

1897.

VICTORIA.

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VICTORIAN RAILWAYS.

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R E P O R T

OF THE

VICTORIAN RAILWAYS COMMISSIONER

FOR THE

YEAR ENDING 30<sup>TH</sup> JUNE, 1897.

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

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# R E P O R T.

VICTORIAN RAILWAYS,  
20th August, 1897.

*To the Honorable the Minister of Railways.*

SIR,

In accordance with the provisions of the 59th section of the Railways Act, No. 1135, I have the honour to submit for the information of Parliament the Annual Report upon the working of the Railway Department for the year ending 30th June, 1897.

## DEBENTURE CAPITAL.

The amount of borrowed capital was, on the 30th June last, £36,735,954 9s. 7d., details of which are shown in the Appendix, Return No. 11.

Additional Treasury Bonds were issued under Act No. 1451, the amount allocated to Railways being £35,009 18s. 3d. The last of the Melbourne and Hobson's Bay United Railway Company's debentures, amounting to £31,900, were redeemed.

The interest for the year amounted to £1,441,120 which, with £22,813 os. 3d., the amount paid by the Treasury for expenses in payment of interest, and £7,536—the Railways portion of the expenses of conversion of Victorian Government Stock, under Act No. 1468—made a total of £1,471,469 os. 3d. From this, however, a sum of £10,000 has been deducted, being interest on £250,000 transferred from Railway Loan moneys to Irrigation Works and Water Supply Act No. 1327. Credit has also been taken for £14,016 10s. 5d., being 2 per cent. on the unexpended balances of loan moneys raised for Railway purposes. The net amount debited to the Railway account is, therefore, £1,447,452 9s. 10d.

## REVENUE.

There has been a very substantial increase in the income for the year. The passenger receipts are £54,733 in excess of the amount received for the corresponding period, the goods revenue shows an advance of £127,652, live stock £22,422, and parcels £10,914; rents, mails, horses, &c., show a slight falling off. The total net increase for the year is £214,543. When the failure of the harvest and other adverse conditions are taken into consideration the financial result may be regarded as very satisfactory. It is evident, therefore, that the Department is on the "up grade," and that if we are so fortunate as to have good seasons during the next few years all cause for fear with reference to the financial future of the railways will be removed, so long as a wise discretion is observed in regard to the construction of additional lines.

## WORKING EXPENDITURE.

The total working expenditure for the year was £1,563,805, or an increase of £17,331 over the preceding year.

In view of the fact that concessions have been made to the employés involving upwards of £35,000, and extensive maintenance works and renewals have been effected, and that over £214,000 additional revenue has been earned, it is evident that the business as a whole has been conducted with a due regard to economy.

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

Total revenue	...	...	...	£2,615,934	14	7
Total working expenses	...	...	...	1,563,805	7	0

**NET PROFIT ON WORKING ... £1,052,129 7 7**

To which should be added £20,000, the value of services rendered for other Departments of the State, for which no payment is received, and for which credit has not hitherto been taken in the accounts of the Department.

The ratio of working expenses to revenue received is 59·78 per cent., or a decrease of 4·62 per cent., and, exclusive of pensions and gratuities (£79,399) charged to railway working during the year, the percentage is 56·74.

The deficit for the year, as shown in the profit and loss account, is £375,323, or £208,362 less than the previous year.

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

**TOTAL REVENUE.**

—	1895-6. (Average Miles open, 3,121.)		1896-7. (Average Miles open, 3,126.)		Increase.		Decrease.		Net Increase.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Passengers	1,038,615	9 1	1,093,348	0 0	54,732	10 11				
Parcels, &c.	95,902	2 3	106,816	10 7	10,914	8 4				
Horses, carriages, and dogs	11,058	2 10	10,699	1 2			359	1 8		
Mails	56,683	10 4	56,450	14 10			232	15 6		
Rents	50,667	17 0	49,955	5 7			712	11 5		
Miscellaneous	11,291	14 8	11,417	14 10	126	0 2				
Live stock	130,550	12 5	152,972	12 11	22,422	0 6				
Goods	1,006,622	13 1	1,134,274	14 8	127,652	1 7				
	2,401,392	1 8	2,615,934	14 7	215,847	1 6	1,304	8 7	214,542	12 11
Number of passengers	40,993,798		42,263,638		1,269,840					
Tons of live stock	177,745		203,250		25,505					
Tons of goods	1,985,977		2,180,195		194,218					
Train mileage	8,989,391		9,228,687		239,296					
Revenue per average mile open	£769		£837		£68					
„ „ train mile	5s. 4·11d.		5s. 8·03d.		3·92d.					

**TOTAL EXPENDITURE.**

—	1895-6.			1896-7.			Increase.		Decrease.		Net Increase	
	Amount.	Cost per Train Mile.	Per Cent. to Revenue.	Amount.	Cost per Train Mile.	Per Cent. to Revenue.	£	s. d.	£	s. d.	£	s. d.
Maintenance	365,848	2 4	9·77	381,292	15 2	9·92	15,444	12 10				
Loco. charges	450,488	11 5	12·03	451,547	8 1	11·74	1,058	16 8				
Carriages and waggons	97,352	12 3	2·60	101,946	0 1	2·65	4,593	7 10				
Traffic charges	486,433	2 4	12·99	497,029	16 8	12·93	10,596	14 4				
Compensation	7,321	1 0	·19	4,689	5 6	·12			2,631	15 6		
General charges	139,031	3 4	3·71	127,300	1 6	3·31			11,731	1 10		
	1,546,474	12 8	64·40	1,563,805	7 0	59·78	31,693	11 8	14,362	17 4	17,330	14 4

The mileage has increased from 3,122 $\frac{1}{4}$  to 3,129, owing to the opening of the line from Nathalia to Picola.

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

Year ending June, 1885	...	...	...	51 $\frac{3}{4}$ miles
" 1886	...	...	...	67 $\frac{1}{4}$ "
" 1887	...	...	...	137 $\frac{1}{4}$ "
" 1888	...	...	...	137 $\frac{3}{4}$ "
" 1889	...	...	...	179 $\frac{1}{2}$ "
" 1890	...	...	...	273 $\frac{3}{4}$ "
" 1891	...	...	...	293 $\frac{1}{4}$ "
" 1892	...	...	...	140 "
" 1893	...	...	...	72 "
" 1894	...	...	...	45 $\frac{3}{4}$ "
" 1895	...	...	...	98 "
" 1896	...	...	...	2 $\frac{1}{4}$ "
" 1897	...	...	...	6 $\frac{3}{4}$ "

The number of passengers conveyed was 42,263,638, as against 40,993,798 in 1895-6, being an increase of 1,269,840.

The tonnage of goods was 2,180,195, as against 1,985,977, or an increase of 194,218 tons.

The train miles amounted to 9,228,687, as against 8,989,391, or an increase of 239,296.

#### CAPITAL EXPENDITURE.

The capital expenditure at 30th June, 1897, amounted to £38,329,401 16s. 1d., or an increase for the year of £221,250 6s. 6d., charged as follows :—

Construction of new lines and capital works on existing lines, &c.	...	...	...	...	£151,399	1	7
Rolling-stock	...	...	...	...	69,851	4	11
					£221,250	6	6

#### SUMMARY.

The following is a general summary of the leading features of the Report, and, for purposes of ready comparison, corresponding items for 1895-6 are given :—

	1895-6.	1896-7.
Total spent in construction	£38,108,151	£38,329,402
Total debenture capital raised	£36,732,845	£36,735,954
Net interest and charges	£1,438,603	£1,447,452
Unspent balances of loan moneys	£1,069,307	£864,044
Amount spent on construction during the year	£185,944	£221,250
At an average cost per mile opened of	£12,272	£12,317
Total mileage open for traffic	3,122 $\frac{1}{4}$ miles	3,129 miles
Average mileage open for traffic	3,121 "	3,126 "
Gross revenue earned	£2,401,392	£2,615,935
Working expenditure	£1,546,475	£1,563,805
<b>PROFIT ON WORKING</b>	<b>£854,917</b>	<b>£1,052,130</b>
<b>PERCENTAGE OF WORKING EXPENSES TO REVENUE</b>	<b>64.40</b>	<b>59.78</b>
Percentage of working expenses to revenue (exclusive of pensions and gratuities)	60.66	56.74
Deficit as per profit and loss account	£583,685	£375,323
Revenue per average mile open	£769	£837
Expenditure per average mile open	£496	£500
Gross earnings per train mile	5s. 4.11d.	5s. 8.03d.
Expenses per train mile	3s. 5.29d.	3s. 4.67d.
Number of passenger journeys	40,993,798	42,263,638
Goods tonnage	1,985,977 tons	2,180,195 tons
Live stock tonnage	177,745 "	203,250 "
Train mileage	8,989,391 miles	9,228,687 miles
The net revenue paid on the total capital cost	2.24 per cent.	2.74 per cent.
" " total debenture capital expended	2.43 "	2.98 "
" " exclusive of pensions and gratuities	2.69 "	3.20 "

## GENERAL REMARKS.

On taking control of the Victorian Railways one of my first duties was to make myself acquainted with the existing conditions. I found the Department in a somewhat unsettled state, owing to a variety of causes. It was apparent that very drastic retrenchment had taken place, and that severe economies had been instituted. The lines were generally in a good condition, but it was evident that before long considerable further expenditure would have to be incurred in renewals and maintenance of station buildings, and in additions and alterations to the rolling-stock; the lighting of the latter demanded immediate attention. The whole staff required re-classification; the goods tariff required careful re-adjustment; and a revision of passenger fares and of the time-tables was necessary; provision was urgently demanded for increased traffic facilities at Spencer and Flinders streets; and it had to be borne in mind that the Department had to face the serious deficit of £583,685 on the previous year's working.

I endeavoured at the outset to gauge the calibre of the staff, because I knew that no system of administration, however complete, could be carried out without the co-operation of efficient and capable officers, and I felt that much would have to be done in the way of re-organization generally. I soon found that I could rely on the support of an able, energetic, and experienced staff.

In the following remarks I briefly review the operations for the year, and draw special attention to some of the principal matters dealt with, or in progress. The full effect of much of the work already completed is of necessity not immediately apparent.

## GENERAL PURPOSES AND BRANCH COMMITTEES.

I found that no systematic arrangement was in existence for bringing together the administrative officers of the branches for the purpose of discussing the various important questions in connexion with the working of the Department in which they were all more or less jointly interested. I decided to follow the practice which obtains in the United Kingdom and in other colonies, and arranged for periodical meetings of the leading officers of each branch. These branch conferences are now held regularly, minutes of the transactions are recorded and submitted to me for consideration, and the result has been most satisfactory.

The General Purposes Committee is a more important body. It consists of the heads of the different branches of the Department, and is presided over by myself.

One of the principal effects of the establishment of such a committee is to break down the tendency that each Branch has, in a large undertaking like the Railways, to act independently of its relations to other sections of the service. Frequent conferences remove the barriers which occasionally exist between branches, and bring the whole body into harmonious working.

## STORES BOARD.

Owing to various circumstances I deemed it desirable to make an alteration in the method under which the Stores business of the Department was conducted. It appeared to me that there was not sufficient expert supervision over the large stocks which are held and purchased. I had the matter thoroughly investigated by a Committee of Officers, and in their report they recommended the appointment of a permanent Board. I strongly approved of their recommendation, and have constituted a Stores Board, consisting of five heads of branches, whose duty it is to exercise close

supervision over this important branch of the service. The operations of the Board have quite justified their appointment, and will doubtless tend to further efficiency and economy.

#### BOARD OF ADVICE.

The Board of Advice constituted by the Railways Act No. 1439 has met regularly.

The Board consists of the principal heads of branches, and all business referred to it for consideration has been duly dealt with, recorded, and submitted in accordance with the statutory requirements.

These frequent meetings of the chief officers in council, and the results of their deliberations on the various matters submitted for their consideration, are necessarily of material assistance to me in the conduct of the business of the Department.

#### SUPERVISION.

I found the method of supervision in the Traffic Branch faulty. There was a concentration of work at head-quarters, where matters even of the most trivial nature could alone be dealt with. The outside supervision of the lines was entrusted to fourteen officials; of these, five had charge of vast areas, and one a roving commission. Owing to the extent of their districts, and to the fact that their duties were necessarily restricted to hurried inspection only, they had an imperfect knowledge of the work and wants of their districts. Discipline suffered; public requirements lacked attention; the train service did not give the best results; generally the supervision was inadequate; in fact, officers were in the anomalous position of being in charge of districts without sufficient authority or knowledge of the requirements, and the Traffic Manager was burdened with a mass of detail that seriously interfered with more important matters.

By a rearrangement of the supervising staff without increasing its number, giving greater authority to the district officers and adopting a system of decentralization which, while keeping head-quarters in touch with all the chief details of the business, left minor matters to the local officials, a much better method, and one common to all similar large organizations, has been introduced with satisfactory results.

The rearrangement of the supervision of the Locomotive Branch was carried out on somewhat similar lines; the districts were as far as practicable made uniform, and the district officers of these branches located at the same centres, so that in cases of emergency they are enabled to act promptly and unitedly.

#### CONDITION OF LINES.

I have during the year inspected the whole of the lines in the colony, and I am satisfied that they are in good working order and well able to meet the requirements of the traffic.

I noticed that additional accommodation was necessary in some places, and that a considerable number of station buildings required painting and renovating. Much has been done in this direction during the year. Additional accommodation at certain stations has been given where the circumstances justified it, and extensive renewals and repairs to the property generally have been effected.

The work of regrading some of the more important lines has been in progress for more than two years with very satisfactory results as regards increase of train loads, reduction of wear and tear of rolling-stock, and more comfortable travelling.

I am strongly in favour of continuing this work wherever the lines require regrading, provided the business done justifies the necessary expenditure.

It was brought under my notice that the line from Dimboola to Serviceton, 63 miles, was laid as a light line with steel rails weighing only 60 lbs. per yard, and that in order to carry safely the fast and heavy intercolonial trains it was essential to lay heavier rails on this section. Authority was therefore asked and obtained under Acts 1451 and 1470 to take up the light rails and lay down rails 75 and 80 lbs. per yard in their place. During the year 47 miles of the line were so strengthened, and the remainder will be shortly completed.

With the object of providing for the heavier rolling-stock now generally used, it is intended to lay down heavier rails and large sleepers on the more important lines when the present materials require renewal. This matter is referred to more particularly in the report of the Engineer for Existing Lines (Appendix No. 2), which deals with the details of the large expenditure incurred on maintenance account; and the schedule attached also shows important improvements and additions carried out and in progress during the year.

#### ROLLING-STOCK.

In order to ascertain the actual condition of the Rolling-Stock Account, a thorough stock-taking of the vehicles now in the possession of the Department was made, and a complete detailed register of the whole has been prepared. The summary supplied by the Chief Mechanical Engineer disclosed the fact that the number of vehicles as per capital statement did not agree with the number actually in existence; the estimated deficiency being 26 engines, 168 cars, vans, &c., and 1,667 waggons. The approximate original cost of the vehicles not accounted for being £500,000.

It is evident, therefore, that the Department has to bear a heavy burden of interest on stock which has now no existence.

I have given instructions that the standard as now shown in the register is to be kept up, and that no rolling-stock is to be broken up without my authority; and that when any vehicle is condemned, broken up, or otherwise removed permanently from running, and another built in its place, the cost of the latter to the amount of the stock value of the vehicle replaced is to be charged to Working Expenditure.

Parliamentary authority having been obtained under Acts 1451 and 1470, contracts were let for the construction of additional rolling-stock, funds for which have been provided under existing Loan Acts. The construction of the corridor cars for express and main line traffic, and the combined smoking cars and vans for suburban business, is being rapidly proceeded with. A large number of old and obsolete waggons are being replaced with modern standard stock of greater capacity, suitable for carriage of perishable produce and general merchandise. Towards the latter expenditure funds are provided under Treasury Bonds Act No. 1451. The total amount authorized to be expended on rolling-stock under this Act, viz., £75,000, is to be recouped from revenue in yearly instalments.

The heavy express traffic is increasing and the numbers of suitable engines available for this running is limited and necessitates a larger annual mileage being run by this class of engine. The same remarks apply in a measure to the goods traffic.

It will therefore be necessary to take early steps to increase the stock of the more powerful engines.



This provision will permit of the existing engines being utilized to greater advantage on Branch lines.

A detailed statement of the work completed and in progress will be found in the report of the Chief Mechanical Engineer (Appendix No. 3).

#### NON-PAYING LINES.

It is of course well known that the railway deficit is largely augmented by the fact that a number of branch lines have been constructed at a heavy cost per mile, many of which do not pay even their working expenses, apart from interest on capital. How to deal with these non-paying lines is a difficult question, as it must be borne in mind that, under any conditions, the interest on the capital expended must be met. The most that can be hoped for in many cases is to bring the working expenses within the actual receipts. I have given the subject my earnest attention, and am having a complete analysis made of the revenue and working cost of the lines, in order that I may ascertain what action can be taken to minimize the loss, or what prospects there are of increasing the revenue without inflicting undue hardship upon the population on the route of the lines affected.

The accompanying return (Appendix No. 23) shows in detail the approximate loss on certain lines for the year 1895-6. A similar statement is in course of preparation for this financial year, but so much labour is involved in its compilation that it is impossible to furnish it with this Report.

All the non-paying lines in the schedule referred to have been credited only with their mileage proportion of receipts, or, in other words, with the "tolled" revenue. There are, however, many lines which contribute to the general revenue by acting as feeders to the main lines, and there are others which will undoubtedly improve in the near future; and it is only fair that an allowance should be made over and above the tolled revenue to the credit of such lines, and this I hope to do in a subsequent return.

I, however, decided that the Camberwell to Ashburton and the Lancefield to Kilmore lines should be closed at once, and I have reduced the train service on others.

The following are the lines which are now closed for traffic :—

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

And the Department has to bear the burden of interest, amounting to about £19,000 per annum, on this unproductive capital.

#### RE-CLASSIFICATION OF GOODS RATES.

I found that there were many anomalies in existence in connexion with the Goods rates, and, in order that the whole question might be comprehensively dealt with, I appointed a committee of officers with expert knowledge to make a systematic revision of the Goods tariff and submit the result of their deliberations. I discussed the whole matter minutely with them, and, after fully considering the suggested

alterations, it was ultimately decided that the rates now in existence should be adopted, and the rate-book issued in an improved form. The result of the alterations made, more especially with regard to competitive traffic, has been most satisfactory.

#### REVISION OF PASSENGER FARES, ETC.

Several inconsistencies were found to exist in connexion with the passenger fares, especially in those immediately outside the suburban radius, and I considered it desirable to have the whole of the fares completely revised. This was done, and improved schedules of fares have been adopted and issued to the public. The parcel rates have also been revised and issued on a new basis.

#### SERVICES FOR OTHER DEPARTMENTS.

An analysis of the business of the Department disclosed, amongst other anomalies, the fact that extensive services were rendered for other Departments of the State for which the railway revenue received no credit. As the Department is a trading concern, and is judged by its balance-sheet and profit and loss account, and is debited with the cost of performing the services referred to, it appeared to me only equitable that it should be recouped. The value of the services rendered for which no payment is made is estimated on a fair basis at £20,000, and I have, therefore, taken credit in the profit and loss account for that sum.

#### TIME-TABLES.

The public time-table book which I found in existence was published under contract and contained many objectionable features. The contents were not systematically arranged, and the book was not convenient for reference through being interleaved with advertisements. I took an early opportunity of determining the contract, and have had the time-table re-arranged on systematic lines and published in a much more convenient form. The advertisements are now under the sole control of the Department, and, while more complete information is given to the public, economy will ultimately be effected in cost of publication.

#### SAFETY APPLIANCES.

I am glad to report that no serious accidents have taken place during the year, but with a view to increased safety in the running of trains steps have been taken to have the whole of the goods stock equipped with the Westinghouse continuous brake in the course of the next two years.

To assist in this direction and facilitate punctual running, particularly on important single lines, a number of additional sections have been fitted with the Tyer's train tablet instruments and the Webb and Thomson electric train staff appliance, which serves the same purpose, has also been introduced.

#### CARRIAGE LIGHTING.

The necessity for an improvement in the existing method of carriage lighting has long been recognised by the public and by the officers of the Department. The defective manner in which the vehicles on the Victorian Railways are lighted was one of the first things which came under my observation.

After making thorough inquiry into the relative merits of the various systems of lighting adopted on other railways it has now been decided to introduce gradually the use of Pintsch's compressed oil gas, the necessary funds having been authorized by Parliament.

## ELECTRIC LIGHTING.

The plans, specifications, &c., required in connexion with the new central generating station for supplying electric current for the lighting of the metropolitan railway stations, and in conjunction therewith the Houses of Parliament, the General Post Office, and the Public Library, are in course of completion, and tenders for the necessary machinery will shortly be called for.

The rate which the other Departments are to pay to this Department for the supply has been mutually agreed upon.

The Telegraph Superintendent has been commissioned to visit England to look into the various types of machinery in use, with a view to enabling him to report upon that which is most suitable for our requirements, and to inquire into the most modern applications of electricity generally, and to railway work in particular.

## STORES SUSPENSE ACCOUNT.

Under section 20 of Act 1439 a "Stores Suspense Account" has been established. The financial position of the account is shown in the Appendix Return No. 9.

The officers appointed under sub-section 3 to assess the value of the stores on hand reported as follows:—

“The result of our careful investigation is that we have determined that the actual value of the stores under the control of the Board and the Commissioner on the 30th June, 1896, being the day before the commencement of the Railways Act No. 1439, is	£	s.	d.
... ..	558,319	11	1
“The book value of the said stores at the said date, as per statement furnished by Railway Store-keeper, being	667,935	4	9
“The difference to be charged in the Railway Books of Account to a Stores Depreciation Account, is ...	109,615	13	8”

The latter amount has been dealt with as provided by the Act.

The main object for which the Suspense Account was established has been attained, and it is satisfactory to state that the Railway Vote for Working Expenditure is now debited with the actual cost of all material consumed during the year in which it is issued.

The stock of stores on hand has been reduced during the year by over £65,000, and that amount has been paid to the Treasury and forms portion of the Stores Suspense Account, and is now available for the purchase of further stock.

## CLASSIFICATION OF EMPLOYÉS.

No complete classification of the staff had been adopted when I took office, and the staff as a whole were dissatisfied in consequence. I found on analyzing the then current rates of pay that many anomalies existed, and that in many cases the rates of salaries and wages were not commensurate with the responsibilities of the positions occupied and the onerous nature of the duties performed. This applied not only to the leading officers, but to a large section of the rank and file of the staff. Shunters, for instance, were paid as low as 5s. 6d. per diem, a very small rate of pay for the risk and responsibility incurred by employés performing this duty.

In framing a complete classification of the whole of the staff I have endeavoured to fix the grades and rates of pay on a basis which would be equitable to the staff and fair to the State. The classification was necessarily under careful consideration for some time before being finally adopted and brought into operation. Its full effect will not be apparent at once, but I am persuaded that it will supply a long-felt want, and although the immediate result must involve increased expenditure it will tend to efficiency and ultimately to economy in working.

#### INCREMENTS TO STAFF.

The staff as a whole had practically been without increments, except in some very special cases, for over seven years. They had at the same time to submit to the percentage reductions in pay authorized by Parliament. The result was, as I have stated, that dissatisfaction was widespread, and an unsettled state of affairs had been created, which I have endeavoured, to some extent, to rectify. Increases to salaries and wages amounting to £13,000 for the past year have been given to the employés, and adjustments of positions and pay have to a considerable extent been effected. In consequence of the abolition by Parliament from the 1st January of percentage reductions to employés in receipt of less than £157 per annum, the portion of the staff affected have benefited to the extent of £19,000 for the half-year, or at the rate of £38,000 per annum. Sunday pay is now granted to all employés entitled to it, the extra amount involved in payment to the staff who had not previously been paid for Sunday duty being £1,600 per annum. The rates paid for travelling allowances, which were exceedingly low, have been revised, and payments now made on a more equitable scale.

These just concessions to the staff have had a most salutary effect, and it is to be hoped that as the net revenue of the Department continues to increase, the whole of the percentage reductions may be abolished, and the status of the staff improved.

I venture to remark that nowhere in my experience are so many of the administrative officers of such a large and important an undertaking so inadequately remunerated for their onerous duties as in the Victorian Railway Department. I regret to learn that the exigencies of the State will not permit me in the meantime to increase the salaries of several leading officers whose duties entitle them to special consideration.

#### APPEAL BOARD.

Under the Railways Act No. 1439, an Appeal Board was constituted, consisting of the Secretary for Railways, the Accountant, the Chief Mechanical Engineer, the Engineer for Existing Lines, and the Traffic Manager, and a representative of the employés, three forming a quorum.

An election by ballot was held, and Mr. J. B. Johuston, of the Newport Workshops, was chosen by a large majority of the employés to represent them.

The Board sat for the first time on the 5th August, 1896, and since that date 52 meetings have been held. The following are the number of appeals heard, and the branches in which the appellants were employed:—

Traffic Branch	...	...	...	28
Locomotive Branch	...	...	...	18
Existing Lines Branch	...	...	...	4
Telegraph Branch	...	...	...	1
				—
Total number of appeals heard	...	...	...	51
				—

In 22 cases counsel were engaged by the appellants, and in four cases agents were employed. The following were the decisions of the Board:—

Appeals dismissed	...	...	...	37
Appeals upheld	...	...	...	6
Punishment modified	...	...	...	7
Under consideration (referred to Chief Medical Officer)	...	...	...	1
				<hr/>
				51
				<hr/>

In nine instances the appellants decided to avail themselves of the right of appeal from the decision of the Board to myself; but, after carefully weighing the evidence, I upheld the decision of the Board in every case.

#### THE STAFF.

The number of permanent employés has been reduced during the year from 8,953 to 8,678.

The following table shows the reduction in the permanent staff which has taken place during the last six years:—

Year.	Reduction in Number.			
1891-2	...	...	...	503
1892-3	...	...	...	669
1893-4	...	...	...	811
1894-5	...	...	...	864
1895-6	...	...	...	504
1896-7	...	...	...	275
				<hr/>
Total	...	...	...	3,626
				<hr/>

As practically no new appointments had been made during these years, and as the staff is materially reduced every year, through death and ordinary retirements, the necessity has arisen for the appointment of a number of juniors, who will be trained to fill vacancies as they arise. Applications have been invited and appointments will be made in accordance with the statutory requirements.

I cannot conclude this Report without again bearing testimony to the efficiency and diligence of the staff. Their conduct, as a whole, has been most exemplary, and I am pleased to observe in all branches an *esprit de corps*, without which the business of a large undertaking like the railways cannot be successfully conducted.

I have the honour to be,

Sir,

Your obedient servant,

JOHN MATHIESON,

Commissioner.



# A P P E N D I X.

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## VICTORIAN RAILWAYS.

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APPENDIX TO THE REPORT OF THE VICTORIAN RAILWAYS COMMISSIONER.

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**YEAR ENDING 30th JUNE, 1897.**

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

## VICTORIAN RAILWAYS.

## No. 1.

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

GENTLEMEN,

Engineer-in-Chief's Office,  
Melbourne, August, 1897.

I have the honour to report that, during the financial year ending 30th June, 1897, the railway line from Nathalia to Picola, a distance of  $6\frac{3}{4}$  miles, was completed and opened for traffic. This line was authorized on the 27th February, 1893, commenced on the 8th June, 1896, and opened on the 15th December, 1896. Some small additions have been made since the opening, and further works will have to be provided as the business develops. The actual cost, so far, including permanent-way materials and skeleton station equipment, but excluding rolling-stock, has been only slightly in excess of half the £23,100 authorized as the limit of expenditure under the Construction Act No. 1293; the expenditure to 30th June amounting to £1,762 per mile. The line is fenced throughout, and is laid with new 60-lb. rails and first-class sleepers, and has four pile bridges and two stations. The land required for the line has been obtained without payment of compensation by the State.

The Frankston Cemetery branch, three-quarters of a mile, and the Heidelberg to Eltham railway,  $8\frac{1}{4}$  miles, authorized on the 12th December, 1884, and 27th February, 1893, respectively, have not yet been commenced.

The following lines were under survey during the year :—

## PERMANENT SURVEYS.

*Country Lines.*

Birchip to Minapre (5ft. 3in. gauge) ... ..	33	miles.
Rupanyup to Banyena (5ft. 3in. gauge) ... ..	$11\frac{1}{4}$	„
Wangaratta to Whitfield (2-ft. gauge) ... ..	$30\frac{1}{2}$	„
Lilydale to Yarra Junction (2-ft. gauge) ... ..	24	„
Ferntree Gully to Gembrook (2-ft. gauge) ... ..	$21\frac{1}{2}$	„
Colac to Beech Forest (2-ft. gauge) ... ..	31	„

*Suburban Lines.*

Nil.

## TRIAL SURVEYS.

*Country Lines.*

Traralgon to Carrajung, <i>via</i> Callignee (2-ft. gauge) ... ..	31	miles.
Beech Forest to Wattle Hill and Princetown (2-ft. gauge) ... ..	36	„
Neerim South to Neerim (5ft. 3in. gauge) ... ..	$8\frac{1}{2}$	„
Extension of Korumburra and Outtrim Line ... ..	$1\frac{1}{2}$	„

*Suburban Lines.*

Nil.

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

Plans and sections, with working drawings, specifications, and schedules of quantities for alternative types of construction on the 2-ft. narrow gauge, as recommended by the Railways Standing Committee, have been prepared in the case of the Wangaratta to Whitfield line, and tenders obtained, which have not yet been finally dealt with.

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

Appended is a copy of a Parliamentary return (No. C3/7985) showing in detail the approximate cost per mile of all the railways constructed in the colony during the last five years, with the exception of the Nathalia to Picola line above referred to, the Bendigo Cattle Yards Junction line ( $\frac{3}{4}$  mile), and the Korumburra to Coal Creek line ( $\frac{3}{4}$  mile).

The arbitrators' award of 10th October, 1892, in favour of Messrs. J. Falkingham and Sons, contractors for the Dandenong to Leongatha section of the South-Eastern Railway, to which allusion was made in a former report, was during the year again under review; the contractors having obtained from the Supreme Court power to refer it back to the arbitrators. On a rehearing by the latter (again under protest on the part of the Railway Department), an amended award was made on the 11th January, 1897, for £19,076 1s. 2d. plus costs of the two arbitrations—£1,488 15s. This award the Department has, under advice, declined to pay. The original claims in this case, as submitted by contractors to arbitration, amounted to £67,708 11s. and interest thereon, and the amount of the original award was £20,500 plus £952 10s., arbitrators' costs.

The registration of "unemployed" men seeking casual labour, and the selection from the register of such men as are required in various railway works and throughout the Government Departments, have been kept up during the year.

Any man seeking work has been free to register without fee, but careful inquiries are made into each case, and undeserving men struck off the list. The only preference given in selection is to married men and single men having others depending on them for support, these being chosen before single men who have only themselves to keep.



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

The number of men registered during the financial year was 9,158, making a total registration, from the commencement of present system on the 8th May, 1895, of 21,413. Of the 9,158 above, 3,017 were called for work during the year, and 2,212 sent to work. The balance, 305, not having answered the call or having declined the work offered or proved unsuitable for it. Employment was found in the Public Works Department for 1,213, chiefly at the Yarra Bank Improvement works and at the Drainage works at Condah. The remaining 999 were given work on the railways, chiefly at the regauging of lines.

The classes of labour for which these men were engaged were:—

Axemen	...	...	6	Masons' labourers	...	...	7
Blacksmiths	...	...	3	Miners	...	...	7
Boys	...	...	84	Painters	...	...	43
Bricklayers	...	...	50	Platelayers	...	...	14
Bricklayers' labourers	...	...	57	Plumbers	...	...	3
Carbuilders	...	...	28	Quarrymen	...	...	434
Carpenters	...	...	28	Sailors	...	...	9
Cook	...	...	1	Slater	...	...	1
French polisher	...	...	1	Strikers	...	...	4
Gangers	...	...	5	Tentmaker	...	...	1
Horse-drivers	...	...	2				
Labourers	...	...	1,317	Total	...	...	2,212
Masons	...	...	107				

The names on the register at 30th June, 1897, registered or renewed during the previous three months, numbered 3,293.

I have the honour to be, Gentlemen,

Your obedient servant,

F. RENNICK,

Engineer-in-Chief.

#### RAILWAYS CONSTRUCTED UNDER THE "BUTTY-GANG" SYSTEM.

RETURN to an Order of the House, dated 11th August, 1896, for a Return showing—1. The names of the railway lines constructed under the butty-gang system. 2. The length of each line and total length of all those constructed. 3. The Engineer's estimate of cost of each line. 4. The actual cost of each line, showing the principal headings and total cost of all the lines. 5. The cost of supervision, including the salaries of construction engineers and inspectors. 6. The average wages paid. 7. The total number of men employed on each line. 8. The time occupied in the construction of each line.—(Mr. McColl.)

*Ordered by the Legislative Assembly to be printed, 1st October, 1896.*

Board of Land and Works  
(Railways Construction Branch),  
Melbourne, 21st September, 1896.

#### RE COST OF LINES CONSTRUCTED UNDER "BUTTY-GANG" SYSTEM

##### MEMO.

At the end of 1891, when the butty-gang system was applied to the construction of our railways, it was decided that all country lines should be built, in the first instance, as cheaply as possible.

A fairly substantial permanent way, with reduced ballast, was to be provided, but no fencing or gatehouses, except where absolutely required, and only a skeleton equipment for stations and water supplies.

The lines were to be strengthened and brought up to the requisite standard of efficiency as settlement proceeded and traffic developed.

This system, which is the one most suitable to a new country, has been strictly carried out on the whole of the lines constructed since 1891, but the estimates made and the amounts inserted in the Acts for the construction of all these lines—except the coal line—, which were treated as a special case—, included fencing, fully-equipped stations, water provision, &c., &c., complete for a developed traffic.

The lines have been constructed during a period of great depression and of falling prices, both for labour and materials, and have been opened for public traffic at less cost than was to be expected.

In the case of the Outtrim line, the estimate was based on the standard navy wage of 5s. per day, and on the understanding that the coal companies were to pay the cost of the sidings and other accommodation works constructed for their special use. The standard navy wage, however, was raised to 6s. per day shortly after the works were begun, and the Department paid part of the cost of the sidings and other special accommodation works for the Jumbanna and Outtrim coal companies.

The Korumburra to Jumbanna and the Jumbanna to Outtrim lines are now being fenced, and most of the mallee lines have been fenced, the land-owners contributing to the cost in some cases.

F. RENNICK,  
Engineer-in-Chief.

VICTORIAN RAILWAYS.

ANALYSIS OF COST per Mile of Lines constructed under the "Butty-gang" System to 31st August, 1896.

