

1913.
—
VICTORIA.

VICTORIAN RAILWAYS.

R E P O R T

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDING 30TH JUNE, 1913.

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

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REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS
FOR THE YEAR ENDING 30TH JUNE, 1913.

VICTORIAN RAILWAYS,
Commissioners' Office, Spencer-street,
Melbourne, 27th September, 1913.

To the Honorable the Minister of Railways.

SIR,

In conformity with the provisions of Section 59 of the *Railways Act* 1890, No. 1135, we have the honor to submit, for the information of Parliament, our Report in respect of the year ending 30th June, 1913.

The financial results of the working of the Railways during the period under review were as follows:—

		£	s.	d.
GROSS REVENUE		5,205,442	5	9
WORKING EXPENSES		3,476,956	17	11
NET REVENUE		1,728,485	7	10
NET REVENUE OF ST. KILDA and BRIGHTON ELECTRIC STREET RAILWAY		1,021	7	0
TOTAL NET REVENUE		1,729,506	14	10
INTEREST CHARGES and EXPENSES	1,595,019		15	7
PENSIONS and GRATUITIES	112,236		13	8
		1,707,256	9	3
SURPLUS		22,250	5	7

Comparison of the Financial Results with those of the Preceding Year.

	Year 1911-12.			Year 1912-13.			Increase (+) or Decrease. (-)		
	£	s.	d.	£	s.	d.	£	s.	d.
Gross Revenue	5,218,967	6	3	5,205,442	5	9	-13,525	0	6
Working Expenses	3,310,484	8	1*	3,476,956	17	11*	+166,472	9	10
Net Revenue	1,908,482	18	2	1,728,485	7	10	-179,997	10	4
Net Revenue of St. Kilda and Brighton Electric Street Railway	1,729	6	0	1,021	7	0	-707	19	0
Total Net Revenue	1,910,212	4	2	1,729,506	14	10	-180,705	9	4
Interest Charges and Expenses ..	1,513,101	17	6	1,595,019	15	7	+81,917	18	1
Pensions and Gratuities	131,319	0	6	112,236	13	8	-19,082	6	10
Total Interest Charges and Pensions and Gratuities	1,644,420	18	0	1,707,256	9	3	+62,835	11	3
Surplus	265,791	6	2	22,250	5	7	-243,541	0	7

* Including the following Special Payments :—

	Year 1911-12.	Year 1912-13.
Into Railway Accident and Fire Insurance Fund	£25,400	£26,027
Into Rolling-Stock Replacement Fund	50,000	50,000
Towards Special Renewals for the purpose of releasing serviceable rails for the construction of new lines ..	50,000	50,000

Comparison of the Results of Working with those of the Three Preceding Years.

	Year 1909-1910.	Year 1910-1911.	Year 1911-1912.	Year 1912-1913.
*Average Mileage of Railways worked	3,441	3,505	3,543	3,639
*TRAFFIC TRAIN MILEAGE.				
Passenger—Country	2,297,247	2,429,335	2,679,590	3,184,804
" Suburban	3,301,666	3,470,697	3,633,144	3,779,481
Mixed	2,514,406	2,642,628	2,772,676	2,628,556
Goods (including Live Stock)	3,592,293	4,430,063	4,750,965	4,641,729
Total	11,705,612	12,972,723	13,836,375	14,234,550
Number of Passenger Journeys	85,280,235	93,795,806	104,234,732	111,513,908
Tonnage of Goods	4,120,195	4,586,904	4,886,001	4,738,984
Tonnage of Live Stock	348,245	380,723	411,684	411,420
*GROSS REVENUE.				
Coaching Traffic.				
	£	£	£	£
Passenger—Country	1,089,603	1,217,097	1,347,774	1,387,785
" Suburban	783,178	846,619	959,367	1,040,774
Dining Car Service	11,603	12,624	14,221	15,575
Parcels, &c.	175,110	191,114	207,307	218,450
Horses, Carriages, and Dogs	16,514	18,885	21,398	21,340
Mails	66,554	68,516	74,426	78,239
	2,142,562	2,354,855	2,624,493	2,762,163
Goods Traffic.				
Goods	1,915,911	2,095,263	2,085,488	1,948,593
Live Stock	258,665	289,384	320,831	307,870
Minerals	47,805	73,031	100,663	96,175
	2,222,381	2,457,678	2,506,982	2,352,638
Rentals	64,447	68,417	71,437	72,268
Miscellaneous	14,473	15,260	16,055	18,373
Total	4,443,863	4,896,210	5,218,567	5,205,442
Per mile of Railway worked	1,291	1,397	1,473	1,430
Per traffic train-mile	7s. 7' 11d.	7s. 6' 58d.	7s. 6' 53d.	7s. 3' 77d.
*WORKING EXPENSES.				
	£	£	£	£
Transportation Branch	684,394	766,784	901,024	947,868
Way and Works Branch	643,912	803,658	893,350	930,366
Rolling-Stock Branch—Operating Expenses	696,477	756,802	842,438	914,709
" Repairs and Renewals	359,725	407,056	497,940	501,623
" Payment into Rolling-Stock Replacement Fund	170,000	100,000	50,000	50,000
General Expenses	59,818	65,987	74,257	80,937
Payment into Railway Accident and Fire Insurance Fund	97,219(a)	91,386(a)	51,495(a)	52,054 (a)
Total	2,711,545(b)	2,991,673(b)	3,310,484(b)	3,476,957 (b)
Per mile of Railway worked	788	854	934	955
Per traffic train-mile	4s. 7' 59d.	4s. 7' 35d.	4s. 9' 42d.	4s. 10' 62d.
Percentage of Gross Revenue	61' 02	61' 10	63' 43	66' 79
*NET REVENUE AFTER PAYMENT OF WORKING EXPENSES				
	£	£	£	£
	1,732,318	1,904,537	1,908,483	1,728,485
Per mile of Railway worked	503	543	539	475
Per traffic train-mile	2s. 11' 52d.	2s. 11' 23d.	2s. 9' 11d.	2s. 5' 15d.
NET REVENUE OF ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY				
	£	£	£	£
	2,025	3,033	1,729	1,021
TOTAL NET REVENUE	1,734,343	1,907,570	1,910,212	1,729,506
INTEREST CHARGES AND EXPENSES	1,472,916	1,516,764	1,513,102	1,595,029
PENSIONS AND GRATUITIES	106,330	107,831	131,310	112,236
Total Interest Charges and Pensions and Gratuities	1,579,246	1,624,595	1,644,412	1,707,265
SURPLUS	155,097	282,975	265,791	22,250

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

(a) Includes Special Payment, in year 1909-10, £75,000; in year 1910-11, £66,905; in year 1911-12, £25,400; and in year 1912-13, £26,027. —(b) For details see Appendix No. 21.

Gross Revenue.

The Gross Revenue was £13,525 (or equivalent to 0·3 per cent.) less than that of the preceding year, which had constituted a record, and the Gross Revenue per traffic train mile was 7s. 3·77d., by comparison with 7s. 6·53d.

The increases and decreases in the Revenue derived from the different subdivisions of both passenger and goods traffic were as shown hereunder:—

	Increase.		Decrease.		Net Decrease.	
	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.
	£		£		£	
Passengers—						
Country	40,011	2·97	...	...	...	...
Suburban	81,407	8·49	...	...	...	...
Total	121,418	5·26				
Dining Car Service	1,354	9·52	...	...	...	...
Parcels, &c.	11,143	5·38	...	...	...	...
Horses, Carriages, and Dogs ... ..	...	...	58	·27	...	...
Mails	3,813	5·12	...	...	...	...
Goods ... ..	...	...	136,895	6·56	...	...
Live Stock ... ..	...	...	12,961	4·04	...	...
Minerals ... ..	...	...	4,488	4·46	...	...
Rentals	831	1·16	...	...	...	...
Miscellaneous	2,318	14·44	...	...	...	...
Total	140,877	...	154,402	...	13,525	0·3

The passenger business, both in the country and in the suburbs, continued to expand in a satisfactory manner, but on the other hand there was an appreciable falling off in the goods traffic, and the increases and decreases in the revenue obtained from the carriage of the different classes of goods were as indicated in the following statement:—

Class of Goods.	Increase.		Decrease.	
	£	£	£	£
Wool ... ..	...	41,483	...	...
Wheat ... ..	...	16,290	...	...
Agricultural Produce other than Wheat	2,838	...	...	...
Firewood and Timber ... ..	...	38,925	...	...
Butter and other Dairy Produce ... ..	...	11,250	...	...
Fertilizers A.	5,059	...	...	...
Stone, Gravel, and Sand	7,272	...	...	...
Fish, Fruit, and Wine	1,719	...	...	...
Class "A," "B," "C," 1, and 2 ... ..	...	22,018	...	...
Miscellaneous ... ..	...	6,501	...	...
All other Goods ... ..	...	13,909	...	...
Haulage, Storage, Demurrage, &c. ... ..	...	3,407	...	...
Total	16,888	153,783		
Net decrease			£136,895	

Working Expenses.

The Working Expenses are contrasted in detail with those of the preceding year in Appendix No. 21.

The percentage of Working Expenses to Gross Revenue was 66·79, as compared with 63·43 in the year 1911-12.

The increase in the Working Expenses was distributed as follows :—

					Increase.
					£
Transportation Branch	...	...	...	...	46,844
Way and Works Branch	...	...	...	...	37,016
Rolling-stock Branch—					
Operating Expenses	...	...	...	...	72,271
Repairs and Renewals	...	...	...	...	3,083
General Expenses	...	...	...	...	6,700
Payment into Railway Accident and Fire Insurance Fund...					559
Total	...	...	...	£	166,473

and was due to—

- (a) The additional train mileage, viz., 398,175 miles, which was in a considerable measure occasioned by the provision, in accordance with the directions of the Government, of at least one passenger train daily to and from Melbourne and every town with a population of at least 2,000 inhabitants ;
- (b) The increased scale of payment and the improved working conditions provided for the staff ;
- (c) The increased wages paid to certain supernumerary artisans in accordance with new or amended Wages Board Determinations ;
- (d) The operation and maintenance of the new lines of railway from Noradjuha to Toolondo and Jeparit to Lorquon, and of the lines from Cressy to Newtown, Ouyen to Cowangie and Murrayville, and Eltham to Hurstbridge, which were open for only a portion of the preceding year ;
- (e) The increased price of coal, oil, materials and other stores ; and
- (f) The maintenance of additional locomotive and other rolling-stock.

Net Revenue.

The Net Revenue after the payment of Working Expenses and of Pensions and Gratuities was equivalent to 3.56 per cent. of the total liability in respect of current loans allocated to the railways.

Decrease in Surplus.

The factors contributing to the diminution in the Surplus, as compared with the preceding year, may be briefly stated thus :—

Surplus for year 1911-12	...	...	...	£	265,791
Year 1912-13—					
Decrease in Revenue	...	...	...	13,525	
Decrease in Net Revenue, St. Kilda and Brighton Electric Street Railway	...	...	...	708	
Increase in Working Expenses	...	...	...	166,473	
Increase in Interest Charges and Expenses	...	...	...	81,918	
				<u>262,624</u>	
Less Decrease in Pensions and Gratuities	...	...	...	19,083	
				<u>243,541</u>	
Surplus for year 1912-13	...	...	...	£	<u>22,250</u>

Broadly speaking, the comparatively unfavorable result is due to the concessions in freight charges, which were made in January, 1912; to the improved train facilities which have been provided in a greater proportion than the increase in traffic; to the higher cost of materials, &c.; to the increased interest charges; and to the very appreciable concessions which have been made to the staff.

The payment of increased wages and of higher prices for materials, &c., is not limited to this State, as conditions of a like character have been, and are, operative in the other States, and in different parts of the world, and these factors are exercising, and will continue to exercise, a material influence on the financial results achieved by the Railways.

The occasion is therefore opportune to direct attention to the obligations of the current year and to the necessities of the future. The development of business during the past few years has been so marked that it will be essential to continue to incur heavy expenditure at a number of stations in order to increase the accommodation and so provide facilities for the efficient and economical handling of the growing traffic. The renewal and duplication of the Flinders-street Viaduct; the regrading and duplication of the line from South Yarra to Caulfield; the regrading of the line from Richmond to East Camberwell; the provision of a new and larger Shipping shed at Montague; the re-arrangement and enlargement of the stations at Ararat, Benalla, Bendigo, Castlemaine, Colac, Geelong, Korong Vale, and Warragul; the provision of a new Locomotive depôt at Geelong; the remodelling and practically the reconstruction of Spencer-street station, and the electrification of the suburban lines may be instanced as some of the principal works which are in progress, or which will require to be undertaken in the near future.

These works will not only entail much capital outlay, but will also involve a considerable contribution from the Working Expenses, and it is probable that both Interest Charges and Working Expenses will for some time progress in greater ratio than any increase which can reasonably be anticipated in the revenue, and this aspect will have to be borne strongly in mind in the consideration of any question involving further concessions, in the way of either fares and freights or improved train services.

Payment Received under the Provisions of Section 14 of Act No. 1439.

The following sums were appropriated by Parliament and paid to the Department under the provisions of Section 14 of Act No. 1439, viz.:—

	£	s.	d.
For decrease in the revenue due to the carriage of Victorian Coal at reduced rates ...	9,563	19	1
For increase in the working expenses owing to the purchase of Victorian Coal other than from the State Coal Mine at prices fixed by the Government	1,938	17	7
	£11,502		16 8

Railway Accident and Fire Insurance Fund.

A special payment of £26,111 (including £84 in respect of the revenue of the St. Kilda and Brighton Electric Street Railway) was credited to the Fund, and debited against the Working Expenses for the year, in addition to the usual statutory contribution of 10s. for every £100 of Gross Revenue. The total amount credited to the Fund during the year, including a contribution of £168 in respect of the revenue of the St. Kilda and Brighton Electric Street Railway, was £52,223, *vide* Appendix No. 10.

Pensions and Gratuities.

The amounts paid in pensions and gratuities (to ex-officers and ex-employés or to their dependent relatives) were £104,098 and £8,138 respectively, or a total of £112,236, as compared with £106,358 and £24,961 respectively, or a total of £131,319, in the preceding year.

The decrease in the amount of the gratuities was due to the restoration in the year 1911-12 (*vide* Act No. 2329) to the enginemén and others who participated in the Strike in 1903, of full pension and compensation rights up to the date of retirement, in accordance with the practice in vogue prior to that year, and which necessitated payments of increased gratuities to certain of these employes, and to the dependent relatives of others who left the service subsequent to 1903, and consequential payments to certain ex-officers and ex-employés or to their dependent relatives whose gratuities had only been computed in respect of the period up till 3rd March, 1903.

Capital Expenditure.

The total expenditure charged to Capital Account at 30th June, 1912, was 45,897,163 6 0
and during the year under review the expenditure so charged was as follows (for further details see Appendix No. 6):—

Construction of New Lines—	£	s.	d.
White Cliffs—Yelta	1	7	0
Ouyen—Kow Plains (Cowangie)	10,525	15	11
Kow Plains (Cowangie)—Murrayville... ..	5,216	13	8
Crowland—Navarre	25,992	6	7
Sea Lake—Pier Millau	12	10	9
Ultima—Chillingollah	446	15	8
Chillingollah—Manangatang	11,539	18	1
Swan Hill—Piaungil	15	15	3
Elmore—Cohuna	13	10	3
Becac—Newtown	3,346	9	6
Beech Forest—Crowe's	1,373	15	5
Gheringhap—Maroona	149,917	8	1
Linton—Skipton	1	16	0
Hamilton—Cavendish	12	1	0
Rupanyup—Marnoo	46	2	0
Noradjuha—Toolondo	8,100	19	8
Jeparit—Lorquon	14,314	1	11
Rainbow—Nypo	10	9	1
Rushworth—Colbinabbin	8,160	18	9
Benalla—Tatong	5,019	2	8
Tallangatta—Cudgewa	201	11	11
Eltham—Hurst's Bridge	5,090	19	4
Woolamai—Powlett Coal Fields (Wonthaggi)	12,930	17	4
Moe—Wathalla	1,875	12	1
Bairnsdale—Orbost	118,968	16	10
	383,135	14	9
Surveys	14,779	7	3

Total Increase in Capital Expenditure to Construction of New Lines and Surveys 397,915 2 0

Additions and Improvements to Existing Lines, and to Rolling-stock—			
Way and Works	£544,605	19	7
Rolling-stock	816,784	16	5

Total Increase in Capital Expenditure for Additions and Improvements to Existing Lines and to Rolling-stock 1,361,390 16 0

Total Increase in Expenditure on Capital Account £1,759,305 18 0

so that the total expenditure charged to Capital Account at 30th June, 1913, was £47,656,469 4 0

Loan Funds.

The total liability in respect of Current Loans allocated to the Railways, at 30th June, 1912, was £ 44,149,951 4 9 and during the year under review the additional amount allocated was as follows :—

	£	s.	d.	£	s.	d.	
Additional Loans raised for or transferred to the debit of the Railways by the Treasury.	For Construction Works—						
	Act 1753 (3 per cent.) ...	1,574	13	2			
	Act 2041 (3½ per cent.) ...	15,496	9	9			
	Act 2161 (3 per cent.) ...	91,454	8	6			
	Act 2308 (4 per cent.) ...	49,781	13	9			
	Act 2323 (3½ per cent.) ...	732,693	13	8			
	Act 2429 (3 per cent.) ...	5,400	0	0			
	Act 2429 (3½ per cent.) ...	350,130	17	3			
	Act 2429 (3¾ per cent.) ...	10,000	0	0			
		<hr/>			1,256,531	16	1
	For Repayment of Advance pending issue of Securities—						
	Act 2026 (3½ per cent.) ...				50,000	0	0
		<hr/>			1,306,531	16	1
	Less Amount redeemed from Revenue—						
Act 1451 (3¼ per cent.) ...	6,638	19	9				
Act 2308 (4 per cent.) ...	150	0	0				
	<hr/>			6,788	19	9	
	<hr/>			1,299,742	16	4	
Less Advances Repaid by Act 2026 ...				50,000	0	0	
	<hr/>						
Net Increase for the year ...				£1,249,742	16	4	
so that the total liability in respect of Current Loans allocated to the Railways at 30th June, 1913, was (<i>vide</i> Appendix No. 7)				£45,399,694	1	1	
The proceeds of Loans allocated to the Railways, after deducting Discounts and Expenses (less Net Premiums received), amounted at 30th June, 1912, to				£42,760,685	17	3	
and as this amount was increased during the year ending 30th June, 1913, by				1,232,487	14	9	
the total proceeds of Loans allocated to the Railways at 30th June, 1913, was				£43,993,173	12	0	
The difference for the year between the increase in the proceeds of the Loans allocated to the Railways and the increase in the total amount of Current Loans allocated, which represents the Net Discount and Expenses for the year in raising Loans for Construction Works, was ...				£17,255	1	7	

Interest Account.

	£	s.	d.
The Interest on Current Loans allocated to the Railways (<i>vide</i> Appendix No. 7) amounted during the year to	1,583,484	17	4
And in addition the Railways were debited with—			
Expenses incurred by the Treasury in connexion with Payment of Interest, amounting to	£4,449	5	3
Interest on Temporary Advances pend- ing Loan Moneys being raised	7,085	13	0
		<u>11,534</u>	<u>18 3</u>
so that the debit for Interest and Expenses for the year 1912-13 was	£1,595,019	15	7

This amount represents an increase of **£81,918** in the interest charges and expenses as compared with the debit for the previous year.

Non-Interest Bearing Funds.

The amount provided out of Consolidated Revenue for the Construction, Equipment, Stores, &c., of the Railways, and on which interest is not charged, was at 30th June, 1912	£3,881,719	14	0
and further moneys (expended under Vote (61) were provided during the year out of Consolidated Funds and debited to Construction Works, to the extent of	2,357	2	9
whilst the amounts provided during the year out of the Consolidated Revenue for the Redemption of Loan Moneys allocated to the Railways aggregated	6,788	19	9
The total amount so provided as at 30th June, 1913 (<i>vide</i> Appendix No. 5), was therefore	£3,890,865	16	6

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

Lines Closed for Traffic.	Miles.	Approximate Capital Cost.
Dunkeld to Peshurst (dismantled)	15·87	£50,000
Canterbury Loop Line (dismantled)	0·20	} ... 160,000
Ashburton to Oakleigh	2·37	
Fairfield Park to Deepdene	3·34	
Darling to Waverley	0·84		7,000
Lancefield to Kilmore	18·10	117,207
Fawkner Cemetery to Somerton	5·28	53,217
Geelong Race-course Line (dismantled)	1·96	5,317
Totals	<u>47·96</u> miles	<u>£392,741</u>
Surveys of lines not constructed ... ..	...	£374,064
Grand Total ... ..	...	<u>£766,805</u>

The interest upon this capital, which is wholly non-reproductive, would, on the basis of the average rate of interest charged for the year, amount to **£26,915**.

St. Kilda and Brighton Electric Street Railway.

In order to admit of the provision of an adequate service for the growing traffic on this line, the section between St. Kilda and the Elwood Power House has been duplicated, and a five-minute service has since been in operation over that section during the busy hours of the day with a ten-minute service thence to Brighton Beach. Arrangements have also been made for the construction of extra crossing loops between the Power House and the Brighton Beach Terminus, so as to enable a five-minute service to be provided over the whole of the line during the busy portions of the day.

The results of operating the line, by contrast with those of the preceding year, are shown in detail in Appendix No. 22.

The Capital Expenditure at 30th June, 1913, on account of the construction of the line was	...	...	...	...	£65,944
and for Rolling-stock	...	...	...	...	£22,189
					£88,133
or a total of	...	...	...	...	£88,133

The increase for the year amounted to £27,543, and is mainly represented by the cost of the duplication of the line between St. Kilda and the Power House (£20,364) and by the cost of new rolling stock to provide the additional services (£5,796).

The Gross Revenue was £16,829, or an increase of £1,817 over that earned during the preceding year.

The Working Expenses, which include £1,846 incurred upon the renewal of the track in connexion with the duplication of the line from St. Kilda to the Power House, and additional expenditure due to the increased wages paid to the staff and the extra car mileage, amounted to £15,808—an increase of £2,525 as compared with the year 1911-12.

The Net Revenue was, therefore, £1,021—a decrease of £708 as compared with the preceding year, and £2,072 less than the interest on the capital invested.

The car mileage was 413,939 miles—an increase of 46,633 miles—and the number of passengers carried was 1,916,618, or an increase of 241,700 as compared with the preceding year.

New Lines Opened for Traffic.

The lines of which particulars are shown hereunder were opened for traffic during the year:—

Line.	Miles.	Date Opened for Traffic.
Noradjuha to Toolondo	11'24	24.9.12
Jeparit to Lorquon	13'68	10.12.12

New Lines Under Construction, or Authorized.

The following new lines, all of 5 feet 3 inches gauge, were in course of construction at 30th June, 1913:—

Line.	Miles.
White Cliffs to Yelta	9'75
Gheringhap to Maroona	100'75
Bairnsdale to Orbost	60'00
Crowland to Navarre	23'00
Benalla to Tatong	18'25
Rushworth to Colbinabbin	12'00
Chillingollah to Manangatang	18'50
Total	242'25

The construction of the following authorized lines, of 5 feet 3 inches gauge had not been commenced at 30th June, 1913:—

Line.	Miles.
Tallangatta to Cudgewa	42 $\frac{1}{2}$
Swan Hill to Piangil	27 $\frac{1}{2}$
Sea Lake towards Pier Millan	17 $\frac{3}{4}$
Heywood to Mumbanuar	39 $\frac{1}{2}$
Elmore to Cohuna	57 $\frac{1}{2}$
Hamilton to Cavendish	15 $\frac{3}{4}$
Rainbow towards Nypo	10 $\frac{3}{4}$
Linton to Skipton	12 $\frac{3}{4}$
Total	224

Mileage of Railways and Tracks Open for Traffic.

The route mileage open for traffic at the end of the year, and the average mileage open during the year, together with similar information in respect of the mileage of the main tracks, and of sidings, as compared with the year 1911-12, were as shown hereunder:—

	Year 1911-12.	Year 1912-13.
	Miles.	Miles.
Route Mileage... ..	3622·36*	3647·28†
" average during year	3543·31	3638·56
Main Tracks	3962·66 ²	3989·58†
" average during year... ..	3883·61	3979·85
Sidings	651·58*	679·86†
St. Kilda and Brighton Electric Street Railway—		
Main track	5·13*	7·84†
Sidings... ..	·83*	·83†

* At 30th June, 1912.

† At 30th June, 1913.

Concessions to the Staff.

In consequence of the increase in the cost of living and of the gradual betterment in the conditions of employment generally it has been necessary to make appreciable concessions to the staff during the past few years, both by the adoption of a higher scale of wages for many grades and by other improvements in the

working conditions, and the influence which such concessions have had upon the working expenses is indicated in the following statement relating to the period since the year 1909-10, inclusive:—

	Year ending 30th June.				Total for four years.
	1910.	1911.	1912.	1913.	
	£	£	£	£	£
Increases in salary and wage under Regulation 54, which became operative on 1st June, 1911, represented an addition to the Working Expenses of ... ..	...	6,900	100,300	106,300	213,500
and under Regulation 56, which became operative as from 1st October, 1912, a further addition of ... ..	...	...	...	25,650	25,650
	...	6,900	100,300	131,950	239,150
Other concessions in respect of travelling time, overtime, &c., under Regulation 54 represented additions to the extent of ... ..	...	1,600	19,000	19,000	39,600
and under Regulation 56 of ... ..	...	...	...	5,100	5,100
The total increase in expenditure under these Regulations was therefore ...	...	8,500	119,300	156,050	283,850
Other concessions included—					
Payment for Sunday duty on a more liberal basis ... ..	...	...	4,970	7,450	12,420
Extension of eight hours principle to all enginemen and to additional signalmen and shunters	4,200	16,100	16,800	16,800	53,900
Increase in wage of casual labourers in Goods Sheds ... ..	...	2,250	4,500	4,500	11,250
Increase in wage of Supernumerary artisans and others owing to new and amended Wages Board Determinations ...	1,310	2,450	15,300	18,100	37,160
Privilege of half fares to and from work ...	6,000	6,000	6,000	6,000	24,000
and the total addition to the Working Expenses owing to increases in pay and concessions was therefore approximately	11,510	35,300	166,870	208,900	422,580

The amount of £208,900 represents the actual additional expenditure in the year ending 30th June, 1913, due to concessions which became operative not only in that but also in the preceding three years, or, in other words, the working expenses in the year 1912-13 would have been £208,900 less had the same conditions and wages been in effect as in the year 1908-9.

This statement does not take into consideration the additional amount—approximately £72,000 per annum—involved in the further concessions which became operative as from 1st July, 1913; nor ordinary divisional increments which would have been granted irrespective of the alterations in the classification.

The remuneration of the staff generally and the conditions under which they are at present employed are undoubtedly better than at any period in the history of the department, and the bulk of the advances in pay and other improvements which have been made under Regulations 54 and 56 and which will be made under the Regulation now in process of evolution has been and will be of benefit to the wages staff.

It is our desire that the staff be granted reasonable rates of pay, having regard to all the surrounding circumstances, and that the salaries and wages should neither be inflated in times of unusual prosperity nor subjected to deduction in periods of depression or of financial stringency. This viewpoint has been kept in the foreground in connexion with the compilation and revision of the different Regulations, and we feel that as soon as the revised scale of wages, which is now in course of

preparation, has been brought into complete operation, together with other contemplated concessions, all reasonable demands for higher remuneration and betterment of conditions will have been satisfied, and that so long as existing conditions prevail there will not be justification for any material or general increase in the rates of pay.

Electrification of the Melbourne Suburban Railways.

Mr. Charles H. Merz, who had been instructed by the Government to review the Report which he submitted in 1908, in respect of the electrification of the Suburban railways, visited Melbourne in September last, and as a result of the further investigation we supported his recommendation that the electrification of the Suburban railways be proceeded with, and, after consideration of the alternative tenders which were obtained in respect of the alternating current and direct current systems, concurred in the view expressed by him that the direct current system was the more advantageous to adopt.

Approval for the conversion was subsequently given by Parliament, and Mr. Merz was commissioned to supervise the carrying out of the work, and contracts as under, involving an aggregate expenditure of approximately £1,250,000, were immediately entered into for the portions of the scheme specified, viz. :—

Name of Firm or Company.	Contract.
Parsons and Company, England	Four 10,000 K.W. generating sets, with necessary auxiliaries.
Babcock and Wilcox, England	The complete power station buildings (except for the second boiler house, coal store, &c.), and the boiler equipment for one boiler house.
Siemens Brothers, England	Sub-station equipment to the extent of 60,000 K.W. capacity.
The General Electric Company of New York and England	Electrical equipment for 400 motor coaches and 400 trailer coaches.

Mr. Merz has since been engaged in dealing with the detailed designs and drawings in respect of these contracts, and reports that the contract work is in hand and is proceeding satisfactorily.

In order to deal with the specifications for other portions of the scheme, such as the switch gear, the condensing plant, the transmission cables, and the overhead contact lines, Mr. Merz has been supplied with a great deal of detailed information, including plans and sections of the lines. Considerable attention has also been devoted, both by the Department and by Mr. Merz, to the designs for the construction of the underframes and bogies of the motor coaches, and the arrangement of the Westinghouse brake and the alterations in the bodies of the coaches to provide for the driving equipment; whilst the location of the twelve sub-stations has been determined, and plans for some of them have been forwarded to Mr. Merz.

The arrangements in connexion with the scheme are proceeding satisfactorily, and it is confidently expected that, as originally anticipated, the first line, viz., from Sandringham to Broadmeadows, will be electrically operated about the middle of 1915, and that the conversion of the remaining lines will be carried out in quick succession, and completed during the early portion of 1917.

Electrical Engineering Branch.

In accordance with a recommendation of Mr. Merz, we decided to establish a new branch, known as the Electrical Engineering Branch, in order to deal with the electrical portion of the work of converting the suburban lines from steam to electric traction, and subsequently with the production of electrical energy for the running of trains; and Mr. W. Stone, who previously occupied the position of Electrical and Lighting Engineer in the Telegraph Branch, and who last year visited Great Britain, America, and Europe to make certain investigations in connexion with the electrification scheme, was placed in control of the Branch with the title of Chief Electrical Engineer as from 1st May, 1913.

In addition to constructional and technical matters in connexion with the electrification scheme, Mr. Stone has control of--

- (1) The Electric Light and Pintsch Gas Works at Spencer-street ;
- (2) The construction, installation, and maintenance of all electric light and power circuits and apparatus supplied with current from the Electric Light Works at Spencer-street ; and
- (3) The working and maintenance of the power-plant, rolling-stock, car sheds, workshops and overhead equipment of the St. Kilda and Brighton Electric Street Railway.

Abolition of Competitive Rates.

In pursuance of the policy of the Government to facilitate the development of the outer ports, the competitive rates which had existed for many years between Melbourne and the Eastern and Western coastal districts, and which had incidentally exerted an influence on the rates between Melbourne and certain inland portions of the State, were abolished as from 1st January, 1913. At the same time it was decided to abolish the Class 3 rate, which was the highest of the schedules, in order to obviate the imposition of unduly high rates in the areas affected ; and to compute the charges in respect of the traffic of the North-Western District by the shorter route, *via* Bacchus Marsh, instead of, as formerly, by the longer route *via* North Geelong.

By the adoption of the scheme, which involved an estimated loss of over £7,000 per annum, the general mileage scales of rates are now uniformly operative, practically throughout the State.

Duplication and Regrading of the Lines between South Yarra and Caulfield.

The work of duplicating and regrading the tracks between South Yarra and Caulfield for the purpose of improving the facilities for the handling of suburban, country, and special traffic was actively proceeded with. Satisfactory progress was made with the earthworks between Hawksburn and Armadale and Malvern and Caulfield, whilst the main Up and Down tracks were lowered to their permanent level between Armadale and Malvern. New station buildings were erected on the Down platform at Armadale, and on the island platform at Malvern, and a commencement was made with the erection of new structures at Hawksburn and Toorak.

Overhead bridges for street traffic were substituted for the level crossings at Wattle-tree Road and Glenferrie Road, and a commencement was made with the construction of bridges to replace the level crossings at Cromwell Road, Williams Road, and Malvern Road. The bridges at High Street and Kooyong Road were duplicated, and good progress was made with the widening of the bridges at Dandenong Road and Smith Road, and with the erection of a bridge to provide an under crossing for vehicular traffic at Finlayson Street.

Gravitation Shunting Yard near North Melbourne.

Satisfactory progress was made with the construction of the Gravitation Shunting Yard near North Melbourne, and which will relieve the congestion in the Melbourne Goods Yard caused by the great expansion of goods traffic during recent years, and the scheme was sufficiently advanced to admit of the Western, North-Western, and Northern Sections being brought into operation with good results in the last busy season.

The construction of the bridge over the Bendigo and Williamstown lines to connect with the North-Eastern Section is well in hand, and it is anticipated that the whole scheme will be completed in readiness for the next busy season.

Duplication of the Flinders-street Viaduct.

Operations in connexion with the duplication of the Viaduct between Flinders Street and Spencer Street were proceeded with as expeditiously as possible. The whole of the sub-structure from Market Street to Wharf Road, including the enlargement of the existing brick piers, and the foundations and brick-work below the street level in the section from Wharf Road to Spencer Street, were completed, as well as about four-fifths of the brickwork above the street level in the latter section.

Contracts were let for the manufacture and delivery of the steel work for the superstructure, and some of the material was supplied and placed in position.

Establishment of Workshops at Ballarat and Bendigo.

In pursuance of the policy of decentralisation, arrangements were made for the establishment of Workshops at Ballarat and Bendigo for the manufacture and repair of locomotives and other rolling-stock.

The necessary land has been acquired, and the preparation of the sites is in hand, whilst plans for the buildings and specifications for the machinery and equipment are in progress.

It is anticipated that when these shops are in operation it will be possible to abolish the partial night-shift now being worked at the Newport Workshops, and eventually to discontinue the practice which has necessarily been in vogue for the past few years of having a considerable number of trucks manufactured by contract.

Country Passenger Train Services.

In conformity with the direction of the Government that at least one purely passenger train daily be run to and from Melbourne and every country town with a population of at least 2,000 inhabitants, a daily passenger service was established between Melbourne and the different towns accommodated by the train service on the following lines:—

Ararat to Hamilton,
Ballarat to Horsham,
Ballarat to Maryborough,
Bendigo to Kerang,
Maryborough to Mildura,
Murtoa to Warracknabeal,
Sale to Bairnsdale,
Woodend to Daylesford.

The provision of these purely passenger trains necessitated the running of a goods train on each section to deal with the goods business previously accommodated by the mixed trains.

The revenue derived from the running of these trains has not so far been commensurate with the outlay involved, but it is hoped that the acceleration in speed and the comfort and convenience provided for passengers will encourage traffic, and so justify the increased expenditure.

Improvement in Rolling Stock.

For many years there was an absence of any definite principle governing the types of rolling-stock, but of late an endeavour has been made to standardise the locomotive, carriage, truck and van stock, and at present the construction of new stock is limited to a minimum number of types of such design as experience has demonstrated is best suited for the requirements of the different services.

The standard types of locomotive are now limited to three classes, viz., the "A2" class for heavy passenger and express traffic, the "DDE" class for heavy suburban service, and the "DD" class which, although of large tractive power and suitable for goods, mixed, and passenger traffic on all lines, can be utilized on light country lines laid with 60-lb. rails. In anticipation of a reduction in the number of suburban locomotives, when the scheme of electrification is completed, the "DDE" engines have been so designed as to be readily convertible into tender locomotives of the "DD" class. All of these three classes are of similar design, 6-wheels coupled, with Belpaire fire-boxes and outside cylinders, and of tractive power to suit the different services, and they have been so designed as to admit of uniformity of manufacture of many of the parts with a view to simplicity in construction, economy in maintenance and repairs, and the use of a minimum number of patterns and duplicate parts. During the period from 1st January, 1911, to 30th June, 1913, 44 engines of the "A2" class, 60 of the "DD" class, and 25 of the "DDE" class, were constructed.

There were 244 engines of the three classes mentioned at 30th June, 1913, and this constituted about 36 per cent. of the total stock in existence at that date.

Since 1903, 148 obsolete locomotives of small tractive power have been broken up, sold, &c., and eight classes have thus been removed from the Register, whilst the demolition of old locomotives in several other classes is practically completed.

The standard carriages consist of 71-foot corridor cars for express and the more important country line traffic, of 58-foot corridor cars for other country lines, and of "Tait" cars for suburban lines; and since January, 1911, fifty 58-foot cars, 130 "Tait" cars, 2 sleeping cars, 1 State car, and 4 narrow-gauge cars, have been constructed, and the equivalent of 44 new bogie cars for suburban running has been provided by the lengthening of existing stock, whilst no less than 134 of the old type of fixed-wheel-base cars have been permanently withdrawn from passenger traffic.

The provision of the additional carriage stock has added materially to the comfort of passengers, both on the country and suburban lines, and whilst improved carriages have been in running for some years past on all the main lines, special attention has of late been devoted to the provision of more commodious accommodation on branch lines, and by means of the 58-foot corridor vestibule cars, and of the earlier type of corridor cars previously utilised on the more important branch lines, it has been possible to place corridor cars on the following sections:—

Bendigo to Korong Vale, Wycheproof, and Chillingollah,	Murtoa to Hopetoun,
Bendigo to Swan Hill,	Melbourne to Port Fairy,
Bendigo to Echuca,	Geelong to Ballarat,
Maryborough to Mildura,	Benalla to Yarrawonga,
Ballarat to Castlemaine,	Wangaratta to Bright,
Ballarat to Dimboola,	Wodonga to Tallangatta,
Ararat to Portland,	Melbourne to Numurkah and Cobram,
	Melbourne to Port Albert,

as well as on other less important lines.

Further improvements have been effected by the substitution of Pintsch Gas for oil lighting on several additional branch lines, and by a large increase in the stock of footwarmers for use in winter, whilst the Inter-State Express and a few other trains have been provided with ice boxes and ice coils, which enable a plentiful supply of iced drinking water to be maintained for passengers.

The work of improving the rolling-stock on the suburban passenger trains has steadily progressed, and the lines to Essendon, Sandringham, Dandenong, Frankston, Ringwood, Kew, Heidelberg, Reservoir, and Williamstown respectively have now been almost wholly equipped, either with the standard "Tait" car or with the earlier type of bogie car.

The types of truck stock have also been standardized, and for general goods traffic open steel trucks with a capacity of 15 tons are being manufactured, and 3,718 of these trucks have been constructed since January, 1911.

The additions which have been made in the rolling-stock are reflected by the following comparative statement:—

	At 30th June, 1903.	At 31st Dec- ember, 1910.	At 30th June, 1913.	Increase at 30th June, 1913, over 30th June, 1903.	Increase at 30th June, 1913, over 31st December, 1910.
No. of Locomotives	553	537	668	Per cent. 20·7	Per cent. 24·3
No. of Carriages (Bogie) ...	585	771	958	63·7	24·2
" " (Fixed-wheel base)	611	575	441	(decrease 27·8)	(decrease 23·3)
No. of Vans and Sundry Vehicles	440	502	676	53·6	34·6
No. of Trucks	9,814	11,723	15,868	61·6	35·3

In addition, the capacity of the suburban rolling-stock was increased by the lengthening of bogie cars so as to provide the equivalent of 44 new cars up to 31st December, 1910, and an additional 44 cars up to 30th June, 1913.

The full extent of the improvement, however, is not indicated by the foregoing figures, because of the greater tractive power of the new locomotives and the greater capacity of the other rolling stock. For example, the tractive power of locomotives increased during the ten years from 6,400,267 lbs. to 10,971,102 lbs., or by 71·4 per cent., and the carrying capacity of trucks from 93,295 tons to 190,099 tons, or by 103·7 per cent.

The average tractive power of the locomotives and the average carrying capacity of the trucks in existence at 30th June, 1913, were 17,738 lbs. and 12·2 tons respectively, as compared with 13,155 lbs. and 9·5 tons at 30th June, 1903. The average internal floor area of carriages and of van and sundry stock was increased during the same period from 272 and 184 square feet respectively to 353 and 238 square feet.

Supply of Steel Rails.

Contracts were entered into during the year for the supply of 3,300 tons of 100-lb., 21,034 tons of 80-lb., and 2,100 tons of 60-lb. steel rails, together with the requisite fastenings.

The 100-lb. and 80-lb. rails were required for the purpose of releasing lighter rails for the construction of new lines, for relaying and renewals generally, and for reserve stock. The 60-lb. rails were required principally for the manufacture of points and crossings.

Way and Works Branch.

The Way and Works were maintained in good order and repair throughout the year, *vide* the certificate of the Chief Engineer in Appendix No. 3.

The expenditure on the Maintenance and Renewals of Way and Works by contrast with that of each of the four preceding years was as shown hereunder :

	Year 1908-9.	Year 1909-10.	Year 1910-11.	Year 1911-12.	Year 1912-13
	£	£	£	£	£
Expenditure ...	625,602	643,912	803,658	893,350	930,366
Per mile of railway (average mileage) ...	184	187	229	252	256
Per mile of main track (open for traffic) ...	168	171	209	230	234

The policy of relaying light lines with heavier rails was continued, and during the year 207·8 miles of track were relaid with steel rails as follows:—

Description of Rails.	Miles of track relaid.
New 100 lb. ...	7·0
New 80 lb. ...	118·6
Serviceable 100 lb. and 80 lb. ...	1·8
Serviceable 75 lb., 66 lb., and 60 lb., released from other lines by the substitution of heavier rails ...	80·4
Total ...	207·8

The tracks were also strengthened by 9,180 additional sleepers, whilst 282,508 sleepers were renewed and 262 miles of fencing were rebuilt.

Twenty-four additional places were interlocked and 367 interlocking levers installed, making a total in use at 30th June, 1913, of 8,651 levers at 694 places and the proportion of interlocked places 72·22 per cent. Ninety-four sets of staff, tablet or Annett's Lock gear, were provided at 33 intermediate non-staff stations, and 130 sets of plunger locking gear at 56 staff stations.

The installation of improved safe working systems on the suburban lines was proceeded with as expeditiously as possible. The lines from East Richmond to Camberwell, Franklin-street Junction to Newmarket and to South Kensington, Flinders-street to Graham, and the main lines in Castlemaine Yard were track-locked, in addition to isolated sections in the Ballarat, Geelong and Kyneton yards, which it was considered desirable to so equip. Similar work is in hand between Newmarket and Essendon, and at Jolimont Junction on the Hawthorn, Oakleigh, and Brighton lines.

Twenty-two sections were equipped with electric staff and 85 sections were track-locked.

The station yards at Elsternwick, Hamilton, Mitcham, Ouyen, Wallan, Warburton, Woomelang, Williamstown, and Yarraville were re-arranged and enlarged, in order to admit of the efficient and economical conduct of business or for crossing purposes, and similar work is in hand at Benalla, Castlemaine, Cowie, Glenorchy, Guildford, Lilydale, Langi Logan, and Korong Vale.

New station buildings were erected at Croydon, Macedon, North Williamstown, Newport, Peshurst, Glenrowan, Sheep Hills, Spotswood, Sydenham and Westgarth, and are in course of erection at Albert Park, Dookie, Elaine, Riddell, Oakleigh, Heidelberg and Sunshine, whilst the station yards at the last-named three stations will be re-arranged and extended at the same time.

The duplication of the line from Westgarth to Alphington and the regrading of the line at South Geelong, including the substitution of an overhead bridge for the level crossing at Moorabool-street, were completed.

During the last few years the work of extending the passenger platforms, which is of considerable importance in the time keeping of trains, has been continued on different lines, and the whole of the platforms at the main suburban stations have now been lengthened to the standard of 425 feet, and the platforms on the North-Eastern, Goulburn Valley, Bendigo, North-Western, Eastern, Port Fairy, and South-Eastern lines have been extended as much as is considered necessary according to the length of the trains running on the respective lines.

The platforms on the lines between—

Castlemaine and Mildura,
Bendigo and Echuca,
Bendigo and Wycheproof,
Croydon and Healesville,
Eaglehawk and Swan Hill, and
Korong Vale and Ultima

will be similarly extended in the near future.

In order to admit of the use of heavier and more powerful engines, a number of bridges were strengthened on several lines, especially on the North-Eastern, North Western, and Western lines, and the construction of the new double track bridge over the River Yarra at Hawthorn and the renewal and strengthening of the bridge over the Maribyrnong River at Footscray are well in hand.

Rolling-Stock Branch.

The whole of the rolling-stock in use, and the machinery and tools, were maintained in good working order and repair—*vide* the certificate of the Chief Mechanical Engineer in Appendix No. 2—and inventories of the rolling-stock in existence at 30th June, 1913, based on numbers and capacity respectively, are embodied in Appendices Nos. 8 and 9.

In addition to the removal from the register of the rolling-stock which was scrapped during the year (Appendix No. 8), three workmen's sleeping cars and 30 old trucks were written down to the internal floor area and tonnage capacity respectively represented by their value as scrap material.

In pursuance of the programme of construction of locomotives to meet the continued expansion of traffic, the manufacture of locomotives and the assembling of parts made by contractors were proceeded with at the Newport workshops, and 45 new locomotives were turned out during the year.

In April, 1912, a contract was placed with Messrs. Walkers Ltd., Queensland, for the supply of 20 locomotives of the "DD" class, to be delivered by April, 1913. Owing chiefly to the late arrival from England and America of certain materials

which the Department undertook to supply, the stipulated times for delivery have been exceeded, but it is anticipated that the contract will be completed about the end of September.

In May, 1912, the tender of the Austral Otis Engineering Company was accepted for the supply of 20 "DD" class locomotives, to be followed by a contract for a further 20 locomotives of similar type, but in October, 1912, the Company signified its inability to proceed with the contract, and fresh tenders under similar conditions were thereupon invited, with the result that Messrs. Thompson & Co., of Castlemaine, secured the contract, under which 20 locomotives are to be delivered by the end of December, 1914.

Contracts to the value of £35,000 were let during the year to a number of Victorian firms for the supply of parts of rolling-stock; and also for the manufacture of 500 15-ton open goods trucks, of which 349 were delivered by 30th June, 1913.

The construction of new rolling-stock was actively proceeded with during the year in order to meet the necessities of both the passenger and goods business, and reached large dimensions, as indicated by the following statement, which also shows the anticipated output for the year 1913-14 :—

Description.	Output during 1912-13.		Anticipated Output during 1913-14.	
	At Newport.	By Contractors.	At Newport.	By Contractors.
LOCOMOTIVES.				
"A2" class, for heavy passenger service	25	..	30	..
"DD" class, for passenger and goods service	4	..	18	20
"DDE" class, for suburban service	15	..	..	..
Narrow-gauge	1	..	1	..
Wreckage crane .. .. .	..	..	1	..
Steam rail motor car (Great Western Railway Company type)	1*	..	..	..
Total	46†	..	50†	20
CARRIAGE STOCK.				
Corridor vestibule cars (58 feet) for country services ..	13	..	50	..
Narrow-gauge cars	4	..	..	..
Sliding-door suburban cars	92	..	32	..
Equivalent number of suburban cars represented by compartments added to existing cars	15	..	12	..
Electric cars	1	3	..	5
Total	125	3	94	5
VAN AND SUNDRY STOCK.				
Passenger vans .. .. .	..	..	15	..
Goods vans	30	..	60	..
Narrow-gauge van	1	..	..	..
Horse-boxes .. .. .	..	..	12	..
Total	31	..	87	..
TRUCK STOCK.				
Fifteen-ton open goods trucks	474	716	641	651
Refrigerator trucks	50	..	..	..
Combination bogie trucks for rails and sleepers and ballast hoppers	34	..	6	..
Narrow-gauge trucks	15	..	33	..
Louvre trucks	87	..	100	..
Sheep trucks	100	..	75	..
Bogie open goods trucks (26 tons capacity)	57	..	..	..
Bogie boiler trucks	10	..	..	..
Cattle trucks	50	..	..	..
Bogie flat trucks	10	..	15	..
Water trucks	20	..	30	..
Total	907	716	900	651

* Car body and underframe made at Newport, and engine, boiler, &c., imported from England.

† Including those assembled at Newport from parts made by contract.

The two McKeen gasoline rail motor cars have been utilized between Maryborough and St. Arnaud, and between Hamilton and Warrnambool, and have given satisfactory service within the limit of their capacity. The experience which has been gained, however, is sufficient to confirm the view expressed by us when the subject of their purchase was under consideration, that the total cost of running and maintenance would be higher than that involved in the case of a light locomotive and train, capable of at least equally satisfactory service.

The Great-Western steam car has also been running a few months, but not for a sufficient period to enable a definite opinion to be expressed as to its comparative value.

The new workshops store and extension to the tarpaulin shop at Newport were completed, and the new truck construction and repair shop, the extension to the wheel shop, new forge and spring shop, and template store were approaching completion at 30th June.

In accordance with the established policy of decentralization, the amount of repair work has been considerably augmented at Ararat, Ballarat, Ballarat East, Benalla, Bendigo, Colac, Korumburra, Maryborough, Seymour, Stawell, Traralgon, and Wonthaggi. At Geelong, however, the additional work proposed cannot be undertaken until the new engine shed and other accommodation about to be taken in hand are completed.

Stores Branch.

The value of the Stock of Stores at 30th June, 1913, as per the certificate of the Chief Storekeeper (*vide* Appendix No. 4) was £849,462, being an increase of £202,459 as compared with the value of the Stock of Stores at 1st July, 1903, and an increase of £206,395 as compared with the value as at 1st July, 1912.

Dining Car and Laundry Services.

