ...	5.28	53,217
Geelong Race-course Line (dismantled) ...	1.96	5,317
Totals ...	47.96 miles	£392,741
Surveys of lines not constructed ...	...	£342,898
Total Capital Expenditure incurred for Lines now closed for traffic and for Surveys of Lines not constructed on which interest is charged against the Railways ...		£735,639

St. Kilda and Brighton Electric Street Railway.

A detailed statement of the results of the working of this line in contrast with those of the previous year will be found in Appendix No. 21.

The Capital Expenditure at 30th June, 1910, on account of the construction of this line was £43,052, and for Rolling-Stock £15,560, a total of £58,612, an increase during the year of £558.

The gross revenue was £11,885, an increase of £944 as compared with the previous year.

The Working Expenses amounted to £9,860, an increase of £785 as compared with the previous year.

The Net Revenue was £2,025, an increase of £159 as compared with the previous year, and was within £67 of the interest on the capital invested.

The car mileage run was 340,254 miles, an increase of 2,040 miles, and the number of passengers carried was 1,361,925, an increase of 96,433 as compared with the previous year.

Pensions and Gratuities.

The number of officers and employés in the Service at 30th June, 1910, entitled to pension or compensation on retirement was 1,723, a reduction of 83 as compared with the preceding year (see Appendix No. 18).

The amounts paid during the year in Pensions and Gratuities to retired officers and employés or their dependent relatives were £101,048 and £5,282 respectively, a total of £106,330 as compared with £95,193 and £10,222 respectively, a total of £105,415 in the previous year.

Treatment of Staff.

The statements which have been made in some quarters that since the Commissioners were appointed in the year 1903, the Staff employed and the rates of wages paid have been reduced and the hours of duty lengthened, are not in accordance with the facts. On the contrary, since then the hours of duty have been shortened in a number of instances, the rates of pay of a great many grades of employés have been increased, and the Staff employed has been very considerably augmented. In fact, during no corresponding period in the history of the Victorian Railways has so much been done to improve the conditions of employment of the Staff as since the Commissioners took office seven years ago.

The number of officers and employés in the service at 30th June, 1910, was 16,247, as compared with 11,827 at 30th June, 1903—an increase of 4,420, or 37·3 per cent.

Appointment of Mr. C. E. Norman as Commissioner.

Mr. C. E. Norman, the Chief Engineer of Way and Works, was appointed a Commissioner, in place of the late Mr. Charles Hudson, on 1st July, 1909.

Acknowledgment of Services of Staff.

It is with great pleasure that we again place on record our appreciation of the good service rendered during the year by the officers and employés generally.

Appendices.

In the Appendices, a list of which is given on page 20, will be found the Balance-Sheet for the year, and Capital, Revenue, and Expenditure Accounts and Statements, also statistical and other information, maps, photographs, and statistical diagrams.

We have the honour to be, Sir,
Your obedient servants,

THOS. TAIT, Chairman,

W. FITZPATRICK,

C. E. NORMAN,

} Victorian Railways
} Commissioners.

A P P E N D I C E S.

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16	40	Statement Showing Cost, Length, Highest Point, Steepest Gradient, and Average Cost per Mile of each Line; also the Cost of Rolling-Stock, Workshops, General Offices, &c.
17	43	Statement showing Date of Opening, Length, and Authority for Construction of each Line.
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APPENDIX No. 1.

HEADS OF BRANCHES.

Secretary	Mr. L. McCLELLAND.
Chief Mechanical Engineer ...	" T. H. WOODROFFE.
Acting Chief Engineer of Way and Works ...	" J. H. FRASER.
General Superintendent of Transportation ...	" S. JONES.
Chief Accountant ...	" J. W. HACKER.
General Passenger and Freight Agent ...	" E. B. JONES.
Telegraph Superintendent ...	" W. A. HOLMES.
Chief Storekeeper ...	" G. H. SUTTON.
Auditor of Receipts ...	" W. G. RITCHIE.

APPENDIX No. 2.

CERTIFICATE RESPECTING ROLLING-STOCK, MACHINERY, AND TOOLS.

I hereby certify that the whole of the rolling-stock in use on the Victorian Railways, and also the machinery and tools of the Rolling-Stock Branch, were, during the year 1909-10, maintained in good working order and repair.

T. H. WOODROFFE,
Chief Mechanical Engineer.

APPENDIX No. 3.

CERTIFICATE RESPECTING WAY AND WORKS.

I hereby certify that the whole of the permanent way, stations, buildings, piers, wharves, and other works on the Victorian Railways were, during the year 1909-10, maintained in good working condition and repair.

J. H. FRASER,
Acting Chief Engineer of Way and Works.

APPENDIX No. 4.

CERTIFICATE RESPECTING STORES.

I hereby certify that the Stock of Stores has been carefully and systematically inspected during the year, and that its value at 30th June, 1910, was £377,216 7s. 9d.

GEO. H. SUTTON,
Chief Storekeeper.

Dr.

GENERAL BALANCE-SHEET AT

	No.		£ s. d.		£ s. d.		£ s. d.	
	Appendix.	Page.						
To Funds provided for the Construction, Equipment, Stores, &c., of the Railways—								
INTEREST BEARING.								
„ Proceeds of Current State Loans	7	...	...		39,983,231	2	1	
NON-INTEREST BEARING.								
„ Proceeds of Sale of State Lands	...	...	2,825,740	6	1			
„ Consolidated Revenue provided for Redemption of State Loans ... ..	...	...	344,200	0	0			
„ Surplus Revenue ... ..	...	...	250,696	2	4			
„ Accrued Interest on Loan Moneys expended on certain lines during their construction and debited to the capital cost of such lines ... ..	...	...	21,619	0	0			
„ Consolidated Revenue provided under Appropriations and Votes ... ..	...	...	434,828	14	6			
					3,877,084	2	11	
„ Replacement of Rolling-Stock Account ... ..	...	...	...		...			43,860,315
								5
								0
„ Railway Accident and Fire Insurance Account ... ..	...	...	...		...			126,461
								14
								4
„ Sundry Creditors ... ..	...	...	...		...			79,231
								14
								11
„ Suspense Account—Amount to be subsequently repaid to Consolidated Revenue ... ..	...	...	...		...			151,615
								19
								9
„ Interest Charges and Expenses for the Year	7	28	...		1,472,916	11	7	
„ Pensions and Gratuities ... ..	...	3	...		106,329	13	8	
								1,579,246
								5
								3
„ Surplus ... ..	...	3	...		...			155,097
								1
								4
Total ... ..	...	...	...		...			45,953,247
								3
								4

Audited and found correct,

F. H. BRUFORD,

Auditor-General.

No. 5.

30TH JUNE, 1910.

Cr.

	No. of		£		£		£	
	Appendix.	Page.	s.	d.	s.	d.	s.	d.
By Railways, Rolling-Stock, and Equipment	16	42	...		42,858,043	4	1	
„ Surveys for proposed Railways ... ..	...	...	...		342,898	5	6	43,200,941 9 7
„ Stores and Materials on hand	11	33	...		377,216	7	9	
Less amount at credit of Stores Depreciation Account	11	33	...		8,354	10	11	368,861 16 10
„ Balance at credit of Railway Stores Suspense Account ...	11	33	...		136,315	4	8	
„ Balance in hands of Agent-General, London... ..	11	33	...		78,528	2	1	214,843 6 9
„ Balance at credit of Rolling-Stock Replacement Fund ...	9	31	...		...			126,461 14 4
„ Balance at credit of Railway Accident and Fire Insurance Fund	10	32	...		...			79,231 14 11
„ Balance at credit of Railway Loans Repayment Fund ...	...	...	...		4,275	0	2	
„ Balance at credit of Trust Fund—Surplus Railway Land ...	...	...	...		3,943	12	5	8,218 12 7
„ Balance at credit of the following Accounts:—								
Sundry Repayments to Treasury ... ..	...	...	...		4,230	2	2	
Preliminary Deposits ... ..	...	...	...		1,026	17	0	
Bills Receivable ... ..	...	...	...		2,818	10	4	
Trust Funds—Cash and Securities ... ..	...	...	...		50,287	9	5	58,362 18 11
„ Balance at credit of Railway Capital Funds ... ..	...	...	...		...			154,065 17 0
„ Sundry Debtors ... ..	...	...	...		...			7,916 5 10
„ Net Revenue for the Year after payment of Working Expenses and Special Payments into Railway Accident and Fire Insurance Fund of £75,000 and into Rolling-Stock Replacement Fund of £170,000 ... ..	...	3	...		...			1,734,343 6 7
Total ... ..	...	...	...		...			45,953,247 3 4

JOHN W. HACKER, Chief Accountant.

APPENDIX No. 6.

EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING 30TH JUNE, 1910.

	Loan Application Acts, &c.	Surplus Revenue Acts.	Public Works Department's Votes.	Total.	Total Amount.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
SURVEYS AND CONSTRUCTION OF NEW LINES.					
Woomelang to Mildura and Yelta—Mildura to White Cliffs section	9,478 3 4	...	94 0 0	9,572 3 4	
Ouyen to Kow Plains	26,955 9 2	...	121 0 0	27,076 9 2	
Ultima to Chillingollah	3,128 4 1	...	74 0 0	3,202 4 1	
Beeac to Newtown	29,504 19 4	...	291 4 10	29,796 4 2	
Beech Forest to Crowe's	17,631 9 8	...	299 2 8	17,930 12 4	
*Gheringhap to Marooona	215 2 3	...	...	215 2 3	
Rupanyup to Maroo	3,061 12 5	...	108 0 0	3,169 12 5	
Alexandra Road to Alexandra	4,766 10 5	...	27 0 0	4,793 10 5	
Tocumwal Railway Extension	2,395 10 1	...	20 0 0	2,415 10 1	
*Eltham to Hurst's Bridge	36 13 4	...	...	36 13 4	
Nyora to Woolamai	43,592 0 6	...	285 0 0	43,877 0 6	
Woolamai to Powlett Coalfield	31,436 14 2	...	277 0 0	31,713 14 2	
Moe to Walhalla	16,714 12 4	...	287 14 11	17,002 7 3	
*Bairnsdale to Orbost	49 4 5	...	...	49 4 5	
Surveys	7,077 7 6	...	...	7,077 7 6	
Totals	196,043 13 0	...	1,884 2 5	197,927 15 5	197,927 15 5
ADDITIONS AND IMPROVEMENTS ON EXISTING LINES.					
Provision of new, and additions and improvements at existing, stations, offices, yards, docks, piers, and works, including tracks, buildings, road approaches, trucking yards, weighbridges, safety appliances, drainage, sanitation, &c.	49,290 15 0	...	...	49,290 15 0	
Additions and improvements to accommodation for locomotives and cars, including shops, sheds, ash-pits, turn-tables, water supply, coaling plants, &c.	18,456 15 7	...	...	18,456 15 7	
Bridges, including additions and improvements and strengthening	3,918 15 1	...	...	3,918 15 1	
Relaying various lines with heavier rails (cost of increase in weight only)	13,562 19 9	...	...	13,562 19 9	
Additional sleepers and ballast for strengthening various lines	8,733 0 0	...	...	8,733 0 0	
Level crossings—additions and improvements, including cattle pits and stops... ..	640 11 6	...	...	640 11 6	
Additional cars for repair gangs and shelters for gang cars	4,253 10 8	...	...	4,253 10 8	
Additional and improved accommodation (dwelling) for employes	5,707 17 10	...	...	5,707 17 10	
Melbourne—Additional electric lighting and power	263 1 5	...	...	263 1 5	
Additional Pintsch gas plant	226 2 11	...	...	226 2 11	
Melbourne—Additional accommodation and facilities for and in connexion with goods traffic	2,275 2 3	...	...	2,275 2 3	
Melbourne—Towards new station and other improved accommodation at Flinders Street	61,410 14 10	...	...	61,410 14 10	
Shepparton—New station buildings	1,238 5 5	...	...	1,238 5 5	
Ivanhoe—New station buildings	2,213 13 1	...	...	2,213 13 1	
Armadale—Regrading line and works	6,091 12 5	...	...	6,091 12 5	
Towards additional weighbridges and sidings	765 0 9	...	...	765 0 9	
Mordialloc to Frankston—Duplication of line	5,364 18 4	...	...	5,364 18 4	
Northcote to Preston Reservoir—Duplication of line	806 18 1	...	...	806 18 1	
Towards equipping Melbourne Suburban Lines with track locking	4,415 9 6	...	...	4,415 9 6	
Newmarket—Additional accommodation at stock yards, including purchase of land	5,868 13 4	...	...	5,868 13 4	
Newport Workshops—Towards additions and extensions to shops, sidings, and other works	8,268 19 2	...	...	8,268 19 2	
Protection from fire of railway buildings and other property	993 18 9	...	...	993 18 9	
Essendon—Improved station, yard and other accommodation	4,936 16 3	...	...	4,936 16 3	
North Geelong—Purchase of land	5,000 0 0	...	...	5,000 0 0	
Geelong—Extension of sidings, &c.	1,991 14 9	...	...	1,991 14 9	
Melbourne—Towards enlargement and equipment of Way and Works Shops	486 16 7	...	...	486 16 7	
Moe—Improved station, yard and other accommodation	2,607 7 4	...	...	2,607 7 4	
Upper Fern Tree Gully—Improved station, yard and other accommodation	1,038 16 2	24 13 10	...	1,063 10 0	
Towards securing facing points on single lines	1,708 13 4	...	...	1,708 13 4	
Box Hill—New Station and other improved accommodation	4,066 4 10	...	...	4,066 4 10	
Ballarat—Rearrangement of yard, including tracks, signals, and interlocking	3,340 6 3	...	...	3,340 6 3	
Donald—Engine shed, tracks, &c.	1,052 14 7	...	...	1,052 14 7	
Melbourne (Dudley-street)—Towards additional platforms and floors for car cleaning, including additional tracks in connexion therewith	625 6 4	...	...	625 6 4	
Regrading lines Garfield and Murrumbidgee... ..	2,086 13 8	...	...	2,086 13 8	
Seymour—Towards extension of engine shed, &c.	699 11 11	...	...	699 11 11	
Carried forward	234,407 17 8	24 13 10	...	234,432 11 6	

* Preliminary Expenses.

APPENDIX No. 6—*continued.*EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING
30TH JUNE, 1910—*continued.*

	Loan Application Acts, &c.	Surplus Revenue Acts.	Public Works Department's Votes.	Total.	Total Amount.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
TOTAL SURVEYS, ETC. (Brought forward) ...	196,043 13 0	...	1,884 2 5	197,927 15 5	197,927 15 5
ADDITIONS AND IMPROVEMENTS ON EXISTING LINES— <i>continued</i>	234,407 17 8	24 13 10	...	234,432 11 6	...
Workshops Machinery—Newport Workshops, £12,930 12s. 1d.; Spencer-street Telegraph Shops, £36 11s. 3d.; Newport Signal Shops, £369 6s. 8d.; North Melbourne Engine Shed, Shaping Machine, £136 os. 6d.; Hydraulic traversing jacks at various Loco. depôts, £102 18s. 7d.	13,575 9 1	...	...	13,575 9 1	...
Sundry other expenditures	8,377 3 2	42 19 4	...	8,420 2 6	...
	256,360 9 11	67 13 2	...	256,428 3 1	...
Less credits on account of sales of land, materials, &c., originally charged to Capital Account ... ..	...	...	...	Cr. 5,916 17 1	250,511 6 0
ROLLING-STOCK.					
Locomotives	69,398 6 6	...	...	69,398 6 6	...
Carriage stock	49,995 12 1	...	...	49,995 12 1	...
Van and sundry stock	3,027 3 2	...	...	3,027 3 2	...
Truck stock	83,214 6 1	...	...	83,214 6 1	...
Other equipment	2,490 6 2	...	...	2,490 6 2	...
	208,125 14 0	...	...	208,125 14 0	208,125 14 0
Net Expenditure charged to Capital Account for the year	...	...	...	...	656,564 15 5

APPENDIX No. 7.

STATEMENT OF STATE LOANS ALLOCATED TO THE RAILWAYS AT 30TH JUNE, 1910, AND OF THE INTEREST CHARGES AND EXPENSES PAID DURING THE YEAR.

Act.	Rate of Interest per cent.	Principal.			Interest Charges.			Expenses in connection with Payment of Interest.			Total Interest Charges and Expenses.			Loans redeemable.
		£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
47 Vict. No. 760	4	3,758,788	0	3	150,352	0	0	890	0	0	151,242	0	0	In London—1st October, 1913
48 Vict. No. 805	4	3,251,172	4	3	130,047	0	0	503	0	0	130,550	0	0	In London—1st October, 1919
49 Vict. No. 845	4	4,610,110	6	11	184,404	0	0	688	0	0	185,092	0	0	In London—1st October, 1920
56 Vict. No. 1287	4	2,107,000	0	0	84,280	0	0	316	0	0	84,596	0	0	In London—After 1st January, 1911, upon one year's notice, and upon Parliament by Act providing funds for repayment; if not sooner redeemed, on 1st January, 1926 (altered to this date by Act No. 1305)
56 Vict. No. 1296	4	464,672	1	0	18,587	0	0	...			18,587	0	0	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
53 Vict. No. 1032	3½	3,150,000	0	0	110,250	0	0	473	0	0	110,723	0	0	In London—1st October, 1923 (altered to this date by Act No. 1057)
52 Vict. No. 989	3½	4,914,615	13	0	172,012	0	0	735	0	0	172,747	0	0	In London—1st October, 1923
54 Vict. No. 1196	3½													
55 Vict. No. 1217	3½	1,666,666	13	4	58,333	0	0	250	0	0	58,583	0	0	In London—After 1st January, 1921, upon one year's notice, and upon Parliament providing for repayment; if not sooner redeemed, on 1st January, 1926
62 Vict. No. 1562	3	700,000	0	0	21,000	0	0	105	0	0	21,105	0	0	In London on or after 1st January, 1929, upon notice; if not sooner redeemed, on 1st January, 1949
60 Vict. No. 1451	3¼	6,638	19	9	216	0	0	...			216	0	0	Payable out of Consolidated Revenue in amounts of £25,000 each year, commencing 1st January, 1899
62 Vict. No. 1560	3	3,080,389	7	4	92,412	0	0	436	0	0	92,848	0	0	On or after 1st January, 1929, upon one year's notice; if not sooner redeemed, on 1st January, 1949
60 Vict. No. 1468	3	1,130,372	18	0	33,911	0	0	...			33,911	0	0	In Melbourne—All or any of the Stock after expiration of 20 years from 30th September, 1897, upon Parliament providing funds for the purpose, and upon 12 months' previous notice of intention to redeem such Stock having been given under the hand of the Treasurer by advertisement in the <i>Government Gazette</i> and also in two daily newspapers published in Melbourne
62 Vict. No. 1564	3	24,426	18	10	733	0	0	...			733	0	0	Payable out of Consolidated Revenue in amounts of £25,000 each year, commencing 1st July, 1900
63 Vict. No. 1623	3	257,701	0	0	7,731	0	0	...			7,731	0	0	Payable out of Consolidated Revenue in amounts of £10,000 each year, commencing 1st July, 1901. See Act 1564, Section 5
Carried forward	...	29,122,554	2	8	1,064,268	0	0	4,396	0	0	1,068,664	0	0	

APPENDIX No. 7—continued.

STATEMENT OF STATE LOANS ALLOCATED TO THE RAILWAYS AT 30TH JUNE, 1910, AND OF THE INTEREST CHARGES AND EXPENSES PAID DURING THE YEAR—continued.

Act.	Rate of Interest per cent.	Principal.		Interest Charges.		Expenses in connection with Payment of Interest.		Total Interest Charges and Expenses.		Loans redeemable.
		£	s. d.	£	s. d.	£	s. d.	£	s. d.	
Brought forward	...	29,122,554	2 8	1,064,268	0 0	4,396	0 0	1,068,664	0 0	Payable out of Consolidated Revenue in amounts of £10,000 each year, commencing 1st July, 1901. See Act 1564, Section 5
64 Vict. No. 1659	3	500,000	0 0	15,000	0 0	...	...	15,000	0 0	
1 Edw. VII. No. 1753	3	303,864	1 2	8,873	0 0	...	...	8,873	0 0	Payable in Melbourne at the expiration of 30 years from 1st January, 1902, but may be redeemed at any time after the expiration of 21 years from such date, upon Parliament providing funds, and upon 12 months' previous notice of intention to redeem being given
No. 1560	3½	3,180,126	14 0	111,304	0 0	520	0 0	111,824	0 0	1st October, 1929, or at any time thereafter to 1st October, 1949
4 Edw. VII. No. 1901	3	36,890	2 3	1,107	0 0	...	...	1,107	0 0	1st January, 1934, or at any time thereafter to 1st January, 1954
Treasury Bonds Act 1982	3½	5,345,513	14 8	187,093	0 0	...	...	187,093	0 0	1st April, 1916
5 Edw. VII. No. 1990	3½	258,966	13 10	9,064	0 0	...	...	9,064	0 0	{ Bonds, 1st April, 1916 { Stock, 1st April, 1926
6 Edw. VII. No. 2026	3½	1,045,000	0 0	36,575	0 0	...	...	36,575	0 0	Payable out of Consolidated Revenue at any time after 20 years, but not later than 35 years from date of issue
6 Edw. VII. No. 2041	3½	49,314	0 8	1,726	0 0	...	...	1,726	0 0	{ Stock, 1st October, 1917. { Debentures. At any time after 20 years from date of issue
7 Edw. VII. No. 2116	3½	150,000	0 0	5,250	0 0	...	...	5,250	0 0	Debenture, upon 6 months' previous notice being given, but not later than 35 years from date of issue
7 Edw. VII. No. 2167	3½	1,000,000	0 0	35,000	0 0	165	0 0	35,165	0 0	Debentures. At any time of after 20 years from date of issue
9 Edw. VII. No. 2161	3	41,581	4 0	628	0 0	...	...	628	0 0	1st October, 1929, or at any time thereafter to 1st October, 1949
9 Edw. VII. No. 2163	3½	270,891	15 7	...	...	...	...	...	...	At any time after the expiration of 20 years. Payable out of Consolidated Revenue. From and after the 1st July, 1909, one-half per centum of amount borrowed to be set apart annually out of Revenue to meet Stock.
Carried forward ...	...	41,304,702	8 10	1,475,888	0 0	5,081	0 0	1,480,969	0 0	Stock. At any time after the expiration of 20 years. Debentures. From 10 to 35 years after issue. From and after 1st July, 1909, one-half per centum of amount borrowed to be set apart annually out of Revenue to meet Stock.

APPENDIX No. 7—continued.

STATEMENT OF STATE LOANS ALLOCATED TO THE RAILWAYS AT 30TH JUNE, 1910, AND OF THE INTEREST CHARGES AND EXPENSES PAID DURING THE YEAR—continued.

Act.	Principal,	Interest Charges.	Expenses in connection with Payment of Interest.	Total Interest Charges and Expenses.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Brought forward ...	41,304,702 8 10	1,475,888 0 0	5,081 0 0	1,480,969 0 0	
42 Vic., 617 Melbourne and Hobson's Bay Railway Debentures	1,000 0 0				
Less Interest on Railway surplus for year ended 30th June, 1910	41,305,702 8 10	1,475,888 0 0	5,081 0 0	1,480,969 0 0	
		8,052 8 5	...	8,052 8 5	
Total amount of current loans allocated to the Railways at 30th June, 1910	41,305,702 8 10	1,467,835 11 7	5,081 0 0	1,472,916 11 7	
Less Discount and Expenses on the Sale of Debentures— £1,776,400 1 3					
Deduct Net Premiums on Debentures— £453,928 14 6					
	1,322,471 6 9				
Total Net Proceeds of Current Loans allocated to the Railways at 30th June, 1910	39,983,231 2 1				

Note.—The total interest, exclusive of expenses incurred in connexion with the payment of interest, viz., £1,475,888, is equivalent to 3·57 per cent. on the total amount of current loans allocated to the Railways at 30th June, 1910.

Note.—The total interest, exclusive of expenses incurred in connexion with the payment of interest, viz., £1,475,888, is equivalent to 3·69 per cent. on the total net proceeds of loans allocated to the Railways at 30th June, 1910.

APPENDIX No. 8.

INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1910.—NUMBERS.

LOCOMOTIVES.

Class Letter	A		AA	A ³	B	C	D	DD	DDE	E	EE	F Motor.	F Tender.	H	J	M	O	P	R	T	V	W	X	RY	Y	Z	Combined Shunting Engines and Steam Cranes.	Unclassified.	Narrow-Gauge.	Total.
	% 80	% 80	% 85 to 90	% 137 to 60	% 53 to 40	% 33 to 70	% 70 to 80	% 100	% 113	% 75 to 85	% 80 to 100	% 53	% 40 to 53	% 40	% 40	% 65	% 53 to 85	% 60	% 80 to 90	% 65 to 70	% 128	% 70	% 100	% 113	% 113	% 33	...	% 53 to 80	...	...
In existence, as per Register of Rolling-stock, at 30th June, 1910	10	15	20	20	6	2	20	61	20	67	9	4	17	2	2	22	21	5	64	19	16	13	15	25	31	2	3	3	9	523

CARRIAGE, VAN, AND SUNDRY STOCK.

CARRIAGE STOCK.

Class Letter ...	Carriages.															Carriages and Vans combined.										Narrow-Gauge.				Total.							
	1st Class					Composites.					2nd Class.					1st Class.		Composites.		2nd Class.		2nd Class and Mail Sorters.		Vestibule 2nd Class and Mail Sorters.		Carriages.											
	Vestib. Corridor.	Vestib. Express.	6 wheels 4 wheels	Sliding door Subrb	Corridor sleeping	Dining & sleeping.	Dining.	Parlor & Observation.	Special.	Corridor.	Vestib. Express	6 wheels 4 wheels	Sliding door Subrb.	Vestib. Corridor.	Vestib. Express.	6 wheels 4 wheels	Sliding Door Str'n.	6 wheels.	1st Class 2nd Class and Van comb.	6 wheels.	6 wheels 4 wheels	6 wheels.	2nd Class and Mail Sorters.	Vestibule 2nd Class and Mail Sorters.	2nd Class.	1st and 2nd Class.	2nd Class Carriages and Vans Combined.										
In existence, as per Register of Rolling-stock at 30th June, 1910 ...	36	20	175	68	3	2	10	1	1	3	2	7	59	10	80	38	4	2	96	26	25	204	188	2	82	1	5	13	57	11	28	2	10	9	4	6	1,290
Joint Stock ...	6	...	...	...	...	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18
																																					1,308

VAN STOCK.

SUNDRY STOCK.

Class Letter...	Mail Vans.					Luggage Vans.					Horse Boxes.					Workmen's Sleeping Cars.					Breakdown Vans.		Dynamograph Car.	ELECTRIC TRAMWAY STOCK.			Motor Buses.									
	Sorting, 6 wheels.	Sorting.	Bulk.	Sorting.	Sorting, 4 wheels.	6 wheels 4 wheels.	Vestibule.	Vestibule Express.	Narrow Gauge.	Total.	Hospital Cars, 6 wheels.	Horse Cars, 4 wheels.	4 wheels.	4 wheels.	6 wheels.	4 whis.	whis.	—	—	Total.	Combination Motor Cars.	Open Trailer Cars.	Closed Trailer Car.													
In existence, as per Register of Rolling-stock at 30th June, 1910 ...	5	2	1	1	1	46	238	(7)	7	12	1	318	2	6	22	1	24	6	115	3	3	3	1	186	10	7	1	6								
Joint Stock ...	...	...	1	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

(1) Includes one 70-ft. Corridor Car with no vestibule.—(2) Includes 2 Holiday Cars.—(3) Includes 3 Holiday Cars.—(4) Includes 151 Holiday Cars.—(5) Includes 2 Holiday Cars.—(6) "State Cars, Nos. 1, 2, 3," "Edinburgh," "Victoria," "York," and "Inspection."—(7) Holiday Vans.

NOTE.—All Carriage, Van, and sundry Vehicles are Bogie Stock unless otherwise specified.

APPENDIX No. 8—continued.
TRUCK STOCK.

Class Letter ...	BROAD-GAUGE.																	NARROW-GAUGE.					PRIVATE STOCK.											
	Goods Covered, 4 wheels.	Goods Open, 4 wheels.	Goods No sides, 4 wheels.	Sheep, 4 wheels.	Cattle, 4 wheels.	Ballast, 4 wheels.	Ballast Hopper.	Hopper Coal, 4 wheels.	Breakdown.	Powder, 4 wheels.	No sides.	Roller and Timber.	Combination Truck for Rails and Sleepers, and Ballast Hopper.	Goods open Movable sides.	Goods Open.	Breakdown.	Refrigerator.			Meat.	Carriage, 4 wheels.	Water Tank.		Weighbridge Testing.	Live Stock.	Powder and Goods.	Goods open.	Refrigerator.	Meat.	Total.	Oil Tank, 4 wheels.			
	H	I	K	L	M	N	NN	O	Late Oo	P	Q	QB	QN	QR	R	Late S	T	TH	Tt	U		G										4 wheels.	6 wheels.	4 wheels.
In existence, as per Register of Rolling-stock, at 30th June 1910 ...	106	8,100	217	675	502	295	46	187	6	24	17	1	1	201	11	2	191	30	18	31	560	30	17	91	2	2	4	7	1			131	1	8	11,515	4

NOTE.—All trucks are Bogie Stock unless otherwise specified.

The following stock is in existence in addition to the above :—One Steam Shovel and two combined Passenger and Goods Trolleys for Welshpool line.

T. H. WOODROFFE, Chief Mechanical Engineer.

APPENDIX No. 9.

INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1910.—CAPACITY, ETC.

	Built or purchased and charged to Capital from the inception of the Railways up to 30th June, 1910.	In existence at 30th June, 1910 (a).	Deficiency.	Surplus.	Cost of making good Deficiency.	Value of Surplus.
Locomotives (tractive power)	8,630,443 lbs.	8,275,126 lbs. (b)	355,317 lbs.	...	£ 53,297	£ ...
Carriage Stock (floor area)	373,320 sq. ft.	339,865 sq. ft. (c)	33,455 sq. ft.	...	117,092	...
Van Stock (floor area)	96,599 sq. ft.	84,244 sq. ft. (d)	12,355 sq. ft.	...	30,887	..
Sundry Stock (floor area)	16,855 sq. ft.	17,982 sq. ft. (e)	...	1,127 sq. ft.	...	2,254
Truck Stock (carrying capacity)	115,989 tons	122,759 tons (f)	...	6,770 tons	...	74,470
					201,276	76,724

Excess of cost of making good Deficiency over Value of Surplus £124,552
 Amount at Credit of Rolling-Stock Replacement Fund at 30th June, 1910, available for replacement of Rolling-Stock 126,462

- (a) Equivalent tractive power, floor area, and tonnage is included in these figures to represent the expenditure charged to Rolling-Stock Replacement Fund on Rolling-Stock under construction, but not completed at 30th June, 1910.
- (b) 43 locomotives have been written down to the tractive power represented by their value as scrap materials.
- (c) 219 vehicles have been written down to internal floor area represented by their value as scrap materials, and 289 vehicles have been written down to half area. Only 60 per cent. of internal floor area of 16 cars, and 50 per cent. of 2 sleeping cars included, on account of these vehicles being owned jointly with the South Australian Railways.
- (d) 5 vehicles have been written down to internal floor area represented by their value as scrap materials, and van compartments of 71 combined cars and vans have been written down to one-half internal floor area. Only 60 per cent. of internal floor area of 4 luggage vans and 3 mail vans, included on account of being owned jointly with the South Australian Railways.
- (e) 95 vehicles have been written down to internal floor area represented by their value as scrap materials.
- (f) 94 "I," 295 "N," 117 "K," 39 "O," 2 "S," 33 "H," 18 "TH," and 17 "Q" trucks have been written down to tonnage represented by their value as scrap materials.

T. H. WOODROFFE, Chief Mechanical Engineer.

APPENDIX No. 10.

THE RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT 7 EDWARD VII. No. 2119—AT 30TH JUNE, 1910.

Receipts.	Amount.	Expenditure.	Amount.
	£ s. d.		£ s. d.
To Balance at 30th June, 1909 ... ..	...	By Expenditure for the year ending 30th June, 1910 (Section No. 6)— Clause—	
„ Payment to Fund during the year ending 30th June, 1910 (ten shillings for every one hundred pounds sterling of the revenue of the Victorian Railways in accordance with Clause 2, Section 5, of Act No. 2119) included in the Working Expenses of the Year	22,278 14 6	(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employés of the Commissioners	480 10 11
„ Special Payment to Fund included in the Working Expenses of the Year	75,000 0 0	(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employés of the Commissioners	3,132 19 5
		(c) Amount of medical, legal and incidental expenses, incurred in determining whether compensation shall be paid to persons referred to in Clause (b)	246 3 6
		(d) Amount paid as compensation to employés of the Commissioners for injuries sustained on duty or in the event of death to persons dependent upon such employés	4,668 15 0
		(e) Amount expended in consequence of any loss or damage by fire to buildings, plant, stores, or properties of the Commissioners	1,334 6 0
		(f) Amount paid as compensation for loss or damage to goods, parcels, &c.	6,259 4 6
		(g) Amount paid as compensation for loss or damage by fire caused by sparks from engines or consequent upon employés burning off within railway boundaries, &c.	1,925 0 3
		„ Balance at 30th June, 1910	79,231 14 11
	97,278 14 6		97,278 14 6

APPENDIX No. 11.

<i>Dr.</i>		RAILWAY STORES SUSPENSE ACCOUNT AT 30TH JUNE, 1910.				<i>Cr.</i>					
		£	s.	d.							
To Stores and Materials on hand when Account was authorized at 30th June, 1896 (Act 1439, Section 20)	559,440	16	2	By Stores issued for Belated Repairs (in accordance with Act 1820, Section 3) ... ..	...	50,000	0	0		
„ Sundry Outstanding Accounts at 30th June, 1910	74,264	7	5	„ Cash in Treasury	136,315	4	8			
					„ Cash with Agent-General in London	78,528	2	1			
					„ Stores and Materials on hand at 30th June, 1910	377,216	7	9	214,843	6	9
					Less Amount at Credit of Stores Depreciation Account	8,354	10	11			
		<u>£633,705</u>	<u>3</u>	<u>7</u>					<u>368,861</u>	<u>16</u>	<u>10</u>
									<u>£633,705</u>	<u>3</u>	<u>7</u>

APPENDIX No. 12.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR YEAR
ENDING 30TH JUNE, 1909 AND 1910.

	Year ending 30th June, 1909.		Year ending 30th June, 1910.	
	Number of Journeys.	Revenue.	Number of Journeys.	Revenue.
		£		£
Country Passengers 1st Class	950,742	295,391	972,433	309,939
Do. do. 2nd do.	4,335,936	638,444	4,400,719	671,094
Do. Season Tickets 1st do.	764,614	87,237	837,060	89,949
Do. do. 2nd do.	374,317	17,492	425,448	18,566
Do. Weekly Workmen's ... 2nd do.	53,760	679	6,540	64
Totals for COUNTRY PASSENGERS ...	6,479,369	1,039,243	6,642,200	1,089,603
Metropolitan—Suburban Passengers				
within 20 miles of Melbourne ... 1st Class	17,864,502	264,913	18,730,935	278,375
Do. do. do. 2nd do.	22,782,359	230,407	22,719,457	229,702
Do. Season Tickets 1st do.	18,048,165	139,901	19,722,619	153,278
Do. Building Tickets (Free) 1st do.	538,844	...	626,944	...
Do. Season Tickets 2nd do.	9,672,537	50,158	11,182,756	61,708
Do. Building Tickets (Free) 2nd do.	170,060	...	204,422	...
Do. Weekly Workmen's ... 2nd do.	4,548,766	33,145	4,503,396	32,865
Totals for METROPOLITAN—SUBURBAN PASSENGERS	73,625,233	718,524	77,690,529	755,928
Race and Special Picnic Traffic, within 20 miles of Melbourne				
Passengers, 1st Class	384,036	15,510	452,975	15,518
do. 2nd do.	531,982	12,810	494,531	11,732
Totals for RACE AND SPECIAL PICNIC TRAFFIC	916,018	28,320	947,506	27,250
Total	81,020,620	1,786,087	85,280,235	1,872,781
ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY	1,265,492	10,913	1,361,925	11,833
Grand Totals	82,286,112	1,797,000	86,642,160	1,884,614

APPENDIX No. 13.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE
FOR YEAR ENDING 30TH JUNE, 1909 AND 1910.

Kind of Goods.	Year ending 30th June, 1909.		Year ending 30th June, 1910.	
	Tons carried.	Revenue.	Tons carried.	Revenue.
		£		£
3rd Class	16,183	38,391	18,931	44,401
2nd Class	40,685	84,420	44,686	92,426
1st Class	59,725	81,687	65,692	90,504
"C" Class	47,664	56,305	54,115	64,031
"B" Class	71,388	55,064	73,479	61,748
"A" Class	83,768	58,757	86,796	61,805
Miscellaneous Class	138,056	24,229	157,756	27,461
Fish	3,320	5,092	3,345	5,391
Fruit and Vegetables	39,295	25,317	47,029	31,375
Butter	18,205	19,210	28,099	27,102
Other Dairy Produce	18,870	19,341	25,588	25,184
Wine	7,210	5,262	7,368	5,586
Wool	61,082	94,803	78,598	116,586
Sugar	26,520	31,808	27,455	33,137
Kerosene	11,137	10,519	11,701	11,167
Flour, Bran, Sharps, and Pollard	188,831	76,971	183,278	66,600
Wheat	628,415	303,029	668,110	314,779
All other Grain	98,653	35,588	82,579	28,446
Hay, Straw, and Chaff	239,792	68,821	211,206	48,700
Potatoes	86,593	35,995	115,698	46,390
All other Agricultural Produce	66,139	24,489	69,502	25,902
Hides, Skins, and Tallow	20,831	20,143	24,452	23,204
Fertilizers	115,477	33,432	123,310	34,913
*Minerals (including Coal, Coke, Ores, &c.)	158,879	37,355	200,508	47,805
Firewood	589,455	138,448	637,730	151,773
Timber	255,970	100,581	304,647	120,856
Bark	7,583	4,731	5,375	3,541
Stone, Lime, and Bricks	308,605	46,565	336,758	49,370
Machinery and Castings	21,129	30,359	26,836	39,950
All other Goods	354,329	227,303	397,568	240,804
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, Un- loading, and Weighing ... ..	...	20,776	...	22,779
Total Tonnage of Goods carried and Total Revenue derived therefrom	3,783,699	1,814,821	4,120,195	1,963,716
Live Stock	383,087	252,356	348,245	258,665
Total Tonnage of Goods and Live Stock carried, and Total Revenue derived therefrom	4,166,786	2,067,177	4,468,440	2,222,381

Numbers of Live Stock—	Numbers.	
	Year ending 30th June, 1909.	Year ending 30th June, 1910.
Horses	36,023	45,026
Cattle	331,094	259,489
† Calves ... ..	...	23,895
Sheep	4,657,355	4,895,996
Pigs	176,141	199,963

* Coal only included in 1909.

† Included with Cattle in 1909.

APPENDIX No. 14.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1895, TO 30TH JUNE, 1910.

Year.	Mileage of Railways Open for Traffic at end of Year.	Average Mileage of Railways Open for Traffic during the Year.	COST OF CONSTRUCTION.		ROLLING-STOCK.				Total Train Miles Run.	Number of Passenger Journeys.	Tonnage of Goods and Live Stock conveyed.	GROSS REVENUE.				
			Capital Cost, including Rolling-stock.	Average Cost per Mile open.	Locomotives.	Passenger Cars.	Trucks.	Vans, &c.				From Passenger, &c., Traffic.	From Goods and Live Stock Traffic.	Total.	Per Average Mile open.	Per Train Mile run.
			£	£	Number.	Number.	Number.	Number.				£	£	£	£	s. d.
1895-6	3,122	3,121	38,108,151	12,272	517	1,075	8,546	473	8,989,391	40,993,798	2,163,722	1,264,219	1,157,173	2,401,392	769	5/4.11
1896-7	3,129	3,126	38,329,402	12,317	517	1,068	8,578	475	9,228,687	42,263,638	2,383,445	1,328,687	1,287,248	2,615,935*	837	5/8.03
1897-8	3,113	3,123	38,602,304	12,404	517	1,061	8,677	494	9,239,657	43,090,749	2,408,665	1,325,062	1,283,834	2,608,896*	835	5/7.77
1898-9	3,143	3,122	39,056,451	12,430	519	1,094	9,026	499	9,714,298	45,805,043	2,779,748	1,372,000	1,501,729	2,873,729*	920	5/11.00
1899-00	3,218	3,186	39,658,819	12,327	523	1,133	9,117	501	10,107,549	49,332,899	2,998,303	1,469,910	1,555,252	3,025,162*	950	5/11.83
1900-01	3,237	3,228	40,145,404	12,402	533	1,157	9,283	528	11,066,016	54,704,062	3,381,860	1,625,903	1,711,894	3,337,797*	1,034	6/0.39
1901-02	3,302	3,265	40,613,784	12,298	542	1,189	9,560	541	11,284,944	57,465,077	3,433,627	1,648,381	1,719,462	3,367,843*	1,031	5/11.62
1902-03	3,383	3,335	40,974,493	12,110	553	1,189	9,724	533	10,286,272	54,798,073	3,093,997	1,592,088	1,454,770	3,046,858*	913	5/11.09
1903-04	3,381	3,371	41,216,703	12,191	550	1,200	10,025	440	9,172,644	54,282,003	3,433,203	1,645,163	1,792,978	3,438,141	1,020	7/5.96
1904-05	3,394	3,384	41,279,045	12,162	520	1,214	10,366	443	9,023,365	59,702,050	3,628,237	1,663,473	1,918,793	3,582,266	1,059	7/11.28
1905-06	3,394	3,394	41,398,037	12,194	511	1,228	10,490	461	9,392,069	65,088,394	3,676,017	1,786,182	2,001,437	3,787,619	1,116	8/0.79
1906-07	3,396	3,395	41,533,156	12,230	497	1,233	10,625	494	10,035,914	70,170,089	3,965,792	1,931,126	2,081,515	4,012,641	1,182	7/11.96
1907-08	3,396	3,396	41,928,567	12,346	488	1,246	10,764	518	10,383,408	74,907,425	3,754,861	2,004,027	1,868,441	3,873,368	1,141	7/5.53
1908-09	3,410	3,397	42,486,323	12,459	503	1,272	11,009	522	11,290,578	81,020,620	4,166,786	2,110,947	2,067,177	4,178,124	1,230	7/4.81
1909-10	3,491	3,441	43,142,329	12,358	523	1,308	11,515	511	11,705,612	85,280,235	4,468,440	2,221,482	2,222,381	4,443,863	1,291	7/7.11

* The estimated value of services performed for the State for which no payment was received, in each of the years 1896-7 to 1899-1900, viz., £20,000; in 1900-1901, £31,000; in 1901-1902, £34,000; in 1902-1903, £61,160; is not included in the Gross Revenue.

Exclusive of St. Kilda and Brighton Electric Street Railway.

APPENDIX No. 14—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1895, TO 30TH JUNE, 1910.

