

1885.

VICTORIA.

VICTORIAN RAILWAYS.

REPORT

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE SIX MONTHS ENDING 30TH JUNE, 1884, AND THE YEAR
ENDING 30TH JUNE, 1885.

PRESENTED TO BOTH HOUSES OF PARLIAMENT PURSUANT TO THE ACT 47 VICTORIA No. 767.

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The following table shows the amount of Railway Loans raised to the 30th June, 1885, on debentures, and the interest payable thereon annually:—

Loan Acts.	Amounts.	Totals.	Rate of Interest.	Amount of Interest.
21 Vict. No. 36	£3,310,620			
25 Vict. No. 150	276,100			
29 Vict. No. 287	250,000			
Hobson's Bay Debentures	38,900			
		£3,875,620	6	£232,537
32 Vict. No. 331	2,107,000			
Hobson's Bay Debentures	183,900			
		2,290,900	5	114,545
42 Vict. No. 608 ... ..	...	4,156,574	4½	187,046
21 Vict. No. 36 (Act 439)	52,780			
25 Vict. No. 150 (Act 439)	23,900			
(Act 439)	12,193			
37 Vict. No. 468	1,450,000			
39 Vict. No. 531	1,396,693			
45 Vict. No. 717	2,769,006			
46 Vict. No. 739	1,990,882			
46 Vict. No. 741	36,023			
47 Vict. No. 760	3,767,485			
		11,498,962	4	459,958
		21,822,056	Average. 4·555 or £4 11 ¼	994,086
				50,000
				£944,086

In addition to the expenditure from the debenture capital, the Victorian Railway property has been improved by contributions from the consolidated revenue of £2,510,132.

This, in the case of a private railway company, is equivalent to their improving the value of their property by appropriating revenue, to works of construction ordinarily charged to capital account.

The interest payable for the year ending June 1885, amounted to £994,086, but the annual charge after the 1st October, 1885, consequent upon the conversion of £3,180,620 from 6 to 4 per cent. stock will be £930,474, and for the year ending June 30th, 1886, as the conversion will only apply to a portion of the year, viz., from October, 1885, the charge will be £946,377, subject to any reduction from interest accruing upon the unexpended balances of the Loan moneys lying in the Banks.

The amount required to meet the interest upon debentures, less interest allowed by the banks upon the unexpended balances remaining on deposit for the year ending June, 1885, was £944,086.

The gross revenue for the year ending June 30th, 1885, amounted to £2,181,932. Of this, £1,277,425—equal to 58·54 per cent.—was absorbed in working expenses, leaving a net revenue of £904,507.

The total expenditure upon railways opened or in course of construction was £22,914,450, and of this, £22,453,877 was expended upon railways earning revenue.

The net revenue gives the following results:—3·95 per cent. upon the total expended capital of £22,914,450; 4·03 per cent. upon £22,453,877 expended upon railways opened for traffic, and 4·54 per cent. upon £19,943,745, the expenditure out of debenture capital upon railways opened for traffic.

Owing, as already stated, to the date to which the accounts are compiled, an exact comparison cannot be made between the years ending June 30th, 1884 and 1885 respectively, and, as the last published Report dealt with year ending December, 1883, the progress made can best be ascertained by a comparison between the present results and those shown for that period.

The following statement shows the Revenue and Expenditure for the two periods:—

TOTAL REVENUE.—ALL SYSTEMS.

	1883. (Average miles open, 1,431½.)			1884-5. (Average miles open, 1,655½.)			Increase.		
	£	s.	d.	£	s.	d.	£	s.	d.
Passengers	786,772	11	2	913,161	3	3	126,388	12	1
Parcels, &c.	46,846	14	10	57,926	8	9	11,079	13	11
Horses, carriages, and dogs ...	14,031	15	5	15,264	0	9	1,232	5	4
Mails	39,832	7	5	42,626	19	4	2,794	11	11
Rents	21,664	12	5	33,260	1	9	11,595	9	4
Miscellaneous	8,305	0	6	10,469	6	8	2,164	6	2
Live stock	78,961	8	2	106,841	3	0	27,879	14	10
Goods	901,896	2	3	1,002,382	18	0	100,486	15	9
	1,898,310	12	2	2,181,932	1	6			
Balance—Net Increase ... ..	...			...			283,621	9	4
Number of passengers	26,485,304	½		34,814,002			8,328,697	½	
Tons of live stock	69,589			111,951			42,362		
Tons of goods	1,812,171			2,160,410			348,239		
Train mileage	5,701,513			6,849,818			1,148,305		

TOTAL EXPENDITURE.—ALL SYSTEMS.

	1883.				1884-5.				Increase.		Decrease.				
	Amount.	Cost per Train Mile.	Per Cent. to Revenue.		Amount.	Cost per Train Mile.	Per Cent. to Revenue.		£	s.	d.	£	s.	d.	
Maintenance	376,186	13	7	15·83	19·82	281,475	6	3	9·86	12·90	...	94,711	7	4	
Loco. charges	334,091	2	11	14·06	17·60	402,175	3	7	14·09	18·43	68,084	0	8	...	
Carriages and wagons ...	77,575	3	5	3·27	4·09	90,451	15	4	3·17	4·15	12,876	11	11	...	
Compensation	53,538	12	10	2·25	2·82	14,271	4	10	0·50	0·65	...	39,267	8	0	
Traffic charges ...	383,145	1	5	16·13	20·18	442,721	13	10	15·51	20·29	59,576	12	5	...	
General charges ...	49,384	14	6	2·08	2·60	46,329	15	1	1·62	2·12	...	3,054	19	5	
	1,273,921	8	8	4	5·62	67·11	1,277,424	18	11	3	8·75	58·54	...		
Balance—Net Increase ... ..	...			...		...			...		...	3,503	10	3
									140,537	5	0	140,537	5	0	

The increase in the revenue amounted to £283,621 9s. 4d., contributed to from all sources of traffic, and the increase on expenditure to £3,503 10s. 3d., or an increased net result of £280,117 19s. 1d.

The total number of passengers conveyed was 34,814,002, against 26,485,304, being an increase of 8,328,697. The tonnage of goods and live stock was 2,272,361, against 1,881,760, being an increase of 390,601 tons.

These results are very satisfactory, as indicating the development of the resources of the colony.

The expenditure shows a considerable diminution on maintenance, arising to a large extent from so many renewals not being required, but, as will be seen from the report of the Engineer for Existing Lines, the permanent way and works have been efficiently maintained during the current year.

On the other hand, locomotive, and carriage and wagon charges, have been increased, the additional expenditure on repairs and renewals amounting to nearly £24,000.

This expenditure was necessary to improve the condition of the rolling-stock, and further outlay will have to be incurred in the same direction.

The additional train mileage run accounts for the remaining increase in the Locomotive and Traffic expenditure (subject to explanations given in connexion with the separate systems).

The item for compensation shows a reduction of £39,267 8s.

The train miles run amounted to 6,849,818, as against 5,701,513, or an increase of 1,148,305 miles.

The earnings per train mile for 1885 amounted to 6s. 4½d., and the expenditure to 3s. 8¾d., or net 2s. 7¾d., as against earnings in 1883 of 6s. 8d.; expenditure 4s. 5¾d., net 2s. 2¼d. The increase in the net-profit was 5½d. per train mile.

Between the two periods additional railways have been opened to the extent of 224 miles.

These railways are necessarily, in the first instance, suckers rather than feeders, and although, to some extent, they contribute revenue to the older lines, the necessary train miles run, even when kept down to a minimum, do not earn the average mileage receipt. This explains the diminished train-mile receipt.

In like manner, the staff employed on new railways, is, compared with the revenue derived therefrom, in excess of that engaged where the traffic has had time to develop.

It has hitherto been the practice to submit separate statements of revenue and expenditure upon certain portions or divisions of the railways. These are only approximate, and, beyond giving information which must be taken subject to that condition, they contain no valuable data of the worth of the Victorian Railways, because, although some divisions, taken by themselves, show less favorable results than others, the indirect benefits arising from their construction, both as regards the benefit to the districts they accommodate, and the additional revenue they enable other portions of railways more favorably situated and of older standing to earn, must not be overlooked.

Further, the policy laid down, that the State shall provide the railways for the colony, imports other considerations beyond the one of whether a railway will pay or not; and as, in pursuance of that policy, the principle hitherto followed of giving each district a share of railway accommodation still further removes the question from the stand-point of profit on any particular portion of the railway system, the advantage of keeping the accounts so as to furnish approximate details is somewhat doubtful, and when the expense involved in their preparation and the delay in publishing the annual results are considered, it is a question whether it is worth while continuing them.

In pursuance of the practice heretofore prevailing, we submit sectional information, but between now and the preparation of another Report the propriety of continuing such should be determined.

NORTHERN SYSTEM.

The mileage of this system has increased from $462\frac{1}{2}$ to $540\frac{1}{2}$.

The new lines opened are:—

Castlemaine to Maldon Line	...	...	$10\frac{1}{4}$ miles.
Inglewood to Charlton	..	...	$6\frac{3}{4}$ "
Charlton to Wycheproof	..	...	$12\frac{1}{4}$ "
Korong Vale to Boort	..	...	9 "
Eaglehawk to Kerang	..	...	$39\frac{3}{4}$ "
		Total	... <u>78</u> miles.

The revenue shows an increase of £48,105 12s. 9d., and the expenditure a decrease of £17,242 1s. 4d.

The increase is distributed over all sources of traffic, but the growth of revenue is scarcely in proportion to the additional railways opened, and may be accounted for by a failure in the wheat crops of last season, and to its requiring time to develop the resources of the districts served by the new railways.

The capital invested, including a share of the Melbourne Terminus instead of the whole, with which this system has previously been debited, amounts to £8,779,289, and the net earnings to £273,508, equal to 3·12 per cent., against 2·37 per cent. in 1883.

A considerable reduction occurs in the item of maintenance, but against this there is low train-mileage earnings upon the new lines, and increased expenses in staffing the stations upon them where the traffic has still to be developed.

WESTERN SYSTEM.

The mileage has increased from $475\frac{1}{4}$ to 543 miles.

The new lines opened are—

Braybrook Junction to Melton	...	...	$15\frac{1}{2}$ miles.
Colac to Camperdown Line	...	...	14 "
Ballarat to Scarsdale	..	...	$7\frac{3}{4}$ "
Branxholme to Casterton Line	...	...	$30\frac{1}{2}$ "
		Total	... <u>67$\frac{3}{4}$</u> miles.

The revenue shows an increase of £95,110 11s., and the expenditure a decrease of £22,259 2s. 7d.

The increase is obtained from all sources of traffic, affording satisfactory evidence of general prosperity, and but for a partial failure of the wheat crops, as compared with the previous season, better results would have been obtained.

Maintenance charges are less, but, on the other hand, the opening of new lines has involved Locomotive and Traffic expenditure not immediately remunerative.

The item for compensation relates principally to claims preferred against the Department for damages through the Barwon floods, which occurred some years ago.

The capital invested, including a share of the Melbourne Terminus (£229,855) which has not previously been included, amounts to £6,923,419, and the net earnings to £262,898, equal to 3·80 per cent., as compared with 2·41 per cent. on £0,031,368 in 1883.

The capital upon which the return of 3·80 per cent. is obtained includes £135,084 expended upon railways which were not opened for traffic, and therefore contributed no revenue, and with this amount deducted the net revenue would give 3·87 per cent.

NORTH-EASTERN SYSTEM.

The mileage has increased from $308\frac{1}{4}$ to $363\frac{1}{2}$.

The new lines opened are:—

Wodonga to Murray Lines	...	...	...	1 mile.
Tallarook to Yea	..	..	..	$20\frac{3}{4}$ "
Benalla to St. James	..	..	..	$13\frac{3}{4}$ "
Everton to Myrtleford	..	..	..	$15\frac{3}{4}$ "
North Melbourne to Coburg Line	...	...	...	4 "
Total	...	...	...	<u>$55\frac{1}{4}$ miles.</u>

The revenue shows an increase of £52,714 3s. 6d. derived from all sources of traffic, and the additional expenditure amounts to £44,395.

The Maintenance charges were £14,552 more than in 1883, and a share of the Locomotive expenditure on repairs absorbs a still further sum. The Traffic and Locomotive expenses on the Coburg line, which is included in this section, and which was opened on 9th September, 1884, are heavy as compared with the results obtained, and must necessarily be so until the traffic thereon is developed.

The capital invested, including a share of the Melbourne Terminus (£229,855) not previously included, amounts to £3,552,684, and the net earnings to £214,306, equal to 6·03 per cent., as compared with 6·85 per cent. on £3,005,781 in 1883.

The unproductive capital (that is, expenditure not earning revenue), during current year, amounted on this section to £151,211, and if this amount be deducted the net revenue would be equal to 6·30 per cent.

EASTERN SYSTEM.

The mileage has increased from 169 to $191\frac{3}{4}$ miles.

The new lines opened are:—

Morwell to Mirboo Line	...	...	...	$2\frac{3}{4}$ miles
Traralgon to Heyfield Line	...	...	...	20 "
Total	...	...	...	<u>$22\frac{3}{4}$ miles</u>

The revenue shows an increase of £30,258 9s. 7d., and the expenditure £31,329 16s. 4d.

The increased items of expenditure are Locomotive and Traffic.

That portion of the Suburban railways included in this section, where the traffic is still in course of development, necessitates an undue expenditure both on locomotive running and the staff at the stations, and in the main, the increased expenditure is attributable to these; but as the traffic increases this will correct itself, as the present trains and staff can deal with a larger traffic without further additions.

The capital invested amounts to £1,891,328, and the net earnings to £40,063, equal to 2·12 per cent., as compared with 2·55 per cent. on £1,608,538 in 1883.

The unproductive capital on this section amounted to £150,922, which, if deducted, would show an interest earning power of 2·30 upon lines opened for traffic during the past year.

HOBSON'S BAY RAILWAY.

The increase of revenue on these railways amounted to £57,433, and the decrease in expenditure to £32,720.

The increase is on all items, with the exception of a small falling off on parcels.

The number of passengers conveyed amounted to 22,054,411, as against 17,464,029, or an increase of 4,590,382.

The maintenance expenditure was less than in 1883, as also the item for compensation.

The capital invested amounts to £1,767,730, including the whole of the cost of the Prince's-bridge station, the laying down of additional lines between Prince's-bridge and South Yarra, and the Swan-street alterations.

The net revenue amounted to £113,731, equal to 6.43 per cent., as compared with 1.45 upon £1,631,097 in 1883.

In adjusting the traffic division between the Eastern and Hobson's Bay systems, the practice usually adopted by railway companies has not been strictly followed. If it had, it would have involved a reduction of the net revenue to the Hobson's Bay of £5,991, and an increase in the net revenue of the Eastern system of a like amount.

The net percentage result on the Hobson's Bay would have been 6.10, instead of 6.43, and on the Eastern system 2.43 as against 2.12.

For purposes of comparison, the practice of 1883 was continued in preparing the 1885 accounts, but in future the more correct practice will be adhered to.

CAPITAL ACCOUNT.

The capital expenditure to the 30th June, 1885, amounted to £22,914,449 6s. 3d., or an increase for the year of £896,063 2s. 8d., which was expended as follows:—

<i>Northern System.</i>			
Melbourne Terminus (Melbourne to Essendon Junction) ... ..	...	...	£23,333 16 10
Essendon Junction to Sandhurst ... ..	...	...	5,337 5 4
Sandhurst to Echuca ... ..	...	...	684 4 5
Carlsruhe to Daylesford ... ..	...	...	891 0 4
Castlemaine to Dunolly ... ..	...	...	548 9 5
Dunolly to St. Arnaud ... ..	...	...	405 16 3
St. Arnaud to Donald ... ..	...	...	1,463 10 10
Castlemaine to Maldon ... ..	...	...	9,088 17 3
Ballarat to Maryborough ... ..	...	...	217 19 2
Ballarat Racecourse Branch Line ... ..	...	...
Maryborough to Avoca ... ..	...	...	5 9 10
Sandhurst to Inglewood ... ..	...	...	996 13 9
Inglewood to Charlton ... ..	...	...	7,946 10 2
Charlton to Wycheproof ... ..	...	...	5,438 0 2
Korong Vale to Boort ... ..	...	...	2,416 3 7
Eaglehawk to Kerang ... ..	...	...	42,449 5 9
Lines under Act 821 ... ..	...	...	2,781 11 1
			104,004 14 2
Lancefield Line, surplus material returned into stock ... ..	...	...	55 18 5
			£103,948 15 9

Western System.

Footscray to Williamstown	...	...	£8,565	17	9
Newport to Geelong	...	...	6,778	16	7
West Geelong to Ballarat	...	...	6,568	14	5
Geelong to Queenscliff	...	...	390	13	1
Geelong to Colac	...	...	818	9	9
Colac to Camperdown	...	...	6,513	17	4
Warrenheip to Gordons	...	...	1,381	7	4
Ballarat to Ararat	...	...	3,204	15	3
Ararat to Stawell	...	...	1,021	15	2
Stawell to Horsham	...	...	884	8	2
Horsham to Dimboola	...	...	3,877	12	9
Ballarat to Scarsdale	...	...	3,865	2	8
Ararat to Hamilton	...	...	41	13	2
Hamilton to Portland	...	...	2,392	1	2
Branxholme to Casterton	...	...	26,031	11	6
Footscray to Bacchus Marsh	...	...	121,138	12	5
Lines under Act 821	...	...	21,834	6	8

£215,309 15 2

North-Eastern System.

Essendon Junction to Essendon (including Racecourse Branch)	...	...	5,931	17	5
Essendon to Wodonga	...	...	67,648	0	11
Wodonga to Murray River	...	...	1,866	4	5
Tallarook to Yea	...	...	6,136	0	9
Mangalore to Shepparton	...	...	496	4	5
Shepparton to Numurkah	...	...	1,556	10	11
Toolamba to Tatura	...	...	0	11	8
Benalla to St. James'	...	...	3,800	13	11
Wangaratta to Beechworth	...	...	1,313	6	6
Everton to Myrtleford	...	...	7,206	7	4
Springs to Wahgunyah	...	...	656	12	10
North Melbourne to Coburg	...	...	10,961	12	0
Lines under Act 821	...	...	4,115	8	2

111,689 11 3

Eastern System.

Spencer and Flinders streets junction line	...	...	362	4	0
South Yarra to Oakleigh	...	...	4,106	7	7
Oakleigh to Sale	...	...	8,758	18	5
Traralgon to Heyfield	...	...	11,260	18	11
Hawthorn to Lilydale	...	...	25,280	18	8
Caulfield to Frankston	...	...	6,113	9	11
Morwell to Mirboo	...	...	63,324	10	8
Richmond to Alphington	...	...	1,695	13	8
Lines under Act 821	...	...	31,725	14	6
Hobson's Bay Lines	...	...	10,852	1	4
Prince's-bridge to Yarra (alterations at Richmond, &c.)	...	...	49,029	14	1
Yarra to Chapel-street (new lines, &c.)	...	...	683	10	8
Engines	...	...	118,862	19	3
Carriages, wagons, &c.	...	...	86,622	3	10
Brakes (continuous)	...	...	17,960	4	1
Construction (general)	...	...	19,643	12	3
Preliminary surveys	...	...	11,280	18	5

152,628 16 4

60,565 6 1

223,445 7 2

30,924 10 8

Less credit for soil supplied to Public Works Department from Kensington Hill

2,448 14 0

28,475 16 8

£896,063 8 5

Rolling-stock.

The additions made to the rolling-stock since the publication of the Report for 1883 were as follows:—

Passenger engines	...	...	...	...	12
Goods engines	...	...	...	...	34
Passenger vehicles	...	...	...	...	112
Goods vehicles	...	...	...	...	253
Vans	...	...	...	...	31
Horse boxes	...	...	...	...	10
Carriage trucks	...	...	...	...	10

RECAPITULATION.

The following is a general summary of the leading features of the Report, and, for purposes of ready comparison, corresponding items for 1883 are given:—

	1883.	1884-5.
Total debenture capital raised	£20,664,266	£21,822,056
Total yearly interest payable	£927,687*	£994,086†
Unspent balances of Loan moneys	£1,189,969	£818,238
Unspent balances of the Railway Loan Liquidation and Construction Account	- £36,207	£33,710
Amount spent on Capital Account during the year	£1,741,149	£896,063
Total spent in construction	£21,488,065	£22,914,449
At an average cost per mile open of	£13,757	£13,672
Total mileage open for traffic	1,562 miles	1,676 miles
Average mileage open for traffic	1,431½ "	1,655 "
Gross revenue earned	£1,898,311	£2,181,932
Working expenditure	£1,273,921	£1,277,425
Profit on working	£624,389	£904,507
Amount required from the Consolidated Revenue to pay balance of interest not recouped by net earnings derived from revenue	£235,611	£39,579
Earnings per average mile open	£1,326	£1,318
Expenditure per average mile open	£890	£772
Gross earnings per train mile	6s. 7.91d.	6s. 4.45d.
Expenses per train mile	4s. 5.62d.	3s. 8.75d.
Number of passenger journeys	26,485,305	34,814,002
Goods tonnage	1,812,171 tons	2,160,410 tons
Live stock tonnage	69,589 "	111,951 "
Train mileage	5,701,513 miles	6,849,818 miles
The Rolling-stock consisted of the following:—		
Engines in use	259	305
Engines in course of construction	48	25
Passenger vehicles in use	590	702
" " in course of construction	207	130
All other vehicles in use	4,543	4,797
Goods vehicles in course of construction	950	667
Vans and other vehicles in course of construction	53	...
The net revenue paid on the total capital cost	2.91 per cent.	3.95 per cent.
" " debenture debt	3.02 "	4.14 "
" " debenture capital earning revenue	...	4.54 "
The different systems gave the following results on their capital cost, including rolling-stock:—		
Northern System	2.37 per cent.	3.12 per cent.
Western System	2.41 "	3.80 "
North-Eastern System	6.85 "	6.03 "
Eastern System	2.55 "	2.12 "
Hobson's Bay Lines	1.45 "	6.43 "

We think the result of the working will commend itself to the community generally.

When we undertook the duties imposed upon us, we felt that there was no desire on the part of the public, or necessity on ours, to make drastic changes in the service, or that the claims of all members of the staff should not be fairly and liberally considered.

In that view, wherever it has been necessary for us to consider the case of any class of employés, we have approached the question in their interest as far as we

* Amount paid during 1883.

† Total amount payable for 1884-5.

could do so consistently with our duty to the public, and material alleviation has thus been afforded, either by re-arrangement of hours of duty, the granting of additional pay, or the recognition, by the granting of bonuses, of special services where such services have been performed, and which have not been previously recognised.

It is, of course, difficult to satisfy all, or to have, amongst a body of men numbering nearly 9,000, some few who are not laboring under real or fancied grievances.

The great bulk of the staff, however, are capable of looking at questions affecting the interests of themselves and the service from both sides, and, whilst it is not unnatural that they should desire to be remunerated to the fullest possible extent, they are capable, at the same time, of seeing that the public side of the question has also to be considered,

All permanent employés, in addition to the pay they receive, have holidays, varying according to the position they hold in the service, and receive pay whilst taking such holidays.

In addition, those permanently employed in the service on the passing of Act 767 have, subject to good conduct, a sum equivalent to one month's pay for each year of service as compensation, or the alternative of a pension.

These valuable privileges do not represent less than £50,000 per annum, a sum equivalent to at least 2 per cent. of the working expenses, and these considerations doubtless have the effect of increasing the interest of every individual member of the service in the performance of the duties entrusted to him.

On the other hand, those entering the service since the passing of the Act referred to, have no advantages in the shape of allowance, or pension on retirement through old age or failure of health by accident or natural causes.

The Act of Parliament provides for the insurance of the lives of all new employés, and, under the regulations passed by us, insurance can be effected at a considerable reduction upon the ordinary rates; but this only makes provision in case of death, or upon the attainment of the age of 60.

A person prematurely breaking down, or meeting with an accident not resulting in death, would be unprovided for.

These contingencies will require to be met, and the plan of establishing a fund, to which the employés and the Department should contribute, is worthy of the most favorable consideration.

Similar funds have been established amongst large railway companies, and have been found to answer admirably.

Whilst caring for the condition and reasonable demands of the staff, every consideration has been paid to the requirements of the public. Necessarily, frequent suggestions are made that rates should be reduced, or increased facilities afforded. In some instances the applications are premature, or would too seriously affect the net railway revenue required to meet the interest on the loans.

In many cases, however, we have been able to recommend modifications on the old rates, which have resulted in benefits to the agricultural, mining, building, and other industries. The practice of adhering rigidly to an equal mileage rate, no matter the distance the traffic has to traverse, has been changed, its effect being to bring the producer in the most distant parts of the colony nearer, in a monetary sense, to his markets.

These reductions, which also embrace the correction of anomalies on the old classification of rates, represent a benefit of at least £30,000 per annum in the matter of freights to the general community.

To cheapen the cost of the construction of new railways, we have decided to carry the railway material at the rate of 1d. as against 2d. per ton per mile previously charged, which will, upon the railways to be constructed, represent a considerable reduction in their cost at the expense of the lines opened for traffic.

The adoption of reduced fares for tourists to places of pleasure resort was, considering they were only granted for the first time for a few months last summer, largely used, and is evidence that they meet a public want.

The farmers' excursions, carried out to a much larger extent than formerly, since the termination of the last financial year, have been very popular, and afforded many thousands the opportunity of leaving their homes at times when only they could avail themselves of the facility.

It is alleged by some that country districts have suffered by the running of these trains, but the extent to which they have been used shows their popularity.

We are quite prepared, however, to try the experiment to inland cities and country districts at the same fares, and to be guided by the experience thus obtained as to their continuance.

Comparisons have from time to time been made of the passenger fares charged in the country districts and the Melbourne suburban districts respectively.

The ability to carry passengers at lower fares in one case than another depends altogether upon the number of passengers conveyed, and whether they are concentrated or distributed over a large area.

The necessity for low fares on the Melbourne Suburban Lines arises in a large measure from their being fixed at such amounts as will enable the railways to carry traffic which would otherwise reach its destination by other means, and is justified by the results shown in this Report of the working of what are called the Hobson's Bay Railways for the past year.

Any increase in the fares would most likely retard the great development in railway travelling on the Melbourne Suburban Railways, without enabling the cost of working them to be decreased, and the consequence would be a loss of net revenue without any benefit to the country districts.

The issue of return tickets for country districts has been extended, and the experience to be obtained will guide us in the consideration of its still further extension.

It is a question whether the area of the radius within which the Melbourne suburban fares now apply, should not be extended. When the present radius of $9\frac{1}{4}$ miles was adopted, the metropolitan residential area was well within that distance, but it has since been largely extended, and requires a corresponding increase in facilities. We think the time has arrived for doing this, and have the matter under consideration.

The extension of the interlocking of points and signals and the block system of railways, contributing so largely to safety, has made considerable progress; but more is still required to bring the important junctions, and the lines where the traffic is heaviest, under these conditions, and it is our intention to proceed further in this direction as soon as funds for which we have asked are placed at our disposal.

The Westinghouse continuous brake has been fitted to all South Suburban trains, with the exception of the Oakleigh service, and for this the necessary material has been ordered.

On the Northern lines the suburban service is fitted with the Woods brake, as also the main line trains to Sandhurst and Ballarat.

It is intended to apply the Westinghouse brake to the Mordialloc, and the Woods brake to the Gippsland trains.

The Sydney express is fitted with the Smith automatic brake.

All these brakes work well, and as a large amount of money has been expended on the Westinghouse and Woods brakes, and it is undesirable to multiply types, it is intended in future extensions to adopt these.

No continuous brake has yet been applied to mixed passenger and goods trains, but a satisfactory trial having some time ago been made with the Woods brake upon a train made up of goods and passenger vehicles, it is intended, with a view to test it in actual working, to have a number of goods vehicles fitted with that brake, and worked on the mixed trains on the Lilydale line, where the gradients and conditions are favorable for severely testing its utility.

The regulations under which employes are now admitted into the service have worked as well as was anticipated, and the experience obtained does not justify any immediate recommendation to alter them.

The object of the ballot was to give all applicants an equal chance, and to prevent the exercise of patronage.

This has been obtained by the regulations in question, and although the right to select the applicant possessing the best qualifications, as is the case in private firms, might in some instances be preferred, the ballot secures employes of fair average ability, and as, in the first instance, probationary employment only is given, we are of opinion that the system is better than would obtain if the channels of influence were open to persons desirous of obtaining employment in the service.

The following table shows the number of applicants who applied to enter the service in response to the four requisitions we made, and the percentage which passed on each occasion.

It will be observed that the percentage rose from 31 on the first to 41 on the fourth examination:—

Examination.	Number of Applicants.	Number of Persons required.	Number to be Examined.	Number Passed.	Percentage Passed to Number for Examination.
1st	2,074	139	415	128	30.84
2nd	1,807	138	417	164	39.33
3rd	1,009	180	473	199	42.07
4th	1,780	200	552	228	41.30

In the Appendices A and B will be found the Reports of the Engineers-in-Chief and for Existing Lines, together with that of the Locomotive Superintendent, and the detailed Statements of the Capital and Revenue Accounts, together with other statistical returns.

We have the honor to be, Sir,

Your most obedient servants,

R. SPEIGHT,
ALFRED J. AGG,
R. FORD,
Railways Commissioners.

APPENDICES.

APPENDIX A.

VICTORIAN RAILWAYS.

APPENDIX TO THE REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS.

HALF-YEAR ENDING 30th JUNE, 1884.

1. Statement of funds obtained under various loans for construction and of expenditure charged against the same.
2. Statement of receipts and expenditure on capital account.
3. " " " " in account with the consolidated revenue.
4. General balance-sheet.
5. Statement of revenue and expenditure—Northern system.
6. " " " " Western system.
7. " " " " North-Eastern system.
8. " " " " Eastern system.
9. " " " " Hobson's Bay lines.
10. " " " " Summary of all systems.
11. Statement showing traffic at each station.
12. Return of rolling-stock.
13. Detail of locomotive charges.
14. Comparative statement for thirteen years ending 30th June, 1884.
15. Detail of cost of construction of each line open for traffic, highest and lowest levels, steepest gradients, &c.
16. Return of accidents to persons since lines were opened for traffic.
17. " " " " during six months ending 30th June, 1884.

VICTORIAN RAILWAYS.

No. 3.

VICTORIAN RAILWAYS in account with the Consolidated Revenue to 30th June, 1884.

