

1892.

VICTORIA.

VICTORIAN RAILWAYS.

R E P O R T

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDING 30TH JUNE, 1892.

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

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R E P O R T.

VICTORIAN RAILWAYS,
27th September, 1892.

To the Honorable the Minister of Railways.

SIR,

In accordance with the provisions of the 59th section of the Railways Act, No. 1135, we have the honour to submit, for the information of Parliament, our Report upon the proceedings of the Department of Railways for the year ending 30th June, 1892.

DEBENTURE CAPITAL.

The amount of borrowed capital was, on 30th June last, £34,782,939 3s. 8d.

Details of the above amount are given in the following table, together with the interest payable and accruing thereon for the year :—

Amount of Interest on Railway Loans for the Year ending 30th June, 1892.

Loans.	Debentures at Par.				Period.	Rate.	Interest.					
	£	s.	d.	£			s.	d.	Months.	Per Cent.	£	s.	d.
32 Vict. No. 331 ...	2,107,000	0	0									
42 Vict. No. 617 (Hobson's Bay) ...	183,900	0	0									
42 Vict. No. 608 ...	...			2,290,900	0	0	12	5		114,545	0	0
36 Vict. No. 439 ...	88,872	18	0	4,156,573	12	2	12	4½		187,045	16	3
37 Vict. No. 468 ...	1,450,000	0	0									
39 Vict. No. 531 ...	1,396,693	0	0									
45 Vict. No. 717 ...	2,769,006	2	4									
46 Vict. No. 739 ...	2,000,000	0	0									
46 Vict. No. 741 (Hobson's Bay) ...	107,600	0	0									
47 Vict. No. 760 ...	3,758,788	0	3									
48 Vict. No. 805 ...	3,251,172	4	3									
49 Vict. No. 845 ...	4,500,000	0	0									
51 Vict. No. 963 ...	130,000	0	0	19,452,132	4	10	12	4		778,085	5	9
52 Vict. No. 989 }	2,673,913	0	11									
54 Vict. No. 1196 }	2,226,086	19	1									
53 Vict. No. 1032 ...	3,150,000	0	0	8,050,000	0	0	12	3½		281,750	0	0
55 Vict. No. 1233 (Treasury Bonds) ...	...			833,333	6	8	...	4½		4,044	0	0
Expenses in payment of Interest ...				34,782,939	3	8	...	...		1,365,470	2	0
										21,558	10	3
										1,387,028	12	3

The Debenture Capital Account at the close of the year showed an increase of £1,833,333 6s. 8d., being the proceeds of Loan Act 1196 (£1,000,000) and (£833,333 6s. 8d.) the amount allocated to railways under the Treasury Bonds Act, No. 1233.

On reference to the foregoing statement it will be seen that the interest payable and accruing on Railway Loans for the year was £1,365,470 2s., and that the amount paid by the Treasury for expenses on payment of interest was £21,558 10s. 3d., making the total interest liability for the year £1,387,028 12s. 3d.

The following statements show that the revenue derived from working the lines during the year was £3,095,121 19s. 10d., and that the expenses amounted to £2,138,138 19s. 3d.—equal to 69·08 per cent.—leaving a balance of £956,983 0s. 7d.

The deficiency in meeting the interest charges for the year is therefore, as shown in the Profit and Loss Account, £430,045 11s. 8d.

The total expenditure on railways opened or in course of construction was £37,085,308 18s. 5d.

The whole of the lines authorized under Act 821, with the exception of the Frankston Cemetery line, are now open for traffic.

The expenditure on lines in course of construction at 30th June was only about £37,000.

The net revenue gives the following results:—

2·58 per cent. upon £37,085,308 18s. 5d., total expended capital on lines of railway.

2·81 per cent. upon £34,085,583 11s. 2d., total expended debenture capital.

The following returns give the details of the Revenue and Expenditure for the last two years:—

TOTAL REVENUE.—ALL SYSTEMS.

—	1890-91.		1891-2.		Increase.		Decrease.		Net Decrease.	
	(Average Miles open, 2,650½.)		(Average Miles open, 2,329½.)							
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Passengers	1,463,720	10 11	1,386,842	8 11	...	...	76,878	2 0	...	...
Parcels, &c.	101,730	2 2	105,100	9 5	3,370	7 3	...	...	...	...
Horses, carriages, and dogs ...	22,248	17 6	20,938	7 6	...	...	1,310	10 0	...	...
Mails	61,179	17 1	63,452	6 6	2,272	9 5	...	...	...	...
Rents	37,968	19 4	47,980	8 6	10,011	9 2	...	...	...	...
Miscellaneous	19,955	2 8	20,000	13 11	45	11 3	...	...	...	...
Live stock	160,997	12 10	162,825	16 0	1,828	3 2	...	...	...	...
Goods	1,430,766	0 0	1,287,981	9 1	...	...	142,784	10 11	...	...
	3,298,567	2 6	3,095,121	19 10	17,528	0 3	220,973	2 11	203,445	2 8
Number of passengers	71,970,885		69,546,921		...	...	2,423,964			
Tons of live stock	218,545		223,389		4,844					
Tons of goods	4,207,064		3,431,578		...	...	775,486			
Train mileage	12,249,747		11,807,677		...	...	442,070			

TOTAL EXPENDITURE.—ALL SYSTEMS.

—	1890-91.			1891-2.			Increase.		Decrease.		Net Decrease.	
	Amount.	Cost per Train Mile.	Per Cent. to Revenue.	Amount.	Cost per Train Mile.	Per Cent. to Revenue.						
	£	s. d.	d.	£	s. d.	d.	£	s. d.	£	s. d.	£	s. d.
Maintenance ...	428,326	18 8	8·39	412,336	9 4	8·38	...	...	15,990	9 4	...	...
Loco. charges ...	820,177	9 2	16·07	701,057	16 7	14·25	...	...	119,119	12 7	...	...
Carriages and waggons ...	128,140	7 11	2·51	121,345	2 4	2·46	...	...	6,795	5 7	...	...
Compensation ...	22,128	9 7	0·43	10,167	8 9	0·21	...	...	11,961	0 10	...	...
Traffic charges ...	821,004	8 10	16·09	787,351	9 8	16·00	...	...	33,652	19 2	...	...
General charges ...	90,867	10 10	1·78	105,880	12 7	2·15	15,013	1 9	...	...	...	...
	2,310,645	5 0	3 9·27	2,138,138	19 3	3 7·45	15,013	1 9	187,519	7 6	172,506	5 9

The decrease in the revenue amounted to £203,445 2s. 8d., and the decrease in expenditure to £172,506 5s. 9d.

The decrease in revenue is unprecedented in the history of the Victorian Railways. On no other occasion has the revenue for any year been below that preceding.

The following shows the additional mileage opened during the last seven years :—

Year ending June,	1886	...	...	...	67 $\frac{1}{4}$ miles
"	1887	...	...	...	137 $\frac{1}{4}$ "
"	1888	...	...	...	137 $\frac{3}{4}$ "
"	1889	...	...	...	179 $\frac{1}{2}$ "
"	1890	...	...	...	272 $\frac{1}{2}$ "
"	1891	...	...	...	293 $\frac{1}{4}$ "
"	1892	...	...	...	140 "

The number of passengers conveyed was 69,546,921, as against 71,970,885, being a decrease of 2,423,964.

The tonnage of goods and live stock was 3,654,967, as against 4,425,609, a decrease of 770,642.

The train miles amounted to 11,807,677, as against 12,249,747, or a decrease of 442,070.

NORTHERN SYSTEM.

The mileage has increased from 785 $\frac{1}{2}$ to 804, owing to the opening of the Lancefield to Kilmore line, 18 $\frac{1}{2}$ miles.

The revenue of this system shows a decrease of £32,542 4s. 1d., and there is a decreased expenditure of £38,214 11s. 7d.

The total capital invested amounted to £10,866,792, and the net earnings to £276,775, equal to 2.55 per cent., against 2.52 per cent. last year.

REVENUE.—NORTHERN SYSTEM.

—	1890-91.		1891-2.		Increase.		Decrease.		Net Decrease.	
	(Average Miles open, 706 $\frac{1}{4}$.)		(Average Miles open, 789 $\frac{1}{4}$.)							
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Passengers	254,419	3 7	241,251	13 4	...	...	13,167	10 3	...	...
Parcels, &c.	25,135	18 9	25,720	10 5	584	11 8	...	...	...	...
Horses, carriages, and dogs ...	4,810	4 6	4,177	3 2	...	...	633	1 4	...	...
Mails	15,893	4 7	15,954	10 11	61	6 4	...	...	...	...
Rents	7,269	15 0	10,820	15 8	3,551	0 8	...	...	...	...
Miscellaneous	5,206	13 6	4,439	16 8	...	...	766	16 10	...	...
Live stock	45,412	19 6	52,937	4 11	7,524	5 5	...	...	...	...
Goods	432,725	14 1	403,029	14 4	...	...	29,695	19 9	...	...
	790,873	13 6	758,331	9 5	11,721	4 1	44,263	8 2	32,542	4 1
Number of passengers	2,352,792		2,285,572		...	...	67,220			
Tons of live stock	42,009		47,131		5,122		...		...
Tons of goods	893,659		803,648		...	...	90,011		...	
Train mileage	2,750,866		2,633,731		...	...	117,135		...	

EXPENDITURE.—NORTHERN SYSTEM.

—	1890-91.			1891-2.			Increase.	Decrease.	Net Decrease.		
	Amount.	Cost per Train Mile.	Per Cent. to Revenue.	Amount.	Cost per Train Mile.	Per Cent. to Revenue.					
	£	s. d.	d.	£	s. d.	d.	£	s. d.	£	s. d.	
Maintenance ...	102,403	17 8	8.94	97,710	3 5	8.90	12.89	...	4,693	14 3	
Loco. charges...	180,744	6 2	15.77	153,136	13 10	13.95	20.19	...	27,607	10 4	
Carriages and waggons ...	28,929	2 0	2.52	27,843	7 9	2.54	3.67	...	1,085	14 3	
Compensation ...	2,713	15 6	0.24	1,626	2 8	0.15	0.21	...	1,087	12 10	
Traffic charges	183,171	14 7	15.98	175,299	3 7	15.98	23.12	...	7,872	11 0	
General charges	21,808	4 1	1.90	25,940	15 2	2.36	3.42	4,132	11 1		
	519,771	0 0	3 9.35	481,556	8 5	3 7.88	63.50	4,132	11 1	42,347	2 8
			65.72							38,214	11 7

WESTERN SYSTEM.

The mileage has increased from 974 $\frac{1}{4}$ to 996 $\frac{1}{2}$, owing to the opening of the Camperdown to Curdie's River line, 22 $\frac{1}{4}$ miles.

The revenue of this system shows a decrease of £61,395 8s. 11d., and the expenditure a decrease of £58,325 13s. 6d.

The total capital invested amounted to £11,076,395, and the net earnings to £292,013, equal to 2·64 per cent., against 2·70 per cent. in 1890-91.

REVENUE.—WESTERN SYSTEM.

—	1890-91. (Average Miles open, 928 $\frac{1}{4}$.)		1891-2. (Average Miles open, 970 $\frac{1}{4}$.)		Increase.		Decrease.		Net Decrease.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Passengers	387,891	7 7	361,958	3 4	...	...	25,933	4 3	...	...
Parcels, &c.	34,884	7 3	36,613	4 1	1,728	16 10	...	...	...	...
Horses, carriages, and dogs ...	7,645	4 7	6,595	0 8	...	...	1,050	3 11	...	...
Mails	22,671	12 8	23,216	13 4	545	0 8	...	...	...	...
Rents	10,862	14 1	14,535	3 0	3,672	8 11	...	...	...	...
Miscellaneous	6,469	8 5	7,197	16 1	728	7 8	...	...	...	...
Live stock	20,326	0 7	21,065	13 5	739	12 10	...	...	...	...
Goods	444,886	0 7	403,059	12 11	...	...	41,826	7 8	...	...
	935,636	15 9	874,241	6 10	7,414	6 11	68,809	15 10	61,395	8 11
Number of passengers	8,296,638		7,974,267		...	...	322,371			
Tons of live stock	19,674		19,725		51		...	...	...	...
Tons of goods	1,147,923		960,521		...	...	187,402		...	...
Train mileage	3,244,225		3,055,056		...	...	189,169		...	...

EXPENDITURE.—WESTERN SYSTEM.

—	1890-91.			1891-2.			Increase.	Decrease.	Net Decrease.
	Amount.	Cost per Train Mile.	Per Cent. to Revenue.	Amount.	Cost per Train Mile.	Per Cent. to Revenue.			
Maintenance ...	£ 128,461 14 10	d. 9'50	13'73	£ 128,320 7 9	d. 10'08	14'68	...	£ 141 7 1	£ s. d.
Loco. charges ...	220,695 8 9	16'33	23'59	180,713 16 1	14'20	20'67	...	39,981 12 8	
Carriages and waggons ...	34,591 17 7	2'56	3'70	32,398 6 1	2'54	3'70	...	2,193 11 6	
Compensation	9,506 2 4	0'71	1'02	3,562 15 4	0'28	0'41	...	6,043 7 0	
Traffic charges	221,392 6 11	16'38	23'66	207,374 12 5	16'29	23'72	...	14,017 14 6	
General charges	25,806 7 7	1'91	2'76	29,858 6 10	2'35	3'42	4,051 19 3	...	
	640,553 18 0	s. d. 3 11'39	68'46	582,228 4 6	s. d. 3 9'74	66'60	4,051 19 3	62,377 12 9	58,325 13 6

NORTH-EASTERN SYSTEM.

The mileage has increased from 560 $\frac{1}{2}$ to 586 $\frac{3}{4}$, owing to the opening of the following new lines :—

Beechworth to Yackandandah	...	...	12 $\frac{3}{4}$ miles
Bolga to Tallangatta	...	...	4 $\frac{3}{4}$ "
Maindample to Mansfield	...	...	8 $\frac{3}{4}$ "
Total	...	...	26 $\frac{1}{4}$ miles

The revenue of this system shows a decrease of £42,306 4s. 8d., and the expenditure a decrease of £36,842 8s. 10d.

The total capital invested amounted to £6,710,337, and the net earnings to £277,950, equal to 4·14 per cent., against 4·31 per cent. in 1890-91.

REVENUE.—NORTH-EASTERN SYSTEM.

	1890-91.			1891-2.			Increase.			Decrease.			Net Decrease.		
	(Average Miles open, 534½)			(Average Miles open, 533½)											
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Passengers	292,288	14	1	276,720	14	11	...	...	...	15,567	19	2	...	...	...
Parcels, &c.	18,372	17	5	20,155	19	9	1,783	2	4	...	...	...	...	...	...
Horses, carriages, and dogs...	4,685	1	8	5,209	1	9	524	0	1	...	...	...	...	...	...
Mails	13,227	8	0	13,782	9	1	555	1	1	...	...	...	...	...	...
Rents	6,853	15	5	11,708	7	5	4,854	12	0	...	...	...	...	...	...
Miscellaneous	3,015	14	9	3,082	8	8	66	13	11	...	...	...	...	...	...
Live stock	74,261	2	10	67,954	4	5	...	...	...	6,306	18	5	...	...	...
Goods	363,683	17	4	335,469	0	10	...	...	...	28,214	16	6	...	...	...
	776,388	11	6	734,082	6	10	7,783	9	5	50,089	14	1	42,306	4	8
Number of passengers	9,289,766			9,147,159			...	...	...	142,607					
Tons of live stock	109,929			108,406			...	...	...	1,523					
Tons of goods	813,844			658,828			...	...	...	155,016					
Train mileage	2,716,323			2,600,996			...	...	...	115,327					

EXPENDITURE.—NORTH-EASTERN SYSTEM.

	1890-91.				1891-2.				Increase.			Decrease.			Net Decrease.				
	Amount.		Cost per Train Mile.	Per Cent. to Revenue.	Amount.		Cost per Train Mile.	Per Cent. to Revenue.											
	£	s.	d.	d.	£	s.	d.	d.	£	s.	d.	£	s.	d.	£	s.	d.		
Maintenance	96,756	9	3	8·55	12·46	92,050	0	0	8·50	12·54	...	4,706	9	3	...	...	...
Loco. charges... ..	180,852	1	11	15·98	23·29	152,104	13	9	14·04	20·71	...	28,747	8	2	...	...	...
Carriages and waggons	28,924	1	2	2·55	3·73	27,495	5	0	2·54	3·74	...	1,428	16	2	...	...	...
Compensation	3,817	17	3	0·34	0·49	1,900	0	10	0·14	0·26	...	1,917	16	5	...	...	...
Traffic charges	161,270	18	4	14·25	20·77	157,489	3	2	14·54	21·46	...	3,781	15	2	...	...	...
General charges	21,353	17	7	1·89	2·75	25,093	13	11	2·32	3·42	3,739	16	4	...	...	...
	492,975	5	6	3 7·56	63·49	456,132	16	8	3 6·08	62·13	3,739	16	4	40,582	5	2	36,842	8	10

EASTERN SYSTEM.

The mileage has increased from 426¼ to 499¼, owing to the opening of the following new lines :—

Korumburra to Leongatha ... ..	...	...	...	9¼ miles
Leongatha to Port Albert ... ..	...	...	...	58½ "
Rokeby to Neerim South ... ..	...	...	...	5¼ "
Total ... ..	...	...	...	73

The revenue of this system shows a decrease of £39,462 14s. 5d., and the expenditure a decrease of £27,928 0s. 8d.

The year's working resulted in a loss of £19,674 2s. 10d.; there is consequently no return on the capital cost.

REVENUE.—EASTERN SYSTEM.

	1890-91. (Average Miles open, 404½.)			1891-2. (Average Miles open, 460.)			Increase.			Decrease.			Net Decrease.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Passengers	216,350	17	9	208,431	19	6	...	...	...	7,918	18	3	...	...	...
Parcels, &c.	21,898	16	3	21,136	3	1	...	...	...	762	13	2	...	...	...
Horses, carriages, and dogs ...	4,897	12	1	4,739	4	6	...	...	...	158	7	7	...	...	...
Mails	9,013	8	11	10,146	8	1	1,132	19	2	...	...	...	...	...	...
Rents	4,985	19	8	7,871	0	6	2,885	0	10	...	...	...	...	...	...
Miscellaneous	2,447	8	9	1,821	6	11	...	...	...	626	1	10	...	...	...
Live stock	20,246	11	5	20,016	17	6	...	...	...	229	13	11	...	...	...
Goods	136,721	8	9	102,936	9	1	...	...	...	33,784	19	8	...	...	...
	416,562	3	7	377,099	9	2	4,018	0	0	43,480	14	5	39,462	14	5
Number of passengers	16,485,156			15,743,598			...	...	...	741,558					
Tons of live stock	25,093			25,423			330			...			...
Tons of goods	624,750			439,142			...	...	...	185,608			...		
Train mileage	2,499,004			2,428,638			...	...	...	70,366			...		

EXPENDITURE.—EASTERN SYSTEM.

	1890-91.			1891-2.			Increase.			Decrease.			Net Decrease.					
	Amount.	Cost per Train Mile.	Per Cent. to Revenue.	Amount.	Cost per Train Mile.	Per Cent. to Revenue.	£	s.	d.	£	s.	d.	£	s.	d.			
Maintenance	75,642	2	1	72.6	18.16	74,955	5	6	7.41	19.87	...	...	686	16	7	
Loco. charges... ..	163,120	16	9	15.67	39.16	140,776	10	5	13.91	37.33	...	...	22,344	6	4	
Carriages and waggons ...	24,622	9	2	2.37	5.91	24,421	12	9	2.41	6.48	...	...	200	16	5	
Compensation	5,333	1	1	0.51	1.28	2,899	12	11	0.29	0.77	...	...	2,433	8	2	
Traffic charges	144,533	17	4	13.88	34.69	140,803	1	8	13.92	37.34	...	...	3,730	15	8	
General charges	11,449	6	3	1.10	2.75	12,917	8	9	1.27	3.43	1,468	2	6	...	...	
	424,701	12	8	3 4.79	101.95	396,773	12	0	3 3.21	105.22	1,468	2	6	29,396	3	2		
																27,928	0	8

HOBSON'S BAY LINES.

The revenue shows a decrease of £27,738 10s. 7d., and the expenditure a decrease of £11,195 11s. 2d.

The net revenue amounted to £129,919, equal to 5.82 per cent. on £2,230,573 the capital cost of these lines to date, against 6.64 per cent. on £2,206,835 in 1890-91.

REVENUE.—HOBSON'S BAY RAILWAY.

	1890-91. (Average Miles open, 16½.)			1891-2. (Average Miles open, 16½.)			Increase.			Decrease.			Net Decrease.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Passengers	312,770	7	11	298,479	17	10	...	...	...	14,290	10	1	...	...	...
Parcels, &c.	1,438	2	6	1,474	12	1	36	9	7	...	...	...	...	...	...
Horses, carriages, and dogs ...	210	14	8	217	17	5	7	2	9	...	...	...	...	...	...
Mails	374	2	11	352	5	1	...	...	...	21	17	10	...	...	...
Rents	7,996	15	2	3,045	1	11	...	...	...	4,951	13	3	...	...	...
Miscellaneous	2,815	17	3	3,459	5	7	643	8	4	...	...	...	...	...	...
Live stock	750	18	6	851	15	9	100	17	3	...	...	...	...	...	...
Goods	52,748	19	3	43,486	11	11	...	...	...	9,262	7	4	...	...	...
	379,105	18	2	351,367	7	7	787	17	11	28,526	8	6	27,738	10	7
Number of passengers	35,546,533			34,396,325			...	...	...	1,150,208			...		
Tons of live stock	21,840			22,704			864			...			...
Tons of goods	726,888			569,439			...	...	...	157,449			...		
Train mileage	1,039,329			1,089,256			49,927			...			...

EXPENDITURE.—HOBSON'S BAY RAILWAY.

	1890-91.			1891-2.			Increase.	Decrease.	Net Decrease.
	Amount.	Cost per Train Mile.	Per Cent. to Revenue.	Amount.	Cost per Train Mile.	Per Cent. to Revenue.			
	£ s. d.	d.		£ s. d.	d.		£ s. d.	£ s. d.	£ s. d.
Maintenance ...	25,062 14 10	5'79	6'61	19,300 12 8	4'25	5'49	...	5,762 2 2	
Loco. charges...	74,764 15 7	17'26	19'72	74,326 0 6	16'38	21'15	...	438 15 1	
Carriages and waggons ...	11,072 18 0	2'56	2'92	9,186 10 9	2'02	2'61	...	1,886 7 3	
Compensation	657 13 5	0'15	0'17	178 17 0	0'03	0'05	...	478 16 5	
Traffic charges	110,635 11 8	25'55	29'18	106,385 8 10	23'45	30'28	...	4,250 2 10	
General charges	10,449 15 4	2'41	2'76	12,070 7 11	2'66	3'44	1,620 12 7		
	232,643 8 10	s. d. 4 5'72	61'36	221,447 17 8	s. d. 4 0'79	63'02	1,620 12 7	12,816 3 9	11,195 11 2

CAPITAL ACCOUNT.