Year.	EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES (INCLUDING COMPENSATION TO YEAR 1907-8 INCLUSIVE).			EXPENDITURE: WAY AND WORKS BRANCH.				EXPENDITURE: ROLLING-STOCK BRANCH.									RAILWAY ACCIDENT AND FIRE INSURANCE FUND.		
	Amount.	Per Train Mile run.	Per Cent. of Gross Revenue.	Maintenance and Renewals.	Per Average Mile open.	Per Train Mile run.	Per Cent. of Gross Revenue.	WORKING.			REPAIRS AND RENEWALS.			GENERAL EXPENSES.			Amount.	Per Train Mile Run.	Per Cent. of Gross Revenue.
								Amount.	Per Train Mile run.	Per Cent. of Gross Revenue.	Repairs and Renewals.	Per Train Mile run.	Per Cent. of Gross Revenue.	Amount.	Per Train Mile run.	Per Cent. of Gross Revenue.			
£	s.	d.	£	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
1895-6 ...	493,754	1/1'18	20'57	365,843	117	0/9'77	13'23	359,915	0/9'61	14'99	187,927	0'5'02	7'83	49,294	0/1'31	2'05			
1896-7 ...	501,719	1'1'05	19'18	381,293	122	0/9'92	14'57	359,763	0'9'35	13'75	193,731	0'5'04	7'41	47,991	0/1'24	1'83			
1897-8 ...	534,850	1'1'89	20'50	408,837	131	0/10'62	13'67	366,303	0/9'52	14'04	204,802	0'5'32	7'85	51,280	0/1'33	1'97			
1898-9 ...	550,565	1'1'60	19'16	459,592	154	0/11'84	16'68	398,807	0/9'85	13'87	228,615	0'5'65	7'96	51,862	0/1'28	1'80			
1899-00 ...	571,770	1'1'57	18'89	496,959	156	0'11'80	16'43	432,850	0/10'28	14'31	241,129	0'5'73	7'97	57,093	0/1'35	1'89			
1900-01 ...	616,945	1/1'38	18'48	505,958	157	0'11'00	15'19	520,527	0'11'29	13'60	262,818	0'5'70	7'87	56,018	0'1'21	1'68			
1901-02 ...	671,588	1/2'28	19'94	490,438	150	0/10'43	14'56	576,921	1/0'27	17'13	268,543	0'5'71	7'98	† 43,385	0'0'93	1'29			
1902-03 ...	592,897	1/1'83	19'46	437,840	131	0/10'21	14'37	521,090	1'0'16	17'10	241,625	0'5'65	7'93	† 42,498	0'0'99	1'40			
1903-04 ...	586,015	1'3'33	17'04	448,959	133	0'11'75	13'06	455,543	0/11'92	15'25	263,987	0'6'91	7'68	† 47,807	0'1'25	1'39			
1904-05 ...	562,370	1/2'96	15'70	502,022	148	1/1'35	14'01	488,240	1/0'99	13'63	274,931	0'7'31	7'67	† 43,575	0/1'16	1'22			
1905-06 ...	588,123	1/3'03	15'53	572,297	169	1/2'62	15'11	481,483	1'0'30	12'71	306,842	0'7'84	8'10	† 50,278	0'1'29	1'33			
1906-07 ...	593,248	1/2'19	14'78	589,452	174	1/2'10	14'69	521,083	1/0'46	12'99	323,858	0/7'74	8'07	† 49,032	0/1'17	1'22			
1907-08 ...	612,719	1/2'16	15'82	648,589	191	1/2'99	16'75	573,990	1/1'27	14'82	382,477	0/8'84	9'88	† 52,455	0'1'22	1'35	15,667	0/0'36	0'40
1908-09 ...	641,431	1/1'64	15'35	625,602	184	1/1'30	14'97	620,669	1/1'19	14'86	372,766	0/7'92	8'92	† 58,108	0/1'24	1'39	* 90,863	0/1'93	2'18
1909-10 ...	684,394	1/2'03	15'40	643,912	187	1/1'20	14'49	696,477	1/2'28	15'67	† 529,725	0/10'86	11'92	† 59,818	0/1'23	1'35	* 97,219	0/1'99	2'19

Exclusive of St. Kilda and Brighton Electric Street Railway.

* Includes Special Payment into Fund, year 1908-9, £69,972, and year 1909-10, £75,000.

† Includes payment into Rolling Stock Replacement Fund, £170,000.

‡ Stores Branch Expenses have been apportioned to the other Branches as follows:—Year 1901-2, £12,214 18s. 6d.; 1902-3, £11,958 19s. 4d.; 1903-4, £12,318 1s. 1d.; 1904-5, £11,901 1s. 5d.; 1905-6, £13,242 8s. 8d.; 1906-7, £13,862 2s.; 1907-8, £14,747 0s. 3d.; 1908-9, £16,058 2s. 2d.; 1909-10, £17,078 17s. 5d.

APPENDIX No. 14—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1895, TO 30TH JUNE, 1910.

Year.	TOTAL WORKING EXPENSES.				NET REVENUE AFTER PAYMENT OF WORKING EXPENSES.					SPECIAL EXPENDITURES AND CHARGES PAID OUT OF THE YEAR'S RAILWAY REVENUE.	Balance of Net Revenue after Payment of Working Expenses and Special Expenditures and Charges.	Per Cent. on Capital Cost.	Per Cent. on Railway Loans.	NET INTEREST CHARGES AND EXPENSES.	AMOUNTS PAID FOR PENSIONS AND GRATUITIES TO OFFICERS AND EMPLOYEES OF THE COMMISSIONERS. ACTS Nos. 2183 AND 2207.	DEFICIT.	SURPLUS.	AMOUNT PAID FOR PENSIONS AND GRATUITIES NOT INCLUDED IN FOREGOING.
	Amount.	Per Average Mile open.	Per Train Mile run.	Per Cent. of Gross Revenue.	Amount.	Per Average Mile open.	Per Train Mile run.	Per Cent. on Capital Cost.	Per Cent. on Railway Loans.									
	£	£	s. d.	£	£	s. d.	£	£	£	£	£	£	£	£	£	£	£	£
1895-6	1,456,738	467	3/2.89	60.66	944,654	303	2/1.22	2.48	2.57	...	944,654	2.48	2.57	1,438,603	...	493,949	..	94,695
1896-7	1,484,407	475	3/2.60	56.74	1,131,528	362	2/5.43	2.95	3.08	...	1,131,528	2.95	3.08	1,447,452	...	315,924	...	83,958
1897-8	1,566,073	501	3/4.68	60.03	1,042,823	334	2/3.09	2.70	2.84	...	1,042,823	2.70	2.84	1,437,269	...	394,446	...	83,720
1898-9	1,708,941	547	3/6.22	59.47	1,164,788	373	2/4.78	2.98	3.13	7,500	1,157,288	2.96	3.11	1,472,090	...	314,802	...	81,284
1899-00	1,799,801	565	3/6.73	59.49	1,225,361	385	2/5.10	3.09	3.25	7,500	1,217,861	3.07	3.23	1,430,448	...	212,587	...	95,239
1900-01	1,963,296	608	3/6.58	58.82	1,374,501	426	2/5.81	3.42	3.62	21,500	1,353,001	3.37	3.56	1,464,809	...	111,808	...	90,443
1901-02	2,050,875	628	3/7.62	60.90	1,316,968	403	2/4.00	3.24	3.43	21,500	1,295,468	3.19	3.37	1,492,695	...	197,227	...	93,744
1902-03	1,835,950	550	3/6.84	60.26	1,210,908	363	2/4.25	2.96	3.11	102,630	1,108,278	2.70	2.84	1,473,532	...	365,254	...	93,507
1903-04	1,802,311	535	3/11.16	52.42	1,635,830	485	3/6.80	3.97	4.15	119,556	1,516,274	3.68	3.84	1,515,755	...	...	519	100,536
1904-05	1,871,138	553	4/1.77	52.23	1,711,128	506	3/9.51	4.15	4.34	248,485	1,462,643	3.54	3.71	1,461,994	...	...	649	102,656
1905-06	1,999,023	589	4/3.08	52.78	1,788,596	527	3/9.71	4.32	4.51	117,542	1,671,362†	4.03†	4.22†	1,472,397†	...	...	198,965†	99,637
1906-07	2,076,673	612	4/1.66	51.75	1,935,968	570	3/10.30	4.66	4.88	165,749	1,762,417†	4.24†	4.44†	1,483,284†	...	...	279,133†	110,881
1907-08	2,285,897	673	4/4.84	59.02	1,587,471	468	3/0.69	3.79	3.98	47,058	1,536,488†	3.66†	3.85†	1,483,807†	...	...	52,681†	103,064
1908-09	2,409,439	709	4/3.22	57.67	1,768,685	521	3/1.59	4.16	4.35	...	1,770,551†	4.16†	4.35†	1,430,093†	105,415*	...	235,043†	...
1909-10	2,711,545	788	4/7.59	61.02	1,732,318	503	2/11.52	4.02	4.19	...	1,734,343†	4.02†	4.20†	1,472,916†	106,330*	...	155,097†	...

* In conformity with the provisions of Acts Nos. 2133 and 2207, the Pensions and Gratuities, as from 1st July, 1908, are payable out of the Net Revenue of each year to the extent to which it is available after the payment of the Interest Charges on the Railway Debt of the State.

† Inclusive of St. Kilda and Brighton Electric Street Railway.—7th May till 30th June, 1906, Net Revenue, £308. Year 1906-7, Net Loss £7,802, inclusive of £9,941 on account of Damage by Fire. Year 1907-8, Net Loss £3,925, inclusive of £3,311 on account of Damage by Fire, Year 1908-9, Net Revenue, £1,866, Year 1909-10, Net Revenue, £2,025.

APPENDIX No. 15.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR TWENTY YEARS ENDING 30TH JUNE, 1910.

Year ending 30th June.	New Lines and Surveys.	Additions and Improvements on Existing Lines.	Rolling-Stock.	Total.
	£	£	£	£
1891	880,408	524,784	566,403	1,971,595
1892	308,127	192,397	243,159	743,683
1893	146,478	143,355	87,230	377,063
1894	210,202	44,365	31,624	286,191
1895	104,877	38,153	30,613	173,643
1896	25,892	153,219	6,834	185,945
1897	24,186	127,214	69,851	221,251
1898	12,551	177,512	82,839	272,902
1899	112,436	206,318	135,393	454,147*
1900	190,626	290,656	121,086	602,368*
1901	203,077	167,914	115,594	486,585*
1902	171,123	154,315	142,942	468,380*
1903	208,200	85,952	66,557	360,709*
1904	33,273	72,458	136,479	242,210
1905	44,301†	39,750	<i>Cr.</i> 21,710	62,341†
1906	31,657†	81,837	34,110†	147,604†
1907	34,250†	112,979	12,199†	159,428†
1908	38,125	187,722†	174,168†	400,015†
1909	129,976	269,752†	158,558†	558,286†
1910	197,928	250,511†	208,126†	656,565†
Total ...	3,107,693†	3,321,163†	2,402,055†	8,830,911†

* Includes expenditure out of Funds temporarily Advanced by the Treasury repaid out of Revenue.

† Includes St. Kilda and Brighton Electric Street Railway.

APPENDIX No. 16—continued.

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

Lines.	Length of lines opened for traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.		
	Double and over	Single.	Total.	Highest.	Lowest.		Total.	Average per Mile.	
	Miles.	Miles.	Miles.	Fcet.	Feet.			£	s.	d.
Brought forward ...	164.24	1587.25	1751.49	...	...	...	17,360,293	14	11
* Lal Lal Race-course Branch	2.00	2.00	1,539	1,532	I in 112	11,489	15	0
Ballarat East to Buninyong	6.84	6.84	1,626	1,436	I ,, 40	66,141	15	5
* Ballarat Cattle-yards Branch	2.92	2.92	1,523	1,446	I ,, 60	12,911	6	10
Ballarat (Linton Junction) to Scarsdale	13.12	13.12	1,516	1,157	I ,, 50	59,962	2	5
Scarsdale to Linton	7.97	7.97	1,189	1,022	I ,, 40	77,516	4	10
* Burrunbeet Race-course Junction to Burrunbeet Race-course	1.14	1.14	1,297	1,256	I ,, 50	3,610	13	4
Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant)	66.06	66.06	1,028	572	I ,, 50	335,433	11	10
Hamilton to Portland (including cost of sidings to piers at Portland)	53.82	53.82	606	11	I ,, 40	294,772	0	9
† Dunkeld to Koroit	48.99	48.99	834	207	I ,, 60	169,396	14	1
Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant)	18.10	18.10	727	590	I ,, 60	79,981	13	8
Hamilton (Coleraine Junction) to Coleraine	23.01	23.01	668	301	I ,, 40	110,826	0	3
Braunholme to Casterton	32.09	32.09	572	149	I ,, 40	178,544	8	4
Labeck to Rupanyup (including portion of cost of the Warranook Ballast Pits Tramway)	9.77	9.77	487	455	I ,, 147	44,985	13	7
Rupanyup to Maroo	15.38	15.38	494	450	I ,, 100	27,480	16	9
Murtoa to Warracknabeal (including portion of cost of the Warranook Ballast Pits Tramway)	31.20	31.20	464	560	I ,, 66	151,013	4	10
Warracknabeal to Beulah	21.92	21.92	359	288	I ,, 80	54,233	6	2
Beulah to Hopetoun	16.01	16.01	290	258	I ,, 100	34,775	11	9
Horsham to Noradjuha	19.95	19.95	488	395	I ,, 50	80,045	12	3
Natimuk (East Natimuk) to Goroke	28.32	28.32	624	394	I ,, 50	64,649	5	3
Dimbolia to Jeparit	21.59	21.59	387	268	I ,, 75	41,325	8	7
Jeparit to Alhacutya (Rainbow)	18.47	18.47	388	263	I ,, 15	31,762	3	10
Essendon Junction to Essendon	3.50	3.50	148	14	I ,, 67	...	...	...
* Flemington Race-course Branch	1.50	1.50	70	42	I ,, 96	87,483	4	10
Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway)	61.12	120.87	181.99	1,147	105	2,272,545	3	9
Wodonga to River Murray (including portion of cost of Bridge over River Murray)	1.94	...	1.94	538	312	50,527	14	2
North Melbourne to Coburg	5.07	...	5.07	202	13	211,462	12	8
† Coburg to Somerton	7.16	7.16	530	202	I ,, 50	72,089	11	0
Royal Park (Junction) to Clifton Hill Fitzroy Branch	0.07	0.88	0.95	119	85	76,989	9	5
Fitzroy (Whittlesea Junction) to Whittlesea	0.94	21.12	22.06	639	119	257,377	1	9
Northcote Loop Line	0.13	...	0.13	128	110	8,636	4	5
Tallaroek to Yea	23.69	23.69	698	488	I ,, 40	153,030	10	9
Yea to Mansfield and Alexandra-road	...	55.82	55.82	1,304	557	I ,, 40	336,422	9	0
Alexandra-road to Alexandra	4.32	4.32	922	716	I ,, 30	25,342	8	2
Mangalore to Shepparton	44.96	45.25	499	372	I ,, 100	271,417	7	4
Shepparton to Numurkah	2.16	18.60	20.76	376	348	84,365	0	6
Numurkah to Cobram	0.20	21.45	21.65	376	355	83,913	19	7
Murchison East to Rushworth	12.87	12.87	476	391	I ,, 80	69,719	5	4
Toolamba to Tatura	6.83	6.83	385	371	I ,, 103	28,610	9	11
Tatura to Eelmea	34.07	34.07	377	320	I ,, 122	155,425	17	1
Shepparton to Dookie	14.84	14.84	500	372	I ,, 100	54,169	15	9
Dookie to Katamatite	17.02	17.02	490	383	I ,, 69	38,990	19	3
Numurkah to Nathalia	13.79	13.79	356	335	I ,, 330	52,033	15	3
Nathalia to Picola	6.75	6.75	335	325	I ,, 264	13,679	9	3
Strathmerton towards Tocumwal	8.20	8.20	390	358	I ,, 330	16,781	10	8
Strathmerton to Tocumwal Extension	2.07	2.07	372	365	I ,, 92	13,327	0	2
Bensalla to St. James	20.33	20.33	583	450	I ,, 75	78,628	16	0
St. James to Yarrowong	19.86	19.86	514	414	I ,, 50	97,244	14	8
‡ Wangaratta to Wuitfield	30.49	30.49	811	481	I ,, 80	39,228	2	9
Wangaratta (Beechworth Junction) to Beechworth	22.26	22.26	1,831	502	I ,, 30	164,434	0	8
Beechworth to Yackandandah	12.84	12.84	1,912	981	I ,, 30	96,764	15	11
Everton to Myrtleford	16.56	16.56	989	581	I ,, 40	77,197	10	5
Myrtleford to Bright	18.54	18.54	1,004	688	I ,, 50	111,776	0	9
Springhurst to Wahgunyah	13.95	13.95	623	454	I ,, 50	74,673	13	1
Wodonga to Tallangatta	25.71	25.71	726	530	I ,, 40	188,085	3	6
Spencer Street to Flinders Street	0.76	...	0.76	33	17	141,697	3	2
Hobson's Bay Lines (Flinders Street to Port Melbourne, St. Kilda, Brighton, Hawthorn, and including works, Prince's Bridge to Chapel Street, and pier at Port Melbourne)	16.33	...	16.33	53	9	2,497,097	3	5
Prince's Bridge to Collingwood	2.22	...	2.22	85	23	195,435	3	1
Collingwood to Heidelberg	0.92	4.57	5.49	196	68	205,404	14	1
Heidelberg to Eltham	8.35	8.35	303	110	I ,, 40	56,945	15	2
Eltham to Hurst's Bridge	36	13	4
Brighton Beach to Sandringham	2.20	...	2.20	58	20	77,394	11	9
South Yarra to Oakleigh	7.05	...	7.05	184	22	325,146	14	1
Oakleigh to Sale (including cost of siding to Sale wharf; also portion of cost of branch to the Great Morwell Coy's mine)	11.76	1.6.36	118.22	513	8	1,111,790	10	2
Sale to Stratford (Junction)	8.9	8.97	64	33	I ,, 66	42,739	17	9
Carried forward ...	284.68	2790.23	3074.91	...	...	...	29,563,438	8	0

* Trains run only as required for traffic. † See lines close I for traffic. ‡ Including portion dismantled. § 2ft. 6in. gauge

APPENDIX No. 16—continued.

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

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.		
	Double and over	Single.	Total.	Highest.	Lowest.		Total.		Average per Mile.
	Miles.	Miles.	Miles.	Feet.	Feet.		£	s. d.	£
Brought forward	284·68	2790·23	3074·91	...	...	...	29,563,438	8 0	...
† Oakleigh to Fairfield Park (including Canterbury and Riversdale Loop Lines)	0·20	10·10	10·30	249	72	1 in 50	297,407	5 2	28,874
‡ Caulfield to Frankston	9·86	10·02	19·88	166	10	1 in 50	205,475	0 2	10,336
Frankston to Stony Point (including cost of sidings to pier at Stony Point)	...	18·85	18·85	327	10	1 in 50	106,243	3 9	5,636
Mornington Junction to Mornington	...	7·67	7·67	194	60	1 in 50	63,458	12 0	8,274
Frankston Cemetery Line	...	...	...	...	...	...	330	16 11	...
Spring Vale Cemetery Line	...	1·60	1·60	231	145	1 in 50	9,158	15 11	5,724
Dandenong (Great Southern Junction) to Port Albert	0·17	117·11	117·28	746	10	1 in 40	974,569	5 11	8,310
Nyora to Woolamai	...	16·79	16·79	410	58	1 in 50	44,004	6 9	2,621
Woolamai to Powlett Coal Field	...	13·75	13·75	233	14	1 in 60	31,713	14 2	2,306
Korumburra to Coal Creek	...	0·89	0·89	735	630	1 in 30	5,761	7 11	6,473
Korumburra (Strezlecki Junction) to Strezlecki (Junction with Coal Creek Line)	...	2·25	2·25	765	573	1 in 30	11,541	8 9	5,130
Korumburra (Jumbunna Junction) to Jumbunna	...	3·74	3·74	796	619	1 in 30	20,159	4 7	5,590
Jumbunna to Outtrim	...	2·40	2·40	649	539	1 in 40	28,286	12 9	11,786
¶ Welshpool to Welshpool Jetty	...	3·23	3·23	57	6	1 in 100	2,943	0 10	911
Warragul to Neerim South	...	13·49	13·49	681	349	1 in 40	124,107	16 9	9,200
Moe (Junction) to Thorpdale	...	10·67	10·67	798	219	1 in 40	116,191	11 4	10,890
¶ Moe to Walhalla	...	26·06	26·06	1,323	174	1 in 30	98,619	5 9	3,784
Morwell to North Mirboo	...	20·16	20·16	784	184	1 in 40	152,812	15 1	7,580
Traralgon to Heyfield	...	22·06	22·06	262	93	1 in 50	121,874	7 0	5,525
Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale)	0·52	49·30	49·82	296	9	1 in 50	278,102	7 9	5,582
Bairnsdale to Orbost	...	...	...	...	...	...	49	4 5	In progress
Maffra to Briagolong	...	11·79	11·79	238	109	1 in 50	60,582	13 4	5,138
Burnley to Waverley Road	...	5·23	5·23	111	33	1 in 60	171,257	0 4	32,745
Hawthorn to Lilydale	11·82	8·20	20·02	484	41	1 in 40	385,230	7 2	19,242
Lilydale to Healesville	0·26	15·11	15·37	351	230	1 in 40	219,409	1 7	14,275
Hawthorn (Kew Junction) to Kew	...	0·96	0·96	119	41	1 in 40	76,092	1 1	79,263
Ringwood to Upper Ferntree Gully	...	7·44	7·44	436	314	1 in 40	64,361	8 6	8,651
¶ Ferntree Gully to Gembrook	...	18·22	18·22	1,057	412	1 in 30	58,484	8 8	3,210
Lilydale to Warburton	...	23·97	23·97	738	289	1 in 37½	107,095	19 7	4,468
St. Kilda and Brighton Electric Street Railway, St. Kilda Station to Brighton Beach	...	5·13	5·13	59	7	1 in 21½	43,051	18 10	8,392
Total mileage of lines constructed §	307·51	3236·42	3543·93	...	...	...	33,441,813	10 9	...
Less mileage closed for traffic at 30th June, 1910.									
	Double. Single. Total.								
Dunkeld to Peshurst (dismantled, 19th February, 1898)	...	15·87	15·87						
Lancefield to Kilmore	...	18·10	18·10						
Fawkner Cemetery to Somerton	...	5·28	5·28						
Oakleigh to Fairfield Park—Fairfield Park to Deepdene	...	3·34	3·34						
Ashburton to Oakleigh	0·20	2·17	2·37						
Canterbury Loop Line (dismantled)	...	0·20	0·20						
Burnley to Waverley Road—Darling to Waverley Road	...	0·84	0·84						
Geelong Race-course Line (dismantled 28th May, 1909)	...	1·96	1·96						
	0·20	47·76	47·96						
Total mileage open for traffic at 30th June, 1910—	307·31	3188·66	3495·97						
Works, Melbourne to Essendon Junction	...	...	...	...	...	...	1,645,332	8 9	
Railway Offices, Spencer Street	...	...	...	...	...	...	162,213	15 5	
Sheds and Workshops, Williamstown	...	...	...	...	...	...	154,054	10 9	
Sheds and Workshops, Newport (including cost of Machinery and Equipment)	...	...	...	...	...	...	432,598	3 5	
General Construction Account (Capital Expenditure common to all lines)	...	...	...	...	...	...	388,583	2 8	
Rolling-stock, Broad-gauge...	...	...	...	...	...	...	6,561,332	5 6	
Rolling-stock, Narrow-gauge	...	...	...	...	...	...	56,555	3 5	
Rolling-stock, Electric Street Railway	...	...	...	...	...	...	15,560	3 5	
Grand Total	307·31	3188·66	3495·97	...	...	...	42,858,043	4 1	

* Trains run only as required for traffic. † See lines closed for traffic. ‡ Including portion dismantled. § Gauge of lines constructed—34½ in. 2 ft. 6 in. ; 107·66 miles 2 ft. 6 in. † 2 ft. 6 in. gauge.

NOTE.—All tracks to piers, wharfs, and ballast pits, and to the Great Morwell Coal Mine, are not included in the length of lines opened for traffic as shown above, but are included in the mileage of sidings as shown in Appendix No. 22.

APPENDIX No. 17.

STATEMENT SHOWING DATES OF OPENING AND LENGTH IN MILES OF THE DIFFERENT SECTIONS OF THE VICTORIAN RAILWAYS.

Date of Opening.	From—	To—	Length in Miles.	Authorization Act—	
				Number.	
1854—Sept. 13	Flinders Street	Port Melbourne	16'33	Hobson's Bay Lines	20,153
1857—May 13	Flinders Street	St. Kilda			19,356
1859—Feb. 8	Prince's Bridge	Richmond			43
" Dec. 12	Richmond	Cremorne			43
" " 19	Windsor	North Brighton			42
1860—Sept. 24	Richmond	Pic-nic Station			43
" Dec. 22	Cremorne	Windsor ...			43
1861—April 13	Pic-nic Station	Hawthorn...			43
" Dec. 21	North Brighton	Brighton Beach			127
1857—June 17	Williamstown Junction	Geelong			38'51		36
1859—Jan. 17	Footscray	Williamstown Pier	5'87		150
" Feb. 10	Melbourne	Sunbury	23'95		36
1860—Oct. 21	Essendon Junction	Essendon	3'50		331
1861—July 8	Sunbury	Woodend	24'70		36
1862—April 11	North Geelong Junction	Ballarat	53'21		36
" " 25	Woodend	Kyneton	8'32		36
" Oct. 21	Kyneton	Bendigo	43'90		36
1864—Sept. 19	Bendigo	Echuca	55'13		36
1867—Nov. 30	Newmarket Junction	*Race-course	1'50		331
1872—April 18	Essendon	Schoolhouse-lane	54'00		331
" Aug. 26	Schoolhouse-lane	Seymour	2'29		331
" Nov. 20	Seymour	Longwood	23'39		331
1873—March 20	Longwood	Violet Town	20'54		331
" Aug. 18	Violet Town	Benalla	16'14		331
" Oct. 28	Benalla	Wangaratta	24'04		331
" Nov. 21	Wangaratta	Wodonga	41'60		331
1874—July 7	Castlemaine	Maryborough	33'02		415
" " 7	Ballarat	Creswick	11'05		415
" Aug. 11	Ballarat	Beaufort	28'74		415
" Oct. 6	Maryborough	Dunolly	13'81		415
" Nov. 16	Creswick	Clunes	11'19		415
1875—Feb. 2	Clunes	Maryborough	19'49		415
" April 7	Beaufort	Ararat	28'64		415
" July 7	Beechworth Junction	Everton	12'05		475
1876—Feb. 15	Ararat	Seallan's Hill	17'85		475
" April 14	Seallan's Hill	Stawell	1'00		475
" Sept. 19	Bendigo	Bridgewater	24'49		475
" " 30	Everton	Beechworth	10'21		475
" Oct. 21	Maryborough	Avoca	14'92		475
" Nov. 18	Bridgewater	Inglewood	4'44		475
" " 25	Geelong	Winchelsea	25'64		475
1877—March 13	Winchelsea	Birregurra	12'79		475
" April 24	Ararat	Dunkeld	47'02		475
" June 1	Sale	Morwell	39'10		475
" July 27	Birregurra	Colac	11'81		475
" Oct. 8	Oakleigh	Bunyip	38'77		475
" " 29	Dunkeld	Hamilton	19'05		475
" Dec. 1	Moe	Morwell	8'76		475
" " 19	Hamilton	Portland North	52'81		475
" " 19	Portland North	Portland Pier	1'00		475
1878—Feb. 1	Race-course Junction	‡Geelong Race-course	1'96		580
" March 1	Moe	Bunyip	31'59		475
" Sept. 3	Dunolly	Bealiba	12'16		580
" Dec. 17	Stawell	Murtoa	35'49		580
" " 23	Bealiba	St. Arnaud	20'85		580
1879—Jan. 29	Springhurst	Wahgunyah	13'95		580
" Feb. 5	Murtoa	Horsham	18'00		580
" April 2	South Yarra	Oakleigh	7'05		604
" May 7	Warrenheip	Gardons	12'86		580
" " 21	Geelong	Queenscliff	20'71		580
1880—Jan. 13	Mangalore	Shepparton	45'24		603
" " 13	Toolamba	Tatura	6'83		636
" Feb. 16	Carlsruhe	Trentham	10'82		606
" March 17	Trentham	{Daylesford (includ- } {ing extension) }	11'73		606 671
			Carried forward	1193'81	

* Trains run only as required for traffic.

‡ Dismantled 28th May, 1909.

APPENDIX No. 17—continued.

STATEMENT SHOWING DATES OF OPENING AND LENGTH IN MILES OF THE DIFFERENT SECTIONS OF THE VICTORIAN RAILWAYS—continued.

Date of Opening.	From—	To—	Length in Miles.	Authorization Act.	
				Number.	
		Brought forward ...	1193.81		
1881—June 7	Lancefield Junction ...	Lancefield ...	11.50	660	
" Aug. 11	Waubra Junction ...	Ballarat Race-course ...	2.10	682	
" Sept. 1	Shepparton ...	Numurkah ...	20.74	682	
" Dec. 19	Caulfield ...	Mordialloc ...	9.85	682	
1882—Jan. 26	St. Arnaud ...	Cope Cope ...	16.33	682	
" April 3	Hawthorn ...	Camberwell ...	2.09	682	
" " 15	Inglewood ...	Korong Vale ...	20.20	682	
" " 22	Cope Cope ...	Donald ...	7.52	682	
" July 1	Horsham ...	Dimboola ...	21.45	682	
" Aug. 1	Mordialloc ...	Frankston ...	10.01	682	
" Dec. 1	Camberwell ...	Lilydale ...	17.94	682	
" " 15	Eaglehawk ...	Raywood ...	13.42	682	
1883—April 20	Korong Vale ...	Charlton ...	22.62	682	
" June 14	Wedonga ...	River Murray ...	1.94	682	
" " 21	Raywood ...	Mitiamo ...	22.44	682	
" July 2	Korong Vale ...	Boort ...	17.86	682	
" " 2	Colac ...	Camperdown ...	28.10	682	
" Aug. 1	Ballarat ...	Scarsdale ...	13.11	682	
" Sept. 3	Benalla ...	St. James ...	20.33	682	
" Oct. 1	Charlton ...	Wyeheproof ...	16.47	682	
" Nov. 13	Traalgon ...	Heyfield ...	22.06	682	
" " 16	Tallarook ...	Yea ...	23.69	682	
" Dec. 17	Everton ...	Myrtleford ...	16.56	682	
1884—Feb. 12	Mitiamo ...	Pyramid Hill ...	12.59	682	
" " 15	Branxholme ...	Henty ...	23.19	682	
" April 2	Braybrook Junction ...	Melton ...	15.64	682	
" June 16	Castlemaine ...	Maldon ...	10.24	682	
" Sept. 1	Henty ...	Casterton ...	8.90	682	
" " 9	North Melbourne ...	Coburg ...	5.07	682	
" Oct. 25	Pyramid Hill ...	Kerang ...	24.54	682	
1885—April 10	Morwell ...	Boolarra ...	12.11	682	
" " 6	Race-course Junction ...	*Williamstown Race-course ...	0.69	860, 889, 962 & 1381	
" Sept. 8	Boolarra ...	Darlimurla ...	4.44	682	
1886—Jan. 1	Lal Lal Station ...	*Lal Lal Race-course ...	2.00	821 and 1381	
" " 7	Darlimurla ...	North Mirboo ...	3.61	682	
" April 1	Melton ...	Parwan ...	6.00	682	
" May 6	St. James ...	Yarrowonga ...	19.86	821 and 1381	
" " 12	Murtoa ...	Warracknabeal ...	31.20	821 " 1381	
" Nov. 15	Ballarat Cattle-yards Junction ...	*Ballarat Cattle-yards ...	2.92	821 " 1381	
" Dec. 22	Gordons ...	Ballan ...	7.37	821 " 1381	
1887—Jan. 19	Dimboola ...	Serviceton ...	63.19	821 " 1381	
" " 19	North Creswick ...	Rocky Lead ...	12.65	821 " 1381	
" Feb. 16	Parwan ...	Bacchus Marsh ...	2.54	821 " 1381	
" March 18	Heyfield ...	Maffra ...	10.92	821 " 1381	
" April 21	Wedderburn Junction ...	Wedderburn ...	4.86	821 " 1381	
" " 23	Camperdown ...	Terang ...	13.87	821 " 1381	
" June 1	Rocky Lead ...	Daylesford Junction ...	10.46	821 " 1381	
" " 1	Lubeck ...	Rupanyup ...	9.77	821 " 1381	
" Aug. 19	Tatura ...	Echuca ...	34.07	821 " 1381	
" " 25	Horsham ...	Noradgaha ...	19.95	821 " 1381	
" Sept. 2	Brighton Beach ...	Sandringham ...	2.20	821 " 1381	
" " 24	Braybrook Junction ...	*Newport ...	4.29	821 " 1381	
" Nov. 8	Maffra ...	Stratford ...	6.41	821 " 1381	
" Dec. 19	Hawthorn ...	Kew ...	0.96	821 " 1381	
1888—May 8	Royal Park Junction ...	Clifton Hill ...	2.39	821 " 1381	
" " 8	Nicholson street ...	Fitzroy ...	0.95	821 " 1381	
" " 8	Clifton Hill ...	Collingwood ...	0.90	821 " 1381	
" " 8	Clifton Hill ...	Alphington ...	2.35	682	
" " 8	Alphington ...	Heidelberg ...	2.24	821 and 1381	
" " 8	Moe Junction ...	Thorpdale ...	10.67	821 " 1381	
" " 8	Sale Junction ...	Stratford Junction ...	8.97	821 " 1381	
" " 8	Stratford ...	Bairnsdale ...	32.79	821 " 1381	
" " 15	Lilydale ...	Yarra Flats ...	7.35	821 " 1381	
" Oct. 1	Numurkah ...	Nathalia ...	13.79	821 " 1381	
" " 1	Numurkah ...	Cobram ...	21.65	821 " 1381	
" " 1	Shepparton ...	Deokie ...	14.84	821 " 1381	
" " 1	Kilmore Junction ...	Kilmore ...	9.51	821 " 1381	
" " 1	Bendigo ...	Heathcote ...	27.64	821 " 1381	
" " 1	Pisgah Junction ...	Waubra ...	13.74	821 " 1381	
" " 1	Frankston ...	Mornington Junction ...	5.12	821 " 1381	
" " 1	Dandenong (Great Southern Junction) ...	Tooradin ...	15.91	821 " 1381	
" Nov. 20	Inglewood ...	Dunolly ...	24.24	821 " 1381	
" " 20	Hamilton (Coleraine Junction) ...	Coleraine ...	23.01	821 " 1381	
		Carried forward ...	2179.32		

* Trains run only as required for traffic.

APPENDIX No. 17—continued.

STATEMENT SHOWING DATES OF OPENING AND LENGTH IN MILES OF THE DIFFERENT SECTIONS OF THE VICTORIAN RAILWAYS—continued.

Date of opening.		From—	To—	Length in Miles.	Authorization Act. Number.
		Brought forward ..		2179'32	
1889—	March 1	Yarra Flats ...	Healesville ...	8'02	821 and 1381
"	Aug. 7	Maffra ...	Briagolong ...	11'79	821 " 1381
"	" 7	Irrewarra ...	Beac ...	8'70	821 " 1381
"	Sept. 10	Mornington Junction ...	Mornington ...	7'67	821 " 1381
"	" 10	Mornington Junction ...	Hastings ...	8'09	821 " 1381
"	" 10	Wodonga ...	Huon-lane ...	14'07	821 " 1381
"	" 12	Ballarat East ...	Buninyong ...	6'84	821 " 1381
"	Oct. 8	Whittlesea Junction ...	Preston Reservoir ...	4'78	821 " 1381
"	" 8	Coburg ...	†Somerton ...	7'16	821 " 1381
"	Nov. 12	Yea ...	Molesworth ...	10'68	821 " 1381
"	Dec. 3	Heathcote ...	Tooborac ...	10'56	821 " 1381
"	" 4	Bacchus Marsh ...	Ballan ...	17'54	821 " 1381
"	" 4	Ringwood ...	Upper Fern Tree Gully ...	7'44	821 " 1381
"	" 17	Hastings ...	Stony Point ...	5'74	821 " 1381
"	" 23	Preston Reservoir ...	Whittlesea ...	17'29	821 " 1381
1890—	Feb. 4	Terang ...	Mortlake ...	12'16	821 " 1381
"	" 4	Terang ...	Warrnambool ...	28'82	821 " 1381
"	" 4	Koroit ...	Warrnambool ...	9'36	821 " 1381
"	" 4	Koroit ...	Port Fairy ...	11'34	821 " 1381
"	March 17	Mount Moriac ...	*Wensleydale ...	10'92	821 " 1381
"	" 24	Burnley ...	†Oakleigh ...	6'29	821 " 1381
"	May 12	Warragul ...	Rokeby ...	8'12	821 " 1381
"	" 30	Kerang ...	Swan Hill ...	35'16	821 " 1381
"	" 30	Camberwell ...	†Waverley Road ...	4'25	821 " 1381
"	June 17	Molesworth ...	Cathkin ...	2'74	821 " 1381
"	July 18	Huon-lane ...	Bolga ...	6'61	821 " 1381
"	Aug. 22	Kilmore ...	Tooborac ...	20'10	821 " 1381
"	" 22	Dunkeld ...	‡Koroit ...	48'99	821 " 1381
"	" 22	Hamilton ...	Penshurst ...	18'11	821 " 1381
"	Sept. 1	Murchison East ...	Rushworth ...	12'87	821 " 1381
"	" 16	Cathkin ...	Alexandra Road ...	4'41	821 " 1381
"	Oct. 10	Searsdale ...	Linton ...	7'97	821 " 1381
"	" 17	Myrtleford ...	Bright ...	18'54	821 " 1381
"	Nov. 10	Cathkin ...	Merton ...	15'47	821 " 1381
"	" 11	Tooradin ...	Loch ...	23'53	821 " 1381
"	" 18	Ararat ...	Avoca ...	39'04	821 " 1381
1891—	Jan. 15	Kyneton (Redesdale Junction) ...	Redesdale ...	16'25	821 " 1381
"	March 24	Fairfield Park ...	†Riversdale (including ‡Canterbury loopline)	4'99	821 " 1381
"	" 24	Maldon (Laanecoorie Junction) ...	Shelbourne ...	9'89	821 " 1381
"	May 7	Morton ...	Maindample ...	13'86	821 " 1381
"	June 2	Loch ...	Korumburra ...	9'89	821 " 1381
"	" 5	Birregurra ...	Forrest ...	19'85	821 " 1381
"	July 23	Beechworth ...	Yackandandah ...	12'84	821 " 1381
"	" 24	Bolga ...	Tallangatta ...	5'02	821 " 1381
"	Oct. 6	Maindample ...	Mansfield ...	8'64	821 " 1381
"	Nov. 23	Spencer Street ...	§Flinders St. (Viaduct) ...	0'76	821 " 1187
"	Dec. 17	Korumburra ...	Leongatha ...	9'19	821 " 1381
1892—	Jan. 13	Leongatha ...	Port Albert ...	58'75	821 " 1381
"	March 18	Rokeby ...	Neerim South ...	5'36	1030 " 1300
"	April 5	Curdie's River Junction ...	Timboon ...	22'32	821 " 1381
"	" 6	Lancefield ...	†Kilmore ...	18'10	821 " 1381
"	Oct. 28	Korumburra ...	Coal Creek ...	0'89	1240 " 1255
"	Nov. 22	Dookie ...	Katawiti ...	17'02	1529
1893—	Jan. 5	Warracknabal ...	Beulah ...	21'92	1273
"	March 28	Donald ...	Birchip ...	32'30	1273
1894—	March 6	Beulah ...	Hopetoun ...	16'01	1316
"	May 7	Korumburra (Jumbunna Junction) ...	Jumbunna ...	3'74	1240 and 1294
"	" 14	Bendigo Cattle-yards Junction ...	*Bendigo Cattle-yards ...	0'89	1030 " 1381
"	June 1	Korumburra (Strezlecki Junction) ...	Strezlecki ...	2'25	1240 " 1294
"	" 19	Dimboola ...	Jeparit ...	21'59	1312
"	July 31	Natimuk (East Natimuk) ...	Goroce ...	28'32	1292
"	Aug. 7	Boort ...	Quambatook ...	21'96	1312
1895—	March 8	Wycheproof ...	Sea Lake ...	47'89	1383
1896—	Feb. 5	Jumbunna ...	Outtrim ...	2'40	1371 and 1420
"	Dec. 15	Nathalia ...	Picola ...	6'74	1293
1899—	March 14	Wangaratta ...	¶Whitfield ...	30'49	1492
"	Sept. 18	Birchip ...	Woomelang ...	26'45	1550
"	Nov. 2	Jeparit ...	Rainbow ...	18'47	1558
1900—	March 1	Quambatook ...	Ultima ...	30'30	1555
"	Dec. 18	Upper Fern Tree Gully ...	¶Gembrook ...	18'22	1549
"	" 26	Bungaree ...	*Race-course ...	1'53	1682
1901—	Oct. 21	Melbourne ...	Collingwood ...	2'22	1590
"	Nov. 13	Lilydale ...	Warburton ...	23'97	1589
1902—	March 1	Colac ...	¶Beech Forest ...	29'66	1594 and 1760
"	June 5	Heidelberg ...	Eltham ...	8'35	1299
		Carried forward ...		3299'78	

* Trains run only as required for traffic.

† See lines closed for traffic.

‡ Including portion since dismantled.

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

¶ 2ft. 6in. gauge.

APPENDIX No. 17—continued.

STATEMENT SHOWING DATES OF OPENING AND LENGTH IN MILES OF THE DIFFERENT SECTIONS OF THE VICTORIAN RAILWAYS—continued.

Date of Opening.	From—	To—	Length in Miles.	Authorization Act.
				Number.
1903—Jan. 15	Woomelang	Brought forward ...	3299'78	
" May 25	Hattah	Hattah	68'79	1679
" Sept. 30	Nowingi	Nowingi	11'94	1679
" Oct. 27	Yatpool	Yatpool	16'19	1679
" Dec. 21	North Geelong Loop Line	Mildura	13'23	1679
1904—Jan. 1	Burrumbeet Race-course Junction	*Burrumbeet Race-course	0'22	1884
" Feb. 7	Springvale Cemetery Line	*	1'60	1763
" Dec. 5	Northcote Loop Line ...	... .. .	0'13	1904
1905—Feb. 28	Strathmerton	Towards Tocumwal ...	8'20	1958
" June 26	Welshpool	¶ Welshpool Jetty ...	3'23	1911
1906—May 7	St. Kilda	* Grampians	15'84	
		† Park Street, Middle Brighton	4'07	1956 and 1973
1906—Dec. 22	Park Street, Middle Brighton	† Brighton Beach ...	1'06	2035
1908—July 9	Strathmerton	Tocumwal Extension	2'07	2078
1909—June 15	Rupanyup	Marnoo	15'38	2124
" July 1	Ultima	Chillingollah	20'14	2144
" Oct. 28	Alexandra Road	Alexandra	4'32	2104
1910—May 3	Moe	¶ Wallulla	26'06	1691 and 2180
" " 9	Nyora	Woolamai	16'79	2125
" " 9	Woolamai	Powlett Coal Field ...	13'75	2221
		Total mileage ...	3,543'93	
		Less mileage closed for Traffic at 30th June, 1910—	Miles.	
		Dunkeld to Peshurst (Dismantled), 19th February, 1898	15'87	
		Lancefield to Kilmore	18'10	
		Fawkner Cemetery to Somerton	5'28	
		Oakleigh to Fairfield Park—		
		Fairfield Park to Deepdene	3'34	
		Ashburton to Oakleigh	2'37	
		Canterbury Loop Line (Dismantled)	0'20	
		Burnley to Waverley Road—	5'91	
		Darling to Waverley Road	0'84	
		Geelong Race-course Line (Dismantled 28th May, 1909)	1'96	
			47'96	
		Total mileage open for Traffic, at 30th June, 1910 ...	3,495'97	

* Trains run only as required for traffic

† 5ft. 3in. gauge.