The patronage of the Dining Car Service continued to increase, and the revenue derived on each of the lines on which the service is provided is contrasted hereunder with the figures of the previous year:—

	Year 1911-12.	Year 1912-13.	Increase 1912-13.
	£	£	£
Sydney Express	7,916	8,808	892
Adelaide Express	5,249	5,611	362
Mildura Line	1,056	1,156	100
Total	14,221	15,575	1,354

The Departmental Laundry continued to yield satisfactory results, and the expense involved in its provision has been amply justified.

Ambulance Organisation and Equipment.

A careful re-organisation of the system of furnishing "First Aid" relief to passengers in the event of an accident has been made and perfected during recent years, and the equipment which has been provided at the different stations, and in the vans of trains is as follows:—

Stretchers	1,176
Hand Litters	10
Ambulance Boxes	605
Medical Chests	67
Fire Extinguishers	670

The training of the staff in ambulance work has also been continued as far as possible, and 2,826 officers and employes now hold certificates issued by the St. John Ambulance Association, whilst between 3,000 and 4,000 other officers and employes have acquired a valuable knowledge of First Aid work.

Forty-five Ambulance Corps are in existence at the principal railway centres of the State, and the annual competitions for prizes offered by the Department for both team and individual First Aid work have proved an interesting and effective means of stimulating interest amongst the staff.

Employment of Conductors on Country Passenger Trains.

The extension of the system of employing conductors on country passenger trains has proved satisfactory alike to the Department and to the travelling public. The system has facilitated the running of the trains, and has rendered it possible to maintain greater efficiency in the checking of tickets and the detection of fraud, and thus tends to prevent irregularities, whilst there is no doubt that the additional attention devoted to the requirements of passengers is generally appreciated.

Visit of the Chairman of Commissioners and Officers to Europe and America.

In view of the conversion of the railways from steam to electric traction and of the facilities which will thus be afforded for the adoption of some system of automatic signalling, it was considered that the interests of the State would be best served by an investigation of the different systems in operation in Great Britain, Europe, and America by responsible departmental experts who are thoroughly conversant with local conditions, and it was accordingly arranged that the Chairman of Commissioners, Mr. W. F. Fitzpatrick, C.M.G. ; the Engineer of Signals, Mr. F. M. Calcutt ; and the Superintendent of Goods Train Service, Mr. E. C. Blazey, should visit those countries and personally investigate the different systems in vogue and then confer with Mr. Merz on the subject. Messrs. Calcutt and Blazey sailed from Melbourne on 11th March, and Mr. Fitzpatrick on 8th April, 1913.

We feel convinced that the knowledge and experience which the Chairman and these two officers will acquire, not only in respect of automatic signalling and safe working installations, but also in connexion with railway operations generally, will be of material benefit to the State, and we trust that it will be possible to periodically send officers in responsible positions to Europe and America, in order to gain experience and acquire a first-hand knowledge of the evolution of railway problems and methods.

Acknowledgment of Services of Staff.

The Staff continued to perform their duties in a satisfactory manner, and we desire to express our thorough appreciation of the valued assistance and good service rendered by the Officers and Employés generally.

Appendices.

The Balance-sheet for the year, and Capital, Revenue, and Expenditure Accounts and Statements, as well as statistical and other information, statistical diagrams, and maps, are embodied in the Appendices, a list of which is given on page 24.

We have the honor to be, Sir,

Your obedient Servants,

C. E. NORMAN,	} Victorian Railways Commissioners
L. McCLELLAND,	

A P P E N D I C E S.

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11	36	Statement showing Funds advanced from the Public Account.
12	37	Railway Stores Suspense Account.
13	38	Comparative Analysis of Passenger Traffic and Revenue.
14	39	Comparative Analysis of Goods and Live Stock Traffic and Revenue.
15	40	General Comparative Statement for Fifteen Years.
16	43	Statement of Expenditure charged to Capital Account for Twenty Years.
17	44	Statement showing Cost, Length, Highest Point, Steepest Gradient, and Average Cost per Mile of each Line ; also the Cost of Rolling-Stock, Workshops, General Offices, &c.
18	47	Statement showing Date of Opening, Length, and Authority for Construction of each Line.
19	51	Statement of Number of Officers and Employés entitled to Pension or Compensation.
20	52	Return of Persons Killed or Injured.
21	53	Detailed Statement of Working Expenses for Years 1911-12 and 1912-13.
22	56	Detailed Statement of Results of Working of the St. Kilda and Brighton Electric Street Railway for Years 1911-12 and 1912-13.
23	57	Mileage of Railways and Tracks
24	58	Return of Traffic at each Station.
		Statistical Diagrams.
		Map of the Victorian Railways.
		„ Melbourne Suburban Lines.
		„ showing through Railway connexions.

APPENDIX No. 1.

HEADS OF BRANCHES.

Acting Secretary	...	...	...	...	Mr. E. B. JONES.
Chief Mechanical Engineer	...	...	...	...	" W. M. SHANNON.
Chief Engineer of Way and Works	...	...	...	...	" J. H. FRASER.
General Superintendent of Transportation	...	...	...	...	" C. MACAW.
Chief Electrical Engineer	...	...	...	...	" W. STONE.
Chief Accountant	...	...	...	...	" J. W. HACKER.
Deputy General Passenger and Freight Agent	...	...	...	...	" W. E. KEAST.
Telegraph Superintendent	...	...	...	...	" W. A. HOLMES.
Chief Storekeeper	...	...	...	...	" G. H. SUTTON.
Auditor of Receipts	...	...	...	...	" W. G. RITCHIE.
Superintendent of Printing	...	...	...	...	" A. VALENTINE.

APPENDIX No. 2.

CERTIFICATE RESPECTING ROLLING-STOCK, MACHINERY, AND TOOLS.

I hereby certify that the whole of the rolling-stock in use on the Victorian Railways, and also the machinery and tools of the Rolling-Stock Branch, were, during the year 1912-13, maintained in good working order and repair.

W. M. SHANNON,

Chief Mechanical Engineer.

APPENDIX No. 3.

CERTIFICATE RESPECTING WAY AND WORKS.

I hereby certify that the whole of the permanent way, stations, buildings, piers, wharfs, and other works on the Victorian Railways were, during the year 1912-13, maintained in good working condition and repair.

J. H. FRASER,

Chief Engineer of Way and Works.

APPENDIX No. 4.

CERTIFICATE RESPECTING STORES.

I hereby certify that the Stock of Stores has been carefully and systematically inspected during the year, and that its value at 30th June, 1913, was £819,461 17s. 9d.

GEO. H. SUTTON,

Chief Storekeeper.

APPENDIX

<i>Dr.</i>	GENERAL BALANCE-SHEET AT				
	Reference.	£	s.	d.	£ s. d.
	Appendix.				
To face value of Bonds and Stock allocated to the Railways	7	45,399,694	1	1	
Less Discounts and Floating Charges £1,860,449 3 7	7				
Less Premiums 453,928 14 6	7				
	...	1,406,520	9	1	
Net Proceeds	7				43,993,173 12 0
„ CONTRIBUTIONS FROM REVENUE FOR CAPITAL PURPOSES:—					
Proceeds of Sale of State Lands ... ..	...	2,825,740	6	1	
Consolidated Revenue provided for Redemption of State Loans ... ..	...	350,988	19	9	
Surplus Revenue ... ..	...	250,696	2	4	
Accrued Interest on Loan Moneys expended on certain lines during their construction and debited to the capital cost of such lines ... ..	...	21,619	0	0	
Consolidated Revenue provided under Appropriations and Votes ... ..	...	441,821	8	4	
					3,890,865 16 6
„ Advances from Public Account (to be recouped) Acts Nos. 2268 and 2432	11	...			132,457 17 0
„ Special Funds ... ..	...	...			57,270 4 7
„ Sundry Creditors ... ..	...	...			993,746 3 7
„ Suspense Account—Amount to be subsequently repaid to Consolidated Revenue ... ..	...	...			36 7 4
„ Surplus ... ..	...	...			22,250 5 7
Total ... ..	...	...			49,089,800 6 7

Audited and found correct,

F. H. BRUFORD,
Auditor-General.

No. 5.

30TH JUNE, 1913.

Cr.

	Reference.	£	s.	d.	£	s.	d.
	Appendix.						
By Cost of Way, Works, Buildings, and Equipment	17	38,520,618	3	4			
„ Cost of Rolling-Stock	17	8,761,787	4	5			
		47,282,405	7	9			
„ Cost of Surveys for proposed Railways ... ..	...	374,063	16	3			
					47,656,469	4	0
„ Advances from Public Account—Balance of Expenditure carried forward	11	...			132,457	17	0
„ Stores and Materials on hand	12	849,461	17	9			
Less amount at credit of Stores Depreciation Account	12	18,583	12	10			
					830,878	4	11
„ Balance at credit of Railway Stores Suspense Account	12	73,353	3	2			
„ Balance in hands of Agent-General, London and in transit	12	188,852	12	11			
					262,205	16	1
„ Balance at credit of Special Funds:—							
Rolling-Stock Replacement Fund	9	54,518	19	1			
Railway Accident and Fire Insurance Fund	10	2,751	5	6			
Railway Loans Repayment Fund ... ..	...	840	2	11			
Trust Fund—Surplus Railway Land ... ..	...	48	11	0			
					58,158	18	6
„ Balance at credit of the following Accounts:—							
Sundry Repayments to Treasury ... ..	...	21,873	1	6			
Preliminary Deposits ... ..	...	2,550	2	11			
Bills Receivable... ..	...	2,504	3	10			
Trust Funds—Cash and Securities ... ..	...	82,999	9	1			
					109,926	17	4
„ Sundry Debtors ... ..	...	...			17,453	3	2
„ Net Revenue for the Year after payment of Working Expenses ... ..	...	1,729,506	14	10			
Less Interest Charges and Expenses in connexion therewith and Pensions and Gratuities ... ..	...	1,707,256	9	3			
					22,250	5	7
Total ... ..	...	...			49,089,800	6	7

JOHN W. HACKER,

Chief Accountant.

APPENDIX No. 6.

EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING 30TH JUNE, 1913.

	Loan Application Acts, &c.		Construction Branch Vote.		Total.		Total Amount.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
SURVEYS AND CONSTRUCTION OF NEW LINES.								
Benalla to Tatong	4,971	2 8	48	0 0	5,019	2 8		
Rushworth to Colbinabbin	8,061	18 9	99	0 0	8,160	18 9		
Moe to Walhalla	1,854	12 1	21	0 0	1,875	12 1		
Rupanyup to Marnoo	21	2 0	25	0 0	46	2 0		
Ultima to Chillingollah	418	15 8	28	0 0	446	15 8		
Ouyen to Kow Plains	10,414	15 11	111	0 0	10,525	15 11		
Crowland to Navarre	25,920	6 7	72	0 0	25,992	6 7		
Beech Forest to Crowe's	1,244	15 5	129	0 0	1,373	15 5		
Beeae to Newtown	3,292	9 6	54	0 0	3,346	9 6		
Woolamai to Powlett Coalfield (including sidings and accommodation at Wonthaggi for loading and weighing coal, and marshalling and despatching trains from the State Coal Mine)	12,859	17 4	71	0 0	12,930	17 4		
Gheringhap to Maroona	149,395	8 1	522	0 0	149,917	8 1		
Bairnsdale to Orbst	118,131	14 1	837	2 9	118,968	16 10		
Eltham to Hurst's Bridge	5,032	19 4	58	0 0	5,090	19 4		
Noradjuha to Tuolondo	8,010	19 8	90	0 0	8,100	19 8		
Jeparit to Lorquon	14,216	1 11	98	0 0	14,314	1 11		
Kow Plains to Murrayville	5,131	13 8	85	0 0	5,216	13 8		
Chillingollah to Manangatang	11,530	18 1	9	0 0	11,539	18 1		
*Rainbow towards Nypo	10	9 1			10	9 1		
*Tallangatta to Cudgewa	201	11 11			201	11 11		
*Swan Hill to Piangil	15	15 3			15	15 3		
*Sea Lake towards Pier-Millan	12	10 9			12	10 9		
*Linton to Skipton	1	16 0			1	16 0		
*Elmore to Cohuna	13	10 3			13	10 3		
*Hamilton to Cavendish	12	1 0			12	1 0		
*Merbein to Yelta	1	7 0			1	7 0		
Surveys	14,779	7 3			14,779	7 3		
Totals	395,557	19 3	2,357	2 9	397,915	2 0	397,915	2 0
ADDITIONS AND IMPROVEMENTS ON EXISTING LINES.								
Provision of new, and additions and improvements at existing stations, offices, yards, docks, piers, and works, including tracks, buildings, platforms, road approaches, trucking yards, weighbridges, safety appliances, drainage, sanitation, &c.	79,322	8 0			79,322	8 0		
Additions and improvements to accommodation for locomotives and cars, including shops, sheds, tracks, ash-pits, turn-tables, water supply, coaling plants, &c.	13,439	17 5			13,439	17 5		
Bridges, including additions and improvements and strengthening	13,964	10 5			13,964	10 5		
Relaying various lines with heavier rails (cost of increase in weight only)	26,387	9 0			26,387	9 0		
Additional sleepers and ballast for strengthening various lines	9,911	5 3			9,911	5 3		
Level crossings—additions and improvements, including cattle-pits and stops	1,010	19 4			1,010	19 4		
Additional cars for repair gangs, &c., and shelters for gang cars, &c.	1,385	14 5			1,385	14 5		
Additional and improved dwelling accommodation for employes	22,766	19 0			22,766	19 0		
Additional electric lighting, power, &c.	11,060	12 9			11,060	12 9		
Additional Pintsch gas plant	2,212	15 3			2,212	15 3		
Melbourne—Additional accommodation and facilities for, and in connexion with, goods traffic	1,095	17 4			1,095	17 4		
Melbourne—Towards new station and other improved accommodation at Flinders-street	1,878	6 9			1,878	6 9		
Melbourne (Spencer-street)—Additional accommodation at the General Offices	9,188	19 10			9,188	19 10		
Heidelberg—Island platform, with new station buildings, subway, diversion of Studley-road, and additions to tracks, signals, and interlocking	10,816	12 4			10,816	12 4		
Armadale—Regrading line and works in connexion therewith	2,299	13 4			2,299	13 4		
New Goods Train Sorting Yard, near North Melbourne, and works in connexion therewith (including £935 10s. 8d. for electric lighting, and £937 2s. 10d. for telephone inter-communication)	44,286	15 8			44,286	15 8		
Yarraville—Provision of additional siding and goods yard accommodation	1,004	4 10			1,004	4 10		
Towards sewerage of Melbourne Yard	1,915	1 10			1,915	1 10		
Additional Marion steam shovel	2,916	12 2			2,916	12 2		
Signalling, interlocking, and other safety appliances for traffic working	17,262	16 3			17,262	16 3		
Wodonga—Improved stock-loading facilities, including additions to tracks, paving yards, &c.	3,678	15 9			3,678	15 9		
Newport Workshops—Towards additions and extensions to shops, sidings, and other works	9,909	17 1			9,909	17 1		
Protection from fire of railway buildings and other property	681	13 10			681	13 10		
Carried forward	288,397	17 10			288,397	17 10		

* Preliminary Expenses.

APPENDIX No. 6—continued.

EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING
30TH JUNE, 1913—continued.

	Loan Application Acts, &c.			Construction Branch Vote.			Total.			Total Amount.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
TOTAL SURVEYS, ETC. (Brought forward) ...	395,557	19	3	2,357	2	9	397,915	2	0	397,915	2	0
ADDITIONS AND IMPROVEMENTS ON EXISTING LINES— <i>continued.</i>	288,397	17	10	...	...	...	288,397	17	10	...	...	...
Irrewarra—Improved station, yard, and other accommodation ...	1,915	5	6	...	...	...	1,915	5	6	...	...	...
Additional telegraph and telephone lines (including instruments) ...	5,549	6	8	...	...	...	5,549	6	8	...	...	...
Ouyen—Improved station, yard, and other accommodation ...	6,774	5	1	...	...	...	6,774	5	1	...	...	...
Geelong—Extension of sidings, &c. ...	1,001	10	0	...	...	...	1,001	10	0	...	...	...
Melbourne—Towards enlargement and equipment of Way and Works' Shops ...	5,577	2	2	...	...	...	5,577	2	2	...	...	...
Woomelang—Improvement and extension of the yard, including engine shed, coal stage, ashpit, tracks, signals, and interlocking, &c. ...	7,233	9	4	...	...	...	7,233	9	4	...	...	...
Lilydale—Towards improved station, yard, and other accommodation, including engine shed ...	6,224	19	9	...	...	...	6,224	19	9	...	...	...
Sunshine—Island platform, new station buildings, and other accommodation ...	3,969	3	11	...	...	...	3,969	3	11	...	...	...
Additional sidings and works in connexion therewith Melbourne (Flinders-street)—Towards duplication of viaduct ...	3,670	2	6	...	...	...	3,670	2	6	...	...	...
Hamilton—Improved station, yard, and other accommodation ...	20,443	2	3	...	...	...	20,443	2	3	...	...	...
Wallan—Improved yard and other accommodation ...	4,469	2	6	...	...	...	4,469	2	6	...	...	...
Warburton—Engine shed, including tracks, water supply, and other works ...	12,182	3	1	...	...	...	12,182	3	1	...	...	...
Spotswood—New station buildings and platform ...	3,346	9	11	...	...	...	3,346	9	11	...	...	...
North Williamstown—New station buildings ...	2,792	11	3	...	...	...	2,792	11	3	...	...	...
South Yarra to Caulfield—Towards duplication and regrading of lines ...	1,330	9	7	...	...	...	1,330	9	7	...	...	...
Benalla—Towards increased siding accommodation ...	69,144	16	4	...	...	...	69,144	16	4	...	...	...
Additional accommodation and machinery for extension of repairs to rolling-stock, plant and tools at various country stations ...	1,587	0	6	...	...	...	1,587	0	6	...	...	...
Heidelberg Line.—Duplication of line from Westgarth to Alphington ...	13,753	3	5	...	...	...	13,753	3	5	...	...	...
St. Kilda to Brighton Electric Street Railway—Duplication of the line from St. Kilda to the power house ...	8,663	18	7	...	...	...	8,663	18	7	...	...	...
St. Kilda to Brighton Electric Street Railway—Improvement of power plant ...	20,364	5	6	...	...	...	20,364	5	6	...	...	...
South Geelong—Regrading line and substituting overhead bridge for level crossing at Moorabool-street ...	1,198	9	8	...	...	...	1,198	9	8	...	...	...
Ballarat—Towards construction of locomotive workshops and tracks in connexion therewith ...	5,123	1	3	...	...	...	5,123	1	3	...	...	...
Bendigo—Towards construction of locomotive workshops and tracks in connexion therewith ...	3,370	1	2	...	...	...	3,370	1	2	...	...	...
Harcourt—Additional siding accommodation, and improved shelter for fruit ...	2,111	6	7	...	...	...	2,111	6	7	...	...	...
Williamstown—Improved yard and other accommodation ...	1,809	11	6	...	...	...	1,809	11	6	...	...	...
Workshops Machinery—	2,707	0	10	...	...	...	2,707	0	10	...	...	...
Newport Workshops ...	£4,425	18	11	...	...	...	...	...	...	...	...
Newport Signal Shops ...	1,596	7	2	...	...	...	...	...	...	...	...
Stationery Branch ...	272	14	7	...	...	...	...	...	...	...	...
North Melbourne Speed Recorder Shop ...	282	4	4	...	...	...	...	...	...	...	...
Melbourne Truck Shop ...	1,305	18	11	...	...	...	...	...	...	...	...
Sundry other expenditures ...	7,883	3	11	...	...	...	7,883	3	11	...	...	...
...	8,755	14	9	...	...	...	8,755	14	9	...	...	...
...	521,348	15	4	...	...	...	521,348	15	4	...	...	...
Less credits on account of sales of land, materials, &c., originally charged to Capital Account ...	...	...	...	...	...	...	Or. 4,718	14	6	516,630	0	10
TOWARDS THE ELECTRIFICATION OF THE MELBOURNE SUBURBAN LINES ...	27,975	18	9	...	...	...	27,975	18	9	27,975	18	9
ROLLING-STOCK.	...	...	...	...	...	...	...	...	...	...	...	...
Locomotives ...	295,776	13	4	...	...	...	295,776	13	4	...	...	...
Carriage stock ...	158,818	0	10	...	...	...	158,818	0	10	...	...	...
McKeen motor cars ...	5,507	15	2	...	...	...	5,507	15	2	...	...	...
Steam rail motor car (Great Western Type) ...	3,885	4	9	...	...	...	3,885	4	9	...	...	...
Van and sundry stock ...	18,052	15	11	...	...	...	18,052	15	11	...	...	...
Truck stock ...	328,440	9	0	...	...	...	328,440	9	0	...	...	...
St. Kilda to Brighton Electric Street Railway ...	5,795	17	7	...	...	...	5,795	17	7	...	...	...
Other equipment ...	507	19	10	...	...	...	507	19	10	...	...	...
...	816,784	16	5	...	...	...	816,784	16	5	816,784	16	5
Total Expenditure charged to Capital Account for the year ...	...	...	...	...	...	...	...	...	...	1,759,305	18	0

APPENDIX No. 7.

STATEMENT OF STATE LOANS ALLOCATED TO THE RAILWAYS AT 30TH JUNE, 1913, AND OF THE INTEREST CHARGES AND EXPENSES PAID DURING THE YEAR.

Act.	Rate of Interest per cent.	Principal.			Interest Charges.			Expenses in connexion with Payment of Interest.			Total Interest Charges and Expenses.			Date Redeemable.		Where Redeemable.
		£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	Earliest.	Latest.	
47 Vict. No. 760 ...	4	3,758,788	0	3	150,351	10	5	572	1	6	150,923	11	11	1st October, 1913	1st October, 1922	London
48 Vict. No. 805 ...	4	3,251,172	4	3	130,046	17	9	484	5	3	130,531	3	0	1st October, 1919	...	London
49 Vict. No. 845 ...	4	4,610,110	6	11	184,404	8	3	688	1	2	185,092	9	5	1st October, 1920	...	London
55 Vict. No. 1296 ...	4	464,672	1	0	18,586	17	8	...	...	...	18,586	17	8	1st July, 1913	1st April, 1923	Melbourne
53 Vict. No. 1032 ...	3½	3,150,000	0	0	110,250	0	0	472	10	0	110,722	10	0	1st October, 1923	...	London
52 Vict. No. 989 ...	3½	4,914,615	13	0	172,011	10	11	734	19	0	172,746	9	11	...	1st October, 1923	London
54 Vict. No. 1196 ...	3½															
55 Vict. No. 1217 ...	3½	1,666,666	13	4	58,333	6	8	250	0	0	58,583	6	8	1st January, 1921	1st January, 1926	London
62 Vict. No. 1562 ...	3	700,000	0	0	21,000	0	0	105	0	0	21,105	0	0	1st January, 1921	1st January, 1926	London
60 Vict. No. 1451 ...	3¼	6,638	19	9	215	15	4	...	...	...	215	15	4	...	(redeemed)	...
62 Vict. No. 1560 ...	3	3,080,389	7	4	92,411	13	7	435	16	8	92,847	10	3	1st January, 1929	1st January, 1949	Melbourne
60 Vict. No. 1468 ...	3	1,130,372	18	0	33,911	3	9	...	...	...	33,911	3	9	...	...	...
62 Vict. No. 1564 ...	3	24,426	18	10	732	16	2	...	...	...	732	16	2	...	...	...
63 Vict. No. 1623 ...	3	257,701	0	0	7,731	0	7	...	...	...	7,731	0	7	...	30th September, 1917	Melbourne
64 Vict. No. 1659 ...	3	500,000	0	0	15,000	0	0	...	...	...	15,000	0	0	1st July, 1921	1st July, 1930	Melbourne
1 Edw. VII. No. 1753	3	313,438	14	4	9,356	0	0	...	...	...	9,356	0	0	1st January, 1923	1st January, 1932	Melbourne
No. 1560 ...	3½	3,718,478	14	3	130,146	15	1	556	11	8	130,703	6	9	1st October, 1929	1st October, 1949	London
4 Edw. VII. No. 1901	3	36,890	2	3	1,106	14	0	...	...	...	1,106	14	0	1st January, 1934	1st January, 1954	Melbourne
Treasury Bonds Act 1982	3½	5,797,513	14	8	202,912	19	7	...	...	...	202,912	19	7	1st July, 1915	1st April, 1922	Melbourne
5 Edw. VII. No. 1990	3½	258,966	13	10	9,063	16	8	...	...	...	9,063	16	8	30th September, 1917	...	Melbourne
6 Edw. VII. No. 2026	3½	2,083,032	16	0	71,451	18	10	...	...	...	71,451	18	10	30th September, 1917	24th October, 1946	Melbourne
6 Edw. VII. No. 2041	3½	251,776	14	10	7,633	12	5	...	...	...	7,633	12	5	30th September, 1917	1st October, 1930	Melbourne
7 Edw. VII. No. 2116	3½	150,000	0	0	5,250	0	0	...	...	...	5,250	0	0	30th September, 1917	1st January, 1929	Melbourne
7 Edw. VII. No. 2167	3½	1,000,000	0	0	35,000	0	0	150	0	0	35,150	0	0	1st October, 1929	1st October, 1949	London
9 Edw. VII. No. 2161	3	253,633	14	3	5,460	16	1	...	...	...	5,460	16	1	30th September, 1917	...	Melbourne
9 Edw. VII. No. 2163	3½	275,000	0	0	9,625	0	0	...	...	...	9,625	0	0	1st August, 1913	1st October, 1944	Melbourne
1 Geo. V. No. 2286 ...	3½	1,307,155	0	10	45,750	8	6	...	...	...	45,750	8	6	30th September, 1917	1st June, 1922	Melbourne
1 Geo. V. No. 2308 ...	4	328,511	15	8	12,354	15	11	...	...	...	12,354	15	11	1st June, 1931	...	Melbourne
2 Geo. V. No. 2323 ...	3½	1,650,000	0	0	38,975	8	11	...	...	...	38,975	8	11	30th September, 1917	1st October, 1946	Melbourne

3 Geo. V. No. 2429	3	5,400 0 0	15 15 1	...	15 15	130th September, 1917	...	Melbourne
3 Geo. V. No. 2429	3½	350,130 17 3	20 2 8	...	20 2	30th September, 1917	1st July, 1923	Melbourne
3 Geo. V. No. 2429	3¾	10,000 0 0	44 3 6	...	44 3	617th February, 1915	17th February, 1918	Melbourne
Advances pending issue of securities	3½	100,000 0 0	4,329 9 0	...	4,329 9 0			
42 Vic., No 617 Melbourne and Hobsons Bay Railway Debentures	...	1,000 0 0						
Deduct amounts redeemed from Revenue—		45,406,483 0 10	1,583,484 17 4	4,449 5 3	1,587,934 2 7			
Act No. 1451 £6,638 19s. 9d.								
Act No. 2308 £150 cs. od.		6,788 19 9						
Add interest on temporary advances ... ..	...	45,399,694 1 1	7,085 13 0	...	7,085 13 0			
Total amount of current loans allocated to the Railways at 30th June, 1913	...	45,399,694 1 1	1,590,570 10 4	4,449 5 3	1,595,019 15 7			
Less Discount and Expenses on the Sale of Debentures—								
£1,860,449 3s. 7d.								
Deduct Net Premiums on Debentures—								
£453,928 14s. 6d.		1,406,520 9 1						
Total Net Proceeds of Current Loans allocated to the Railways at 30th June, 1913	...	43,993,173 12 0						

Note.—The total interest, exclusive of expenses incurred in connexion with the payment of interest, viz., £1,583,485, is equivalent to 3.49 per cent. on the total amount of current loans allocated to the Railways at 30th June, 1913.

Note.—The total interest, exclusive of expenses incurred in connexion with the payment of interest, viz., £1,583,485, is equivalent to 3.60 per cent. on the total net proceeds of loans allocated to the Railways at 30th June, 1913.

APPENDIX No. 8.
INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1913.—NUMBERS.

LOCOMOTIVES.

Class Letter	A		AA		A ²		B	C	D	DD	DDE	E	EE	F Motor.	F Tender.	H	J	M	O	P	R	T	V	W	X	RY	Y	Combined Shunting Engines and Steam Cranes, Coaling and Wreckage Cranes.	Rail Motor Cars.	Unclassified.	Narrow-Gauge.	Total.
	% 80	% 80	% 85 to 90	% 87	% 53 to 60	% 33	% 70 to 80	% 100	% 113	% 75 to 85	% 80 to 100	% 53	% 53	% 40	% 40	% 65	% 70 to 85	% 60	% 80 to 90	% 65 to 70	% 128	% 70	% 100	% 113	% 113							
In existence, as per Register of Rolling-stock, at 30th June, 1913	10	15	20	65	4	2	20	121	58	67	9	7	14	1	1	22	20	5	64	19	16	13	15	25	31	6	3	3	12	668		

Note.—The DD Class locomotive is taken as a standard and is therefore rated at 100%.

CARRIAGE, VAN, AND SUNDRY STOCK.

Class Letter	CARRIAGE STOCK.																							In existence as per Register of Rolling-stock at 30th June, 1913	Joint Stock											
	Carriages.														Carriages and Vans combined.																					
	1st Class.				Composites.						2nd Class.				1st Class.			Composites.			2nd Class.															
Vestib. Corridr.	Vestib. Express	Vestib. Corridr.	6 wheels.	Sliding Door Sub'n.	Corridr.	Sleep.	Pas. & Dining.	Dining & sleeping.	Dining.	Parlor & Obser. vation.	Special.	Corridr.	Vestib. Express	Vestib. Corridr.	6 wheels.	4 wheels.	Sliding Door Sub'n.	Vestib. Corridr.	Vestib. Express	Vestib. Corridr.	6 wheels.	4 wheels.	Sliding Door Sub'n.	6 wheels.	4 wheels.	Sliding Door Sub'n.	2nd Class and Mail Sorters.	Vestib. 2nd Class and Mail Sorters.								
AV	AE	AW	A	X	AP	AL	—	—	—	—	—	ABL	ABE	ABW	AD	XY	Bp	B	Bv	BE	BW	Y	ACp	AC	XZ	ABCXYZ	YZ	BC	BCp	BL	BDS					
(1)												(4)				(2)																				
36	32	8	121	79	52	10	1	1	1	3	2	7	59	16	22	68	35	1	52	121	26	33	20	152	113	36	119	1	5	12	44	4	32	18	2	10

Class Letter	CARRIAGE STOCK continued.										VAN STOCK.					SUNDRY STOCK.										ELECTRIC TRAMWAY STOCK.		
	Narrow-Gauge.			Total.	Mail Vans.			Luggage Vans.		Total.	Hospital Cars, 6 wheels.	Hearse Cars, 4 wheels.	Horse Boxes.			Workmen's Sleeping Cars.	Dynamograph Car, 4 wheels.	Total.	Combination Motor Cars.	Open Trailer Cars.	Closed Trailer Car.							
	2nd Class.	1st and 2nd Class.	2nd Class Carriages and Vans combined.		Sorting.	Bulk.	Sorting.	6 wheels.	4 wheels.				Vestibule.	Vestibule Express.	Narrow Gauge.							6 wheels.	4 wheels.	6 wheels.	4 whls.	6 whls.	WW	
NB	NAB	NBC	CDS	D	DS	C	Z	Cv	Ce	NC	J	F	FF	W	WW													
In existence, as per Register of Rolling-stock at 30th June, 1913	14	4	7	1,379	2	1	1	46	374	3	7	21	2	457	2	4	51	6	139	6	3	1	212	14	7	1		
Joint Stock ... ..	...	...	...	20	...	1	2	...	...	...	...	4	...	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...
				1,399										464										212				

(1) Includes one 70-ft. Corridor Car with no vestibule.—(2) Includes 1 Holiday Car.—(3) Includes 100 Holiday Cars.—(4) "State Cars, Nos. 1, 2, 3, 4." "Victoria," "York," and "Inspection."—(5) Holiday Vans.
 Note.—All Carriage, Van, and Sundry Vehicles are Bogie Stock unless otherwise specified.

APPENDIX No. 8—continued.
TRUCK STOCK.

Class Letter	BROAD-GAUGE.																	NARROW-GAUGE.							Total.	PRIVATE STOCK							
	Goods Covered, 4 wheels.	Goods Open, 4 wheels.	Goods No sides, 4 wheels.	Sheep, 4 wheels.	Cattle, 4 wheels.	Ballast, 4 wheels.	Ballast Hopper.	Hopper Coal, 4 wheels.	Breakdown.	Powder, 4 wheels.	No sides.	Boiler and Timber.	Combination Trucks for Rails and Sleepers, and Ballast Hoppers.	Goods open Movable sites.	Goods Open, 4 wheels.	Refrigerator, 6 wheels.	Refrigerator, 4 wheels.	Meat, 4 wheels.	Meat, 6 wheels.	Carriage, 4 wheels.	Water Tank, 4 wheels.	Water Tank, 6 wheels.	Weightbridge Testing, whls.	Weightbridge Testing, 6 whls.			Live Stock, MmN	Goods covered, NH	Goods open, NQR	Refrigerator, NTt	Meat, NUu		
In existence, as per Register of Rolling-stock, at 30th June, 1913	99	12,019	168	875	552	146	46	148	6	24	26	11	85	271	11	191	101	16	31	560	131	17	109	9	2	4	7	1	187	1	14	15,868	4

NOTE.—All trucks are Bogie Stock unless otherwise specified.
The following stock is in existence in addition to the above:—Two Steam Shovels and one 3-ton Steam Crane (Way and Works Branch); and two combined Passenger and Goods and two Goods Trolleys for Welshpool line.

W. M. SHANNON,
Chief Mechanical Engineer.

APPENDIX No. 9.

INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1913.—CAPACITY, ETC.

	Built or purchased and charged to Capital from the inception of the Railways up to 30th June, 1913.	In existence at 30th June, 1913 (a).	Deficiency.	Surplus.	Cost of making good Deficiency.	Value of Surplus.
Locomotives (tractive power)	11,368,737 lbs.	10,971,102 lbs. (b)	397,635 lbs.	...	£ 79,527	£ ...
Carriage Stock (floor area)	467,922 sq. ft.	457,278 sq. ft. (c)	10,644 sq. ft.	...	39,383	...
Van Stock (floor area)	114,896 sq. ft.	118,378 sq. ft. (d)	...	3,482 sq. ft.	...	8,705
Sundry Stock (floor area)	20,751 sq. ft.	21,349 sq. ft. (e)	...	598 sq. ft.	...	1,196
Truck Stock (carrying capacity)	185,873 tons	190,099 tons (f)	...	4,226 tons	...	54,938
					118,910	64,839

Excess of cost of making good Deficiency over Value of Surplus £54,071
 Amount at Credit of Rolling-Stock Replacement Fund at 30th June, 1913, available for replacement of Rolling-Stock 54,519

- (a) Equivalent tractive power is included in these figures to represent the expenditure charged to Rolling-Stock Replacement Fund on Locomotives under construction, but not completed at 30th June, 1913.
 (b) 80 locomotives have been written down to the tractive power represented by their value as scrap materials.
 (c) 118 vehicles have been written down to internal floor area represented by their value as scrap materials, and 244 vehicles have been written down to half area. Only 60 per cent. of internal floor area of 18 cars and 50 per cent. of 2 sleeping cars included on account of these vehicles being owned jointly with the South Australian Railways.
 (d) 3 vehicles have been written down to internal floor area represented by their value as scrap materials, and van compartments of 57 combined cars and vans have been written down to one-half internal floor area. Only 60 per cent. of internal floor area of 4 luggage vans and 3 mail vans included on account of being owned jointly with the South Australian Railways.
 (e) 117 vehicles have been written down to internal floor area represented by their value as scrap materials.
 (f) 315 "L," 146 "N," 67 "K," 26 "H," 16 "TH," and 16 "Q" trucks have been written down to tonnage represented by their value as scrap materials.

W. M. SHANNON,
 Chief Mechanical Engineer.

APPENDIX No. 10.

THE RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT 7 EDWARD VII. No. 2119—AT 30TH JUNE, 1913.

Receipts.		Amount.	Expenditure.		Amount.
		£ s. d.			£ s. d.
To Balance at 30th June, 1912	... ..	27,853 11 7	By Expenditure for the year ending 30th June, 1913 (Section No. 6)—		
			Clause—		
„ Payment to Fund during the year ending 30th June, 1913 (ten shillings for every one hundred pounds sterling of the revenue of the Victorian Railways in accordance with Clause 2, Section 5, of Act No. 2119) included in the Working Expenses of the Year		26,111 7 2	(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employés of the Commissioners		3,295 9 3
			(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employés of the Commissioners		49,445 16 1
0 2 „ Special Payment to Fund included in the Working Expenses of the Year		26,111 7 1	(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation shall be paid to persons referred to in Clause (b)		9,282 10 0
			(d) Amount paid as compensation to employés of the Commissioners for injuries sustained on duty or in the event of death to persons dependent upon such employés		4,669 19 3
			(e) Amount expended in consequence of any loss or damage by fire to buildings, plant, stores, or properties of the Commissioners		393 18 2
			(f) Amount paid as compensation for loss or damage to goods, parcels, &c.		9,937 2 9
			(g) Amount paid as compensation for loss or damage by fire caused by sparks from engines or consequent upon employés burning off within railway boundaries, &c.		300 4 0
			„ Balance at 30th June, 1913	2,751 5 6
		80,076 5 10			80,076 5 10

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APPENDIX No. 11.

STATEMENT SHOWING FUNDS ADVANCED TO 30TH JUNE, 1913, FROM THE PUBLIC ACCOUNT UNDER THE PROVISIONS OF THE RAILWAYS ADVANCES ACTS 1910 AND 1912, FOR THE PURPOSE OF SUBSTITUTING HEAVY RAILS FOR LIGHT RAILS ON VARIOUS LINES

Act No.	Amount Authorized.	How repayable.	Expenditure to 30th June, 1913.			Amount repaid to 30th June, 1913.		Balance outstanding at 30th June, 1913.			
				£	s.	d.	£		£	s.	d.
2268	200,000	In four annual instalments of such amounts as the Governor in Council may determine	Year 1910-11 ...	98,518	11	5	Year 1910-11 ...	50,000			
			„ 1911-12 ...	99,244	4	10	„ 1911-12 ...	50,000			
			„ 1912-13 ..	2,237	3	9	„ 1912-13 ...	50,000			
				200,000	0	0		150,000	50,000	0	0
2432	200,000	In four annual instalments of such amounts as the Governor in Council may determine, the first instalment to be made on 1st July, 1913	Year 1912-13 ...	82,457	17	0	Nil		82,457	17	0
				400,000				150,000	132,457	17	0

APPENDIX No. 12.

<i>Dr.</i>	RAILWAY STORES SUSPENSE ACCOUNT AT 30TH JUNE, 1913.				<i>Cr.</i>		
	£	s.	d.				
To Stores and Materials on hand when Account was authorized at 30th June, 1896 (Act 1439, Section 20)	559,440	16	2	By Stores issued for Belated Repairs (in accordance with Act 1820, Section 3)	50,000	0	0
„ Advances from Loan Funds	405,000	0	0	„ Cash in Treasury	73,353	3	2
„ Sundry Outstanding Accounts at 30th June, 1913	178,643	4	10	„ Cash with Agent-General in London and in Transit	188,852	12	11
				„ Stores and Materials on hand at 30th June, 1913	849,461	17	9
				Less Amount at Credit of Stores Depreciation Account	18,583	12	10
					830,878	4	11
	£1,143,084	1	0		£1,143,084	1	0

APPENDIX No. 13.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR YEAR ENDING 30TH JUNE, 1912 AND 1913.

Class of Traffic.	Year ending 30th June, 1912.						Year ending 30th June, 1913.					
	Number of Journeys.			Revenue.			Number of Journeys.			Revenue.		
	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.	1st Class.	2nd Class.	Total.
COUNTRY—				£	£	£				£	£	£
Single and Return Tickets ...	1,216,924	5,265,580	6,482,504	380,861	840,658	1,221,519	1,278,439	5,538,092	6,816,531	389,651	861,640	1,251,291
Periodical Tickets ...	1,043,366	545,566	1,588,932	105,521	21,734	126,255	1,085,756	607,974	1,693,730	113,541	22,953	136,494
Total ...	2,260,290	5,811,146	8,071,436	486,382	861,392	1,347,774	2,364,195	6,146,066	8,510,261	503,192	884,593	1,387,785
METROPOLITAN (within 20 miles of Melbourne)—												
Single and Return Tickets ...	23,366,882	27,459,139	50,826,021	350,268	279,378	629,646	25,137,986	29,636,538	54,774,524	379,628	301,966	681,594
Race and Special Picnic Tickets ...	633,521	594,053	1,227,574	19,621	13,481	33,102	644,226	600,180	1,244,406	20,259	14,089	34,348
Periodical Tickets ...	24,281,124	12,511,140	36,792,264	184,041	63,976	248,017	26,077,504	13,361,047	39,438,551	202,067	69,817	271,884
Do. (Free Building Tickets) ...	621,032	148,740	769,772	...	...	...	444,416	17,340	461,756	...	...	...
Weekly Workmen's Tickets ...	...	6,547,665	6,547,665	...	48,602	48,602	...	7,084,410	7,084,410	...	52,948	52,948
Total ...	48,902,559	47,260,737	96,163,296	553,930	405,437	959,367	52,304,132	50,699,515	103,003,647	601,954	438,820	1,040,774
GRAND TOTAL RAILWAY PASSENGER TRAFFIC ...	51,162,849	53,071,883	104,234,732	1,040,312	1,266,829	2,307,141	54,668,327	56,845,581	111,513,908	1,105,146	1,323,413	2,428,559
ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY ...	...	...	1,674,918	...	...	14,926	...	...	1,916,618	...	...	16,765

APPENDIX No. 14.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE
FOR YEARS ENDING JUNE, 1912 AND 1913.

Kind of Goods.	Year ending 30th June, 1912.		Year ending 30th June, 1913.	
	Tons carried.	Revenue. £	Tons carried.	Revenue £
2nd Class (Clauses 2 and 3, 1912) ...	76,685	155,438	75,357	150,541
1st Class ...	98,447	34,376	98,249	131,362
" C " Class ...	98,814	108,439	99,142	103,989
" B " Class ...	164,479	133,125	152,149	121,442
" A " Class ...	129,921	93,108	136,862	95,134
Miscellaneous ...	232,401	53,782	194,203	47,281
Fish ...	3,396	4,348	3,489	4,698
Fruit ...	51,695	32,393	60,169	32,811
Butter ...	33,230	32,593	28,996	27,191
Other Dairy Produce ...	32,893	29,247	27,328	23,399
Wine ...	5,782	4,650	5,297	5,601
Wool ...	100,368	139,491	77,635	98,008
Flour, Bran, Sharps, and Pollard ...	208,125	74,569	207,159	71,366
Wheat ...	640,607	267,842	609,795	251,552
All other Agricultural Produce ...	266,281	96,617	287,761	101,791
Hay, Straw, and Chaff ...	289,028	77,608	302,082	78,475
Fertilizers ...	142,645	35,865	167,286	40,924
Minerals (including Coal, Coke, Ores, &c.) ...	409,348	100,663	390,114	96,175
Firewood ...	570,849	137,345	484,336	115,113
Timber ...	323,028	106,831	275,220	90,138
Stone, Gravel, and Sand ...	528,150	56,357	607,866	63,629
All other Goods ...	479,829	281,516	448,489	267,607
Haulage, Storage, Demurrage, Quayage, Hire of Tarps Unloading, and Weighing ...	...	29,948	...	26,541
Total Tonnage of Goods carried, and Total Revenue derived therefrom ...	4,886,001	2,186,151	4,738,984	2,044,768
Live Stock ...	411,684	320,831	411,420	307,871
Total Tonnage of Goods and Live Stock carried, and Total Revenue derived therefrom ...	5,297,685	2,506,982	5,150,404	2,352,639

Numbers of Live Stock—

	Year ending 30th June, 1912.	Year ending 30th June, 1913.
Calves ...	24,533	43,568
Cattle ...	292,386	327,649
Horses ...	50,698	45,810
Pigs ...	138,172	283,108
Sheep ...	5,887,469	5,497,968

APPENDIX No. 15.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1898, TO 30TH JUNE, 1913.

Year.	Mileage of Railways Open for Traffic at end of Year.	Average Mileage of Railways Open for Traffic during the Year.	COST OF CONSTRUCTION.		ROLLING-STOCK.				Total Train Miles Run.	Number of Passenger Journeys.	Tonnage of Goods and Live Stock conveyed.	GROSS REVENUE.				
			Capital Cost, including Rolling-stock.	Average Cost per Mile open.	Locomotives.	Passenger Cars.	Trucks.	Vans, &c.				From Passenger, &c., Traffic.	From Goods and Live Stock Traffic.	Total.	Per Average Mile open.	Per Train Mile run.
1898-9	3,143	3,122	39,056,451	12,430	519	1,094	9,026	499	9,714,298	45,805,043	2,779,748	1,372,000	1,501,729	2,873,729*	920	5/11/00
1899-00	3,218	3,186	39,658,819	12,327	523	1,133	9,117	501	10,107,549	49,332,899	2,998,303	1,469,910	1,555,252	3,025,162*	950	5/11/83
1900-01	3,237	3,228	40,145,404	12,402	533	1,157	9,285	528	11,066,016	54,704,062	3,381,860	1,625,903	1,711,894	3,337,797*	1,034	6/0/39
1901-02	3,302	3,265	40,613,784	12,298	542	1,189	9,560	541	11,284,944	57,465,077	3,433,627	1,648,381	1,719,462	3,367,843*	1,031	5/11/62
1902-03	3,383	3,335	40,974,493	12,110	553	1,189	9,724	533	10,286,272	54,798,073	3,093,997	1,592,088	1,454,770	3,046,858*	913	5/11/09
1903-04	3,381	3,371	41,216,703	12,191	550	1,200	10,025	440	9,172,644	54,282,003	3,439,203	1,645,163	1,792,978	3,438,141	1,020	7/5/96
1904-05	3,394	3,384	41,279,045	12,162	520	1,214	10,366	443	9,023,365	59,702,050	3,628,237	1,663,473	1,918,793	3,582,266	1,059	7/11/28
1905-06	3,394	3,394	41,398,037	12,194	511	1,228	10,490	461	9,392,069	65,088,394	3,676,017	1,786,182	2,001,437	3,787,619	1,116	8/0/79
1906-07	3,396	3,395	41,533,136	12,230	497	1,233	10,625	494	10,035,914	70,170,089	3,965,792	1,931,126	2,081,515	4,012,641	1,182	7/11/96
1907-08	3,396	3,396	41,928,567	12,346	488	1,246	10,764	518	10,383,408	74,907,425	3,754,861	2,004,927	1,868,441	3,873,368	1,141	7/5/53
1908-09	3,410	3,397	42,486,323	12,459	503	1,272	11,009	522	11,290,578	81,020,620	4,166,786	2,110,947	2,067,177	4,178,124	1,230	7/4/81
1909-10	3,491	3,441	43,142,329	12,358	523	1,308	11,515	511	11,705,612	85,280,235	4,468,440	2,221,482	2,222,381	4,443,863	1,291	7/7/11
1910-11	3,523	3,505	44,121,767	12,524	547	1,345	12,069	554	12,972,723	93,795,806	4,967,627	2,438,532	2,457,678	4,896,210	1,397	7/6/58
1911-12	3,622	3,543	45,836,573	12,655	623	1,352	14,292	634	13,836,375	104,234,732	5,297,685	2,711,985	2,506,982	5,218,967	1,473	7/6/53
1912-13	3,647	3,639	47,568,336	13,043	668	1,399	15,868	676	14,234,550	111,513,908	5,150,404	2,852,804	2,352,638	5,205,442	1,430	7/3/77

* The estimated value of services performed for the State for which no payment was received, in each of the years 1898-9 to 1899-1900, viz., £20,000; in 1900-1901, £31,000; in 1901-1902, £34,000; in 1902-1903, £61,160; is not included in the Gross Revenue.

Exclusive of St. Kilda and Brighton Electric Street Railway.

APPENDIX No. 15—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1898, TO 30TH JUNE, 1913.