The capital expenditure to 30th June, 1892, amounted to £37,085,308 18s. 5d., or an increase for the year of £743,683 6s. 4d., which was charged as follows :—

Northern System	...	...	...	...	£61,739 6 8
Western System ...	...	...	...	...	112,110 6 8
North-Eastern System	...	...	...	...	71,298 9 7
Eastern System ...	...	...	...	...	220,489 16 3
Hobson's Bay Lines	...	...	...	...	5,737 14 8
Rolling Stock—					
Engines	...	...	...	£90,440 18 8	
Carriages, waggons, &c.	...	...	...	139,744 2 5	
Brakes	...	...	...	12,973 18 10	
					243,158 19 11
Construction (general), including Preliminary Surveys, new Railway Offices, and Works (Melbourne to Essendon Junction)	...	...	...	...	29,148 12 7
					£743,683 6 4

A sum of £57,567 13s. 3d. has been transferred from the Preliminary Surveys Account and debited to the cost of the lines for which the surveys were made.

RECAPITULATION.

The following is a general summary of the leading features of the Report, and, for purposes of ready comparison, corresponding items for 1890-91 are given :—

	1890-91.	1891-2.
Total debenture capital raised	£32,949,606	£34,782,939
Total yearly interest	£1,320,038	£1,387,029
Unspent balances of loan moneys	£542,275	£454,703
Amount spent on construction during the year	£1,971,594	£743,683
Total spent in construction	£36,341,626	£37,085,309
At an average cost per mile opened of	£13,153	£12,775
Total mileage open for traffic	2,763 miles	2,903 miles
Average mileage open for traffic	2,650½ "	2,829½ "
Gross revenue earned	£3,298,567	£3,095,122
Working expenditure	£2,310,645	£2,138,139

	1890-91.	1891-2.
Profit on working	£987,922	£956,983
Percentage of working expenses to revenue	70·05	69·08
Balance after paying all working expenses and interest on capital	<i>Dr.</i> £332,116	<i>Dr.</i> £430,046
Revenue per average mile open	£1,245	£1,094
Expenditure per average mile open	£872	£756
Gross earnings per train mile	5s. 4·63d.	5s. 2·91d.
Expenses per train mile	3s. 9·27d.	3s. 7·45d.
Number of passenger journeys	71,970,885	69,546,921
Goods tonnage	4,207,064 tons	3,431,578 tons
Live stock tonnage	218,545 „	223,389 „
Train mileage	12,249,747 miles	11,807,677 miles
The Rolling-stock consisted of the following :—		
Engines in use	455	462
Engines in course of construction	54	48
Passenger vehicles in use	1,085	1,114
„ „ in course of construction	44	6
Goods vehicles in use	8,035	8,179
„ „ in course of construction	804	439
Vans and sundries in use	437	463
„ „ in course of construction	60	—
The net revenue paid on the total capital cost	2·72 per cent.	2·58 per cent.
„ „ total debenture capital expended	2·98 „	2·81 „
The different Systems give the following results on their capital cost, including rolling-stock :—		
Northern System	2·52 per cent.	2·55 per cent.
Western System	2·70 „	2·64 „
North-Eastern System	4·31 „	4·14 „
Eastern System (loss on working)	—	—
Hobson's Bay Lines	6·64 „	5·82 „

Under the provisions of Act No. 1250, which came into operation on 1st January, 1892, the construction of railways has been transferred to the Board of Land and Works. The transfer involved no material alteration in the general system of books and accounts. The statements relating to capital expenditure and the Report of the Engineer-in-Chief are therefore submitted in the Appendix as heretofore.

It has hitherto been the rule, in closing the accounts for the year, to credit the working expenditure and debit capital with a sum amounting to over £12,000 per annum, being one third of certain general charges. A sum of £5,000 has been so transferred this year. (See Appendix, Return No. 15.)

This transfer is made to cover the cost of work performed on Capital Account in the Secretary's, Accountant's, and Stores Branches.

It has been the practice to debit locomotive expenditure with all stores issued to that branch, and a considerable stock in excess of current requirements is on hand (the accumulation of several years) which we have transferred to the General Stock Account and placed in charge of the Railway Storekeeper.

By this arrangement, the locomotive working expenditure for each year will be debited with the actual value of material used only, there will be a better check upon the consumption of stores, and a saving in staff has been effected.

A sum of £17,484 12s. 2d., representing the value of revenue material so transferred, has been credited to the locomotive working expenditure for the year ; the deficit has consequently been reduced by that amount.

The cost of construction of carriages has also been credited by £6,450, the value of capital stores included in the material transferred.

In compliance with the provisions of Section 46, Act No. 1250, a Railway Accident Fund has been established, details of which are shown in the Appendix, Return No. 9.

We have not thought it necessary to publish several voluminous returns containing very little general information, and which have hitherto appeared in the Appendix to the Report.

The statements of removals and appointments of employés and the return of special goods rates are now furnished in writing, as required by the Railways Act.

As our administration of the department only covers a few months of the year under review, we submit the foregoing statements, showing the results, without comment.

We think it desirable, however, to refer briefly to some of the measures which have been introduced by us for the more economical and efficient working of the railways.

REDUCTION IN MILEAGE.

The circumstances under which we accepted office rendered it imperative that one of our first administrative acts should be to effect retrenchment in the expenditure of the Department. In order to accomplish this object we decided to reduce the train mileage, where practicable, without materially diminishing facilities, and in directions where, in our opinion, the revenue would not be prejudicially affected. This has been done, and over 800,000 train miles per annum have been saved.

Such a large reduction in mileage is necessarily tentative, but since the reduced time-table came into operation the returns from many of the lines affected clearly demonstrate that a considerable saving of unnecessary mileage has been accomplished.

REDUCTION IN STAFF.

By reductions in staff and retirement of sexagenarians, &c., savings in salaries and wages have been effected since our appointment which will amount this year to nearly £70,000.

This saving would have been increased by £6,000 but for relief works ordered by the Government.

It has not been found necessary to make any additions to the staff in consequence of the reductions and retirements referred to, nor has the diminution in the number of employés impaired the efficiency of the service.

AMALGAMATION OF OFFICES.

By the amalgamation of offices (which has already been partly effected) a saving in staff has been made, the work concentrated, more effectual supervision established, much unnecessary correspondence and clerical labour abolished, and official business generally will be transacted more expeditiously.

REDUCTION IN PROPOSED EXPENDITURE ON NEW WORKS.

In our opinion many of the new works authorized under various Acts are not at present necessary. We have carefully considered the items of proposed expenditure, and have recommended the postponement of additional accommodation at various stations for some years.

A sum of about £200,000 can thus be utilized in other and more urgent works of construction.

BOARD OF FINANCE AND WORKS.

We have established a Board of Finance and Works, consisting of the heads of branches and other responsible officers, whose duty it is to take into consideration the necessity for all proposed expenditure on works and material. We believe the deliberations of the Board will result in a considerable curtailment of such expenditure, and the limiting of orders for stores. Large contracts, such as those for the manufacture and supply of engines, wheels, &c., before being let, will be subjected to careful review by the Board.

We are confident that the interests of the Department will be conserved, and our administration materially strengthened, by having such matters thoroughly discussed before they are finally reviewed and dealt with by us.

ROLLING-STOCK.

It has been arranged that all future passenger stock will be built on the American principle, as it is more economical, comfortable, and generally better adapted to the conditions of traffic in this colony than most of the stock now in use.

The adoption of this class of rolling-stock will also save the cost of constructing expensive platforms on new lines.

A system of motor cars has been initiated, which, when in complete operation, will save a very considerable sum annually, and at the same time increase the facilities afforded to the travelling public.

Arrangements have been made for the supply of carriages with lavatory conveniences for ladies on all the main line trains, and the number of those for men has been largely increased.

Boudoir cars have been placed on the North-Eastern express for the accommodation of Sydney passengers.

REVENUE.

We regret that, owing to the prevailing depression, the unprecedented diminution in traffic receipts as compared with the previous year still exists, but the weekly loss of revenue has been much less since the adoption of the increased scale of rates and fares, as will be seen from the following comparative table:—

Traffic Receipts.

From 13th March to 7th May, 1891	...	...	...	£540,031
From 11th March to 5th May, 1892	...	...	...	460,344
				<hr/>
				£79,687
				<hr/>
From 8th May to 30th June, 1891	...	...	...	£406,377
From 6th May to 30th June, 1892	...	...	£399,946	
Deduct estimated receipts for two days, 6th and 7th				
May	...	...	...	17,000
				<hr/>
				382,946
				<hr/>
				£23,431
				<hr/>

In our opinion the unparalleled depression through which the colony is passing, and which has so materially affected the railway revenue, will diminish. While a state of financial stagnation exists we cannot hope for any considerable expansion of traffic. We contemplate still further action in the direction of raising additional revenue. In the meantime we have, as has been stated, already effected large economies in the cost of working. Some of the reforms we have made and have under contemplation will take a little time to develop. Their full effect cannot be immediately apparent, and under existing circumstances there are various factors which retard their development.

We are confident, however, that by the exercise of judicious economy in all branches, with due regard to the requirements of the public, a considerable diminution in the railway deficit for the year will be the result of our administration of the department.

We have the honour to be, Sir,

Your obedient servants,

R. H. FRANCIS,

W. M. KIBBLE,

K. L. MURRAY,

Acting Railways Commissioners.

A P P E N D I X.

VICTORIAN RAILWAYS.

APPENDIX TO THE REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS.

YEAR ENDING 30th JUNE, 1892.

- No. 1.** Report of the Engineer-in-Chief.
- 2.** „ Engineer for Existing Lines.
- 3.** „ Locomotive Superintendent.
- 4.** Profit and Loss Account.
- 5.** Statement of funds obtained under loans and of expenditure charged against the same.
- 6.** Statement of receipts and expenditure on capital account.
- 7.** „ „ „ in account with the consolidated revenue.
- 8.** General balance-sheet.
- 9.** Railway Accident Fund.
- 10.** Statement of revenue and expenditure—Northern system.
- 11.** „ „ „ Western system.
- 12.** „ „ „ North-Eastern system.
- 13.** „ „ „ Eastern system.
- 14.** „ „ „ Hobson's Bay lines.
- 15.** „ „ „ Summary of all systems.
- 16.** Comparative statement for twenty years ending 30th June, 1892.
- 17.** Statement showing dates of opening of different sections, &c.
- 18.** Statement showing traffic at each station.
- 19.** Return of rolling-stock.
- 20.** Detail of cost of construction of each line open for traffic, highest and lowest levels, steepest gradients, &c.
- 21.** Return of accidents to persons since lines were opened for traffic.

VICTORIAN RAILWAYS.

No. 1.

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

GENTLEMEN,

Engineer-in-Chief's Office,
Melbourne, 19th September, 1892.

I have the honour to report that, at 30th June, 1892, all the lines of railway authorized by the last general Railway Construction Act (No. 821 of 12th December, 1884) were opened for public traffic, with the exception of the branch to Frankston Cemetery. This line—the estimated length of which is three-fourths of a mile—has not yet been constructed.

At the same date, contracts for line construction on 1,035½ miles had been closed at a cost of £34,313 less than the aggregate amount at which they were let.

A few contracts have yet to be let for passenger stations, goods sheds and platforms, trucking yards, and other accommodation works; few of these are, however, of pressing necessity.

The following new lines, or portions of lines, were completed during the year:—

Beechworth to Yackandandah	Extension to Neerim South
Bolga to Tallangatta	Camperdown to Timboon
Maindample to Mansfield	Lancefield to Kilmore.
Korumburra to Port Albert	

On the 1st January, 1892, the construction of railways was transferred from the Victorian Railways Commissioners to the Board of Land and Works, by *Railways Act 1891* (No 1250), which also transferred the officers and employés of the Engineer-in-Chief's branch of the Railway Department to the Board.

During the financial year, contractors' claims on three contracts for the construction of railways have been submitted to arbitration. On the Seardsdale to Lintons line, the contractor, Mr. R. Swan, claimed £10,861 5s. 4d. beyond the amount of the Engineer-in-Chief's final certificate; and the arbitrators, on the 23rd December, 1891, awarded against the Department the sum of £5,004 13s. 2d. together with £450 4s. arbitrators' costs, making £5,454 17s. 2d., which has been paid. On the Murbison to Rushworth line, the contractors' (Messrs. Cairns Bros.) claims dealt with by the arbitrators amounted to £34,374 6s. 5d., and they were awarded £1,380 2s. 6d., the Department paying the arbitrators' costs, amounting to £666 15s. In this case the Department admitted no indebtedness, and except in a few minor matters only consented under protest to submission to arbitration, and appeared in the proceedings under protest. On the 12th February, 1892, the arbitrators made their award for £1,380 2s. 6d. in favour of the contractors; but this amount has not been paid as the Department has a contra account against the contractors for a larger amount, in accordance with the Engineer-in-Chief's final certificate. In the case of the Outer Circle Railway, Fairfield Park to Oakleigh, the amount claimed by contractors, Messrs. Graham and Wadick, was £30,773 12s. 10d., and the Department consented under protest to arbitration, and appeared under protest in the proceedings which commenced on the 30th March, 1892. The arbitrators' award was given on the 13th July, when it was taken up by the contractors. The Department has declined to pay either the amount of the award or the arbitrators' costs, owing to the arbitrators having dealt with matters which under the contract are clearly not referable to arbitration.

Since the close of the financial year, notice of arbitration has been received by the Department from contractors on two other lines, viz., Messrs. Falkingham and Sons, who constructed the first section (49 miles) of the Great Southern Railway from Dandenong to Korumburra, and Messrs. Bloomfield Bros., who constructed 30 miles of railway from Terang to Warrnambool. The former claim about £70,000 and the latter about £30,000 beyond the final certificates of the Engineer-in-Chief. In these cases the Department has only consented to arbitration under protest.

A commencement was made in March, 1892, under instructions from the Board of Land and Works, with the construction of two railways in the mallee district in the north-western portion of the colony in anticipation of the sanction of Parliament, the objects in view being the provision of work to relieve the unemployed labour of the city and the opening up of new country for the coming season's wheat traffic, if possible.

Both lines were included in the first recommendations of the Parliamentary Standing Committee on Railways.

These two lines extend from terminal points on existing lines as follow:—

Donald to Birchip	...	...	...	...	32 miles
Warracknabeal to Beulah	...	...	...	...	22 „
Total ...	...	...	...	...	<u>54 miles</u>

The earthworks, bridges, and culverts required are light; inexpensive fencing is being erected, gate crossings at public roads being almost entirely dispensed with; and all the work, so far as is practicable, is being either let by tender after open competition or carried out by piece-work at fair prices. Good progress has been made with the works, and the lines will be ready for the coming harvest.

Under agreements dated 22nd February, 1892, with the guarantors or representatives of the local residents, the land for these railways is handed over free, the Board paying the costs of transfer.

The following lines were under survey during the year :—

PERMANENT SURVEYS.

Country Lines.

Donald to Birchip	Natimuk to Goroke
Warracknabeal to Beulah	Nathalia to Picola
Korumburra to Coal Creek Coal Mines	Traralgon to Merriman's Creek
Korumburra to Jumbunna Coal Mines	Alberton to Woodside
Korumburra to Strezlecki Coal Mines	Bloomfield to McDonald's Track
Neerim South to Neerim	Allansford to Nirranda
Alexandra-road to Alexandra	Boort to Quambatook
Laanecoorie to Llanelly	Beeac <i>via</i> Cressy to Newtown.
Glenrowan to Hedi	

Suburban Lines.

Heidelberg <i>via</i> Greensborough to Eltham	Scotchmer-street to Northcote
Essendou to Bulla	Newmarket to Buckley-street
Prince's-bridge to Collingwood	Flemington-bridge to Pascoe Vale
Prince's-bridge to Scotchmer-street	St. Kilda to Elwood and Brighton.

TRIAL SURVEYS.

Country Lines.

Lancefield to Carlsruhe
Lancefield to Baynton
Leongatha to Geachville
Rochester to Tomara
Gre Gre to Rupanyup

Suburban Lines.

Nil.

The whole of the surveys authorized are now completed or in hand, and these latter, with all the office work connected with them, will be finished by about the end of July next.

I have the honour to be, Gentlemen,

Your most obedient servant,

F. RENNICK,
Engineer-in-Chief.

VICTORIAN RAILWAYS.

No. 2.

GENTLEMEN,

Office of Engineer of Existing Lines,
Melbourne, 13th September, 1892.

I have the honour to report that during the year ended 30th June, 1892, the way and works of the Victorian Railways were efficiently maintained.

The total expenditure for the year on account of maintenance was £412,336 9s. 4d. for an average of 291 $\frac{3}{4}$ miles of double and an average of 2,537 $\frac{1}{2}$ miles of single line of way, or a total average length of 2,829 $\frac{1}{4}$ miles of line maintained, as against £428,326 18s. 8d. for an average of 280 miles of double and an average of 2,358 miles of single line of way, or a total average length of 2,638 miles of line maintained in 1890-91, being at the rate of £145 14s. 10d. in 1891-2 as compared with £162 7s. 4d. in the previous year, and £187 6s. 4d. in 1889-90. The average cost of maintenance per train mile in 1891-2 has been 8·38d., as against 8·39d. in the previous year and 8·83d. in 1889-90. It is expected that under existing conditions the rate per mile for the financial year 1892-3 will show a considerable reduction without the efficiency of the lines being impaired.

There were 5 miles of way (steel rails) used for renewals during the year, as against 12 miles in 1890-91 and 33 miles in 1889-90; and the number of sleepers used for renewals and repairs was 68,899 in 1891-2, as against 73,668 in 1890-91 and 70,593 in 1889-90.

Flood damages on various lines during the earlier months of the year caused exceptional expenditure, involving fully £16,000.

Contracts were let during the year for various accommodation works.

Progress has been made with the re-arrangement of the station yards at Spencer-street, Prince's-bridge, and Maryborough.

The new railway offices at Spencer-street, the viaduct along Flinders-street, the new station buildings at Maryborough, the dairy produce shed, Spencer-street, the vaults at the west end of Flinders-street Station, and the iron girder bridge over Goulburn River near Toolamba have been completed.

The interlocking of points and signals at stations and junctions has been proceeded with during the year according to requirements.

The duplication of sections of line has been completed and brought into use between Box Hill and Ringwood, Oakleigh and Dandenong, and South Brunswick and Coburg, and an additional line between Daylesford Junction and Daylesford Station has been laid in.

The following new lines or sections were taken over during the year for maintenance by the Existing Lines Branch:—

Line or Section.	Length in Miles.	Dates.
Beechworth to Yackandandah	12 $\frac{3}{4}$	23rd July, 1891
Bolga to Tallangatta	4 $\frac{3}{4}$	24th July, 1891
Loch to Korumburra	10	7th August, 1891
Maindample to Mansfield	8 $\frac{3}{4}$	6th October, 1891
Korumburra to Leongatha	9 $\frac{1}{4}$	17th December, 1891
Leongatha to Port Albert	58 $\frac{1}{2}$	13th January, 1892
Rokeby to Neerim South	5 $\frac{1}{4}$	18th March, 1892
Camperdown (Curdie's River Junction) to Timboon	22 $\frac{1}{4}$	5th April, 1892
Lancefield to Kilmore	18 $\frac{1}{4}$	6th April, 1892
Total length	150	

I have the honour to be, Gentlemen,

Your most obedient servant,

T. H. WOODROFFE,

Engineer for Existing Lines.

The Victorian Railways Commissioners.

VICTORIAN RAILWAYS.

No. 3.

Locomotive Carriage and Waggon Branch,
Locomotive Superintendent's Office,
Melbourne, 15th September, 1892.

GENTLEMEN,

I have the honour to report on the operations of the Locomotive Carriage and Waggon Branch for the twelve months ending 30th June, 1892.

We ran without any serious casualty 11,807,677 train miles and 14,932,449 engine miles, equal to an average of 32,321 miles per engine, which is considerably in excess of the average of the railways in the United Kingdom.

The total expense of operating the Locomotive Department for the year shows a decrease of 0·22 pence per engine mile, as compared with the year ending 30th June, 1885, which is equivalent to a saving in money of £13,688.

Owing to the improved facilities mentioned in last year's report in connexion with the workshops, we have been able to overhaul and repair a greater number of engines and vehicles, and this despite the fact that the number of employés has been reduced.

Two hundred and forty-nine engines, 569 carriages and vans, and 3,909 waggons have been thoroughly repaired at the Newport and Port Melbourne Workshops, and in addition 437 new waggons manufactured by contractors have been received, tested, and placed in traffic.

During the year 6 engines, 41 carriages, 35 vans, and 437 trucks have been manufactured by contractors and placed on the lines, leaving a balance of 48 engines and 239 trucks to be delivered during the current year.

The cost of repairs per vehicle for both carriages and waggons has been largely cut down.

In comparison with the year 1884-5 there is a decrease in the cost per carriage of £24 4s. 4d., equivalent to a decrease on the total number of carriages of £34,799, and also a decrease per waggon of £2 0s. 10d., equivalent to a decrease on the total number of waggons of £16,350, or a total decrease in the cost of repairing carriages and waggons of £51,149, although most of the rolling-stock now in use is of the bogie pattern, having a much greater carrying and earning capacity.

All new stock, both passenger and goods, and also most of the old stock, is fitted with the Westinghouse Continuous Automatic Brake.

The total expenses of the Locomotive Branch for the year 1891-2, as compared with the year 1884-5, shows a decrease per train mile of 0·55 pence, equivalent to a saving in money of £27,059, and a decrease on the engine miles of 1·01 pence, equivalent to a saving of £62,840.

In comparison with the previous year, 1890-91, there is a decrease of 1·87 pence per train mile, and 1·41 pence per engine mile. Of this decrease, 1·61 pence per train mile and 1·25 pence per engine mile is accounted for by the lower price paid for coal and the smaller quantity consumed. This leaves a balance of 0·26 pence per train mile, equal to £12,791, and 0·16 pence per engine mile, equal to £9,954. The actual decrease in total money expenditure for the year 1891-2 is £125,915.

Since 1886-7 the cost of renewing tarpaulins, formerly borne by the Traffic Branch, has been charged against the Locomotive Branch. The cost in 1891-2 for renewals to tarpaulins amounted to £3,429.

The percentage of unproductive mileage for the year was 20·93. A charge used to be made against the Traffic Branch for the use of pilot engines, but since January, 1885, no such charge has been made, and the Locomotive Branch has been debited with the whole cost of the unproductive mileage.

The stock in the Locomotive Shops has been taken over by the Stores Branch at a very low valuation, viz., £26,484, but credit has only been allowed to the Locomotive Branch for £17,484, and thus the £9,000 paid in wages for the last two years for making duplicate boilers, which formed a portion of this stock, should be added to the total amount of savings effected.

In conclusion, I have the pleasure to state that throughout the year the employés generally of the Locomotive Branch were zealous in the discharge of their duties, and their conduct gave me entire satisfaction.

I have the honour to be, Gentlemen,

Your obedient servant,

ALLISON D. SMITH,

Loco. Superintendent.

The Victorian Railways Commissioners.