¶ 2ft. 6in. gauge.

Note—All tracks to piers, wharfs, and ballast pits, and to the Great Morwell Coal Mine, are not included in the length of lines opened for traffic as shown above, but are included in the mileage of sidings as shown in Appendix No. 22.

APPENDIX No. 18.

RETURN SHOWING THE NUMBER OF OFFICERS AND EMPLOYEES IN THE SERVICE OF THE COMMISSIONERS AT 30TH JUNE, 1909, COMPARED WITH THE NUMBER AT 30TH JUNE, 1910, ENTITLED TO COMPENSATION OR PENSION ON RETIREMENT.

Branch.	At 30th June, 1909.	At 30th June, 1910.	Decrease.
Secretary's	10	10	...
Rolling Stock	619	600	19
Way and Works	473	438	35
Transportation and Traffic	632	605	27
Accountancy and Audit of Receipts	31	31	...
Telegraph and Stationery	24	23	1
Stores	17	16	1
Total	1,806	1,723	83

APPENDIX No. 19.

RETURN OF PERSONS KILLED OR INJURED DURING TEN YEARS, FROM 1ST JULY, 1900, TILL 30th JUNE, 1910.

Year.	Passengers.						Number of Passengers Killed and Injured per Million carried due to causes beyond their own Control.		Employés while in the Execution of their Duty.						Employés proceeding to or from Duty within the Railway Boundary.		Persons Killed or Injured at Crossings.		Trespassers.		Miscellaneous.		Total.					
	Through causes beyond their own Control.		Through Contributory Negligence.		Solely through their own Action or Negligence.		Killed.	Injured.	Through causes beyond their own Control.		Through Contributory Negligence.		Solely through their own Action or Negligence.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.														
1900-1	6	..	9	1	115	·000	·109	3	13	5	82	3	112	1	1	7	6	20	14	5	13	45	371	
1901-2 <i>a</i>	194	..	9	2	154	·000	3·375	..	19	1	90	5	140	1	5	4	6	17	6	4	11	34	634	
1902-3	11	..	16	1	117	·000	·200	..	21	6	102	3	159	1	3	4	10	20	5	2	10	37	454	
1903-4	34	1	17	1	173	·000	·626	..	43	3	105	2	140	1	..	6	4	10	7	3	18	27	541	
1904-5	8	..	9	4	156	·000	·134	..	35	3	96	2	118	..	2	5	7	9	9	2	6	25	446	
1905-6 <i>b</i>	162	..	17	5	122	·000	2·498	..	43	4	101	4	161	..	2	10	8	24	6	1	8	48	630	
1906-7	14	1	17	5	148	·000	·199	..	32	1	112	7	140	1	2	8	16	12	3	11	14	46	498	
1907-8 <i>c</i>	45	434	..	33	2	170	·600	5·793	..	29	4	112	2	151	6	11	17	7	3	23	79	970
1908-9	9	..	19	5	136	·000	·111	..	12	2	101	8	131	1	..	5	9	22	19	2	15	45	451	
1909-10	11	..	5	2	96	·000	·129	..	7	..	38	6	167	..	4	4	3	8	7	1	15	21	353	
Totals	45	883	2	151	28	1,387	·006	1·170	3	254	29	939	42	1,419	6	19	59	80	159	83	34	133	407	5,348

This Return only includes casualties in connection with Train Working and the movement of Rolling Stock.
a Including Jolimont accident. *b* Including Belgrave accident. *c* Including Sunshine accident.

APPENDIX No. 20.

DETAILED STATEMENT OF WORKING EXPENSES FOR THE YEAR 1909-10 COMPARED WITH
THE YEAR 1908-9, EXCLUSIVE OF THE ST. KILDA AND BRIGHTON ELECTRIC
STREET RAILWAY.

	1908-9.	1909-10.
TRANSPORTATION BRANCH.		
	£	£
General Superintendence and Staff	40,868	44,127
Stationery, Printing, and Advertising	24,597	24,618
Stores Expenses	1,626	1,996
STATION, YARD, AND SIGNAL SERVICE		
● Salaries, Wages, and Expenses of Staff	436,418	463,027
Fuel	1,170	1,207
Light	13,046	15,437
Uniforms	3,104	2,472
Other Supplies	17,123	19,571
Sanitary and Other Expenses	4,082	4,485
TOTAL COST OF STATION, YARD, AND SIGNAL SERVICE	£474,943	£506,199
Guards and Conductors—Wages and Expenses	72,562	76,474
„ „ Uniforms and Supplies	1,298	1,342
Gatekeeping	17,250	17,390
Loss and Damage to Property and Goods	Cr. 929	Cr. 1,095
Other Expenses	2,605	2,709
Dining Car Service	6,611	10,734
TOTAL EXPENSES OF TRANSPORTATION BRANCH	£641,431	£684,394
Percentage of Gross Revenue	15.35	15.40
Per Traffic Train Mile	13.64 <i>d.</i>	14.03 <i>d.</i>
WAY AND WORKS BRANCH.		
	£	£
General Superintendence and Staff	28,221	32,211
Stationery, Printing, and Advertising	3,323	3,966
Stores Expenses	5,197	4,747
	£36,741	£40,924
MAINTENANCE OF WAY—		
Superintendence and Staff	15,261	15,616
General Labour	246,179	249,566
Track Materials	125,418	81,752
Fences, Gates, Cattle Guards, Roadways, Signs, &c.	29,228	30,367
Tools and Supplies	8,024	9,192
Flood Claims	127	832
Other Expenses .. .. .	..	..
TOTAL COST OF MAINTENANCE OF WAY	£424,237	£387,325
Per Mile of Railway worked	£124.89	£112.56
„ „ Track „ (exclusive of Sidings)	£113.52	£102.79

APPENDIX No. 20—continued.

DETAILED STATEMENT OF WORKING EXPENSES FOR THE YEAR 1909-10, ETC.—continued.

	1908-9.	1909-10.
WAY AND WORKS BRANCH—continued.		
MAINTENANCE OF WORKS—		
Superintendence and Staff	£ 8,900	£ 9,742
Bridges, Culverts, and Drains	35,782	50,359
Piers and Wharfs	2,238	3,127
Weighbridges, Scales, Lifting Cranes, Turntables, Traversers, Grain Conveyors, &c.	6,876	12,880
Buildings, Platforms, and Fixtures	59,489	82,194
Stock Yards	4,923	4,722
Water Supply	10,032	10,128
Signals and Interlocking	20,416	22,687
Telegraph Lines	11,040	12,303
Machinery, Tools, and Supplies	4,797	4,921
Other Expenses	131	131
Gardens, Plantations, &c. .. .. .	..	2,469
TOTAL COST OF MAINTENANCE OF WORKS	£164,624	£215,663
TOTAL EXPENSES OF WAY AND WORKS BRANCH	£625,602	£643,912
Percentage of Gross Revenue	14·97	14·49
Per Mile of Railway worked	£184·16	£187·13
Per Traffic Train Mile	13·30 <i>d.</i>	13·20 <i>d.</i>
ROLLING STOCK BRANCH.		
General Superintendence and Staff	£ 12,875	£ 13,737
Stationery, Printing, and Advertising	3,118	2,751
Stores Expenses	11,902	5,429
LOCOMOTIVE WORKING—		
Superintendence and Staff	13,769	14,280
Running Sheds (Staff	38,877	39,520
(Supplies	2,838	3,462
Drivers and Firemen	215,805	235,665
Coal, Wood, and Kindlers for Locomotives	233,081	286,481
Handling and Inspection of Coal, Wood, and Kindlers for Locomotives	17,277	19,792
Water for Locomotives and Running Sheds	15,094	16,302
Oil, Tallow, Waste, and other Running Supplies for Locomotives	10,531	11,415
Other Expenses	229	148
TOTAL COST OF LOCOMOTIVE WORKING	£547,504	£627,065
Locomotive Miles Run	13,254,171	13,928,626
Per Locomotive Mile.. .. .	9·91 <i>d.</i>	10·80 <i>d.</i>
Per Traffic Train Mile	11·64 <i>d.</i>	12·86 <i>d.</i>
INSPECTION, CLEANING, AND LUBRICATION OF, AND SUPPLIES FOR, CARS—		
Labour	£ 29,298	£ 30,948
Supplies .. .. .	..	1,761
Lubricants	1,291	1,241
Light	12,249	12,482
Ice	801	1,063
Other Expenses	1,631	..
TOTAL COST OF INSPECTION, CLEANING, AND LUBRICATION OF, AND SUPPLIES FOR, CARS	£45,270	£47,495
Per 1,000 Car Miles.. .. .	73·50 <i>d.</i>	75·47 <i>d.</i>
TOTAL COST OF WORKING ROLLING STOCK BRANCH	£620,669	£696,477

APPENDIX No. 20—continued.

DETAILED STATEMENT OF WORKING EXPENSES FOR THE YEAR 1909-10, ETC.—continued.

	1908-9.	1909-10.
ROLLING STOCK BRANCH—continued.		
REPAIRS AND RENEWALS OF ROLLING STOCK—		
	£	£
Superintendence and Staff	5,114	9,064
Repairs and Renewals of Locomotives	140,176	122,257
" " Passenger Cars and Vans	96,084	105,097
" " Trucks	82,498	76,262
" " Covers	18,097	14,134
" " Machinery and Tools	11,188	9,959
Power, Heat, Light, &c., for Shops	18,200	19,868
Sundry Charges .. .. .	..	2,572
Other Expenses	1,409	512
Payment into Rolling-stock Replacement Fund .. .. .	..	170,000
TOTAL COST OF REPAIRS AND RENEWALS OF ROLLING STOCK	£372,766	£529,725
Per Traffic Train Mile	7·92 <i>d.</i>	10·86 <i>d.</i>
TOTAL EXPENSES OF ROLLING STOCK BRANCH	£993,435	£1,226,202
Percentage of Gross Revenue	23·78	27·59
Per Traffic Train Mile	21·11 <i>d.</i>	25·14 <i>d.</i>
GENERAL EXPENSES.		
	£	£
Salaries and Expenses, Commissioners' and Secretary's Offices	13,969	15,687
" " Chief Accountant's Office	15,205	16,010
" " Auditor of Receipts' Office	15,652	16,706
Estate Office	1,518	1,567
General Office Expenses	1,334	1,387
Flinders-street Station Buildings General Expenses .. .. .	..	1,014
Legal and Medical Expenses	2,483	2,617
Stationery, Printing, and Advertising (General)	2,623	2,623
Other General Expenses	5,324	2,207
TOTAL GENERAL EXPENSES	£58,108	£59,818
Percentage of Gross Revenue	1·39	1·35
Per Traffic Train Mile	1·24 <i>d.</i>	1·23 <i>d.</i>
PAYMENT INTO RAILWAY ACCIDENT AND FIRE INSURANCE FUND	£90,863 †	£97,219†
Percentage of Gross Revenue	2·18	2·19
Per Traffic Train Mile	1·93 <i>d.</i>	1·9 0 <i>d.</i>
TOTAL WORKING EXPENSES	£2,409,439	£2,711,545
Percentage of Gross Revenue	57·67	61·02
Per Traffic Train Mile	51·22 <i>d.</i>	55·59 <i>d.</i>
Per Mile of Railway Worked	£709	£788

† Includes Special Payment—Year 1908-9, £69,972; Year 1909-10, £75,000.

APPENDIX No. 21.

RESULTS OF WORKING OF THE ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY FOR THE YEAR 1909-10, COMPARED WITH THE YEAR 1908-9.

	1908-9.	1909-10.
Average Mileage of Railway Worked	5.13	5.13
Car Mileage	338,214	340,254
Number of Passengers carried	1,265,492	1,361,925
Average Fare paid per Passenger	2.06d.	2.08d.
GROSS REVENUE—	£	£
Passengers	10,913	11,833
Parcels	2	2
Rentals	...	1
Miscellaneous	26	49
TOTAL GROSS REVENUE	£10,941	£11,885
Per Passenger Car Mile	7.76d.	8.38d.
Per Mile of Single Track	£2,132.75	£2,316.76
ORDINARY WORKING EXPENSES—	£	£
Transportation Account	3,229	3,558
Way and Works Account	930	1,367
Rolling Stock Account	1,971	2,236
Power Account	2,622	2,346
General Expenditure	268	293
Payment into Railway Accident and Fire Insurance Fund	55	60
TOTAL WORKING EXPENSES	£9,075	£9,860
Per cent. of Gross Revenue	82.94	82.96
Per Passenger Car Mile	6.44d.	6.95d.
Per Mile of Single Track	£1,769.01	£1,922.03
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	£1,866	£2,025
INTEREST ON THE TOTAL CAPITAL COST	£2,038	£2,092
NET LOSS, INCLUSIVE OF INTEREST	£172	£67

APPENDIX No. 22.

MILEAGE OF RAILWAYS AND TRACKS.

		Mileage open for Traffic at 30th June.								
		Railways.					Tracks.			
		Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Main Tracks.	Sidings.	Total.
Year 1909	5' 3" gauge ...	3'15	2'22	2'43	299'51	3020'87	3328'18	3654'95	590'13	4245'09
	2' 6" gauge ...	...	...	...	...	81'60	81'60	81'60	5'03	86'63
	Total ...	3'15	2'22	2'43	299'51	3102'47	3409'78	3736'56	595'16	4331'72
	Electric Street Railway, 5' 3" gauge ...	...	...	...	...	5'13	5'13	5'13	'83	5'96
Grand Total ...	3'15	2'22	2'43	299'51	3107'60	3414'91	3741'69	595'99	4337'68	
Year 1910	5' 3" gauge ...	3'15	2'22	2'43	299'51	3075'87	3383'18	3709'96	605'36	4315'32
	2' 6" gauge ...	...	...	...	...	107'66	107'66	107'66	5'88	113'54
	Total ...	3'15	2'22	2'43	299'51	3183'53	3490'84	3817'62	611'24	4428'86
	Electric Street Railway, 5' 3" gauge ...	...	...	...	...	5'13	5'13	5'13	'83	5'96
Grand Total ...	3'15	2'22	2'43	299'51	3188'66	3495'97	3822'75	612'07	4434'82	
		Average Mileage open for Traffic during the Year.								
		Railways.					Tracks.			
		Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Main Tracks.	Sidings.	Total.
Year 1908-9	5' 3" gauge ...	3'15	2'22	2'44	299'50	3007'91	3315'22	3642'01	536'01	4228'02
	2' 6" gauge ...	...	...	...	...	81'60	81'60	81'60	5'00	86'60
	Total ...	3'15	2'22	2'44	299'50	3089'51	3396'82	3723'61	591'01	4314'62
	Electric Street Railway, 5' 3" gauge ...	...	...	...	...	5'13	5'13	5'13	'83	5'96
Grand Total ...	3'15	2'22	2'44	299'50	3094'64	3401'95	3728'74	591'84	4320'58	
Year 1909-10	5' 3" gauge ...	3'15	2'22	2'43	299'51	3048'34	3355'65	3682'43	596'33	4278'76
	2' 6" gauge ...	...	...	...	...	85'74	85'74	85'74	5'18	90'92
	Total ...	3'15	2'22	2'43	299'51	3134'08	3441'39	3768'17	601'51	4369'68
	Electric Street Railway, 5' 3" gauge ...	...	...	...	...	5'13	5'13	5'13	'83	5'96
Grand Total ...	3'15	2'22	2'43	299'51	3139'21	3446'52	3773'30	602'34	4375'64	

The mileage of Sidings as shown does not include 51.5 miles of Sidings which are not owned by the Department, about 6 miles of which are maintained by us and at our own expense, and about 9 miles of which are maintained by us, but cost of maintenance is repaid to us.

APPENDIX No. 23.

RETURN OF TRAFFIC AT EACH STATION.

APPENDIX No. 23.

RETURN OF TRAFFIC AT EACH STATION.

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CABS.	RENTS.	MISCELLANEOUS.	GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.				Outwards.		Inwards.		Outwards.	Inwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Melbourne—Spencer-street, Country ..	1,798,288	325,551 18 3	70,610 1 8	38,156 1 6	266 8 8	2,177 9 1	..	15,550 10 0	5,994 5 8	511,932	530,545 15 9	646,611	296,517 6 5	2,515 4 10	6,473 2 2	1,296,758 4 0
Melbourne—Spencer-street, Suburban ..	823,285	10,663 7 5	..	..	..	..	..	..	..	..	..	..	..	..	..	10,663 7 5
MELBOURNE-BENDIGO LINE.																
North Melbourne ..	981,617	9,769 1 2	779 2 4	409 6 5	29 14 11	8 8 9	..	54 19 6	0 13 9	..	..	..	..	..	..	11,051 6 10
Arden-street ..	..	..	..	..	..	..	..	640 16 10	..	14,478	2,685 6 2	86,073	30,215 12 5	..	..	33,541 15 5
Middle Footscray ..	255,837	1,794 17 4	37 3 2	13 8 1	5 15 2	0 7 3	..	4 19 0	0 3 9	..	..	..	..	..	..	1,856 13 9
Footscray West ..	219,906	1,532 3 4	356 16 4	111 4 7	5 0 1	0 9 9	..	36 19 8	..	35,458	6,336 0 1	5,572	1,617 15 4	..	..	9,996 9 2
Tottenham ..	12,918	133 16 8	..	0 2 3	..	..	..	..	..	..	..	..	..	..	..	113 18 11
Sunshine ..	159,087	2,779 19 6	464 3 6	108 9 8	10 1 9	0 9 6	..	37 5 9	..	8,471	9,884 4 11	29,464	5,935 17 9	..	10 7 9	19,231 3 1
Sunshine — Building Tickets ..	22,100	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Albion ..	93	..	..	..	..	..	..	..	..	41,804	3,996 18 9	..	..	..	..	4,001 17 0
St. Albans ..	31,965	484 13 7	69 8 5	34 7 0	0 15 9	..	..	12 14 10	..	853	119 3 8	619	131 8 7	..	9 5 6	861 17 4
Sydenham ..	5,839	200 9 4	19 16 2	32 7 6	2 7 9	1 1 5	..	24 0 1	..	2,376	362 7 5	1,120	166 6 1	5 9 3	32 13 6	846 18 6
Digger's Rest ..	5,834	274 1 5	64 7 8	54 8 11	2 5 4	18 16 6	..	12 9 3	..	1,923	369 0 4	874	214 3 9	11 14 9	32 8 6	1,053 16 7
Sunbury ..	27,564	1,511 8 4	223 0 9	297 15 0	65 16 3	83 12 9	..	51 11 8	0 1 5	1,700	437 8 0	5,327	1,295 18 3	204 1 8	481 13 4	4,632 7 5
Lancefield Junction ..	6,990	414 14 7	47 5 8	32 0 6	9 0 0	8 12 9	..	21 9 1	..	390	186 15 0	149	67 3 2	361 18 5	153 13 4	1,302 12 6
Riddell ..	6,022	515 10 7	48 6 3	93 0 7	9 18 9	8 9 3	..	7 16 7	..	2,761	59 4 11	592	271 16 10	43 19 3	52 10 3	1,910 13 3
Giskorne ..	9,772	1,072 4 7	138 11 10	197 17 3	6 6 3	39 13 0	..	17 0 1	..	2,521	767 5 2	1,719	750 14 1	188 11 4	237 8 8	3,214 8 7
Macedon ..	13,043	1,953 19 9	147 6 1	276 4 10	28 13 0	73 16 0	..	20 1 0	0 2 3	5,190	857 14 3	2,354	844 15 1	6 5 8	16 4 8	3,464 7 7
Woodend ..	20,849	1,957	123 17 6	8 16 0	10 2 2	1 18 6	..	14 1 11	1 10 10	8,931	2,615 13 11	2,521	1,277 1 7	252 11 0	333 0 2	7,100 19 1
Carlsruhe ..	1,957	123 17 6	8 16 0	10 2 2	1 18 6	3 19 6	..	13 13 8	..	389	135 3 8	68	30 18 7	44 0 6	4 5 6	371 15 7
Kyneton ..	42,630	4,769 14 10	589 13 7	743 1 1	87 3 6	117 11 9	..	1,049 7 3	0 4 10	9,675	3,672 2 10	8,298	4,071 9 6	962 16 3	920 10 2	17,183 15 7
Redesdale Junction ..	1,771	110 16 3	7 5 6	10 1 4	0 6 3	0 10 3	..	26 16 10	..	353	112 9 10	84	59 16 6	..	1 7 6	329 10 3
Malmesbury ..	11,337	887 3 6	64 5 1	128 2 11	14 16 6	5 4 0	..	..	..	3,459	1,030 8 2	1,068	651 4 2	107 9 5	52 12 10	2,941 6 7
Taradale ..	6,635	378 9 4	39 3 2	70 15 9	1 16 0	2 18 3	..	13 6 9	..	2,536	431 2 4	263	166 0 11	..	..	1,103 12 6
Elphinstone ..	5,067	299 7 10	21 12 4	36 11 10	0 6 3	0 10 6	..	1 18 0	..	5,568	1,048 15 5	349	147 4 8	106 1 6	88 11 11	1,751 0 3
Cheerton ..	9,214	566 16 3	38 12 9	54 7 8	2 5 9	1 1 0	..	0 4 7	..	449	196 9 0	1,778	515 17 10	..	46 15 3	1,422 10 1
Castlemaine ..	59,237	7,855 10 6	681 10 2	1,042 8 8	21 16 0	16 15 3	..	197 18 6	0 15 6	7,105	6,263 19 6	16,245	9,795 14 2	146 15 4	236 0 2	26,259 3 9
Barcker's Creek ..	..	..	..	0 0 2	..	..	..	..	..	596	93 5 4	46	13 3 9	..	..	106 9 3
Harcourt ..	9,837	455 15 3	93 0 7	61 14 1	0 15 0	0 14 6	..	10 9 5	0 1 3	5,595	1,976 0 1	1,540	632 6 10	..	11 10 11	3,241 18 11
Ravenswood ..	2,327	152 9 7	15 8 8	30 12 6	0 13 6	1 6 6	..	34 5 7	..	1,936	395 16 10	157	54 6 2	68 15 0	7 12 6	761 6 10
Kangaroo ..	6,372	439 18 2	37 4 9	60 14 4	0 17 3	0 15 6	..	0 5 0	..	119	67 2 11	2,534	536 8 9	..	2 12 6	1,145 19 2
Golden Square ..	12,807	1,507 12 11	93 13 10	147 13 10	2 0 0	0 19 6	..	6 10 0	0 2 7	846	353 10 6	17,440	4,117 11 6	..	599 4 0	6,828 18 8
Bendigo ..	181,699	32,375 0 7	3,081 10 8	3,996 12 5	257 11 1	484 15 7	..	1,118 0 3	10 14 8	28,343	19,915 0 8	120,065	52,769 6 5	4,350 7 8	6,789 17 11	125,148 17 11
Bendigo Electric Supply Co. Siding ..	..	..	..	..	..	..	..	..	..	..	..	5,601	1,201 10 3	..	..	1,201 10 1
LANCEFIELD LINE.																
Bolinda ..	484	49 10 3	3 8 8	11 15 11	..	0 14 9	..	..	..	615	149 9 1	159	72 4 0	15 12 11	1 3 6	303 19 1
Monegatta ..	786	88 10 1	7 19 10	17 10 9	0 1 6	2 3 6	..	3 15 0	..	240	72 0 5	141	61 0 8	..	0 14 9	254 1 6
North Monegatta ..	431	42 13 9	2 17 1	4 5 7	..	0 6 0	..	..	..	4	4 6 1	7	4 18 4	..	..	59 6 10
Rowsey ..	5,939	668 11 5	56 1 5	168 10 2	13 12 3	22 7 9	..	28 1 3	0 3 0	6,665	1,780 10 1	2,074	962 3 0	171 14 5	57 3 9	3,937 18 6
Lancefield ..	8,360	936 4 9	75 16 11	182 5 11	10 6 3	41 17 3	..	92 19 4	0 3 0	6,355	1,947 9 8	1,518	906 0 4	257 9 4	52 6 3	4,502 19 9

DAYLESFORD LINE.

Tylden ..	1,882	162 7 9	7 4 10	22 19 5	3 6 0	2 10 9	..	21 3 0	..	1,533	490 13 9	122	60 3 2	17 0 6	2 13 6	790 2 8
Fern Hill ..	2,225	231 3 2	24 7 9	73 12 11	0 7 3	0 12 6	..	36 3 10	..	8,261	2,072 12 0	408	297 14 7	..	5 0 6	2,746 14 6
Trentham ..	8,368	798 18 11	81 10 11	106 18 6	4 8 6	2 1 3	..	16 12 1	0 2 3	7,647	2,519 16 4	1,888	1,342 6 0	19 11 2	24 2 7	4,976 8 6
Bullarto ..	3,389	149 1 4	7 4 10	23 3 6	0 2 0	0 5 6	..	3 8 5	..	5,696	1,024 16 8	186	105 18 5	..	..	1,314 0 8
Musk ..	5,431	257 4 7	11 1 2	40 1 3	0 11 0	0 3 6	..	1 10 10	..	6,248	1,353 19 11	335	164 7 5	8 1 0	3 11 0	1,840 11 8
Daylesford ..	2,563	86 8 5	5 8 5	12 18 10	..	4 12 6	..	3 12 2	..	1,277	481 14 0	109	54 7 6	..	0 19 8	610 1 6
Woodburn ..	24,383	3,360 3 8	325 3 3	624 7 7	8 8 3	13 13 3	..	59 12 3	..	4,140	1,798 9 11	8,277	4,752 2 4	67 5 8	235 11 8	11,244 17 10
Sailor's Falls ..	648	10 19 11	..	0 17 3	..	..	..	..	..	47	9 18 1	591	75 2 9	..	..	96 18 0
Leonard ..	1,096	27 12 5	3 0 7	4 11 1	..	..	..	10 9 0	..	1,595	227 2 3	14	7 5 8	..	..	280 1 0
Wombat ..	3,044	173 8 3	21 3 0	22 17 4	0 3 6	0 15 3	..	0 10 0	..	8,770	1,252 5 6	308	107 0 0	8 0 9	..	1,581 4 0
Rooklyn ..	1,257	80 3 10	4 11 9	8 6 8	..	..	..	..	..	4,820	641 8 4	146	29 16 3	..	..	744 6 10
Newlyn ..	2,743	149 3 8	8 2 9	23 7 1	0 10 6	0 4 6	..	6 12 8	..	2,641	388 10 6	227	94 11 10	..	0 7 6	662 16 0
Kingston ..	5,058	293 2 10	21 4 1	48 6 8	11 11 8	4 18 3	..	55 2 11	..	9,288	4,014 16 7	1,076	506 6 8	176 0 2	34 15 4	5,166 5 2
Attendale ..	4,525	299 15 4	18 14 9	59 3 9	6 19 0	1 1 3	..	22 3 3	..	4,154	1,821 3 6	733	344 1 11	16 1 4	4 12 2	2,593 16 3
Broomfield ..	16,438	974 1 3	51 3 6	143 2 10	1 16 3	4 4 3	..	7 17 8	..	2,350	1,140 9 8	15,492	3,959 7 7	140 10 9	11 9 6	6,434 3 3
	2,925	148 1 8	0 6 2	10 6 1	1 3 9	0 2 3	..	..	..	..	0 1 6	..	1 2 9	..	..	161 4 2

REDESDALE LINE.

Edgecombe ..	41	1 13 0	0 11 1	0 5 7	..	..	..	1 3 4	..	2,017	511 7 2	21	2 13 1	..	..	517 13 3
Green Hill ..	85	2 17 11	2 2 6	2 17 4	..	..	..	1 10 0	..	657	141 7 0	29	10 2 11	..	..	160 17 8
East Metcalfe ..	435	15 19 7	5 0 4	11 2 7	..	..	..	0 12 6	..	600	183 17 0	122	56 18 8	0 16 9	..	272 7 5
Emberton ..	97	4 9 3	0 1 5	1 0 3	..	..	..	..	..	648	121 5 4	4	2 8 8	..	..	129 5 4
Barfold ..	360	21 14 9	5 12 5	18 1 9	..	0 7 3	..	15 0 3	..	1,156	429 14 0	190	74 4 8	49 16 0	1 15 9	616 6 10
Redesdale ..	1,139	159 18 1	14 7 10	85 4 3	0 13 9	3 18 0	..	58 18 10	0 0 10	4,225	1,554 7 8	413	282 6 3	4 10 0	6 13 3	2,150 18 9

SHELBOURNE LINE.

Mucklesford ..	471	21 6 4	3 9 1	6 1 11	0 1 6	0 4 0	..	4 2 0	..	117	33 12 7	83	32 8 8	..	..	101 6 1
Maldon ..	15,939	1,814 2 11	162 8 10	410 16 11	8 18 6	3 17 9	..	33 5 2	0 4 9	1,171	863 14 4	4,395	2,832 5 7	45 5 5	48 11 5	6,223 11 7
Bradford ..	9	0 6 0	..	0 9 2	..	0 0 6	..	6 3 6	..	..	..	1	1 19 1	..	..	8 18 3
Shelbourne ..	364	77 2 2	13 8 9	36 19 4	0 3 0	0 11 6	..	29 19 10	..	5,452	2,001 1 6	1,626	1,076 17 11	34 17 9	7 13 6	3,278 15 3

CASTLEMAINE-MARYBOROUGH LINE.

Campbell ..	3,547	113 0 8	11 9 4	18 0 11	0 7 0	0 10 0	..	3 8 10	..	589	412 7 1	199	106 17 5	..	0 7 9	666 9 0
Guildford ..	4,487	255 17 5	21 12 10	44 19 2	0 3 0	0 7 0	..	10 2 6	0 0 9	467	289 17 10	743	504 2 1	1 6 6	39 12 6	1,178 1 7
Strangway ..	2,023	84 11 0	5 5 0	7 8 4	..	..	..	0 0 10	0 0 9	16	22 13 5	5	4 5 2	..	..	124 4 6
Newstead ..	6,681	687 2 9	82 3 11	127 0 6	10 3 9	22 0 0	..	5 11 4	0 1 3	1,345	754 5 2	916	782 17 10	229 13 10	94 11 3	2,766 11 7
Joyce's Creek ..	898	83 14 3	9 11 4	15 10 6	..	..	..	10 17 9	..	528	194 6 6	103	63 7 8	9 10 0	2 13 6	360 11 1
Moolort ..	1,470	188 18 9	10 17 4	25 0 0	0 18 0	1 16 0	..	10 2 0	..	3,562	1,658 12 7	516	56 5 5	7 8 0	8 15 0	1,963 13 1
Chalk's Mines ..	13	0 3 8	..	..	..	..	..	..	..	..	..	..	..	..	0 3 8	..
New Havilah ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Deep Leads Mine ..	103	4 7 8	..	..	..	..	..	..	..	160	14 2 8	1,129	191 7 9	..	..	205 10 5
Carisbrook ..	7,552	590 14 2	41 1 0	69 7 0	4 2 0	29 0 9	..	2 12 2	1 0 0	1,410	763 7 2	1,494	660 19 2	62 13 7	147 7 2	2,282 4 2
Maryborough ..	57,138	8,747 16 7	734 12 1	1,064 11 2	27 13 6	55 10 0	..	316 12 5	15 19 6	5,955	3,018 1 8	14,443	9,666 0 9	210 16 9	254 12 3	24,112 6 8

MARYBOROUGH-MILDURA LINE.

Simson ..	664	19 10 10	19 10 10
Havelock ..	2,576	65 7 10	8 8 10	12 1 0	2 5 0	23 12 9	..	491	356 12 0
Bet Bet ..	3,669	141 19 11	17 10 0	41 19 10	0 2 6	1 7 0	..	0 8 7	..	1,495	749 2 0	2,441	1,419 6 9	..	..	2,373 15 1
Dunolly ..	12,125	1,366 8 4	106 18 6	261 6 6	3 10 6	4 8 3	..	14 12 6	0 5 0	6,937	2,243 0 6	3,427	2,281 10 6	16 10 2	45 9 11	6,264 6 8	
Goldsbrough ..	2,080	77 6 6	15 12 4	18 8 3	0 7 3	0 1 6	..	3 3 9	..	5,364	1,174 8 2	92	76 17 1	..	..	1,366 4 10
Gladstone Siding
Bealiba ..	5,237	691 9 10	77 0 4	169 15 4	0 17 0	0 19 0	..	33 8 3	..	404	77 15 1	..	..	..	..	77 15 1
Maffescioni's Siding ..	..	..	..	..	..	..	..	..	..	15,731	5,079 17 9	2,033	1,724 15 3	64 0 4	13 19 9	7,856 2 10
Emu ..	1,994	232 1 9	16 4 10	45 1 7	0 17 9	0 7 9	..	2 5 5	..	3,799	1,184 0 3	..	0 8 9	..	..	1,184 4 0
Carapooee ..	540	114 0 6	19 13 5	16 11 6	0 4 6	0 5 0	..	5 2 8	..	2,510	1,202 14 5	456	335 17 1	3 0 6	7 6 11	1,845 18 0	
St. Arnaud ..	19,615	5,104 15 10	381 10 6	820 9 2	72 14 7	84 2 5	..	127 12 11	0 5 9	3,283	1,339 8 4	330	227 15 5	1 0 6	7 12 6	1,731 14 4	
Sutherland ..	347	17 4 4	0 9 7	14 0 11	..	..	..	..	..	11,898	6,398 9 7	13,359	11,312 14 8	478 13 8	356 6 2	25,137 14 9
Swanwater ..	438	25 1 0	0 6 2	14 0 11	0 1 6	0 0 6	..	10 16 0	..	3,519	1,400 7 3	397	149 4 9	311 1 6	3 10 6	1,903 8 1	
Cope Cope ..	2,061	379 7 4	17 9 2	77 15 3	2 17 0	0 8 0	..	9 0 0	..	2,286	910 10 11	251	120 0 6	5 11 6	2 8 6	1,087 0 0	
Donald ..	10,268	2,812 6 8	209 15 7	474 10 7	34 15 6	49 3 5	..	20 4 10	0 5 0	4,374	2,398 16 0	1,179	1,064 16 6	747 11 1	22 11 3	4,731 16 5	
							..	79 8 7	..	9,448	5,584 14 8	7,109	6,838 14 3	1,520 8 7	214 15 5	17,518 18 3	

No. 23.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.	RENTS.	MISCELLANEOUS.	GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS.)
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.				Outwards.		Inwards.		Outwards.	Inwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.	
MARYBOROUGH — MILDURA LINE—																
<i>continued.</i>																
Lake Buloke ..	80	32 1 4	0 0 3	0 9 2	..	0 8 6	..	6 0 0	..	181	104 10 0	52	30 17 9	..	174 7 0	
Litchfield ..	1,185	72 12 9	4 8 9	29 10 2	..	0 6 6	..	15 0 8	..	5,176	2,923 3 2	725	383 7 6	296 2 0	3,726 2 0	
Massey ..	612	39 6 6	0 17 8	17 6 9	0 6 0	0 3 3	..	11 12 4	..	1,258	753 7 4	243	111 4 11	5 16 1	940 0 10	
Watchem ..	4,367	752 14 10	51 0 8	168 3 7	22 19 3	7 15 0	..	30 15 8	0 6 0	5,241	3,386 4 9	1,737	1,739 8 6	938 18 3	7,170 6 5	
Morton Plains ..	67	3 12 8	1 7 10	12 17 10	..	0 1 0	..	0 14 4	..	1,659	1,053 8 2	206	167 4 8	347 7 0	1,587 5 6	
Birchip ..	8,248	2,433 12 9	173 12 7	334 12 7	19 17 2	25 4 6	..	47 9 0	0 3 3	4,971	3,072 18 3	6,895	7,133 12 5	1,935 8 7	15,723 2 0	
Karvie ..	55	13 15 7	0 10 3	4 17 8	..	..	..	0 5 0	..	483	284 15 9	102	38 6 10	..	346 10 1
Kinnaabulla ..	407	21 6 10	2 17 19	18 14 7	..	0 1 0	..	12 11 2	..	2,513	1,469 10 1	300	163 6 6	6 13 10	1,710 7 11	
Curyo ..	1,077	67 1 2	5 14 0	44 1 10	0 5 0	0 13 3	..	17 1 6	..	3,070	1,939 9 5	521	445 2 8	118 0 10	2,732 10 2	
Watchupga ..	965	83 19 1	4 19 3	52 16 6	0 2 0	0 14 6	..	26 10 8	..	4,452	2,698 8 2	769	630 3 5	2 5 6	3,542 5 5	
Woomelang ..	5,354	1,360 14 11	56 0 3	122 13 2	5 18 6	5 11 0	..	46 11 11	0 0 3	7,566	4,582 15 4	2,403	2,895 8 8	130 11 0	9,252 14 0	
Lascalles ..	1,289	254 6 2	25 12 2	50 1 2	6 15 6	6 8 10	..	35 9 0	..	4,154	2,627 7 11	1,098	1,498 3 1	10 13 8	4,534 5 3	
Gama ..	108	22 8 6	1 7 8	12 9 6	0 3 0	..	..	11 17 11	..	1,684	1,051 9 3	362	262 13 0	..	1,362 8 10
Turriff ..	567	63 4 1	2 1 7	35 19 5	0 13 0	0 12 0	..	6 5 8	..	1,131	676 11 11	602	497 7 6	3 0 7	1,310 7 10	
Speed ..	388	47 11 5	1 7 2	30 0 9	0 9 0	0 3 6	..	1 0 0	..	502	309 4 3	512	240 13 0	..	641 7 1	
Tempy ..	285	36 12 11	1 16 8	20 16 2	0 10 0	0 1 0	..	40 0 0	..	632	395 1 8	420	293 12 6	..	788 10 11	
Austral Gypsum Siding										36	23 9 6	3	0 4 6	..	23 14 0	
Ouyen ..	1,999	873 1 0	25 2 2	126 7 2	3 7 6	4 4 6	..	23 0 10	..	1,239	718 3 9	5,971	4,832 8 1	22 19 2	6,349 4 5	
Hatfield ..	87	15 4 5	23 4 5	2 2 11	0 6 0	0 8 0	..	34 12 2	..	9	8 11 5	17	17 11 1	105 2 3	297 2 1	
Nowingi ..	65	9 11 11	11 4 10	2 15 0	..	0 4 0	..	10 3 2	..	537	73 11 11	21	14 17 6	..	122 8 4	
Yatpool ..	39	7 2 8	7 18 8	8 19 0	..	0 0 6	..	29 15 3	..	475	49 17 1	6	1 2 6	..	104 15 8	
Irymple ..	656	616 1 9	20 17 1	66 16 7	1 7 6	1 1 6	..	102 6 2	..	4,980	8,751 4 2	2,225	2,627 5 2	..	12,201 17 3	
Mildura ..	4,949	5,073 6 5	454 3 4	827 11 3	23 17 0	63 13 9	..	32 17 6	..	3,916	6,141 15 1	9,133	13,946 7 8	752 17 8	23,094 18 2	
MILDURA — WHITE CLIFFS LINE.																
Merburn ..	..	..	..	..	..	..	..	..	..	..	..	37	5 0 10	..	5 0 10
MARYBOROUGH — ARARAT LINE.																
Adelaide Lead ..	379	16 13 7	..	1 9 8	..	..	..	..	..	..	..	1	0 3 2	..	18 6 5
Bung Bong ..	471	20 4 4	6 1	8 2 11	3 9 0	..	..	..	..	1,073	351 12 8	82	37 4 3	..	437 0 1
Homebush ..	1,772	87 10 6	5 13 10	29 4 10	..	..	..	..	..	1,775	414 13 5	220	83 18 1	..	612 0 8
Avoca ..	6,263	989 8 11	120 1 7	278 18 2	6 12 6	15 10 3	..	13 12 1	0 3 3	7,288	3,226 18 6	3,509	3,103 1 1	123 13 0	7,981 6 4	
Amphitheatre ..	1,962	156 1 10	18 5 10	48 13 2	0 13 9	0 14 6	..	19 11 11	..	2,995	976 14 7	433	390 13 1	3 14 3	1,617 7 11	
Elmhurst ..	2,017	318 12 8	20 5 5	94 12 7	0 14 3	1 13 0	..	26 7 8	..	2,755	1,196 19 4	849	822 15 11	2 5 0	2,708 5 7	
Eversley ..	168	18 4 1	0 6 1	9 17 2	..	4 2 3	..	2 8 0	..	701	235 3 9	71	64 9 4	..	343 14 8	
Crowland ..	291	23 2 0	0 14 11	29 15 5	..	0 13 6	..	10 0 0	..	1,402	878 8 11	530	295 12 2	1 6 6	1,259 12 5	
Dunncworthy ..	52	3 13 8	0 0 9	0 0 6	..	0 0 6	..	..	..	72	12 13 0	29	20 17 8	..	37 6 1
Warra Yadin ..	33	1 13 0	..	2 6 3	..	0 1 0	..	2 8 0	..	242	105 1 8	45	27 2 11	..	138 12 10	
* BALLARAT — MARYBOROUGH LINE.																
Waubra Junction ..	2,557	72 9 2	4 5 3	2 8 6	0 6 0	..	..	16 14 8	..	..	..	..	..	..	96 4 1
Sulky ..	4,004	70 0 7	3 19 1	4 4 2	13 7 0	2 9 6	..	..	..	11	14 15 7	438	98 11 4	..	207 18 3
Bald Hills ..	3,770	79 3 7	1 2 0	5 5 6	0 2 6	..	..	..	..	..	..	5	2 17 6	..	89 8 1
Creswick ..	41,561	1,900 4 1	93 19 3	200 12 6	3 17 0	10 0 0	..	11 0 0	0 5 6	423	278 7 10	3,453	1,432 6 0	9 5 3	3,972 6 2	
North Creswick ..	14,545	768 11 10	46 19 5	60 7 11	1 7 3	1 6 0	..	10 19 8	0 1 6	57	62 12 7	286	98 7 5	0 14 4	1,054 3 3	
Tourelle ..	1,242	102 0 1	14 10 10	16 8 10	..	0 10 9	..	9 0 1	..	150	56 6 2	294	100 11 6	180 2 0	508 1 0	
Clones ..	12,679	1,372 2 6	133 19 2	240 15 6	12 16 0	18 15 0	..	27 3 3	0 3 3	1,882	1,198 9 7	3,802	1,586 13 3	310 11 11	5,036 16 4	
Talbot ..	11,395	919 8 9	87 14 11	204 1 9	4 13 9	4 3 6	..	36 15 3	..	2,899	1,209 11 10	2,503	1,276 1 6	38 12 3	3,809 7 10	
Daisy ..	66	1 9 5	0 0 4	0 17 2	..	..	..	..	..	..	..	..	0 1 8	..	2 8 7