Year.	EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES (INCLUDING COMPENSATION TO YEAR 1907-8 INCLUSIVE).			EXPENDITURE: WAY AND WORKS BRANCH.				EXPENDITURE: ROLLING-STOCK BRANCH.									RAILWAY ACCIDENT AND FIRE INSURANCE FUND.		
	Amount.	Per Train Mile run.	Per Cent. of Gross Revenue.	Maintenance and Renewals.	Per Average Mile open.	Per Train Mile run.	Per Cent. of Gross Revenue.	WORKING.			REPAIRS AND RENEWALS.			GENERAL EXPENSES.			Amount.	Per Train Mile Run.	Per Cent. of Gross Revenue.
								Amount.	Per Train Mile run.	Per Cent. of Gross Revenue.	Repairs and Renewals.	Per Train Mile run.	Per Cent. of Gross Revenue.	Amount.	Per Train Mile run.	Per Cent. of Gross Revenue.			
	£	s. d.		£	£	s. d.		£	s. d.		£	s. d.	£	s. d.		£	s. d.		
1898-9 ...	550,365	1 1'60	19'16	479,292	154	0/11'84	16'68	398,807	0/9'85	13'87	228,015	0 5'65	7'96	51,862	0 1'28	1'80			
1899-00 ...	571,770	1 1'57	18'89	496,959	156	0/11'80	16'43	432,850	0/10'28	14'31	241,129	0 5'73	7'97	57,093	0/1'35	1'89			
1900-01 ...	616,945	1/1'38	18'48	506,988	157	0/11'00	15'19	520,527	0 11'29	15'60	262,818	0 5'70	7'87	56,018	0 1'21	1'68			
1901-02 ...	671,588	1/2'28	19'94	490,438	150	0/10'43	14'56	576,921	1/0'27	17'13	268,543	0 5'71	7'98	†43,385	0'0'93	1'29			
1902-03 ...	592,897	1/1'83	19'46	437,840	131	0/10'21	14'37	521,090	1 0'16	17'10	241,625	0 5'55	7'93	†42,498	0'0'99	1'40			
1903-04 ...	586,015	1 3'33	17'04	448,959	133	0/11'75	13'06	455,543	0/11'92	13'02	263,987	0 6'91	7'68	†47,807	0/1'25	1'39			
1904-05 ...	562,370	1/2'96	15'70	502,022	148	1/1'35	14'01	488,240	1/0'99	13'63	274,931	0/7'31	7'67	†43,575	0/1'16	1'22			
1905-06 ...	588,123	1/3'03	15'53	572,297	169	1/2'62	15'11	481,483	1 0'30	12'71	306,842	0 7'84	8'10	†50,278	0 1'29	1'53			
1906-07 ...	593,248	1 2'19	14'78	589,452	174	1/2'10	14'69	521,083	1/0'46	12'99	323,858	0/7'74	8'07	†49,032	0/1'17	1'22			
1907-08 ...	612,719	1/2'16	15'82	648,589	191	1/2'99	16'75	573,990	1/1'27	14'82	382,477	0/8'84	9'88	†52,455	0 1'22	1'35	15,667	0/0'36	0'40
1908-09 ...	641,431	1/1'64	15'35	625,602	184	1/1'30	14'97	620,669	1/1'19	14'86	372,766	0/7'92	8'92	†58,108	0/1'24	1'39	*90,863	0/1'93	2'18
1909-10 ...	684,394	1/2'03	15'40	643,912	187	1/1'20	14'49	696,477	1/2'28	15'67	†529,725	0/10'86	11'92	†59,818	0/1'23	1'35	*97,219	0/1'99	2'19
1910-11 ...	766,784	1/2'19	15'66	803,658	229	1/2'87	16'41	756,802	1/2'00	15'46	†507,056	0/9'38	10'35	†65,987	0/1'22	1'35	*91,386	0 1'69	1'87
1911-12 ...	901,024	1 3'63	17'26	893,350	252	1/3'49	17'12	842,438	1/2'62	16'14	†547,040	0/9'50	10'50	†74,237	0/1'29	1'42	*51,495	0/0'89	'99
1912-13 ...	947,868	1/3'98	18'21	930,366	256	1/3'69	17'87	914,709	1/3'42	17'57	†551,023	0 9'29	10'5 9	†80,937	0/1'36	1'55	*52,054	0/0'88	1'00

* Includes Special Payment into Fund, year 1908-9 £69,972, year 1909-10, £75,000, year 1910-11, £66,905, year 1911-12, £25,400, and year 1912-13, £26,027.

† Includes payment into Rolling Stock Replacement Fund, year 1904-10, £170,000, year 1910-11, £100,000 year 1911-12, £50,000, and year 1912-13, £50,000.

‡ Stores Branch Expenses have been apportioned to the other Branches as follows:—Year 1901-2, £12,214 18s. 6d.; 1902-3, £11,958 19s. 4d.; 1903-4, £12,318 18s. 1d.; 1904-5, £11,901 18s. 5d.; 1905-6, £13,242 8s. 8d.; 1906-7, £13,862 2s.; 1907-8, £14,747 0s. 3d.; 1908-9, £16,058 2s. 2d.; 1909-10, £17,078 17s. 5d.; 1910-11, £19,991 8s. 9d.; 1911-12, £22,892 6s. 7d.; 1912-13, £26,278 9s. 2d.

Exclusive of St. Kilda and Brighton Electric Street Railway.

APPENDIX No. 15—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1898, TO 30TH JUNE, 1913.

Year.	TOTAL WORKING EXPENSES.				NET REVENUE AFTER PAYMENT OF WORKING EXPENSES.				SPECIAL EXPENDITURES AND CHARGES PAID OUT OF THE YEAR'S RAILWAY REVENUE.	Balance of Net Revenue after Payment of Working Expenses and Special Expenditures and Charges.	Per Cent. on Capital Cost.	Per Cent. on Railway Loans.	NET INTEREST CHARGES AND EXPENSES.	AMOUNTS PAID FOR PENSIONS AND GRATUITIES.	DEFICIT. SURPLUS.		AMOUNT PAID FOR PENSIONS AND GRATUITIES NOT INCLUDED IN FOREGOING.	
	Amount.	Per Average Mile open.	Per Train Mile run.	Per Cent. of Gross Revenue.	Amount.	Per Average Mile open.	Per Train Mile run.	Per Cent. on Capital Cost.							Per Cent. on Railway Loans.	£		£
	£	£	s. d.		£	£	s. d.	£	£	£	£	£	£	£	£	£	£	
1898-9	1,708,941	547	3 6'22	59'47	1,164,788	373	2 4'78	2'98	3'13	7,500	1,157,288	2'96	3'11	1,472,090	...	314,802	...	81,284
1899-00	1,799,801	565	3 6'73	59'49	1,225,361	385	2 5'10	3'09	3'25	7,500	1,217,861	3'07	3'23	1,430,448	...	212,587	...	95,239
1900-01	1,963,296	608	3 6'58	58'82	1,374,501	426	2 5'81	3'42	3'62	21,500	1,353,001	3'37	3'56	1,464,809	...	111,808	...	90,443
1901-02	2,050,875	628	3 7'62	60'90	1,516,968	403	2 4'00	3'24	3'45	21,500	1,295,468	3'19	3'37	1,492,695	...	197,227	...	93,744
1902-03	1,835,950	550	3 6'84	50'26	1,210,908	363	2 4'25	2'96	3'11	102,630	1,108,278	2'70	2'84	1,473,532	...	365,254	...	93,507
1903-04	1,802,311	535	3 11'16	52'42	1,635,830	485	3 6'80	3'97	4'15	119,556	1,516,274	3'68	3'84	1,515,755	...	...	519	100,536
1904-05	1,871,138	553	4 1'77	52'23	1,711,128	506	3 9'51	4'15	4'34	248,485	1,462,643	3'54	3'71	1,461,994	...	...	649	102,656
1905-06	1,999,023	589	4 3'08	52'78	1,788,596	527	3 9'71	4'32	4'51	117,542	1,671,362†	4'03†	4'22†	1,472,397†	...	...	198,965†	99,637
1906-07	2,076,673	612	4 1'66	51'75	1,935,968	570	3 10'30	4'66	4'88	165,749	1,762,417†	4'24†	4'44†	1,483,284†	...	...	279,133†	110,881
1907-08	2,285,897	673	4 4'84	59'02	1,587,471	468	3 0'69	3'79	3'98	47,058	1,536,488†	3'66†	3'85†	1,483,807†	...	...	52,681†	103,064
1908-09	2,409,439	709	4 3'22	57'67	1,768,685	521	3 1'59	4'16	4'35	...	1,770,551†	4'16†	4'35†	1,430,093†	105,415*	...	235,043†	...
1909-10	2,711,545	788	4 7'59	61'02	1,732,318	503	2 11'52	4'02	4'19	...	1,734,343†	4'02†	4'20†	1,472,916†	106,330*	...	155,097†	...
1910-11	2,991,673	854	4 7'35	61'10	1,904,537	543	2 11'23	4'32	4'48	...	1,907,570†	4'32†	4'49†	1,516,764†	107,831*	...	282,975†	...
1911-12	3,310,484	934	4 9'42	63'45	1,908,483	539	2 9'11	4'16	4'32	...	1,910,212†	4'16†	4'33†	1,513,102†	131,319*	...	265,791†	...
1912-13	3,476,957	955	4 10'62	66'79	1,728,485	475	2 5'15	3'63	3'81	...	1,729,506†	3'6†	3'81†	1,595,020†	112,236*	...	22,250†	...

* Since 1st July, 1908, Pensions and Gratuities have been paid out of the Net Revenue.

† Inclusive of St. Kilda and Brighton Electric Street Railway.—7th May till 30th June, 1906, Net Revenue, £308. Year 1906-7, Net Loss, £7,802, inclusive of £9,941 on account of Damage by Fire. Year 1907-8, Net Loss, £3,925, inclusive of £3,311 on account of Damage by Fire. Year 1908-9, Net Revenue, £1,866. Year 1909-10, Net Revenue, £2,025. Year 1910-11, Net Revenue, £3,033. Year 1911-12, Net Revenue, £1,729. Year 1912-13, Net Revenue, £1,021.

APPENDIX No. 16.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR TWENTY YEARS ENDING 30TH JUNE, 1913.

Year ending 30th June.	New Lines and Surveys.	Additions and Improvements on Existing Lines.	Rolling-Stock.	Total.
	£	£	£	£
1894	210,202	44,365	31,624	286,191
1895	104,877	38,153	30,613	173,643
1896	25,892	153,219	6,834	185,945
1897	24,186	127,214	69,851	221,251
1898	12,551	177,512	82,839	272,902
1899	112,436	206,318	135,393	454,147*
1900	190,626	290,656	121,086	602,368*
1901	203,077	167,914	115,594	486,585*
1902	171,123	154,315	142,942	468,380*
1903	208,200	85,952	66,557	360,709*
1904	33,273	72,458	136,479	242,210
1905	44,301†	39,750	Cr. 21,710	62,341†
1906	31,657†	81,837	34,110†	147,604†
1907	34,250†	112,979	12,199†	159,428†
1908	38,125	187,722†	174,168†	400,015†
1909	129,976	269,752†	158,558†	558,286†
1910	197,928	250,511†	208,126†	656,565†
1911	253,882	328,125†	397,826†	979,833†
1912	355,959	445,796†	914,634†	1,716,389†
1913	397,915	544,606†	816,785†	1,759,306†
Total ...	2,780,436	3,779,154	3,634,508	10,194,098

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

† Includes St. Kilda and Brighton Electric Street Railway.

APPENDIX No. 17.

STATEMENT SHOWING THE TOTAL COST (EXCLUSIVE OF ROLLING-STOCK), LENGTH, HIGHEST POINT, STEEPEST GRADIENT, AND AVERAGE COST PER MILE OF EACH LINE; ALSO THE COST OF ROLLING-STOCK, WORKSHOPS, GENERAL OFFICES, ETC., AT 30TH JUNE, 1913.

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.		
	Double and over	Singl.	Total.	Highest.	Lowest.		Total.		Average per Mile.
	Miles.	Miles.	Miles.	Feet.	Feet.		£	s. d.	£
Melbourne to Bendigo (exclusive of works, Melbourne to Essendon Junction) ...	100.89	...	100.89	1,902	18	1 in 50	4,880,560	5 9	48,375
Bendigo to Echuca (including at Echuca portion of cost of Bridge over River Murray and cost of wharf) ...	2.061	53.07	55.13	758	314	1 " 52	704,540	14 5	12,577
* Bendigo Cattle-yards Branch ...	...	0.89	0.89	732	707	1 " 61			
Lancefield Junction to Lancefield ...	...	14.50	14.50	1,675	1,072	1 " 40	65,810	10 8	4,539
† Lancefield to Kilmore ...	...	18.10	18.10	1,734	1,160	1 " 40	117,002	2 4	6,464
Kilmore Junction to Bendigo (Cattle Siding) ...	...	67.82	67.82	1,450	526	1 " 50	394,503	8 5	5,817
Carlsruhe to Daylesford ...	0.38	22.17	22.55	2,449	1,791	1 " 50	177,316	7 1	7,863
Daylesford Junction to North Creswick ...	...	23.11	23.11	2,202	1,429	1 " 40	182,098	17 8	7,880
Kyneton (Redesdale Junction) to Redesdale ...	...	16.25	16.25	1,656	973	1 " 50	89,956	12 7	5,536
Castlemaine to Dunolly ...	0.38	46.49	46.84	948	579	1 " 40	409,846	4 2	8,750
Dunolly to St. Arnaud (including cost of Carapooce Ballast Pits Tramway) ...	0.28	32.73	33.01	943	611	1 " 50	176,254	19 11	5,339
St. Arnaud to Donald ...	...	23.86	23.86	868	374	1 " 50	112,133	13 9	4,700
Donald to Birehip ...	...	32.30	32.30	394	330	1 " 100	81,744	16 6	2,531
Birehip to Cronomby (Woomelang) ...	...	26.43	26.43	351	260	1 " 75	55,643	6 7	2,104
Woomelang to Mildura ...	...	110.15	110.15	334	128	1 " 75	278,062	18 6	2,524
Mildura to White Cliffs ...	...	6.92	6.92	186	126	1 " 75	17,218	16 3	2,488
White Cliffs to Yelta ...	...	...	...	...	...	...	...	4 9 6	In progress
Dunolly to Inglewood ...	...	24.24	24.24	794	457	1 in 50	95,926	5 3	3,957
Ouyen to Kow Plains ...	...	56.39	56.39	351	137	1 " 60	127,983	17 1	2,270
Kow Plains to Murrayville ...	...	14.48	14.48	218	146	1 " 75	28,764	2 1	2,506
Castlemaine (Maldon Junction) to Maldon ...	...	10.24	10.24	1,177	890	1 " 40	62,176	7 11	6,072
Maldon (Launceston Junction) to Shelburne ...	...	9.89	9.89	1,126	649	1 " 50	68,499	13 11	6,926
Maryborough to Ballarat ...	0.26	41.47	41.73	1,525	732	1 " 40	295,555	2 4	7,083
Waubra Junction to Ballarat Race-course ...	...	2.10	2.10	1,558	1,466	1 " 50	7,485	3 4	3,564
Pisgah Junction to Waubra ...	...	13.74	13.74	1,533	1,341	1 " 60	72,662	14 7	5,288
Maryborough to Avoca ...	...	14.93	14.93	885	721	1 " 40	64,644	5 9	4,330
Avoca to Ararat ...	...	39.04	39.04	1,215	763	1 " 50	174,265	15 0	4,464
Crowland to Navarre ...	...	...	...	...	...	...	26,028	12 11	In progress
Bendigo to Inglewood ...	0.80	28.13	28.93	779	443	1 in 70	191,115	16 5	6,606
Inglewood to Charlton ...	...	42.82	42.82	639	422	1 " 50	193,425	16 3	4,517
Charlton to Wycheproof ...	...	16.48	16.48	521	356	1 " 50	89,458	18 1	5,428
Wycheproof to Sea Lake ...	...	47.89	47.89	357	172	1 " 94	76,406	13 2	1,595
Sea Lake to Pier Millan ...	...	...	...	...	...	...	12	10 9	In progress
Wedderburn Junction to Wedderburn ...	...	4.86	4.86	660	554	1 in 50	18,655	8 0	3,839
Korong Vale to Boort ...	...	17.86	17.86	459	296	1 " 50	76,237	0 0	4,269
Boort to Quambatook ...	...	21.96	21.96	419	287	1 " 75	46,896	2 9	2,136
Quambatook to Ultima ...	...	30.31	30.31	371	256	1 " 100	49,716	12 9	1,640
Ultima to Chillingollah ...	...	20.14	20.14	263	164	1 " 60	30,539	1 6	1,516
Chillingollah to Manangatang ...	...	...	...	...	...	...	11,539	18 1	In progress
Eaglehawk to Kerang ...	...	72.99	72.99	742	255	1 in 70	314,166	4 10	4,304
Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) ...	...	35.16	35.16	286	225	1 " 100	163,504	1 8	4,650
Swan Hill to Piangil ...	...	...	...	...	...	...	15	15 3	In progress
Elmore to Cohuna ...	...	...	...	...	...	...	13	10 3	In progress
Footscray to Williamstown (including cost of piers at Williamstown) ...	5.50	0.37	5.87	66	8	1 in 100	549,106	17 1	93,545
* Newport to Braybrook Junction ...	...	4.29	4.29	110	48	1 " 92	27,098	18 9	6,317
Newport to Geelong (including cost of Geelong Pier) ...	2.90	35.61	38.51	113	11	1 " 81	1,227,683	6 4	31,318
* Williamstown Race-course Branch ...	...	0.69	0.69	21	10	1 " 95			
Geelong to Colac ...	1.13	49.11	50.24	469	10	1 " 50	393,947	9 1	7,547
† Geelong Race-course Branch ...	...	1.96	1.96	43	10	1 " 50	155,387	10 8	5,528
Colac to Camperdown ...	...	28.11	28.11	569	405	1 " 50			
Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) ...	0.90	41.81	42.71	550	13	1 " 50	372,421	8 3	8,720
Warrnambool to Koroit ...	...	9.36	9.36	245	19	1 " 50	87,595	17 9	9,359
Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy) ...	...	11.34	11.34	208	11	1 " 60	100,477	19 1	8,860
Geelong (Queenscliff Junction) to Queenscliff ...	...	20.72	20.72	264	10	1 " 50	114,032	12 1	5,504
* Mount Moriac to Wensleydale ...	...	10.92	10.92	752	361	1 " 50	39,259	2 6	3,595
Birregurra to Forrester ...	...	19.85	19.85	579	363	1 " 40	147,426	13 1	7,427
Irrewarra to Beacac ...	...	8.70	8.70	432	390	1 " 66	47,362	8 0	5,444
Beacac to Newtown ...	...	35.85	35.85	443	388	1 " 50	98,720	2 10	2,754
† Colac to Beech Forest ...	...	29.66	29.66	1,748	225	1 " 30	76,094	3 3	2,566
† Beech Forest to Crowe's ...	...	14.24	14.24	1,826	1,356	1 " 30	40,276	14 7	2,828
Camperdown (Curdie's River Junction) to Timboon ...	...	22.32	22.32	673	52	1 " 40	113,514	10 3	5,086
Terang to Mortlake ...	...	12.16	12.16	447	414	1 " 60	56,862	6 11	4,676
North Geelong to Ballarat ...	41.45	11.76	53.21	1,725	47	1 " 52	1,919,379	3 11	36,072
* North Geelong Loop Line ...	...	0.22	0.22	53	46	1 " 57	440,316	9 4	7,702
Ballarat to Ararat ...	4.33	52.84	57.17	1,517	960	1 " 50			
Ararat to Stawell ...	...	18.85	18.85	1,086	761	1 " 100			
Stawell to Horsham ...	1.18	52.26	53.44	761	423	1 " 100			
* Stawell to Grampians ...	...	15.84	15.84	815	621	1 " 30	373,197	4 1	5,387
Horsham to Dimboola ...	2.36	21.10	21.46	377	361	1 " 50	122,411	7 9	5,704
Dimboola to Serviceton (including cost of 1.16 miles constructed beyond Serviceton; also portion of cost of the Warranook Ballast Pits Tramway) ...	1.16	61.87	63.03	631	311	1 " 50	420,566	11 5	6,792
Carried forward ...	164.18	1648.71	1812.89	...	...	...	17,145,857	17 1	...

* Trains run only as required for traffic. † See lines closed for traffic. ‡ Dismantled 18th May, 1909. § 1 ft. 6 in. gauge.

APPENDIX No. 17—continued.

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

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.		
	Double and over	Single.	Total.	Highest.	Lowest.		Total.	Average per Mile.	
	Miles.	Miles.	Miles.	Feet.	Feet.		£	s. d.	
Brought forward	164 15	1,648 71	1,812 86	...	...	...	17,145,857	17 1
Braybrook Junction to Parwan	...	21 65	21 65	466	119	1 in 50	269,785	6 7	
Parwan to Gordon	...	27 46	27 46	1,877	341	1 in 48	354,537	1 0	
Gordon to Warrenheip	0 09	12 78	12 87	1,940	1,707	1 in 50	129,739	19 8	
* Bungaree Junction to Race-course Reserve	...	1 53	1 53	1,884	1,848	1 in 50	3,331	3 6	
Gheringhap to Maroona	389,939	10 10	
* Lal Lal Race-course Branch	...	2 00	2 00	1,539	1,532	1 in 112	11,420	12 4	
Ballarat East to Buninyong	...	6 84	6 84	1,626	1,436	1 in 40	66,175	8 4	
* Ballarat Cattle-yards Branch	...	2 92	2 92	1,523	1,446	1 in 60	12,911	6 10	
Ballarat (Linton Junction) to Seardsdale	...	13 12	13 12	1,516	1,157	1 in 50	60,157	10 4	
Seardsdale to Linton	...	7 97	7 97	1,189	1,022	1 in 40	77,917	2 1	
Linton to Skipton	1 16	0	
* Burrumbeet Race-course Junction to Burrumbeet Race-course	...	1 14	1 14	1,297	1,256	1 in 50	3,611	10 5	
Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant)	...	66 06	66 06	1,028	572	1 in 50	352,429	13 3	
Hamilton to Portland (including cost of sidings to piers at Portland)	...	53 82	53 82	606	11	1 in 40	296,271	0 6	
† Dunkeld to Koroit	...	48 99	48 99	831	207	1 in 60	170,855	18 10	
Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant)	...	18 10	18 10	727	590	1 in 60	77,405	11 11	
Hamilton (Coleraine Junction) to Coleraine	...	23 01	23 01	668	301	1 in 40	110,930	19 9	
Hamilton to Cavendish	12 1 0	In progress	
Branxholme to Casterton	...	32 09	32 09	572	149	1 in 40	178,822	0 11	
Lubeck to Rupanyup (including portion of cost of the Warranook Ballast Pits Tramway)	...	9 77	9 77	487	455	1 in 147	45,103	14 6	
Rupanyup to Marnoo	...	15 38	15 38	494	450	1 in 100	28,193	8 10	
Murtoa to Warracknabeal (including portion of cost of the Warranook Ballast Pits Tramway)	...	31 20	31 20	464	360	1 in 66	155,561	16 11	
Warracknabeal to Beulah	...	21 92	21 92	359	288	1 in 80	57,206	8 8	
Beulah to Hopetoun	...	16 01	16 01	290	2 8	1 in 100	35,141	16 8	
Horsham to Noradjuha	...	19 95	19 95	488	395	1 in 50	80,357	15 5	
Noradjuha to Toolondo	...	11 24	11 24	560	475	1 in 100	26,179	1 3	
Natinuk (East Natinuk) to Goroke	...	28 32	28 32	624	394	1 in 50	68,216	18 0	
Dimboola to Jeparit	...	21 59	21 59	387	268	1 in 75	48,559	12 10	
Jeparit to Albacutya (Rainbow)	...	18 47	18 47	388	263	1 in 75	34,011	9 9	
Jeparit to Lorquon	...	13 68	13 68	395	271	1 in 100	30,594	7 11	
Rainbow to Nypo	10 9 1	In progress	
Essendon Junction to Essendon	...	3 50	3 50	148	14	1 in 57	201,380	6 0	
* Flemington Race-course Branch	...	1 50	1 50	70	42	1 in 96	...	40,276	
Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway)	...	61 12	120 87	181 99	1,147	105	1 in 50	2,332,528	4 6
Wodonga to River Murray (including portion of cost of Bridge over River Murray)	...	1 94	1 94	538	312	1 in 75	50,528	12 3	
North Melbourne to Coburg	...	5 07	5 07	202	13	1 in 50	214,464	9 5	
† Coburg to Somerton	...	7 16	7 16	530	202	1 in 50	71,822	5 0	
Royal Park (Junction) to Clifton Hill	...	2 28	2 39	136	103	1 in 50	157,537	1 6	
Fitzroy Branch	...	0 07	0 88	0 95	119	85	1 in 79	6,927	17 5
Fitzroy (Whittlesea Junction) to Whittlesea	...	4 67	17 39	22 06	639	119	1 in 50	282,035	13 6
Northcote Loop Line	...	0 13	0 13	128	119	1 in 70	8,651	2 6	
Tallaroek to Yea	...	23 69	23 69	698	488	1 in 40	158,275	17 5	
Yea to Mansfield and Alexandra-road	...	55 82	55 82	1,304	557	1 in 40	339,305	18 2	
Alexandra-road to Alexandra	...	4 32	4 32	922	716	1 in 30	26,787	16 1	
Mangalore to Shepparton	...	0 29	44 96	45 25	499	372	1 in 100	29,827	5 0
Shepparton to Numurkah	...	2 16	18 60	20 76	376	348	1 in 206	87,555	17 4
Numurkah to Cobram	...	0 20	21 45	21 65	376	355	1 in 163	84,835	9 4
Murchison East to Rushworth	...	12 87	12 87	476	391	1 in 80	69,990	17 8	
Rushworth to Colbinabbin	8,263	12 1	
Toolamba to Tatura	...	6 83	6 83	385	371	1 in 108	28,674	13 7	
Tatura to Echuca	...	34 07	34 07	377	320	1 in 122	156,439	0 9	
Shepparton to Dookie	...	14 84	14 84	500	372	1 in 100	54,188	9 2	
Dookie to Katamatite	...	17 02	17 02	490	383	1 in 69	39,986	3 11	
Numurkah to Nathalia	...	13 79	13 79	356	335	1 in 330	52,073	7 10	
Nathalia to Picola	...	6 75	6 75	335	325	1 in 264	13,801	11 2	
Strathmerton towards Toomwal	...	8 20	8 20	390	358	1 in 330	17,078	12 7	
Strathmerton to Toomwal Extension	...	2 07	2 07	372	365	1 in 92	13,151	7 7	
Benalla to St. James	...	20 33	20 33	583	450	1 in 75	79,405	10 9	
Benalla to Tatong	5,079	10 8	
St. James to Yarrowonga	...	19 86	19 86	514	414	1 in 50	97,575	10 8	
¶ Wangaratta to Whitfield	...	30 49	30 49	811	481	1 in 80	39,327	13 0	
Wangaratta (Beechworth Junction) to Beechworth	...	22 26	22 26	1,831	502	1 in 30	165,079	14 11	
Beechworth to Yackandandah	...	12 84	12 84	1,912	981	1 in 30	96,935	13 11	
Everton to Myrtleford	...	16 56	16 56	989	581	1 in 40	77,375	9 0	
Myrtleford to Bright	...	18 54	18 54	1,004	688	1 in 50	112,159	0 5	
Springhurst to Wahgunyah	...	13 95	13 95	623	454	1 in 50	75,447	15 11	
Wodonga to Tallangatta	...	25 71	25 71	726	530	1 in 40	189,762	6 1	
Tallangatta to Cudgewa	201 11 11	In progress	
Spencer Street to Flinders Street	...	0 76	0 76	33	17	1 in 40	167,308	19 3	
Hobson's Bay Lines (Flinders Street to Port Melbourne, St. Kilda, Brighton, Hawthorn, and including works, Prince's Bridge to Chapel Street, and pier at Port Melbourne)	...	16 33	16 33	53	9	1 in 66	2,561,716	16 7	
Prince's Bridge to Collingwood	...	2 22	2 22	85	23	1 in 62	200,027	9 3	
Collingwood to Heidelberg	...	2 92	2 57	5 49	196	68	1 in 50	236,350	0 2
Carried forward	269 40	2,810 52	3,079 92	...	...	...	29,250,895	8 3

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

APPENDIX No. 17—continued.

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

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.	
	Double and over.	Single.	Total.	Highest.	Lowest.		Total.	Average Per Mile.
	Miles.	Miles.	Miles.	Feet.	Feet.	Feet.	£ s. d.	£
Brought forward	269.40	2,810.52	3,079.92	...	...	...	29,250,895	8 3
Heidelberg to Eltham	...	8.35	8.35	303	110	1 in 40	59,155	12 2
Eltham to Hurst's Bridge	...	6.64	6.64	248	116	1 " 50	41,693	8 1
Brighton Beach to Sandringham	2.20	...	2.20	58	20	1 " 97	79,910	6 5
South Yarra to Oakleigh	7.05	...	7.05	184	22	1 " 50	431,029	9 2
Oakleigh to Sale (including cost of siding to Sale wharf; also portion of cost of branch to the Great Morwell Coy's mine)	11.76	106.46	118.22	513	8	1 " 50	1,138,774	17 9
Sale to Stratford (Junction)	...	8.97	8.97	64	33	1 " 66	42,835	0 9
† Oakleigh to Fairfield Park (including Canterbury and Riversdale Loop Lines)	0.20	10.10	10.30	249	72	1 " 50	297,464	6 3
‡ Caulfield to Frankston	19.65	0.23	19.88	166	10	1 " 50	254,169	8 9
Frankston to Stony Point (including cost of sidings to pier at Stony Point)	...	18.85	18.85	327	10	1 " 50	109,152	11 5
Mornington Junction to Mornington	...	7.67	7.67	194	60	1 " 50	67,694	7 9
Frankston Cemetery Line	...	...	...	...	...	...	330	16 11
Spring Vale Cemetery Line	...	1.60	1.60	231	145	1 in 50	9,278	16 6
Dandenong (Great Southern Junction) to Port Albert	0.17	117.11	117.28	746	10	1 " 40	996,538	19 11
Nyora to Woolamai	...	16.79	16.79	410	58	1 " 50	56,759	10 2
Woolamai to Powlett Coal Field (including sidings, Wonthaggi)	...	13.75	13.75	233	14	1 " 60	105,434	14 9
Korumburra to Coal Creek	...	0.89	0.89	735	630	1 " 30	5,761	7 11
Korumburra (Strezlecki Junction) to Strezlecki (Junction with Coal Creek Line)	...	2.25	2.25	765	573	1 " 30	11,533	5 7
Korumburra (Jumbunna Junction) to Jumbunna	...	3.74	3.74	796	619	1 " 30	20,671	15 5
Jumbunna to Outtrim	...	2.40	2.40	649	539	1 " 40	28,330	4 3
¶ Welshpool to Welshpool Jetty	...	3.23	3.23	57	6	1 " 100	2,943	0 10
Warragool to Neerim South	...	13.49	13.49	681	349	1 " 40	124,315	5 10
Moe (Junction) to Thorpdale	...	10.67	10.67	798	219	1 " 40	116,314	6 9
¶ Moe to Walthalla	...	26.06	26.06	1,323	174	1 " 30	105,645	4 2
Morwell to North Mirboo	...	20.16	20.16	784	184	1 " 40	152,762	9 4
Traralgon to Heyfield	...	22.06	22.06	262	93	1 " 50	123,030	0 11
Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale)	0.52	49.30	49.82	296	9	1 " 50	282,803	7 8
Bairnsdale to Orbost	...	...	...	...	...	...	138,103	17 4
Maffra to Briagolong	...	11.79	11.79	238	109	1 in 50	61,557	13 9
Burnley to Waverley Road	...	5.23	5.23	111	33	1 " 60	172,459	14 8
Hawthorn to Lilydale	11.82	8.20	20.02	484	41	1 " 40	409,870	3 4
Lilydale to Healesville	0.26	15.71	15.37	351	230	1 " 40	220,166	8 11
Hawthorn (Kew Junction) to Kew	...	0.96	0.96	119	41	1 " 40	76,075	8 10
Ringwood to Upper Ferntree Gully	...	7.44	7.44	436	314	1 " 40	68,570	4 3
¶ Ferntree Gully to Gembrook	...	18.22	18.22	1,057	412	1 " 30	60,153	14 1
Lilydale to Warburton	...	23.97	23.97	738	289	1 " 37½	123,984	7 0
St. Kilda and Brighton Electric Street Railway, St. Kilda Station to Brighton Beach	2.68	2.48	5.16	59	7	1 " 21½	65,943	17 4
Total mileage of lines constructed §	325.71	3,374.69	3,700.40	...	...	...	35,312,113	14 0
Less mileage closed for traffic at 30th June, 1913.								
	Double.	Single.	Total.					
Dunkeld to Penshurst (dismantled 19th February, 1898)	...	15.87	15.87	...	...	...	...	...
Lancefield to Kilmore	...	18.10	18.10	...	...	...	...	...
Fawkner Cemetery to Somerton	...	5.28	5.28	...	...	...	...	...
Oakleigh to Fairfield Park—Fairfield Park to Deepdene	...	3.34	3.34	...	...	...	...	...
Ashburton to Oakleigh	0.20	2.17	2.37	...	...	...	...	...
Canterbury Loop Line (dismantled)	...	0.20	0.20	...	...	...	...	...
Burnley to Waverley Road—Darling to Waverley Road	...	0.84	0.84	...	...	...	...	...
Geelong Race-course Line (dismantled 28th May, 1909)	...	1.96	1.96	...	...	...	...	...
Total mileage open for traffic at 30th June, 1913	0.20	47.76	47.96	...	...	...	...	...
Works, Melbourne to Essendon Junction	...	...	...	...	...	...	1,872,863	17 6
Railway Offices, Spencer Street	...	...	...	...	...	...	187,504	2 6
Sheds and Workshops, Williamstown	...	...	...	...	...	...	154,054	10 9
Sheds and Workshops, Newport (including cost of Machinery and Equipment)	...	...	...	...	...	...	502,704	10 11
Sheds and Workshops, Country Depôts (including cost of machinery)	...	...	...	...	...	...	25,551	14 3
Workshops, Bendigo	...	...	...	...	...	...	2,111	6 7
Workshops, Ballarat	...	...	...	...	...	...	3,370	1 2
General Construction Account (Capital Expenditure common to all lines)	...	...	...	...	...	...	434,368	6 11
Rolling-stock, Broad-gauge	...	...	...	...	...	...	8,646,004	19 7
Rolling-stock, Narrow-gauge	...	...	...	...	...	...	74,196	18 5
Rolling-stock, Electric Street Railway	...	...	...	...	...	...	22,188	18 3
McKeen Motor Cars	...	...	...	...	...	...	15,511	3 5
Steam Motor Car (Great Western type)	...	...	...	...	...	...	3,885	4 9
Electrification Melbourne Suburban Lines	...	...	...	...	...	...	27,975	18 9
Grand Total	325.51	3,326.93	3,652.44	...	...	...	47,282,405	7 9

† See lines closed for traffic. § Including portion dismantled. § Gauge of lines constructed—miles 5ft. 3in., 35 3/4; miles 2ft. 6in., 12 1/2; 2ft. 6in., gauge.

Note.—All tracks to piers, wharfs, and ballast pits, and to the Great Morwell Coal Mine, are not included in the length of lines opened for traffic as shown above, but are included in the mileage of sidings as shown in Appendix No. 23.

APPENDIX No. 18.

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

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

* Trains run only as required for traffic.
† Dismantled 28th May, 1909.

APPENDIX No. 18—continued.

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

Date of Opening.	From—	To—	Length in Miles.	Authorization Act.	
				Number.	
		Brought forward ...	1193.81		
1881—June 7	Lancefield Junction ...	Lancefield ...	14.50	660	
" Aug. 11	Waubra Junction ...	Ballarat Race-course ...	2.10	682	
" Sept. 1	Shepparton ...	Numurkah ...	20.74	682	
" Dec. 19	Caulfield ...	Mordialloc ...	9.85	682	
1882—Jan. 26	St. Arnaud ...	Cope Cope ...	16.33	682	
" April 3	Hawthorn ...	Camberwell ...	2.09	682	
" " 15	Inglewood ...	Korong Vale ...	20.20	682	
" " 22	Cope Cope ...	Donald ...	7.52	682	
" July 1	Horsham ...	Dimboola ...	21.45	682	
" Aug. 1	Mordialloc ...	Frankston ...	10.02	682	
" Dec. 1	Camberwell ...	Lilydale ...	17.94	682	
" " 15	Eaglehawk ...	Raywood ...	13.42	682	
1883—April 20	Korong Vale ...	Charlton ...	22.62	682	
" June 14	Wodonga ...	River Murray ...	1.94	682	
" " 21	Raywood ...	Mitiamo ...	22.44	682	
" July 2	Korong Vale ...	Boort ...	17.86	682	
" " 2	Colac ...	Camperdown ...	28.10	682	
" Aug. 1	Ballarat ...	Scarsdale ...	13.11	682	
" Sept. 3	Benalla ...	St. James ...	20.33	682	
" Oct. 1	Charlton ...	Wycheproof ...	16.47	682	
" Nov. 13	Traralgon ...	Heyfield ...	22.06	682	
" " 16	Tallaroek ...	Yea ...	23.69	682	
" Dec. 17	Everton ...	Myrtleford ...	16.56	682	
1884—Feb. 12	Mitiamo ...	Pyramid Hill ...	12.59	682	
" " 15	Branxholme ...	Henty ...	23.19	682	
" April 2	Braybrook Junction ...	Melton ...	15.64	682	
" June 16	Castlemaine ...	Maldon ...	10.24	682	
" Sept. 1	Henty ...	Casterton ...	8.90	682	
" " 9	North Melbourne ...	Coburg ...	5.07	682	
" Oct. 25	Pyramid Hill ...	Kerang ...	24.54	682	
1885—April 6	Race-course Junction ...	*Williamstown Race-course ...	0.69	860, 889, 962 & 1381	
" " 10	Morwell ...	Boolarra ...	12.11	682	
" Sept. 8	Boolarra ...	Darlimurla ...	4.44	682	
1886—Jan. 1	Lal Lal Station ...	*Lal Lal Race-course ...	2.00	821 and 1381	
" " 7	Darlimurla ...	North Mirboo ...	3.61	682	
" April 1	Melton ...	Parwan ...	6.00	682	
" May 6	St. James ...	Yarrowonga ...	19.86	821 and 1381	
" " 12	Murtoa ...	Warracknabeal ...	31.20	821 " 1381	
" Nov. 15	Ballarat Cattle-yards Junction ...	*Ballarat Cattle-yards ...	2.92	821 " 1381	
" Dec. 22	Gordons ...	Ballan ...	7.37	821 " 1381	
1887—Jan. 19	Dimboola ...	Serviceton ...	63.19	821 " 1381	
" " 19	North Creswick ...	Rocky Lead ...	12.65	821 " 1381	
" Feb. 16	Parwan ...	Bacchus Marsh ...	2.54	821 " 1381	
" March 18	Heyfield ...	Maffra ...	10.92	821 " 1381	
" April 21	Wedderburn Junction ...	Wedderburn ...	4.86	821 " 1381	
" " 23	Camperdown ...	Terang ...	13.87	821 " 1381	
" June 1	Rocky Lead ...	Daylesford Junction ...	10.46	821 " 1381	
" " 1	Lubeck ...	Rupanyup ...	9.77	821 " 1381	
" Aug. 19	Tatura ...	Echuca ...	34.07	821 " 1381	
" " 25	Horsham ...	Noradjuha ...	19.95	821 " 1381	
" Sept. 2	Brighton Beach ...	Sandringham ...	2.20	821 " 1381	
" " 24	Braybrook Junction ...	*Newport ...	4.29	821 " 1381	
" Nov. 8	Maffra ...	Stratford ...	6.11	821 " 1381	
" Dec. 19	Hawthorn ...	Kew ...	0.96	821 " 1381	
1888—May 8	Royal Park Junction ...	Clifton Hill ...	2.39	821 " 1381	
" " 8	Nicholson-street ...	Fitzroy ...	0.95	821 " 1381	
" " 8	Clifton Hill ...	Collingwood ...	0.90	821 " 1381	
" " 8	Clifton Hill ...	Alphington ...	2.35	682	
" " 8	Alphington ...	Heidelberg ...	2.24	821 and 1381	
" " 8	Moe Junction ...	Thorpdale ...	10.67	821 " 1381	
" " 8	Sale Junction ...	Stratford Junction ...	8.97	821 " 1381	
" " 8	Stratford ...	Bairnsdale ...	32.79	821 " 1381	
" " 15	Lilydale ...	Yarra Flats ...	7.35	821 " 1381	
" Oct. 1	Numurkah ...	Nathalia ...	13.79	821 " 1381	
" " 1	Numurkah ...	Cobram ...	21.65	821 " 1381	
" " 1	Shepparton ...	Dookie ...	14.84	821 " 1381	
" " 1	Kilmore Junction ...	Kilmore ...	9.51	821 " 1381	
" " 1	Bendigo ...	Heathcote ...	27.64	821 " 1381	
" " 1	Pisgah Junction ...	Waubra ...	13.74	821 " 1381	
" " 1	Frankston ...	Mornington Junction ...	5.02	821 " 1381	
" " 1	Dandenong (Great Southern Junction) ...	Tooradin ...	15.91	821 " 1381	
" Nov. 20	Inglewood ...	Dunolly ...	24.24	821 " 1381	
" " 20	Hamilton (Coleraine Junction) ...	Coleraine ...	23.01	821 " 1381	
		Carried forward ...	2179.32		

* Trains run only as required for traffic.

APPENDIX No. 18 *continued*STATEMENT SHOWING DATES OF OPENING AND LENGTH IN MILES OF THE DIFFERENT SECTIONS OF THE VICTORIAN RAILWAYS—*continued*.

Date of Opening.	From—	To	Length in Miles.	Authorization Act.	
				Number.	
		Brought forward ..	2179'32		
1889—	March 1	Yarra Flats	Healesville	8'02	821 and 1381
"	Aug 7	Maffra	Briagolong	11'79	821 " 1381
"	" 7	Irrewarra	Beeac	8'70	821 " 1381
"	Sept 10	Mornington Junction	Mornington	7'67	821 " 1381
"	" 10	Mornington Junction	Hastings	8'09	821 " 1381
"	" 10	Wodonga	Huon-lane	14'07	821 " 1381
"	" 12	Ballarat East	Buninyong	6'84	821 " 1381
"	Oct. 8	Whittlesea Junction	Preston Reservoir	4'78	821 " 1381
"	" 8	Coburg	†Somerton	7'16	821 " 1381
"	Nov. 12	Yea	Molesworth	10'68	821 " 1381
"	Dec. 3	Heathcote	Tooborac	10'56	821 " 1381
"	" 4	Bacchus Marsh	Ballan	17'54	821 " 1381
"	" 4	Ringwood	Upper Fern Tree Gully	7'44	821 " 1381
"	" 17	Hastings	Stony Point	5'74	821 " 1381
"	" 23	Preston Reservoir	Whittlesea	17'29	821 " 1381
1890—	Feb. 4	Terang	Mortlake	12'16	821 " 1381
"	" 4	Terang	Warrnambool	28'82	821 " 1381
"	" 4	Koroit	Warrnambool	9'36	821 " 1381
"	" 4	Koroit	Port Fairy	11'34	821 " 1381
"	March 17	Mount Moriac	*Wensleydale	10'92	821 " 1381
"	" 24	Burnley	†Oakleigh	6'29	821 " 1381
"	May 12	Warragul	Rokeby	8'12	821 " 1381
"	" 30	Kerang	Swan Hill	35'16	821 " 1381
"	" 30	Camberwell	†Waverley Road	4'25	821 " 1381
"	June 17	Molesworth	Cathkin	2'74	821 " 1381
"	July 18	Huon-lane	Bolga	6'61	821 " 1381
"	Aug. 22	Kilmore	Tooborac	20'10	821 " 1381
"	" 22	Dunkeld	†Koroit	48'99	821 " 1381
"	" 22	Hamilton	Penshurst	18'11	821 " 1381
"	Sept. 1	Murchison East	Rushworth	12'87	821 " 1381
"	" 16	Cathkin	Alexandra Road	4'41	821 " 1381
"	Oct. 10	Scarsdale	Linton	7'97	821 " 1381
"	" 17	Myrtleford	Bright	18'34	821 " 1381
"	Nov. 10	Cathkin	Merton	15'47	821 " 1381
"	" 11	Pooradin	Loch	23'53	821 " 1381
"	" 18	Ararat	Avoca	39'04	821 " 1381
1891—	Jan. 15	Kyneton (Redesdale Junction)	Redesdale	16'25	821 " 1381
"	March 24	Fairfield Park	†Riversdale (including †Canterbury loop-line)	4'99	821 " 1381
"	" 24	Maldon (Lanecoore Junction)	Shelbourne	9'89	821 " 1381
"	May 7	Merton	Maindample	13'86	821 " 1381
"	June 2	Loch	Korumburra	9'89	821 " 1381
"	" 5	Birregurra	Forrest	19'85	821 " 1381
"	July 23	Beechworth	Yackandandah	12'84	821 " 1381
"	" 24	Bolga	Tallangatta	5'02	821 " 1381
"	Oct. 6	Maindample	Mansfield	8'64	821 " 1381
"	Nov. 23	Spencer Street	§Flinders St. (Viaduct)	0'76	821 " 1187
"	Dec. 17	Korumburra	Leongatha	9'19	821 " 1381
1892—	Jan. 13	Leongatha	Port Albert	58'75	821 " 1381
"	March 18	Rokeby	Neerim South	5'36	1030 " 1300
"	April 5	Curdie's River Junction	Timboon	22'32	821 " 1381
"	" 6	Lancefield	†Kilmore	18'10	821 " 1381
"	Oct. 28	Korumburra	Coal Creek	0'89	1240 " 1250
"	Nov. 22	Dookie	Katamatite	17'02	1529
1893—	Jan. 5	Warracknabeal	Beulah	21'92	1273
"	March 28	Donald	Birchip	32'30	1273
1894—	March 6	Beulah	Hopetoun	16'01	1316
"	May 7	Korumburra (Jumbunna Junction)	Jumbunna	3'74	1240 and 1294
"	" 14	Bendigo Cattle-yards Junction	*Bendigo Cattle-yards	0'89	1030 " 1381
"	June 1	Korumburra (Strezlecki Junction)	Strezlecki	2'25	1240 " 1294
"	" 19	Dinboola	Jeparit	21'59	1312
"	July 31	Natimuk (East Natimuk)	Goroke	28'32	1292
"	Aug. 7	Boort	Quambatook	21'96	1312
1895—	March 8	Wycheproof	Sea Lake	47'89	1385
1896—	Feb. 5	Jumbunna	Outtrim	2'40	1371 and 1420
"	Dec. 15	Nathalia	Picola	6'74	1295
1899—	March 14	Wangaratta	¶Whitfield	30'49	1492
"	Sept. 18	Birchip	Woomelang	26'45	1550
"	Nov. 2	Jeparit	Rainbow	18'47	1558
1900—	March 1	Quambatook	Ultima	30'30	1555
"	Dec. 18	Upper Fern Tree Gully	¶Gembrook	18'22	1549
"	" 26	Bungaree	*Race-course	1'53	1682
1901—	Oct. 21	Melbourne	Collingwood	2'22	1590
"	Nov. 13	Lilydale	Warburton	23'97	1585
1902—	March 1	Colac	¶Beech Forest	29'66	1594 and 1760
"	June 5	Heidelberg	Eltham	8'35	1299
		Carried forward	3299'78		

* Trains run only as required for traffic.

† See lines closed for traffic.

‡ Including portion since dismantled.

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

¶ 2ft. 6in. gauge.

APPENDIX No. 18—continued.

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

Date of Opening.	From—	To—	Length in Miles.	Authorization Act.	
				Number.	
		Brought forward ...	3299.78		
1903—Jan. 15	Woomelang	Hattah	68.79	1679	
" May 25	Hattah	Nowingi	11.94	1679	
" Sept. 30	Nowingi	Yatpool	16.19	1679	
" Oct. 27	Yatpool	Mildura	13.23	1679	
" Dec. 21	North Geelong Loop Line	*	0.22	1884	
1904—Jan. 1	Burrumbeet Race-course Junction	* Burrumbeet Race-course	1.14	1879	
" Feb. 7	Springvale Cemetery Line	*	1.60	1763	
" Dec. 5	Northcote Loop Line ... ..	... ..	0.13	1904	
1905—Feb. 28	Strathmerton	Towards Tocumwal	8.20	1958	
" June 26	Welshpool	¶ Welshpool Jetty	3.23	1911	
	Stawell	* Grampians	15.84		
1906—May 7	St. Kilda	† Park Street, Middle Brighton	4.07	1956 and 1973	
" Dec. 22	Park Street, Middle Brighton ...	† Brighton Beach	1.06	2035	
1908—July 9	Strathmerton	Tocumwal Extension	2.07	2078	
1909—June 15	Rupanyup	Marnoo	15.38	2124	
" July 1	Ultima	Chillingollah	20.14	2144	
" Oct. 28	Alexandra Road	Alexandra	4.32	2104	
1910—May 3	Moe	¶ Walhalla	26.06	1691 and 2180	
" " 9	Nyora	Woolamai	16.79	2125	
" " 9	Woolamai	Powlett Coal Field	13.75	2221	
" July 4	Mildura	White Cliffs	6.92	1679	
" Dec. 1	Beeac	Cressy	11.36	2178	
1911—June 20	Beech Forest	¶ Crowes	14.24	2149	
" Sept. 25	Cressy	Newtown	24.49	2178	
1912—June 25	Ouyen	Kow Plains	56.39	2179	
" " 25	Kow Plains	Murrayville	11.48	2290	
" " 25	Eltham	Hurst's Bridge	6.64	2217	
1912—Sept. 24	Noradjuha	Toolondo	11.24	2222	
" Dec. 10	Jeparit	Lorquon	13.68	2224	
1913—May 17	St. Kilda and Brighton Electric Street Railway	... ..	1.03		
		Total mileage ...	3700.40		
		Less mileage closed for Traffic at 30th June, 1913—	Miles.		
		Dunkeld to Peshurst (Dismantled), 19th February, 1898 ...	15.87		
		Lancefield to Kilmore	18.10		
		Fawkner Cemetery to Somerton	5.28		
		Oakleigh to Fairfield Park—			
		Fairfield Park to Deepdene	3.34		
		Ashburton to Oakleigh	2.37		
		Canterbury Loop Line (Dismantled)	0.20		
		Burnley to Waverley Road—			
		Darling to Waverley Road	5.91		
		Geelong Race-course Line (Dismantled 28th May, 1909) ...	0.84		
			1.96		
			47.96		
		Total mileage open for Traffic at 30th June, 1913 ...	3,652.44		

* Trains run only as required for traffic.

† Electric Street Railway, 5ft. 3in. gauge.

¶ 2ft. 6in. gauge.

NOTE.—All tracks to piers, wharfs, and ballast pits, and to the Great Morwell Coal Mine are not included in the length of lines opened or traffic as shown above, but are included in the mileage of sidings as shown in Appendix No. 23.