1	Names of Lines	Warrack-nabeal to Beulah.	Donald to Birchip.	Beulah to Hoopetoun.	Dimboola to Jeparit.	Natimuk to Goroke.	Boort to Quambatook.	Wycheproof to Sea Lake.	Totals and Averages.	Korumburra to Jumbunna.	Korumburra to Silkstone and Strezlecki.	Totals and Averages.	Jumbunna to Outtrim.	Totals for all Lines.
		Easy and moderate country—Mallee lines.									Difficult country.			Very difficult country.
2	Lengths of lines	22 miles	32½ miles	16 miles	23 miles	28½ miles	22 miles	48 miles	191½ miles	3½ miles	2½ miles	6½ miles	2¼ miles	200·65 miles
3	Engineer's estimate	£ 82,500	£ 120,937	£ 41,175	£ 61,950	£ 94,446	£ 60,500	£ 86,400	£ 547,908	£ 18,750	£ 13,750	£ 32,500	£ 20,000 + 5,000	£ 605,408*
	Engineer's estimate per mile	3,750	3,750	2,574	2,694	3,343	2,750	1,800	2,857	5,000	5,000	5,000	8,571 } 10,714	3,017*
	Actual cost of line to 31st August, 1896	51,510	69,818	30,841	35,889	57,721	38,863	66,469	351,111	15,488	10,610	26,098	24,427	401,636*
	Actual cost of line per mile	2,341	2,148	1,928	1,560	2,043	1,766	1,385	1,831	4,130	3,858	4,001	10,178	2,001*
COST PER MILE OF PRINCIPAL WORKS.														
	Clearing and grubbing	22	6	10	10	23	6	5	11	580	343	475	286	...
	Fencing	83	87	48	8	56	45	31	49	119	6	69	146	...
	Cattle pits at crossings	28	39	(incomplete)	(unfenced)	13	11	5	17	36	8	23	2	...
	Earthworks (including stations and approaches)	165	214	192	146	240	150	118	171	1,303	1,316	1,308	6,679	...
	Bridges	65	49	34	12	66	23	...	32	...	...	...	233	...
	Culverts	34	45	40	25	25	19	5	25	84	283	170	473	...
	Gravelling and metalling roads and approaches	25	36	12	5	18	19	3	16	4	2	3	10	...
	Ballast (main line and sidings)	360	252	128	109	182	253	95	188	295	189	250	(corduroy) 323	...
	Sleepers (main line and sidings)	(gravel) 459	(gravel) 372	(sand) 439	(sand & gravel) 386	(gravel) 424	(gravel) 320	(sand) 316	378	172	220	191	175	...
	Rails and fastenings, 60 lbs. steel (including freight and laying, main line and sidings)	732	699	685	656	658	667	623	669	706	(incomplete) 618	666	716	...
	Temporary station buildings (including platforms)	109	85	86	35	42	45	23	55	75	16	49	62	...
	Water supply, temporary	4	16	9	...	6	1	22	10	21	23	22	...	...
	Signals	2	3	...	6	2	...	2	2	...	...	...	12	...
	Telegraph	10	14	13	11	13	16	10	12	18	...	10	32	...
	Miscellaneous items	9	3	8	5	3	...	7	5	9	10	9	100	...
	Surveys	57	46	24	26	101	21	27	44	237	255	243	125	...
	Supervision { Head Office	55	84	53	54	74	80	46	63	255	287	269	357	...
	Supervision { Local staff (including District Engineer)	122	98	117	60	97	90	47	84	216	282	244	447	...
	Standard wages per day for navvies	6s.	6s.	5s.	5s.	5s.	5s.	5s.	...	5s.	5s.	...	6s.	...
	† Average earnings of piece-work labourers on earthworks, &c.	No record.	5s. 7d.	4s. 8d.	4s. 2d.	4s. 7d.	4s. 7d.	4s. 7d.	...	5s. 2d.	5s. 2d.	...	5s. 10d.	...
	7 Total number of men employed—Approximate	No. 450‡	No. 600‡	No. 350‡	No. 500‡	No. 680‡	No. 550‡	No. 500‡	...	No. 550‡	...	...	No. 1,170 §	5,350
	8 Date construction started	5.3.92	3.3.92	18.5.93	18.7.93	26.4.93	15.7.93	2.4.94	...	2.5.93	17.4.93	...	6.3.95	...
	Date of opening for traffic	5.1.93	28.3.93	6.3.94	19.6.94	31.7.94	7.8.94	8.3.95	...	7.5.94	17.5.94	...	30.1.96	...
	Time occupied in construction	10 months	13 months	10 months	11 months	15 months	13 months	11 months	...	12 months	13 months	...	11 months	...

\* See further information on attached sheet.—† The fact of the average earnings being below standard rates is due to the number of inexperienced and inefficient men employed. Efficient and industrious men earned the standard wage or slightly more.—‡ Not including men getting sleepers, timber, fence posts, &c.—§ Includes men getting sleepers and bridge timber.

## VICTORIAN RAILWAYS.

## No. 2.

Railway Department, Office of Engineer for Existing Lines,  
Melbourne, 16th August, 1897.

SIR,

I have the honour to report that during the year ending 30th June, 1897, the way and works of the Victorian Railways on the lines open for traffic were efficiently maintained.

The lines not open for traffic throughout the year were Penshurst to Dunkeld, 16½ miles; Fairfield Park to Riversdale, 5¾ miles; Ashburton to Oakleigh, 3¼ miles; and Darling to Waverley, 1 mile.

In addition to the above, the lines from Camberwell to Ashburton, 3¼ miles; and Lancefield to Kilmore, 18½ miles, were closed on 1st May, 1897, and 1st June, 1897, respectively.

The following table gives the cost of maintenance of way and works, including renewals, for the past year as compared with 1895-6:—

Year.	Average Miles of Main Line.			Approximate Mileage of Sidings.	Total Cost of Maintenance and Renewals for Year.	Cost per Mile of Main Line (Sidings included).			Cost per Train Mile.		
	Double Line.	Single Line.	Total.			£	s.	d.			
1895-6	294	2,827	3,121	500	365,848	2	4	117	4	5	9.77
1896-7	294	2,832	3,126	436*	381,292	15	2	121	19	6	9.92

\* The alteration in mileage of sidings is due to the lengths having been recently checked; this had not been done for several years.

For the last 16½ years the quantities of rails and sleepers used for renewals and the cost per mile and per train mile for maintenance and renewals have been as follows:—

Year ending—	Mileage maintained.		Cost of Maintenance.		Renewals.	
	Total Average Main Line.	Of Sidings (Approximate only).	Per Mile.	Per Train Mile.	Rails in Miles of Way.	Number of Sleepers.
31st December, 1881	1,215	200	£ 181	d. 11.58	50½	30,105
" 1882	1,500	220	188	11.58	46½	65,327
" 1883	1,432	240	263	15.84	141½	71,548
Half-year ending 30th June, 1884	1,598	270	105	11.10	34½	48,171
Year " " 1885	1,655	285	170	9.86	42¾	19,763
" " " 1886	1,691	290	165	9.12	20½	29,847
" " " 1887	1,791	305	170	9.13	26	41,782
" " " 1888	1,947	335	179	9.23	28	44,594
" " " 1889	2,142	375	190	9.16	25½	65,550
" " " 1890	2,329	410	186	8.83	33	70,593
" " " 1891	2,050	470	162	8.39	12	73,668
" " " 1892	2,829	500	146	8.38	5	68,899
" " " 1893	2,933	500	112	7.30	6½	75,774
" " " 1894	2,982	500	108	7.59	35½	82,278
" " " 1895	3,083	500	107	8.31	56½	131,695
" " " 1896	3,121	500	117	9.77	75	191,454
" " " 1897	3,126	436 actual	122	9.92	71*	199,094*

\* In addition 20,965 sleepers and 47 miles of 75-lb. steel rails were used to replace 60-lb. steel rails on the main line from Dimboola to Serviceton to carry fast and heavy trains.

As was pointed out in my last report the cost of renewals is heavy, and will continue so for a few years, for the reason that the sleepers and iron rails with which several of the lines were originally laid are nearing the limit of their life. When these have all been renewed the cost of maintenance will be materially reduced. All line renewals are made with steel rails and with sleepers of the best redgum, red ironbark, or grey box, and on many lines where the traffic justifies it the weight of the rails and the size and number of the sleepers are being increased.

A contract was let in March, 1897, for the supply and delivery of 11,590 tons of steel rails and fish-plates for renewals on the more important lines, standards having been adopted of rails 100 lbs. per yard for the more important suburban main lines, 80 lbs. per yard for country lines with heavy traffic and suburban lines with light traffic, and 60 lbs. per yard for light country lines.

Painting of buildings, &c., has been extensively carried on during the year. In addition to the regular staff, 48 painters have been employed at piece-work chiefly in the vicinity of Melbourne, and 45 contracts have been let for painting in the country districts.

A commencement has been made to replace the rail fences of the suburban lines with substantial picket fences with the object of improving the appearance of the property and limiting the amount of trespass on the lines. The whole cost of the improved fences is charged to working expenses.

A number of timber retaining walls of passenger platforms which required renewal have been replaced by brick walls with bluestone coping, the greater part of the cost being borne by working expenses. The dressing of the stone coping for these walls is done by masons (from the ranks of the "unemployed") by piece-work.

The railway line from Nathalia to Picola, 6¾ miles long, was opened for traffic and taken over for maintenance from the construction branch on the 15th December, 1896.

Further progress has been made with the regrading of the important lines, so as to enable the train loads to be increased, and to decrease the liability to accident and reduce the wear and tear of the rolling-stock by making the running smoother for the trains. This work was completed during the year on the

Ballarat to Ararat, and Horsham to Dimboola, sections, and was in hand between Essendon and Wallan, Seymour and Wodonga, Geelong and Camperdown, Caulfield and Mordialloc, and Dandenong and Warragul.

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

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

C. E. NORMAN,  
Engineer for Existing Lines.

The Victorian Railways Commissioner.

SCHEDULE OF WORKS COMPLETED OR IN PROGRESS DURING THE YEAR ENDING 30TH JUNE, 1897.

Locality.	Work.	Completed or in Progress.
Armstrongs ... ..	Lengthening station yard ... ..	Completed
Balaclava ... ..	Ramped approaches and Central Booking-offices ... ..	"
Birregurra ... ..	Interlocking ... ..	"
Box Hill ... ..	Turntable ... ..	"
Broadford ... ..	Overhead bridge and alterations to lines of way ... ..	"
Buangor ... ..	Lengthening station yard, signals and interlocking ... ..	"
Bushy Park ... ..	Bridge over Avon River ... ..	"
California Gully ... ..	Additional siding ... ..	"
Castlemaine ... ..	Widening bridges and embankments ... ..	"
Dimboola to Serviceton ... ..	Strengthening bridges ... ..	In progress
" " " " " "	Relaying with 75-lb. rails ... ..	"
East Richmond ... ..	Station buildings ... ..	"
Echuca ... ..	Strengthening wharf ... ..	"
Elsternwick ... ..	Station buildings, footbridge, &c. ... ..	Completed
Geelong ... ..	Renewal of and additions to Railway pier ... ..	"
Great Western ... ..	Lengthening station yard ... ..	"
Hamilton ... ..	Widening passenger platform, alterations to lines of way ... ..	"
Hawthorn ... ..	Alterations to lines of way, &c. ... ..	"
Inglewood ... ..	Signal-box, interlocking, alterations to lines, &c. ... ..	"
Koroit to Belfast ... ..	Enlarging bridges ... ..	"
Korumburra ... ..	Engine shed, fuel stage, additional lines of way, &c. ... ..	"
" " " " " "	Water supply works ... ..	"
Korumburra to Coal Creek Junction ... ..	Duplication of line ... ..	In progress
Malvern ... ..	Bridge, Dandenong-road, raising lines, &c. ... ..	Completed
Melbourne (Spencer-street) ... ..	New carriage shed ... ..	"
" " " " " "	Direct connexion, Goods to Viaduct lines ... ..	"
" " " " " "	Accommodation for stores ... ..	"
" " " " " "	Dudley-street bridge ... ..	"
" " " " " "	Ladies' waiting-room and porters' room on Island platform ... ..	"
" " " " " "	Re-arrangement of lines of way and interlocking goods yard ... ..	"
" (Viaduct) ... ..	Guard rails on curves ... ..	"
Mordialloc ... ..	New bridge over creek ... ..	"
Murtoa ... ..	Additional sidings, platform, footbridge, &c. ... ..	"
Newport ... ..	New iron racks and shed ... ..	In progress
North Brighton ... ..	Culvert under line ... ..	Completed
" " " " " "	Station buildings, approaches, &c. ... ..	In progress
North Melbourne to Coburg ... ..	Strengthening bridges ... ..	Completed
Outtrim ... ..	Alterations and additional sidings for Outtrim Coal Company ... ..	"
Regrading ... ..	Essendon to Wallan ... ..	In progress
" " " " " "	Wallan to Mangalore ... ..	Completed
" " " " " "	Seymour to Wangaratta ... ..	In progress
" " " " " "	Wangaratta to Wodonga ... ..	"
" " " " " "	Caulfield to Dandenong ... ..	"
" " " " " "	Dandenong to Warragul ... ..	"
" " " " " "	Ballarat to Ararat ... ..	Completed
" " " " " "	Geelong to Camperdown ... ..	In progress
" " " " " "	Caulfield to Mordialloc ... ..	"
" " " " " "	Ararat to Dimboola ... ..	Completed
" " " " " "	Bendigo to Korong Vale ... ..	"
Serviceton ... ..	Clearing out reservoir ... ..	"
Stratford ... ..	Bridge over Avon River ... ..	In progress
Tallaroek ... ..	New station buildings and refreshment-rooms ... ..	"
Wahring ... ..	Additional siding ... ..	Completed
Warragul ... ..	Altering lines of way and interlocking ... ..	"
Werribee ... ..	Re-arrangement of station accommodation, signal-box, &c. ... ..	"

C. E. NORMAN,  
Engineer for Existing Lines.

## VICTORIAN RAILWAYS.

## No. 3.

Locomotive Carriage and Waggon Branch,  
Chief Mechanical Engineer's Office,  
Melbourne, 16th August, 1897.

Sir,

I beg to submit the following report on the working of the Locomotive Carriage and Waggon Branch for the twelve (12) months ending 30th June, 1897. The rolling-stock and plant have been kept in good working order, and the trains run at a reduction in cost per train mile on the previous year. The following is a comparative table showing some of the principal items for the past five (5) years:—

	Year 1892-3.	Year 1893-4.	Year 1894-5.	Year 1895-6.	Year 1896-7.
Average miles open ... ..	2,933 ...	2,981 $\frac{1}{4}$ ...	3,082 $\frac{1}{4}$ ...	3,121 ...	3,126
Train miles run ... ..	10,775,134 ...	10,145,307 ...	9,567,453 ...	8,989,391 ...	9,228,687
Engine miles run ... ..	13,635,721 ...	12,825,090 ...	12,292,733 ...	11,557,218 ...	11,880,997
Gross revenue ... ..	£2,925,948 ...	£2,726,159 ...	£2,581,591 ...	£2,401,392 ...	£2,615,935
Total locomotive working expenses ... ..	£735,283 ...	£632,359 ...	£567,569 ...	£547,841 ...	£553,493
Working expenses per train mile	16·38d....	14·96d....	14·24d....	14·63d....	14·39d.
Working expenses per engine mile	12·94d. ...	11·83d....	11·08d....	11·38d....	11·18d.
Number of men and boys employed at 30th June—					
Permanent ... ..	3,077 ...	2,929 ...	2,707 ...	2,644 ...	*2,654
Casual ... ..	258 ...	88 ...	80 ...	77 ...	172
Cost of coal per train mile ... ..	3·64d....	3·45d....	3·22d....	3·05d....	2·94d.
Cost of coal, coke, and wood per train mile ... ..	3·74d....	3·58d....	3·36d....	3·15d....	2·99d.
Total cost of fuel for locomotive running ... ..	£167,592 ...	£151,439 ...	£133,511 ...	£117,969 ...	£115,093
Total cost of fuel for all locomotive purposes ... ..	£169,596 ...	£154,200 ...	£137,471 ...	£120,463 ...	£117,990
Cost of oil, tallow, and waste for all locomotive purposes per train mile ... ..	·76d....	·52d. ...	·36d....	·29d....	·24d.
Total cost ... ..	£39,031 ...	£22,002 ...	£14,524 ...	£11,000 ...	£9,175
Cost of oil, tallow, and waste for running engines, per train mile	·59d....	·40d....	·28d....	·21d....	·17d.
Total cost ... ..	£26,409 ...	£17,040 ...	£11,315 ...	£7,941 ...	£6,443

\* Increase due to return of cleaners previously transferred to the Existing Lines Branch.

The year's working shows an increased total expenditure over last year of £5,602, but a reduction of 24d. per train mile. The increased expenditure is accounted for as follows:—Additions to the wages of the lower paid men, £5,000; exemption from percentage deductions for the six months of those in receipt of less than £157 per annum, £5,000; and the employes at the Newport and Port Melbourne workshops being put on full time from the 1st July, 1896, £10,400, making a total of £20,400. The train mileage as compared with last year has increased by 239,296 miles. More expenditure was also incurred in painting and renovating the stock, and the general repairs and rebuilds have necessarily been more extensive than heretofore.

*Repairs.*—The following are the principal repairs that have been executed during the year:—193 engines, 210 carriages and vans, and 434 waggons have received heavy repairs, and 51 engines, 119 carriages and vans, and 82 waggons have had light repairs effected at the Newport and Port Melbourne workshops; a total of 394 carriages and vans were painted and varnished during the year, besides a large number partially painted. About 350 engines have been lifted and overhauled at country and other depôts, and a large amount of work executed in connexion with the frequent periodical examinations of axles, tires, &c.

Upwards of 35,000 carriages, vans, and waggons have been overhauled at Prince's-bridge, Spencer-street, Flinders-street, and other depôts, and light running repairs effected. Six thousand four hundred and forty-five truck covers have received heavy repairs, and 2,074 new covers have been supplied, and charged to locomotive expenses; a large number of hatch covers, trolly, roof, and canopy covers, and crane hoses have also been supplied.

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

*Boilers.*—Special attention is still being paid to this work. The following is a list of the principal work done:—41 new boilers were in course of construction at Newport during the year; 3 of them were completed and placed in stock; 11 of them, 1 new fire-box, and 27 new bottoms were supplied and fitted to engines; the remainder are in various stages of completion. One hundred boilers were examined, retubed, and thoroughly repaired, and a large number received the periodical tests at country depôts.

*Axles and Tires.*—Sixteen new crank axles, 37 engine straight axles, 783 carriage and waggon axles, 291 engine tires, 136 leading and tender tires, and 57 carriage and waggon tires have been fitted during the year.

*Cylinders.*—Twenty-five pairs of new cylinders of increased diameter were fitted to engines.

*Balancing.*—This work is proceeding steadily. Steps have been taken to increase the output in future.

*New Stock.*—The work of providing new corridor and other carriages for the express, main line, and suburban traffic, and the replacing of some of the old and obsolete waggons with vehicles of modern type, of greater capacity, more suited for the expansion of traffic in connexion with the carriage of perishable products, &c., has been proceeded with as rapidly as possible.

Drawings and specifications were prepared, and tenders received for six "ADAD" carriages and vans combined (an instalment of the twelve authorized). The tenders were considered too high, and as the Department would in any case supply the material, it was decided to let the building of the cars in labour contracts direct to the men, which has been done, and has, so far, worked very satisfactorily.

Drawings were also prepared, and a sample first-class corridor and vestibule carriage, fitted with all modern conveniences, was constructed at Newport, and has been favorably commented upon.

Tenders are about to be called for the building of the bodies of a number of these carriages on the same conditions as the "ADAD" carriages.

The following waggons were authorized to be built, viz.:—200 louvered waggons, 300 medium waggons, 100 live-stock waggons, and 25 coal waggons.

Contracts have been let for the louvered and medium waggons, and the sheep waggons placed under construction in the Newport workshops.

The following were the deliveries by contractors at 30th June, 1897:—150 louvered waggons, 150 medium waggons, and 10 refrigerating waggons, "T" class.

Forty-eight sheep waggons, 16 "H," and 5 louvered waggons were constructed at Newport during the year, and placed in traffic.

Practically the whole of the material for the contracts was supplied by the Department, and, in most cases, including finished draw gear, was prepared at Newport.

All the new vehicles are being fitted with the Westinghouse brake, and vigorous efforts are being made to equip the remainder of the stock with either W. H. brake or through pipe.

Two hundred of the medium trucks, also the sheep waggons, except floors, are being made entirely of iron and steel, the results of the contracts showing that trucks can be made with these materials as cheaply as with timber, and, while being as light, are more durable and less costly to maintain.

Tenders have also been called for the bulk of the materials required for the new carriages, such as channel bars, buffalo hides, timber, &c.

The replaced vehicles are being broken up after having been fully examined and reported upon as unfit for further use, and as sanctioned by the Commissioner. The old material is being utilized to the best advantage, and a careful record kept of all vehicles broken up.

*New Engines.*—The limited number of express and other powerful engines available, and the increasing traffic, renders it necessary to augment this stock without delay. The existing engines have to run large mileage, and are now arriving at a stage when heavy repairs are necessary.

*Stores Board.*—The provision of a Stores Board during the year has enabled this branch to be more thoroughly in touch with the purchase of material, and thus to obtain it to better advantage and deal with it more economically.

*Supervision.*—During the year a number of District Locomotive Officers have been appointed, which has had the effect of, besides greatly increasing the supervision, relieving the head office of a considerable amount of routine and detail work and correspondence. A conference of these officers and myself is held every month, at which all matters concerning the branch are discussed, and instructions given which enable business to be carried on in a uniform system. These gentlemen have been promoted in most cases from Locomotive Foremen, and there have been no additions to the staff in consequence.

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

I have the honour to be, Sir,

Your obedient servant,

T. H. WOODROFFE,

Chief Mechanical Engineer.

The Victorian Railways Commissioner.



## VICTORIAN RAILWAYS.

### No. 5.

*Dr.*

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING 30TH JUNE, 1897.

*Cr.*

	£	s.	d.	£	s.	d.	£	s.	d.
To Total Working Expenditure ... ..				1,563,805	7	0			
„ Interest on Railway Loans: Treasury debit ... ..	£1,441,120		0 0						
Expenses on Interest Payments: Treasury debit ... ..	22,813		0 3						
Expenses <i>re</i> Conversion of Victorian Stock under Act No. 1468 ... ..	7,536		0 0						
			1,471,469 0 3						
<i>Less</i> 4 per cent. on £250,000, amount transferred from Railway Loan Account to "Irrigation Works and Water Supply," 57 Vict. No. 1327 ... ..	£10,000		0 0						
„ Interest at 2 per cent., calculated on the Weekly Unexpended Balances of Loan Moneys ... ..	14,016	10	5	24,016	10	5			
Net Interest and Charges ... ..				1,447,452	9	10			
				3,011,257	16	10			
							2,615,934	14	7
									20,000 0 0
							375,323	2	3
							3,011,257	16	10

Audited and found correct—

HAROLD KENT, Railways Auditor.

R. SINGLETON,

Chief Accountant.



## VICTORIAN RAILWAYS.

### No. 6.

<i>Dr.</i>	EXPENDITURE AND REVENUE STATEMENT FOR THE YEAR ENDING 30TH JUNE, 1897.						<i>Cr.</i>			
To Working Expenditure—	£	s.	d.	£	s.	d.	By Revenue—	£	s.	d.
A. Maintenance ...	...			381,292	15	2	Passengers ...	1,093,348	0	0
B. Locomotive Charges ...	451,547	8	1				Parcels, &c. ...	106,816	10	7
C. Carriages and Waggons	101,946	0	1				Horses, Carriages, &c. ...	10,699	1	2
				553,493	8	2	Mails ...	56,450	14	10
D. Traffic Charges ...	497,029	16	8				Rents ...	49,955	5	7
E. Compensation ...	4,689	5	6				Miscellaneous ...	11,417	14	10
				501,719	2	2	Live Stock ...	152,972	12	11
F. General Charges ...	47,901	4	6				Goods ...	1,134,274	14	8
G. Pensions and Gratuities	79,398	17	0							
				127,300	1	6				
Balance, Net Return (after paying Working Expenses) ...	...			...						
				1,563,805	7	0				
				1,052,129	7	7				
				2,615,934	14	7		2,615,934	14	7

Audited and found correct—  
HAROLD KENT, Railways Auditor.

R. SINGLETON,  
Chief Accountant.

## VICTORIAN RAILWAYS.

## No. 7.

## DETAILS OF WORKING EXPENDITURE for Year ending 30th June, 1897.

Miles open .. .. .	3,129													
Average Miles open for Year .. .. .	3,126													
Train Miles run .. .. .	9,228,687													
	Wages, &c.		Stores.		Total.		Total of Divisions.		Cost per Train Mile run.		Per Cent. to Revenue.	Per Cent. to Total Branch Expenditure.	Per Cent. to Total Expenditure.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	d.	d.				
<b>A. MAINTENANCE OF WAY AND WORKS</b>	314,130	19 1	67,161	16 1	381,292	15 2	381,292	15 2	..	9'92	14'57	..	24'38	
<b>B. LOCOMOTIVE CHARGES:</b>														
C. M. Engineer, Inspectors, and Clerks .. .. .	8,222	2 8	..	..	8,222	2 8	..	..	0'21	..	..	..	1'49	
Loco. Running Foremen .. .. .	5,179	18 6	..	..	5,179	18 6	..	..	0'14	..	..	..	0'94	
„ Drivers and Firemen .. .. .	151,963	19 5	..	..	151,963	19 5	..	..	3'95	..	..	..	27'45	
„ Cleaners .. .. .	20,677	11 0	..	..	20,677	11 0	..	..	0'54	..	..	..	3'74	
„ Fuelmen and Storemen .. .. .	10,535	8 10	..	..	10,535	8 10	..	..	0'27	..	..	..	1'90	
„ Wages of Timekeepers, Labourers, &c. .. .. .	17,010	6 3	..	..	17,010	6 3	..	..	0'44	..	..	..	3'07	
Coal and Coke .. .. .	..	..	113,158	13 3	113,158	13 3	..	..	2'94	..	..	..	20'44	
Wood .. .. .	..	..	2,027	2 10	2,027	2 10	..	..	0'05	..	..	..	0'37	
Water (including Pumpers' Wages, Repairs, and Stores for Pumping Engines) .. .. .	3,172	2 4	9,848	12 8	13,020	15 0	..	..	0'34	..	..	..	2'35	
Oil, Tallow, and Waste for Drivers .. .. .	..	..	6,443	3 9	6,443	3 9	..	..	0'17	..	..	..	1'16	
Sundry Stores .. .. .	..	..	4,858	10 7	4,858	10 7	..	..	0'13	..	..	..	0'88	
Repairs to Engines .. .. .	80,911	6 11	17,538	9 1	98,449	16 0	..	..	2'56	..	..	..	17'79	
	297,672	15 11	153,874	12 2			451,547	8 1	11'74	17'26	..	..	28'88	
<b>C. CARRIAGES AND WAGGONS:</b>														
Repairs and Renewals .. .. .	75,415	12 8	17,565	16 0	92,981	8 8	..	..	2'42	..	..	..	16'80	
Oiling, Train examining, &c. .. .. .	8,654	5 0	310	6 5	8,964	11 5	..	..	0'23	..	..	..	1'62	
	84,069	17 8	17,876	2 5			101,946	0 1	2'65	3'90	100'00	..	6'42	
<b>D. TRAFFIC CHARGES:</b>														
Traffic Manager, Superintendents, and Office Staff .. .. .	16,381	14 0	1,392	14 9	17,774	8 9	..	..	0'46	..	..	..	3'54	
Station-masters .. .. .	69,076	11 0	..	..	69,076	11 0	..	..	1'80	..	..	..	13'77	
Clerks .. .. .	39,570	11 1	..	..	39,570	11 1	..	..	1'03	..	..	..	7'89	
Porters, Labourers, &c. .. .. .	165,970	14 8	..	..	165,970	14 8	..	..	4'32	..	..	..	33'08	
Pointsmen, &c. .. .. .	65,680	18 1	..	..	65,680	18 1	..	..	1'71	..	..	..	13'09	
Gatekeepers .. .. .	33,125	3 6	..	..	33,125	3 6	..	..	0'86	..	..	..	6'60	
Guards .. .. .	43,210	13 9	..	..	43,210	13 9	..	..	1'12	..	..	..	8'61	
Stores for Stations .. .. .	..	..	21,197	14 3	21,197	14 3	..	..	0'55	..	..	..	4'23	
Travelling and Incidental Expenses .. .. .	14,220	7 6	..	..	14,220	7 6	..	..	0'37	..	..	..	2'83	
Sundry Charges .. .. .	16,831	12 1	10,371	2 0	27,202	14 1	..	..	0'71	..	..	..	5'42	
	464,068	5 8	32,961	11 0			497,029	16 8	12'93	19'00	..	..	31'78	
<b>E. COMPENSATION..</b>	{ Personal		..		3,943 9 11		..		0'10		..		0'79	
	{ Goods		..		745 15 7		..		0'02		..		0'15	
							4,689 5 6		0'12		0'18		100'00	
<b>F. GENERAL CHARGES:</b>														
Commissioner .. .. .	3,500	0 0	..	..	3,500	0 0	..	..	0'09	..	..	..	7'31	
Secretary's Office and Miscellaneous Charges .. .. .	7,252	15 0	675	1 1	7,927	16 1	..	..	0'21	..	..	..	16'55	
Accountant's Office .. .. .	8,587	11 9	555	7 11	9,142	19 8	..	..	0'24	..	..	..	19'09	
Stores Office .. .. .	8,664	5 8	615	10 9	9,279	16 5	..	..	0'24	..	..	..	19'37	
Audit Office .. .. .	7,700	17 5	351	12 4	8,052	9 9	..	..	0'21	..	..	..	16'81	
Telegraph Branch .. .. .	6,983	13 6	142	6 2	7,125	19 8	..	..	0'19	..	..	..	14'88	
Advertising .. .. .	..	..	..	..	2,872	2 11	..	..	0'07	..	..	..	5'99	
	42,689	3 4	2,339	18 3			47,901	4 6	1'25	1'83	100'00	..	3'06	
	1,202,631	1 8	274,213	19 11			1,484,406	10 0	..	s. d. 3 2'61	56'74	..	..	
<b>G. *Pensions .. .. .</b>	..	..	..	..	58,787	8 2	..	..	..	..	..	..	..	
*Gratuities, &c. .. .. .	..	..	..	..	20,611	8 10	..	..	..	..	..	..	..	
	..	..	..	..	79,398	17 0	..	..	0 2'06	3'04	..	..	5'08	
<b>GRAND TOTAL .. .. .</b>	..	..	..	..	..	..	1,563,805	7 0	..	3 4'67	59'78	..	100'00	

\* £4,559 9s. 6d. debited to Capital Account, being amount of Pensions and Gratuities paid during the year to officers of the Board of Land and Works.

VICTORIAN RAILWAYS.

No. 8.

Dr.	RAILWAY ACCIDENT FUND (Act 55 Viet. No. 1250).				Cr.		
	£	s.	d.		£	s.	d.
To Balance from 1895-6 ... ..	39,242	6	0	By compensation claims paid out of above Fund, as provided by Sec. 46, clause 4 (included in the working expenditure for the year) ... ..	4,003	19	3
„ Amount paid into the Railway Accident Fund, in accordance with Sec. 46, clause 2, of Act No. 1250, being 10s. per £100 received for fares for the conveyance of passengers, and charges for live-stock, goods, and parcels, from 1st July, 1896, to 30th June, 1897 ...	12,772	16	2	„ Balance... ..	48,011	2	11
	52,015	2	2		52,015	2	2

27

No. 9.

Dr.	RAILWAY STORES SUSPENSE ACCOUNT (Act 1439, Section 20).								Cr.	
	£	s.	d.	£	s.	d.		£	s.	d.
To Colonial Purchases ... ..	215,602	11	5	220,984	4	8	By Issues (Revenue) ... ..	281,807	1	10
„ Purchases through Agent-General in London ...	5,381	13	3				„ „ (Capital) ... ..	76,593	4	4
„ Returns into Stock (Revenue) ... ..	39,483	4	6	„ „ (Sales) ... ..	5,034	8	6	363,434	14	8
„ „ „ (Capital) ... ..	25,086	16	4	64,570	0	10				
„ Balance ... ..				77,880	9	2				
	£363,434	14	8					£363,434	14	8

## VICTORIAN RAILWAYS.

## No. 10.

STATEMENT showing the Cost of EACH LINE, TOTAL LENGTH, ETC., with Average Cost per Mile, at 30th June, 1897.