WAUBRA LINE.															
Pisgah	431	14 8 4	0 3 8	1 13 8	30 13 9	76 3 0	..	4 11 2	..	..	607	76 15 2	..	2 12 7	207 1 4
Midas	1,788	72 12 8	1 11 1	2 15 7	108 14 6	7 19 3	..	..	..	31	17 15 5	156	45 17 2	6 5 11	269 18 9
Blowhard	6,128	285 3 0	10 4 6	30 9 6	..	0 3 6	..	3 17 5	..	3,644	1,472 0 2	1,541	417 11 0	18 14 8	2,249 1 0
Learmonth	6,997	404 16 8	28 7 10	75 2 8	0 11 6	0 9 6	..	31 6 4	..	3,800	1,433 1 6	791	311 2 8	14 17 10	2,305 14 8
North Learmonth	1,130	29 12 6	..	0 4 5	..	0 0 9	..	4 9 10	..	..	..	..	..	..	34 7 6
Addington	2,461	142 5 3	5 14 1	23 6 1	0 14 0	0 6 0	..	13 4 4	..	1,164	470 14 0	113	53 9 6	0 7 10	711 3 7
Waubra	6,834	564 3 8	20 8 0	82 8 10	13 16 6	6 13 0	..	102 5 2	..	7,432	2,956 4 4	1,270	535 2 9	38 2 6	4,343 9 1
DUNOLLY-INGLEWOOD LINE.															
Painswick	24	1 17 7	..	..	..	..	..	10 4 0	..	3,838	857 12 5	..	1 11 8	..	871 6 8
Laurie	66	2 14 3	..	0 16 2	..	..	..	..	..	4,691	1,037 2 8	43	16 8 10	..	1,057 1 11
Tarnagalla	3,144	492 18 1	47 7 7	144 10 3	0 14 3	0 12 6	..	3 14 0	0 0 3	11,366	2,623 19 9	3,178	1,768 12 1	1 5 0	5,088 17 6
Llanely	852	40 3 8	10 18 5	30 1 10	0 3 6	0 1 6	..	1 9 7	..	5,578	1,190 17 6	632	421 15 10	..	1,695 11 10
Arnold	512	31 8 11	8 0 7	22 10 3	0 4 0	0 2 6	..	..	..	3,843	974 3 0	517	277 10 5	..	1,339 1 8
Ballabul	96	3 0 0	0 12 5	2 13 3	..	0 0 0	..	0 4 7	..	1,098	226 19 11	145	101 16 11	..	335 7 7
BENDIGO-ECRUCA LINE.															
White Hills Siding .. ..	..	..	..	..	..	..	..	..	..	2,210	631 14 3	88	48 10 11	..	680 5 2
Epsom	2,397	82 10 19	2 11 7	6 16 4	0 5 6	0 3 2	..	0 11 8	..	806	564 1 3	649	287 1 10	..	944 2 2
Huntly	924	39 11 3	2 16 6	8 14 4	0 2 0	0 3 8	..	..	..	403	129 15 6	215	175 3 2	..	356 6 0
Bagshot	1,592	92 11 10	3 0 5	14 10 2	0 10 6	0 6 6	..	2 2 10	..	2,951	341 9 5	207	105 8 7	..	566 1 9
Wellford	607	33 6 7	0 5 10	1 8 5	..	..	..	0 17 2	..	1,827	224 9 10	22	8 1 11	..	268 9 9
Goornong	6,507	605 15 0	48 11 1	95 5 6	3 6 2	2 7 4	..	21 17 8	..	9,874	2,046 0 10	1,360	711 7 6	336 7 0	3,940 17 1
Avenmore	1,637	126 7 3	6 4 3	14 0 2	1 19 6	0 12 9	..	9 4 7	..	4,741	1,037 7 2	320	124 9 9	0 17 6	1,323 5 10
Elmore	13,772	1,889 1 10	121 19 11	318 19 10	25 16 3	13 14 3	..	55 14 1	0 2 3	14,947	6,148 15 5	3,444	2,742 16 5	1,954 15 1	12,742 9 9
Rochester	12,613	2,228 18 8	179 18 0	428 0 11	18 8 3	39 19 0	..	99 2 7	0 3 3	15,381	8,262 18 6	4,673	6,506 19 3	1,701 9 10	20,292 5 11
Echuca	25,016	6,438 1 1	401 6 9	877 19 1	102 7 9	94 13 7	..	330 17 4	0 12 0	30,178	26,372 16 4	20,181	19,121 3 11	5,905 0 10	62,438 8 4
BENDIGO-SEA LAKE LINE.															
California Gully	844	11 2 10	..	2 6 6	..	..	..	20 14 0	..	553	233 4 0	47,349	8,852 17 8	..	9,120 5 0
Englehawk	14,556	1,055 8 10	155 1 11	352 10 6	3 18 4	2 15 3	..	35 3 4	0 3 3	3,093	1,154 3 11	45,869	10,309 8 10	1 5 6	13,074 13 2
Marong	4,587	232 1 10	19 10 11	60 14 2	5 12 3	1 5 6	..	20 6 5	..	1,120	290 8 11	572	223 13 2	1 19 6	890 13 11
Leichardt	1,950	73 12 7	2 16 3	15 13 5	..	0 14 3	..	..	..	1,479	419 4 0	374	123 7 8	0 7 6	627 3 2
Derby	1,555	110 15 7	6 2 4	20 14 11	0 18 0	0 9 1	..	..	..	2,172	545 18 5	412	151 0 9	92 5 9	962 11 10
Bridgewater	7,823	827 3 10	43 8 5	119 6 7	11 16 3	9 1 2	..	16 11 3	0 2 3	14,347	5,477 5 0	10,578	3,185 13 0	733 18 8	10,745 2 7
Inglewood	15,473	1,988 8 7	132 5 7	332 15 6	18 3 3	7 6 9	..	26 7 6	0 4 9	4,319	1,687 10 10	3,119	2,494 0 9	22 15 3	7,186 9 4
Kuriting	1,918	68 7 7	7 3 11	13 10 5	..	..	..	..	..	6,865	1,347 9 9	181	99 2 9	260 13 4	1,784 1 4
Glenalbyn	1,101	66 6 2	9 3 9	12 17 11	0 2 3	0 3 6	..	11 9 2	..	8,613	1,957 7 4	89	59 8 8	3 11 0	1,220 9 9
Wedderburn Junction	3,308	542 2 7	29 9 8	29 2 0	20 18 0	0 11 6	..	27 12 0	0 2 0	2,284	592 6 6	119	87 12 3	4 13 3	1,322 7 3
Kerong Vale	7,379	1,189 0 4	75 5 5	149 4 2	5 0 0	1 6 9	..	226 4 7	..	5,296	2,311 16 0	1,333	1,128 3 5	229 17 7	5,386 7 5
Wychitella	1,626	156 5 0	7 15 3	52 17 5	1 6 3	6 5 9	..	14 14 8	..	3,510	1,275 19 1	607	485 14 5	209 2 5	2,247 0 9
Buckrahanyde	1,217	195 1 8	13 2 1	53 8 4	0 10 6	0 8 6	..	13 0 7	..	3,328	1,699 16 0	550	428 15 6	126 9 10	2,544 9 8
Barrakee	614	195 0 0	7 7 9	21 0 5	0 4 0	0 3 9	..	0 8 4	..	3,199	1,475 4 9	430	496 1 8	93 14 0	2,117 1 6
Charlton	5,701	1,490 18 11	149 11 10	463 14 5	24 2 0	22 7 6	..	50 9 6	0 4 0	9,109	5,373 0 11	4,097	5,945 6 6	713 5 3	13,358 12 8
Taddywaddy	359	26 19 2	1 9 11	13 1 10	..	0 2 0	..	4 7 6	..	2,275	1,172 3 10	226	138 5 0	..	1,358 9 3
Glenloch	1,347	223 8 1	11 8 10	57 14 7	1 2 3	1 7 6	..	14 18 8	..	3,200	2,083 6 5	561	490 10 0	772 10 6	3,676 16 3
Fairview	67	6 12 6	..	0 1 9	..	0 0 9	..	..	..	123	68 19 5	44	15 7 5	..	91 1 10
Wycheproof	7,747	1,880 10 5	152 12 10	293 3 6	13 1 0	9 18 3	..	93 3 2	0 4 9	6,842	3,834 1 3	2,818	3,172 3 5	2,084 5 6	11,890 1 7
Dames	303	50 10 3	2 8 1	15 17 10	0 17 0	0 2 0	..	3 17 4	..	2,431	1,540 17 3	340	227 0 6	531 7 2	2,374 12 6
Nulawil	564	101 16 10	9 4 9	53 9 0	1 6 0	..	..	17 19 3	..	4,824	2,858 8 4	1,222	1,014 12 5	10 1 0	4,074 6 1
Warne	127	21 17 7	0 11 8	2 3 6	..	..	..	..	..	1,016	705 19 10	144	85 17 8	..	816 10 3
Kanoina	1,088	212 5 8	17 8 1	95 16 10	1 3 0	8 17 3	..	1 8 9	..	5,142	3,245 13 0	1,360	1,741 0 1	436 8 7	5,796 12 10
Berrillilook	1,319	301 9 2	23 16 9	109 15 10	0 19 9	0 16 0	..	21 4 1	..	8,547	5,311 7 5	1,776	2,964 19 6	224 7 0	8,089 12 3
Boigbeat	233	65 9 11	2 6 2	16 18 11	0 4 0	..	..	1 17 4	..	1,636	1,003 1 5	331	291 13 6	..	1,297 3 3
Sea Lake	2,307	1,188 0 4	76 4 4	298 10 4	3 14 6	19 10 3	..	23 15 5	0 19 9	12,835	8,284 13 3	4,911	6,597 15 1	334 6 6	16,952 15 8
WEDDERBURN LINE.															
Wedderburn	3,347	534 17 10	76 13 0	251 1 2	2 0 0	1 18 6	..	48 2 11	..	14,201	4,388 18 5	2,264	2,739 5 4	126 11 8	8,187 19 9

No. 23.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.	RENTS.	MISCELLANEOUS.	GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).		
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.				Outwards.		Inwards.		Outwards.	Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.				Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.			
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
KORONG VALE-CHILILINGOLAH LINE.																		
Borong	1,220	143 18 0	19 12 1	59 8 11	3 19 9	7 0 0	..	4 4 0	..	1,978	1,030 18 7	543	516 5 6	322 14 1	134 11 9	2,342 12 8		
Mysia	1,226	242 4 3	21 5 1	67 3 0	5 6 0	0 14 0	..	39 9 11	..	1,492	1,106 18 2	574	460 8 6	354 8 5	14 11 10	2,312 9 2		
Boort	4,905	1,240 12 5	126 14 3	262 19 1	5 5 0	25 17 0	..	90 0 11	0 2 5	6,442	3,723 10 1	3,173	2,757 0 0	1,380 9 11	223 7 2	9,325 18 1		
Barraport	329	49 8 3	3 11 1	35 12 1	0 2 0	0 3 6	..	16 0 7	..	4,950	2,690 10 3	770	591 13 9	..	..	3,387 1 6		
Gredgwin	207	40 14 9	0 14 6	21 14 0	0 0 6	..	..	10 4 0	..	846	509 17 2	215	168 16 7	192 19 0	2 10 6	947 11 0		
Oakvale	202	42 6 11	2 2 4	25 12 6	..	0 0 9	..	10 1 8	..	2,615	1,454 10 4	276	209 12 2	..	..	1,777 14 7		
Quambatook	2,071	530 1 7	59 11 4	180 6 11	3 17 9	2 3 6	..	29 19 2	..	6,301	3,916 9 1	2,507	2,480 19 9	483 8 7	348 10 0	7,995 7 8		
Canna	342	67 13 1	3 11 11	31 3 7	0 1 6	..	..	3 12 0	..	3,535	1,923 1 11	321	204 12 3	158 1 5	13 1 9	2,404 19 5		
Lalbert	962	232 19 4	30 13 10	73 7 7	2 8 6	2 19 9	..	9 4 5	..	4,423	2,742 4 2	1,113	1,328 11 2	561 9 9	33 12 5	5,067 10 11		
Meathian	379	112 9 4	3 4 6	34 9 10	0 8 9	0 1 6	..	0 17 0	..	6,343	3,167 6 7	538	448 9 9	..	17 15 1	3,785 2 4		
Ultimo	2,132	708 11 6	51 0 2	125 3 1	2 8 3	3 3 0	..	22 13 7	..	6,420	3,838 6 5	2,923	3,248 12 1	313 17 5	205 7 0	8,519 2 6		
Gowan	86	2 10 2	0 13 8	2 19 8	..	..	..	..	..	416	282 8 6	68	38 16 11	..	..	327 8 11		
Waitehe	289	23 13 1	3 2 4	37 13 7	0 1 3	0 10 6	..	4 14 8	..	1,991	1,407 9 2	466	455 13 1	..	0 7 6	1,928 5 2		
Chillindellah	251	23 19 2	2 14 2	35 5 3	0 2 9	0 11 6	..	13 18 11	..	2,651	1,973 19 6	1,005	1,102 19 10	..	2 7 6	3,155 18 7		
SWAN HILL LINE.																		
Myer	1,269	17 8 11	0 17 4	10 12 3	..	0 2 0	..	8 8 0	..	..	0 1 0	..	..	..	..	37 9 6		
Woodvale	666	22 8 4	3 18 6	5 8 0	0 2 0	0 4 0	..	0 9 7	..	1	1 19 6	13	7 18 1	..	..	42 8 0		
Sebastian	2,901	174 5 1	8 0 5	34 1 0	1 8 0	1 14 9	..	12 7 1	0 0 9	1,013	352 4 2	611	274 4 10	..	2 9 6	860 15 7		
Raywood	5,275	489 19 10	68 18 2	84 12 2	4 10 3	1 4 0	..	15 19 10	0 1 9	3,556	1,614 16 3	1,605	784 19 10	81 0 7	28 11 4	3,174 14 0		
Tandara	3,147	331 16 1	19 2 9	78 14 5	0 8 0	6 4 0	..	11 13 7	..	4,814	2,090 11 2	2,048	907 11 1	64 5 4	23 12 4	3,593 18 9		
Dinges	3,216	469 10 6	28 13 9	101 19 5	2 12 3	2 10 3	..	15 16 10	..	3,934	1,925 18 7	2,417	1,305 13 7	725 7 5	134 5 1	4,712 7 8		
Prairie	2,222	346 7 7	17 11 6	73 16 0	0 18 6	4 17 6	..	11 12 6	..	4,335	2,486 7 3	2,962	1,102 15 10	253 4 9	84 4 4	4,381 15 9		
Mitiamo	3,872	660 5 0	30 19 3	114 5 3	3 3 6	12 1 6	..	17 16 8	0 3 9	4,625	2,605 16 10	2,066	1,196 0 2	1,146 17 8	144 10 5	6,093 19 7		
Molaga	1,502	256 3 9	18 17 4	69 0 6	3 1 9	10 0 3	..	8 14 6	..	3,717	1,430 8 2	530	356 2 2	160 18 6	70 6 6	2,383 12 11		
Pyramid	5,336	1,190 2 8	99 3 11	272 0 3	17 19 9	10 18 6	..	57 16 2	..	4,149	2,481 10 1	3,064	2,968 9 8	1,263 13 10	285 4 7	8,646 19 5		
Mincha	1,134	78 18 4	21 2 8	26 10 11	0 18 6	0 6 9	..	10 12 11	..	636	495 8 5	633	230 16 10	420 18 1	6 14 5	1,292 7 10		
Macorna	3,765	816 6 9	59 13 1	164 15 0	4 1 3	8 3 6	..	12 12 0	..	1,907	1,901 17 6	2,209	2,528 10 1	1,583 11 7	255 3 10	7,334 14 7		
Tragowel	947	30 11 6	17 13 6	46 10 3	..	0 15 9	..	10 19 5	..	213	226 15 7	926	383 7 6	432 11 4	26 11 11	1,225 16 9		
South Kerang	12	0 12 9	1 1 8	7 0 8	..	0 4 6	..	..	..	28	45 12 4	13	6 13 6	..	6 17 4	68 2 9		
Kerang	15,689	4,842 7 9	355 0 1	836 13 5	32 9 0	71 13 5	..	153 10 5	7 3 9	9,534	6,593 17 1	6,623	9,612 1 5	3,987 14 0	809 14 10	27,302 5 2		
Fairley	635	19 14 4	3 15 5	16 9 1	..	..	..	3 0 3	..	452	232 14 3	71	60 1 10	118 9 0	7 6 0	461 13 2		
Lake Charm	3,266	163 15 6	14 8 1	78 15 10	2 9 6	1 6 9	..	10 7 10	..	1,125	706 18 6	385	307 16 11	507 4 10	10 5 10	1,803 9 7		
Mystic Park	2,654	193 2 8	10 7 6	56 1 1	0 6 9	0 2 0	..	14 3 10	..	1,617	1,091 13 6	584	339 16 0	321 4 10	33 4 11	2,060 3 1		
Lake Boga	3,146	639 2 10	43 2 9	131 12 10	1 18 3	2 14 3	..	40 15 2	..	3,079	2,049 10 2	2,003	1,891 10 0	329 1 5	92 5 7	5,221 13 3		
Swan Hill	8,280	3,946 18 0	259 10 3	793 1 0	40 1 3	101 8 6	..	116 8 4	0 10 5	7,409	5,567 13 7	5,286	8,813 19 6	6,739 6 2	588 13 10	26,972 10 10		
MELBOURNE-SERVICE-TON LINE.																		
Federal Manure Siding .. .. .	..	..	..	..	..	..	..	..	..	4,387	1,403 15 9	3,946	631 13 10	..	..	2,035 9 7		
Deer Park	5,168	126 2 2	77 5 11	30 8 7	0 8 0	0 7 0	..	16 15 7	..	363	34 10 9	361	77 10 3	..	1 13 0	415 1 3		
Rockbank	4,397	173 8 6	47 11 10	35 10 2	1 5 3	10 15 1	..	51 12 11	..	5,685	940 13 5	835	197 16 8	..	34 6 9	1,493 0 7		
Melton	16,936	947 5 0	256 13 11	169 7 2	46 3 3	48 18 9	..	49 16 5	..	10,592	1,986 9 11	2,159	629 13 8	164 17 4	250 11 10	4,549 17 3		
Staughton .. .. .	..	..	..	..	..	..	..	..	..	1,963	333 16 9	615	53 12 0	..	..	387 8 9		
Parwan	1,348	95 16 5	8 5 0	21 12 0	1 13 9	5 6	..	10 14 7	..	2,949	630 0 3	902	301 9 4	..	5 5 11	1,079 2 9		

MELBOURNE-SERVICE-TON LINE--continued.

Bacchus Marsh ..	25,862	2,172 3 10	387 13 11	373 10 0	164 14 8	197 16 0	..	372 6 3	0 17 9	9,437	2,460 15 3	3,815	1,684 15 9	726 5 10	271 18 10	8,812 18 1
Rowley ..	726	45 2 6	8 5 11	17 8 2	0 3 0	0 16 3	..	3 1 2	..	1,485	368 7 3	306	108 13 2	..	..	551 17 5
Ingliston ..	1,013	107 1 6	8 5 3	12 14 10	4 0 3	9 11 6	..	24 9 11	..	244	112 11 5	74	29 14 2	8 4 7	25 19 7	341 13 0
Balla ..	13,376	1,471 16 10	101 15 2	237 15 9	23 16 3	17 12 6	..	43 7 1	115 6 10	5,525	1,229 11 7	2,786	1,499 9 5	1,068 8 7	218 1 1	6,027 1 1
Bradshaw ..	363	39 19 2	0 3 3	2 10 3	2 0 0	15 0 6	..	9 9 5	..	8	9 3 0	..	1 1 8	..	..	77 9 11
Ulandello ..	..	..	..	..	..	..	..	..	..	5,462	726 3 0	..	5 18 3	..	..	731 16 3
Gordon ..	10,528	920 1 5	45 17 11	107 13 10	4 9 3	5 2 6	..	13 3 11	..	2,354	777 15 10	1,627	682 18 6	3 7 3	1 9 0	2,542 1 5
Millbrook ..	3,401	166 5 7	3 12 4	16 3 2	0 0 9	0 3 0	..	0 9 2	..	2,712	814 1 1	278	97 13 3	110 12 7	10 8 10	1,219 10 9
Wallace ..	7,819	420 10 0	33 17 8	110 12 2	2 7 6	8 4 2	..	10 18 5	..	4,639	1,590 18 11	2,982	894 4 0	38 4 0	13 4 0	3,123 1 4
Bungaroo ..	6,749	435 15 6	20 12 2	60 0 6	9 16 3	35 14 9	..	93 6 10	..	13,211	4,928 2 6	1,441	580 9 11	6 4 3	0 11 9	6,170 14 5
Dunstons ..	7,462	240 11 5	8 8 11	28 10 0	0 0 9	2 14 6	..	32 12 0	..	2,431	985 16 2	942	471 18 9	0 8 2	0 11 0	1,773 11 8
Warrnheip ..	7,205	254 0 11	14 4 11	20 5 8	0 0 9	2 11 0	..	56 4 5	..	911	488 2 9	367	261 16 7	1 11 6	2 5 6	1,111 9 0
Ballarath East ..	33,237	2,713 17 6	362 5 10	794 18 2	5 18 1	4 5 6	..	283 18 10	..	2,627	1,196 16 6	52,521	16,229 4 2	..	188 10 1	21,779 14 8
Ballarath ..	301,403	41,879 0 11	5,291 19 9	4,662 5 4	375 12 11	653 17 7	..	1,736 17 9	16 16 2	37,587	20,144 15 1	121,584	50,462 5 3	3,459 15 7	12,418 12 9	150,101 19 1
North Ballarath ..	5,150	343 7 5	30 15 4	2 1 6	..	0 2 3	..	0 5 6	..	..	..	..	..	..	..	376 12 0
Wendouree ..	614	13 18 1	0 0 9	0 1 9	..	0 1 6	..	0 5 0	..	..	..	..	..	..	..	14 7 1
Windermere ..	2,869	160 13 7	13 16 3	22 14 0	2 2 3	3 0 9	..	23 11 7	..	1,444	563 4 7	424	130 10 11	3 2 4	33 1 9	955 17 0
Burrunbeet ..	4,564	262 4 0	34 4 0	66 12 3	13 19 11	89 4 5	..	39 1 5	..	1,784	924 10 6	327	127 6 6	368 1 7	87 7 5	2,018 12 0
Trawalla ..	2,739	302 0 10	29 18 6	42 15 4	0 12 3	0 11 3	..	15 19 0	4 10 0	3,124	10 3 0	696	285 16 11	10 9 4	0 10 0	1,227 11 11
Victorio Co. Siding* ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Beanfort ..	13,623	2,080 15 4	160 18 5	384 2 10	9 18 6	12 19 9	..	66 10 8	0 3 11	16,784	3,361 6 4	3,974	2,856 13 1	506 12 10	123 14 10	9,563 16 6
Middle Creek ..	2,064	243 5 2	15 15 0	35 18 2	1 16 3	6 19 3	..	29 8 3	..	2,193	702 2 5	279	160 16 4	177 2 0	129 14 6	1,397 14 4
Bungaro ..	4,705	546 2 0	41 12 0	109 9 7	18 1 3	7 2 0	..	18 6 11	..	4,594	1,885 15 9	708	406 0 8	99 1 0	29 4 1	2,660 6 3
Dobie ..	1,360	119 4 9	30 12 1	40 16 2	0 9 0	0 9 9	..	21 15 9	..	248	139 9 11	178	123 2 6	..	..	528 1 5
Ararat ..	42,512	9,513 15 4	485 14 11	988 19 11	94 1 0	70 7 3	..	595 15 1	10 15 1	5,740	2,927 3 7	14,531	9,399 8 8	821 8 3	369 3 10	25,273 12 11
Ararat ..	733	44 14 1	10 1 10	12 8 6	0 2 6	0 2 9	..	185	..	487	102 16 7	61	55 13 1	..	..	225 19 4
Ararat ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Irvine's Siding ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Great Western ..	3,382	292 18 7	23 14 7	62 0 1	5 2 6	0 16 9	..	5 8 11	..	681	541 12 9	996	689 4 7	5 10 0	25 1 0	1,651 9 9
Stawell ..	29,443	6,205 0 10	485 18 7	914 9 7	52 2 8	67 2 4	..	141 18 4	0 15 0	20,962	8,893 5 2	15,609	10,886 11 0	230 18 3	480 15 6	29,358 8 2
Deep Lead ..	768	58 8 3	3 14 8	13 7 10	0 4 6	0 9 3	..	8 15 6	..	1,460	166 17 9	80	61 17 1	..	0 12 3	316 7 1
Glenorchy ..	3,441	463 4 3	46 14 7	121 1 1	2 17 11	2 14 8	..	23 6 8	..	3,328	1,682 17 6	3,164	1,694 8 7	390 9 8	133 8 1	4,561 3 1
Wal Wal ..	993	58 6 4	9 6 5	33 6 8	0 1 0	0 5 9	..	22 3 7	..	3,516	162 18 9	335	162 18 9	..	..	968 9 6
Lubeck ..	5,756	752 15 0	34 14 4	81 19 0	6 1 0	10 13 11	..	35 15 0	0 0 3	6,112	2,018 13 6	988	816 17 8	168 17 4	28 13 6	3,955 0 6
Hopefield ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Murtoa ..	20,964	4,656 6 9	130 11 7	331 12 8	24 6 6	22 14 6	..	120 7 0	0 8 9	9,343	4,594 9 11	7,319	4,760 0 5	895 8 0	183 15 11	15,070 2 0
Jung ..	6,637	620 5 6	30 16 3	85 12 3	1 14 3	10 15 6	..	36 17 9	..	9,198	5,285 8 9	2,644	1,840 1 2	20 15 3	37 2 2	7,969 8 10
Dooen ..	2,955	74 13 3	20 2 6	54 2 3	11 10 6	0 9 0	..	29 13 5	0 9 1	4,367	2,477 3 1	1,262	611 16 2	893 1 1	32 12 4	4,207 12 8
Horsham ..	33,746	7,890 15 10	475 5 2	1,107 14 7	119 6 0	93 10 4	..	208 10 7	1 4 1	19,565	13,079 18 6	23,877	18,348 3 9	1,413 19 16	895 7 8	43,633 16 4
Dahlen Siding* ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Pimpino ..	5,734	371 5 6	19 15 1	57 9 4	0 10 0	1 16 3	..	48 16 0	..	5,672	3,301 16 6	961	649 6 2	110 18 11	7 16 1	4,572 8 10
Wall ..	1,871	103 3 10	4 11 1	20 0 1	0 10 3	8 11 6	..	28 7 6	0 8 1	3,016	2,567 13 3	704	475 16 11	..	..	3,209 2 6
Dimboola ..	23,223	4,768 9 8	182 14 2	516 9 11	15 12 0	49 14 0	..	117 10 2	0 6 3	7,707	4,296 8 4	6,330	7,580 18 9	398 9 10	156 4 6	18,083 6 7
Gerang ..	1,678	82 10 8	10 12 4	47 11 2	0 17 3	4 2 0	..	38 6 0	..	6,049	2,820 18 11	1,987	769 10 8	6 1 0	80 3 3	3,869 13 3
Kiata ..	1,171	90 16 11	9 18 1	29 7 7	1 6 6	0 7 9	..	39 2 9	..	3,112	1,524 0 11	731	501 3 3	..	..	2,196 3 9
Salisbury ..	521	36 0 9	3 17 8	15 4 8	0 3 9	0 0 6	..	33 19 4	..	4,188	1,904 8 10	378	171 7 9	..	..	2,166 14 1
Nhill ..	13,418	3,671 19 6	265 15 10	729 8 5	17 4 0	52 6 3	..	118 16 8	0 2 0	21,978	12,788 10 2	21,003	12,587 14 6	1,222 16 4	139 8 0	31,594 1 8
Taranginnie ..	243	10 11 0	1 9 0	10 19 10	0 2 0	..	..	12 18 9	..	1,749	789 9 6	261	147 12 6	..	..	948 8 10
Diapur ..	1,979	130 16 3	10 5 6	51 19 9	2 2 6	0 1 6	..	43 2 4	..	5,864	3,232 9 3	1,019	755 16 8	..	..	4,238 8 2
Miram ..	1,379	89 17 10	6 4 1	39 6 6	1 18 3	0 1 6	..	65 10 8	..	5,201	2,445 7 11	917	551 1 8	100 14 7	7 0 8	3,307 3 7
Kaniva ..	4,778	935 2 4	60 4 5	185 7 0	4 3 6	1 7 3	..	44 8 0	..	3,388	2,029 11 2	1,744	1,051 2 9	..	..	5,079 11 11
Lillimur ..	624	60 0 8	6 16 4	54 16 0	0 14 6	1 13 6	..	9 3 8	0 0 3	2,293	1,440 7 5	378	473 9 0	..	..	2,115 8 0
Leor ..	1	0 0 6	..	..	..	..	..	12 0 8	..	..	..	..	..	..	..	..
Serviceton ..	6,258	1,272 1 6	58 19 6	115 1 2	14 14 9	10 0 9	..	512 9 11	0 2 5	1,912	802 18 10	844	688 10 3	..	..	3,531 5 5

BUNINYONG LINE.

Eureka ..	2,790	40 1 8	0 3 6	0 1 3	..	..	..	..	..	276	326 19 1	822	100 16 9	..	..	1,836 11 7
Selkirk's Siding ..	..	..	..	..	..	..	..	..	..	6,093	1,556 6 9	78	15 3 4	..	1,368 9 4	1,571 10 1
York-street ..	2,604	19 5 4	0 1 2	..	..	..	..	..	..	..	..	..	..	..	..	19 6 6
Levy ..	2,927	28 10 9	..	0 1 8	..	0 0 9	..	..	..	..	..	..	..	..	..	28 13 2
Canadian ..	7,179	56 11 5	0 6 8	0 14 6	..	0 2 0	..	0 1 0	..	..	..	..	..	..	..	22 1 1
Mount Clear ..	2,112	21 6 1	..	0 9 8	..	..	..	0 13 0	..	..	..	474	164 3 8	..	..	22 15 10
Reid ..	1,914	29 8 10	0 8 0	0 7 6	..	..	..	..	..	..	..	..	..	..	..	30 11 8
Mount Helen ..	1,867	32 3 0	0 1 6	0 3 0	0 0 6	0 1 3	..	..	..	..	..	..	..	..	..	32 9 8
Buninyong ..	67,898	1,238 6 3	60 15 5	117 6 2	1 11 0	6 0 6	..	4 6 10	3 0 0	3,544	1,464 13 4	1,637	734 17 9	..	3 4 0	3,634 1 8

No. 23.—RETURN OF TRAFFIC AT EACH STATION—*continued.*

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.	RENTS.	MISCELLANEOUS.	GOODS.		LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).		
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.				Outwards.		Inwards.			Outwards.	Inwards.
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.				Tons.	Revenue.	Tons.	Revenue.		Revenue.	Revenue.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.			
LINTON LINE.																
Cardigan	896	23 2 5	6 19 8	4 12 6	..	0 2 9	..	0 5 0	..	..	0 2 9	..	0 2 9	..	..	35 7 10
Kopke	1,173	33 7 11	2 14 1	1 19 6	..	0 2 0	..	8 19 8	..	..	12	..	3 5 0	..	..	50 8 2
Haddon	2,339	83 3 5	10 10 0	7 19 7	0 3 0	..	..	0 10 0	..	113	101 6 4	355	304 6 3	..	..	507 18 7
Nuttingboole	984	34 3 11	..	0 1 0	..	..	..	..	..	..	..	..	..	..	..	84 4 11
Snythesdale	8,375	486 14 5	21 2 3	69 14 3	1 11 6	0 10 6	..	10 16 1	..	142	58 1 7	471	185 3 2	0 7 6	0 16 0	835 1 3
Scarsdale	11,380	703 4 3	20 2 1	73 10 10	0 9 6	0 10 6	..	10 11 0	..	785	158 12 8	842	397 2 1	7 11 7	1 3 6	1,372 18 0
Newtown	14,985	907 1 2	31 10 8	69 14 9	12 10 0	12 9 6	..	13 6 4	..	1,686	639 13 8	5,081	2,012 10 1	..	9 12 10	3,708 9 0
Happy Valley	541	45 14 4	..	0 10 0	..	..	..	0 16 8	..	..	0 14 7	..	0 14 7	..	..	48 10 2
Linton	9,985	1,076 1 4	92 8 8	326 0 6	50 1 9	37 7 3	..	14 10 8	0 2 3	2,975	1,949 4 0	4,600	2,316 7 5	423 7 3	69 7 2	6,354 18 3
PORTLAND LINE.																
Nipon .. .. .	..	..	..	..	..	..	..	..	..	110	43 10 2	..	..	..	..	43 10 2
Lungi Logan* .. .. .	..	..	..	..	..	..	..	..	..	190	111 0 2	1,950	768 5 8	..	..	879 5 10
Muroona	2,226	340 1 6	37 7 0	133 5 0	4 17 9	5 19 11	..	65 1 8	..	6,056	3,227 18 4	2,948	1,602 3 9	360 15 10	91 10 3	5,869 1 0
Colvert Siding* .. .. .	..	..	..	..	..	..	..	..	..	181	91 17 3	40	13 12 3	..	..	105 9 6
Willaura	9,142	1,804 15 4	148 11 2	441 9 2	40 14 0	0 37 14 6	..	159 12 1	0 2 0	13,647	7,671 17 11	7,570	5,600 17 0	514 13 7	374 16 8	16,795 3 5
Staveley	1,130	81 19 11	3 0 5	20 19 2	..	3 13 1	..	9 7 3	..	3,121	1,624 6 10	706	338 19 2	8 2 11	22 5 0	2,112 13 9
Glen Thompson	6,180	935 0 6	68 6 0	168 19 7	11 14 3	15 13 3	..	36 12 3	1 17 6	5,311	1,956 2 7	2,401	1,677 17 6	586 4 2	65 6 2	5,523 13 9
Dunkeld	7,943	1,045 17 6	52 9 7	180 17 10	17 12 0	9 13 3	..	39 9 8	..	1,343	1,209 15 3	905	832 3 9	1,597 2 3	568 13 0	5,501 14 1
Moutajup	449	31 12 11	2 13 11	17 17 5	0 1 6	0 4 0	..	5 17 8	..	475	258 16 1	167	67 17 1	..	..	345 0 7
Strataskellar	395	20 1 8	1 2 3	20 2 5	..	0 4 6	..	1 18 4	..	958	684 6 11	291	125 12 5	..	..	854 8 6
Hamilton	41,930	9,617 17 9	800 7 7	1,317 12 7	202 17 6	213 4 9	..	475 15 6	1 2 9	6,762	5,243 6 10	18,196	11,727 8 5	3,324 17 10	841 8 4	33,785 19 10
Branxholme	8,201	994 6 10	52 10 9	125 2 3	9 6 3	2 7 9	..	60 12 6	0 9 8	427	444 3 2	852	603 12 0	768 2 2	40 12 7	3,191 5 11
Cundah	4,352	632 13 2	26 7 6	108 1 4	25 0 6	9 4 3	..	45 18 2	0 2 3	875	668 7 9	836	663 19 4	318 5 3	32 13 0	2,530 12 6
Mvamyn	1,107	94 14 7	4 8 8	23 6 1	..	0 1 6	..	2 15 0	..	27	42 9 4	148	111 14 2	..	..	279 9 4
Miltown	1,185	109 15 7	7 15 5	31 9 3	..	0 11 0	..	0 7 5	..	2,323	660 13 1	162	85 9 8	..	..	896 1 5
Heywood	5,250	736 8 6	51 6 7	201 9 11	15 6 9	3 16 6	..	14 16 8	0 1 3	5,196	1,739 3 2	1,236	756 19 3	195 6 11	31 6 11	3,746 2 5
Gorae	182	19 16 5	0 12 3	4 3 9	..	..	..	..	..	350	262 3 0	..	12 16 1	..	..	299 11 6
Portland North	1,024	150 12 4	..	..	..	..	..	..	..	..	..	..	..	..	..	151 8 4
Portland	6,266	1,567 11 2	523 16 5	359 5	3 11 0	25 14 3	..	47 1 10	34 0 7	5,158	4,034 8 1	3,354	2,358 11 9	15 16 3	2,076 12 8	11,046 4 5
COLERAINE LINE.																
Rochara	39	1 8 10	0 1 8	0 5 3	..	0 1 3	..	9 8 0	..	142	88 14 0	3	1 1 6	..	101 5 0	202 5 6
Wannon	747	42 2 1	6 1 3	39 2 1	0 2 6	0 4 6	..	13 0 8	..	823	202 19 8	138	74 16 11	0 8 0	1 2 0	379 19 8
Gritjark	94	6 13 11	0 5 9	0 14 6	..	..	..	1 0 0	..	8	5 17 11	17	6 19 7	..	..	21 11 8
Coleraine	7,360	1,452 7 3	99 7 7	359 18 7	16 10 0	29 10 9	..	88 10 6	0 2 0	3,781	2,932 13 5	3,094	3,107 19 4	1,782 16 11	147 3 8	10,005 0 0
CASTERTON LINE.																
Miakite .. .. .	..	..	0 1 3	0 2 11	..	..	..	7 16 0	..	..	0 8 10	..	0 11 5	..	..	9 0 5
Grassdale	1,298	215 2 4	7 0 3	29 0 0	0 8 3	0 11 6	..	18 6 4	..	350	415 14 8	345	217 1 7	541 1 0	8 12 0	1,452 17 11
Merino	4,146	692 13 1	48 11 7	139 9 5	15 16 0	16 3 6	..	73 9 5	..	590	534 12 2	950	1,036 16 3	227 0 10	19 6 3	2,893 9 6
Reaty	771	146 12 11	10 15 0	35 5 4	11 4 0	1 2 6	..	12 16 0	..	354	397 12 8	382	285 3 8	632 17 5	502 0 3	2,035 9 9
Sandsford	2,832	336 6 3	21 14 1	43 15 3	25 4 6	2 7 6	..	33 16 6	..	353	301 11 9	141	214 15 9	1,436 9 7	62 18 2	2,479 19 4
Casterton	8,711	2,684 13 7	180 14 3	540 18 11	70 1 4	85 14 0	..	158 1 11	0 5 11	4,141	4,413 19 6	4,952	4,977 2 2	74 5 6	128 19 4	13,314 16 10

GRAMPIANS LINE.

Ryan's Creek ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Grampians ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

545	83 11 9	19	3 3 6	..	..	86 15 8
666	139 4 2	1	1 7 11	..	..	140 12 3

MARNOO LINE.

Jackson ..	11	2 7 6	0 1 5	0 7 7	..	..	..	..	0 2 6	0 0 2	152	27 3 0	55	19 19 9	..	..	1 7 0	51 8 13
Rupanyup ..	4,141	894 3 3	69 7 7	211 2 3	11 14 6	9 19 6	..	..	60 11 11	0 0 10	13,174	7,105 11 11	10,355	4,560 2 3	939 12 9	158 17 4	14,011 4 3	57 9 11
Burrum ..	214	14 15 7	0 3 6	1 1 2	0 0 9	..	..	..	0 16 8	..	100	12 18 5	64	27 13 10	..	..	..	..
Banyena ..	542	36 0 2	4 17 11	28 14 9	0 14 0	0 7 9	..	..	10 12 8	..	3,778	1,682 18 1	776	363 9 9	2 7 0	91 10 0	2,221 12 1	..
Marnoo ..	890	98 9 8	10 12 7	49 1 5	0 14 9	0 17 6	..	..	22 18 2	..	4,315	1,789 2 2	2,036	1,315 6 10	493 5 1	116 5 6	3,896 13 8	..

HOPETOUN LINE.

Coromby ..	856	24 5 6	2 4 9	15 12 2	0 1 6	0 1 9	..	..	32 15 8	..	2,950	1,501 15 11	259	119 15 8	175 10 6	4 10 9	1,877 2 8	..
Minyip ..	8,793	1,441 9 7	85 9 9	350 12 4	34 18 3	20 10 3	..	..	90 11 3	0 4 1	11,269	6,881 16 2	5,071	5,509 17 9	1,047 5 0	95 13 6	15,558 7 11	..
Nullan ..	836	37 9 4	2 12 7	11 6 4	..	0 2 9	..	..	5 14 4	..	1,685	961 14 3	115	62 18 3	..	5 0 6	1,986 18 4	..
Sheepshills ..	3,637	544 7 6	25 4 4	82 7 11	7 13 5	10 12 0	..	..	36 0 2	..	8,177	4,947 3 8	1,691	1,654 1 9	995 11 1	37 2 10	8,340 4 8	..
Meliss ..	27	1 4 10	..	3 4 2	..	0 1 9	..	..	2 2 11	..	276	166 3 4	42	19 2 6	..	..	191 19 6	..
Warracknabeal ..	16,939	4,425 16 10	274 0 3	713 7 5	24 10 9	53 15 3	..	..	141 11 7	..	20,686	12,650 4 6	14,915	14,915 7 6	1,862 15 3	552 7 9	35,613 17 1	..
Lah ..	749	38 13 11	3 3 4	13 5 0	0 7 9	0 5 3	..	..	18 10 9	0 8 3	3,401	1,991 12 2	425	231 12 2	0 12 6	10 16 6	2,399 7 7	..
Brim ..	3,496	334 16 9	24 11 6	71 7 8	1 10 0	0 18 6	..	..	38 13 5	0 15 7	9,212	5,418 15 11	1,554	1,310 3 7	894 6 2	24 14 11	8,150 14 0	..
Galaquil ..	897	59 12 4	5 19 3	19 19 10	0 1 0	1 5 9	..	..	18 2 4	1 3 3	3,462	1,967 19 5	408	282 3 3	6 16 1	13 12 3	2,375 11 6	..
Bentah ..	5,501	1,063 14 8	72 7 11	244 14 2	11 10 3	21 16 0	..	..	45 5 8	..	7,545	4,940 2 10	3,322	4,462 12 0	1,279 16 8	220 13 11	12,365 17 4	..
Rosebery ..	1,013	89 14 6	6 2 11	38 0 3	0 8 9	0 15 3	..	..	24 9 6	..	3,366	1,321 14 5	1,002	981 16 5	443 0 11	36 3 7	2,942 6 6	..
Goyura ..	519	44 16 2	2 6 6	12 11 4	1 0 6	0 3 0	..	..	5 15 10	..	2,156	1,267 5 5	248	145 14 0	17 15 9	8 3 0	1,505 11 7	..
Hopetoun ..	4,138	1,283 15 5	51 7 3	213 2 4	10 16 3	20 17 9	..	..	29 2 5	..	8,588	5,634 17 10	3,306	3,750 16 4	1,187 10 7	366 16 9	12,549 2 11	..

NORADJUHA LINE.

Remlaw ..	98	3 13 10	0 0 6	0 6 11	..	..	..	..	2 1 0	..	1,628	722 19 11	378	80 14 3	..	..	809 16 5	..
Vectis ..	980	39 15 1	5 0 6	13 13 0	..	0 4 0	..	..	8 16 8	0 1 11	2,114	931 19 8	322	158 5 4	4 0 6	21 6 2	1,183 2 10	..
Quantong ..	2,578	108 7 9	4 6 6	29 9 0	0 3 0	0 7 3	..	..	0 1 0	..	657	481 3 10	255	237 15 5	4 3 6	0 7 6	857 4 9	..
East Natimuk ..	866	17 17 3	0 0 6	0 18 5	..	..	..	..	20 8 9	0 0 6	..	..	..	..	..	..	89 5 5	..
Noradjuha ..	1,911	245 2 8	16 8 6	107 4 4	3 1 3	0 11 0	..	..	17 9 8	..	4,161	2,859 6 9	1,993	1,483 12 3	3 18 0	7 14 2	4,744 8 7	..

GOROKE LINE.

Natimuk ..	8,266	725 14 4	90 3 10	210 16 4	2 6 0	4 16 0	..	..	30 8 0	0 3 7	8,103	4,369 2 0	5,395	3,553 16 3	71 4 9	9 4 5	9,067 15 6	..
Atapiles ..	853	32 5 7	0 8 2	2 1 8	0 6 6	0 1 0	..	..	8 2 0	0 1 8	348	194 14 10	130	81 7 7	..	..	309 9 0	..
Mitre Lake ..	1,110	35 19 7	4 19 7	27 2 6	0 3 6	0 6 6	..	..	21 9 0	..	2,113	817 11 9	605	350 12 5	1 2 6	..	1,309 7 4	..
Gymbowen ..	1,319	131 8 3	8 11 6	47 12 5	0 3 0	0 8 3	..	..	22 18 8	..	1,229	640 17 9	600	518 1 4	3 17 11	7 16 1	1,381 15 2	..
Goroke ..	2,492	564 15 4	35 16 1	204 11 0	1 15 6	1 19 3	..	..	4 3 4	0 0 8	1,644	1,839 11 8	1,422	2,127 7 5	56 9 2	76 16 5	4,913 5 10	..

RAINBOW LINE.