VICTORIAN RAILWAYS.

No. 4.

<i>Dr.</i>	PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING 30TH JUNE, 1892.						<i>Cr.</i>						
To Working Expenditure—	£	s.	d.	£	s.	d.	By Revenue—	£	s.	d.	£	s.	d.
Maintenance and Renewals ...	412,336	9	4				Passengers	1,386,842	8	11			
Locomotive Charges (including Carriage and Waggon Repairs, &c.)	822,402	18	11				Parcels, &c.	105,100	9	5			
Traffic Charges (including Compensation)	797,518	18	5				Horses, Carriages, &c. ...	20,938	7	6			
General Charges	105,880	12	7	2,138,138	19	3	Mails	63,452	6	6			
To Interest on Loans	1,365,470	2	0				Rents	47,980	8	6			
Expenses on Interest Payments	21,558	10	3				Miscellaneous	20,000	13	11			
				1,387,028	12	3	Live Stock	162,825	16	0			
							Goods	1,287,981	9	1			
							Balance (deficiency in meeting interest)			3,095,121	19	10
											430,045	11	8
				3,525,167	11	6					3,525,167	11	6

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Accountant's Branch,
1st September, 1892.

ROBERT GEO. KENT,
Secretary and Accountant.

VICTORIAN RAILWAYS.

No. 5.

STATEMENT of the Funds obtained under Current Loans for the Construction of the Victorian Railways and of the Expenditure charged against same, to the 30th June, 1892.

DR.			Loans Current.			Expenditure on Construction charged against Loans.			CR.			
			£	s.	d.	£	s.	d.				
Loan 32	Victoria No. 331	...	2,107,000	0	0				Expenditure on Construction of Victorian Railways, charged against Current Loans, to 30th June, 1890, including Rolling-stock, Plant, and Material, &c.	34,073,389	13	2
Loan 36	Victoria No. 439 *	...	88,872	18	0							
Loan 37	Victoria No. 468	...	1,450,000	0	0							
Loan 39	Victoria No. 531	...	1,396,693	0	0							
Loan 42	Victoria No. 608	...	4,156,573	12	2				Increase of Debenture Capital, per contra	12,192	18	0
Loan 45	Victoria No. 717	...	2,769,006	2	4				Balance unexpended	454,703	9	1
Loan 46	Victoria No. 739	...	2,000,000	0	0							
Loan 46	Victoria No. 741	...	107,600	0	0							
Loan 47	Victoria No. 760	...	3,758,788	0	3							
Loan 48	Victoria No. 805	...	3,251,172	4	3							
Loan 49	Victoria No. 845	...	4,500,000	0	0							
Loan 51	Victoria No. 963 (Debentures Redemption Act)	...	130,000	0	0							
Loan 52	Victoria No. 989	...	2,673,913	0	11							
Loan 53	Victoria No. 1032	...	3,150,000	0	0							
Loan 54	Victoria No. 1196	...	2,226,086	19	1							
Loan 55	Victoria No. 1233 (Treasury Bonds)	...	833,333	6	8							
			34,599,039	3	8							
Act 42	Victoria 617, M. and H. B. Railway Debentures not yet redeemed	...	183,900	0	0							
						34,782,939	3	8				
Less	Discount and Expenses on Sale of Debentures	...	720,604	19	0							
	Deduct Net Premiums on Debentures	...	477,951	15	7							
						242,653	3	5				
						34,540,286	0	3				
										34,540,286	0	3

* £76,680 Debentures at 6 per cent. converted into £88,872 18s. Victorian Government Stock at 4 per cent. Increased debt, £12,192 18s. Decreased interest payable per annum, £1,045 17s. 8d.

Accountant's Branch,
1st September, 1892

ROBERT GEO. KENT,
Secretary and Accountant.

Dr. No. 6.—RECEIPTS and EXPENDITURE on Capital Account to the 30th June, 1892—continued. Cr.

Dr.		£ s. d.		£ s. d.		Cr.	
Brought forward		37,998,452	11 8	Brought forward		28,653,523	12 4
				<i>Eastern System.</i>			
				By Spencer and Elmders street Junction..	136,467	10 9	
				" South Yarra to Oakleigh	274,477	9 4	
				" Onkleigh to Sale	1,039,411	10 1	
				" Traralgon to Heyfield	121,393	8 3	
				" Hawthorn to Lilydale	144,683	9 10	
				" Caulfield to Frankston	174,444	17 1	
				" Morwell to Mirboo	153,278	10 5	
				" Frankston Cemetery (survey)	104	9 9	
				" Frankston to Mornington	58,009	4 10	
				" Frankston to Crib Point	101,970	1 8	
				" Dandenong to Port Albert	850,333	1 7	
				" Warragul to Neerim	123,012	3 8	
				" Moe to Narreacan	116,379	0 7	
				" Sale to Stratford	42,622	7 8	
				" Heyfield to Bairnsdale	258,789	16 0	
				" Maffra to Briagolong	52,674	9 5	
				" Ringwood to Ferntree Gully	58,618	18 3	
				" Lilydale to Healesville	210,343	3 4	
				" Oakleigh to Alphington	292,234	10 8	
				" Burnley to Outer Circle	171,431	12 11	
				" Hawthorn to Kew	72,779	15 1	
				" Brighton to Pic-nic Point	71,859	8 9	
				" Collingwood to Heidelberg	188,349	7 9	
				" Korumburra to Coal Creek (in progress)	739	14 1	
				" Korumburra to Strezlecki (survey &c.)	803	12 0	
				" Korumburra to Jumbanna (survey &c.)	1,916	13 11	
				" General Construction (proportion of) ..	217,172	14 2	
				" Rolling-stock (proportion of) ..	1,066,611	6 3	
						6,201,212	8 1
				" Melbourne and Hobson's Bay Lines ..	1,635,687	10 11	
				" Works, Prince's-bridge to Yarra ..	201,726	16 11	
				" Works, Yarra to Chapel-street ..	46,158	10 2	
				" Rolling-stock (proportion of) ..	347,000	0 0	
						2,230,572	18 0
						37,085,308	18 5
				By Plant and Materials on hand ..		404,156	3 11
				" Balance in hands of Agent-General for			
				purchase of Materials			22,267 7 5
				Unadjusted Advances			28,000 0 0
				Sundry Debtors			4,016 12 10
				Unexpended Balances of Loan Moneys			454,703 9 1
							37,489,465 2 4
		37,998,452	11 8				37,998,452 11 8

Accountant's Branch,
1st September, 1892.ROBERT GEO. KENT,
Secretary and Accountant.

VICTORIAN RAILWAYS.

No. 7.

VICTORIAN RAILWAYS in account with the Consolidated Revenue to 30th June, 1892.

Dr.		RECEIPTS.		EXPENDITURE.		Cr.	
		£	s. d.	£	s. d.	£	s. d.
To Net Receipts from Consolidated Revenue		7,749,327	17 0				
" Vote 111 of 1890-91		7,650	19 11				
" Votes of 1891-2 (Salaries, Wages, Contingencies, &c.)		2,082,892	4 2				
" Special Appropriations—Act 1135 ..		36,526	17 8				
				9,876,397	18 9		
Less Railway Income on account of 1891-2		3,042,077	19 6				
Ditto (outstanding)		53,009	15 6				
				3,095,087	15 0		
				6,781,310	3 9		
" Railway Loan Liquidation and Construction Account—Act 360 ..		2,200,000	0 0				
" Do. do. Act 1182		25,000	0 0				
" Land Fund—Acts 812 and 1106 ..		578,740	6 1				
" Treasurer's Advance (account Lines to Coal Mines)		1,475	13 8				
				2,805,215	19 9		
				9,586,526	3 6		
" Net Revenue—							
Northern System		7,223,431	11 2				
Western System		5,513,724	7 1				
North-Eastern System		3,876,570	7 9				
Eastern System		518,691	12 3				
Hobson's Bay Lines		1,240,714	14 9				
				18,373,132	13 0		
" Remittances by Treasurer to Agent-General on Railway Account				23,910	6 1		
" Sundry Creditors				145,363	3 4		
				28,128,932	5 11		
				By Interest paid on Loans, &c., as under—			
				19 Vict. No. 15	57,742	0 6	
				21 Vict. No. 36	11,332,436	14 5	
				25 Vict. No. 150	400,371	13 11	
				29 Vict. No. 287	361,250	0 0	
				32 Vict. No. 331	2,329,363	11 0	
				36 Vict. No. 439	66,808	6 10	
				37 Vict. No. 468	995,062	10 0	
				39 Vict. No. 531	847,327	1 10	
				42 Vict. No. 608	2,264,295	4 2	
				45 Vict. No. 717	976,763	12 3	
				46 Vict. No. 739	683,241	0 3	
				46 Vict. No. 741	32,336	15 0	
				47 Vict. No. 760	1,214,223	0 3	
				48 Vict. No. 805	877,095	15 3	
				49 Vict. No. 845	877,884	4 9	
				51 Vict. No. 963	21,066	10 9	
				52 Vict. No. 989	280,760	17 3	
				53 Vict. No. 1032	220,500	0 0	
				54 Vict. No. 1196	44,600	0 0	
				55 Vict. No. 1233	4,044	0 0	
						23,887,372	18 5
				" Interest on M. and H. B. Railway Debentures ..	162,356	17 6	
				" Expenses on payment of Interest	277,807	12 6	
						24,327,537	8 5
				" Unadjusted Advances	134,000	0 0	
				" Stores in hand	212,932	0 2	
				" Balance in hands of Agent-General	23,910	6 1	
						370,842	6 3
				" Railway Accident Fund—Unexpended Balance, as per Return No. 9			6,580 15 11
				" Sundry Debtors			1,649 0 5
				" Balance to Capital Account			3,422,322 14 11
							28,128,932 5 11

Accountant's Branch,
1st September, 1892.ROBERT GEO. KENT,
Secretary and Accountant.

VICTORIAN RAILWAYS.

No. 8.

Dr.	GENERAL BALANCE-SHEET at 30th June, 1892.				Cr.								
To Receipts on Capital Account from Loans	£	s.	d.	£	s.	d.	By Expenditure on Construction of Railways	£	s.	d.	£	s.	d.
.. .. .				34,540,286	0	3	„ Stores, Plant, and Material on hand—				37,085,308	18	5
„ Receipts from Consolidated Revenue				9,586,526	3	6	Capital	404,156	3	11			
.. .. .							Revenue	212,932	0	2	617,088	4	1
„ Unexpended Balance of Treasury Remittances to Agent-General—							„ Balance in hands of Agent-General for Purchase of Material—						
Capital	22,267	7	5				Capital	22,267	7	5			
Revenue	23,910	6	1				Revenue	23,910	6	1	46,177	13	6
				46,177	13	6	„ Interest on Loans	24,327,517	8	5			
„ Sundry Creditors (including Departmental Salaries and Wages for June)—							Less Net Revenue	18,373,132	13	0	5,954,404	15	5
Capital	13,576	9	1				„ Unadjusted Advances—						
Revenue	145,363	3	4				Capital	28,000	0	0			
				158,939	12	5	Revenue	134,000	0	0	162,000	0	0
				44,331,929	9	8	„ Sundry Debtors—						
							Capital	4,016	12	10			
							Revenue	1,649	0	5	5,665	13	3
							„ Balance of Loans unexpended				454,703	9	1
							„ Railway Accident Fund (Balance unexpended)				6,580	15	11
											44,331,929	9	8

ROBERT GEO. KENT,
Secretary and Accountant.

Accountant's Branch,
1st September, 1892.

VICTORIAN RAILWAYS.

No. 9.

Dr.	RAILWAY ACCIDENT FUND (Act 55 Vict. No. 1250).				Cr.								
To amount paid into the Railway Accident Fund, in accordance with Sec. 46, clause 2, of Act No. 1250, being 10s. per £100 received for fares for the conveyance of passengers, and charges for live-stock, goods, and parcels, from 1st January, to 30th June, 1892	£	s.	d.	£	s.	d.	By compensation claims paid out of above Fund, as provided by Sec. 46, clause 4, (included in the working expenditure for the year)	£	s.	d.	£	s.	d.
.. .. .				7,434	4	7	.. Balance				853	8	8
											6,580	15	11
				7,434	4	7					7,434	4	7

ROBERT GEO. KENT,
Secretary and Accountant.

Accountant's Branch,
1st September, 1892.

VICTORIAN RAILWAYS.

No. 10.

STATEMENT of Revenue and Expenditure on the NORTHERN SYSTEM for the Year ending 30th June, 1892.

EXPENDITURE.					REVENUE.				
Miles open	804	Cost per Train Mile.	Per Cent. to Revenue.	Number of Passengers carried ..	2,285,572	Average per Train Mile.			
Average Miles open for the Year ..	789 $\frac{1}{4}$			Tons of Live Stock carried ..	47,131				
Train Miles run	2,633,731			„ Goods carried	803,648				
	£ s. d.	£ s. d.	d.		£ s. d.	£ s. d.	s. d.		
MAINTENANCE OF WAY AND WORKS:				Passengers	241,251 13 4				
Wages	88,312 8 2			Parcels, &c.	25,740 10 5				
Stores	9,397 15 3	97,710 3 5	8'90	Horses, Carriages, and Dogs	4,177 3 2				
				Mails	15,954 10 11				
LOCOMOTIVE CHARGES:				Rents	10,820 15 8				
Loco. Supdt., Inspectors, & Clerks	2,212 15 3			Miscellaneous	4,439 16 8				
„ Foremen	1,552 2 9			Live Stock	52,937 4 11				
„ Drivers and Firemen ..	45,425 14 3			Goods	403,029 14 4				
„ Cleaners	8,436 14 7								
„ Coalmen	3,769 8 6								
„ Sundry Labour	4,922 19 4								
Coal and Coke	41,687 6 3								
Wood	2,375 0 0								
Water	1,129 17 9								
„ { Wages	5,440 14 11								
„ { Stores	6,969 5 0								
Oil, Tallow, and Waste ..	2,666 12 5								
Sundry Stores	22,540 0 10								
Repairs of Engines .. { Wages	4,008 4 0	153,136 15 10	13'95						
„ { Stores									
CARRIAGES AND WAGGONS:									
Repairs	19,633 15 8								
„ { Wages	5,614 0 0								
„ { Stores	2,387 12 4								
„ { Wages	207 19 9	27,843 7 9	2'54						
„ { Stores									
TRAFFIC CHARGES:									
Traffic Manager's Office { Wages	3,682 13 6								
Expenses (proprtn. of) { Stores	369 6 2								
Melbourne Terminus, { Wages	9,689 9 10								
Pas. Stn. (proprtn. of) { Stores	1,080 8 3								
Melbourne Terminus, { Wages	19,101 4 4								
Gds. Stn. (proprtn. of) { Stores	1,327 19 11								
Station-masters	15,560 1 8								
Clerks	7,419 3 0								
Porters, Labourers, &c. ..	46,284 8 5								
Pointsmen	11,126 10 7								
Gatekeepers	20,733 11 5								
Guards	12,520 18 7								
Stores for Stations	10,847 12 8								
Advertising	895 10 3								
Travelling & Incidental Expenses	5,459 0 8								
Sundry Charges .. { Wages	2,370 4 0								
„ { Stores	6,830 18 4	175,299 3 7	15'98						
COMPENSATION .. { Personal	1,073 0 10								
„ { Goods	553 1 10	1,626 2 8	0'15						
GENERAL CHARGES:									
Commissioners (proportion of) ..	1,514 11 3								
Secretary's Office (pro- { Wages	1,493 0 7								
portion of) .. { Stores	196 10 8								
Accountant's Office (pro- { Wages	2,233 17 6								
portion of) .. { Stores	119 8 10								
Audit Office (proportion { Wages	2,451 2 8								
of) .. { Stores	112 7 7								
Stores Office (proportion { Wages	1,743 12 1								
of) .. { Stores	102 4 7								
Telegraph Branch (pro- { Wages	3,142 7 1								
portion of) .. { Stores	569 19 8								
Superannuation Allowances (pro- portion of)	2,654 4 8								
Gratuities, &c. (proportion of) ..	9,607 8 0	25,940 15 2	2'36						
Total		481,556 8 5	s. d. 3 7'88						
Balance		276,775 1 0							
		758,331 9 5							
					758,331 9 5		s. d. 5 9'10		

ROBERT GEO. KENT,
Secretary and Accountant.Accountant's Branch,
1st September, 1892.

VICTORIAN RAILWAYS.

No. 11.

STATEMENT of Revenue and Expenditure on the WESTERN SYSTEM for the Year ending
30th June, 1892.

EXPENDITURE.					REVENUE.					
Miles open	996½	Coat per Train Mile.	Per Cent. to Revenue.	Number of Passengers carried ..	7,974,267	Average per Train Mile.	Tons of Live Stock carried ..	19,725	Goods carried ..	962,521
Average Miles open for the Year..	979½									
Train Miles run	3,055,056									
MAINTENANCE OF WAY AND WORKS:	£ s. d.	£ s. d.	d.							
Wages	116,696 6 7									
Stores	11,524 1 2									
		128,320 7 9	10'08	14'68						
LOCOMOTIVE CHARGES:										
Loco. Supdt., Inspectors, & Clerks	2,566 0 0									
Foremen	2,255 8 3									
Drivers and Firemen ..	53,932 16 0									
Cleaners	10,130 12 0									
Coalmen	4,467 8 0									
Sundry Labour	6,937 11 9									
Coal and Coke	49,437 4 0									
Wood	2,817 0 2									
Water	1,504 10 1									
Stores	4,391 10 0									
Oil, Tallow, and Waste..	7,546 7 1									
Sundry Stores.. .. .	3,185 1 9									
Repairs to Engines ..	26,778 0 0									
Stores	4,764 7 0									
		180,713 16 1	14'20	20'67						
CARRIAGES AND WAGGONS:										
Repairs	22,867 18 0									
Stores	6,521 8 1									
Greasing	2,768 0 0									
Stores	241 0 0									
		32,398 6 1	2'54	3'70						
TRAFFIC CHARGES:										
Traffic Manager's Office	4,238 19 0									
Expenses (proprtn. of)	4'5 1 7									
Melbourne Terminus, Pas. Stn. (proprtn. of)	15,495 6 11									
Stores	1,727 15 8									
Melbourne Terminus, Gds. Stn. (proprtn. of)	24,440 10 8									
Stores	1,699 4 1									
Station-masters	14,529 10 4									
Clerks	7,329 15 7									
Porters, Labourers, &c. ..	47,923 7 2									
Pointsmen	13,935 10 9									
Gatekeepers	23,020 4 0									
Guards	15,626 2 1									
Stores for Stations	12,113 17 5									
Advertising	1,030 15 0									
Travelling & Incidental Expenses	6,223 15 0									
Sundry Charges	2,728 2 11									
Stores	7,862 10 5									
Williamstown Pier Ex-pence ..	6,546 9 4									
Stores	477 14 6									
		207,374 12 5	16'29	23'71						
COMPENSATION	Personal	2,875 15 4								
Goods	687 0 0									
		3,562 15 4	0'28	0'41						
GENERAL CHARGES:										
Commissioners (proportion of) ..	1,743 5 9									
Secretary's Office, Ex-penses (proportion of)	1,718 10 2									
Stores	226 4 3									
Accountant's Office (proportion of) ..	2,571 4 8									
Stores	137 9 8									
Audit Office (proportion of) ..	2,321 6 1									
Stores	129 7 0									
Stores Office (proportion of) ..	2,006 18 6									
Stores	117 13 4									
Telegraph Branch (proportion of) ..	3,616 18 4									
Stores	656 1 4									
Superannuation Allowances (proportion of) ..	3,055 1 6									
Gratuities, &c. (proportion of) ..	11,058 6 3									
		29,858 6 10	2'35	3'42						
Total		582,228 4 6	s. d.	66'60						
Balance		292,013 2 4	3 9'74							
		874,241 6 10								
										s. d.
										5 8'68

Accountant's Branch,
1st September, 1892.ROBERT GEO. KENT,
Secretary and Accountant.

VICTORIAN RAILWAYS.

No. 12.

STATEMENT of Revenue and Expenditure on the NORTH-EASTERN SYSTEM for the Year ending 30th June, 1892.

EXPENDITURE.					REVENUE.				
			£	s.	d.				Per Cent. to Revenue.
Miles open	586½					Number of Passengers carried	9,147,159		Average per Train Mile.
Average Miles open for the Year	583½					Tons of Live Stock carried	108,406		
Train Miles run	2,600,995					„ Goods carried	658,828		
MAINTENANCE OF WAY AND WORKS :									
Wages	80,691	3	9			Passengers	276,720	14	11
Stores	11,358	16	3			Parcels, &c.	20,155	19	9
				92,050	0	0			
									8'50
									12'54
LOCOMOTIVE CHARGES :									
Loco. Supdt., Inspectors, & Clerks	2,193	0	0			Horses, Carriages, and Dogs	5,209	1	9
„ Foremen	1,363	14	0			Mails	13,782	9	1
„ Drivers and Firemen	44,219	2	0			Rents	11,708	7	5
„ Cleaners	8,156	15	0			Miscellaneous	3,082	8	8
„ Coalmen	4,018	4	0			Live Stock	67,954	4	5
„ Sundry Labour	4,438	5	0			Goods	335,469	0	10
Coal and Coke	44,450	5	0						
Wood	2,307	0	0						
Water	804	14	2						
Oil, Tallow, and Waste	2,878	5	7						
Sundry Stores	7,106	0	0						
Repairs of Engines	2,621	15	0						
	23,388	0	0						
	4,159	14	0						
				152,104	13	9			14'04
									20'71
CARRIAGES AND WAGGONS :									
Repairs	19,391	15	0						
Greasing	5,539	10	0						
	2,359	0	0						
	205	0	0						
				27,495	5	0			2'54
									1'74
TRAFFIC CHARGES :									
Traffic Manager's Office (Wages	3,562	10	5						
Expenses (proprtn. of) (Stores	357	5	2						
Melbourne Terminus, (Wages	14,043	17	8						
Pass. Stn. (proprtn. of) (Stores	1,565	18	9						
Melbourne Terminus, (Wages	20,304	8	11						
Goods Stn. (proprtn. of) (Stores	1,411	13	0						
Station-masters	19,516	12	7						
Clerks	3,607	7	1						
Porters, Labourers, &c.	28,437	7	7						
Pointsmen	10,649	11	9						
Gatekeepers	17,089	7	4						
Guards	12,060	11	8						
Stores for Stations	9,474	9	7						
Advertising	866	5	5						
Travelling and Incidental Expenses	5,641	2	10						
Sundry Charges	2,292	16	1						
	6,607	17	4						
				157,489	3	2			14'54
									21'46
COMPENSATION									
	1,283	13	1						
	616	7	9						
				1,900	0	10			0'14
									0'26
GENERAL CHARGES :									
Commissioners (proportion of) ..	1,465	2	1						
Secretary's Office (pro- f Wages	1,444	5	6						
portion of)	190	2	3						
Accountant's Office (pro- (Wages	2,160	18	7						
portion of)	115	10	10						
Audit Office (proportion (Wages	2,371	1	11						
of)	108	14	2						
Stores Office (proportion (Wages	1,686	13	5						
of)	98	17	9						
Telegraph Branch (pro- (Wages	3,039	14	11						
portion of)	531	7	6						
Superannuation Allowances (pro- portion of)	2,567	11	3						
Gratuities, &c. (proportion of) ..	9,293	13	9						
				25,093	13	11			2'32
									3'42
Total				456,132	16	8			62'13
Balance				277,949	10	2			
				734,082	6	10			
							734,082	6	10
									5
									7'74

Accountant's Branch,
1st September, 1892.ROBERT GEO. KENT,
Secretary and Accountant.