APPENDIX No. 19.

RETURN SHOWING THE NUMBER OF OFFICERS AND EMPLOYÉS IN THE SERVICE OF THE COMMISSIONERS AT 30TH JUNE, 1912, COMPARED WITH THE NUMBER AT 30TH JUNE, 1913, ENTITLED TO COMPENSATION OR PENSION ON RETIREMENT.

Branch.	At 30th June, 1912.	At 30th June, 1913.	Decrease.
Secretary's	10	10	...
Rolling Stock	563	535	28
Way and Works	389	374	15
Transportation and Traffic ...	547	527	20
Chief Electrical Engineer's ...	...	3	...
Accountancy and Audit of Receipts	31	30	1
Telegraph and Stationery ...	22	18*	1
Stores	16	14	2
Total	1,578	1,511	67

* Three transferred to Chief Electrical Engineer's Branch.

APPENDIX No. 20.

RETURN OF PERSONS KILLED OR INJURED DURING TEN YEARS, FROM 1ST JULY, 1907, TILL 30th JUNE, 1913.

Year.	Passengers.								Number of Passengers Killed and Injured per Million carried due to causes beyond their own Control.						Employés while in the Execution of their Duty.						Employés proceeding to or from Duty within the Railway Boundary.		Persons Killed or Injured at Crossings.		Trespassers.		Miscellaneous.		Total.	
	Through causes beyond their own Control.		Through Contributory Negligence.		Solely through their own Action or Negligence.		Killed. Injured.		Killed. Injured.		Killed. Injured.		Killed. Injured.		Killed. Injured.		Killed. Injured.		Killed. Injured.		Killed. Injured.		Killed. Injured.		Killed. Injured.		Killed. Injured.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
1903-4	34	1	17	1	173	·000	·626	..	43	3	105	2	140	1	..	6	4	10	7	3	18	27	541			
1904-5	8	..	9	4	156	·000	·134	..	35	3	96	2	118	..	2	5	7	9	9	2	6	25	446			
1905-6 <i>a</i>	162	..	17	5	122	·000	2·498	..	43	4	101	4	161	..	2	10	8	24	6	1	8	48	630			
1906-7	14	1	17	5	148	·000	·199	..	32	1	112	7	140	1	2	8	16	12	3	11	14	46	498			
1907-8 <i>b</i>	45	434	..	33	2	170	·600	5·793	..	29	4	112	2	151	6	11	17	7	3	23	79	970		
1908-9	9	..	19	5	136	·000	·111	..	12	2	101	8	131	1	..	5	9	22	19	2	15	45	451			
1909-10	11	..	5	2	96	·000	·129	..	7	..	38	6	167	..	4	4	3	8	7	1	15	21	353			
1910-11 <i>c</i>	10	526	8	99	·106	5·678	..	31	..	20	5	128	..	1	7	12	19	7	..	5	49	829		
1911-12	13	..	1	9	116	·000	·124	..	44	..	12	23	134	3	11	9	13	19	11	4	7	67	362			
1912-13 <i>d</i>	2	441	..	3	5	128	·001	3·953	1	15	1	10	4	90	10	12	13	12	..	12	36	723		
Totals	57	1,652	2	121	46	1,344	·006	1·841	1	291	18	707	63	1,300	6	22	70	95	153	88	27	123	443	5,863		

This Return only includes casualties in connexion with Train Working and the movement of Rolling Stock.

a Including Belgrave accident.

b Including Sunshine accident.

c Including Richmond accident.

d Including West Melbourne accident.

APPENDIX No. 21.

DETAILED STATEMENT OF WORKING EXPENSES FOR THE YEAR 1912-13 COMPARED WITH THE YEAR 1911-12, EXCLUSIVE OF THE ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY.

	1911-12	1912-13.
TRANSPORTATION BRANCH.		
General Superintendence and Staff	£54,354	£58,619
Stationery, Printing, and Advertising	30,130	31,876
Stores Expenses	2,471	2,935
STATION, YARD, AND SIGNAL SERVICE		
Salaries, Wages, and Expenses of Staff	£613,940	£640,698
Fuel	2,325	1,007
Light	18,085	18,496
Uniforms	4,493	4,272
Other Supplies	24,836	26,467
Sanitary and Other Expenses	5,737	6,389
TOTAL COST OF STATION, YARD, AND SIGNAL SERVICE	£669,416	£697,329
Guards and Conductors--Wages and Expenses	£106,378	£115,96
" " Uniforms and Supplies	2,166	2,008
Gatekeeping	£0,982	22,493
Loss and Damage to Property and Goods	Cr. 667	Cr. 1,576
Other Expenses	2,695	3,998
Dining Car Service	13,099	14,920
TOTAL EXPENSES OF TRANSPORTATION BRANCH	£901,024	£947,868
Percentage of Gross Revenue	17.26	18.21
Per Traffic Train Mile	15.63 <i>d</i>	15.98 <i>d</i>
WAY AND WORKS BRANCH.		
General Superintendence and Staff	£40,067	£44,775
Stationery, Printing, and Advertising	5,368	5,653
Stores Expenses	4,798	6,080
	£50,233	£56,508
MAINTENANCE OF WAY—		
Superintendence and Staff	£17,313	£18,711
General Labour	308,727	327,260
Track Materials	133,366	138,486
Fences, Gates, Cattle Guards, Roadways, Signs, &c.	42,142	44,317
Tools and Supplies	13,788	13,972
Flood Claims	Cr. 77	..
Other Expenses .. .. .	..	..
TOTAL COST OF MAINTENANCE OF WAY	£515,259	£542,806
Per Mile of Railway worked	£146	£149
" " Track .. (exclusive of Sidings)	£133	£136

APPENDIX No. 21—continued.

DETAILED STATEMENT OF WORKING EXPENSES FOR THE YEAR 1912-13, ETC.—continued.

	1911-12.	1912-13.
WAY AND WORKS BRANCH—continued.		
MAINTENANCE OF WORKS—		
Superintendence and Staff	£13,441	£15,285
Bridges, Culverts, and Drains	66,116	61,340
Piers and Wharfs	7,282	8,354
Weighbridges, Scales, Lifting Cranes, Turntables, Traversers, Grain Conveyors, &c.	11,799	11,631
Buildings, Platforms, and Fixtures	107,169	107,269
Stock Yards	11,393	11,237
Water Supply	12,708	13,044
Signals and Interlocking	53,971	50,054
Telegraph Lines	26,488	33,064
Machinery, Tools, and Supplies	14,649	16,945
Other Expenses	244	303
Gardens, Plantations, &c.	2,598	2,526
TOTAL COST OF MAINTENANCE OF WORKS	£327,858	£331,052
TOTAL EXPENSES OF WAY AND WORKS BRANCH	£893,350	£930,366
Percentage of Gross Revenue	17.12	17.87
Per Mile of Railway worked	£252	£256
Per Traffic Train Mile	15.49 <i>d.</i>	15.69 <i>d.</i>
ROLLING STOCK BRANCH.		
General Superintendence and Staff	£17,307	£17,769
Stationery, Printing, and Advertising	4,358	4,194
Stores Expenses	7,660	7,158
LOCOMOTIVE WORKING—		
Superintendence and Staff	£17,526	£19,033
Running Sheds { Staff	48,718	51,121
Supplies	3,836	3,580
Drivers and Firemen	329,888	347,541
Coal, Wood, and Kindlers for Locomotives	283,198	314,085
Handling and Inspection of Coal, Wood, and Kindlers for Locomotives	26,713	28,439
Water for Locomotives and Running Sheds	19,751	19,336
Oil, Tallow, Waste, and other Running Supplies for Locomotives	15,255	15,536
Other Expenses	98	113
McK on Motor Cars	514	1,784
TOTAL COST OF LOCOMOTIVE WORKING	£745,497	£800,568
Locomotive Miles Run	16,755,264	17,066,519
Per Locomotive Mile	10.67 <i>d.</i>	11.26 <i>d.</i>
Per Traffic Train Mile	12.93 <i>d.</i>	13.50 <i>d.</i>
INSPECTION, CLEANING, AND LUBRICATION OF, AND SUPPLIES FOR, CARS—		
Labour	£46,063	£60,355
Supplies	1,896	2,383
Lubricants	1,752	2,126
Light	16,736	19,114
Ice	1,169	1,042
Other Expenses .. .. .	..	..
TOTAL COST OF INSPECTION, CLEANING, AND LUBRICATION OF, AND SUPPLIES FOR, CARS	£67,616	£85,020
Per 1,000 Car Miles	94.21 <i>d.</i>	123.37 <i>d.</i>
TOTAL COST OF WORKING ROLLING STOCK BRANCH	£842,438	£914,709

APPENDIX No. 21—*continued.*DETAILED STATEMENT OF WORKING EXPENSES FOR THE YEAR 1912-13, ETC.—*continued.*

	1911-12.	1912-13.
ROLLING STOCK BRANCH—<i>continued.</i>		
REPAIRS AND RENEWALS OF ROLLING STOCK—		
Superintendence and Staff	£13,553	£13,952
Repairs and Renewals of Locomotives	168,733	184,977
" " Passenger Cars and Vans	112,287	122,600
" " Trucks	110,145	94,206
" " Covers	26,436	19,656
" " Machinery and Tools	17,270	16,529
Power, Heat, Light, &c., for Shops	44,660	46,421
Sundry Charges	4,701	2,058
Other Expenses	155	136
McKeen Motor Cars .. .. .	..	488
Payment into Rolling-stock Replacement Fund	50,000	50,000
TOTAL COST OF REPAIRS AND RENEWALS OF ROLLING STOCK ..	£547,940	£551,023
Per Traffic Train Mile	9·50 <i>d.</i>	9·29 <i>d.</i>
TOTAL EXPENSES OF ROLLING STOCK BRANCH	£1,390,378	£1,465,732
Percentage of Gross Revenue	26·64	28·16
Per Traffic Train Mile	24·12 <i>d.</i>	24·71 <i>d.</i>
GENERAL EXPENSES.		
Salaries and Expenses, Commissioners' and Secretary's Offices	£15,860	£17,494
" " Chief Accountant's Office	20,441	23,179
" " Auditor of Receipts' Office	20,916	23,778
Estate Office	1,679	1,442
General Office Expenses	1,785	2,133
Flinders-street Station Buildings General Expenses	1,389	1,466
Legal and Medical Expenses	5,160	5,109
Stationery, Printing, and Advertising (General)	3,405	2,932
Other General Expenses	3,502	3,404
TOTAL GENERAL EXPENSES	£74,237	£80,937
Percentage of Gross Revenue	1·42	1·55
Per Traffic Train Mile	1·29 <i>d.</i>	1·36 <i>d.</i>
PAYMENT INTO RAILWAY ACCIDENT AND FIRE INSURANCE FUND	£51,495†	£52,054†
Percentage of Gross Revenue	·99	1·00
Per Traffic Train Mile	·89 <i>d.</i>	·88 <i>d.</i>
TOTAL WORKING EXPENSES	£3,310,184	£3,476,957
Percentage of Gross Revenue	63·43	66·79
Per Traffic Train Mile	57·42 <i>d.</i>	58·62 <i>d.</i>
Per Mile of Railway Worked	£934	£955

† Includes Special Payment—Year 1911-12, £25,400, and year 1912-13, £26,027.

APPENDIX No. 22.

RESULTS OF WORKING OF THE ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY FOR THE YEAR 1912-13, COMPARED WITH THE YEAR 1911-12.

	1911-12.	1912-13.
Average Mileage of Railway Worked	5.13	5.13
Car Mileage	367,306	413,939
Number of Passengers carried	1,674,918	1,916,618
Average Fare paid per Passenger	2.13d	2.09d.
GROSS REVENUE—		
Passengers	£14,926	£16,765
Parcels	1	1
Rentals	...	...
Miscellaneous	85	63
TOTAL GROSS REVENUE	£15,012	£16,829
Per Passenger Car Mile	9.81d.	9.76d.
Per Mile of Single Track	£2,926	£3,088
ORDINARY WORKING EXPENSES—		
Transportation Account	£4,781	£6,108
Way and Works Account	1,321	3,443
Rolling Stock Account	2,379	2,895
Power Account	4,263	2,719
General Expenditure	464	475
Payment into Railway Accident and Fire Insurance Fund	75	168*
TOTAL WORKING EXPENSES	£13,283	£15,808
Per cent. of Gross Revenue	88.48	93.93
Per Passenger Car Mile	8.68d.	9.17d.
Per Mile of Single Track	£2,589	£2,901
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	£1,729	£1,021
INTEREST ON THE TOTAL CAPITAL COST	£2,078	£1,093
NET LOSS, INCLUSIVE OF INTEREST	Loss. £349	Loss. £2,072

* Includes Special Payment of £84.

APPENDIX No. 23.

MILEAGE OF RAILWAYS AND TRACKS.

		Mileage open for Traffic at 30th June.								
		Railways.					Tracks.			
		Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Main Tracks.	Sidings.	Total.
Year 1912	5' 3" gauge ...	3'15	2'22	2'43	313'03	317'9'63	3500'46	3840'76	644'33	4485'09
	2' 6" gauge ...	...	...	...	...	121'90	121'90	121'90	7'25	129'15
	Total ...	3'15	2'22	2'43	313'03	3301'53	3622'36	3962'66	651'58	4614'24
	Electric Street Railway, 5' 3" gauge ...	...	...	...	...	5'13	5'13	5'13	.83	5'96
	Grand Total ...	3'15	2'22	2'43	313'03	3306'66	3627'49	3967'79	652'41	4620'20
Year 1913	5' 3" gauge ...	3'15	2'22	2'43	315'03	3202'55	3525'38	3867'68	671'73	4539'41
	2' 6" gauge ...	...	...	...	...	121'90	121'90	121'90	8'13	130'03
	Total ...	3'15	2'22	2'43	315'03	3324'45	3647'28	3989'58	679'86	4669'44
	Electric Street Railway, 5' 3" gauge ...	...	...	...	2'68	2'48	5'16	7'84	.83	8'67
	Grand Total ...	3'15	2'22	2'43	317'71	3326'93	3652'44	3997'42	680'69	4678'11
		Average Mileage open for Traffic during the Year.								
		Railways.					Tracks.			
		Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Main Tracks.	Sidings.	Total.
Year 1911-12	5' 3" gauge ...	3'15	2'22	2'43	313'03	3100'58	3421'41	3761'71	630'30	4392'01
	2' 6" gauge ...	...	...	...	...	121'90	121'90	121'90	6'94	128'84
	Total ...	3'15	2'22	2'43	313'03	3222'48	3543'31	3883'61	637'24	4520'85
	Electric Street Railway, 5' 3" gauge ...	...	...	...	...	5'13	5'13	5'13	.83	5'96
	Grand Total ...	3'15	2'22	2'43	313'03	3227'61	3548'44	3888'74	638'07	4526'81
Year 1912-13	5' 3" gauge ...	3'15	2'22	2'43	314'02	3194'84	3516'66	3857'95	654'45	4512'40
	2' 6" gauge ...	...	...	...	...	121'90	121'90	121'90	7'32	130'22
	Total ...	3'15	2'22	2'43	314'02	3316'74	3638'56	3979'85	661'77	4641'62
	Electric Street Railway, 5' 3" gauge ...	...	...	...	.32	4'81	5'13	5'45	.83	6'28
	Grand Total ...	3'15	2'22	2'43	314'34	3321'55	3643'69	3985'30	662'60	4647'90

The mileage of Sidings as shown does not include 61.71 miles of Sidings which are not owned by the Department. The cost of maintenance of about 6 miles of these Sidings is defrayed by the Department, whilst the cost of maintenance of a further 15.72 miles is repaid to the Department.

APPENDIX No. 24.

RETURN OF TRAFFIC AT EACH STATION.

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.	RENTALS.	MISCELLANEOUS.	GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.				Outwards.		Inwards.		Outwards.	Inwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.				Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	
Melbourne—Spencer-street, Country ..	2,303,134	402,293 11 4	85,087 12 3 1/2	48,513 17 2 1/2	3,111 4 10	2,707 11 8	..	17,947 6 10	10,569 3 11	603,348	563,758 12 1	730,080	321,172 3 2	1,791 17 4	8,680 10 9	1,467,625 17 5
Melbourne—Spencer-street, Suburban ..	1,046,676	13,691 12 11	..	..	..	..	..	..	..	..	..	..	..	..	..	13,691 12 11
MELBOURNE-BENDIGO LINE.																
North Melbourne ..	1,219,889	11,545 4 1	928 14 6	486 16 10	52 15 2	12 0 6	..	42 16 6	0 7 6	14,213	2,358 4 9	82,285	27,011 3 2	..	..	13,068 15 1
Arden-street ..	..	..	..	..	..	..	..	698 11 0	..	..	..	..	..	..	..	30,067 18 11
Middle Footscray ..	293,932	2,227 17 4	28 14 8	21 2 6	3 7 1	0 2 9	..	4 7 7	..	..	..	..	..	..	..	2,285 11 11
West Footscray ..	294,064	2,373 8 0	421 14 4	147 16 6	12 9 9	1 2 3	..	27 12 11	..	77,637	12,622 3 0	10,663	2,830 16 2	9 12 0	..	18,446 14 11
Tottenham ..	16,105	137 15 3	..	0 10 0	..	..	..	37 14 9	..	..	..	..	..	..	..	176 0 0
Sunshine ..	252,920	4,858 6 9	691 0 10	178 0 5	8 1 9	1 2 9	..	57 10 0	..	15,070	9,531 3 5	30,461	6,127 12 6	5 1 6	4 12 1	21,462 12 0
Sunshine — Buildings Tickets (Free) ..	6,900	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Albion ..	5	0 2 8	..	..	..	..	..	5 1 10	..	78,710	7,760 8 3	1,128	242 9 2	..	..	8,008 1 11
St. Albans ..	39,605	646 19 11	88 6 7	45 14 4	1 0 3	0 6 0	..	5 15 2	..	678	112 4 4	679	127 14 1	2 12 0	7 11 2	1,038 3 10
Sydenham ..	8,460	283 5 0	27 19 9	47 11 8	13 11 0	1 9 3	..	25 5 2	..	3,064	471 1 6	1,212	236 17 2	29 0 7	66 7 5	1,202 8 6
Digger's Rest ..	6,511	279 14 7	74 14 6	59 1 7	5 0 6	7 7 3	..	19 16 6	..	4,469	787 16 7	1,213	268 9 3	64 13 0	107 17 0	1,676 10 9
Sunbury ..	30,982	1,739 7 6	260 11 9	340 11 7	29 12 2	96 2 2	..	40 7 2	0 2 0	1,228	337 15 10	5,224	1,250 16 4	757 2 9	1,184 12 8	6,057 1 11
Lane-field Junction ..	6,440	386 1 8	38 9 0	40 14 5	11 1 0	16 3 6	..	20 17 1	..	221	136 2 4	280	121 14 11	..	..	1,721 10 10
Riddell ..	7,300	638 12 10	72 0 11	142 13 8	8 3 6	16 3 0	..	6 7 1	..	1,069	336 2 5	893	360 10 5	514 0 7	416 6 4	1,740 19 2
Gisborne ..	10,637	1,051 1 5	370 16 11	325 2 9	12 13 10	41 6 3	..	15 8 2	..	4,902	1,211 0 2	2,118	872 2 4	164 16 7	224 4 1	4,188 12 6
Macedon ..	14,273	1,174 16 4	339 16 7	348 12 4	8 12 3	14 7 0	..	8 8 1	0 2 9	2,622	510 7 10	2,379	892 0 6	17 9 0	19 4 1	3,333 10 9
Woodend ..	24,386	2,137 5 11	179 16 10	321 7 9	31 5 11	165 17 3	..	156 18 11	..	6,494	2,022 12 0	2,612	1,290 10 7	266 4 10	238 11 1	6,870 11 1
Carlsruhe ..	2,914	118 2 7	11 0 11	14 1 8	0 3 0	1 11 6	..	12 8 6	..	220	66 9 2	79	48 5 8	45 18 0	23 17 9	341 18 9
Kyneton ..	44,303	3,023 0 9	847 3 0	773 5 9	87 13 8	242 0 5	..	1,046 6 10	0 6 6	11,235	4,161 11 0	9,005	4,387 13 11	1,261 13 5	1,273 12 5	19,104 6 11
Reidsdale Junction ..	1,681	107 15 8	9 9 9	12 15 8	0 5 6	0 11 10	..	20 4 0	..	830	331 15 7	61	38 4 10	..	..	521 2 10
Mahonsbury ..	12,975	884 3 7	95 0 0	120 13 8	2 0 6	15 5 8	..	24 16 6	..	1,659	590 13 9	1,030	550 7 8	184 10 6	124 11 11	2,592 3 9
Taradale ..	7,804	422 8 2	34 4 3	62 18 11	0 13 0	0 15 6	..	13 3 1	..	599	138 18 11	289	166 1 8	..	..	859 3 8
Elphinstone ..	6,255	353 1 5	53 1 4	47 15 5	2 19 0	1 14 0	..	7 19 8	..	2,064	534 16 8	461	218 5 4	115 5 7	109 6 10	1,464 5 3
Chewton ..	7,709	550 10 5	73 11 0	59 16 5	1 7 4	1 1 3	..	0 10 0	..	470	270 1 3	1,213	309 19 0	..	..	1,369 16 8
Castlemaine ..	70,418	8,075 4 3	790 10 2	1,047 18 1	35 4 11	46 2 3	..	180 5 0	4 18 8	7,020	3,534 14 0	18,343	11,278 15 5	115 2 10	263 18 6	28,001 14 1
Barker's Creek ..	..	..	..	..	..	..	..	68	..	..	10 1 3	100	35 3 0	..	..	45 4 3
Harcourt ..	14,823	696 6 9	98 15 1	96 17 4	2 15 9	1 4 9	..	19 14 3	..	8,248	3,330 2 7	2,808	1,270 12 10	0 17 0	5 12 6	5,522 18 10
Ravenswood ..	3,083	210 4 7	20 5 1	36 3 7	1 14 3	1 17 6	..	32 4 11	..	3,250	441 2 10	270	100 15 8	49 4 9	32 2 0	925 15 2
Kangaroo ..	7,892	617 5 10	64 18 7	67 7 5	1 7 0	0 11 3	..	0 12 6	..	1,167	129 18 1	1,149	299 9 11	8 19 0	0 13 6	1,181 3 1
Golden Square ..	17,128	1,826 11 2	104 5 4	170 3 0	2 18 0	6 2 0	..	6 10 0	..	2,537	431 7 0	13,881	3,754 9 0	8 12 8	775 7 1	7,086 5 3
Bendigo ..	221,425	39,152 18 10	3,554 10 7	4,420 2 10	430 13 4	641 19 3	..	742 6 2	4 5 11	38,363	26,899 7 5	113,876	56,810 15 8	3,851 15 2	6,255 5 7	142,764 0 9
LANEFIELD LINE.																
Bolinda ..	949	77 8 1	3 15 2	13 1 7	..	0 15 9	..	..	..	822	223 11 6	247	96 9 7	52 14 5	17 8 3	485 4 4
Monegatta ..	991	32 12 10	38 10 1	20 17 2	0 9 6	3 5 9	..	7 2 7	..	670	169 8 10	106	56 4 3	..	1 2 7	429 13 7
North Monegatta ..	553	44 1 9	5 13 3	3 14 6	0 1 6	0 6 9	..	..	..	4	7 6 8	8	5 1 7	0 6 10	..	66 12 10
Romsey ..	8,358	349 16 6	76 15 3	173 9 9	19 14 9	31 8 11	..	22 6 1	0 1 6	4,960	1,439 15 5	1,403	780 9 9	199 9 7	89 18 10	3,683 6 4
Lane-field ..	7,358	942 9 3	67 3 4	192 5 0	16 4 5	54 7 9	..	104 13 6	0 2 9	7,143	2,085 11 3	1,630	935 5 3	433 18 8	105 11 6	4,937 14 8

DAYLESFORD LINE.

Tyden	1,451	182 5 3	9 3 8	22 19 0	7 5 3	1 13 0	..	13 0 10	..	447	151 2 1	112	68 19 10	124 0 9	34 0 7	614 11 2
Fern Hill	3,235	388 5 3	40 6 7	61 4 3	0 19 0	0 18 6	..	37 17 3	..	3,372	1,103 14 4	391	272 9 3	1 12 9	10 0 7	1,817 7 9
Trenton	11,753	1,084 10 2	37 16 3	188 4 9	0 17 9	2 17 6	..	20 3 10	0 1 6	4,313	1,627 9 2	2,437	1,493 14 8	30 8 4	18 0 4	1,560 9 3
Lyonville	4,008	179 6 6	11 2 11	24 16 5	0 3 3	0 7 6	..	3 10 1	..	2,985	469 11 11	365	127 11 6	..	6 0 10	822 10 11
Bullarto	5,337	262 14 4	14 9 1	40 6 11	0 15 6	0 19 0	..	1 13 9	..	2,630	753 5 1	269	153 3 0	22 6 11	12 0 11	1,261 19 6
Musk	2,977	93 4 6	9 5 11	17 3 8	0 1 9	..	..	4 6 3	..	1,201	447 8 11	209	97 10 9	..	13 17 10	682 19 7
Daylesford	33,208	4,456 15 0	364 15 6	687 8 3	28 6 0	28 17 4	..	54 0 2	0 1 6	4,926	2,120 17 4	11,087	5,252 1 5	140 6 2	142 11 8	13,256 0 4
Woodburn	648	11 3 1	0 1 0	2 1 1	..	..	..	0 5 10	..	135	31 6 10	349	54 15 10	..	..	99 13 3
Sailor's Falls	1,244	43 11 8	3 13 6	5 19 0	0 6 6	0 3 0	..	1 11 10	..	173	54 1 10	19	10 2 5	..	..	124 9 9
Leonard	2,569	173 10 8	23 3 10	27 6 10	0 7 0	0 18 0	..	0 1 8	..	5,574	850 10 4	254	95 10 4	1 8 0	5 10 7	1,181 7 3
Wombat	1,274	60 13 9	3 18 11	6 6 7	0 4 0	..	..	..	..	1,927	297 16 9	50	19 1 2	..	..	388 1 2
Rocklyn	2,924	123 1 5	7 17 5	18 3 9	0 3 6	0 3 0	..	5 3 6	..	1,297	197 15 3	88	29 9 8	..	..	387 2 6
Newlyn	4,863	364 1 11	27 17 1	60 2 1	9 18 9	1 5 6	..	56 4 11	..	11,848	5,448 11 3	1,508	712 8 3	254 9 10	46 7 2	6,975 6 9
Kingson	4,895	350 14 4	24 6 9	67 4 0	4 19 6	3 5 0	..	21 18 3	..	4,683	2,080 5 7	505	278 0 0	11 4 7	1 11 0	2,843 9 0
Allendale	14,050	737 7 1	52 12 0	101 12 5	1 7 0	4 12 6	..	6 4 7	..	5,444	2,353 2 4	2,865	1,146 18 2	502 1 3	33 13 1	4,959 10 5
Broomfield	4,418	158 13 2	0 0 3	8 18 7	0 3 0	0 4 0	..	0 19 8	..	..	..	..	2 19 2	..	..	171 17 10

REDESDALE LINE.

Edgecombe	67	2 3 7	1 11 9	0 9 1	..	0 2 0	..	2 8 9	..	1,826	465 3 4	17	6 5 9	..	..	478 4 3
Green Hill	1,036	10 7 7	2 12 7	4 6 6	..	0 2 0	..	1 10 0	..	134	52 6 0	63	20 8 0	..	..	91 12 8
East Metcalfe	381	23 5 10	14 10 7	11 17 11	..	0 1 0	..	0 15 0	..	346	160 3 1	165	80 19 4	..	..	291 12 9
Emberton	87	3 13 0	1 8 7	0 11 10	..	0 0 6	..	..	..	295	34 18 11	7	1 17 7	..	..	42 15 5
Barfold	546	35 16 6	6 18 11	23 11 10	2 15 0	..	..	14 15 4	..	1,201	348 17 10	187	74 11 5	132 6 0	2 9 6	642 2 4
Redesdale	1,242	159 14 5	16 19 11	67 19 4	2 8 6	1 17 9	..	43 15 0	..	1,932	802 8 10	401	236 16 5	2 5 10	1 16 8	1,341 2 8

SHELBOURNE LINE.

Muckleford	591	15 14 1	2 19 10	8 17 0	0 4 0	0 0 6	..	0 10 2	..	371	184 13 6	126	49 15 2	2 1 0	3 18 5	268 13 8
Maldon	18,749	2,044 3 3	153 16 4	394 13 1	20 18 6	13 3 2	..	40 13 0	0 3 3	1,725	961 1 6	3,160	2,064 17 3	111 16 1	58 18 0	5,864 8 6
Bradford	7	0 4 8	..	0 0 6	..	..	..	..	..	3	1 17 11	..	0 6 9	..	..	2 9 10
Shelbourne	374	87 3 5	12 18 1	49 1 2	0 9 0	0 0 6	..	25 3 4	..	5,022	2,013 1 4	1,339	780 7 3	32 9 1	11 7 11	3,012 1 1

CASTLEMAINE-MARYBOROUGH LINE.

Campbell	4,195	115 9 10	18 16 3	25 16 10	0 19 0	1 14 6	..	2 18 8	..	805	426 6 4	343	154 10 10	..	..	746 12 3
Gulldford	5,058	332 12 6	32 2 10	57 16 10	0 13 6	0 19 0	..	6 0 5	0 1 6	551	337 9 8	756	438 15 10	8 2 10	10 4 6	1,214 19 5
Strangway	2,466	94 14 1	5 10 4	7 17 7	0 1 6	0 10 0	..	0 14 8	..	53	72 5 11	9	7 12 3	..	..	189 6 4
Newstead	7,978	815 8 7	142 3 6	153 18 5	53 15 9	19 14 6	..	7 9 9	1 2 0	1,384	1,104 6 8	1,426	1,103 0 9	281 3 7	98 18 11	3,780 12 5
Joyce's Creek	1,605	116 7 11	14 9 9	17 18 9	0 14 2	..	..	4 9 0	..	599	296 16 6	143	66 6 2	9 16 9	21 3 1	548 2 1
Moolort	1,178	198 12 10	36 18 11	18 9 7	7 18 0	4 1 9	..	2 19 0	..	3,172	1,219 6 10	402	146 10 4	8 3 3	10 5 0	1,653 8 6
Carisbrook	4,131	560 12 7	58 12 7	75 12 11	4 6 9	23 12 3	..	2 19 10	..	7,101	2,225 17 0	748	443 12 7	241 19 1	249 10 10	3,891 16 5
Maryborough	55,488	10,415 14 6	897 7 10	1,158 0 6	58 11 3	74 13 3	..	280 16 1	4 1 6	9,290	4,800 8 11	16,280	10,059 7 8	161 16 11	181 4 4	28,101 2 9

MARYBOROUGH-MILDURA LINE.

Simson	1,830	49 8 7	..	0 1 5	..	..	..	..	..	..	..	..	..	..	..	49 10 6
Havelock	2,843	67 6 1	6 9 5	14 5 6	1 10 0	1 3 0	..	2 18 4	..	227	77 4 0	1,445	616 10 3	..	3 11 6	790 18 1
Bet Bet	4,782	160 17 9	19 5 5	49 3 9	3 6 6	0 9 9	..	1 6 9	0 0 9	1,443	635 2 2	1,773	977 11 1	3 16 1	..	1,851 0 0
Dunolly	11,679	1,686 4 10	123 1 8	258 9 8	3 19 9	6 6 0	..	26 18 5	0 3 6	8,091	3,080 12 10	2,753	1,890 17 6	119 4 4	139 7 10	7,340 6 4
Goldsborough	2,085	76 9 6	10 17 3	29 6 5	0 9 9	..	..	3 0 10	..	3,698	913 13 9	114	92 19 8	..	..	1,126 17 2
Bealiba	6,224	784 9 2	99 8 1	204 1 9	1 17 6	1 18 9	..	46 6 0	..	17,302	5,669 12 3	1,672	1,378 6 9	119 11 10	47 14 11	8,353 4 0
Maffescioni's siding	..	..	..	..	..	..	..	..	..	1,412	479 12 3	10	2 12 4	..	..	482 4 7
Emu	3,393	224 12 2	34 17 11	55 4 2	0 3 9	6 4 0	..	14 1 10	..	10,130	3,810 5 7	646	448 14 8	7 7 2	39 15 11	4,741 7 2
Carapoece	1,267	135 13 4	13 17 9	19 17 10	..	1 16 2	..	9 0 4	..	2,648	1,328 19 8	257	153 9 1	3 1 6	4 1 2	1,670 1 10
St. Arnaud	22,554	5,475 16 6	496 5 7	875 0 1	62 18 0	79 10 0	..	109 8 6	281 10 2	13,046	6,866 9 2	11,249	3,498 2 10	593 19 4	511 1 10	24,848 2 0
Sutherland	757	64 7 2	3 11 4	12 4 8	..	0 2 0	..	12 12 0	..	4,305	1,647 0 0	453	168 2 5	184 17 2	..	2,092 16 9
Swanwater	406	22 8 5	0 7 7	13 12 8	..	0 6 0	..	9 10 0	..	2,715	948 3 2	263	114 15 2	4 18 6	..	1,114 1 6
Cope Cope	2,506	424 14 1	20 6 1	70 5 1	12 1 0	0 11 6	..	20 5 9	..	6,437	2,264 3 3	1,147	866 14 2	478 18 2	66 15 6	4,924 14 7
Donald	10,956	3,107 14 2	327 12 7	546 14 10	82 10 6	86 5 6	..	88 4 10	0 10 0	7,036	4,001 3 9	7,445	6,138 0 8	1,261 8 0	344 4 4	15,984 9 2
Lake Buloke	42	1 11 4	0 6 9	0 18 0	..	0 1 6	..	..	..	59	24 7 3	388	117 12 5	..	..	144 17 3
Litchfield	1,531	90 9 8	7 1 1	38 17 6	1 2 6	1 0 0	..	19 6 8	..	3,134	1,568 7 3	577	279 12 3	468 7 9	24 2 2	2,498 6 10
Massey	420	25 17 3	9 17 1	16 7 3	..	0 1 6	..	16 10 4	..	649	375 2 11	108	54 9 7	..	..	498 5 11
Watchon	4,646	946 3 8	48 6 4	178 16 5	18 14 3	10 2 3	..	39 14 10	..	3,162	1,786 10 0	2,084	1,634 4 5	1,393 9 9	37 18 1	6,094 0 0
Morton Plains	203	18 11 4	1 9 10	18 5 6	18 17 3	0 2 6	..	1 3 8	..	640	377 6 11	167	102 0 6	187 17 11	..	725 15 5
Birehip	8,391	2,670 7 9	200 18 9	423 9 7	42 8 8	35 7 3	..	44 0 6	0 6 3	3,673	2,421 1 8	4,893	4,523 12 9	1,844 9 6	580 12 8	12,786 15 4
Karyrie	45	3 19 8	0 9 3	2 12 7	..	0 1 6	..	0 5 0	..	395	210 15 11	98	34 2 2	0 13 9	..	252 19 10
Kinnabulla	529	45 5 1	..	19 4 9	0 1 6	0 6 3	..	15 19 8	..	1,321	577 3 4	224	98 1 4	7 5 0	4 6 0	787 12 11
Curyo	1,524	149 8 0	2 16 0	35 3 4	0 12 3	2 2 11	..	7 18 8	..	1,454	776 19 5	672	457 0 11	247 13 11	7 18 3	1,637 13 8
Watchuppa	1,020	93 8 8	11 3 3	44 3 11	1 4 6	1 3 0	..	16 8 8	..	1,945	1,089 19 11	495	320 11 11	62 10 9	47 1 9	1,687 16 4
Woomelang	7,733	2,369 2 11	153 10 0	249 1 9	31 8 6	30 8 0	..	186 1 1	..	4,734	2,351 5 0	3,830	4,322 7 8	271 12 9	68 18 0	10,533 15 8
Lascelles	2,957	659 7 3	31 11 0	91 3 5	6 12 6	7 18 0	..	49 9 11	..	3,491	2,052 9 7	1,294	1,386 9 2	25 19 4	13 16 9	4,324 16 11
Garna	399	22 0 4	2 3 10	10 16 11	..	0 3 6	..	17 5 4	..	1,990	1,124 12 5	447	269 5 0	..	..	1,446 7 4

No. 24.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.	RENTALS.	MISCELLANEOUS.	GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS)
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.				Outwards.		Inwards.		Outwards.	Inwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.				Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.	
MARYBOROUGH-MILDURA LINE—continued.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Turriff	985	93 10 8	12 8 10	65 2 6	..	3 18 0	..	10 14 8	..	2,910	1,639 19 9	1,156	663 14 11	13 1 7	11 15 0	2,514 5 11
Speed	1,233	172 18 7	5 19 3	58 18 11	0 7 0	1 8 9	..	9 17 0	..	2,327	1,354 6 4	1,005	861 4 11	14 17 4	7 9 6	2,487 7 7
Tempy	1,013	11 13 0	4 6 2	71 1 10	0 3 0	1 5 0	..	50 1 9	0 0 6	2,725	1,540 18 6	1,221	778 15 4	3 10 6	22 14 2	2,588 9 9
Austral Gypsum Siding .. ..	..	..	..	..	..	..	..	..	..	30	16 18 4	19	6 7 10	..	..	23 6 2
Nunga	43	7 4	0 6 0	5 8 9	..	..	..	0 18 8	..	374	501 15 6	283	133 8 2	..	..	649 4 5
Ouyen	9,025	3,193 6 9	166 18 5	374 16 11	9 5 3	22 12 0	..	97 7 7	0 11 3	5,267	2,902 3 0	5,131	6,389 10 0	85 19 9	378 8 10	13,820 19 9
*Kia .. ..	..	..	..	0 0 9	..	..	..	..	..	..	..	..	10 7 10	..	..	10 8 7
Hattah	552	85 19 4	19 17 1	6 0 2	1 9 6	1 0 0	..	37 2 4	..	685	34 17 11	17	36 7 6	1,189 3 4	268 15 3	1,680 12 5
Nowingi	68	9 10 9	15 5 3	1 7 10	..	..	..	16 15 10	..	..	5 9 8	67	41 18 9	..	..	90 12 4
*Garwarp Siding	71	5 9 0	0 1 6	2 9 2	..	1 0 0	..	..	..	2	2 12 0	164	59 11 2	..	7 17 6	79 0 4
Yatpool	535	74 13 6	1 8 3	33 1 11	0 3 0	3 15 0	..	30 12 0	..	238	23 15 2	662	322 2 6	..	43 3 6	582 14 10
Trympic	1,788	1,459 2 3	47 2 4	137 17 4	12 13 6	2 2 6	..	123 16 5	..	5,756	9,916 3 6	4,474	4,390 14 2	..	48 14 2	16,138 6 2
Mildura	19,653	7,829 0 10	705 0 1	1,333 9 1	59 14 9	180 18 3	..	94 2 7	0 9 11	6,670	9,307 18 3	12,296	18,593 16 7	3,849 11 0	389 12 7	42,143 14 8
MILDURA AND WHITE CLIFFS LINE.																
Merbein	1,885	55 8 1	2 13 11	60 11 8	..	6 19 6	..	0 18 4	..	840	658 13 2	1,723	2,028 9 9	4 7 9	14 18 4	2,333 0 6
MARYBOROUGH—ARARAT LINE.																
Adelaide Lead	922	29 7 7	2 17 3	1 14 0	..	..	..	..	..	730	273 16 10	60	37 4 8	1 10 0	12 3 10	33 18 10
Bung Bong	524	21 4 8	11 7 8	10 11 4	0 4 0	0 3 0	..	..	..	572	151 14 6	105	70 16 6	..	0 12 6	368 6 0
Homebush	1,730	99 13 2	6 5 11	19 7 2	..	0 1 9	..	..	..	..	..	..	..	..	..	348 11 6
Avoca	6,708	1,085 9 6	157 14 5	266 11 8	11 9 0	8 8 0	..	20 19 3	0 2 6	7,886	3,683 3 7	2,824	2,532 2 6	220 2 2	166 17 6	8,153 0 1
Amphitheatre	2,938	174 11 10	50 17 0	68 15 4	1 3 9	0 5 0	..	20 3 5	..	4,526	1,235 15 2	616	521 2 7	4 3 0	8 12 6	2,135 9 7
Elmhurst	2,404	399 4 6	50 14 5	98 6 3	3 2 9	0 15 9	..	24 0 4	..	1,740	1,170 10 9	832	804 19 11	149 9 4	22 18 5	2,724 2 5
Eversley	169	14 14 3	6 17 10	12 13 4	..	6 13 0	..	..	..	3,703	566 17 8	127	75 7 2	2 10 4	5 17 6	679 11 1
Crowland	733	83 6 1	7 11 0	53 10 1	0 12 0	0 9 9	..	14 1 1	..	3,783	1,357 5 2	4,110	1,111 16 7	9 9 6	18 12 9	2,656 14 0
Dunneworthy	65	5 7 7	..	4 0 1	..	0 0 6	..	..	..	2,640	445 6 0	118	47 4 4	..	..	501 18 6
Warra Yadin	75	4 7 8	..	1 4 4	..	..	..	0 12 6	..	32	27 17 6	33	26 13 8	..	..	60 15 8
BALLARAT—MARYBOROUGH LINE.																
Waubra Junction	2,189	79 4 9	2 15 5	3 13 0	0 0 6	0 1 0	..	12 6 0	..	..	4 0 0	24	9 10 0	..	..	98 0 8
Sully	2,979	58 3 1	1 0 8	5 7 5	3 10 9	0 2 3	..	..	..	20	5 6 9	..	1 14 10	..	..	81 14 2
Wald Hills	3,811	80 6 6	1 4 7	3 9 0	0 2 6	2 11 9	..	..	..	7	..	..	..	..	..	94 15 11
Breswick	46,767	1,918 15 10	101 14 3	171 17 11	5 18 0	12 11 9	..	9 8 9	0 3 6	472	295 19 6	2,077	882 10 4	12 12 10	12 11 3	3,424 3 11
North Creswick	17,432	826 1 0	38 6 8	50 11 0	1 14 0	1 2 6	..	11 1 10	0 1 6	95	101 10 4	1,802	348 11 0	0 11 9	7 13 8	1,387 5 3
Tourelle	1,634	127 16 9	9 7 6	14 16 3	0 12 0	0 6 6	..	9 4 6	..	597	173 12 11	317	90 19 2	229 13 7	64 9 5	720 18 7
Bunee	13,574	1,595 4 10	174 11 9	259 5 3	7 5 9	11 4 6	..	17 8 6	0 3 3	2,503	1,619 9 0	3,554	1,584 18 0	458 2 9	141 19 3	5,869 12 10
Talbot	17,762	1,093 4 6	324 0 8	212 3 7	1 8 3	6 15 3	..	16 15 4	1 0 0	2,520	961 15 11	2,172	998 15 5	94 11 3	15 2 0	3,725 12 2
Daisy	498	9 17 2	4 14 3	1 15 0	..	..	..	..	..	..	0 1 8	12	3 2 11	..	..	19 11 0
WAUBRA LINE.																
Diagh	278	10 7 8	0 8 7	2 3 11	..	0 15 0	..	6 7 9	..	10	5 7 10	3	1 5 6	..	0 12 9	27 9 6
Midas	2,185	42 16 1	0 18 11	5 14 11	8 8 0	0 0 0	..	1 15 0	..	229	119 10 5	191	42 0 2	2 11 6	..	224 15 0
Blowhard	6,009	277 15 11	11 13 2	39 9 9	1 0 0	0 4 3	..	2 10 3	..	4,312	1,641 6 4	1,302	357 5 8	34 12 0	5 8 3	2,371 5 7
Learmonth	7,722	429 8 5	21 10 7	113 18 2	0 8 6	0 7 9	..	31 12 4	..	5,449	2,236 11 0	820	340 17 1	12 17 7	2 19 0	3,190 10 5
North Learmonth	1,120	52 9 5	1 5 4	0 0 9	..	0 1 6	..	0 2 6	..	..	..	..	..	..	..	53 19 6
Addington	2,469	136 18 11	9 5 2	23 5 9	0 1 6	1 18 0	..	6 6 8	..	1,634	675 10 3	162	67 2 7	0 13 0	4 14 4	925 16 2
Waubra	7,164	671 18 2	24 8 7	136 11 9	2 7 3	24 3 0	..	84 5 2	..	10,890	4,485 10 11	2,970	1,173 13 3	419 13 5	76 5 10	7,098 17 4

DUNOLLY—INGLEWOOD LINE.

Dunswick	35	2 19 0	0 0 6	0 5 3	..	..	..	10 4 0	..	2,252	459 8 2	..	0 1 0	..	..	472 17 11
Laurie	79	2 4 0	0 11 7	0 14 0	..	..	..	1 14 4	..	2,373	480 4 2	..	6 3 1	..	..	491 11 8
Farnagulla	3,325	513 16 0	44 16 11	121 3 3	2 19 6	0 0 6	..	1 17 7	0 0 3	5,889	1,584 8 1	1,227	1,029 6 4	6 18 4	0 16 3	3,308 17 3
Blanelly	923	54 6 1	9 0 1	34 1 10	0 13 0	0 3 6	..	1 10 0	..	3,922	945 13 7	492	411 7 8	1 4 3	..	1,458 0 0
Arnold	693	36 0 8	7 6 7	23 5 1	0 3 0	0 13 9	..	0 19 2	..	3,231	892 9 3	280	140 3 7	7 2 0	45 14 0	1,153 17 1
Bullabul	236	5 0 8	0 16 3	2 11 7	0 3 6	0 1 6	..	0 10 0	..	531	211 16 3	33	14 12 10	0 13 3	..	231 5 10

MURRAYVILLE LINE.

Tiega	188	15 6 5	2 0 2	17 12 4	0 1 6	0 2 3	..	2 2 0	..	816	440 14 9	260	188 16 9	..	..	663 16 2
Galah	361	34 2 6	1 11 1	25 7 1	..	0 2 6	..	9 11 0	..	2,907	1,683 15 4	740	551 7 3	4 19 6	7 14 6	2,318 19 9
Walpeup	1,346	251 12 0	23 9 10	76 6 3	0 19 6	0 16 0	..	13 0 9	..	2,737	1,665 3 5	2,068	2,303 16 3	8 16 8	62 19 1	4,406 19 9
Nyang	414	45 4 11	..	27 19 9	..	1 0 6	..	1 12 0	..	415	313 16 2	571	385 14 0	4 1 0	24 17 6	804 5 10
Underbool	1,014	231 19 7	7 10 1	102 7 0	0 8 0	2 11 9	..	9 17 1	1 0 0	996	686 15 8	1,582	1,556 16 1	6 14 2	115 1 0	2,721 0 5
Anga	496	60 0 10	3 12 8	44 10 9	0 9 9	0 8 6	..	11 3 1	..	560	419 0 8	857	929 3 8	7 15 1	55 11 3	1,531 16 3
Boinka	594	146 0 11	4 11 10	75 5 9	0 3 0	1 4 6	..	14 2 7	..	866	628 5 5	1,021	1,416 16 5	..	95 7 10	1,531 16 3
Dutye	308	51 10 11	2 11 0	32 9 0	..	0 15 0	..	7 16 5	..	442	305 8 11	619	616 11 10	5 11 4	52 5 7	1,074 0 0
Gowangie	499	81 18 11	3 12 5	56 6 7	0 11 6	1 10 6	..	3 3 4	0 1 0	255	181 14 5	751	854 14 8	7 19 9	103 12 3	1,295 5 4
Danyo	109	21 19 3	0 12 2	9 16 8	0 1 6	0 5 9	..	1 17 4	..	813	658 18 3	369	432 8 11	..	44 1 0	1,168 9 19
Murrayville	1,079	385 14 2	51 15 6	84 3 10	1 2 3	1 15 0	..	17 10 0	0 13 6	4,542	3,375 4 1	2,570	3,049 2 3	13 16 3	93 9 3	7,074 6 1

BENDIGO—LOHUCA LINE.

White Hills Siding	..	..	4 7 2	12 7 9	..	..	..	1 6 9	..	1,247	348 5 9	153	54 12 2	..	..	402 17 11
Enson	2,727	81 8 3	2 13 9	8 15 2	0 5 6	5 13 0	..	..	..	859	550 15 8	450	139 3 6	..	..	795 2 1
Huntly	1,243	66 12 2	..	..	..	0 4 6	..	..	..	172	80 13 5	285	184 4 6	..	..	343 19 6
Bagshot	1,576	97 11 7	4 1 5	22 17 0	2 14 0	0 1 3	..	2 0 0	..	2,216	722 19 1	210	71 10 6	..	4 5 3	628 9 1
Wellsford	715	38 8 8	0 18 10	2 16 7	0 4 9	0 2 4	..	2 2 4	..	517	40 9 9	81	10 18 0	..	..	126 1 3
Goonong	6,486	599 9 1	83 6 6	89 10 9	3 15 0	25 10 8	..	22 10 2	..	6,713	1,661 15 11	1,315	602 0 1	322 1 3	33 0 0	3,442 19 5
Avonmore	1,667	123 13 9	4 6 0	19 2 10	0 2 0	6 7 0	..	4 10 1	..	2,576	452 11 3	159	77 14 1	..	0 13 6	689 0 6
Elmore	14,004	1,996 13 1	195 3 10	328 6 7	37 9 3	43 9 9	..	64 1 9	0 1 6	12,993	4,923 4 8	3,908	2,678 13 5	1,004 4 6	372 3 2	11,449 0 6
Rockester	21,225	3,861 4 4	354 10 1	691 10 11	88 17 4	54 10 6	..	230 1 11	0 13 6	14,735	7,240 4 9	11,006	8,056 12 2	1,408 0 3	872 3 9	22,858 9 6
Cornelia Creek Siding	61	2 4 4	..	0 3 0	..	0 0 6	..	..	..	1,014	379 0 4	613	184 0 4	..	..	565 3 6
Lohuca	31,674	8,506 8 9	441 12 2	977 5 6	168 5 3	125 17 7	..	303 4 8	0 6 6	33,486	28,283 17 6	20,374	18,532 17 4	5,232 4 8	3,611 9 2	66,183 9 1

BENDIGO—SEA LAKE LINE.