Katyl ..	167	11 12 1	1 9 2	6 18 6	..	0 0 9	..	..	9 18 3	..	1,899	956 9 9	248	166 13 10	..	..	1,153 2 4	..
Antwerp ..	3,059	144 8 10	13 0 11	42 14 0	0 1 6	0 0 9	..	..	47 8 11	..	6,091	2,952 3 5	1,286	952 11 9	54 13 9	0 14 6	4,207 16 4	..
Tarranyurk ..	233	15 17 4	1 2 10	19 10 6	..	0 6 0	..	..	20 10 8	..	4,409	2,567 17 4	574	344 9 4	..	1 19 6	2,971 13 6	..
Jeparit ..	7,832	988 16 4	77 19 9	249 0 9	11 15 6	16 15 0	..	..	77 13 8	0 0 4	11,288	6,530 15 4	4,662	6,011 1 5	405 6 4	61 12 5	14,430 16 10	..
Ellam ..	83	3 3 2	0 10 6	15 3 8	..	0 7 6	..	..	10 9 0	..	4,116	2,293 4 2	596	408 2 0	0 16 0	1 14 6	2,733 10 6	..
Pullut ..	49	2 15 3	0 2 3	2 16 9	..	..	..	..	6 5 4	..	3,292	1,714 19 8	393	137 3 4	..	3 19 6	1,868 2 1	..
Rainbow ..	6,972	1,649 3 5	91 12 7	474 7 6	14 16 0	31 2 6	..	..	111 12 9	..	23,141	14,493 15 0	8,652	12,209 18 10	200 7 10	371 15 9	29,648 12 2	..

MEYBOURNE-GEELONG LINE.

Laverton ..	7,781	186 3 9	21 0 10	31 0 10	0 12 0	0 9 11	..	..	45 17 8	..	3,230	2,768 14 10	511	103 18 2	14 2 0	..	3,172 0 0	..
Werribee ..	53,658	2,448 19 7	178 16 9	363 0 2	40 16 6	34 17 0	..	..	285 17 9	..	34,569	6,061 13 6	9,652	2,299 5 1	630 3 2	1,309 15 9	19,667 5 3	..
Bulban ..	10,750	720 17 5	115 13 5	125 2 10	5 2 3	13 9 8	..	..	52 4 11	..	10,707	2,131 10 1	2,044	549 5 10	105 11 0	57 2 7	3,876 0 9	..
Lara ..	15,692	940 0 11	67 18 10	167 19 11	11 3 8	5 3 0	..	..	94 14 2	3 0 0	22,553	4,524 7 4	5,577	1,331 18 0	83 5 3	104 13 9	7,334 4 10	..
Cowie ..	903	40 16 7	22 12 0	2 13 2	..	0 1 6	..	..	7 4 2	..	..	..	..	..	..	..	73 7 5	..
Corio ..	911	32 13 10	0 0 1	1 18 1	..	..	..	..	14 1 4	..	..	..	..	..	..	..	2,608 13 9	..
North Geelong ..	6,887	570 17 5	68 5 0	73 4 0	3 11 3	3 11 3	..	..	106 3 11	..	2,383	696 19 1	11,862	2,116 1 10	1,103 0 2	3,495 0 3	8,243 3 2	..
Geelong ..	201,349	25,901 19 10	2,562 9 11	2,154 13 11	313 15 4	313 9 3	..	..	1,190 18 4	8 3 9	74,591	36,569 6 10	204,786	106,945 7 10	792 4 1	1,044 10 10	177,801 19 11	..

No. 23.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.	RENTS.	MISCELLANEOUS.	GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS.)
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.				Outwards.		Inwards.		Outwards.	Inwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.				Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
GEEELONG—PORT FAIRY LINE.																
Marshall	1,496	61 12 7	94 13 3	14 0 9	..	..	..	2 15 5	..	876	140 9 11	654	134 19 7	0 17 6	10 0 5	459 14 5
Germentowna	1,154	60 5 2	3 16 11	5 12 9	..	0 4 0	..	0 17 6	..	6,080	1,652 15 8	441	102 12 8	0 15 3	..	71 1 10
Pettavel	750	58 6 0	2 14 10	5 17 8	2 2 2	0 4 5	..	6 11 7	..	2,501	301 6 0	1,025	259 16 10	30 14 0	13 18 11	1,832 0 3
Morlae	3,418	288 5 2	23 11 8	58 6 9	1 10 3	2 7 6	..	47 11 10	..	2,241	345 12 7	405	121 10 5	1 4 6	7 17 10	1,117 8 11
Buckley	1,887	182 6 3	11 3 5	24 5 0	9 14 0	3 0 6	..	11 3 4	..	8,553	1,673 4 6	2,058	848 9 7	204 7 8	116 7 0	4,240 9 7
Winchelsea	7,043	1,020 16 9	88 3 1	217 3 6	14 18 6	19 18 3	..	37 0 9	..	1,436	617 2 8	2,951	972 6 0	404 10 5	48 7 1	3,931 12 8
Birregurra	12,882	1,426 6 4	136 10 3	167 7 7	29 9 0	22 12 0	..	105 19 1	1 2 3	682	398 5 0	310	157 15 7	..	0 7 2	787 9 2
Warnecoort	1,225	159 2 9	19 6 9	31 15 9	0 8 9	0 7 3	..	20 0 2	0 2 0	171	144 5 3	145	61 19 9	446 14 3	840 13 9	2,487 13 0
Irrewarra	5,631	873 8 8	26 14 0	33 6 7	24 10 6	8 5 3	..	27 13 0	..	4,464	2,166 4 0	499	7,747 13 6	2,222 4 11	1,659 7 6	27,236 3 2
Colac	37,971	6,955 13 9	1,688 2 2	1,154 18 4	206 11 11	198 17 3	..	442 8 4	32 4 10	1,941	438 6 2	479	318 9 8	31 8 8	10 8 8	2,883 7 9
Larport	2,204	300 4 10	23 0 0	23 12 2	0 15 0	1 7 9	..	2 17 0	..	262	147 9 1	264	114 19 1	..	1 4 1	464 1 4
Pirron Yallock ..	4,664	449 19 8	25 1 3	55 18 9	4 11 3	4 11 3	..	55 17 5	..	738	763 13 4	1,060	728 13 11	174 0 0	52 18 11	3,276 1 11
Stoneyford	1,769	136 3 11	29 3 6	29 7 1	1 2 9	1 15 3	..	2 16 7	..	186	202 5 11	405	186 7 2	645 10 9	86 13 8	1,631 7 9
Pomborneit	4,269	448 13 1	877 1 6	181 19 10	26 1 9	7 1 9	..	15 17 10	..	4,248	3,539 14 9	13,342	7,501 16 6	2,477 12 2	689 8 5	22,429 17 8
Weerite	1,876	349 5 2	83 1 9	65 17 8	..	2 5 3	..	10 0 5	0 6 6	193	240 16 8	87	40 3 6	695 0 7	42 19 3	1,081 7 1
Camperdown	23,515	6,043 6 3	659 9 3	968 14 6	201 6 8	187 6 0	..	160 16 8	..	4,112	1,128 2 5	595	317 9 5	5 12 6	6 15 0	1,979 18 9
Boorcan	633	24 3 8	5 7 3	9 16 2	..	4 11 2	..	18 8 10	..	74	83 14 9	202	103 12 1	2 1 6	7 7 1	353 18 2
Terang	23,791	4,697 6 8	333 8 6	705 12 6	62 10 3	98 16 0	..	137 16 7	..	2,779	826 17 6	698	389 5 2	89 2 1	85 7 11	17,016 4 4
Garvoc	3,385	187 3 4	23 14 3	56 4 4	0 8 6	14 0 0	..	29 3 3	..	4,112	1,128 2 5	595	317 9 5	5 12 6	6 15 0	1,979 18 9
Pannure	3,820	413 4 8	21 0 4	50 10 5	7 19 9	4 6 9	..	24 17 6	..	74	83 14 9	202	103 12 1	2 1 6	7 7 1	353 18 2
Cudgee	1,835	102 4 6	10 7 1	19 14 3	1 9 6	0 3 6	..	23 3 11	..	2,779	826 17 6	698	389 5 2	89 2 1	85 7 11	17,016 4 4
Allansford	4,829	582 5 6	35 15 4	73 12 1	36 3 3	43 8 7	..	25 9 9	..	26,460	9,548 8 9	30,844	8,017 13 10	2,016 18 8	697 19 4	32,629 9 5
Warrnambool	42,320	8,727 0 9	866 9 6	1,466 2 5	295 0 3	210 2 9	..	778 14 5	4 18 9	16	20 3 8	3,331	1,618 13 5	..	1 0 0	1,695 8 6
Dennington	545	14 15 1	0 15 6	13 12 0	0 2 6	0 18 0	..	25 8 4	..	8,953	5,399 11 1	536	271 2 6	26 10 10	5 15 10	6,156 4 4
Illowa	3,269	300 10 11	16 11 2	31 4 4	27 3 6	0 12 0	..	77 2 2	..	11,623	7,340 18 3	4,404	1,996 4 9	918 5 6	168 0 7	14,002 4 6
Koroit	19,226	2,416 5 4	127 16 10	302 17 5	38 8 6	29 6 7	..	164 0 9	..	3,696	2,247 9 6	130	42 4 9	..	..	2,323 12 3
Crossley	738	10 3 1	0 2 6	3 1 5	..	0 0 6	..	29 10 11	..	59	11 0 7	51	15 3 2	..	..	72 6 10
Kirkstall	559	14 1 11	0 1 0	4 6 7	0 3 0	0 11 0	..	26 19 7	..	451	125 0 0	78	30 6 0	..	..	178 14 5
Moyne	601	15 0 6	0 6 10	7 2 0	..	0 19 0	..	0 18 4	..	..	0 1 11	13	2 7 2	..	..	18 11 8
Rosebrook	207	7 8 5	..	2 10 9	..	..	..	5 4 5	..	2,475	1,934 9 7	2,525	1,317 16 3	782 17 11	156 5 9	6,874 13 6
Port Fairy	9,360	1,869 1 7	380 5 7	356 17 7	21 16 0	33 5 9	..	41 17 6	..	..	..	..	..	..	..	..
GEEELONG—BALLARAT LINE.																
Moorabool	1,348	74 8 7	14 5 10	20 10 3	0 3 0	0 12 9	..	4 3 0	..	195	35 1 0	139	33 8 5	..	..	182 12 10
Gheringhap	3,648	67 17 1	6 15 9	10 8 5	9 3 9	0 2 0	..	22 8 4	..	1,762	546 14 0	162	59 1 4	..	19 11 0	730 0 11
Bannockburn	10,322	946 6 0	160 11 10	183 0 7	5 14 6	10 5 3	..	14 6 10	..	7,453	1,500 18 10	2,451	718 15 8	231 17 1	88 13 5	3,860 10 0
Lethbridge	5,568	379 0 3	23 1 8	60 4 6	1 13 0	0 6 3	..	60 7 5	..	2,166	378 2 4	381	133 11 11	3 5 6	7 13 5	1,047 6 3
Quarry Siding .. ..	..	..	..	..	..	..	..	..	..	5,973	709 0 6	208	27 8 3	..	..	736 8 9
Meredith	9,409	903 12 5	93 18 10	163 14 10	2 13 3	14 9 9	..	87 8 0	0 1 3	4,850	966 2 9	1,604	759 5 2	238 16 6	139 14 0	3,369 16 9
Blaine	7,119	648 9 4	39 0 1	122 17 3	6 14 6	3 0 9	..	22 3 1	..	8,106	1,733 19 5	1,888	603 7 6	8 14 2	34 12 1	3,222 18 2
Lignite Siding ..	..	..	..	..	..	..	..	..	..	1,309	171 3 7	..	..	..	..	171 3 7
Lal Lal Race-course	..	..	..	0 11 10	0 1 6	23 12 9	..	..	..	423	52 16 8	..	..	..	..	77 2 9
Lal Lal	5,162	266 6 3	22 5 2	28 16 7	0 4 3	11 9 2	..	30 12 1	..	3,980	714 8 6	251	98 15 2	..	1 1 0	1,173 18 2
Yendon	5,514	297 8 7	22 1 4	32 5 0	15 11 0	0 18 0	..	38 2 9	..	504	156 3 6	943	264 12 3	14 18 9	15 16 4	857 17 6
Navigator	2,722	76 16 1	1 17 11	3 18 4	..	0 1 6	..	3 4 0	..	..	..	..	0 7 5	..	..	86 5 3

QUEENSLAND LINE.																	
South Geelong	18,875	1,437 12 7	299 14 5	129 10 1	3 11 5	1 13 0	..	41 15 4	..	805	307 1 3	18,751	3,098 18 0	..	..	5,319 16 1
Choctham's Salt Sid- ing	..	..	..	..	..	..	..	..	..	1,092	631 12 9	15	2 12 10	..	..	634 5 7
Moolap	411	17 16 6	9 4 10	1 1 9	..	..	..	2 6 1	..	..	..	..	..	..	..	30 9 2
Leopold	946	51 1 5	2 14 6	2 8 4	..	0 1 0	..	0 10 0	..	203	47 5 2	157	26 14 11	..	..	130 15 4
Scarborough	359	28 11 4	0 5 4	4 8 10	..	0 1 0	..	..	..	..	..	..	..	..	..	33 6 6
Drysdale	6,311	330 15 5	127 6 5	81 8 1	13 17 1	1 12 3	..	34 17 2	0 2 3	4,815	1,142 9 1	1,741	535 4 0	175 9 9	96 9 2	2,539 10 8	
Mannerim	1,014	45 2 11	1 6 8	4 2 8	0 0 6	0 0 9	..	12 12 0	..	1,815	264 4 0	525	95 17 8	0 7 6	..	423 14 8	
Marcus	1,252	143 1 8	78 2 8	9 17 9	89 12 6	32 17 9	..	5 0 0	..	..	..	7	2 15 9	10 3 2	31 9 5	403 0 8
Queenscliff	8,814	1,447 0 2	168 14 3	385 13 6	1 16 6	7 3 6	..	40 0 3	0 3 9	666	408 5 0	3,587	1,058 16 9	22 0 3	36 0 3	3,575 14 2	
WENSLEYDALE LINE.																	
Layard	..	..	..	0 4 5	..	5 3 0	..	..	..	18	2 17 0	4	6 18 7	..	..	15 3 0
Gherang	..	..	..	0 2 0	..	..	..	..	..	2,109	348 3 3	20	5 18 5	..	..	354 3 8
Wormbete	..	..	..	1 5 7	..	..	..	..	..	3,279	556 18 4	37	13 17 2	..	..	572 1 1
Wensleydale	..	..	..	0 15 10	..	..	..	..	..	2,265	422 19 6	85	39 11 6	..	..	463 6 10
FORREST LINE.																	
Whoorel	4	0 10 11	0 5 1	5 8 11	0 1 6	0 1 6	..	10 6 5	..	254	64 14 3	371	96 14 7	..	..	178 3 2
Dear Marsh	2,311	426 18 5	45 12 11	168 18 5	0 12 6	0 16 6	..	13 19 11	..	2,685	649 13 1	1,035	444 6 4	23 16 3	6 13 6	1,781 7 10	
Pennyroyal	420	15 1 2	6 19 5	19 10 9	0 1 0	..	..	17 15 3	..	925	232 3 0	366	111 12 0	8 1 6	..	411 4 1
Murroon	665	22 7 6	2 10 4	29 0 2	0 2 6	0 10 9	..	15 14 11	..	2,865	611 6 7	224	82 4 4	53 7 3	6 9 4	823 13 8	
Barwon	1,379	48 3 8	8 10 7	49 14 8	3 18 9	0 10 0	..	13 16 5	..	8,868	2,764 18 5	675	351 11 0	1 5 0	..	3,242 8 6	
Geranzamete	376	9 19 11	0 0 8	13 11 7	..	0 6 0	..	9 7 1	..	1,544	456 2 2	78	41 0 0	..	..	530 7 5
Yaugher	352	15 6 10	..	3 18 11	..	..	..	10 9 3	..	146	55 16 9	46	22 18 5	..	..	168 9 11
Forrest	1,973	412 15 9	71 10 11	178 19 8	0 16 0	11 2 9	..	53 15 6	..	11,334	5,968 5 1	828	557 4 3	4 0 6	46 5 4	7,299 15 9	
BEEAC LINE.																	
Ondit	558	18 19 1	7 11 8	25 17 4	0 3 3	0 18 0	..	20 17 8	1 10 0	2,104	979 4 7	909	217 3 9	20 11 8	28 11 10	1,321 8 10	
Kerr	23	0 19 6	..	..	..	..	..	2 15 0	..	..	..	..	..	..	..	3 14 6
Beeac	4,411	617 0 9	81 17 7	289 14 6	6 13 3	16 15 0	..	71 19 7	..	5,568	2,324 9 6	14,610	4,545 10 10	199 2 1	54 10 5	8,207 13 6	
BEECH FOREST LINE.																	
Tulloh	6	0 8 1	0 0 11	..	..	..	..	..	..	..	..	..	..	..	..	0 9 0
Coram	1,227	34 10 0	..	0 9 9	..	..	..	..	..	..	..	..	0 10 6	..	..	35 10 3
Barongarook	1,049	30 9 4	0 17 10	7 1 0	..	0 0 6	..	10 13 0	..	950	115 5 6	59	34 8 3	..	..	198 15 5
Kawarren	474	23 17 6	0 1 0	11 2 6	..	..	..	1 16 8	..	1,058	291 11 4	60	26 13 11	..	0 11 0	355 13 11
Lovat	455	27 11 6	0 15 10	10 3 8	..	..	..	..	..	1,699	283 9 9	57	28 18 6	..	0 19 0	351 18 3
Gellibrand	1,948	178 2 2	4 14 0	43 13 3	0 2 3	0 6 0	..	28 9 11	..	489	254 3 10	404	256 15 8	15 13 10	11 19 4	794 0 3	
Banool	350	26 15 9	2 12 9	6 15 10	..	..	..	10 4 0	..	116	49 4 4	37	16 15 11	..	0 1 10	112 10 5
Wimba	471	32 12 6	1 16 5	4 9 4	..	..	..	7 18 0	..	22	6 8 8	16	15 3 11	..	0 12 0	68 19 10
MacDevitt	47	1 14 6	..	1 16 10	..	..	..	..	..	..	..	..	3 13 10	..	..	7 5 2
Weeapronah	588	48 14 10	2 17 2	9 1 10	..	0 4 6	..	3 2 6	..	3,051	923 4 2	84	51 9 3	..	..	1,038 14 3
Ditchley	2	0 6 0	..	0 7 8	..	..	..	..	..	..	..	..	55 16 8	..	..	56 10 4
Beech Forest	4,857	982 12 3	35 2 4	181 16 9	1 16 0	2 16 0	..	38 9 1	7 2 6	8,187	5,003 3 7	3,359	2,076 5 8	192 16 10	137 17 9	8,659 18 9	
TIMBOON LINE.																	
Naroghid	41	2 3 10	0 16 0	4 12 10	0 1 6	..	..	15 13 7	..	33	6 18 11	27	10 7 8	..	..	40 14 4
Cobden	776	59 1 11	71 9 3	145 18 9	0 2 3	20 15 9	..	14 2 1	..	2,753	1,308 10 4	2,027	1,887 3 4	18 5 6	7 5 2	3,527 14 4	
Elngamite Siding	..	..	..	0 0 9	..	..	..	..	..	1,820	234 14 9	1	0 7 8	..	..	235 3 2
Glenlyne	362	43 3 5	13 1 4	17 13 0	..	0 1 6	..	5 6 6	..	3,051	564 0 1	85	62 9 8	..	..	705 15 6
Montgomery and Bradshaw's Siding	..	..	..	15 1 10	..	..	..	0 0 10	..	1,863	280 17 10	67	28 9 0	..	..	324 9 6
Timboon	984	188 7 1	35 9 9	134 9 9	..	8 12 0	..	16 4 9	..	3,574	796 12 1	627	516 11 8	15 6 0	26 0 0	1,737 13 1	
MORTLAKE LINE.																	
Mortlake	5,918	1,324 18 9	107 4 9	308 14 4	66 11 3	55 12 6	..	54 1 9	1 5 0	2,646	1,982 0 11	7,018	4,318 4 0	1,085 9 4	295 4 0	9,594 6 7	

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No. 23.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.	RENTS.	MISCELLANEOUS.	GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).																									
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.				Revenue.	Revenue.	Revenue.	Outwards.		Inwards.		Revenue.	Revenue.																							
													Tons.	Revenue.	Tons.				Revenue.																						
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.																							
KORROIT-HAMILTON LINE.																																									
Warrong ..	121	13	13	3	0	1	3	1	0	1	..	6	10	0	21	28	18	1	25	7	4	4	..	1	0	0	58	7	0												
Woolsthorpe ..	157	14	19	10	0	8	9	6	9	11	..	7	9	0	737	120	7	3	196	92	14	7	..	..	..	248	10	10											
Hawkesdale ..	1,814	231	12	3	19	4	3	63	6	9	0	10	18	6	922	271	19	8	468	270	18	6	700	1	6	177	1	7	1,747	13	9										
Minhamite ..	409	52	19	8	5	11	7	23	10	0	1	9	1	9	1,163	352	9	7	141	68	13	6	1	0	0	6	7	3	526	11	4										
Purdeet ..	566	77	17	10	4	8	0	16	6	5	..	11	1	7	142	113	8	8	149	88	19	0	..	..	..	11	8	0	304	6	0								
Penshurst ..	6,341	1,041	11	1	70	14	3	241	12	6	60	15	9	68	13	6	95	14	5	1	14	10	7	2,721	1,604	8	1	1,089	4	1	207	3	2	5,722	2	3					
Tabor ..	295	16	12	4	1	0	7	7	6	3	..	9	1	6	288	123	9	1	58	34	19	4	..	..	..	197	9	1	197	9	1								
Yatchaw ..	329	15	9	11	1	1	11	4	2	1	..	13	8	4	271	159	7	2	143	31	17	6	27	19	0	14	13	6	268	3	2										
MELBOURNE-WODONGA LINE.																																									
Kensington ..	1,130,770	7,642	19	2	112	16	1	199	1	4	6	8	9	1	19	6	..	..	0	7	6	25,195	3,551	0	8	50,434	33,955	19	2	96	3	1	58	15	0	45,025	10	3	
Newmarket ..	1,400,613	10,650	6	11	155	1	7	348	11	4	1,690	3	5	1,151	12	1	..	..	0	11	6	11,570	2,011	1	9	42,331	31,806	10	8	13,098	19	9	147,843	6	1	208,808	3	5	
Newmarket Show Grounds ..	..	0	9	1	..	..	..	14	12	1	..	126	2	6	..	0	13	4	..	..	..	129	221	3	3	320	171	12	6	304	17	5	460	3	4	1,299	13	6	
Ascot Vale ..	2,044,150	17,137	15	7	169	7	0	321	2	3	14	5	6	..	16	15	8	0	11	3	..	..	..	..	..	..	..	..	..	..	..	17,662	1	6					
Moonee Ponds ..	1,477,468	14,935	8	10	246	17	8	437	9	2	19	17	2	87	15	3	..	..	0	7	6	..	..	..	..	..	..	..	..	..	..	14,890	17	19					
Essendon ..	1,141,484	12,649	2	11	243	17	2	244	17	7	22	6	6	106	12	8	..	..	0	13	9	488	385	2	4	17,567	4,428	12	6	..	..	1	7	3	18,280	17	4		
Essendon—Building Tickets ..	29,890	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
North Essendon ..	15,156	145	10	9	1	0	0	4	2	0	..	0	14	0	..	12	16	9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	164	3	6		
North Essendon—Building Tickets ..	720	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Pascoe Vale ..	59,655	722	6	1	0	1	10	20	6	4	0	3	0	0	3	0	..	..	10	6	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	738	10	0
Pascoe Vale—Building Tickets ..	720	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Glenroy ..	40,922	653	19	5	12	12	8	45	12	8	1	4	0	0	12	6	..	..	0	11	0	217	31	1	3	452	82	12	1	..	..	..	..	..	..	..	833	5	7
Glenroy—Building Tickets ..	540	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Broadmeadows ..	17,660	367	10	7	173	17	9	96	4	5	1	9	9	0	9	3	..	..	23	3	10	..	260	73	13	6	1,239	281	12	11	81	17	4	103	12	9	1,203	12	1
Somerton ..	4,232	109	7	8	9	5	2	21	5	7	..	0	4	3	44	2	0	185	4	8	
Craigieburn ..	6,530	263	14	6	70	5	5	49	11	1	2	1	0	1	8	5	..	..	0	10	4	..	3,147	515	13	6	934	190	17	0	54	14	3	95	9	3	1,244	4	9
Donnybrook ..	5,717	291	6	2	257	8	8	85	10	6	3	1	1	10	5	3	..	..	22	5	0	..	1,386	307	10	10	1,057	220	14	4	233	8	2	270	16	0	1,721	6	0
Beveridge ..	2,237	141	4	4	27	0	0	49	5	7	1	15	3	2	14	8	..	..	8	1	6	..	267	86	12	9	317	93	3	0	0	19	10	14	11	3	425	8	2
Wailan ..	8,298	682	7	11	83	15	8	90	10	4	4	12	0	6	11	0	..	..	66	4	11	..	2,060	466	0	6	516	262	10	10	300	18	5	250	3	1	2,213	14	8
Lightwood	1,989	308	10	6	
Kilmore Junction ..	912	63	9	2	3	12	4	7	0	3	0	14	6	0	5	3	..	..	0	6	0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Wandong ..	2,796	221	3	3	28	18	5	54	9	4	0	19	6	1	3	9	..	..	3	1	8	..	5,576	1,407	19	5	460	224	19	6	4	18	9	7	3	5	1,954	17	9
Mathieson's Sking	
Kilmore East ..	9,885	1,260	14	9	106	8	8	64	5	9	40	16	6	26	17	7	40	15	1	0	11	11	1,324	292	8	7	415	104	10	8	288	14	4	265	12	8	2,491	16	6
Broadford ..	12,549	1,360	17	10	99	0	9	236	15	0	5	7	3	7	19	9	..	..	41	5	1	..	5,485	1,631	10	0	3,905	1,818	2	9	153	6	6	155	1	0	5,509	5	11
McDougal	
Lowry	
Tallarook ..	10,164	1,063	3	4	38	14	6	91	9	3	11	18	10	4	19	3	5	17	0	
Dysart	
Seymour ..	34,534	5,686	17	6	310	8	3	551	16	0	57	8	9	59	2	2	1,708	5	2	1	11	12,236	3,624	17	9	6,367	3,088	7	2	1,254	15	6	1,003	17	6	17,344	17	8	
Mangalore ..	4,756	844	19	10	14	9	8	30	3	3	8	7	6	5	2	9	..	..	48	4	9	..	4,742	1,207	13	6	251	142	12	1	17	18	9	2	17	5	2,322	9	6
Avenel ..	7,878	738	12	10	53	2	10	120	7	11	27	1																													

MELBOURNE-WODONGA LINE-continued.

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Table with multiple columns listing stations and numerical data for the Melbourne-Wodonga line. Stations include Lucksley, Longwood, Creighton, Euroa, Balmattam, Violet Town, Baddagins, Caelli's Siding, Benalla, Winton, Head's Siding, Menrowan, Wangaratta, Beechworth Junction, Springhurst, Chiltern, Barnawartha, and Wodonga.

WALLAN-BENDIGO LINE.

Table with multiple columns listing stations and numerical data for the Wallan-Bendigo line. Stations include Leslie, Bylands, Kilmore, Willowmavin, Morandring, High Camp, Pymalong, Tooborac, McIvor Siding, Argyle, Heathcote, Perrin, Knowsley, Ingham, Axedale, and Longlea.

MANSFIELD LINE.

Table with multiple columns listing stations and numerical data for the Mansfield line. Stations include Trawool, Granite, Ferrisdale, Homewood, Yea, Cheviot, Molesworth, Cathkin, Yarek, Kamumbra, Merton, Woodfield, Bonnie Doon, Mandampie, and Mansfield.

ALEXANDRA LINE.

Table with multiple columns listing stations and numerical data for the Alexandra line. Stations include Rhodes and Alexandra.

No. 23.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELE-GRAPH, AND DINING CARS.	RENTS.	MISCEL-LANEOUS.	GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).		
	Outwards.		Outwards.		Outwards.					Outwards.		Inwards.		Outwards.			Inwards.	
	Number of Passenger Journeys	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.				Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.		Revenue.	Revenue.
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
SHYMONA-COBHAM LINE.																		
Tabrik ..	1,535	228 12 7	21 6 6	45 9 10	11 1 6	6 19 3	..	19 11 1	..	5,488	1,884 12 3	350	197 14 2	82 18 6	16 17 9	2,515 3 5		
Nagambie ..	11,032	1,505 19 0	131 19 8	302 1 4	17 16 6	27 0 2	..	60 9 7	0 2 3	18,156	6,517 1 4	2,380	1,845 1 6	447 7 1	94 4 11	10,949 3 4		
Wahring ..	2,775	332 18 6	31 5 4	59 10 0	1 0 0	0 13 3	..	62 5 10	..	14,205	5,093 7 7	708	332 0 2	110 15 9	12 1 10	6,035 18 3		
Murchison East ..	7,848	1,204 8 3	99 6 8	114 15 7	37 5 2	47 4 0	..	90 18 5	1 18 3	6,544	2,687 3 6	571	441 1 0	850 1 6	152 0 3	5,726 2 7		
Arcadia ..	3,455	429 8 9	28 10 7	72 11 5	4 6 8	4 12 0	..	65 17 8	..	13,036	5,265 16 10	629	409 19 7	463 17 10	99 19 5	6,844 18 9		
Toolamba ..	8,058	954 2 2	30 5 9	62 3 10	15 5 9	8 15 6	..	91 14 0	..	4,357	2,038 5 9	744	342 18 6	417 2 5	189 7 3	4,150 0 11		
Mooroopna ..	5,413	1,145 9 0	90 0 1	164 0 9	16 12 9	19 10 6	..	33 11 2	0 3 6	8,093	5,078 5 10	5,298	2,674 15 4	444 1 8	120 16 0	9,787 6 7		
Shepparton ..	25,881	4,821 7 8	518 10 0	778 19 4	04 0 8	48 18 6	..	370 10 7	0 9 3	8,795	5,199 16 3	11,676	9,206 10 8	1,590 4 11	794 2 0	23,423 9 10		
Congupna ..	653	23 17 9	3 11 10	7 5 9	..	0 2 0	..	13 3 0	..	1,912	946 18 11	181	53 5 11	43 0 0	12 7 3	1,103 12 5		
Tallygaroopna ..	3,034	413 0 8	31 16 9	100 17 5	0 17 6	0 15 0	..	41 12 1	0 0 9	6,480	3,308 11 5	1,295	963 15 3	473 15 0	13 0 9	5,348 2 7		
Wungim ..	3,834	429 4 4	26 14 5	79 12 1	5 7 6	9 4 3	..	29 1 4	0 1 0	5,843	2,976 2 2	833	596 11 10	440 17 3	74 12 4	4,667 8 6		
Namurkah ..	13,627	2,629 2 1	225 7 0	421 0 11	33 17 2	30 15 9	..	58 1 6	0 0 3	4,937	2,688 13 6	4,533	4,092 7 6	966 14 1	266 18 1	11,413 0 10		
Katunga ..	1,017	158 13 2	21 5 7	39 3 8	10 9 0	0 4 3	..	17 1 1	0 3 3	3,282	1,842 18 0	376	310 6 1	478 2 2	13 18 1	2,892 1 4		
Strathmerton ..	2,613	398 14 8	39 2 11	126 18 5	0 14 6	1 11 6	..	22 11 6	..	2,156	1,343 12 4	755	773 17 10	556 17 0	98 6 8	3,362 7 4		
Yarroweyah ..	1,373	329 5 3	14 9 5	41 6 1	1 14 6	0 6 0	..	16 7 5	..	1,289	707 14 1	165	151 9 1	201 5 10	15 7 3	1,479 4 11		
Cobram ..	4,262	1,655 11 3	110 3 3	396 9 6	17 13 0	41 0 3	..	83 1 3	..	4,846	3,024 3 2	2,920	3,980 11 7	2,606 14 10	513 19 10	13,039 7 11		
RUSHWORTH LINE.																		
Murchison ..	2,094	128 5 9	15 17 1	109 5 11	3 7 0	7 6 3	..	19 14 5	..	5,137	2,253 19 5	1,612	1,203 15 8	2 9 4	3 9 6	3,747 10 4		
Hammond ..	..	..	..	0 12 4	..	..	..	2 15 0	..	5,346	2,204 7 5	4	4 3 3	..	..	2,211 18 0		
Waranga ..	501	43 14 6	8 16 2	18 7 7	..	0 2 3	..	6 10 0	..	2,900	1,147 12 1	32	28 15 4	..	2 6 6	1,256 4 5		
Rushworth ..	5,160	999 14 7	118 5 3	304 17 6	22 2 3	6 10 0	..	39 16 1	0 2 3	22,039	9,500 11 1	3,662	3,110 10 8	734 10 7	47 2 3	14,884 11 6		
TOOLAMBA-ECHUCA LINE.																		
Tatura ..	7,340	1,332 15 1	133 14 5	314 9 0	9 10 3	32 8 0	..	83 12 8	0 2 3	6,000	2,919 5 11	5,758	3,494 12 4	805 13 0	94 9 9	9,220 12 8		
Byrneside ..	971	149 3 5	4 19 0	20 16 4	6 18 3	1 3 0	..	11 7 0	..	916	469 13 9	420	204 16 6	129 18 0	23 10 2	1,022 5 5		
Merrigum ..	3,586	472 10 10	33 18 10	70 4 0	26 12 6	9 13 3	..	53 14 10	..	5,267	3,061 16 4	2,518	1,264 11 9	412 11 8	34 0 0	5,439 14 0		
Kyabram ..	10,557	1,952 16 1	144 3 5	407 10 6	11 1 6	10 9 6	..	61 8 9	0 5 3	10,042	5,586 4 8	6,907	4,883 15 11	884 16 3	120 18 4	14,063 10 2		
Tongala ..	2,304	288 5 11	29 12 4	81 15 1	25 14 0	15 0 3	..	48 18 1	..	4,878	1,496 7 5	1,334	820 18 11	402 9 6	50 17 8	3,259 19 2		
Koyuga ..	360	46 5 2	1 14 7	7 18 2	0 15 9	1 18 0	..	0 15 0	..	740	346 7 8	73	8 17 8	596 7 11	106 15 6	1,117 15 5		
KATAMATITE LINE.																		
Pine Lodge ..	392	16 2 11	2 16 1	14 14 0	..	0 4 9	..	5 12 8	..	2,911	1,429 14 10	272	97 12 10	23 12 0	..	1,590 10 1		
Lamrock ..	..	..	..	..	..	..	..	..	..	6,987	737 10 10	58	25 11 8	..	..	763 2 6		
Cosgrove ..	1,348	160 7 7	16 2 7	60 11 6	..	6 4 9	..	12 12 11	..	5,231	2,947 12 10	665	449 9 9	271 15 3	26 8 0	3,951 5 2		
Dookie ..	3,921	855 6 3	84 18 2	239 7 8	7 16 6	21 14 6	..	69 1 3	0 3 0	4,739	2,205 2 1	2,003	1,895 5 2	470 12 3	74 15 9	5,924 2 7		
Yabba South ..	81	4 7 4	0 1 6	0 7 7	..	0 4 0	..	1 0 8	..	1,093	489 11 10	7	8 14 4	..	..	504 7 3		
Yabba North ..	346	20 11 5	4 1 10	27 15 10	..	0 1 8	..	21 16 3	..	5,005	2,429 10 3	361	273 4 4	137 10 0	58 0 2	2,972 12 1		
Yonamite ..	212	16 3 3	7 6 5	28 17 7	0 5 0	..	..	10 10 0	..	2,213	1,193 15 3	349	234 5 3	..	5 4 2	1,496 6 11		
Katamatite ..	1,135	243 1 10	23 19 3	91 3 8	6 4 9	21 7 0	..	25 12 4	..	5,591	3,090 17 6	1,250	1,152 5 1	364 10 10	63 13 6	5,102 15 9		
TOCUMWAL LINE.																		
Mywee ..	18	0 9 3	..	0 3 1	..	..	..	..	..	627	275 8 0	8	3 19 7	..	..	279 19 11		
Boyle's Sliding ..	..	..	..	..	..	..	..	..	..	958	195 5 4	..	..	..	..	195 5 4		
Tocumwal ..	2,921	1,954 15 9	57 1 4	242 8 8	57 0 3	71 12 3	..	25 17 10	0 8 9	4,341	5,539 7 2	3,088	4,613 14 8	6,738 15 10	559 4 2	19,260 1 8		

PICOLA LINE.																	
Waaia	1,106	69 10 3	10 13 5	46 4 6	19 8 4	3 13 10	..	9 10 8	..	4,180	2,247 5 4	349	295 19 3	519 14 9	33 13 11	3,255 14 8	
Nathalia	5,551	1,243 2 0	119 3 6	303 16 10	9 6 6	8 17 3	..	54 7 11	0 3 3	6,066	3,812 7 1	2,568	3,287 12 9	1,275 16 9	81 10 1	10,196 3 11	
Barwo	61	2 4 8	..	..	..	0 0 6	..	0 12 0	..	..	..	..	..	..	..	2 17 2
Picola	1,470	352 19 2	45 17 6	107 4 4	8 2 9	6 13 3	..	28 13 6	..	7,244	4,322 4 3	807	802 17 10	353 10 7	19 11 10	6,047 16 0	
YARRAWONGA LINE.																	
Goorambat	2,851	290 10 6	23 0 7	98 1 3	0 19 3	4 7 9	..	18 19 6	..	8,067	3,754 4 7	923	867 17 3	275 10 1	12 8 1	5,345 13 10	
Nooramunga	1,192	77 10 11	1 18 8	7 17 2	0 1 0	0 1 9	..	3 0 0	..	1,016	376 1 11	40	19 6 2	15 1 0	..	500 18 7	
Devonish	4,458	490 9 6	49 5 1	90 13 4	6 9 3	6 18 6	..	27 13 1	..	5,087	2,575 0 9	1,229	1,037 2 11	422 13 3	36 10 10	4,742 16 6	
St. James	4,591	678 2 8	43 0 2	134 1 10	6 1 6	10 0 6	..	49 9 2	..	8,752	4,463 4 11	1,592	1,293 3 7	721 11 11	67 12 9	7,456 9 0	
Tungamah	3,646	730 0 4	49 10 11	163 8 0	12 5 6	24 17 4	..	70 8 7	..	6,822	3,825 16 11	1,559	1,790 13 2	483 18 2	146 17 9	7,297 16 8	
Telford	961	79 9 6	7 0 4	26 13 1	0 5 0	0 1 9	..	21 8 11	..	3,167	1,699 11 3	163	80 2 11	317 10 0	22 16 9	2,254 19 6	
Yarrawonga	8,991	2,623 17 0	138 1 6	517 19 10	33 3 1	29 13 3	..	100 5 0	0 4 3	17,309	11,020 5 1	5,264	6,706 6 1	3,205 16 9	387 5 2	24,762 17 0	
WHITFIELD LINE.																	
Targoora	129	2 12 2	..	..	..	..	..	..	..	..	..	..	..	..	..	2 12 2
Lacoby	74	2 11 2	..	..	..	..	..	..	..	..	..	..	..	..	..	2 11 2
Oxley	1,040	36 14 11	2 3 11	12 19 10	..	1 0 6	..	11 0 0	..	120	31 0 6	107	52 5 4	..	..	147 14 0
Shehan	55	2 8 5	..	..	..	..	..	..	..	..	..	..	..	..	..	2 8 5
Decker	2,086	70 9 4	2 16 10	8 1 7	..	0 1 6	..	..	..	570	135 13 4	125	72 15 3	..	..	289 17 10
Byrne	622	33 11 8	..	..	..	..	..	..	..	..	..	..	..	..	..	33 11 8
Moyhu	5,602	401 7 2	19 19 9	67 8 0	0 1 9	0 3 0	..	4 12 0	..	1,924	648 19 4	903	854 12 10	48 17 8	15 15 5	2,061 16 11	
Angle-side	339	20 6 2	..	..	..	..	..	..	..	..	..	..	..	..	..	20 6 2
Claremont	312	18 10 9	..	..	..	..	..	..	..	..	..	..	..	..	..	18 10 9
Dwyer	321	20 8 1	..	..	..	..	..	..	..	..	..	..	..	..	..	20 8 1
Edi	2,244	192 14 2	5 19 10	26 0 8	0 4 0	0 4 0	..	10 1 6	..	861	282 11 2	135	100 1 10	22 0 3	5 0 11	644 18 4	
Hyea	169	12 15 8	..	..	..	..	..	..	..	..	..	..	..	..	..	12 15 8
King Valley Siding ..	910	75 12 1	..	..	..	..	..	..	..	149	53 4 1	..	0 9 7	..	..	129 5 9
Jarrott	478	43 6 4	..	..	..	..	..	..	..	..	..	..	..	..	..	43 6 4
Piper	310	31 17 0	..	..	..	..	..	..	..	..	..	..	..	..	..	31 17 0
Whitfield	3,463	449 18 5	22 17 0	103 2 11	5 17 0	1 0 0	..	11 6 3	..	2,258	962 16 2	563	519 18 4	59 3 11	30 18 3	2,166 18 3	
WANGARATTA-YACK-ANDANDAH LINE.																	
Lambikan	1,105	42 12 4	4 17 6	12 0 5	0 4 0	0 1 9	..	1 2 4	..	545	205 3 0	187	101 1 1	8 19 11	0 15 3	376 17 7	
Tarrawingee	2,448	130 14 7	9 13 1	49 2 0	1 15 9	5 7 3	..	13 17 10	..	1,402	440 0 2	466	385 10 10	1 15 9	1 15 9	1,039 13 0	
Evorton	4,339	435 15 5	26 16 5	43 16 5	2 5 9	0 9 0	..	24 16 9	..	1,258	521 4 6	203	163 18 6	54 8 11	2 19 3	1,326 10 11	
Baarnutha	354	9 0 0	0 2 2	..	..	..	..	5 10 1	..	..	..	..	..	..	..	14 12 3
Bearsworth	12,229	2,501 3 4	221 13 1	561 2 8	19 17 0	47 19 6	..	75 9 8	0 5 3	5,368	2,439 8 1	6,744	6,272 17 5	17 8 0	72 13 5	12,229 17 5	
Warrungee	118	7 11 3	0 6 6	6 19 5	..	0 1 6	..	26 4 8	..	127	62 1 5	69	57 17 9	..	0 7 6	161 10 0	
Yackandandah	2,856	500 16 2	37 19 6	174 4 8	1 3 3	1 2 9	..	16 1 10	..	1,498	579 16 4	1,586	2,455 5 11	2 9 1	1 8 3	3,770 7 9	
BRIGHT LINE.																	
Breadfield	255	13 15 0	0 1 3	0 19 1	..	..	..	7 19 4	..	..	0 14 11	13	9 2 0	..	..	32 11 7
Baymaha	1,009	82 2 8	8 12 8	49 9 5	0 0 6	1 17 6	..	12 16 9	..	989	428 4 4	557	400 8 1	265 7 8	10 15 7	1,259 15 2	
Dunrobin	700	30 14 7	2 16 5	19 8 3	0 1 0	0 6 6	..	14 3 8	..	1,237	229 3 11	81	56 18 3	0 16 8	..	354 9 3	
Murray	5,787	1,087 4 11	71 10 6	228 4 0	6 9 6	14 4 3	..	58 5 8	0 2 3	1,408	1,002 14 1	1,408	2,044 18 8	765 10 1	85 18 2	5,366 2 1	
Oxley	553	23 6 4	3 15 2	18 19 7	..	1 11 6	..	4 10 7	..	571	249 12 4	107	32 11 6	..	1 16 10	386 3 10	
Rarotua	498	37 10 3	3 1 1	20 5 0	0 1 6	0 2 6	..	15 12 1	..	572	221 12 11	111	163 11 8	..	..	461 17 0
Porepunkah	2,690	402 18 1	23 16 3	129 2 2	0 4 6	1 8 0	..	3 2 9	..	602	292 19 6	826	1,489 19 8	3 7 6	50 19 3	2,397 17 8	
Bright	7,241	2,037 10 6	147 7 10	481 9 10	4 1 9	8 11 9	..	42 10 2	0 5 3	520	570 11 0	3,530	5,236 7 8	74 18 4	129 18 9	8,733 12 10	
WAGGGSVAH LINE.																	
Elkhout	1,933	51 4 9	0 1 0	1 12 5	..	0 0 9	..	1 3 10	..	557	135 15 8	85	32 14 6	1 1 0	2 2 2	225 16 1	
Conard's Siding .. ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ratherton	16,496	3,256 4 4	236 9 5	618 19 9	17 4 9	17 3 6	..	55 1 6	2 9 10	5,660	3,869 13 0	15,242	9,790 14 1	274 9 0	77 5 6	18,215 14 8	
Waggonah	14,589	3,522 6 0	137 4 4	521 14 0	118 12 0	81 1 9	..	117 8 4	0 3 3	8,272	9,409 12 2	10,645	13,763 10 6	4,882 12 9	336 3 11	32,890 4 9	