VICTORIAN RAILWAYS.

No. 13.

STATEMENT of Revenue and Expenditure on the EASTERN SYSTEM for the Year ending 30th June, 1892.

EXPENDITURE.						REVENUE.					
Miles open	499½	Cost per Train Mile.	Per Cent. to Revenue.	Number of Passengers carried ..	15,743,598	Average per Train Mile.	Tons of Live Stock carried ..	25,423	Goods carried ..	439,142	
Average Miles open for the Year ..	460										
Train Miles run	2,428,638										
	£ s. d.	£ s. d.	d.		£ s. d.	£ s. d.	s. d.				
MAINTENANCE OF WAY AND WORKS:											
Wages	66,991 2				Passengers	208,431 19 6					
Stores	7,963 18 4	74,955 5 6	7'41	19'87	Parcels, &c.	21,136 3 1					
					Horses, Carriages, and Dogs	4,739 4 6					
LOCOMOTIVE CHARGES:					Mails	10,146 8 1					
Loco. Supdt., Inspectors, & Clerks	2,040 0 0				Rents	7,871 0 6					
Foremen	1,139 1 1				Miscellaneous	1,821 6 11					
Drivers and Firemen	40,455 5 0				Live Stock	20,016 17 6					
Cleaners	7,387 8 0				Goods	102,936 9 1					
Coalmen	3,813 12 0										
Sundry Labour	3,772 14 0				Balance		377,099 9 2	3	1'26		
Coal and Coke	42,204 10 0						19,674 2 10				
Wood	2,254 0 0										
Water	{ Wages 1,153 9 4										
	{ Stores 1,351 5 8										
Oil, Tallow, and Waste	6,384 5 3										
Sundry Stores	2,438 18 1										
Repairs of Engines	{ Wages 22,399 0 0										
	{ Stores 3,983 2 0	140,776 10 5	13'91	37'33							
CARRIAGES AND WAGGONS:											
Repairs	{ Wages 17,147 9 0										
	{ Stores 4,881 3 9										
Greasing	{ Wages 2,202 0 0										
	{ Stores 191 0 0	24,421 12 9	2'41	6'48							
TRAFFIC CHARGES:											
Traffic Manager's Office, Expenses (proprtn. of)	{ Wages 2,340 17 7										
	{ Stores 222 7 0										
Melbourne Terminus, Goods Stn. (proprtn. of)	{ Wages 9,249 16 1										
	{ Stores 643 1 8										
Station-masters	20,664 19 10										
Clerks	5,282 2 5										
Porters, Labourers, &c.	38,137 9 7										
Pointsmen	11,832 8 3										
Gatekeepers	14,420 6 6										
Guards	14,794 18 3										
Stores for Stations	12,254 14 7										
Advertising	445 18 7										
Travelling and Incidental Expenses	5,932 5 9										
Sundry Charges	{ Wages 1,180 5 3										
	{ Stores 3,401 10 4	140,803 1 8	13'92	37'34							
COMPENSATION	{ Personal 2,281 8 8										
	{ Goods 618 4 3	2,899 12 11	0'29	0'77							
GENERAL CHARGES:											
Commissioners (proportion of) ..	754 3 10										
Secretary's Office (proportion of)	{ Wages 743 9 4										
	{ Stores 97 17 3										
Accountant's Office (proportion of)	{ Wages 1,112 7 7										
	{ Stores 59 9 7										
Audit Office (proportion of)	{ Wages 1,220 11 4										
	{ Stores 55 19 2										
Stores Office (proportion of)	{ Wages 868 4 10										
	{ Stores 50 18 1										
Telegraph Branch (proportion of)	{ Wages 1,564 15 4										
	{ Stores 283 10 7										
Superannuation Allowances (proportion of) ..	1,321 14 0										
Gratuities, &c. (proportion of) ..	4,784 1 10										
		12,917 8 9	1'27	3'43							
Total		396,773 12 0	s. d. 3 1'21	105'22						396,773 12 0	

Accountant's Branch,
1st September, 1892.ROBERT GEO. KENT,
Secretary and Accountant.

VICTORIAN RAILWAYS.

No. 14.

STATEMENT of Revenue and Expenditure on SOUTH SUBURBAN (late MELBOURNE and HOBSON'S BAY) Lines for the Year ending 30th June, 1892.

EXPENDITURE.					REVENUE.						
					Cost per Train Mile.	Per Cent to Revenue.					
							Number of Passengers carried ..	34,396,325		Average per Train Mile.	
							Tons of Live Stock carried ..	22,704			
							.. Goods carried ..	569,439			
Miles open			16½								
Average Miles open for the Year ..			16½								
Train Miles run			1,089,256								
EXPENDITURE.											
MAINTENANCE OF WAY AND WORKS:											
Wages	£	s.	d.	£	s.	d.					
Stores											
				19,300	12	8	4'25		5'49		
LOCOMOTIVE CHARGES:											
Loco. Supdt., Inspectors, & Clerks			915	0	0						
„ Foremen			690	0	0						
„ Drivers and Firemen ..			21,137	11	10						
„ Cleaners			3,151	6	11						
„ Coalmen			2,229	16	0						
„ Sundry Labour			1,495	5	5						
Coal and Coke			26,419	11	5						
Wood			930	0	0						
Water—Stores			406	14	0						
Oil, Tallow, and Waste ..			3,556	0	0						
Sundry Stores			1,057	13	3						
Repairs to Engines .. { Wages			10,387	0	0						
.. { Stores			1,950	1	8						
				74,326	0	6	16'38		21'15		
CARRIAGES AND WAGGONS:											
Repairs { Wages			6,330	13	0						
.. { Stores			1,781	17	9						
Greasing { Wages			987	0	0						
.. { Stores			87	0	0						
				9,186	10	9	2'02		2'61		
TRAFFIC CHARGES:											
Traffic Manager's Office, { Wages			2,185	7	10						
Expenses (propn. of) { Stores			207	12	3						
Melbourne Terminus, { Wages			2,105	12	11						
Goods Stn. (propn. of) { Goods			146	7	10						
Station-masters			5,916	19	11						
Clerks			10,897	10	3						
Porters, Labourers, &c. ..			39,625	8	6						
Pointsmen			17,686	9	8						
Gatekeepers			4,724	8	5						
Guards			3,802	7	4						
Stores for Stations			10,746	3	3						
Advertising			416	13	9						
Travelling and Incidental Expenses ..			3,643	0	3						
Sundry Charges { Wages			1,102	17	4						
.. { Stores			3,178	9	4						
				106,385	8	10	23'45		30'28		
COMPENSATION											
.. { Personal			67	8	4						
.. { Goods			111	8	8						
				178	17	0	0'03		0'05		
GENERAL CHARGES:											
Commissioners (proportion of) ..			704	14	8						
Secretary's Office (pro- { Wages			694	14	4						
.. { Stores			91	8	11						
Accountant's Office { Wages			1,039	8	9						
(proportion of) .. { Stores			55	11	7						
Audit Office (proportion of) ..			1,140	10	7						
.. { Stores			52	5	10						
Stores Office (proportion of) ..			811	6	2						
.. { Stores			47	11	4						
Telegraph Branch (pro- { Wages			1,462	3	2						
.. { Stores			265	4	4						
Superannuation Allowances (proportion of) ..			1,235	0	8						
Gratuities, &c. (proportion of) ..			4,470	7	7						
				12,070	7	11	2'66		3'44		
Total				227,447	17	8	4/0'79		61'02		
Balance				129,919	9	11					
				351,367	7	7					
								351,367	7	7	
									s.	d.	
									6	5'42	

ROBERT GEO. KENT,
Secretary and Accountant.

Accountant's Branch,
1st September, 1892.

VICTORIAN RAILWAYS.

No. 15.

STATEMENT of Revenue and Expenditure on ALL SYSTEMS for the Year ending 30th June, 1892.

EXPENDITURE.					REVENUE.					
Miles open	2,903	Cost per Train Mile.	Per Cent. to Revenue.	Number of Passengers carried ..	69,546,921	Average per Train Mile.	Tons of Live Stock carried ..	223,389	Goods carried ..	3,431,578
Average Miles open for the Year ..	2,829½									
Train Miles run	11,807,677									
MAINTENANCE OF WAY AND WORKS:	£ s. d.	£ s. d.	d.							
Wages	368,240 18 6									
Stores	44,095 10 10									
		412,336 9 4	8'38	13'32	Passengers	1,386,842 8 11				
LOCOMOTIVE CHARGES:					Parcels, &c.	105,100 9 5				
Loco. Supdt., Inspectors, & Clerks	9,926 15 3				Horses, Carriages, and Dogs	20,938 7 6				
Foremen	7,000 6 1				Mails	63,452 6 6				
Drivers and Firemen	205,170 9 1				Rents	47,980 8 6				
Cleaners	37,262 16 6				Miscellaneous	20,000 13 11				
Coalmen	18,298 8 6				Live Stock	162,825 16 0				
Sundry Labour	21,566 15 6				Goods	1,287,981 9 1				
Coal and Coke	204,198 16 8									
Wood	10,683 0 2									
Water { Wages	4,592 11 4									
Stores	14,408 10 2									
Oil, Tallow, and Waste	31,561 17 4									
Sundry Stores	11,970 0 6									
Repairs to Engines { Wages	105,092 0 10									
Stores	18,865 8 8									
		701,057 16 7	14'25	22'65						
CARRIAGES AND WAGGONS:										
Repairs { Wages	85,371 10 8									
Stores	24,337 19 7									
Greasing { Wages	10,703 12 4									
Stores	931 19 9									
		121,345 2 4	2'46	3'92						
TRAFFIC CHARGES:										
Traffic Manager's Office { Wages	16,010 10 4									
Expenses (proprtn. of) Stores	1,581 12 2									
Melbourne Terminus, { Wages	39,228 14 5									
Pass. Stn. (proprtn. of) Stores	4,374 2 8									
Melbourne Terminus, { Wages	75,201 12 11									
Goods Stn. (proprtn. of) Stores	5,228 6 6									
Station-masters	76,188 4 4									
Clerks	34,535 18 4									
Porters, Labourers, &c.	200,408 1 3									
Pointsmen	65,230 11 0									
Gatekeepers	79,987 17 8									
Guards	58,804 17 11									
Stores for Stations	55,436 17 6									
Advertising	3,655 3 0									
Travelling and Incidental Expenses	26,899 4 6									
Sundry Charges { Wages	9,674 5 7									
Stores	27,881 5 9									
Williamstown Pier Expenses { Wages	6,546 9 4									
Stores	477 14 6									
		787,351 9 8	16'00	25'44						
COMPENSATION { Personal	7,581 6 3									
{ Goods, &c.	2,586 2 6									
		10,167 8 9	0'21	0'33						
GENERAL CHARGES:										
Commissioners	6,181 17 7									
*Secretary's Office { Wages	6,093 19 11									
Stores	802 3 4									
*Accountant's Office { Wages	9,117 17 1									
Stores	487 10 6									
Audit Office { Wages	10,004 12 7									
Stores	458 13 9									
*Stores Office { Wages	7,116 15 0									
Stores	417 5 1									
Telegraph Branch { Wages	12,825 18 10									
Stores	2,126 9 5									
Superannuation Allowances	10,833 12 1									
Gratuities, &c.	39,213 17 5									
		105,880 12 7	2'15	3'42						
Total		2,138,138 19 3	£ d.	3 7'45	69'08					
Balance		956,983 0 7								
		3,095,121 19 10								
						3,095,121 19 10			£ d.	5 2'91

* £5,000 debited to Capital Account. The charges against which asterisks are placed reduced *pro rata*.ROBERT GEO. KENT,
Secretary and Accountant.Accountant's Branch,
1st September, 1892.

VICTORIAN RAILWAYS.

No. 16.

COMPARATIVE STATEMENT for Twenty Years, from 1st July, 1871, to 30th June, 1892.*

Year.	Miles open at end of Year.	Average Miles open during the Year.	CONSTRUCTION.		ROLLING-STOCK.					Number of Passengers conveyed.	Tonnage of Goods and Live Stock conveyed.	GROSS REVENUE.				Total Train Miles Run.	Gross Receipts per Train Mile.
			Capital Cost, including Rolling-stock.	Average Cost per Mile open.	Passenger Engines.	Goods Engines.	Passenger Vehicles.	Goods and other Vehicles.	Vans and Sundries.			From Passenger, &c., Traffic.	From Goods and Live Stock Traffic.	Total.	Per Average Mile open.		
			£	£								£	£	£	£		s. d.
1871-2	313	267	10,034,772	32,060	51	41	144	1,449	115	1,508,671	489,126	236,671	400,961	637,632	2,388	1,173,434	10/10'41
1872-3	360	335	10,815,868	30,128	51	43	145	1,519	125	1,720,815	569,871	260,756	442,972	703,728	2,101	1,354,131	10/4'72
1873-4	441	414	11,557,484	26,207	52	54	160	1,641	131	2,039,030	681,710	304,073	546,969	851,042	2,056	1,667,124	10/2'52
1874-5	586	541	12,411,672	21,143	58	63	183	1,853	149	2,699,519	732,772	350,417	569,591	920,008	1,701	2,051,710	8/11'50
1875-6	620	608	13,239,405	21,354	58	63	205	1,980	149	2,978,139	928,300	388,228	606,539	994,767	1,636	2,280,092	8/8'71
1877	931	787	14,562,984	15,642	76	63	221	2,212	161	3,395,709	1,030,558	460,459	675,340	1,135,799	1,443	2,786,581	8/1'82
1878	1,035	967	15,343,240	14,824	80	68	231	2,602	161	3,829,256	960,479	515,351	701,324	1,216,675	1,258	3,095,590	7/10'33
1879	1,108	1,091	16,251,420	14,667	87	76	243	2,864	204	4,169,175	962,000	521,383	700,724	1,222,107	1,120	3,462,622	7/0'71
‡ 1880	1,199	1,194	18,041,295	15,047	119	78	371	3,185	226	15,999,459	1,303,215	674,890	818,027	1,492,917	1,250	4,380,802	6/9'79
‡ 1881	1,247	1,215	18,603,830	14,919	122	88	398	3,398	211	18,973,070	1,468,785	770,617	894,592	1,665,209	1,371	4,633,267	7/2'26
‡ 1882	1,355	1,300	19,746,915	14,573	126	102	456	3,720	231	22,646,489	1,684,213	835,710	945,368	1,781,078	1,370	5,069,389	7/0'32
‡ 1883	1,562	1,432	21,488,065	13,757	132	127	590	4,258	235	26,485,305	1,881,760	917,453	980,858	1,898,311	1,326	5,701,513	6/7'91
‡ 1884-5	1,676	1,655	22,914,449	13,672	144	161	701	4,511	286	34,814,002	2,272,361	1,072,708	1,109,224	2,181,932	1,318	6,849,818	6/4'45
‡ 1885-6	1,743	1,691	24,357,814	13,975	153	179	753	4,883	289	42,511,014	2,724,095	1,187,548	1,141,578	2,329,126	1,377	7,256,703	6/5'03
‡ 1886-7	1,880	1,791	26,171,609	13,921	152	194	808	5,297	336	49,219,857	2,972,761	1,259,496	1,193,582	2,453,078	1,370	7,991,378	6/1'67
‡ 1887-8	2,018	1,947	28,212,064	13,981	169	195	819	6,242	349	55,911,394	3,564,042	1,397,050	1,358,999	2,756,049	1,415	9,082,312	6/0'83
‡ 1888-9	2,197½	2,142	31,189,517	14,195	171	211	900	6,099	350	68,904,427	4,160,126	1,668,540	1,441,600	3,110,140	1,452	10,680,743	5/9'88
‡ 1889-90	2,469½	2,329½	34,370,031	13,917	197	233	961	7,099	395	71,058,940	4,170,436	1,681,183	1,450,683	3,131,866	1,344	11,773,152	5/3'84
‡ 1890-91	2,763	2,650½	36,341,626	13,153	210	245	1,085	8,035	437	71,970,885	4,425,609	1,706,803	1,591,764	3,298,567	1,245	12,249,747	5/4'63
‡ 1891-2	2,903	2,829½	37,085,309	12,775	213	249	1,114	8,179	463	69,546,921	3,654,967	1,644,315	1,450,807	3,095,122	1,094	11,807,677	5/2'91

* Half-years ending 31st December, 1876, and 30th June, 1884, not included.

‡ The Hobson's Bay Suburban Lines included since 1880.

No. 16.—VICTORIAN RAILWAYS.—Comparative Statement for Twenty Years, from 1st July, 1871, to 30th June, 1892*—continued.

Years.	WORKING EXPENDITURE.														NET EARNINGS.				NET ANNUAL INTEREST AND CHARGES.	BALANCE AFTER PAYING WORKING EXPENSES AND NET INTEREST.			
	MAINTENANCE.		LOCOMOTIVE.		CARRIAGE AND WAGGON REPAIRS, ETC.		TRAFFIC.		COMPENSATION.		GENERAL.		TOTAL WORKING COST.				NET EARNINGS.				Dr.	Cr.	
	Amount.	Per Cent. of Gross Receipts.	Amount.	Per Cent. of Gross Receipts.	Amount.	Per Cent. of Gross Receipts.	Amount.	Per Cent. of Gross Receipts.	Amount.	Per Cent. of Gross Receipts.	Amount.	Per Cent. of Gross Receipts.	Amount.	Per Cent. of Gross Receipts.	Per Train Mile.	Per Average Mile open.	Amount.	Per Average Mile open.		Per Train Mile.			Per Cent. on Capital Cost.
£		£		£		£		£		£		£		s. d.	£	£	s. d.	£	£	£	£		
1871-2	69,180	10·85	85,739	13·45	17,615	2·76	95,718	15·00	1,062	0·17	10,491	1·65	279,804	43·88	4/9·23	1,048	357,828	1,340	6/1·18	3·57	621,740	263,912	...
1872-3	72,083	10·25	97,822	13·90	21,250	3·02	112,455	15·98	3,353	0·48	14,327	2·03	321,291	45·66	4/8·94	959	382,437	1,142	5/7·78	3·54	621,740	239,303	...
1873-4	74,999	8·81	121,878	14·32	29,602	3·48	136,243	16·01	769	0·09	11,224	1·32	374,715	44·03	4/5·94	905	476,327	1,150	5·8·57	4·12	618,350	142,023	...
1874-5	130,435	14·18	148,999	16·19	33,565	3·65	154,357	16·78	1,184	0·13	13,177	1·43	481,717	52·36	4/8·35	890	438,290	810	4/3·27	3·53	676,350	238,060	...
1875-6	128,679	12·94	153,617	15·44	39,551	3·97	162,202	16·31	1,387	0·14	13,971	1·40	499,407	50·20	4/4·57	821	495,360	815	4/4·14	3·74	676,350	180,990	...
1877	166,581	14·66	181,078	15·94	38,702	3·41	183,736	16·18	7,687	0·67	14,697	1·29	592,481	52·16	4/3·03	753	543,318	690	3/10·79	3·73	693,200	149,882	...
1878	155,410	12·77	204,806	16·83	45,720	3·76	192,318	15·81	10,481	0·86	16,964	1·40	625,699	51·43	4/0·52	647	590,976	611	3/9·82	3·85	732,218	141,242	...
1879	153,514	12·56	211,479	17·31	48,572	3·97	202,418	16·56	5,310	0·44	19,331	1·58	640,624	52·42	3/8·40	587	581,483	533	3/4·30	3·58	747,707	166,224	...
†1880	199,042	13·33	258,491	17·32	54,372	3·64	275,790	18·47	3,086	0·21	23,294	1·56	814,075	54·53	3/8·60	682	678,842	569	3/1·19	3·76	797,029	118,187	...
†1881	219,599	13·19	256,990	15·43	55,421	3·32	291,920	17·54	64,995	3·90	24,647	1·48	913,572	54·86	3/11·32	752	751,637	619	3·2·93	4·04	835,818	84,181	...
†1882	244,626	13·73	284,713	15·99	70,478	3·95	342,680	19·24	131,728	7·40	24,374	1·37	1,098,599	61·68	4/4·01	845	682,479	525	2·8·31	3·46	882,640	200,161	...
†1883	376,187	19·82	334,091	17·60	77,575	4·09	383,145	20·18	53,539	2·82	49,385	2·60	1,273,921	67·11	4/5·62	890	624,389	436	2·2·28	2·91	860,000	235,611	...
†1884-5	281,475	12·90	402,175	18·43	90,452	4·15	442,722	20·29	14,271	0·65	46,330	2·12	1,277,425	58·54	3/8·75	772	904,507	547	2·7·69	3·95	944,086	39,579	...
†1885-6	275,699	11·84	415,525	17·84	83,894	3·60	469,025	20·13	14,489	0·62	51,905	2·23	1,310,538	56·26	3/7·34	775	1,018,589	602	2·9·69	4·18	957,106	...	61,483
†1886-7	304,149	12·40	443,555	18·08	96,482	3·94	524,635	21·38	9,749	0·40	48,546	1·98	1,427,116	58·18	3/6·86	797	1,025,962	573	2/6·81	3·92	985,505	...	40,457
†1887-8	349,342	12·68	496,982	18·03	113,604	4·12	580,611	21·07	142,562	5·17	69,918	2·54	1,753,019	63·61	3/10·32	900	1,003,030	515	2/2·51	3·56	1,056,711	53,681	...
†1888-9	407,525	13·10	625,540	20·11	117,010	3·76	694,346	22·33	22,121	0·71	79,295	2·55	1,945,837	62·56	3/7·72	908	1,164,303	544	2·2·16	3·73	1,130,243	...	34,060
†1889-90	433,267	13·83	696,041	22·23	128,743	4·11	763,756	24·39	26,718	0·85	83,633	2·67	2,132,158	68·08	3/7·46	915	999,708	429	1·8·38	2·91	1,221,190	221,482	...
†1890-91	428,327	12·99	820,178	24·86	128,140	3·88	821,004	24·89	22,128	0·67	90,868	2·75	2,310,645	70·05	3/9·27	872	987,922	373	1/7·36	2·72	1,320,038	332,116	...
†1891-92	412,336	13·32	701,058	22·65	121,345	3·92	787,352	25·44	10,167	0·33	105,881	3·42	2,138,139	69·08	3/7·45	756	956,983	338	1/7·45	2·58	1,387,029	430,046	...

* Half-years ending 31st December, 1876, and 30th June, 1884, not included.

† The Hobson's Bay Suburban Lines included since 1880.

VICTORIAN RAILWAYS.

No. 17.

STATEMENT showing Dates of Opening and Length in Miles of the Different Sections of Victorian Railways to 30th June, 1892.