California Gully	730	14 8 6	..	3 1 5	..	..	..	7 16 6	..	1,140	570 18 7	38,929	9,550 1 3	..	..	10,146 5 3
Eaglehawk	16,665	1,287 7 1	192 9 8	374 8 3	14 19 3	4 0 6	..	25 18 2	0 1 6	2,782	2,054 4 6	30,590	3,928 12 0	1 11 8	9 9 0	12,593 1 7
Marong	4,739	288 7 7	32 7 4	77 9 9	9 18 0	97 7 6	..	20 8 6	..	623	187 2 5	225	202 3 9	..	23 16 6	949 1 3
Leichardt	1,100	75 13 1	4 10 9	17 8 4	0 3 0	0 9 9	..	..	..	1,901	325 10 6	382	142 3 7	0 7 6	0 15 0	567 1 6
Dorby	1,929	147 9 6	13 19 0	28 19 8	1 1 3	0 14 6	..	..	..	7,543	1,087 4 0	398	151 15 7	61 16 5	10 5 1	1,483 5 0
Beidgewater	7,721	784 12 10	44 15 1	131 15 1	3 1 3	2 15 9	..	17 7 1	0 1 9	17,806	6,826 13 4	11,924	3,672 17 1	672 16 8	456 12 4	12,613 8 3
Inglewood	13,225	2,146 10 2	166 5 11	403 4 5	15 2 2	16 1 2	..	34 15 5	0 3 3	3,741	1,439 2 11	2,759	2,625 11 11	19 4 3	60 4 0	6,926 5 8
Kurling	1,358	78 4 0	5 13 4	11 16 0	0 5 0	0 1 6	..	..	..	3,444	711 14 6	164	65 9 8	60 18 0	11 7 9	945 9 9
Glenalbyn	1,103	79 19 6	9 7 0	16 15 6	0 8 0	0 1 0	..	12 6 6	..	3,149	642 2 5	158	81 4 1	..	..	842 4 0
Wedderburn Junction	3,533	596 11 2	33 18 3	17 2 2	6 6 0	0 4 3	..	442 1 0	0 0 9	1,410	442 1 0	155	85 7 0	6 19 6	3 5 6	1,211 16 1
Korong Vale	7,276	1,289 18 3	81 8 11	158 15 1	19 1 5	5 11 3	..	235 4 9	0 3 0	3,153	1,362 18 9	1,464	1,126 1 3	201 10 7	35 10 1	4,516 3 4
Wycheville	1,889	196 16 3	9 6 3	45 9 0	0 12 9	5 7 3	..	13 15 8	..	2,312	832 3 1	639	433 9 10	213 16 7	13 18 10	1,759 10 6
Buckrabanyule	2,184	271 8 4	13 10 6	67 6 1	11 14 6	1 18 0	..	12 11 8	..	2,358	1,124 10 6	572	393 12 8	180 4 7	4 0 3	2,080 17 1
Barrakee	802	80 6 0	11 19 3	24 11 3	0 7 0	0 1 0	..	1 18 4	..	2,384	964 3 11	410	301 5 1	102 7 8	22 12 0	1,509 11 6
Charlton	7,026	1,745 13 6	179 8 10	413 15 2	27 1 9	51 4 5	..	44 19 3	0 1 6	7,365	3,990 16 4	4,260	4,780 18 2	850 8 3	372 19 2	12,457 6 4
Teddywaddy	233	12 15 4	2 13 8	16 15 5	0 0 6	0 19 6	..	0 5 0	..	1,508	679 7 2	214	127 5 3	0 19 0	2 3 9	843 1 7
Glenloch	2,261	279 11 11	17 7 4	76 6 11	2 2 9	0 11 9	..	22 4 0	0 10 0	2,018	1,244 1 0	790	454 4 11	576 8 2	33 15 11	2,712 4 8
Fairview	189	9 9 3	..	0 2 2	..	..	..	..	..	75	29 12 10	52	11 9 8	..	..	50 14 3
Wycheproof	9,251	1,898 7 11	111 19 2	274 14 2	19 17 8	21 8 9	..	107 16 2	0 3 3	4,376	2,393 13 1	2,828	3,008 3 10	1,862 5 6	46 16 11	9,745 6 5
Dumosa	799	57 5 6	4 11 11	20 16 10	0 14 6	0 8 3	..	11 17 4	..	1,467	830 7 2	803	310 9 1	608 0 2	28 16 7	1,873 7 4
Nullawil	1,365	169 13 11	18 15 6	64 12 5	0 10 0	0 4 6	..	23 15 2	..	2,501	1,431 9 8	1,166	810 13 3	42 15 0	18 11 1	2,581 0 6
Warne	104	15 6 9	1 13 1	6 8 4	0 2 6	0 10 0	..	..	..	796	487 14 6	176	76 15 2	..	124 14 8	713 5 0
Kaneira	1,482	371 13 6	25 8 6	107 11 2	5 18 9	1 17 6	..	3 11 4	..	3,425	2,032 7 10	4,826	1,641 15 8	486 6 8	31 5 7	4,707 16 6
Berrillock	1,223	350 16 6	27 11 6	109 15 9	2 13 9	7 17 8	..	29 15 3	..	4,826	2,614 11 3	2,888	1,406 13 3	310 11 9	18 17 9	4,879 1 5
Boigbeat	116	33 10 3	2 15 8	14 14 7	..	..	..	0 5 0	..	883	430 12 10	179	116 13 1	0 19 0	..	599 17 3
Sea Lake	2,617	1,242 18 6	79 12 0	351 19 2	8 11 2	16 14 6	..	29 3 2	..	9,126	5,361 1 8	6,557	5,765 4 1	366 10 2	161 0 11	13,382 13 4

WEDDERBURN LINE.

Wedderburn	3,030	586 14 5	69 6 2	256 7 10	44 11 6	18 2 6	..	43 7 11	..	10,548	3,911 1 11	2,818	2,402 13 9	88 9 0	52 0 11	7,472 15 11
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No. 24.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARR.	RENTALS. MISCELLANEOUS.		GOODS.			LIVE STOCK.			TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).		
	Outwards.		Outwards.		Outwards.		Revenue.	Revenue.		Outwards.		Inwards.		Outwards.			Inwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.		Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.		Revenue.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
KORONG VALE—CHILLINGOLLAH LINE.																		
Borong ..	1,812	192 10 4	20 18 6	56 4 0	5 11 3	0 19 9	..	1 5 0	..	2,498	1,268 9 7	579	473 16 3	249 17 2	233 1 2	2,502 8 0	5 0	
Mysia ..	1,554	291 9 5	17 12 7	65 9 10	3 4 6	5 11 3	..	39 18 7	..	1,503	877 14 6	668	536 3 9	563 14 11	68 10 1	2,489 18 5	3 2	
Boort ..	5,134	1,293 6 9	136 8 9	283 9 10	23 2 9	27 4 6	..	7,213	3,557 9 2	3,620	2,960 3 6	1,247 12 8	127 15 9	97 43 3	2,262 16 8	8 8	2 2	
Barraport ..	847	101 15 2	5 16 11	42 3 8	0 11 6	0 9 6	..	21 7 0	0 2 6	3,750	1,664 6 7	751	412 3 6	11 11 1	2,262 16 8	8 8	2 2	
Gredgwin ..	1,056	92 4 7	3 19 6	27 8 4	0 11 3	0 0 6	..	21 11 4	..	1,253	614 11 4	332	128 18 8	287 0 10	2 0 3	1,178 6 7	7 7	
Oakvale ..	400	48 12 1	2 7 5	20 9 6	0 0 9	0 8 0	..	11 12 4	..	1,220	613 5 10	237	150 11 5	0 1 3	1 10 6	848 19 1	1 1	
Quambatook ..	3,627	996 2 10	102 1 0	211 18 8	10 14 3	14 6 3	..	32 13 11	..	4,345	2,716 7 3	3,241	2,976 15 11	746 9 10	59 8 1	7,846 18 0	0 0	
Cannle ..	752	78 4 9	4 3 11	48 4 11	0 5 6	0 2 6	..	4 13 0	..	2,522	1,295 19 10	345	171 0 0	251 15 7	40 16 8	1,895 16 8	8 8	
Lalbert ..	1,922	417 4 11	55 13 1	90 16 9	2 8 3	15 14 0	..	13 0 10	..	2,991	1,661 5 8	1,260	1,281 6 4	653 3 4	27 9 2	4,218 5 4	9 4	
Meatlan ..	636	145 17 2	9 16 3	54 8 5	0 6 6	13 15 6	..	14 0 7	..	3,482	1,942 9 0	887	624 18 0	1 3 0	2 17 4	2,809 11 9	5 9	
Ultima ..	3,194	984 10 10	59 12 11	188 18 7	6 13 6	4 3 0	..	49 15 10	..	5,582	3,107 16 11	3,135	2,945 1 0	314 17 8	273 19 9	7,930 10 0	10 0	
Gowan ..	89	13 2 9	0 5 5	1 17 7	0 6 0	..	..	0 5 0	..	644	304 1 0	301	164 18 4	..	1 15 0	486 11 1	1 1
Waitechte ..	619	141 12 1	11 6 5	72 9 7	0 2 0	4 15 0	..	7 9 4	..	3,504	2,026 12 6	1,086	828 13 6	12 8	5 4 0	3,107 17 1	1 1	
Chillingollah ..	1,600	634 5 5	28 16 4	173 10 5	2 11 6	6 15 6	..	37 13 8	..	5,364	3,157 13 11	6,504	4,036 3 9	70 15 1	78 8 6	8,235 14 1	1 1	
SWAN HILL LINE.																		
Myer ..	1,932	29 0 7	19 8 4	18 15 7	0 2 0	0 7 9	..	12 5 4	..	..	0 14 0	..	0 2 0	..	..	80 15 7	6 6
Woodvale ..	641	21 16 1	3 9 11	6 7 11	0 1 0	0 1 0	..	0 10 0	..	..	2 14 10	..	6 11 9	..	..	41 12 6	6 6
Sebastian ..	3,592	204 16 3	10 0 1	31 0 8	1 3 0	0 4 6	..	8 1 0	..	954	189 12 1	648	256 5 10	5 0 0	2 19 0	709 2 5	5 5	
Raywood ..	6,777	660 5 1	80 13 9	119 3 6	6 10 6	9 5 9	..	10 16 6	0 1 6	5,103	1,716 15 2	1,808	600 12 9	134 10 2	36 17 8	3,675 12 4	4 4	
Tandara ..	3,734	399 4 9	18 15 10	77 12 9	9 2 0	1 9 0	..	22 3 9	0 4 6	5,114	1,611 9 4	1,299	488 14 8	96 0 6	23 14 6	2,748 7 1	7 1	
Dingee ..	3,413	445 5 7	28 4 11	109 9 10	8 13 0	2 1 9	..	54 9 6	0 4 6	5,108	1,883 13 2	3,401	1,292 13 0	512 12 9	87 14 1	4,425 2 3	3 3	
Prairie ..	3,881	554 4 8	29 12 11	118 3 3	1 2 9	6 11 6	..	17 16 6	..	4,792	2,479 6 2	1,493	846 8 7	315 8 2	75 14 11	4,447 9 5	5 5	
Mitiamo ..	5,637	848 15 11	56 8 7	161 1 5	4 4 0	28 0 9	..	194 4 5	0 2 3	4,687	2,284 5 0	2,012	1,300 15 4	1,353 6 3	132 18 9	6,364 2 8	2 8	
Molaga ..	2,266	315 2 7	25 4 5	77 19 5	0 16 0	5 18 0	..	11 16 8	..	1,899	934 12 4	462	254 15 4	167 6 1	60 4 9	1,853 14 7	7 7	
Pyramid ..	8,188	1,736 3 10	151 1 11	349 14 9	22 3 7	18 17 6	..	81 13 2	..	3,814	2,181 0 0	4,480	3,946 8 7	1,425 9 0	369 14 8	10,282 7 0	0 0	
Mincha ..	1,071	99 17 1	26 11 3	46 13 0	0 13 6	5 6 0	..	11 11 6	..	622	540 1 8	653	262 18 9	397 7 1	31 10 3	1,622 10 1	1 1	
Marcorna ..	4,010	899 6 1	65 16 3	176 1 9	21 12 3	18 19 6	..	13 0 0	..	1,876	1,896 4 2	2,385	2,939 5 9	2,711 15 1	212 18 5	8,954 19 3	3 3	
Tragowel ..	735	89 16 11	20 11 7	36 8 5	0 6 6	4 4 6	..	10 17 0	..	177	230 13 11	425	323 11 6	646 14 8	35 0 11	1,401 5 11	5 11	
South Kerang ..	16	0 11 6	0 18 9	4 4 7	..	13 13 0	..	2 15 0	..	130	31 8 8	23	19 10 11	..	24 16 2	97 18 7	7 7	
Kerang ..	18,704	6,625 9 8	445 0 2	1,063 19 11	69 12 7	87 17 9	..	153 1 8	9 3 4	12,592	8,535 10 2	7,874	11,268 17 8	5,755 14 8	1,067 18 5	35,082 6 0	6 0	
Fairley ..	422	12 19 1	5 2 4	16 13 11	..	0 2 0	..	2 2 4	..	397	211 6 5	104	75 8 3	118 15 6	4 18 0	447 7 10	10 10	
Lake Charm ..	3,532	179 12 7	16 0 4	76 13 5	0 14 0	4 16 0	..	9 15 8	..	1,236	753 17 4	510	425 11 0	814 6 1	35 15 1	2,317 2 3	2 3	
Mystic Park ..	2,762	185 14 10	14 19 6	64 2 5	2 8 0	2 3 9	..	28 8 11	..	1,213	746 17 5	654	368 17 2	142 0 9	20 7 5	1,576 0 2	0 2	
Lake Boga ..	3,437	671 5 2	40 6 2	141 2 9	5 13 9	7 11 3	..	37 13 4	..	3,697	2,287 2 1	1,871	1,809 19 0	329 19 4	21 10 8	5,352 3 6	3 6	
Swan Hill ..	11,320	5,478 2 1	314 8 8	950 5 5	105 15 6	161 16 8	..	120 4 11	3 13 8	5,918	5,239 12 11	7,546	11,808 11 2	7,157 3 10	955 14 0	32,295 8 10	8 10	
MELBOURNE-SERVICE-TON LINE.																		
Federal Manure Siding ..	..	..	..	..	..	..	..	..	..	6,898	1,569 7 1	8,187	1,023 13 4	..	..	2,593 0 5	0 5
Deer Park ..	6,099	157 16 7	63 12 0	28 17 5	4 18 0	1 1 0	..	0 5 0	..	655	112 13 7	415	85 12 4	..	14 2 5	468 18 4	4 4	
Bockbank ..	6,239	259 19 8	62 13 1	70 9 2	8 7 6	20 5 9	..	54 18 2	..	5,426	951 18 4	1,184	279 8 2	..	20 17 9	1,728 17 7	7 7	
Melton ..	24,603	1,247 5 5	145 19 9	185 3 7	40 17 0	61 2 3	..	39 10 1	..	9,724	2,107 10 11	2,464	498 13 4	305 6 6	297 8 8	5,128 17 6	6 6	
Staughton ..	..	..	..	..	..	..	..	..	..	1,042	383 1 7	164	26 12 8	..	..	414 14 3	14 3
Parwan ..	3,534	235 12 9	26 16 2	42 15 5	1 5 3	12 6 3	..	22 14 11	..	8,358	1,621 18 7	1,192	302 3 3	4 3 5	..	2,269 17 0	0 0	
Bacchus Marsh ..	35,786	3,073 1 4	1,190 10 9	612 4 5	202 18 6	209 18 3	..	392 14 4	0 3 9	10,412	2,181 17 5	6,725	2,695 11 11	842 8 8	194 4 11	11,535 14 3	3 3	
Rowley ..	947	51 15 3	11 0 1	14 9 1	0 2 6	0 13 0	..	5 17 10	..	5,348	1,193 13 10	478	140 15 9	..	..	1,418 7 4	7 4
Ingliston ..	1,940	115 12 10	11 19 0	14 19 2	5 12 0	8 12 1	..	24 15 10	..	162	85 14 4	43	21 9 5	4 3 0	5 2 9	298 0 5	0 5	
Balkan ..	12,175	1,408 1 5	223 8 4	225 3 3	28 13 6	31 0 3	..	51 14 1	126 17 2	5,001	1,447 3 0	1,831	941 0 1	1,394 0 6	379 19 4	6,257 0 11	0 11	
Bradshaw ..	937	49 8 2	2 5 3	5 10 2	0 10 0	36 15 3	..	11 0 6	..	3	6 7 1	2	3 10 8	..	..	115 7 1	7 1
Llandedo ..	..	..	..	..	..	..	..	..	..	975	157 15 5	..	..	..	..	162 5 5	5 5
Gordon ..	11,457	994 11 5	102 1 0	110 8 7	9 5 3	1 12 5	..	16 10 6	..	2,231	722 1 5	1,314	573 11 4	2 19 3	4 16 3	2,537 17 5	5 5	

MELBOURNE-SERVICE-
TON LINE—continued.

Millbrook ..	3,818	197 13 5	15 18 7	24 9 3	1 0 0	0 12 9	..	3 0 7	..	1,950	582 7 3	217	87 12 9	196 5 7	5 18 11	1,114 14 1	
Wallace ..	7,708	481 3 5	53 0 10	97 7 9	1 14 0	42 10 10	..	6 19 10	..	4,871	1,784 9 7	886	387 7 10	72 8 6	17 4 10	2,944 7 5	
Bungaree ..	10,025	597 7 11	23 6 8	82 6 7	21 2 9	74 5 6	..	91 2 0	..	15,475	5,770 6 10	2,253	860 19 3	21 18 7	17 10 2	7,560 6 3	
Dunstown ..	12,675	321 7 2	7 4 8	33 15 11	0 4 9	0 8 3	..	22 10 4	..	2,826	961 16 8	505	141 15 11	5 17 0	9 9 0	1,594 9 8	
Warrenheip ..	14,003	353 2 9	20 18 3	34 0 3	0 19 0	0 14 6	..	49 16 0	0 0 3	999	786 12 5	1,195	553 16 2	..	0 13 9	1,800 13 4	
Ballarat East ..	35,725	3,184 0 4	368 15 3	795 15 8	8 18 5	5 0 8	..	277 6 4	0 3 8	2,255	962 15 1	41,641	15,189 17 2	..	..	20,792 12 2
Ballarat ..	327,618	47,468 18 4	6,341 5 4	5,027 0 7	540 0 4	784 12 2	..	1,581 5 3	10 17 6	37,502	30,821 2 7	100,777	47,271 19 4	4,225 7 9	12,772 19 6	156,845 8 8	
North Ballarat ..	6,074	420 8 7	..	0 6 0	0 17 6	0 1 0	..	1 4 0	..	..	..	..	..	..	..	422 17 1
Wendouree ..	1,264	31 12 10	..	1 2 1	..	2 9 0	..	5 13 2	..	..	..	..	0 1 0	..	..	40 18 1
*Dowling ..	267	11 6 11	0 10 0	0 4 0	..	20 1 0	..	..	..	..	..	..	..	..	..	32 1 11
Wendouree ..	1,360	206 17 3	9 7 10	37 13 8	8 7 3	3 9 0	..	23 18 0	..	3,230	1,279 13 1	883	299 0 5	19 2 8	2 1 3	1,889 10 5	
Burrumbet ..	5,122	314 3 3	21 7 6	88 15 0	11 17 10	50 13 3	..	36 2 7	..	3,881	1,681 2 8	981	277 0 10	635 11 11	673 2 0	3,799 16 10	
Burrumbet Park
Race-course
Trawalla ..	2,880	328 3 7	31 4 0	55 6 11	1 14 6	39 15 3	..	19 11 4	..	2,261	419 9 3	920	375 6 9	11 16 4	4 5 6	39 15 3	
Trawalla and Waterloo Coy's Siding	1,297 14 2
Beaufort ..	15,733	2,334 11 3	191 13 1	425 14 8	27 9 3	37 17 9	..	98 16 2	0 3 9	12,110	3,131 4 2	3,853	2,843 19 1	609 14 1	256 0 7	9,878 11 4	
Middle Creek ..	3,216	280 3 10	28 0 3	41 15 0	1 13 0	2 1 0	..	20 3 8	..	2,927	1,217 17 11	338	169 0 2	223 9 5	13 16 0	2,004 19 2	
Buanger ..	5,195	554 9 9	45 3 7	111 4 8	5 6 3	3 10 0	..	27 2 7	..	6,963	2,306 3 8	939	437 12 3	60 8 1	51 18 2	3,604 4 11	
Doble ..	1,247	106 3 11	18 10 8	29 8 7	0 7 6	0 7 6	..	28 8 6	..	1,456	626 8 10	163	98 17 7	3 11 6	3 18 6	917 1 7	
Ararat ..	49,533	10,746 16 10	586 12 1	1,116 10 5	120 17 4	106 15 5	..	29 7 0	..	6,724	2,969 12 10	13,192	10,583 6 1	681 1 8	412 19 8	27,944 5 5	
Ararat ..	1,476	76 5 6	8 12 3	12 7 2	0 2 0	0 3 0	..	618 3 7	1 0 6	148	96 14 11	42	48 9 3	..	..	245 8 1
Irvine's Siding ..	..	..	..	..	..	..	..	2 14 0	..	251	284 7 3	..	..	..	..	284 7 3
Great Western ..	4,530	490 9 11	31 11 6	69 0 10	4 13 3	9 14 9	..	3 16 0	..	2,080	826 17 9	1,184	841 6 2	2 10 6	27 5 7	2,217 6 3	
Stawell ..	32,743	6,515 5 7	563 12 1	981 6 1	106 10 3	97 6 8	..	186 17 10	..	20,922	8,287 11 9	12,965	9,903 0 1	244 5 8	380 17 11	27,246 13 11	
Deep Lead ..	856	39 18 1	4 8 4	10 9 4	0 3 9	0 8 0	..	9 3 1	..	3,225	433 18 8	15	19 4 2	..	0 17 6	618 10 11	
Glenorch ..	3,997	500 15 1	50 18 6	123 12 3	4 15 6	10 9 0	..	28 10 8	0 0 10	5,945	2,203 16 5	1,401	1,088 14 11	196 3 0	118 7 6	4,331 3 8	
Wal Wal ..	1,046	67 3 3	11 0 5	32 12 1	0 8 6	0 13 9	..	1 5 0	..	3,285	756 4 2	602	139 0 6	..	1 7 0	1,009 14 8	
Lubeck ..	5,995	744 4 1	35 17 2	106 6 11	14 17 0	7 10 9	..	28 14 8	..	5,874	2,460 13 10	1,799	975 1 7	154 4 6	152 4 10	4,679 15 4	
Hopefield ..	828	17 3 1	..	0 3 6	..	5 8 9	..	..	..	..	..	..	3 7 6	..	..	26 2 0
Murtoa ..	22,972	4,375 6 5	158 0 3	402 17 11	28 19 9	22 14 3	..	116 19 8	0 2 6	10,668	5,657 15 1	12,911	6,466 14 7	877 1 1	610 12 10	18,715 4 4	
Jung ..	6,138	535 11 6	33 2 6	99 0 5	10 8 0	11 4 0	..	39 14 1	1 0 9	8,449	4,027 6 1	2,195	1,330 15 11	20 3 11	12 9 4	12,020 16 6	
Dooen ..	2,488	171 15 8	17 14 2	57 17 0	1 6 6	8 13 0	..	26 12 8	..	4,124	1,982 7 6	1,788	1,112 7 9	1,023 8 1	35 17 1	4,437 19 5	
Horsham ..	40,639	8,949 13 1	594 1 9	1,101 17 11	93 14 2	128 11 10	..	193 14 5	1 3 10	23,112	12,596 4 1	28,938	17,705 6 4	1,736 10 9	1,016 11 9	44,117 9 11	
Dahlen Siding ..	..	..	..	..	..	..	..	0 5 0	..	1,021	513 19 3	85	19 7 8	..	..	533 11 11
Pimpino ..	3,452	349 15 0	19 4 7	61 1 0	0 14 0	0 9 6	..	54 2 3	..	2,975	950 11 5	766	465 12 2	153 10 4	10 11 10	2,065 12 1	
Wall ..	1,848	97 1 3	6 11 9	27 4 5	0 5 9	0 13 8	..	31 1 1	..	4,996	1,957 10 4	667	350 12 11	..	2 7 0	2,478 7 9	
Dimboola ..	19,783	4,058 19 1	165 1 6	455 1 0	32 10 0	21 1 3	..	129 18 11	0 12 6	5,932	3,051 9 9	5,071	5,886 4 11	574 19 9	62 17 11	14,438 16 7	
Gerang ..	2,121	92 4 6	8 7 5	43 1 7	4 3 6	2 10 3	..	38 13 6	..	5,882	2,695 19 1	798	586 17 7	10 12 2	44 3 2	3,526 12 9	
Kiata ..	1,434	115 10 3	7 1 8	32 12 8	2 17 0	0 14 9	..	40 10 8	..	2,151	675 6 11	483	295 11 10	47 17 7	12 16 6	1,230 19 10	
Salisbury ..	727	40 19 7	0 7 2	7 7 7	0 3 6	0 7 6	..	32 12 0	..	1,784	542 5 8	261	112 17 5	4 11 5	14 6 3	755 18 1	
Nhill ..	12,415	3,347 4 5	262 3 7	682 3 9	17 0 9	74 6 3	..	113 7 5	0 10 0	21,370	11,320 18 1	20,977	9,873 13 11	1,311 1 3	219 14 10	27,222 4 3	
Tarranginnie ..	245	8 10 3	1 10 2	8 17 6	1 1 6	0 3 0	..	18 7 1	0 0 4	1,422	611 15 0	226	97 8 3	11 4 6	11 7 0	770 4 7	
Diapur ..	2,090	125 15 10	8 13 7	48 17 9	5 11 6	3 18 6	..	37 6 5	1 0 0	2,261	1,260 3 6	912	618 16 8	0 18 6	0 10 0	2,111 12 3	
Miram ..	1,853	121 13 9	7 9 0	56 2 11	2 17 9	..	..	59 3 8	0 1 10	4,008	1,336 12 5	1,065	656 1 2	71 6 2	17 1 11	2,322 10 7
Kaniya ..	4,960	933 2 11	70 16 4	199 6 9	8 15 0	5 12 6	..	49 3 4	0 3 5	2,537	985 10 4	1,751	1,894 10 11	205 18 9	48 14 5	4,401 14 8	
Lillimur ..	920	83 17 4	7 19 6	63 5 2	1 1 0	1 7 0	..	17 10 0	0 0 1	4,311	1,408 12 6	631	450 12 11	6 0 3	6 5 2	2,041 10 11	
Lecor	12 18 0	12 18 0	..
Serviceton ..	6,658	1,399 8 2	51 5 1	87 2 11	12 1 9	10 7 6	..	469 19 5	0 16 6	2,776	1,121 15 1	688	908 13 2	44 1 2	78 12 6	4,184 3 8	
BUNINYONG LINE.
Eureka ..	1,444	20 11 3	..	0 1 2	..	..	..	..	..	291	249 4 5	939	214 12 5	..	1,833 7 0	2,317 16 3
Cowley Siding	28	34 15 4	34 15 4	..
Selkirk Siding	12,805	2,762 5 4	2,762 5 4	..
York-street ..	2,956	21 16 8	..	0 0 3	21 16 8	..
Levy ..	4,274	34 13 9	..	0 0 6	1 8 11	36 3 2	..
Canadian ..	7,596	59 2 4	..	1 4 7	..	0 0 6	..	1 1 7	..	76	51 13 6	399	144 9 7	257 12 1	..
Mount Clear ..	2,160	23 0 2	..	0 5 5	0 13 0	6	1 4 11	25 3 6	..
Reid ..	1,797	28 5 0	..	0 1 0	28 6 0	..
Mount Helen ..	1,070	18 0 4	0 0 9	18 1 1	..
Buninyong ..	74,604	1,330 5 2	73 1 6	118 5 6	3 3 3	9 16 9	..	4 1 4	..	2,304	1,166 19 9	1,702	763 6 4	0 19 3	2 9 8	3,472 8 6	
BALLARAT-IRRE- WARRA LINE.
Cardigan ..	1,250	28 14 4	6 15 8	5 5 6	0 6 3	0 1 6	0 2 8	41 5 11	..
Kopke ..	742	21 19 10	2 12 0	1 3 8	..	0 0 9	..	10 16 0	0 5 6	3	2 14 6	39 12 3	..
Haddon ..	2,983	103 1 4	10 12 8	12 6 8	0 1 6	0 1 9	..	0 10 0	..	501	143 13 11	168	95 17 11	0 16 9	..	367 1 6	..
Nightingool ..	992	34 9 2	..	1 17 10	..	0 2 0	..	0 13 0	0 1 0	37 5 0	..
Smythesdale ..	562	484 14 4	28 5 11	65 18 2	1 9 9	2 10 0	..	11 4 10	..	142	81 11 7	384	173 6 10	..	3 1 0	852 2 5	..

No. 24.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.	RENTALS.	MISCELLANEOUS.	GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.				Revenue.	Revenue.	Revenue.	Outwards.	Inwards.	Outwards.		Inwards.
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.	
BALLARAT-IRREWARRA LINE—continued.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Scarsdale ..	9,300	505 1 6	27 10 11	61 8 3	1 17 11	1 9 8	..	12 8 2	..	379	92 18 1	477	182 4 3	10 6 0	..	885 4 9
Newtown ..	18,656	1,045 2 6	41 0 0	57 16 10	7 9 7	7 5 6	..	16 6 1	..	919	363 5 6	1,091	483 12 1	2 4 1	2 19 2	2,027 1 4
Berringa ..	3,453	292 1 5	1 19 6	22 0 8	6 6 9	7 3 9	..	..	..	705	183 17 11	444	241 7 7	4 8 3	0 18 0	760 3 10
Thararook ..	3,298	339 16 10	11 4 10	23 10 10	23 1 3	3 14 3	..	..	..	907	367 15 7	566	304 10 8	5 3 0	11 8 6	1,095 14 0
Wokewood ..	3,575	424 14 9	14 6 10	58 19 9	2 17 9	1 1 0	..	39 14 8	..	4,016	1,924 13 8	1,135	526 15 10	32 7 4	15 6 8	3,063 18 3
Werneth ..	900	135 2 7	2 8 8	20 17 8	..	0 17 9	..	21 6 6	..	4,740	2,271 13 9	896	399 2 2	..	7 6 9	2,818 15 10
Cressy ..	10,256	1,829 2 11	74 9 8	285 2 3	41 0 9	41 4 9	..	53 3 7	2 0 0	6,075	2,353 3 7	9,247	2,712 19 9	355 2 1	168 7 4	7,815 17 8
Barpinta ..	385	28 3 11	10 3 5	15 15 6	1 15 0	0 4 0	..	26 18 0	..	1,144	394 14 3	440	138 0 0	9 13 6	2 6 3	827 14 7
Beacae ..	8,072	1,064 2 6	80 11 3	222 19 9	24 1 11	31 12 0	..	93 0 0	..	3,146	1,527 6 9	4,647	1,752 1 5	728 4 8	106 19 8	5,570 19 11
Ondit ..	769	27 4 7	25 16 11	35 15 10	8 14 9	8 19 3	..	21 15 6	..	1,143	530 5 3	730	182 15 3	25 12 5	36 18 2	903 17 11
LINTON LINE.																
Happy Valley ..	456	41 11 4	..	0 6 5	..	0 3 0	..	..	..	..	0 4 10	..	0 4 10	..	..	42 10 5
Linton ..	11,966	1,255 11 8	138 5 10	357 19 9	22 7 8	20 10 6	..	17 14 6	0 3 3	6,434	3,063 14 7	2,994	1,510 19 5	306 2 1	153 19 11	6,847 18 0
PORTLAND LINE.																
Ripon ..	..	..	..	..	..	2 4 6	..	0 1 4	..	1,538	681 17 2	13,789	2,600 7 9	..	..	3,284 10 9
Langi Logan ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
*New Langi Logan Gold Mines Co.'s Siding ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Maroona ..	5,980	997 10 3	58 7 11	216 2 5	26 4 5	8 16 6	..	70 9 0	0 0 9	8,301	3,794 6 8	6,111	2,262 8 7	591 3 0	73 15 9	8,099 5 3
Calvert Siding ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Willaura ..	8,099	1,722 5 3	148 9 9	390 6 5	13 4 6	32 16 6	..	9 11 0	..	2,526	1,144 6 1	182	33 18 8	..	..	1,187 18 9
Stavelly ..	1,248	93 11 11	5 17 3	22 10 3	8 1 0	0 7 6	..	174 14 0	..	8,631	4,602 12 2	3,760	2,911 10 2	1,245 13 2	80 19 1	11,322 11 0
Glen Thompson ..	6,209	919 1 3	73 1 0	186 14 5	6 6 6	14 4 9	..	6 13 6	..	2,660	1,305 13 6	467	196 15 0	..	15 17 6	1,655 13 5
Dunkeld ..	8,407	1,130 12 10	59 19 6	171 18 1	20 13 0	19 15 9	..	40 11 2	3 10 9	5,696	2,385 1 2	1,291	1,022 1 0	1,020 16 10	..	3,759 8 7
Moutajup ..	283	11 6 9	2 14 11	24 4 4	0 9 0	0 13 6	..	53 1 4	..	1,751	1,732 9 2	1,496	1,172 4 9	2,103 0 1	96 0 0	6,559 14 6
Strathkellar ..	496	24 6 0	2 1 11	16 17 4	..	0 5 6	..	6 0 0	..	1,274	676 18 5	361	113 11 4	..	6 2 4	842 0 7
Hamilton ..	44,559	10,952 9 1	937 12 7	1,465 2 11	267 16 0	206 6 0	..	8 4 11	..	2,150	1,292 4 0	197	100 10 7	..	6 2 6	1,448 12 0
Branxholme ..	8,387	1,011 7 6	42 5 5	127 10 0	5 11 6	6 16 11	..	367 0 6	0 11 6	12,242	8,181 1 7	15,291	11,129 1 4	3,319 4 6	560 3 7	37,386 9 7
Condah ..	4,343	568 0 1	28 0 7	112 9 2	4 8 9	8 16 6	..	9 9 4	0 1 6	992	846 6 1	1,145	719 9 8	1,162 7 3	63 0 4	4,039 5 6
Myamyn ..	1,698	138 10 10	6 6 5	29 14 5	0 3 0	0 2 9	..	34 16 10	0 1 0	905	836 9 2	684	518 6 1	..	39 4 11	3,023 10 10
Miltown ..	1,271	108 9 1	7 6 8	37 5 2	..	0 7 3	..	0 5 0	..	26	57 5 6	130	155 7 2	..	..	387 15 1
Heywood ..	7,155	904 6 10	64 15 6	238 3 1	10 16 0	6 9 0	..	0 7 6	..	2,155	472 1 0	192	116 19 3	..	..	752 2 5
Gorae ..	651	35 5 6	0 16 2	6 12 6	..	0 3 0	..	9 16 10	..	4,753	1,889 7 2	1,391	907 6 2	218 16 4	151 17 0	4,392 13 11
Portland North ..	1,692	180 4 7	..	..	..	..	..	0 1 8	..	1,439	584 5 10	92	39 12 9	..	..	646 17 5
Portland ..	7,513	1,967 17 7	786 9 3	447 12 3	16 8 6	33 9 10	..	23 16 11	9 13 9	5,542	4,782 12 8	3,258	2,004 14 5	51 8 11	78 16 11	10,108 1 5
COLERAINE LINE.																
Bochara ..	32	3 14 11	0 0 3	0 4 0	..	..	..	3 1 4	..	90	69 4 10	4	0 19 4	..	..	77 4 8
Wannon ..	1,249	89 3 8	6 4 4	67 11 6	0 3 9	0 7 6	..	12 0 11	..	2,011	1,074 4 0	242	130 5 8	12 12 0	4 1 6	1,396 14 8
Gritjark ..	199	16 16 5	0 5 7	4 14 10	..	..	..	..	..	10	7 15 3	27	21 2 3	..	..	50 14 4
Coleraine ..	7,053	1,592 0 5	124 19 8	379 13 1	43 3 6	27 0 0	..	85 10 7	0 4 9	5,449	4,254 6 6	3,212	3,396 10 9	1,771 5 0	84 8 5	11,759 2 8
CASTERTON LINE.																
Miakite ..	8	0 5 6	..	0 3 6	..	..	..	9 16 0	..	..	..	..	0 2 6	..	..	10 7 6
Grassdale ..	1,500	244 3 11	5 10 7	30 7 7	14 9 6	1 2 0	..	9 5 6	..	325	421 17 5	244	230 0 6	572 14 11	24 0 3	1,553 12 2
Merino ..	4,935	787 9 10	51 17 10	173 9 0	33 3 9	32 6 3	..	62 16 7	..	951	1,032 15 0	1,275	1,319 14 9	919 14 2	32 15 6	4,446 2 8
Henty ..	1,047	189 11 9	23 7 2	29 1 10	0 11 0	0 9 6	..	12 16 1	..	720	502 19 1	183	158 17 11	575 11 10	18 1 3	1,511 7 5
Sandford ..	4,468	445 16 3	16 4 6	51 11 4	12 12 3	6 5 6	..	30 13 6	..	643	445 5 11	173	222 0 2	2,173 12 11	73 4 9	3,478 7 1
Casterton ..	8,941	2,564 2 8	185 2 7	551 7 11	60 9 0	107 0 3	..	125 6 8	0 5 6	5,593	3,243 1 11	4,836	5,411 19 7	47 7 3	111 5 4	14,407 8 8

GRAMPPIANS LINE.																		
18901	Fyan's Creek	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Grampians	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
MARNOO LINE.																		
	Jackson	28	3 4 7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Rapanyup	4,309	888 0 0	78 13 8	231 16 7	9 0 0	3 17 0	...	...	...	...	...	...	...	...	...	...	...
	Burrun	182	8 4 2	0 12 10	4 8 2	...	0 3 6	...	...	...	...	...	...	...	...	...	...	...
	Banyena	696	47 4 4	4 18 0	27 11 1	7 2 4	0 15 0	...	...	...	...	...	...	...	...	...	...	...
	Marnoo	1,626	258 8 10	22 8 11	74 6 9	0 19 0	1 0 6	...	...	...	...	...	...	...	...	...	...	...
HOPETOUN LINE.																		
	Coromby	1,372	45 7 1	1 18 8	15 5 2	0 4 3	0 4 6	...	...	...	...	...	...	...	...	...	...	...
	Minsip	8,856	1,499 15 0	122 8 4	403 18 6	37 15 0	24 1 7	...	...	...	...	...	...	...	...	...	...	...
	Nullan	1,077	36 1 3	2 6 8	10 14 10	0 1 6	...	...	...	...	...	...	...	...	...	...	...	...
	Sheephills	3,864	530 10 6	23 16 5	86 2 7	1 3 6	19 5 0	...	...	...	...	...	...	...	...	...	...	...
	Mellis	53	2 8 0	0 15 3	3 11 8	...	0 0 6	...	...	...	...	...	...	...	...	...	...	...
	Warracknabeal	17,380	4,292 17 1	320 1 11	732 6 7	63 17 0	80 18 7	...	...	...	...	...	...	...	...	...	...	...
	Lah	1,528	63 18 9	3 17 7	79 3 2	0 10 3	0 8 0	...	...	...	...	...	...	...	...	...	...	...
	Brim	4,725	439 6 2	18 7 3	30 8 0	0 14 9	0 6 9	...	...	...	...	...	...	...	...	...	...	...
	Galaquil	1,140	73 16 9	8 5 6	20 6 0	...	0 17 0	...	...	...	...	...	...	...	...	...	...	...
	Beulah	5,554	1,119 4 8	87 13 11	217 11 7	18 15 9	8 4 2	...	...	...	...	...	...	...	...	...	...	...
	Rosebery	1,748	125 3 6	9 8 3	46 2 6	5 0 6	0 10 6	...	...	...	...	...	...	...	...	...	...	...
	Goyura	447	43 5 10	2 11 10	16 0 6	6 12 9	0 5 0	...	...	...	...	...	...	...	...	...	...	...
	Hopetoun	6,979	1,389 15 8	71 18 4	243 15 11	39 19 6	7 5 9	...	...	...	...	...	...	...	...	...	...	...
NORADJUMA LINE.																		
	Reinlaw	172	4 18 3	0 1 6	0 11 9	...	...	...	...	...	...	...	...	...	...	...	...	...
	Vectis	914	36 4 4	0 4 10	15 7 1	...	8 15 1	...	...	...	...	...	...	...	...	...	...	...
	Quantong	2,546	134 10 11	6 10 10	30 4 3	0 3 6	1 0 0	...	...	...	...	...	...	...	...	...	...	...
	East Natimuk	533	27 4 1	0 5 10	1 2 6	0 4 0	0 5 6	...	...	...	...	...	...	...	...	...	...	...
	Noradjuma	2,233	252 8 0	17 11 5	101 1 3	0 10 6	5 13 0	...	...	...	...	...	...	...	...	...	...	...
TOOLONDO LINE.																		
	*Jallumba	564	47 9 4	0 16 1	5 17 4	...	...	...	...	...	...	...	...	...	...	...	...	...
	*Toolondo	1,219	187 12 9	0 5 5	31 7 8	0 9 6	7 8 6	...	...	...	...	...	...	...	...	...	...	...
GOROKE LINE.																		
	Natimuk	7,158	771 8 5	100 17 3	196 12 5	8 6 10	4 19 3	...	...	...	...	...	...	...	...	...	...	...
	Arapiles	326	25 17 2	0 8 6	4 2 10	...	0 1 0	...	...	...	...	...	...	...	...	...	...	...
	Mitra Lake	1,110	86 13 8	6 1 9	48 3 6	0 2 0	0 1 9	...	...	...	...	...	...	...	...	...	...	...
	Nurcoung Siding	254	21 0 5	0 10 6	3 0 0	...	...	...	...	...	...	...	...	...	...	...	...	...
	Gymbowen	1,154	116 11 9	6 17 2	36 13 9	0 7 0	0 5 0	...	...	...	...	...	...	...	...	...	...	...
	Goroke	2,376	730 6 5	37 19 0	227 13 10	10 19 3	8 8 9	...	...	...	...	...	...	...	...	...	...	...
RAINBOW LINE.																		
	Arkona	204	10 12 2	0 13 10	7 14 10	...	0 3 0	...	...	...	...	...	...	...	...	...	...	...
	Antwerp	1,979	102 13 8	8 19 0	42 15 7	0 8 0	0 3 0	...	...	...	...	...	...	...	...	...	...	...
	Tarravurk	480	21 14 5	2 3 7	23 6 2	6 10 3	...	...	...	...	...	...	...	...	...	...	...	...
	Jeparit	7,183	988 16 4	112 0 5	259 13 3	7 9 9	14 9 0	...	...	...	...	...	...	...	...	...	...	...
	Ellam	371	25 17 5	1 15 0	12 15 9	...	0 10 0	...	...	...	...	...	...	...	...	...	...	...
	Pullut	407	24 16 9	0 5 9	5 6 10	...	0 5 0	...	...	...	...	...	...	...	...	...	...	...
	Rainbow	5,150	1,761 8 8	113 5 7	420 8 4	22 14 6	15 8 9	...	...	...	...	...	...	...	...	...	...	...
LORQUON LINE.																		
	Detja	50	1 13 8	0 1 2	1 0 9	...	0 2 6	...	...	...	...	...	...	...	...	...	...	...
	*Lorquon	447	26 16 7	5 0 5	28 2 11	...	...	...	...	...	...	...	...	...	...	...	...	...
MELBOURNE-GEELONG LINE.																		
	Laverton	13,451	283 19 6	14 0 6	19 16 5	1 7 6	0 16 0	...	...	...	...	...	...	...	...	...	...	...
	Werribee	65,767	3,062 16 11	243 7 7	456 15 10	58 17 9	76 15 5	...	...	...	...	...	...	...	...	...	...	...
	Manor	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Little River	15,678	1,026 7 11	92 4 4	121 3 5	4 17 0	13 14 0	...	...	...	...	...	...	...	...	...	...	...