No. 23.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELE-GRAPH, AND DINING CABS.	RENTS.	MISCEL-LANEOUS.	GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS OF PASSENGERS).			
	Number of Passenger Journeys.	Outwards.	Outwards.	Inwards.	Outwards.	Inwards.				Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.		Revenue.	Outwards.	Inwards.
		Revenue.	Revenue.	Revenue.	Revenue.	Revenue.				Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.		Revenue.	Revenue.	Revenue.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.			
TALLANGATTA LINE.																			
Bandiana	103	3 18 3	..	..	0 4 3	0 2 6	..	0 18 4	..	..	..	..	0 1 0	..	..	5 4 4
Bonegilla	165	5 7 9	..	0 11 7	..	0 5 3	..	5 6 8	..	..	..	2	1 10 3	..	..	13 1 6
Ebden	3,457	381 10 2	29 8 6	104 10 11	14 11 5	12 15 6	..	37 14 0	..	713	783 4 10	1,848	2,568 2 5	2,030 1 1	14 15 8	5,976 12 6			
Huon	3,360	396 15 10	31 1 4	115 2 5	2 3 0	1 8 9	..	14 2 2	..	705	603 9 4	1,299	1,622 13 6	1,184 18 2	38 16 6	4,010 9 0			
Boiga	304	48 1 4	1 10 9	12 0 1	..	0 2 0	..	6 4 11	..	31	29 13 11	29	27 14 7	..	10 10 10	135 18 5			
Tatonga .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	547 14 0	1 0 0	548 14 0
Tallangatta	9,029	2,281 9 4	114 11 8	443 12 4	104 17 3	44 19 8	..	72 16 4	0 3 9	1,432	2,451 10 4	3,946	6,135 0 7	4,088 18 5	160 5 8	16,778 5 4			
WILLIAMSTOWN LINE.																			
South Kensington ..	225,974	1,805 10 1	8 5 3	16 6 4	4 1 7	1 5 3	..	4 8 10	0 2 3	19,132	3,685 17 7	71,089	61,784 13 5	4 11 9	25 15 8	67,140 13 0			
Angliss' Siding .. ..	..	..	..	..	..	..	..	..	..	11,602	1,764 19 7	3,392	570 3 10	..	..	2,335 3 5
Footscray	2,242,067	20,929 15 10	1,033 2 1	530 1 6	19 2 3	8 17 6	..	185 0 2	1 3 6	7,487	3,776 4 9	26,456	7,349 9 5	..	..	33,832 17 0	
Seddon	706,558	5,818 8 11	46 15 11	39 3 6	1 8 3	0 2 9	..	22 14 6	0 1 3	..	..	..	..	..	..	5,928 15 1
Yarraville	804,805	6,995 13 10	68 5 5	118 11 1	7 4 11	1 4 3	..	19 8 4	0 0 7	104,561	50,135 2 3	13,552	3,415 15 11	..	..	60,759 6 7	
Spotswood	186,175	1,684 11 7	242 19 10	70 2 11	1 4 6	0 3 0	..	0 15 0	0 0 6	1,642	2,694 6 4	20,540	2,647 13 1	..	..	7,341 16 9	
Newport	741,781	7,604 18 11	104 5 10	107 2 0	16 8 4	1 15 3	..	715 7 7	..	8,532	1,135 5 7	25,385	9,343 0 5	0 7 6	2,647 11 9	21,676 3 2			
Altona Bay Siding ..	..	..	..	..	..	..	..	..	..	441	65 0 3	..	..	..	..	65 0 3
Austral Meat Siding ..	..	..	..	..	..	..	..	..	..	5,117	618 5 3	..	..	..	20 4 0	638 9 3
North Williamstown ..	694,818	8,633 1 5	129 7 4	185 8 9	3 3 5	0 9 3	..	81 1 8	0 7 6	933	91 10 9	6,108	1,805 14 2	..	..	10,930 4 3	
Beach	447,080	5,887 13 9	60 10 3	93 8 8	4 14 6	0 3 9	..	26 11 9	0 10 0	..	..	..	..	..	..	6,073 12 8
Williamstown	365,746	4,290 8 3	84 3 3	125 13 1	1 14 8	1 8 6	..	287 13 2	0 6 6	..	..	..	..	..	..	4,791 7 5
Williamstown Pier ..	25,249	393 16 8	25 8 2	14 18 9	0 1 0	1 2 6	..	1,920 3 5	89 2 3	46,396	11,025 12 8	331,466	162,094 15 5	11 15 9	256 3 9	175,832 19 4			
NEWPORT-SUNSHINE LINE.																			
Thomas' Siding .. ..	..	..	..	..	..	..	..	..	..	14,937	1,508 16 2	..	..	..	..	1,508 16 2
McKenzie and Holland's Siding .. ..	..	..	..	..	..	..	..	..	..	50	13 18 2	..	..	..	..	13 18 2
Russell's Siding .. ..	..	..	..	..	..	..	..	..	..	83,676	3,133 10 4	..	1 9 1	..	..	3,134 19 5
Borthwick's Siding ..	..	..	..	..	..	..	..	..	..	3,712	469 13 2	..	..	..	..	469 13 2
Little Brooklyn Siding ..	..	..	..	..	..	..	..	..	..	3,601	370 17 10	..	..	..	..	370 17 10
Brooklyn Siding .. ..	..	..	..	..	..	..	..	..	..	13,899	1,385 16 6	..	12 5 10	..	..	1,398 2 4
Hay's Siding .. .. .	..	..	..	..	..	..	..	..	..	10,335	993 7 1	..	..	..	..	993 7 1
COBURG LINE.																			
Macaulay	155,046	948 19 2	23 17 2	24 15 6	1 4 6	..	..	56 1 8	..	..	..	..	..	..	..	1,059 18 0
Flemington Bridge ..	172,744	1,129 11 3	28 9 8	23 12 4	0 13 0	0 2 0	..	33 13 4	..	..	..	..	..	..	..	1,216 1 7
Royal Park	59,332	459 0 10	17 14 4	24 1 8	1 1 6	1 2 0	..	48 15 0	..	..	..	..	..	..	..	550 16 8
South Brunswick	375,272	2,321 14 10	123 7 7	72 1 2	2 19 5	0 11 3	..	98 19 8	0 6 3	25,051	6,336 18 5	19,192	4,867 6 10	..	1 1 4	13,824 5 5			
Brunswick	809,596	3,411 5 1	270 0 10	149 19 0	2 18 9	1 2 9	..	57 10 0	0 7 6	1,367	871 14 0	15,941	3,703 9 1	0 9 0	0 9 0	8,269 5 0			
Moreland	506,643	2,719 18 3	96 11 8	73 11 1	1 14 8	0 17 0	..	84 2 10	0 3 9	1,024	128 0 7	8,753	2,489 0 7	..	..	5,594 0 5	
Coburg	700,666	5,043 17 8	91 12 3	94 17 6	9 8 0	3 10 6	..	77 10 5	0 8 9	1,119	441 11 6	4,251	1,228 14 2	1 17 0	16 15 8	7,010 3 0			
Coburg — Building Tickets (Free)	3,044	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

PRESTON-WHITTLE-SEA LINE.

North Carlton ..	12,639	252 2 10	28 6 11	81 19 0	2 1 3	0 2 0	..	4 12 11	..	4,405	890 6 3	13,496	3,783 16 9	1 10 0	..	4,544 17 11
North Fitzroy ..	364,675	2,831 18 2	270 9 8	424 0 8	6 7 1	0 11 0	..	55 6 8	..	861	470 2 10	8,273	2,266 9 5	18 10 0	1 12 6	6,345 8 0
Fitzroy ..	..	..	0 0 9	0 0 9	..	..	..	356 16 1	0 7 9	1,520	1,035 11 1	51,842	16,183 15 1	..	..	17,576 11 6
Merri ..	257,097	1,790 5 0	29 14 1	28 5	2 18 2	0 1 6	..	17 14 9	..	..	..	..	..	..	..	1,868 18 6
Northcote ..	362,515	2,385 1 2	124 7 1	92 12 6	1 10 9	..	..	4 15 10	0 6 3	10,084	3,214 5 4	11,138	2,372 13 5	..	..	8,195 12 4
Crofton ..	533,010	3,597 1 6	56 16 0	88 4 3	1 10 6	0 14 0	..	11 19 0	..	64	19 11 5	5,433	1,032 12 10	..	..	4,808 9 6
Thornbury ..	398,346	2,143 3 0	17 15 7	29 6 2	1 0 9	0 2 0	..	13 15 4	..	..	..	..	..	..	..	2,205 3 10
Bell ..	304,837	2,390 18 0	63 15 11	48 18 2	3 4 0	0 3 0	..	11 1 0	..	5,235	1,293 8 10	4,524	1,121 14 8	28 6 4	2,171 19 7	7,133 9 6
Bell Building Tickets (Free) ..	7,530	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Preston ..	186,358	1,653 10 7	37 19 8	34 2 7	1 11 3	0 8 9	..	2 16 2	..	..	..	..	..	..	..	1,730 12 0
Preston Building Tickets (Free) ..	6,180	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Regent ..	193,185	1,814 17 5	39 5 3	29 15 5	13 17 9	0 3 0	..	7 14 9	..	..	..	..	..	..	..	1,905 13 7
Regent Building Tickets (Free) ..	18,060	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Reservoir ..	39,172	481 14 8	36 13 7	35 5 1	116 4 3	16 13 0	..	3 8 3	..	40	15 12 2	1,012	153 1 4	14 17 6	23 7 6	896 17 4
Reservoir Building Tickets (Free) ..	120	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Thomastown ..	6,383	82 14 1	5 3 4	10 3 0	0 9 9	0 4 6	..	7 18 3	..	64	12 17 0	289	58 4 9	..	..	177 15 5
Epping ..	10,275	241 16 6	24 10 11	47 10 5	4 7 0	70 16 6	..	17 3 10	..	196	40 18 8	1,459	381 4 5	8 5 3	20 16 4	367 9 10
South Morang ..	6,670	199 11 7	220 15 2	73 11 3	4 5 3	26 5 6	..	12 1 1	..	321	49 2 1	1,006	250 9 2	13 9 8	67 14 6	917 5 3
South Yan Yean ..	12,250	396 19 7	249 17 11	118 19 4	1 10 5	10 19 0	..	1 2 4	..	1,194	242 18 2	960	306 14 7	49 9 6	27 6 2	1,405 17 0
Yan Yean ..	5,161	211 13 8	126 7 9	54 14 9	0 6 6	3 11 9	..	2 13 4	..	1,624	337 1 11	754	197 8 8	..	..	842 13 0
Whittlesea ..	10,866	647 18 5	255 15 5	174 1 1	3 15 9	10 18 6	..	39 2 1	0 0 9	4,196	910 1 10	1,718	557 0 7	145 4 5	72 8 0	2,516 6 10
Melbourne—Prince's-bridge (Country) ..	302,348	46,722 13 2	8,809 7 0	4,922 13 8	228 9 7	218 18 11	..	558 8 7	36 15 6	..	..	353	324 3 4	..	..	61,821 14 9
Melbourne—Prince's-bridge (Suburban) ..	572,847	12,878 9 0	..	..	..	..	..	..	..	..	..	..	..	..	..	12,878 9 0

MELBOURNE-BAIRNSDALE LINE.

Hawksburn ..	1,984,682	16,448 12 0	417 4 5	772 11 11	11 2 6	1 14 6	..	29 13 1	0 7 3	..	0 2 7	..	0 15 5	..	..	17,682 3 8
Teorak ..	373,810	9,493 12 5	302 7 11	664 1 5	7 1 8	2 8 9	..	192 0 5	0 5 11	1,263	695 17 3	47,890	9,104 18 2	..	2 18 3	20,465 12 2
Armadale ..	1,341,829	15,338 11 3	203 10 7	243 4 11	12 9 2	2 13 3	..	23 9 11	0 5 3	..	2 2 5	..	..	..	..	15,831 6 9
Malvern ..	1,782,407	21,127 13 5	391 16 5	878 18 1	13 9 1	2 12 3	..	93 18 1	1 0 0	668	164 15 4	34,805	5,561 15 10	..	..	28,235 18 6
Caulfield ..	904,585	13,216 7 4	255 5 3	424 15 10	1,638 13 3	1,118 13 2	..	18 1 2	0 7 6	684	212 15 1	11,655	1,747 6 5	398 16 1	452 10 4	19,483 11 5
Caulfield — Building Tickets (Free) ..	3,240	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Carnegie ..	127,923	1,506 13 9	29 18 7	37 19 5	0 19 2	0 6 0	..	22 13 0	..	..	..	..	0 1 0	..	2 18 0	1,592 13 11
Carnegie — Building Tickets (Free) ..	11,700	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Murrumbeena ..	174,998	2,184 10 3	34 18 9	74 0 10	0 19 4	0 8 0	..	20 16 10	..	7	4 6 9	3,919	494 14 8	..	..	2,814 15 5
Murrumbeena — Building Tickets (Free) ..	17,220	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Oakleigh ..	465,942	7,163 17 3	234 16 1	250 16 10	64 9 4	19 16 0	..	92 1 0	2 2 10	2,413	523 13 7	11,726	2,008 0 9	20 15 3	32 9 9	10,412 18 8
Oakleigh — Building Tickets (Free) ..	61,542	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Clayton ..	46,090	731 18 1	232 19 0	119 10 6	0 17 0	0 4 0	..	1 8 4	..	232	44 13 9	2,030	243 2 9	..	..	1,374 13 5
Clayton — Building Tickets (Free) ..	720	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Spring Vale ..	49,592	963 16 9	120 18 3	66 4 10	2 10 3	4 8 3	..	19 6 1	0 3 9	1,188	190 4 5	4,247	490 15 2	1 8 6	8 12 3	1,868 8 6
Sandown Park Race-course ..	217	7 5 4	..	..	1 0 0	232 16 7	..	..	..	..	..	..	..	..	..	..
Spring Vale Cemetery ..	150,162	5,557 12 9	1,255 18 8	596 5 11	60 0 6	64 9 1	..	290 0 4	1 1 3	5,972	1,263 6 2	10,402	2,319 19 7	1,961 11 0	1,838 3 6	15,208 8 9
Dandenong ..	2,771	139 4 8	255 1 6	48 17 6	0 6 9	1 12 11	..	..	..	101	30 2 0	173	60 6 4	..	..	536 1 8
Hillam ..	5,198	314 5 0	376 17 8	116 6 5	1 5 0	1 5 0	..	14 1 7	..	1,732	509 6 8	1,122	342 13 0	56 7 11	112 3 1	1,844 11 4
Narre Warren ..	14,171	946 3 7	249 6 3	218 16 9	14 8 6	15 19 3	..	8 17 10	..	17,099	2,024 7 2	1,801	670 17 0	148 1 6	142 12 5	4,439 10 3
Beaconsfield ..	6,783	442 8 10	88 13 1	151 0 8	4 3 3	4 10 3	..	3 11 3	..	1,516	305 7 4	875	352 19 3	4 2 0	6 15 6	1,363 11 5
Officer ..	2,998	218 8 0	136 5 1	56 13 2	1 3 0	1 18 6	..	1 2 11	..	1,100	269 18 10	646	212 0 7	124 0 0	84 12 11	1,106 3 0
Pakenham ..	11,790	1,916 3 8	313 16 9	206 17 4	13 14 3	9 9 6	..	25 15 6	..	4,379	1,297 3 1	2,456	971 7 4	435 1 8	373 11 7	4,663 9 8
Narre-woon ..	5,775	575 7 1	89 16 6	121 11 8	4 13 6	12 8 6	..	22 15 0	..	4,246	1,098 10 6	1,253	514 8 5	116 4 0	110 1 3	1,566 3 0
Tynong ..	2,675	225 17 2	29 8 11	58 14 3	2 4 0	2 10 0	..	6 0 0	..	3,932	907 18 5	690	313 18 4	3 8 2	46 14 2	1,566 8 6
Garnside ..	5,777	580 19 11	63 1 2	138 1 0	4 7 6	31 8 0	..	16 16 11	..	3,469	1,019 12 6	1,272	594 11 4	111 7 3	70 15 1	2,631 0 8

No. 23.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES AND DOGS.		MAILS, TELEGRAPH, AND DINING CABS.	RENTS.	MISCELLANEOUS.	GOODS.				LIVR STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).		
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.				Outwards.		Inwards.		Outwards.	Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.				Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.		Revenue.	Revenue.
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
MELBOURNE-BAIRNSDALE LINE—continued.																		
Jefferson's Siding ..										768	111 15 2							
Bunyip ..	9,529	848 16 1	99 5 4	224 8 11	4 5 6	8 7 0				6,162	1,851 16 9	1,968	1,013 17 3	37 9 8	99 10 1			4,230 6 4
Longwarry ..	8,960	596 10 8	47 11 5	122 17 5	7 4 3	1 14 6				10,979	2,487 15 7	708	461 13 0	37 7 10	53 18 4			3,881 14 8
Drouin ..	13,538	1,912 16 0	355 14 3	326 1 1	30 10 0	16 11 3				3,171	1,564 6 6	3,974	2,045 9 10	222 19 5	213 5 7			6,784 15 6
Warragul ..	39,003	4,158 3 7	517 18 11	502 14 3	32 4 0	40 12 6				730 16 8	1,529 19 10	7,320	3,499 12 2	1,191 14 8	611 11 5			12,815 16 0
Nilma ..	4,868	221 19 5	25 4 10	47 15 11	0 11 3	0 9 6				2,041	766 3 3	1,423	366 3 6	42 12 4	0 3 0			1,494 5 2
Darnum ..	4,185	345 14 9	543 19 0	116 4 5	4 3 0	2 13 0				1,193	507 16 6	640	287 15 0	171 17 7	21 13 1			2,027 0 10
Yarragon ..	8,629	951 14 10	109 5 10	162 18 11	5 14 9	14 13 0				1,440	746 6 1	2,864	1,272 15 9	361 16 11	143 2 1			3,833 9 10
Trafalgar ..	11,911	1,466 17 0	180 16 0	270 7 0	6 8 6	21 12 0				163 12 4	2,468 7 0	4,325	1,976 10 5	737 13 1	216 19 7			7,515 3 8
Moe ..	16,495	1,997 4 11	134 0 7	269 15 11	33 7 3	42 6 9				33 15 0	1,995 5 10	4,539	2,466 2 7	128 2 1	92 8 0			6,293 2 2
Morwell ..	17,267	2,251 4 7	170 14 5	296 3 5	50 12 0	36 3 6				75 15 2	1,257 1 6	1,952	1,608 13 3	802 17 0	230 0 2			6,779 6 6
Traalgon ..	22,651	3,575 5 10	317 12 1	464 5 11	74 3 6	56 17 3				312 15 3	2,051 10 1	4,154	3,728 2 9	1,128 16 7	613 6 10			12,322 16 1
Loy Yang ..	1,079	23 17 9	0 14 4	5 15 2	0 1 6	0 4 0				5 18 2	29 9 6	14	48 9 4					114 9 9
Flynn ..	1,636	137 13 10	11 7 10	29 19 9	2 3 9	4 15 0				12 16 11	680 9 11	127	79 0 3	218 16 3	3 8 7			1,180 12 1
Rosedale ..	6,745	859 16 2	57 10 8	188 13 0	21 15 9	25 5 0				1,852	713 17 11	992	795 13 1	622 0 2	222 7 11			3,554 15 3
Nambrok ..	237	8 10 8	0 3 9	2 12 8		0 1 0				1,848	819 1 8	300	122 3 0					953 3 0
Fulham ..	614	65 3 9	3 13 8	10 5 0		0 0 9				16 2 5	49 17 1	104	40 13 6					185 16 2
Sale ..	23,970	4,854 1 10	367 15 0	820 4 1	91 7 9	119 4 9				184 9 8	5,009 10 11	6,425	4,039 15 8	2,500 7 4	494 4 11			18,481 9 8
Montgomery ..	7	0 4 8	0 1 0	0 3 9		0 0 9				989	375 10 6	94	24 10 3	332 12 5	1 9 6			734 12 10
Stratford ..	0,712	1,224 14 7	89 5 9	204 11 1	37 10 3	16 12 9				2,037	1,185 7 3	1,325	948 0 8	1,130 16 6	263 7 5			5,175 0 6
Munro ..	1,904	120 19 10	5 9 10	17 18 2	0 3 3	0 9 6				878	243 10 11	110	39 8 5		1 2 3			429 12 7
Fernbank ..	3,923	335 1 6	12 9 5	59 13 0		0 2 0				1,204	555 17 7	269	184 9 11	242 0 3	26 2 7			1,423 0 7
Lindenow ..	8,802	925 2 6	43 10 9	127 10 11	25 9 3	16 11 6				2,430	1,543 9 3	1,119	722 12 10	594 2 9	30 15 6			4,050 12 3
Hillside ..	2,052	233 10 7	9 7 8	35 7 4	0 7 0	4 9 0				1,829	945 0 6	258	145 18 9	26 12 11	1,871 3 7			1,871 3 7
Bairnsdale ..	16,173	6,248 12 2	423 3 11	981 8 5	106 13 9	94 11 3				7,103	6,543 2 4	5,985	4,440 17 10	3,222 6 7	450 10 6			22,535 16 8
NEERIM SOUTH LINE.																		
Lilloo ..	978	14 15 11	0 2 3	2 7 10		0 4 6				4 8 4	150 1 8	135	40 1 4	0 14 6	0 7 6			212 19 4
Buln Buln ..	2,135	57 3 6	2 12 11	51 3 11		0 3 0				1 4 9	390 8 1	1,421	620 19 2	31 3 8	0 18 6			1,156 4 0
Bravington ..	405	10 13 0	0 4 6	2 14 7		0 18 6				10 13 6	31 6 4	212	78 7 4					134 2 3
Rokeby ..	2,142	69 11 11	1 2 10	22 4 3		0 1 0				0 14 4	372 0 11	366	202 10 6	45 0 6	4 4 0			718 7 9
Crossover ..	2,187	30 7 9	0 10 5	30 4 9		9 1 0				2,943	873 8 7	491	111 7 5	1 6 6	0 7 6			1,077 13 11
Neerim South ..	5,414	637 14 4	70 6 11	181 3 8	4 8 3	0 8 0				4,170	1,737 0 0	1,674	1,190 15 11	395 10 1	119 15 8			4,399 4 4
THORPDALE LINE.																		
Coalville ..	1,124	23 16 9	11 0 3	50 8 9	0 1 6	0 1 9				31 10 1	192 19 5	215	175 13 8	27 16 8				524 1 0
Narracan ..	1,670	45 14 7	20 5 8	86 13 7	0 14 3	2 15 6				16 6 4	443 11 11	369	267 16 2	91 10 6	14 2 5			969 10 11
Thorpdale ..	1,439	244 4 2	32 16 9	135 1 10	5 1 3	5 5 9				55 9 8	716 15 6	765	669 1 4	241 3 0	48 18 6			2,153 17 9
WALHALLA LINE.																		
Gooding ..																		
Tyers River ..																		
Gould ..	12	1 5 10		0 2 0														
Pearson ..	63	6 13 1	0 8 3	1 2 11														
Watson ..	5	0 6 6																
Harris ..	117	11 17 4	0 16 10	1 18 2	0 3 9	0 3 0				76	14 14 5	18	21 4 6					50 18 0
Murie ..	67	7 11 8		0 3 2						114	10 8 6							
Thomson ..	22	5 17 0		0 1 3														
Walhalla ..	706	148 8 1	4 10 7	33 3 5	0 8 0	0 2 0				193	190 1 3	484	363 5 1	1 3 2	1 3 2			742 16 3

NORTH MURBOO LINE.

Hazelwood ..	137	6 6 11	2 4 0	0 17 2	5 6 6	6 6 6	0 14 2	103	89 18 6	89	10 7 8	2 19 10	0 6 6	93 15 2
Yinnar ..	2,410	230 11 6	22 13 1	97 7 9	12 9 9	10 18 6	18 17 7	1,028	593 12 8	869	584 2 8	174 1 6	42 11 6	1,770 9 0
Boolarra ..	4,048	479 2 9	33 6 9	119 4 3	12 9 9	10 18 6	42 19 5	1,849	1,156 4 3	1,130	1,015 14 8	884 18 8	78 11 7	3,334 18 7
Darlimurla ..	2,507	83 4 1	6 18 4	25 12 10	..	0 9 0	1 13 16	102	60 8 1	71	71 8 2	..	..	255 14 4
North Mirboo ..	3,955	778 5 10	87 8 3	171 3 10	31 8 6	17 10 3	98 16 8	550	641 6 11	2,164	1,605 0 0	944 2 4	116 6 0	4,490 2 7

TRARALGON-STRAIT-FORD LINE.

Glengarry ..	2,123	196 13 8	19 7 5	54 0 1	4 6 3	1 11 6	6 11 9	742	418 17 9	353	308 1 3	262 6 9	182 12 8	1,454 9 1
Toongabbie ..	3,305	391 1 3	29 0 4	90 8 4	22 12 6	6 13 0	38 11 6	2,581	917 16 3	735	802 7 8	13 6 9	10 1 11	2,322 13 3
Conwarr ..	3,275	466 14 7	38 14 2	79 8 8	8 6 6	5 2 0	6 8 10	588	432 7 10	484	432 16 5	524 11 10	42 19 6	2,013 9 10
Dawson ..	687	44 13 7	1 9 3	7 0 8	0 4 0	0 6 0	0 19 11	40	30 16 10	29	17 16 6	..	..	108 6 9
Heyfield ..	5,052	808 10 1	75 6 3	169 9 9	49 3 0	10 19 9	0 19 11	1,732	1,091 12 5	1,855	1,091 11 3	747 4 2	58 8 6	4,149 9 3
Tinamba ..	2,926	569 0 0	39 15 1	100 0 7	20 19 3	1 14 3	40 5 1	1,848	1,105 3 0	555	438 10 8	1,509 8 11	138 18 10	3,063 15 8
Maifra ..	6,914	1,343 4 7	126 10 3	316 10 10	30 10 2	55 6 0	64 2 8	1,710	1,212 12 8	2,297	1,727 16 1	939 15 0	442 14 9	6,259 3 9

BRIAGOLONG LINE.

Boisdale ..	334	52 13 7	7 12 9	34 5 3	0 1 6	0 8 0	24 5 1	856	796 11 11	260	229 5 4	159 12 7	3 17 6	1,278 13 6
Bushy Park ..	19	5 18 7	0 0 8	6 4 6	3 12 0	0 1 0	14 12 3	467	201 12 3	58	51 17 9	..	4 11 11	289 10 11
Briagolong ..	486	150 14 4	16 2 8	63 1 10	0 2 0	5 12 6	2 5 4	1,088	446 15 4	371	334 5 0	161 12 7	34 17 10	1,215 9 5

PORT ALBERT LINE.

Lyndhurst ..	2,170	79 18 5	698 7 11	89 16 8	..	26 2 3	4 6 4	2,400	340 13 0	1,022	181 0 7	10 11 9	14 7 0	1,445 3 2
Granbourne ..	8,241	563 6 1	200 14 11	132 10 7	5 7 8	4 5 6	15 6 11	5,086	960 19 4	2,134	521 1 6	285 8 8	180 5 6	2,869 6 8
Clyde ..	5,160	369 19 6	472 17 10	102 9 4	4 7 3	3 11 3	4 9 8	545	208 2 9	1,533	500 17 0	2 16 3	161 10 11	1,831 1 9
Tooradin ..	3,080	270 2 1	28 19 0	78 4 6	1 10 6	3 18 9	24 18 0	2,129	580 4 11	1,959	273 4 8	161 7 3	127 8 11	1,540 18 7
Dalmore ..	541	46 9 9	5 0 2	5 7 10	..	2 1 9	0 6 8	1,058	179	179	110 19 2	34 6 6	21 13 9	500 5 2
Koo-wee-rup ..	5,632	620 19 4	156 6 4	148 12 5	5 8 9	5 2 0	31 7 9	6,752	273 19 7	2,412	705 10 1	23 1 2	53 18 3	3,715 14 5
Monometh ..	2,354	207 5 0	12 12 6	23 16 2	1 8 0	4 16 3	14 17 0	353	148 12 9	282	115 1 2	594 6 9	132 7 0	1,255 2 7
Caldernade ..	4,940	303 18 0	201 11 4	43 5 1	1 14 6	3 9 9	9 18 0	237	107 4 7	841	318 6 3	266 11 11	73 16 1	1,329 15 6
Lang Lang ..	8,554	967 13 10	179 1 3	201 4 5	11 16 6	48 4 0	35 1 9	1,153	575 11 9	2,204	967 0 2	449 2 11	234 18 0	3,669 14 7
Nyora ..	11,601	1,664 3 3	85 15 7	213 9 0	6 5 6	10 12 0	21 0 4	1,654	603 16 9	13,472	3,605 8 7	449 4 2	209 10 1	6,870 17 3
Leoh ..	12,999	1,223 3 11	141 5 4	230 14 8	10 9 6	17 15 3	73 5 1	1,987	822 5 7	1,968	1,088 16 6	1,015 0 6	547 15 9	5,170 14 4
Jetho ..	4,687	380 3 0	57 9 10	49 18 4	2 18 9	0 16 6	19 18 4	144	113 19 5	855	307 11 0	346 10 10	51 1 1	1,330 7 1
Hena ..	3,446	290 7 0	24 7 7	62 1 8	4 19 6	8 1 3	70 7 10	491	295 3 1	1,544	466 5 7	801 0 8	151 15 6	2,274 9 8
Whitelaw ..	114	9 11 3	0 1 2	3 12 10	..	..	25 11 11	95	36 2 11	62	30 18 10	3 10 6	..	109 9 5
Korumburra ..	34,155	3,988 19 8	389 0 11	461 3 5	31 15 0	26 15 0	890 15 11	32,068	8,477 10 0	10,496	4,585 3 10	848 15 9	485 4 2	20,180 10 5
Kardella ..	3,390	157 4 1	10 4 2	31 16 7	0 3 0	0 2 3	23 6 5	372	180 18 3	115	80 9 6	..	..	484 4 3
Ruby ..	2,426	163 0 9	19 14 2	39 12 3	0 8 6	0 12 9	14 0 0	491	234 18 6	906	313 5 8	379 7 3	52 1 5	1,217 1 3
Leonatha ..	17,887	2,898 10 6	235 2 5	410 16 2	38 13 3	24 17 6	84 11 2	5,962	2,279 2 11	4,460	3,324 4 1	2,095 13 9	716 6 8	12,107 19 8
Koonwarra ..	1,411	92 5 7	10 9 9	43 8 8	10 11 7	7 4 6	6 17 11	479	249 12 7	200	157 18 2	149 7 2	16 3 1	743 19 0
Tarwin ..	2,087	193 0 8	25 5 6	71 8 5	4 1 0	1 5 3	11 4 7	310	202 12 6	848	170 14 6	364 16 4	76 8 2	1,126 16 11
Meenyan ..	4,154	526 11 7	54 1 10	108 6 9	11 10 9	7 6 9	16 16 0	736	249 12 7	1,486	905 19 8	377 5 0	112 2 0	2,634 8 0
Stony Creek ..	2,170	318 15 4	28 14 1	86 0 9	16 14 2	21 9 0	..	317	289 16 8	701	554 15 4	399 17 6	78 13 6	1,794 15 6
Buffalo ..	2,155	210 12 1	17 12 1	65 5 2	2 5 3	0 15 9	2 0 2	350	160 0 5	191	174 9 4	258 5 3	36 15 7	930 10 2
Boys ..	160	1 14 6	0 8 7	7 10 4	..	0 1 0	..	352	75 6 0	57	53 3 11	..	..	139 4 10
Fish Creek ..	4,993	585 11 0	46 17 11	141 7 7	2 5 6	1 18 0	15 5 3	1,502	597 0 5	923	637 13 8	377 12 7	120 3 11	2,585 16 10
Hoddle Range ..	1,329	81 3 0	8 6 8	33 9 6	4 11 0	0 11 0	5 14 4	819	462 19 7	156	97 10 7	14 6 0	2 10 9	711 2 5
Fostey ..	6,808	1,060 0 11	78 3 6	198 18 5	21 7 9	24 2 2	55 14 1	1,733	858 4 0	1,840	1,570 1 0	276 2 7	138 1 1	4,280 15 6
Bennison ..	2,824	74 19 1	25 5 9	38 0 1	0 4 0	0 6 0	1 0 0	229	576 15 5	200	151 4 1	..	1 17 6	549 11 11
Toora ..	5,888	882 18 6	55 2 3	180 5 10	1 10 6	2 1 9	33 5 6	570	570 5 5	1,945	1,325 15 3	443 15 5	204 4 9	3,699 3 2
Agnes ..	345	20 16 8	8 17 1	10 5 11	0 3 0	..	1 4 0	34	34 2 9	50	53 14 9	..	..	124 4 2
Welshpool ..	5,077	572 13 7	28 7 4	111 1 0	8 2 6	5 18 3	47 12 5	463	429 16 6	1,107	885 15 8	306 9 5	68 5 7	2,464 2 3
Welshpool Jetty ..	1,900	46 18 9	48 7 2	27 2 4	..	0 11 0	5 10 0	261	543 1 8	282	131 0 7	..	..	802 0 6
Hedley ..	777	65 14 11	7 14 2	32 0 9	..	0 11 0	..	203	118 6 1	218	173 11 6	..	5 6 6	50 16 0
Galliondale ..	1,728	452 0 8	11 4 5	49 13 4	2 5 6	..	9 19 8	934	523 11 4	845	358 15 11	275 18 0	41 13 10	1,728 15 8
Alberton ..	5,590	1,736 18 11	106 11 5	328 12 1	16 7 3	21 12 6	23 16 3	4,526	2,099 8 0	1,970	2,078 11 5	2,649 1 1	774 10 1	9,835 15 0
Port Albert ..	1,288	195 19 7	35 8 10	44 9 0	0 19 0	9 5 3	24 1 0	280	286 10 5	816	572 15 7	0 7 6	2 0 6	1,171 16 8

No. 23.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.	RENTS.	MISCELLANEOUS.	GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.				Outwards.		Inwards.		Outwards.	Inwards.	
	Number of Passenger journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.				Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
WONTHAGGI LINE.																
Hunter* ..	73	8 15 11	..	0 1 0	..	..	..	..	..	..	..	..	..	..	..	10 0 1
McKenzie ..	320	43 1 9	2 0 4	2 12 7	0 4 0	..	..	..	..	384	88 3 4	64	42 4 11	..	..	148 6 11
Rees* ..	3	0 3 10	..	..	..	..	..	..	..	119	14 17 6	..	..	..	..	15 1 4
Kernot* ..	113	11 4 11	..	1 7 5	..	..	..	..	..	..	..	..	..	..	..	19 7 9
Woolamai* ..	284	46 7 0	2 3 9	11 2 4	..	..	..	..	..	47	10 9 0	571	321 9 6	4 13 4	..	396 9 11
Anderson* ..	330	46 1 2	1 4 9	4 15 4	0 3 0	..	..	..	0 1 3	8	2 11 10	153	59 1 2	..	..	113 18 6
Kilcumda* ..	229	17 2 8	0 1 0	1 10 1	..	0 0 9	..	..	..	..	..	5	1 17 1	..	..	20 11 7
Dalyston* ..	508	109 3 2	4 1 4	19 18 10	0 3 6	0 5 6	..	0 3 0	0 0 3	63	26 16 10	1,163	658 12 10	5 17 11	..	825 4 2
Wonthaggi* ..	2,328	690 2 10	14 18 6	171 11 1	0 15 9	3 16 6	..	1 12 6	2 10 6	481	961 18 9	10,412	6,410 7 1	..	6 17 5	8,254 10 11
OUTTRIM LINE.																
Jumbunna ..	10,769	497 8 10	47 4 10	144 18 5	5 2 0	7 17 0	..	17 16 1	..	59,518	15,665 6 0	2,045	1,074 16 11	218 10 3	45 0 3	17,724 0 7
North Outtrim ..	5,334	138 4 2	..	1 17 8	..	..	..	10 8 3	..	26	31 13 0	..	..	..	..	182 3 1
Outtrim ..	4,367	455 0 0	56 3 3	244 9 0	0 17 6	7 7 0	..	8 0 5	..	22,380	5,765 1 1	1,821	1,537 2 9	..	13 11 7	8,087 12 7
FRANKSTON-STONY POINT LINE.																
Glen Huntly ..	186,838	2,376 12 10	47 12 5	70 19 2	2 0 0	0 8 0	..	11 17 1	..	62	33 7 3	7,983	1,041 4 2	..	..	3,584 0 11
Glen Huntly—Build- ing Tickets (Free) ..	82,280	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ormond ..	102,233	1,278 18 1	93 10 10	43 13 11	0 13 8	0 3 0	..	0 5 0	0 3 3	97	44 16 1	1,411	246 0 5	..	..	1,708 4 3
Ormond — Building Tickets (Free) ..	5,370	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
McKinnon ..	41,998	522 14 7	10 3 6	11 4 6	0 6 0	0 4 3	..	1 15 1	..	..	..	..	..	..	..	546 7 11
McKinnon—Building Tickets (Free) ..	1,140	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bentleigh ..	72,762	1,056 10 6	69 12 8	56 19 11	2 8 7	0 3 0	..	1 7 2	..	421	100 9 7	3,214	533 0 7	1 3 6	1 4 0	1,822 19 6
Bentleigh — Building Tickets (Free) ..	2,880	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Moorabbin ..	69,167	1,020 5 1	140 17 5	59 19 3	1 17 6	0 15 6	..	0 12 1	..	196	53 7 7	4,383	614 6 7	..	0 7 6	1,892 8 6
Moorabbin—Building Tickets (Free) ..	1,200	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hishett ..	53,886	785 19 1	26 16 0	31 5 1	0 16 6	0 5 6	..	7 15 0	0 1 3	497	69 12 10	2,087	206 1 5	..	..	1,128 12 8
Hishett — Building Tickets (Free) ..	1,800	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cheltenham ..	169,982	2,851 11 11	220 9 11	171 7 6	0 19 7	1 0 6	..	17 2 11	0 3 3	784	137 5 6	15,401	2,226 15 2	26 16 4	29 7 0	5,682 19 7
Cheltenham — Build- ing Tickets (Free) ..	7,080	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mentone ..	173,041	3,533 16 2	93 14 11	241 16 7	139 9 8	197 4 0	..	24 19 0	0 3 3	311	64 5 4	7,486	1,204 7 9	18 2 9	31 4 1	5,549 3 6
Mentone — Building Tickets (Free) ..	16,860	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mordialloc ..	193,665	4,428 14 1	245 19 1	390 19 1	452 13 1	230 14 4	..	75 1 4	0 13 9	2,345	375 2 8	8,133	1,739 4 6	20 9 4	8 1 3	8,017 12 6
Mordialloc—Building Tickets (Free) ..	18,252	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Aspendale ..	23,931	719 2 4	23 15 1	75 13 1	2 6 6	183 8 5	..	0 2 6	..	..	0 19 7	1,005	129 2 4	0 7 6	3 12 8	1,138 9 7
Chelsea ..	13,923	344 2 5	27 11 9	25 9 0	0 17 0	0 13 9	..	..	..	..	..	..	0 2 2	..	..	388 16 1
Forsyth's Siding ..	..	..	..	..	..	..	..	..	..	13,328	1,329 9 9	..	..	..	..	1,329 9 9

**FRANKSTON STONY POINT LINE—
continued.**

Carrum ..	23,608	790 17 5	575 9 3	209 0 8	4 4 0	4 18 7	..	11 18 10	..	2,420	472 1 10	3,464	720 15 1	2 15 6	45 16 7	2,557 12 9
Wedge's Siding ..	..	..	..	..	..	..	..	..	..	..	..	..	2 0 10	..	..	2 0 10
Frankston Sand Siding ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5,551 14 10
Frankston ..	42,137	1,980 12 8	211 4 2	446 13 10	9 14 0	17 12 6	..	26 17 9	0 3 10	58,694	5,551 14 10	3,820	1,169 17 4	45 4 9	79 9 8	4,381 18 8
Langwarrin ..	1,846	72 19 0	9 4 1	25 9 2	0 1 6	0 18 0	..	2 3 0	..	2,447	394 7 9	165	83 0 8	..	15 14 3	266 4 7
Mornington Junction ..	4,194	237 10 7	25 14 0	26 3 1	2 3 3	4 18 6	..	12 13 8	..	137	56 14 11	168	67 5 10	1 9 5	43 10 3	749 2 3
Somersville ..	6,896	470 0 6	105 18 9	122 9 0	6 16 2	1 12 6	..	29 4 2	..	1,562	327 13 8	2,529	825 14 11	1 15 9	10 16 4	2,629 15 5
Tyabb ..	2,259	163 13 6	41 14 5	36 12 3	0 3 6	0 1 6	..	12 6 6	..	2,553	1,055 7 4	670	202 11 2	0 9 6	2 8 0	891 18 9
Hastings ..	3,954	328 2 10	70 8 4	116 6 3	0 9 0	1 0 3	..	12 4 0	..	1,410	426 18 5	1,108	426 11 1	3 0 3	43 9 5	1,803 11 4
Bittern ..	3,113	408 6 7	119 0 7	149 19 0	6 9 6	4 0 3	..	23 1 7	..	3,414	801 19 11	805	400 12 5	221 14 3	134 16 0	2,161 12 8
Crib Point ..	273	30 18 8	0 4 11	6 3 8	..	..	..	..	..	2,769	693 12 6	66	24 12 9	..	..	64 5 2
Stony Point ..	4,166	572 14 6	187 11 1	226 17 7	2 13 6	10 18 0	..	10 18 10	..	4	2 5 2	1,180	502 0 7	3 11 6	24 8 3	1,826 6 0

MORNINGTON LINK.

Moorooduc ..	398	29 15 3	12 12 11	7 5 2	1 6 6	0 6 3	..	13 10 0	..	225	57 3 0	352	63 10 10	89 8 0	161 3 7	436 1 6
Mornington ..	11,964	1,155 15 1	262 13 2	424 13 9	14 0 9	11 0 0	..	31 19 0	0 4 9	410	210 3 2	2,079	819 19 9	58 8 8	184 15 11	3,173 14 0

HEALESVILLE LINE.