Date of Opening.	From—	To—	Length in Miles.	Authorized by Act—
1854—Sept. 13	Flinders-street	Port Melbourne	16½	16 Vict.—
1857—May 13	Flinders-street	St. Kilda		20.1.53
1859—Dec. 15	Flinders-street	Brighton	19	19 Vict.—
1860—Oct. 1	Richmond	Hawthorn		19.3.56
1857—June 17	Williamstown Junction	Geelong (including Pier)	39	21 Vict. No. 42
1859—Jan. 17	Footscray	Williamstown Pier	6	21 Vict. No. 43
" Feb. 10	Melbourne	Sunbury	23½	21 Vict. No. 36
1860—Oct. 21	Essendon Junction	Essendon	3½	25 Vict. No. 150
1861—July 8	Sunbury	Woodend	24½	21 Vict. No. 36
1862—April 11	North Geelong Junction	Ballarat	53½	21 Vict. No. 36
" " 25	Woodend	Kyneton	8½	21 Vict. No. 36
" Oct. 21	Kyneton	Sandhurst	44	21 Vict. No. 36
1864—Sept. 19	Sandhurst	Echuca	55½	21 Vict. No. 36
1867—Nov. 30	Newmarket Junction	Race-course	1½	32 Vict. No. 331
1872—April 18	Essendon	Schoolhouse-lane	54	32 Vict. No. 331
" Aug. 26	Schoolhouse-lane	Seymour	2½	32 Vict. No. 331
" Nov. 20	Seymour	Longwood	23½	32 Vict. No. 331
1873—March 20	Longwood	Violet Town	20	32 Vict. No. 331
" Aug. 18	Violet Town	Benalla	16	32 Vict. No. 331
" Oct. 28	Benalla	Wangaratta	24	32 Vict. No. 331
" Nov. 21	Wangaratta	Wodonga	42½	32 Vict. No. 331
1874—July 7	Castlemaine	Maryborough	34	35 Vict. No. 415
" " 7	Ballarat	Creswick	11½	35 Vict. No. 415
" Aug. 11	Ballarat	Beaufort	28½	35 Vict. No. 415
" Oct. 6	Maryborough	Dunolly	13½	35 Vict. No. 415
" Nov. 16	Creswick	Clunes	11½	35 Vict. No. 415
1875—Feb. 2	Clunes	Maryborough	19½	35 Vict. No. 415
" April 7	Beaufort	Ararat	28½	35 Vict. No. 415
" July 7	Beechworth Junction	Everton	12½	37 Vict. No. 475
1876—Feb. 15	Ararat	Scallan's Hill	17½	37 Vict. No. 475
" April 14	Scallan's Hill	Stawell	1	37 Vict. No. 475
" Sept. 19	Sandhurst	Bridgewater	25½	37 Vict. No. 475
" " 30	Everton	Beechworth	10½	37 Vict. No. 475
" Oct. 21	Maryborough	Avoca	15	37 Vict. No. 475
" Nov. 18	Bridgewater	Inglewood	4½	37 Vict. No. 475
" " 25	Geelong	Winchelsea	25½	37 Vict. No. 475
1877—March 13	Winchelsea	Birregurra	12½	37 Vict. No. 475
" April 24	Ararat	Dunkeld	47½	37 Vict. No. 475
" June 1	Sale	Morwell	38½	37 Vict. No. 475
" July 27	Birregurra	Colac	12	37 Vict. No. 475
" Oct. 8	Oakleigh	Bunyip	38½	37 Vict. No. 475
" " 29	Dunkeld	Hamilton	19	37 Vict. No. 475
" Dec. 1	Moe	Morwell	8½	37 Vict. No. 475
" " 19	Hamilton	Portland	53	37 Vict. No. 475
" " 19	Portland Station	Pier	1	37 Vict. No. 475
1878—Feb. 1	Race-course Junction	Geelong Race-course	2	41 Vict. No. 580
" March 1	Moe	Bunyip	32	37 Vict. No. 475
" Sept. 3	Dunolly	Bealiba	12	41 Vict. No. 580
" Dec. 17	Stawell	Murtoa	36½	41 Vict. No. 580
" " 23	Bealiba	St. Arnaud	21	41 Vict. No. 580
1879—Jan. 29	Springhurst	Walgunyah	14	41 Vict. No. 580
" Feb. 5	Murtoa	Horsham	17½	41 Vict. No. 580
" April 2	South Yarra	Oakleigh	6½	42 Vict. No. 604
" May 7	Warrenheip	Gordons	13	41 Vict. No. 580
" " 21	Geelong	Queenscliff	20½	41 Vict. No. 580
" " 20	Spencer-street	Flinders-street (connexion)	½	43 Vict. No. 643
1880—Jan. 13	Mangalore	Shepparton	45	42 Vict. No. 603
" " 13	Toolamba	Tatura	7	43 Vict. No. 616
" Feb. 16	Carlruhe	Trentham	10½	42 Vict. No. 606
" March 17	Trentham	Daylesford (including extension)	12	42 Vict. No. 606
1881—June 7	Lancefield Junction	Lancefield	14½	44 Vict. No. 671
" Aug. 11	Race-course Junction	Pisgah	2	44 Vict. No. 660
" Sept. 1	Shepparton	Numurkah	20½	44 Vict. No. 682
" Dec. 19	Caulfield	Mordialloc	10½	44 Vict. No. 682
1882—Jan. 26	St. Arnaud	Cope Cope	16½	44 Vict. No. 682
" April 3	Hawthorn	Camberwell	2	44 Vict. No. 682
" " 15	Inglewood	Korong Vale	20	44 Vict. No. 682
" " 22	Cope Cope	Donald	7½	44 Vict. No. 682
" July 1	Horsham	Dimboola	21½	44 Vict. No. 682
" Aug. 1	Mordialloc	Frankston	9½	44 Vict. No. 682
" Dec. 1	Camberwell	Lilydale	18½	44 Vict. No. 682
" " 15	Kerang Junction	Raywood	13½	44 Vict. No. 682
1883—Feb. 19	Eaglehawk	Kerang Junction	1	44 Vict. No. 682
" April 20	Korong Vale	Charlton	22½	44 Vict. No. 682
" June 14	Wodonga	Murray	2½	44 Vict. No. 682
" " 21	Raywood	Mitiamo	22½	44 Vict. No. 682
		Carried forward	1,404	

No. 17.—STATEMENT showing Dates of Opening and Length in Miles of the Different Sections of Victorian Railways to 30th June, 1892—continued.

Date of Opening.	From—	To—	Length in Miles.	Authorized by Act—
		Brought forward	1,404	
1883—July 2	Korong Vale ...	Boort ...	18	44 Vict. No. 682
" " 2	Colac ...	Camperdown ...	28	44 Vict. No. 682
" Aug. 1	Ballarat ...	Scarsdale ...	13½	44 Vict. No. 682
" Sept. 3	Benalla ...	St. James ...	20½	44 Vict. No. 682
" Oct. 1	Charlton ...	Wycheproof ...	16½	44 Vict. No. 682
" Nov. 13	Traralgon ...	Heyfield Junction ...	22½	44 Vict. No. 682
" " 16	Tallaroak ...	Yea ...	23½	44 Vict. No. 682
" Dec. 17	Everton ...	Myrtleford ...	16½	44 Vict. No. 682
1884—Feb. 12	Mitiamo ...	Pyramid Hill ...	12½	44 Vict. No. 682
" " 15	Branxholme ...	Henty ...	23½	44 Vict. No. 682
" April 2	Braybrook Junction ...	Melton ...	15½	44 Vict. No. 682
" June 16	Castlemaine ...	Maldon ...	10½	44 Vict. No. 682
" Sept. 1	Henty ...	Casterton ...	8½	44 Vict. No. 682
" " 9	North Melbourne ...	Coburg ...	5	44 Vict. No. 682
" Oct. 25	Pyramid Hill ...	Kerang ...	24½	44 Vict. No. 682
" Sept. 22	Traralgon Station ...	Heyfield Junction ...	1	44 Vict. No. 682
1885—April 10	Morwell ...	Boolara ...	12	44 Vict. No. 682
" " 6	Race-course Junction ...	Williamstown Race-course ...	½	48 Vict. No. 821
" Sept. 8	Boolara ...	Darlimurla ...	4½	44 Vict. No. 682
1886—Jan. 1	Lal Lal station ...	Lal Lal Race-course ...	2	48 Vict. No. 821
" " 7	Darlimurla ...	North Mirboo ...	3½	44 Vict. No. 682
" April 1	Melton ...	Parwan ...	6½	44 Vict. No. 682
" May 6	St. James ...	Yarrowonga ...	19½	48 Vict. No. 821
" " 12	Murtoa ...	Warracknabeal ...	31½	48 Vict. No. 821
" Nov. 15	Ballarat Cattle-yards Junction ...	Ballarat Cattle-yards ...	3	48 Vict. No. 821
" Dec. 22	Gordons ...	Ballan ...	7½	48 Vict. No. 821
1887—Jan. 19	Dimboola ...	Serviceton ...	62	48 Vict. No. 821
" " 19	North Creswick ...	Rocky Lead ...	12½	48 Vict. No. 821
" Feb. 16	Parwan ...	Bacchus Marsh ...	2½	48 Vict. No. 821
" March 18	Heyfield ...	Maffra ...	11	48 Vict. No. 821
" April 21	Wedderburn Junction ...	Wedderburn ...	4½	48 Vict. No. 821
" " 23	Camperdown ...	Terang ...	13½	48 Vict. No. 821
" June 1	Rocky Lead ...	Daylesford Junction ...	10½	48 Vict. No. 821
" " 1	Lubeck ...	Rupanyup ...	9½	48 Vict. No. 821
" Aug. 19	Tatura ...	Echuca ...	34½	48 Vict. No. 821
" " 25	Horsham ...	Noradjuha ...	20½	48 Vict. No. 821
" Sept. 2	Brighton Beach ...	Sandringham ...	2	48 Vict. No. 821
" Nov. 8	Maffra ...	Stratford ...	6	48 Vict. No. 821
" Sept. 24	Braybrook Junction ...	Newport ...	4½	48 Vict. No. 821
" Dec. 19	Hawthorn ...	Kew ...	1½	48 Vict. No. 821
1888—May 8	Royal Park Junction ...	Clifton Hill ...	2½	48 Vict. No. 821
" " 8	Nicholson-street ...	Fitzroy ...	1	48 Vict. No. 821
" " 8	Clifton Hill ...	Collingwood ...	½	48 Vict. No. 821
" " 8	Clifton Hill ...	Alphington ...	2½	44 Vict. No. 682
" " 8	Alphington ...	Heidelberg ...	2½	48 Vict. No. 821
" " 8	Moe Junction ...	Thorpdale ...	10½	48 Vict. No. 821
" " 8	Sale Junction ...	Stratford Junction ...	9½	48 Vict. No. 821
" " 8	Stratford ...	Bairnsdale ...	32½	48 Vict. No. 821
" " 15	Lilydale ...	Yarra Flats ...	7	48 Vict. No. 821
" July 1	Bairnsdale Station ...	Bairnsdale Wharf ...	1	48 Vict. No. 821
" Oct. 1	Numurkah ...	Nathalia ...	14	48 Vict. No. 821
" " 1	Numurkah ...	Cobram ...	21½	48 Vict. No. 821
" " 1	Shepparton ...	Dookie ...	15	48 Vict. No. 821
" " 1	Kilmore Junction ...	Kilmore ...	9½	48 Vict. No. 821
" " 1	Sandhurst ...	Heathcote ...	27½	48 Vict. No. 821
" " 1	Pisgah ...	Waubra ...	13½	48 Vict. No. 821
" " 1	Frankston ...	Mornington Junction ...	4½	48 Vict. No. 821
" " 1	Dandenong (Great Southern Junction) ...	Tooradin ...	16	48 Vict. No. 821
" Nov. 20	Inglewood ...	Dunolly ...	24½	48 Vict. No. 821
" " 20	Hamilton Junction ...	Coleraine ...	23	48 Vict. No. 821
1889—March 1	Yarra Flats ...	Healesville ...	8½	48 Vict. No. 821
" Aug. 7	Maffra ...	Brigolong ...	12½	48 Vict. No. 821
" " 7	Irrewarra ...	Beeac ...	8½	48 Vict. No. 821
" Sept. 10	Mornington Junction ...	Mornington ...	7½	48 Vict. No. 821
" " 10	Mornington Junction ...	Hastings ...	8	48 Vict. No. 821
" " 10	Wodonga ...	Huon-lane ...	14½	48 Vict. No. 821
" " 12	Ballarat East ...	Buninyong ...	7½	48 Vict. No. 821
" Oct. 8	Whittlesea Junction ...	Preston Reservoir ...	4½	48 Vict. No. 821
" " 8	Coburg ...	Somerton ...	7½	48 Vict. No. 821
" Nov. 12	Yea ...	Molesworth ...	10½	48 Vict. No. 821
" Dec. 3	Heathcote ...	Tooborac ...	10½	48 Vict. No. 821
" " 4	Bacchus Marsh ...	Ballan ...	17½	48 Vict. No. 821
" " 4	Ringwood ...	Ferntree Gully ...	7½	48 Vict. No. 821
" " 17	Hastings ...	Stony Point ...	6	48 Vict. No. 821
" " 23	Preston Reservoir ...	Whittlesea ...	17½	48 Vict. No. 821
1890—Feb. 4	Terang ...	Mortlake ...	13	48 Vict. No. 821
" " 4	Terang ...	Warrnambool ...	28½	48 Vict. No. 821
" " 4	Koroit ...	Warrnambool ...	9½	48 Vict. No. 821
" " 4	Koroit ...	Port Fairy (including Pier) ...	11½	48 Vict. No. 821
" March 17	Mount Moriac ...	Wensleydale ...	11½	48 Vict. No. 821
" " 24	Burnley ...	Oakleigh ...	7½	48 Vict. No. 821
" May 12	Warragul ...	Jindivick ...	8½	48 Vict. No. 821
" " 30	Kerang ...	Swan Hill ...	35	48 Vict. No. 821
" " 30	Camberwell ...	Waverley-road ...	5	48 Vict. No. 821
		Carried forward	2,467	

No. 17.—STATEMENT showing Dates of Opening and Length in Miles of the Different Sections of Victorian Railways to 30th June, 1892—*continued*.

Date of Opening.	From—	To—	Length in Miles.	Authorized by Act—
		Brought forward	2,467	
1890—June 17	Molesworth	Cathkin	2 $\frac{3}{4}$	48 Vict. No. 821
" July 18	Huon-lane	Bolga	6 $\frac{1}{2}$	48 Vict. No. 821
" Aug. 22	Kilmore	Tooborac	20 $\frac{1}{4}$	48 Vict. No. 821
" " 22	Dunkeld	Koroit	49 $\frac{1}{4}$	48 Vict. No. 821
" " 22	Hamilton	Penshurst	19	48 Vict. No. 821
" Sept. 1	Murchison East	Rushworth	13 $\frac{1}{2}$	48 Vict. No. 821
" " 16	Cathkin	Alexandra-road	4 $\frac{1}{4}$	48 Vict. No. 821
" " 28	Sale	Canal	$\frac{3}{4}$	37 Vict. No. 475
" Oct. 10	Scarsdale	Linton	8	48 Vict. No. 821
" " 17	Myrtleford	Bright	18 $\frac{1}{2}$	48 Vict. No. 821
" Nov. 10	Cathkin	Merton	15 $\frac{1}{2}$	48 Vict. No. 821
" " 11	Tooradin	Loch	23 $\frac{1}{2}$	48 Vict. No. 821
" " 18	Ararat	Avoca	39 $\frac{1}{2}$	48 Vict. No. 821
1891—Jan. 15	Kyneton (Redesdale Junction)	Redesdale	16	48 Vict. No. 821
" March 24	Fairfield	Riversdale (and junction with Lilydale line)	5 $\frac{1}{2}$	48 Vict. No. 821
" " 24	Maldon (Laanecoorie Junction)	Shelbourne	9 $\frac{3}{4}$	48 Vict. No. 821
" May 7	Merton	Maindample	13 $\frac{3}{4}$	48 Vict. No. 821
" June 2	Loch	Korumburra	10	48 Vict. No. 821
" " 5	Birregurra	Forrest	19 $\frac{3}{4}$	48 Vict. No. 821
" July 23	Beechworth	Yackandandah	12 $\frac{3}{4}$	48 Vict. No. 821
" " 24	Bolga	Tallangatta	4 $\frac{3}{4}$	48 Vict. No. 821
" Oct. 6	Maindample	Mansfield	8 $\frac{3}{4}$	48 Vict. No. 821
" Dec. 17	Korumburra	Leongatha	9 $\frac{1}{4}$	48 Vict. No. 821
1892—Jan. 13	Leongatha	Port Albert	58 $\frac{1}{2}$	48 Vict. No. 821
" Mar. 18	Rokeby	Neerim South	5 $\frac{1}{4}$	53 Vict. No. 1030
" April 5	Curdie's River Junction	Timboon	22 $\frac{1}{4}$	48 Vict. No. 821
" " 6	Lancefield	Kilmore	18 $\frac{1}{2}$	48 Vict. No. 821
		Total Miles open at 30th June, 1892	2,903	

ROBERT GEO. KENT,
Secretary and Accountant.

Accountant's Branch,
1st September, 1892.

VICTORIAN RAILWAYS.

No. 18.

STATEMENT showing the Traffic at each Station for Twelve Months ending 30th June, 1892.

STATIONS.	STATION TRAFFIC, being Moiety of Outwards and Inwards Revenue from—								
	Passengers, Parcels, &c.			Goods and Live Stock.			Totals.		
	£	s.	d.	£	s.	d.	£	s.	d.
Melbourne (Spencer-street)	353,558	13	8½	323,709	7	6	677,268	1	2½
North Melbourne	9,018	15	4½	...	...	...	9,018	15	4½
Arden-street	1,423	12	6	17,440	12	7½	18,864	5	1½
Middle Footscray	1,739	13	1½	6,034	11	3½	7,774	4	5
Footscray West	887	1	0	1,428	4	4½	2,315	5	4½
Tottenham	67	1	8	...	...	...	67	1	8
Braybrook Junction	1,135	3	8½	1,909	11	7½	3,044	15	4
Albion	4	4	2	...	...	...	4	4	2
St. Albans	229	17	3½	98	15	9½	328	13	1
Sydenham	344	12	1	601	10	10½	946	2	11½
Diggers' Rest	522	17	3	105	15	7	628	12	10
Sunbury	1,686	9	6½	3,346	14	7½	5,033	4	2
Lancefield Junction	765	16	5	457	14	5	1,223	10	10
Riddell's Creek	749	3	7½	334	0	7	1,083	4	2½
Gisborne	1,102	15	10	682	6	11½	1,785	2	9½
Macedon	1,956	0	0	465	14	0	2,421	14	0
Woodend	3,324	10	4½	2,122	13	8½	5,447	4	1
Carlsruhe	291	7	4	254	1	7	545	8	11
Kyneton	7,974	13	11½	6,554	15	5	14,529	9	4½
Redesdale Junction	225	0	4½	638	2	7½	863	3	0
Malmsbury	1,340	17	5	1,000	15	3	2,341	12	8
Taradale	810	1	6½	279	11	9½	1,089	13	4
Elphinstone	362	13	0½	561	0	4½	923	13	5
Chewton	648	3	4½	388	0	0½	1,036	3	5
Castlemaine	10,287	19	1	7,084	9	1	17,372	8	2
Harcourt	547	10	11½	607	5	2½	1,154	16	2
Ravenswood	274	11	9	230	15	7½	505	7	4½
Kangaroo Flat	542	1	10	398	16	6	940	18	4
Golden Square	1,019	17	11½	2,111	2	4	3,131	0	3½
Bendigo	43,374	7	5	30,683	16	8	74,058	4	1
Epsom	90	10	1½	...	...	...	90	10	1½
Huntly	154	6	10	57	2	11½	211	9	9½
Bagshot	140	19	7½	418	18	6	559	18	1½
Wellsford	39	7	2½	...	...	...	39	7	2½
Goornong	587	2	4½	1,028	7	1½	1,615	9	6
South Elmore	152	13	0½	418	17	1	571	10	1½
Elmore	2,005	17	0	4,144	15	7½	6,150	12	7½
Rochester	2,739	11	5	5,867	13	0	8,607	4	5
Echuca	11,546	14	2	27,604	8	4	39,151	2	6
Bolinda	10	18	5½	...	...	...	10	18	5½
Monegatta	95	2	6	66	7	5½	161	9	11½
North Monegatta	16	7	7	...	...	...	16	7	7
Romsey	932	11	3	1,367	6	9½	2,299	18	0½
Lancefield	1,434	2	5	1,802	10	1½	3,236	12	6½
*Mount William	11	9	9½	22	14	7½	34	4	5
*Goldie	12	15	2½	16	1	0½	28	16	3
*Springfield	10	11	3	8	1	9	18	13	0
*Forbes	6	9	10½	2	9	5	8	19	3½
Tylden	252	5	7½	387	11	7½	639	17	3
Fern Hill	374	10	10	1,221	12	1	1,596	2	11
Trentham	1,329	8	3½	2,786	0	10½	4,115	9	2
Lyonville	300	1	10½	1,662	15	7	1,962	17	5½
Bullarto	372	12	7	2,764	15	10½	3,137	8	5½
Musk Creek	153	10	7½	1,048	11	2	1,202	1	9½
Daylesford	5,397	16	5	3,720	4	10	9,118	1	3
Woodburn	3	9	1½	185	1	9	188	10	10½
Grave's Siding ... ..	...	...	...	378	4	0	378	4	0
Sailors' Falls	127	9	2	1,055	17	3½	1,183	6	5½
Leonard's Hill	381	11	0	1,449	11	5½	1,831	2	5½
Wombat	86	6	7½	544	3	5	630	10	0½
Rocky Lead	282	6	6	463	2	9½	745	9	3½
Newlyn	501	12	8	3,422	14	7½	3,924	7	3½
Kingston	562	15	1	2,830	9	4	3,393	4	5
Allendale	1,935	12	11½	2,821	19	5	4,757	12	4½
Broomfield	340	6	1	26	6	9½	366	12	10½
De Graves	9	3	8½	0	1	10	9	5	6½
Edgecombe	13	12	9½	0	13	9	14	6	6½
Green Hill	30	8	3½	4	2	3½	34	10	7
East Metcalf	27	18	9½	7	11	7	35	10	4½
Emberton	18	11	4½	1	14	6½	20	5	11
Barfold	101	8	6½	42	13	10½	144	2	5
Redesdale	447	12	8½	392	12	4½	840	5	1
Muckleford	75	14	5	56	7	2½	132	1	7½
Maldon	2,108	4	1½	1,831	6	10½	3,939	11	0
Bradford	3	1	1½	10	8	1	13	9	2½
Shelbourne	301	7	9½	1,455	7	5½	1,756	15	3
Campbell's Creek	164	14	4½	187	10	8	352	5	0½
Guildford	434	8	1½	515	8	8½	949	16	10

* These stations were open for traffic for only portion of the year.