Dr.		Receipts.				Expenditure.		Cr.		
		£	s. d.	£	s. d.			£	s. d.	
To Receipts from Consolidated Revenue..				5,957,684	6 9	By Railway Income on account of 1883-84 (paid into Treasury) ..		2,039,259	0 6	
„ Votes of 1883-84 (Salaries, Wages, and Contingencies) ..		1,166,478	13 11			„ Ditto (outstanding) ..		39,884	15 11	
„ Votes of 1884-85 (Salaries, Wages, and Contingencies) ..		192,510	11 11			„ London Chartered Bank ..		10,226	8 0	
„ Vote of 1883-84 for payment of Hobson's Bay Railway Debenture Interest		11,630	6 11			„ Interest paid on Loans, &c., as under—				
„ Special Appropriations—Act 47 Vict.-767 ..		5,964	19 11			19 Vict. No. 15 ..		57,744	0 6	
				1,376,582	12 8	21 Vict. No. 36 ..		10,986,705	18 5	
„ Net Revenue—						25 Vict. No. 150 ..		309,268	13 11	
Northern System ..		5,024,736	18 0			29 Vict. No. 287 ..		256,250	0 0	
Western System ..		3,024,991	14 7			32 Vict. No. 331 ..		1,486,763	11 0	
North-Eastern System ..		1,764,916	17 4			36 Vict. No. 439 ..		38,369	0 2	
Eastern System ..		218,822	14 6			37 Vict. No. 468 ..		531,062	10 0	
Hobson's Bay Lines ..		153,660	11 2			39 Vict. No. 531 ..		400,385	6 6	
				10,187,128	15 7	42 Vict. No. 608 ..		767,928	14 2	
„ Sundry Creditors (including Departmental Salaries and Wages for month of June) ..		113,860	18 10			45 Vict. No. 717 ..		90,681	13 7	
„ Capital Account for Rails ..		125,000	0 0			46 Vict. No. 739 ..		43,241	0 3	
				238,860	18 10	46 Vict. No. 741 ..		620	11 9	
						47 Vict. No. 760 ..		11,410	16 11	
				17,760,256	13 10	„ Interest on M. and H. B. Railway Debentures ..		86,040	11 10	
						„ Expenses on payment of interest ..		15,066,470	9 0	
								146,221	12 8	
						„ Unadjusted Advances ..			15,212,692	1 8
						„ Stores in hand ..			66,000	0 0
						„ Sundry Debtors ..			76,792	6 0
						„ Construction Account ..			5,028	1 5
									310,373	19 6
									17,760,256	13 10

GEO. T. A. LAVATER,
Accountant.Railway Department, Accountant's Branch,
27th November, 1884.

VICTORIAN RAILWAYS.

No. 4.

GENERAL BALANCE-SHEET, 30th June, 1884.

Dr.			Cr.
	£	s. d.	£
To Receipts on Capital Account from Loans, &c.	21,593,260	17 8	By Expenditure on Construction of Railways...
„ „ from R.L.L. and C. Account (Act 360) ..	2,200,000	0 0	Stores, Plant, and Material on hand ..
„ Receipts from Consolidated Revenue ..	7,334,266	19 5	Railway Income 1883-84 ..
„ Sundry Creditors (including Departmental Salaries and Wages for month of June) ..	254,245	7 4	Interest on Loans in excess of Net Revenue ..
			Unadjusted Advances ..
			Sundry Debtors ..
			Balance of Funds unexpended (Capital Account) ..
	31,381,773	4 5	
			1,753,525
			31,381,773

GEO. T. A. LAVATER,
Accountant.Railway Department, Accountant's Branch,
27th November, 1884.

VICTORIAN RAILWAYS.

No. 5.

STATEMENT of Revenue and Expenditure on the NORTHERN SYSTEM for Six Months ending
30th June, 1884.

Dr.		EXPENDITURE.				REVENUE.				Cr.
Miles open	539½									
Through Mileage	564									
Average Miles open for the Half-Year	519									
Train Miles run	1,021,128									
					Cost per Train Mile.	Per Cent. to Revenue.				
WAY AND WORKS:		£	s.	d.	£	s.	d.			
Maintenance	{ Wages 28,934 2 10 Stores 697 0 5									
Renewals	{ Wages 2,551 1 10 Stores 19,587 5 11									
Stations	{ Wages 2,785 9 1 Stores 676 6 6									
LOCOMOTIVE CHARGES:					55,231 6 7	12'98	17'00			
Loco. Superintendent and Clerks	800 8 8									
Foremen	567 15 9									
Drivers and Firemen	13,541 17 5									
Cleaners	2,403 3 7									
Coalmen and Laborers	2,049 18 0									
Sundries	3,206 5 10									
Coal	15,582 2 4									
Wood	870 0 5									
Water	1,324 15 11									
Oil, Tallow, and Waste	2,298 14 7									
Sundry Stores for Cleaners	746 8 4									
Repairs of Engines	{ Wages 7,869 3 10 Stores 3,536 18 10									
Tools, &c.	{ Wages 481 17 1 Stores 262 3 11				55,541 14 6	13'05	17'13			
CARRIAGES AND WAGONS:										
Repairs	{ Wages 6,605 9 10 Stores 4,576 13 9									
Greasing	{ Wages 1,119 0 0 Stores 1,231 0 0				13,532 3 7	3'18	4'16			
COMPENSATION					591 9 6	0'14	0'18			
TRAFFIC CHARGES:										
Traffic Manager's Office (proportion of)	1,273 7 9									
Melbourne Terminus, Passenger Station (proportion of)	4,235 15 3									
Melbourne Terminus, Goods Station (proportion of)	8,210 3 1									
North Melbourne Station (proportion of)	672 17 9									
Footscray Station (proportion of)	563 7 8									
Ballarat Station (proportion of)	1,579 2 0									
Station-masters	4,272 16 11									
Clerks	2,377 2 1									
Porters, Laborers, &c.	11,119 2 9									
Pointsmen, &c.	1,677 0 3									
Gatekeepers	7,585 17 8									
Guards	4,554 19 8									
Stores for Stations	3,888 3 9									
Advertising	436 18 0									
Travelling & Incidental Expenses	1,105 18 0									
Sundry Charges	2,717 1 4				56,269 13 11	13'23	17'33			
GENERAL CHARGES:										
Commissioners (proportion of)	1,080 19 0									
Secretary's Office (proportion of)	1,075 11 4									
Accountant's Office (proportion of)	1,982 8 4									
Stores Office (proportion of)	629 0 7									
Superannuation Allowances (proportion of)	349 18 10									
Retiring Allowances and Gratuities (proportion of)	1,006 18 3				6,124 16 4	1'44	1'88			
Total					187,291 4 5	3 8'02	57'68			
Balance					137,443 11 0					
					324,734 15 5			324,734 15 5	6 4'32	

Railway Department, Accountant's Branch,
27th November, 1884.GEO. T. A. LAVATER,
Accountant.

VICTORIAN RAILWAYS.

No. 6.

STATEMENT of Revenue and Expenditure on the WESTERN SYSTEM for Six Months ending 30th June, 1884.

DR.					EXPENDITURE.				REVENUE.				CR.				
					Miles open	520½				Number of Passengers carried ..				2,036,709	Revenue per Train Mile.		
					Through Mileage	545½				Tons of Live Stock carried				9,172			
					Average Miles open for the Half-Year	514½				,, Goods carried				392,057			
					Train Miles run	1,000,951											
							Cost per Train Mile.		Per Cent. to Revenue.								
WAY AND WORKS:					£	s.	d.										
Maintenance	Wages	27,175	18	8						Passengers				116,092	12	10	
	Stores	4,385	15	11						Parcels, &c.				9,239	5	7	
Renewals	Wages	3,616	18	7						Horses, Carriages, and Dogs ..				2,603	14	3	
	Stores	16,846	6	2						Mails				6,752	7	0	
Stations	Wages	3,340	19	5						Rents				3,117	16	4	
	Stores	1,660	2	10						Miscellaneous				598	11	3	
LOCOMOTIVE CHARGES:										Live Stock				13,038	18	9	
Loco. Superintendent and Clerks		785	0	0	57,026	1	7	13	67	Goods				176,692	5	2	
Foremen		765	17	10													
Drivers and Firemen		13,845	6	1													
Cleaners		2,144	10	0													
Coalmen and Laborers		1,773	15	2													
Sundries		2,711	1	8													
Coal		15,781	0	3													
Wood		820	2	0													
Water		862	17	1													
Oil, Tallow, and Waste		2,405	5	0													
Sundry Stores for Cleaners		805	1	3													
Repairs of Engines	Wages	7,720	6	10													
	Stores	3,200	8	7													
Tools, &c.	Wages	471	0	0													
	Stores	257	12	5	54,349	4	2	13	03								
CARRIAGES AND WAGONS:																	
Repairs	Wages	6,415	17	4													
	Stores	4,230	15	5													
Greasing	Wages	1,000	0	0													
	Stores	1,110	7	5	12,757	0	2	3	06								
COMPENSATION					26,847	7	5	6	44								
TRAFFIC CHARGES:																	
Traffic Manager's Office (proportion of)		1,286	11	3													
Melbourne Terminus, Passenger Station (proportion of)		4,856	12	10													
Melbourne Terminus, Goods Station (proportion of)		8,699	17	8													
North Melbourne Station (proportion of)		680	6	10													
Footscray Station (proportion of)		570	3	8													
Ballarat Station (proportion of)		3,158	4	0													
Station-masters		3,678	6	0													
Clerks		1,460	17	6													
Porters, Laborers, &c.		9,428	5	2													
Pointsmen, &c.		1,816	15	4													
Gatekeepers		6,442	16	3													
Guards		3,858	18	2													
Stores for Stations		3,081	14	0													
Advertising		441	8	5													
Travelling & Incidental Expenses		1,106	19	5													
Sundry Charges		2,745	3	5													
Williamstown Pier Expenses		5,175	10	3	58,488	10	2	14	02								
GENERAL CHARGES:																	
Commissioners (proportion of)		1,092	2	8													
Secretary's Office (proportion of)		1,086	13	11													
Accountant's Office (proportion of)		2,002	18	5													
Stores Office (proportion of)		635	10	9													
Superannuation Allowances (proportion of)		353	2	8													
Retiring Allowances and Gratuities (proportion of)		1,016	1	11	6,186	10	4	1	48								
Total					215,654	13	10	4	370								
Balance					112,480	17	4										
					328,135	11	2					328,135	11	2	5	6	68

GEO. T. A. LAVATER,
Accountant.Railway Department, Accountant's Branch,
27th November, 1884.

VICTORIAN RAILWAYS.

No. 8.

STATEMENT of Revenue and Expenditure on the EASTERN SYSTEM for the Six Months ending 30th June, 1884, exclusive of the Hobson's Bay Lines.

DR.		EXPENDITURE.				REVENUE.				Cr.
Miles open	1884					Number of Passengers carried	1,577,786½			Revenue per Train Mile.
Through Mileage	2014					Tons of Live Stock carried	10,513			
Average Miles open for the Half-Year	1884					„ Goods carried	110,844			
Train Miles run	427,961									
		£ s. d.	£ s. d.	d.			£ s. d.	£ s. d.	s. d.	
WAY AND WORKS:										
Maintenance	{ Wages	13,097	19	3		Passengers	39,398	14	6	
	{ Stores	2,179	19	4		Parcels, &c.	3,154	8	3	
Renewals	{ Wages	1,239	11	7		Horses, Carriages, and Dogs	793	15	1	
	{ Stores	1,185	19	6		Mails	2,461	15	0	
Stations	{ Wages	1,425	7	1		Rents	764	6	10	
	{ Stores	308	16	10		Miscellaneous	416	10	2	
						Live Stock	8,752	5	0	
						Goods	33,034	3	10	
			19,437	13	7					
					10'90					21'90
LOCOMOTIVE CHARGES:										
Loco, Superintendent and Clerks		337	0	0						
„ Foremen		293	18	8						
„ Drivers and Firemen		5,876	19	11						
„ Cleaners		897	11	0						
„ Coalmen and Laborers		758	12	3						
„ Sundries		1,272	18	9						
Coal		5,808	17	6						
Wood		319	8	0						
Water		382	5	6						
Oil, Tallow, and Waste		882	13	0						
Sundry Stores for Cleaners		376	5	1						
Repairs of Engines	{ Wages	3,381	11	1						
	{ Stores	692	7	9						
„ Tools, &c.	{ Wages	204	0	0						
	{ Stores	109	15	0						
			21,594	3	6					
					12'11					24'33
CARRIAGES AND WAGONS:										
Repairs	{ Wages	2,984	5	3						
	{ Stores	1,669	0	0						
Greasing	{ Wages	327	4	11						
	{ Stores	362	16	0						
			5,343	6	2					
					3'00					6'02
COMPENSATION										
			560	16	2					0'31
					0'31					0'63
TRAFFIC CHARGES:										
Traffic Manager's Office (proportion of)		704	5	11						
Melbourne Terminus, Goods Station (proportion of)		3,082	8	2						
Station-masters		1,647	13	0						
Clerks		773	6	7						
Porters, Laborers, &c.		7,395	3	9						
Pointsmen, &c.		1,030	7	9						
Gatekeepers		2,993	10	7						
Guards		1,867	6	5						
Stores for Stations		2,421	12	3						
Advertising		119	0	4						
Travelling and Incidental Expenses		718	14	0						
Sundry Charges		740	3	6						
			23,493	12	3					
					13'17					26'46
GENERAL CHARGES:										
Commissioners (proportion of)		294	9	4						
Secretary's Office (proportion of)		293	0	1						
Accountant's Office (proportion of)		540	0	9						
Stores Office (proportion of)		171	7	2						
Superannuation Allowances (proportion of)		95	14	6						
Retiring Allowances and Gratuities (proportion of)		275	8	11						
			1,670	0	9					
					0'94					1'88
Total			72,099	12	5					8'22
Balance			16,676	6	3					4'43
					8'22					1'78
			88,775	18	8					4'00

Railway Department, Accountant's Branch,
27th November, 1884.

GEO. T. A. LAVATER,
Accountant.

VICTORIAN RAILWAYS.

No. 9.

STATEMENT of Revenue and Expenditure on the SOUTH SUBURBAN (late MELBOURNE and HOBSON'S BAY) Lines for Six months ending 30th June, 1884.

DR.		EXPENDITURE.						REVENUE.				CR.		
Miles open	16½						Number of Passengers carried ..	10,519,329½				Revenue per Train Mile.		
Through Mileage	18½				Cost per Train Mile.		Tons of Live Stock carried ..	9,886						
Average Miles open for the Half-Year ..	16½					Per Cent. to Revenue.	" Goods carried ..	234,053						
Train Miles run	434,724													
WAY AND WORKS :		£	s.	d.	£	s.	d.		£	s.	d.	£	s.	d.
Maintenance	{ Wages	5,028	3	10				Passengers	100,149	1	7			
	{ Stores	1,250	4	10				Parcels, &c.	468	0	3			
Renewals	{ Wages	1,444	2	7				Horses, Carriages, and Dogs	76	8	5			
	{ Stores	2,204	16	4				Mails	182	10	0			
Stations	{ Wages	1,429	0	9				Rents	2,372	15	10			
	{ Stores	695	6	11				Miscellaneous	338	10	4			
					12,051	15	3	665	9'22					
								Live Stock	744	3	5			
								Goods	26,403	7	11			
LOCOMOTIVE CHARGES :														
Loco. Superintendent and Clerks		341	0	0										
" Foremen		162	0	0										
" Drivers and Firemen ..		7,883	14	7										
" Cleaners		845	7	5										
" Coalmen and Laborers ..		546	19	8										
" Sundries		1,356	3	3										
Coke and Coal		6,768	7	10										
Wood		386	18	4										
Water		264	2	0										
Oil, Tallow, and Waste ..		989	18	3										
Sundry Stores for Cleaners ..		332	11	2										
Repairs of Engines	{ Wages	3,715	6	5										
	{ Stores	829	10	6										
Tools, &c.	{ Wages	266	13	6										
	{ Stores	69	9	9										
					24,758	2	8	13'67	18'94					
CARRIAGES AND WAGONS :														
Repairs	{ Wages	4,060	8	8										
	{ Stores	1,190	2	5										
Greasing	{ Wages	275	18	4										
	{ Stores	62	2	4										
					5,588	11	9	3'09	4'27					
COMPENSATION					1,630	5	11	0'90	1'25					
TRAFFIC CHARGES :														
Traffic Manager's Office (proportion of)		1,041	0	2										
Station-masters		2,148	7	2										
Clerks		5,854	8	8										
Porters, Laborers, &c.		14,479	6	2										
Pointsmen, &c.		4,083	8	9										
Gatekeepers		2,336	9	6										
Guards		1,792	3	7										
Stores for Stations		2,819	1	10										
Advertising		176	5	4										
Travelling and Incidental Expenses		1,271	13	11										
Sundry Charges		1,392	18	10										
Subsidies to Omnibuses ..		316	12	11										
					37,711	16	10	20'82	28'85					
GENERAL CHARGES :														
Commissioners (proportion of) ..		436	2	2										
Secretary's Office (proportion of)		433	18	9										
Accountant's Office (proportion of)		799	16	0										
Stores Office (proportion of) ..		253	15	7										
Retiring Allowances and Gratuities (proportion of) ..		1,075	19	0										
					2,999	11	6	1'65	2'29					
Total					84,740	3	11	3	10'78	64'82				
Balance					45,994	13	10							
					130,734	17	9					130,734	17	9
														6

Railway Department, Accountant's Branch,
27th November, 1884.

GEO. T. A. LAVATER,
Accountant.

VICTORIAN RAILWAYS.

No. 10.

SUMMARY of Revenue and Expenditure on ALL SYSTEMS for the Six months ending 30th June, 1884.

DR.		EXPENDITURE.						REVENUE.				CR.			
		£	s.	d.	£	s.	d.			£	s.	d.	£	s.	d.
Miles open		1,623													
Through Mileage		1,700													
Average Miles open for the Half-Year		1,597													
Train Miles run		3,622,317													
								Cost per Train Mile.							
									Per Cent. to Revenue.						
										Number of Passengers carried	15,762,036				
										Tons of Live Stock carried	47,098				
										" Goods carried	1,259,525				
															Revenue per Train Mile.
WAY AND WORKS:															
Maintenance	{	93,616	14	1						Passengers	428,171	10	9		
	{	9,807	11	10						Parcels, &c.	29,447	15	2		
Renewals	{	9,150	3	0						Horses, Carriages, and Dogs	6,972	1	4		
	{	40,326	15	11						Mails	20,913	17	10		
Stations	{	10,451	15	6						Rents	11,084	8	5		
	{	4,253	9	3						Miscellaneous	2,875	11	1		
					167,606	9	7	11	10	Live Stock	42,278	5	6		
LOCOMOTIVE CHARGES:										Goods	577,279	16	8		
Loco. Superintendent and Clerks		2,839	8	8											
" Foremen		2,287	7	7											
" Drivers and Firemen		51,110	14	5											
" Cleaners		7,781	12	0											
" Coalmen and Laborers		6,322	13	8											
" Sundries		10,419	19	7											
Coal and Coke		55,581	17	11											
Wood		2,974	15	9											
Water		3,606	13	11											
Oil, Tallow, and Waste		8,342	9	10											
Sundry Stores for Cleaners		2,789	15	7											
Repairs of Engines	{	27,420	8	3											
	{	11,226	19	9											
" Tools, &c.	{	1,767	17	7											
	{	889	11	1											
					195,362	5	7	12	95	17	46				
CARRIAGES AND WAGONS:															
Repairs	{	24,916	9	2											
	{	15,207	5	2											
Greasing	{	3,523	3	3											
	{	3,669	5	9											
					47,316	3	4	3	13	4	23				
COMPENSATION					31,728	0	4	2	10	2	84				
TRAFFIC CHARGES:															
Traffic Manager's Office		5,275	13	3											
Melbourne Terminus, Passenger Station		13,797	5	6											
Melbourne Terminus, Goods Station		28,807	11	2											
North Melbourne Station		1,863	19	0											
Footscray Station		1,133	11	4											
Ballarat Station		4,737	6	0											
Station-masters		14,942	17	5											
Clerks		11,735	14	0											
Porters, Laborers, &c.		48,091	16	5											
Pointsmen, &c.		9,324	7	4											
Gatekeepers		24,216	8	3											
Guards		14,755	3	5											
Stores for Stations		14,567	19	1											
Advertising		1,506	11	0											
Travelling & Incidental Expenses		5,180	1	10											
Sundry Charges		9,665	18	11											
Williamstown Pier Expenses		5,175	10	3											
Subsidies to Omnibuses		316	12	11											
					215,094	7	1	14	26	19	22				
GENERAL CHARGES:															
Commissioners		3,727	8	4											
Secretary's Office		3,708	17	3											
Accountant's Office		6,835	18	3											
Stores Office		2,169	1	4											
Superannuation Allowances		1,063	13	3											
Retiring Allowances and Gratuities		4,136	9	6											
					21,641	7	11	1	43	1	93				
Total					678,748	13	10	3	8	97	60	66			
Balance					440,274	12	11								
					1,119,023	6	9						1,119,023	6	9
															6

From the practice which obtains of running a large number of Mixed trains on all the Lines, the Passenger and Goods train mileage and charges cannot be separated.

GEO. T. A. LAVATER,
Accountant.Railway Department, Accountant's Branch,
27th November, 1884.

VICTORIAN RAILWAYS.

No. 11. Statement showing the Traffic at each Station for the Six Months ending 30th June, 1884.

Main data table with columns for Stations, Passengers, Revenue, Parcels, etc., categorized into Outwards and Inwards for Goods, Live Stock, and Station Traffic.

TOTALS... 15,766,036 448,117 10 83 71,933 13 10 15,766,036 448,117 10 83 71,933 13 10 15,766,036 448,117 10 83 71,933 13 10

VICTORIAN RAILWAY

No. 12.

RETURN OF ROLLING-STOCK on the Victorian Railways at 30th June, 1884.

LOCOMOTIVE ENGINES.			Rowan's Steam-car, with Duplicate Engine.	CARRIAGES.											WAGONS.											VANS.			SUNDRIES.							
Passenger.	Goods.	Total.		State and Departmental.	1st Class.			2nd Class.			3rd Class.	Composite.			Low-sided.		Hopper, Coal.	Loco., Coal (Wmstown.)	High-sided and Covered.			Medium.		Cattle.	Sheep.	Ballast.	Powder.	Total.	Brake.	Mail.	Total.	Horse Boxes.	Carriage Trucks.	Hearse.	Total.	
					Ordinary.	American.	Brake (A. D.).	Ordinary.	American.	Brake (B. D.).		Ordinary.	American.	Brake (A. B. D.).	Ordinary.	Double Bogie.			Ordinary.	Double Bogie.	Refrigerating.	Ordinary.	Double Bogie.													
128	143	271	1	3	258	14	10	180	10	8	2	119	3	30	637	419	37	84	8	915	20	8	2,068	70	221	188	208*	12	4,258	138	19	157	45	48	1	94

* Exclusive of 50 ballast wagons purchased by the Engineer-in-Chief's Branch.

NOTE.—41 low-sided, 45 coal, and 80 medium and high-sided wagons ; total 166 ; included in this Return are the late Melbourne and Hobson's Bay United Railway Company's goods Rolling-stock, and are not available for traffic on other lines.

RETURN of Rolling-stock for the Victorian Railways Ordered and in course of Construction at 30th June, 1884.

16	18	34	40	...	1	82	38	161	40	737	...	96	...	39	12	924	26	1	27	6	6
----	----	----	-----	-----	----	-----	---	----	-----	-----	-----	----	-----	-----	-----	----	-----	-----	-----	-----	-----	-----	-----	-----	----	-----	----	----	-----	----	---	----	---	-----	-----	---

Locomotive Superintendent's Office,
Melbourne, 22nd January, 1885.

S. MIRLS,
Locomotive Superintendent.

VICTORIAN RAILWAYS.

No. 13.

DETAIL of Locomotive Charges on ALL SYSTEMS for the Six Months ending 30th June, 1884.

PASSENGER AND GOODS TRAINS—Number of Train Miles run 3,622,317									Cost per Train Mile.			
							£	s.	d.	s.	d.	
LOCOMOTIVE POWER.												
Wages of Foremen	...	...	...	...	...	2,287	7	7	...	0	0'15
„ Drivers and Firemen	...	...	...	...	...	51,110	14	5	...	0	3'39
„ Cleaners and Lighters-up	...	...	...	...	...	9,405	6	4	...	0	0'62
„ Coalmen and Yard Laborers	...	...	...	...	...	6,322	13	8	...	0	0'42
Cost of Coal and Coke	...	...	...	...	...	55,581	17	11	...	0	3'68
„ Wood	...	...	...	...	...	2,974	15	9	...	0	0'20
„ Water, Pumpers, &c.	...	...	...	...	...	4,802	15	6	...	0	0'32
„ Oil, Tallow, and Waste	...	...	...	...	...	8,342	9	10	...	0	0'55
„ Sundries for Cleaning Engines...	...	...	...	...	...	1,649	8	8	...	0	0'11
Board and Lodging Expenses of Men away from Home	...	...	...	...	...	1,363	3	1	...	0	0'09
Cost of Gas	...	...	...	...	...	289	8	9	...	0	0'02
„ Small Stores and Hose Pipe for washing out Engines, &c.	...	...	...	...	...	1,307	12	0	...	0	0'09
LOCOMOTIVE ENGINE REPAIRS.										145,437	13	6
Wages	...	...	...	...	...	27,420	8	3			
Material	...	...	...	...	...	11,226	19	9			
TOOLS, MACHINERY, AND BUILDINGS.										38,647	8	0
Wages	...	...	...	...	...	1,767	17	7			
Material	...	...	...	...	...	889	11	1			
GENERAL CHARGES.										2,657	8	8
Including Watchmen, Half-pay for Accidents, {	Wages	...	...	...	...	5,278	12	5			
Holidays, Stationery, &c. {	Material	...	...	...	...	501	14	4			
SUPERVISION, INCLUDING ALL SALARIES AND OFFICE CHARGES.										5,780	6	9
Supervision, including all Salaries and Office Charges	...	...	...	...	...	...	2,839	8	8	0	0'19
TRAFFIC CHARGES.										195,362	5	7
Carriage Repairs—Wages	...	...	...	...	...	15,425	11	8			
„ Material	...	...	...	...	...	6,970	13	4			
Wagon Repairs—Wages	...	...	...	...	...	9,490	17	6			
„ Material	...	...	...	...	...	8,236	11	10			
Carriage and Wagon Working Expenses—Wages	...	...	...	...	...	3,523	3	3			
„ „ Material	...	...	...	...	...	3,669	5	9			
TOTALS.										47,316	3	4
GRAND TOTAL.										242,678	8	11
COST PER TRAIN MILE.										1	4	08

Railway Department, Accountant's Branch,
27th November, 1884.

GEO. T. A. LAVATER,
Accountant.

VICTORIAN RAILWAYS.

No. 14.

COMPARATIVE Yearly Statement of Miles of Line Open, Cost of Construction, Rolling-stock Employed, Gross and Net Revenue, Working Charges, and Percentages of the same to Gross Revenue, &c., for Thirteen Years, from 1st July, 1871, to 30th June, 1884.

Years and Half-years.	Miles open at end of Year.	Average Miles open during the Years.	Construction.		Rolling-stock.				Number of Passengers conveyed.	Tonnage of Goods and Live Stock conveyed.	Gross Receipts.				Total Train Miles Run.	Gross Receipts per Train Mile.
			Capital Cost, including Rolling-stock.	Average Cost per Mile open.	Passenger Engines.	Goods Engines.	Carriages.	Wagons, Vans, &c.			From Passenger, &c., Traffic.	From Goods and Live Stock Traffic.	Total.	Per Average Mile open.		
			£	£						£	£	£	£		s. d.	
1871-2	313	267	10,034,772	32,060	51	41	144	1,564	1,508,671	489,126	236,671	400,961	637,632	2,388	1,173,434	10/10'41
1872-3	360	335	10,815,868	30,128	51	43	145	1,644	1,720,815	569,871	260,756	442,972	703,728	2,101	1,354,131	10/4'72
1873-4	441	414	11,557,484	26,207	52	54	160	1,772	2,039,030	681,710	304,073	546,969	851,042	2,056	1,667,124	10/2'52
1874-5	586	541	12,411,672	21,143	58	63	183	2,002	2,699,519	732,772	350,417	569,591	920,008	1,701	2,051,710	8/11'50
1875-6	620	608	13,239,405	21,354	58	63	205	2,129	2,978,139	928,300	388,228	606,539	994,767	1,636	2,280,092	8/8'71
1876 †	702	652	13,710,364	19,558	61	63	210	2,194	1,582,057	494,864	206,520	345,441	551,961	848	1,262,782	8/8'90
1877	931	787	14,562,984	15,642	76	63	221	2,373	3,395,709	1,030,558	460,459	675,340	1,135,799	1,443	2,786,581	8/1'82
1878	1,035	967	15,343,240	14,824	80	68	231	2,763	3,829,256	960,479	515,351	701,324	1,216,675	1,258	3,095,590	7/10'33
1879	1,108	1,091	16,251,420	14,667	87	76	243	3,068	4,169,175	962,000	521,383	700,724	1,222,107	1,120	3,462,622	7/0'71
† 1880	1,199	1,194	18,041,295	15,047	119	78	371	3,411	15,999,459	1,303,215	674,890	818,027	1,492,917	1,250	4,380,802	6/9'79
† 1881	1,247	1,215	18,603,830	14,919	122	88	398	3,609	18,973,070	1,468,785	770,617	894,592	1,665,209	1,371	4,633,267	7/2'26
† 1882	1,355	1,300	19,746,915	14,573	126	102	456	3,951	22,646,489	1,684,213	855,710	945,368	1,781,078	1,370	5,069,389	7/0'32
† 1883	1,562	1,432	21,488,065	13,757	132	127	590	4,493	26,485,305	1,881,760	917,453	980,858	1,898,311	1,326	5,701,513	6/7'91
† 1884 †	1,624	1,598	21,893,386	13,481	128	143	638	4,509	15,762,037	1,306,622	499,465	619,558	1,119,023	701	3,622,317	6/2'14

Years and Half-years.	Maintenance.		Locomotive.		Traffic.		General.		Total Working Cost.			Net Earnings.				
	Amount.	Per Cent. of Gross Receipts.	Amount.	Per Cent. of Gross Receipts.	Amount.	Per Cent. of Gross Receipts.	Amount.	Per Cent. of Gross Receipts.	Amount.	Per Cent. of Gross Receipts.	Per Train Mile.	Per Average Mile open.	Amount.	Per Average Mile open.	Per Cent. on Capital Cost.	
	£		£		£		£		£		s. d.	£	£	£	s. d.	
1871-2	69,180	10'85	85,739	13'45	110,843	17'38	14,042	2'20	279,804	43'88	4/9'23	1,048	357,828	1,340	6/1'18	3'57
1872-3	72,083	10'25	97,822	13'90	132,594	18'84	18,792	2'67	321,291	45'66	4/8'94	959	382,437	1,142	5/7'78	3'54
1873-4	74,999	8'81	121,878	14'32	161,245	18'95	16,593	1'95	374,715	44'03	4/5'94	905	476,327	1,150	5/8'57	4'12
1874-5	130,435	14'18	148,999	16'19	182,042	19'79	20,241	2'20	481,717	52'36	4/8'35	890	438,290	810	4/3'27	3'53
1875-6	128,679	12'94	153,617	15'44	196,195	19'72	20,916	2'10	499,407	50'20	4/4'57	821	495,360	815	4/4'14	3'74
1876 †	54,430	9'86	81,206	14'71	107,828	19'54	9,939	1'80	253,403	45'91	4/0'16	389	298,557	459	4/8'74	4'36
1877	166,581	14'66	181,078	15'94	230,125	20'26	14,697	1'29	592,481	52'16	4/3'03	753	543,318	690	3/10'79	3'73
1878	155,410	12'77	204,806	16'83	248,519	20'43	16,964	1'40	625,699	51'43	4/0'52	647	590,976	611	3/9'82	3'85
1879	153,514	12'56	211,479	17'31	256,300	20'97	19,331	1'58	640,624	52'42	3/8'40	587	581,483	533	3'4'30	3'58
† 1880	199,042	13'33	258,491	17'32	333,248	22'32	23,294	1'56	814,075	54'53	3/8'60	682	678,842	569	3/1'19	3'76
† 1881	219,599	13'19	256,990	15'43	412,336	24'76	24,647	1'48	913,572	54'86	3/11'32	752	751,637	619	3/2'93	4'04
† 1882	244,626	13'73	284,713	15'99	544,886	30'59	24,374	1'37	1,098,599	61'68	4/4'01	845	682,479	525	2/8'31	3'46
† 1883	376,187	19'82	334,091	17'60	514,259	27'09	49,385	2'60	1,273,921	67'11	4/5'62	890	624,389	436	2/2'28	2'91
† 1884 †	167,607	14'98	195,362	17'46	294,139	26'29	21,641	1'93	678,749	60'66	3/8'97	425	440,274	276	2/5'17	2'01

* Including repairs and renewals of carriages and wagons.—† Six months only.—‡ The Hobson's Bay Suburban Lines included since 1880.