No. 24.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.	RENTALS.	MISCELLANEOUS.	GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).		
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.				Revenue.	Revenue.	Outwards.		Inwards.			Revenue.	Revenue.
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.				Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.		Revenue.	Revenue.
MELBOURNE-GEELONG LINE—continued.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.	£		
Lara	10,924	1,037 17 2	154 19 11	173 14 7	64 19 10	8 15 6	..	78 1 3	..	15,646	3,861 3 3	4,345	1,076 14 5	130 2 0	196 7 5	6,782 15 4		
Geelong Freezing Works Siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1,712 15 1	1,712 15 1
Geelong Harbour Trust Siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..	173 1 2	173 1 2
Cowie	3,028	175 4 1	18 9 2	15 11 2	0 7 6	0 6 6	..	21 4 3	..	1	49 17 10	6,696	1,514 0 3	..	..	1,795 0 9
Corio	2,606	78 4 7	2 6 11	3 17 7	0 3 6	0 0 6	..	20 5 4	..	..	..	2,025	1,321 8 5	..	1 0 0	1,427 9 10
North Geelong	12,739	889 7 11	61 9 4	67 5 6	5 2 9	5 16 9	..	430 19 5	..	9,710	4,334 6 10	14,199	2,644 6 5	2,677 0 10	5,559 18 10	16,675 14 7		
Corio Quay	..	..	..	..	..	..	..	..	..	84	32 1 8	30,291	15,647 4 5	..	..	15,649 6 1
Geelong	298,573	34,466 18 6	2,805 17 10	2,584 7 1	238 19 1	433 11 6	..	1,044 16 0	5 4 4	83,740	39,637 14 3	213,460	97,430 0 8	1,233 15 9	1,515 4 7	181,997 9 7		
GEELONG-PORF FAIRY LINE.																		
Marshall	2,013	119 14 5	347 7 3	49 4 8	0 2 0	0 3 0	..	13 11 8	..	1,153	191 11 5	8,212	1,731 6 7	0 10 9	3 16 9	2,457 8 6		
Germentown	1,210	80 15 2	5 12 1	8 10 7	0 5 6	0 1 9	..	1 2 0	..	..	..	19	12 16 8	..	0 19 0	110 2 9
Pettavel	885	59 3 11	4 1 5	8 0 7	0 6 9	0 9 6	..	0 10 0	..	3,830	938 18 6	445	71 14 7	1 0 6	2 10 6	1,086 16 3		
Morial	4,901	369 11 11	27 11 5	80 4 9	1 19 6	6 6 2	..	43 10 4	0 4 6	5,696	958 4 8	1,295	319 11 5	31 9 4	17 8 6	1,856 2 6		
Buckley	1,631	139 15 8	18 19 0	21 10 10	13 10 6	2 18 5	..	10 14 0	..	2,648	415 4 6	391	109 17 2	9 5 11	27 9 6	769 5 6		
Winchelsea	9,859	1,292 2 3	124 11 0	233 10 7	16 1 3	30 0 0	..	36 13 5	..	7,793	1,725 17 4	2,740	1,018 13 5	149 6 9	125 0 6	4,751 16 6		
Armutage	1,035	120 18 3	12 1 6	31 14 11	0 9 0	3 4 6	..	..	..	2,158	640 13 4	692	216 12 9	0 12 6	17 11 0	1,043 17 9
Birregurra	12,750	1,555 10 8	150 16 2	185 14 1	29 6 0	16 1 0	..	90 1 11	0 1 6	1,798	674 5 7	2,559	962 4 1	301 9 1	57 16 11	4,023 7 0		
Warrcoort	1,079	106 18 9	15 2 4	32 5 0	1 0 0	0 14 9	..	15 13 1	..	732	381 1 4	317	127 11 11	..	680 7 2			
Irrewarra	4,900	674 6 7	19 17 1	27 4 4	9 11 3	3 7 3	..	24 5 9	..	219	139 0 10	535	211 11 10	382 6 6	540 2 6	2,036 13 11		
Colac	64,681	9,721 18 11	1,862 18 8	1,285 15 0	268 6 3	230 5 5	..	422 19 3	4 4 5	9,462	5,306 8 0	15,824	8,810 9 4	3,579 14 0	2,115 13 0	33,608 12 3		
Larport	2,024	285 3 6	21 12 10	34 16 5	3 12 6	3 2 3	..	15 9 0	..	5,020	2,396 12 5	419	210 3 4	8 7 0	117 18 4	3,096 17 7		
Pirron Yallock	4,711	480 16 1	26 3 8	66 18 0	2 12 0	9 12 0	..	44 13 2	..	1,250	361 5 6	523	365 14 2	306 17 4	154 8 6	1,819 0 5		
Stoneyford	2,269	179 13 8	25 0 0	43 0 1	0 6 6	2 0 9	..	1 10 0	..	329	221 18 9	372	194 5 0	..	1 1 6	668 16 3		
Pomborneit	4,908	517 7 10	366 1 4	112 10 6	24 5 0	4 0 3	..	26 4 7	..	1,141	1,086 7 9	2,156	997 12 5	115 12 9	42 4 8	3,282 7 1		
Weerite	1,898	326 2 7	122 2 6	54 3 10	..	1 9 9	..	12 7 1	..	207	213 1 11	515	217 1 4	1,058 5 8	663 10 6	2,668 5 2		
Camperdown	35,499	7,472 12 0	559 7 11	1,038 17 11	197 9 2	219 16 3	..	448 13 4	0 7 0	5,411	4,077 9 11	14,822	7,979 5 11	3,970 14 2	760 8 6	26,725 2 1		
Booran	833	30 4 9	7 13 5	11 19 10	3 15 0	0 6 6	..	13 15 11	..	304	208 12 7	204	52 2 3	1,011 3 8	376 7 8	1,716 1 7		
Terang	31,297	5,135 6 3	338 0 4	755 7 2	70 1 6	163 5 8	..	123 4 6	0 4 0	3,856	4,108 4 11	10,767	5,761 13 5	3,299 14 11	1,492 4 10	21,247 7 6		
Garvoc	4,514	484 2 10	20 4 9	60 1 8	3 1 0	14 11 0	..	28 14 6	..	4,285	1,128 10 9	780	460 3 1	69 11 11	30 4 0	2,299 14 6		
Panmure	3,883	368 15 8	17 8 3	47 5 11	3 14 0	8 9 3	..	16 15 9	..	2,985	836 16 10	632	328 12 7	5 1 6	1 14 6	1,634 14 3		
Cudgee	2,154	151 2 7	12 7 2	24 12 3	1 6 6	0 9 6	..	21 6 1	..	244	112 5 11	256	129 8 9	..	21 7 4	474 6 1		
Allansford	5,036	660 1 5	36 12 2	73 19 3	86 18 9	14 18 0	..	27 0 0	..	765	897 8 4	1,288	698 11 2	81 11 6	54 17 9	2,621 18 4		
Warrnambool	53,069	11,071 11 7	912 5 9	1,605 17 6	297 13 9	281 2 8	..	706 10 1	3 9 6	45,118	11,110 15 5	49,782	11,372 12 10	2,540 18 5	557 7 11	40,460 5 5		
McGennan's Siding	..	..	..	..	..	..	..	..	..	10	0 9 9	..	..	..	..	0 9 9
Warrnambool Woollen Mills Siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Western District Co-operative Siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Dennington	4,301	75 15 7	9 2 6	31 11 0	..	0 4 0	..	14 19 5	..	8,203	1,497 7 4	12,397	2,854 3 0	..	0 14 9	4,483 17 7		
Illova	7,234	449 13 7	13 10 2	50 7 2	20 13 2	0 2 0	..	68 11 3	..	4,754	2,447 19 11	1,176	236 10 9	41 7 3	7 14 4	3,336 9 7		
Koroit	23,203	2,746 17 5	139 1 2	333 12 7	102 6 0	38 12 3	..	159 19 3	0 3 0	6,089	3,799 2 0	4,119	1,889 13 6	1,822 13 1	265 18 5	11,287 17 8		
Crossley	477	16 19 1	0 1 0	2 9 4	..	0 0 6	..	24 0 9	..	2,754	1,485 18 9	261	46 0 7	..	..	1,575 10 0
Kirkstall	394	13 17 3	0 3 4	3 11 4	..	..	..	26 19 7	..	41	27 9 10	29	11 0 11	..	..	82 16 8
Moyna	415	16 5 2	0 5 0	3 16 2	..	0 0 6	..	..	..	196	63 12 2	96	30 5 0	..	..	113 4 0
Rosebrook	232	10 4 8	21 15 8	2 8 10	..	0 10 0	..	5 19 10	..	59	52 7 1	8	4 2 5	..	..	97 8 6
Port Fairy	8,915	1,061 12 7	397 19 4	345 11 4	21 3 0	26 4 0	..	38 3 1	0 5 9	3,496	2,412 16 9	3,536	1,478 12 7	213 3 1	37 19 3	6,932 10 9		

GEE LONG-BALLARAT LINE.																		
168901	Moorabool	1,963	119 18 4	20 18 9	21 5 1	1 6 0	1 1 0	..	0 8 6	..	1,841	384 11 4	2,142	95 0 0	..	2 13 0	647 2 0	
	Gheringhap	6,929	265 9 3	35 13 8	31 13 10	1 16 3	1 19 6	..	22 4 2	..	1,771	309 15 0	4,347	1,093 11 11	0 18 8	9 5 8	1,772 7 11	
	Bannockburn	14,600	1,322 19 1	249 12 4	190 14 3	36 7 0	12 6 10	..	14 12 10	..	5,723	1,160 1 4	2,757	775 12 1	224 15 0	78 8 9	4,065 9 6	
	Lethbridge	8,579	669 8 11	34 3 7	98 14 3	1 13 6	2 15 6	..	57 4 0	..	7,048	920 9 10	649	258 13 4	4 19 2	1 19 3	2,045 1 4	
	Lethbridge Quarry Siding	..	..	..	..	..	..	..	..	..	16,844	1,413 6 1	109	15 2 11	..	..	1,428 9 0
	Meredith	13,154	1,191 14 11	89 12 1	180 5 11	3 7 6	27 14 9	..	87 16 1	0 1 6	6,120	1,364 3 8	1,500	661 19 6	136 9 7	63 11 8	3,806 17 2	
	Elaine	7,742	675 9 2	59 15 0	116 15 5	2 15 9	4 17 6	..	20 12 6	..	9,564	2,212 14 4	1,139	470 8 2	16 5 3	17 17 7	3,597 10 8	
	Lignite Siding	..	..	..	..	..	..	..	..	..	2,107	241 16 6	..	..	..	..	241 16 6
	Lal Lal Race-course	..	..	..	..	..	..	..	..	..	274	38 10 8	..	..	..	..	38 10 8
	Lal Lal	6,534	405 19 0	32 13 5	49 5 0	0 8 3	71 10 8	..	20 10 3	..	2,349	688 4 11	493	140 0 4	..	..	1,408 11 10
	Yendon	5,503	324 16 4	38 13 6	38 14 11	1 6 0	1 12 3	..	23 19 7	..	723	236 17 3	289	120 17 0	65 16 11	32 12 6	885 6 3	
	Navigator	3,338	95 7 6	1 4 8	3 19 11	0 3 6	0 0 6	..	7 7 0	..	..	..	..	..	..	..	108 3 1
	GHERINGHAP-MAROONA LINE.																	
	*Inverleigh	..	..	..	0 2 4	..	..	..	..	..	477	99 2 9	231	83 16 1	..	..	183 1 2
	*Duroq	..	..	..	..	..	..	..	..	..	194	47 4 2	49	7 17 11	..	..	55 2 1
	*Wingee	..	..	..	..	..	..	..	..	..	23	6 4 3	..	..	..	..	6 4 3
	Strathvean	..	..	..	..	..	..	..	..	..	2,067	877 11 1	313	69 5 10	..	..	946 16 11
	Berrybank	..	..	..	..	..	..	..	..	..	5,204	2,237 2 4	1,204	369 12 9	55 11 6	4 9 3	2,666 15 10
	Gnarkeet	..	..	..	..	..	..	..	..	..	1,997	847 17 1	413	121 13 5	..	..	969 10 6
	Lismore	..	..	..	..	7 15 6	0 12 3	..	0 12 6	..	4,986	2,471 10 8	2,484	1,237 0 1	405 8 1	23 11 3	4,146 10 4
	Derrinalum	..	..	..	..	23 12 0	3 12 0	..	..	..	850	516 9 3	1,002	602 11 4	842 8 1	9 14 1	1,998 6 9
	*Vite Vite	..	..	..	..	..	..	..	..	..	764	354 8 10	303	138 16 11	0 5 0	..	493 10 9
	*Pura Pura	..	..	..	..	..	..	..	..	..	10	2 5 10	..	..	..	..	2 5 10
	*Nerrin Nerrin	..	..	..	..	..	..	..	..	..	408	280 6 3	87	7 17 2	..	..	288 3 5
	*Westmere	..	..	..	0 2 10	..	..	..	..	..	6,911	3,747 6 1	1,966	926 15 10	140 14 0	46 11 2	4,861 9 11
	*Mainera	..	..	..	..	..	..	..	..	..	3,424	2,004 2 8	1,109	405 2 8	..	4 19 3	2,414 4 7
	Tatooon	..	..	..	0 0 9	..	..	..	..	..	3,950	2,173 15 11	681	218 14 0	4 1 0	..	2,391 9 8
	QUEENSCHEFF LINE.																	
	South Geelong	21,093	1,415 7 3	297 5 11	144 15 4	6 12 4	2 15 0	..	29 3 7	0 13 9	718	333 15 10	10,246	4,114 3 4	..	4 19 0	6,349 11 4	
	Cheatham Salt Siding	..	..	..	..	..	..	..	..	..	6,706	2,979 0 8	220	41 5 7	..	..	3,020 6 3
	Mookap	1,011	29 15 8	18 2 0	1 16 6	..	..	..	3 9 6	..	..	..	1	0 10 8	..	..	53 19 10
	Leopold	996	61 16 7	4 19 0	3 12 6	0 0 6	0 5 0	..	0 10 0	..	279	106 1 6	695	85 18 5	..	..	263 5 6
	Scarborough	322	27 14 3	6 11 0	4 7 11	..	0 1 6	..	..	..	..	..	..	..	..	..	38 14 7
	Drysdale	8,833	395 12 8	98 8 4	90 11 8	4 3 0	5 8 6	..	26 0 9	0 2 6	3,338	992 12 9	1,981	627 12 4	50 11 0	23 2 5	2,316 5 13	
	Mannerin	1,117	58 16 9	1 4 8	6 5 3	0 0 9	0 0 9	..	12 12 0	..	2,494	308 1 7	361	75 16 0	..	..	462 18 3
	Marcus	896	66 2 3	66 8 0	8 17 0	26 1 3	14 5 0	..	5 0 0	..	..	10	4 15 6	..	11 10 7	16 15 8	219 15 3
	Queenscliff	11,336	1,831 13 9	166 1 4	421 19 3	5 19 6	5 2 6	..	36 16 6	0 2 6	565	363 0 0	3,233	993 0 3	11 13 9	9 6 0	3,844 15 4	
	WENSLEYDALE LINE.																	
	Layard	..	..	..	..	..	0 1 0	..	..	..	288	59 19 0	18	5 2 11	..	..	65 2 11
	Gherang	..	..	..	0 1 0	..	..	..	..	..	1,474	237 9 0	45	12 15 10	..	..	250 5 10
	Wormbete	..	..	..	0 14 0	..	..	..	..	..	3,348	317 16 8	23	9 5 6	..	..	527 16 2
	Wensleydale	..	..	0 1 6	0 12 7	..	..	..	..	..	2,194	341 17 2	67	42 3 11	..	..	384 15 2
	FORREST LINE.																	
	Whoorel	119	3 16 7	0 18 1	4 10 5	..	..	..	4 15 4	..	1,843	508 0 8	89	35 18 8	..	..	557 19 0
	Dean Marsh	2,940	606 18 1	69 5 7	252 11 11	1 19 6	2 17 0	..	14 7 3	..	2,361	782 12 6	1,085	318 18 4	44 4 2	40 17 1	2,335 11 5	
	Pennyroyal	548	23 2 6	14 19 8	22 8 2	0 15 9	1 10 6	..	16 4 6	..	1,652	314 3 8	133	81 9 10	7 3 0	0 15 9	482 13 4	
	Murcoon	795	30 8 0	4 18 5	47 7 1	4 1 0	1 9 0	..	12 6 2	..	1,472	365 18 9	728	165 13 0	67 8 11	14 0 0	713 10 4	
	Barwon	1,823	80 3 5	77 13 3	44 16 11	4 5 0	4 9 3	..	19 16 10	..	5,535	1,799 4 8	400	272 19 5	7 2 1	4 11 6	2,312 2 4	
	Gerangamete	285	8 7 5	0 10 0	11 18 5	2 10 0	0 0 9	..	4 1 6	..	340	232 14 0	70	44 18 0	1 0 9	1 15 9	307 16 7	
	Yaughte	158	10 7 7	..	3 10 11	..	..	..	10 9 0	..	..	85 5 9	45	25 14 6	2 17 4	12 19 8	151 4 9
	Forrest	2,533	587 19 4	56 9 9	173 8 10	0 14 0	3 14 6	..	56 8 10	..	9,766	3,727 9 4	951	690 3 4	2 6 8	23 2 4	5,321 16 11	
	BEECH FOREST LINE.																	
	Tulloh	150	5 3 8	..	0 0 3	..	..	..	..	..	..	0 1 0	..	0 3 8	..	..	5 8 7
	Coram	951	25 15 2	0 4 8	0 12 6	..	0 6 6	..	..	..	..	0 2 3	..	0 9 6	..	..	27 4 7
	Barongarook	1,430	43 1 9	1 10 9	10 1 4	..	0 2 6	..	10 4 0	..	1,455	153 18 0	35	20 9 4	..	..	239 7 8
	Kawarren	1,196	58 13 11	1 12 3	25 4 5	0 5 0	0 2 0	..	6 14 10	..	3,976	823 19 2	150	62 2 10	..	1 14 0	980 8 5	
	Lovat	947	52 18 5	3 4 11	24 10 4	..	0 2 3	..	0 18 4	..	2,053	452 8 6	174	93 0 1	..	1 10 8	629 2 6	
	Gellibrand	3,026	233 2 5	9 19 0	76 7 11	0 12 9	0 18 2	..	29 4 9	..	1,410	324 18 11	323	209 6 8	20 5 10	9 8 3	913 19 3	
	Banool	257	19 0 10	1 16 2	8 1 0	..	..	..	10 8 7	..	152	19 10 1	22	11 8 7	..	0 2 0	70 7 3
	Wimba	388	22 3 1	2 14 7	5 5 10	..	0 1 0	..	8 13 9	..	8	7 12 4	11	8 9 0	..	1 1 10	59 1 5	
	MacDevitt	299	16 8 11	0 17 1	4 19 6	0 4 0	0 2 0	..	..	..	18	10 0 5	15	10 2 7	..	1 2 0	46 16 5
	Dinmont	461	22 6	1 8 7	8 16 9	..	..	..	..	..	420	122 17 0	77	35 2 1	..	3 5 9	199 12 8
	Devitt Bros. Siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

No. 24.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.	RENTALS.	MISCELLANEOUS.	GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.				Outwards.		Inwards.		Outwards.	Inwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.				Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.	
BEECH FOREST LINE—continued.																
Ditchley ..	30	£ 3 13 6	..	0 1 6	..	..	..	..	..	..	19	£ 34 19 9	..	..	..	£ 38 14 9
Beech Forest ..	6,366	862 2 1	116 9 2	132 4 1	2 6 0	4 15 9	..	35 14 5	..	4,896	2,893 5 1	1,325	1,126 0 9	65 3 4	98 1 2	5,336 1 10
*Buchanan ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ferguson ..	1,257	39 19 1	1 13 6	15 1 0	0 4 6	0 1 6	..	7 0 0	..	3,562	2,075 12 2	150	103 3 4	..	0 17 0	2,243 12 1
Weapoinah ..	911	43 8 5	0 19 3	11 3 1	0 1 3	0 1 6	..	0 4 0	..	1,287	598 12 7	87	45 11 10	4 8 6	2 4 0	706 14 5
Kincaid Siding ..	1,565	66 11 4	1 2 1	20 3 11	0 3 0	0 0 6	..	0 10 8	..	4,741	2,087 18 9	105	62 13 1	..	2 16 0	2,241 19 4
Wylangta ..	3,873	190 5 11	3 1 2	46 16 9	0 2 3	0 3 9	..	6 3 4	..	4,338	2,278 0 8	249	166 6 0	..	2 8 0	2,693 7 10
*Smith's Siding ..	..	..	..	..	..	..	..	..	..	1,061	439 9 4	40	31 13 5	..	..	471 17 5
Stalker ..	1,004	69 10 10	1 8 0	28 0 0	0 8 0	0 6 6	..	6 15 5	..	1,547	613 14 3	71	100 0 9	..	3 0 6	823 4 3
Laver's Hill ..	2,798	310 4 1	24 16 11	70 15 3	1 12 6	3 6 6	..	..	..	817	751 7 8	457	454 18 0	97 6 1	55 4 5	1,769 11 5
Crowe's ..	1,231	163 11 9	5 12 9	48 3 5	0 9 6	0 7 0	..	7 1 6	..	718	465 19 1	254	263 11 4	59 16 0	28 4 0	1,044 16 4
TIMBOON LINE.																
Narogild ..	39	£ 2 12 0	0 9 3	3 12 11	..	..	..	16 2 9	..	23	14 5 10	15	17 1 11	..	..	£ 54 4 8
Cobden ..	2,348	230 5 9	87 15 0	157 11 2	0 18 3	11 16 6	..	14 0 5	..	2,317	1,300 10 1	1,956	1,653 1 2	44 9 9	17 3 3	3,517 11 4
Ellingamite Siding ..	..	..	..	0 0 9	..	0 0 9	..	..	..	4,494	472 16 4	6	5 0 1	..	3 4 6	481 2 5
Glenlyne ..	358	41 8 6	3 8 6	6 13 1	..	0 2 6	..	12 13 5	..	953	164 2 7	106	57 10 3	..	..	285 18 10
Brucknell ..	..	..	0 1 11	3 17 4	..	..	..	0 1 0	..	1,130	154 14 11	77	65 1 6	..	..	223 16 8
*Southern Cross Line Co.'s Siding ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8 11 3
Curdie ..	..	..	4 10 1	14 16 8	..	..	..	4 6 0	..	7,263	3,147 5 9	842	565 4 2	0 4 4	..	3,736 7 0
Timboon ..	2,168	353 5 4	48 7 1	155 12 5	0 7 0	3 6 3	..	12 6 0	..	3,433	805 10 11	691	612 2 5	35 0 10	14 2 6	2,042 0 9
MORTLAKE LINE.																
Mortlake ..	6,494	1,643 15 5	144 7 10	365 11 11	137 1 3	98 18 3	..	69 7 7	0 2 6	3,216	2,438 16 8	4,790	3,623 5 4	985 1 11	94 9 1	9,600 17 9
KOROIT—HAMILTON LINE.																
Warrong ..	120	£ 13 10 8	0 4 5	1 5 3	..	0 1 6	..	1 2 1	..	18	2 0 3	41	14 18 3	2 7 9	3 6 6	£ 38 16 8
Woolsthorpe ..	323	31 6 1	0 2 9	5 19 4	..	0 7 3	..	8 11 9	..	613	73 4 2	73	37 5 4	3 18 6	4 12 6	165 7 8
Hawkesdale ..	2,881	405 15 2	25 10 3	110 8 6	0 4 0	7 12 3	..	9 1 6	..	1,134	389 19 0	726	378 7 1	1,140 3 8	62 7 5	2,529 8 10
Minhamite ..	603	83 8 8	6 0 11	29 12 1	0 10 6	2 7 3	..	9 6 0	..	1,305	419 15 7	115	61 11 2	1 0 0	37 4 10	650 17 0
Purdeet ..	559	78 13 6	3 13 10	15 18 10	2 2 6	4 0 6	..	10 18 10	..	183	144 4 4	92	50 0 8	..	5 0 2	314 13 2
Penshurst ..	7,803	1,153 6 3	87 6 9	273 16 2	37 14 3	77 9 9	..	95 1 9	..	1,471	1,448 2 4	2,668	1,702 10 5	1,802 15 3	108 18 2	6,787 1 1
Taber ..	439	27 12 3	1 6 5	6 13 9	..	0 5 6	..	11 1 7	..	459	268 10 3	167	83 5 10	..	..	398 15 7
Yatchaw ..	678	36 5 7	1 14 10	9 17 0	..	..	..	13 12 11	..	854	449 1 1	155	53 1 8	55 12 6	0 10 0	619 15 7
MELBOURNE—WODONGA LINE.																
Kensington ..	1,511,679	10,091 7 11	145 14 3	392 5 0	7 1 9	1 12 0	..	2 10 0	0 7 6	26,420	3,957 5 0	67,629	38,190 11 8	100 5 9	58 11 4	52,947 12 2
Newmarket ..	1,822,187	13,672 9 11	189 16 3	359 9 1	2,513 1 11	1,384 16 4	..	107 2 11	5 13 0	11,819	1,997 16 7	40,163	25,861 17 2	16,854 3 1	176,397 15 4	238,844 1 7
Newmarket Show Ground ..	..	..	0 19 11	21 1 4	3 14 8	233 3 3	..	0 10 10	..	51	139 12 2	303	218 3 1	349 11 4	454 13 10	1,421 10 5
Ascot Vale ..	2,587,323	21,075 8 7	199 11 10	362 2 6	24 5 3	3 6 6	..	6 1 2	0 17 6	..	..	..	..	..	..	21,671 13 4
Moonee Ponds ..	1,974,493	18,379 2 9	334 11 1	605 9 7	17 11 9	41 8 1	..	3 11 6	0 7 6	..	3 15 0	..	3 15 0	..	..	19,389 12 3

MELBOURNE-
WODONGA LINE—
continued.

Essendon ..	1,540,975	16,774 1 3	325 5 3	361 17 10	33 11 7	250 3 2	..	153 10 2	0 6 0	605	426 6 11	18,867	4,899 5 10	..	3 9 9	23,227 17 9
Building Tickets (Free)	11,160	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
North Essendon ..	18,156	164 13 7	..	0 8 7	..	..	..	16 4 0	..	..	..	..	..	..	..	181 6 2
Building Tickets (Free)	63,086	741 7 6	0 5 5	23 18 6	0 13 6	0 0 9	..	9 7 0	..	..	..	..	..	..	..	775 12 8
Pascoe Vale ..	1,380	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Building Tickets (Free)	54,639	813 8 4	11 6 1	46 5 5	1 5 6	0 13 0	..	0 11 0	..	47	20 10 1	1,319	175 6 5	..	1 16 6	1,071 2 4
Glenroy ..	720	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Building Tickets (Free)	23,108	474 7 5	224 7 5	138 12 11	8 7 0	11 11 0	..	18 9 7	..	244	91 4 8	1,174	266 18 11	95 17 10	80 15 1	1,410 11 10
Broadmeadows ..	6,085	145 8 4	9 11 8	20 10 4	4 13 6	1 10 10	..	44 14 0	..	1,084	152 16 8	957	115 6 11	10 10 6	13 15 11	518 18 8
Somerton ..	10,093	429 5 10	262 17 11	94 13 8	4 10 3	4 1 5	..	5 14 0	..	3,424	569 10 5	989	226 1 10	111 1 6	330 14 6	2,038 11 4
Craigieburn ..	7,349	355 11 4	247 4 2	93 19 8	7 11 9	40 11 4	..	34 2 4	..	1,783	394 4 5	1,053	310 3 5	832 12 4	474 2 5	2,790 3 2
Donnybrook ..	3,519	218 16 0	40 16 8	36 16 8	1 12 6	11 1 6	..	16 17 6	..	586	179 4 2	257	118 3 9	..	51 6 3	674 15 0
Beveridge ..	12,025	917 1 7	122 8 7	153 12 4	26 16 3	30 3 11	..	54 9 2	..	1,287	407 12 3	3,445	883 15 11	1,333 18 10	763 7 7	4,693 6 5
Wallan ..	1,208	82 19 2	8 9 6	7 8 0	0 8 6	1 5 0	..	..	..	515	80 2 8	7	1 5 5	..	..	81 8 1
Lightwood ..	3,127	230 6 11	19 3 9	58 19 0	0 19 6	1 10 0	..	8 7 5	..	4,103	1,184 14 2	566	243 10 2	3 14 9	11 6 6	1,762 12 2
Kilmore Junction ..	12,226	1,480 16 10	113 5 9	67 7 7	39 4 0	22 5 6	..	29 15 6	1 5 6	994	265 3 4	120	48 5 7	377 12 1	206 8 0	2,651 9 8
Wandong ..	12,218	1,319 9 8	129 13 7	242 4 2	8 9 6	8 17 0	..	57 12 3	0 2 9	4,662	1,544 11 9	4,723	2,105 3 0	233 9 3	181 0 10	5,880 13 9
Kilmore East ..	11,509	1,171 18 8	73 19 9	99 5 1	19 3 8	8 17 9	..	112 8 10	1 4 0	2,876	1,191 16 0	7,644	2,608 8 1	..	..	3,800 4 1
Broadford ..	39,887	6,294 11 11	351 15 3	616 4 6	95 14 6	130 9 2	..	1,564 2 6	1 15 6	1,218	415 15 9	515	239 4 1	124 16 5	81 18 3	2,348 12 3
McDougal ..	5,780	1,050 17 7	16 17 8	34 11 8	2 6 3	3 15 9	..	61 7 10	..	209	74 10 0	3	1 7 3	..	..	75 17 3
Tallaroak ..	10,156	931 4 2	69 18 11	142 15 4	106 16 4	119 9 9	..	14 6 7	..	5,743	1,913 13 0	5,276	2,713 1 5	805 12 11	677 10 9	15,164 11 3
Dysart ..	559	35 17 0	1 18 7	7 12 4	0 0 6	0 7 9	..	1 17 6	..	3,753	1,087 5 4	143	93 5 10	11 15 3	3 8 7	2,365 11 9
Seymour ..	1,383	125 3 2	7 11 10	16 16 0	3 1 6	0 6 0	..	20 0 0	..	2,688	1,149 6 9	959	576 0 5	176 0 11	91 0 7	3,376 19 9
Mangalore ..	7,067	851 15 9	45 15 5	118 6 0	16 12 6	41 1 6	..	37 13 4	1 5 6	20	26 5 4	13	13 11 1	..	..	87 10 1
Avenel ..	470	32 16 7	3 12 5	9 7 1	0 7 0	..	..	23 2 1	..	1,448	529 7 10	71	35 1 5	95 2 6	111 5 2	943 15 5
Monca ..	20,106	3,186 1 8	431 9 2	565 8 11	48 8 3	50 9 0	..	52 17 11	0 1 6	7,144	2,658 0 1	982	598 8 1	244 12 8	126 13 2	4,740 4 0
Locksley ..	407	21 16 8	3 4 2	14 19 4	..	..	..	6 5 0	..	6,644	2,185 8 1	54	24 6 2	..	..	2,278 19 5
Longwood ..	9,511	1,390 6 8	97 2 4	236 6 9	52 16 4	40 18 5	..	68 18 10	0 0 9	7,144	2,658 0 1	982	598 8 1	244 12 8	126 13 2	4,740 4 0
Creighton ..	3,052	390 10 7	19 11 8	72 18 11	13 8 6	3 13 3	..	48 6 6	2 0 0	6,644	2,185 8 1	54	24 6 2	..	..	2,278 19 5
Euroa ..	4,407	21 16 8	3 4 2	14 19 4	..	..	..	6 5 0	..	20,182	7,746 7 2	5,147	3,830 9 9	927 19 5	1,158 3 9	17,997 17 1
Balmattam ..	9,511	1,390 6 8	97 2 4	236 6 9	52 16 4	40 18 5	..	68 18 10	0 0 9	1,210	421 17 9	41	17 8 8	..	..	486 11 1
Violet Town ..	3,052	390 10 7	19 11 8	72 18 11	13 8 6	3 13 3	..	48 6 6	2 0 0	13,150	4,875 7 4	1,653	1,411 15 1	423 2 9	890 15 5	9,487 10 8
Baddaginnie ..	49,800	8,135 19 11	668 5 0	869 0 6	106 3 10	179 0 7	..	370 18 0	0 15 3	4,955 6 3	1,514	4,955 6 3	338 10 3	..	..	6,404 1 11
Hanson's Siding ..	2,241	178 3 7	7 17 4	21 15 11	1 8 9	9 9 0	..	29 1 0	..	2,414	854 5 8	9,664	3,605 1 8	1,963 18 2	865 15 9	26,554 1 11
Benalla ..	8,438	875 5 10	53 12 9	105 2 4	13 4 4	15 9 9	..	24 17 3	0 19 6	8,647	4,589 3 3	9,664	3,605 1 8	1,963 18 2	865 15 9	26,554 1 11
Winton ..	49,991	9,091 3 8	667 19 1	1,111 10 9	258 19 10	177 17 10	..	471 2 4	..	2,004	796 10 4	299	99 0 2	1 6 6	2 12 3	1,147 4 10
Head's Siding ..	8,438	875 5 10	53 12 9	105 2 4	13 4 4	15 9 9	..	24 17 3	0 19 6	2,205	862 0 3	10	2 7 9	..	..	864 8 0
Glenrowan ..	4,429	434 19 11	58 19 3	200 2 11	32 2 3	48 0 9	..	54 3 5	0 15 0	4,101	1,539 13 7	990	834 13 3	429 9 0	310 8 9	4,202 16 4
Wangaratta ..	1,460	132 17 10	7 10 0	14 5 1	1 0 9	0 15 0	..	31 19 7	..	16,090	7,895 0 0	17,466	11,520 6 4	2,295 3 5	1,275 3 0	34,773 6 3
Beechworth Junction ..	8,433	956 0 3	58 16 2	84 6 7	4 16 9	9 2 6	..	13 19 10	0 1 6	5,399	2,018 17 11	526	244 18 9	..	1 15 9	2,454 0 8
Springhurst ..	10,100	1,583 3 10	104 3 2	273 3 10	11 9 0	51 1 8	..	22 18 6	0 2 6	5,448	1,848 18 7	1,311	766 11 11	373 14 3	112 11 3	4,228 19 7
Chiltern ..	4,591	634 4 7	31 15 5	108 2 8	8 14 3	18 14 1	..	15 15 2	..	3,362	1,755 1 7	4,526	2,635 9 11	155 9 9	55 0 8	6,647 4 5
Barnawartha ..	24,335	3,024 15 10	177 5 5	325 11 11	96 18 9	134 4 11	..	708 18 4	0 18 0	2,848	1,154 18 0	1,106	1,094 15 9	1177 12 6	46 5 1	4,290 17 6
Wodonga ..	..	..	..	..	..	..	..	..	..	1,915	1,408 18 1	6,369	8,233 12 8	15,193 14 0	4,429 19 2	33,734 17 1

WALLAN-BENDIGO
LINE.

Leslie ..	16	1 6 6	..	1 19 10	..	0 1 6	..	12 0 0	..	1,090	185 14 6	34	8 5 10	..	..	209 8 2
Bylands ..	695	24 0 10	1 4 3	8 10 3	0 1 6	0 2 9	..	2 12 6	..	905	177 11 8	80	22 1 11	..	..	236 5 8
Kilmore ..	4,429	434 19 11	58 19 3	200 2 11	32 2 3	48 0 9	..	54 3 5	0 15 0	1,208	585 12 9	2,568	1,120 6 11	232 8 1	438 13 8	3,206 4 11
Willowmavin ..	436	5 15 9	0 18 7	8 19 10	..	1 2 0	..	0 13 9	..	643	172 2 9	132	33 16 6	2 0 3	1 0 6	226 9 11
Morandng ..	396	44 12 11	2 2 1	16 8 11	0 5 0	0 10 0	..	108	..	108	49 14 1	52	22 6 11	4 1 0	0 19 3	141 0 2
High Camp ..	1,092	114 13 1	12 17 1	30 19 2	1 7 5	1 3 3	..	20 17 3	..	2,035	627 5 6	219	102 16 6	99 13 5	28 5 3	1,040 2 11
Pyalong ..	1,793	183 0 4	6 14 1	41 11 0	3 3 6	19 1 6	..	21 5 1	..	4,512	1,106 6 3	308	193 8 2	111 17 11	15 8 2	1,701 16 0
Tooborac ..	3,321	433 3 7	8 11 4	114 2 11	2 0 9	1 10 3	..	72 8 9	13 6 3	5,651	1,765 17 11	1,471	817 3 8	132 15 2	87 19 5	3,449 0 7
Melvor Siding ..	2,080	234 2 2	13 16 2	43 15 7	1 1 9	1 8 9	..	16 12 0	..	24,678	6,855 8 4	3	5 14 3	..	..	6,661 2 0
Argyle ..	8,330	1,066 5 6	104 1 4	257 1 10	18 9 2	24 14 9	..	44 6 11	0 1 6	11,059	2,771 9 8	498	316 16 3	..	1 15 9	3,400 18 1
Heathcote ..	924	79 4 10	..	12 18 7	2 2 6	0 6 0	..	1 6 10	..	12,191	2,887 10 9	2,880	1,785 12 5	338 2 2	394 14 11	6,921 1 3
Derrinal ..	3,393	270 15 7	4 18 11	28 17 1	6 6 0	12 2 0	..	26 7 4	..	2,905	625 2 4	221	78 5 6	84 19 5	31 9 2	915 15 2
Knowlesy ..	3	0 1 3	..	..	..	..	..	..	..	11,355	1,898 18 4	442	175 19 8	85 15 4	23 4 0	2,533 5 0
Ingham ..	4,323	233 4 0	13 10 8	34 17 5	0 7 3	3 13 9	..	8 8 0	..	3,166	500 14 0	22	4 1 4	..	..	513 4 7
Axedale ..	780	30 16 0	2 18 5	5 15 7	..	..	..	1 8 6	..	11,308	1,429 18 9	580	224 13 4	1 12 3	..	1,961 13 8
Longlea ..	..	..	..	..	..	..	..	..	..	809	129 19 6	123	38 2 2	..	..	209 0 2

No. 24.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.	RENTALS.	MISCELLANEOUS.	GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.				Outwards.		Inwards.		Outwards.	Inwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.				Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
MANSFIELD LINE.																
Trawool ..	874	101 13 7	21 18 9	28 6 10	0 16 6	0 13 9	..	13 9 11	..	952	324 3 10	113	84 6 4	8 0 6	1 16 0	585 6 0
Granite ..	1	0 0 10	0 0 6	0 19 11	..	0 17 6	..	0 12 6	..	2	2 18 0	2	2 19 6	..	..	8 8 9
Kerrisdale ..	1,416	148 9 4	46 2 7	51 0 7	12 0 9	23 14 5	..	0 0 6	0 2 0	190	136 19 0	540	281 0 2	111 6 0	37 14 6	848 9 10
Homewood ..	754	99 15 11	26 3 0	33 19 8	1 19 6	1 8 9	..	18 15 10	..	1,194	459 16 1	143	102 3 6	106 19 3	37 15 5	888 16 11
Yea ..	9,984	1,763 4 9	346 7 7	283 19 0	11 9 9	33 1 3	..	61 10 7	0 1 6	1,084	938 9 10	3,386	2,053 3 3	865 17 6	586 13 9	6,943 18 9
Cheviot ..	247	7 19 7	7 7 4	23 11 3	0 4 9	0 7 0	..	7 1 8	..	7,760	3,140 13 4	433	168 2 8	0 16 9	..	3,356 5 1
Molesworth ..	1,086	166 10 6	13 11 4	57 7 6	0 5 6	1 15 3	..	6 8 6	..	980	544 19 5	215	217 7 2	306 10 1	121 19 4	1,436 14 7
Cathkin ..	2,021	338 13 10	10 17 7	24 16 0	2 14 10	0 15 6	..	3 3 3	..	267	149 11 8	221	184 8 3	20 15 3	24 17 6	760 13 8
Yarek ..	1,745	336 1 2	31 8 5	117 8 1	3 3 6	2 14 6	..	15 4 0	..	984	558 17 7	675	567 19 10	173 19 9	103 18 3	1,910 15 1
Kanumbra ..	642	119 0 11	13 18 6	24 4 8	0 12 0	1 4 0	..	11 5 9	..	196	145 7 3	87	62 8 8	6 10 9	..	389 5 3
Merton ..	1,210	182 5 4	15 10 5	53 3 0	7 18 9	4 6 3	..	12 15 6	..	657	424 17 3	223	191 19 2	124 10 2	111 10 3	1,128 16 1
Woodfield ..	1,037	145 6 11	18 19 6	26 17 11	0 5 9	..	..	11 8 0	..	1,197	564 13 6	91	67 2 6	42 10 6	23 11 6	900 16 1
Bonnie Doon ..	2,969	386 13 0	35 4 2	113 5 0	7 10 5	4 18 3	..	26 8 7	..	312	366 19 11	769	722 8 3	280 7 2	11 16 6	1,955 11 3
Maindample ..	1,583	190 18 2	15 17 4	45 18 11	1 8 3	6 14 0	..	14 18 4	..	800	518 18 8	290	251 10 1	91 7 9	56 4 8	1,173 16 2
Mausfield ..	4,904	2,038 16 9	184 18 3	427 15 5	29 4 6	35 9 11	..	29 17 4	0 5 6	2,602	2,317 6 0	2,695	3,820 7 4	1,775 10 0	410 10 9	11,070 1 9
ALEXANDRA LINE.																
Rhodes ..	525	50 1 9	5 5 3	15 6 10	0 4 0	0 0 6	..	1 2 0	..	195	150 10 1	140	78 6 2	..	1 10 3	302 6 10
Alexandra ..	3,621	1,151 9 10	93 3 0	303 16 0	5 16 6	9 8 6	..	73 11 4	1 7 6	6,518	4,189 3 8	2,355	2,571 3 3	338 5 9	237 15 6	8,975 0 10
SEYMOUR-COBHAM LINE.																
Tablík ..	2,908	277 2 9	23 2 3	37 8 4	17 6 9	13 8 11	..	13 5 11	..	2,348	879 5 4	261	136 12 4	76 11 9	32 18 2	1,507 2 6
Nagambie ..	10,805	1,605 8 0	176 2 8	293 14 11	19 16 0	28 3 6	..	56 12 10	1 1 6	10,265	3,833 12 1	2,272	1,598 8 9	319 4 2	154 5 7	8,086 10 0
Wahring ..	2,500	392 12 8	28 15 7	63 12 11	1 1 0	2 11 6	..	47 8 6	..	8,741	3,056 9 7	738	264 7 6	129 11 2	22 1 9	4,008 12 2
Murchison East ..	8,553	1,334 19 10	152 17 8	108 0 10	19 16 4	45 6 9	..	81 10 1	0 2 0	2,196	973 7 8	510	288 6 1	717 4 8	240 16 1	3,962 8 0
Arcadia ..	3,932	474 17 3	47 19 1	74 5 1	13 1 1	12 8 8	..	65 10 9	..	17,073	5,912 17 4	1,164	522 4 7	366 17 2	225 3 0	7,715 10 0
Toolamba ..	9,180	1,058 8 1	35 17 1	71 0 0	11 14 9	5 13 9	..	121 14 4	..	5,820	2,314 13 11	890	482 16 5	345 10 2	292 1 0	4,739 9 6
Mooroopna ..	7,473	1,276 10 8	110 1 8	182 8 10	27 13 3	30 2 3	..	34 2 6	0 2 6	7,498	4,326 2 5	4,655	2,329 11 6	318 15 4	89 19 4	8,025 10 3
Shepparton ..	33,720	6,145 5 1	663 18 0	937 3 5	102 1 9	94 2 11	..	395 4 4	0 7 9	7,843	3,852 10 1	16,557	11,161 13 9	1,540 12 7	2,442 5 11	27,335 5 7
Congupna ..	834	34 9 2	4 12 4	11 14 8	2 16 6	4 13 3	..	2 7 6	..	1,422	603 6 7	280	178 12 0	209 3 4	43 15 2	1,095 10 6
Tallygaroopna ..	4,781	531 14 2	33 17 3	93 3 11	2 5 9	1 0 6	..	41 5 7	0 0 6	7,541	3,057 16 5	1,927	1,113 9 5	273 1 5	32 14 7	5,180 9 6
Wungbau ..	4,253	444 12 11	29 19 4	68 9 1	0 19 9	1 3 0	..	27 2 11	..	5,616	2,419 18 5	772	350 16 11	385 10 1	90 17 4	4,019 9 9
Nunmurkah ..	16,366	2,961 16 5	235 1 8	471 19 7	41 4 9	23 8 0	..	57 7 0	0 2 6	3,976	2,176 12 7	4,587	4,284 2 1	780 9 6	575 0 6	11,612 4 7
Katunga ..	1,436	234 14 11	16 0 11	41 8 7	3 17 6	4 14 9	..	15 3 0	..	2,855	1,349 1 0	400	346 13 3	260 19 0	12 3 11	2,284 16 10
Strathmerton ..	4,364	5 6 9 2	35 5 4	137 12 7	1 4 6	3 9 0	..	32 7 5	..	2,455	1,276 15 8	1,015	942 6 10	466 13 8	232 10 11	3,674 15 1
Yarroweyah ..	1,228	159 17 6	11 9 4	38 8 4	0 2 0	2 16 6	..	18 10 2	..	1,148	502 16 5	288	175 1 1	141 0 3	38 15 11	1,088 17 6
Cobram ..	5,442	2,066 3 9	132 1 4	480 17 6	18 12 6	15 12 8	..	115 9 10	..	5,847	3,610 5 10	4,726	5,061 4 6	1,071 4 2	444 18 11	13,016 11 0
RUSHWORTH LINE.																
Murchison ..	2,203	139 15 8	21 0 2	117 12 7	0 6 6	0 5 6	..	13 8 6	..	1,587	751 10 10	1,272	1,007 12 8	..	1 0 0	2,052 12 5
Hammond ..	2	0 0 8	0 1 0	0 0 6	..	..	..	1 15 0	..	1,088	358 6 10	22	11 13 2	..	..	371 17 2
Waranga ..	577	50 15 11	11 1 8	17 19 3	..	0 6 0	..	6 17 6	..	3,787	1,336 0 1	92	43 15 7	..	..	1,466 16 0
Rushworth ..	5,914	1,207 6 10	149 7 8	351 10 1	20 13 9	13 15 3	..	41 3 10	0 2 3	22,697	9,112 2 5	4,653	2,892 16 7	576 10 6	77 0 11	14,442 10 1
TOOL M'HA-ECHUCA LINE.																
Tatura ..	10,231	1,574 0 8	149 7 9	296 17 10	56 11 6	48 7 6	..	97 3 3	0 1 6	4,124	1,915 12 2	3,286	2,604 8 6	768 9 8	315 9 1	7,826 9 5
Byrneside ..	936	124 8 3	7 6 0	21 9 11	0 1 0	0 11 0	..	12 19 0	..	1,470	632 18 2	169	142 11 8	262 3 2	57 5 4	1,261 13 6
Merrigun ..	3,766	520 16 10	51 13 9	81 19 10	4 15 0	2 16 9	..	56 3 5	..	5,836	2,937 5 3	2,286	1,122 3 8	452 15 7	33 19 10	5,264 9 11
Kyatram ..	13,626	2,596 8 11	202 19 6	453 4 8	39 14 6	32 18 0	..	59 5 0	0 1 6	7,626	4,392 6 0	7,952	5,197 11 8	989 3 0	232 4 0	14,245 16 9
Tongala ..	4,875	710 5 9	55 3 7	161 4 10	41 2 0	2 7 9	..	75 1 6	0 0 3	4,122	1,168 1 5	3,908	2,477 18 1	275 8 5	214 2 2	5,180 15 9
Koyuga ..	1,302	107 19 9	4 14 8	28 17 1	1 16 0	0 13 6	..	17 12 4	..	2,671	714 17 4	609	263 3 8	198 15 9	50 8 6	1,388 18 7

KATAMATITE LINE.

Pine Lodge	376	15 5 3	5 17 4	19 12 7	..	3 0 6	..	4 10 3	..	3,054	1,328 6 11	433	138 5 7	..	..	..	1,514 18 5
Lamrock	..	..	..	..	..	..	..	0 12 6	..	7,482	706 2 6	..	0 4 0	..	..	..	706 19 0
Cosgrove	1,417	192 9 11	18 7 7	59 17 7	0 15 3	10 3 3	..	15 17 8	..	8,230	3,468 8 5	761	377 0 1	217 17 9	179 16 0	..	4,540 13 6
Dookie	3,984	973 18 7	96 10 11	283 11 1	8 7 0	13 6 6	..	54 12 8	0 1 6	2,549	1,432 16 10	1,970	1,722 8 1	295 17 10	157 16 4	..	5,039 7 4
Yabba South	80	4 8 2	0 0 6	0 5 4	..	..	..	5 19 8	..	1,159	507 3 8	73	16 4 11	..	..	..	534 2 3
Yabba North	460	30 18 2	8 5 3	32 5 4	..	0 6 0	..	13 16 0	..	5,150	2,200 15 3	392	248 3 0	63 6 5	15 4 8	..	2,613 0 1
Youanmite	2	27 12 9	7 17 2	37 12 9	0 1 6	2 10 4	..	13 15 0	..	2,841	1,311 13 2	883	251 6 4	..	1 7 5	..	1,653 16 5
Katamatite	1,602	367 11 5	41 19 9	126 8 9	8 19 3	7 18 3	..	31 15 7	..	7,288	3,478 9 9	1,688	1,146 8 11	428 15 0	113 17 3	..	5,747 3 11

TOCUMWAL LINE.

Mywee	178	4 5 5	0 7 6	0 13 11	..	0 2 9	..	3 10 0	..	637	260 10 1	46	11 16 2	..	..	..	281 14 10
Boyle's Siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Toocumwal	5,132	2,238 8 2	85 14 1	403 15 10	48 4 9	26 12 9	..	62 1 6	0 8 9	3,724	4,436 10 7	5,106	6,319 8 9	7,108 17 10	2,551 0 8	..	23,281 3 8

PICOLA LINE.

Waia	1,503	79 11 4	11 0 7	45 13 9	5 6 9	0 9 0	..	6 7 4	..	2,698	1,319 5 6	487	313 13 9	487 16 9	48 12 9	..	2,317 17 6
Natalia	6,149	1,385 13 7	119 9 10	294 14 7	17 5 6	12 6 9	..	44 16 8	0 1 9	9,007	3,532 19 8	2,578	3,085 17 3	975 19 7	266 0 2	..	9,735 5 4
Barwo	28	0 11 2	..	..	..	..	..	0 12 0	..	..	..	..	..	..	..	..	1 3 2
Picola	2,383	464 2 9	115 9 8	110 12 0	0 9 0	15 10 3	..	40 4 5	..	6,603	3,354 12 6	983	1,045 8 9	578 10 6	32 17 10	..	5,757 17 8

YARRAWONGA LINE.

Goorambat	4,207	433 17 2	29 13 1	119 10 10	5 12 6	1 10 9	..	29 0 3	..	8,183	3,532 9 1	998	719 5 1	219 10 10	13 7 10	..	5,193 17 5
Nooramunga	864	58 18 9	1 9 1	9 6 6	7 2 9	2 4 3	..	1 11 8	..	1 8	63 14 2	44	32 6 4	22 19 0	..	..	199 12 6
Devenish	5,076	52 14 9	57 11 9	98 9 10	4 5 3	2 12 9	..	22 9 9	..	4,119	1,963 7 5	1,236	937 14 9	292 0 9	43 2 2	..	3,950 9 2
St. James	4,914	739 1 0	53 17 3	131 17 9	12 16 9	5 2 2	..	65 15 3	..	5,311	2,506 5 8	1,425	1,127 18 4	381 16 7	362 9 5	..	5,385 9 2
Tungamah	4,930	986 2 4	67 5 6	215 12 2	45 6 6	9 3 9	..	38 6 5	..	11,022	5,078 8 10	2,046	1,760 9 3	610 8 6	391 16 8	..	9,212 10 11
Telford	1,403	143 7 2	9 11 7	25 14 4	0 4 2	8 6 0	..	25 15 10	..	5,057	2,328 11 7	334	176 14 7	161 11 6	33 14 2	..	2,913 10 11
Yarrowonga	10,733	3,157 13 7	172 14 9	622 1 1	98 4 1	58 15 1	..	86 17 0	0 4 3	16,482	8,822 7 0	6,178	6,887 6 4	2,540 11 10	772 10 7	..	23,219 5 7

WHITFIELD LINE.

Targoora	39	0 12 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	0 12 1
Lacey	54	1 13 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1 13 0
Oxley	1,114	40 7 0	1 7 5	6 10 9	..	..	..	17 0 0	..	386	154 11 5	104	46 11 4	..	..	..	266 7 11
Skehan	45	1 18 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1 18 0
Docker	2,101	72 13 8	3 4 7	10 3 11	..	..	..	3 10 0	..	843	246 15 0	164	74 15 7	..	..	..	411 2 9
Byrne	675	38 8 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	38 8 10
Moyhu	5,412	378 9 6	18 9 7	76 3 4	0 10 3	1 19 3	..	4 12 0	..	2,042	940 6 0	835	635 6 0	69 3 2	27 8 9	..	2,146 7 10
Angleside	363	24 1 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	24 1 1
Claremont	284	18 11 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	18 11 9
Dwyer	..	24 12 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	24 12 3
Edt	1,894	166 4 6	5 19 7	15 12 0	0 5 0	0 2 9	..	11 0 0	..	301	113 6 5	151	96 4 9	12 5 4	8 3 6	..	429 3 10
Hvem	381	18 4 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	18 4 1
King Valley	883	78 12 3	..	6 8 2	..	0 5 6	..	..	..	148	59 2 5	1	1 13 8	..	..	..	146 2 6
Jarrott	300	29 8 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	29 8 10
Pieter	639	61 18 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	61 18 10
Whitfield	3,182	379 18 2	21 4 7	96 17 9	4 9	1 14 9	..	3 10 0	..	1,011	552 2 3	623	517 16 1	89 13 6	30 13 10	..	1,693 15 8

WANGA RAITA-Y. ANDANDAH LINE.