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.		
	Double.	Single.	Total.	Highest.	Lowest.		Total.		Average per Mile.
	Miles.	Miles.	Miles.	Feet.	Feet.		£	s. d.	£
Melbourne to Bendigo (exclusive of works, Melbourne to Essendon Junction) ... ..	100 $\frac{3}{4}$	...	100 $\frac{3}{4}$	1,902	18	1 in 50	4,795,081	4 11	47,594
Bendigo to Echuca (including Bridge over River Murray at Echuca and Bendigo Cattle-yards Branch) ... ..	...	56	56	738	314	1 " 52	688,032	12 0	12,286
Lancefield Junction to Lancefield ... ..	...	14 $\frac{1}{2}$	14 $\frac{1}{2}$	1,675	1,072	1 " 40	64,369	4 2	4,439
Carlsruhe to Daylesford ... ..	...	22 $\frac{1}{4}$	22 $\frac{1}{4}$	2,469	1,791	1 " 50	165,316	18 6	7,367
Castlemaine to Dunolly ... ..	...	47 $\frac{1}{2}$	47 $\frac{1}{2}$	948	579	1 " 40	381,848	5 6	8,039
Dunolly to St. Arnaud (including cost, but not the mileage, of Carapooce Ballast Pits Tramway) ... ..	...	33	33	943	611	1 " 50	162,736	11 3	4,931
St. Arnaud to Donald ... ..	...	23 $\frac{3}{4}$	23 $\frac{3}{4}$	868	374	1 " 50	97,151	2 6	4,091
Castlemaine (Maldon Junction) to Maldon ... ..	...	10 $\frac{1}{4}$	10 $\frac{1}{4}$	1,177	890	1 " 40	61,370	2 11	5,987
Ballarat to Maryborough ... ..	...	42 $\frac{1}{2}$	42 $\frac{1}{2}$	1,525	732	1 " 40	275,556	15 11	6,484
Wanbra Junction to Ballarat Race-course ... ..	...	2	2	1,508	1,466	1 " 50	7,426	0 4	3,713
Maryborough to Avoca ... ..	...	15	15	885	721	1 " 40	62,325	15 7	4,155
Bendigo to Inglewood ... ..	...	30	30	779	443	1 " 70	183,011	14 2	6,100
Inglewood to Charlton ... ..	...	42 $\frac{1}{4}$	42 $\frac{1}{4}$	639	422	1 " 50	174,028	4 7	4,071
Charlton to Wycheproof ... ..	...	16 $\frac{1}{2}$	16 $\frac{1}{2}$	521	356	1 " 50	86,164	15 5	5,222
Korong Vale to Boort ... ..	...	18	18	459	296	1 " 50	73,051	16 8	4,058
Eaglehawk to Kerang ... ..	...	73 $\frac{3}{4}$	73 $\frac{3}{4}$	742	255	1 " 70	298,885	12 6	4,053
Toolamba to Tatura ... ..	...	7	7	385	371	1 " 108	28,132	12 11	4,019
Lancefield to Kilmore* ... ..	...	18 $\frac{1}{2}$	18 $\frac{1}{2}$	1,734	1,160	1 " 40	117,954	6 10	6,376
Kilmore Junction to Bendigo (Cattle Siding) ... ..	...	68	68	1,450	526	1 " 50	390,502	3 2	5,743
Kyneton (Redesdale Junction) to Redesdale ... ..	...	16	16	1,636	973	1 " 50	89,148	15 1	5,572
North Creswick to Daylesford (Junction) ... ..	...	23 $\frac{1}{2}$	23 $\frac{1}{2}$	2,292	1,429	1 " 40	172,728	10 3	7,350
Maldon (Laanecoorie Junction) to Shelburne ... ..	...	9 $\frac{1}{4}$	9 $\frac{1}{4}$	1,126	649	1 " 50	68,524	13 10	7,028
Inglewood to Dunolly ... ..	...	24 $\frac{3}{4}$	24 $\frac{3}{4}$	794	457	1 " 50	95,476	4 9	3,858
Wedderburn Junction to Wedderburn ... ..	...	4 $\frac{1}{4}$	4 $\frac{1}{4}$	660	554	1 " 50	18,552	4 5	3,796
Kerang to Swan Hill ... ..	...	35	35	286	225	1 " 100	158,779	19 11	4,537
Tatura to Echuca ... ..	...	34 $\frac{3}{4}$	34 $\frac{3}{4}$	377	320	1 " 122	155,116	9 5	4,464
Pisgah Junction to Wanbra ... ..	...	13 $\frac{1}{4}$	13 $\frac{1}{4}$	1,533	1,541	1 " 60	71,117	17 4	5,172
Donald to Birchlip ... ..	...	32 $\frac{1}{4}$	32 $\frac{1}{4}$	394	330	1 " 100	71,807	7 4	2,227
Boort to Quambatook ... ..	...	22	22	419	287	1 " 75	40,631	16 7	1,847
Wycheproof to Sea Lake ... ..	...	47 $\frac{1}{4}$	47 $\frac{1}{4}$	357	172	1 " 94	67,031	19 1	1,416
Footscray to Williamstown (and Piers) ... ..	6	...	6	66	8	1 " 100	494,031	17 10	82,339
Newport to Geelong (including Williamstown Race-course and Geelong Pier Branches) ... ..	2 $\frac{3}{4}$	38	40 $\frac{3}{4}$	113	11	1 " 81	1,179,808	17 1	28,952
North Geelong to Ballarat ... ..	50	3 $\frac{1}{2}$	53 $\frac{1}{2}$	1,725	47	1 " 52	1,892,437	14 8	35,373
Geelong (Queenscliff Junction) to Queenscliff ... ..	...	20 $\frac{1}{4}$	20 $\frac{1}{4}$	264	10	1 " 50	112,130	1 2	5,494
Geelong to Colac (including Geelong Race-course Branch) ... ..	...	52 $\frac{1}{2}$	52 $\frac{1}{2}$	469	10	1 " 50	328,950	14 1	6,266
Colac to Camperdown ... ..	...	28	28	569	405	1 " 50	132,061	2 6	4,716
Warrenheip to Gordons ... ..	...	13	13	1,940	1,707	1 " 50	115,913	13 11	8,916
Ballarat to Ararat ... ..	3	54	57	1,517	960	1 " 50	410,054	5 9	7,194
Ararat to Stawell ... ..	...	18 $\frac{1}{4}$	18 $\frac{1}{4}$	1,086	761	1 " 100	165,633	0 2	8,834
Stawell to Horsham (including cost and mileage of line from Stawell Station to junction of Grampians Quarries Tramway, viz. 1 mile 7 chains) ... ..	...	54	54	761	423	1 " 100	339,854	0 3	6,294
Horsham to Dimboola ... ..	...	21 $\frac{1}{4}$	21 $\frac{1}{4}$	477	361	1 " 50	90,024	12 7	4,519
Ballarat (Scarsdale Junction) to Scarsdale ... ..	...	13 $\frac{1}{4}$	13 $\frac{1}{4}$	1,516	1,157	1 " 50	59,680	6 8	4,504
Ararat to Hamilton ... ..	...	66 $\frac{1}{2}$	66 $\frac{1}{2}$	1,028	572	1 " 50	321,031	6 4	4,828
Hamilton to Portland Pier ... ..	...	54	54	606	11	1 " 40	282,516	0 8	5,232
Branxholme to Casterton ... ..	...	32	32	572	149	1 " 40	176,797	5 9	5,525
Braybrook Junction to Parwan ... ..	...	21 $\frac{1}{4}$	21 $\frac{1}{4}$	466	119	1 " 50	254,531	19 8	11,793
Braybrook Junction to Newport ... ..	...	4 $\frac{3}{4}$	4 $\frac{3}{4}$	110	48	1 " 92	27,041	3 9	5,693
Lal Lal Race-course Branch ... ..	...	2	2	1,539	1,532	1 " 112	11,489	15 0	5,745
Parwan to Gordons ... ..	...	27 $\frac{1}{2}$	27 $\frac{1}{2}$	1,877	341	1 " 48	339,534	7 6	12,347
Ballarat East to Buninyong ... ..	...	7 $\frac{1}{2}$	7 $\frac{1}{2}$	1,626	1,436	1 " 40	66,084	4 7	8,811
Ballarat Cattle-yards Branch ... ..	...	3	3	1,523	1,446	1 " 60	12,896	9 9	4,299
Scarsdale to Linton ... ..	...	8	8	1,189	1,022	1 " 40	77,288	4 4	9,661
Avoca to Ararat ... ..	...	39 $\frac{1}{2}$	39 $\frac{1}{2}$	1,215	763	1 " 50	173,590	17 10	4,395
Lubeck to Rupanyup (including portion of cost, but not the mileage, of the Warranook Ballast Pits Tramway) ... ..	...	9 $\frac{1}{2}$	9 $\frac{1}{2}$	487	455	1 " 147	44,998	14 4	4,737
Murtoa to Warracknabeat (including portion of cost, but not the mileage, of the Warranook Ballast Pits Tramway) ... ..	...	31 $\frac{1}{2}$	31 $\frac{1}{2}$	464	360	1 " 66	143,895	16 9	4,605
Horsham to Noradjuha ... ..	...	20 $\frac{1}{4}$	20 $\frac{1}{4}$	488	395	1 " 50	80,059	7 10	3,934
Dimboola to Serviceton (including cost, but not the mileage, of 1 $\frac{1}{2}$ miles constructed beyond Serviceton; also portion of cost, but not the mileage, of the Warranook Ballast Pits Tramway) ... ..	...	62	62	631	315	1 " 50	399,962	1 8	6,451
Mount Moriac to Wensleydale ... ..	...	11 $\frac{1}{4}$	11 $\frac{1}{4}$	752	361	1 " 50	39,453	11 2	3,505
Birregurra to Forrest ... ..	...	19 $\frac{1}{4}$	19 $\frac{1}{4}$	579	363	1 " 40	146,616	8 2	7,424
Irrewarra to Beacae ... ..	...	8 $\frac{3}{4}$	8 $\frac{3}{4}$	432	390	1 " 66	47,121	17 11	5,385
Camperdown to Warranboot ... ..	...	42 $\frac{1}{4}$	42 $\frac{1}{4}$	550	13	1 " 50	347,789	16 6	8,133
Camperdown (Curdie's River Junction) to Timboon ... ..	...	22 $\frac{1}{4}$	22 $\frac{1}{4}$	673	52	1 " 40	112,015	19 8	5,034
Terang to Mortlake ... ..	...	13	13	347	414	1 " 60	55,541	16 11	4,272
Carried forward ... ..	163	1,629 $\frac{1}{2}$	1,792 $\frac{1}{2}$	...	...	...	17,608,759	10 7	...

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

† Double line between Moorabool and Gheringhap converted into single.

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

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of rolling-stock.			
	Double.	Single.	Total.	Highest.	Lowest.		Total.	Average per Mile.		
	Miles.	Miles.	Miles.	Feet.	Feet.			£	s.	d.
Brought forward	163	1,629½	1,792½	...	...	...	17,608,759	10	7	...
Koroit to Warrnambool	...	9½	9½	245	19	1 in 50	82,535	17	1	8,688
Koroit to Port Fairy Pier	...	11¼	11¼	208	11	1 ,, 60	92,987	2	8	8,266
Dunkeld to Koroit	...	49½*	49½*	834	207	1 ,, 60	176,387	18	1	3,581
Hamilton to Penshurst	...	19	19	727	590	1 ,, 60	77,749	17	11	4,092
Hamilton (Coleraine Junction) to Coleraine	...	23	23	668	301	1 ,, 40	109,945	11	9	4,780
Warracknabeal to Beulah	...	22	22	359	288	1 ,, 80	52,055	6	7	2,366
Beulah to Hopetoun	...	16	16	290	258	1 ,, 100	31,287	13	5	1,955
Dimboola to Jeparit	...	23	23	387	268	1 ,, 75	36,799	19	6	1,600
Natimuk (East Natimuk) to Goroke	...	28¼	28¼	624	394	1 ,, 50	61,895	5	11	2,191
Essendon Junction to Essendon (including Race-course Line) ...	5	...	5	148	14	1 ,, 67	155,922	13	6	31,184
Essendon to Wodonga (including cost, but not the mileage, of Mangalore Ballast Pits Tramway)	61	121	182	1,147	105	1 ,, 50	2,096,548	14	10	11,519
Wodonga to River Murray	...	2¼	2¼	538	312	1 ,, 75	39,052	8	4	16,023
Tallaroak to Yea	...	23¾	23¾	698	488	1 ,, 40	151,223	8	11	6,367
Mangalore to Shepparton	...	45	45	499	372	1 ,, 100	256,585	16	10	5,691
Shepparton to Numurkah	...	20½	20½	376	348	1 ,, 206	78,900	0	0	3,849
Benalla to St. James	...	20½	20½	583	450	1 ,, 75	77,592	7	6	3,785
Wangaratta (Beechworth Junction) to Beechworth	...	23	23	1,831	502	1 ,, 30	162,627	19	1	6,984
Everton to Myrtleford	...	16½	16½	989	581	1 ,, 40	76,874	8	1	4,659
Springhurst to Wahgunyah	...	14	14	623	454	1 ,, 50	70,506	15	4	3,036
North Melbourne to Coburg	...	5	5	202	13	1 ,, 50	205,449	11	10	41,090
Yea to Mansfield and Alexandra-road	...	55½	55½	1,304	557	1 ,, 40	334,854	1	1	6,006
Murchison East to Rushworth	...	13¼	13¼	476	391	1 ,, 80	68,986	12	9	5,206
Shepparton to Dookie	...	15	15	500	372	1 ,, 100	53,872	11	4	3,592
Numurkah to Cobham	...	21½	21½	376	355	1 ,, 195	81,396	17	4	3,786
Numurkah to Nathalia	...	14	14	356	335	1 ,, 330	51,757	5	9	3,697
St. James to Yarrawonga	...	19¾	19¾	514	414	1 ,, 50	95,954	15	10	4,843
Myrtleford to Bright	...	18½	18½	1,004	688	1 ,, 50	109,371	15	4	5,917
Beechworth to Yackandandah	...	12¾	12¾	1,912	981	1 ,, 30	96,045	19	3	7,533
Wodonga to Tallangatta	...	25½	25½	726	520	1 ,, 40	187,340	15	10	7,347
Coburg to Somerton	...	7½	7½	530	202	1 ,, 50	72,677	15	4	9,690
Royal Park (Junction) to Clifton Hill	...	2	2¼	136	103	1 ,, 50	154,464	4	5	56,169
Fitzroy Branch	...	1	1	119	85	1 ,, 79	76,817	13	11	76,818
Fitzroy (Whittlesea Junction) to Whittlesea	...	1¼	20¾	639	119	1 ,, 50	245,679	19	4	11,226
Dookie to Katamatite	...	17	17	490	383	1 ,, 69	...	...	...	...
Nathalia to Picola	...	6¼	6¼	335	325	1 ,, 26¼	11,891	12	2	1,762
Spencer and Flinders streets connexion by viaduct	...	...	...	33	17	1 ,, 40	140,361	7	0	187,148
South Yarra to Oakleigh	...	6¾	6¾	184	22	1 ,, 50	280,675	15	8	41,582
Oakleigh side (including line to Sale wharf, 70 chains; also portion of cost of branch line to the Great Morwell Coal Co.'s mine, but not the mileage of same, viz., 3 miles 45 chains)	10	109	119	513	8	1 ,, 50	1,059,313	0	11	8,902
Traralgon to Heyfield	...	23¼	23¼	262	93	1 ,, 50	121,889	11	10	5,243
Hawthorn to Lilydale	...	11¾	8½	484	41	1 ,, 40	347,505	17	0	17,161
Camfield to Frankston	...	10¼	9¼	166	10	1 ,, 50	178,255	0	1	8,913
Morwell to North Minto	...	20	20	784	184	1 ,, 40	152,617	16	8	7,631
Mornington Junction to Mornington	...	7¼	7¼	194	60	1 ,, 50	63,232	13	5	8,159
Frankston to Stony Point	...	18½	18½	327	10	1 ,, 50	102,774	3	9	5,555
Dandenong (Great Southern Junction) to Port Albert	...	117¼	117¼	746	10	1 ,, 40	886,028	9	9	7,557
Warragul to Kerrie South	...	13½	13½	681	349	1 ,, 40	123,581	11	7	6,125
Moe (Junction) to Chapelale	...	10¾	10¾	768	219	1 ,, 40	116,347	0	4	10,842
Sale to Stratford (Junction)	...	9¼	9¼	64	33	1 ,, 66	42,671	0	9	4,613
Heyfield to Bairnsdale (including extension to Bairnsdale wharf, 1 mile)	...	50¾	50¾	296	9	1 ,, 50	266,820	12	2	3,258
Maffra to Brangolong	...	12¼	12¼	258	109	1 ,, 50	60,388	11	9	4,430
Ringwood to Upper Ferntree Gully	...	7½	7½	436	314	1 ,, 40	53,392	11	0	7,312
Lilydale to Healesville	...	15¼	15¼	351	230	1 ,, 40	210,038	14	4	13,312
Oakleigh to Fairfield Park †	...	12¾†	12¾†	249	72	1 ,, 50	298,206	4	0	24,367
Baculey to Waverley-road ‡	...	5¼	5¼	111	33	1 ,, 60	174,465	17	4	29,820
Hawthorn to Kew	...	1¼	1¼	119	41	1 ,, 40	73,345	11	7	58,676
Brighton Beach to Sandringham	...	2	2	58	20	1 ,, 97	71,221	14	6	35,861
Collingwood to Healesburg	...	5¼	5¼	196	68	1 ,, 50	189,281	2	3	36,915
Korooburra to Coal Creek	...	3¼	3¼	735	630	1 ,, 30	5,742	15	11	7,657
Korooburra (Jumburra Junction) to Jumburra	...	3¼	3¼	796	619	1 ,, 30	16,809	16	8	4,483
Korooburra (Strzelecki Junction) to Strzelecki (Junction with Coal Creek Lane)	...	2¼	2¼	705	573	1 ,, 30	11,503	10	11	5,113
Frankston Cemetery Line	...	...	...	...	...	...	330	16	11	Survey, &c.
Heidelberg to Eltham	...	...	...	...	...	...	3,553	18	9	"
Jumburra to Outhin	...	2¼	2¼	649	539	1 in 40	27,266	5	9	12,127
Hobson's Bay Lines (including works, Prince's-bridge to Chapel-Island)	16½	...	16½	53	6	1 ,, 74	1,937,384	2	3	118,641
Total	294	2,835	3,129	...	...	...	30,376,827	2	5	...

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

\* Including 16½ miles between Dunkeld and Penshurst closed for traffic.

† Oakleigh to Fairfield Park, closed for traffic, 12¾ miles.

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

## VICTORIAN RAILWAYS.

## No. 11.

STATEMENT OF THE RAILWAY DEBT ON 30TH JUNE, 1897, AND  
THE ANNUAL INTEREST PAYABLE THEREON, ETC.

Act.	Rate of Interest per cent.	Principal (Debentures at par) allocated to Railways.			Interest.			Loans are redeemable as under.
		£	s.	d.	£	s.	d.	
42 Viet. No. 608 ...	4½	4,156,573	12	2	187,045	16	3	In London—1st January, 1904
37 Viet. No. 468 ...	4	1,450,000	0	0	58,000	0	0	In London—1st July, 1899
39 Viet. No. 531 ...	4	1,396,693	0	0	55,867	14	5	In London—1st July, 1901
45 Viet. No. 717 ...	4	2,769,006	2	4	110,760	4	10	In London—1st July, 1907
46 Viet. No. 739 ...	4	2,000,000	0	0	80,000	0	0	In London—1st April, 1908
47 Viet. No. 760 ...	4	3,758,788	0	3	150,351	10	5	In London—1st October, 1913
48 Viet. No. 805 ...	4	3,251,172	4	3	130,046	17	9	In London—1st October, 1919
49 Viet. No. 845 ...	4	4,500,000	0	0	180,000	0	0	In London—1st October, 1920
56 Viet. No. 1287...	4	2,107,000	0	0	84,280	0	0	In London—After 1st January, 1911, upon one year's notice, and upon Parliament by Act providing funds for repayment; if not sooner redeemed, on 1st January, 1926 (altered to this date by Act No. 1305)
56 Viet. No. 1296...	4	464,672	1	0	18,586	17	8	In Melbourne—After 1st April, 1913, upon one year's notice, and upon Parliament by Act providing for repayment; if not sooner redeemed, on 1st April, 1923
52 Viet. No. 989 ...	3½	2,673,913	0	11	93,586	19	1	In London—1st October, 1923
53 Viet. No. 1032...	3½	3,150,000	0	0	110,250	0	0	In London—1st October, 1923 (altered to this date by Act No. 1057)
54 Viet. No. 1196...	3½	2,226,086	19	1	77,913	0	11	In London—After 1st January, 1921, upon one year's notice, and upon Parliament providing for repayment; if not sooner redeemed, on 1st January, 1926
55 Viet. No. 1217...	3½	1,666,666	13	4	58,333	6	8	In London—After 1st January, 1921, upon one year's notice, and upon Parliament providing for repayment; if not sooner redeemed, on 1st January, 1926
36 Viet. No. 439 ...	4	64,061	0	6*	1,708	5	10	
46 Viet. No. 741 ...								
51 Viet. No. 963 ...								
53 Viet. No. 1015...								
57 Viet. No. 1341...								
58 Viet. No. 1369...	3¼	35,009	18	3	1,137	16	5	Payable out of Consolidated Revenue in amounts of £25,000 each year, commencing 1st January, 1899
60 Viet. No. 1451...								
60 Viet. No. 1468...	3	1,066,311	17	6*	31,989	7	2†	In Melbourne—All or any of the Stock after expiration of 20 years' from 30th September, 1897, upon Parliament providing funds for the purpose, and upon 12 months' previous notice of intention to redeem such Stock having been given under the hand of the Treasurer by advertisement in the <i>Government Gazette</i> and also in two daily newspapers published in Melbourne
Less Discount and Expenses on Sale of Debentures		36,735,954	9	7	1,429,857	17	5	Average rate of annual interest payable, 3·892 per cent.
Deduct Net Premiums on Debentures		480,936	0	4				
		548,696	14	6				Average rate of annual interest payable on amount of loan moneys allocated to railways, 3·95 per cent.
		36,187,257	15	1	...			

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

VICTORIAN RAILWAYS.

No. 12.

COMPARATIVE STATEMENT for Twenty-five Years, from 1st July, 1871, to 30th June, 1897.\*

Year.	Miles open at end of Year.	Average Miles open during the Year.	CONSTRUCTION.		ROLLING-STOCK.					Number of Passengers conveyed.	Tonnage of Goods and Live Stock conveyed.	GROSS REVENUE.				Total Train Miles Run.	Gross Receipts per Train Mile.
			Capital Cost, including Rolling-stock.	Average Cost per Mile open.	Passenger Engines.	Goods Engines.	Passenger Vehicles.	Goods and other Vehicles.	Vans and Sundries.			From Passenger, &c., Traffic.	From Goods and Live Stock Traffic.	Total.	Per Average Mile open.		
			£	£							£	£	£	£		s. d.	
1871-2	313	267	10,034,772	32,060	51	41	144	1,449	115	1,508,671	489,126	236,671	400,961	637,632	2,388	1,173,434	10'10'41
1872-3	360	335	10,815,868	30,128	51	43	145	1,519	125	1,720,815	569,871	260,756	442,972	703,728	2,101	1,354,131	10'4'72
1873-4	441	414	11,557,484	26,207	52	54	160	1,641	131	2,039,030	681,710	304,073	546,969	851,042	2,056	1,667,124	10'2'52
1874-5	586	541	12,411,672	21,143	58	63	183	1,853	149	2,664,743	677,592	350,417	569,591	920,008	1,701	2,051,710	8'11'50
1875-6	620	608	13,239,405	21,354	58	63	205	1,980	149	2,905,487	797,617	388,228	606,539	994,767	1,636	2,280,092	8'8'71
1877	931	787	14,562,984	15,642	76	63	221	2,212	161	3,337,029	913,294	460,459	675,340	1,135,799	1,443	2,786,581	8'1'82
1878	1,035	967	15,343,240	14,824	80	68	231	2,602	161	3,810,294	914,044	515,351	701,324	1,216,675	1,258	3,095,590	7'10'33
1879	1,108	1,091	16,251,420	14,667	87	76	243	2,864	204	4,148,319	918,388	521,383	700,724	1,222,107	1,120	3,462,622	7'0'71
‡ 1880	1,199	1,194	18,041,295	15,047	119	78	371	3,185	226	15,990,330	1,241,225	674,890	818,027	1,492,917	1,250	4,380,802	6'9'79
‡ 1881	1,247	1,215	18,603,850	14,919	122	88	398	3,398	211	18,964,214	1,366,603	770,617	894,592	1,665,209	1,371	4,633,267	7'2'26
‡ 1882	1,355	1,300	19,746,915	14,573	126	102	456	3,720	231	21,868,581	1,568,251	835,710	945,368	1,781,078	1,370	5,069,389	7'0'32
‡ 1883	1,562	1,432	21,488,065	13,757	132	127	590	4,258	235	25,064,937	1,698,770	917,453	980,858	1,898,311	1,326	5,701,513	6'7'91
‡ 1884-5	1,676	1,655	22,914,449	13,672	144	161	701	4,511	286	31,241,043	1,887,379	1,072,708	1,109,224	2,181,932	1,318	6,849,818	6'4'45
‡ 1885-6	1,743	1,691	24,357,814	13,975	153	179	753	4,883	289	37,153,655	2,202,206	1,187,548	1,141,578	2,329,126	1,377	7,256,703	6'5'03
‡ 1886-7	1,880	1,791	26,171,609	13,921	152	194	808	5,297	336	41,856,404	2,325,532	1,259,496	1,193,582	2,453,078	1,370	7,991,378	6'1'67
‡ 1887-8	2,018	1,947	28,212,064	13,981	169	195	819	6,242	349	47,244,643	2,660,550	1,397,050	1,358,999	2,756,049	1,415	9,082,312	6'0'83
‡ 1888-9	2,197½	2,142	31,189,517	14,195	171	211	900	6,099	350	57,481,697	3,060,721	1,668,540	1,441,600	3,110,140	1,452	10,680,743	5'9'88
‡ 1889-90	2,469½	2,329½	34,370,031	13,917	197	233	961	7,099	395	58,951,796	3,086,888	1,681,183	1,450,683	3,131,866	1,344	11,773,152	5'3'84
‡ 1890-91	2,763	2,650½	36,341,626	13,153	210	245	1,085	8,035	437	57,996,039	3,262,427	1,706,803	1,591,764	3,298,567	1,245	12,249,747	5'4'63
‡ 1891-2	2,903	2,829½	37,085,309	12,775	213	249	1,114	8,179	463	55,148,122	2,720,886	1,644,315	1,450,807	3,095,122	1,094	11,807,677	5'2'91
‡ 1892-3	2,975	2,933	37,462,372	§ 12,665	248	251	1,107	8,530	469	46,520,784	2,558,378	1,508,867	1,417,081	2,925,948	998	10,775,134	5'5'17
‡ 1893-4	3,020	2,981½	37,748,563	§ 12,570	262	254	1,096	8,597	474	40,880,378	2,455,811	1,359,675	1,366,484	2,726,159	914	10,145,307	5'4'49
‡ 1894-5	3,120	3,082½	37,922,207	§ 12,221	262	255	1,087	8,591	468	40,210,733	2,435,857	1,259,609	1,321,982	2,581,591	837	9,567,453	5'4'76
‡ 1895-6	3,122½	3,121	38,108,151	§ 12,272	262	255	1,075	8,546	473	40,993,798	2,163,722	1,264,219	1,137,173	2,401,392	769	8,989,391	5'4'11
‡ 1896-7	3,129	3,126	38,329,402	§ 12,317	262	255	1,068	8,578	475	42,263,638	2,383,445	1,328,687	1,287,248	2,615,935	837	9,228,687	5'8'03

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

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

§ Seventeen miles, Dookie to Katamatite Tramway, not included.

VICTORIAN RAILWAYS.

No. 12.

COMPARATIVE STATEMENT for Twenty-five Years, from 1st July, 1871, to 30th June, 1897.\*

Year.	MAINTENANCE.				LOCOMOTIVE.			CARRIAGE AND WAGGON REPAIRS, ETC.			TRAFFIC.			COMPENSATION.		
	Amount.	Cost per Average Mile open.	Cost per Train Mile run.	Per Cent. of Gross Receipts.	Amount.	Cost per Train Mile run.	Per Cent. of Gross Receipts.	Amount.	Cost per Train Mile run.	Per Cent. of Gross Receipts.	Amount.	Cost per Train Mile run.	Per Cent. of Gross Receipts.	Amount.	Cost per Train Mile run.	Per Cent. of Gross Receipts.
1871-2	69,180	259	1 2 15	10 85	85,739	1 5 54	13 45	17,615	0 3 60	2 76	95,718	1 7 58	15 00	1,062	0 0 22	0 17
1872-3	72,083	215	1 0 77	10 25	97,822	1 5 54	13 90	21,250	0 3 77	3 02	112,455	1 7 93	15 98	3,353	0 0 59	0 48
1873-4	74,999	181	0 10 79	8 81	121,878	1 5 55	14 32	29,602	0 4 26	3 48	136,243	1 7 61	16 01	769	0 0 11	0 09
1874-5	130,435	241	1 3 26	14 18	148,999	1 5 43	16 19	33,565	0 3 93	3 65	154,357	1 6 06	16 78	1,184	0 0 14	0 13
1875-6	128,679	212	1 1 54	12 94	153,617	1 4 17	15 44	39,551	0 4 16	3 97	162,202	1 5 07	16 31	1,384	0 0 15	0 14
1877	166,581	212	1 2 35	14 66	181,078	1 3 60	15 94	38,702	0 3 33	3 41	183,736	1 3 82	16 18	7,687	0 0 66	0 67
1878	155,410	161	1 0 05	12 77	204,806	1 3 88	16 83	45,720	0 5 54	3 76	192,318	1 2 91	15 81	10,481	0 0 81	0 86
1879	153,514	141	0 10 64	12 56	211,479	1 2 66	17 31	48,572	0 3 37	3 97	202,418	1 2 03	16 56	5,310	0 0 37	0 44
1880	199,042	167	0 10 90	13 33	258,491	1 2 16	17 32	54,372	0 2 98	3 64	275,790	1 3 11	18 47	3,086	0 0 17	0 21
1881	219,599	181	0 11 38	13 19	256,990	1 1 31	15 43	55,421	0 2 87	3 32	291,920	1 3 12	17 54	64,995	0 3 37	3 90
1882	244,626	188	0 11 58	13 73	284,713	1 1 48	15 99	70,478	0 3 34	3 95	342,680	1 4 22	19 24	131,728	0 6 23	7 40
1883	376,187	263	1 3 84	19 82	334,091	1 2 06	17 60	77,575	0 3 27	4 09	383,145	1 4 13	20 18	53,539	0 2 25	2 82
1884-5	281,475	170	0 9 86	12 90	402,175	1 2 09	18 43	90,452	0 3 17	4 15	442,722	1 3 54	20 39	14,271	0 0 50	0 65
1885-6	275,699	163	0 9 12	11 84	415,525	1 1 75	17 84	83,894	0 2 77	3 60	469,025	1 3 51	20 13	14,489	0 0 48	0 62
1886-7	304,149	170	0 9 13	12 40	443,535	1 1 32	18 03	96,482	0 2 90	3 94	524,635	1 5 76	21 38	9,749	0 0 29	0 40
1887-8	349,342	179	0 9 23	12 68	496,982	1 1 13	18 03	113,604	0 3 00	4 12	580,611	1 3 34	21 07	142,562	0 3 77	5 17
1888-9	407,525	190	0 9 16	13 10	625,540	1 2 06	20 11	117,010	0 2 93	3 76	694,346	1 3 60	22 33	22,121	0 0 50	0 71
1889-90	433,267	186	0 8 83	13 83	696,041	1 2 19	22 23	128,743	0 2 62	4 11	763,756	1 3 57	24 39	26,718	0 0 54	0 85
1890-91	428,327	162	0 8 39	12 99	820,178	1 4 07	24 86	128,140	0 2 51	3 88	821,004	1 4 00	24 89	22,128	0 0 43	0 67
1891-2	412,336	146	0 8 38	13 32	701,058	1 2 25	22 65	121,345	0 2 46	3 92	787,352	1 4 00	25 44	10,167	0 0 21	0 33
1892-3	327,959	112	0 7 50	11 21	607,702	1 1 54	20 77	127,581	0 2 38	4 36	663,717	1 2 89	22 85	6,433	0 0 14	0 22
1893-4	320,981	108	0 7 59	11 77	528,309	1 0 59	19 38	104,050	0 2 46	3 82	562,226	1 1 30	20 62	4,316	0 0 10	0 16
1894-5	311,198	107	0 8 31	12 83	478,439	1 0 00	18 55	89,129	0 2 24	3 45	514,131	1 0 00	19 92	6,806	0 0 17	0 26
1895-6	365,848	117	0 9 77	15 23	450,489	1 0 03	18 76	97,353	0 2 60	4 05	486,433	1 0 99	20 26	7,321	0 0 19	0 31
1896-7	381,293	122	0 9 92	14 57	451,547	0 11 74	17 26	101,946	0 2 65	3 90	497,030	1 0 93	19 00	4,689	0 0 12	0 18

Year.	GENERAL.			TOTAL WORKING COST.			NET EARNINGS.			NET ANNUAL INTEREST AND CHARGES.	BALANCE AS PER PROFIT AND LOSS ACCOUNT AFTER PAYING WORKING EXPENSES AND NET INTEREST.		PERCENTAGE OF DEFICIT TO CAPITAL COST.		
	Amount.	Cost per Train Mile run.	Per Cent. of Gross Receipts.	Amount.	Per Train Mile.	Per Average Mile open.	Amount.	Per Average Mile open.	Per Train Mile.		Per Cent. on Capital Cost.	Dr.		Cr.	
															£
1871-2	10,491	0 2 15	1 65	279,804	4 3 88	4 9 23	1,048	357,828	1,340	6 1 18	3 57	621,740	263,912	...	2 63
1872-3	14,327	0 2 54	2 03	321,291	4 5 66	4 8 94	9 9	382,437	1,142	5 7 58	3 54	621,740	239,305	...	2 21
1873-4	11,224	0 1 62	1 32	374,715	4 4 03	4 5 94	9 5	476,327	1,150	5 8 57	4 12	618,350	142,023	...	1 23
1874-5	13,177	0 1 54	1 43	481,717	5 2 36	4 8 35	8 9	438,290	810	4 3 27	3 53	676,350	278,060	...	1 92
1875-6	13,971	0 1 47	1 40	499,407	5 0 20	4 4 57	8 21	395,360	815	4 4 14	3 74	676,350	180,990	...	1 37
1877	14,697	0 1 27	1 29	592,481	5 2 16	4 3 03	7 55	543,318	690	3 10 79	3 73	693,200	149,882	...	1 03
1878	16,964	0 1 32	1 40	625,699	5 1 43	4 0 52	6 47	590,976	611	3 9 82	3 85	732,218	141,242	...	0 92
1879	19,531	0 1 34	1 58	640,624	5 2 42	3 8 40	5 8	581,483	533	5 4 30	3 58	747,707	166,224	...	1 02
1880	23,294	0 1 28	1 56	814,975	5 4 53	3 8 60	6 82	678,842	569	3 1 19	3 76	797,029	118,187	...	0 65
1881	24,647	0 1 28	1 48	913,572	5 4 86	3 11 32	7 52	751,637	619	3 2 93	4 04	835,818	84,181	...	0 45
1882	24,574	0 1 15	1 37	1,098,599	6 1 68	4 4 01	8 45	682,479	525	2 8 31	3 46	882,640	200,161	...	1 01
1883	40,385	0 2 08	2 00	1,273,921	6 7 11	4 5 62	8 90	624,389	436	2 2 28	2 91	860,000	235,611	...	1 09
1884-5	46,350	0 1 62	2 12	1,277,425	5 8 54	3 8 75	7 72	1,004,507	547	2 7 69	3 95	944,086	39,579	...	0 17
1885-6	51,995	0 1 72	2 23	1,310,538	5 6 26	3 7 34	7 73	1,018,589	602	2 9 69	4 18	957,106	...	61,483	Cr.
1886-7	48,546	0 1 46	1 98	1,427,116	5 8 18	3 6 86	7 97	1,025,962	573	2 6 81	3 92	985,505	...	40,457	Cr.
1887-8	69,918	0 1 35	2 54	1,753,019	6 3 61	3 10 32	9 02	1,003,030	515	2 2 51	3 56	1,056,711	53,681	...	0 19
1888-9	79,295	0 1 78	2 55	1,945,837	6 2 56	3 7 72	0 08	1,164,303	544	2 2 10	3 73	1,130,243	...	34,060	Cr.
1889-90	83,633	0 1 70	2 67	2,132,158	6 8 08	3 7 46	9 15	909,708	429	1 8 38	2 91	1,221,190	221,482	...	0 64
1890-91	90,868	0 1 78	2 75	2,310,645	7 0 05	3 9 27	8 72	987,922	373	1 7 36	2 72	1,320,938	324,116	...	0 91
1891-2	105,801	0 2 15	3 42	2,438,159	6 9 08	3 7 45	7 56	959,983	358	1 7 45	2 58	1,387,029	430,046	...	1 16
1892-3	111,809	0 2 19	3 32	1,850,291	6 3 23	3 5 21	6 31	1,075,657	367	1 11 96	2 87	1,419,025	344,268	...	0 92
1893-4	115,537	0 2 73	4 24	1,933,419	5 9 94	3 2 69	5 49	1,090,740	369	2 1 80	2 89	1,460,849	370,109	...	0 98
1894-5	123,990	0 3 10	4 79	1,543,393	5 9 78	3 2 72	5 01	1,038,108	337	2 2 04	2 74	1,418,847	380,648	...	1 00
1895-6	139,031	0 3 71	5 79	1,546,475	6 4 40	3 5 29	4 00	845,917	271	1 10 82	2 24	1,458,603	583,685	...	1 53
1896-7	127,300	0 3 31	4 87	1,563,825	5 9 78	3 4 67	5 00	1,052,129	557	2 3 36	2 74	1,447,452	375,323	...	0 98

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



## VICTORIAN RAILWAYS.

## No. 13.

STATEMENT showing Dates of Opening and Length in Miles of the Different Sections of Victorian Railways to 30th June, 1897.