VICTORIAN RAILWAYS—No. 18.—Statement showing the Traffic at each Station, &c.—continued.

STATIONS.	STATION TRAFFIC, being Moiety of Outwards and Inwards Revenue from—		
	Passengers, Parcels, &c.	Goods and Live Stock.	Totals.
	£ s. d.	£ s. d.	£ s. d.
Newstead	754 0 6½	1,599 17 0	2,353 17 6½
Joyce's Creek	237 4 4	507 10 8½	744 15 0½
Moolort	217 13 3	1,071 16 6½	1,289 9 9½
Carisbrook	687 11 1½	1,636 15 8	2,324 6 9½
Maryborough	10,476 13 7½	6,913 4 8½	17,389 18 4
Simsons	32 3 5	...	32 3 5
Havelock	99 4 1	99 16 8½	199 0 9½
Bet Bet	222 10 10½	288 4 8	510 15 6½
Dunolly	2,162 4 10	1,958 19 10½	4,121 4 8½
Goldsborough	264 10 6	477 10 7½	742 1 1½
Bealiba	594 7 4½	1,098 8 5½	1,692 15 10
Emu	212 14 8	537 2 0½	749 16 8½
Carapooee	190 14 11½	266 3 9½	456 18 9
St. Arnaud	4,156 15 9	7,465 0 1½	11,621 15 10½
Sutherland	73 11 1	505 17 5	579 8 6
Swanwater	78 0 0½	7 13 5½	85 13 6
Cope Cope	409 10 2½	1,883 10 10	2,293 1 0½
Donald	3,029 18 10½	10,418 3 4	13,448 2 2½
Adelaide Lead	73 14 8	...	73 14 8
Bung Bong	104 9 1	354 9 3½	458 18 4½
Homebush	262 10 5	283 8 8	545 19 1
Avoca	1,447 17 8	2,422 11 10½	3,870 9 6½
Amphitheatre	188 0 11½	259 10 6	447 11 5½
Elnhurst	355 8 4	870 18 3	1,226 6 7
Eversley	85 13 10½	4 15 1½	90 9 0
Crowlands	63 9 6½	200 1 2½	263 10 9
Dunneworthy	15 19 11½	...	15 19 11½
Warra Yadin	8 3 10½	...	8 3 10½
Sulky	403 19 2	692 0 5	1,095 19 7
Bald Hills	177 3 11½	...	177 3 11½
Creswick	3,171 7 10½	988 18 6½	4,160 6 5
North Creswick	899 10 8½	162 17 5	1,062 8 1½
Tourello	275 8 6	242 15 4	518 3 10
Clunes	2,619 4 9	2,731 17 10	5,351 2 7
Talbot	1,569 15 11½	1,411 8 5½	2,981 4 5
Daisy Hill	45 3 0½	...	45 3 0½
*Waubra Junction	62 2 0½	...	62 2 0½
Pisgah	41 2 6	...	41 2 6
Miners' Rest	214 5 3½	64 3 7	278 8 10½
Mount Blowhard	208 1 6	1,375 0 10	1,583 2 4
Learmonth	296 3 5	824 8 5	1,120 11 10
North Learmonth	95 1 5	...	95 1 5
Addington	160 3 0	505 13 4½	665 16 4½
Waubra	556 2 7½	686 7 3½	1,242 9 11
Painswick	28 15 3½	127 1 7½	155 16 11
Laurie	49 15 4	65 18 9½	115 14 1½
Tarnagulla	486 6 2	841 11 1½	1,327 17 3½
Llanely	221 7 2	585 12 6½	806 19 8½
Arnold's Bridge	112 11 4½	946 4 1½	1,058 15 6
Billabul	53 5 2	315 1 5½	368 6 7½
California Gully	...	1,882 5 0	1,882 5 0
Eaglehawk	1,756 0 11½	3,090 12 9	4,846 13 8½
Marong	362 9 1	130 10 6	492 19 7
Leichardt	154 7 11½	325 18 9	480 6 8½
Derby	144 8 11½	358 7 9½	502 16 9
Bridgewater	1,229 19 7	4,062 0 9	5,292 0 4
Inglewood	2,925 12 11	1,686 18 11	4,612 11 10
Kurting	105 5 9½	489 10 3	594 16 0½
Glenalbyn	85 8 3	288 16 2½	374 4 5½
Wedderburn Junction	253 3 4	110 5 7½	363 8 11½
Korong Vale	900 0 6½	1,130 16 4	2,030 16 10½
Wychitella	161 6 6½	771 5 5½	932 12 0
Buckrabanyule	170 0 0½	557 10 9	727 10 9½
Barakee	181 8 7½	1,111 5 1½	1,292 13 9
Chartou	2,126 0 2	5,042 18 4	7,168 18 6
Teddywaddy	44 16 9	89 7 7½	134 4 4½
Glenloth	290 13 6	2,267 19 5	2,558 12 11
Fairview	70 4 8½	85 9 5	155 14 1½
Wycheproof	1,905 14 5	9,659 3 11½	11,564 18 4½
Wedderburn	929 10 1	1,545 14 7½	2,475 4 8½
Borong	156 10 4	679 16 11½	836 7 3½
Mysia	277 13 9½	1,151 3 2	1,428 16 11½
Boort	1,405 0 0½	3,392 10 11½	4,797 11 0
Myer's Flat	28 4 1	...	28 4 1
Sydney Flat	87 5 4½	...	87 5 4½
Sebastian	295 12 6	352 2 11	647 15 5
Raywood	539 9 10½	1,181 5 4	1,720 15 2½
Tandara	253 11 8½	590 3 5½	843 15 2
Dingee	303 4 10	1,213 10 4	1,516 15 2
Prairie	281 11 11	650 2 2½	931 14 1½
Mitiamo	1,015 2 3	2,270 5 10	3,285 8 1
Mologa	260 13 9	662 1 6	922 15 3
Pyramid Hill	1,639 8 3	3,722 4 3½	5,361 12 6½
Mincha	257 19 6	678 19 8	936 19 2
Macorna	684 6 4	2,224 5 2	2,908 11 6

VICTORIAN RAILWAYS—No. 18.—Statement showing the Traffic at each Station, &c.—*continued.*

STATIONS.	STATION TRAFFIC, being Moiety of Outwards and Inwards Revenue from—								
	Passengers, Parcels, &c.			Goods and Live Stock.			Totals.		
	£	s.	d.	£	s.	d.	£	s.	d.
Tragowel	...	...	...	...	...	...	...	...	...
South Kerang	299	17	3	873	11	7	1,173	8	10
Kerang	91	2	1	59	1	2½	150	3	3½
Reedy Lake	4,202	1	7½	6,111	9	2	10,313	10	9½
Lake Charm	108	11	7	227	6	9½	335	18	4½
Mystic Park	327	7	8½	1,106	13	1	1,434	0	9½
Lake Boga	240	6	8	381	15	9½	622	2	5½
Swan Hill	394	0	5	270	2	9½	664	3	2½
Strathfieldsaye	5,196	10	0	7,589	15	0	12,786	5	0
Axe Creek	56	11	11	27	2	10½	83	14	9½
Axedale	119	5	0½	64	6	11½	183	12	0
Knowsley	210	3	2½	580	3	11	790	7	1½
Derrinal	372	16	8½	3,711	5	0½	4,084	1	9
Heathcote	155	0	3½	1,028	14	9	1,183	15	0½
South Heathcote	1,259	10	2½	2,207	1	6½	3,466	11	9
McIvor Road	257	12	10½	1,276	6	2½	1,533	19	1
Tooborac	26	3	6	...	...	...	26	3	6
Pyalong	298	17	6½	934	5	7	1,233	3	1½
High Camp Plain	199	7	3	189	16	10	389	4	1
Moranding	204	2	4½	613	3	6	817	5	10½
Willowmavin	76	1	7	286	16	11½	362	18	6½
Kilmore	46	6	11	3	8	2	49	15	1
Bylands	1,660	16	0	1,212	13	5½	2,873	9	5½
Leslie	92	7	11	215	15	10½	308	3	9½
Koyuga	26	5	1½	287	18	4	314	3	5½
Tongala	88	11	11	329	0	6½	417	12	5½
Kyabram	368	2	0	1,025	10	2	1,393	12	2
Merrigum	1,027	17	3½	2,406	5	4½	3,434	2	8
Baldswinsville	265	4	8	1,074	3	1	1,339	7	9
Tatura	232	18	5	1,017	13	3	1,250	11	8
Hatherly	1,324	11	1½	2,966	13	7½	4,291	4	9
Laverton	30	11	7½	...	...	...	30	11	7½
Werribee	385	11	7½	163	3	1	548	14	8½
Mambourin	2,875	18	7½	1,524	8	8½	4,400	7	4
Little River	0	4	9½	1	15	2½	2	0	0
Lara	479	10	3½	282	13	6	762	3	9½
Cowie's Creek	676	7	3½	2,272	0	0	2,948	7	3½
North Geelong	111	0	7	...	...	...	111	0	7
Geelong	254	10	9	1,642	13	11½	1,897	4	8½
Geelong Racecourse	28,743	18	10	40,342	5	5½	69,086	4	3½
Moorabool	54	14	3	...	...	...	54	14	3
Gheringhap	176	16	10	34	3	6½	211	0	4½
Leigh Road	143	10	9	175	13	2½	319	3	11½
Leithbridge	995	5	3	529	9	0	1,524	14	3
Meredith	420	17	9	549	11	8	970	9	5
Elaine	1,108	15	1½	1,086	9	9½	2,195	4	11
Lal Lal	639	10	8½	757	17	1½	1,397	7	10
Lal Lal Racecourse	587	10	11½	663	4	9½	1,250	15	9
Yendon	401	5	2	...	...	...	401	5	2
Navigators	340	1	11	302	12	4	642	14	3
Warrenheip	68	15	0	...	...	...	68	15	0
Ballarat East	397	8	0½	311	1	9	708	9	9½
Ballarat	3,285	16	1½	8,304	7	3	11,590	3	4½
Ballarat Racecourse	62,723	3	10½	46,725	14	2½	109,448	18	1
Dowling Forest	138	1	3	...	...	...	138	1	3
Windermere	38	17	7	...	...	...	38	17	7
Burrumbeet	238	0	2	262	18	4	500	18	6
Trawalla	378	3	9	697	1	8	1,075	5	5
Beaufort	327	7	2	316	7	9½	643	14	11½
Middle Creek	1,938	15	0	2,575	14	7	4,514	9	7
Buangor	175	6	2	242	8	9½	417	14	11½
Dobies	400	12	9½	1,021	11	10	1,422	4	7½
Ararat	100	1	1	118	13	11½	218	15	0½
Armstrongs	8,595	5	5	5,842	2	10½	14,437	8	3½
Great Western	132	19	4	54	6	6½	187	5	10½
Stawell	460	19	6	469	15	5	930	14	11
Deep Lead	6,785	19	11	9,406	9	9	16,192	9	8
Glenorchy	168	9	7½	96	8	9	264	18	4½
Wal Wal	517	15	7	594	7	6½	1,112	3	1½
Lubeck	98	13	9	134	3	2	232	16	11
Hopefield	517	14	0½	695	13	0	1,213	7	0½
Murtoa	28	13	4½	...	...	...	28	13	4½
Jung Jung	4,265	19	9	3,134	12	0½	7,400	11	9½
Dooen	691	8	9½	2,179	7	5½	2,870	16	3
Horsham	327	7	0½	800	2	3	1,127	9	3½
Pimpinio	7,640	1	8½	7,460	9	5½	15,100	11	2
Wail	208	14	0½	1,013	0	3	1,221	14	3½
Dimboola	182	5	8½	1,088	8	4½	1,270	14	1
Gerang Gerung	2,468	14	4½	6,064	19	4	8,533	13	8½
Kiata	188	4	0	1,619	11	0½	1,807	15	0½
Salisbury	311	9	9½	1,797	14	4	2,109	4	1½
Nhill	94	16	7	1,180	8	3½	1,275	4	10½
Tarranginnie	3,751	3	2½	10,390	1	0½	14,141	4	3
Diapur	107	4	2½	544	11	5	651	15	7½
Miram Piram	320	15	3	1,667	16	4	1,988	11	7
	185	17	6	703	5	0	889	2	6

VICTORIAN RAILWAYS—No. 18.—Statement showing the Traffic at each Station, &c.—*continued.*

STATIONS.	STATION TRAFFIC, being Moiety of Outwards and Inwards Revenue from—								
	Passengers, Parcels, &c.			Goods and Live Stock.			Totals.		
	£	s.	d.	£	s.	d.	£	s.	d.
Kaniva	999	9	8	1,826	1	9	2,825	11	5
Lillimur	337	16	0	1,117	9	7	1,455	5	7
Leoor	67	15	7½	74	19	11½	142	15	7
Serviceton	2,760	7	7½	513	11	2	3,273	18	9½
South Kensington	212	17	9½	...	...	...	212	17	9½
Footscray (Suburban)	11,335	11	2	...	...	...	11,335	11	2
Yarraville	5,555	7	10½	5,304	1	7	10,859	9	5½
Spottiswoode	1,445	4	3½	1,269	14	5	2,714	18	8½
Newport	4,919	10	7½	3,231	5	7½	8,150	16	3
North Williamstown	4,267	4	6	1,064	2	5½	5,331	6	11½
Beach	2,555	13	5	...	...	...	2,555	13	5
Williamstown	9,336	7	10	...	...	...	9,336	7	10
Williamstown Pier	3,739	14	0½	37,262	16	1	41,002	10	1½
Williamstown Races	1,029	3	4½	...	...	...	1,029	3	4½
Brooklyn ... ..	...	...	...	3,173	0	7½	3,173	0	7½
Deer Park	191	16	5	108	4	0	300	0	5
Rockbank	188	17	10½	54	16	9	243	14	7½
Melton	839	18	3	320	2	1½	1,160	0	4½
Staughton's Siding ... ..	...	...	...	372	12	1½	372	12	1½
Parwan	331	12	3	58	8	2	390	0	5
Bacchus Marsh	3,363	18	9½	2,059	15	6½	5,423	14	4
Rowsley	206	12	8½	97	11	1	304	3	9½
Ingliston	160	6	10½	64	14	8	225	1	6½
Ballan	1,530	5	2	1,778	6	7½	3,308	11	9½
Bradshaw's Creek	82	15	6½	2	13	5	85	8	11½
Gordons	1,367	13	8	689	2	0½	2,056	15	8½
Millbrook	248	8	6½	529	0	3	777	8	9½
Wallace	534	2	4½	1,403	7	11	1,937	10	3½
Bungaree Junction	433	0	1½	780	2	6	1,213	2	7½
Dunnstown	305	17	0	975	8	4½	1,281	5	4½
South Geelong	984	15	1½	1,043	15	3½	2,028	10	5
Moolap	71	17	0	82	13	9	154	10	9
Leopold	163	5	10	36	7	3	199	13	1
Scarsborough	19	12	11½	...	...	...	19	12	11½
Drysdale	797	15	9	1,024	15	11	1,822	11	8
Mannerim	77	17	10	57	2	1½	134	19	11½
Ocean Grove	242	18	0	3	8	6	246	6	6
Queenscliff	4,236	13	8½	871	3	10	5,107	17	6½
Breakwater	119	8	9½	57	12	5	177	1	2½
Connewarre	80	19	8	43	3	9½	124	3	5½
Germantown	77	6	4½	...	...	...	77	6	4½
Pettavel	136	12	1½	545	19	4½	682	11	6
Mount Moriac	285	1	10	227	10	9½	512	12	7½
Buckley's Road	125	11	8½	133	12	5½	259	4	2
Winchelsea	1,046	2	4½	800	12	1	1,846	14	5½
Birregurra	1,880	17	10	786	7	9	2,667	5	7
Warncoort	158	1	7½	127	8	6½	285	10	2
Irrewarre	240	16	6½	351	11	1	592	7	7½
Colac	4,958	7	10½	4,351	7	1½	9,309	15	0
Larport	140	3	1½	2,863	15	10	3,003	18	11½
Pirron Yallock	413	19	1½	682	0	10	1,095	19	11½
Stoneyford	240	17	1	764	10	10½	1,005	7	11½
Pomborneit	156	11	3½	142	0	3½	298	11	7
Weerite	112	5	6½	444	4	0½	556	9	7
Camperdown	4,494	3	10½	5,298	19	9½	9,793	3	8
Boorean	105	13	1½	750	4	3	855	17	4½
Terang	2,437	15	5	2,778	13	2½	5,216	8	7½
Garvoc	335	15	1½	507	9	3½	843	4	5
Panmure	312	17	6	319	12	3½	632	9	9½
Cudgee	162	12	9½	33	6	3½	195	19	1
Allansford	423	0	10½	539	8	9½	962	9	8
Warrnambool	10,702	1	11	7,178	9	10½	17,880	11	9½
Dennington	142	16	3½	309	1	9	451	18	0½
Illova	280	7	1½	790	12	3½	1,070	19	5
Keroit	1,781	7	8½	2,914	4	10	4,695	12	6½
Crossley	143	14	10½	111	1	1½	254	16	0
Kirkstall	82	12	8	40	1	9	122	14	5
Moyne	4	18	3	...	...	...	4	18	3
Rosebrook	69	9	11	67	5	11½	136	15	10½
Port Fairy	2,409	13	2	1,033	11	5	3,443	4	7
Layard	16	11	1	264	8	10½	280	19	11½
Gherang	26	1	4	296	7	0½	322	8	4½
Wormbete	34	16	7	262	1	4	296	17	11
Wensleydale	61	6	2	181	11	7	242	17	9
Whoorel	14	17	0½	306	6	10	321	3	10½
Dean's Marsh	587	9	5	272	14	5½	860	3	10½
Pennyroyal	38	2	10½	54	9	6½	92	12	5
Murroon	56	7	1½	229	3	5	285	10	6½
Barwon Downs	45	14	10	212	6	4	258	1	2
Gerangamete	26	12	6½	147	9	1½	174	1	8
Yaughar	53	14	8½	83	19	1	137	13	9½
Forrest	335	10	9	301	8	3	636	19	0
Ondit	151	7	4½	620	12	0½	771	19	5
Beacac	666	8	0½	1,749	6	3½	2,415	14	4
*Naroghid	10	4	11	27	19	4	38	4	3

VICTORIAN RAILWAYS—No. 18.—Statement showing the Traffic at each Station, &c.—*continued.*

STATIONS.	STATION TRAFFIC, being Moiety of Outwards and Inwards Revenue from—					
	Passengers, Parcels, &c.			Goods and Live Stock.		Totals.
	£	s.	d.	£	s.	d.
*Cobden ...	40	0	3½	118	9	0
*Timboon ...	67	17	3	67	17	11
Koonendah ...	2	2	7	...	...	...
Mortlake ...	1,398	15	6	1,885	4	7
Warrong ...	22	1	6	...	...	...
Woolsthorpe ...	30	3	8	...	...	...
Hawkesdale ...	152	8	3	...	...	...
Minhamite ...	49	16	7½	...	...	...
Purdeet ...	65	14	7½	...	...	...
Penshurst ...	1,049	7	6	1,603	5	11
Croxton East ...	20	15	3½	...	...	...
Tarrington ...	27	9	5½	...	...	...
Eureka ...	69	11	4	...	...	...
Mount Clear ...	112	12	10	0	11	9
Buninyong ...	1,339	7	1½	683	6	3½
Cardigan ...	52	7	5½	...	...	...
Truck Lead ...	85	15	4½	1	10	9½
Haddon ...	235	0	7	103	9	4½
Smythesdale ...	578	4	6½	210	17	5½
Nintingbool ...	17	6	7	...	...	...
Scarsdale ...	389	19	4½	312	16	4
Newtown ...	336	14	11½	108	9	0½
Happy Valley ...	111	10	2½	...	...	...
Lintons ...	893	8	9½	808	17	3½
Maroona ...	181	4	7	692	9	2
Wickliffe Road ...	472	19	5	696	11	11½
Glen Thompson ...	531	8	6½	474	17	8
Dunkeld ...	904	14	8½	1,040	12	6½
Moutajup ...	42	6	2	...	...	...
Hamilton ...	9,516	7	2	4,752	13	0½
Branxholme ...	973	9	8½	451	11	5
Condah ...	423	19	1½	223	17	1½
*Myamyn ...	41	1	5½	...	...	...
Milltown ...	169	7	8½	280	19	6½
Heywood ...	915	14	0	1,631	16	3½
Portland ...	3,940	2	5	4,031	13	11½
Bochara ...	17	6	3	...	...	...
Wannon ...	100	19	1½	46	8	6½
Hilgay ...	13	9	11½	...	...	...
Coleraine ...	1,593	18	10½	2,330	7	3
Murndal ...	5	6	2½	...	...	...
Grassdale ...	133	16	7½	246	3	11
Merino ...	501	2	3	604	17	6
Henty ...	150	1	11½	404	16	1
Sandford ...	301	9	8½	594	10	10½
Casterton ...	2,380	5	11	2,300	17	10½
Jacksons ...	5	17	11	...	...	...
Rupanyup ...	669	1	3½	2,565	16	11½
Coromby ...	110	10	5	744	8	6½
Minyip ...	973	14	10	3,807	6	1½
Nullan ...	68	17	9½	346	5	0½
Sheep Hills ...	602	12	6½	3,970	4	8½
Kellalac ...	20	7	1½	...	...	...
Warracknabeal ...	5,432	5	4½	21,813	14	5
Vectis East ...	79	13	11	110	9	6½
Natimuk ...	953	3	10	4,381	3	11
Noradjuha ...	610	11	6½	1,944	16	2
Kensington ...	3,966	5	9½	6,428	1	8½
Newmarket ...	5,753	10	1½	68,772	17	3
Ascot Vale ...	6,837	19	7	...	...	...
Moonee Ponds ...	6,286	4	6	...	...	...
Essendon ...	5,593	8	6½	2,046	15	9½
North Essendon ...	146	6	0	...	...	...
Pascoe Vale ...	357	7	9½	...	...	...
Glenroy ...	545	10	10	68	11	8½
Broadmeadows ...	488	4	11	98	9	10
Somerton ...	282	2	3	46	2	3½
Craigieburn ...	383	8	9	638	0	9½
Donnybrook ...	524	13	7	198	15	8½
Beveridge ...	240	5	3½	75	12	3½
Wallan ...	897	17	11½	607	10	11
Kilmore Junction ...	190	8	10	...	...	...
Wandong ...	526	2	4½	1,881	4	4½
Kilmore East ...	2,029	12	4½	267	18	8½
Broadford ...	1,257	0	8	2,153	14	4½
McDougal's Siding ...	...	...	...	254	17	8
Lowry Siding ...	...	...	...	156	17	0
Tallarook ...	1,511	6	5½	972	6	3
School House Lane ...	...	...	...	102	2	3½
Seymour ...	8,958	4	11½	4,095	9	2½
Mangalore Pits ...	...	...	...	371	9	8
Mangalore ...	934	7	10	449	14	11½
Avenel ...	845	10	9½	1,731	4	11
Monea ...	100	17	5½	1,751	11	10
Burnt Creek ...	191	5	5½	2,099	14	0½