GEO. T. A. LAVATER,
Accountant.

Railway Department, Accountant's Branch,
27th November, 1884.

VICTORIAN RAILWAYS.

No. 15.

STATEMENT showing the Cost of EACH LINE, THE TOTAL LENGTH OF WHICH WAS OPEN FOR TRAFFIC, at 30th June, 1884, with Average Cost per Mile, Highest and Lowest Levels, Steepest Gradients, &c.

	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark, Hobson's Bay.		Steepest Gradient.	Cost, exclusive of Rolling-stock.	
	Double.	Single.	Total.	Highest.	Lowest.		Total.	Average per Mile.
	Miles.	Miles.	Miles.	Feet.	Fect.	Feet.	£	£
NORTHERN SYSTEM.								
Melbourne to Sandhurst	100 $\frac{1}{2}$	...	100 $\frac{1}{2}$	1,902	17	1 in 50	4,675,714	46,409
Sandhurst to Echuca (including Bridge over Murray at Echuca) ... ..	...	55 $\frac{1}{2}$	55 $\frac{1}{2}$	753	320	1 " 90	669,207	12,112
Lancefield Junction to Lancefield ... ..	...	14 $\frac{1}{2}$	14 $\frac{1}{2}$	1,675	1,072	1 " 40	61,639	4,251
Carlsruhe to Daylesford ... ..	...	22 $\frac{1}{2}$	22 $\frac{1}{2}$	2,469	1,791	1 " 50	156,401	6,875
Castlemaine to Dunolly ... ..	...	47 $\frac{1}{2}$	47 $\frac{1}{2}$	949	580	1 " 40	294,060	6,191
Dunolly to St. Arnaud ... ..	...	33	33	945	611	1 " 50	158,422	4,800
St. Arnaud to Donald ... ..	...	23 $\frac{3}{4}$	23 $\frac{3}{4}$	868	374	1 " 50	92,086	3,877
Castlemaine and Maldon ... ..	...	10 $\frac{1}{2}$	10 $\frac{1}{2}$	1,177	893	1 " 40	47,327	4,617
Ballarat to Maryborough ... ..	...	42 $\frac{1}{2}$	42 $\frac{1}{2}$	1,525	732	1 " 40	264,492	6,223
Ballarat Racecourse Branch Line ... ..	...	2	2	1,508	1,466	1 " 50	6,942	3,471
Maryborough to Avoca ... ..	...	15	15	883	721	1 " 40	60,768	4,051
Sandhurst to Inglewood ... ..	...	30	30	778	442	1 " 43	153,297	5,110
Inglewood to Charlton ... ..	...	42 $\frac{3}{4}$	42 $\frac{3}{4}$	639	422	1 " 50	155,379	3,635
Charlton to Wycheproof ... ..	...	16 $\frac{1}{2}$	16 $\frac{1}{2}$	521	356	1 " 50	77,392	4,690
Korong Vale to Boort ... ..	...	18	18	459	296	1 " 50	67,003	3,722
Total	100 $\frac{1}{2}$	373 $\frac{3}{4}$	474 $\frac{1}{2}$	...	...	...	6,940,129	Average: 14,626
WESTERN SYSTEM.								
Footscray Junction to Williamstown (including Piers and Breakwater)	6	...	6	66	12	1 in 100	443,252	73,875
Newport to Geelong (including line to Geelong Wharf)	1 $\frac{1}{2}$	37 $\frac{1}{2}$	39	113	12	1 " 81 & wharf line	1,104,274	28,315
West Geelong to Ballarat	53 $\frac{1}{2}$	...	53 $\frac{1}{2}$	1,725	47	1 " 50	1,753,150	32,769
Geelong to Queenscliff — (Queenscliff Junction to Queenscliff) ... ..	...	20 $\frac{3}{4}$	20 $\frac{3}{4}$	263	10	1 " 50	108,599	5,234
Geelong to Colac (including Geelong Racecourse Branch Line) ... ..	...	52 $\frac{1}{2}$	52 $\frac{1}{2}$	465	17	1 " 50	310,213	5,909
Colac to Camperdown ... ..	...	28	28	569	405	1 " 50	115,080	4,110
Warrenheip to Gordons ... ..	...	13	13	1,940	1,707	1 " 50	83,400	6,415
Ballarat to Ararat ... ..	...	57	57	1,517	960	1 " 44	322,741	5,662
Ararat to Stawell ... ..	...	18 $\frac{3}{4}$	18 $\frac{3}{4}$	1,086	759	1 " 50	116,345	6,205
Stawell to Horsham ... ..	...	53 $\frac{1}{2}$	53 $\frac{1}{2}$	759	423	1 " 50	239,076	4,468
Horsham to Dimboola ... ..	...	21 $\frac{1}{2}$	21 $\frac{1}{2}$	477	361	1 " 50	69,279	3,260
Ballarat to Scarsdale ... ..	...	13 $\frac{1}{2}$	13 $\frac{1}{2}$	1,481	1,157	1 " 50	53,991	4,075
Ararat to Hamilton ... ..	...	66 $\frac{1}{2}$	66 $\frac{1}{2}$	1,028	572	1 " 50	312,769	4,793
Hamilton to Portland (including line to Portland Wharf) ... ..	...	54	54	605	11	1 " 50 & wharf line	274,523	5,083
Total	61 $\frac{1}{2}$	435 $\frac{3}{4}$	497	...	...	...	5,306,692	Average: 10,677
NORTH-EASTERN SYSTEM.								
Essendon Junc. to Essendon (including Racecourse Line)	5	...	5	148	14	1 in 67	100,590	20,118
Essendon to Wodonga	14 $\frac{1}{2}$	167 $\frac{1}{2}$	182	1,148	105	1 " 50	1,683,365	9,249
Wodonga to Murray River ... ..	...	2 $\frac{1}{2}$	2 $\frac{1}{2}$	537	512	1 " 75	33,985	15,104
Tallarook to Yea ... ..	...	23 $\frac{3}{4}$	23 $\frac{3}{4}$	698	488	1 " 40	141,828	5,972
Mangalore to Shepparton ... ..	...	45	45	476	372	1 " 100	234,781	5,217
Shepparton to Numurkah ... ..	...	20 $\frac{1}{2}$	20 $\frac{1}{2}$	376	348	1 " 206	64,252	3,134
Toolamba to Tatura ... ..	...	7	7	385	371	1 " 108	26,870	3,838
Benalla to St. James ... ..	...	20 $\frac{1}{2}$	20 $\frac{1}{2}$	583	450	1 " 75	67,644	3,299
Wangaratta to Beechworth ... ..	...	23	23	1,831	502	1 " 36	156,560	6,807
Everton to Myrtleford ... ..	...	16 $\frac{1}{2}$	16 $\frac{1}{2}$	989	581	1 " 40	65,751	3,985
Springs to Wangunyah ... ..	...	14	14	622	454	1 " 50	66,685	4,763
Total	19 $\frac{1}{2}$	340	359 $\frac{1}{2}$	...	...	...	2,642,311	Average: 7,350
EASTERN SYSTEM.								
Spencer to Flinders streets Junction ... ..	...	2	2	17	6	1 in 23	6,799	9,065
South Yarra to Oakleigh	6 $\frac{3}{4}$	...	6 $\frac{3}{4}$	184	22	1 " 50	227,441	33,695
Oakleigh to Sale ... ..	...	118 $\frac{1}{2}$	118 $\frac{1}{2}$	513	32	1 " 50	780,903	6,604
Traralgon to Heyfield ... ..	...	22 $\frac{1}{2}$	22 $\frac{1}{2}$	262	93	1 " 50	99,168	4,457
Hawthorn to Lilydale ... ..	...	20 $\frac{1}{2}$	20 $\frac{1}{2}$	484	41	1 " 40	177,419	8,761
Caulfield to Frankston ... ..	...	20	20	167	10	1 " 50	115,694	5,784
Hobson's Bay Lines (including the Port Melbourne Pier)	16 $\frac{1}{2}$	...	16 $\frac{1}{2}$	53	10	1 " 100	1,374,235	83,287
Total	23 $\frac{1}{2}$	181 $\frac{1}{2}$	204 $\frac{3}{4}$	...	...	...	2,781,719	Averages: 13,586
Grand Total	204$\frac{1}{2}$	1,331	1,535$\frac{3}{4}$	...	...	...	17,670,851	11,506

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

GEO. T. A. LAVATER,
Accountant.

Railway Department, Accountant's Branch,
27th November, 1884.

VICTORIAN RAILWAYS.

No. 16.

RETURN of Accidents and Injuries to Life and Limb, from the Opening of the Lines for Traffic to 30th June, 1884.

Year.	Passengers Killed or Injured.				Servants of the Department or of Contractors Killed or Injured.				Persons Killed or Injured at Crossings.		Trespassers.		Miscellaneous.		Total.	
	From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.								
1859	1	...	2	...	...	...	3	...	...	...	6	...
1860	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	2
1861	3	2	...	...	...	...	...	...	3	2
1862	...	19	...	...	...	1	4	8	1	1	1	1	...	1	6	31
1863	...	2	...	1	1	...	5	5	...	...	3	2	...	...	9	10
1864	1	7	...	...	...	1	...	1	1	9
1865	1	18	...	...	4	1	...	...	5	19
1866	1	1	2	...	...	...	1	1	...	...	4	2
1867	3	1	5	...	...	...	1	...	...	1	9
1868	2	...	...	...	2	...
1869	2	...	...	...	1	...	1	...	4	...
1870	4	1	...	...	...	1	...	...	...	2	4
1871	2	1	...	...	2	1	2	1	6	3
1872	...	28	...	2	...	1	...	1	...	...	3	...	...	...	3	32
1873	1	...	...	...	...	...	...	...	1
1874	4	...	...	1	1	...	4	...	1	...	10	1
1875	6	6	1	...	...	4	1	1	...	11	8
1876	...	1	...	1	3	4	10	15	2	...	6	5	2	1	23	27
1877	...	36	1	...	3	3	10	5	...	1	8	2	...	2	22	49
1878	...	22	...	3	...	6	7	5	2	...	6	1	1	3	16	40
1879	...	7	...	2	1	11	8	20	2	3	9	1	1	1	21	45
1880	...	5	...	...	...	1	7	7	3	2	6	3	2	2	18	20
1881	4	46	4	4	...	1	14	10	3	...	8	2	1	1	34	64
1882	1	210	1	5	...	13	22	25	3	1	9	2	2	5	38	264
1883	...	67	5	8	...	7	10	12	5	2	10	1	2	4	32	101
*1884	1	44	...	9	4	10	2	21	...	2	3	1	...	3	10	90
Total ...	6	488	11	36	18	72	120	170	22	12	94	27	16	25	287	830

* Six months.

Railway Department, Accountant's Branch,
5th February, 1885.

GEO. T. A. LAVATER,
Accountant.

VICTORIAN RAILWAYS.

No. 17.

RETURN of the Number and Nature of Accidents to Life and Limb which have occurred during the Half-Year ending 30th June, 1884.

Date of Accident.	Station or Line where Accident occurred.	Passengers.				Servants of Department or of Contractors.				Persons Killed or Injured while crossing at Crossings.		Trespassers.		Miscellaneous.		Nature and Cause of Accident.
		From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.							
1884.																
Jan. 2	Euroa Station ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Station-master sustained slight injuries through holding on to staff too long when handing it to fireman of passing train.
Feb. 1	Williamstown Pier ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Man knocked down and slightly hurt at Williamstown Pier station.
" 7	Melbourne Yard, Spencer-street	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Shunter, after uncoupling engine, caught his foot in a bar, and was dragged along and seriously injured.
" 22	Flinders-street Station	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Stevadore broke one of his ribs through falling whilst in the act of jumping on to the line from goods platform.
" 23	Branxholme and Casterton Line	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Labourer fell off ballast truck while in motion and broke his leg.
" 25	Williamstown Pier ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Labourer knocked out of truck by a sling of wheat.
March 1	North Melbourne ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Woman, with baby in her arms, jumped out of Williamstown train, after it had started, on to the platform.
" 1	Heyfield Station ...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	While four workmen were coming into station on a trolley, a gate blew open and threw the trolley off the line.
" 2	Ballarat Station ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	Trespasser fell into engine pit at locomotive shed and fractured his skull.
" 5	Flinders-street Station	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Drayman, while rolling a wheel towards the crane, let it fall on his leg.
" 7	Prince's-bridge Yard	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Carriage-cleaner fell from a carriage and broke his arm.
" 15	Williamstown Pier ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Labourer fell out of one truck against another through hand-hook slipping.
" 17	Pimpinio Station ...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	Trespasser, while sitting on a rail, under influence of drink, was run over and had leg broken by truck.
" 19	Williamstown Pier ...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	Tally clerk fell down a small hatchway on board R.M.S. "Ballarat."
" 20	Ballarat Station ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Carriage-cleaner fell off carriage while it was being shunted, and had his fingers crushed and head injured.
" 20	Keusington Hill ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	Trespasser run over and killed.
" 24	Ravenswood Station	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Firewood loader, while engaged in hand-shunting some trucks, was crushed between the buffers.
" 24	Flinders-street Tramway	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Shunter injured himself internally while lifting some brakes.
" 24	Flinders-street Station	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Acting porter fell while lighting some semaphore lamps, and was seriously hurt.
" 26	" " "	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Carriage-cleaner knocked down by Sandridge train.
" 26	Seymour Station ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Fireman had his foot crushed by engine passing over it.
" 27	Ballarat East ...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	Young woman knocked down and injured while crossing the line at King-street crossing.
April 2	Little River ...	1	44	...	...	2	3	...	...	...	...	...	...	...	...	Collision between passenger and goods train caused by daughter of Station-master, Werribee, despatching goods train after giving line clear message to Little River Station.
" 3	Sunbury ...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	Boiler of engine attached to goods train exploded, killing fireman and injuring the driver.
" 5	Spencer-street ...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	Carter got crushed between two stacks marble slabs, and seriously injured.



APPENDIX B.

VICTORIAN RAILWAYS.

APPENDIX TO THE REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS.

YEAR ENDING 30th JUNE, 1885.

1. Report of the Engineer-in-Chief for Half-Year ending 30th June, 1884.
- 1 (a). " " " Year " " 1885.
2. " " Engineer for Existing Lines for Half-Year ending 30th June, 1884.
- 2 (a). " " " Year " " 1885.
3. " " Locomotive Superintendent for Year and Half ending 30th June, 1885.
4. Statement of funds obtained under various loans for construction and of expenditure charged against the same.
5. Statement of receipts and expenditure on capital account.
6. " " " in account with the consolidated revenue.
7. General balance-sheet.
8. Statement of revenue and expenditure—Northern system.
9. " " " Western system.
10. " " " North-Eastern system.
11. " " " Eastern system.
12. " " " Hobson's Bay lines.
13. " " " Summary of all systems.
14. Statement showing traffic at each station.
15. Return of wool consigned to certain stations.
16. Return of rolling-stock.
17. Detail of locomotive charges.
18. Comparative statement for fourteen years ending 30th June, 1885.
19. Detail of cost of construction of each line open for traffic, highest and lowest levels, steepest gradients, &c.
20. Return of accidents to persons during Year ending 30th June, 1885.
21. " " " since lines were opened for traffic.
22. Statement showing contracts in progress, &c., for Year and Half ending 30th June, 1885.

VICTORIAN RAILWAYS.

No. 1.

Railway Department, Engineer-in-Chief's Office,
Melbourne, 8th September, 1885.

GENTLEMEN,

I have the honor to report that, during the six months ended 30th June, 1884, contracts were entered into for construction of lines of railway as under :—

No. of Act.	Date of Contract.	Line.	Length.			Average per Mile.
			m.	ch.	lks.	£
682 ...	11th January (re-let)	Completion of Morwell to Mirboo	20	10	00	3,770
682 ...	10th March ...	Wodonga and River Murray	0	14	66½	...
821 ...	14th May ...	Extension of Camperdown Line to Cattle-Yards ...	0	47	89	...

In the following cases, contractors' claims for losses, alleged to have been sustained by them in consequence of delays in delivery of rails and fastenings were dealt with by arbitrators appointed under the provisions of the respective contracts :—

Messrs. McDermott, McNeil, and Bath, Colac to Camperdown Line, claimed £11,280 13s., and were awarded £4,115 12s. 8d., besides costs.

Messrs. D. Leslie and Co., Inglewood to Korong Vale Line, claimed £5,270 3s. 1d., and were awarded £1,660, besides costs.

Messrs. Bell, Lewis, and Roberts, Ballarat to Scarsdale Line, claimed £3,499 5s. 8d., and were awarded £1,436 6s. 3d., besides costs.

Messrs. McDermott, McNeil, and Bath, Benalla to St. James Line, claimed £5,249 0s. 9d., and were paid £1,500 as a compromise.

The following new lines, or portion of lines, were completed and opened for public traffic during the period :—

Line.	Length.	Date.
Mitiamo to Pyramid Hill	12½	12th February, 1884
Branxholme to Henty	23½	15th February, 1884
Braybrook Junction to Melton	15½	2nd April, 1884
Castlemaine to Maldon	10½	16th June, 1884
Total	61½	

Progress was made with the surveys of the following lines :—

PERMANENT SURVEYS.

Bacchus Marsh and Gordons.
Heyfield and Bairnsdale.
Creswick and Daylesford.

Hamilton and Coleraine.
Murtoa and Warracknabeal.

TRIAL SURVEYS.

Colac and Cape Otway Forest.
Birregurra and Cape Otway Forest.
Morwell and Mirboo Extension.
Great Southern Line.

Drouin and Poowong.
Yea to Alexandra and Mansfield.
Lancefield to Heathcote *via* Baynton.

I have the honor to be, Gentlemen,

Your obedient Servant,

ROBT. WATSON,

Engineer-in-Chief.

The Victorian Railways Commissioners.

VICTORIAN RAILWAYS.

No. 1 (a).

Railway Department, Engineer-in-Chief's Office,
Melbourne, 8th September, 1885.

GENTLEMEN,

I have the honor to report that, during the year ended 30th June, 1885, contracts were entered into for construction of lines of railway as under :—

No. of Act.	Date of Contract.	Line.	Length.	Average per mile.
	1885.		Miles.	£
821 ...	2nd April ...	Bacchus Marsh to Maddingley ...	2'413	16,273
821 ...	7th May ...	St. James to Yarrowonga ...	19'870	2,754
821 ...	8th June ...	Dimboola to South Australian Border ...	63'174	2,775
821 ...	15th June ...	Murtoa to Warracknabeal ...	31'075	2,596

In the following cases, contractors' claims for losses alleged to have been sustained by them, in consequence of delays in delivery of rails and fastenings and for other alleged losses, were dealt with by arbitrators appointed under the provisions of the respective contracts :—

Messrs. J. Law and Co. (Everton and Myrtleford Line) claimed £3,676 14s. 9d., and were paid £1,788 as a compromise.

Messrs. D. Leslie and Co. (Korong Vale to Charlton, Borung to Boort, and Charlton to Wycheproof Lines) claimed £10,009 3s. 4d., £4,820 14s. 6d., and £7,889 1s. 3d. respectively, and were paid a total sum of £2,500 as a compromise.

Mr. J. S. White (Morwell to Mirboo Line) claimed £25,414 1s. 3d., and was refunded the contract deposit (£3,975) with accrued interest as a compromise.

Messrs. Falkingham and Bunn (Caulfield to Frankston Line) claimed £10,377 2s. 4d., and were awarded, including costs, £5,839 8s. 3d. In this case, the Department was represented under protest as to the legality of the arbitration proceedings; £1,922 8s. 3d. was paid as a compromise, beyond the £1,777 11s. 9d. which had been certified for by the Engineer-in-Chief.

Messrs. Higgins and Wright (South Yarra to Oakleigh Line) claimed £52,019 15s., and were awarded £13,705 17s., including costs. The Department was represented under protest as to the legality of the arbitration proceedings. On the contractors appeal to the Supreme Court to enforce the award, it was declared null and void.

The following new lines, or portion of lines, were completed and opened for public traffic during the year :—

Line.	Length.	Date.
	Miles.	
Henty to Casterton ...	8 $\frac{1}{2}$	1st September, 1884.
North Melbourne to Coburg ...	5	9th September, 1884.
Pyramid Hill to Kerang ...	24 $\frac{1}{2}$	25th October, 1884.
Morwell to Boolarra ...	12	10th April 1885.
Total ...	50 $\frac{1}{2}$ *	

* Exclusive of 1 mile between Traralgon Station and Traralgon Junction, and $\frac{1}{2}$ mile branch line to Williamstown Racecourse, constructed by Engineer of Existing Lines Branch.

Progress was made with the survey of the following lines :—

PERMANENT SURVEYS.

Creswick to Daylesford.
Great Southern Line.
Tatura to Echuca.
Camperdown to Terang and Warrnambool.
Heidelberg-road to Johnston-street.
Royal Park and Clifton Hill.
Lilydale and Healesville.
Alphington and Heidelberg.

Moe and Narracan.
Wandong to Heathcote and Sandhurst.
Hawthorn and Kew.
Koroit and Warrnambool.
Yea and Mansfield.
Brighton and Pic-nic Point.
Outer Circle Railway.

TRIAL SURVEYS.

Lancefield to Heathcote *via* Baynton.
Great Southern Line.
Cowwarr towards Walhalla.
Alphington and Eltham.

Camperdown to Terang and Warrnambool.
Beaconsfield and Gembrook.
Moe to Walhalla.

I have the honor to be, Gentlemen,
Your obedient Servant,

ROBT. WATSON,
Engineer-in-Chief.

The Victorian Railways Commissioners.

VICTORIAN RAILWAYS.

No. 2.

Railway Department, Office of Engineer of Existing Lines,
Melbourne, 9th September, 1885.

GENTLEMEN,

I have the honor to report that the way and works of the Victorian Railways were efficiently maintained during the half-year ending 30th June, 1884.

The total expenditure for the half-year on account of maintenance on the whole of the lines was £167,606 9s. 7d., for an average of 207½ miles of double, and an average of 1,364¾ miles of single line of way, or a total average length of 1,572 miles, being at the rate of £106 12s. 5d. per mile for the six months, as against £266 10s. 4d. for the year 1883.

There were 34½ miles of steel rails issued for renewals to replace iron rails during the half-year, as compared with 141½ miles during the year 1883.

There were 48,171 sleepers issued for renewals and repairs during the half-year, as against 71,548 for the year 1883, and 65,327 for the year 1882.

I have the honor to be, gentlemen,

Your obedient servant,

W. H. GREENE,

Engineer for Existing Lines.

The Victorian Railways Commissioners.

VICTORIAN RAILWAYS.

No. 2 (a).

Railway Department, Office of Engineer of Existing Lines,
Melbourne, 9th September, 1885.

GENTLEMEN,

I have the honor to report that the way and works of the Victorian Railways were efficiently maintained during the year ending 30th June, 1885.

The total expenditure for the year on account of maintenance on the whole of the lines was £281,475 6s. 3d. for an average of £207½ miles of double, and an average of 1,437½ miles of single line of way, or a total average length of 1,645 miles, as against £376,186 13s. 7d. for an average of 191¾ miles of double, and an average of 1,219¾ miles of single line of way, or a total average length of 1,411½ miles in 1883, being at the rate of £171 2s. 2d. per mile in 1884-5, as compared with £266 10s. 4d. in 1883.

The decrease in the cost of maintenance is almost entirely due to the reduced quantity of permanent-way materials issued during the year, there being only 42¾ miles of way (steel rails) issued for renewals to replace iron rails, as compared with 141½ miles in 1883, and 46½ miles in 1882.

The number of sleepers used for renewals and repairs during the year was 19,763, as against 71,548 in 1883, and 65,327 in 1882.

The alterations at Richmond station, including the bridge over Swan-street to provide for separate double lines of way for the Brighton, Gippsland, and Hawthorn traffic are in a forward state, and will probably be completed before the 1st December next.

The bridge over the Yarra at Cremorne is also in a forward state, and it is expected will be completed about the 1st March next.

The duplication of the line from Hawthorn to Camberwell (2 miles), and the line from Traralgon to Traralgon Junction (1 mile); together with the branch line to the Williamstown Racecourse (½ mile) were completed during the year, and the duplication of the remaining portions of the North-eastern line between Essendon and Seymour is being rapidly proceeded with, and it is expected the double line will be completed and ready for traffic as far as Kilmore by the 1st January next.

The top ballast required for boxing up the following lines, constructed under Act 682, was put on by this branch during the year:—Benalla to St. James, Traralgon to Heyfield, Everton to Myrtleford, Korong to Wycheproof, Korong to Boort, and on portion of Colac to Camperdon, Eaglehawk to Mitiamo, Branxholme to Casterton, Tallarook to Yea, Hawthorn to Lilydale, and North Melbourne to Coburg.

Sundry alterations and additions to the existing lines, to provide for increased traffic, were undertaken, some of which have been completed, and others are in course of construction.

I have the honor to be, gentlemen,

Your obedient servant,

W. H. GREENE,

Engineer for Existing Lines.

The Victorian Railways Commissioners.

VICTORIAN RAILWAYS.

No. 3.

Locomotive, Carriage, and Wagon Branch,
Locomotive Superintendent's Office,
Melbourne, 9th September, 1885.

GENTLEMEN,

I have the honor to submit report upon the working of this Branch of the Victorian Railways from the 1st of January, 1884, to 30th June, 1885, a period of eighteen months.

The train miles run, together with shunting mileage, &c., the working expenses for the six months ending 30th June, 1884, and the twelve months following, ending 30th June, 1885, are summarized as follows:—

	Six months, ending June, 1884.	Twelve months, ending June, 1885.
Train miles	3,622,317	6,849,818
Shunting, &c.... ..	745,169	1,453,653
Total	4,367,486	8,303,471
Cost per train mile	1s. 4.08d.	1s. 5.26d.

The cost of working on all lines for the twelve months of 1883 was 1s. 5.33d. per train mile, and the total mileage, including shunting, &c., 7,029,628 miles.

The total number of miles open on 30th of June, 1885, was 1,675½.

From the return No. 15 (Appendix B) it will be seen that the rolling-stock at the 30th June, 1885, consisted of 305 locomotives, 701 carriages, 4,511 wagons, 186 brake and mail vans, and 100 other vehicles, including horse-boxes, carriage-trucks, and hearse; whilst there were also under construction 25 locomotives, 130 carriages, and 667 wagons.

Extensive repairs have been executed to the carriage rolling-stock, and I am glad to say that, as far as the South Suburban lines are concerned, vans are provided for the tail of every train. I hope shortly to similarly complete the equipment of the North Suburban trains.

All cattle wagons are now fitted with fixed screw-couplings; cattle will not, therefore, be injured in transit.

All carriages of the side-door type are being constructed with six wheels, and nearly all the carriages are fitted with continuous footboards.

I am pleased to be able to state that the train services throughout the eighteen months have been maintained with efficiency and punctuality—that is, good time has been kept with all classes of trains.

The following work has been executed in the various shops during the past eighteen months:—

WILLIAMSTOWN.—150 engines, thorough overhaul; 34 engines, entirely new boilers; 66 new steam-brakes; 15 new cylinders; 8 new crank-axles; 22 new lock safety-valves; 10 new express engines were erected; 151 carriages, 6 carriage trucks, and 2 horse-boxes, were repaired; 360 wagons, very extensive repairs; 384 wagons, general repairs; 42 rebuilt; 378 painted with four coats of paint; 557 lifted, wheels turned up, or fitted with new tyres and brasses; 1,163 buffers were repaired; 428 hand-barrows repaired and almost renewed; 20 platform barrows and 43 platform lorries rebuilt; and 2 refrigerating trucks for the carriage of dairy produce were constructed. Other work has been done in the wagon department, which it is not necessary to mention here; and a great deal of work has been done for the wagons repaired at Melbourne and country stations.

NEWPORT.—498 carriages, brake vans, horse-boxes, and other passenger vehicles have been repaired, and also 12 ballast wagons; 8 brake-vans and 1 carriage have been rebuilt, and 4 first-class smoking brake-vans and 3 post-office vans have been constructed.

PORT MELBOURNE.—44 engines, 99 carriages and vans, and 118 trucks have been in the shops for repairs.

Attention has been paid to the fitting of continuous brakes to rolling-stock.

The following return will show the extent to which continuous brakes had been fitted on the 1st of January, 1884, and 30th of June, 1885, respectively:—

	1st Jan., 1884.	30th June, 1885.
Woods' hydraulic brake ... engines	39	47
Ditto ... carriages and vans	126	204
Ditto (pipe only) ... ditto	13	15
Westinghouse brake ... engines	4	32
Ditto ... carriages and vans	10	223
Vacuum brake ... engines	Nil	5
Ditto ... carriages and vans	Nil	13
Totals	192	539

The rolling-stock has been well maintained during the period embraced in this report.

I have the honor to be, Gentlemen,

Your obedient servant,

S. MIRLS,

Locomotive Superintendent.

The Victorian Railways Commissioners.

VICTORIAN RAILWAYS.

No. 4.

STATEMENT of the Funds obtained under various Loans for the Construction of the Victorian Railways, and of the Expenditure charged against the same, to the 30th June, 1885.