Date of Opening.	From—	To—	Length in Miles.	Authorized by Act—
1854—Sept. 13	Flinders-street ... ..	Port Melbourne ... ..	16½	16 Vict.— 20, 1, 53
1857—May 13	Flinders-street ... ..	St. Kilda ... ..		19 Vict.— 19, 3, 56
1859—Dec. 15	Flinders-street ... ..	Brighton ... ..		21 Vict. No. 42
1860—Oct. 1	Richmond ... ..	Hawthorn ... ..		21 Vict. No. 43
1857—June 17	Williamstown Junction ... ..	Geelong (including Pier) ... ..		21 Vict. No. 36
1859—Jan. 17	Footscray ... ..	Williamstown Pier ... ..	6	25 Vict. No. 150
" Feb. 10	Melbourne ... ..	Sunbury ... ..	25½	21 Vict. No. 36
1860—Oct. 21	Essendon Junction ... ..	Essendon ... ..	3½	32 Vict. No. 331
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 ... ..	8¼	21 Vict. No. 36
" Oct. 21	Kyneton ... ..	Bendigo ... ..	44	21 Vict. No. 36
1864—Sept. 19	Bendigo ... ..	Kelua ... ..	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 ... ..	Sealans Hill ... ..	17½	37 Vict. No. 475
" April 14	Sealans Hill ... ..	Stawell ... ..	1	37 Vict. No. 475
" Sept. 19	Bendigo ... ..	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 ... ..	Portland ... ..	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 ... ..	Wahgunyah ... ..	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
" Dec. 20	Spencer-street ... ..	Flinders-street (connexion) ... ..	—*	43 Vict. No. 643
1880—Jan. 13	Mangalore ... ..	Shepparton ... ..	45	42 Vict. No. 603
" " 13	Poolamba ... ..	Tatura ... ..	7	43 Vict. No. 636
" Feb. 16	Carlsruhe ... ..	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. 660
" Aug. 11	Waubra Junction ... ..	Ballarat Race-course ... ..	2	44 Vict. No. 682
" Sept. 1	Shepparton ... ..	Nunurkah ... ..	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 ... ..	Dunboola ... ..	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 ... ..	River Murray ... ..	2½	44 Vict. No. 682
" " 21	Raywood ... ..	Mitiamo ... ..	22½	44 Vict. No. 682
		Carried forward ... ..	1,403½	

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

No. 13.—STATEMENT showing Dates of Opening and Length in Miles of the Different Sections of Victorian Railways to 30th June, 1897—continued.

Date of Opening.	From—	To—	Length in Miles.	Authorized by Act—
		Brought forward ...	1,493 $\frac{1}{4}$	
1883—July	2	Kerong Vale ... .. Boort ...	18	44 Vict. No. 682
" "	2	Colac ... .. Camperdown ...	28	44 Vict. No. 682
" Aug.	1	Baliarat ... .. Scarsdale ...	15 $\frac{1}{4}$	44 Vict. No. 682
" Sept.	3	Benalla ... .. St. James ...	20 $\frac{1}{2}$	44 Vict. No. 682
" Oct.	1	Charlton ... .. Wycheproof ...	16 $\frac{1}{2}$	44 Vict. No. 682
" Nov.	13	Traralgon ... .. Heyfield ...	22 $\frac{1}{2}$	44 Vict. No. 682
" "	16	Tallaroak ... .. Yea ...	23 $\frac{1}{2}$	44 Vict. No. 682
" Dec.	17	Everton ... .. Myrtleford ...	16 $\frac{1}{2}$	44 Vict. No. 682
1884—Feb.	12	Mitiamo ... .. Pyramid Hill ...	12 $\frac{1}{2}$	44 Vict. No. 682
" "	15	Branxholme ... .. Henty ...	23 $\frac{1}{2}$	44 Vict. No. 682
" April	2	Braybrook Junction ... .. Melton ...	15 $\frac{1}{2}$	44 Vict. No. 682
" June	16	Castlemaine ... .. Maldon ...	10 $\frac{1}{2}$	44 Vict. No. 682
" Sept.	1	Henty ... .. Casterton ...	8 $\frac{1}{2}$	44 Vict. No. 682
" "	9	North Melbourne ... .. Coburg ...	5	44 Vict. No. 682
" Oct.	25	Pyramid Hill ... .. Kerang ...	24 $\frac{1}{2}$	44 Vict. No. 682
" Sept.	22	Traralgon Station ... .. Heyfield Junction ...	1	44 Vict. No. 682
1885—April	10	Morwell ... .. Boolarra ...	12	44 Vict. No. 682
" "	6	Race-course Junction ... .. Williamstown Race-course	$\frac{1}{2}$	Acts 860, 889, 962, and 1381
" Sept.	8	Boolarra ... .. Darlimurla ...	4 $\frac{1}{2}$	44 Vict. No. 682
1886—Jan.	2	Lal Lal Station ... .. Lal Lal Race-course...	2	48 Vict. No. 821 & 58 Vict. No. 1381
" "	7	Darlimurla ... .. North Mirboo ...	3 $\frac{1}{2}$	44 Vict. No. 682
" April	1	Melton ... .. Parwan ...	6 $\frac{1}{2}$	44 Vict. No. 682
" May	6	St. James ... .. Yarrowonga ...	19 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" "	12	Murtoa ... .. Warracknabeal ...	31 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Nov.	15	Baliarat Cattle-yards Junction ... .. Ballarat Cattle-yards	3	48 Vict. No. 821 & 58 Vict. No. 1381
" Dec.	22	Gordons ... .. Ballan ...	7 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
1887—Jan.	19	Dimboola ... .. Serviceton ...	62*	48 Vict. No. 821 & 58 Vict. No. 1381
" "	19	North Creswick ... .. Rocky Lead ...	12 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Feb.	16	Parwan ... .. Bacchus Marsh ...	2 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" March	18	Heyfield ... .. Maffra ...	11	48 Vict. No. 821 & 58 Vict. No. 1381
" April	21	Wedderburn Junction ... .. Wedderburn ...	4 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" "	23	Camperdown ... .. Terang ...	13 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" June	1	Rocky Lead ... .. Daylesford Junction	10 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" "	1	Lubeck ... .. Rupanyup ...	9 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Aug.	19	Tatura ... .. Echuca ...	34 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" "	25	Horsham ... .. Noradjuha ...	20 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Sept.	2	Brighton Beach ... .. Sandringham ...	2	48 Vict. No. 821 & 58 Vict. No. 1381
" Nov.	8	Maffra ... .. Stratford ...	6	48 Vict. No. 821 & 58 Vict. No. 1381
" Sept.	24	Braybrook Junction ... .. Newport ...	4 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Dec.	19	Hawthorn ... .. Kew ...	1 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
1888—May	8	Royal Park Junction ... .. Clifton Hill ...	2 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" "	8	Nicholson-street ... .. Fitzroy ...	1	48 Vict. No. 821 & 58 Vict. No. 1381
" "	8	Clifton Hill ... .. Collingwood ...	$\frac{3}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" "	8	Clifton Hill ... .. Alphington ...	2 $\frac{1}{2}$	44 Vict. No. 682
" "	8	Alphington ... .. Heidelberg ...	2 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" "	8	Moe Junction ... .. Thorpdale ...	10 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" "	8	Sale Junction ... .. Stratford Junction ...	9 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" "	8	Stratford ... .. Bairnsdale ...	32 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" "	15	Lilydale ... .. Yarra Flats ...	7	48 Vict. No. 821 & 58 Vict. No. 1381
" July	1	Bairnsdale Station ... .. Bairnsdale Wharf ...	1	48 Vict. No. 821 & 58 Vict. No. 1381
" Oct.	1	Numurkah ... .. Nathalia ...	14	48 Vict. No. 821 & 58 Vict. No. 1381
" "	1	Numurkah ... .. Cobram ...	21 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" "	1	Shepparton ... .. Dookie ...	15	48 Vict. No. 821 & 58 Vict. No. 1381
" "	1	Kilmore Junction ... .. Kilmore ...	9 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" "	1	Bendigo ... .. Heathcote ...	27 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" "	1	Pisgah Junction ... .. Waubra ...	13 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" "	1	Frankston ... .. Mornington Junction	4 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" "	1	Dandenong (Great Southern Junction)	16	48 Vict. No. 821 & 58 Vict. No. 1381
" Nov.	20	Inglewood ... .. Dunnolly ...	24 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" March	20	Hamilton (Coleraine Junction) ... .. Coleraine ...	23	48 Vict. No. 821 & 58 Vict. No. 1381
1889—March	1	Yarra Flats ... .. Healesville ...	8 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Aug.	7	Maffra ... .. Briagolong ...	12 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" "	7	Irrewarra ... .. Beacac ...	8 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Sept.	10	Mornington Junction ... .. Mornington ...	7 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" "	10	Mornington Junction ... .. Hastings ...	8	48 Vict. No. 821 & 58 Vict. No. 1381
" "	10	Wodonga ... .. Huon-lane ...	14 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" "	12	Baliarat East ... .. Buninyong ...	7 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Oct.	8	Whittlesea Junction ... .. Preston Reservoir ...	4 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" "	8	Coburg ... .. Somerton ...	7 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Nov.	12	Yea ... .. Molesworth ...	10 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Dec.	3	Heathcote ... .. Tooborac ...	10 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" "	4	Bacchus Marsh ... .. Ballan ...	17 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" "	4	Ringwood ... .. Upper Ferntree Gully	7 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" "	17	Hastings ... .. Stony Point ...	6	48 Vict. No. 821 & 58 Vict. No. 1381
" "	23	Preston Reservoir ... .. Whittlesea... ..	17 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
1890—Feb.	4	Terang ... .. Mortlake ...	13	48 Vict. No. 821 & 58 Vict. No. 1381
" "	4	Terang ... .. Warrnambool ...	28 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" "	4	Koroit ... .. Warrnambool ...	9 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" "	4	Koroit ... .. Port Fairy (including Pier)	11 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" "	10	Williamstown Race-course ... .. Extension of Line ...	1 $\frac{1}{4}$	Acts 860, 889, 962, and 1381
" March	17	Mount Moriac ... .. Wensleydale ...	11 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" "	24	Burnley ... .. Oakleigh ...	7 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
		Carried forward ...	2,419 $\frac{1}{4}$	

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

No. 13.—STATEMENT showing Dates of Opening and Length in Miles of the Different Sections of Victorian Railways to 30th June, 1897—*continued*.

Date of Opening.	From—	To—	Length in Miles.	Authorized by Act—
		Brought forward ...	2,419 $\frac{1}{4}$	
1890—May 12	Warragul ... ..	Rokeby ... ..	8 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 30	Kerang ... ..	Swan Hill ... ..	35	48 Vict. No. 821 & 58 Vict. No. 1381
" " 30	Camberwell ... ..	Waverley-road ... ..	5	48 Vict. No. 821 & 58 Vict. No. 1381
" June 17	Molesworth ... ..	Cathkin ... ..	2 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" July 18	Huon-lane ... ..	Bolga ... ..	6 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Aug. 22	Kilmore ... ..	Tooborac ... ..	20 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 22	Dunkeld ... ..	Koroit ... ..	49 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 22	Hamilton ... ..	Penshurst ... ..	19	48 Vict. No. 821 & 58 Vict. No. 1381
" Sept. 1	Murchison East ... ..	Rushworth ... ..	13 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 16	Cathkin ... ..	Alexandra-road ... ..	4 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 28	Sale ... ..	Canal ... ..	$\frac{1}{4}$	37 Vict. No. 475 & 53 Vict. No. 1030
" Oct. 10	Scarsdale ... ..	Linton ... ..	8	48 Vict. No. 821 & 58 Vict. No. 1381
" " 17	Myrtleford ... ..	Bright ... ..	18 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Nov. 10	Cathkin ... ..	Merton ... ..	15 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 11	Tooradin ... ..	Loch ... ..	23 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 18	Ararat ... ..	Avoca ... ..	39 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
1891—Jan. 15	Kyneton (Redesdale Junction) ... ..	Redesdale ... ..	16	48 Vict. No. 821 & 58 Vict. No. 1381
" March 24	Fairfield Park ... ..	Riversdale (and junction with Lilydale line) ... ..	5 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 24	Maldon (Laanecoorie Junction) ... ..	Shelbourne ... ..	9 $\frac{3}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" May 7	Merton ... ..	Maindample ... ..	15 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" June 2	Loch ... ..	Korumburra ... ..	10	48 Vict. No. 821 & 58 Vict. No. 1381
" " 5	Birregurra ... ..	Ferrest ... ..	19 $\frac{3}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" July 23	Beechworth ... ..	Yaekandandah ... ..	12 $\frac{3}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 24	Bolga ... ..	Tallangatta ... ..	4 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Oct. 6	Maindample ... ..	Mansfield ... ..	8 $\frac{3}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Nov. 23	Spencer-street ... ..	Flinders-st. (Viaduct)* ... ..	$\frac{1}{2}$	48 Vict. No. 821 & 54 Vict. No. 1187
" Dec. 17	Korumburra ... ..	Leongatha ... ..	0 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
1892—Jan. 13	Leongatha ... ..	Port Albert ... ..	58 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" March 18	Rokeby ... ..	Neerim South ... ..	5 $\frac{1}{4}$	53 Vict. No. 1030 & 56 Vict. No. 1300
" April 5	Curdie's River Junction ... ..	Tinboon ... ..	22 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 6	Lancefield ... ..	Kilmore ... ..	18 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Oct. 28	Korumburra ... ..	Coal Creek ... ..	$\frac{3}{4}$	56 Vict. Nos. 1240 and 1255
" Nov. 22	Dookie ... ..	Katamatite ... ..	17	(Tramway) taken over by Department
1893—Jan. 5	Warracknabeal ... ..	Beulah ... ..	22	56 Vict. No. 1273
" March 28	Donald ... ..	Birchip ... ..	32 $\frac{1}{4}$	56 Vict. No. 1273
1894—March 6	Beulah ... ..	Hopetoun ... ..	16	57 Vict. No. 1316
" May 7	Korumburra (Jumbunna Junction) ... ..	Jumbunna ... ..	3 $\frac{3}{4}$	55 Vict. Nos. 1240 and 1294
" " 14	Bendigo Cattle-yards Junction ... ..	Bendigo Cattle-yards ... ..	$\frac{1}{4}$	Acts 53 Vict. No. 1030 and 58 Vict. No. 1381
" June 1	Korumburra (Strezlecki Junction) ... ..	Strezlecki ... ..	2 $\frac{1}{4}$	55 Vict. Nos. 1240 and 1294
" " 19	Dimboola ... ..	Jeparit ... ..	23	57 Vict. No. 1312
" July 31	Natimuk (East Natimuk) ... ..	Goroke ... ..	28 $\frac{1}{4}$	56 Vict. No. 1292
" Aug. 7	Boort ... ..	Quambatook ... ..	22	57 Vict. No. 1312
1895—March 8	Wycheproof ... ..	Sea Lake ... ..	47 $\frac{3}{4}$	58 Vict. No. 1383
1896—Feb. 5	Jumbunna ... ..	Outtrim ... ..	2 $\frac{1}{4}$	58 Vict. Nos. 1371 and 1420
" Dec. 15	Nathalia ... ..	Piccola ... ..	6 $\frac{3}{4}$	56 Vict. No. 1293
		Total ... ..	3,129	

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

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

VICTORIAN RAILWAYS.

No. 14.

COMPARATIVE STATEMENT showing the Number of Employés in each Branch, at 30th June, for eight years ending 1897 (excluding Butty-gangs and Men engaged on Regrading Works).

Branch.	1890.			1891.			1892.			1893.			1894.			1895.			1896.			1897.		
	Per- manent.	Tem- porary.	Total.	Per- manent.	Tem- porary.	Total.	Per- manent.	Tem- porary.	Total.	Per- manent.	Tem- porary.	Total.	Per- manent.	Tem- porary.	Total.	Per- manent.	Tem- porary.	Total.	Per- manent.	Tem- porary.	Total.	Per- manent.	Tem- porary.	Total.
Secretary's ...	24	...	24	22	...	22	21	1	22	20	2	22	18	2	20	18	3	21	17	3	20	16	3	19
Accountant's (including Railway Stores) ...	147	101	248	173	74	247	162	39	201	137	28	165	133	17	150	126	15	141	126	13	139	126	40	166
Traffic Audit ...	53	...	53	58	...	58	57	...	57	56	...	56	53	...	53	49	...	49	46	3	49	45	11	56
Traffic Manager's ...	4,230	500	4,730	4,304	400	4,704	3,990	193	4,183	3,684	72	3,756	3,479	69	3,548	3,344	141	3,485	3,197	153	3,350	3,109	196	3,305
Ditto (Employés' Wives in Charge of Stations)*	26	...	26	63	...	63	89	...	89	132	...	132	149	...	149	142	...	142	151	...	151	151	...	151
Telegraph ...	117	67	184	117	58	175	109	48	157	99	37	136	101	42	143	92	39	131	91	42	133	86	55	141
Locomotive ...	3,062	580	3,642	3,258	326	3,584	3,186	222	3,408	3,077	257	3,334	2,929	88	3,017	2,707	80	2,787	2,644	77	2,721	2,654	172	2,826
Engineer-in-Chief's ...	...	...	...	150	97	247	125	183	308	94	37	131	48	5	53	38	14	52	32	24	56	30	63	93
Engineer for Existing Lines Ditto (Employés' Wives, &c., in Charge of Gates)*	3,249	2,194	5,443	3,116	860	3,976	2,973	623	3,596	2,926	350	3,276	2,746	253	2,999	2,627	420	3,047	2,513	690	3,203	2,398	659	3,057
	1,011	...	1,011	1,043	...	1,043	1,089	...	1,089	907	...	907	665	...	665	314	...	314	136	...	136	63	...	63
Total ...	11,919	3,442	15,361	12,304	1,815	14,119	11,801	1,309	13,110	11,132	783	11,915	10,321	476	10,797	9,457	712	10,169	8,953	1,005	9,958	8,678	1,199	9,877

\* Not entitled to permanent employment.

No. 15.

RETURN showing the Number of Employés in the different Branches of the Victorian Railways Service who are, and who are not, entitled to Compensation on Retirement, together with Supernumeraries at 30th June, 1897.

Branch.	Entitled to Compensation.	Not entitled to Compensation.	Supernumeraries.	Total.
Secretary's ...	12	4	3	19
Accountant's and Stores ...	57	69	40	166
Traffic Audit ...	19	26	11	56
Telegraph ...	30	56	55	141
Traffic ...	1,094	2,166	196	3,456
Locomotive ...	1,115	1,539	172	2,826
Engineer-in-Chief ...	19	11	63	93
Existing Lines ...	1,144	1,317	659	3,120
Totals ...	3,490	5,188	1,199	9,877

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

No. 16.

STATEMENT showing the Number of Officers on Salaried Staff, Total Salaries, Percentage Deductions to Scale, and Net Amount payable for Year 1897-8, excluding Allowances.

—	Rate of Percentage Deductions.	No.	Total.	Amount Deducted.	Net Amount Payable.
	Per cent.		£ s. d.	£ s. d.	£ s. d.
£157 and under ... ..	...	744	96,402 15 0	...	96,402 15 0
Over £157 to 250 ... ..	6	321	60,319 13 0	3,619 3 7	56,700 9 5
„ 250 to 400 ... ..	7	129	39,090 5 0	2,734 11 0	36,355 14 0
„ 400 to 500 ... ..	8	18	7,989 0 0	637 10 0	7,351 10 0
„ 500 to 600 ... ..	9	9	4,864 0 0	437 0 0	4,427 0 0
„ 600 to 700 ... ..	10	3	1,991 13 4	198 13 4	1,793 0 0
„ 700 to 800 ... ..	11	2	1,550 0 0	170 0 0	1,380 0 0
„ 800 to 1,000 ... ..	12	2	1,900 0 0	228 0 0	1,672 0 0
„ 1,000 ... ..	15	2	2,350 0 0	352 10 0	1,997 10 0
Totals ... ..	...	1,230	216,457 6 4	8,377 7 11	208,079 18 5

STATEMENT showing Number of Permanent Employés on Wages Staff.

—	Rate of Percentage Deductions.	No.	Total.	Amount Deducted.	Net Amount Payable.
	Per cent.		£ s. d.	£ s. d.	£ s. d.
£157 and under ... ..	...	6,497	739,313 19 2	...	739,313 19 2
Over £157 to £250 ... ..	6	950	184,138 11 0	11,048 7 0	173,090 4 0
„ 250 to 400 ... ..	7	1	250 8 0	17 10 7	232 17 5
Totals ... ..	...	7,448	923,702 18 2	11,065 17 7	912,637 0 7

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

—	Rate of Percentage Deductions.	No.	Total.	Amount Deducted.	Net Amount Payable.
	Per cent.		£ s. d.	£ s. d.	£ s. d.
£157 and under ... ..	...	991	90,984 0 5	...	90,984 0 5
Over £157 to £250 ... ..	6	8	1,548 19 6	92 18 9	1,456 0 9
„ 250 to 400 ... ..	7	1	320 0 0	22 8 0	297 12 0
Totals ... ..	...	1,000	92,852 19 11	115 6 9	92,737 13 2
Grand Totals ... ..	...	9,678	1,233,013 4 5	19,558 12 3	1,213,454 12 2

Accountant's Office,  
28th July, 1897.

VICTORIAN RAILWAYS.

No. 17.

STATEMENT showing the Outwards Passenger Traffic, Outwards and Inwards Parcels, &c., Goods, and Live Stock Traffic for Year ending 30th June, 1897.

STATIONS.	PASSENGER TRAFFIC.		PARCELS, ETC.		GOODS.				LIVE STOCK.															
	Outwards.		Outwards.	Inwards.	Outwards.		Inwards.		Outwards.	Inwards.														
	Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.														
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.												
<b>NORTHERN LINE.</b>																								
Melbourne ... ..	1,557,225	195,738	16	2	68,664	5	7	63,553	2	9	262,133	326,411	8	7	429,859	237,679	4	3	616	10	1	5,305	17	10
North Melbourne ... ..	510,909	6,796	5	11	342	16	1	499	0	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Arden-street ... ..	...	...	...	...	1,006	6	4	1,006	6	4	5,585	1,429	0	2	54,844	22,322	5	9	...	...	...	...	...	...
Middle Footscray ... ..	61,694	1,313	6	2	226	9	10	347	9	0	8,730	6,598	2	10	18,580	5,854	18	7	...	...	...	3	8	1
Footscray West ... ..	56,695	555	14	9	48	7	11	90	19	3	7,028	2,559	1	8	3,064	733	17	10	...	...	...	...	...	...
Tottenham ... ..	2,975	35	17	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Braybrook Junction ... ..	34,911	575	8	4	58	1	6	46	19	7	654	1,151	18	1	1,840	332	11	9	2	0	8	50	10	0
Albion ... ..	161	3	7	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
St. Albans ... ..	12,491	283	14	6	48	19	7	43	19	1	7,621	636	11	2	178	16	6	11	...	...	...	...	...	...
Sydenham ... ..	1,355	81	17	9	71	19	3	68	0	3	145	50	8	6	78	22	5	9	6	7	3	201	4	2
Diggers' Rest ... ..	1,619	133	16	11	53	6	2	53	1	5	123	49	18	7	185	52	18	0	...	...	...	2	4	0
Sunbury ... ..	10,970	990	14	6	304	3	3	275	17	10	700	237	19	10	3,496	924	8	4	40	6	6	1,045	8	7
Lancefield Junction ... ..	4,259	407	1	11	124	5	6	69	13	9	372	185	12	8	106	56	12	7	70	10	11	211	10	0
Riddell's Creek ... ..	2,764	340	6	9	123	2	4	80	4	6	1,332	252	0	3	431	178	14	5	77	3	6	82	16	11
Gisborne ... ..	5,871	756	14	6	118	16	5	136	2	10	2,165	641	0	5	839	475	17	5	105	17	7	177	15	2
Macedon ... ..	5,426	633	17	8	249	10	2	178	8	3	2,027	498	19	0	691	341	5	8	5	13	3	6	13	9
Woodend ... ..	15,725	1,856	18	0	433	16	4	483	2	5	8,838	2,882	16	9	3,004	1,383	5	3	74	6	11	207	18	10
Carlsruhe ... ..	4,472	157	2	7	49	11	2	53	18	9	920	297	18	11	40	24	3	1	12	12	0	...	...	...
Kyneton ... ..	29,243	4,145	11	10	1,984	6	11	1,927	3	4	11,492	4,696	6	11	7,661	4,347	6	6	429	3	8	384	16	10
Redesdale Junction ... ..	1,817	178	19	11	45	18	10	47	7	11	887	321	9	11	215	127	11	4	3	17	6	...	...	...
Malmsbury ... ..	11,001	890	6	1	205	8	11	195	15	0	1,972	784	19	10	894	505	14	4	57	11	8	41	9	0
Taradale ... ..	8,387	563	13	4	86	8	8	103	8	7	90	73	18	10	469	307	4	5	3	8	6	5	7	0
Elphinstone ... ..	2,529	185	9	0	176	6	1	50	15	2	262	208	19	3	176	90	12	5	112	5	6	54	19	9
Chewton ... ..	7,898	525	7	5	56	12	0	61	1	2	307	139	11	4	1,460	430	10	7	...	...	...	28	13	0
Castlemaine ... ..	53,442	7,243	4	8	1,529	15	0	1,682	12	2	5,340	5,605	11	5	13,895	9,532	18	2	118	16	10	229	15	7
Barker's Creek ... ..	...	...	...	...	...	...	...	...	...	...	689	234	8	7	98	54	2	5	...	...	...	...	...	...
Harcourt ... ..	6,675	382	7	3	170	17	4	50	13	5	2,437	968	14	4	364	239	2	7	0	12	0	3	4	0
Ravenswood ... ..	2,519	204	13	7	58	9	8	38	12	1	3,713	452	9	6	194	90	6	0	0	8	9	32	11	0
Kangaroo Flat ... ..	7,052	524	7	10	53	4	8	56	12	2	171	132	10	8	980	563	1	11	...	...	...	0	19	0
Golden Square ... ..	10,061	1,389	11	5	85	19	8	129	2	9	812	646	14	11	26,512	5,117	8	8	...	...	...	250	15	3
Bendigo ... ..	124,652	24,937	15	2	7,172	14	2	8,793	13	9	14,794	11,272	14	6	116,695	53,222	7	2	1,261	2	7	6,375	16	0
Epsom ... ..	...	...	...	...	...	...	...	...	...	...	18	1	1	0	276	99	10	7	...	...	...	...	...	...
Huntly ... ..	788	37	6	4	16	2	9	16	2	7	137	114	13	4	80	77	16	3	...	...	...	...	...	...
Bagshot ... ..	1,555	92	14	2	21	15	1	16	17	4	4,332	503	9	1	130	57	3	5	...	...	...	13	10	5
Wellsford ... ..	853	49	7	8	5	1	8	5	3	0	8,665	1,039	5	3	104	20	15	11	...	...	...	...	...	...

Geelong ... ..	4,958	406 8 9	96 3 5	106 17 9	11,803	1,870 19 2	952	510 19 7	4 5 0	2 10 9
South Elmore ... ..	1,448	152 10 9	99 14 1	41 7 3	5,855	628 11 5	115	65 4 2	3 16 0	4 0 0
Elmore ... ..	7,481	1,210 0 4	215 9 4	270 12 9	13,128	3,560 18 6	2,822	1,686 0 0	785 9 2	24 16 11
Rochester ... ..	8,334	1,629 15 0	330 9 4	304 18 5	7,090	2,980 12 8	4,563	3,549 18 4	1,175 13 5	54 16 9
Echuca ... ..	18,958	5,851 7 8	1,940 5 4	2,031 14 7	31,180	23,181 5 10	18,968	14,813 3 11	1,844 9 9	76 9 9
LANCESFIELD LINE.										
Bolinla ... ..	370	9 12 8	10 1 0	11 4 1	336	103 14 5	57	16 15 1	11 3 6	5 3 0
Monegetta ... ..	496	16 0 2	10 0 0	11 0 9	153	46 19 11	39	18 0 2	...	0 10 0
North Monegetta ... ..	255	19 5 5	...	0 2 7	...	0 3 2	2	1 11 7	...	...
Romsey ... ..	3,948	518 13 9	212 12 8	183 14 11	8,056	2,075 10 8	1,043	582 14 5	67 5 0	42 17 3
Lancefield ... ..	4,937	770 11 10	381 10 10	375 0 4	6,189	2,180 4 9	1,301	814 6 0	180 13 11	80 7 6
Mount William ... ..	29	1 15 3	...	...	341	89 3 11	14	5 7 7	...	...
Goldie ... ..	82	6 18 4	...	...	502	134 10 9	35	19 4 2	...	...
Springfield ... ..	51	3 5 2	...	...	59	20 3 8	39	11 5 11	...	...
Forbes ... ..	62	1 7 8	...	...	92	27 5 11	1	0 13 7	...	...
High Park ... ..	119	4 3 11	...	0 0 6	203	71 17 8	7	5 5 2	...	...
DAYLESFORD LINE.										
Tylden ... ..	1,731	153 11 6	51 10 10	26 0 3	1,011	340 11 8	65	40 9 2	3 14 0	2 16 9
Fern Hill ... ..	3,541	254 6 1	82 7 4	59 11 3	9,664	3,374 14 3	549	325 18 4	3 7 0	1 14 3
Trentham ... ..	7,413	955 5 2	135 5 3	150 15 4	14,837	4,319 12 7	1,489	988 17 5	6 12 6	45 12 6
Lyonville ... ..	4,753	241 2 3	23 1 9	28 9 8	16,607	2,837 16 1	242	119 12 0	...	...
Bullarto ... ..	7,650	314 2 8	25 4 6	27 5 4	14,198	2,875 1 4	328	149 17 10	...	0 1 3
Musk Creek ... ..	3,553	117 2 4	18 13 3	21 18 4	6,116	1,222 4 7	72	35 8 2	...	...
Daylesford ... ..	21,661	2,841 8 9	699 7 7	696 1 11	4,953	1,756 6 9	4,177	3,026 0 1	74 1 4	30 5 11
Woodburn ... ..	446	6 18 7	...	...	3,929	571 9 3	3	1 9 3	...	...
Sailors' Falls ... ..	1,396	80 7 9	15 18 6	17 19 2	7,546	1,034 2 5	104	59 17 11	...	...
Leonard's Hill ... ..	5,141	276 5 5	64 3 11	66 19 5	19,240	2,432 0 0	319	105 16 11	0 13 0	...
Wombat ... ..	1,377	76 18 4	10 14 10	14 1 11	5,181	668 4 11	93	32 18 7	...	...
Rocky Lead ... ..	2,467	198 15 2	50 13 9	50 19 4	3,932	686 12 9	192	90 6 0	3 6 0	...
Newlyn ... ..	2,583	248 4 0	74 5 1	86 15 4	10,507	4,898 7 7	702	389 14 0	99 4 10	21 14 6
Kingston ... ..	4,973	447 13 11	67 1 4	77 1 1	5,040	2,439 14 2	11,019	1,597 15 8	9 6 8	0 10 2
Allendale ... ..	23,630	1,530 6 11	150 4 10	194 11 7	1,448	709 10 11	30,947	5,504 3 4	2 10 0	9 0 8
Broomfield ... ..	5,321	233 0 6	15 14 10	12 5 10	...	0 5 2	45	7 15 10	...	...
REDESDALE LINE.										
De Graves ... ..	58	1 13 5	5 0 0	5 0 0	130	41 1 6	1	0 2 11	...	...
Edgecombe ... ..	105	3 6 0	5 0 0	5 0 9	2,885	991 0 10	16	5 2 4	...	...
Green Hill ... ..	115	13 17 0	24 6 5	5 17 9	106	39 12 9	13	6 18 3	...	...
East Metcalfe ... ..	173	7 19 6	63 12 2	5 8 0	213	84 7 10	35	9 3 9	...	...
Emberton ... ..	48	2 6 4	14 5 2	5 0 8	191	26 5 6	2	1 6 6	...	...
Barfold ... ..	519	33 4 2	45 6 1	15 8 7	1,234	395 9 0	226	75 15 3	72 19 9	61 10 4
Redesdale ... ..	1,175	146 17 11	479 13 8	152 3 9	792	269 13 9	399	181 4 10	9 19 0	0 1 11
SHELBOURNE LINE.										
Muckleford ... ..	694	18 13 7	21 2 1	15 6 2	458	104 7 3	34	19 2 2	...	5 12 6
Maldon ... ..	11,829	1,600 11 2	474 10 11	501 8 4	656	456 10 8	6,089	3,808 14 9	3 19 3	20 1 10
Bradford ... ..	...	...	...	...	23	8 0 9	...	0 1 10	...	...
Shelbourne ... ..	488	103 18 8	27 19 2	46 7 9	3,174	1,158 9 4	538	352 11 5	6 17 6	...