VICTORIAN RAILWAYS—No. 18.—Statement showing the Traffic at each Station, &c.—*continued.*

STATIONS.	STATION TRAFFIC, being Moiety of Outward and Inwards Revenue from—								
	Passengers, Parcels, &c.			Goods and Live Stock.			Totals.		
	£	s.	d.	£	s.	d.	£	s.	d.
Longwood	920	5	6½	3,743	0	5	4,663	5	11½
Creighton	62	16	9½	1,983	16	5	2,046	13	2½
Furoa	2,800	0	2	4,762	4	7½	7,562	4	9½
Balmattom	127	8	5	1,202	0	1½	1,329	8	6½
Violet Town	1,098	11	11½	2,516	11	8	3,615	3	7½
Burke's Hill ... ..	...	...	...	39	2	8	39	2	8
Baddaginnie	270	11	11½	970	0	8	1,240	12	7½
Benalla	8,796	6	7	5,164	10	6	13,960	17	1
Winton	138	2	9½	171	8	2	309	10	11½
Glenrowan	545	15	9½	898	6	6	1,444	2	3½
Wangaratta	7,179	14	2½	7,559	3	2½	14,738	17	5
Beechworth Junction	58	0	3	...	...	...	58	0	3
Springhurst	866	18	4	365	3	3	1,232	1	7
Chiltern	2,170	13	10½	3,441	8	2	5,612	2	0½
Barnawartha	510	3	2½	1,861	19	11½	2,372	3	2
Wodonga	5,107	0	3½	16,472	11	3½	21,579	11	7
East Wodonga	15	4	5	3	16	4	19	0	9
Bonegilla	10	10	6	...	...	...	10	10	6
Bethanga Road	273	4	8½	1,668	17	1	1,942	1	9½
Huon Lane	317	8	9½	2,236	17	1½	2,554	5	11
Bolga	143	15	7½	173	4	6	317	0	1½
*Tallangatta	1,354	15	6	3,906	1	0	5,260	16	6
*Tatonga ... ..	...	...	...	516	14	7	516	14	7
Macaulay Road	883	17	2	...	...	...	883	17	2
Flemington	840	5	10	...	...	...	840	5	10
Royal Park	770	18	7	...	...	...	770	18	7
South Brunswick	1,137	18	4½	2,685	6	3½	3,823	4	8
Brunswick	1,639	4	11	2,246	8	6	3,905	13	5
Moreland	575	13	9	2,339	6	3	2,915	0	0
Coburg	1,601	15	4½	1,004	8	11½	2,606	4	4
Bell Park	185	19	6½	...	...	...	185	19	6½
North Coburg	200	9	1	158	10	2½	358	19	3½
Fawkner	62	19	6	...	...	...	62	19	6
Campbellfield	252	2	3½	115	15	8	367	17	11½
Campbellfield North	88	7	3½	18	15	0	107	2	3½
North Carlton	862	13	5½	1,021	8	4	1,884	1	9½
North Fitzroy	2,155	4	11	1,448	4	7	3,603	9	6
Fitzroy	399	9	4	6,235	8	2½	6,634	17	6½
Collingwood	3,385	15	1	6,963	0	3½	10,348	15	4½
Clifton Hill	748	12	11	1,379	12	9½	2,128	5	8½
Northcote South	240	3	2	...	...	...	240	3	2
Fairfield Park	691	7	6	86	8	4	777	15	10
Northcote	385	3	0½	...	...	...	385	3	0½
Middle Northcote... ..	312	10	0	400	16	6	713	6	6
Croxton	275	3	6	677	1	2½	952	4	8½
Thornbury	268	14	11	...	...	...	268	14	11
Preston, Bell-street	580	10	2	898	5	10½	1,478	16	0½
Preston, Murray-road	432	15	11½	...	...	...	432	15	11½
Preston, Regent-street	680	5	3½	...	...	...	680	5	3½
Preston Reservoir	370	19	3½	...	...	...	370	19	3½
Thomastown	152	13	2	44	2	5½	196	15	7½
Epping	394	7	3½	483	18	3	878	5	6½
South Morang	340	8	0½	96	8	9½	436	16	10
South Yan Yean	569	6	2½	182	9	3	751	15	5½
Yan Yean	549	14	3	166	18	2	716	12	5
Whittlesea	1,010	5	0½	374	7	2	1,384	12	2½
Traawool	147	4	1½	...	...	...	147	4	1½
Kerrisdale	125	10	3	...	...	...	125	10	3
Homewood	130	19	0	...	...	...	130	19	0
Yea	1,624	7	3½	1,868	5	10½	3,492	13	2
Cheviot	51	3	5½	353	11	6	404	14	11½
Balham	25	8	2½	11	1	9	36	9	11½
Molesworth	194	10	0	261	14	6½	456	4	6½
Cathkin	209	0	0½	81	16	4½	290	16	5
Alexandra Road	1,148	11	0½	1,572	18	10	2,721	9	10½
Yarek	203	8	4½	414	10	11	617	19	3½
Kanumbra	84	14	7½	41	2	7½	125	17	3
Merton	556	7	8½	800	9	5	1,356	17	1½
Woodfield	32	13	3½	46	4	9½	78	18	1
Bonnie Doon	399	6	6½	1,053	8	5	1,452	14	11½
Maindample	540	3	10½	1,003	10	7½	1,543	14	6
*Mansfield	1,716	0	2	3,143	0	0½	4,859	0	2½
Tabilk	313	7	10½	1,773	15	8	2,087	3	6½
Nagambie	1,623	19	8	3,450	2	6½	5,074	2	2½
Wahring	296	1	6½	574	1	5½	870	3	0
Murchison East	1,186	15	9	2,199	7	7	3,386	3	4
Arcadia	370	9	5½	1,293	3	9	1,663	13	2½
Toolamba	1,035	8	1½	585	12	11½	1,621	1	1
Mooroopna	1,379	11	10	1,952	3	9½	3,331	15	7½
Shepparton	5,308	11	3	5,416	4	5½	10,724	15	8½
Congupna Road	145	16	11	670	8	0	816	4	11
Tallygaroopna	411	14	8½	1,630	12	5	2,042	7	1½
Wunghnu	539	11	6	1,859	6	7	2,398	18	1
Numurkah	3,697	3	7	5,026	6	3	8,723	9	10
Katunga	340	4	5	1,771	15	6½	2,111	19	11½

VICTORIAN RAILWAYS—No. 18.—Statement showing the Traffic at each Station, &c.—*continued.*

STATIONS.	STATION TRAFFIC, being Molefy of Outwards and Inwards Revenue from—								
	Passengers, Parcels, &c.			Goods and Live Stock.			Totals.		
	£	s.	d.	£	s.	d.	£	s.	d.
Strathmerton	515	19	2	2,154	13	3½	2,670	12	5½
Yarrowyah	613	1	5	1,826	15	1	2,439	16	6
Cobram	1,167	1	10½	3,778	17	4½	4,945	19	3
Murchison	658	4	4	1,095	15	6	1,753	19	10
Waranga	152	10	10	2,509	16	7	2,662	7	5
Rushworth	1,375	11	11½	4,628	0	0	6,003	11	11½
Pine Lodge	139	8	1	637	11	11	777	0	0
Cosgrove	207	18	4	836	11	2½	1,044	9	6½
Dookie	1,509	6	2	3,853	5	6	5,362	11	8
Waaia	346	3	11½	1,668	19	8	2,015	3	7½
Nathalia	2,680	0	8	6,827	19	8½	9,508	0	4½
Goorambat	270	16	2½	1,536	8	6	1,807	4	8½
Nooramunga	42	10	7	...	...	...	42	10	7
Devenish	383	8	4½	926	8	c½	1,309	16	5
St. James	817	8	11	2,032	9	4	2,849	18	3
Tungamah	974	5	2½	2,037	11	9½	3,011	17	0
Telford	348	8	3½	1,856	1	8½	2,204	10	0
Yarrowonga	2,883	3	1½	7,225	5	5½	10,108	8	7
Landrigans	23	8	c½	...	...	...	23	8	c½
Tarrawingee	398	7	9	974	4	3	1,372	12	0
Everton	560	14	5½	632	15	9½	1,193	10	3
Lee's Crossing	44	4	9½	...	...	...	44	4	9½
Beechworth	5,090	10	1	5,010	11	1	10,101	1	2
*Wooragee	32	17	2½	...	...	...	32	17	2½
*Yackandandah	648	8	8½	1,012	10	4	1,660	19	c½
Brookfield	5	15	9½	...	...	...	5	15	9½
Bowman's Forest	208	2	3½	460	13	10	668	16	1½
Palmerston	43	0	4	...	...	...	43	0	4
Myrtleford	929	17	0½	1,127	13	c½	2,057	10	7
Barwidgee	30	14	5	...	...	...	30	14	5
Eurobin	44	15	1	...	...	...	44	15	1
Porepunkah	115	6	1	...	...	...	115	6	1
Bright	2,271	2	5½	2,070	16	3½	4,341	18	9
Lilliput	24	6	7½	54	16	6½	79	3	2
Rutherglen	2,331	3	4½	6,947	2	0	9,278	5	4½
Wahgunyah	3,613	8	c½	9,810	7	2	13,423	15	2½
Show Grounds	480	19	3½	404	7	8½	885	7	0
Flemington Race-course	6,365	9	9½	...	...	...	6,365	9	9½
Melbourne (Prince's-bridge)	128,391	8	2½	1,116	4	8	129,507	12	10½
Hawksburu	8,664	6	10	200	3	11	8,864	10	9
Toorak	3,969	11	2½	6,164	1	c½	10,133	12	3
Armadale	6,707	4	2	...	...	...	6,707	4	2
Malvern	6,921	11	11½	2,093	14	10½	9,015	6	10
Caulfield	7,438	10	8½	509	12	2	7,948	2	10½
Rosstown	439	5	0	58	19	7½	498	4	7½
Murumbidgea	955	12	7½	108	5	9½	1,063	18	5
Oakleigh	4,625	4	11	1,142	11	0	5,767	15	11
Clayton's	392	2	11½	208	2	11½	600	5	11
Spring Vale	778	1	0	185	3	1½	963	4	1½
Dandenong	5,659	10	4½	1,699	14	8½	7,359	5	1
Hallam's Road	143	2	5½	46	2	9	189	5	2½
Narre Warren	619	7	4½	581	2	9	1,200	10	1½
Berwick ...	1,511	3	8½	813	19	6½	2,325	3	3
Beaconsfield	1,016	13	7½	297	5	3	1,313	18	10½
Officer	184	13	11	234	2	2	418	16	1
Pakenham	1,266	14	9½	1,166	4	5	2,432	19	2½
Nar Nar Goon	497	14	8½	663	7	10½	1,161	2	7
Tynong	170	11	0	108	8	5	278	19	5
Garfield	187	19	4½	282	7	4½	470	6	9
Jefferson's Siding	...	...	...	143	11	10	143	11	10
Bunyip	306	6	1c½	296	5	5½	602	12	4
Longwarry	557	5	4	1,408	10	9½	1,965	16	1½
Drouin	2,067	11	6½	1,673	13	5½	3,741	5	0
Warragul	5,655	4	5	2,979	0	5½	8,634	4	10½
Bloomfield	260	17	8	330	6	2½	591	3	10½
Daraun	354	3	6½	1,054	3	6½	1,408	7	1
Yarragon	654	1	5½	368	7	8½	1,022	9	2
Trafalgar	524	17	9	372	13	0	897	10	9
Moe	1,612	18	6	1,156	11	1	2,769	9	7
Morwell	2,137	4	8½	1,557	2	5	3,694	7	1½
Traralgon	3,268	19	3½	2,227	6	3½	5,496	5	7
Loy Yang	55	4	4	25	13	8	80	18	0
Flynn's Creek	395	4	0	977	9	3	1,372	13	3
Rosedale	1,210	0	1	1,375	17	6	2,585	17	7
Fulham	13	16	6½	...	...	...	13	16	6½
Sale	8,357	10	11	4,674	13	4½	13,032	4	3½
Montgomery	23	7	9	...	...	...	23	7	9
Stratford	1,211	18	8½	785	14	4	1,997	13	c½
Munro	108	9	11½	78	19	2½	187	9	2
Fernbank	191	4	0	356	15	1	547	19	1
Lindenow	690	7	4½	1,615	2	11½	2,305	10	4
Hillside	138	14	5	581	3	3½	719	17	8½
Bairnsdale	7,288	16	5	4,143	5	0	11,432	1	5
Glen Huntly	531	18	7½	237	14	9½	769	13	5
North Road	663	15	1½	158	17	2½	822	12	4½

VICTORIAN RAILWAYS—No. 18.—Statement showing the Traffic at each Station, &c.—continued.

STATIONS.	STATION TRAFFIC, being Moiety of Outwards and Inwards Revenue from—								
	Passengers, Parcels, &c.			Goods and Live Stock.			Totals.		
	£	s.	d.	£	s.	d.	£	s.	d.
McKinnon	483	2	5½	...	...	...	483	2	5½
East Brighton	935	17	11½	391	9	1	1,327	7	0½
South Brighton	709	8	5½	217	11	3	926	19	8½
Highett	603	13	9½	76	9	10½	680	3	8
Cheltenham	2,288	7	9	536	0	8	2,824	8	5
Mentone	2,970	4	2	298	14	11½	3,268	19	1½
Mordialloc	5,102	0	8½	274	4	11½	5,376	5	8
Carrum	336	4	8	105	18	11	442	3	7
Frankston	2,740	15	0½	1,555	9	4	4,296	4	4½
Langwarrin	176	9	9	60	2	8	236	12	5
Mornington Junction	202	14	4	60	1	3	262	15	7
Moorooduc	95	2	1½	46	18	11½	142	1	1
Mornington	2,798	8	6½	386	7	5	3,184	15	11½
Somerville	414	13	6	428	7	3	843	0	9
Tyabb	228	8	10½	293	7	7½	521	16	6
Hastings	660	1	11	355	8	6½	1,015	10	5½
Bittern	529	11	9½	309	12	5½	839	4	3
Crib Point	104	9	11½	20	12	5	125	2	4½
Stony Point	753	19	1	54	4	4½	808	3	5½
Heyington	224	1	2	...	...	...	224	1	2
Kooyong	235	10	6	21	13	3½	257	3	9½
Tooronga	477	2	6	565	19	7	1,043	2	1
Gardiner	316	5	8½	...	...	...	316	5	8½
Glen Iris	375	8	4	215	0	9½	590	9	1½
Darling	219	2	8	...	...	...	219	2	8
Waverley	205	2	10½	82	1	7½	287	4	6
Riversdale	291	4	6	3	16	10½	295	1	4½
Hartwell	460	5	7	92	18	7	553	4	2
Ashburton	771	0	2	46	11	9	817	11	11
Lyndhurst	63	1	6½	107	19	1	171	0	7½
Cranbourne	1,021	17	8½	556	9	1	1,578	6	9½
Clyde	432	0	7	121	17	1½	553	17	8½
Tooradin	240	4	10	52	2	9	292	7	7
Koo Wee Rup	670	11	10½	410	7	1	1,080	18	11½
Koo Wee Rup West	43	15	6½	1	13	9	45	9	3½
Monomeith	148	19	5	224	7	11½	373	7	4½
Caldermeade	221	8	7	194	16	11½	416	5	6½
Lang Lang	669	12	11½	687	5	10½	1,356	18	10
Nyora	612	14	5½	829	9	8	1,442	4	1½
Loch	897	12	9	631	4	2½	1,528	16	11½
Jeetho	241	6	7½	332	12	11½	573	19	7
Bena	202	1	8	178	12	6	380	14	2
Whitelaw	132	13	3	139	9	5½	272	2	8½
Korumburra	1,889	4	1	2,164	13	0	4,053	17	1
*Kardella	36	9	9	25	6	4½	61	16	1½
*Ruby	54	7	5½	32	0	7½	86	8	1
*Leongatha	890	2	8½	1,012	14	7½	1,902	17	4
*Koonwarra	25	3	6½	...	...	...	25	3	6½
Travelling S.M. (Great Southern line)	204	14	3½	750	18	8	955	12	11½
*Tarwin	63	6	3½	...	...	...	63	6	3½
*Meenyan	43	1	1	...	...	...	43	1	1
*Stony Creek	32	10	0	...	...	...	32	10	0
*Buffalo Creek	31	6	2	...	...	...	31	6	2
*Boys	11	10	3½	...	...	...	11	10	3½
*Fish Creek	56	9	3½	...	...	...	56	9	3½
*Hoddle Range	13	17	0½	...	...	...	13	17	0½
*Foster	490	5	7½	392	17	8	883	3	3½
*Franklin River	29	15	7	...	...	...	29	15	7
*Toora	277	8	3	176	5	3½	453	13	6½
*Agnes River	26	7	3	...	...	...	26	7	3
*Welshpool	85	5	2½	42	7	7	127	12	9½
*Hedley	61	17	3	35	16	10	97	14	1
*Gelliondale	58	9	11	16	19	11½	75	9	10½
*Alberton	450	1	5	910	4	1	1,360	5	6
*Port Albert	654	3	9	87	5	9½	741	9	6½
Lillico	10	15	3½	...	...	...	10	15	3½
Bravington	18	1	0	...	...	...	18	1	0
Buln Buln	222	4	6½	338	6	10	560	11	4½
Rokey	460	2	4½	721	5	5	1,181	7	9½
*Lancaster	13	5	2½	...	...	...	13	5	2½
*Neerim South	152	1	11½	241	17	11	393	19	10½
Coalville	388	19	5	296	3	5½	685	2	10½
Narracan	219	16	11½	301	4	6	521	1	5½
Thorpdale	571	9	7½	2,734	17	11½	3,306	7	7
Hazelwood	26	3	8	5	18	7½	32	2	3½
Yinnar	350	7	7	882	6	4½	1,232	13	11½
Boolara	384	14	2	562	15	6	947	9	8
Darlimurla	182	1	5½	320	11	5½	502	12	11
North Mirboo	1,006	11	11	2,483	7	1½	3,489	19	0½
Glengarry	282	19	11	936	6	10	1,219	6	9
Toongabbie	921	11	3½	1,873	18	8	2,795	9	11½
Cowwarr	439	18	10½	1,117	8	5	1,557	7	3½
Dawson	85	11	1	30	18	1½	116	9	2½
Heyfield	538	12	10	677	8	10½	1,216	1	8½
Tinamba	406	2	0½	1,328	16	2	1,734	18	2½

VICTORIAN RAILWAYS—No. 18.—Statement showing the Traffic at each Station, &c.—continued.

STATIONS.	STATION TRAFFIC, being Moiety of Outwards and Inwards Revenue from—								
	Passengers, Parcels, &c.			Goods and Live Stock.			Totals.		
	£	s.	d.	£	s.	d.	£	s.	d.
Maffra	1,426	14	6½	2,921	5	4	4,347	19	10½
Boisdale	38	18	5	...	...	...	38	18	5
Bushy Park	25	13	7½	...	...	...	25	13	7½
Briagolong	328	7	0½	583	1	8½	911	8	9
Glenferrie	10,478	3	6½	...	...	...	10,478	3	6½
Auburn	10,021	1	0½	...	...	...	10,021	1	0½
Camberwell	9,975	15	8	1,886	12	2½	11,862	7	10½
Canterbury	2,979	9	6	361	4	9	3,340	14	3
Surrey Hills	3,098	19	6½	1,104	13	1½	4,203	12	8
Mont Albert	478	13	9½	...	...	...	478	13	9½
Box Hill	3,262	8	2	2,692	3	11½	5,954	12	1½
Blackburn	811	7	0½	1,044	9	6½	1,855	16	7
Tunstall	406	4	7	573	16	10	980	1	5
Mitcham	841	9	3½	229	8	5	1,070	17	8½
Ringwood	944	14	5½	156	17	4½	1,101	11	10
Ringwood Siding	...	...	...	249	12	6½	249	12	6½
Croydon	551	8	7	310	8	9	861	17	4
Mooroolbark	274	8	11½	140	0	7	414	9	6½
Lilydale	3,262	9	8	2,557	7	5½	5,819	17	1½
Coldstream	343	10	1	442	17	9½	786	7	10½
Yering	425	1	11½	155	16	8½	580	18	8
Yarra Glen	1,181	9	2	550	9	9½	1,731	18	11½
Tarrawarra	131	6	4	178	19	5	310	5	9
Healesville	2,943	12	5	877	3	2½	3,820	15	7½
Barker's Road	1,197	15	4½	...	...	...	1,197	15	4½
Kew	6,556	8	6	1,285	17	8	7,842	6	2
Alphington	472	9	5½	321	1	7½	793	11	1
Ivanhoe	446	13	0½	28	4	3½	474	17	4
Heidelberg	1,830	18	6½	342	6	0½	2,173	4	7
Fulham Grange	40	18	1½	...	...	...	40	18	1½
Willmere	58	19	4	...	...	...	58	19	4
East Kew	26	2	6	...	...	...	26	2	6
Deepdene	56	0	4½	...	...	...	56	0	4½
Shenley	52	18	0	...	...	...	52	18	0
Bayswater	444	14	6½	259	6	5	704	0	11½
Lower Fern Tree Gully	387	8	6½	324	19	11½	712	8	6
Upper Fern Tree Gully	1,480	17	5	485	15	7	1,966	13	0
Melbourne (Flinders-street)	86,548	5	3½	11,924	7	1	98,472	12	4½
Montague	1,131	9	11	...	...	...	1,131	9	11
Port Melbourne North	1,970	3	1	...	...	...	1,970	3	1
Graham-street	1,830	19	7	...	...	...	1,830	19	7
Port Melbourne	10,485	5	3	26,517	15	5½	37,003	0	8½
South Melbourne	4,993	4	7½	...	...	...	4,993	4	7½
Albert Park	8,950	15	10	...	...	...	8,950	15	10
Middle Park	2,605	6	3½	...	...	...	2,605	6	3½
St. Kilda	9,579	8	7	1,438	13	9½	11,018	2	4½
Richmond	16,535	18	5½	...	...	...	16,535	18	5½
South Yarra	13,867	14	8	...	...	...	13,867	14	8
Prahran	8,229	4	2	...	...	...	8,229	4	2
Windsor	9,809	10	10	4,386	7	8½	14,195	18	6½
Balaclava	6,808	11	5	...	...	...	6,808	11	5
Elsternwick	9,150	1	3½	1,016	13	11½	10,166	15	3
North Brighton	7,285	14	8	1,757	9	7	9,043	4	3
Middle Brighton	5,661	14	6	1,041	9	7½	6,703	4	1½
Brighton Beach	7,156	3	5½	...	...	...	7,156	3	5½
Hampton	482	1	6	49	15	10½	531	17	4½
Sandringham	2,653	19	9	222	7	10½	2,876	7	7½
East Richmond	5,059	19	4	...	...	...	5,059	19	4
Burnley	4,790	16	8½	4,947	7	9½	9,738	4	6
Hawthorn	7,451	5	4	1,468	8	3½	8,919	13	7½
Steamer Gem	1,267	11	8½	...	...	...	1,267	11	8½
Beamaris	1,543	12	10	...	...	...	1,543	12	10
Sandown Park	1,030	15	9½	...	...	...	1,030	15	9½
Aspendale Park	756	5	2½	...	...	...	756	5	2½
Cowes	119	4	7½	...	...	...	119	4	7½
San Remo	88	18	1½	...	...	...	88	18	1½
Traffic derived from Deniliquin and Moama Stations	2,662	2	9½	14,231	0	4½	16,893	3	2
Traffic derived from South Australian Stations	26,146	8	4½	2,856	11	10½	29,003	0	3
Traffic derived from New South Wales Stations	31,441	10	7	13,456	12	1½	44,898	2	8½
Traffic derived from Queensland Stations	912	14	5	...	...	...	912	14	5
Totals	1,644,314	14	9	1,450,807	5	1	3,095,121	19	10

ROBERT GEO. KENT,
Secretary and Accountant.