East Richmond ..	1,032,561	6,846 19 10	185 17 11	127 9 5	1 3 0	0 6 0	..	6 13 8	0 6 3	..	..	..	..	..	..	7,168 16 1
Burnley ..	980,609	7,008 3 10	145 11 4	347 8 2	2 17 6	0 7 9	..	91 16 3	..	9,483	4,471 11 8	68,384	21,941 14 1	..	..	34,009 10 7
Hawthorn ..	1,340,756	11,962 18 2	192 16 11	237 17 10	5 17 4	1 12 6	..	107 2 6	0 7 0	696	629 2 11	21,334	4,508 15 11	1 3 4	0 15 3	17,848 9 8
Glenferrie ..	1,705,110	16,915 11 7	449 15 4	478 13 4	7 2 9	1 11 3	..	47 4 4	3 0 0	..	..	..	..	..	..	17,902 18 7
Auburn ..	1,656,174	17,072 14 5	223 14 8	326 9 8	8 2 6	1 5 5	..	14 4 8	0 7 6	..	..	..	..	..	..	17,646 18 10
Auburn — Building Tickets (Free) ..	6,840	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Camberwell ..	1,492,535	18,189 0 5	302 11 6	357 18 1	23 18 4	6 16 6	..	146 0 2	0 7 6	951	419 6 2	32,126	5,700 12 6	4 6 6	11 1 3	25,161 18 11
Camberwell — Building Tickets (Free) ..	5,220	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
East Camberwell ..	549,857	6,281 10 11	52 7 7	71 7 6	2 16 2	0 10 6	..	41 11 6	..	..	..	..	..	..	..	6,450 4 2
East Camberwell — Building Tickets (Free) ..	720	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Canterbury ..	766,579	9,499 8 11	196 2 3	261 2 3	4 17 9	1 13 3	..	108 6 0	0 5 0	107	54 11 4	6,922	1,319 5 0	..	..	11,445 11 9
Canterbury — Building Tickets (Free) ..	20,100	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Surrey Hills ..	459,245	6,024 13 9	75 10 8	123 9 0	7 1 11	0 14 6	..	24 10 0	0 11 3	71	40 10 10	8,125	1,375 15 7	0 17 6	..	7,675 15 0
Surrey Hills — Building Tickets (Free) ..	11,280	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mont Albert ..	180,876	2,252 17 4	18 14 8	37 13 7	1 9 0	0 2 0	..	..	..	..	..	..	0 1 0	..	..	2,310 17 7
Mont Albert — Building Tickets (Free) ..	8,340	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Box Hill ..	455,219	6,894 9 11	282 1 2	241 13 10	8 7 10	2 16 0	..	16 10 9	0 11 6	1,638	579 9 11	13,406	2,212 7 8	42 13 6	208 1 4	10,489 3 5
Box Hill — Building Tickets (Free) ..	49,440	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Blackburn ..	110,829	1,540 8 3	35 1 11	78 3 10	1 14 9	0 13 3	..	12 14 3	0 3 3	142	28 11 8	3,667	515 3 2	..	..	2,212 14 4
Blackburn — Building Tickets (Free) ..	8,360	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tunstall ..	68,638	945 9 10	77 9 10	34 13 2	0 8 9	0 0 9	..	..	..	..	..	..	1 3 8	..	..	1,059 6 0
Tunstall — Building Tickets (Free) ..	720	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mitcham ..	94,414	1,511 11 9	80 11 4	105 17 0	0 8 3	0 9 9	..	10 6 0	..	2,760	607 16 11	6,784	1,178 1 8	..	..	3,495 2 8
Ringwood ..	108,463	2,118 13 1	171 15 11	163 12 11	13 6 3	0 17 6	..	18 3 11	0 3 3	1,243	562 3 9	4,166	827 8 8	8 7 4	11 17 6	3,896 10 1
Croydon ..	41,857	1,326 18 4	288 13 6	203 3 4	4 1 0	0 19 0	..	51 8 11	..	2,146	423 13 3	3,552	787 8 11	..	..	3,090 9 9
Mooroolbark ..	8,151	239 13 10	193 4 1	35 18 3	1 0 6	2 7 6	..	0 2 0	..	1,571	215 14 10	269	62 13 3	0 18 5	14 9 8	766 2 4
Cave Hill Siding ..	46,360	2,336 8 3	399 1 1	302 19 11	42 8 5	23 7 6	..	178 8 2	..	16,207	2,817 17 1	..	..	..	..	2,817 17 1
Lilydale ..	2,770	169 16 5	179 2 1	57 1 0	2 18 0	16 9 9	..	3 3 0	..	2,275	800 10 0	4,383	1,368 14 1	157 17 5	431 19 1	6,041 13 11
Coldstream ..	6,217	369 7 5	327 19 6	179 1 0	0 14 0	4 1 0	..	12 10 0	..	1,646	257 15 2	392	146 2 11	6 11 6	7 17 9	846 17 7
Yering ..	10,460	725 12 9	223 18 3	218 1 11	14 4 6	46 11 9	..	35 1 3	..	656	238 8 1	1,373	370 8 11	4 9 0	166 9 3	1,973 8 2
Yarra Glen ..	1,000	71 2 1	16 15 5	17 17 6	48 12 8	12 14 1	..	1 6 4	..	8,578	1,939 2 0	1,508	596 16 10	225 4 5	169 4 6	4,193 18 2
Tarravarra ..	14,467	1,567 14 4	326 10 3	527 2 4	21 18 3	17 7 3	..	62 1 7	0 0 4	120	29 8 1	19	10 19 10	1 16 9	3 6 2	213 18 11
Healesville ..	..	..	..	..	..	..	..	..	..	1,505	486 3 5	3,561	1,593 6 9	29 19 8	120 1 2	4,752 5 4

No. 23.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.	RENTS.	MISCELLANEOUS.	GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS OF PASSENGERS).
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.				Outwards.		Inwards.		Outwards.	Inwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.				Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
GLEN IRIS LINE.																
Heyington ..	13,254	140 6 2	0 14 11	2 1 8	..	..	..	10 7 11	..	..	..	..	..	..	..	153 10 8
Heyington—Building Tickets (Free) ..	720	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Kooyong ..	41,228	452 9 10	3 19 6	8 1 8	..	..	..	12 13 6	..	..	..	..	..	..	..	477 4 6
Kooyong — Building Tickets (Free) ..	16,920	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tooronga ..	27,084	336 16 11	3 2 1	4 15 3	..	..	..	15 15 6	..	9	8 1 3	4,080	556 7 4	..	..	924 18 4
Tooronga — Building Tickets (Free) ..	7,740	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Gardiner ..	27,944	380 19 10	26 2 6	11 11 11	..	0 1 6	..	2 18 8	..	..	..	..	..	..	..	421 14 5
Gardiner — Building Tickets (Free) ..	14,640	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Glen Iris ..	13,208	206 15 1	1 15 4	11 8 0	0 10 6	0 8 0	..	6 3 9	0 1 3	..	0 10 0	..	0 10 0	..	..	228 1 11
Glen Iris — Building Tickets (Free) ..	2,940	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Darling ..	9,314	141 11 11	6 16 5	4 6 5	..	..	..	12 14 5	..	..	..	..	..	..	..	165 9 2
Darling — Building Tickets (Free) ..	4,380	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
KEW LINE.																
Barker ..	255,292	2,618 8 0	33 5 3	37 11 6	0 19 7	0 0 6	..	27 14 0	0 6 3	..	..	..	..	..	..	2,718 5 1
Kew ..	951,254	9,875 19 4	197 15 6	228 5 9	6 6 9	1 7 9	..	182 12 4	0 8 9	161	165 12 11	16,518	2,792 11 9	1 8 6	0 8 0	13,452 17 4
Kew—Building Tickets (Free) ..	9,612	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
OUTER CIRCLE LINE.																
Riversdale ..	24,949	248 1 0	0 13 9	0 10 3	..	..	..	1 0 0	..	..	..	..	..	..	..	250 5 0
Riversdale—Building Tickets (Free) ..	2,040	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Golf Links ..	4,779	58 14 9	..	..	..	..	..	..	..	..	..	..	..	..	..	58 14 9
Golf Links—Building Tickets (Free) ..	780	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hartwell ..	6,878	81 10 8	..	1 18 7	..	..	..	..	..	..	..	..	..	..	..	83 9 3
Burwood ..	52,635	686 17 5	63 9 7	11 9 5	..	..	..	1 16 8	..	..	..	..	..	..	..	763 13 1
Burwood — Building Tickets (Free) ..	1,260	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ashburton ..	24,094	330 19 4	0 0 6	10 13 8	..	..	..	4 15 5	..	..	..	..	..	..	..	346 8 11
Shenley ..	28,530	339 5 7	..	0 14 5	..	..	..	8 19 6	..	..	..	..	..	..	..	348 19 6
Balwyn ..	44,326	467 13 6	..	5 16 1	..	..	..	0 19 6	..	..	..	..	..	..	..	474 9 1
Balwyn — Building Tickets (Free) ..	5,280	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Deepdene ..	55,768	619 7 3	40 8 7	10 8 10	..	..	..	24 1 9	..	..	..	..	..	..	..	694 0 5
Deepdene — Building Tickets (Free) ..	5,400	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

FERNTEE GULLY LINE.

Bayswater .. 20,123
 Lower Ferntee Gully .. 10,551
 Upper Ferntee Gully .. 22,084

653 8 6	189 16 6	159 13 8	4 0 10	3 3 6	2 9 2	2,356	375 11 0	1,481	362 1 6	5 9 5	15 14 6	1,771 8 7
406 17 11	233 14 8	108 19 7	0 6 6	0 12 2	2 6 0	1,632	228 5 7	756	227 15 9	..	6 17 7	1,215 15 9
907 18 7	119 7 7	149 7 8	12 13 9	22 1 8	45 0 6	1,538	226 14 6	1,567	454 7 7	87 0 9	119 15 8	2,151 2 8

GEMSBROOK LINE.

Upwey .. 1,331
 Belgrave .. 3,926
 Selby .. 253
 Aura .. 1,329
 Paradise .. 933
 Emerald .. 4,564
 Wright .. 546
 Cockatoo .. 2,255
 Gembrook .. 2,776

30 16 1	8 2 6	15 3 7	0 2 0	..	0 3 11	..	7	..	9 18 4	..	..	64 6 5
163 16 11	41 3 7	99 1 4	0 10 2	2 7 8	14 4 5	..	921	227 2 11	674	..	..	583 16 2
12 9 4	1 11 3	3 10 6	..	..	..	..	..	..	44	..	..	41 14 7
84 15 9	35 12 4	31 2 8	0 1 9	0 5 3	10 4 0	..	994	228 11 3	181	..	..	486 5 5
58 11 8	14 11 7	25 17 3	0 2 3	0 5 3	..	..	127	24 10 0	220	..	..	229 15 4
331 8 3	129 1 8	115 13 0	0 16 0	1 14 6	14 13 0	..	1,728	565 2 9	1,189	..	0 19 0	1,680 3 0
46 3 10	..	3 0 11	..	..	0 2 6	..	..	..	..	..	..	49 11 8
185 10 6	60 1 11	59 18 6	..	0 16 6	8 3 4	..	2,875	712 12 1	536	..	0 3 9	1,238 2 11
295 10 9	70 17 1	148 17 6	1 7 5	2 17 10	32 15 8	23 14 8	8,513	2,208 6 2	1,009	..	0 3 8	3,225 2 11

WARBURTON LINE.

Evelyn .. 6,027
 Wandin .. 6,246
 Seville .. 2,951
 Killara .. 849
 Woort Yallock .. 2,605
 Launching Place .. 2,643
 Yarra Junction .. 6,195
 Britania
 West Warburton .. 3,734
 Milgrove .. 3,975
 Warburton .. 9,436

278 15 4	75 12 3	63 13 4	0 9 0	2 2 0	2 5 8	..	5,317	843 7 8	720	206 19 8	1 10 0	2 16 2	1,477 11 1
396 9 8	125 19 10	99 3 5	0 7 6	2 1 9	25 18 7	..	6,286	1,288 17 11	2,019	583 16 9	0 7 6	5 1 0	2,528 3 11
206 0 9	45 12 4	40 3 7	0 1 6	0 10 0	23 5 5	..	3,452	609 15 0	1,040	274 9 6	0 1 10	1 14 9	1,201 14 8
79 10 0	247 3 1	42 9 7	1 8 0	2 5 3	..	..	377	114 0 10	148	66 4 7	20 16 2	10 14 0	584 11 6
199 13 6	62 12 2	43 13 3	0 17 6	3 16 3	18 14 0	..	1,975	374 14 10	302	131 13 6	60 0 0	3 14 1	899 14 1
259 1 2	25 18 6	50 15 1	0 17 3	3 6 0	13 4 2	..	3,949	893 16 3	325	174 18 9	111 19 9	33 12 2	1,567 9 1
656 9 9	57 10 11	184 9 10	0 15 9	1 12 9	31 14 8	..	18,497	5,083 14 0	2,022	824 10 9	3 14 8	44 6 5	6,888 19 6
..	..	..	..	..	2 0 0	..	12,089	3,709 14 9	667	248 10 4	..	..	3,960 5 1
349 11 11	12 5 4	55 11 4	0 12 0	2 7 0	14 14 4	..	1,819	609 3 6	928	328 15 7	3 1 0	93 18 9	1,470 0 9
367 8 7	13 9 1	67 10 0	0 3 0	0 5 0	4 5 2	..	12,208	5,373 9 4	586	257 8 3	3 10 6	11 4 3	6,098 13 2
1,121 4 0	93 6 1	290 9 4	2 19 0	3 13 3	95 7 8	0 8 0	40,674	13,073 12 7	3,478	1,671 1 5	5 2 1	93 4 7	16,450 8 0

HEIDELBERG-ELTHAM LINE.

Jolimont .. 157,875
 West Richmond .. 595,265
 North Richmond .. 575,056
 Collingwood .. 504,306
 Victoria Park .. 647,212
 Clifton Hill .. 1,128,809
 Westgarth .. 498,295
 Westgarth—Building
 Tickets (Free) .. 14,040
 Fairfield Park .. 572,823
 Alphington .. 157,541
 Alphington—Building
 Tickets (Free) .. 16,052
 Ivanhoe .. 281,765
 Ivanhoe — Building
 Tickets (Free) .. 80,598
 Heidelberg .. 266,966
 Heidelberg—Building
 Tickets (Free) .. 22,788
 Rosanna .. 4,829
 Rosanna — Building
 Tickets (Free) .. 4,200
 Greensborough .. 27,236
 Eltham .. 23,383
 Eltham — Building
 Tickets (Free) .. 720
 Melbourne—Flinders-
 street (Country) .. 538,616
 Melbourne—Flinders-
 street (Suburban) .. 6,890,190

1,238 12 10	58 12 1	34 15 5	0 8 0	0 2 0	1 0 0	0 3 9	..	..	..	..	..	..	1,333 14 1
4,409 19 8	156 8 3	176 12 10	2 15 3	0 2 0	249 18 8	0 3 9	..	..	..	..	..	..	4,996 0 5
4,604 13 7	169 16 6	82 12 6	2 17 0	0 2 6	7 0 0	0 3 9	..	..	..	..	..	..	4,867 6 4
4,153 2 3	111 6 10	116 16 5	1 13 0	0 6 9	5 10 6	0 7 6	..	..	..	..	..	..	4,389 3 3
5,322 15 4	435 8 11	118 13 4	1 14 9	0 4 0	213 4 1	0 6 3	1,558	1,527 3 4	33,845	11,770 1 10	..	0 18 6	19,390 10 4
8,913 8 6	233 15 8	150 11 2	5 12 1	0 8 6	33 19 2	0 10 0	..	..	..	..	..	..	9,338 5 1
3,546 10 9	98 9 11	155 0 8	1 0 1	0 7 3	59 14 0	0 4 0	..	..	..	..	..	..	3,861 6 8
..
4,098 12 9	36 14 2	48 14 7	1 11 0	..	49 15 4	..	190	27 1 8	3,519	911 17 0	..	..	5,174 6 6
1,464 2 4	12 18 11	22 2 11	0 14 3	0 1 6	..	..	21,598	2,001 0 6	279	58 18 5	..	..	3,559 18 10
..
3,306 3 2	82 11 3	92 16 5	1 5 0	0 11 9	10 18 3	..	195	20 0 9	4,293	607 9 2	2 4 6	5 1 0	4,129 1 3
..
3,784 14 10	204 11 4	171 13 1	21 11 0	5 18 3	34 3 2	0 3 9	285	246 2 1	2,498	569 11 10	14 3 6	15 1 1	5,067 13 11
..
49 12 8	..	..	..	..	..	..	..	..	..	..	..	..	49 12 8
..
798 16 5	17 2 7	67 5 5	..	0 11 3	1 13 11	..	2,953	380 12 7	682	217 6 5	1 0 0	0 19 0	1,485 7 7
839 18 7	14 7 3	78 1 5	3 5 6	0 9 0	0 2 4	..	226	51 6 9	350	143 15 0	..	14 15 1	1,146 0 11
..
..
27,277 19 6	7,486 17 5	4,481 2 6	109 6 10	306 6 1	6,068 16 11	585 7 7	..	..	181	150 16 8	..	..	46,461 13 6
89,716 2 5	..	..	..	..	..	..	..	..	..	..	..	..	89,716 2 5

No. 23.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATION.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CABS.	RENTS.	MISCELLANEOUS.	GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.				Outwards.		Inwards.		Outwards.	Inwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.				Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
PORT MELBOURNE LINE.																
Montague ..	248,534	1,769 14 5	23 19 2	28 6 1	2 18 4	0 9 3	..	..	0 0 3	..	..	..	..	..	..	1,825 7 6
North Port ..	610,162	4,425 5 10	49 16 6	45 3 0	2 17 6	0 6 6	..	..	..	..	..	..	..	..	..	4,523 9 4
Graham ..	661,817	4,537 1 4	62 13 3	89 5 11	1 0 0	0 1 6	..	12 16 0	..	..	..	..	..	..	..	4,762 18 0
Port Melbourne ..	273,423	2,091 17 10	104 17 2	184 6 7	1 15 6	2 4 0	..	608 15 0	345 0 8	152,702	32,215 18 5	188,267	52,921 17 0	0 6 7	400 8 8	89,567 7 5
St. KILDA LINE.																
South Melbourne ..	946,998	6,560 12 9	341 4 2	150 1 11	2 2 0	0 7 6	..	141 15 8	0 3 9	..	..	..	..	..	..	7,296 7 9
Albert Park ..	2,027,389	14,329 11 6	321 16 5	1,022 3 5	3 3 3	0 13 6	..	45 1 3	0 7 6	..	..	..	..	..	..	15,722 16 10
Middle Park ..	1,384,579	10,008 5 9	272 19 3	216 5 8	2 10 6	0 13 6	..	10 9 2	0 5 0	..	..	..	..	..	..	10,511 8 10
St. Kilda ..	1,888,989	16,087 9 7	288 11 4	361 13 0	7 9 4	2 11 6	..	201 16 6	0 18 0	130	71 6 6	17,771	3,095 10 3	..	..	20,097 6 0
BRIGHTON AND SANDRINGHAM LINE.																
Richmond ..	2,364,201	22,065 11 3	1,083 18 3	680 19 5	20 7 11	3 15 9	..	6 2 10	2 7 7	..	..	..	..	..	..	23,863 3 0
South Yarra ..	1,958,609	18,477 18 11	648 16 3	696 10 11	20 18 2	8 8 9	..	208 2 7	0 7 6	..	..	..	..	..	..	20,061 3 1
Prahran ..	1,341,047	11,837 2 0	1,579 11 3	848 5 9	5 2 2	1 10 9	..	15 14 0	..	..	..	..	..	..	..	14,287 5 11
Windsor ..	1,267,675	11,572 11 7	585 14 11	318 12 1	8 0 7	1 19 9	..	182 5 7	2 3 6	1,719	892 16 1	50,733	13,194 12 3	..	..	26,758 16 4
Balaclava ..	1,294,233	11,709 16 4	240 11 1	330 5 11	6 4 3	1 3 6	..	27 16 8	0 10 0	..	..	..	..	..	..	12,816 7 9
Elsternwick ..	1,684,757	17,753 15 9	256 7 1	528 13 9	7 11 0	1 16 6	..	75 16 10	..	272	132 19 3	16,741	3,032 19 2	0 19 0	2 6 0	21,793 6 4
Elsternwick — Building Tickets (Free)	840	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Garden Vale ..	233,300	2,602 13 8	31 19 8	48 4 10	0 9 9	0 1 6	..	0 3 4	0 2 6	..	..	..	..	..	..	2,683 15 3
Garden Vale — Building Tickets (Free)	4,440	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Brighton ..	847,255	10,258 13 7	196 8 7	257 11 11	5 6 4	2 5 6	..	13 8 7	0 7 6	744	145 10 8	17,159	2,976 3 9	..	0 12 6	13,858 8 11
Brighton — Building Tickets (Free)	10,860	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Middle Brighton ..	757,494	9,567 12 5	123 17 1	210 0 1	3 1 9	1 4 9	..	29 17 0	0 7 6	137	60 8 9	8,665	1,776 4 5	..	..	11,772 13 9
Middle Brighton — Building Tickets (Free)	2,040	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Brighton Beach ..	323,533	4,695 7 1	60 6 11	119 0 2	2 2 9	0 7 3	..	103 17 7	0 7 6	..	..	..	..	..	..	4,981 9 3
Brighton Beach — Building Tickets (Free)	720	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hampton ..	234,419	3,614 9 1	41 1 0	94 0 11	1 15 9	0 12 0	..	42 5 5	0 3 9	..	..	..	..	..	..	3,794 7 11
Hampton — Building Tickets (Free)	74,220	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Sandringham ..	516,900	9,081 2 7	176 17 0	375 9 8	9 4 3	2 8 9	..	73 11 11	0 5 0	256	69 5 9	10,726	2,190 17 9	1 13 4	3 14 4	11,084 10 4
Sandringham — Building Tickets (Free)	95,998	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

Traffic derived from Deniliquin and Moama Stations ..	2,486	1,578 9 8	128 16 8	432 3 7	68 9 0	103 18 3	..	..	391 6 9	8,175	9,966 15 0	4,097	6,703 14 4	10,780 5 8	667 18 6	30,821 17 0
Traffic derived from South Australian Stations ..	31,995	36,052 10 11	3,392 0 8	5,444 13 0	38 18 0	299 6 10	..	..	2,317 4 7	4,539	5,034 8 3	14,210	10,508 14 1	1,348 16 10	2,310 6 8	66,746 19 5
Traffic derived from New South Wales Stations ..	77,286	45,609 1 1	3,106 7 11	4,406 11 5	927 17 5	656 1 0	..	..	..	9,082	17,003 7 0	30,037	38,699 9 11	330 8 5	1,036 0 3	109,775 4 5
Traffic derived from Queensland Stations	1,757	1,517 19 8	22 5 1	95 2 5	..	..	..	..	..	..	..	..	..	..	27 10 0	1,662 17 2
Government Tourist Bureau ..	87,139	40,912 6 5	..	..	..	..	..	..	36 10 4	..	..	..	..	..	..	40,048 10 9
Steamer ..	27,095	608 9 3	..	..	..	..	..	..	..	..	..	..	..	..	..	608 9 3
Tugs, Cook and Sons, to New South Wales, South Australia, &c. ..	7,430	2,703 18 0	..	..	..	..	..	..	..	..	..	..	..	..	..	2,703 18 0
Telegraph ..	..	..	..	..	..	..	4,272 1 2	..	..	..	..	..	..	..	..	4,272 1 2
Mails ..	..	..	..	..	..	..	66,553 15 9	..	..	..	..	..	..	..	..	66,553 15 9
Dining Cars ..	..	..	..	..	..	..	11,602 12 7	..	..	..	..	..	..	..	..	11,602 12 7
St. Kilda and Brighton Electric Street Railway ..	1,361,925	11,833 7 5	1 12 8	1 12 8	..	..	..	0 12 0	49 4 9	..	..	..	..	..	..	11,836 9 6
Total ..	36,642,160	1,884,614 8 8	175,111 14 4	175,111 14 4	16,513 18 3	16,513 18 3	82,423 9 6	64,447 7 4	10,250 13 5	4,120,195	1,963,715 12 8	4,120,195	1,963,715 12 8	258,666 8 3	258,665 8 3	6,869,754 5 11

Less Parcels, Horses, Carriages, and Dogs, Goods, and Live Stock Traffic Revenue shown as <i>Outwards and repeated as Inwards</i> ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,414,006 13 6
Gross Revenue, Victorian Railways ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4,443,862 15 7
Gross Revenue, St. Kilda and Brighton Electric Street Railway ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11,884 16 10
Total Gross Revenue ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	£4,455,747 12 5

* Open for only portion of the year.

APPENDIX No. 24

No. 2207.

An Act to amend the *Railway Funds Act 1907*.

[22nd November, 1909.]

BE it enacted by the King's Most Excellent Majesty by and with the advice and consent of the Legislative Council and the Legislative Assembly of Victoria in this present Parliament assembled and by the authority of the same as follows (that is to say) :—

Short title
construction
and com-
mencement.

Nos. 1135, 1250,
1439, 1825, 1946,
2034, 2133.

Application of
surplus railway
revenue for
year ended 30th
June, 1909.

Interest.

Calculation of
interest.

Definition.

Application of
surplus railway
revenue for
subsequent
years.

Interest.

Calculation of
interest.

Application of
surplus railway
revenue not
otherwise
required.

Repeal of
section 6 of
No. 2133.

Payments into
funds to restore
them to their
limits.

Provision where
general revenue
exceeds
expenditure.

Limit of
payments into
railway funds.

1. (1) This Act may be cited as the *Railway Funds Act 1909*, and shall be read and construed as one with the *Railway Funds Act 1907*, which Act and this Act shall be deemed and taken to be included in the *Railways Acts*.

(2) This Act shall be deemed and taken to have come into operation on the first day of July One thousand nine hundred and eight.

2. (1) Notwithstanding anything contained in the *Railway Funds Act 1907*, the surplus railway revenue for the year ended on the thirtieth day of June One thousand nine hundred and nine shall be included in the Consolidated Revenue of Victoria in the accounts of the Treasurer for that year instead of being dealt with in accordance with the provisions of the *Railway Funds Act 1907*.

(2) Until such time as the Treasurer has paid into the two funds provided for in the said Act the amount of the surplus railway revenue which in accordance with this section is included in the Consolidated Revenue there shall be paid by the Treasurer interest thereon out of the Consolidated Revenue at the rate of three and one-half per centum per annum.

(3) The said interest on such surplus railway revenue shall be calculated as from the thirtieth day of June One thousand nine hundred and nine and shall be applied towards the payment of interest on the Railway Loan Funds.

(4) In this amending Act the expression "surplus railway revenue" means surplus railway revenue for any year after deducting therefrom all superannuation or retiring allowances compensation and gratuities paid for such year in respect of railway service.

3. (1) Notwithstanding anything contained in the *Railway Funds Act 1907*, if for any year after the thirtieth day of June One thousand nine hundred and nine the revenue for Victoria is less than the expenditure therefor without taking into account the revenue and working expenditure of the railways, then so much of the surplus railway revenue (if any) in such year as in the opinion of the Auditor-General is necessary to make good the deficiency shall be included in the Consolidated Revenue in the accounts of the Treasurer for such year instead of being dealt with in accordance with the provisions of the *Railway Funds Act 1907*.

(2) Until such time as the Treasurer has paid into the two funds provided for in the said Act the amount of the surplus revenue which in accordance with this section is to be included in the Consolidated Revenue there shall be paid by the Treasurer interest thereon out of the Consolidated Revenue at the rate of three and one-half per centum per annum.

(3) The said interest on such surplus railway revenue shall be calculated as from the thirtieth day of June in each year and shall be applied towards the payment of interest on the Railway Loan Funds.

(4) So much of the surplus railway revenue in any year after the thirtieth day of June One thousand nine hundred and nine as is not required to make good any such deficiency shall to the necessary extent be dealt with in accordance with the provisions of the *Railway Funds Act 1907*.

4. For section six of the *Railway Funds Act 1907* the following section shall be substituted, namely :—

6. If at the end of any year subsequent to the thirtieth day of June One thousand nine hundred and nine the balance or balances at credit of either or both of such funds is or are reduced by payments thereout below the said limit or limits of such fund or funds then the surplus railway revenue (if any) of such or any subsequent year shall be paid into such fund or funds until the limit or limits thereof as aforesaid is or are reached. Provided, however, that not less than one-half of the surplus railway revenue of any year shall be paid into the Railway Interest Reserve Fund until it amounts to the limit of Three hundred thousand pounds as aforesaid.

5. (1) If for any year after the thirtieth day of June One thousand nine hundred and nine the revenue for Victoria exceeds the expenditure therefor then the amount by which the revenue is in the opinion of the Auditor-General in excess of the expenditure shall to the necessary extent be paid by the Treasurer into the two funds provided for in the *Railway Funds Act 1907* and in accordance with the provisions of that Act.

(2) Payment shall be so made by the Treasurer only to the extent to which surplus railway revenue has in accordance with the provisions of this Act been included in the Consolidated Revenue and not paid into the said two funds and only in any year to the extent required to bring the said two funds up to their respective limits.

DIAGRAM N° 1

AVERAGE MILEAGE WORKED

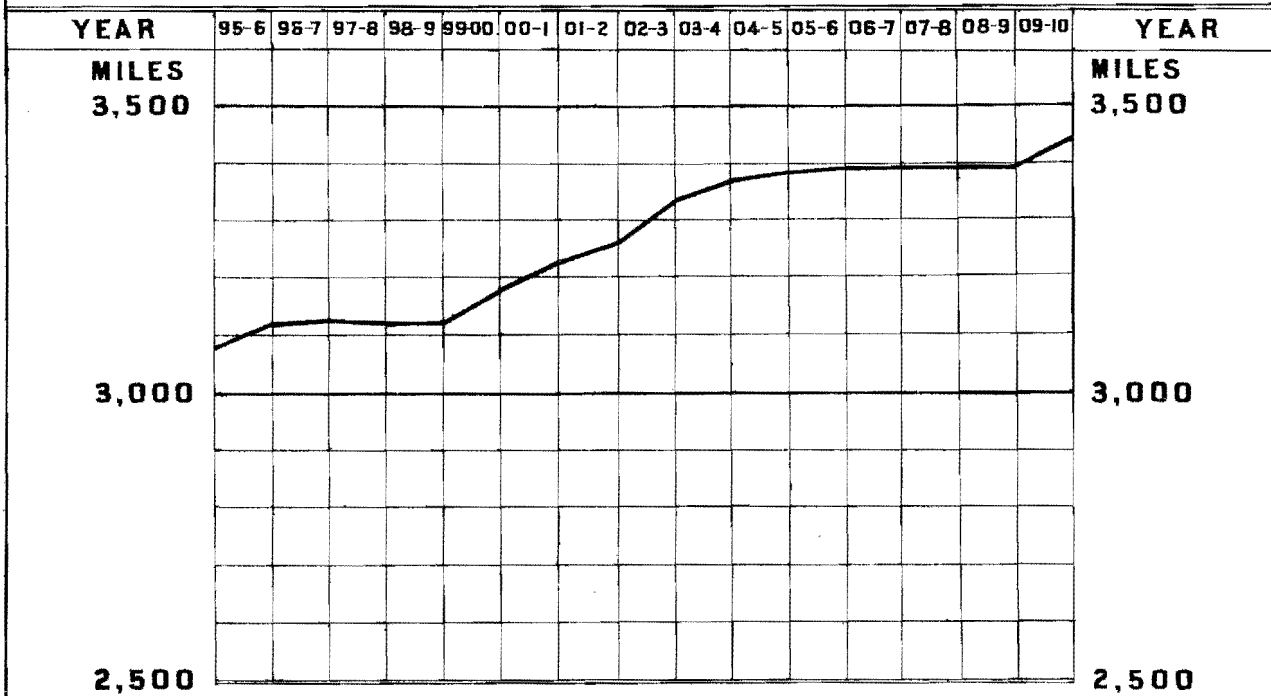


DIAGRAM N° 2

AVERAGE COST PER MILE

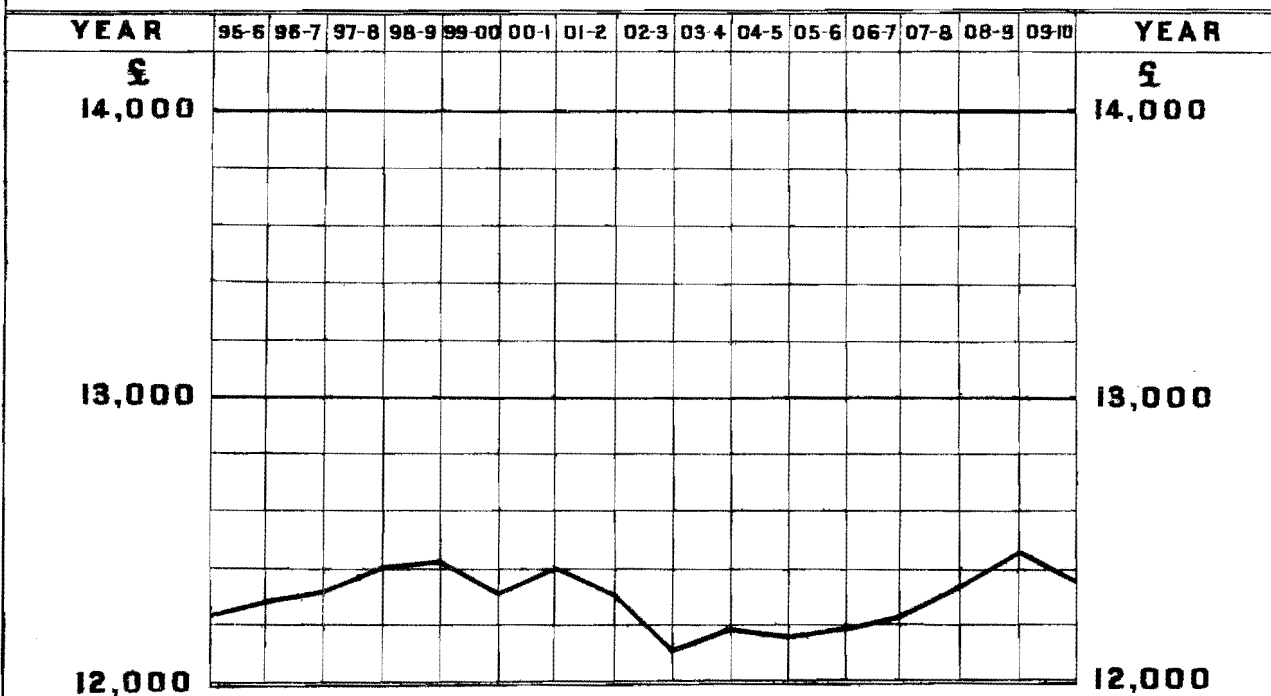


DIAGRAM N° 3

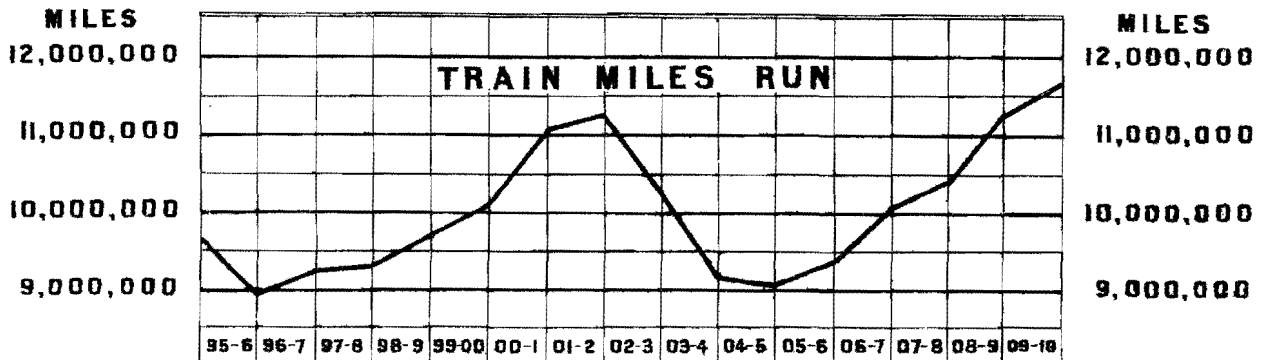
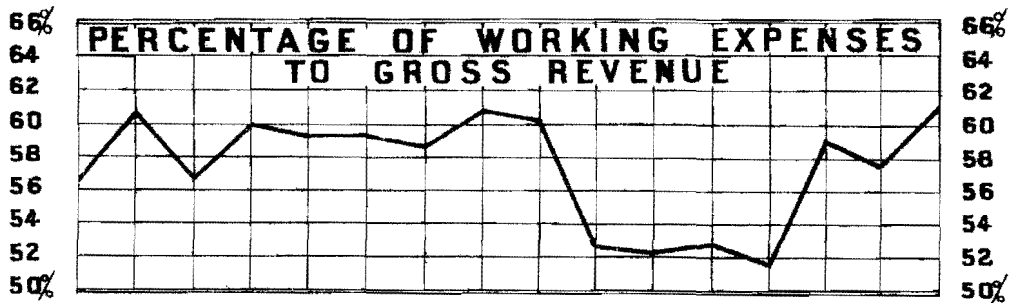
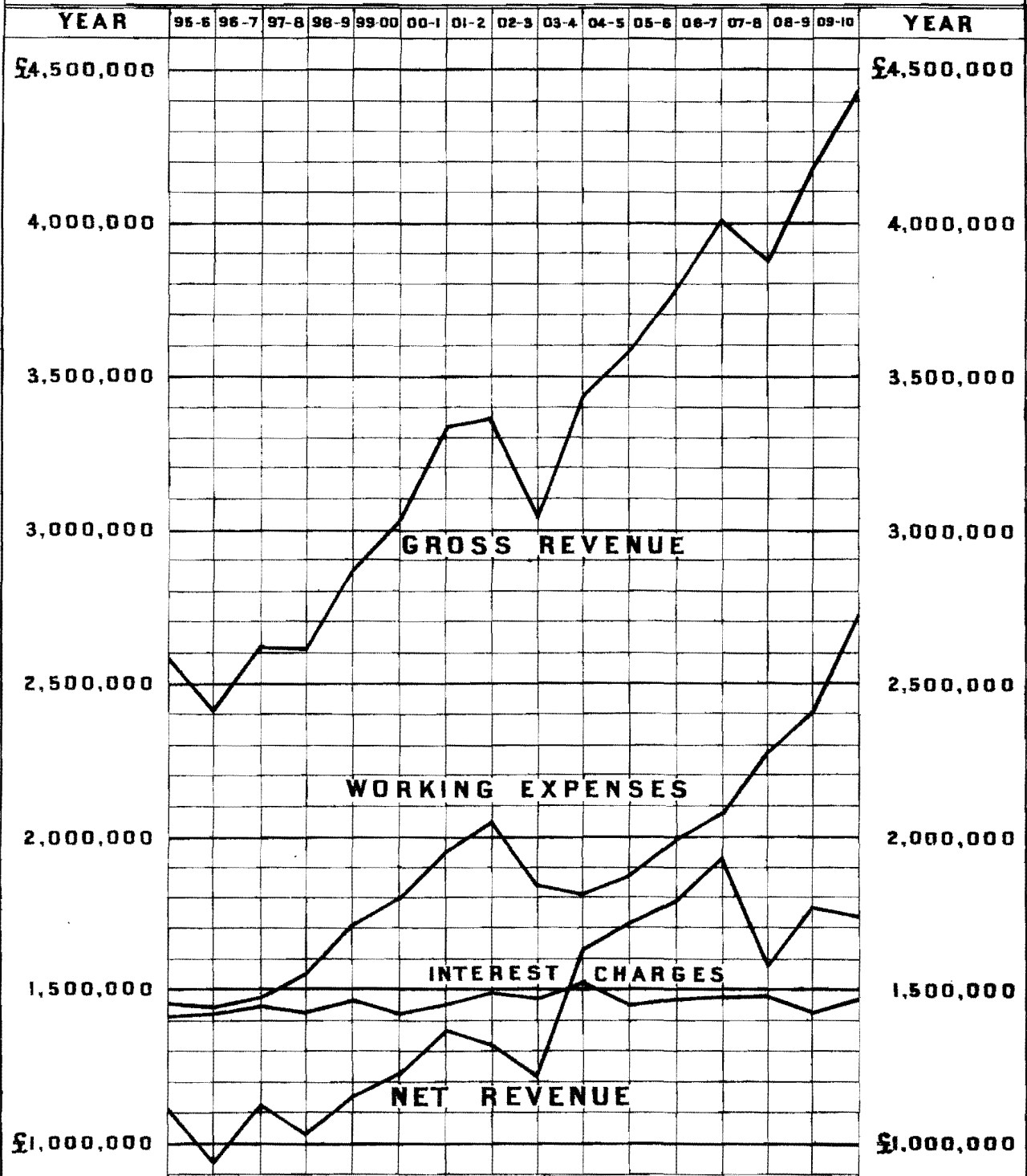