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

STATIONS.	PASSENGER TRAFFIC.		PARCELS, ETC.			GOODS.				LIVE STOCK.														
	Outwards.		Outwards.	Inwards.	Outwards.		Inwards.		Outwards.	Inwards.														
	Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.														
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.												
<b>MARYBOROUGH, DONALD, AND BIRCHIP LINE.</b>																								
Campbell's Creek ... ..	2,726	124	15	2	21	3	8	21	5	7	316	252	7	4	247	121	16	8	...	...	1	6	0	
Guildford ... ..	4,460	289	10	7	129	9	7	60	10	10	380	348	13	10	715	507	11	1	...	...	24	14	6	
Strangways ... ..	1,228	77	5	10	59	11	0	5	6	0	93	52	6	10	5	4	1	4	...	...	...	...	...	
Newstead ... ..	4,533	576	14	1	199	10	4	150	13	2	1,240	705	11	8	1,035	713	11	8	115	4	11	18	2	9
Joyce's Creek ... ..	1,201	74	5	10	44	18	10	18	7	6	734	425	7	4	188	94	11	2	...	...	1	14	9	
Moolort ... ..	888	159	7	10	77	12	8	55	9	5	1,131	588	18	10	253	153	10	9	5	13	10	11	0	9
Carisbrook ... ..	3,546	594	3	6	117	18	4	139	0	6	1,115	684	6	9	8,377	2,306	13	11	22	12	4	15	14	3
Maryborough ... ..	39,771	6,834	15	8	1,645	17	10	1,789	13	5	5,132	2,747	6	11	12,813	8,800	2	3	9	8	3	48	4	11
Simons ... ..	351	7	11	11	5	0	0	5	0	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Havelock ... ..	981	28	16	6	15	10	5	16	16	11	289	155	18	0	47	20	13	4	2	1	9	...	...	...
Bet Bet ... ..	1,808	68	0	4	16	5	4	16	15	4	937	408	8	4	842	264	16	1	...	...	3	14	0	
Dunolly ... ..	9,627	1,285	12	11	518	16	5	565	18	11	1,856	976	4	6	3,084	2,045	0	8	53	4	10	21	6	6
Goldsborough ... ..	2,974	97	17	3	63	14	4	58	0	3	674	179	16	4	61	40	15	2	...	...	...	...	...	
Bealiba ... ..	3,020	382	11	9	153	7	3	156	14	6	6,109	1,830	4	9	655	586	11	9	57	13	9	5	13	6
Emu ... ..	1,592	286	16	1	42	19	8	43	12	2	2,696	843	5	11	275	222	5	8	8	9	6	3	10	5
Carapooee ... ..	687	32	18	11	27	9	1	27	2	3	680	427	4	11	64	92	9	4	...	...	...	...	...	
St. Arnaud ... ..	11,934	3,082	6	2	806	10	6	957	19	0	9,382	5,795	15	1	9,509	7,889	4	0	647	7	2	48	14	6
Sutherland ... ..	377	19	4	7	17	3	3	17	4	1	1,196	571	13	8	89	110	15	2	218	11	10	2	3	0
Swanwater ... ..	351	18	5	10	17	12	11	18	0	1	695	303	6	9	50	38	19	7	...	...	...	...	...	
Cope Cope ... ..	1,597	329	1	1	84	18	7	100	1	7	2,470	1,624	3	6	620	628	19	6	716	19	11	11	19	0
Donald ... ..	6,982	1,723	14	4	504	16	1	578	0	4	6,634	4,260	19	6	5,604	4,091	8	7	928	18	9	21	6	0
Lake Buloke ... ..	185	6	9	4	5	0	0	5	0	0	1	3	0	11	8	6	0	8	...	...	...	...	...	
Litchfield ... ..	659	38	10	9	5	0	0	5	5	7	536	244	5	10	66	68	16	8	...	...	...	...	...	
Massey ... ..	470	31	1	4	5	0	0	5	0	0	279	111	15	0	2	11	3	11	...	...	...	...	...	
Watchem ... ..	1,688	316	4	7	220	12	6	233	15	11	2,982	1,133	3	8	775	688	16	1	286	7	9	2	12	6
Morton Plains ... ..	290	28	11	9	10	0	0	11	10	2	1,030	651	8	7	35	59	8	4	98	19	0	...	...	...
Birchip ... ..	2,620	1,010	13	8	462	14	8	531	1	10	4,770	2,501	13	6	3,030	4,176	10	9	505	17	10	21	7	7
<b>AVOCA LINE.</b>																								
Adelaide Lead ... ..	539	23	1	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bung Bong ... ..	610	22	16	6	25	11	10	26	6	5	595	286	9	4	79	53	18	7	...	...	...	...	...	
Homebush ... ..	2,774	112	19	4	27	15	6	29	12	11	64	115	10	0	117	76	5	7	...	...	...	...	...	
Avoca ... ..	6,438	1,031	9	7	415	6	8	422	9	1	3,001	1,755	9	0	2,382	2,443	2	1	...	...	...	0	8	0
Amphitheatre ... ..	935	75	0	5	43	8	11	41	11	4	221	134	15	8	162	185	18	0	...	...	...	1	16	6
Elmhurst ... ..	1,042	208	16	8	77	3	6	88	18	10	4,047	1,381	19	6	658	614	5	10	9	1	10	...	...	...
Eversley ... ..	139	19	1	4	10	11	0	10	0	3	193	141	3	11	101	64	8	8	...	...	...	...	...	
Crowlands ... ..	139	15	12	9	0	0	6	0	12	6	648	426	19	1	71	61	5	9	...	...	...	3	2	0
Dunneworthy ... ..	30	3	19	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Warra Yadin ... ..	28	5	8	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...



TALBOT LINE.

Sulky ...	2,610
Bald Hills ...	3,408
Creswick ...	33,748
Australasia Siding ...	...
North Creswick ...	13,929
Tourello ...	1,238
Clunes ...	15,180
Talbot ...	9,273
Daisy Hill ...	114

110 7 1
93 0 0
1,960 5 11
...
729 8 0
112 15 6
1,810 19 6
895 16 10
9 17 0

39 9 1
10 0 0
308 10 1
...
66 17 4
36 14 3
380 18 3
174 0 6
5 0 6

34 1 4
10 3 3
363 14 1
...
64 1 6
39 6 2
416 5 1
193 5 10
5 0 6

109
...
182
...
47
374
2,632
1,817
...

12 4 3
...
116 0 11
...
74 1 4
161 6 8
1,708 5 11
784 0 2
...

972
...
2,384
...
322
536
226
4,978
1,599
...

WAUBRA LINE.

Waubra Junction ...	4,015
Pisgah ...	...
Midas ...	1,109
Mount Blowhard ...	4,036
Learmonth ...	4,035
Addington ...	1,590
Waubra ...	3,840

124 9 4
...
62 17 7
221 12 7
306 10 2
95 16 0
429 6 5

10 0 7
13 0 0
45 13 10
...
63 19 2
75 10 10
46 4 11
177 3 11

9 1 11
11 1 4
23 10 1
...
63 19 2
88 14 9
12 14 1
155 13 5

...
...
33
6,326
4,440
3,666
2,252

8
...
59
39
1,205
665
1,854 17 1
992 17 1
382

0 7 6
6 11 0
17 1 0
...
398 8 2
325 15 8
64 7 2
209 9 9
9 1 4

TARNAGULLA LINE.

Painswick ...	35
Laurie... ...	37
Tarnagulla ...	1,777
Llanely ...	1,507
Arnold's Bridge ...	358
Bullabul ...	99

1 3 1
0 19 8
280 0 1
73 18 8
33 6 0
5 6 9

15 0 0
16 1 6
122 3 4
28 13 3
21 4 2
15 0 6

16 0 0
16 0 0
148 3 9
24 8 4
27 11 4
16 7 6

690
1,927
2,355
1,544
8,040
1,926

158 8 1
482 17 7
611 11 11
405 6 11
1,359 4 2
384 18 3
134

2 5 11
4 16 8
1,276 6 0
268 12 1
55 6 3
53 10 6

WYCHEPROOF LINE.

California Gully ...	...
Eaglehawk ...	13,984
Marong ...	3,735
Leichardt ...	729
Derby ...	487
Bridgewater ...	5,686
Inglewood ...	9,842
Kurting ...	689
Glenalbyn ...	671
Wedderburn Junction ...	2,265
Korong Vale ...	4,173
Wycheitella ...	823
Buckrabanyule... ...	1,037
Barakee ...	807
Charlton ...	3,857
Teddywaddy ...	183
Glenloth ...	1,259
Fairview ...	96
Wycheproof ...	4,703

...
961 15 9
241 10 6
53 14 8
39 4 11
784 8 11
1,661 13 1
38 4 6
62 6 11
129 18 8
683 11 7
103 2 11
162 19 2
89 7 3
1,095 10 3
5 19 9
176 1 9
4 9 0
1,381 11 8

...
253 13 11
44 9 9
25 12 8
32 3 11
188 2 10
428 10 8
29 2 10
24 17 4
42 7 7
264 7 4
40 10 4
52 12 4
30 1 7
536 8 9
15 8 4
54 17 3
15 6 2
665 3 3

...
326 2 7
64 18 4
31 5 0
26 12 5
208 3 9
470 8 8
29 12 6
28 11 0
35 7 9
288 17 4
40 15 3
61 13 2
30 4 6
593 15 4
16 5 6
64 13 8
16 6 0
737 8 5

11
568
346
2,273
1,428
13,193
1,459
5,942
6,643
5,682
4,535
429
832
844
3,641
288
737
41
6,086

8 12 5
301 19 0
143 3 1
313 12 1
225 10 1
4,427 10 11
543 18 2
1,018 4 10
1,077 5 2
1,071 10 3
1,404 8 8
169 0 11
502 14 7
604 16 7
2,641 18 2
177 5 4
633 15 9
68 18 1
3,552 2 7

40,598
29,145
345
185
57
8,428
2,136
92
51
62
658
294
152
211
2,708
24
407
8
4,849

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

STATIONS	PASSENGER TRAFFIC.		PARCELS, ETC.		GOODS.				LIVE STOCK.													
	Outwards.		Outwards.	Inwards.	Outwards.		Inwards.		Outwards.	Inwards.												
	Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.												
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.										
<b>SEA LAKE LINE.</b>																						
Tyrell's Creek ... ..	194	14	7	3	1	4	0	3	12	10	884	369	15	6	176	54	5	8	...	...		
Nulliwal ... ..	161	13	14	1	2	2	6	7	7	9	1,258	760	4	6	223	109	2	0	...	...		
Kaneira ... ..	586	69	1	11	11	15	3	17	14	7	1,161	627	16	1	533	492	2	5	12	14	5	
Berriwillock ... ..	485	65	8	7	6	18	2	24	10	3	1,527	972	3	4	796	745	18	4	...	3	14	0
Boigbeat ... ..	114	25	0	0	1	7	7	4	3	7	176	136	14	2	93	67	14	9	...	...		
Sea Lake ... ..	608	136	5	11	60	13	11	76	3	3	786	671	11	10	1,928	2,058	8	7	6	19	0	
<b>WEDDERBURN LINE.</b>																						
Wedderburn ... ..	3,498	856	9	1	192	4	2	214	14	9	5,040	1,559	16	11	1,637	2,116	15	10	167	19	6	
<b>BOORT LINE.</b>																						
Boortung ... ..	774	120	3	3	55	13	0	62	17	9	686	458	14	3	284	271	13	11	65	3	8	
Mysia ... ..	1,064	200	3	2	59	6	1	82	19	10	905	706	19	10	652	562	5	10	277	7	3	
Boort ... ..	3,537	1,028	6	2	424	16	1	430	16	2	3,158	2,094	1	7	2,223	2,285	7	7	525	11	1	
<b>QUAMBATOOK LINE.</b>																						
Barapoort ... ..	143	7	5	8	0	14	6	3	0	10	1,281	788	5	5	104	109	14	11	...	...		
Gredgwin ... ..	74	10	3	7	0	1	1	0	1	6	97	55	14	3	17	18	14	5	74	15	0	
Oakvale ... ..	110	9	3	2	0	9	1	2	4	0	473	191	15	5	65	69	19	2	...	...		
Quambatook ... ..	793	96	8	1	90	14	6	116	16	8	2,533	1,775	2	5	1,126	1,029	12	9	205	13	6	
<b>SWAN HILL LINE.</b>																						
Sydney Flat ... ..	1,246	44	15	0	14	4	5	5	8	11	...	...	...	...	...	...	...	...	...	...		
Mycr's Flat ... ..	574	15	17	6	0	19	11	0	6	3	...	...	...	...	...	...	...	...	...	...		
Sebastian ... ..	3,582	285	19	9	55	5	0	68	14	8	656	134	3	9	385	169	1	2	...	...		
Raywood ... ..	2,461	250	9	0	105	17	6	136	6	10	6,856	1,396	13	9	815	442	3	2	85	19	8	
Tandara ... ..	1,231	179	1	7	49	12	7	67	4	0	1,732	599	0	0	446	215	19	4	164	7	6	
Dingee ... ..	1,513	229	9	7	41	18	4	53	6	5	1,566	442	6	2	606	349	7	5	516	1	1	
Prairie ... ..	1,149	228	15	9	33	2	10	46	10	5	985	707	13	3	609	472	12	2	65	7	4	
Mitiamo ... ..	2,551	573	1	8	396	1	8	443	10	9	1,744	1,142	12	0	724	603	14	11	1,261	12	1	
Molaga ... ..	1,119	204	9	5	35	10	3	47	2	7	1,725	671	2	9	202	152	10	7	140	5	9	
Pyramid Hill ... ..	3,818	939	8	1	285	2	1	345	8	2	3,387	2,693	0	5	1,618	1,981	9	11	800	8	5	
Mineba ... ..	812	85	0	5	32	7	2	35	1	8	649	631	12	4	295	138	11	10	263	15	0	
Macoma ... ..	2,071	474	15	3	104	12	3	142	13	8	1,421	1,377	0	0	931	1,080	10	6	598	9	5	
Tragowel ... ..	536	21	9	7	15	19	9	17	6	9	154	246	5	9	242	97	13	5	25	1	0	
South Kerang ... ..	16	0	16	1	10	0	0	10	7	0	13	32	10	1	74	19	13	4	...	...		
Kerang ... ..	6,238	2,384	5	1	836	16	1	967	19	4	4,161	3,290	6	3	3,638	5,112	18	6	1,788	4	1	
Reedy Lake ... ..	178	4	17	10	11	11	7	13	8	7	222	205	12	4	24	28	3	9	14	16	6	
Lake Charm ... ..	1,676	208	16	1	33	14	5	46	8	0	643	666	14	6	262	352	10	7	386	1	9	
Mystic Park ... ..	1,728	251	2	2	42	15	8	53	19	2	752	653	14	11	322	316	11	10	92	4	8	
Lake Boga ... ..	1,698	369	3	3	63	4	9	104	18	8	2,275	1,442	5	3	712	944	1	8	29	0	0	
Swan Hill ... ..	4,755	2,930	2	11	612	17	4	772	19	7	3,607	3,594	18	2	4,031	6,391	17	5	2,169	0	9	

HEATHCOTE LINE.													
Smithfieldsaye	...	...	...	...	...	...	...	...	...	...	...	...	...
Axe Creek	...	519	23 4 6	8 3 1	6 14 11	11	8 13 2	...	...	...	...	...	...
Axedale	...	3,914	303 17 3	58 7 0	56 17 1	1,795	245 13 10	50	...	...	...	...	...
Knowsley	...	3,043	294 9 2	118 3 4	55 9 3	7,200	837 7 1	457	...	...	...	...	...
Ingham's Siding	...	...	...	...	...	22,951	3,398 4 1	445	...	...	...	...	...
Derrinal	...	582	15 16 4	41 6 5	22 7 11	4,917	673 8 10	...	...	...	...	...	...
Heathcote	...	4,758	900 7 4	215 8 8	221 6 6	4,279	921 6 3	52	...	...	...	...	...
Heathcote South	...	1,188	176 3 8	56 13 8	29 12 7	6,797	2,257 2 2	2,122	...	...	...	...	...
Tooboomie	...	2,254	270 15 10	253 0 4	77 15 0	4,461	1,293 3 5	162	...	...	...	...	...
Pyalong	...	1,317	62 16 11	124 7 7	14 18 6	5,770	1,531 17 10	259	...	...	...	...	...
High Camp Plain	...	1,591	163 12 2	63 6 11	56 18 3	906	276 17 5	176	...	...	...	...	...
Morandng	...	429	13 0 4	33 2 1	5 18 7	2,688	673 3 9	154	...	...	...	...	...
Willowmavin	...	...	...	39 3 2	6 16 8	1,389	319 12 4	29	...	...	...	...	...
Kilmore	...	4,369	546 17 5	491 2 1	428 14 6	173	53 13 5	25	...	...	...	...	...
Bylands	...	434	13 11 11	5 0 0	5 16 8	1,620	562 16 0	1,776	...	...	...	...	...
Leslie	...	134	5 3 4	5 0 0	5 1 6	690	131 3 0	24	...	...	...	...	...
...	...	...	...	...	...	2,877	493 9 4	5	...	...	...	...	...
TATURA LINE.													
Koyuga	...	481	48 8 6	10 13 1	11 7 1	230	276 11 2	108	...	...	...	...	...
Toogata	...	1,648	234 0 0	62 1 8	79 16 6	1,259	728 16 4	666	...	...	...	...	...
Kyabram	...	3,836	815 3 9	231 10 7	260 1 5	3,291	1,619 15 11	1,820	...	...	...	...	...
Merrigum	...	1,351	219 9 8	38 1 11	49 3 11	1,481	858 19 9	480	...	...	...	...	...
Byrneside	...	883	213 12 2	34 17 3	43 6 3	1,019	617 13 11	870	...	...	...	...	...
Tatura	...	3,376	813 19 11	194 18 3	259 3 7	3,767	1,990 12 1	2,567	...	...	...	...	...
NORTH-WESTERN LINE.													
Hatherley	...	42	0 17 1	...	...	...	...	...	...	...	...	...	...
Laverton	...	5,020	142 9 9	75 5 3	68 5 5	43	39 3 11	197	...	...	...	...	...
Werribee	...	29,606	1,662 3 6	215 1 1	266 3 5	23,287	4,181 19 2	8,430	...	...	...	...	...
Little River	...	5,274	360 10 2	92 9 10	88 19 0	1,490	341 18 6	464	...	...	...	...	...
Lara	...	4,270	335 8 9	114 12 10	107 5 1	7,312	2,439 2 7	939	...	...	...	...	...
Cowie's Creek	...	494	17 0 3	23 12 9	6 9 9	...	...	...	...	...	...	...	...
North Geelong	...	3,234	326 12 10	71 3 11	75 13 3	379	114 19 5	4,605	...	...	...	...	...
Geelong	...	101,426	14,923 9 9	4,820 17 0	4,627 5 8	45,285	20,129 13 11	63,831	...	...	...	...	...
Moorabool	...	2,294	131 7 1	34 0 1	40 11 9	374	91 0 2	113	...	...	...	...	...
Gheringhap	...	1,474	68 0 1	38 10 1	43 16 1	887	201 2 2	205	...	...	...	...	...
Leigh Road	...	9,206	853 18 6	146 18 9	162 4 3	4,304	1,016 0 8	1,564	...	...	...	...	...
Lethbridge	...	3,885	312 17 11	113 5 9	101 3 7	3,469	570 19 7	291	...	...	...	...	...
Meredith	...	8,062	984 15 8	247 15 3	204 15 4	4,682	886 4 2	1,408	...	...	...	...	...
Elaine	...	8,003	723 10 0	94 8 4	102 9 5	2,965	443 11 4	1,640	...	...	...	...	...
Lal Lal	...	5,239	282 19 2	79 0 5	88 19 10	11,305	1,395 0 7	247	...	...	...	...	...
Lal Lal Race-course	...	206	5 4 11	...	...	...	...	...	...	...	...	...	...
Yendon	...	3,869	270 0 0	65 9 5	74 7 7	2,753	629 16 2	240	...	...	...	...	...
Navigators	...	1,553	55 16 9	24 15 9	16 2 0	...	...	...	...	...	...	...	...
Warrenheip	...	7,163	231 8 4	70 13 3	71 5 5	442	258 4 5	1,032	...	...	...	...	...
Ballarat East	...	29,299	3,057 18 3	649 4 10	933 3 9	3,742	1,403 9 5	46,225	...	...	...	...	...
Ballarat	...	227,044	33,223 0 10	9,488 11 7	10,343 8 2	29,174	22,683 9 0	118,811	...	...	...	...	...
Dowling Forest	...	497	15 18 11	5 4 2	6 17 9	...	...	...	...	...	...	...	...
Windermere	...	2,240	160 9 4	34 15 9	37 13 4	1,717	935 1 10	128	...	...	...	...	...
Burrumbet	...	3,355	304 14 8	144 18 9	105 4 8	2,261	1,300 15 3	321	...	...	...	...	...
Trawalla	...	1,373	202 17 10	45 5 4	56 1 0	3,287	503 2 7	157	...	...	...	...	...

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

STATIONS.	PASSENGER TRAFFIC.		PARCELS, ETC.		GOODS.				LIVE STOCK.								
	Outwards.		Outwards.	Inwards.	Outwards.		Inwards.		Outwards.	Inwards.							
	Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.							
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.					
<i>NORTH-WESTERN LINE—continued.</i>																	
Beanfort ... ..	7,724	1,430	7 4	197	0 5	251	9 5	11,907	2,302	18 2	1,717	1,381	16 8	235	10 6	10	3 6
Middle Creek ... ..	1,512	163	4 7	38	13 11	47	13 9	2,683	541	9 4	185	95	6 11	1	15 0	...	...
Buangor ... ..	2,070	311	12 6	77	17 2	81	5 1	4,604	1,169	13 0	391	303	17 11	98	8 0	41	7 6
Dobies ... ..	1,234	85	5 0	38	14 8	42	10 5	124	109	1 7	34	29	16 8	...	...	1	14 9
Ararat ... ..	20,992	5,270	12 10	1,098	7 11	1,174	14 0	3,914	2,901	16 4	6,608	5,424	5 4	261	15 5	345	10 8
Armstrongs ... ..	1,540	114	13 4	21	5 0	26	16 8	220	132	5 7	153	150	12 10	0	4 8	...	...
Great Western ... ..	4,214	298	15 9	54	7 0	71	14 10	670	806	14 6	418	384	12 1	...	...	1	0 0
Stawell ... ..	20,698	5,071	13 10	1,054	16 5	1,164	7 7	10,175	6,139	4 7	15,145	10,421	12 7	639	14 3	143	16 10
Deep Lead ... ..	578	68	13 8	25	3 6	27	18 0	56	38	11 7	86	66	3 4	...	...	...	...
Glenorchy ... ..	1,504	196	0 2	96	5 3	106	4 4	1,225	870	2 3	790	574	14 6	192	8 3	49	14 0
Wal Wal ... ..	345	26	1 3	11	16 7	11	11 2	1,030	150	3 6	53	24	15 1	...	...	...	...
Lubeck ... ..	2,061	266	12 3	77	19 3	84	10 1	409	338	5 1	1,038	665	4 6	301	17 9	5	6 9
Murtoa ... ..	12,090	2,783	3 5	387	10 3	424	13 7	2,090	1,312	18 9	3,612	2,654	17 8	766	16 8	8	13 10
Jung Jung ... ..	2,142	219	7 1	85	16 9	103	15 8	1,522	810	14 0	740	651	17 2	14	17 0	2	5 6
Dooen ... ..	1,139	216	4 4	79	12 1	98	5 5	314	199	12 1	716	753	13 3	728	18 7	2	16 0
Horsham ... ..	14,220	3,849	10 6	1,050	8 3	1,195	13 10	3,136	3,139	15 9	5,662	6,247	2 1	1,459	10 10	136	5 3
Pimpino ... ..	1,470	143	1 2	65	14 4	64	12 9	548	341	15 5	638	362	4 7	22	6 6	20	3 6
Wail ... ..	975	95	8 6	50	3 7	62	12 3	459	201	14 2	289	165	16 11	25	11 9	1	2 0
Dimboola ... ..	7,830	1,707	0 1	420	9 0	444	14 2	3,098	2,403	15 2	7,400	6,563	18 9	141	18 0	31	7 1
Gerang Gerang ... ..	720	79	19 2	27	4 4	34	10 7	960	477	3 3	282	201	15 11	...	...	5	18 0
Kiata ... ..	1,267	262	2 4	45	18 8	54	17 6	648	340	17 3	410	321	10 4	2	0 0	5	19 6
Salisbury ... ..	566	33	15 0	21	12 9	23	9 11	559	188	17 2	87	52	13 9	...	...	...	...
Nhill ... ..	6,098	1,796	4 3	357	15 9	444	12 0	9,108	6,569	17 6	7,823	6,582	4 0	707	19 6	150	19 9
Tarranginnie ... ..	258	36	6 10	31	10 0	34	15 11	215	190	11 5	44	19	14 1	145	15 0	5	6 6
Diapur ... ..	934	123	12 3	53	12 10	62	7 3	1,798	1,216	7 3	673	548	10 9	0	15 0	1	2 9
Miram Piram ... ..	1,054	98	19 4	62	1 9	68	14 0	759	435	12 3	245	161	9 7	9	6 9	...	...
Kaniva ... ..	2,127	447	1 3	63	2 11	82	15 4	843	952	17 5	1,132	1,067	16 0	361	14 1	7	9 1
Lillimur ... ..	1,155	135	2 1	40	1 8	58	15 7	472	704	11 10	310	379	14 3	0	7 9	10	6 11
Serviceeton ... ..	5,008	890	12 8	1,886	3 7	1,746	18 7	209	393	1 6	1,897	2,136	12 11	7	4 0	30	3 9
<i>WILLIAMSTOWN LINE.</i>																	
South Kensington ... ..	62,597	460	0 2	35	3 9	36	0 3	5,018	1,322	5 11	13,616	7,265	5 8	...	...	...	...
Footscray (Suburban) ... ..	1,255,145	11,325	5 5	302	0 1	336	4 8	...	...	...	...	...	...	...	...	...	...
Yarraville ... ..	508,372	4,968	5 9	100	15 5	109	15 3	9,463	11,741	13 6	4,292	1,378	5 8	...	...	...	...
Spottiswoode ... ..	85,556	1,007	15 0	263	7 6	136	16 10	1,045	1,797	8 9	6,692	1,527	9 8	...	...	...	...
Newport ... ..	320,774	3,896	7 6	613	19 2	609	13 1	32,744	6,446	4 7	6,041	1,133	16 7	...	...	4,666	1 9
North Williamstown ... ..	359,849	5,171	5 8	290	3 2	259	1 9	170	115	5 2	5,378	1,752	1 9	...	...	...	...
Beach ... ..	221,156	3,275	17 1	69	17 9	69	3 3	...	...	...	...	...	...	...	...	...	...
Williamstown ... ..	232,601	3,164	5 5	519	9 0	657	3 7	...	...	...	...	...	...	...	...	...	...
Williamstown Pier ... ..	21,539	217	14 6	552	3 5	550	19 4	9,948	1,791	19 1	18,294	9,086	1 5	...	...	1	17 6

BACCHUS MARSH LINE.

Deer Park ... ..	3,313	122 0 6	128 18 11	65 15 2	403	588 7 3	1,963	315 9 3	0 15 0	4 14 6
Rockbank ... ..	1,092	74 0 4	48 16 2	47 3 9	58	18 0 7	121	42 4 5	3 2 0	65 19 10
Melton ... ..	5,504	573 8 9	370 9 10	139 14 4	4,195	690 10 1	1,337	356 1 3	21 10 10	36 3 4
Staughton's Siding ... ..	...	...	...	...	103	15 0 10	31	7 9 10	...	...
Parwan ... ..	561	50 5 7	55 12 6	23 13 5	167	48 11 2	54	24 2 7	8 3 6	2 7 0
Bacchus Marsh... ..	12,770	1,607 7 5	1,336 4 3	610 12 5	5,131	1,467 17 7	2,059	1,067 7 4	735 2 2	318 11 6
Rowsley ... ..	162	12 5 8	8 15 9	6 10 4	57	14 1 2	13	9 18 11	...	...
Ingliston ... ..	659	69 18 9	98 17 11	32 0 5	102	46 14 0	31	20 11 6	2 18 0	5 9 11
Ballan ... ..	9,502	1,161 3 6	378 10 11	307 3 2	8,668	1,800 11 5	1,423	817 12 4	535 4 9	1,506 10 11
Bradshaw's Creek ... ..	483	40 18 11	13 17 2	14 9 2	5	4 16 7	5	2 8 2	...	...
Gordons ... ..	11,163	1,109 16 3	128 14 9	138 9 8	2,595	648 6 11	1,140	579 12 4	5 16 5	...
Millbrook ... ..	2,275	166 17 7	24 8 8	26 3 3	2,203	608 19 10	125	44 17 10	84 12 6	1 9 4
Wallace ... ..	5,163	355 5 7	32 12 3	49 3 1	4,805	1,922 0 7	528	272 11 10	208 7 8	116 14 7
Bungaree Junction ... ..	4,174	262 4 7	46 5 6	53 5 3	6,289	2,599 5 6	689	186 1 4	3 15 6	4 2 0
Dunnstown ... ..	7,784	227 5 0	36 17 5	40 14 1	2,466	1,082 12 9	503	260 8 11	...	12 7 0

QUEENSLIFF LINE.

South Geelong ... ..	13,944	1,020 8 9	173 12 8	188 18 10	918	274 15 2	8,631	1,976 6 9	...	1 15 0
Moolap ... ..	628	32 5 5	10 0 0	11 0 0	...	...	...	...	...	...
Leopold ... ..	1,198	63 5 8	10 0 0	11 1 0	...	...	...	...	...	...
Scarborough ... ..	656	11 7 2	5 0 0	5 0 0	...	...	...	...	...	...
Drysdale ... ..	8,199	421 2 5	145 5 3	133 17 11	4,617	1,713 0 1	1,161	354 15 1	17 12 0	7 10 11
Mannerin ... ..	723	40 1 10	10 0 0	11 0 0	...	...	...	...	...	...
Ocean Grove ... ..	1,064	134 6 9	10 0 0	12 16 9	...	...	...	...	...	...
Queenscliff ... ..	6,343	1,015 6 11	596 6 8	519 16 1	1,225	518 4 8	3,235	1,235 11 10	9 0 5	5 5 9

SOUTH-WESTERN LINE.