Dr.		Loans Authorized.			Expenditure on Construction charged against Loans.			Cr.		
		£	s.	d.	£	s.	d.	£	s.	d.
Loan 21 Victoria No. 36	...	...	3,310,620	0	0					
Loan 25 Victoria No. 150	...	...	276,100	0	0					
Loan 29 Victoria No. 287	...	...	250,000	0	0					
Loan 32 Victoria No. 331	...	...	2,107,000	0	0					
Loan 36 Victoria No. 439*	...	...	88,872	18	0					
Loan 37 Victoria No. 468	...	...	1,450,000	0	0					
Loan 39 Victoria No. 531	...	...	1,396,693	0	0					
Loan 42 Victoria No. 608	...	...	4,156,573	12	2					
Loan 45 Victoria No. 717	...	2,732,055	0	0						
Loan 45 Victoria No. 717—2/2/	...	36,951	2	4						
Loan 46 Victoria No. 739	...	...	2,769,006	2	4					
Loan 46 Victoria No. 741	...	...	1,990,882	19	0					
Loan 47 Victoria No. 760	...	...	36,022	12	6					
			3,767,484	18	10					
						21,599,256	2	10		
Act 617, M. and H. B. Railway Debentures taken over from the late company and not yet redeemed						222,800	0	0		
						21,822,056	2	10		
Less Discount and Expenses on Sale of Debentures—										
Loan 37 Victoria No. 468	...	...	157,724	7	9					
Loan 39 Victoria No. 531	...	...	91,286	18	0					
Loan 42 Victoria No. 608	...	...	36,820	5	1					
Loan 45 Victoria No. 717	...	...	63,797	4	7					
Loan 47 Victoria No. 760	...	...	113,938	14	10					
			463,567	10	3					
Deduct Net Premiums on Debentures of—										
Loan 21 Victoria No. 36	...	...						
Loan 25 Victoria No. 150	...	...						
Loan 29 Victoria No. 287	...	...	234,772	5	1					
Loan 32 Victoria No. 331	...	...						
						228,795	5	2		
						£ 21,593,260	17	8		
								£ 21,593,260	17	8

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

Railway Department, Accountant's Branch,
8th September, 1885.

P. P. LABERTOUCHE,
Secretary.

GEO. T. A. LAVATER,
Accountant.

VICTORIAN RAILWAYS.

No. 5.

DR.

RECEIPTS and EXPENDITURE on Capital Account to the 30th June, 1885.

CR.

	£	s.	d.	£	s.	d.	By Construction--	£	s.	d.	£	s.	d.	£	s.	d.
To Net Amount raised on Loans (see Return No. 4) ..	21,593,260	17	8													
„ Railway Loan Liquidation and Construction Account (Act 360) ..	2,200,000	0	0													
„ Amount from Consolidated Revenue (see Return No. 6) ..	343,842	6	10													
				24,137,103	4	6										
„ Remittances by Treasurer to Agent-General on Railway Account ..	22,307	16	5													
„ Sundry Creditors ..	22,906	2	10													
				45,213	19	3										
							<i>Northern System.</i>									
							„ Essendon Junction to Sandhurst ..	4,681,050	15	8						
							„ Sandhurst to Echuca (including Bridge over Murray at Echuca) ..	669,891	3	5						
							„ Lancefield Junction to Lancefield ..	61,582	19	11						
							„ Carlisle to Daylesford ..	157,202	8	6						
							„ Castlemaine to Dunolly ..	294,608	7	5						
							„ Dunolly to St. Arnaud ..	158,828	3	8						
							„ St. Arnaud to Donald ..	93,549	5	7						
							„ Castlemaine to Maldon ..	56,415	9	10						
							„ Ballarat to Maryborough ..	264,709	8	9						
							„ Ballarat Racecourse Branch Line ..	6,941	11	1						
							„ Maryborough to Avoca ..	60,773	4	8						
							„ Sandhurst to Inglewood ..	154,292	19	4						
							„ Inglewood to Charlton ..	163,325	9	4						
							„ Charlton to Wycheproof ..	82,829	11	11						
							„ Korong Vale to Boort ..	69,419	10	10						
							„ Eaglehawk to Kerang ..	269,952	8	11						
							„ Melbourne Station (proportion of) ..	229,854	11	9						
							„ Rolling-stock (do.) ..	1,042,584	16	3						
							„ General Construction (do.) ..	258,605	8	11						
							„ Lines under Act 821 ..	2,781	11	1				8,779,289	6	10
							<i>Western System.</i>									
							„ Footscray to Williamstown ..	451,818	3	7						
							„ Newport to Geelong ..	1,111,052	13	1						
							„ West Geelong to Ballarat ..	1,759,718	10	10						
							„ Geelong to Queenscliff ..	108,989	11	11						
							„ Geelong to Colac (including Geelong Racecourse Branch Line) ..	311,031	13	5						
							„ Colac to Camperdown ..	121,593	10	5						
							„ Warrenheip to Gordons ..	84,781	7	0						
							„ Ballarat to Ararat ..	325,945	16	11						
							„ Ararat to Stawell ..	117,397	4	3						
							„ Stawell to Horsham ..	239,960	10	0						
							„ Horsham to Dimboola ..	73,156	4	11						
							„ Ballarat to Scarsdale ..	57,856	4	11						
							„ Ararat to Hamilton ..	312,810	16	1						
							„ Hamilton to Portland ..	276,915	4	8						
							„ Branxholme to Casterton ..	158,298	8	5						
							„ Footscray to Bacchus Marsh (in progress) ..	199,593	16	4						
							„ Melbourne Station (proportion of) ..	229,854	11	9						
							„ Rolling-stock (do.) ..	752,982	6	4						
							„ General Construction (do.) ..	207,857	12	1						
							„ Lines under Act 821 ..	21,834	6	8				6,923,418	13	7
							<i>North-Eastern System.</i>									
							„ Essendon Junction to Essendon (including Racecourse Line) ..	106,521	16	11						
							„ Essendon to Wodonga ..	1,751,013	0	11						
							„ Wodonga to Murray River ..	35,851	5	0						
							„ Tallarook to Yea ..	147,964	8	2						
							„ Mangalore to Shepparton ..	235,277	4	11						
							„ Shepparton to Numurkah ..	65,807	18	2						
							„ Toolamba to Tatura ..	26,869	15	3						
							„ Benalla to St. James ..	71,444	15	9						
							„ Wangaratta to Beechworth ..	157,873	15	4						
							„ Everton to Myrtleford ..	72,957	17	0						
							„ Springs to Wahgunyah ..	67,341	16	7						
							„ North Melbourne to Coburg ..	125,221	4	9						
							„ Melbourne Station (proportion of) ..	229,854	11	9						
							„ Rolling Stock (do.) ..	376,739	19	10						
							„ General Construction (do.) ..	77,828	16	10						
							„ Lines under Act 821 ..	4,115	8	2				3,552,683	15	4
							<i>Eastern System.</i>									
							„ Spencer and Finders streets Junction Line ..	7,160	19	10						
							„ South Yarra to Oakleigh ..	231,547	18	11						
							„ Oakleigh to Sale ..	789,721	12	8						
							„ Traralgon to Heyfield ..	110,428	15	11						
							„ Hawthorn to Lilydale ..	202,699	10	6						
							„ Caulfield to Frankston ..	121,807	9	2						
							„ Morwell to Mirboo (in progress) ..	95,293	9	2						
							„ Richmond to Alphington (do.) ..	39,196	3	2						
							„ Rolling Stock (proportion of) ..	214,042	15	6						
							„ General Construction (do.) ..	47,703	5	6						
							„ Lines under Act 821 ..	31,725	14	6				1,891,327	14	10
							„ Melbourne and Hobson's Bay Lines ..	1,385,086	18	8						
							„ Rolling-stock (proportion of) ..	232,000	0	0						
							„ General Construction (do.) ..	12,000	0	0						
							„ Works, &c., Prince's Bridge to Yarra ..	95,572	18	6						
							„ Works, &c., Yarra to Chapel-street ..	43,069	18	6				1,767,729	15	8
							<i>Plant and Materials.</i>									
							„ Balance on hand ..				347,633	9	3	22,914,449	6	3
							„ Balance in hands of Agent-General for purchase of Materials ..				22,307	16	5			
							„ Materials in transit ..				14,760	3	7			
							„ General Average Account ..				186	14	11			
							„ Unadjusted Advances ..							384,888	4	2
							„ Sundry Debtors ..							24,000	0	0
													7,031	8	8	
							<i>Unexpended Balances.</i>									
							„ Balance of Loan (Act 39 Vict. 531) ..	4,928	10	1						
							„ " " (Act 45 Vict. 717) ..	32,542	11	3						
							„ " " (Act 47 Vict. 760) ..	780,766	17	9						
							„ Railway Loan Liquidation and Construction Account ..							812,237	19	1
											33,710	5	7	851,948	4	8
														24,182,317	3	9

Railway Department, Accountant's Branch,
8th September, 1885.

P. P. LABERTOUCHE,
Secretary.

GEO. T. A. LAVATER,
Accountant.

VICTORIAN RAILWAYS.

No. 6.

VICTORIAN RAILWAYS in account with the Consolidated Revenue to 30th June, 1885.

Dr.		Receipts.				Expenditure.		Cr.	
		£	s. d.	£	s. d.			£	s. d.
To Receipts from Consolidated Revenue..				6,064,807	4 10	By Railway Income on account of 1884-85 (paid into Treasury) ..		2,149,955	17 5
" Votes of 1884-85 (Salaries, Wages, and Contingencies) ..		1,510,309	15 7			" Ditto (outstanding) ..		29,337	11 6
" Vote of 1884-85 for payment of Hobson's Bay Railway Debenture Interest		11,627	7 7			" Ditto in London Chartered Bank ..		2,634	7 3
				1,521,937	3 2	" Interest paid on Loans, &c., as under—			
						19 Vict. No. 15 ..		57,742	0 6
						21 Vict. No. 36 ..		11,209,718	2 5
						25 Vict. No. 150 ..		325,824	13 11
						29 Vict. No. 287 ..		271,250	0 0
						32 Vict. No. 331 ..		1,592,113	11 0
" Net Revenue—						36 Vict. No. 439 ..		41,023	18 6
Northern System ..		5,347,620	0 4			37 Vict. No. 408 ..		589,062	10 0
Western System ..		3,344,640	3 1			39 Vict. No. 531 ..		456,253	0 11
North-Eastern System ..		1,981,348	5 2			42 Vict. No. 608 ..		954,974	10 5
Eastern System ..		263,635	10 8			45 Vict. No. 717 ..		201,441	18 5
Hobson's Bay Lines ..		279,391	18 11			46 Vict. No. 739 ..		123,241	0 3
				11,216,635	18 2	46 Vict. No. 741 ..		2,239	12 1
						47 Vict. No. 760 ..		161,762	7 4
						" Interest on M. and H. B. Railway Debentures ..		97,667	19 5
" Suspense Account ..				55,138	5 7	" Expenses on payment of interest ..		157,378	7 0
" Sundry Creditors (including Departmental Salaries and Wages for June)				91,588	11 8	" Unadjusted Advances ..			16,242,593 12 2
						" Stores in hand ..			73,000 0 0
						" Sundry Debtors ..			100,729 1 4
						" Balance to Capital Account ..			3,014 6 11
				18,950,107	3 5				343,842 6 10
									18,950,107 3 5

P. P. LABERTOUCHE,
Secretary.GEO. T. A. LAVATER,
Accountant.Railway Department, Accountant's Branch,
8th September, 1885.

VICTORIAN RAILWAYS.

No. 7.

GENERAL BALANCE-SHEET, 30th June, 1885.

Dr.				Cr.	
		£	s. d.	£	s. d.
To Receipts on Capital Account from Loans ..		21,593,260	17 8	By Expenditure on Construction of Railways...	
" " from R.L.L. and C. Account (Act 360) ..		2,200,000	0 0	" Stores, Plant, and Material on hand, &c. ...	
" Receipts from Consolidated Revenue ..		7,586,744	8 0	" Railway Income 1884-85 ..	
" Unexpended Balance of Remittances to Agent-General ..		22,307	16 5	" Interest on Loans in excess of Net Revenue ..	
" Sundry Creditors (including Departmental Salaries and Wages for June) ..		114,494	14 6	" Unadjusted Advances ..	
" Suspense-Account ..		55,138	5 7	" Sundry Debtors ..	
				" Balance of Funds unexpended ..	
		31,571,946	2 2		
				31,571,946 2 2	

P. P. LABERTOUCHE,
Secretary.GEO. T. A. LAVATER,
Accountant.Railway Department, Accountant's Branch,
8th September, 1885.

VICTORIAN RAILWAYS.

No. 8.

STATEMENT of Revenue and Expenditure on the NORTHERN SYSTEM for the Year ending 30th June, 1885.

DR.				EXPENDITURE.				REVENUE.				CR.			
Miles open	548½				Cost per Train Mile.							
Through Milenge	564½											
Average Miles open for the Year	540½											
Train Miles run	1,883,791											
									Per Cent. to Revenue.						
										Number of Passengers carried	1,299,432½			Revenue per Train Mile.	
										Tons of Live Stock carried	24,960				
										„ Goods carried	507,276				
WAY AND WORKS:		£	s. d.	£	s. d.	d.					£	s. d.	£	s. d.	s. d.
Maintenance	{	Wages	57,052	17	5					Passengers	205,706	14	10		
	{	Stores	2,693	1	9					Parcels, &c.	19,154	3	6		
Renewals	{	Wages	3,804	9	5					Horses, Carriages, and Dogs	4,078	1	7		
	{	Stores	12,052	4	6					Mails	10,969	16	8		
Stations	{	Wages	6,096	17	10					Rents	7,411	18	8		
	{	Stores	3,353	14	0					Miscellaneous	3,434	11	0		
LOCOMOTIVE CHARGES:										Live Stock	30,048	19	8		
Loco. Superintendent and Clerks				1,988	6	7		85,053	4	11	10	84	13	60	
„ Foremen				1,000	13	8				Goods	344,662	3	0		
„ Drivers and Firemen				26,473	4	5									
„ Cleaners				5,914	11	1									
„ Coalmen and Laborers				3,640	17	6									
„ Sundries				6,974	16	11									
Coal				29,125	15	1									
Wood				1,612	18	10									
Water				2,772	1	10									
Oil, Tallow, and Waste				4,286	8	6									
Sundry Stores for Cleaners				1,494	18	1									
Repairs of Engines	{	Wages	17,746	16	2										
	{	Stores	6,354	1	7										
„ Tools, &c.	{	Wages	968	8	10										
	{	Stores	725	16	2										
CARRIAGES AND WAGONS:								111,079	15	3	14	15	17	76	
Repairs	{	Wages	14,803	4	4										
	{	Stores	6,244	3	2										
Greasing	{	Wages	1,962	16	0										
	{	Stores	1,867	9	1										
COMPENSATION	{	Personal	391	9	3										
	{	Goods ..	1,074	1	9										
TRAFFIC CHARGES:								24,877	12	7	3	16	3	98	
Traffic Manager's Office (proportion of)				2,748	19	4									
Melbourne Terminus, Passenger Station (proportion of)				9,604	16	9									
Melbourne Terminus, Goods Station (proportion of)				16,482	4	6									
North Melbourne Station (proportion of)				1,470	17	7									
Footscray Station (proportion of)				1,179	19	7									
Ballarat Station (proportion of)				3,248	9	8									
Station-masters				8,403	9	5									
Clerks				4,803	18	10									
Porters, Laborers, &c.				23,909	12	11									
Pointsmen, &c.				3,544	4	6									
Gatekeepers				15,624	3	8									
Guards				8,629	11	5									
Stores for Stations				6,522	16	8									
Advertising				963	2	1									
Travelling & Incidental Expenses				2,674	4	2									
Sundry Charges				6,429	0	2									
GENERAL CHARGES:								116,239	11	3	14	81	18	59	
Commissioners (proportion of)				1,158	6	7									
Secretary's Office (proportion of)				1,480	17	8									
Accountant's Office (proportion of)				1,502	9	3									
Audit Office (proportion of)				1,606	15	0									
Stores Office (proportion of)				772	3	4									
Superannuation Allowances (proportion of)				718	14	2									
Retiring Allowances and Gratuities (proportion of)				6,003	5	7									
								13,242	11	7	1	69	2	10	
Total								351,958	6	7	3	8	84	56	27
Balance								273,508	2	4					
								625,466	8	11					

Railway Department, Accountant's Branch, 8th September, 1885.

P. P. LABERTOUCHE, Secretary.

GEO. T. A. LAVATER, Accountant.

VICTORIAN RAILWAYS.

No. 10.

STATEMENT of Revenue and Expenditure on the NORTH-EASTERN SYSTEM for the Year ending 30th June, 1885.

DR.		EXPENDITURE.				REVENUE.				CR.
		£	s.	d.	Cost per Train Mile.	Per Cent. to Revenue.			Revenue per Train Mile.	
Miles open		364					Number of Passengers carried ..	2,768,724		
Through Mileage		376					Tons of Live Stock carried	30,346		
Average Miles open for the Year		363					.. Goods carried	341,432		
Train Miles run		1,417,977								
WAY AND WORKS :										
Maintenance	{ Wages	38,719	4	11			Passengers	164,332	11 8	
	{ Stores	2,719	11	4			Parcels, &c.	13,409	18 1	
Renewals	{ Wages	2,277	10	8			Horses, Carriages, and Dogs	3,869	10 1	
	{ Stores	5,910	0	5			Mails	12,517	16 0	
Stations	{ Wages	3,727	19	4			Rents	7,037	12 10	
	{ Stores	2,218	14	5			Miscellaneous	1,123	15 5	
							Live Stock	31,555	16 10	
							Goods	236,416	17 4	
LOCOMOTIVE CHARGES :										
Loco. Superintendent and Clerks		1,496	0	0						
.. Foremen		937	18	6						
.. Drivers and Firemen		19,959	9	4						
.. Cleaners		3,666	11	7						
.. Coalmen and Laborers		2,373	12	4						
.. Sundries		4,730	17	0						
Coal		22,338	8	9						
Wood		1,470	7	7						
Water		1,917	7	8						
Oil, Tallow, and Waste		3,137	8	0						
Sundry Stores for Cleaners		1,079	14	0						
Repairs of Engines	{ Wages	12,503	18	9						
	{ Stores	5,685	17	1						
.. Tools, &c.	{ Wages	724	4	5						
	{ Stores	539	3	2						
					82,560	18 2	11'98	17'56		
CARRIAGES AND WAGONS :										
Repairs	{ Wages	11,208	1	6						
	{ Stores	4,744	1	3						
Greasing	{ Wages	1,477	0	0						
	{ Stores	1,404	0	0						
					18,833	2 9	1'19	4'00		
COMPENSATION										
	{ Personal	1,502	3	8						
	{ Goods	3,267	0	4						
					4,769	4 0	0'81	1'01		
TRAFFIC CHARGES :										
Traffic Manager's Office (proportion of)		2,000	2	2						
Melbourne Terminus, Passenger Station (proportion of)		10,921	18	0						
Melbourne Terminus, Goods Station (proportion of)		16,311	2	10						
North Melbourne Station (proportion of)		1,105	3	4						
Station-masters		6,834	16	6						
Clerks		2,470	7	6						
Porters, Laborers, &c.		12,852	15	10						
Pointsmen, &c.		1,755	9	11						
Gatekeepers		10,771	8	6						
Guards		5,831	14	3						
Stores for Stations		4,552	6	8						
Advertising		700	14	1						
Travelling & Incidental Expenses		3,629	5	9						
Sundry Charges		4,677	13	8						
					84,414	19 0	14'28	17'95		
GENERAL CHARGES :										
Commissioners (proportion of)		842	15	8						
Secretary's Office (proportion of)		1,077	9	5						
Accountant's Office (proportion of)		1,093	3	5						
Audit Office (proportion of)		1,169	1	2						
Stores Office (proportion of)		561	16	4						
Superannuation Allowances (proportion of)		541	4	5						
Retiring Allowances and Gratuities (proportion of)		4,520	15	0						
					9,806	5 5	1'66	2'09		
Total					255,957	10 5	3 7'32	54'43		
Balance					214,306	7 10				
					470,263	18 3				
							470,263	18 3	6 7'60	

Railway Department, Accountant's Branch,
8th September, 1885.

P. P. LABERTOUCHE,
Secretary.

GEO. T. A. LAVATER,
Accountant.

VICTORIAN RAILWAYS.

No. 12.

STATEMENT of Revenue and Expenditure on the SOUTH SUBURBAN (late MELBOURNE and HOBSON'S BAY) Lines for the Year ending 30th June, 1885.

DR.		EXPENDITURE.					REVENUE.					CR.	
		Miles open		16½		Cost per Train Mile.	Per Cent. to Revenue.	Number of Passengers carried ..		22,054,411		Revenue per Train Mile.	
		Through Mileage		18½				Tons of Live Stock carried ..		16,115			
		Average Miles open for the Year ..		16½				" Goods carried		415,554			
		Train Miles run		756,468.									
		£ s. d.		£ s. d.		d.		£ s. d.		£ s. d.		s. d.	
WAY AND WORKS :													
Maintenance ..		{ Wages		10,160 9 10				Passengers		206,946 9 7			
		{ Stores		1,388 15 9				Parcels, &c.		853 12 10			
Renewals ..		{ Wages		1,317 5 9				Horses, Carriages, and Dogs		213 11 3			
		{ Stores		621 14 4				"Malls		365 0 0			
Stations ..		{ Wages		5,475 7 1				Rents		8,598 17 1			
		{ Stores		1,495 17 8				Miscellaneous		1,934 6 11			
				20,459 10 5		649		Live Stock		1,195 15 0			
								Goods		53,198 11 4			
LOCOMOTIVE CHARGES :													
Loco. Superintendent and Clerks				798 0 0									
" Foremen				332 0 0									
" Drivers and Firemen ..				14,594 1 8									
" Cleaners				1,769 9 2									
" Coalmen and Laborers ..				1,157 1 0									
" Sundries				2,454 12 0									
Coke and Coal.. .. .				12,240 1 3									
Wood				530 11 5									
Water				475 6 2									
Oil, Tallow, and Waste ..				1,676 2 6									
Sundry Stores for Cleaners ..				621 4 8									
Repairs of Engines ..		{ Wages		7,937 12 6									
		{ Stores		2,680 15 5									
" Tools, &c... .. .		{ Wages		504 16 2									
		{ Stores		535 0 1									
				48,306 14 0		15'33						17'67	
CARRIAGES AND WAGONS :													
Repairs		{ Wages		7,722 19 5									
		{ Stores		3,328 0 4									
Greasing		{ Wages		720 19 10									
		{ Stores		95 1 5									
				11,867 1 0		3'76						4'33	
COMPENSATION :													
COMPENSATION ..		{ Personal		1,041 15 11									
		{ Goods		19 13 10									
				1,061 9 9		0'34						0'39	
TRAFFIC CHARGES :													
Traffic Manager's Office (proportion of)				1,930 19 7									
Station-masters				4,282 9 6									
Clerks				10,821 8 7									
Porters, Laborers, &c.				25,034 14 1									
Pointsmen, &c.				8,242 5 1									
Gatekeepers				4,768 10 1									
Guards				3,154 14 7									
Stores for Stations				7,534 1 11									
Advertising				418 9 2									
Travelling and Incidental Expenses				2,605 5 6									
Sundry Charges				2,902 19 9									
				71,695 17 10		22'75						26'24	
GENERAL CHARGES :													
Commissioners (proportion of) ..				503 5 5									
Secretary's Office (proportion of)				643 8 5									
Accountant's Office (proportion of)				652 15 10									
Audit Office (proportion of) ..				698 2 0									
Stores Office (proportion of) ..				335 9 11									
Retiring Allowances and Gratuities (proportion of) ..				3,351 1 8									
				6,184 3 3		1'95						2'26	
Total				159,574 16 3		s. d.							
Balance				113,731 7 9		4 2'62						58'39	
				273,306 4 0									
										273,306 4 0		7 2'71	

Railway Department, Accountant's Branch,
8th September, 1885.

P. P. LABERTOUCHE,
Secretary.

GEO. T. A. LAVATER,
Accountant.

VICTORIAN RAILWAYS.

No. 13.

SUMMARY of Revenue and Expenditure on ALL SYSTEMS for the Year ending 30th June, 1885.

Dr. EXPENDITURE.					REVENUE.					Cr.
Miles open	1,675½									
Through Mileage	1,751½									
Average Miles open for the Year	1,655½									
Train Miles run	6,849,818									
				Cost per Train Mile.						
					Per Cent. to Revenue.					
						Number of Passengers carried	34,814,002			Revenue per Train Mile.
						Tons of Live Stock carried	111,951			
						" Goods carried	2,160,410			
WAY AND WORKS:		£ s. d.	£ s. d.	d.			£ s. d.	£ s. d.	s. d.	
Maintenance	Wages	187,049 2 4				Passengers	913,161 3 3			
	Stores	12,727 16 11				Parcels, &c.	57,926 8 9			
Renewals	Wages	16,007 11 2				Horses, Carriages, and Dogs	15,264 0 9			
	Stores	27,280 19 11				Mails	42,626 19 4			
Stations	Wages	25,820 6 10				Rents	33,260 1 9			
	Stores	12,389 9 1				Miscellaneous	10,469 6 8			
			281,475 6 3	9'86	12'90	Live Stock	106,841 3 0			
LOCOMOTIVE CHARGES:						Goods	1,002,382 18 0			
Loco. Superintendent and Clerks	7,220 7 0									
" Foremen	4,296 5 7									
" Drivers and Firemen	100,092 10 4									
" Cleaners	18,827 12 11									
" Coalmen and Laborers	12,184 13 7									
" Sundries	23,782 0 11									
Coal and Coke	105,741 5 5									
Wood	6,006 13 3									
Water	8,568 10 8									
Oil, Tallow, and Waste	14,787 18 9									
Sundry Stores for Cleaners	5,594 0 3									
Repairs of Engines	Wages	63,035 15 10								
	Stores	24,951 5 4								
" Tools, &c.	Wages	3,625 13 7								
	Stores	2,860 10 2	402,175 3 7	14'09	18'43					
CARRIAGES AND WAGONS:										
Repairs	Wages	54,231 12 2								
	Stores	23,012 12 2								
Greasing	Wages	7,076 17 11								
	Stores	6,130 13 1	90,451 15 4	3'17	4'15					
COMPENSATION	Personal	5,816 0 4								
	Goods	8,455 4 6	14,271 4 10	0'50	0'65					
TRAFFIC CHARGES:										
Traffic Manager's Office	10,749 3 11									
Melbourne Terminus, Passenger Station	32,123 4 9									
Melbourne Terminus, Goods Station	57,031 18 10									
North Melbourne Station	4,018 15 11									
Footscray Station	2,341 4 7									
Ballarat Station	9,745 9 2									
Station-masters	31,403 8 4									
Clerks	22,617 6 11									
Porters, Laborers, &c.	95,601 14 10									
Pointsmen, &c.	19,402 5 3									
Gatekeepers	51,050 5 4									
Guards	30,217 19 11									
Stores for Stations	29,075 13 8									
Advertising	3,321 1 1									
Travelling & Incidental Expenses	12,876 18 11									
Sundry Charges	22,280 5 4									
Williamstown Pier Expenses	8,864 17 1									
			442,721 13 10	15'51	20'29					
GENERAL CHARGES:										
Commissioners	3,994 5 1									
Secretary's Office	5,106 9 11									
Accountant's Office	5,180 18 1									
Audit Office	5,540 10 6									
Stores Office	2,662 12 11									
Superannuation Allowances	2,191 3 8									
Retiring Allowances and Gratuities	21,653 14 11									
			46,329 15 1	1'62	2'12					
Total			1,277,424 18 11	3 8'75	58'54					
Balance			904,507 2 7							
			2,181,932 1 6							

From the practice which obtains of running a large number of Mixed trains on all the Lines, the Passenger and Goods train mileage and charges cannot be separated.

Railway Department, Accountant's Branch,
8th September, 1885.

P. P. LABERTOUCHE,
Secretary.

GEO. T. A. LAVATER,
Accountant.

No. 14.—Statement showing the Traffic at each Station for the Twelve Months ending 30th June, 1885.

Main table with columns for Stations, Passengers, Parcels, etc., categorized by Goods (Inwards, Outwards) and Live Stock (Inwards, Outwards). Includes a 'STATION TRAFFIC' section at the bottom right.

Railway Department, Traffic Audit Office, 25th September, 1885.

* These Stations were open for traffic for only portion of the Year.

P. P. LABRETTOUCHE, Secretary. H. KENT, Traffic Auditor.

VICTORIAN RAILWAYS.

No. 15.—RETURN of Wool from the undermentioned Stations to Melbourne, Williamstown Pier, Geelong, Portland, and Port Melbourne, for Year ending 30th June, 1885.