DIAGRAM N° 4

PER AVERAGE MILE OF RAILWAY OPEN

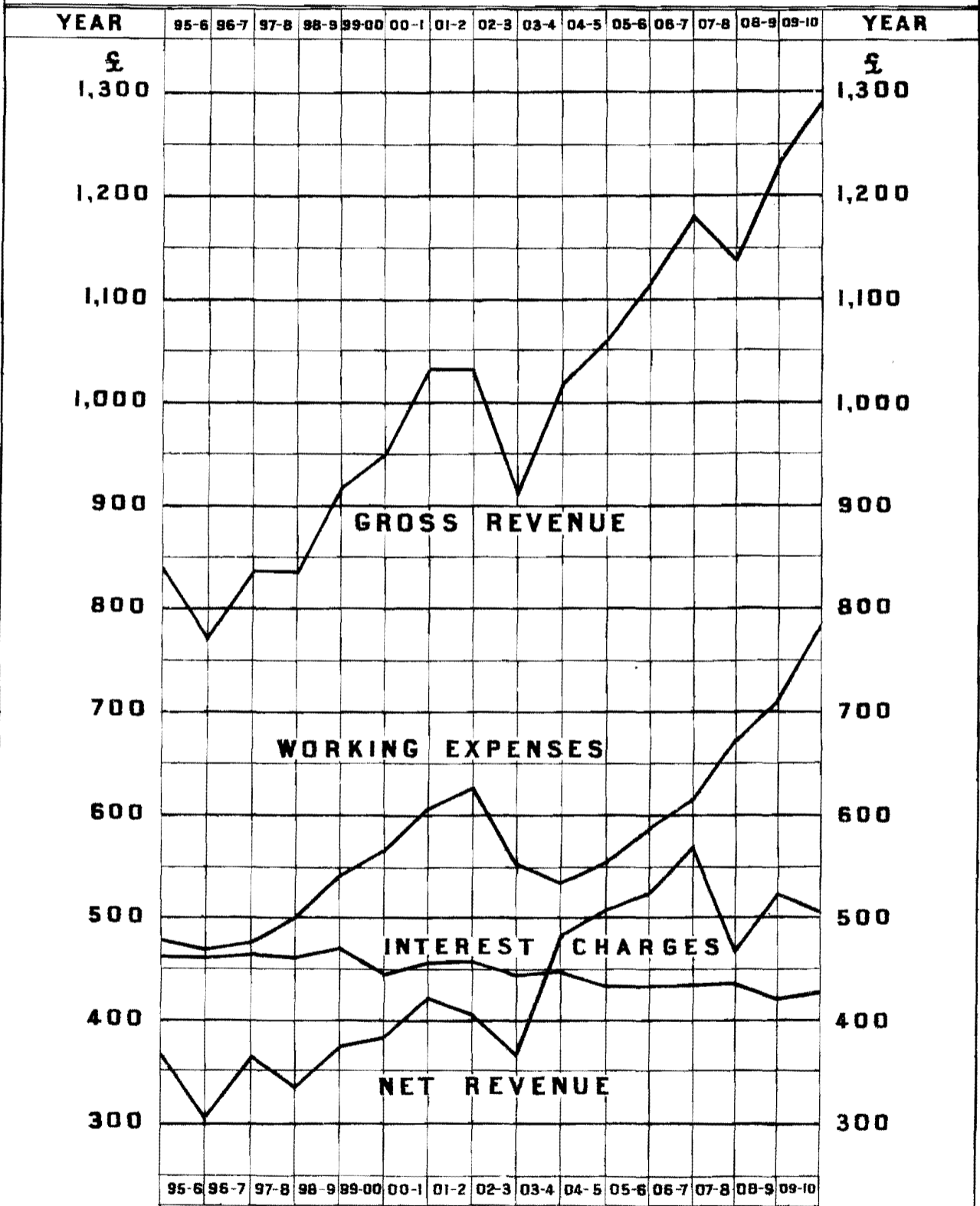
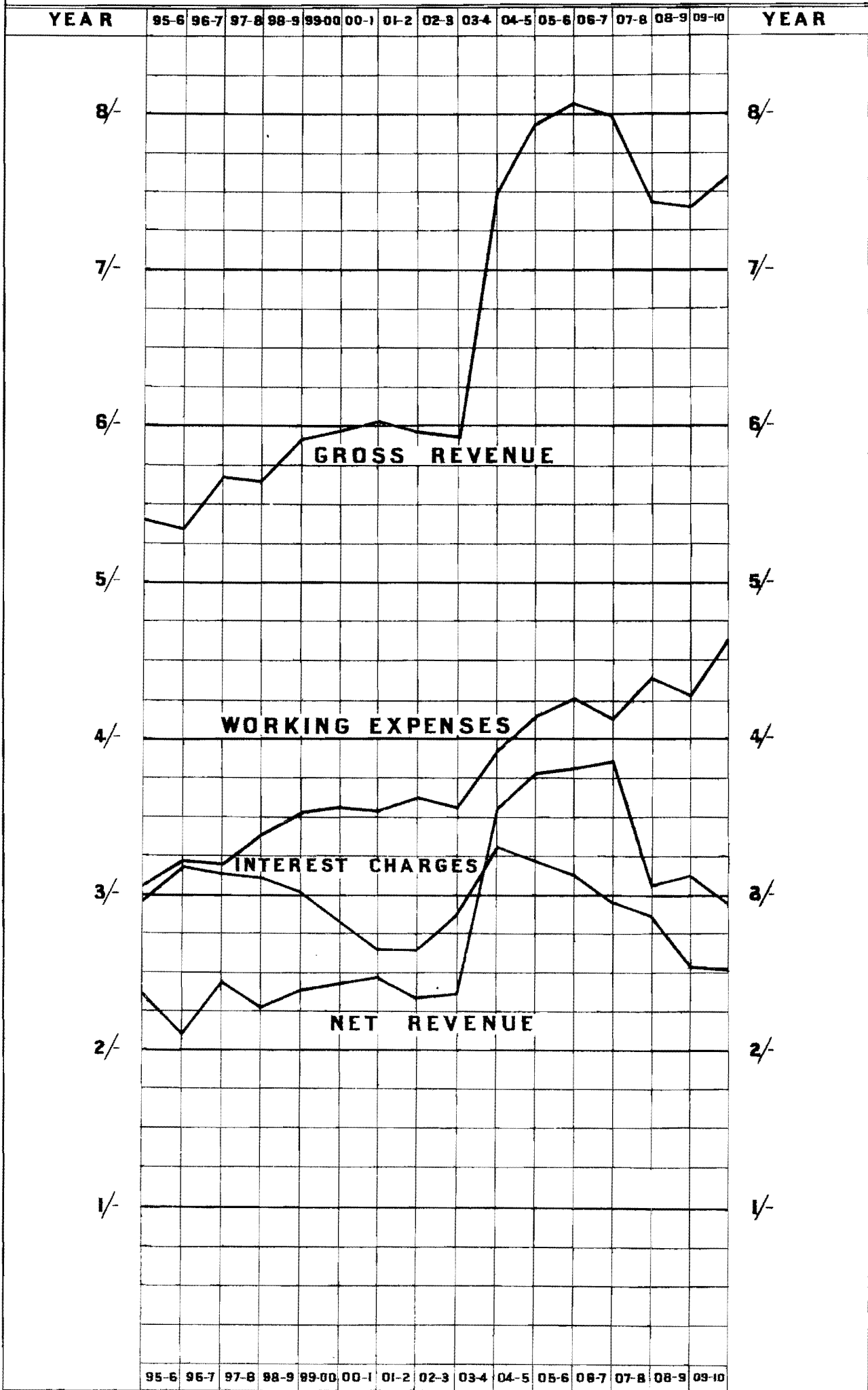
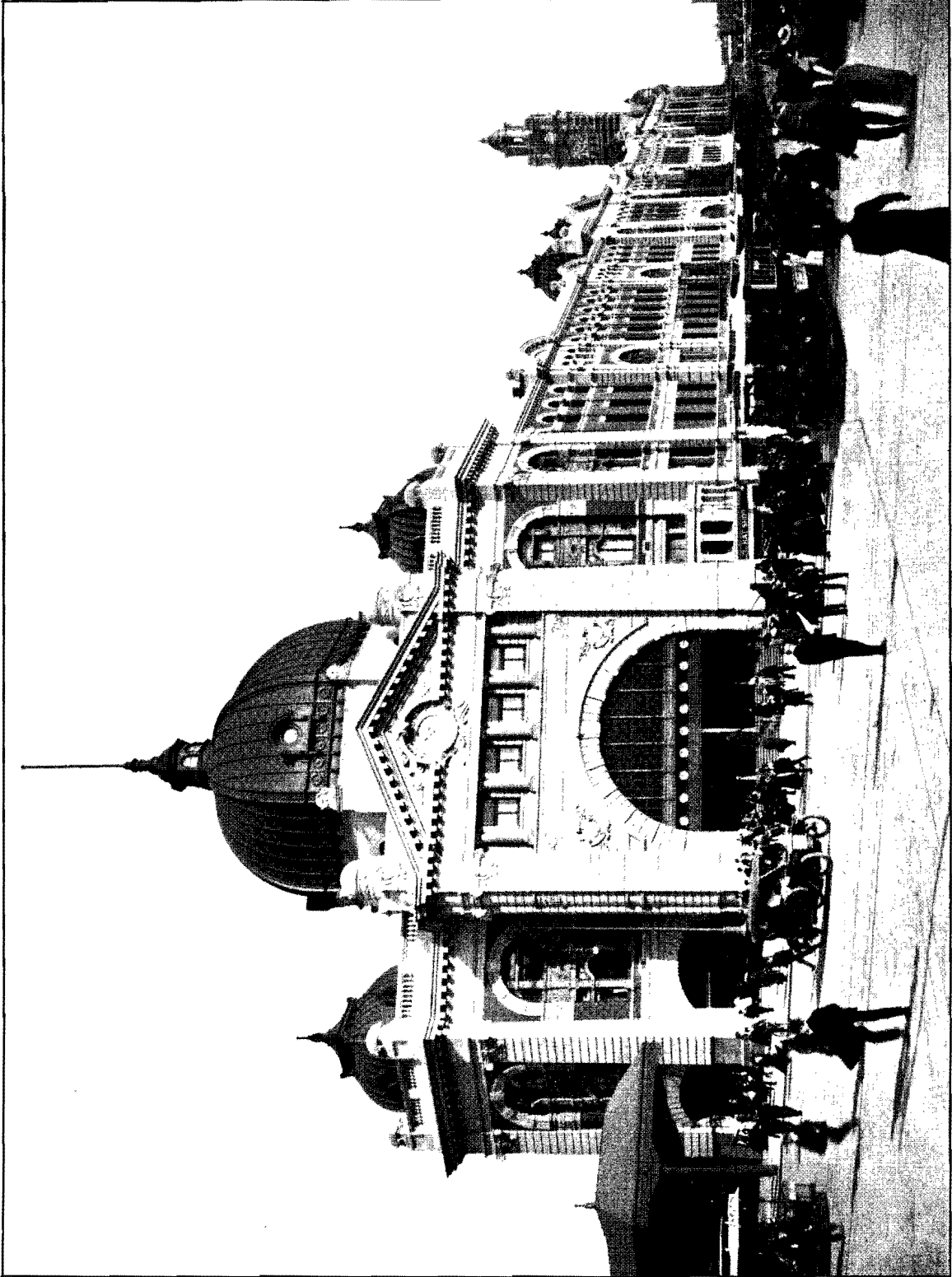


DIAGRAM N° 5

PER TRAIN MILE RUN

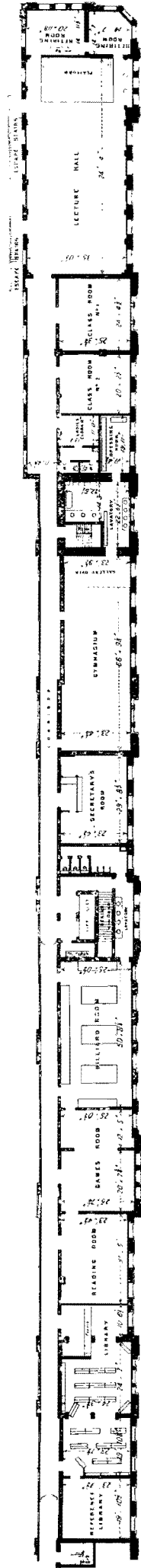




CENTRAL SUBURBAN STATION, FLINDERS-STREET.

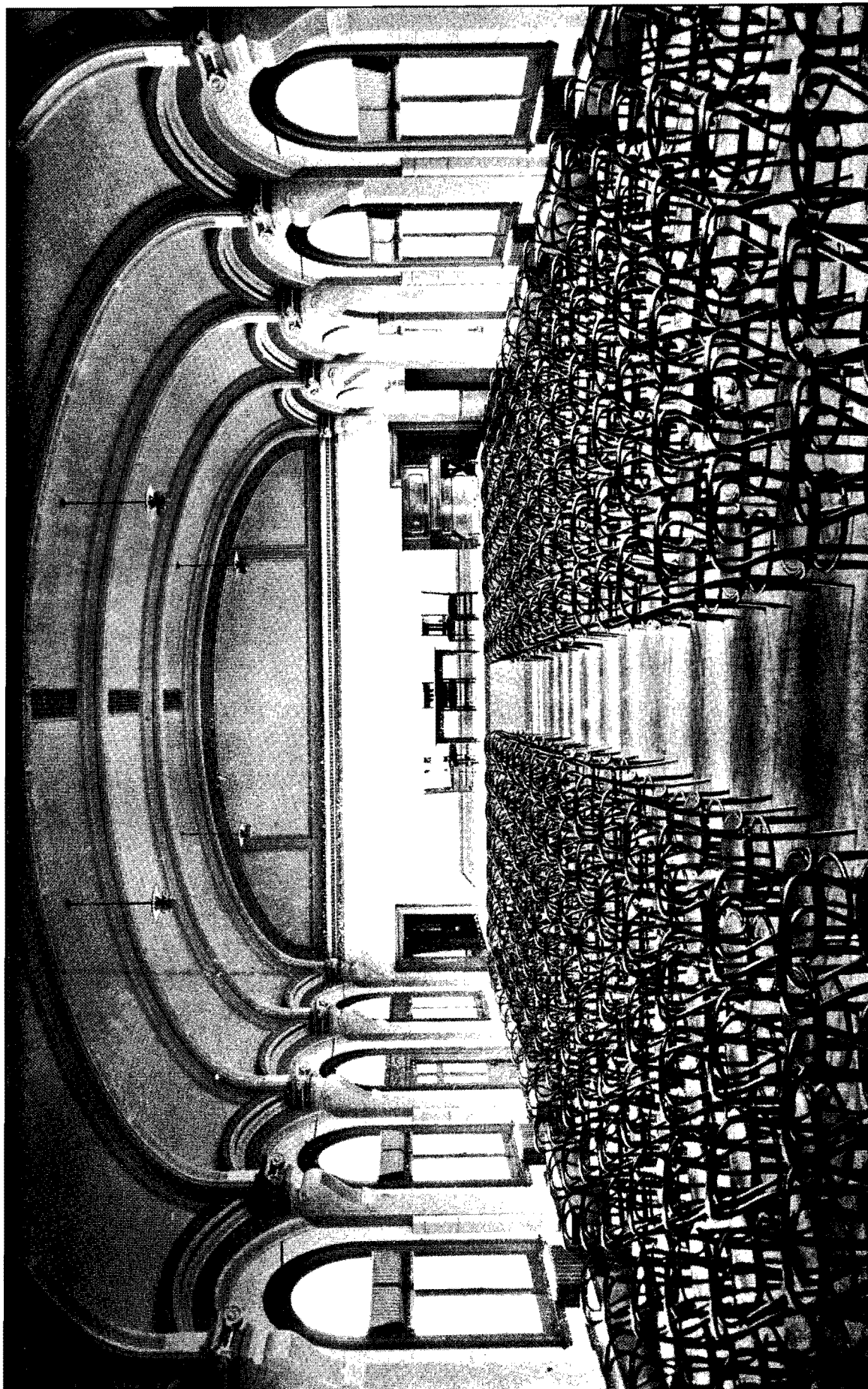


COUNCIL ROOM AND SECRETARY'S OFFICE.



FLOOR PLAN.

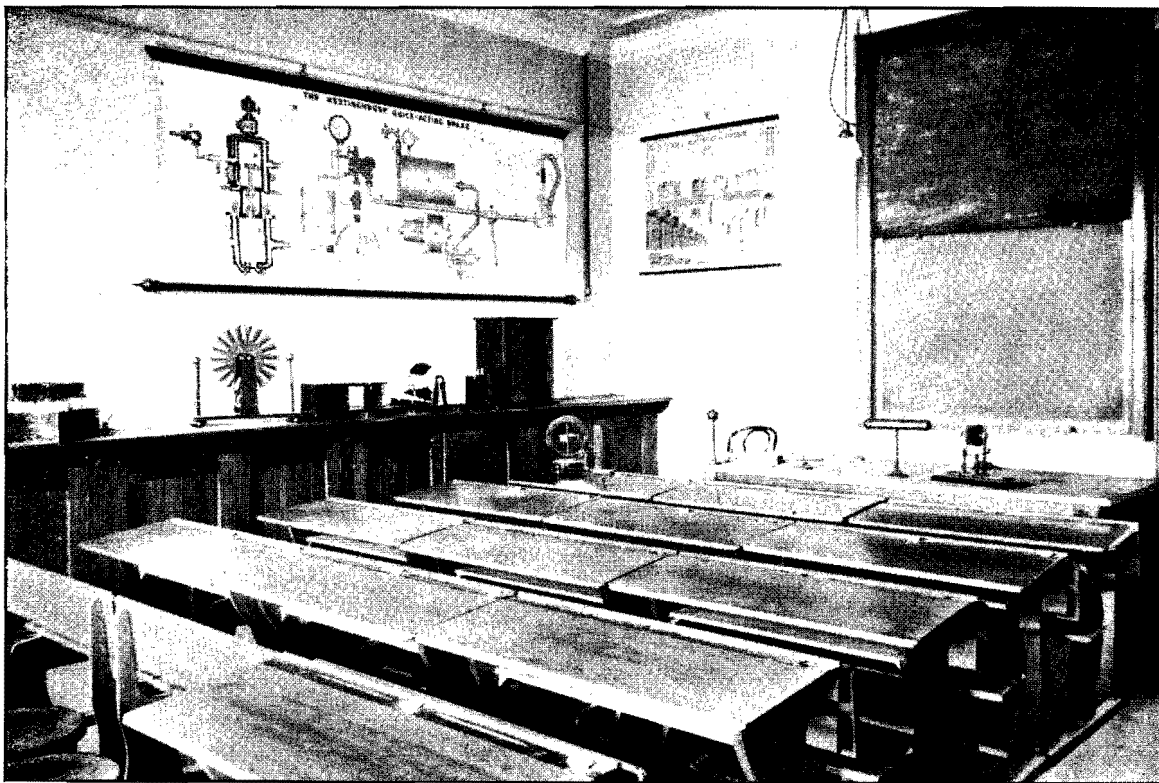
VICTORIAN RAILWAYS INSTITUTE.



LECTURE AND CONCERT HALL, VICTORIAN RAILWAYS INSTITUTE.



REFERENCE LIBRARY AND NON-SMOKING READING-ROOM.



CLASS ROOM.

VICTORIAN RAILWAYS INSTITUTE.

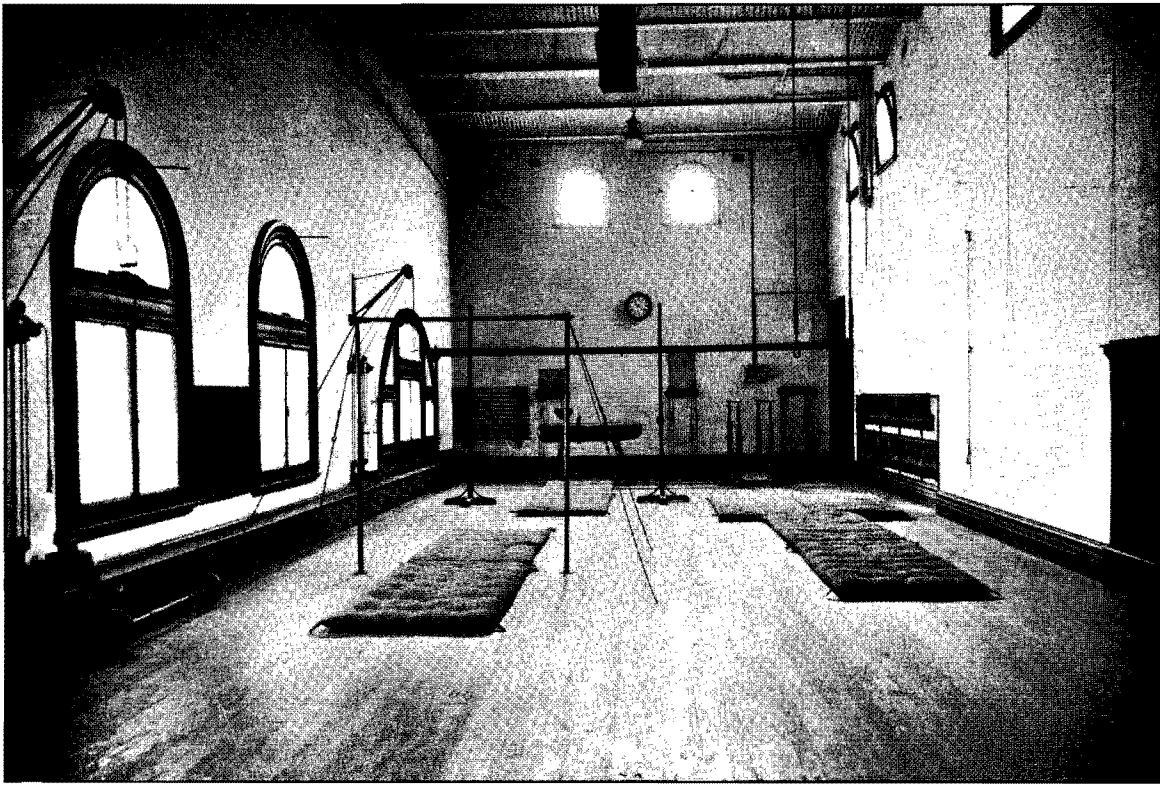


BILLIARD ROOM.



READING AND SMOKING ROOM.

VICTORIAN RAILWAYS INSTITUTE.

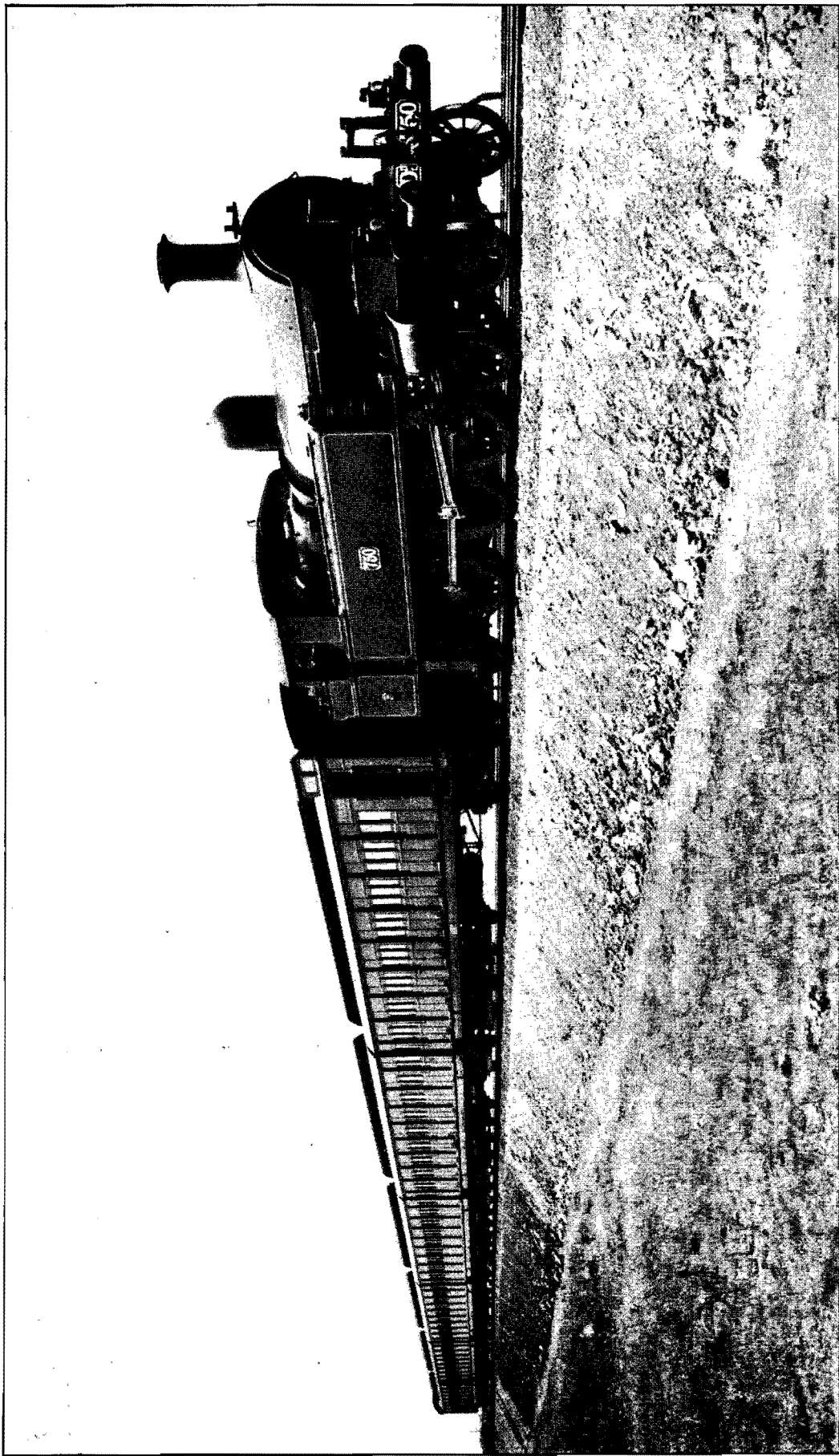


GYMNASIUM.

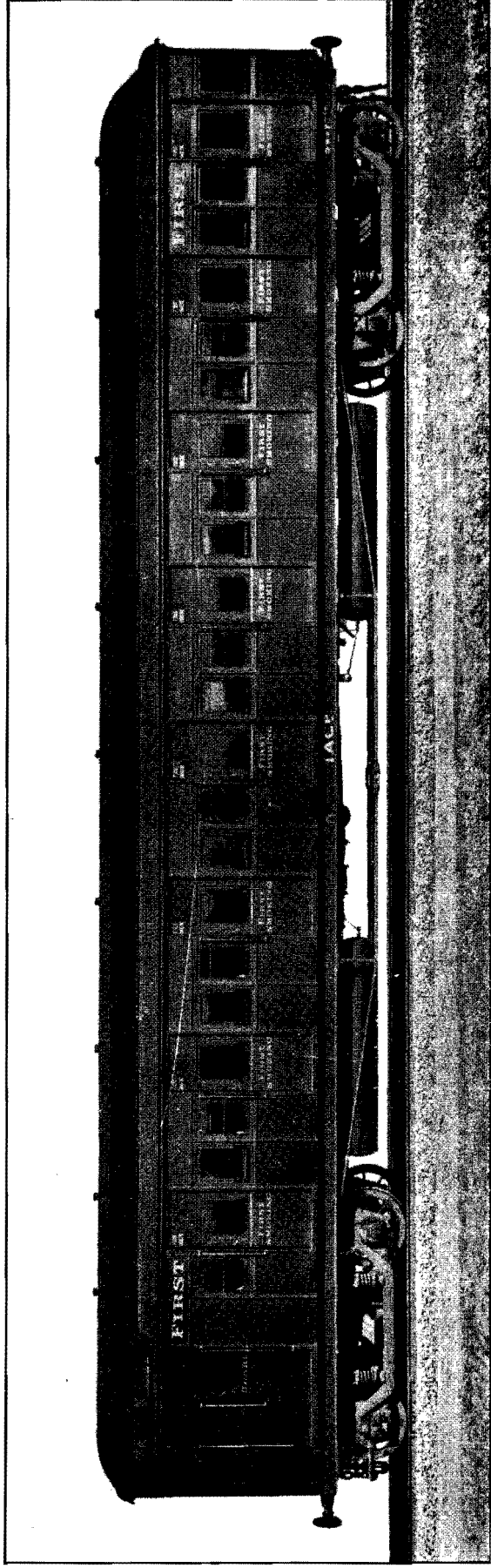


GAMES ROOM.

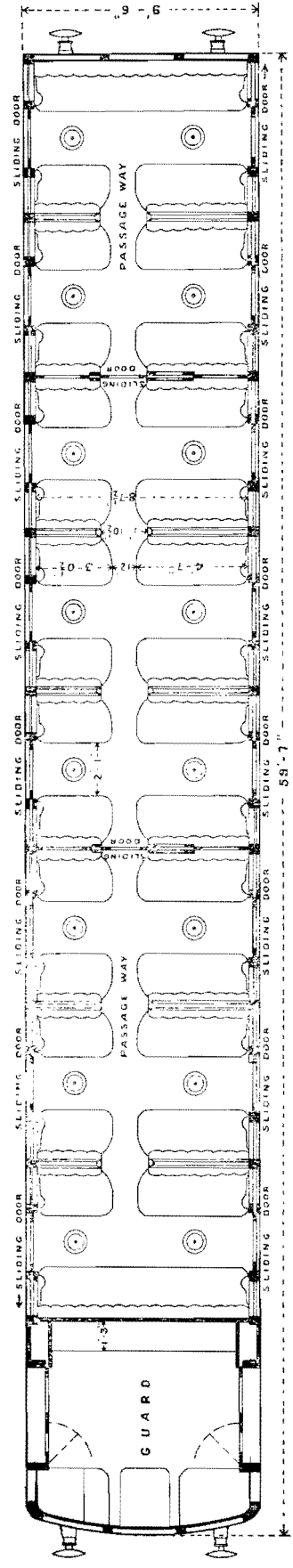
VICTORIAN RAILWAYS INSTITUTE.



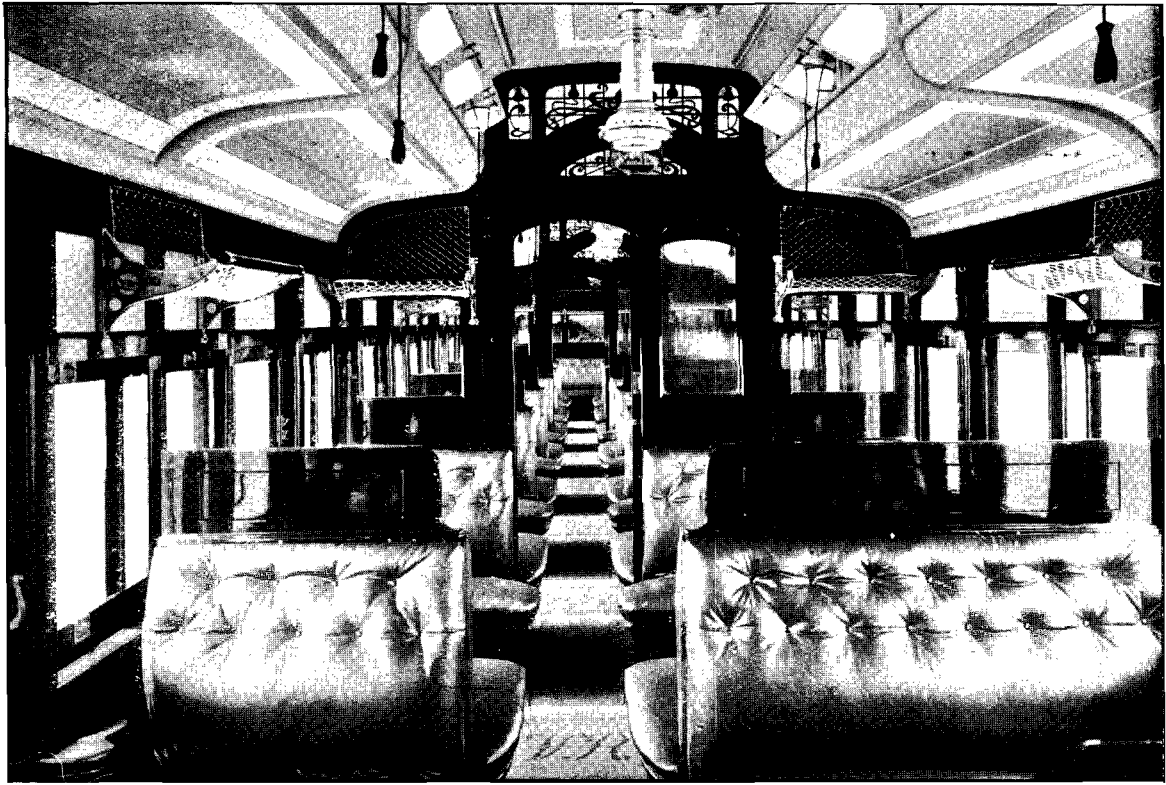
STANDARD SUBURBAN TRAIN—"TAIT" CARS WITH SLIDING DOORS AND CENTRAL PASSAGE WAY.



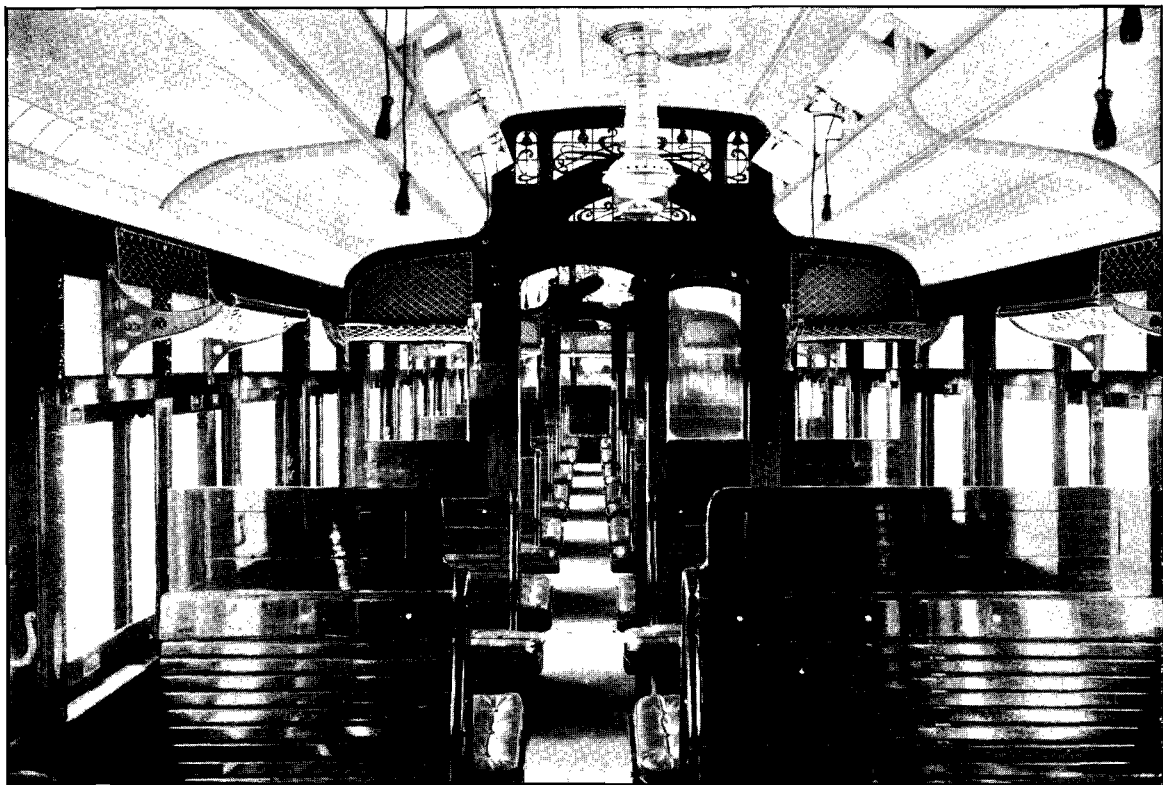
"TATT" SUBURBAN CAR WITH GUARD'S COMPARTMENT.



FLOOR PLAN.



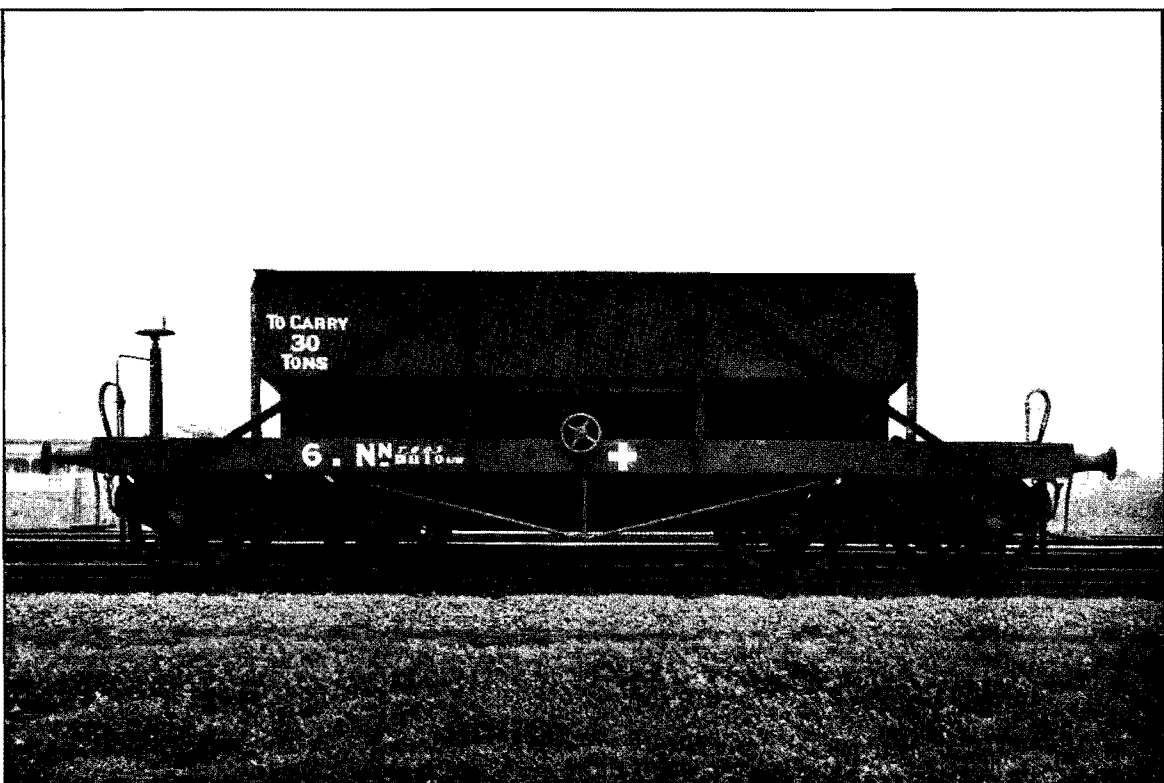
INTERIOR OF "TAIT" FIRST CLASS SUBURBAN CAR.



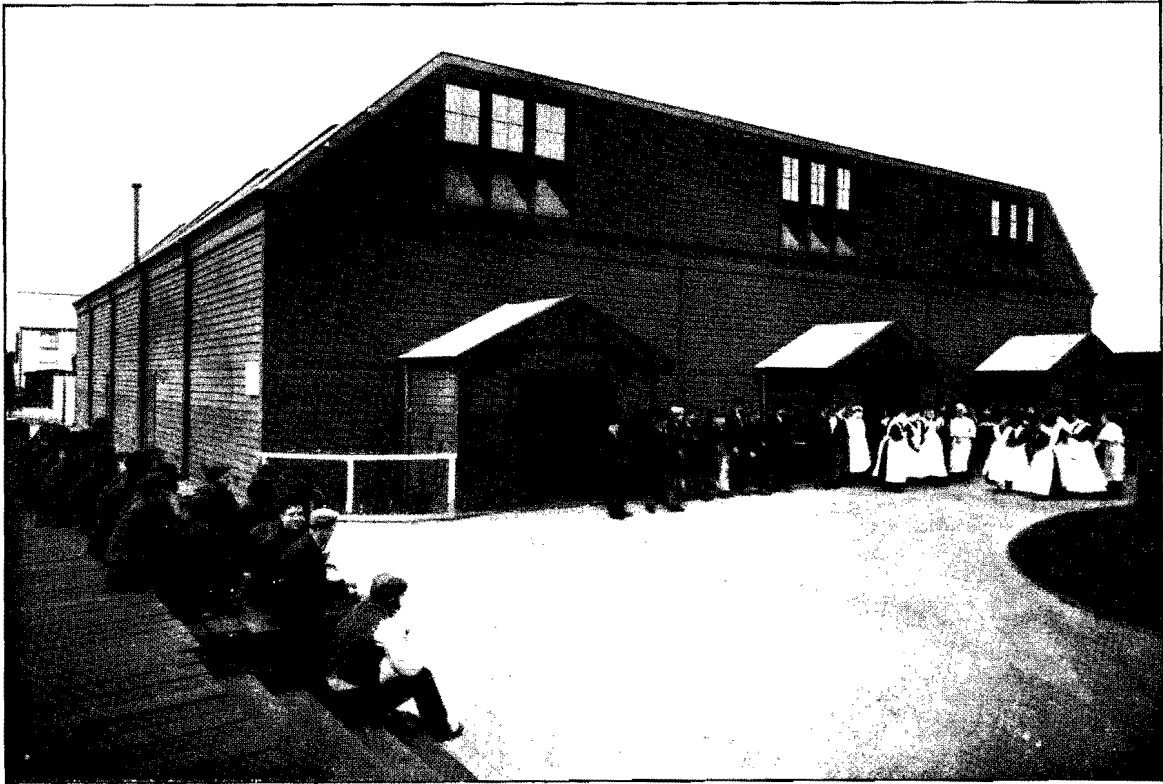
INTERIOR OF "TAIT" SECOND CLASS SUBURBAN CAR.



"F" CLASS LOCOMOTIVE ALTERED FOR MOTOR TRAINS.



BALLAST TRUCK.



EMPLOYES DINING ROOMS, NEWPORT WORKSHOPS.

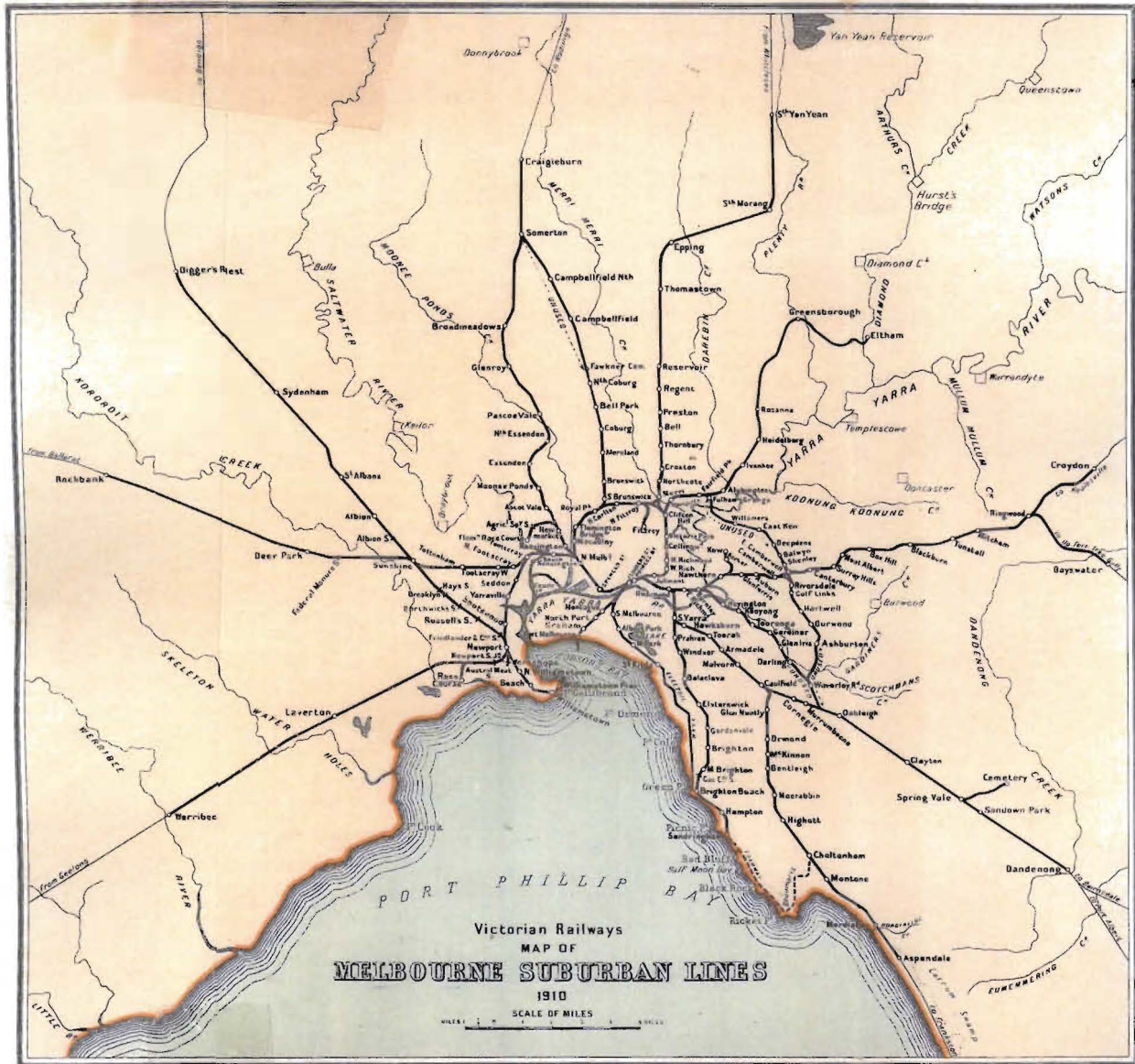


ONE OF THE DINING ROOMS WITH EMPLOYEES AT MIDDAY DINNER
(THREE HOT COURSES FOR 6D.).



Railway Map
of
VICTORIA
Showing Victorian Government Railways
(in Red)
1910

SCALE BY MILES 0 10 20 30 40 50 60 70 80 90 100





Railway Map
OF PART OF
AUSTRALIA

SHOWING THE THROUGH CONNECTIONS
From South Australia to Queensland
(in Red)

1910

SCALE OF MILES
0 50 100 150