Breakwater ... ..	...	...	10 0 0	11 0 0	...	...	...	...	...	...
Connewarre ... ..	594	23 1 11	10 6 4	11 12 10	43	2 13 9	379	117 6 6	...	...
Germantown ... ..	993	59 17 10	24 10 1	22 3 5	3	3 8 0	7	9 11 6	...	...
Pettavel ... ..	524	32 16 8	23 15 2	22 1 2	1,787	749 15 11	77	21 12 5	...	...
Mount Moriac ... ..	2,497	176 12 5	85 0 7	76 11 3	1,197	180 12 11	155	43 13 1	29 4 6	3 3 0
Buckley's Road... ..	890	64 18 4	39 4 10	28 9 4	1,215	153 15 1	147	39 15 4	...	...
Winchelsea ... ..	4,188	711 7 6	178 19 8	210 19 3	3,269	671 5 3	689	318 14 3	904 4 0	9 5 4
Birregurra ... ..	7,994	1,065 19 7	301 2 3	316 4 1	950	374 9 5	863	441 19 1	372 1 1	196 1 8
Warnecoort ... ..	1,098	139 6 3	23 17 2	29 12 6	799	352 12 11	168	87 13 0	...	...
Irrewarra ... ..	2,170	398 2 8	80 14 8	91 5 6	139	122 17 4	67	42 4 5	1,337 6 10	53 17 4
Colac ... ..	14,444	3,072 12 10	919 5 10	1,068 6 2	7,762	3,686 5 7	6,315	3,815 0 1	341 9 6	133 17 5
Larport ... ..	1,901	211 7 9	17 12 7	16 3 2	4,862	2,961 7 6	368	185 4 0	5 4 6	6 10 6
Pirron Yallock ... ..	3,251	311 14 7	75 15 10	64 8 3	909	358 9 7	158	87 4 1	854 3 8	120 17 2
Stonyford ... ..	965	89 2 9	77 8 6	17 9 0	197	175 11 8	62	61 10 11	...	2 2 0
Pomborneit ... ..	1,872	221 12 2	74 1 2	51 13 4	202	165 6 9	367	157 14 6	118 18 8	7 15 0
Weerite ... ..	1,041	207 5 5	18 5 1	18 10 6	183	191 11 8	757	227 19 8	618 11 11	11 4 0
Camperdown ... ..	13,067	3,163 6 7	599 0 10	686 5 4	2,654	2,549 17 7	6,746	4,131 19 9	2,445 13 0	266 6 9
Boorcan ... ..	532	102 8 11	23 2 10	29 6 9	172	181 16 1	115	50 18 2	1,371 14 3	12 0 3
Terang ... ..	9,462	1,874 10 5	490 3 3	570 9 11	1,658	1,651 2 5	4,002	2,148 2 0	2,106 9 9	95 16 10
Garvoc ... ..	1,684	104 19 7	45 14 6	54 16 0	407	278 2 7	336	205 14 0	115 16 0	4 12 0
Panmure ... ..	2,140	229 0 10	74 10 9	61 4 3	1,119	471 18 2	272	154 10 6	4 4 0	5 6 0
Cudjee ... ..	1,354	75 2 9	26 4 9	24 1 1	52	18 18 1	59	23 12 1	...	...
Allansford ... ..	2,251	273 18 5	109 13 3	86 19 1	443	355 14 6	742	448 16 11	151 17 7	14 18 6
Warrnambool ... ..	23,134	5,592 16 11	1,565 13 10	1,584 5 8	29,956	4,835 19 9	37,297	5,633 11 7	796 6 3	385 12 7
Dennington ... ..	1,198	25 3 7	34 13 2	15 6 10	294	86 17 6	76	22 15 8	1 16 8	11 3 0

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

STATIONS.	PASSENGER TRAFFIC.		PARCELS, ETC.		GOODS.				LIVE STOCK.	
	Outwards.		Outwards.	Inwards.	Outwards.		Inwards.		Outwards.	Inwards.
	Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.
		£ s. d.	£ s. d.	£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.
<b>SOUTH-WESTERN LINE—<i>continued.</i></b>										
Illowa ... ..	5,124	380 11 2	97 2 0	60 7 8	4,742	984 12 3	176	61 15 7	58 4 0	2 8 9
Keroit ... ..	14,424	1,452 9 7	304 12 1	298 7 11	6,014	2,978 9 0	1,151	725 10 5	120 2 10	19 6 6
Crossley ... ..	521	6 2 9	10 0 0	10 17 6	379	57 6 6	17	3 11 1	...	...
Kirkstall ... ..	229	4 8 8	10 0 0	10 1 2	357	49 11 3	35	12 10 8	...	...
Rosebrook ... ..	164	6 17 9	10 0 0	10 0 0	17	7 19 3	10	6 10 1	...	...
Moyne ... ..	...	...	...	...	2	1 2 7	14	8 13 6	...	...
Port Fairy ... ..	6,706	1,140 5 7	1,397 5 3	303 1 4	1,562	1,076 15 8	2,973	1,060 15 5	183 19 1	6 9 1
<b>WENSLEYDALE LINE.</b>										
Layard ... ..	96	3 7 4	0 4 4	0 1 0	1,226	155 10 11	43	7 9 10	...	...
Gherang ... ..	67	4 17 3	0 9 2	0 3 9	1,355	166 0 3	9	3 5 11	...	...
Wormbete ... ..	62	5 10 0	0 10 10	0 1 10	1,436	208 0 3	36	12 17 8	...	...
Wensleydale ... ..	115	7 6 7	3 3 6	0 8 0	1,564	227 8 5	67	42 18 6	...	...
<b>FORREST LINE.</b>										
Whoorel ... ..	52	2 0 2	10 0 0	10 0 0	696	128 0 3	2	1 9 7	...	...
Dean's Marsh ... ..	624	114 15 5	44 14 11	46 1 2	1,172	376 10 11	278	164 14 2	9 5 0	...
Pennyroyal ... ..	364	15 13 8	11 17 5	10 2 2	1,060	276 7 11	77	48 18 0	...	...
Murroon ... ..	425	21 3 4	12 12 6	10 5 2	1,256	297 12 5	78	62 17 11	84 16 11	4 17 0
Barwon Downs ... ..	432	18 17 8	13 12 10	10 8 0	2,767	760 5 10	87	67 18 11	...	...
Gerangamete ... ..	208	8 3 11	11 1 1	10 10 4	594	181 19 9	27	21 19 0	...	4 5 0
Yaughier ... ..	147	19 2 5	10 4 2	10 0 0	171	70 12 11	37	25 19 0	...	...
Forrest ... ..	691	124 10 9	57 18 8	56 0 1	2,084	514 12 7	230	188 10 11	...	0 16 0
<b>BEEAC LINE.</b>										
Ondit ... ..	229	7 8 6	70 17 8	72 2 5	849	411 17 11	227	69 0 8	5 13 3	4 14 6
Beeac ... ..	2,276	394 4 7	148 14 9	146 3 7	2,265	1,221 3 5	2,472	890 6 3	238 17 4	3 19 0
<b>TIMBOON LINE.</b>										
Naroghid ... ..	98	5 16 4	6 7 8	6 6 0	52	25 0 5	22	26 2 11	...	...
Cobden ... ..	469	41 15 2	79 2 0	75 19 5	318	427 1 1	1,130	787 8 4	42 1 5	26 10 9
Glenfyne ... ..	184	30 19 0	1 18 6	1 15 2	490	130 16 4	40	35 8 11	27 15 9	...
Timboon ... ..	789	134 7 7	52 16 0	33 4 8	3,898	837 11 2	385	325 10 11	...	2 10 0
<b>MORTLAKE LINE.</b>										
Mortlake ... ..	4,630	971 13 7	272 11 3	355 3 9	1,119	1,310 14 2	2,796	2,165 9 1	558 15 7	48 5 3
<b>PENSHURST LINE.</b>										
Warrong ... ..	153	14 5 2	...	...	1	0 11 11	1	0 11 4	...	...
Woolsthorpe ... ..	146	18 5 9	5 2 9	5 16 8	87	57 2 10	40	22 12 2	...	...
Hawkesdale ... ..	1,918	200 10 9	7 15 1	8 3 10	372	317 12 2	259	109 6 8	263 3 10	1 9 6
Minhamite ... ..	600	91 9 11	12 14 6	6 3 2	147	154 19 8	88	55 1 9	0 12 6	1 5 10

Purdeet	...	623	91 11 6	5 8 0	6 10 0	58	79 17 8	25	13 17 9	3 15 6	12 6 1
Penshurst	...	4,886	692 14 2	267 1 1	310 4 1	1,148	780 7 9	1,095	563 4 5	857 19 11	11 9 6
Croxton East	...	281	25 3 6	...	...	76	24 8 9	35	13 10 7	...	...
Yatchaw	...	572	34 11 1	0 2 9	0 3 0	46	58 12 6	11	7 10 7	...	1 2 8
BUNINYONG LINE.											
Canadian	...	4,590	52 10 2	10 1 8	10 1 0	9	25 16 7	85	5 7 3	...	...
Mount Clear	...	2,461	37 1 11	10 0 0	10 1 3	...	0 1 3	181	48 7 8	...	...
Buninyong	...	57,308	1,285 17 8	115 13 9	146 9 7	1,596	810 12 10	1,936	750 15 5	...	0 2 0
LINTON LINE.											
Cardigan	...	1,124	24 12 4	5 0 0	6 2 11	...	...	...	...	...	...
Trunk Lead	...	1,853	54 12 8	10 0 10	10 17 0	1	2 11 10	446	157 4 7	...	...
Haddon	...	4,041	157 7 8	20 16 2	20 13 2	198	112 19 4	312	100 14 9	1 16 9	...
Nintingbool	...	442	18 8 6	5 0 0	5 0 0	...	...	...	...	...	...
Smythesdale	...	6,280	424 19 10	32 17 5	35 3 1	711	87 18 1	315	144 8 9	0 8 0	...
Scarsdale	...	6,748	446 3 0	131 14 0	123 3 6	423	108 1 10	1,042	553 1 2	...	0 18 6
Newtown	...	4,337	399 5 4	20 14 8	11 10 0	651	145 19 4	3,234	917 5 2	...	0 16 9
Happy Valley	...	593	47 9 4	10 0 0	11 0 0	...	...	...	...	...	...
Linton	...	4,744	735 1 6	130 12 4	145 11 5	1,507	1,050 8 11	1,429	750 9 5	346 2 10	27 4 7
PORTLAND LINE.											
Maroona	...	368	76 2 9	46 15 9	55 12 11	930	584 19 8	406	171 18 2	48 6 4	0 17 6
Wickliffe Road	...	1,158	367 15 8	75 3 11	111 13 11	1,044	1,065 10 8	343	318 1 8	7 19 10	17 12 3
Glen Thompson	...	1,633	418 4 11	82 19 8	103 3 4	1,089	498 12 9	322	219 18 1	267 8 7	17 10 6
Dunkeld	...	2,818	550 14 4	207 5 1	232 14 0	910	1,005 17 4	725	486 3 0	1,178 11 9	14 2 2
Hanilton	...	17,235	4,915 5 1	1,599 12 5	1,778 1 4	4,365	2,895 12 4	9,935	5,099 18 4	2,250 17 11	127 7 3
Moutajup	...	618	32 7 2	...	0 4 8	...	...	...	...	...	...
Branxholme	...	4,219	652 3 11	163 15 10	177 19 11	601	333 0 3	668	357 19 8	538 0 0	7 16 0
Condah	...	2,283	314 8 9	85 14 4	100 11 0	1,816	809 7 3	470	296 2 6	1 4 6	...
Myamyu	...	772	67 16 1	5 0 0	5 2 5	...	...	44	34 19 8	...	...
Milltown	...	1,083	82 12 4	20 6 5	21 12 2	1,417	470 12 1	92	52 13 6	...	...
Heywood	...	3,328	489 11 11	75 1 9	94 5 9	4,436	1,903 6 2	636	381 3 9	199 15 4	11 5 0
Portland	...	1,533	394 19 1	1,523 8 4	402 10 7	4,554	3,396 0 9	5,407	3,317 12 7	6 11 0	308 16 6
Portland Pier	...	2,775	749 7 10	...	...	...	...	...	...	...	...
COLERAINE LINE.											
Bochara	...	76	4 3 3	...	...	...	...	...	...	...	...
Wannon	...	604	37 10 9	10 1 4	10 4 3	135	15 10 8	53	26 13 5	...	...
Hilgay	...	69	5 13 6	...	...	...	...	...	...	...	...
Coleraine	...	3,890	975 7 3	322 13 10	402 16 6	1,299	1,234 18 8	1,417	1,330 7 8	1,644 0 0	23 9 9
CASTERTON LINE.											
Grassdale	...	667	43 14 2	10 10 2	10 18 8	335	162 16 9	147	68 17 10	255 9 9	3 4 6
Merino	...	2,439	431 10 10	89 11 5	120 11 8	509	491 2 5	531	480 19 7	182 12 2	...
Henty	...	604	34 3 8	12 10 6	13 5 6	386	296 5 7	107	73 11 5	940 5 6	9 19 3
Sandford	...	3,058	277 8 7	65 11 8	72 16 11	250	277 9 9	92	112 11 11	892 0 3	4 13 0
Casterton	...	4,469	1,423 14 8	430 0 2	509 12 5	2,601	2,381 18 3	2,187	2,030 13 9	4 9 0	23 2 4
RUPANYUP LINE.											
Jackson's	...	...	...	...	...	31	11 12 8	5	2 16 6	...	...
Rupanyup	...	1,509	425 13 9	126 2 4	174 11 3	2,567	1,367 12 6	1,739	1,322 17 0	1,393 18 11	16 9 10

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

STATIONS.	PASSENGER TRAFFIC.		PARCELS, ETC.		GOODS.				LIVE STOCK.	
	Outwards.		Outwards.	Inwards.	Outwards.		Inwards.		Outwards.	Inwards.
	Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.
<b>WARRACKNABEAL AND HOPETOUN LINE.</b>										
Coromby ... ..	697	£ 20 6 0	£ 11 11 9	£ 11 14 9	1,022	£ 513 8 9	186	£ 112 15 11	£ 7 19 0	...
Minyip ... ..	4,999	851 9 5	244 3 9	254 11 2	4,360	3,449 7 9	3,744	3,065 8 9	614 12 1	10 8 3
Sheep Hills ... ..	2,918	462 6 7	128 5 10	128 6 3	2,541	1,471 9 4	753	817 7 8	502 16 7	5 3 2
Nullan ... ..	478	19 6 3	10 0 4	11 0 6	146	105 1 0	43	30 3 6	...	...
Kellalac ... ..	...	...	...	...	6	3 13 0	10	2 13 3	...	...
Warracknabeal ... ..	13,081	3,210 8 10	681 4 7	754 4 7	17,033	12,257 3 6	15,366	10,180 2 11	459 6 1	76 3 1
Lah ... ..	500	33 4 11	30 12 9	31 15 8	1,075	246 9 11	166	58 17 0	...	...
Brim ... ..	1,927	237 7 4	99 6 5	125 15 7	4,155	1,585 13 11	1,085	888 19 8	...	...
Galaquil ... ..	921	126 13 2	54 17 11	63 3 5	1,453	406 18 4	312	153 14 2	...	...
Beulah ... ..	4,112	755 11 8	186 17 10	288 17 9	9,664	6,003 17 9	5,058	3,681 18 1	77 19 0	33 18 1
Rosebery ... ..	2,979	370 17 6	65 11 1	89 2 2	3,975	1,532 18 1	907	852 13 9	16 16 0	...
Goyura ... ..	280	7 4 5	10 16 3	12 17 4	782	325 11 9	252	165 11 7	...	1 1 6
Hopetoun ... ..	3,210	762 16 5	96 15 5	164 0 4	4,133	2,373 16 0	2,621	3,025 0 10	25 8 3	44 0 9
<b>NORADJUHA LINE.</b>										
Vectis East ... ..	351	14 6 0	12 18 6	14 1 8	63	36 6 0	55	35 13 6	...	...
Quantong ... ..	139	13 9 8	...	...	...	...	...	...	...	...
Natimuk East ... ..	132	10 7 5	1 18 0	2 18 0	61	65 6 11	...	...	...	...
Noradjuha ... ..	1,040	173 4 0	115 16 11	131 13 5	1,630	1,492 1 6	471	368 0 2	65 0 6	4 7 9
<b>GOROKE LINE.</b>										
Natimuk ... ..	2,902	470 7 10	135 11 1	152 15 8	3,437	2,912 18 2	3,504	2,240 2 3	113 17 3	7 8 9
Arapiles ... ..	36	3 1 0	16 2 11	17 3 0	10	8 9 5	4	0 19 3	...	...
St. Mary's ... ..	101	13 3 0	16 19 0	19 10 1	310	47 5 6	52	23 15 2	...	...
Gymbowen ... ..	269	56 0 5	25 1 7	32 1 10	205	169 7 5	169	128 0 9	...	...
Goroke ... ..	583	176 14 8	25 17 0	60 8 1	736	1,046 9 11	472	650 18 10	...	1 5 4
<b>JEPARIT LINE.</b>										
Antwerp ... ..	322	19 1 3	5 3 6	10 19 9	421	177 2 2	121	122 10 1	...	...
Tarranyurk ... ..	110	6 4 6	5 2 3	6 17 10	163	30 9 1	46	22 13 4	...	...
Jeparit ... ..	673	96 19 1	74 8 10	116 19 3	3,207	1,795 7 4	1,181	1,414 18 1	27 11 0	11 9 0
<b>NORTH-EASTERN LINE.</b>										
Kensington ... ..	627,986	4,144 7 0	65 4 1	164 0 5	...	...	...	...	...	...
Newmarket ... ..	648,922	5,194 17 4	973 5 6	1,016 1 8	5,925	1,385 3 10	24,479	17,870 12 4	5,956 7 1	84,317 8 6
Show Siding ... ..	...	...	...	16 17 0	23	51 4 4	158	104 2 7	173 6 0	433 18 4
Ascot Vale ... ..	1,177,295	10,300 18 2	111 1 7	118 2 1	...	...	...	...	...	...
Moonee Ponds ... ..	665,173	7,270 5 10	121 12 1	225 11 4	...	...	...	...	...	...
Essendon ... ..	504,436	6,278 19 0	267 16 2	281 5 5	584	272 8 9	8,996	2,895 10 8	...	...
North Essendon ... ..	7,456	106 3 1	17 4 3	17 15 0	...	...	...	...	...	...
Pascoe Vale ... ..	20,620	328 6 5	34 10 5	32 7 7	...	...	...	...	...	...
Glenroy ... ..	36,269	639 6 8	39 5 6	29 19 2	700	115 10 1	440	118 7 1	...	4 17 6



No. 39.

Broadmeadows ...	10,078	310 19 0	226 3 0	53 15 2	107	38 3 3	115	34 15 0	26 0 9	79 0 3
Somerton ...	3,699	118 4 3	40 4 2	29 7 10	304	51 1 9	397	81 1 1	4 10 7	6 0 0
Craigieburn ...	1,571	145 3 11	242 11 10	58 14 7	233	68 16 6	321	104 2 3	17 7 0	1,084 5 7
Donnybrook ...	2,137	201 19 2	479 13 10	46 7 0	488	182 1 0	625	128 7 2	1 19 0	69 17 6
Beveridge ...	1,523	143 16 6	94 18 9	51 16 1	92	47 9 9	85	38 18 9	...	16 6 0
Wallan ...	5,195	714 6 5	174 4 10	93 11 11	3,267	641 16 4	464	216 14 5	54 10 7	1,248 15 2
Wandong ...	3,546	366 1 10	232 19 0	233 9 10	15,365	4,218 14 11	869	439 3 9	...	5 8 6
Kilmore Junction ...	702	82 2 9	11 1 7	12 12 4	...	...	...	...	...	...
Kilmore East ...	8,230	1,427 9 4	167 3 7	154 7 7	441	184 3 4	146	87 6 7	41 19 4	264 3 5
Broadford ...	6,389	949 1 1	145 4 4	166 2 3	4,140	1,364 15 6	2,974	1,567 16 9	46 4 0	126 4 7
McDongall's Siding ...	...	...	...	...	929	692 7 3	656	291 17 0	...	...
Lowry ...	...	...	...	...	2,411	389 0 1	16	9 17 7	...	...
Tallarook ...	6,994	961 6 9	212 13 3	172 19 2	2,644	734 16 3	678	327 11 6	120 6 1	14 0 1
School House Lane ...	...	...	...	...	1,209	334 11 9	15	7 17 1	...	...
Seymour ...	16,166	3,290 0 5	2,432 7 10	2,405 2 1	10,203	3,123 2 3	2,333	1,469 3 10	394 15 7	923 10 3
Mangalore ...	3,748	826 13 3	39 4 6	48 7 9	3,872	1,107 11 3	165	113 9 8	1 12 0	...
Avenel ...	3,118	471 15 0	155 8 1	93 9 4	4,611	1,576 13 2	602	499 1 8	124 11 9	83 8 3
Monea ...	1,128	71 17 11	24 17 10	27 14 6	7,907	2,633 3 6	88	56 17 1	15 2 0	...
Burnt Creek ...	1,859	163 14 6	54 8 7	40 1 4	15,082	5,199 1 3	296	116 18 4	...	...
Longwood ...	3,234	425 11 7	203 15 3	125 15 5	13,296	5,096 19 7	659	529 17 3	95 10 9	30 2 1
Creighton ...	395	24 19 7	21 5 5	18 5 3	2,185	2,185 14 5	32	17 17 6	...	...
Euroa ...	8,922	1,959 5 9	481 3 11	380 3 1	10,366	5,534 18 6	3,886	3,260 14 3	477 3 7	26 1 9
Balmattum ...	1,133	45 19 11	17 17 0	20 6 1	4,638	1,967 3 3	71	38 1 10	...	...
Violet Town ...	4,384	776 4 6	195 15 4	164 19 4	5,947	3,037 5 6	1,180	1,210 15 1	290 12 1	18 16 9
Baddaginnie ...	1,361	184 12 2	40 1 10	42 16 10	1,079	827 11 7	176	182 1 0	257 19 9	12 5 3
Benalla ...	21,143	4,912 16 7	1,894 13 2	2,034 17 3	4,515	2,824 6 4	4,399	4,968 19 5	1,916 13 10	172 1 0
Winton ...	1,321	131 0 6	31 0 6	40 15 11	231	284 19 3	36	55 15 2	4 10 6	2 5 0
Glenrowan ...	3,866	535 16 10	58 3 4	80 6 6	1,523	1,270 9 3	644	738 2 0	285 14 4	7 2 1
Wangaratta ...	18,290	4,587 2 0	1,328 4 8	1,413 2 1	8,337	5,580 5 8	6,793	8,094 12 11	1,196 2 6	90 2 6
Beechworth Junction ...	722	110 1 10	24 12 7	26 12 1	469	306 1 11	131	147 2 9	...	...
Springhurst ...	5,487	669 7 11	81 4 5	103 1 2	1,520	667 3 8	553	543 12 6	59 7 0	8 10 0
Chiltern ...	8,990	2,157 16 7	181 4 0	287 7 2	1,830	846 18 8	8,807	6,070 7 3	461 12 2	21 3 3
Barnawartha ...	3,220	421 18 11	56 11 1	73 14 3	933	796 9 11	545	721 4 9	1,293 17 9	21 2 2
Wodonga ...	11,094	2,461 17 3	1,210 8 9	1,329 14 3	10,209	10,408 14 1	7,781	5,101 14 1	11,082 7 10	681 18 8

TALLANGATTA LINE.

East Wodonga ...	3	0 5 9	...	...	...	...	...	...	...	...
Bonegilla ...	52	3 14 5	...	...	...	...	...	...	...	...
Bethanga Road ...	2,885	488 17 7	43 18 6	61 11 11	440	693 6 5	1,795	3,260 17 10	2,422 19 4	21 8 0
Huon Lane ...	1,563	284 2 8	33 1 9	50 7 11	159	335 8 4	290	601 17 1	1,526 4 10	22 9 11
Bolga ...	...	...	...	...	760	139 13 9	30	15 7 4	...	...
Tatonga ...	...	...	...	...	...	...	...	...	1,116 11 6	...
Tallangatta ...	4,890	1,943 18 6	172 17 1	212 1 0	2,456	2,107 14 5	2,252	5,074 5 3	6,121 12 8	175 16 6

COBURG AND SOMERTON LINE.

Macaulay Road ...	145,633	890 16 6	51 13 4	113 16 3	...	...	...	...	...	...
Flemington Bridge ...	121,152	837 10 11	57 2 2	56 4 10	...	...	...	...	...	...
Royal Park ...	59,403	405 12 0	36 15 5	114 8 8	...	...	...	...	...	...
South Brunswick ...	117,594	668 18 10	203 8 1	200 10 10	11,466	3,135 0 0	13,525	3,706 4 7	...	1 0 0
Brunswick ...	186,437	1,056 3 3	181 3 5	237 12 7	450	434 18 2	5,285	1,686 7 8	...	...
Moreland ...	115,630	628 18 9	70 15 9	77 19 10	1,439	396 15 4	7,354	2,727 15 7	...	...
Coburg ...	306,846	1,887 10 9	113 12 4	101 19 4	347	155 0 11	3,719	964 17 2	...	...

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

STATIONS	PASSENGER TRAFFIC.		PARCELS, ETC.		GOODS.				LIVE STOCK.	
	Outwards.		Outwards.	Inwards.	Outwards.		Inwards.		Outwards.	Inwards.
	Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.
<b>COBURG AND SOMERTON LINE—<i>continued.</i></b>										
Bell Park ... ..	1,617	£ 11 3 7	...	...	...	...	...	...	...	...
North Coburg ... ..	299	3 14 5	...	...	1,291	119 14 5	30	5 10 6	...	...
Fawkner ... ..	464	6 9 7	...	...	...	...	...	...	...	...
Campbellfield ... ..	7,855	161 12 0	156 0 3	22 5 7	535	133 19 1	890	199 14 3	...	...
North Campbellfield ... ..	138	3 0 5	...	...	...	...	...	...	...	...
<b>COLLINGWOOD LINE.</b>										
North Carlton ... ..	111,129	768 13 4	71 9 5	76 12 8	868	821 18 10	4,823	1,614 10 11	...	...
North Fitzroy ... ..	244,896	1,947 11 11	315 2 10	937 17 7	803	576 0 0	6,570	2,149 5 6	...	...
Fitzroy ... ..	...	...	333 19 3	340 6 4	356	133 9 2	26,650	9,493 18 1	...	...
Collingwood ... ..	176,671	1,900 13 2	400 2 5	374 0 6	1,189	908 5 0	28,393	12,223 19 9	...	...
Clifton Hill ... ..	103,369	887 1 11	166 7 10	148 9 10	359	352 11 10	4,831	1,545 5 11	...	0 12 6
Northcote South ... ..	8,447	82 5 2	11 4 2	12 1 2	...	...	...	...	...	...
Fairfield Park ... ..	126,894	706 19 5	39 16 2	41 2 11	62	11 15 3	718	182 7 5	...	0 19 0
<b>PRESTON AND WHITTLESEA LINE.</b>										
Northcote ... ..	119,762	799 19 2	42 8 1	48 2 1	...	...	...	...	...	...
Middle Northcote ... ..	142,454	931 17 1	70 14 6	82 2 9	12,940	3,455 15 3	684	196 0 7	...	...
Croxton ... ..	109,973	627 19 1	30 2 9	28 19 9	511	174 9 10	4,198	1,235 11 4	...	...
Thornbury ... ..	31,914	260 14 8	20 2 9	20 13 1	...	...	...	...	...	...
Preston (Bell-street) ... ..	122,603	839 19 5	56 10 2	51 9 10	3,910	741 8 8	2,099	635 3 4	25 16 0	853 18 7
" (Murray-road) ... ..	83,409	506 2 7	25 11 8	26 0 2	...	...	...	...	...	...
" (Regent-street) ... ..	121,740	731 9 10	87 10 9	43 15 5	...	...	...	...	...	...
" (Reservoir) ... ..	16,988	227 13 8	231 3 8	32 1 11	1,802	161 16 8	...	0 13 0	...	1 15 9
Thomastown ... ..	1,033	32 2 4	17 0 5	12 11 11	54	15 19 0	48	9 14 5	...	0 17 0
Epping ... ..	2,573	92 10 10	152 6 9	73 5 8	263	46 6 2	368	158 15 11	4 19 0	9 17 0
South Morang ... ..	2,307	123 11 10	40 0 9	39 12 0	95	61 14 1	222	127 0 9	19 10 9	60 0 7
South Yan Yean ... ..	3,686	248 13 3	349 7 7	69 5 0	740	148 13 2	515	356 15 8	12 16 8	106 1 6
Yan Yean ... ..	1,645	134 3 9	73 19 9	26 17 4	817	124 4 2	231	70 7 9	10 0 0	6 12 9
Whittlesea ... ..	4,910	487 17 1	414 6 2	120 17 11	1,063	253 8 3	1,128	387 12 2	66 10 0	35 19 0
<b>MANSFIELD LINE.</b>										
Traawool ... ..	740	92 14 11	34 15 6	11 5 9	852	289 1 6	34	35 8 5	3 17 0	...
Falls Siding ... ..	...	...	...	...	55	42 19 4	2	0 19 10	...	...
Kerrisdale ... ..	440	54 14 10	27 7 9	11 3 11	205	118 18 9	76	58 14 7	2 10 9	...
Homewood ... ..	1,194	148 12 10	14 19 10	11 1 9	3,076	1,048 14 2	54	42 2 3	32 18 8	...
Yea ... ..	4,475	954 4 10	190 1 8	230 0 2	1,028	1,027 17 0	1,506	1,283 18 7	568 13 7	136 17 0
Cheviot ... ..	208	5 9 5	25 2 0	23 13 9	1,508	602 19 9	7	8 14 10	...	...
Molesworth ... ..	539	93 0 1	17 4 10	17 2 2	212	137 11 10	73	69 4 4	150 7 2	1 9 6
Cathkin ... ..	1,198	234 10 2	92 6 9	95 1 11	66	67 8 5	30	31 18 2	1 6 6	4 7 6
Alexandra Road ... ..	2,909	967 4 3	139 6 0	163 11 11	752	875 16 4	1,525	2,015 8 2	210 16 7	23 10 0
Yarek ... ..	705	155 1 0	41 11 9	59 16 11	470	425 13 8	430	476 3 9	176 16 4	10 11 8
Kanumbra ... ..	251	15 2 4	37 13 10	38 12 3	100	82 0 7	48	41 14 8	...	...
Merton ... ..	966	153 4 11	148 5 4	151 1 6	158	198 3 3	111	139 13 4	59 2 10	..

Woodfield	...	411	63 15 8	20 11 8	20 10 11	59	83 17 5	32	39 6 9	107 16 0	...
Bonnie Doon	...	1,378	238 4 2	61 12 7	75 12 2	305	488 6 5	341	497 5 0	344 10 10	5 12 7
Maindample	...	842	119 11 2	21 6 7	21 10 9	230	261 3 5	70	111 13 0	144 9 5	10 10 6
Mansfield	...	2,999	1,508 17 2	202 4 5	305 5 1	2,182	2,159 7 4	2,571	4,773 7 2	1,425 2 11	149 18 10
NUMERKAH LINE.											
Tabilk	...	1,339	218 7 5	76 6 9	64 12 11	10,118	3,413 14 3	249	208 16 3	59 7 6	15 16 6
Nagambie	...	4,741	1,042 7 7	138 8 6	190 17 8	23,328	8,225 7 4	1,551	1,375 14 2	482 2 0	36 13 7
Wahring	...	2,015	254 11 0	85 3 3	92 4 2	10,463	3,981 17 5	461	204 10 7	58 8 6	1 16 6
Murchison East	...	5,262	1,098 4 0	172 16 10	197 4 8	3,775	1,710 17 5	418	379 0 0	732 3 4	126 0 6
Arcadia	...	1,858	309 8 9	42 3 6	48 3 2	3,574	1,637 0 7	385	250 18 4	228 6 5	8 3 1
Toolamba	...	4,310	615 4 10	98 0 0	111 5 4	2,645	1,143 16 1	173	177 9 10	122 5 6	2 6 3
Mooroopna	...	4,749	1,073 14 10	131 2 6	186 17 11	4,603	2,990 10 0	2,892	1,648 16 0	141 3 8	3 10 0
Shepparton	...	13,281	3,022 16 6	1,093 19 0	1,183 13 2	6,008	4,000 17 0	6,417	6,200 19 3	1,527 15 7	79 19 5
Congupna Road	...	452	19 3 5	35 11 2	37 7 11	1,869	1,006 11 5	59	62 12 3	1 19 3	7 19 6
Tallygaroopna	...	1,814	267 7 10	55 13 8	73 11 11	3,057	1,711 6 6	344	355 5 4	187 9 4	4 17 6
Wuugham	...	3,009	341 14 6	74 13 7	92 7 7	2,967	1,931 1 1	481	545 0 0	260 3 6	5 4 6
Numerkah	...	10,010	2,378 5 2	530 16 9	626 15 0	5,120	3,156 8 1	3,029	3,623 3 2	419 17 7	62 6 2
COBRAM LINE.											
Katunga	...	1,088	191 13 3	34 3 7	46 13 4	2,909	1,849 0 7	376	361 14 6	429 19 8	10 14 9
Strathmerton	...	1,522	329 13 9	50 18 11	76 11 11	2,830	1,975 13 7	554	832 10 7	1,379 6 10	33 12 1
Yarroweyah	...	2,512	987 3 2	123 16 1	169 2 4	8,850	8,777 9 7	2,562	4,139 12 3	3,528 3 5	32 9 10
Cobram	...	2,847	1,246 6 4	263 3 7	345 18 10	7,767	6,066 0 1	2,061	3,546 12 10	1,606 0 4	47 17 6
RUSHWORTH LINE.											
Murchison	...	881	73 7 4	82 11 1	119 0 1	4,105	1,866 5 10	1,252	1,084 8 3	...	8 18 0
Whroo Siding	...	272	6 2 7	...	...	12,035	4,713 15 11	70	36 12 6	...	...
Waranga	...	355	10 13 9	15 0 0	16 15 3	6,423	2,656 4 1	119	76 2 5	...	...
Rushworth	...	2,102	641 8 7	104 16 10	183 1 10	14,564	6,763 7 6	2,809	2,645 15 3	716 3 3	30 5 3
DOOKIE LINE.											
Pine Lodge	...	209	9 8 9	20 5 0	22 16 0	3,224	1,641 0 1	61	35 11 5	...	3 18 6
Cosgrove	...	851	123 6 6	18 17 0	35 16 5	2,040	1,045 15 3	428	513 2 5	95 15 0	3 8 3
Dookie	...	2,957	785 1 9	133 13 4	183 18 6	1,496	1,381 2 5	1,366	1,458 18 2	604 11 11	15 18 5
KATAMATITE LINE.											
Yabba South	...	21	0 11 0	5 0 0	5 0 0	59	54 4 1	...	...	...	...
Yabba North	...	90	4 14 2	15 18 8	15 14 7	575	446 18 0	10	14 7 10	...	...
Youanmte	...	124	7 10 5	16 17 6	17 9 10	430	412 1 11	27	36 9 1	...	...
Katamatite	...	473	49 5 1	182 11 7	219 16 10	1,653	1,331 12 1	626	891 5 5	410 8 8	2 14 6
NATHALIA LINE.											
Waaiu	...	1,452	255 14 7	36 3 10	41 15 7	2,758	1,592 14 7	367	281 5 5	360 5 5	6 5 6
Nathalia	...	3,992	1,215 10 5	710 15 2	708 3 1	5,524	4,060 9 1	4,475	4,168 0 6	1,520 11 1	26 6 9
PICOLA LINE.											
Barwo*	...	...	0 1 2	...	...	...	0 11 9	...	...	...	...
Picola*	...	402	98 10 2	42 11 6	14 9 10	1,964	1,042 7 4	338	180 19 8	10 11 0	1 8 0
YARRAWONGA LINE.											
Nooramunga	...	483	23 4 5	5 0 0	5 2 10	13	6 6 1	3	6 4 3	12 19 0	...
Goorambat	...	1,440	166 14 2	51 14 5	69 4 5	2,382	1,720 6 8	1,635	1,053 18 10	183 9 2	2 0 6
Devenish	...	2,166	279 11 11	44 19 10	67 5 8	1,221	1,002 19 5	456	532 5 2	228 16 9	5 17 8
St. James	...	3,104	640 11 9	101 14 1	153 9 6	3,436	2,012 0 0	852	1,016 15 10	699 1 8	14 12 9
Tungamah	...	3,903	797 5 0	148 10 1	207 1 4	2,722	2,207 10 0	1,467	2,242 19 9	541 8 1	23 9 5
Telford	...	1,271	231 12 3	47 4 8	68 7 6	2,714	1,572 8 10	358	459 1 8	352 0 11	26 13 9
Yarrawonga	...	6,583	2,475 15 8	499 5 6	606 15 4	14,231	14,972 9 0	4,505	8,470 12 0	4,278 0 7	159 2 10