From—	To Melbourne:						From—	To Melbourne:						Total.
	To Melbourne.	To Williams-town.	To Geelong.	To Portland.	To Port Melbourne.	Total.		To Melbourne.	To Williams-town.	To Geelong.	To Portland.	To Port Melbourne.	Total.	
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.		Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
Kellor Road	41	608	..	..	..	649	Brought forward	45,177	22,019	29,761	..	..	3,483	100,440
Diggersrest	29	..	..	..	..	29	Winchelsea	118	..	1,744	..	..	..	1,862
Sunbury	20	..	..	..	..	20	Birregurra	..	..	579	..	..	..	579
Lancefield Junction	178	864	..	..	..	1,042	Ondit Road	..	..	3,302	..	..	..	3,302
Biddell's Creek	225	..	..	..	..	225	Colac	297	..	1,004	..	..	..	1,301
Gisborne	134	..	..	..	..	134	Pirron Yallock	62	..	13	..	..	..	75
Woodend	188	..	..	..	..	188	Stoneyford	34	252	..	..	..	..	286
Carlsruhe	33	..	..	..	..	33	Pombornet	..	..	197	..	..	..	197
Kyneton	1,383	..	..	..	..	1,383	Campdown	177	429	5,913	..	..	..	6,519
Malmsbury	89	..	..	..	..	89	Gordons	104	..	359	..	..	..	463
Taradale	28	..	..	..	..	28	Haddon	..	..	385	..	..	..	385
Elphinstone	778	..	..	..	..	778	Scarsdale	106	..	1,206	..	..	..	1,312
Chewton	171	..	..	..	..	171	Maroocha	448	..	1,219	..	..	..	1,667
Castlemaine	206	..	..	..	..	206	Wickliffe Road	542	..	1,503	..	..	..	2,045
Ravenswood	9	197	34	..	..	240	Glen Thompson	..	..	1,122	..	..	..	1,122
Kangaroo Flat	179	..	7	..	..	186	Dunkeld	985	..	3,213	135	64	..	4,397
Sandhurst	432	..	15	..	..	447	Hamilton	1,771	..	3,726	2,552	3	..	8,052
Goornong	467	..	..	..	..	467	Brauxholme	75	..	1,118	1,894	..	..	2,087
Elmore	1,812	..	..	..	..	1,812	Condah	50	..	86	437	..	..	573
Rochester	1,045	..	..	..	..	1,045	Myamyn	..	..	17	22	..	..	39
Echuca	18,716	17,484	131	..	3,242	39,573	Heywood	..	..	..	302	..	..	302
Melton	1,017	113	..	..	..	1,130	Murdal	..	..	96	166	..	..	307
Rousey	40	..	..	..	..	40	Grassdale	206	..	14	285	..	..	505
Lancefield	246	..	..	..	..	246	Merino	73	..	102	369	..	..	544
Tylden	69	..	..	..	..	69	Henty	66	..	27	948	..	..	1,041
Trentham	4	..	..	..	..	4	Sandford	247	..	62	94	..	..	403
Daylesford	79	..	..	..	..	79	Casterton	1,241	..	544	2,148	..	..	3,033
Maldon	109	..	..	..	..	109	Craigieburn	150	..	..	..	..	..	150
Newstead	357	..	71	..	..	428	Donnybrook	29	..	..	..	..	..	29
Joyce's Creek	12	..	47	..	..	59	Beveridge	420	..	..	..	..	..	420
Moolort	186	..	109	..	..	295	Wallan Wallan	402	..	..	..	..	..	402
Carisbrook	378	..	85	..	..	463	Kilmore	838	..	..	..	..	..	838
Maryborough	265	..	9	..	..	274	Broadford	389	..	..	..	..	..	389
Havelock	57	..	..	..	..	57	Tallarook	540	..	..	..	..	..	540
Bet Bet	52	..	77	..	..	129	Seymour	1,108	..	..	..	..	..	1,108
Dunolly	108	..	29	..	..	137	Avenel	95	329	..	..	..	..	424
Bealiba	220	153	..	..	..	373	Longwood	405	..	..	..	..	..	405
Enu	111	..	142	..	..	253	Euroa	609	..	29	..	..	..	638
Caranpooc	199	..	25	..	..	224	Violet Town	433	..	..	..	..	..	433
St. Arnaud	1,076	..	..	..	..	1,076	Baddaginnie	107	..	..	..	..	..	107
Cope Cope	89	..	1,004	..	..	2,080	Benalla	1,069	..	..	..	..	..	1,069
Donald	530	184	1,099	..	..	2,000	Glenrowan	227	..	..	..	..	..	227
Bung Bong	115	..	26	..	..	141	Wangaratta	750	..	..	..	..	..	750
Homebush	68	..	26	..	..	94	Spings	53	..	..	..	..	..	53
Avoca	294	..	233	..	..	527	Chiltern	86	..	..	..	..	..	86
Creswick	187	..	376	..	..	563	Barnawatha	153	..	..	..	..	..	153
Tourallo	485	..	35	..	..	520	Wodonga	16,074	1,144	232	302	..	..	17,752
Clunes	23	..	294	..	..	322	Yea	3,385	170	303	..	211	..	4,069
Talbot	13	..	..	..	..	13	Mangalore	78	..	..	..	..	..	78
Eaglehawk	62	..	..	..	..	62	Tablik	78	..	..	..	..	..	78
Marong	27	..	..	..	..	27	Nagambie	426	..	..	..	..	..	426
Leichardt	1,118	460	..	..	..	1,578	Wahring	113	..	..	..	..	..	113
Bridgewater	664	..	..	..	..	664	Murchison	1,199	325	..	..	..	..	1,524
Ingewood	18	..	..	..	..	18	Arcadia	315	..	..	..	..	..	315
Kurting	162	..	..	..	..	162	Toolamba	37	..	..	..	..	..	37
Woddenburn	199	..	2	..	..	201	Mooroopna	189	..	..	..	..	..	189
Korong	52	..	..	..	..	52	Shepparton	673	..	..	..	..	..	673
Wycheitia	161	..	20	..	..	181	Congupna	47	..	..	..	..	..	47
Buckrabanyule	918	..	145	..	..	1,063	Tallygaropna	90	..	..	..	..	..	90
Charlton	123	188	95	..	..	406	Wunghnu	160	..	..	..	..	..	160
Glenloch	45	..	4	..	..	49	Numurkah	1,884	170	116	..	..	..	2,170
Fairview	170	..	297	..	..	467	Tatura	338	..	..	..	..	..	338
Wycheproof	7	..	..	..	..	7	Goorambat	61	..	..	..	..	..	61
Sebastian	118	565	..	..	..	683	Devenish	29	..	..	..	..	..	29
Raywood	87	195	..	..	..	282	St. James	769	..	..	..	..	..	769
Talook	63	..	..	..	..	63	Tarravangee	46	..	..	..	..	..	46
Dingee	252	..	..	..	..	252	Everton	210	..	..	..	..	..	210
Prairie	387	58	15	..	..	460	Beechworth	42	..	..	..	..	..	42
BHillamo	147	..	..	..	..	147	Myrtleford	51	..	..	..	..	..	51
Biologa	1,265	..	78	..	..	1,343	Rutherglen	142	..	..	..	..	..	142
Pyramid Hill	566	..	32	..	..	598	Wahgunyah	9,345	3,516	89	..	702	..	13,652
Kerang	144	..	..	..	..	144	Dandenong	391	..	..	..	..	..	391
Borong	389	..	..	..	..	389	Narre Warren	32	..	..	..	..	..	32
Boort	448	..	82	..	..	530	Berwick	74	..	..	..	..	..	74
Werrabee	101	547	..	..	..	648	Beaconsfield	2	..	..	..	..	..	2
Little River	240	..	249	..	..	489	Pakenham	135	..	..	..	..	..	135
Lara	81	63	11	..	..	155	Officer's Siding	11	..	..	..	..	..	11
Geelong	..	..	1,088	..	..	1,088	Nar-nar-goon	5	..	..	..	..	..	5
Leigh Road	..	..	6	..	..	6	Tynong	4	..	..	..	..	..	4
Lethbridge	..	..	1,411	..	..	1,411	Bunyip	35	..	..	..	..	..	35
Meredith	..	..	1,908	..	..	1,908	Drouin	71	..	..	..	..	..	71
Elaine	..	..	3	..	..	3	Warragul	102	..	9	..	..	..	111
Yendon	68	..	..	..	..	68	Yarragon	3	..	..	..	..	..	3
Ballarat	1,247	..	4,432	..	..	5,679	Trafalgar	18	..	..	..	..	..	18
Burrumbett	..	..	1,173	..	..	1,173	Moe	30	..	..	..	..	..	30
Traralgon	..	..	332	..	..	332	Morwell	76	..	..	..	..	..	76
Beaufort	348	67	1,685	..	..	2,100	Traralgon	41	..	..	..	..	..	41
Middle Creek	..	..	113	..	..	113	Flynn's Creek	32	..	..	..	..	..	32
Buangor	429	..	1,135	..	..	1,564	Rosedale	225	..	..	..	..	..	225
Ararat	264	..	2,422	..	..	2,686	Sale	1,335	..	..	..	..	..	1,335
Great Western	..	..	282	..	..	282	Boolarra	..	..	..	..	..	..	..
Stawell	253	..	1,865	..	..	2,118	Glengarry	4	..	..	..	..	..	4
Glenorchy	217	..	1,059	..	..	1,276	Cowwarr	7	..	..	..	..	..	7
Lubeek	55	..	568	..	..	623	Glen Maggie	..	..	..	..	..	..	..
Murtoa	295	..	1,187	..	..	1,482	Heyfield	82	..	..	..	..	..	82

VICTORIAN RAILWAYS.

No. 16.

RETURN of ROLLING-STOCK upon the Victorian Railways at 30th June, 1885.

LOCOMOTIVE ENGINES.			Rowan's Steam-car.	CARRIAGES.										WAGONS.										VANS.			SUNDRIES.								
Passenger.	Goods.	Total.		State and Departmental.	1st Class.			2nd Class.			Composite.				Low-sided.				High-sided and Covered.			Medium.			Guards' Brake.	Mail.	Total.	Horse Boxes.	Carriage Trucks.	Hearse.	Total.				
					Ordinary.	American.	Brake (A. D.).	Ordinary.	American.	Brake (B. D.).	Ordinary.	American.	Brake (A. B. D.).	Total.	Ordinary.	Double Bogie.	Hopper, Coal.	Loco., Coal (Wmstown).	Ordinary.	Double Bogie.	Refrigerating.	Ordinary.	Double Bogie.	Cattle.								Sheep.	Ballast.	Powder.	Total.
144	161	305	1	3	252	14	36	249	10	9	118	3	7	701	424	37	84	8	915	20	10	2,178	70	317	188	236*	24	4,511	164	22	186	51	48	1	100

* Exclusive of 50 ballast wagons purchased by the Engineer-in-Chief's Branch.

NOTE.—35 flat trucks, 45 coal trucks, and 80 medium and high-sided trucks—total 160 trucks—included in this Return are the late Melbourne and Hobson's Bay United Railway Company's Goods Rolling-stock, and are not available for traffic on other lines.

RETURN of Rolling-stock for the Victorian Railways Ordered and in course of Construction at 30th June, 1885.

10	15	25	20	...	12	40	...	12	38	8*	...	130	29	627	11	...	667
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* Victorian and South Australian Joint Rolling-stock, for through overland traffic.

Locomotive Superintendent's Office,
Melbourne, 18th September, 1885.

S. MIRLS,
Locomotive Superintendent.

VICTORIAN RAILWAYS.

No. 17.

DETAIL of Locomotive Charges on ALL SYSTEMS for the Twelve Months ending 30th June, 1885.

PASSENGER AND GOODS TRAINS—Number of Train Miles run 6,849,818				
	£	s.	d.	Cost per Train Mile.
				s.
LOCOMOTIVE POWER.				
Wages of Foremen	4,296	5	7	0 0'15
„ Drivers and Firemen	100,092	10	4	0 3'51
„ Cleaners and Lighters-up	22,172	15	4	0 0'78
„ Coalmen and Yard Laborers	12,184	13	7	0 0'43
Cost of Coal and Coke	105,741	5	5	0 3'70
„ Wood	6,606	13	3	0 0'23
„ Water, Pumpers, &c.	11,194	12	0	0 0'39
„ Oil, Tallow, and Waste	14,787	18	9	0 0'52
„ Sundries for Cleaning Engines... ..	2,833	13	2	0 0'10
Board and Lodging Expenses of Men away from Home	2,690	5	8	0 0'09
Cost of Gas	558	17	11	0 0'02
„ Small Stores and Hose Pipe for Washing out Engines, &c.	3,337	10	7	0 0'12
				286,497 1 7
LOCOMOTIVE ENGINE REPAIRS.				
Wages	63,035	15	10	
Material	24,951	5	4	
				87,987 1 2
TOOLS, MACHINERY, AND BUILDINGS.				
Wages	3,625	13	7	
Material	2,860	10	2	
				6,486 3 9
GENERAL CHARGES.				
Including Watchmen, Half-pay for Accidents, } Wages	13,078	6	9	
Holidays, Stationery, &c. } Material	906	3	4	
				13,984 10 1
Supervision, including all Salaries and Office Charges				0 0'25
				7,220 7 0
				402,175 3 7
TRAFFIC CHARGES.				
Carriage Repairs—Wages	34,973	19	1	
„ Material	14,962	8	7	
Wagon Repairs—Wages	19,257	13	1	
„ Material	8,050	3	7	
Carriage and Wagon Working Expenses—Wages	7,076	17	11	
„ „ Material	6,130	13	1	
				90,451 15 4
				492,626 18 11
				1 5'26

Railway Department, Accountant's Branch,
8th September, 1885.

P. P. LABERTOUCHE,
Secretary.

GEO. T. A. LAVATER,
Accountant.

VICTORIAN RAILWAYS.

No. 18.

COMPARATIVE Yearly Statement of Miles of Line Open, Cost of Construction, Rolling-stock Employed, Gross and Net Revenue, Working Charges, and Percentages of the same to Gross Revenue, &c., for Fourteen Years, from 1st July, 1871, to 30th June, 1885.

Years and Half-years.	Miles open at end of Year.	Average Miles open during the Year.	Construction.		Rolling-stock.				Number of Passengers conveyed.	Tonnage of Goods and Live Stock conveyed.	Gross Receipts.				Total Train Miles Run.	Gross Receipts per Train Mile.
			Capital Cost, including Rolling-stock.	Average Cost per Mile open.	Passenger Engines.	Goods Engines.	Carrriages.	Wagons, Vans, &c.			From Passenger, &c., Traffic.	From Goods and Live Stock Traffic.	Total.	Per Average Mile open.		
			£	£						£	£	£	£		s. d.	
1871-2	313	267	10,034,772	32,060	51	41	144	1,564	1,508,671	489,126	236,671	400,961	637,632	2,388	1,173,434	10/10'41
1872-3	360	335	10,815,868	30,128	51	43	145	1,644	1,720,815	569,871	260,756	442,972	703,728	2,101	1,354,131	12/4'72
1873-4	441	414	11,557,484	26,207	52	54	160	1,772	2,039,030	681,710	304,073	546,969	851,042	2,056	1,667,124	10/2'52
1874-5	586	541	12,411,672	21,143	58	63	183	2,002	2,699,519	732,772	350,417	569,591	920,008	1,701	2,051,710	8/11'50
1875-6	620	608	13,239,405	21,354	58	63	205	2,129	2,978,139	928,300	388,228	606,539	994,767	1,636	2,280,092	8/8'71
1876 †	702	652	13,710,364	19,558	61	63	210	2,194	1,582,057	494,864	206,520	345,441	551,961	848	1,262,782	8/8'90
1877	931	787	14,562,984	15,642	76	63	221	2,373	3,395,709	1,030,558	460,459	675,340	1,135,799	1,443	2,786,581	8/1'82
1878	1,035	967	15,343,240	14,824	80	68	231	2,763	3,829,256	960,479	515,351	701,324	1,216,675	1,258	3,095,590	7/10'33
1879	1,108	1,091	16,251,420	14,667	87	76	243	3,068	4,169,175	962,000	521,383	700,724	1,222,107	1,120	3,462,622	7/0'71
† 1880	1,199	1,194	18,041,295	15,047	119	78	371	3,411	15,999,459	1,303,215	674,890	818,027	1,492,917	1,250	4,380,802	6/9'79
† 1881	1,247	1,215	18,603,830	14,919	122	88	398	3,609	18,973,070	1,468,785	770,617	894,592	1,665,209	1,371	4,633,267	7/2'26
† 1882	1,355	1,300	19,746,915	14,573	126	102	456	3,951	22,646,489	1,684,213	835,710	945,368	1,781,078	1,370	5,069,389	7/0'32
† 1883	1,562	1,432	21,488,065	13,757	132	127	590	4,493	26,485,305	1,881,760	917,453	980,858	1,898,311	1,326	5,701,513	6/7'91
† 1884 †	1,624	1,598	21,893,386	13,481	128	143	638	4,509	15,762,037	1,306,622	499,465	619,558	1,119,023	701	3,622,317	6/2'14
† 1884-5	1,676	1,655	22,914,449	13,672	144	161	701	4,797	34,814,002	2,272,361	1,072,708	1,109,224	2,181,932	1,318	6,849,818	6/4'45

Years and Half-years.	Maintenance.		Locomotive.		Traffic.		General.		Total Working Cost.			Net Earnings.				
	Amount.	Per Cent. of Gross Receipts.	Amount.	Per Cent. of Gross Receipts.	Amount.	Per Cent. of Gross Receipts.	Amount.	Per Cent. of Gross Receipts.	Amount.	Per Cent. of Gross Receipts.	Per Train Mile.	Per Average Mile open.	Amount.	Per Average Mile open.	Per Cent. on Capital Cost.	
	£		£		£		£		£		s. d.	£	£	s. d.		
1871-2	69,180	10'85	85,739	13'45	110,843	17'38	14,042	2'20	279,804	43'88	4/9'23	1,048	357,828	1,340	6/1'18	3'57
1872-3	72,083	10'25	97,822	13'90	132,594	18'84	18,792	2'67	321,291	45'66	4/8'94	959	382,437	1,142	5/7'78	3'54
1873-4	74,999	8'81	121,878	14'32	161,245	18'95	16,593	1'95	374,715	44'03	4/5'94	905	476,327	1,150	5/8'57	4'12
1874-5	130,435	14'18	148,999	16'19	182,042	19'79	20,241	2'20	481,717	52'36	4/8'35	890	438,290	810	4/3'27	3'53
1875-6	128,679	12'94	153,617	15'44	196,195	19'72	20,916	2'10	499,407	50'20	4/4'57	821	495,360	815	4/4'14	3'74
1876 †	54,430	9'86	81,206	14'71	107,828	19'54	9,939	1'80	253,403	45'91	4/0'16	389	298,557	459	4/8'74	4'16
1877	166,581	14'66	181,078	15'94	230,125	20'26	14,697	1'29	592,481	52'16	4/3'03	753	543,318	690	3/10'79	3'73
1878	155,410	12'77	204,806	16'83	248,519	20'43	16,964	1'40	625,699	51'43	4/0'52	647	590,976	611	3/9'82	3'85
1879	153,514	12'56	211,479	17'31	256,300	20'97	19,331	1'58	640,624	52'42	3/8'40	587	581,483	533	3/4'30	3'58
† 1880	199,042	13'33	258,491	17'32	333,248	22'32	23,294	1'56	814,075	54'53	3/8'60	682	678,842	569	3/1'19	3'76
† 1881	219,599	13'19	256,990	15'43	412,336	24'76	24,647	1'48	913,572	54'86	3/11'32	752	751,637	619	3/2'93	4'04
† 1882	244,626	13'73	284,713	15'99	544,886	30'59	24,374	1'37	1,098,599	61'68	4/4'01	845	682,479	525	2/8'31	3'46
† 1883	376,187	19'82	334,091	17'60	514,259	27'09	49,385	2'60	1,273,921	67'11	4/5'62	890	624,389	436	2/2'28	2'91
† 1884 †	167,607	14'98	195,362	17'46	294,139	26'29	21,641	1'93	678,749	60'66	3/8'97	425	440,274	276	2/5'17	2'01
† 1884-5	281,475	12'90	402,175	18'43	547,445	25'09	46,330	2'12	1,277,425	58'54	3/8'75	772	904,507	547	2/7'69	3'95

* Including repairs and renewals of carriages and wagons.—† Six months only.—‡ The Hobson's Bay Suburban Lines included since 1880.

P. P. LABERTOUCHE,
Secretary.

GEO. T. A. LAVATER,
Accountant.

Railway Department, Accountant's Branch,
8th September, 1885.

VICTORIAN RAILWAYS.

No. 19.

STATEMENT showing the Cost of EACH LINE, THE TOTAL LENGTH OF WHICH WAS OPEN FOR TRAFFIC, at 30th June, 1885, with Average Cost per Mile, Highest and Lowest Levels, Steepest Gradients, &c.

	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark, Hobson's Bay.		Steepest Gradient.	Cost, exclusive of Rolling-stock.	
	Double.	Single.	Total.	Highest.	Lowest.		Total.	Average per Mile.
	Miles.	Miles.	Miles.	Feet.	Feet.		£	£
NORTHERN SYSTEM.								
Melbourne to Sandhurst	100½	...	100½	1,902	17	1 in 50	4,681,051	46,462
Sandhurst to Echuca (including Bridge over Murray at Echuca)	55½	55½	753	320	1 " 90	669,891	12,125
Lancefield Junction to Lancefield	14½	14½	1,675	1,072	1 " 40	61,583	4,254
Carlsruhe to Daylesford	22½	22½	2,469	1,791	1 " 50	157,292	6,914
Castlemaine to Dunolly	47½	47½	949	580	1 " 40	294,608	6,202
Dunolly to St. Arnaud	33	33	945	611	1 " 50	158,828	4,813
St. Arnaud to Donald	23½	23½	868	374	1 " 50	93,549	3,939
Castlemaine to Maldon	10½	10½	1,177	893	1 " 40	56,415	5,504
Ballarat to Maryborough	42½	42½	1,525	732	1 " 40	264,709	6,228
Ballarat Racecourse Branch Line	2	2	1,508	1,466	1 " 50	6,942	3,471
Maryborough to Avoca	15	15	883	721	1 " 40	60,773	4,051
Sandhurst to Inglewood	30	30	778	442	1 " 43	154,293	5,143
Inglewood to Charlton	42½	42½	639	422	1 " 50	163,326	3,820
Charlton to Wycheproof	16½	16½	521	356	1 " 50	82,830	5,020
Korong Vale to Boort	18	18	459	296	1 " 50	69,420	3,857
Eaglehawk to Kerang	73½	73½	742	254	1 " 43	269,952	3,660
Total	100½	447½	548½	...	...	...	7,245,462	Average: 13,216
WESTERN SYSTEM.								
Footscray Junction to Williamstown (including Piers and Breakwater)	6	...	6	66	12	1 in 100	451,818	75,303
Newport to Geelong (including line to Geelong Wharf)	1½	37½	39	113	12	1 " 81 & wharf line	1,111,053	28,489
West Geelong to Ballarat	53½	...	53½	1,725	47	1 " 50	1,759,718	32,892
Geelong to Queenscliff — (Queenscliff Junction to Queenscliff)	20½	20½	263	10	1 " 52	108,990	5,253
Geelong to Colac (including Geelong Racecourse Branch Line)	52½	52½	465	17	1 " 50	311,032	5,924
Colac to Camperdown	28	28	569	405	1 " 50	121,594	4,342
Warrenheip to Gordons	13	13	1,940	1,707	1 " 50	84,782	6,521
Ballarat to Ararat	57	57	1,517	960	1 " 44	325,946	5,718
Ararat to Stawell	18½	18½	1,086	759	1 " 50	117,367	6,259
Stawell to Horsham	53½	53½	759	423	1 " 50	239,960	4,485
Horsham to Dimboola	21½	21½	477	361	1 " 50	73,156	3,442
Ballarat to Scarsdale	13½	13½	1,481	1,157	1 " 50	57,856	4,366
Ararat to Hamilton	66½	66½	1,028	572	1 " 50	312,811	4,704
Hamilton to Portland (including line to Portland Wharf)	54	54	605	11	1 " 50 & wharf line	276,915	5,128
Braunholme to Casterton	32	32	572	150	1 " 40	158,298	4,947
Total	61½	467½	529	...	...	...	5,511,296	Average: 10,419
NORTH-EASTERN SYSTEM.								
Essendon Junc. to Essendon (including Racecourse Line)	5	...	5	148	14	1 in 67	106,522	21,304
Essendon to Wodonga	14½	167½	182	1,148	105	1 " 50	1,751,013	9,621
Wodonga to Murray River	2½	2½	537	512	1 " 75	35,851	15,934
Tallarook to Yea	23½	23½	698	488	1 " 40	147,964	6,230
Mangalore to Shepparton	45	45	476	372	1 " 100	235,277	5,228
Shepparton to Numurkah	20½	20½	376	348	1 " 206	65,808	3,210
Toolamba to Tatura	7	7	385	371	1 " 108	26,870	3,839
Benalla to St. James	20½	20½	583	450	1 " 75	71,445	3,885
Wangaratta to Beechworth	23	23	1,831	502	1 " 30	157,874	6,864
Everton to Myrtleford	16½	16½	989	581	1 " 40	72,958	4,422
Springs to Wahgunyah	14	14	622	454	1 " 50	67,342	4,810
North Melbourne to Coburg	5	5	202	13	1 " 50	125,221	25,044
Total	19½	345	364½	...	...	...	2,864,145	Average: 7,858
EASTERN SYSTEM.								
Spencer to Flinders streets Junction	¾	¾	17	6	1 in 23	7,161	9,548
South Yarra to Oakleigh	6½	6½	184	22	1 " 50	231,548	34,304
Oakleigh to Sale	118½	118½	513	32	1 " 50	789,722	6,679
Traralgon to Heyfield	22½	22½	262	93	1 " 50	110,429	4,963
Hawthorn to Lilydale	20½	20½	484	41	1 " 40	202,700	10,009
Caulfield to Frankston	20	20	167	10	1 " 50	121,807	6,090
Hobson's Bay Lines (including the Port Melbourne Pier)	16½	16½	53	10	1 " 100	1,385,087	83,945
Total	23½	181½	204½	...	...	...	2,848,454	Averages: 13,912
Grand Total	204½	1,441½	1,646½	...	...	...	18,469,357	11,218

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

Railway Department, Accountant's Branch,
8th September, 1885.

P. P. LABERTOUCHE,
Secretary.

GEO. T. A. LAVATER,
Accountant.

VICTORIAN RAILWAYS.

No. 20.

RETURN of the Number and Nature of Accidents to Life and Limb which have occurred during the Year ending 30th June, 1885.

Date of Accident.	Station or Line where Accident occurred.	Passengers.				Servants of Department or of Contractors.				Persons Killed or Injured while crossing at Crossings.		Trespassers.		Miscellaneous.		Nature and Cause of Accident.
		From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.							
1884.																
July 5	Kyneton ...	...	...	...	...	...	...	...	I	...	...	...	...	...	...	Guard seriously injured by foot slipping when shunting.
" 15	Warragul ...	...	...	...	...	...	...	...	I	...	...	...	...	...	...	Porter struck on the shoulder by a projecting piece of timber when putting brake down.
" 22	Williamstown Pier ...	...	...	...	...	...	...	...	I	...	...	...	...	...	...	Truckman fell from pier into water, and struck against side of pier.
" 22	Flinders-street ...	...	...	...	...	...	...	...	I	...	...	...	...	...	...	Laborer jammed between door of goods shed and moving truck, and fatally injured.
" 22	Gisborne ...	...	...	...	...	...	...	...	I	...	...	...	...	...	...	Gatekeeper knocked down by engine, and his head and foot injured.
" 28	Merino ...	...	...	...	...	...	...	...	I	...	...	...	...	...	...	Contractor's guard, foot crushed in act of lifting locking bar.
Aug. 19	Seymour ...	...	...	...	...	...	...	...	I	...	...	...	...	...	...	Man run over and killed when crossing Seymour station yard.
" 27	Trawool ...	...	...	...	...	...	...	...	...	...	...	I	...	...	...	Man run over and killed while trespassing on Tallarook and Yea line.
Sept. 2	Richmond ...	...	...	...	...	...	...	...	...	I	...	...	...	...	...	Man run over and killed while crossing the line at Picnic station.
" 18	Carapooe ...	...	...	...	...	...	...	...	...	...	...	I	...	...	...	Man run over and killed while trespassing on the line.
" 20	Grassdale ..	...	...	...	I	...	...	...	...	...	...	...	...	...	...	Passenger, under the influence of liquor, fell between carriage and van, and broke three of his ribs.
" 23	Spencer-street ...	...	...	...	...	...	...	...	I	...	...	...	...	...	...	Assistant weighing porter had his leg broken by a case of galvanized iron falling on him.
" 25	Brighton Beach ...	...	...	...	...	...	...	...	I	...	...	...	...	...	...	Fireman fell off his engine and was badly cut.
" 30	Lethbridge ...	...	...	...	...	...	...	...	I	...	...	...	...	...	...	Platelayner run over and killed.
" 30	Jung Jung ...	...	...	...	I	...	...	...	...	...	...	...	...	...	...	Passenger, intoxicated, jumped off platform and cut his eye badly.
Oct. 4	Kensington ...	...	...	...	...	...	...	...	...	I	...	...	...	...	...	Woman, while crossing the line at Kensington station, was run over and killed by Essendon passenger train.
" 7	North Brighton ...	...	...	...	...	...	...	...	...	...	I	...	...	...	...	Man, while crossing the line at North Brighton station, was knocked down by 2 p.m. up train.
" 14	Richmond ...	...	...	...	I	...	...	...	...	...	...	...	...	...	...	Lady fell into foundation cutting, not seriously injured.
" 15	Spencer-street ...	...	...	...	...	...	...	...	...	...	I	...	...	...	...	Employé knocked down by pilot engine while shunting in Melbourne yard.
" 20	" "	...	...	...	...	...	...	...	...	...	I	...	...	...	...	Acting guard struck on back by No. 14 pilot engine, not seriously hurt.
" 21	Moe "	...	...	...	...	...	...	...	...	...	...	I	...	...	...	Man, while crossing the line under the influence of drink, fell into the ash-pit.
" 25	Geelong ...	...	...	...	...	...	...	...	...	...	...	I	...	...	...	Constable, when assisting guard who had missed his footing in jumping on to train, fell off platform and broke his arm.
Nov. 1	Port Melbourne*	...	...	...	...	...	...	...	...	...	...	I	...	...	...	Trespasser run over and killed at junction of St. Kilda and Port Melbourne line.
" 5	Coburg Line ...	...	...	...	...	...	...	...	...	...	...	I	...	...	...	Woman injured in crossing line at Union-street by being caught by a step of a carriage and dragged a short distance.
" 8	Jung Jung ...	...	...	...	...	...	...	...	...	...	...	I	...	...	...	Man found dead on line, supposed to have been knocked down by ballast train; was under influence of drink.
" 10	Hamilton ...	...	...	...	...	...	...	...	...	...	...	I	...	...	...	Woman run over and killed by passenger train. Suicide.
" 13	Melbourne (Lower Level Siding)	...	...	...	...	...	...	...	...	...	...	I	...	...	...	Laborer hurt while discharging timber.
	Carried forward ...	...	...	...	3	...	...	2	11	3	3	5	...	...	...

No. 20.—RETURN of the Number and Nature of Accidents to Life and Limb which have occurred during the Year ending 30th June, 1885—continued.