Loudigan	1,221	44 2 1	4 1 7	13 16 3	..	0 5 0	..	1 11 11	..	758	274 6 8	160	76 0 4	0 15 0	1 2 6	..	416 1 4
Tarrawingee	2,524	219 11 0	8 16 3	52 14 7	0 7 0	5 10 9	..	11 0 5	..	1,708	652 2 8	543	370 12 5	..	..	..	1,320 15 1
Everton	5,353	536 17 3	29 7 9	44 12 9	2 2 0	0 11 0	..	45 2 10	..	1,638	432 10 6	168	136 3 10	21 11 6	1 15 3	..	1,250 13 11
Baarmutha	314	5 13 6	..	0 2 3	..	0 9 0	..	1 13 0	..	..	..	..	..	..	..	..	7 17 9
Beechworth	14,337	2,940 1 6	263 14 5	596 4 2	13 1 3	33 9 10	..	69 19 2	0 5 3	3,817	2,018 7 2	7,134	6,517 12 11	22 2 6	77 11 10	..	12,552 10 0
Wooragee	113	6 10 10	..	3 12 5	..	..	..	27 13 4	..	119	66 0 11	62	39 18 10	..	..	..	143 16 4
Yackandandah	2,822	552 11 1	41 2 7	174 3 7	0 17 0	0 9 9	..	15 15 4	..	1,700	665 1 8	1,516	1,909 13 10	5 4 0	2 5 0	..	3,367 3 10

BRIGHT LINE.

Brookfield	274	9 4 3	0 4 2	0 14 3	..	..	..	..	..	1	0 18 7	6	3 18 0	..	..	..	14 19 3
Bowman	1,566	212 6 9	19 5 11	48 12 6	0 9 6	9 6 9	..	4 12 0	..	1,370	604 19 4	336	325 12 8	330 12 10	15 3 6	..	1,562 1 9
Palmerston	1,240	40 14 7	6 6 7	40 19 6	..	..	..	14 9 3	..	805	218 14 11	83	92 3 4	26 18 5	9 14 10	..	450 1 5
Myrtleford	5,173	1,012 7 6	85 19 6	231 10 7	12 4 3	4 5 6	..	54 11 8	0 4 0	2,679	1,169 5 9	1,792	2,372 13 3	1,126 2 11	87 14 4	..	6,106 19 3
Ovens	558	21 13 10	3 15 0	19 11 6	..	0 4 9	..	5 16 7	..	816	349 1 7	113	117 4 7	1 6 6	5 15 6	..	524 9 10
Barobin	1,215	73 2 0	5 19 2	24 2 3	0 1 6	0 5 6	..	8 1 5	..	391	227 19 0	247	223 6 7	..	2 5 0	..	565 2 5
Porepunkah	2,371	891 17 8	28 16 5	112 9 9	1 5 3	0 11 6	..	3 0 7	..	141	174 11 7	955	1,198 10 2	..	41 19 10	..	2,153 2 9
Bright	6,407	1,850 1 5	152 3 11	461 5 3	12 17 5	11 9 6	..	33 9 11	0 3 9	439	578 12 8	3,513	4,204 12 9	113 0 0	87 19 8	..	7,535 16 3

WANGUNYAH LINE.

Lilliput	1,240	28 0 11	..	3 4 9	..	0 1 6	..	2 2 0	..	986	527 1 5	193	73 12 11	..	1 6 10	..	635 10 4
Rutherford	16,482	3,007 5 4	209 4 0	575 5 5	25 15 6	60 8 11	..	41 10 6	0 4 2	5,169	3,497 16 3	7,822	6,974 10 7	218 17 5	100 15 7	..	14,711 13 8
Wangunyah	16,865	4,063 10 4	156 5 5	699 2 3	162 19 8	192 2 0	..	123 11 7	0 5 6	7,797	6,090 17 2	12,625	13,557 13 6	1,449 17 8	317 10 11	..	26,783 16 0

No. 24.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.	RENTALS.	MISCELLANEOUS.	GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS OF PASSENGERS).
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.				Outwards.	Inwards.	Outwards.	Inwards.	Outwards.	Inwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.				Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	
TALLANGATTA LINE.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Bandiana ..	359	8 3 11	..	..	..	..	..	..	..	..	..	..	..	..	..	8 3 11
Bongilla ..	111	4 5 1	..	0 11 10	..	..	..	3 0 0	..	..	..	0 11 4	..	..	..	8 8 3
Ebden ..	3,501	330 6 8	23 7 6	82 2 7	14 19 6	6 18 9	..	41 9 8	..	1,824	1,351 3 11	1,320	1,514 4 1	1,577 0 6	26 17 0	4,968 10 2
Huon ..	3,804	363 10 3	22 12 6	112 13 3	1 9 3	2 0 3	..	16 18 2	..	589	492 6 9	993	1,181 17 1	802 5 10	21 6 9	3,017 0 1
Bolga ..	402	42 15 1	1 3 11	16 15 7	0 1 0	1 5 0	..	8 16 9	..	335	97 17 9	123	106 17 5	0 16 4	11 4 0	287 12 10
Tafonga ..	..	..	..	..	..	..	..	..	..	..	..	..	..	464 14 6	82 14 0	547 8 6
Tallangatta ..	8,889	2,304 6 3	127 15 2	440 19 6	122 16 10	102 19 7	..	73 12 8	..	1,894	2,360 13 7	4,317	6,722 3 8	6,776 5 6	291 4 4	19,331 17 1
WILLIAMSTOWN LINE.																
South Kensington ..	290,826	1,939 14 7	6 13 2	22 3 1	5 2 6	0 6 0	..	2 12 5	0 1 6	27,216	4,806 15 0	74,330	52,469 1 4	..	3 18 8	59,256 8 3
Angliss' Siding ..	..	..	..	..	..	..	..	..	..	17,973	2,286 14 5	1,584	197 1 5	..	..	2,483 15 10
Footscray ..	2,808,655	27,063 7 8	1,063 0 2	674 8 4	38 8 2	14 2 3	..	137 18 2	2 1 0	5,844	4,366 4 9	37,210	9,730 4 2	..	4 8 6	43,100 3 2
Seddon ..	1,067,992	8,697 15 1	72 1 8	84 0 10	2 18 11	0 11 6	..	2 0 5	..	..	..	..	..	..	..	8,859 11 5
Yarraville ..	1,130,515	9,791 11 2	100 19 2	184 14 0	11 5 0	4 10 6	..	17 2 7	0 2 6	129,233	49,376 4 9	17,767	3,883 15 5	..	..	63,372 5 1
Spotswood ..	265,271	2,368 12 4	217 5 4	57 3 19	1 1 3	..	..	0 5 0	..	1,914	2,559 13 3	32,354	5,596 5 6	..	..	19,770 6 6
Newport ..	1,079,312	10,896 16 10	108 8 0	165 19 10	13 2 8	2 15 9	..	668 14 9	4 1 0	8,325	1,238 3 4	36,582	11,132 6 7	2 10 0	2,222 8 8	26,460 7 5
Altona Bay Siding ..	..	..	..	..	..	..	..	..	..	181	19 7 7	..	5 0 7	..	..	24 3 2
Austral Meat Siding ..	..	..	..	..	..	..	..	..	..	6,545	759 19 9	..	..	..	940 4 11	1,700 4 8
North Williamstown ..	787,983	10,300 8 5	135 1 8	306 4 9	7 5 1	1 15 9	..	71 17 2	0 5 0	961	136 11 0	10,361	2,133 17 10	..	..	13,096 6 8
Beach ..	329,951	6,961 18 3	83 15 5	177 15 1	4 7 5	0 11 0	..	19 12 0	0 15 0	..	..	..	..	..	..	7,248 14 2
Williamstown ..	487,056	6,708 12 6	108 12 7	200 16 9	10 2 10	2 16 9	..	180 15 5	0 5 3	..	..	..	..	..	..	7,212 1 4
Williamstown Pier ..	49,962	801 2 9	43 6 8	39 8 6	0 5 0	0 2 6	..	1,775 10 6	101 19 0	45,568	15,579 16 7	264,928	102,218 18 0	2 17 2	230 10 2	120,793 16 10
NEWPORT—SUNSHINE LINE.																
Thomas' Siding ..	..	..	..	..	..	..	..	..	..	16,150	1,711 10 11	..	..	..	..	1,711 10 11
Hasell's Siding ..	..	..	..	..	..	..	..	..	..	2,680	686 16 6	12	0 10 8	..	..	687 7 2
McKenzie and Holland's Siding ..	..	..	..	..	..	..	..	..	..	178	46 13 7	..	..	..	..	46 13 7
Russell's Siding ..	..	..	..	..	..	..	..	..	..	35,983	3,473 6 8	..	..	..	..	3,473 6 8
Borthwick's Siding ..	..	..	..	..	..	..	..	..	..	3,118	329 13 10	..	19 3 8	..	..	348 17 6
Little Brooklyn Siding ..	..	..	..	..	..	..	..	..	..	6,560	693 10 8	..	..	..	..	693 16 8
*Prossor Siding ..	..	..	..	..	..	..	..	..	..	..	..	2,278	301 18 10	..	..	301 18 10
Brooklyn Siding ..	..	..	..	..	..	..	..	..	..	64,315	5,982 17 11	..	4 10 0	..	..	5,987 7 11
Hay's Siding ..	..	..	..	..	..	..	..	..	..	13,727	1,265 8 1	..	6 11 1	..	..	1,271 19 2
Commonwealth Quarry Siding ..	..	..	..	..	..	..	..	..	..	16,939	1,882 9 5	..	..	..	..	1,882 9 5
CORBURG LINE.																
Macaulay ..	187,847	1,231 15 8	44 2 4	40 12 3	6 19 6	1 17 0	..	45 17 6	..	..	..	..	..	..	..	1,370 15 3
Flemington Bridge ..	245,610	1,634 8 3	36 17 7	27 15 3	1 2 3	1 6 9	..	14 15 5	..	..	..	..	..	..	..	1,766 5 6
Royal Park ..	77,495	594 10 3	20 1 7	27 18 5	7 13 3	4 15 9	..	19 2 8	..	..	..	..	..	..	..	674 1 11
South Brunswick ..	438,611	2,622 11 2	168 15 10	99 0 10	3 19 7	0 17 0	..	88 9 7	0 7 9	38,626	7,819 14 10	24,107	5,557 18 8	..	..	16,350 15 2
Brunswick ..	699,307	4,020 16 5	336 3 4	245 18 9	6 9 3	2 3 0	..	74 9 7	0 10 0	972	895 16 3	14,622	3,270 17 3	2 12 6	..	3,855 16 4
Moreland ..	623,473	3,439 13 8	142 11 6	146 18 2	3 13 0	0 14 0	..	75 13 8	0 3 9	6,007	1,995 13 11	10,875	2,847 6 1	..	..	3,052 7 9
Corburg ..	975,380	7,132 16 7	209 17 5	157 9 8	7 8 8	3 3 9	..	70 2 11	1 6 9	708	511 8 2	8,513	2,102 4 9	9 1 0	34 10 6	10,239 10 2
Building Tickets (Free) ..	2,940	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Fawkner Cemetery ..	..	..	..	0 0 6	..	..	..	..	..	..	..	..	..	..	..	0 0 6

PRESTON—WHITTLESEA LINE.

North Carlton	9,935	241 19 2	21 1 2	32 11 11	1 13 8	0 2 0	..	7 1 11	0 1 9	4,000	343 13 8	12,847	3,162 2 11	..	..	3,810 13
North Fitzroy	433,192	3,348 5 6	315 10 8	525 5 3	8 2 9	1 7 9	..	107 15 7	1 0 0	789	360 12 5	13,231	3,020 17 0	49 14 9	1 4 0	7,739 15 8
Fitzroy	..	..	..	0 1 3	..	..	..	457 14 6	..	2,011	861 9 10	67,669	17,826 0 0	..	..	19,145 5 7
Merril	346,139	2,386 16 3	57 1 3	50 13 4	3 0 3	0 5 9	..	10 4 8	..	..	..	..	..	..	..	2,508 1 6
Northcote	555,537	3,824 11 9	135 7 3	138 18 6	0 9 4	0 13 10	..	7 18 10	0 7 6	14,417	2,603 18 3	11,196	2,465 17 0	..	..	9,184 2 3
Croxton	257,816	5,073 3 1	67 19 4	132 6 11	5 14 6	0 14 0	..	10 7 10	..	517	274 10 8	9,077	1,704 4 10	..	..	7,869 1 2
Thorabury	374,502	4,191 7 1	41 19 11	82 3 4	6 3 2	0 13 6	..	7 2 10	..	..	..	..	..	..	..	4,329 9 10
Building	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free)	60	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bell	406,255	3,362 11 10	143 17 0	79 3 2	14 1 4	1 5 0	..	6 1 9	..	4,125	678 4 9	8,965	1,905 5 10	15 0 4	2,152 14 3	8,358 5 3
Building	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free)	1,860	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Preston	237,302	2,049 11 9	40 15 7	56 11 0	3 16 8	2 17 3	..	3 11 0	..	..	..	..	..	..	..	2,157 3 3
Building	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free)	2,640	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Regent	261,926	2,434 16 7	53 15 4	61 18 8	15 13 3	0 6 9	..	7 2 0	..	..	..	..	..	..	..	2,573 12 7
Building	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free)	4,880	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Reservoir	52,295	619 16 7	20 12 11	31 10 1	80 13 10	2 16 6	..	7 8 3	..	742	101 6 11	9,716	1,275 19 4	9 1 8	61 19 3	2,211 5 4
Thomastown	7,238	104 13 9	3 5 11	7 7 1	0 9 6	..	..	7 19 6	..	146	21 14 9	3,255	54 11 7	..	0 10 0	200 12 1
Fpping	14,428	289 14 8	31 9 3	52 4 8	2 14 9	30 5 6	..	17 9 1	..	159	40 1 1	2,055	448 6 10	19 8 10	24 7 4	956 2 0
South Morang	9,831	239 18 5	149 5 6	63 2 2	46 5 6	11 6 0	..	10 1 5	..	142	26 17 7	893	197 0 7	27 19 10	61 0 4	852 17 4
South Yan Yean	13,392	479 5 0	336 3 8	131 2 7	7 19 3	13 5 9	..	0 9 5	..	1,331	270 7 1	1,152	320 9 6	100 8 5	45 16 9	1,710 7 1
Yan Yean	7,944	232 9 1	149 10 0	56 8 3	1 15 4	4 15 10	..	2 15 0	..	2,187	464 9 3	1,037	281 14 9	44 13 10	17 4 7	1,305 15 11
Whittlesea	16,440	937 10 2	454 7 5	222 1 10	8 19 10	22 19 9	..	54 14 7	0 2 6	5,933	1,144 19 3	2,806	792 4 1	151 12 5	87 16 4	3,877 8 2
Melbourne—Prince's- Bridge (Country)	31,260	1,974 13 8	995 18 0	555 16 2	13 3 7	0 14 11	..	214 7 7	62 19 4	..	..	..	..	..	..	3,817 13 3
Melbourne—Prince's- Bridge (Suburban)	1,043,427	13,019 2 4	..	..	..	..	..	..	..	..	..	..	..	..	..	13,019 2 4
MELBOURNE—BAIRNS- DALE LINE.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hawkesburn	2,148,815	17,654 5 3	604 6 10	1,920 16 0	21 2 3	3 11 3	..	15 11 1	0 5 0	..	..	..	..	..	..	20,219 17 8
Toorak	991,192	10,342 3 0	179 6 3	324 13 3	8 5 8	2 5 0	..	238 9 2	..	1,428	676 6 10	63,616	10,203 12 11	..	..	21,975 2 1
Armadale	1,765,487	20,387 3 10	335 14 0	360 5 6	13 11 0	4 9 9	..	32 15 0	0 12 6	..	..	..	..	..	..	21,134 11 7
Malvern	2,101,316	24,416 15 8	389 19 8	501 13 11	18 6 2	3 9 3	..	45 17 4	0 7 6	1,125	178 2 11	73,354	8,754 13 4	..	..	34,304 5 9
Caufield	1,248,446	18,575 3 5	481 15 9	1,762 14 8	2,390 15 1	1,100 13 5	..	32 15 6	0 7 6	1,044	244 3 3	23,730	3,663 1 5	413 6 7	495 19 1	29,160 15 8
Building	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free)	5,760	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Carnegie	313,118	3,716 14 5	46 19 5	80 15 10	1 11 4	0 2 3	..	15 18 8	..	..	..	..	..	..	..	3,862 1 11
Building	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free)	5,760	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Murrumbena	233,921	3,402 5 7	61 15 6	162 12 9	..	..	..	45 16 6	0 15 0	146	16 7 10	4,372	743 2 2	0 15 6	5 9 6	4,439 0 4
Building	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free)	10,200	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Oakleigh	761,723	11,242 6 7	438 17 8	411 6 4	124 13 11	25 9 9	..	102 11 0	..	4,735	674 0 9	15,106	2,582 14 0	23 3 8	35 3 4	15,660 7 0
Building	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free)	25,440	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Clayton	58,722	1,001 16 10	245 4 1	139 1 11	1 8 0	0 19 6	..	1 1 0	..	579	90 9 1	5,241	598 16 7	..	2 16 0	2,081 13 0
Building	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tickets (Free)	1,440	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Spring Vale	92,955	1,708 16 4	353 0 7	159 14 10	4 11 6	3 5 6	..	17 5 10	0 2 6	622	209 5 6	5,544	679 18 3	2 14 6	20 12 2	3,159 7 6
Spring Vale Cemetery	..	..	..	63 10 3	..	..	..	..	..	..	..	..	..	..	..	68 10 3
Sandoon Park Race- course	401	14 3 1	0 4 6	..	..	282 10 1	..	1 17 6	..	..	..	..	..	..	..	298 15 2
* Noble Park	8,179	116 13 6	5 7 2	4 13 2	..	..	..	..	..	..	..	..	..	..	..	126 13 10
Dandenong	218,542	7,615 0 1	1,192 8 8	722 3 4	118 16 2	79 19 3	..	286 4 5	0 17 6	5,846	1,626 4 10	16,361	3,759 16 5	2,014 13 3	2,409 14 4	19,825 18 3
Hallam	3,916	159 6 3	418 6 8	67 3 6	0 7 6	1 15 9	..	..	..	155	36 15 10	1,133	210 19 4	..	0 16 3	895 11 1
Narre Warren	7,362	373 3 2	522 5 4	132 13 11	6 19 1	0 17 9	..	13 1 1	..	1,484	413 13 0	1,848	533 9 10	53 0 5	82 10 5	2,111 14 0
Berwick	16,272	1,098 0 5	358 6 10	240 3 1	27 15 0	15 3 3	..	8 15 9	0 1 0	16,000	1,895 1 1	2,096	705 14 4	192 10 6	189 12 1	4,731 3 4
Beaconsfield	10,489	687 2 11	169 13 8	190 5 6	4 16 0	8 6 9	..	1 6 8	0 0 9	1,307	291 18 2	1,893	678 0 5	2 1 3	14 13 9	2,043 5 10
Officer	5,181	348 7 0	357 12 9	90 18 3	4 17 3	4 15 0	..	3 13 0	4 4 6	1,049	269 15 10	866	258 6 10	197 18 8	163 19 4	1,704 8 5
Pakenham	17,450	1,362 17 8	509 0 1	276 3 1	18 3 9	12 15 10	..	23 11 6	..	5,186	1,652 17 11	3,355	1,252 17 10	609 16 0	406 11 1	6,124 14 9
Nar-Nar-Goon	7,668	667 14 10	218 16 1	154 4 3	6 0 0	16 18 3	..	34 2 8	..	4,840	1,288 1 7	1,163	540 17 8	191 17 2	121 1 2	3,229 13 8
Tynong	4,639	396 11 10	75 16 0	63 4 0	0 17 3	8 5 6	..	7 17 4	0 3 0	3,203	801 18 3	917	368 8 6	14 1 8	19 6 5	1,756 9 9
Garfield	7,975	728 15 4	161 1 4	147 3 9	5 17 2	37 8 3	..	18 2 9	..	3,264	940 0 8	1,037	554 11 6	165 2 7	112 0 2	2,870 3 6
Jefferson's Siding	..	..	..	..	..	..	..	..	..	177	22 12 4	..	..	..	..	22 12 4

No. 24.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.			HORSES, CARRIAGES, AND DOGS.		MAILS, TELE-GRAPH, AND DINING CARS.	RENTALS.	MISCELLANEOUS.	GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).			
	Outwards.	Revenue.	Outwards.	Inwards.	Revenue.	Outwards.	Inwards.				Revenue.	Revenue.	Revenue.	Outwards.		Inwards.		Revenue.	Revenue.	
														Tons.	Revenue.	Tons.				Revenue.
Number of Passenger Journeys.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.				
MELBOURNE-BAIRNSDALE LINE—continued																				
Buryp ..	12,255	1,096 18 6	183 19 9	240 2 6	5 10 11	13 3 3	..	38 16 1	0 0 6	5,941	1,838 4 8	2,569	1,117 4 11	17 6 6	146 9 1	4,697 16 8				
Longwarry ..	10,676	691 3 10	77 19 2	131 19 3	1 2 6	2 11 0	..	68 15 7	..	5,986	1,396 8 4	745	399 0 5	127 4 7	44 12 6	2,940 17 2				
Drouin ..	18,336	1,867 19 2	456 19 11	324 10 10	30 2 7	20 8 6	..	125 11 11	..	2,972	1,482 14 9	4,454	2,090 0 0	278 2 4	193 1 8	6,869 11 8				
Warragul ..	41,220	4,505 7 7	593 16 1	526 10 1	26 10 0	58 11 10	..	732 9 4	0 12 6	3,611	1,703 10 3	9,220	3,896 5 1	1,187 13 2	465 6 2	13,696 12 1				
Nilma ..	5,718	223 10 0	46 12 1	39 15 9	1 6 6	6 2 0	..	6 19 5	..	1,077	512 9 9	846	262 5 0	3 1 3	4 6 0	1,108 7 9				
Darnom ..	5,569	397 12 8	90 5 11	86 19 7	3 13 10	5 19 3	..	20 8 6	..	533	328 10 0	1,237	413 7 0	217 19 10	79 0 11	1,650 6 9				
Yarragon ..	11,754	989 4 4	374 15 5	165 18 10	2 6 3	5 19 3	..	66 15 4	..	1,307	792 19 0	3,251	1,167 4 4	310 16 1	89 15 8	3,965 14 6				
Trafalgar ..	16,177	1,866 5 0	414 18 3	298 7 4	11 2 6	47 4 9	..	165 7 0	..	6,463	2,777 14 7	7,001	2,605 1 7	791 2 10	193 8 6	9,172 12 4				
Moe ..	19,627	1,880 15 1	194 0 3	184 17 10	51 17 9	36 15 6	..	39 19 3	1 13 2	1,718	884 3 2	1,711	1,127 3 0	131 7 3	115 17 1	4,648 9 4				
Morwell ..	17,846	2,329 12 4	179 18 3	204 18 9	33 6 3	37 11 9	..	88 7 9	..	1,640	916 19 5	3,019	2,450 4 5	1,335 5 0	165 14 10	7,831 18 9				
Toralgon ..	28,805	4,172 7 10	349 5 4	507 4 0	91 19 0	58 5 0	..	275 0 7	1 1 6	3,132	1,953 0 0	4,634	3,797 3 7	2,809 6 1	219 0 6	14,233 19 5				
Loy Yang ..	779	21 19 9	1 10 5	10 6 7	0 0 0	0 2 0	..	1 16 6	..	98	51 6 11	35	27 15 6	..	114 18 5	114 18 5				
Flynn ..	1,766	186 15 8	12 19 5	28 18 1	10 9 3	1 16 9	..	12 4 0	..	332	177 5 6	167	77 19 2	363 14 4	2 8 11	874 11 1				
Rosedale ..	9,357	1,050 13 7	74 16 2	214 12 8	26 4 6	84 11 7	..	52 5 11	..	1,075	651 13 9	1,120	878 11 8	1,197 17 4	37 18 10	4,269 6 0				
Kilmany ..	3,350	271 4 5	21 5 3	50 13 0	0 3 0	0 12 0	..	0 15 0	..	3,388	1,120 14 2	2,047	897 15 4	0 15 6	24 0 3	2,387 18 4				
Woundellah ..							..		..		
Fulham ..	750	120 16 3	4 0 0	13 18 5	0 7 6	0 7 9	..	1 7 6	..	20	31 0 7	138	76 12 3	..	..	248 19 3		
Sale ..	28,317	3,801 10 2	473 11 1	947 3 5	86 18 2	165 14 7	..	185 7 0	..	8,408	4,852 0 0	10,282	5,087 7 2	2,594 10 1	223 10 1	20,418 3 9				
Montgomery ..	8	0 13 9	..	0 7 10	..	..	..	..	..	969	389 6 1	120	37 9 8	447 12 8	2 0 3	877 19 3
Stratford ..	13,024	1,548 12 5	112 1 6	220 17 4	34 11 3	14 4 10	..	57 1 3	8 11 3	950	696 13 8	1,205	914 6 2	984 14 6	51 13 3	4,643 7 8				
Muoro ..	3,127	199 9 6	10 0 7	23 8 1	1 0 3	1 14 3	..	6 5 9	..	1,802	515 10 0	154	66 13 6	..	0 2 6	824 4 5				
*Fletcher's Siding ..							..		..	702	79 16 1	4	1 7 11	..	..	81 4 0
Fernbank ..	4,731	465 6 8	16 14 10	69 8 2	2 17 6	2 9 6	..	6 1 7	..	1,274	526 15 0	400	241 0 9	186 7 8	23 0 9	1,540 2 5				
Jindenow ..	11,152	1,106 17 6	59 11 0	148 17 6	26 5 3	20 8 9	..	11 2 2	1 0 0	3,853	2,084 1 10	1,314	908 14 10	350 11 3	37 15 9	4,715 5 10				
Hillside ..	2,727	291 6 8	21 6 5	32 0 10	0 11 6	0 2 9	..	12 16 2	..	2,678	1,241 11 2	284	157 3 4	511 16 8	22 18 2	2,291 13 8				
Bairnsdale ..	22,685	8,948 8 8	485 12 11	1,193 8 11	199 16 0	144 14 11	..	72 9 1	0 8 3	7,295	6,280 7 6	14,290	8,829 2 1	3,668 1 8	467 3 8	29,899 13 8				
NEERIM SOUTH LINE.																				
Lillico ..	907	16 12 11	0 1 4	1 6 5	..	0 0 6	..	5 0 0	..	336	126 8 1	532	80 3 11	..	..	229 13 2		
Bula Bula ..	2,776	71 9 9	3 4 6	58 17 1	0 2 6	3 4 0	..	6 0 7	..	1,511	532 6 4	1,157	399 19 2	22 8 5	6 12 9	1,104 4 4				
Bravington ..	544	13 5 3	0 2 9	3 17 4	..	0 1 0	..	10 8 6	..	49	26 19 10	59	21 3 10	..	..	75 18 6		
Rokeby ..	2,265	66 3 11	1 1 3	31 9 5	..	0 3 6	..	0 14 5	..	669	279 14 11	366	173 5 3	48 3 7	0 12 6	601 8 9				
Crossover ..	2,395	72 12 1	1 0 7	33 13 8	..	0 3 0	..	4 16 4	..	3,043	852 17 7	348	150 13 0	2 11 9	..	1,118 13 0				
Neerim South ..	5,543	652 7 9	79 11 1	169 8 2	5 4 6	20 5 0	..	71 16 6	..	6,185	2,298 2 7	1,620	1,072 15 0	427 9 9	112 18 3	4,909 18 7				
THORPDALE LINE.																				
David ..			0 0 9	2 15 1	..	..	..	..	..	7	5 4 11	8	3 1 2	..	..	11 1 11
Coalville ..	1,724	55 6 0	18 2 5	53 0 10	0 5 0	0 3 0	..	30 18 6	..	780	294 19 0	112	96 9 10	42 16 6	3 9 0	595 10 1				
Naracan ..	2,340	167 14 10	23 3 1	74 19 2	0 15 9	1 8 9	..	18 3 3	..	1,773	679 10 10	523	283 4 9	132 0	21 11 9	1,462 2 10				
*McCull's Siding ..							..		..	716	321 19 2	..	..	..	..	321 19 2
Thorpdale ..	2,021	315 4 6	39 4 11	141 12 4	1 9 0	3 18 9	..	59 5 6	0 10 0	719	427 10 5	1,056	674 5 11	248 0 2	44 10 11	1,355 12 5				
WALTHALLA LINE.																				
Gooding ..	141	5 3 11	..	0 0 6	5 4 5			
Tyer's River											
Gould ..	596	35 11 11	2 7 2	17 10 7	0 2 6	0 9 9	..	8 17 0	..	17	13 14 0	25	20 11 10	..	..	99 4 9		
Moondarra ..	635	42 5 7	8 11 8	28 16 2	0 12 3	0 5 9	..	1 10 0	..	55	32 15 10	146	80 4 8	0 13 0	0 7 10	196 2 9				
Watson ..	297	19 19 7	0 7 5	8 9 3	..	..	..	17	..	17	12 0 11	31	19 2 5	..	..	60 14 7
Harris ..	1,749	159 5 0	12 19 9	52 5 6	0 3 0	0 0 6	..	32 11 3	..	4,768	1,060 0 1	354	255 14 8	1 8 8	0 9 8	1,574 18 7				
Murie ..	138	6 7 11	1 0 10	..	..	..	..	107	..	107	60 0 1	7	2 12 5	..	..	70 1 3
Platina ..	867	101 8 4	6 13 7	35 0 2	0 6 0	0 1 0	..	1 12 11	..	2,237	1,947 1 7	626	246 8 4	..	..	1,438 11 11		
Thomson ..	237	39 8 2	..	..	..	..	..	..	..	..	..	..	..	..	..	39 8 2
Walthalla ..	6,484	850 12 8	52 15 10	195 6 7	4 9 9	1 8 0	..	8 2 10	0 0 6	1,483	1,385 4 7	6,803	3,657 1 2	5 14 0	2 3 3	6,163 4 2				

NORTH MIRROO LINE.

TRARALGON-STRAIT-FORD LINE.

BRIAGOLONG LINE.

PORT ALBERT LINE.

WONTHAGGI LINE.

Hazelwood	114	4 19 5		2 1 8				0 14 5	165	56 5 9	8	7 1 11	7 14 3			78 17 5	
Yinnar	3,506	293 2 5		91 8 10	2 11 9	15 9 3		12 13 9	918	477 3 9	1,010	662 2 4	248 17 9			1,825 16 9	
Boolarra	6,832	732 13 9		143 17 8	10 4 6	13 17 3		42 6 7	1,142	704 2 6	1,188	1,065 19 0	525 3 2	62 3 8		3,340 6 1	
Darlimurla	3,001	100 17 0		27 18 3	0 8 0	3 7 6		1 10 6	288	174 10 7	93	71 2 11		6 8 4		390 19 6	
North Mirroo	5,800	968 14 4		190 11 1	24 15 0	10 5 9		114 13 11	607	625 7 5	1,783	1,509 7 5	1,371 1 2	124 10 1		5,025 15 4	
Glengarry	3,541	300 14 7	31 10 10	65 7 1	0 19 6	0 17 3		10 14 0	1,585	748 0 7	482	391 8 6	795 11 10	9 11 6		2,354 15 8	
Toongabbie	4,433	350 9 5	33 5 3	66 8 0	22 3 3	18 17 3		18 14 4	992	502 16 10	377	325 1 3		5 7 11		1,848 3 6	
Cowwarr	4,688	613 16 8	43 11 11	100 4 2	24 9 6	8 4 0		0 5 0	2,649	1,225 14 0	753	663 8 2	655 13 9	56 7 8		3,396 14 10	
Dawson	532	59 9 0	1 19 3	8 10 9	0 5 0	0 5 0		0 9 0	198	52 8 10	15	16 0 4		0 10 0		3,139 12 2	
Heyfield	6,941	1,069 4 0	132 7 5	298 4 5	40 3 6	16 12 3		55 1 10	2,939	1,513 15 6	1,920	1,338 7 4	1,040 13 0	53 19 6		5,678 8 9	
Tinanuta	3,519	658 15 7	37 8 6	121 4 1	10 15 0	1 12 3		30 19 10	1,959	1,001 19 3	903	773 18 2	1,424 14 2	94 13 10		4,155 8 8	
Maffra	10,953	2,128 18 1	260 13 6	461 2 8	61 8 0	91 17 11		75 16 3	3,091	2,014 0 6	10,291	4,001 13 4	769 0 8	105 3 11		9,972 16 10	
Boisdale	730	155 11 5	16 15 7	55 17 8	0 13 6	0 10 9		31 17 1	6,415	1,424 13 3	777	429 1 1	171 8 3	38 7 1		2,324 15 8	
Rushy Park	2	0 1 8	0 2 1	7 3 5				13 7 5	242	114 12 0	80	41 3 7	2 0 0	7 9 9		185 19 11	
Briagolong	1,140	211 8 11	19 3 3	89 17 1		0 9 9		0 12 6	1,778	617 14 9	541	471 15 2	255 0 5	7 19 1		1,674 0 11	
Lynnhurst	3,130	147 12 11	546 15 2	194 5 4	0 18 6	33 10 8		7 2 0	1,731	286 7 1	1,009	198 0 9	34 10 1	28 0 9		1,387 3 3	
Cranbourne	10,532	663 11 6	437 8 1	185 18 0	3 6 3	30 5 3		23 7 2	6,139	1,034 17 1	2,663	705 0 9	236 0 11	118 19 3		3,441 14 8	
Clyde	4,638	353 11 6	392 12 0	81 1 6	3 15 9	45 2 7		5 18 0	1,003	388 14 5	961	285 0 2	1 8 3	125 6 4		1,562 11 3	
Tooradin	3,848	392 0 6	68 17 0	78 7 3	9 12 6	7 7 3		26 3 9	1,137	347 0 8	862	259 0 10	143 19 0	71 5 7		1,808 14 4	
Dalmore	413	35 11 9	1 0 3	5 5 7	0 3 0	2 17 0			939	247 7 8	356	112 0 6	38 11 9	23 19 1		463 16 7	
Koo-wee-rup	7,920	793 12 9	225 5 4	165 18 3	2 2 9	3 3 3		26 3 10	6,622	1,757 18 8	2,185	730 0 6	48 13 0	91 16 1		3,844 18 8	
Monomeith	2,030	186 1 8	24 9 1	78 1 0	5 17 9	3 7 0		14 16 0	443	159 18 8	518	126 5 8	815 7 6	236 19 3		1,605 10 3	
Caldermcade	2,754	228 11 7	416 5 3	62 18 7	2 5 9	3 12 3		10 17 0	147	75 1 1	952	335 0 1	536 15 7	119 11 9		1,790 18 11	
Lang Lang	7,988	780 3 8	137 8 10	154 13 0	18 7 0	31 15 11		41 19 0	1,297	539 11 8	1,871	945 11 6	564 1 11	111 6 9		3,333 19 3	
Nyora	12,149	1,267 19 8	213 11 7	166 0 3	7 19 3	32 3 6		76 19 8	1,566	551 4 10	1,860	801 10 1	100 0 3	62 3 11		3,280 6 0	
Loch	14,091	958 19 5	371 9 2	179 0 11	13 0 0	7 5 9		58 18 2	1,412	517 2 10	1,779	891 3 9	685 2 2	227 7 11		3,909 11 7	
Jeetho	3,249	284 7 0	151 12 9	67 6 6	6 7 9	0 19 0		11 13 7	123	114 18 7	551	209 19 2	323 18 5	64 6 8		1,205 9 5	
Bena	4,309	387 8 6	115 11 6	60 3 0	14 16 8	2 12 9		61 0 5	375	264 2 9	1,102	491 5 4	1,316 16 7	483 15 5		3,197 12 11	
Whitelaw	240	17 7 6	3 1 9	3 1 9	0 3 6	0 3 6		16 7 1	13	5 12 4	244	46 14 8	1 6 9			90 13 7	
Kornbarra	37,109	4,933 12 2	463 17 8	468 6 0	60 2 9	24 4 0		871 15 7	11,569	3,485 12 6	7,343	3,967 19 7	677 16 2	497 19 5		14,551 15 4	
Kardella	4,667	196 3 19	21 19 11	35 3 5	0 6 0	0 12 3		19 11 0	323	165 0 2	230	140 17 11		4 10 11		1,584 5 5	
Ruby	3,091	186 5 10	40 2 2	27 1 3	0 16 6	0 15 9		19 14 0	543	308 19 6	706	322 7 2	354 4 9	53 6 7		1,313 13 6	
Leonatha	19,413	3,052 13 4	289 5 4	450 12 1	41 7 9	30 12 0		90 19 2	4,461	2,078 9 9	6,226	3,738 13 4	1,843 4 6	469 18 0		12,085 18 0	
Raupf's Siding									319	27 12 3						27 12 3	
Koonwarra	1,376	87 12 6	8 4 8	53 17 7	0 4 6	0 7 9		4 8 5	738	337 0 0	226	157 11 6	110 9 3	22 19 0		782 15 2	
Tarwin	2,146	225 3 8	15 11 2	119 1 3	1 0 9	4 0 6		8 18 9	488	190 8 4	254	205 9 11	214 12 2	123 4 6		1,108 0 0	
Meeniyar	4,759	678 14 10	44 16 1	131 5 4	5 13 9	4 15 6		24 19 6	875	521 17 6	1,427	975 10 19	624 8 3	81 8 7		3,093 11 0	
Stony Creek	2,590	498 0 11	28 9 2	86 1 6	27 14 3	24 1 6		1 17 0	327	292 9 4	798	621 5 2	530 13 10	86 17 3		2,107 9 11	
Buffalo	2,220	252 7 4	23 19 6	68 14 0	1 15 6	0 15 3		7 12 6	176	121 18 3	226	213 0 6	245 5 10	31 10 7		1,016 19 3	
Boys	465	21 16 6	0 4 11	12 16 8	0 1 0	0 1 0		5 10 9	1,609	426 4 4	27	27 5 1				493 19 3	
Fish Creek	4,775	606 9 9	51 1 2	137 9 6	3 14 1	2 14 5		11 5 2	1,179	605 18 4	743	597 18 9	647 1 0	191 1 0		2,854 13 2	
Hoddle	1,347	70 9 7	12 15 11	38 13 7	0 13 9	0 8 0		9 17 8	880	492 17 6	117	63 17 4	2 10 0	1 16 6		603 19 10	
Foster	6,186	1,073 11 6	161 15 19	217 1 7	18 8 3	24 12 4		55 8 3	2,721	1,037 13 9	2,373	1,697 17 4	432 9 7	121 18 4		4,780 16 9	
Benison	2,618	126 12 1	41 16 4	50 11 2	0 12 6	0 16 6		2 6 6	193	269 18 7	277	201 3 11		693 17 7		693 17 7	
Toora	6,125	1,023 15 3	70 16 5	191 15 2	4 15 11	3 2 0		47 13 0	584	568 13 10	1,921	1,858 4 11	776 2 11	141 12 5		4,686 11 10	
Agnes	320	11 4 11	0 17 4	8 11 8				1 4 0	25	32 5 0	26	30 9 3				84 12 2	
Welshpool	6,559	644 10 5	62 4 5	127 15 5	13 14 6	7 10 0		48 11 10	466	298 8 7	1,047	836 8 3	200 4 10	31 14 11		2,271 3 2	
Welshpool Jetty	2,237	53 4 3	72 19 1	59 17 1				5 9 4	286	600 14 2	227	108 0 1				900 4 10	
Hedley	1,332	198 1 5	9 5 2	34 2 2	0 3 6	0 11 6		0 12 0	165	114 0 6	191	146 10 9	50 14 2	71 0 9		535 1 11	
Gelliondale	1,782	453 6 1	23 2 6	63 17 6	0 9 6	0 11 6		10 6 11	665	335 9 8	429	450 1 11	359 0 9	16 16 4		1,713 2 8	
Alberton	6,413	2,193 6 10	159 0 7	382 18 8	31 9 0	31 8 0		23 16 2	2,276	2,088 6 7	3,248	3,397 0 1	2,692 2 5	108 14 0		11,088 2 4	
Port Albert	1,422	284 7 0	68 0 0	65 16 2	1 2 6	6 11 6		59 14 8	4,731	2,277 10 4	510	427 17 3		7 0 6		3,197 19 11	
Woodleigh	1,782	178 3 8	214 1 8	28 0 10	0 12 3	1 15 3		29 18 1	1,616	316 14 10	164	88 8 10		43 8 6		901 3 11	
Kernot	2,758	322 1 9	399 8 11	64 11 3	5 11 0	3 3 0		8 8 11	211	115 4 10	155	132 16 7	376 0 7	47 6 7		1,466 14 8	
Almurta	1,864	213 0 19	11 0 9	47 1 11	2 18 6	0 11 0		0 0 2	1,105	190 10 3	224	138 11 2	49 8 10	15 10 5		668 13 10	
Gen Forbes	3,330	355 2 7	38 9 6	47 2 10	4 1 3	5 5 7		8 18 8	2,800	660 4 8	258	175 12 3	56 18 10	15 2 6		1,366 18 8	
Woolamai	2,817	320 1 10	64 9 11	56 18 11	3 8 0	23 15 3		19 16 4	374	187 11 6	257	152 5 8	460 19 8	72 1 10		1,361 8 11	
Woolamai Quarry																	
Coy's Siding									823	60 13 1	24	5 1 5				65 14 6	
Anderson	2,020	227 13 1	12 0 7	28 13 7	11 1 3	28 4 0		0 18 4	575	293 12 1	858	269 10 4	22 16 4	81 3 10		885 13 5	
*Co-operative Colliery																	
Coy's Siding									537	120 19 9						120 19 9	

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No. 24.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELEGRAPH, AND DINING CARS.	RENTALS.	MISCELLANEOUS.	GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS).		
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.				Outwards.		Inwards.		Outwards.	Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.				Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.		Revenue.	
WONTHAGGI LINE—continued.																		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Mitchell's Siding	799 5 11
Kilcunda ..	2,355	173 3 11	32 13 3	32 6 10	0 2 6	1 9 6	..	6 10 9	..	1	4 14 0	14	60 12 6	..	..	..	311 13 3
Dalyston ..	4,267	524 7 2	45 0 5	77 8 4	10 19 0	39 7 9	..	14 17 3	..	558	420 0 9	1,544	1,114 17 11	280 1 11	82 2 1	..	2,609 2 7	
Powlett and North Woolamai Collieries Coy's Siding ..	..	..	..	..	..	..	..	..	..	6,422	1,644 9 8	..	..	..	..	..	1,644 9 8
State Coal Mine ..	..	..	..	..	..	..	..	..	..	202,905	56,427 7 0	6,528	2,202 17 3	..	..	..	58,720 5 3
Wonthaggi ..	28,646	4,224 9 2	298 14 11	661 5 9	22 0 7	24 12 6	..	17 17 8	0 1 3	1,065	1,031 6 11	5,259	4,186 5 6	63 0 6	108 10 8	..	10,638 5 5	
OUTTRIM LINE.																		
Jumbunna ..	9,851	437 18 7	40 19 2	112 16 3	3 5 9	1 13 0	..	32 16 1	..	39,827	8,533 11 2	984	743 10 9	336 4 3	35 3 11	..	10,277 18 11	
North Outtrim ..	4,366	111 10 1	..	1 6 10	..	..	..	48 10 0	..	..	..	..	..	..	..	..	161 6 11
Outtrim ..	3,266	297 17 5	31 3 1	100 0 1	0 14 3	1 14 9	..	7 4 0	..	15,253	3,279 11 5	1,258	664 5 9	80 8 4	1 1 6	..	4,464 0 7	
FRANKSTON—STONY POINT LINE.																		
Glen Hunt y ..	411,956	5,066 17 4	76 10 6	115 2 6	2 6 7	0 18 0	..	9 3 4	..	282	57 2 1	7,864	1,115 2 9	..	..	..	6,443 3 1
—Building Tickets (Free) ..	30,960	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ormond ..	147,433	1,889 17 9	78 5 9	60 15 10	2 4 0	0 6 3	..	1 5 0	0 2 6	250	122 16 9	1,582	249 18 2	..	..	..	2,405 12 0
—Building Tickets (Free) ..	7,920	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
McKinnon ..	63,000	812 11 4	22 3 4	29 11 10	0 9 0	0 0 6	..	2 1 0	..	..	..	..	..	..	..	..	837 17 0
—Building Tickets (Free) ..	720	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bentleigh ..	92,893	1,351 0 5	59 0 4	71 18 10	0 19 5	0 2 6	..	2 7 0	0 2 6	539	109 16 7	4,763	711 19 4	0 14 6	0 8 3	..	2,308 3 8	
—Building Tickets (Free) ..	1,440	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Moorabbin ..	82,578	1,266 8 4	146 10 10	64 4 5	0 4 0	0 0 9	..	2 12 0	..	317	59 3 10	5,366	735 4 10	2 6 6	3 12 9	..	2,280 8 3	
Hightett ..	75,453	1,025 7 7	97 4 3	41 13 0	1 0 0	0 15 3	..	1 17 6	0 3 9	262	45 13 11	1,706	213 12 11	..	..	..	1,427 8 2
—Building Tickets (Free) ..	720	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cheltenham ..	233,951	4,003 8 6	260 5 0	277 9 11	4 19 5	0 16 6	..	19 5 10	0 5 0	2,818	340 14 3	10,278	1,525 6 3	12 5 8	7 0 7	..	6,451 16 11	
—Building Tickets (Free) ..	3,900	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mentone ..	262,874	5,186 16 5	127 14 1	294 9 4	101 18 1	212 13 0	..	10 18 1	0 2 6	869	157 12 0	12,0 0	1,928 2 1	9 1 1	27 4 7	..	8,0 6 6 3	
—Building Tickets (Free) ..	9,056	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mordialloc ..	279,426	6,193 6 11	238 6 6	456 0 2	535 13 7	254 13 0	..	82 8 1	0 4 3	3,006	435 14 7	7,033	1,468 17 1	47 14 3	21 7 5	..	9,734 6 3	
—Building Tickets (Free) ..	10,860	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Aspendale ..	97,734	2,401 3 1	87 5 6	178 8 10	4 8 3	136 3 10	..	1 12 6	..	348	61 6 0	4,923	997 19 3	1 0 3	3 18 9	..	3,873 6 3	
Chelsea ..	122,507	2,806 4 3	182 17 9	352 12 2	6 17 0	1 18 9	..	2 10 0	0 2 6	..	..	..	1 7 5	0 7 6	..	..	3,354 17 4
Porsyth's Siding	458 9 2

FRANKSTON-
STONY POINT LINE
continued.

Carrum ..	36,899	1,085 5 6	409 7 0	246 3 5	2 6 9	6 11 0	..	7 1 10	..	2,215	436 9 3	5,113	995 8 7	1 1 0	1 12 6	3,191 6 10
Battersea Siding ..	..	..	..	..	..	..	..	..	..	29,356	2,876 13 10	..	..	..	..	2,876 13 10
Kelvin Siding ..	..	..	..	..	..	..	..	..	..	61,929	5,959 8 11	11	4 0 2	..	..	5,963 9 1
Frankston Sand Siding ..	..	..	..	..	..	..	..	..	..	46,412	4,626 4 10	..	..	..	..	4,626 4 10
Frankston ..	63,293	2,020 0 1	371 9 9	559 9 7	47 11 8	16 7 5	..	40 17 7	0 2 6	2,777	434 17 8	5,518	1,494 6 5	23 11 8	87 8 2	5,995 13 6
Langwarrin ..	2,986	105 16 2	26 16 4	44 9 7	0 2 0	4 1 9	..	0 12 0	..	192	57 4 11	247	97 9 2	5 13 3	2 11 5	344 16 7
Mornington Junction ..	4 410	224 16 7	43 10 0	23 16 0	1 16 9	0 9 9	..	14 13 0	..	2,371	464 18 7	404	126 2 11	0 4 6	34 19 3	940 7 4
Somerville ..	6,825	535 17 2	130 6 4	141 9 0	0 10 9	1 6 9	..	22 4 4	0 0 3	4,202	1,294 12 5	3,390	1,126 3 9	8 5 0	41 1 8	3,301 16 8
Tyabb ..	3,128	240 19 6	73 12 0	52 11 9	0 4 6	1 8 6	..	11 15 3	..	1,642	594 13 3	845	314 17 10	4 0 9	3 3 1	1,297 6 5
Hastings ..	7,959	587 6 6	93 1 1	162 2 0	0 12 0	1 14 0	..	25 11 2	..	2,770	713 7 9	1,868	799 16 9	2 5 0	64 12 11	2,450 9 2
Bittern ..	5,858	648 6 4	202 0 1	235 18 2	8 9 7	27 2 6	..	15 1 11	0 10 0	1,997	530 10 11	926	456 15 8	208 11 3	115 18 8	2,449 5 1
Crib Point ..	6,695	785 11 2	10 11 11	103 1 9	0 9 6	0 18 0	..	..	..	87	63 2 3	7,193	1,834 12 11	..	..	2,803 7 6
Stony Point ..	4,610	413 6 9	238 14 9	214 10 5	3 8 9	6 12 6	..	26 15 3	..	490	268 8 4	834	347 3 11	2 13 6	14 17 5	1,536 15 10

MORNINGTON LINE.

Moorooduc ..	1,952	111 17 7	29 6 4	20 15 3	9 3 9	2 11 3	..	1 15 0	..	568	226 5 5	727	173 15 5	228 10 1	243 8 8	1,108 8 0
Mornington ..	16,059	1,558 18 6	371 2 9	579 19 11	8 15 6	29 14 9	..	30 4 0	0 6 6	417	215 18 6	3,296	1,098 17 8	126 8 4	154 12 4	4,174 18 9

HEALESVILLE LINE.