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

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

STATIONS.	PASSENGER TRAFFIC.		PARCELS, ETC.			GOODS.				LIVE STOCK.														
	Outwards.		Outwards.	Inwards.		Outwards.		Inwards.		Outwards.	Inwards.													
	Passengers.	Revenue.	Revenue.	Revenue.		Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.													
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.												
<b>BEECHWORTH LINE.</b>																								
Londrigans ... ..	506	22	12	7	5	6	8	6	0	0	88	108	17	1	30	39	7	2	...	...				
Tarrawingee ... ..	2,015	312	11	0	94	17	4	114	9	10	1,914	671	16	11	1,216	1,077	16	9	...	...				
Everton ... ..	4,922	686	19	6	100	4	2	119	1	11	763	472	17	9	463	604	3	9	113	1	11			
Lee's Crossing ... ..	561	14	18	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
Beechworth ... ..	10,409	2,966	15	2	877	2	8	1,011	18	0	3,457	1,729	3	8	7,082	8,477	14	2	25	13	2			
<b>YACKANDANDAH LINE.</b>																								
Woorragge ... ..	205	8	16	1	...	...	...	...	...	...	1,068	241	1	4	41	7	5	0	...	...				
Yackandandah ... ..	2,413	529	18	6	64	18	9	102	3	7	2,108	766	7	5	1,336	2,122	19	1	...	1	2	6		
<b>MYRTLEFORD LINE.</b>																								
Bowman's Forest ... ..	1,105	196	14	8	39	6	4	40	7	0	808	448	2	7	181	167	6	8	394	19	10	2	12	6
Palmerston ... ..	654	29	3	1	5	13	6	5	18	0	470	175	10	6	159	73	19	8	...	...	...	...	...	
Myrtleford ... ..	3,262	787	10	5	274	7	0	298	6	11	2,199	794	10	0	650	866	6	5	513	16	10	92	11	0
<b>BRIGHT LINE.</b>																								
Barwidgee ... ..	406	24	1	7	33	14	7	5	10	7	224	173	7	6	35	42	5	1	...	...	...	...	...	
Eurobin ... ..	372	22	1	11	54	11	3	5	2	9	86	92	4	3	18	38	5	1	...	...	...	...	...	
Porepunkah ... ..	925	58	8	6	88	17	2	7	1	1	1,045	731	16	2	691	1,273	15	11	...	...	7	1	9	
Bright ... ..	4,465	1,833	18	8	200	10	2	265	1	6	371	537	5	5	2,358	4,157	9	8	58	6	0	43	9	11
<b>WALGUNYAH LINE.</b>																								
Lilliput ... ..	799	18	4	11	5	0	0	5	9	2	45	34	3	9	431	235	18	3	...	...	1	5	6	
Rutherglen ... ..	12,481	3,174	2	3	273	11	5	392	12	6	4,875	4,643	10	10	12,879	13,928	2	11	16	5	6	24	17	4
Walgunyah ... ..	10,893	2,613	17	9	429	12	2	512	8	11	9,535	10,402	3	7	4,471	7,688	4	6	4,634	10	0	166	10	4
<b>EASTERN LINE.</b>																								
Prince's-bridge ... ..	1,923,994	60,697	18	7	18,278	4	1	17,039	8	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hawksburn ... ..	1,184,546	10,307	6	11	257	19	8	372	10	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Toorak ... ..	414,707	4,849	19	1	482	19	8	597	2	10	1,406	736	3	3	22,206	6,735	8	9	...	...	...	...	...	
Armadale ... ..	796,075	9,575	8	2	170	17	5	163	16	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Malvern ... ..	644,494	8,402	10	9	132	18	7	207	6	0	261	107	6	2	8,363	2,049	15	3	...	...	...	...	...	
Caulfield ... ..	311,221	5,451	6	5	1,117	5	9	760	2	2	1,313	131	16	11	2,721	611	14	0	167	16	1	102	10	9
Rosstown ... ..	36,778	541	14	5	14	4	8	18	1	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Murrumbena ... ..	76,091	1,139	0	3	58	17	11	58	6	9	38	6	10	4	691	116	8	5	...	...	...	...	...	
Oakleigh ... ..	161,386	2,953	6	4	217	17	3	186	12	6	447	221	2	5	3,905	593	11	6	5	8	0	8	2	6
Clayton's Road ... ..	17,167	406	16	1	11	10	0	14	0	2	66	24	3	10	757	89	14	10	...	...	...	...	...	
Spring Vale ... ..	16,197	474	3	11	92	3	5	215	6	3	245	92	0	1	700	94	17	11	...	...	4	2	0	
Daudenong ... ..	46,370	2,748	1	0	1,275	7	8	943	15	4	2,331	634	3	4	3,992	1,132	11	11	278	0	0	715	13	3
Hallam's Road ... ..	1,357	82	19	2	10	16	11	12	15	10	354	54	12	2	104	40	3	5	...	...	...	...	...	
Narre Warren ... ..	5,605	364	9	3	282	16	10	119	18	6	2,235	575	13	6	644	279	15	11	114	14	4	183	15	7

Berwick	...	9,617	782 1 8	167 3 0	84 0 7	3,250	602 8 3	1,318	528 19 2	88 0 10	219 7 11
Beaconsfield	...	5,165	421 0 0	353 19 4	492 12 2	1,266	219 2 7	323	150 1 11	2 8 0	9 7 0
Officer	...	808	61 3 1	14 14 5	11 18 7	599	113 1 3	95	35 13 8	...	...
Pakenham	...	5,256	688 14 7	159 14 4	138 3 11	2,532	772 3 3	945	455 14 3	216 19 6	286 9 1
Nar-rar-noon	...	1,715	189 8 0	95 19 7	59 7 3	3,830	755 0 7	281	166 12 8	15 4 6	15 1 9
Tynong	...	665	64 18 7	14 5 11	15 2 5	1,311	249 11 1	81	44 3 9	...	14 14 2
Garfield	...	1,559	176 7 9	11 15 10	13 4 5	1,511	343 9 7	207	115 12 3	...	0 2 1
Jefferson's Siding	...	...	...	...	...	2,144	378 18 11	15	2 7 6	...	...
Bunyip	...	4,961	456 2 2	76 17 11	84 8 3	1,702	493 13 1	674	393 13 11	1 6 0	17 4 1
Longwarry	...	4,140	324 16 1	84 16 8	96 3 1	4,498	1,329 15 2	908	331 14 4	4 12 8	33 7 9
Rock Cutting	...	...	...	...	...	963	229 1 8	2	0 8 5	...	...
Tucker's Siding	...	...	...	...	...	263	60 12 8	...	...	...	...
Drouin	...	8,362	1,106 3 4	230 8 10	209 12 6	1,969	1,131 6 11	1,672	1,185 9 7	127 16 2	137 17 10
Warragul	...	17,227	2,425 14 10	1,339 14 11	1,286 13 1	7,527	3,060 18 2	3,557	2,185 0 1	212 6 9	367 1 10
Bloomfield	...	4,650	174 4 5	137 19 0	29 15 11	1,119	446 19 7	152	119 16 7	...	1 4 0
Daratum	...	5,199	208 17 8	66 9 3	74 18 3	7,031	2,357 3 11	223	154 11 4	...	4 5 6
Yarragon	...	4,654	401 19 2	59 6 7	91 3 9	2,424	1,274 14 0	486	408 5 1	31 5 1	21 8 5
Trafalgar	...	3,110	312 3 11	58 3 11	56 9 8	397	323 16 1	400	292 15 6	59 16 11	64 14 9
Moe	...	9,216	1,883 13 11	154 0 6	256 7 11	5,111	1,585 17 11	1,101	960 13 6	32 10 6	73 14 1
Morwell	...	7,622	1,138 8 4	199 2 7	218 9 8	2,241	1,088 3 8	1,382	1,330 2 9	294 2 11	298 6 6
Traralgon	...	10,107	1,685 13 10	430 10 2	478 9 3	858	897 19 7	1,754	1,728 10 7	529 18 7	784 14 2
Loy Yang	...	403	21 1 11	10 1 0	10 7 2	...	...	18	15 10 10	7 10 0	2 16 9
Flynn's Creek	...	1,159	127 11 2	19 19 10	26 10 1	310	285 6 9	69	71 17 7	290 0 6	193 17 8
Rosedale	...	3,609	672 12 7	169 7 7	201 14 11	1,369	870 0 9	525	566 14 4	460 6 3	521 16 3
Sale	...	11,577	3,490 0 9	1,260 0 9	1,351 15 0	6,820	5,039 9 2	2,712	2,168 12 9	1,360 11 9	2,022 14 6
Fulham	...	...	...	...	...	23	36 9 6	1	1 1 6	...	...
Montgomery	...	...	...	...	...	1,173	634 11 8	39	17 6 5	168 12 11	...
Stratford	...	6,224	806 12 8	167 8 1	177 8 5	715	596 18 6	1,072	719 5 5	526 14 11	228 17 10
Munro	...	527	56 17 8	13 3 2	13 1 7	239	128 0 3	41	23 8 3	...	...
Ferubank	...	1,410	113 0 1	17 15 1	16 10 4	3,703	1,959 1 9	119	74 5 3	3 11 6	...
Lindenow	...	3,136	507 16 6	36 18 2	60 17 1	2,653	1,707 3 9	759	372 18 10	205 3 1	179 6 1
Hillside	...	797	25 10 8	14 0 2	14 4 6	1,680	1,021 1 5	45	28 6 2	...	85 5 3
Bairnsdale	...	9,117	4,817 9 5	622 14 9	803 6 7	3,868	2,848 6 2	3,695	3,261 3 1	816 8 0	787 6 3

FRANKSTON LINE.

Glen Huntly	...	23,928	399 19 1	24 13 8	26 0 7	17	3 0 9	632	152 11 8	...	0 16 6
North Road	...	60,714	887 15 8	35 18 5	42 15 10	239	46 0 9	411	123 16 6	...	...
McKinnon	...	30,308	514 8 2	15 9 9	19 3 3	...	...	...	...	...	...
East Brighton	...	41,582	737 15 11	42 12 10	40 3 3	254	105 5 7	1,997	349 11 0	...	...
South Brighton	...	35,321	699 19 7	112 16 11	66 1 7	85	49 14 7	909	272 14 5	...	...
Highett	...	25,581	452 14 9	24 10 1	24 8 3	...	...	...	...	...	...
Cheltenham	...	61,726	1,481 2 1	91 9 5	102 14 5	54	17 19 6	1,821	374 8 1	...	2 16 3
Mentone	...	62,485	1,523 13 4	96 0 2	183 10 4	10	4 7 0	1,914	281 12 2	...	...
Mordialloc	...	53,988	1,817 18 2	377 14 2	566 4 5	708	144 7 10	1,495	266 11 2	7 17 3	1 8 6
Apsdale Park	...	68	4 15 6	...	183 7 6	...	...	...	...	...	...
Carrum	...	1,955	112 3 3	10 6 8	19 6 0	382	82 8 6	183	45 17 10	...	...
Frankston	...	21,468	1,387 16 6	379 7 1	375 17 9	5,344	677 17 3	1,750	504 10 0	0 14 0	12 5 7

MORNINGTON LINE.

Langwarrin	...	1,068	47 12 11	12 6 10	28 17 7	260	61 1 3	169	70 2 10	...	374 5 0
Mornington Junction	...	3,234	210 14 6	42 17 9	45 15 7	623	137 19 1	238	49 13 9	0 12 6	4 16 6
Moorooduc	...	275	11 11 1	11 11 7	11 6 5	227	58 10 5	39	11 3 0	35 8 0	38 15 0
Mornington	...	5,642	928 4 8	429 13 7	406 17 2	415	196 2 7	975	414 17 4	6 19 8	42 11 11

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

STATIONS.	PASSENGER TRAFFIC.		PARCELS, ETC.		GOODS.				LIVE STOCK.	
	Outwards.		Outwards.	Inwards.	Outwards.		Inwards.		Outwards.	Inwards.
	Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.
<b>STONY POINT LINE.</b>										
Somerville ... ..	2,147	£ s. d. 199 4 8	£ s. d. 56 2 1	£ s. d. 63 19 3	2,093	£ s. d. 698 1 3	942	£ s. d. 366 11 3	£ s. d. 1 9 6	£ s. d. ...
Tyabb ... ..	1,065	83 4 3	15 18 10	11 3 3	1,796	355 11 4	148	55 1 11	1 10 6	1 3 4
Hastings ... ..	2,548	255 9 4	109 5 5	125 19 1	3,400	670 14 8	454	293 17 5	...	10 15 0
Bittern ... ..	2,015	323 14 3	123 12 7	91 10 7	2,900	562 9 7	906	336 6 2	39 10 3	13 0 6
Crib Point ... ..	1,359	30 12 1	16 6 7	17 5 8	219	42 11 9	6	6 9 6	...	...
Stony Point ... ..	1,408	272 14 5	98 1 4	102 6 0	185	166 3 5	249	126 16 3	1 7 6	6 19 3
<b>GLEN IRIS LINE.</b>										
Heyington ... ..	10,523	147 19 9	10 15 10	10 3 9	...	...	...	...	...	...
Tooronga ... ..	10,770	165 4 4	10 0 3	10 1 0	357	61 11 8	...	...	...	26 15 6
Kooyong ... ..	8,316	123 15 3	10 9 8	10 1 2	...	...	...	...	...	...
Gardiner ... ..	7,457	155 19 4	10 18 10	10 19 8	...	...	...	...	...	...
Glen Iris ... ..	6,767	143 5 5	11 4 8	10 14 5	...	...	...	0 2 0	...	...
Darling ... ..	6,215	122 16 8	12 18 6	10 2 11	...	...	...	0 1 8	...	...
<b>ASHBURTON LINE.</b>										
Riversdale ... ..	3,848	56 1 4	33 10 5	35 17 10	...	0 3 0	3	1 14 9	...	...
Hartwell ... ..	14,313	249 18 8	28 7 8	25 19 5	42	10 10 7	731	95 13 5	...	...
Ashburton ... ..	4,421	75 1 6	13 17 7	11 7 11	13	9 11 7	498	47 9 8	...	...
<b>SOUTH-EASTERN LINE.</b>										
Lyndhurst ... ..	640	29 15 6	10 0 0	10 15 5	648	87 17 5	634	340 3 8	...	29 14 1
Cranbourne ... ..	3,979	389 4 1	295 19 9	115 10 11	912	329 14 3	818	338 7 10	200 10 9	399 2 6
Clyde ... ..	1,278	134 7 6	188 14 5	29 12 3	414	215 0 2	248	89 4 2	3 0 0	2 0 3
Tooradin ... ..	1,046	133 3 8	35 19 3	31 3 5	105	43 13 11	592	163 12 2	...	8 4 0
Koo-Wee-Rup West ... ..	...	...	...	...	...	0 4 3	1	0 8 1	...	4 12 9
Koo-Wee-Rup ... ..	2,249	302 17 2	111 11 5	77 18 2	215	113 9 3	596	305 4 8	39 1 9	21 17 5
Monomeith ... ..	1,412	179 19 8	116 4 10	22 14 8	66	49 15 7	332	155 2 4	260 12 2	86 18 0
Caldermeade ... ..	837	126 0 7	106 18 0	47 4 4	97	58 8 10	262	142 3 2	316 14 8	204 19 5
Lang Lang ... ..	3,956	603 15 11	115 15 3	147 9 0	792	566 10 2	983	634 17 3	268 7 9	259 3 9
Nyora ... ..	2,594	388 14 11	53 15 2	71 6 0	842	484 7 4	751	497 6 3	624 5 10	249 13 1
Loch ... ..	4,295	520 4 4	131 12 2	160 4 10	983	365 14 6	535	365 8 2	138 11 2	122 7 7
Jeetho ... ..	3,950	362 16 3	32 7 11	47 12 10	304	151 5 1	431	256 7 10	205 14 7	45 11 10
Bena ... ..	3,670	244 11 11	87 15 2	130 15 11	717	560 15 6	942	508 15 11	346 1 2	81 2 0
Whitelaw ... ..	692	52 19 2	12 18 4	13 10 8	222	74 0 7	50	33 4 5	1 6 0	...
Korumburra ... ..	34,417	3,262 0 11	1,192 0 9	1,301 17 10	35,606	9,724 1 0	3,767	2,772 19 2	126 16 5	179 6 6
Jumbunna ... ..	9,911	360 19 10	17 13 2	25 3 5	30,806	8,770 3 6	723	658 17 1	25 0 1	18 6 6
Outtrim North ... ..	6,896	189 14 3	...	...	...	...	...	...	...	...
Outtrim ... ..	8,483	600 19 2	87 10 1	143 4 6	44,838	12,106 10 1	3,605	2,428 10 10	...	20 1 6

Kardella	...	3,179	134 19 3	6 8 8	6 9 9	1,273	500 4 0	204	160 0 6	10 2 6	17 16 2
Ruby	...	1,884	118 16 7	10 6 11	10 2 10	401	236 12 7	200	152 10 9	25 8 6	14 9 11
Leongatha	...	6,935	1,134 10 9	183 11 1	250 1 5	1,413	939 4 9	1,919	1,552 8 0	1,642 7 9	569 13 8
Koonwarra	...	498	92 13 7	27 7 7	15 1 8	261	179 12 1	201	155 9 3	44 13 4	31 16 6
Tarwin	...	655	109 8 11	24 14 0	13 18 0	76	75 6 10	72	66 9 2	298 6 0	15 1 7
Meenyan	...	880	142 0 0	32 18 0	24 0 2	215	247 0 5	202	247 7 0	...	10 15 11
Stony Creek	...	486	94 17 2	14 9 5	9 12 2	155	157 5 7	136	194 12 7	93 17 11	36 10 3
Buffalo Creek	...	301	66 7 10	16 18 7	8 19 0	203	80 5 5	87	87 8 8	43 16 0	27 12 6
Boys	...	51	13 18 0	7 7 11	7 1 6	55	13 10 5	6	5 8 10	...	...
Fish Creek	...	918	154 14 10	27 0 3	18 16 8	1,378	699 0 5	213	192 7 3	109 6 3	48 11 1
Hodde Range	...	208	31 16 9	14 10 9	12 17 3	534	245 0 10	26	26 5 2	...	3 9 6
Foster	...	2,288	485 0 2	84 4 10	104 7 4	623	266 8 3	568	524 8 2	0 11 9	11 15 3
Franklin River	...	806	13 10 1	21 4 10	9 3 11	114	154 0 6	78	72 2 9	...	...
Toora	...	1,637	305 12 5	59 0 3	92 12 8	297	273 17 9	423	445 9 3	113 12 9	102 0 8
Agnes River	...	390	35 15 9	7 1 9	7 5 0	109	65 19 6	17	7 19 1	...	...
Welshpool	...	766	138 14 9	25 5 11	18 7 1	259	234 11 11	287	167 7 8	11 18 6	20 17 1
Masons	...	692	21 11 5	12 10 6	6 0 0	989	580 14 0	...	...	4 0 0	3 0 6
Hedley	...	130	19 16 2	19 7 3	23 6 3	91	73 2 4	209	105 5 1	...	4 13 6
Gelliondale	...	456	98 16 0	32 8 1	30 14 10	182	180 10 5	31	28 2 6	...	64 11 8
Alberton	...	2,278	747 1 5	119 0 3	172 3 9	1,194	1,146 5 7	408	401 15 3	1,689 4 9	223 8 2
Port Albert	...	1,328	201 16 5	79 17 10	90 4 5	507	566 12 5	233	152 12 6	...	...
NEERIM SOUTH LINE.											
Lillico	...	244	4 7 5	5 0 0	5 0 0	513	152 12 2	21	5 9 7	...	...
Bravington	...	185	6 5 7	5 0 0	5 0 0	56	26 0 3	8	5 10 7	...	...
Bulu Bulu	...	1,330	49 4 11	18 8 11	21 0 0	1,323	565 11 9	395	234 5 6	19 1 6	11 15 0
Rokeyby	...	1,061	39 3 3	5 0 0	5 10 7	1,811	655 2 4	157	108 4 9	12 10 3	...
Crossover	...	1,054	42 12 6	5 0 0	5 14 4	147	46 11 0	76	47 6 0	...	...
Neerim South	...	3,136	461 17 11	80 7 8	106 14 3	5,271	2,387 15 7	780	660 14 5	178 3 4	51 13 11
THORPDALE LINE.											
Coalville	...	1,951	190 10 8	43 9 7	49 4 3	1,125	476 19 6	189	137 1 6	...	...
Narracan	...	1,243	70 10 6	36 0 3	41 17 10	571	356 16 11	286	229 9 1	43 11 8	10 11 2
Thorpdale	...	1,423	244 3 4	86 18 9	117 15 9	2,045	1,092 15 10	392	392 17 7	39 12 9	4 19 3
NORTH MIRBOO LINE.											
Hazelwood	...	294	5 19 3	5 0 0	5 0 0	102	52 18 6	7	10 0 0	...	...
Yinnar	...	1,743	182 6 10	40 3 0	50 8 6	1,253	803 9 2	443	380 14 0	131 7 6	26 3 9
Boolarra	...	1,978	208 18 2	23 7 4	29 3 2	631	352 9 0	214	213 13 7	...	16 13 6
Dartimurla	...	903	80 7 9	15 0 0	16 17 8	1,590	663 18 5	79	79 2 3	...	...
North Mirboo	...	1,801	427 15 5	105 9 6	141 16 2	1,617	1,084 13 2	588	692 3 0	287 7 4	32 7 6
HEYFIELD LINE.											
Glengarry	...	1,731	199 10 9	38 5 10	42 3 1	422	323 5 6	155	170 5 7	247 17 5	60 9 4
Toongabbie	...	3,020	447 2 0	423 8 10	153 4 3	948	576 14 2	2,594	3,393 14 9	...	30 9 9
Cowwarr	...	1,903	302 10 9	42 9 10	49 7 8	256	277 15 5	1,305	1,119 2 5	897 6 7	405 19 3
Dawson	...	1,999	43 18 11	10 8 2	10 0 6	31	25 13 6	18	8 11 4	...	3 12 0
Heyfield	...	2,504	440 7 1	89 12 9	105 12 8	441	508 12 9	578	618 13 4	170 19 11	59 13 1
MAFFRA LINE.											
Tinamba	...	1,285	285 17 5	49 5 0	70 1 0	1,151	981 9 10	318	239 6 3	1,039 6 10	368 19 5
Maffra	...	3,195	857 5 2	207 1 11	246 18 6	1,541	912 0 11	4,130	2,344 18 1	1,290 8 9	1,214 3 10

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

STATIONS.	PASSENGER TRAFFIC.		PARCELS, ETC.		GOODS.				LIVE STOCK.											
	Outwards.		Outwards.	Inwards.	Outwards.		Inwards.		Outwards.	Inwards.										
	Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.										
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.								
<b>BRIAGOLONG LINE.</b>																				
Boisdale ... ..	74	18	8	10	25	6	6	25	6	6	181	176	8	10	26	19	19	10	...	...
Bushy Park ... ..	38	7	15	7	5	0	4	5	0	0	15	5	6	10	3	1	9	11	...	3 14 0
Avon River ... ..	197	64	5	10	24	19	0	37	4	8	205	271	12	8	453	436	18	5	...	6 18 6
Briagolong ... ..	188	46	12	11	7	1	3	8	4	0	396	126	1	7	61	54	14	7	5 12 0	...
<b>HEALESVILLE LINE.</b>																				
Glenferrie ... ..	1,061,593	11,746	4	1	165	13	10	225	16	4	...	...	...	...	...	...	...	...	...	...
Auburn ... ..	1,038,899	11,895	18	1	132	5	1	131	9	5	...	...	...	...	...	...	...	...	...	...
Camberwell ... ..	965,140	12,626	15	5	328	14	8	400	14	4	807	288	1	8	15,338	3,007	6	11	...	...
Canterbury ... ..	294,929	4,049	16	6	74	10	10	108	13	7	69	13	13	4	5,283	709	4	7	...	...
Surrey Hills ... ..	213,907	3,289	18	5	62	16	2	75	12	2	125	51	13	0	3,012	490	2	2	...	...
Mont Albert ... ..	62,957	951	0	9	27	5	5	29	10	3	...	...	...	...	...	...	...	...	...	...
Box Hill ... ..	189,302	3,020	1	5	107	2	1	82	9	8	87	55	1	8	2,656	512	18	4	1 12 0	8 19 0
Blackburn ... ..	25,779	462	10	5	19	11	11	25	0	3	51	53	1	8	929	124	17	4	...	10 0 0
Tunstall ... ..	18,335	378	18	3	43	0	7	45	14	1	2	1	11	5	10	6	6	11	...	...
Mitcham ... ..	22,957	507	2	10	63	14	4	68	13	6	662	161	1	8	1,795	361	11	11	...	10 7 6
Ringwood ... ..	28,475	867	6	10	321	12	1	312	4	2	765	101	6	8	726	151	18	7	...	5 1 0
Croydon ... ..	8,826	409	15	6	49	0	0	46	18	11	2,305	300	14	0	539	148	14	3	3 2 0	0 15 0
Mooroolbark ... ..	3,102	141	10	10	12	1	0	13	15	5	2,591	324	9	8	82	31	17	3	...	2 4 0
Lilydale ... ..	24,837	1,797	4	2	778	2	9	401	2	3	9,980	2,800	15	8	4,007	1,502	4	2	97 2 1	619 12 10
Coldstream ... ..	2,364	164	8	0	277	7	11	43	3	3	2,546	375	10	0	226	95	17	5	0 7 6	7 10 5
Yering ... ..	2,012	129	9	2	697	11	3	37	14	0	616	155	13	8	241	92	19	8	5 1 6	6 14 11
Yarra Glen ... ..	6,427	612	8	11	168	14	0	115	7	5	2,485	833	5	5	745	358	19	6	30 10 11	96 16 7
Tarrawarra ... ..	55	6	13	11	63	9	6	20	13	8	379	62	9	10	78	13	7	2	...	...
Healesville ... ..	5,601	879	15	7	392	1	5	382	19	6	2,839	776	14	0	1,747	1,073	0	3	15 12 9	41 13 5
<b>KEW LINE.</b>																				
Barker's Road ... ..	147,618	1,610	3	4	31	7	2	33	3	11	...	...	...	...	...	...	...	...	...	...
Kew ... ..	515,316	5,812	3	0	279	15	10	289	3	3	100	73	19	1	7,000	1,540	4	7	1 12 7	1 9 9
<b>HEIDELBERG LINE.</b>																				
Alphington ... ..	26,391	254	0	3	22	19	0	17	3	1	1,540	130	3	0	112	23	7	0	...	...
Ivanhoe ... ..	43,371	431	8	2	16	14	11	16	19	7	40	3	11	8	36	10	5	3	...	...
Heidelberg ... ..	84,666	1,319	1	0	120	12	2	108	1	9	888	175	6	1	1,068	346	10	7	14 3 2	15 10 9
<b>FERN TREE GULLY LINE.</b>																				
Bayswater ... ..	7,232	331	3	5	11	11	0	30	12	6	1,543	193	17	10	801	224	13	4	1 19 6	...
Lower Fern Tree Gully ... ..	3,456	233	2	10	13	12	5	17	13	9	1,622	219	18	3	242	82	9	8	...	1 0 0
Upper Fern Tree Gully ... ..	4,957	355	3	0	115	1	4	93	13	8	1,509	200	7	7	391	161	12	3	47 10 9	12 8 0



PORT MELBOURNE LINE.										
Flinders-street ... ..	3,065,450	39,608 14 0	4,371 6 6	4,645 2 10	...	...	...	...	...	...
Montague ... ..	125,343	901 10 9	25 7 3	40 13 8	...	...	...	...	...	...
Port Melbourne North ... ..	359,401	2,636 14 11	51 16 0	164 1 2	...	...	...	...	...	...
Graham-street ... ..	360,998	2,437 19 8	55 4 9	156 6 4	...	...	...	...	...	...
Port Melbourne ... ..	207,032	1,932 6 10	2,804 2 0	3,112 6 0	68,165	13,494 17 11	92,620	30,208 7 7	8 16 0	961 7 7
ST. KILDA LINE.										
South Melbourne ... ..	513,144	3,638 5 0	163 11 5	194 12 2	...	...	...	...	...	...
Albert Park ... ..	1,212,584	8,278 7 7	232 17 1	783 16 5	...	...	...	...	...	...
Middle Park ... ..	441,870	3,178 18 1	51 14 4	76 19 7	...	...	...	...	...	...
St. Kilda ... ..	889,746	7,594 10 1	198 4 3	294 13 2	454	74 17 5	12,556	4,011 5 9	...	...
BRIGHTON LINE.										
Richmond ... ..	1,593,393	14,969 17 3	563 0 9	1,105 12 5	...	...	...	...	...	...
South Yarra ... ..	1,550,996	14,308 13 5	423 17 7	578 17 8	...	...	...	...	...	...
Prahran ... ..	899,655	8,177 15 8	276 13 1	393 14 10	...	...	...	...	...	...
Windsor ... ..	899,122	8,985 14 10	338 12 9	318 15 1	212	225 13 2	27,574	9,063 8 4	...	...
Balaclava ... ..	588,033	6,335 8 4	146 10 9	276 1 2	...	...	...	...	...	...
Elsternwick ... ..	852,625	10,491 2 7	168 10 2	335 8 9	799	105 19 6	4,118	992 4 2	...	1 12 3
North Brighton ... ..	579,942	8,683 13 1	189 7 11	182 11 7	446	161 4 10	8,288	1,671 9 0	...	...
Middle Brighton ... ..	473,077	7,246 9 4	91 6 8	97 18 10	1,066	117 12 10	5,468	1,127 4 1	...	0 7 6
Brighton Beach ... ..	196,647	3,039 3 5	86 16 3	97 15 5	...	...	...	...	...	...
SANDRINGHAM LINE.										
Hampton ... ..	18,037	401 7 8	15 0 0	17 6 10	...	...	...	...	...	...
Sandringham ... ..	97,719	1,892 2 8	76 10 6	68 1 11	24	11 13 6	1,781	344 1 0	...	1 8 4
HAWTHORN LINE.										
East Richmond ... ..	653,479	4,457 3 4	95 13 11	67 3 3	...	...	...	...	...	...
Burnley ... ..	583,488	4,370 11 1	255 13 6	255 18 5	1,721	1,053 19 6	28,715	8,087 18 8	...	...
Hawthorn ... ..	879,397	8,479 15 5	236 10 8	472 3 0	219	207 14 1	10,951	2,428 8 6	...	0 16 11
Traffic derived from Deniliquin and Moama Stations ... ..	2,782	1,965 4 3	286 16 2	367 2 2	10,167	11,583 9 4	6,018	7,354 0 11	5,657 18 6	36 18 9
Traffic derived from South Australian Stations ... ..	21,515	22,607 17 10	4,952 8 7	5,098 3 10	655	1,066 9 9	24,549	26,053 17 0	265 10 7	2,926 14 3
Traffic derived from New South Wales Stations ... ..	37,744	22,909 3 0	3,528 19 7	4,318 17 6	7,450	3,498 19 10	10,082	14,621 5 9	61 17 0	273 18 9
Traffic derived from Queensland Stations ... ..	563	514 17 3	11 2 9	34 9 2	...	...	...	...	...	...
Flinders-street (Central) ... ..	23,175	9,619 16 0	...	...	...	...	...	...	...	...
Steamer Gem ... ..	53,963	1,230 3 0	...	...	...	...	...	...	...	...
Thos. Cook and Son to New South Wales, South Australia, &c., &c.	17,132	12,041 6 11	...	...	...	...	...	...	...	...
Total ... ..	42,263,638	1,093,347 19 11	235,339 7 0	235,339 7 0	2,180,195	1,134,274 14 8	2,180,195	1,134,274 14 8	152,972 12 11	152,972 12 11

H. KENT,  
Railways Auditor.

Railway Department, Traffic Audit Office,  
16th August, 1897.

VICTORIAN RAILWAYS.

No. 18.

RETURN OF ROLLING-STOCK AT 19TH JULY, 1896, AND 30TH JUNE, 1897.

		ENGINES.																															
		FOUR WHEELS COUPLED.															SIX WHEELS COUPLED.																
Class Letter	...	A	B	C	D	E	F	G	H	J	K	L	M	N	Z	Unclassi- fied.	Total.	Ee	O	P	Q	R	S	T	U	V	W	X	Y	Z	Unclassi- fied.	Total.	Grand Total.
Totals at 19th July, 1896	...	25	32	26	20	71	21	2	8	5	5	10	22	5	2	8	262	5	44	5	10	89	10	19	9	2	12	15	31	1	3	255	517
Totals at 30th June, 1897	...	25	32	26	20	71	21	2	8	5	5	10	22	5	2	8	262	5	44	5	10	89	10	19	9	2	12	15	31	1	3	255	517

  

		PASSENGER VEHICLES.															VANS.														
		Carriages.									Cars and Vans combined.																				
		1st Class.			Composites.			2nd Class.			1st Class.			Composites.			2nd Class.			Double Bogie, 2nd Class, and Mail Vans.			Double Bogie, Mail Vans.			Luggage Vans.					
Class Letter	...	AA	—	Λ	ABAB	AB	BB	B	ADAD	AD	ABDABD	ABD	BD	Total.	BE	BE	FE	E	DD	D	Total.										
Totals at 19th July, 1896	...	239	8	59	16	60	49	37	19	225	216	62	13	2	3	16	2	43	6	1,075	2	3	16	53	225	4	303				
Totals at 30th June, 1897	...	239	8	58	15	62	49	36	18	226	210	62	10	2	3	16	2	46	6	1,068	2	3	16	53	225	4	303				

  

		WAGGONS.															SUNDRIES.															
		High-sided Covered.	Medium.	Low-sided.	Low-sided (Chares).	Sheep.	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.	Louvre Trucks.	Total.	Horse Boxes.	Double Bogie Horse Boxes.	Carriage Trucks.	Hearse.	Travelling Booking-office.	Water Trucks.	Workmen's Sleeping Cars.	Weighting-machine Car.	Casualty Vans.	Photograph-car.	State Cars.	To a.l.	
Class Letter	...	H	I	K	L	M	N	O	P	Q	QR	R	S	T	Th	Tt	U	Total.	F	FF	G	C	—	—	—	—	—	—	—	—		
Totals at 19th July, 1896	...	607	5947	280	12	212	404	304	188	1	24	20	201	29	20	120	19	31	127	8546	47	6	41	3	1	1	60	1	5	1	4	170
Totals at 30th June, 1897	...	499	5933	268	13	233	404	304	188	1	24	20	201	29	20	130	19	31	261	8578	47	6	39	3	1	1	64	1	5	1	4	172
Under construction at 30th June, 1897	...	...	248	...	...	50	...	...	...	...	...	...	...	...	...	...	...	57	355	...	...	...	...	...	...	...	...	...	...	...	...	

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

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

## No. 19.

RETURN of Accidents and Injuries to Life and Limb, from the Opening of the Lines for Traffic to 30th June, 1897.