HAROLD KENT,
Traffic Auditor.

Traffic Audit Office,
23rd September, 1892.

VICTORIAN RAILWAYS.

No. 19.

RETURN OF ROLLING-STOCK IN EXISTENCE AND UNDER CONSTRUCTION AT THE 30TH JUNE, 1892.

Class Letter	ENGINES.																		Grand Total.										
	FOUR WHEELS COUPLED.									SIX WHEELS COUPLED.																			
	A	B	C	D	E	F	G	H	J	K	L	M	N	Unclassified.	Total.	O	P	Q		R	S	T	U	V	W	X	Y	Unclassified.	Total.
Totals at 30th June, 1891	25	32	26	22	26	21	2	8	5	5	10	22	5	1	210	44	5	10	83	10	19	9	3	12	15	31	4	245	455
Totals at 30th June, 1892	25	32	26	20	28	21	2	8	5	5	10	22	5	4	213	44	5	10	87	10	19	9	3	12	15	31	4	249	462
Under construction, 30th June, 1892 ... ..	...	...	...	...	48	...	...	...	...	...	...	...	...	...	48	...	...	...	...	...	...	...	...	...	...	...	...	...	48

Class Letter ...	PASSENGER VEHICLES.														VANS.						WAGGONS.														SUNDRIES.																																												
	Carriages.						Cars and Vans combined.								Double Bogie, 2nd Class, and Mail Vans.	Double Bogie Mail Vans.	Mail Vans.	Double Bogie.	Luggage Vans.		High-sided Covered.	Medium.	Low-sided.	Low-sided (Cranes).	Sheep.	Sheep and Merchandise.	Cattle.	Ballast.	Hopper Coal (Iron).	Hopper Coal (Wood).	Powder.	Low-sided Double Bogie.	Medium Double Bogie, Movable sides.	Medium Double Bogie.	High-sided Covered Double Bogie.	Refrigerators.	Double Bogie Refrigerators.	Meat Trucks.	Total.	Horse Boxes.	Double Bogie Horse-boxes.	Carriage Trucks.	Hearse.	Water Trucks.	Workmen's Sleeping Cars.	Weighing-machine Car.	Casualty Vans.	Dynagraph Car.	Travelling Booking-office.	Total.																													
	1st Class.		Composites.		2nd Class.		1st Class.		Composites.				2nd Class.						6 wheels.	4 wheels.																															H	I	K	L	L	M	N	O	P	Q	QR	R	S	T	T	U	F	F	G	G	—	—	—	—	—	—	—	—	—
Totals at 30th June, 1891 ...	237	6	96	49	17	40	50	11	191	254	59	24	3	1					5	2																															30	10	1,085	2	2	19	21	246	7	297	707	5489	338	11	250	3	384	317	188	20	24	38	121	67	17	19	31	11	8035
Totals at 30th June, 1892 ...	279	8	79	36	17	40	44	15	208	352	62	16	3	2	4	2	39	8	1,114	2	2	19	53	241	6	323	611	5722	319	11	234	...	406	311	175	20	24	27	201	40	17	19	31	11	8179	47	6	50	1	1	16	1	16	1	1	140																							
Under construction, 30th June, 1892	6	6	439																										

Locomotive Superintendent's Office,
Melbourne, 1st September, 1892.

ALLISON D. SMITH,
Locomotive Superintendent.

VICTORIAN RAILWAYS.

No. 20.

STATEMENT showing the Cost of EACH LINE, THE TOTAL LENGTH OF WHICH WAS OPEN FOR TRAFFIC, at 30th June, 1892, with Average Cost per Mile, &c.

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.	
	Double.	Single.	Total.	Highest.	Lowest.		Total.	Average per Mile.
	Miles.	Miles.	Miles.	Feet.	Feet.	Feet.	£	£
NORTHERN SYSTEM.								
Melbourne to Bendigo (exclusive of works, Melbourne to Essendon Junction)	100 $\frac{3}{4}$	...	100 $\frac{3}{4}$	1,902	18	1 in 50	4,795,717	47,600
Bendigo to Echuca (including Bridge over River Murray at Echuca)	55 $\frac{1}{4}$	55 $\frac{1}{4}$	758	314	1 " 52	682,061	12,345
Lancefield Junction to Lancefield	14 $\frac{1}{2}$	14 $\frac{1}{2}$	1,675	1,072	1 " 40	64,164	4,425
Carlsruhe to Daylesford	22 $\frac{1}{2}$	22 $\frac{1}{2}$	2,469	1,791	1 " 50	164,985	7,252
Castlemaine to Dunolly	47 $\frac{1}{2}$	47 $\frac{1}{2}$	948	579	1 " 40	366,773	7,722
Dunolly to St. Arnaud	33	33	943	611	1 " 50	162,410	4,922
St. Arnaud to Donald	23 $\frac{3}{4}$	23 $\frac{3}{4}$	868	374	1 " 50	95,463	4,019
Castlemaine (Maldon Junction) to Maldon	10 $\frac{1}{2}$	10 $\frac{1}{2}$	1,177	890	1 " 40	61,311	5,982
Ballarat to Maryborough	42 $\frac{1}{2}$	42 $\frac{1}{2}$	1,525	732	1 " 40	274,284	6,454
Waubra Junction to Pispah (Ballarat Race-course)	2	2	1,508	1,466	1 " 50	7,361	3,681
Maryborough to Avoca	15	15	885	721	1 " 40	61,999	4,133
Bendigo to Inglewood	30	30	779	443	1 " 43	163,223	5,441
Inglewood to Charlton	42 $\frac{3}{4}$	42 $\frac{3}{4}$	639	422	1 " 50	171,951	4,022
Charlton to Wyeheproof	16 $\frac{1}{2}$	16 $\frac{1}{2}$	521	356	1 " 50	85,342	5,172
Korong Vale to Boort	18	18	459	296	1 " 50	73,149	4,064
Eaglehawk to Kerang	73 $\frac{3}{4}$	73 $\frac{3}{4}$	742	255	1 " 43	293,980	3,986
Toolamba to Tatura	7	7	385	371	1 " 108	28,013	4,002
Lancefield to Kilmore	18 $\frac{1}{2}$	18 $\frac{1}{2}$	1,734	1,160	1 " 40	111,727	6,039
Kilmore Junction to Bendigo (Cattle Siding)	68	68	1,450	526	1 " 50	390,497	5,743
Kyneton (Redesdale Junction) to Redesdale	16	16	1,636	973	1 " 50	90,710	5,669
North Creswick to Daylesford (Junction)	23 $\frac{1}{2}$	23 $\frac{1}{2}$	2,292	1,429	1 " 40	170,623	7,261
Maldon (Laanecoorie Junction) to Shelbourne	9 $\frac{3}{4}$	9 $\frac{3}{4}$	1,126	649	1 " 50	70,012	7,181
Inglewood to Dunolly	24 $\frac{3}{4}$	24 $\frac{3}{4}$	794	457	1 " 50	95,630	3,864
Wedderburn Junction to Wedderburn	4 $\frac{1}{2}$	4 $\frac{1}{2}$	660	554	1 " 50	17,871	3,762
Kerang to Swan Hill	35	35	286	225	1 " 100	156,637	4,475
Tatura to Echuca	34 $\frac{3}{4}$	34 $\frac{3}{4}$	377	320	1 " 122	154,312	4,441
Pispah to Waubra	13 $\frac{3}{4}$	13 $\frac{3}{4}$	1,533	1,341	1 " 60	70,194	5,105
WESTERN SYSTEM.								
Footscray to Williamstown (and Piers)	6	...	6	66	8	1 in 100	491,465	81,911
Newport to Geelong (including Williamstown Race-course Branch)	1 $\frac{1}{4}$	37 $\frac{3}{4}$	39 $\frac{1}{2}$	113	11	1 " 81	1,171,298	29,653
North Geelong to Ballarat	53 $\frac{1}{2}$	...	53 $\frac{1}{2}$	1,725	47	1 " 52	1,893,154	35,386
Geelong (Queenscliff Junction) to Queenscliff	20 $\frac{1}{2}$	20 $\frac{1}{2}$	264	10	1 " 50	111,723	5,384
Geelong to Colac (including Geelong Race-course Branch)	52 $\frac{1}{2}$	52 $\frac{1}{2}$	469	10	1 " 50	326,096	6,211
Colac to Camperdown	28	28	569	405	1 " 50	126,497	4,518
Warrenheip to Gordons	13	13	1,940	1,707	1 " 50	115,774	8,906
Ballarat to Ararat	3	54	57	1,517	960	1 " 44	401,553	7,045
Ararat to Stawell	18 $\frac{3}{4}$	18 $\frac{3}{4}$	1,086	761	1 " 50	151,526	8,081
Stawell to Horsham (including cost of line to quarries)	54	54	761	423	1 " 50	316,773	5,866
Horsham to Dimboola	21 $\frac{1}{2}$	21 $\frac{1}{2}$	477	361	1 " 50	100,114	4,711
Ballarat (Scarsdale Junction) to Scarsdale	13 $\frac{1}{2}$	13 $\frac{1}{2}$	1,516	1,157	1 " 50	59,714	4,507
Ararat to Hamilton	66 $\frac{1}{2}$	66 $\frac{1}{2}$	1,028	572	1 " 50	318,227	4,785
Hamilton to Portland	54	54	606	11	1 " 40	281,692	5,217
Branxholme to Casterton	32	32	572	149	1 " 40	176,110	5,503
Braybrook Junction to Parwan	21 $\frac{3}{4}$	21 $\frac{3}{4}$	466	119	1 " 50	253,656	11,662
Braybrook Junction to Newport	4 $\frac{3}{4}$	4 $\frac{3}{4}$	110	48	1 " 92	26,673	5,615
Lal Lal Race-course Branch	2	2	1,539	1,532	1 " 112	11,490	5,745
Parwan to Gordons	27 $\frac{1}{2}$	27 $\frac{1}{2}$	1,877	341	1 " 48	338,965	12,326
Ballarat East to Buninyong	7 $\frac{1}{2}$	7 $\frac{1}{2}$	1,626	1,436	1 " 40	63,361	8,448
Ballarat Cattle-yards Branch	3	3	1,523	1,446	1 " 60	12,833	4,278
Scarsdale to Liuton	8	8	1,189	1,022	1 " 40	76,704	9,588
Avoca to Ararat	39 $\frac{1}{2}$	39 $\frac{1}{2}$	1,215	763	1 " 50	173,568	4,394
Lubeck to Rupanyup	9 $\frac{1}{4}$	9 $\frac{1}{4}$	487	455	1 " 147	44,777	4,713
Murtoa to Warracknabeal	31 $\frac{1}{4}$	31 $\frac{1}{4}$	464	360	1 " 66	139,735	4,472
Horsham to Noradjuha	20 $\frac{1}{2}$	20 $\frac{1}{2}$	488	395	1 " 50	80,160	3,959
Dimboola to Serviceton (cost includes 1 $\frac{1}{4}$ miles constructed beyond Serviceton)	62	62	631	315	1 " 50	376,370	6,070
Mount Moriac to Weusleydale	11 $\frac{1}{4}$	11 $\frac{1}{4}$	752	361	1 " 50	39,640	3,524
Birregurra to Forrest	19 $\frac{3}{4}$	19 $\frac{3}{4}$	579	363	1 " 40	147,491	7,468
Irrewarra to Beac	8 $\frac{3}{4}$	8 $\frac{3}{4}$	432	390	1 " 66	47,370	5,414
Camperdown to Warrnambool	42 $\frac{1}{2}$	42 $\frac{1}{2}$	550	13	1 " 50	336,323	7,913
Camperdown (Curdie's River Junction) to Timboon	22 $\frac{1}{4}$	22 $\frac{1}{4}$	673	52	1 " 40	106,637	4,793
Terang to Mortlake	13	13	447	414	1 " 60	55,442	4,265
Koroit to Warrnambool	9 $\frac{1}{2}$	9 $\frac{1}{2}$	245	19	1 " 50	81,814	8,612
Koroit to Port Fairy	11 $\frac{1}{2}$	11 $\frac{1}{2}$	208	11	1 " 60	91,867	8,166
Dunkeld to Koroit	49 $\frac{1}{4}$	49 $\frac{1}{4}$	834	207	1 " 60	176,574	3,585
Hamilton to Penshurst	19	19	727	590	1 " 60	77,491	4,078
Hamilton (Coleraine Junction) to Coleraine	23	23	668	301	1 " 40	109,984	4,782

No. 20.—STATEMENT showing the Cost of each Line, &c.—*continued.*

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.	
	Double.	Single.	Total.	Highest.	Lowest.		Total.	Average per Mile.
	Miles.	Miles.	Miles.	Feet.	Feet.		£	£
NORTH-EASTERN SYSTEM.								
Essendon Junction to Essendon (including Race-course Line) ...	5	...	5	148	14	I in 67	154,946	30,989
Essendon to Wodonga ...	61	121	182	1,147	105	I " 50	2,061,967	11,329
Wodonga to River Murray	2 $\frac{1}{4}$	2 $\frac{1}{4}$	538	312	I " 75	36,047	16,021
Tallarook to Yea	23 $\frac{3}{4}$	23 $\frac{3}{4}$	698	488	I " 40	151,116	6,363
Mangalore to Shepparton	45	45	499	372	I " 100	253,915	5,643
Shepparton to Numurkah	20 $\frac{1}{2}$	20 $\frac{1}{2}$	376	348	I " 206	78,245	3,817
Benalla to St. James	20 $\frac{1}{2}$	20 $\frac{1}{2}$	583	450	I " 75	77,391	3,775
Wangaratta (Beechworth Junction) to Beechworth	23	23	1,831	502	I " 30	159,819	6,949
Everton to Myrtleford	16 $\frac{1}{2}$	16 $\frac{1}{2}$	989	581	I " 30	76,418	4,631
Springhurst to Wahgunyah	14	14	623	454	I " 50	68,526	4,895
North Melbourne to Coburg ...	5	...	5	202	13	I " 50	201,076	40,215
Yea to Mansfield and Alexandra-road	55 $\frac{3}{4}$	55 $\frac{3}{4}$	1,304	557	I " 40	328,489	6,111
Murchison East to Rushworth	13 $\frac{1}{4}$	13 $\frac{1}{4}$	476	391	I " 80	71,530	5,398
Shepparton to Dookie	15	15	500	372	I " 100	53,657	3,577
Numurkah to Cobram	21 $\frac{1}{2}$	21 $\frac{1}{2}$	376	355	I " 165	80,228	3,732
Numurkah to Nathalia	14	14	356	335	I " 330	51,581	3,684
St. James to Yarrowonga	19 $\frac{3}{4}$	19 $\frac{3}{4}$	514	414	I " 50	94,730	4,796
Myrtleford to Bright	18 $\frac{1}{2}$	18 $\frac{1}{2}$	1,004	688	I " 50	109,298	5,908
Beechworth to Yackandandah	12 $\frac{1}{2}$	12 $\frac{1}{2}$	1,912	981	I " 30	92,283	7,238
Wodonga to Tallangatta	25 $\frac{1}{2}$	25 $\frac{1}{2}$	726	530	I " 40	187,601	7,357
Coburg to Somerton	7 $\frac{1}{2}$	7 $\frac{1}{2}$	530	202	I " 50	72,542	9,642
Royal Park to Clifton Hill	2	2	136	103	I " 50	154,030	56,011
Fitzroy Branch	1	1	119	85	I " 79	76,806	76,806
Fitzroy (Whittlesea Junction) to Whittlesea ...	1 $\frac{1}{4}$	20 $\frac{3}{4}$	22	639	119	I " 50	238,744	10,852
EASTERN SYSTEM.								
Spencer and Flinders streets connexion by viaduct	33	17	I in 40	136,468	181,957
South Yarra to Oakleigh ...	6 $\frac{1}{4}$	...	6 $\frac{1}{4}$	184	22	I " 50	274,477	40,663
Oakleigh to Sale ...	10	109	119	513	8	I " 50	1,039,412	8,735
Traralgon to Heyfield	23 $\frac{1}{4}$	23 $\frac{1}{4}$	262	93	I " 50	121,393	5,221
Hawthorn to Lilydale ...	11 $\frac{1}{4}$	8 $\frac{1}{2}$	20 $\frac{1}{4}$	484	41	I " 40	344,983	17,036
Caulfield to Frankston ...	10 $\frac{1}{4}$	9 $\frac{1}{2}$	20	166	10	I " 50	174,445	8,722
Morwell to North Mirboo	20	20	784	184	I " 40	153,278	7,664
Mornington Junction to Mornington	7 $\frac{3}{4}$	7 $\frac{3}{4}$	194	60	I " 50	58,009	7,485
Frankston to Stony Point	18 $\frac{1}{2}$	18 $\frac{1}{2}$	327	10	I " 50	101,970	5,512
Dandenong (Great Southern Junction) to Port Albert	117 $\frac{1}{4}$	117 $\frac{1}{4}$	746	10	I " 40	850,333	7,252
Warragul to Neerim South	13 $\frac{1}{2}$	13 $\frac{1}{2}$	681	349	I " 40	123,012	9,112
Moe to Thorpdale	10 $\frac{3}{4}$	10 $\frac{3}{4}$	798	219	I " 40	116,379	10,826
Sale to Stratford (Junction)	9 $\frac{1}{4}$	9 $\frac{1}{4}$	64	33	I " 66	42,622	4,608
Heyfield to Bairnsdale	50 $\frac{3}{4}$	50 $\frac{3}{4}$	296	9	I " 50	258,790	5,099
Maffra to Briagolong	12 $\frac{1}{4}$	12 $\frac{1}{4}$	238	109	I " 50	52,674	4,300
Ringwood to Upper Ferntree Gully	7 $\frac{1}{2}$	7 $\frac{1}{2}$	436	314	I " 40	58,619	7,816
Lilydale to Healesville	15 $\frac{1}{4}$	15 $\frac{1}{4}$	351	230	I " 40	210,343	13,793
Oakleigh to Fairfield Park	10 $\frac{3}{4}$	10 $\frac{3}{4}$	249	72	I " 50	292,235	27,185
Burnley to Waverley-road	7 $\frac{1}{4}$	7 $\frac{1}{4}$	111	33	I " 60	171,432	23,646
Hawthorn to Kew	1 $\frac{1}{4}$	1 $\frac{1}{4}$	119	41	I " 40	72,780	58,224
Brighton to Sandringham	2	2	58	20	I " 97	71,859	35,929
Collingwood to Heidelberg	5 $\frac{1}{4}$	5 $\frac{1}{4}$	196	68	I " 50	188,349	35,876
Hobson's Bay Lines (including works, Prince's-bridge to Chapel-street) ...	16 $\frac{1}{2}$	...	16 $\frac{1}{2}$	53	9	I " 74	1,883,573	114,156

Gauge of lines, 5 feet 3 inches in all cases.

ROBERT GEO. KENT,
Secretary and Accountant.Railway Department,
Accountant's Branch,
1st September, 1892.

No. 21.

RETURN of Accidents and Injuries to Life and Limb, from the Opening of the Lines for Traffic to 30th June, 1892.

Year.	Passengers Killed or Injured.				Servants of the Department or of Contractors Killed or Injured.				Persons Killed or Injured at Crossings.		Trespassers.		Miscellaneous.		Total.	
	From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.								
1859	...	...	...	...	1	...	2	...	...	...	3	...	...	...	6	...
1860	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	2
1861	...	...	...	...	...	...	3	2	...	...	...	...	...	...	3	2
1862	...	19	...	...	...	1	4	8	1	1	1	1	...	1	6	31
1863	...	2	...	1	1	...	5	5	...	...	3	2	...	...	9	10
1864	...	...	...	...	...	...	1	7	...	...	...	1	...	1	1	9
1865	...	...	...	...	...	...	1	18	...	...	4	1	...	...	5	19
1866	...	...	...	...	1	1	2	...	...	...	1	1	...	...	4	2
1867	...	...	...	...	...	3	1	5	...	...	...	1	...	...	1	9
1868	...	...	...	...	...	...	...	...	...	...	2	...	...	...	2	...
1869	...	...	...	...	...	...	2	...	...	...	1	...	1	...	4	...
1870	...	...	...	...	...	4	1	...	...	...	1	...	...	...	2	4
1871	...	...	...	...	...	...	2	1	...	...	2	1	2	1	6	3
1872	...	28	...	2	...	1	...	1	...	...	3	...	...	...	3	32
1873	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	1
1874	...	...	...	...	4	...	...	1	1	...	4	...	1	...	10	1
1875	...	...	...	...	...	6	6	1	...	...	4	1	1	...	11	8
1876	...	1	...	1	3	4	10	15	2	...	6	5	2	1	23	27
1877	...	36	1	...	3	3	10	5	...	1	8	2	...	2	22	49
1878	...	22	...	3	...	6	7	5	2	...	6	1	1	3	16	40
1879	...	7	...	2	1	11	8	20	2	3	9	1	1	1	21	45
1880	...	5	...	...	...	1	7	7	3	2	6	3	2	2	18	20
1881	4	46	4	4	...	1	14	10	3	...	8	2	1	1	34	64
1882	1	210	1	5	...	13	22	25	3	1	9	2	2	5	38	261
1883	...	67	5	8	...	7	10	12	5	2	10	1	2	4	32	101
*1884	1	44	...	9	4	10	2	21	...	2	3	1	...	3	10	90
1884-5	...	13	1	23	...	10	12	46	7	5	14	9	2	10	36	116
1885-6	...	3	1	33	1	17	15	101	5	6	14	4	2	27	38	191
1886-7	4	266	...	24	2	16	14	43	5	3	25	3	...	3	50	358
1887-8	...	18	2	34	...	15	22	84	8	2	13	10	...	6	45	169
1888-9	1	116	4	82	4	24	23	107	7	5	37	12	2	12	78	358
1889-90	1	20	8	115	9	49	21	186	7	5	22	13	6	13	74	401
1890-91	...	19	3	82	7	60	14	133	9	6	37	8	2	37	72	345
1891-2	1	37	5	86	1	63	14	115	3	7	21	13	7	21	52	342
Total ...	13	980	35	515	42	326	255	985	73	51	277	99	37	154	732	3,110

* Six months.

ROBERT GEO. KENT,
Secretary and Accountant.

Accountant's Branch,
1st September, 1892.

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