Date of Accident.	Station or Line where Accident occurred.	Passengers.				Servants of Department or of Contractors.				Persons Killed or Injured while crossing at Crossings.		Trespassers.		Miscellaneous.		Nature and Cause of Accident.	
		From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.								
1884.	Brought forward...	...	...	...	3	...	...	2	11	3	3	5	...	...	...	...
Nov. 15	Melbourne	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	Laborer, whilst pushing an empty truck, was jammed by a following truck pushed by other men.
" 18	Tynong	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	Porter in charge jammed between buffers when assisting to couple up.
" 18	Sandhurst	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	Employé of contractors, working under a new powder van, was seriously hurt by two runaway vans, set in motion by a trespasser, colliding with the van he was under.
" 19	Williamstown Pier	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	Laborer got jawbone broken, whilst discharging pipes from ship <i>Loch Rannock</i> , through a pipe falling from a sling on to him.
" 24	Warragul	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	Passenger fell from carriage on to permanent way and splintered her arm; carriage was two yards beyond end of platform.
" 25	North Melbourne	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	A mason knocked down and killed by train whilst attempting to cross the line.
Dec. 1	Castlemaine Goulburn Valley Line	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	Yardsman fell off carriage and was killed.
" 4	Nar-Nar-Goon	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	Repairer, thigh broken and otherwise hurt through laborer throwing a large bolt out of van of train.
" 8	Camberwell	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	Man hurt through crane jib breaking.
" 12	Elsternwick	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	Passenger, male, slipped off kerb and fell between train and platform.
" 25	North Road	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Trespasser, male, injured at Elsternwick station, supposed to have attempted suicide.
" 25	Prince's Bridge	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	Man run over and killed. His horse jumped the crossing gate and threw him on the line.
" 26	Beechworth	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	Female passenger fell when leaving train.
" 26	Tallarook	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	Gatekeeper killed while opening gates for up train.
" 27	Ballarat	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	Two passenger trains collided. Guard hurt.
" 29	Daylesford	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	Head porter fell between platform and moving train, and dragged along.
" 30	Maryborough	...	...	...	...	...	...	...	1	...	...	...	...	1	...	...	Guard knocked off footboard of his van through striking against gate.
1885.		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Son of driver killed while crossing Maryborough yard with his father's tea.
Jan. 1	Yarraville	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	Man knocked down by Williamstown train while crossing line to catch train on opposite side.
" 6	Melbourne	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	Coal contractor accidentally crushed to death between some trucks at coal stage.
" 17	Flinders-street	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	Man, while helping to load dray with case of machinery, had arm broken by handle of crane.
" 19	Birregurra	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	Child's fingers crushed in closing door of carriage.
" 23	Sandhurst	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	Pointsman injured, and foot amputated.
" 28	Spencer-street	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	Man, while loading wool at import shed, injured his knee by bale upsetting.
" 28	Sandhurst	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	Boy, while crossing line, was struck by Echuca train.
Feb. 3	Chewton	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Man run over and killed by 6.45 a.m. up passenger train.
" 4	Flinders-street	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	Man's foot run over at coal gears by train.
" 5	Melbourne	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	Shunter knocked down in Melbourne yard.
" 10	Cannibal Creek	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	A wood cutter, while walking along line under influence of drink, was struck by train and knocked clear of line.
" 12	Balaclava	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	Passenger, slightly under influence of drink, dragged three or four yards by train.
" 13	Ballarat	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	Laborer, whilst turning a truck on turn-table, had his arm fractured.
" 17	Spencer-street	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	A drayman, while turning jib of crane in goods shipping yard, loading boiler plates, the grippers slipped and struck him on the head.

Feb.	18	Melbourne	...	...	...	...	...	...	...	I	...	...	...	...	...	...	Shunter fell off cattle truck.
"	18	Bealiba	...	...	...	...	...	...	...	I	...	...	...	...	...	...	Porter crushed his fingers in cogs of crane.
"	19	Mooroopna	...	...	...	...	...	...	...	I	...	...	...	...	...	...	Porter hurt thigh while shunting.
"	19	Kangaroo Flat	...	...	...	...	...	...	...	I	...	...	...	...	...	...	A little boy fell out of the window of a 1st class carriage of 12.15 p.m. down train.
"	21	Malvern	...	...	...	...	...	...	...	I	...	...	...	...	...	...	Passenger stepped out of train before it stopped; hip broken.
"	23	Yarraville	...	...	...	...	...	...	...	I	...	...	...	...	...	...	Boy jumped out of American carriage of Williamstown train before it stopped, and was picked up insensible.
"	24	Melbourne	...	...	...	...	...	...	...	I	...	...	...	...	...	...	Shunter knocked down by goods train and killed when crossing the line.
"	24	Yea	...	...	...	...	...	...	...	I	...	...	...	...	...	...	Acting porter let the door of an "N" wagon fall on his toe, breaking it.
"	26	South Yarra	...	...	...	...	...	...	...	I	...	...	...	...	...	...	Man engaged on South Yarra bridge knocked down by Elsternwick train while trespassing on the bridge.
"	26	Wallan	...	...	10	...	...	...	...	...	...	...	...	...	...	...	Goods train from Wandong ran into passenger train standing at Wallan.
"	26	Essendon	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Man run over and killed between Moonee Ponds station and Essendon.
"	28	Port Melbourne	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Boy struck by Port Melbourne train at Inglis-street crossing.
March	2	Footscray	...	...	...	...	...	...	...	I	...	...	...	...	...	...	Female passenger fell on platform and hurt her hand, in attempting to get out of Williamstown train after it had started.
"	6	Lubeck	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Chinese hawker killed at No. 100 gates by 4.50 p.m. down train.
"	6	Auburn	...	...	...	...	...	...	...	I	...	...	...	...	...	...	Gatekeeper knocked down and killed by 5.29 p.m. down train.
"	6	Spencer-street	...	...	...	...	...	...	...	...	...	...	...	...	...	...	A trespasser, while under influence of drink, fell into ash-pit at Spencer-street.
"	7	Trafalgar	...	...	2	...	...	...	...	...	...	...	...	...	...	...	Gippsland train ran over a bullock; front wheels of carriage thrown off line; two passengers injured.
"	9	Geelong	...	...	...	...	...	...	...	I	...	...	...	...	...	...	Engine-fitter crushed between buffers at Geelong.
"	12	Melbourne	...	...	...	...	...	...	...	I	...	...	...	...	...	...	Passenger, cripple, put end of crutch in drainage-hole, Melbourne platform, fell, hurting her knee.
"	17	Essendon	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Man run over; died in hospital.
"	17	Inglewood	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Man run over by train, Sandhurst to Kerang; was worse for liquor.
"	17	Flinders-street	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Man had leg injured through bale of paper he was stacking falling on it.
"	18	Lal Lal	...	...	...	...	...	4	...	...	...	...	...	...	...	...	Trolley wheel broke between Lal Lal and Elaine, and pitched men off; four slightly injured.
"	19	Spencer-street	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Man blown off arrival platform on to line and was hurt.
"	19	Prahran	...	...	...	...	...	...	...	I	...	...	...	...	...	...	Stone, thrown from Prahran foot-bridge, struck fireman on the head.
"	21	Portland	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Porter, in stepping down from platform to couple-up, trod on stone and dislocated his ankle.
"	21	Trawalla	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Boy, seven years old, got three fingers crushed in putting peas on line for train to crush.
"	21	North Brighton	...	...	...	...	...	...	...	I	...	...	...	...	...	...	Passenger hurt his leg through getting out of train while in motion.
"	21	Camperdown	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Acting porter trod on stone while shunting, fell, and hurt his knee-cap.
"	24	Trawalla	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Wood carter jammed by his own dray against the wood heap.
"	25	Flinders-street	...	...	...	...	...	...	...	I	...	...	...	...	...	...	Laborer injured his leg, while stacking bales in shed, through bale falling on him.
"	26	Wangaratta	...	...	...	...	...	...	...	I	...	...	...	...	...	...	Laborer jammed by draw-bar hook while shunting.
"	27	Creswick	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Man run over by train from Ballarat, near Creswick.
"	31	Oakleigh	...	...	...	...	...	...	...	I	...	...	...	...	...	...	Shunter had his toes crushed.
April	1	Joyce's Creek	...	...	...	...	...	...	...	...	...	...	...	...	...	...	A farmer, in moving a truck to load chaff, was crushed between platform and wagon.
"	3	Dandenong	...	...	...	...	...	...	...	I	...	...	...	...	...	...	A man, lunatic, jumped out of 6.55 a.m. passenger train; body afterwards found in a creek.
"	3	Melbourne	...	...	...	...	...	...	...	...	...	...	...	...	...	...	A barrow, with large tank on it, fell on a laborer's foot.
"	3	Flinders-street	...	...	...	...	...	...	...	I	...	...	...	...	...	...	Carriage cleaner run over and killed.
"	3	Moolort	...	...	...	...	...	...	...	I	...	...	...	...	...	...	Ganger, while sitting on line asleep, was run over and killed by down train.
"	8	Yendon	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Ballarat train ran over a young man.
"	8	Nar-Nar-Goon	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Man found dead on line; verdict, killed whilst under influence of drink.
"	11	Marong	...	...	...	...	...	...	...	I	...	...	...	...	...	...	Passenger, whilst under influence of drink, slipped between carriage and platform.
"	13	Bloomfield	...	...	...	...	...	...	...	I	...	...	...	...	...	...	A woman, passenger by down train, fell on platform in getting out of train; under influence of drink.
		Carried forward	12	16	...	9	...	10	...	30	...	6	5	9	6	2	9

No. 20.—RETURN of the Number and Nature of Accidents to Life and Limb which have occurred during the Year ending 30th June, 1885—continued.

Date of Accident.	Station or Line where Accident occurred.	Passengers.				Servants of Department or of Contractors.				Persons Killed or Injured while crossing at Crossings.		Trespassers.		Miscellaneous.		Nature and Cause of Accident.
		From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.							
1885.	Brought forward...	...	12	1	16	...	9	10	30	6	5	9	6	2	9	
April 13	Spencer-street ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Laborer hurt his leg through a bale of wool falling on it.
" 13	East Richmond ...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	Passenger struck on face by stone thrown at train.
" 16	Drouin ...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	Trespasser run over and killed by down train.
" 16	Williamstown ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Labourer, shunting on new pier, had leg broken.
" 17	Balaclava ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Porter fell in trying to close an open door of up train.
" 17	Longwarry ...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	Trespasser run over by up goods train.
" 24	Spencer-street ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Case fell on laborer's hand, taking off first joint of forefinger.
" 27	Ballarat ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Laborer had his arm injured, jammed between buffers; not much hurt.
" 28	Dandenong ...	...	...	...	...	...	...	...	1	...	...	...	1	...	...	Man knocked down by Warragul train, near Dandenong.
" 30	Flinders-street ...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	Passenger had his leg caught between American carriage and platform.
" 30	North-Eastern Line...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Down goods train broke gate and injured gatekeeper seriously.
May 1	Elsternwick ...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	Elderly female fell down embankment and injured her leg.
" 2	North Melbourne ...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	Elderly female fell out of carriage of Williamstown train, which over-shot platform.
" 7	Flinders-street ...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	Passenger fell on steps when entering ladies' waiting-room, Sandridge platform.
" 7	Windsor ...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	Passenger sprained his ankle while descending stairs at Windsor.
" 7	Melbourne ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Laborer injured his hand in goods shed.
" 8	Myamyn ...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	Body of man found on line near station; verdict, suicide.
" 9	Warrenheip ...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	Trespasser run over by goods train between Warrenheip and Ballarat E.
" 9	Stawell ...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	Shunter run over and killed in station yard.
" 11	Werribee ...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	Passenger, in getting out of train, fell between carriage and platform; appeared to be worse for drunk.
" 11	Rosstown ...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	Female passenger attempted to leave train while in motion, fell between platform and carriage; leg injured.
" 14	Footscray & Bacchus Marsh Line	...	...	...	...	...	...	3	...	...	...	...	...	...	...	Three workmen injured in unloading stone at Werribee viaduct.
" 15	Lilydale ...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	Repairer run over and killed.
" 16	Toorak ...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	Repairer got hand crushed between two buffers while shunting.
" 16	Ballarat ...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	Assistant foreman fell and was injured when unloading a truck containing iron.
" 19	Trentham ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	Trespasser knocked down and run over by Daylesford line goods train.
" 23	Melbourne ...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	Shunter thrown off truck and injured, Melbourne yard.
" 25	Flemington ...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	Passenger, under influence of liquor, fell down Flemington station steps and was injured.
" 29	Violet Town ...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	Goods train, while shunting, ran over a man; leg had to be amputated.
" 30	Port Melbourne ...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	Letter-carrier injured through running against handle of hand-truck.
June 16	Middle Brighton ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Man run over at level-crossing by up passenger train.
" 16	Tallarook ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Man hurt at Tallarook; fell with chest on buffer.
" 20	Branxholme ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Porter hurt his leg while shunting.
" 20	Richmond ...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	Porter, standing in 6 ft. for up Balaclava train to pass, was struck by down Dandenong train and injured.
" 24	North Melbourne	1	Main line goods ran into tail end of live stock special.
	Total	...	13	1	23	...	10	12	46	7	5	14	9	2	10	

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VICTORIAN RAILWAYS.

No. 21.

RETURN of Accidents and Injuries to Life and Limb, from the Opening of the Lines for Traffic to 30th June, 1885.

Year.	Passengers Killed or Injured.				Servants of the Department or of Contractors Killed or Injured.				Persons Killed or Injured at Crossings.		Trespassers.		Miscellaneous.		Total.		
	From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.									Killed.	Injured.	Killed.	Injured.
1859	1	...	2	...	...	...	...	...	...	...	...	6	...
1860	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	2
1861	3	2	...	...	...	...	...	...	...	3	2
1862	...	19	...	...	...	1	4	8	1	1	1	1	...	1	...	6	31
1863	...	2	...	1	1	...	5	5	...	...	3	2	...	...	...	9	10
1864	1	7	...	...	...	1	...	1	...	1	9
1865	1	18	...	...	4	1	...	...	...	5	19
1866	1	1	2	...	...	...	1	1	...	...	...	4	2
1867	3	1	5	...	...	...	1	...	...	...	1	9
1868	2	...	...	...	...	2	...
1869	2	...	...	...	1	...	1	...	...	4	...
1870	4	1	...	...	...	1	...	...	...	...	2	4
1871	2	1	...	...	2	1	2	1	...	6	3
1872	...	28	...	2	...	1	...	1	...	...	3	...	...	...	...	3	32
1873	1	...	...	...	...	...	...	...	...	1
1874	4	...	...	1	1	...	4	...	1	...	...	10	1
1875	6	6	1	...	...	4	1	1	...	...	11	8
1876	...	1	...	1	3	4	10	15	2	...	6	5	2	1	...	23	27
1877	...	36	1	...	3	3	10	5	...	1	8	2	...	2	...	22	49
1878	...	22	...	3	...	6	7	5	2	...	6	1	1	3	...	16	40
1879	...	7	...	2	1	11	8	20	2	3	9	1	1	1	...	21	45
1880	...	5	...	...	...	1	7	7	3	2	6	3	2	2	...	18	20
1881	4	46	4	4	...	1	14	10	3	...	8	2	1	1	...	34	64
1882	1	210	1	5	...	13	22	25	3	1	9	2	2	5	...	38	261
1883	...	67	5	8	...	7	10	12	5	2	10	1	2	4	...	32	101
*1884	1	44	...	9	4	10	2	21	...	2	3	1	...	3	...	10	90
1884-5	...	13	1	23	...	10	12	46	7	5	14	9	2	10	...	36	116
Total ...	6	501	12	59	18	82	132	216	29	17	108	36	18	35	...	323	946

* Six months.

P. P. LABERTOUCHE,

GEO. T. A. LAVATER,

Secretary.

Accountant.

Railway Department, Accountant's Branch,
24th September, 1885.

VICTORIAN RAILWAYS.

No. 22.

STATEMENT showing Contracts in Progress at 31st December, 1883, for Construction of Lines, Stations, Buildings, Rolling-stock, and other works; also the Contracts entered into during the Year and One-half ending 30th June, 1885.

Contract No.	Engineer-in-Chief's Gazette.	Date.	Contractor.	Description of Contract.	Line of Railway.	Contract Amount.	Expenditure to 30th June, 1885.	Balance Unexpended.	Remarks.
						£ s. d.	£ s. d.	£ s. d.	
1301	897	1880. Sept. 3	Johnson and Co. ...	Supply of locomotive chimneys ...	Rolling-stock ...	Rates	767 15 6	...	Completed.
1353	1955 1576	1881. Apr. 14 Dec. 16	C. and E. Millar ... C. and E. Millar ...	Construction of Shepparton to Numurkah railway Extra on ditto ...	Shepparton to Numurkah "	20,545 1 8 3,317 18 7	24,380 19 4	...	"
"	1253	1884. Aug. 22	C. and E. Millar ...	"	"	517 19 1			
1377	2096	1881. May 20	Falkingham and Bunn ...	Construction of Caulfield and Frankston railway ...	Caulfield to Frankston ...	40,916 1 2	46,600 0 0	...	"
"	1436	1882. Sept. 8	Falkingham and Bunn ...	Extra on ditto ...	"	3,000 0 0			
"	2493	1884. Feb. 15	Falkingham and Bunn ...	"	"	777 11 9			
1398	472	1881. July 22	D. Leslie and Co. ...	Construction of railway from Inglewood to Korong Vale	Inglewood to Charlton ...	29,034 11 3	28,774 5 1	260 6 2	"
1399	2667	1882. Apr. 28	D. Leslie and Co. ...	" railway from Korong Vale to Charlton	"	40,514 5 7	43,858 16 11	...	"
"	1614	1884. Oct. 31	D. Leslie and Co. ...	Extra on ditto ...	"	3,344 11 4			
1410	1203	1881. Sept. 9	McDermott, McNeil, and Bath	Construction of Colac to Camperdown railway ...	Colac to Camperdown ...	47,420 3 6	47,079 1 10	341 1 8	"
1414	1250	1884. " 30	C. and E. Millar ...	" Hawthorn and Lilydale railway ...	Hawthorn to Lilydale ...	79,865 10 0	89,707 0 7	77 9 5	"
"	1223	1882. Aug. 15	C. and E. Millar ...	Extra on ditto ...	"	9,919 0 0			
1445	1745	1882. Jan. 20	J. McEwan and Co. ...	Supply of steel rails and fishplates ...	All lines ...	159,245 5 0	159,253 12 11	...	"
1445A	1746	" 20	Mossbay Steel Co. ...	"	"	38,503 6 0	38,501 1 0	2 5 0	"
1454A	1475	1881. Sept. 22	Noonan Brothers ...	Construction of railway from Heidelberg road to Alphington	Richmond to Alphington...	25,306 14 0	19,658 7 1	5,648 6 11	"
1455	2688	1885. Apr. 28	Robert Thornton ...	" railway from Melbourne to Coburg	Melbourne to Coburg ...	52,682 16 0	54,277 13 9	...	Not completed at 30 June, '85.
"	1817	1881. Jan. 30	Robert Thornton ...	Extra on ditto ...	"	1,950 9 3			
1457	1316	1881. Oct. 14	Johnson and Co. ...	Manufacture of 200 medium open goods wagons ...	Rolling-stock ...	15,582 10 0	14,463 10 0	...	"
*1460	1325	1883. " 21	Wilkins and Stevens ...	Construction of railway, Eaglehawk to Mitiamo ...	Eaglehawk to Kerang ...	44,125 9 0	45,650 0 0	...	"
"	1522	1885. Sept. 28	Wilkins and Stevens ...	Extra on ditto ...	"	902 7 8			
"	2468	1882. Apr. 24	Wilkins and Stevens ...	"	"	826 6 11			
*1461	2834	1883. June 30	Wilkins and Stevens ...	Construction of railway, Mitiamo to Kerang ...	"	64,190 18 7	76,400 0 0	...	"
"	2901	1885. June 1	Wilkins and Stevens ...	Extra on ditto ...	"	5,000 0 0			
"	1818	1882. Jan. 30	Wilkins and Stevens ...	"	"	6,300 0 0			
"	2467	1882. Apr. 24	Wilkins and Stevens ...	"	"	1,161 1 1			
1474	1800	1882. Feb. 10	R. Kennedy and Son ...	Manufacture of 500 medium open goods wagons ...	Rolling-stock ...	39,225 0 0	36,618 1 1	...	"

1479	1801	Feb. 10	Johnson and Co.	...	Manufacture of 20 second-class, 20 composite carriages, and 15 luggage brake-vans	"	...	26,400 0 0	26,116 18 4	283 1 8	Completed.
1479A	1802	" 10	P. Bevan	...	Manufacture of 25 first-class carriages	"	...	14,150 0 0	15,116 5 0	93 15 0	"
"	1829	" 17	P. Bevan	...	Extra on ditto	"	...	1,050 0 0			
1538	1446	Sept. 15	Alcock and Co.	...	Supply of sawn blackwood	"	...	Rates	6,133 11 3	...	"
1550	2551	Mar. 31 1884.	Moline and King	...	Construction of the Traralgon to Heyfield railway	Traralgon to Heyfield	...	50,625 2 4	51,634 8 10	...	"
"	419	July 25 1882.	Moline and King	...	Extra on ditto	"	...	1,009 6 6			
1551	2669	Apr. 28	McDermott, McNeil, and Bath	...	Construction of Benalla to St. James railway	Benalla towards Yarrawonga	...	28,921 13 0	27,486 5 3	1,435 7 9	"
1595	2699	May 12	Mitchell, Newell, & Dalglish	...	Wodonga to Murray railway	Wodonga to River Murray	...	24,983 19 3	21,048 9 11	3,935 9 4	"
1596	2361	Mar. 3 1883.	J. Mooney	...	Supply of ironbark piles	Oakleigh to Sale, and Caulfield to Frankston	...	243 15 0	629 6 10	92 10 8	"
"	2038	Feb. 9 1882.	J. Mooney	...	Extra on ditto	"	...	478 2 6			
1597	1758	Nov. 24	Wm. Williams	...	Manufacture of 100 cattle wagons	Rolling-stock	...	14,350 0 0	13,761 6 8	...	Not completed at 30 June '85.
1604	2688	May 5	D. Leslie and Co.	...	Construction of Borung to Boort railway	Borong to Boort	...	30,000 12 1	29,231 10 4	769 1 9	Completed.
1607	1443	Sept. 15	Sali Cleve	...	Supply of 34,600 tons of steel rails and fishplates	All lines	...	227,495 0 0	227,289 9 6	205 10 6	"
1609	1626	Oct. 27 1884.	Morris and Begg	...	Alterations and additions to engine-shed, Ballarat	Geelong to Ballarat	...	6,991 9 5	7,417 13 3	...	"
"	2831	June 13 1882.	Morris and Begg	...	Extra on ditto	"	...	426 3 10			
†1610	2754	June 2 1884.	Neil McNeil, jun.	...	Construction of line from Branxholme to Casterton	Branxholme to Casterton	...	75,038 9 5	85,000 0 0	...	Not completed at 30 June '85.
"	420	July 25 1882.	Neil McNeil, jun.	...	Extra on ditto	"	...	9,000 0 0			
1611	1448	Sept. 15 1885.	Langland's Foundry Co.	...	Manufacture of engine, tender, carriage, and truck wheels	Rolling-stock	...	Rates	36,348 6 11	...	" "
"	2384	April 2 1882.	Langland's Foundry Co.	...	Extra on ditto; 16s. 3d. each on 400 carriage wheels	"	...	Rate	...	...	" "
1613	2727	May 19 1884.	D. Leslie and Co.	...	Construction of line from Charlton to Wycheproof	Charlton to Wycheproof	...	42,471 2 8	43,895 8 11	...	Completed.
"	1615	Oct. 31 1882.	D. Leslie and Co.	...	Extra on ditto	"	...	1,424 6 3			
1620	2767	June 9	T. Feely	...	Supply of piles	All lines	...	1,138 0 0	1,014 10 10	123 9 2	"
1633	629	Aug. 11	Bell, Lewis, and Roberts	...	Construction of Ballarat and Scarsdale line of railway	Ballarat to Scarsdale	...	25,779 1 5	24,518 18 9	1,260 2 8	"
1634	2770	June 9	J. Gamble	...	Supply of bluestone metal	Hobson's Bay lines	...	519 10 0	462 6 7	57 3 5	"
1635	630	Aug. 11 1884.	Joseph Law and Co.	...	Construction of Everton to Myrtleford line of railway	Everton to Myrtleford	...	39,006 1 1	40,050 4 6	743 16 7	"
"	1639	Nov. 14 1882.	Joseph Law and Co.	...	Extra on ditto	"	...	1,788 0 0			
1640	1447	Sept. 15	J. S. Lee	...	Supply of sawn blackwood	Rolling-stock	...	Rates	3,688 6 4	...	"
1646	488	June 30	W. Swanson	...	Erection of station-buildings at Auburn road	Hawthorn to Lilydale	...	1,767 19 0	1,735 0 8	32 18 4	"
1651	1432	Sept. 8 1884.	A. Nicholl and Co.	...	Construction of line of railway from Castlemaine to Maldon	Castlemaine to Maldon	...	28,314 15 6	31,816 6 3	1,498 9 3	"
"	1171	Aug. 8 1882.	A. Nicholl and Co.	...	Extra on ditto	"	...	5,000 0 0			
1652	1434	Sept. 8	Wm. Williams	...	Construction of 20 first-class, 40 second-class, and 24 composite carriages, and 395 medium open goods wagons	Rolling-stock	...	74,156 5 0	33,400 2 4	...	Not completed at 30 June '85.
1652A	1468	" 22	G. F. Pickles and Sons	...	Construction of 20 first-class, 40 second-class, and 16 composite carriages, 30 brake-vans, and 230 medium open goods wagons	"	...	70,232 10 0	50,623 9 7	...	" "
1658	1431	" 8	Phoenix Foundry Co.	...	Manufacture of 50 locomotive engines and tenders	"	...	148,180 0 0	147,096 5 3	1,083 14 9	Completed.
1671	1794	Dec. 1 1884.	C. and E. Millar	...	Water-supply works, and erection of turntable at Lilydale	Hawthorn to Lilydale	...	1,084 19 0	1,252 7 4	...	"
"	412	July 11	C. and E. Millar	...	Extra on ditto	"	...	167 8 4			
1679A	1999	Jan. 25 1883.	John Robb	...	For completing construction of line of railway, Morwell to Mirboo	Morwell to Mirboo	...	75,870 2 11	47,826 13 1	...	Not completed at 30 June '85.
1681	2034	Feb. 9	John Robb	...	" " Footscray to Bacchus Marsh	Footscray to Bacchus Marsh	...	151,330 4 0	144,767 1 8	...	" "

* Transferred from F. Wilkins.

† Transferred from Smith and Sutherland.

No. 22.—STATEMENT showing Contracts in Progress at 31st December, 1883, for Construction of Lines, Stations, Buildings, Rolling-stock, and other works; also the Contracts entered into during the Year and One-half ending 30th June, 1885—continued.

Contract No.	Date.	Contractor.	Description of Contract.	Line of Railway.	Contract Amount.	Expenditure to 30th June, 1884.		Balance Unexpended.		Remarks.
						£	s. d.	£	s. d.	
1682	1380	1882. Sept. 1	Pritchard and Blackwood	Erection of station buildings at Dimboola	Horsham to Dimboola	2,186	1 1	2,383 15 1	202 6 0	Completed.
"	2656	1883. Apr. 6	Pritchard and Blackwood	Extra on ditto	"	400	0 0			
1683	1525	1882. Oct. 6	C. and E. Millar	Construction of line of railway Tallarook to Yea	Tallarook to Yea	97,637	16 4	99,816 12 9	71 3 7	"
"	407	1884. July 11	C. and E. Millar	Extra on ditto	"	2,250	0 0			
1684	1526	1882. Oct. 6	R. and J. Shimmin	Erection of station buildings at Middle Brighton	Hobson's Bay lines	1,387	15 3	1,255 17 1	131 18 2	"
1687	1469	1882. Sept. 22	G. F. Pickles and Sons	Construction of 10 horse boxes	Rolling-stock	2,925	0 0	2,825 0 0	100 0 0	"
1687A	1470	1883. " 22	A. Harkness and Co.	" 20 sheep and 50 flat trucks	"	6,657	10 0	6,269 7 6	570 0 0	"
"	2600	1882. Mar. 16	A. Harkness and Co.	Extra on ditto	"	181	17 6			
1687B	1435	1882. Sept. 8	Johnson and Co.	Construction of 50 flat and 100 ballast trucks	"	10,950	0 0	10,287 10 0	...	Not completed at 30 June '85.
1699	1567	1882. Oct. 20	W. A. S. Williamson	Supply of sleepers	North-Eastern lines	7,700	0 0	6,165 2 8	...	"
1710	1681	1882. Nov. 10	Belgian Export Co.	" steel rails and fishplates	All lines	195,500	0 0	187,445 11 6	...	"
1715	1549	1883. Oct. 13	A. Campbell	Water-supply works at Murchison	Goulburn Valley	1,218	17 8	1,081 12 2	137 5 6	Completed.
1727	2587	1882. Mar. 9	A. Campbell	" and erection of turntable at Camperdown	Colac to Camperdown	1,269	19 0	1,136 16 10	133 2 2	"
1729	1570	1882. Oct. 20	W. A. S. Williamson	Supply of sleepers	Oakleigh to Sale	1,191	13 0	1,073 6 8	118 6 4	"
1731	1717	1882. Nov. 17	E. S. Thomassen	Manufacture of 3,600 wagon buffers	Rolling-stock	8,985	0 0	8,985 0 0	...	"
1740	1718	1882. " 17	A. Harkness and Co.	" 10 carriage trucks	"	1,079	0 0	1,029 0 0	50 0 0	"
1754	1822	1882. Dec. 8	G. Paine	Supply of bluestone metal	Footscray to Williamstown	1,250	0 0	1,250 0 0	...	"
1758	1710	1882. Nov. 17	B. Jensen	Erection of 2 gatekeepers' cottages	North-Eastern	255	15 0	245 6 6	10 8 6	"
1759	1721	1882. " 17	E. S. Thomassen	Manufacture of 180 engine and tender buffers	Rolling-stock	675	0 0	675 0 0	...	"
1764	1793	1883. Dec. 1	Hoffman Patent Steam Brick Co.	Supply of bricks	Hobson's Bay lines	260	0 0	141 14 0	118 6 0	"
1775	1914	1883. Jan. 12	M. Ferguson	Manufacture of fishbolts and nuts	All lines	8,083	10 0	8,083 10 0	...	"
1776	1915	1883. " 12	M. Ferguson	" " "	"	8,083	10 0	8,083 10 0	...	"
1778	1916	1884. " 12	M. Ferguson	" dogspikes	"	7,062	5 0	7,062 5 0	...	"
1778A	426	1883. July 25	M. Ferguson	Supply of 100 tons dogspikes	"	1,592	10 0	1,592 10 0	...	"
1789	2894	1883. June 1	Lonie, Dingle, and Co.	Manufacture of 10 engine turntables	"	3,918	0 0	3,737 0 0	181 0 0	"
1803	2676	1883. Apr. 13	Societe John Cockerill	" 1,500 cast-steel axles and 3,000 cast-steel tyres	Rolling-stock	13,428	2 6	9,736 0 3	...	Not completed at 30 June '85.
1805	2801	1883. May 11	M. O. Rundberg	Erection of goods shed and platform at Raywood	Eaglehawk to Kerang	739	15 3	674 8 6	65 6 9	Completed.
1806	2700	1883. Apr. 20	Pritchard and Blackwood	" station buildings at Korong Vale	Inglewood to Charlton	1,450	4 5	1,404 17 0	45 7 5	"
1814	1961	1884. Jan. 19	R. Taylor	" an engine shed, &c., Box Hill	Hawthorn to Lilydale	1,016	8 0	1,071 7 9	3 18 0	"
"	1271	1883. Aug. 29	R. Taylor	Extra on ditto	"	58	17 9			
*1817	2035	1883. Feb. 9	James Frith	Supply of split posts and rails	All lines	448	16 0	64 18 2	383 17 10	"
1825	2498	1883. " 23	M. Ferguson	Erection of an iron foot-bridge at Flinders-street station	Hobson's Bay lines	841	7 4	840 11 10	0 15 6	"
1828	2036	1883. " 9	T. Warburton	Covering in roof of drying shed at Newport	Footscray and Williamstown line	402	3 9	324 0 0	...	Not completed at 30 June '85.
1832	1981	1883. Jan. 26	James Thorpe	Supply of 12,000 loads of filling at Princes'-bridge and Flinders-street station yards	Hobson's Bay lines	900	0 0	186 9 0	713 11 0	Completed.
1841	2596	1883. Mar. 9	T. Feely	Supply of sleepers	All lines	1,214	11 4	1,076 19 10	137 11 6	"
1846	2657	1883. Apr. 6	J. E. Rillstone	Manufacture of iron semaphore ladders	"	521	2 6	520 9 6	0 13 0	"
1847	2658	1883. " 6	Thompson and Co.	" points and crossings	"	5,739	5 0	5,734 3 8	5 1 4	"

No. 22.—STATEMENT showing Contracts in Progress at 31st December, 1883, for Construction of Lines, Stations, Buildings, Rolling-stock, and other works; also the Contracts entered into during the Year and One-half ending 30th June, 1885—continued.