East Richmond ..	1,256,233	8,479 7 8	195 19 11	245 14 1	1 19 0	0 7 6	..	4 17 0	0 5 0	..	..	..	..	..	..	8,928 10 2
Burley ..	1,322,397	9,440 13 5	196 1 9	377 0 0	6 11 4	0 16 6	..	34 8 6	1 15 2	10,884	4,211 14 6	87,886	24,726 2 8	..	..	39,045 3 10
Hawthorn ..	1,573,884	14,328 14 7	226 4 3	378 6 9	7 13 7	1 11 6	..	109 12 6	0 5 0	1,097	526 0 11	29,850	4,799 6 9	..	..	26,377 15 10
Glenferrie ..	2,145,864	21,386 2 7	826 8 6	896 18 10	7 7 4	1 12 3	..	67 12 0	0 5 0	..	..	..	..	..	..	23,096 6 6
Auburn ..	1,972,930	20,629 1 1	305 0 1	518 17 11	5 3 0	1 3 6	..	1 18 0	..	..	..	..	..	..	..	21,461 3 7
Building Tickets (Free) ..	5,160	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Camberwell ..	1,868,648	22,476 12 3	453 18 10	672 13 7	13 19 10	3 1 6	..	145 9 0	0 10 0	820	479 19 6	43,033	6,621 12 9	0 8 6	..	30,859 5 9
Building Tickets (Free) ..	2,700	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
East Camberwell ..	777,942	8,808 2 3	70 17 2	105 7 10	4 2 9	0 9 6	..	37 18 1	..	..	..	..	..	..	..	9,026 17 7
Canterbury ..	1,118,523	13,795 13 9	257 8 5	339 2 3	22 13 7	2 4 0	..	160 11 5	0 2 6	69	7 11 11	7,818	1,416 19 4	1 2 6	1 2 1	16,004 12 2
Building Tickets (Free) ..	9,540	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Surrey Hills ..	599,192	8,166 7 7	126 14 0	183 11 4	3 4 9	0 0 9	..	25 2 9	0 5 0	236	149 8 9	11,771	1,949 17 10	..	0 7 6	10,605 0 3
Building Tickets (Free) ..	6,600	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mont Albert ..	260,915	3,220 17 11	32 4 11	54 10 5	1 14 8	0 3 0	..	4 8 10	..	..	..	..	..	..	..	3,323 19 9
Building Tickets (Free) ..	10,080	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Box Hill ..	683,017	10,165 17 6	345 2 1	342 19 10	13 12 0	3 4 9	..	6 4 4	0 7 6	2,213	906 8 8	28,932	4,259 16 4	427 10 6	240 5 1	16,711 8 7
Building Tickets (Free) ..	24,040	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Blackburn ..	171,560	2,514 13 3	128 2 7	115 4 5	4 0 9	1 19 9	..	3 8 9	0 2 6	369	112 6 0	4,440	632 1 1	..	0 7 6	3,515 6 7
Building Tickets (Free) ..	4,020	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tunstall ..	96,768	1,347 16 7	120 6 7	59 17 5	0 3 3	0 5 0	..	0 5 0	..	10	16 18 11	56	23 10 2	..	..	1,566 7 11
Building Tickets (Free) ..	900	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mitcham ..	112,631	1,984 8 7	129 13 6	134 12 5	2 8 7	0 12 9	..	0 12 5	..	5,566	1,194 9 5	13,150	2,407 4 0	..	4 1 0	5,858 2 8
Ringwood ..	164,848	3,211 10 10	252 12 8	236 2 7	36 9 0	7 14 9	..	30 5 8	0 2 6	1,144	293 15 8	6,083	1,193 2 8	9 11 3	9 11 11	5,280 19 6
Croydon ..	72,752	2,161 15 9	428 3 10	270 16 9	4 12 0	1 7 1	..	63 8 10	..	2,042	487 1 1	6,400	1,560 14 5	5 14 3	4 2 8	4,987 16 8
Mooroolbark ..	9,020	289 19 9	214 14 1	44 9 2	6 11 9	1 12 9	..	0 2 0	..	839	148 8 2	1,164	351 9 4	1 6 6	27 0 7	1,085 14 1
Cave Hill Siding ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Lilydale ..	59,645	2,932 7 4	482 11 4	377 6 11	40 11 9	16 18 11	..	204 19 2	..	23,644	3,217 9 11	1,450	423 4 4	..	..	3,640 14 3
Black's Siding ..	..	..	..	..	..	..	..	..	..	3,858	571 10 2	7,473	2,003 2 1	281 16 9	370 10 2	7,331 14 7
Coldstream ..	3,799	187 15 7	314 10 8	63 14 10	3 19 0	17 9 5	..	5 12 9	..	24,246	2,355 7 0	..	6 11 8	..	..	2,361 18 8
Yering ..	4,127	217 2 6	860 2 9	199 3 3	6 15 0	7 15 0	..	6 10 0	..	502	96 2 2	505	167 15 3	8 8 6	7 8 0	871 16 2
Yarra Glen ..	13,906	854 6 6	287 4 1	220 10 5	4 3 3	61 0 0	..	36 18 7	..	486	123 16 1	748	200 10 2	3 15 5	80 13 4	1,621 3 6
Tarrawarra ..	1,512	82 10 0	24 8 6	13 19 5	4 5 9	4 19 3	..	2 2 3	..	6,583	1,489 6 10	2,106	693 8 5	387 17 7	248 1 6	4,282 17 2
Healesville ..	17,688	2,062 19 5	416 19 0	641 1 5	16 6 3	21 2 9	..	54 2 2	0 2 3	35	8 5 3	22	9 1 8	..	5 3 7	154 15 8
..	..	..	..	..	..	..	..	..	..	3,440	932 3 7	5,200	1,999 13 7	32 10 6	149 8 4	6,317 9 3

No. 24.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELE-GRAPH, AND DINING CARS.	RENTALS.	MISCELLANEOUS.	GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS OF PASSENGERS.)
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.				Outwards.		Inwards.		Outwards.	Inwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.				Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
GLEN IRIS LINE.																
Heyington ..	17,653	199 3 9	0 18 5	2 2 9	..	..	..	104 7 11	..	..	..	..	..	..	..	306 12 10
Kooyong ..	37,844	481 11 9	6 9 9	11 16 10	..	..	..	7 3 5	..	..	..	..	..	..	..	507 1 9
— Building Tickets (Free) ..	17,520	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tooronga ..	70,926	919 8 8	4 13 7	8 18 10	..	0 1 6	..	10 9 7	..	228	38 19 2	9,481	1,255 7 1	..	..	2,237 18 5
— Building Tickets (Free) ..	5,700	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Gardiner ..	49,390	746 6 ..	38 19 11	24 4 3	..	0 2 0	..	..	..	..	..	..	..	..	..	809 12 9
— Building Tickets (Free) ..	12,780	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Glen Iris ..	20,426	319 8 6	2 8 10	12 3 1	0 14 0	..	..	6 3 4	..	..	..	..	..	..	..	340 17 9
— Building Tickets (Free) ..	2,160	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Darling ..	16,301	266 11 5	4 9 4	8 13 11	..	..	..	22 15 11	..	..	..	..	..	..	..	302 10 7
— Building Tickets (Free) ..	3,680	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
KEW LINE.																
Barker ..	315,293	3,143 7 10	37 19 5	51 4 3	0 13 9	0 3 6	..	18 16 8	..	..	..	..	..	..	..	3,257 5 5
Kew ..	1,194,024	12,418 11 0	232 5 8	304 15 7	7 0 9	2 5 6	..	157 1 6	0 10 5	346	268 3 11	32,798	4,688 13 9	1 9 3	2 6 10	18,083 3 2
— Building Tickets (Free) ..	3,900	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
OUTER CIRCLE LINE.																
Riversdale ..	28,938	267 15 4	0 1 0	0 2 0	..	..	..	1 0 0	..	..	..	..	..	..	..	268 18 4
— Building Tickets (Free) ..	1,080	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Golf Links ..	8,315	80 1 0	..	..	..	..	..	..	..	..	..	..	..	..	..	89 1 0
Hartwell ..	4,780	64 8 8	..	2 11 1	..	..	..	0 3 5	..	..	..	..	..	..	..	67 3 2
Burwood ..	71,308	883 18 7	74 5 4	11 9 2	..	..	..	1 11 6	..	..	..	..	..	..	..	971 4 7
— Building Tickets (Free) ..	720	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ashburton ..	32,137	432 3 1	2 8 9	11 6 3	..	..	..	3 4 4	..	..	..	..	..	..	..	449 2 5
Shenley ..	35,764	361 12 2	..	..	..	..	..	12 15 7	..	..	..	..	..	..	..	374 7 9
Balwyn ..	45,975	486 9 2	0 0 3	5 0 11	..	..	..	5 10 0	..	..	..	..	..	..	..	497 0 4
— Building Tickets (Free) ..	7,200	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Deepdene ..	84,001	987 15 8	36 5 1	12 9 4	..	0 0 6	..	25 10 6	..	..	..	..	..	..	..	1,062 1 1
— Building Tickets (Free) ..	5,760	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

FERNTREE GULLY LINE.																	
Bayswater	25,227	847 4 6	270 6 3	186 0 3	6 6 0	1 16 9	..	2 6 11	..	996	177 2 0	2,583	522 17 9	3 9 0	20 16 9	2,047 6 2	
Lower Ferntree Gully	10,792	466 1 0	252 8 8	139 1 1	1 6 0	13 8 8	..	2 9 2	..	1,007	160 5 0	1,163	358 0 11	..	13 4 11	1,406 5 5	
Upper Ferntree Gully	30,014	1,137 6 5	144 14 11	198 3 9	21 0 9	36 3 4	..	64 10 1	3 8 0	1,232	233 6 3	1,056	499 4 5	107 3 7	103 14 1	2,548 15 7	
GEMSBROOK LINE.																	
Urwey	2,569	58 13 11	12 8 8	18 16 0	0 3 3	1 10 6	..	0 10 0	..	..	0 17 3	24	22 17 2	..	..	115 16 9
Belgrave	8,022	342 10 1	47 2 1	174 18 8	0 17 9	3 10 1	..	23 8 0	..	1,303	247 11 8	1,364	658 16 5	..	0 15 0	1,499 9 9	
Selby	497	17 1 7	1 8 7	4 16 0	..	0 2 3	..	..	..	..	0 7 11	24	16 14 9	..	..	40 11 1
Aura	1,788	84 17 6	22 6 10	24 7 11	0 2 0	0 6 2	..	3 2 9	..	477	105 17 10	179	83 19 2	..	..	325 0 2
Paradise	1,337	78 12 2	10 13 8	30 6 8	0 2 6	0 12 3	..	0 15 0	..	50	12 16 2	162	78 16 7	1 7 3	0 15 0	214 17 3	
Emerald	5,307	377 13 5	139 15 0	140 16 8	2 13 6	2 7 6	..	13 12 2	..	992	433 16 11	1,234	611 3 6	5 9 0	3 5 10	1,730 13 6	
Wright	781	44 18 8	0 6 11	0 4 9	..	..	..	..	..	..	..	..	..	..	..	45 10 4
Cockaloo	2,337	183 18 8	61 12 0	69 6 10	0 14 6	1 16 5	..	10 8 0	..	1,560	467 6 4	537	244 13 10	5 1 3	7 13 6	1,052 11 4	
Gembrook	2,856	290 5 0	49 4 10	113 17 0	0 13 11	1 19 4	..	24 5 0	2 10 0	3,373	926 16 5	911	359 6 8	4 11 6	4 2 3	1,777 11 11	
WARBURTON LINE.																	
Evelyn	14,236	664 3 0	96 7 7	128 19 4	3 12 6	4 7 6	..	2 17 10	..	4,244	710 14 4	7,562	1,225 15 9	10 8 9	7 11 11	2,854 18 6	
Wandin	9,216	586 17 11	143 9 6	117 10 7	0 16 0	1 4 6	..	19 2 11	..	4,040	907 1 10	4,780	999 7 9	2 4 11	4 12 3	2,782 8 2	
Seville	5,998	409 17 1	69 3 4	61 10 1	0 6 0	1 1 3	..	3 14 10	..	2,184	417 3 8	1,722	727 14 4	..	31 2 3	1,721 12 10	
Killara	856	77 15 1	12 9 11	10 12 8	5 5 6	5 1 9	..	..	..	1,613	535 9 3	1,159	400 14 3	38 4 10	64 3 10	949 17 1
Woori Yallock	5,709	441 7 7	63 19 2	65 17 11	0 18 3	2 3 9	..	21 4 6	..	4,853	900 3 2	2,922	1,078 13 10	5 10 3	13 17 10	2,593 16 3	
Launching Place	7,446	607 7 3	47 9 1	96 11 8	3 11 9	11 13 0	..	8 6 9	..	2,143	479 8 10	2,422	668 5 10	97 5 4	38 0 7	2,058 0 1	
Yarra Junction	16,255	1,568 2 9	84 12 5	324 5 9	3 0 6	3 3 3	..	76 16 9	..	19,594	4,816 2 3	5,036	2,067 12 4	17 0 1	114 6 10	9,075 2 11	
Britannia	..	..	..	8 1 2	..	..	..	2 0 0	..	13,314	3,308 11 2	567	223 2 5	..	..	3,541 14 9
West Warburton	5,055	493 18 8	38 4 10	134 5 5	1 5 0	4 9 0	..	13 14 3	..	2,071	302 12 1	638	302 12 1	7 11 6	163 16 8	1,762 14 10	
Milgrove	6,216	553 1 8	34 13 0	79 5 4	1 19 3	1 6 0	..	11 19 4	4 8 0	5,620	2,242 16 8	8,801	1,635 7 2	11 13 3	32 12 1	4,609 1 9	
Warburton	16,297	2,269 13 7	129 10 1	441 18 8	6 19 3	11 16 6	..	108 8 4	0 2 6	11,479	3,270 1 8	5,795	2,336 8 10	54 13 8	135 14 2	8,765 12 3	
La La Extension	..	..	..	..	..	..	..	0 2 6	..	22,805	5,983 10 2	9	2 5 1	..	..	5,985 17 9
HEIDELBERG-ELTHAM - HURSTBRIDGE LINE.																	
Jolimont	196,315	1,472 6 7	57 1 9	57 0 4	0 12 0	0 3 6	..	2 0 0	0 3 3	..	..	..	..	..	..	1,589 7 5
West Richmond	744,127	5,358 9 3	192 7 10	91 10 10	3 4 9	0 8 6	..	254 19 6	0 2 6	..	..	..	..	..	..	5,931 9 2
North Richmond	729,076	5,765 17 7	278 14 6	122 5 2	4 19 0	0 7 9	..	6 10 0	0 7 6	..	..	..	..	..	..	6,179 1 6
Collingwood	629,637	4,897 19 2	147 7 7	163 19 2	3 18 3	0 5 9	..	3 12 0	0 5 0	..	..	..	..	..	..	5,217 16 11
Victoria Park	861,008	6,990 2 7	454 18 3	183 10 11	4 2 6	0 8 6	..	246 1 1	2 12 3	4,040	1,462 18 8	54,557	16,136 11 3	..	..	25,481 6 0
Clifton Hill	1,408,594	11,115 3 1	272 13 7	130 5 5	5 9 5	0 12 0	..	21 10 11	0 11 3	..	..	..	..	..	..	11,596 5 8
Westgarth	671,823	4,856 19 11	249 15 2	226 11 6	2 1 10	6 3 6	..	33 14 9	6 2 3	..	..	..	..	..	..	5,369 8 11
Building Tickets (Free)	2,220	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Fairfield Park	1,020,477	7,556 17 8	86 15 3	100 6 11	2 15 11	0 19 9	..	12 5 6	..	229	60 16 7	6,658	1,363 1 8	0 13 9	..	9,164 13 0	
Aplington	231,738	2,120 6 10	21 9 10	32 3 9	0 19 5	..	..	4 19 7	..	26,169	2,288 0 10	989	245 8 3	..	..	4,713 2 6
Building Tickets (Free)	7,920	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ivanhoe	473,924	3,529 11 8	103 19 6	122 15 1	2 11 3	0 9 0	..	7 18 5	..	92	32 10 10	2,904	556 9 1	..	..	6,356 4 10
Building Tickets (Free)	53,880	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Heidelberg	329,470	4,747 6 7	172 15 4	224 6 2	16 14 9	0 9 6	..	33 0 2	0 13 0	597	162 17 7	6,717	1,037 2 7	12 11 3	9 1 9	6,416 12 8	
Building Tickets (Free)	19,320	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Rosanna	6,960	76 4 2	..	0 9 3	..	..	..	0 6 8	..	..	..	..	..	..	..	77 0 1
Building Tickets (Free)	3,600	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Macleod	1,764	18 11 9	0 2 3	7 8 4	..	0 3 0	..	0 3 4	..	..	1 11 3	..	1 14 0	..	..	29 13 11
Building Tickets (Free)	720	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mont Park	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Greensborough	32,965	817 9 3	26 15 10	52 1 1	..	0 5 0	..	1 18 4	..	419	75 14 1	808	228 10 5	..	..	1,202 14 0
Eltham	35,159	1,080 18 2	33 6 4	82 3 2	1 6 6	1 5 0	..	2 17 11	..	174	48 0 6	625	210 1 5	2 10 6	5 9 2	1,467 18 8	
Building Tickets (Free)	660	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Diamond Creek	11,305	424 7 11	17 1 0	79 9 8	..	..	..	1 5 0	..	796	255 10 6	1,841	636 10 6	..	3 4 9	1,417 9 4
Balec	4,727	146 14 10	14 16 11	4 13 6	..	0 2 9	..	0 3 8	..	..	0 5 0	..	0 5 0	..	..	167 3 8
Hurstbridge	15,173	727 18 2	71 5 10	105 9 2	0 16 6	0 18 11	..	9 16 1	..	3,689	1,025 11 9	1,485	579 1 11	2 2 9	1 13 8	2,524 14 9	
Melbourne—Flinders-street (Country)	1,219,576	99,236 10 10	20,744 15 11	12,486 17 7	197 5 7	457 11 3	..	9,995 8 9	491 8 2	..	..	774	746 10 0	..	..	144,856 8 1
Melbourne—Flinders-street (Suburban)	9,396 830	128,635 13 6	..	..	..	..	..	..	..	..	..	..	..	..	..	128,635 13 6

No. 24.—RETURN OF TRAFFIC AT EACH STATION—continued.

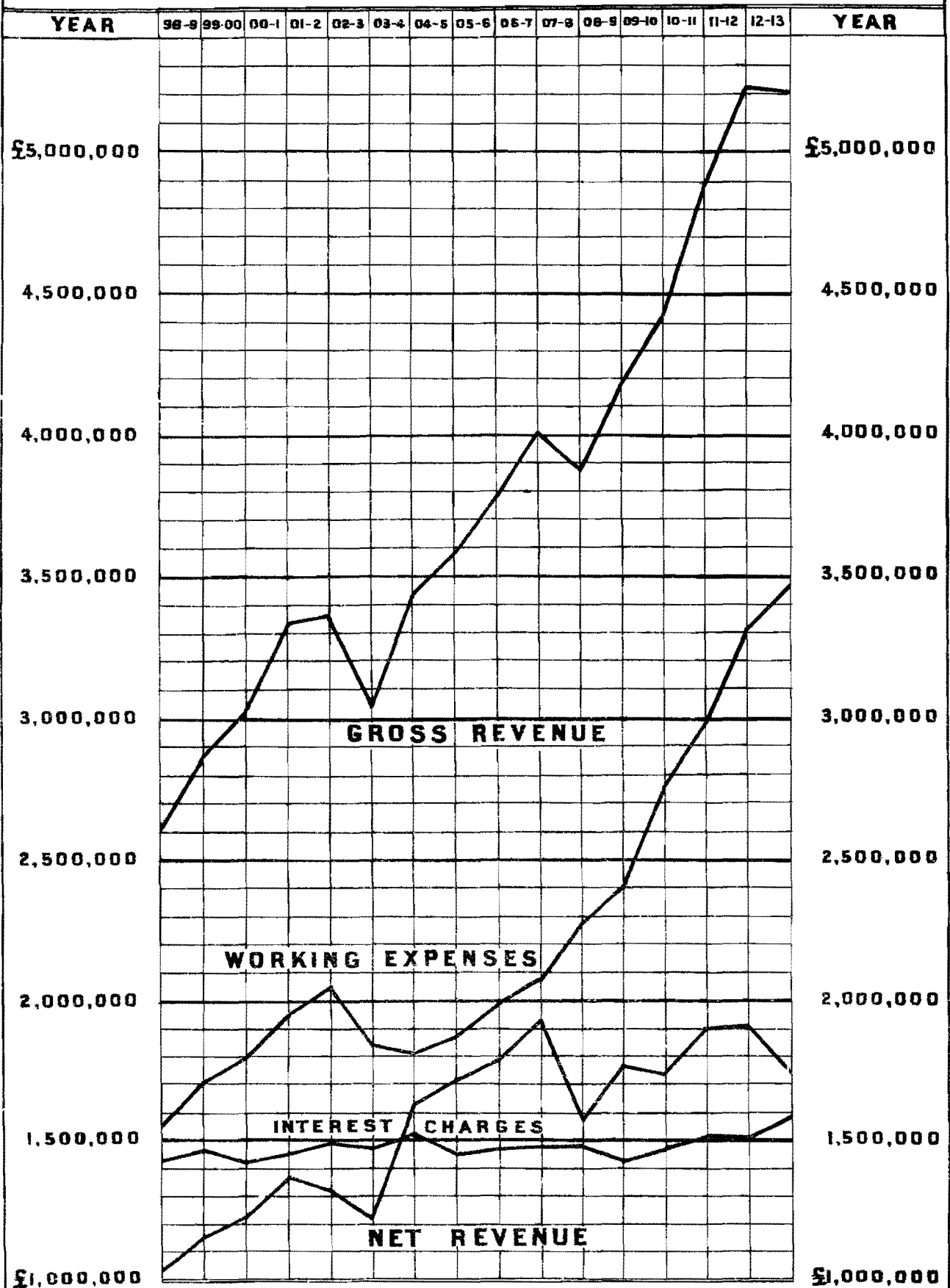
STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS, TELE-GRAPH, AND DINING CARS.	RENTALS.	MISCELLANEOUS.	GOODS.				LIVE STOCK.		TOTAL TRAFFIC REVENUE (EXCLUSIVE OF INWARDS PASSENGERS)
	Outwards.		Outwards.	Inwards.	Outwards.	Inwards.				Outwards.		Inwards.		Outwards.	Inwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.				Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.	
PORT MELBOURNE LINE.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Montague ..	340,277	2,341 16 10	39 18 6	43 14 2	2 13 3	..	1 0 0	..	..	..	..	..	..	..	..	2,429 2 9
North Port ..	764,040	5,447 3 5	72 8 4	70 13 3	1 9 0	0 2 6	1 0 0	..	..	..	..	..	..	..	..	5,592 16 6
Grabam ..	825,143	5,736 3 9	87 11 8	129 7 3	2 9 6	0 2 3	1 12 0	..	..	..	..	..	..	..	..	5,959 17 11
Port Melbourne ..	390,119	3,830 6 8	181 10 10	349 5 2	9 10 9	0 9 0	652 16 2	58 6 0	151,608	31,951 7 4	208 837	61,000 5 6	17 10 2	646 19 10	98,698 7 5	
ST. KILDA LINE.																
South Melbourne ..	1,224,934	8,765 10 4	465 14 6	250 8 7	3 13 3	0 8 9	138 19 4	0 2 6	..	0 5 0	..	0 5 0	..	..	..	9,634 7 3
Albert Park ..	2,656,192	18,990 14 3	382 16 11	1,089 4 7	4 8 9	1 7 6	49 11 0	0 5 0	..	..	..	..	..	..	..	20,518 8 0
Middle Park ..	1,956,702	14,267 9 10	209 6 7	309 19 9	3 7 3	0 15 0	10 4 10	0 2 6	..	0 0 6	..	0 0 6	..	..	..	14,861 6 9
St. Kilda ..	2,642,803	22,713 10 7	345 3 4	554 16 3	8 0 7	0 11 0	177 12 0	0 5 0	176	55 19 0	28,058	4,089 15 10	..	..	..	27,945 13 7
BRIGHTON AND SANDRINGHAM LINE.																
Richmond ..	2,934,511	27,566 7 6	1,321 5 8	804 5 10	25 7 2	5 13 3	2 17 0	0 10 0	..	..	..	..	..	..	..	29,736 6 5
South Yarra ..	2,150,818	20,531 10 3	711 17 8	808 12 2	19 3 0	7 17 9	125 15 9	0 12 11	..	9 2 6	..	..	..	..	..	22,214 12 0
Prahran ..	1,690,357	15,085 19 1	1,597 0 4	977 18 5	11 6 6	1 8 3	22 3 4	..	..	..	..	..	..	..	..	17,695 15 11
Windsor ..	1,529,326	13,964 19 9	764 3 10	422 17 6	7 8 6	0 10 9	180 17 7	0 12 6	2,143	875 3 2	56,463	12,828 8 2	..	..	..	20,045 1 9
Balaclava ..	1,394,872	12,389 3 9	257 2 4	588 13 9	5 19 0	2 6 0	27 3 4	0 5 0	..	..	..	..	..	..	..	13,270 13 2
Ripponica ..	576,516	5,755 6 11	125 12 2	97 18 9	7 0 6	0 1 0	..	0 7 6	..	..	..	..	..	..	..	5,986 6 10
Elsternwick ..	2,317,670	24,055 19 4	401 18 4	748 9 5	12 12 9	2 13 6	83 0 0	0 7 6	298	156 18 6	32,629	4,683 10 5	0 16 9	2 13 6	30,149 0 0	
— Building Tickets (Free)	3,120	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Garden Vale ..	379,806	4,225 11 1	47 12 1	78 19 3	1 7 6	0 3 0	1 5 0	0 2 6	..	..	..	..	..	..	..	4,355 0 5
— Building Tickets (Free)	6,060	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Brighton ..	1,063,782	12,788 6 3	265 16 11	393 14 3	8 1 3	1 12 0	32 11 9	0 9 11	542	153 10 2	17,714	3,193 7 7	..	2 9 3	16,839 10 1	
— Building Tickets (Free)	720	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Middle Brighton ..	977,349	12,366 10 11	175 12 2	313 0 9	4 13 0	1 14 6	5 6 7	0 5 0	218	45 12 5	10,291	1,918 5 2	..	..	..	14,831 0 6
— Building Tickets (Free)	720	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Brighton Beach ..	402,996	5,766 4 9	63 1 0	128 15 11	2 7 0	0 1 0	104 7 8	0 6 3	..	..	..	..	..	..	..	6,065 3 7
— Building Tickets (Free)	720	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hampton ..	470,362	6,937 0 1	88 0 5	193 11 10	3 4 10	1 0 9	31 8 2	0 6 3	..	..	..	..	..	..	..	7,254 12 4
— Building Tickets (Free)	51,000	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Sandringham ..	831,943	13,963 16 7	240 6 9	453 11 0	8 13 6	2 13 0	101 10 7	0 2 6	267	126 5 10	14,007	2,724 13 6	..	0 11 0	17,622 4 3	
— Building Tickets (Free)	41,340	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Traffic derived from Deniliquin and Moama Stations ..	2,420	1,570 0 9	195 14 10	553 15 8	113 3 6	118 7 1	..	..	491 12 0	6,832	7,487 10 8	5,119	7,092 14 5	13,900 3 11	1,264 9 8	32,805 12 6
Traffic derived from South Australian Stations ..	45,561	52,065 8 2	3,887 3 4	8,848 11 11	70 12 1	481 1 8	1,010 1 9	4,364	4,381 3 9	13,555	9,927 8 11	16,081 5 0	494 16 2	97,257 12 9

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Traffic derived from New South Wales Stations ..	117,228	67,212 5 4	4,349 18 8	6,386 5 9	1,028 11 7	964 13 9	10,722	16,076 2 0	52,544	52,576 18 7	218 12 6	428 14 5	149,242 2 7
Traffic derived from Queensland Stations ..	3,287	2,863 18 8	59 3 7	241 6 9	..	0 11 9	..	..	..	..	..	..	..	..	..	3,165 0 9
Government Tourist Bureau ..	156,319	71,666 14 8	..	..	..	..	..	19 10 6	50 11 10	..	..	..	..	..	..	71,736 17 0
Steamer ..	34,565	778 18 0	..	..	..	..	..	..	..	..	..	..	..	..	..	778 18 0
Thos. Cook and Sons to New South Wales, South Australia, &c. ..	8,419	3,200 4 3	..	..	..	..	..	..	..	..	..	..	..	..	..	3,200 4 3
Telegraph ..	..	..	..	..	..	..	4,938 17 3	..	..	..	..	..	..	..	..	4,938 17 3
Mails ..	..	..	..	..	..	..	78,239 2 11	..	..	..	..	..	..	..	..	78,239 2 11
Dining Cars ..	..	..	..	..	..	..	15,575 1 6	..	..	..	..	..	..	..	..	15,575 1 6
St. Kilda and Brighton Electric Street Railway ..	1,916,618	16,764 13 3	1 1 4	1 1 4	..	..	..	0 12 0	62 18 7	..	..	..	..	..	..	16,820 6 6
Total ..	113 430,525	2,445,324 0 10	218,450 18 0½	218,450 18 0½	21,339 19 3	21,339 19 3	98,753 1 8	72 268 4 10	13,496 19 2	4,738,984	2,044,767 15 6	4,738,984	2,044,767 15 6	307,870 11 8	307,870 11 8	7,814,700 15 5
Less Parcels, Horses, Carriages, and Dogs, Goods, and Live Stock Traffic Revenue shown as Outwards and repeated as Inwards ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,592,429 4 5½
Gross Revenue, Victorian Railways ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5,205,442 5 9½	..
Gross Revenue, St. Kilda and Brighton Electric Street Railway ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	16,829 5 2	..
Total Gross Revenue ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5,222,271 10 11½	5,222,271 10 11½

* Stations open for only portion of the year.

DIAGRAM N° 3



PERCENTAGE OF WORKING EXPENSES TO GROSS REVENUE

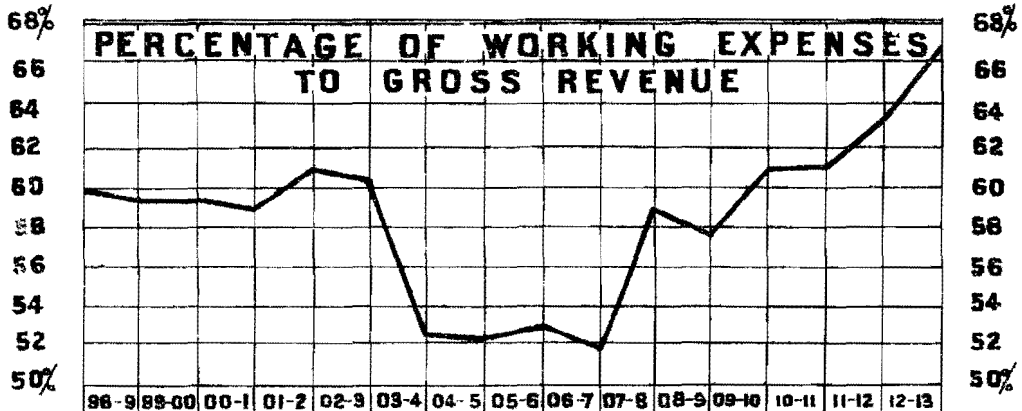


DIAGRAM N° 4

PER AVERAGE MILE OF RAILWAY OPEN

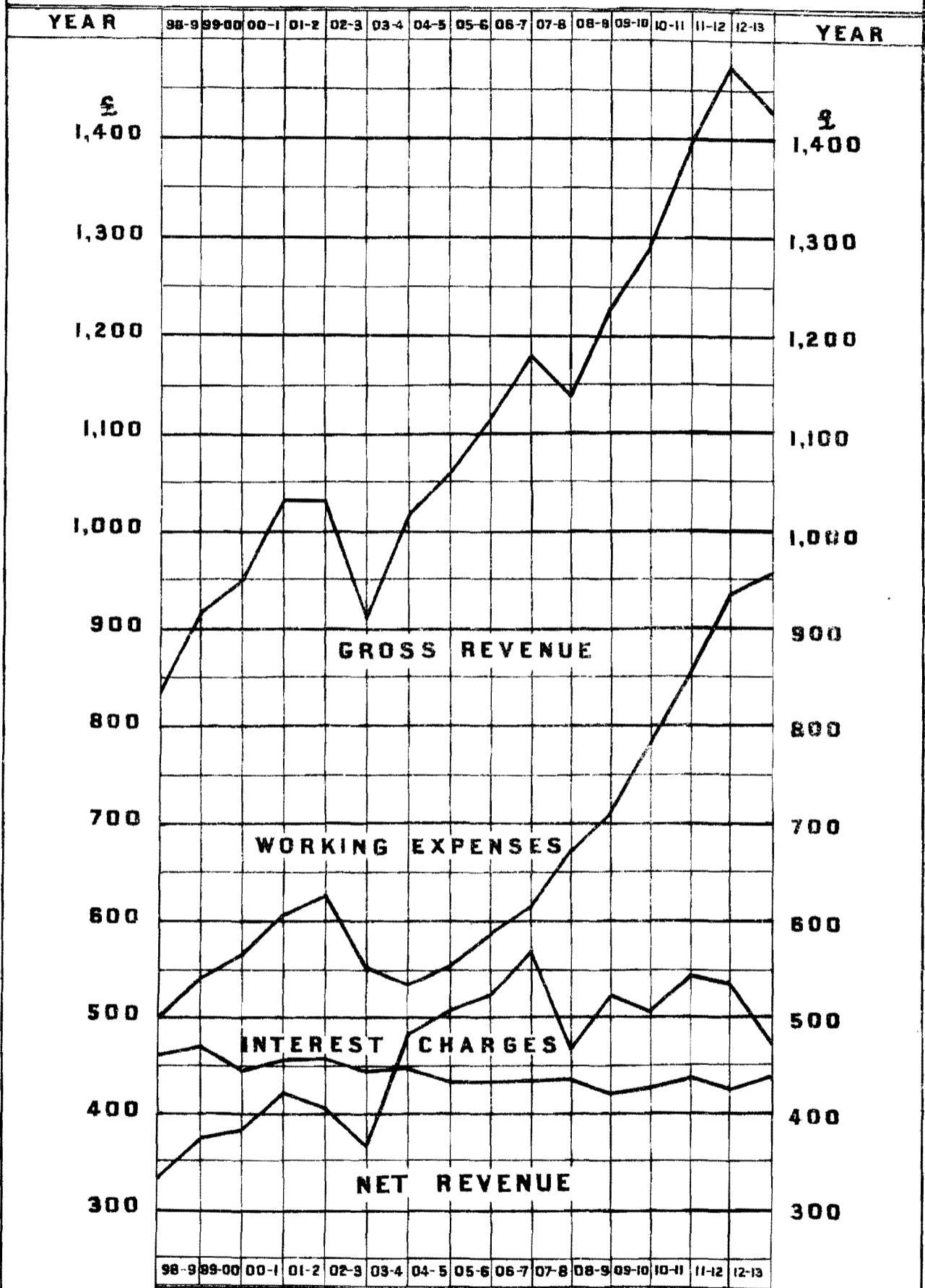
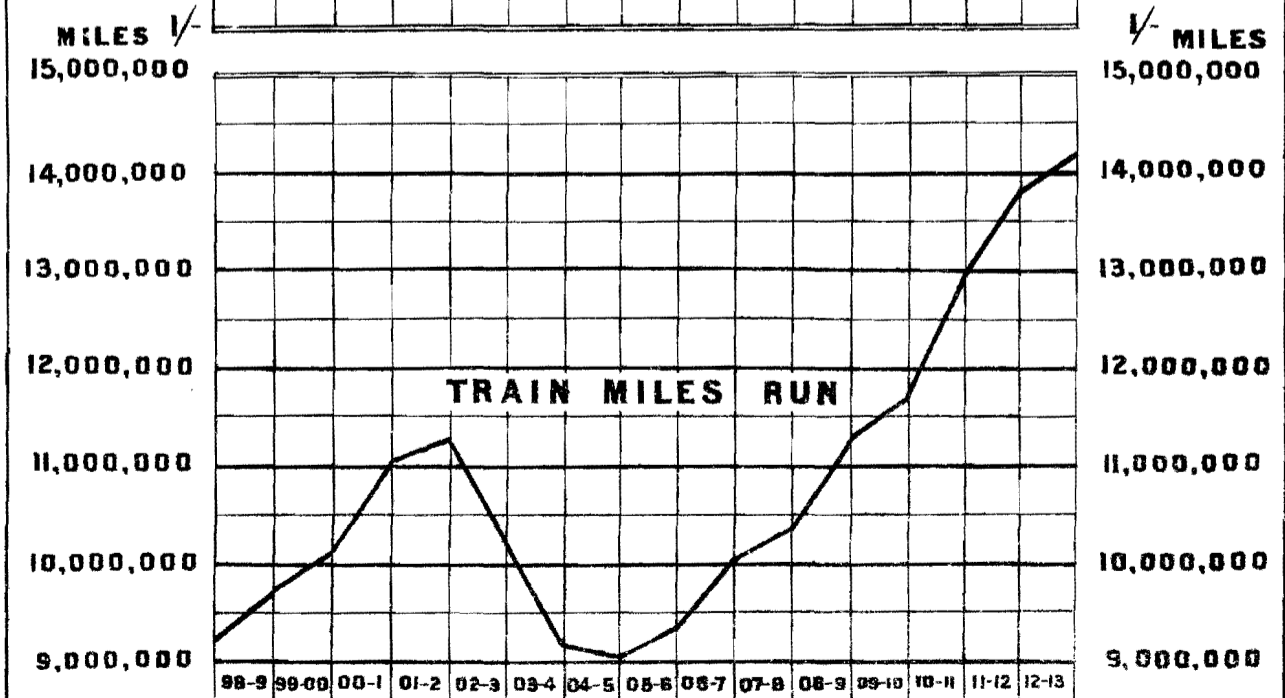
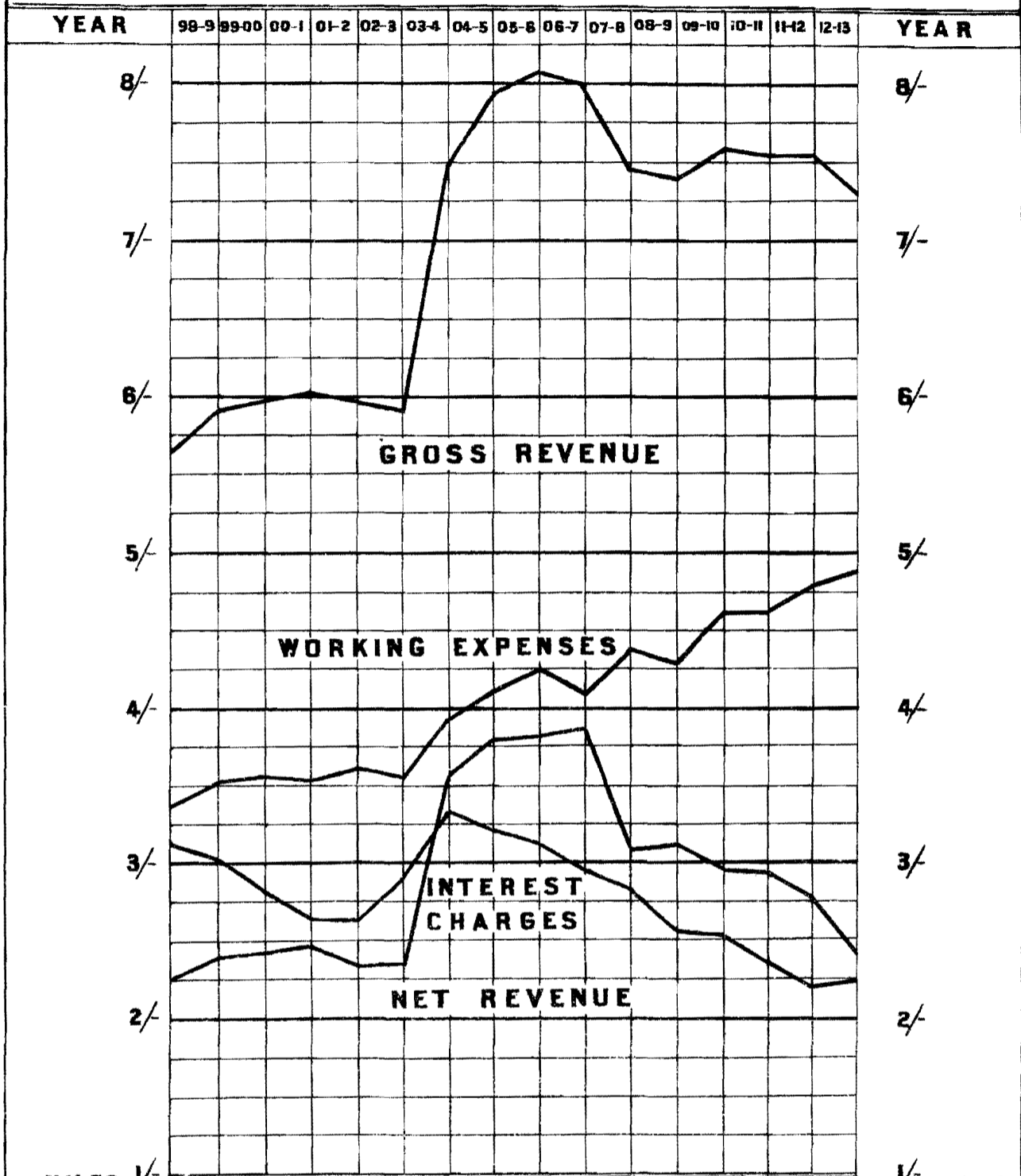
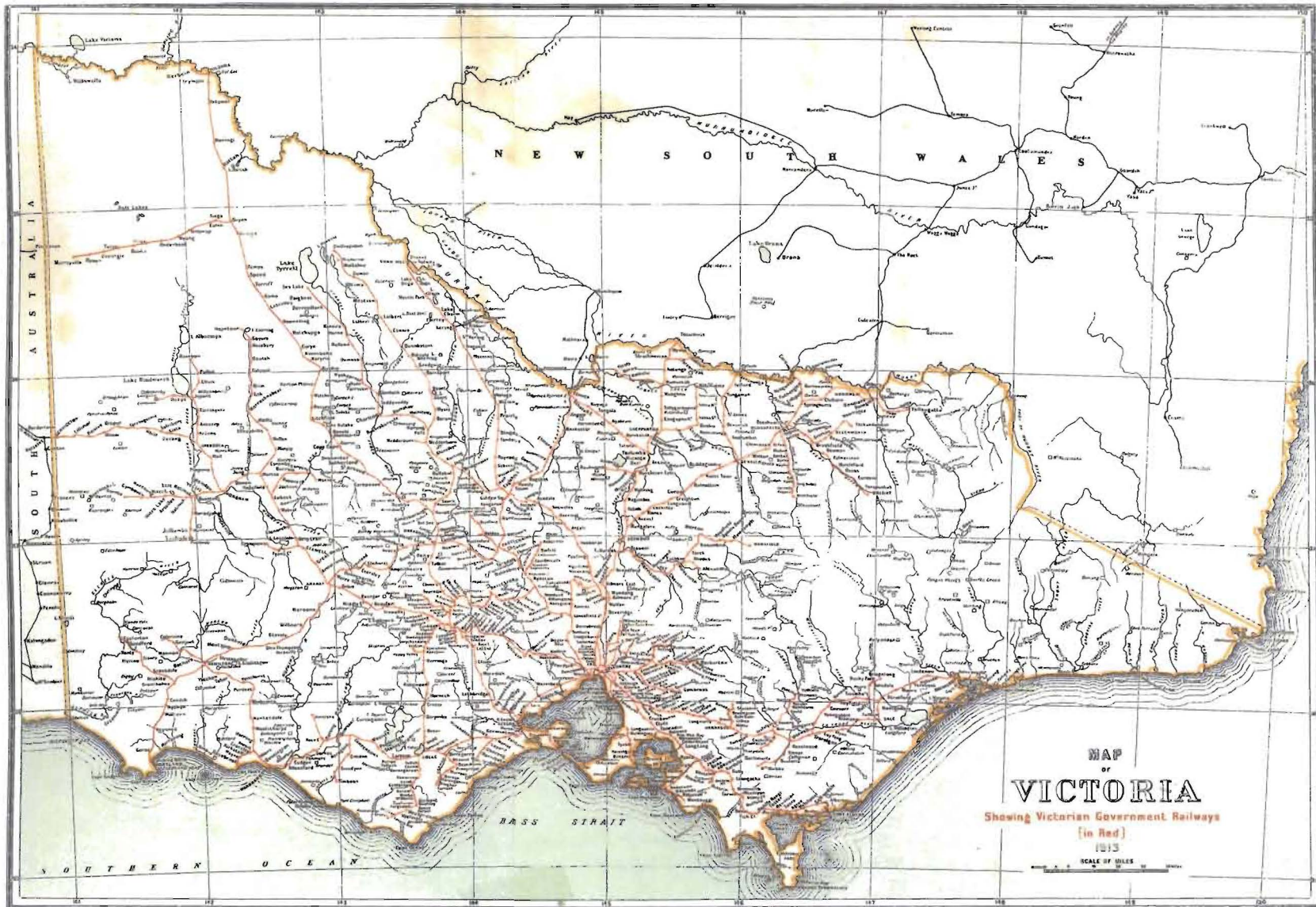


DIAGRAM N° 5

PER TRAIN MILE RUN





NEW SOUTH WALES

AUSTRALIA
SOUTH

BASS STRAIT

SOUTHERN OCEAN

MAP
OF
VICTORIA

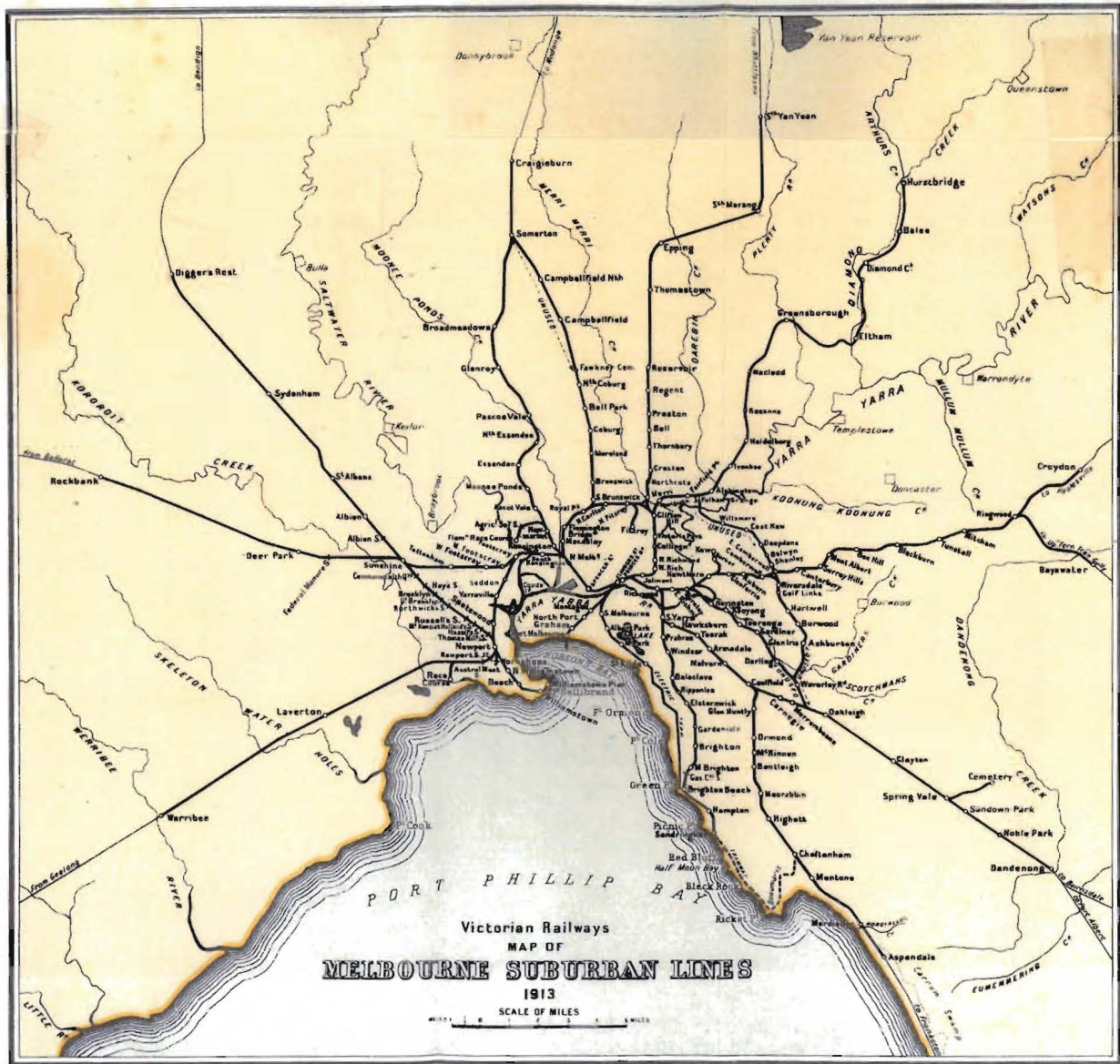
Showing Victorian Government Railways

(in Red)

1913

SCALE OF MILES





Victorian Railways
 MAP OF
MELBOURNE SUBURBAN LINES
 1913

SCALE OF MILES



N. TERRITORY

QUEENSLAND

SOUTH AUSTRALIA

NEW SOUTH WALES

VICTORIA

RAILWAY MAP OF PART OF AUSTRALIA

SHOWING THE THROUGH CONNECTIONS FROM SOUTH AUSTRALIA TO QUEENSLAND (in Red)

1893
SCALE OF MILES
0 10 20 30 40 50

BASS STRAIT

PACIFIC OCEAN

SOUTHERN OCEAN

TASMAN SEA