Year.	Passengers Killed or Injured.				Servants of the Department or of Contractors Killed or Injured.				Persons Killed or Injured at Crossings.		Trespassers.		Miscellaneous.		Total.	
	From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.									
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1859	...	...	...	...	1	...	2	...	...	...	3	...	...	...	6	...
1860	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	2
1861	...	...	...	...	...	...	3	2	...	...	...	...	...	...	3	2
1862	...	19	...	...	...	1	4	8	1	1	1	1	...	1	6	31
1863	...	2	...	1	1	...	5	5	...	...	3	2	...	...	9	10
1864	...	...	...	...	...	...	1	7	...	...	...	1	...	1	1	9
1865	...	...	...	...	...	...	1	18	...	...	4	1	...	...	5	19
1866	...	...	...	...	1	1	2	...	...	...	1	1	...	...	4	2
1867	...	...	...	...	...	3	1	5	...	...	...	1	...	...	1	9
1868	...	...	...	...	...	...	...	...	...	...	2	...	...	...	2	...
1869	...	...	...	...	...	...	2	...	...	...	1	...	1	...	4	...
1870	...	...	...	...	...	4	1	...	...	...	1	...	...	...	2	4
1871	...	...	...	...	...	...	2	1	...	...	2	1	2	1	6	3
1872	...	28	...	2	...	1	...	1	...	...	3	...	...	...	3	32
1873	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	1
1874	...	...	...	...	4	...	...	1	1	...	4	...	1	...	10	1
1875	...	...	...	...	...	6	6	1	...	...	4	1	1	...	11	8
1876	...	1	...	1	3	4	10	15	2	...	6	5	2	1	23	27
1877	...	36	1	...	3	3	10	5	...	1	8	2	...	2	22	49
1878	...	22	...	3	...	6	7	5	2	...	6	1	1	3	16	40
1879	...	7	...	2	1	11	8	20	2	3	9	1	1	1	21	45
1880	...	5	...	...	...	1	7	7	3	2	6	3	2	2	18	20
1881	4	46	4	4	...	1	14	10	3	...	8	2	1	1	34	64
1882	1	210	1	5	...	13	22	25	3	1	9	2	2	5	38	261
1883	...	67	5	8	...	7	10	12	5	2	10	1	2	4	32	101
*1884	1	44	...	9	4	10	2	21	...	2	3	1	...	3	10	90
1884-5	...	13	1	23	...	10	12	46	7	5	14	9	2	10	36	116
1885-6	...	3	1	33	1	17	15	101	5	6	14	4	2	27	38	191
1886-7	4	266	...	24	2	16	14	43	5	3	25	3	...	3	50	358
1887-8	...	18	2	34	...	15	22	84	8	2	13	10	...	6	45	169
1888-9	1	116	4	82	4	24	23	107	7	5	37	12	2	12	78	358
1889-90	1	20	8	115	9	49	21	186	7	5	22	13	6	13	74	401
1890-91	...	19	3	82	7	60	14	133	9	6	37	8	2	37	72	345
1891-2	1	37	5	86	1	63	14	115	3	7	21	13	7	21	52	342
1892-3	...	17	...	117	...	33	6	111	2	7	19	7	2	34	29	326
1893-4	...	27	5	85	3	26	9	121	3	4	8	10	8	28	36	301
1894-5	...	12	2	89	1	26	12	107	10	10	14	11	3	27	42	282
1895-6	...	25	3	78	1	29	8	123	4	6	17	13	3	51	36	325
†1896-7	...	35	1	102	1	55	5	240	11	9	12	2	5	75	35	518
Total ...	13	1,096	46	986	48	495	295	1,687	103	87	347	142	58	369	910	4,862

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

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

## STATEMENT OF APPOINTMENTS OF EMPLOYÉS.

## No. 20.

## QUARTER ENDING 30th SEPTEMBER, 1896.

Name in Full.	Date of Birth.	Branch.	Position.	Date of Appointment or Reinstatement.	Salary or Wages.	Remarks.
Chessell, Arthur ...	7.2.74	Existing Lines	Clerk ...	2.7.96	4s. per day	Act 1439, Sec. 22 Retired 27.6.96 and reinstated
Maddox, Frederick ...	28.6.36	„	Carpenter ..	28.9.96	10s. „	

## QUARTER ENDING 31st DECEMBER, 1896.

Name in Full.	Date of Birth.	Branch.	Position.	Date of Appointment or Reinstatement.	Salary or Wages.	Remarks.
*Balaam, Benjamin ...	17.11.33	Existing Lines	Inspector ...	23.9.96	£320 per ann.	Reinstated, Act 1324, Sec. 21 (retired 15.8.93)
Carroll, John ..	15.3.41	„	Gatekeeper ...	22.12.96	4s. per day	By-law 70
Phillips, John ...	24.8.36	„	Ganger ...	12.11.96	9s. „	Reinstated (retired 24.8.96)
Poulton, George Scott ...	25.12.55	Locomotive ...	Sawmaker ...	20.10.96	11s. „	Act 1135, Sec. 81
Smith, Alexander ...	3.8.36	Existing Lines	Repairer ...	12.11.96	7s. „	Reinstated (retired 3.8.96)
Wood, Margaret ...	2.5.65	„	Office cleaner	2.11.96	20s. per week	By-law 70

\* Omitted from previous list.

## QUARTER ENDING 31st MARCH, 1897.

Name in Full	Date of Birth.	Branch.	Position.	Date of Appointment.	Salary or Wages.	Remarks.
Hunter, Maria ...	23.2.71	Existing Lines	Office cleaner	13.1.97	20s. per week	By-law 70
Reinke, Bernard ...	20.3.57	Locomotive ...	Fitter ...	17.2.97	9s. per day	Section 20, Act 1324
Stevenson, David Reid ...	30.3.67	„	Fitter ...	17.2.97	9s. „	Section 20, Act 1324
Williams, Hannah Maria ...	7.12.59	Existing Lines	Office cleaner	4.1.97	20s. per week	By-law 70

## QUARTER ENDING 30th JUNE, 1897.

Name in Full.	Date of Birth.	Branch.	Position.	Date of Appointment.	Salary or Wages.	Remarks.
Brady, Norah ...	21.4.69	Existing Lines	Gatekeeper ...	1.4.97	5s. per day	By-law 70
Dunne, William ...	21.4.69	Locomotive ...	Striker ...	15.4.97	6s. 6d. „	Section 20, Act 1324
Graham, Francis William ...	7.11.67	„	Fitter ...	15.4.97	9s. „	Section 20, Act 1324
Hamilton, Fredk. Alexander ...	12.1.68	„	Striker ...	15.4.97	6s. 6d. „	Section 20, Act 1324
Irwin, James ...	17.6.66	„	Striker ...	15.4.97	6s. 6d. „	Section 20, Act 1324
McLeay, John ...	14.8.64	„	Striker ...	15.4.97	6s. 6d. „	Section 20, Act 1324

*Reinstatement.*

Brown, William, dismissed, 3.3.1897, Existing Lines, labourer. Reinstated 7.6.1897, 7s. per day.

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

## No. 21.

## STATEMENT OF REMOVALS OF EMPLOYÉS.

## QUARTER ENDING 30th SEPTEMBER, 1896.

Name in Full.	Date of Entry		Date of Leaving.	Branch.	Rank, Grade, or Position.	Salary or Wages.	Remarks.
	Approx.	On or after 1.11.83.					
Adams, Wm. Squire ...	11.2.79	...	20.8.96	Locomotive ...	Pumper ...	8s. 6d. per day	Retired
Anderson, John ...	—2.60	...	11.9.96	Existing Lines	Inspector ...	£270 per ann.	"
Archer, Richard ...	—7.62	...	18.7.96	"	Ganger ...	9s. per day	"
Armstrong, Thomas ...	17.11.80	...	31.8.96	Traffic ...	Labourer ...	7s.	"
Barrett, John ...	1.6.66	...	30.9.96	"	Weighbridge attendant	7s.	"
Birnie, Norman ...	27.1.77	...	7.9.96	Existing Lines	Assistant engineer	£330 per ann.	To Board of Land & Works
Bodycomb, Geo. Edwd. ...	...	12.3.85	8.8.96	Traffic ...	Clerk ...	£140	Dismissed
Bruce, George Marriott ...	...	15.2.86	7.9.96	"	Signalman ...	7s. 6d. per day	"
Buckley, Daniel ...	...	16.11.83	8.9.96	"	Goods foreman	8s.	Killed on duty
Byrne, Wm. Jno. ...	...	15.2.86	3.9.96	"	Shunter ...	7s.	Dismissed
Campbell, John ...	...	21.7.84	31.8.96	"	Lampman ...	7s.	Resigned
Carrington, Thos. Henry ...	...	1.3.86	17.8.96	Locomotive ...	Fireman ...	10s.	Dismissed
Cunningham, James ...	6.9.78	...	31.8.96	Traffic ...	Luggage porter	7s. 6d.	Retired
Darcy, Michael ...	1.8.63	...	31.7.96	Existing Lines	Assistant inspector	£212 per ann.	"
Davies, Cornelius ...	1.4.83	...	31.8.96	Traffic ...	Porter ...	7s. per day	"
Deakin, George ...	8.5.82	...	29.9.96	Locomotive ...	Carriage-builder	9s. 6d.	Deceased
Dickinson, Francis ...	29.9.78	...	15.7.96	"	Labourer ...	6s. 6d.	Retired
Egan, John ...	15.9.81	...	8.7.96	Existing Lines	Gatekeeper ...	5s.	Deceased
Ely, Martha Ann ...	...	22.2.95	8.8.96	"	Office-cleaner	3s. 4d.	Resigned
Evans, Ernest Augustus ...	...	11.8.90	31.8.96	Traffic ...	Clerk ...	£90 per ann.	"
George, Richard ...	...	20.9.86	22.8.96	Locomotive ...	Fireman ...	10s. per day	"
Goff, Wm. Henry ...	12.10.76	...	31.7.96	"	Driver ...	14s.	Retired
Gore, Thos. Harry ...	...	23.5.87	30.8.96	"	Cleaner ...	6s.	Deceased
Heaney, Patrick ...	1.12.78	...	11.9.96	Traffic ...	Porter ...	7s.	"
Jones, Richd. Henry ...	15.11.62	...	28.9.96	Locomotive ...	Driver ...	15s.	"
Kennedy, John ...	1.9.82	...	17.7.96	Existing Lines	Ganger ...	9s.	Retired
Kennedy, Thomas ...	3.10.83	...	16.9.96	Locomotive ...	Fireman ...	9s.	"
Kenny, James ...	...	22.2.86	3.8.96	Traffic ...	Porter ...	7s.	Dismissed
Kirby, Fredk. George ...	23.12.82	...	30.9.96	"	Station-master	8s.	Retired
Kirby, Joseph ...	...	9.4.87	27.9.96	"	Porter ...	7s.	Deceased
Lee, John ...	10.5.71	...	17.8.96	Locomotive ...	Driver ...	14s.	Retired
Leitch, Mary ...	...	8.2.93	19.7.96	Existing Lines	Gatekeeper ...	4s.	Deceased
Lewis, Charles ...	3.2.73	...	31.7.96	Traffic ...	Guard ...	10s. 6d.	Retired
Main, John Clerk ...	23.1.82	...	22.8.96	Locomotive ...	Driver ...	12s.	"
Mitchell, James Henry ...	...	25.8.85	23.9.96	Traffic ...	Shunter ...	8s.	Resigned
Moore, Jamieson Sheppard ...	7.7.73	...	30.9.96	Accountant's	Clerk ...	£315 per ann.	Retired
Morris, Alfred Charles ...	...	5.1.87	1.8.96	Traffic ...	Porter ...	7s. per day	Resigned
Moschetti, Bartholomew ...	...	20.12.87	28.7.96	"	Clerk ...	£87 10s. per ann.	Dismissed
McHutchison, Duncan ...	...	1.9.87	13.7.96	Existing Lines	Clerk ...	£118 per ann.	Deceased
McKeever, John Francis ...	23.5.83	...	20.7.96	Traffic ...	Guard ...	8s. per day	Retired
McPherson, Donald ...	13.12.81	...	19.8.96	Locomotive ...	Driver ...	13s.	Deceased
O'Callaghan, Thomas ...	...	17.4.88	31.7.96	Traffic ...	Shunter ...	5s. 6d.	Dismissed
Oxley, Thomas ...	...	8.11.83	27.7.96	"	Labourer ...	7s.	"
Paull, Henry ...	18.1.78	...	22.8.96	Locomotive ...	Labourer ...	6s. 6d.	Retired
Peach, Geo. Fredk. ...	...	1.9.87	11.7.96	"	Cleaner ...	6s.	To Penal Department
Phillips, John ...	—4.63	...	24.8.96	Existing Lines	Ganger ...	9s.	Retired
Price, Edwin ...	...	1.6.89	11.8.96	Traffic ...	Porter ...	6s.	Dismissed
Price, John ...	...	13.1.84	3.9.96	Existing Lines	Ganger ...	9s.	"
Rees, Mary Ann ...	26.4.83	...	30.9.96	"	Gatekeeper ...	4s.	Retired
Richards, John ...	...	27.3.85	3.9.96	Traffic ...	Signalman ...	8s. 6d.	Deceased
Roberts, Foulkes Menai ...	...	27.5.89	28.9.96	"	Clerk ...	£100 per ann.	Resigned
Rowell, William ...	29.10.81	...	1.8.96	Existing Lines	Ganger ...	9s. per day	Retired
Ryan, William ...	...	10.2.86	26.7.96	Traffic ...	Guard ...	8s.	Deceased
Sage, Mary ...	...	14.11.88	31.7.96	Existing Lines	Gatekeeper ...	4s.	Resigned
Sanders, Michael ...	...	25.4.88	10.7.96	Traffic ...	Shunter ...	6s. 6d.	Dismissed
Scheele, Henry ...	10.1.75	...	23.7.96	Existing Lines	Ganger ...	9s.	Retired
Scott, David ...	...	9.10.85	1.8.96	Locomotive ...	Cleaner ...	5s. 6d.	Dismissed
Sleswick, John Ernest ...	24.10.79	...	21.9.96	"	Driver ...	12s.	"
Smith, Alexander ...	13.9.75	...	3.8.96	Existing Lines	Repairer ...	7s.	Retired
Smith, George ...	—1.66	...	14.8.96	"	Ganger ...	9s.	"
Syder, James* ...	1.7.61	...	30.6.96	Traffic ...	Traffic Manager	£775 per ann.	"
Trueman, Richard ...	...	27.5.89	31.8.96	"	Clerk ...	£97 10s.	Resigned
Vaile, John Chas. Harold ...	...	26.8.89	5.7.96	"	"	£95	"
Ward, Charles ...	13.6.77	...	31.7.96	Existing Lines	Ganger ...	9s. per day	Retired
White, Henry George ...	...	19.2.89	29.9.96	Locomotive ...	Blacksmith ...	8s.	Dismissed

\* Omitted from previous list.

**QUARTER ENDING 31st DECEMBER, 1896.**

Name in Full	Date of Entry.		Date of Leaving.	Branch.	Rank, Grade, or Position.	Salary or Wages.	Remarks.
	Approx.	On or after 1.11.83.					
Anderson, Francis ...	...	21.5.88	7.11.96	Traffic ...	Porter ...	6s. 6d per day	Resigned
Angwin, Geo. Henry Kent ...	...	23.4.88	4.12.96	" ...	" ...	6s. 6d. "	Dismissed
Baker, Fredk Openshaw ...	10.10.81	...	9.11.96	Locomotive...	Fitter ...	13s. "	Retired
Besemeres, Frank ...	...	25.8.88	10.11.96	Traffic ...	Porter ...	6s. "	Resigned
Biddle, Milton Charles Sperling	...	11.8.90	29.10.96	Existing Lines	Repairer ...	6s. "	"
Brown, George Edwin ...	...	28.1.89	8.11.96	Locomotive...	Fitter ...	10s. "	Deceased
Cahill, William ...	...	6.2.86	18.11.96	Traffic ...	Porter ...	7s. "	Dismissed
Canavan, Columban Stephen	2.4.79	...	4.12.96	" ...	Guard ...	8s. 6d. "	Retired
Carey, Lucius Francis ...	23.10.81	...	14.10.96	Locomotive...	Driller ...	7s. 6d. "	Deceased
Clark, Richard ...	20.6.70	...	10.12.96	Traffic ...	Guard ...	10s. 6d. "	Retired
Connerty, John ...	17.6.80	...	4.11.96	Existing Lines	Repairer ...	7s. "	"
Conway, Eugene Thomas...	17.10.81	...	31.10.96	Traffic ...	Station-master	£175 per ann.	"
Cook, George ...	31.3.79	...	29.10.96	" ...	Head porter ...	9s. 6d. per day	Dismissed
Cottrill, Robert ...	12.11.66	...	30.12.96	Locomotive...	Driver ...	15s. "	Retired
Cutten, Charles Francis ...	8.3.68	...	30.11.96	Traffic ...	Station-master	£237 10s. per ann.	"
Dalton, Henry ...	1.11.77	...	6.11.96	Existing Lines	Gatekeeper ...	6s. per day	"
Donaldson, Thomas Marshal	1.9.78	...	31.10.96	Traffic ...	Guard ...	9s. "	"
George, Ernest Alfred ...	...	23.4.88	4.12.96	" ...	Clerk ...	£107 10s. per ann.	Dismissed
Harding, Charles ...	1.8.83	...	24.12.96	Existing Lines	Ganger ...	9s. per day	Deceased
Haslam, William Henry ...	18.5.71	...	25.11.96	Locomotive...	Fitter ...	13s. "	"
Hogan, William ...	26.2.83	...	7.11.96	Existing Lines	Gatekeeper ...	5s. 6d. "	"
Hollow, Theodore Norwood	20.12.76	...	30.11.96	Traffic ...	Clerk ...	£125 per ann.	Retired
Keane, Michael ...	...	12.6.89	7.12.96	Existing Lines	Labourer ...	6s. 6d. per day	Dismissed
Lawley, Stephen ...	26.10.63	...	20.11.96	" ...	Inspector ...	£310 per ann.	Retired
Lee, Thomas ...	...	9.9.89	23.11.96	Locomotive...	Labourer ...	6s. 6d. per day	Dismissed
Lynar, William Conway ...	1.4.78	...	22.12.96	Existing Lines	Clerk ...	£155 per ann.	Deceased
McFarlan, Alexander ...	15.5.82	...	14.12.96	Locomotive ...	Carriage-builder	10s. per day	Dismissed
Meaney, Thomas ...	...	25.7.90	10.10.96	Traffic ...	Porter ...	5s. 6d. "	Resigned
Middlemiss, Archibald ...	13.11.82	...	16.10.96	Existing Lines	Signal adjuster	9s. "	Retired
McAlees, David ...	25.5.82	...	20.10.96	Locomotive...	Driller ...	7s. 6d. "	Deceased
McCarthy, Daniel George	...	17.1.87	29.12.96	Traffic ...	Porter ...	7s. "	Killed on duty
McGoldrick, John ...	2.11.73	...	31.12.96	Existing Lines	Repairer ...	7s. "	Retired
McKay, Daniel ...	2.12.82	...	5.12.96	Locomotive...	Fireman ...	10s. "	Deceased
Neville, Geo. Wilmott ...	7.5.83	...	8.10.96	" ...	" ...	10s. "	Dismissed
O'Shea, George William*	19.4.75	...	30.9.96	Traffic ...	Clerk ...	8s. "	Retired
Peacock, Fredk. John ...	...	17.11.84	30.12.96	" ...	Station-master	7s. 6d. "	Resigned
Plunkett, Nicholas ...	...	9.2.86	10.10.96	" ...	Guard ...	8s. "	"
Reilly, John Samuel ...	...	8.3.89	2.11.96	" ...	Porter ...	6s. "	Deceased
Robinson, Robert Finlay ...	1.6.77	...	26.12.96	" ...	Gateman ...	5s. 6d. "	"
Ryan, Cornelius ...	...	22.2.86	5.10.96	" ...	Clerk ...	£117 10s. per ann.	"
Shapcott, Albert Abraham	...	26.4.88	23.11.96	" ...	Porter ...	6s. 6d. per day	Resigned
Slater, Louis ...	24.11.73	...	25.12.96	Existing Lines	Ganger ...	9s. "	Deceased
Slattery, William ...	...	26.4.87	16.12.96	Traffic ...	Labourer ...	6s. 6d. "	Dispensed with
Smith, Henry ...	...	30.10.88	5.11.96	Existing Lines	Repairer ...	6s. 6d. "	Dismissed
Stephens, Thomas ...	...	9.1.88	2.11.96	Traffic ...	Porter ...	7s. "	Resigned
Walsh, John James ...	...	1.12.88	29.11.96	Existing Lines	Repairer ...	6s. 6d. "	Deceased
Williams, Isaac ...	16.1.61	...	30.11.96	Locomotive...	Night Foreman	£275 per ann.	Retired
Wills, Arthur ...	6.10.80	...	30.10.96	Traffic ...	Station-master	8s. per day	Dismissed

\* Omitted from previous quarter.

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

Angleton, John ...	...	25.6.89	19.1.97	Existing Lines	Gatekeeper ...	5s. 6d. per day	Deceased
Bennett, John Alexander...	...	26.10.87	26.2.97	Traffic ...	Porter ...	7s. "	Resigned
Blackburn, Robert Wilkie	...	6.1.91	6.3.97	Existing Lines	Repairer ...	6s. 6d. "	Dismissed
Brown, George Edward ...	13.12.73	...	27.2.97	Traffic ...	Goods Foreman	8s. "	Retired
Brown, William ...	28.12.75	...	3.3.97	Existing Lines	Labourer ...	7s. "	Dismissed
Buchanan, William Hugh	...	27.11.89	31.1.97	Traffic ...	Shunter ...	6s. "	Resigned
Bullivant, Joseph ...	...	8.2.89	5.1.97	" ...	Porter ...	6s. 6d. "	"
Cain, James ...	...	6.9.80	23.2.97	" ...	Labourer ...	7s. "	Dismissed
Carroll, Francis ...	...	2.7.88	27.3.97	Existing Lines	Gatekeeper ...	5s. "	Resigned
Carroll, William Rudolph	4.9.82	...	3.2.97	Locomotive...	Driver ...	12s. "	Retired
Henry Louis Fritz Wolfe	...	...	...	" ...	Fireman ...	9s. "	Dismissed with
Cherry, John ...	...	13.8.88	20.1.97	" ...	Gate-checkman	8s. "	Retired
Clark, Thomas ...	1.7.78	...	20.1.97	Traffic ...	Driver ...	14s. "	Deceased
Clifton, Henry ...	14.12.74	...	8.1.97	Locomotive...	Fuelman ...	7s. "	Retired
Cobb, Joseph ...	14.2.79	...	7.1.97	" ...	Porter ...	6s. "	Resigned
Comb, Walter George ...	...	8.3.89	11.2.97	Traffic ...	Labourer ...	6s. 6d. "	Dismissed
Considine, Terence ...	...	6.2.89	1.3.97	" ...	Shunter ...	6s. 6d. "	Killed on duty
Coughlan, Francis ...	...	4.3.89	16.2.97	" ...	Fitter ...	11s. "	Retired
Davies, David ...	27.9.81	...	10.3.97	Locomotive...	Porter ...	6s. "	Resigned
Deady, John ...	...	10.7.89	17.3.97	Traffic ...	Fitter ...	12s. "	Retired
Dorham, Robert ...	...	5.5.79	6.1.97	Locomotive...	Piledriver ...	8s. "	"
Fudge, James ...	29.4.78	...	20.1.97	Existing Lines	Gatekeeper ...	5s. 6d. "	Deceased
Gamble, William Graham	1.2.73	...	20.1.97	" ...	Repairer ...	6s. 6d. "	Dismissed
Gardiner, John ...	...	24.5.89	31.3.97	" ...	Pass porter	7s. 6d. "	Retired
Goodson, Edwin ...	16.11.82	...	13.2.97	Traffic ...	Clerk ...	£150 per ann.	Deceased
Halpin, John James ...	9.2.81	...	16.2.97	" ...	" ...	" ...	"

## REMOVALS of Employés—MARCH QUARTER—continued.

Name in Full.	Date of Entry.		Date of Leaving.	Branch.	Rank, Grade, or Position.	Salary or Wages.	Remarks.
	Approx.	On or after 1.11.83.					
Handfield, Theodore Louis Hopton	...	3.1.88	31.3.97	Secretary's ...	Clerk ...	£97 10s. per ann.	Resigned
Hicks, Thomas ...	22.1.77	...	14.2.97	Existing Lines	Gatekeeper ...	5s. per day	Deceased
Holland, James Charles ...	...	1.1.91	13.2.97	"	Repairer ...	6s. 6d. "	"
Horan, Lorenzo ...	14.11.82	...	18.2.97	Traffic ...	Closet attendant	7s. "	Retired
Killeen, Thomas ...	—.10.76	...	5.3.97	Existing Lines	Repairer ...	6s. 6d. "	Deceased
Lalor, Patrick ...	3.2.77	...	11.1.97	Locomotive...	Pumper ...	8s. 6d. "	"
Macfarlane, William Henry	...	25.4.87	19.3.97	Traffic ...	Clerk ...	£110 per ann.	"
Mahoney, John ...	...	14.10.90	5.3.97	Existing Lines	Repairer ...	6s. 6d. per day	"
Maloney, Peter ...	20.7.83	...	9.2.97	"	"	6s. 6d. "	Retired
Moore, Edward ...	...	22.9.90	31.1.97	"	"	6s. 6d. "	Resigned
Myers, James ...	...	1.3.89	16.2.97	"	"	6s. 6d. "	"
McFarlane, John ...	...	23.9.89	10.3.97	Locomotive...	Labourer ...	5s. 6d. "	"
McGuinness, Patrick ...	10.4.74	...	19.3.97	Existing Lines	Repairer ...	7s. "	Retired
McInnes, Robert ...	9.9.81	...	23.11.96	"	Foreman carpenter	11s. 6d. "	"
McKay, Isabella ...	—.8.79	...	31.3.97	"	Gatekeeper ...	4s. "	"
McLeod, Duncan ...	...	23.12.86	23.12.96	Traffic ...	Labourer ...	7s. "	Dismissed
McRae, Donald Alexander	...	2.1.89	31.3.97	"	Porter ...	6s. 6d. "	Resigned
Nesbitt, Thomas ...	...	6.5.89	31.1.97	"	"	6s. "	"
North, William Henry ...	3.10.83	...	31.1.97	"	"	7s. "	Retired
Osborne, John Henry ...	...	15.2.86	28.1.97	"	"	7s. "	Dismissed
Pilbeam, Charles ...	...	26.9.88	26.1.97	Locomotive...	Labourer ...	6s. 6d. "	Deceased
Quinn, Edward John ...	...	23.8.88	31.1.97	Traffic ...	Porter ...	6s. 6d. "	Resigned
Radley, Stanley ...	...	14.5.88	10.2.97	Locomotive...	Labourer ...	6s. "	"
Reynolds, George ...	1.10.76	...	19.1.97	Existing Lines	Gatekeeper ...	5s. 6d. "	Deceased
Robertson, William David	...	6.8.90	19.2.97	Traffic ...	Clerk ...	£80 per ann.	Resigned
Ryan, Patrick ...	26.10.77	...	31.3.97	Existing Lines	Labourer ...	7s. per day	Retired
Sands, James Alexander ...	...	1.12.88	14.1.97	"	"	6s. 6d. "	Resigned
Simmons, Stephen ...	...	10.10.87	12.1.97	Traffic ...	Carriage-cleaner	6s. "	Dismissed
Simpson, Alfred James ...	...	10.8.86	16.3.97	Traffic Audit	Clerk ...	£105 per ann.	Deceased
Tabley, James ...	26.10.75	...	29.3.97	Locomotive...	Driver ...	13s. per day	Dismissed
Thornton, Henry ...	2.8.83	...	18.2.97	Existing Lines	Labourer ...	6s. "	"
Walsh, James ...	...	6.12.88	31.1.97	"	Repairer ...	6s. 6d. "	Resigned
Waters, James ...	...	3.1.89	28.3.97	Traffic ...	Carriage-cleaner	6s. 6d. "	Deceased
Watt, Jennie ...	9.7.74	...	18.3.97	Existing Lines	Gatekeeper ...	4s. "	Retired
Young, William Hunter ...	...	4.2.87	22.1.97	Stores ...	Clerk ...	£90 per ann.	Dismissed

## QUARTER ENDING 30th JUNE, 1897.

Acton, Thomas ...	7.7.82	...	5.4.97	Existing Lines	Labourer ...	7s. per day	Retired
Adams, William James ...	14.3.61	...	2.5.97	Telegraph ...	Lineman ...	7s. 6d. "	Deceased
Babb, Henry ...	...	11.2.89	30.6.97	Traffic ...	Porter ...	7s. "	Resigned
Bees, Joseph * ...	...	23.8.87	31.3.97	"	"	7s. "	Dismissed
Bingham, Benjamin ...	22.11.81	...	2.6.97	"	Gatekeeper ...	6s. "	Deceased
Brady, Eva * ...	...	15.3.89	31.3.97	Existing Lines	"	5s. "	Resigned
Breen, John ...	—.6.74	...	20.4.97	"	Ganger ...	9s. "	Retired
Brenner, Edwin Frederick	...	12.8.85	21.6.97	Traffic ...	Clerk ...	£135 per ann.	Dismissed
Burke, Michael ...	1.2.79	...	8.5.97	Existing Lines	Ganger ...	9s. per day	Resigned
Byrns, Edward Arthur ...	...	13.5.89	13.5.97	Traffic ...	Train recorder	6s. "	"
Campigli, John Albert ...	...	25.8.90	2.4.97	Locomotive...	Labourer ...	5s. 6d. "	"
Candy, William ...	...	20.3.85	22.4.97	"	Boiler-maker ...	9s. "	"
Carroll, James ...	10.4.62	...	19.5.97	Traffic ...	Guard ...	9s. "	Retired
Caulfield, Patrick ...	...	1.10.90	4.6.97	Existing Lines	Repairer ...	6s. 6d. "	Dismissed
Crisp, William ...	...	18.11.84	2.6.97	Locomotive...	Fitter ...	10s. "	Deceased
Dutton, John ...	7.7.83	...	5.5.97	Existing Lines	Bricklayer ...	11s. "	"
Emery, Robert George ...	...	18.8.90	8.5.97	Traffic ...	Carriage-cleaner	6s. "	Resigned
Fletcher, Charles Henry ...	...	22.7.84	8.5.97	Locomotive...	Driver ...	13s. "	Dismissed
Gardner, George John ...	...	4.8.90	30.4.97	Traffic ...	Block recorder	6s. "	Resigned
Giles, Zachariah ...	1.2.73	...	30.6.97	Existing Lines	Gatekeeper ...	5s. 6d. "	Retired
Gleadell, Arthur William ...	10.8.77	...	19.6.97	Traffic ...	Station-master	£175 per ann.	Deceased
Greene, John James ...	23.12.82	...	31.5.97	"	Guard ...	9s. per day	Dismissed
Harkins, Richard Robert ...	...	7.1.88	22.4.97	Locomotive...	Labourer ...	8s. "	Dispensed with
Hart, James ...	16.9.81	...	15.4.97	Existing Lines	"	7s. "	Retired
Hayes, Michael ...	5.9.73	...	18.5.97	Locomotive...	"	8s. "	Deceased
Hearne, Thomas * ...	...	9.9.89	22.3.97	Traffic ...	Carriage-cleaner	6s. 6d. "	"
Holien, Charles ...	...	23.9.90	25.5.97	Existing Lines	Repairer ...	6s. 6d. "	Resigned
Hutchinson, Hannah ...	5.6.82	...	6.5.97	"	Gatekeeper ...	4s. 6d. "	Killed on duty
Hyndman, Robert Clayton Brown	28.7.79	...	31.5.97	Locomotive...	Painter ...	10s. "	Retired
James, George ...	29.6.74	...	20.4.97	Locomotive...	Timekeeper ...	£260 per ann.	"
Jones, George ...	29.6.83	...	29.4.97	Existing Lines	Ganger ...	10s. per day	Deceased
Keating, Richard ...	...	23.8.88	31.5.97	Traffic ...	Porter ...	6s. 6d. "	Resigned
Kennedy, John Augustus ...	...	21.1.89	1.6.97	Accountant's	Clerk ...	£120 per ann.	"
Linford, Samuel ...	2.6.77	...	30.4.97	Existing Lines	Ganger ...	9s. per day	Retired
Mahony, John ...	1.5.83	...	30.6.97	"	Repairer ...	7s. "	"
Merrifield, Samuel ...	15.7.74	...	30.4.97	"	Foreman carpenter	15s. "	"
Moore, James ...	...	1.8.90	18.5.97	"	Repairer ...	6s. 6d. "	Resigned
Mulcahy, Catherine ...	12.6.82	...	14.5.97	"	Gatekeeper ...	4s. "	Retired
McGaw, William ...	9.3.76	...	29.6.97	Traffic ...	"	7s. "	"
McGrath, Edward ...	...	1.11.88	29.4.97	Existing Lines	Repairer ...	6s. 6d. "	Dismissed

\* Omitted from previous quarter.

REMOVALS of Employés—JUNE QUARTER—*continued.*

Name in Full.	Date of Entry.		Date of Leaving.	Branch	Rank, Grade, or Position.	Salary or Wages.	Remarks
	Approx.	On or after 1.11.83.					
McMahon, Michael ...	...	14.9.87	26.6.97	Traffic ...	Clerk ...	£110 per ann.	Deceased
O'Connor, Peter Joseph ...	—, —, 81	...	24.4.97	Existing Lines	Carpenter ...	10s. per day	"
O'Neill, Septimus Joseph ...	...	22.2.86	29.5.97	Telegraph ...	Clerk ...	£130 per ann.	"
Quigley, Samuel ...	10.10.81	...	30.6.97	Traffic ...	Weighbridge Porter	7s 6d. per day	Retired
Rea, Robert James ...	...	21.5.88	30.6.97	" ...	Lampman ...	6s. "	Resigned
Safe, Thomas ...	...	1.10.88	30.6.97	" ...	Carriage-cleaner	7s. "	"
Sewell, Richard Blamires ...	16.5.60	...	31.5.97	Locomotive...	Inspector ...	£525 per ann.	Retired
Standey, Joseph ...	25.6.77	...	—, 4.97	" ...	Fitter ...	11s. per day	"
Timmins, Edward ...	1.2.81	...	31.5.97	Traffic ...	Gateman ...	5s. 6d. "	"
Wade, Frederick ...	8.3.78	...	3.6.97	Locomotive...	Striker ...	8s. "	Deceased
Walton, Thomas ...	3.12.69	...	30.6.97	Traffic ...	Lampman ...	7s. "	Retired
Whitty, Henry ...	7.4.83	...	23.4.97	Existing Lines	Repairer ...	6s. 6d. "	"
White, Edward James ...	...	5.10.88	19.6.97	Traffic ...	Porter ...	7s. "	Dismissed
Wilson, William ...	14.11.82	...	13.4.97	" ...	Clerk ...	£135 per ann.	"
Worley, Henry ...	—, 1, 78	...	30.6.97	Existing Lines	Gatekeeper ...	5s. per day	Retired

## No. 22.

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

## STATEMENT OF REMOVALS OF EMPLOYÉS.

## QUARTER ENDING 30th JUNE, 1897.

Name in Full.	Date of Entry.		Date of Leaving.	Rank, Grade, or Position.	Salary or Wages.	Remarks.
	Approx.	On or after 1.11.83.				
Beaumont, Daniel Abraham	8.9.81	...	17.5.97	Lithographic Printer	£275 per ann.	Deceased



VICTORIAN RAILWAYS.

RETURN SHOWING THE APPROXIMATE LOSS ON THE FOLLOWING LINES FOR THE YEAR ENDING 30TH JUNE, 1896.

Table with columns: Line, Length, Capital Cost, Total Revenue, Local Working Expenses, Loss on Working, Interest on Capital, Total Working Expenses, Approximate Loss, Revenue per Train Mile, Working Expenses per Train Mile, Train Miles Run. It lists various railway lines and their financial performance.

Accountant's Office, 8th April, 1897. The total revenue includes the unincorporated portion of the traffic passing over the section North Melbourne to Royal Park Junction (2 1/2 miles) derived from the Whiteless, Heidelberg, and Colingwood lines. ...