Contract No.		Date.	Contractor.	Description of Contract.	Line of Railway.	Contract Amount.		Expenditure to 30th June, 1885.		Balance Unexpended.		Remarks.
Engineer-in-Chief's	Gazette.					£	s. d.	£	s. d.	£	s. d.	
		1883.										
1961	1346	Aug. 17	B. Cooke and Co. ...	Supply of piles ...	All lines ...	1,107	18 1	1,007	17 6	100	0 7	Completed.
1961A	1376	" 31	W. H. Goodwin ...	" ironbark piles ...	" ...	221	11 7	220	3 9	1	7 10	"
1962	1351	" 17	D. Munro ...	Ironwork for bridge under Toorak road, Sth. Yarra	Hobson's Bay lines ...	2,079	19 0	1,931	3 8	148	15 4	"
1963	1352	" 17	Langlands Foundry Co. ...	" " William-street, Sth. Yarra	" ...	535	13 0	482	16 6	52	16 6	"
1964	1347	" 17	Humble and Nicholson ...	" " over Little River ...	Newport to Geelong ...	1,949	19 5	1,826	0 6	123	18 11	"
1969	563	" 10	W. G. Priddle and Co. ...	Erection of engine shed, &c., at Camperdown	Colac to Camperdown ...	837	13 6	795	17 9	41	15 9	"
1972	1353	" 17	James Bannam ...	Supply of hardwood timber at Heywood or Myamyn stations	All lines ...	Rates		73	3 9			"
1973	1354	" 17	Joseph Foster ...	Supply of hardwood timber at Ballarat station	" ...			676	11 6			"
1974	1356	" 17	W. and J. Thomson ...	" redgum timber at Horsham station	" ...			3	14 9			"
1975	1355	" 17	James Lyon ...	" hardwood timber at Trentham or Lyonville	" ...			188	8 5			"
1977	530	July 27	D. Blair ...	" redgum timber at Echuca ...	" ...			3,149	3 0			"
1978	531	" 27	J. Quiggin ...	" " Mooroopna ...	" ...			1,711	9 10			"
1979	532	" 27	W. A. S. Williamson ...	" " Wangaratta ...	" ...			126	15 8			"
1980	1731 & 1732	Nov. 16	Simpson Brothers ...	" sawn timber at Beechworth and Tarrawingee	" ...			139	9 10			"
1981	533	July 29	Chapman and Bullen ...	" hardwood timber at Longwarry	" ...			298	7 8			"
1982	1710	Nov. 16	Robertson and Stewart ...	Additions to Wodonga station	Wodonga to Murray ...	3,355	1 3	3,144	8 7	210	12 8	"
1984	564	Aug. 10	D. Munro ...	Manufacture of an engine traverser for Prince's-bridge station	Hobson's Bay lines ...	710	9 10	668	19 2	41	10 8	"
1985	1597	Oct. 26	Bennett Bros. ...	Erection of sheep and cattle yards, Mitiamo	Eaglehawk to Kerang ...	419	14 8	397	5 5	22	9 3	"
1988	1781	Nov. 30	Newton and Borland ...	" platform roof and Customs sheds, Wodonga	Wodonga to Murray ...	2,766	15 4	2,552	4 4	214	11 0	"
1989	1516	Sept. 28 1884.	J. Hollow ...	" engine shed, Mitiamo	Eaglehawk to Kerang ...	955	13 4	977	14 1			"
"	1254	Aug. 24 1883.	J. Hollow ...	Extra on ditto	" ...	22	0 9					
1993	1528	Oct. 5	Pritchard and Blackwood	Erection of goods shed at Charlton	Inglewood to Charlton ...	845	14 9	739	4 1	106	10 8	"
1994	1545	" 12	John Foot ...	" " Gooramab	Benalla to St. James ...	657	5 7	620	14 2	36	11 5	"
1995	1580	" 19	James Williams ...	" " Devenish	" ...	678	12 5	602	12 11	75	19 6	"
1996	1546	" 12	C. Jorgenson ...	" " St. James	" ...	816	18 2	751	8 10	65	9 4	"
1997	1517	Sept. 28	S. Rodda and Son	" and platform at Yallock	Eaglehawk to Kerang ...	692	8 9	571	4 0	121	4 9	"
1998	1547	Oct. 12	B. Jensen ...	" " at Talambe	" ...	676	6 0	548	12 9	127	13 3	"
1999	1529	" 5	N. Irwin ...	" " Mitiamo	" ...	665	12 0	659	19 10	5	12 2	"
2000	1518	Sept. 28	Pritchard and Blackwood	" and platform at Boort	Borong to Boort ...	713	9 10	656	3 8	57	6 2	"
2002	1549	Oct. 12	Hart and Fry ...	" goods platform at Borung	" ...	128	11 3	122	0 4	6	10 11	"
2003	1550	" 12	Hart and Fry ...	" " Mysia	" ...	128	11 3	122	0 4	6	10 11	"
2004	1711	Nov. 16	C. Beauchamp and Co. ...	Construction of two brick culverts at Brunswick	Melbourne to Coburg ...	2,920	6 4	2,768	10 9	151	15 7	"
2005	1519	Sept. 28	D. Munro ...	Erection of turntable at Mitiamo	Eaglehawk to Kerang ...	341	13 4	283	15 3	57	18 1	"
2007	1520	" 28	D. Munro ...	Supply of bluestone ashlar for bridge at South Yarra	Hobson's Bay lines ...	329	9 6	304	7 11	25	1 7	"
2008	1598	Oct. 26	J. Jarvis ...	Erection of sheep and cattle yards, Charlton	Inglewood to Charlton ...	322	7 1	294	9 6	27	17 7	"
2009	1583	" 19	D. Munro ...	" iron verandah, South Yarra station	Hobson's Bay lines ...	659	2 5	583	18 10	75	3 7	"
2010	1581	" 19	A. T. Taylor ...	" gatekeepers' cottages	Footscray to Bacchus Marsh ...	1,483	0 9	1,370	15 11	112	4 10	"
2011	1712	Nov. 16	J. Williams ...	" " " " "	Tallarook to Yea ...	1,103	10 4	970	17 11	132	12 5	"
2013	1404	Sept. 14	Dandenong Steam-pressed Brick Co. ...	Supply of bricks	Hobson's Bay lines ...	337	10 0	222	5 0	115	5 0	"
		1883.										
2014	1713	Nov. 16	Quayle and Williams ...	Erection of goods shed, &c., Scarsdale	Ballarat to Scarsdale ...	583	19 2	543	5 7	40	13 7	"
2015	1599	Oct. 26	T. F. Hutchenson ...	Supply of gravel ballast between Guilford and Chewton	Footscray to Sandhurst, and Sandhurst to Echuca	625	0 0	615	11 9	9	8 3	"
2017	1782	Nov. 30	J. and G. A. Carpenter ...	Erection of sheep and cattle yards, Heyfield	Traralgon to Heyfield ...	275	3 0	259	11 3	15	11 9	"
2018	1600	" 26	David Blair ...	Supply of sleepers at Echuca	All lines ...	1,168	15 0	1,168	15 0			"

2018A	1726	Nov. 16	J. and W. Robson ...	Supply of sleepers at Echuca ...	All lines ...	2,314 11 8	2,170 4 9	144 6 11	Completed.
2018B	1787	" 30	W. and J. Thompson ...	" " Horsham ...	" " " ...	2,085 8 4	1,843 12 0	241 16 4	"
2018C	1727	" 16	Brabet and Morgan ...	" " Toongabbie ...	" " " ...	928 2 6	859 19 0	68 3 6	"
2019	1495	Sept. 21	Hoffman Patent Brick Company	" 300,000 bricks ...	Hobson's Bay lines ...	765 0 0	569 8 0	192 12 0	"
2020	1601	Oct. 26	James E. Cottew ...	Water-supply works at Heyfield, and erection of turntables at Traralgon and Heyfield	Traralgon to Heyfield ...	1,874 5 0	1,920 15 1	11 13 4	"
"	2818	1884. June 6 1883.	James E. Cottew ...	Extra on ditto ...	" " " ...	58 3 5			
2022	1582	Oct. 19	Patrick Kiely ...	Supply of 10,000 cubic yards of metal ballast	Gippsland and Frankston ...	2,290 0 0	2,218 4 1	71 15 11	"
2021	1496	Sept. 21	De Paula, Mackley, and Co.	" 5 locomotive engines ...	Rolling-stock ...	13,755 0 0	13,925 13 8	...	"
2023	1714	Nov. 16 1884.	H. Hart ...	Erection of sheep and cattle yards at St. James ...	Benalla towards Yarrowonga ...	389 6 11	411 3 5	4 12 0	"
"	439	Aug. 1 1883.	H. Hart ...	Extra on ditto ...	" " " ...	26 8 6			
2024	1584	Oct. 19	Howard and Cooke ...	Erection of an iron verandah, Princes'-bridge Station	Hobson's Bay lines ...	3,275 4 0	3,059 8 6	215 15 6	"
2026	1715	Nov. 16	Robert Geddes ...	Erection of an engine shed, &c., Traralgon	Traralgon to Heyfield ...	778 16 0	735 4 7	43 11 5	"
2027	1717	" 16	W. Swanson ...	" " " Heyfield	" " " ...	783 18 9	736 13 2	47 5 7	"
2028	1718	" 16	Isaac Summerland ...	" " " Wycheproof	Charlton to Wycheproof ...	1,021 2 4	985 7 2	35 15 2	"
2029	1719	" 16	Isaac Summerland ...	Erection of goods shed, &c., Teddywaddy	" " " ...	504 13 7	445 14 2	58 19 5	"
2030	1720	" 16	Isaac Summerland ...	" " " Glenloth	" " " ...	526 3 2	476 1 0	50 2 2	"
2031	1721	" 16	Isaac Summerland ...	" " " Bunguluke...	" " " ...	521 3 7	442 13 10	78 9 9	"
2032	1722	" 16	Isaac Summerland ...	" " " Wycheproof	" " " ...	1,011 6 4	903 15 10	107 10 6	"
2033	1730	" 16	H. Hart ...	Erection of sheep and cattle yards, Tatura	Toolamba to Tatura ...	267 7 11	196 5 4	71 2 7	"
2034	1723	" 16	H. Hart ...	Erection of engine shed, &c., at Tallarook	Tallarook to Yea ...	735 15 3	638 9 5	97 5 10	"
2035	1724	" 16	W. G. Priddle ...	" " " Yea	" " " ...	752 9 1	594 11 11	157 17 2	"
2036	1728	" 16	J. T. Weir ...	Supply of bluestone ashlar, &c., for bridge at Toorak road	Hobson's Bay lines ...	245 3 5	220 7 9	24 15 8	"
2037	1725	" 16	P. Denholm ...	Water supply works at Yea, and erection of turntables at Tallarook and Yea	Tallarook to Yea ...	1,113 14 3	1,165 10 8	...	"
"	2817	1884. June 6 1883.	P. Denholm ...	Extra on ditto ...	" " " ...	51 16 5			
2038	1729	Nov. 16	J. Horsley ...	Supply of bluestone ashlar, &c., for bridge at Little River	Newport to Geelong ...	1,084 7 11	1,339 1 7	95 6 4	"
"	2847	1884. June 20 1883.	J. Horsley ...	Extra on ditto ...	" " " ...	350 0 0			
2039	1757	Nov. 22	Ralstone and Fortune ...	Supply of 2,500 cubic yards of gravel ballast at Chiltern	Wodonga to Murray ...	250 0 0	250 0 0	...	"
2042	1759	" 22	Humble and Nicholson...	Manufacture of 10 pairs of locomotive engine-cylinders	Rolling-stock ...	699 10 0	699 10 0	...	"
2044	1783	" 30	J. Chappel ...	Excavating water-supply tank at Branxholme	Branxholme to Casterton ...	1,019 10 0	915 5 11	104 4 1	"
2045	1784	" 30	W. Sly and Co. ...	Erection of a goods platform at Mologa ...	Eaglehawk to Kerang ...	123 4 0	109 15 6	13 8 6	"
2046	1785	" 30	W. Sly and Co. ...	" " " Pyramid Hill	" " " ...	130 12 6	113 1 2	17 11 4	"
2047	1786	" 30	Trant and Kennedy ...	" " " 30½ miles	" " " ...	134 5 0	120 9 1	13 15 11	"
2049	422	July 25 1883.	C. and E. Millar ...	Supply of sleepers ...	All lines ...	484 4 0	484 4 0	...	"
2051	1806	Dec. 7	Pritchard and Blackwood	Erection of goods shed, &c., at Yea	Tallarook to Yea ...	613 18 2	558 18 8	54 19 6	"
2052	1921	" 21	N. Irwin ...	" gatekeepers' cottages, fencing, &c.	Eaglehawk to Kerang ...	2,114 5 0	2,099 11 3	14 13 9	"
2053	1807	" 7	Thomas Oxenham ...	" gatekeepers' cottages	Everton to Myrtleford ...	1,935 4 10	1,752 5 0	182 19 10	"
2055	1733	Nov. 16	J. Walkerden...	Supply of 170,000 bricks	Ballarat to Maryborough ...	510 0 0	507 19 6	2 0 6	"
2056	1627	" 2 1884.	M. Millane ...	Construction of telegraph line	Everton to Myrtleford ...	Rates	216 16 0	...	"
2057	2555	Mar. 7	Imray, Hirsch, and Kaepfel	Fitting up complete with automatic-brake gear 30 locomotive engines, 199 carriages and vans, and 8 double bogie carriages	Rolling-stock ...	12,637 9 0	12,426 7 0	211 2 0	"

No. 22.—STATEMENT showing Contracts in Progress at 31st December, 1883, for Construction of Lines, Stations, Buildings, Rolling-stock, and other works ; also the Contracts entered into during the Year and One-half ending 30th June, 1885—*continued.*

Contract No.		Date.	Contractor.	Description of Contract.	Line of Railway.	Contract Amount.		Expenditure to 30th June, 1885.		Balance Unexpended.		Remarks.
Engineers-in-Chief's.	Gazette.					£	s. d.	£	s. d.	£	s. d.	
2058	1901	1883. Dec. 14	George Thomson ...	Erection of gatekeeper's cottage at Moonee Ponds	Melbourne to Essendon ...	166	11 4	165	1 8	1 9 8	Completed.	
2059	1922	" 21	David Munro ...	Water-supply works at Myrtleford, and erection of turntables at Everton and Myrtleford	Everton to Myrtleford ...	869	0 0	915	14 9	...	"	
"	413	1884. July 11	David Munro ...	Extra on ditto ...	" ...	46	14 9					
2060	1923	1883. Dec. 21	James Jones ...	Erection of goods platform, shelter shed, &c., at Darkbonee	St. Arnaud to Donald ...	276	13 0	241	12 9	35 0 3	"	
2061	1902	" 14	F. and J. Sims ...	Supply of 24 portable wooden offices ...	All lines ...	1,372	16 0	1,240	10 0	132 6 0	"	
2062	1903	" 14	Pritchard and Blackwood	Erection of goods platforms at Kerrisdale and Homewood	Tallarook to Yea ...	155	2 0	143	2 1	11 19 11	"	
2064	2745	1884. May 16	James Cairns ...	Construction of a single line of railway and siding ; sheep and cattle yards and gatekeepers' cottages at Camperdown	Colac to Camperdown ...	3,050	6 3	1,879	16 11	1,170 9 4	"	
2065	1780	1883. Nov. 30	Hoffman Patent Brick Co.	Supply of 75,000 bricks ...	Hobson's Bay lines ...	198	15 0	198	15 0	...	"	
2066	1929	Dec. 21	Hoffman Patent Brick Co.	" 120,000 bricks for culverts at Clarendon-street	" ...	312	0 0	192	2 0	...	"	
2067	1808	" 7	Sarah Hobson ...	" 1,200 sleepers at Bunyip Station	Oakleigh to Sale ...	155	0 0	150	9 7	4 11 5	"	
2068	2000	1884. Jan. 25	David Munro ...	Erection of footbridge over line in Yarra Park	Hobson's Bay lines ...	1,193	19 10	1,177	3 7	16 16 3	"	
2069	1936	" 4	J. C. Smith ...	Supply of 50 400-gallon iron tanks	All lines ...	223	15 0	223	15 0	...	"	
2070	1935	" 4	Peter Stevens ...	" bluestone ashlar for Williams-street bridge, South Yarra	Hobson's Bay lines ...	158	16 0	144	19 3	13 16 9	"	
2072	2001	" 25	David Spence ...	Erection of picket fencing and shelter shed at South Yarra Station	" ...	340	9 0	304	18 6	35 10 6	"	
2074	2002	" 25	David Munro ...	Water-supply works and erection of sturtable at Branxholme	Branxholme to Casterton ...	678	19 6	739	10 3	...	"	
"	2794	1884. May 30	David Munro ...	Extra on ditto ...	" ...	60	10 9					
2075	1996	Jan. 25	Joseph Thorpe ...	Construction of portable wooden offices ...	All lines ...	1,540	0 0	1,400	0 0	140 0 0	"	
2075A	2475	Feb. 8	John Sharp and Son ...	" " " " " " " "	" ...	1,584	0 0	1,440	0 0	144 0 0	"	
2076	1924	1883. Dec. 21	J. H. Mullens ...	Supply of 1,000 cubic yards broken metal	Hawthorn to Lilydale ...	270	16 8	270	16 8	...	"	
2077	2003	1884. Jan. 25	Herbert Hart ...	Erection of sheep and cattle yards, &c., at Yea	Tallarook and Yea ...	240	1 4	344	7 1	...	"	
"	440	Aug. 1	Herbert Hart ...	Extra on above ...	" ...	104	5 9					
2078	1937	Jan. 4	J. Hickman ...	Repairs to crane at Ballarat Station	Geelong and Ballarat ...	132	3 0	132	3 0	...	"	
2079	2491	Feb. 15	McAllister and Stansmore	Erection of goods shed and platform at Camperdown	Colac to Camperdown ...	517	11 3	458	16 0	58 15 3	"	
2080	2476	" 8	R. Bain and Son ...	Manufacture of platelayers' tools and lorries	All lines ...	431	0 5	429	2 3	1 18 2	"	
2081	2049	" 1	D. Leslie and Co. ...	For 3 pumps, with piping complete, and 8 400-gallon tanks, with stagings composed of 205 sleepers	Inglewood to Charilton, and Charilton to Wycheproof	139	8 7	139	8 7	...	"	
2082	2677	May 2	Bennett Bros. ...	Erection of goods shed and platform at Yarragon...	Oakleigh to Sale ...	292	5 10	262	2 11	30 2 11	"	
2083	2517	Feb. 29	Echuca and Moama Red-gum Sawmill Co.	Supply of timber for Williamstown Breakwater	Footscray to Williamstown and piers	832	10 2	1,033	2 8	...	"	
"	1169	Aug. 8	Echuca and Moama Red-gum Sawmill Co.	Extra on above ...	" ...	200	12 6					
2084	2516	Feb. 29	McAlpine and Barton ...	Erection of sheep and cattle yards at Myrtleford	Everton to Myrtleford ...	274	16 6	337	8 8	2 14 0	"	
"	1294	Sept. 5	McAlpine and Barton ...	Extra on above ...	" ...	65	6 2					
2085	2477	Feb. 8	Pritchard and Blackwood	Erection of a gatekeeper's cottage at Pimpinio	Horsham to Dimboola ...	159	11 10	137	2 5	22 9 5	"	
2086	1986	Jan. 18	Bell, Lewis, and Roberts	Supply of sleepers ...	Ballarat to Avoca, Ballarat to Horsham, and Ballarat to Scarsdale	122	10 0	122	10 0	...	"	
2087	2478	Feb. 8	J. W. Story ...	Erection of engine shed at Myrtleford	Everton to Myrtleford ...	690	0 4	617	17 3	72 3 1	"	

No. 22.—STATEMENT showing Contracts in Progress at 31st December, 1883, for Construction of Lines, Stations, Buildings, Rolling-stock, and other works ; also the Contracts entered into during the Year and One-half ending 30th June, 1885—continued.

Contract No.		Date.	Contractor.	Description of Contract.	Line of Railway.	Contract Amount.	Expenditure to 30th June, 1885.	Balance Unexpended.	Remarks.
Engineer-in-Chief's.	Gazette.								
						£ s. d.	£ s. d.	£ s. d.	
1884.									
2130	2678	May 2	W. P. Tippins...	Construction of earthworks at Millbrook station ...	Warrenheip to Gordons ...	341 11 0	203 11 5	137 19 7	Completed.
2131	2639	Apr. 10	Jas. Bradbury ...	Supply of bluestone metal at Spencer-street station	Melbourne yard ...	366 13 4	366 13 4	...	"
2132	2652	" 25	Clewett and Foot ...	Erection of gatekeepers' boxes between Glenferrie and Camberwell stations	Hawthorn to Lilydale ...	171 12 0	144 0 0	27 12 0	"
2133	2679	May 2	J. H. Mullens...	Supply of ballast near Warrandyte ...	" ...	979 3 4	1,159 2 9	0 2 11	"
"	2940	Sept. 19	J. H. Mullens ...	Extra on above ...	" ...	180 2 4			
2134	2653	Apr. 25	Wm. Blackwood ...	Erection of goods shed and platform at Melton	Footscray to Bacchus Marsh	429 5 1	391 11 9	37 13 4	"
2135	2815	June 6	G. Sealey ...	" sheep and cattle yards, &c., at Henty	Branxholme to Casterton...	724 19 0	723 5 2	1 13 10	"
2136	2720	May 9	T. Oxenham ...	" goods shed and platform at Myrtleford	Everton to Myrtleford ...	560 16 7	555 6 10	5 9 9	"
2137	2746	" 16	Quayle and Williams ...	" gatekeepers' cottages and closets	Branxholme to Casterton...	1,678 10 0	1,620 18 8	57 11 4	"
2138	2747	" 16	David Munro ...	Constructing reservoir, laying pipes, erecting tank, and other works at Tallarook	Tallarook to Yea ...	1,770 0 4	1,420 13 2	349 7 2	"
2139	2721	" 9	C. Parker and Co. ...	Painting gatekeepers' cottages and closets	Benalla towards Yarrowonga ...	119 7 0	114 17 7	4 9 5	"
2140	2722	" 9	S. Rodda and Son ...	Construction of 24 portable offices	All lines ...	1,559 16 0	1,416 10 0	143 6 0	"
2141	2761	" 23	Peter Platt ...	Railway and street drainage works at Richmond station	Hobson's Bay ...	2,370 0 0	2,192 1 3	177 18 9	"
2142	2654	Apr. 25	G. Rattray ...	Construction of telegraph line from Footscray to Melton	Footscray to Bacchus Marsh ...	215 16 0	215 16 0	...	"
2144	2816	June 6	Echuca and Moama R. G. S. M. Co.	Supply of piles and sawn timber	Melbourne to Geelong ...	885 0 0	803 16 2	81 3 10	"
2145	2759	May 23	W. G. Priddle ...	Erection of engine shed at Donald	St. Arnaud to Donald ...	711 16 10	633 19 4	77 17 6	"
2146	2861	June 27	Thos. Calder ...	" " Maldon	Castlemaine to Maldon ...	644 18 6	585 14 9	59 3 9	"
2147	2680	May 2	J. Slater and Co. ...	Supply of cast-iron water-pipes	Melbourne yard...	230 0 0	225 11 7	4 8 5	"
2148	2791	" 30	C. Parker and Co. ...	Erection of engine shed, &c., at Frankston	Caulfield to Frankston ...	632 12 8	561 2 0	71 10 8	"
2149	1166	Aug. 8	W. Flanagan ...	Supply of 2½-inch broken bluestone metal at Flinders-street station	Hobson's Bay ...	176 8 4	176 8 4	...	"
2150	2748	May 16	J. C. Smith ...	Supply of fifty 400-gallon iron tanks	All lines ...	206 0 10	206 0 10	...	"
2151	2792	" 30	John Paterson ...	Erection of engine shed, &c., at Casterton	Branxholme to Casterton ...	968 11 3	881 9 5	87 1 10	"
2152	2793	" 30	C. Parker and Co. ...	" gatekeepers' cottages, Bacchus Marsh line	Footscray to Bacchus Marsh ...	460 10 9	407 10 4	53 0 5	"
2153	2760	" 23	J. W. Story ...	" goods shed and platform at Henty	Branxholme to Casterton ...	475 1 5	440 2 8	34 18 9	"
2154	2723	" 9	T. Burnett ...	Construction of a telegraph line from Castlemaine to Maldon	Castlemaine to Maldon ...	139 5 0	139 5 0	...	"
2155	442	Aug. 1	Jas. Deane and Co. ...	Supply of 1,200 screw couplings	Rolling-stock ...	1,620 0 0	1,252 16 0	...	Not completed at 30 June '85.
2156	2832	June 13	John Foot ...	Erection of gatekeepers' cottages between Mincha and Kerang	Eaglehawk to Kerang ...	2,011 0 0	1,887 17 3	123 2 9	Completed.
2157	2833	" 13	Charles Miller ...	" fuel platform at Tallarook	Tallarook to Yea ...	145 8 1	125 7 10	20 0 3	"
2158	2846	" 20	John Bennett...	" goods platform at Glenmaggie	Traralgon to Heyfield ...	77 11 7	72 19 2	4 12 5	"
2159	404	July 11	Lonie, Dingle, and Co. ...	Supply of 85 sets of automatic continuous brake gear	Rolling-stock ...	2,439 12 6	2,339 12 6	100 0 0	"
2160	434	Aug. 1	P. Denholm ...	Water-supply works and erection of turntable at Casterton	Branxholme to Casterton ...	836 5 8	816 6 0	19 19 8	"
2161	435	" 1	David Munro ...	Construction of bridge over Swan-street, and other works at Richmond	Hobson's Bay ...	13,949 11 0	7,564 7 1	...	Not completed at 30 June '85.
2162	408	July 11	John Sharp and Son ...	Supply of 38 dining tables for refreshment-rooms	All lines ...	123 6 2	112 2 0	11 4 2	Completed.
2163	405	" 11	Anderson, Campbell, and Sloss	" 9 locomotive boilers	Rolling-stock ...	3,219 0 0	1,744 4 0	...	Not completed at 30 June '85.
2164	441	Aug. 7	A. Harkness and Co. ...	" 100 elliptic buffing springs	Rolling-stock ...	425 0 0	425 0 0	...	Completed.
2165	2862	June 27	J. Katzenstein ...	" 400 chairs	All lines ...	163 18 0	163 8 2	0 9 10	"
2166	410	July 11	D. Munro ...	Water-supply works, &c., at Mincha	Eaglehawk to Kerang ...	871 15 0	798 12 10	73 2 2	"
2167	436	Aug. 1	S. Rodda and Son ...	Construction of 24 portable offices	All lines ...	1,538 18 0	1,399 0 0	139 18 0	"
2168	437	" 1	W. H. Lamond ...	Supply of 50 400-gallon tanks	" ...	193 15 0	193 15 0	...	"
2169	443	" 1	D. Blair ...	" redgum timber at Echuca	" ...	Rates	1,943 10 5	...	"

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2170	444	Aug. 1	C. Dockendorff and Co.	Supply of hardwood timber at Fernhill ...	All lines ...	Rates	219 15 0	...	Completed.
2171	445	" 1	E. Blake ...	" " Gordons ...	" ...	"	146 12 10	...	"
2172	446	" 1	James Bannam ...	" " Myamyn ...	" ...	"	127 9 4	...	"
2173	447	" 1	John Quiggin ...	" redgum timber at Mooropna ...	" ...	"	680 15 11	...	"
2174	448	" 1	The Strathbogie Sawmill Co.	" hardwood timber at Euroa ...	" ...	"	11 17 9	...	"
2175	449	" 1	Simpson Bros. ...	" bluegum or messmate timber at Beechworth, and redgum at Tarrawingee	" ...	"	26 1 8	...	"
2176	450	" 1	Chapman and Bullen ...	" hardwood timber at Longwarry ...	" ...	"	25 6 2	...	Not completed at 30 June '85.
2177	438	" 1	Joseph Thorpe ...	Covering in roof of engine shed at Melbourne ...	Melbourne yard ...	355 1 4	329 3 1	25 18 3	Completed.
2178	1469	Oct. 10	Kinnaird and McMullen	Erection of station buildings, retaining and platform walls, verandahs, &c., at Richmond	Hobson's Bay ...	16,087 17 7	6,364 3 6	...	Not completed at 30 June '85.
2179	406	July 11	W. Evans ...	Supply of 40 buffing springs ...	Rolling-stock ...	266 0 0	266 0 0	...	Completed.
2180	1604	Oct. 24	C. and E. Millar ...	" 1,234 cubic yards of gravel ballast, at 5s.	Tallaroek to Yea ...	308 10 0	308 10 0	...	"
2181	421	July 25	Moline and King ...	" ballast, Traralgon and Heyfield line ...	Traralgon to Heyfield ...	938 8 0	938 8 0	...	"
2182	1224	Aug. 15	J. E. Rillstone ...	Manufacture of platelayers tools and lorries ...	All lines ...	409 12 6	372 8 9	37 3 9	"
2183	411	July 11	T. F. Hutchison ...	Supply of 5,000 cubic yards of gravel ballast ...	Hobson's Bay ...	239 11 8	239 11 8	...	"
2184	1229	Aug. 15	Thompson and Co. ...	Manufacture of level-crossing chairs ...	All lines ...	97 10 0	97 10 0	...	"
2185	2877	June 27	John Danks ...	Supply of 1 40-light gas-making machine, with pipes, &c., and 1 100-light gas-making machine	Essendon to Wodonga ...	250 0 0	250 0 0	...	"
2186	1227	Aug. 15	W. Blackwood ...	Erection of gatekeepers' cottages, &c., Frankston line	Caulfield to Frankston ...	149 17 6	149 16 0	0 1 6	"
2187	409	July 11	B. Cooke and Co. ...	Supply of piles ...	All lines ...	107 11 8	107 11 8	...	"
2188	1167	Aug. 8	J. D. Munro ...	Tar paving at Hawthorn, Glenferrie, Auburn, and Camberwell stations	Hawthorn to Lilydale ...	586 8 4	563 18 5	22 9 11	"
2189	1168	" 8	W. Blackwood ...	Erection of goods shed and platform at Tallaroek...	Tallaroek to Yea ...	399 16 1	359 16 6	39 19 7	"
2190	1605	Oct. 24	C. and E. Millar	Water-supply works, Falls Creek, on Tallaroek to Yea line	" ...	157 9 11	157 9 11	...	"
2191	433	Aug. 1	Alex. Fraser ...	Supply of 20 earth commodes ...	All lines ...	87 0 0	86 12 0	0 8 0	"
2192	416	July 18	William Moore ...	" 29 ironbark piles ...	Footscray Junction to Williamstown	167 2 6	167 2 6	...	"
2193	1228	Aug. 15	C. Parker and Co. ...	Erection of gatekeeper's cottage, &c., at Monea ...	North-Eastern ...	159 19 4	149 17 10	10 1 6	"
2194	1225	" 15	H. W. Sutcliffe ...	" goods shed and platform at Pyramid Hill	Eaglehawk to Kerang ...	384 3 9	346 16 9	37 7 0	"
2195	1226	" 15	W. Bennett ...	" goods platform, Weerite, Camperdown line	Colac to Camperdown ...	79 12 3	70 19 0	8 13 3	"
2196	1248	" 22	Denton and Co. ...	Supply of cast-iron roller-boxes ...	All lines ...	274 9 10	274 2 1	0 7 9	"
2197	1269	" 29	T. Oxenham ...	Erection of goods platform at Murrumbidgee station	Everton to Myrtleford ...	95 19 6	85 16 3	10 3 3	"
2198	1315	Sept. 12	Adam Johnston and Co. ...	Supply of redgum sleepers at Sale railway station	Oakleigh to Sale ...	859 7 3	781 5 0	78 2 3	"
2200	1221	Aug. 15	John Stewart ...	" 2,000 cubic yards of bluestone spalls at Footscray station	All lines ...	284 3 0	262 4 2	21 18 10	"
2200A	1249	" 22	James Curry ...	" 3,000 cubic yards of bluestone spalls at Newport station	" ...	398 12 6	398 12 6	...	"
2200B	1222	" 15	John Stewart ...	Supply of 1,000 cubic yards of bluestone spalls at Yarraville station	" ...	132 18 6	132 18 4	0 0 2	"
2200C	1251	" 22	J. Horsley ...	Supply of 1,000 cubic yards of bluestone spalls at Newport station	" ...	137 10 0	137 10 0	...	"
2200D	1250	" 22	George Paine ...	Supply of 1,000 cubic yards of bluestone spalls at Newport station	" ...	123 15 0	123 15 0	...	"
2201	1291	Sept. 5	Baird and Scott ...	Erection of shelter-sheds at Lal Lal and Yendon stations	Melbourne and Ballarat ...	140 6 2	125 16 1	14 10 1	"
2202	1292	" 5	George Paine ...	Supply of 2-inch bluestone metal at Newport ...	All lines ...	343 14 0	312 9 1	31 4 11	"
2203	1270	Aug. 29	J. Thorpe ...	Erection of shelter-shed at Glenferrie station ...	Hawthorn to Lilydale ...	67 7 3	60 8 9	6 18 6	"
2204	1370	Sept. 26 1885.	Thompson and Co. ...	Manufacture of two traverse tables ...	Footscray to Williamstown and Piers, Hobson's Bay	159 5 6	138 16 0	20 9 6	"
2206	2644	June 19	John Robb ...	Construction of railway, Murtoa to Warracknabeal	Murtoa to Warracknabeal ...	80,680 6 5	...	...	Not completed at 30 June '85.
2207	2528	May 15	George Pallett ...	" St. James to Yarrowonga railway	St. James to Yarrowonga ...	54,716 17 0	2,128 18 8	...	"
2208	2343	Mar. 13 1884.	James McEwan and Co. ...	Supply of one 20-ton railway weighbridge ...	Footscray to Williamstown	140 0 0	140 0 0	...	Completed.
2208A	1630	Nov. 7	R. H. Roberts, jun. ...	Erection of sheep and cattle yards at Mincha ...	Eaglehawk to Kerang ...	375 14 4	355 13 4	20 1 0	"
2209	1367	Sept. 26	Isaac Summerland ...	" goods shed and platform at Maldon ...	Castlemaine and Maldon ...	474 18 6	448 14 6	26 4 0	"
2210	1368	" 26	James McCallum ...	Construction of telegraph line, Pyramid Hill to Kerang	Eaglehawk to Kerang ...	91 17 6	91 17 6	...	"
2211	1608	Oct. 31	Mowbray, Rowan, & Hicks	Supply of 194 sets of staffs and staff-ticket boxes, with brackets	All lines ...	550 9 6	550 9 6	...	"

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No. 22.—STATEMENT showing Contracts in Progress at 31st December, 1883, for Construction of Lines, Stations, Buildings, Rolling-stock, and other works; also the Contracts entered into during the Year and One-half ending 30th June, 1885—*continued.*

Contract No.	Date.	Contractor.	Description of Contract.	Line of Railway.	Contract Amount.	Expenditure to 30th June, 1885.		Balance Unexpended.		Remarks.	
						£	s. d.	£	s. d.		£
2212	1317	1884. Sept. 12	H. W. Mould ...	Supply of 30 traversing screw-jacks, with 40 rackets and 30 bars	All lines ...	366	4 2	366	4 2	...	Completed.
2213	2937	" 19	W. Bennett ...	Erection of shelter-shed at West Geelong station...	Melbourne to Ballarat ...	69	5 10	62	3 10	7 2 0	"
2214	1316	" 12	Quiggin Bros. ...	Supply of piles at Murchison station ...	Gonburn Valley ...	257	7 6	180	11 9	76 15 9	"
2215	2938	Sept. 19	Howard and Dalton ...	Manufacture of semaphore fittings and levers ...	All lines ...	398	15 0	364	10 0	34 5 0	"
2216	1472	Oct. 10	S. Willis Bros ...	Supply of 2,000 yards of broken metal at Burnley station	Hobson's Bay ...	660	0 0	660	0 0	...	"
2217	1272	Aug. 29	Phoenix Foundry Co. ...	Repairs to locomotive engines, Nos. 197 and 201 ...	Rolling-stock ...	340	0 0	340	0 0	...	"
2218	1470	Oct. 10	McAllister and Stansmore	Erection of goods shed and platform at Wallace, and goods shed at Dunnstown	Warrenheip to Gordons ...	605	18 6	523	4 3	82 14 3	"
2219	1293	Sept. 5	J. C. Smith ...	Supply of 30 400-gallon iron tanks ...	Inglewood to Charlton, Charlton to Wycheproof, Borung to Boort	114	0 0	114	0 0	...	"
2220	1466	Oct. 10	Thompson and Co. ...	Manufacture of points and crossings ...	All lines ...	1,959	9 2	1,957	2 1	2 7 1	"
2221	1473	" 10	Grayson and Robinson...	Supply of 3,000 cubic yards of bluestone spalls at South Geelong station	Melbourne to Ballarat ...	522	10 0	517	0 3	5 9 9	"
2222	1369	Sep. 26	W. H. Lamond ...	Supply of 50 400-gallon iron tanks ...	All lines ...	200	0 0	200	0 0	...	"
2223	1546	Oct. 17	Quayle and Williams ...	Erection of engine shed and carriage shed at Portland	Ararat to Portland ...	819	19 9	741	12 1	78 7 8	"
2224	1548	" 17	P. Jorgensen ...	" engine shed, &c., at Kerang ...	Eaglehawk to Kerang ...	868	19 4	938	4 11	0 13 0	"
"	2335	1885. Mar. 13	P. Jorgensen ...	Extra on above ...	" ...	69	18 7				
2225	1593	Oct. 24	W. G. Priddle ...	Erection of goods shed and platform at Kerang ...	Horsham to Dimboola ...	1,059	19 3	923	14 7	136 4 8	"
2226	1632	Nov. 7	J. and C. McCusker ...	Supply of hand-broken bluestone at Stawell ...	" ...	570	12 0	538	7 7	32 4 5	"
2227	1549	Oct. 17	G. Sedgwick ...	Erection of goods platform at Murndal station ...	Branxholme to Casterton...	71	1 4	70	16 11	0 4 5	"
2228	1547	" 17	A. T. Taylor ...	" platform wall at Essendon station ...	North-Eastern ...	296	18 4	340	12 0	...	"
"	1751	1885. Jan. 9	A. T. Taylor ...	Extra on above ...	" ...	43	13 8				
2229	1471	Oct. 10	Thomas Comben ...	Supply of 2,500 lineal feet of bluestone coping at North Melbourne station	Melbourne to Essendon Junction ...	595	17 4	551	8 11	44 8 5	"
2230A	1666	Nov. 28	William Blackwood ...	Erection of goods shed and platform at Mysia ...	Borong to Boort...	319	17 11	282	9 0	37 8 11	"
2231	1609	Oct. 31	The Phoenix Foundry Co.	Construction of 10 locomotive tank engines and 15 locomotive engines with tenders	Rolling-stock ...	71,695	0 0	24,335	0 4	...	Not completed at 30 June '85.
2232	1550	" 17	C. Miller and Co. ...	Erection of goods shed and platform at Merino station	Branxholme to Casterton ..	422	13 4	375	12 10	47 0 6	Completed.
2233	1553	" 17	J. Slater and Co. ...	Supply of 4-inch cast-iron pipes ...	Hobson's Bay ...	180	0 0	...	...	...	Not completed at 30 June '85.
2234	1554	" 17	C. Wilson ...	" canvas hose, with couplings, &c. ...	All lines ...	212	9 4	204	3 0	8 6 4	Completed.
2235	1467	" 10	David Munro ...	Supplying and laying pipes, fire-plugs, &c., at Spencer-street station	Melbourne yard ...	607	2 2	600	5 2	6 17 0	"
2236	1551	" 17	P. Denholm ...	Water-supply works and erection of turntable at Kerang	Eaglehawk to Kerang ...	1,099	2 8	1,011	14 3	87 8 5	"
2237	1596	" 24	William Chaffer ...	Erection of gatekeeper's cottage, &c., on Ararat line	Ballarat to Dimboola ...	159	1 9	143	3 9	15 18 0	"
2238	1555	" 17	G. Foot ...	" gatekeeper's cottage, &c., near junction of Inglewood line	Sandhurst to Wycheproof	154	8 2	137	11 5	16 16 9	"
2239	1610	" 31	D. Munro ...	Additions to bridge over the River Yarra at Cremorne, Richmond	Hobson's Bay ...	9,142	16 8	6,503	18 19	...	Not completed at 30 June '85.
2240	1552	" 17	W. Blackwood ...	Erection of goods shed and platform at Borung ...	Borong and Boort ...	297	10 0	263	14 11	33 15 1	Completed.
2241	1595	" 24	Alfred Chitts ...	" timber footbridge over railway at Drouin	Oakleigh to Sale ...	943	12 6	366	17 2	...	Not completed at 30 June '85.
2242	1594	" 24	Joseph Thorpe ...	Construction of twelve portable wooden offices ...	All lines ...	748	0 0	680	0 0	68 0 0	Completed.
2243	1654	Nov. 21	P. Denholm ...	Water-supply works at Charlton ...	Inglewood to Charlton ...	1,188	15 11	1,000	0 0	...	Not completed at 30 June '85.
2244	1631	" 7	W. Bennett ...	Erection of goods shed and platform at Casterton...	Branxholme to Casterton	624	14 5	583	7 2	41 7 3	Completed.
2245	1715	Dec. 19	T. E. Smith and Co.	" sheep and cattle yards at Kerang ...	Eaglehawk to Kerang ...	448	4 3	428	18 0	19 6 3	"

2246	1611	Oct. 31 1885.	W. Blackwood	...	Erection of engine shed, &c., at Wahgunyah	...	Springs to Yabgunyah	...	649 12 10	576 12 1	73 0 9	Completed.
2247	2397	Apr. 17 1884	Geo. Buckley	...	Construction of Bacchus Marsh and Maddingley railway	...	Bacchus Marsh to Gordons	...	39,265 16 11	3,837 16 4	...	Not completed at 30 June '85.
2249	1667	Nov. 28	Dellar and McNamara	...	Supply of 10,000 cubic yards of ballast, near Myers' Flat	...	Eaglehawk to Kerang	...	750 0 0	750 0 0	...	Completed.
2250	1655	" 21	E. Casey	...	Supply of 15,000 cubic yards of ballast, near Korong	...	Sandhurst to Wycheproof and Borung and Boort	...	1,437 10 0	1,437 10 0	...	"
2251	1544	Oct. 17	S. Willis Bros.	...	" bluestone metal and screenings at Flinders-street station	...	Hobson's Bay	...	189 0 0	189 0 0	...	"
2252	1656	Nov. 21	M. O'Neal	...	Forming approach road, &c., at Murndal	...	Branxholme to Casterton	...	137 0 0	115 0 0	22 0 0	"
2253	1612	Oct. 31	N. McNeil	...	Supply of redgum sleepers	...	All lines	...	225 0 0	155 2 0	69 18 0	"
2254	1699	Dec. 5	W. Bennett	...	Erection of goods shed and platform at Grassdale	...	Branxholme to Casterton	...	358 16 0	327 0 6	31 15 6	"
2255	1613	Oct. 31	The Phoenix Foundry Co.	...	Additional repairs to locomotive engine No. 197	...	Rolling-stock	...	235 0 0	235 0 0	...	"
2256	1624	" 31	McKenzie and Holland	...	Supply of interlocking apparatus	...	All lines	...	1,330 0 0	...	...	"
2257	1701	Dec. 5	J. Vorbach	...	" split posts and rails	...	"	...	489 10 0	445 0 0	44 10 0	"
2258	1700	" 5	D. C. Kerr	...	Painting gatekeepers' cottages and closets	...	Eaglehawk to Kerang	...	207 18 0	209 7 0	...	"
	2364	Mar. 27 1884-	D. C. Kerr	...	Extra on above	...	"	...	1 9 0	...	...	"
2259	1716	Dec. 19 1885.	W. Blackwood	...	Erection of gatekeeper's cottage, &c., and gates on Charlton line	...	Inglewood to Charlton	...	205 11 3	177 6 6	28 4 9	"
2260	1789	Jan. 23	McLean Bros. and Rigg	...	Supply of wire signal-rope	...	All lines	...	675 0 0	184 0 0	...	Not completed at 30 June '85.
2261	1819	" 30	D. Munro	...	" girders and superstructure of bridge over River Yarra at Cremorne	...	Hobson's Bay	...	8,031 8 7	108 0 0	...	"
2262	1748	" -9	D. Munro	...	Laying water pipes, &c., at Seymour	...	North-Eastern	...	269 4 3	210 6 9	58 17 6	Completed.
2263	1749	" 9	J. Paterson	...	Erection of goods shed and platform at Sandford	...	Branxholme to Casterton	...	444 8 7	394 5 5	50 3 2	"
2264	1750	" 9	G. Wright	...	Painting gatekeepers' cottages and closets, Yea line	...	Tallarook to Yea	...	78 13 0	71 10 0	7 3 0	"
2265	1790	" 23	A. Chitts	...	" " Myrtleford line	...	Everton to Myrtleford	...	110 0 0	105 4 0	4 16 0	"
2269	1791	" 23 1884.	R. H. Roberts, jun.	...	Erection of goods platforms at Mincha, Macorna, Tragowel, and South Kerang station	...	Eaglehawk to Kerang	...	413 18 9	381 11 10	32 6 11	"
2270	1717	Dec. 19 1885.	J. R. Miller	...	Supply of steel rails ex <i>George Roper</i>	...	All lines	...	Rates	2,663 0 7	...	Not completed at 30 June '85.
2271	1792	Jan. 23	J. C. Smith	...	Supply of 50 400-gallon iron tanks	...	"	...	190 18 9	190 18 9	...	Completed.
2272	2300	Feb. 27	J. Welch	...	" sleepers	...	North-Eastern	...	4,354 6 8	2,644 3 10	...	Not completed at 30 June '85.
2273	1820	Jan. 30 1884.	G. Foot	...	Erection of ladies' room, &c., at South Yarra station	...	Hobson's Bay	...	159 14 4	150 10 5	9 3 11	Completed.
2274	1719	Dec. 19 1885.	D. O'Brien	...	Royalty on ballast obtained from pit at Toongabbie of 3d. per cubic yard	...	Traralgon to Heyfield, &c.	...	Rates	253 17 6	...	Not completed at 30 June '85.
2275	1821	Jan. 30	O'Donnell and O'Meara	...	Tar-paving platform, &c., at Geelong station	...	Melbourne to Ballarat	...	268 1 9	308 0 8	...	Completed.
	2517	May 8	O'Donnell and O'Meara	...	Extra on above	...	"	...	39 18 11	...	...	Not completed at 30 June '85.
2276	1808	Jan. 30	J. Quiggin	...	Supply of redgum timber at Mooroopna	...	All lines	...	Rates	294 0 7	...	"
2277	1809	" 30	Echuca and Moama Redgum Saw Mill Co.	...	" " Echuca	...	"	...	"	1,148 10 11	...	"
2278	1810	" 30	J. Lyon	...	" hardwood timber at Lyonville or Trentham	...	"	...	"	107 8 10	...	"
2279	1811	" 30	J. Little	...	" redgum timber at Wangaratta	...	"	...	"	161 18 11	...	"
2280	1812	" 30	Wandong Timber Co.	...	" bluegum, messmate, or stringybark timber, at Wandong and Kilmore	...	"	...	"	...	...	"
2281	1813	" 30	Mitchell and Lang	...	" redgum timber at Glengarry	...	"	...	"	420 2 8	...	"
2282	1814	" 30	Carpenter Bros.	...	" ironbark timber at Glenmaggie	...	"	...	"	48 19 7	...	"
2283	1816	" 30	S. Chapman	...	" stringybark or messmate timber at Longwarry	...	"	...	"	90 16 10	...	"
2284	1815	" 30	J. Bannam	...	" " at Myamyn	...	"	...	"	91 12 3	...	"
2285	2289	Feb. 20	C. Miller and Co.	...	Erection of wooden footbridge at Tallarook	...	Tallarook to Yea	...	272 13 8	251 2 7	21 11 1	Completed.
2286	1822	Jan. 30	Joseph Williams	...	Supply of locking-bars and fittings	...	All lines	...	397 3 4	250 4 3	...	Not completed at 30 June '85.
2287	1823	" 30	J. Richmond	...	Erection of a gatekeeper's cottage, &c., at Pakenham	...	Oakleigh to Sale	...	146 8 0	129 9 2	16 18 10	Completed.
2288	2301	Feb. 27	J. and J. Hodgson	...	" sheep yards and races at Cope Cope	...	Castlemaine to Donald	...	130 14 8	115 7 3	15 7 5	"
2289	2283	" 20	R. H. Roberts, jun.	...	" " Dingee	...	Eaglehawk to Kerang	...	126 1 2	120 8 1	5 13 1	"
2290	2318	Mar. 6	Thompson and Co.	...	Manufacture of points and crossings	...	All lines	...	9,179 2 4	3,298 0 2	...	Not completed at 30 June '85.
2291	1865	Feb. 6	William Lee	...	Erection of goods shed and platform at Snythesdale	...	Ballarat to Scarsdale	...	223 17 9	201 17 5	22 0 4	Completed.

No. 22.—STATEMENT showing Contracts in Progress at 31st December, 1883, for Construction of Lines, Stations, Buildings, Rolling-stock, and other works; also the Contracts entered into during the Year and One-half ending 30th June, 1885—continued.

Contract No.		Date.	Contractor.	Description of Contract.	Line of Railway.	Contract Amount.	Expenditure to 30th June, 1885.	Balance Unexpended.	Remarks.
Engineers-in-Chief's.	Gazette.								
							£ s. d.	£ s. d.	£ s. d.
2292	2284	1885. Feb. 20	Laird and Sons ...	Manufacture of chimneys for signal cabins ...	All lines ...	144 0 0	134 18 2	9 1 10	Completed.
2293	2287	" 20	Quayle and Williams ...	" platelayer's tools and lories ...	" ...	881 2 0	521 11 0	...	Not completed at 30 June '85.
2294	2286	" 20	M. Ferguson ...	" girders, duplication of North Eastern line	North-Eastern ...	6,646 19 5	...	...	" "
2295	2383	April 2	The Westinghouse Brake Co. Limited	Fitting brake gear to rolling-stock ...	All lines ...	3,293 15 0	...	...	" "
2296	2302	Feb. 27	W. Anderson and Sons...	Manufacture of roller-boxes ...	" ...	316 10 2	316 8 11	0 1 3	Completed.
2297	2288	" 20	Henry Savage ...	Forming and metalling road approaches to goods shed at Grassdale	Branxholme to Casterton...	124 17 0	112 0 10	12 16 2	"
2298	2285	" 20	A. Cornwell ...	Supply of 320,000 bricks ...	North-Eastern ...	704 0 0	303 13 2	...	Not completed at 30 June '85.
2299	2348	Mar. 20	S. Willis Bros....	" 3,000 cubic yards of machine-broken metal	Hobson's Bay ...	990 0 0	989 19 6	0 0 6	Completed.
2300	2265	Feb. 13	J. Tait ...	" 12 portable houses ...	All lines ...	706 4 0	640 18 0	65 6 0	"
2301	2266	" 13	G. Paine ...	" 5,000 cubic yards of broken bluestone metal	" ...	1,352 1 4	376 2 5	...	Not completed at 30 June '85.
2301A	2319	Mar. 6	P. Kiely ...	" 9,000 cubic yards of broken metal ...	North-Eastern ...	2,961 5 0	1,150 7 4	...	" "
2302	2303	Feb. 27	W. Blackwood ...	Erection of goods shed and platform at Kororoit ...	Footscray to Bacchus Marsh ...	292 1 1	264 19 3	27 1 10	Completed.
2303	2349	Mar. 20	J. Nicholas ...	Supply of sleepers ...	North-Eastern ...	4,033 6 8	531 12 7	...	Not completed at 30 June '85.
2303A	2320	" 6	J. McCallum ...	" ...	" ...	4,262 10 0	443 12 2	...	" "
2304	2321	" 6	W. P. Tippins ...	Supplying and laying pitching at Stawell ...	Ballarat to Dimboola ...	311 19 0	304 4 4	7 14 8	Completed.
2305	2264	Feb. 13	R. J. Morgan ...	Supply of 2,900 telegraph poles...	Caulfield to Sale...	870 0 0	692 5 7	...	Not completed at 30 June '85.
2306	2304	" 27	W. Bennett ...	Construction of closets and urinals ...	All lines ...	269 10 0	245 0 0	24 10 0	Completed.
2307	2322	Mar. 6	J. Horne ...	Erection of piers and abutments for bridges North Eastern line	North-Eastern ...	2,542 9 8	...	...	Not completed at 30 June '85.
2308	2353	" 20	A. Chitts ...	Construction of telegraph line from Caulfield to Sale	Caulfield to Sale...	461 11 10	329 14 0	...	" "
2310	2350	" 20	W. Blackwood ...	Erection of goods shed and platform at Seymour Station	North-Eastern ...	524 14 6	524 14 6	...	" "
2311	1869	Feb. 16	Wandong Timber Co. ...	Supply of 1,000 blue gum sleepers at 4s. each ...	" ...	200 0 0	...	...	" "
2312	2323	Mar. 6	M. Kelly ...	" portable sheep races and hurdles ...	All lines ...	255 6 0	232 1 10	23 4 2	Completed.
2313	2351	" 20	R. Arnold and Co. ...	" wooden gates for level-crossings between Essendon and Seymour	North-Eastern ...	222 14 7	201 4 6	20 10 1	"
2314	2352	" 20	Melbourne Builders Lime and Cement Co.	lime during the year ending 31st December 1885 at 1s. 5d. per bag	All lines ...	Rates	...	...	Not completed at 30 June '85.
2315	2359	" 27	D. Spence ...	Erection of additions to No. 2 workshop, Newport...	Footscray to Williamstown ...	2,284 5 0	562 2 10	...	" "
2316	2395	April 17	T. Calder ...	" goods shed at Haddon ...	Ballarat to Scarsdale ...	225 9 9	195 4 5	30 5 4	Completed.
2317	2360	Mar. 27	W. Bennett ...	" 2 passenger platforms at Golden-square, near Sandhurst	Melbourne to Echuca ...	349 13 8	349 0 0	...	Not completed at 30 June '85.
2318	2396	April 17	T. E. Smith and Co. ...	" sheep and cattle yards, &c., at Castle-maine station	" ...	341 18 6	...	...	" "
2319	2362	Mar. 27	W. Chaffer and Son ...	" a gatekeeper's cottage near Deep Lead station	Ballarat and Dimboola ...	152 6 6	139 15 10	12 10 8	Completed.
2320	2361	" 27	Quayle and Williams ...	" additions to gatekeeper's cottage at Millbrook station	Warrenheip to Gordons ...	117 9 10	103 1 4	14 8 6	"
2321	2354	" 20	J. W. Harris ...	Supply of telegraph poles ...	Ballarat to Dimboola ...	460 13 0	440 0 0	...	Not completed at 30 June '85.
"	2586	June 12	J. W. Harris ...	Extra on above ...	" ...	28 4 0	...	...	"
2322	2402	April 17	R. H. Roberts, jun. ...	Erection of timber viaduct on firewood siding, Doveton street, Ballarat	Geelong to Ballarat ...	1,386 9 7	449 11 0	...	" "
2323	2399	" 17	Humble and Nicholson...	" additional tanks at Horsham and Wallan	Ballarat to Dimboola and North-Eastern	213 5 9	200 0 0	...	" "
2324	2398	" 17	Wallace and Ayres ...	" a 5-ton crane at Kerang ...	Eaglehawk to Kerang ...	98 17 6	...	...	" "
2325	2404	" 17	P. Kiely ...	Supply of 4,000 cubic yards of ballast ...	Oakleigh to Sale ...	925 13 4	110 3 11	...	" "
2326	2400	" 17	H. Hart ...	Erection of fence and gates at sheep and cattle yards, Newmarket	Melbourne to Essendon Junction ...	433 5 9	350 0 0	...	" "

2327	2344	Mar. 13	J. Kenny	...	Supply of 6,000 cubic yards of clay for filling-up material, at 9d per cubic yard	Hobson's Bay	...	225 0 0	56 5 0	...	Not completed at 30 June '85.
2328	2401	Apr. 17	W. Blackwood	...	Erection of a goods shed at Golden-square station	Melbourne to Echuca	...	345 12 0	290 0 0	...	" "
2329	2529	May 15	D. Munro	...	Piers and abutments to bridges, duplication of N. E. line	North-Eastern	...	3,948 10 7	339 19 6	...	" "
2330	2530	" 15	D. Munro	...	" " " duplication of N. E. line	"	...	3,546 5 3	...	...	" "
2331	2363	Mar. 27	T. Hanks	...	Supply of telegraph poles	Melbourne to Echuca	...	550 5 0	495 4 6	...	" "
2332	2403	Apr. 17	W. Edgerton	...	Manufacture of dog-spikes and pins	All lines	...	7,228 0 0	789 1 11	...	" "
2333	2645	June 19	Reginald Bright	...	" 1,000 wagon buffers	Rolling-stock	...	2,437 10 0	...	...	" "
2335	2469	Apr. 24	D. Munro	...	Erection of a footbridge at Elsternwick	Hobson's Bay	...	349 13 10	201 12 0	...	" "
2336	1353	July 24	R. S. Ekins	...	" station buildings at Windsor	"	...	5,500 8 3	...	...	" "
2337	2388	Apr. 2	Hill and Loud...	...	For the purchase of 3,428 cubic yards of earth at 9d. per yard	"	...	128 11 0	128 11 0	...	Completed.
2338	2568	May 29	Thompson and Co.	...	Manufacture of points and crossings	All lines	...	4,460 10 0	...	...	Not completed at 30 June '85.
2339	2531	" 15	S. Willis Bros.	...	Supply of broken metal at Toorak wood siding	South Yarra to Oakleigh	...	1,166 0 0	...	...	" "
2340	2532	" 15	John Paterson	...	Erection of station buildings at Millbrook	Warrenheip to Gordons	...	189 17 10	...	...	" "
2341	2572	" 29	Johnson and Co.	...	" footbridge over railway at Jolimont-road	Hobson's Bay	...	2,268 5 3	...	...	" "
2343	2533	" 15	J. B. Cockram	...	Construction of telegraph line between Ballarat and Stawell	Ballarat to Dimboola	...	268 5 1	90 0 0	...	" "
2344	2578	June 5	James Lyon	...	Supply of 6,000 split posts and 9,000 split rails	All lines	...	373 14 6	...	...	" "
2345	2580	" 5	D. Munro	...	Quarrying, breaking, and loading metal, North-Eastern line	North-Eastern	...	15,720 16 8	...	...	" "
2346	2475	Apr. 24	P. Convery	...	Supply of 5,000 cubic yards of earth for filling	Hobson's Bay	...	187 10 0	90 0 0	...	" "
2347	2474	" 24	John Fox	...	" 4,000 " " " " "	"	...	133 6 8	...	...	" "
2348	2569	May 29	G. Foot	...	Erection of shelter-shed at Tahbilk station	Goulburn Valley	...	68 17 2	55 0 0	...	" "
2349	2646	June 19	Reid and Syme	...	Manufacture of semaphore ladders	All lines	...	Rates	...	...	" "
2351	2570	May 29	W. Bennett	...	Erection of goods platform at Bungaree Junction station	Ballarat to Gordons	...	77 7 2	60 0 0	...	" "
2352	2571	May 29	W. Bennett	...	" goods platform at Bullarto station	Carlsruhe to Daylesford	...	122 15 3	...	...	" "
2353	2502	" 1	Hill and Loud...	...	Supply of filling material at 9d. per yard	Hobson's Bay	...	Rates	110 12 6	...	" "
2354	2579	June 5	W. Mackenzie	...	Erection of telegraph line, Castlemaine to Echuca	Melbourne to Echuca	...	278 11 0	108 0 0	...	" "
2356	2552	May 22	Wandong Timber Co.	...	For the supply of hardwood timber at £1 7s. 6d. per 100 feet	Hobson's Bay	...	Rates	...	...	" "
2357	2643	June 19	W. H. Lamond	...	Supply of 50 400-gallon tanks	All lines	...	184 15 10	...	...	" "
2358	2581	" 5	F. A. Jackson	...	" 3,000 yards of filling at 9d. per yard	Hobson's Bay	...	112 10 0	...	...	" "
2361	2585	" 12	W. A. S. Williamson	...	" sleepers	North-Eastern and Goulburn Valley	...	587 15 3	587 15 3	...	Completed.

W. H. GREENE,
Engineer for Existing Lines.

ROBT. WATSON,
Engineer-in-Chief.

Railway Department, Engineer-in-Chief's Office,
25th September, 1885.