

1901.
—
VICTORIA.

VICTORIAN RAILWAYS.

R E P O R T

OF THE

VICTORIAN RAILWAYS COMMISSIONER

FOR THE

YEAR ENDING 30TH JUNE, 1901.

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

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R E P O R T.

VICTORIAN RAILWAYS,
Commissioner's Office, Spencer-street,
Melbourne, 23rd September, 1901.

To the Honorable the Minister of Railways.

SIR,

In accordance with the provisions of the 59th section of the Railways Act, No. 1135, I have the honour to submit for the information of Parliament the Annual Report upon the working of the Railway Department for the year ending 30th June, 1901.

CAPITAL EXPENDITURE.

The expenditure on capital account at 30th June, 1901, amounted to £40,145,404 ; the increase for the year being £508,085, less £21,500, recouped from working expenses (see Appendix No. 13). The charges were as follows :—

Construction of new lines and surveys	...	...	...	£203,077
Capital works on existing lines, &c.	...	...	...	167,914
Rolling-stock	...	...	...	108,566
„ (narrow gauge)	...	...	...	7,028
Net debit to capital for the year	...	...	...	<u>£486,585</u>

LOAN ACCOUNT.

The amount of borrowed capital was, on the 30th June last, £37,978,779, details of which are shown in the Appendix, Return No. 12.

The increase in loan capital for the year amounted to £313,626, made up as follows :—

Additional stock under Acts 62 Vict. Nos. 1562 and 1574	...	£112,000
Stock under Acts 64 Vict. Nos. 1659 and 1713	...	266,247
		<u>£378,247</u>

Less stock transferred by Treasury to other Departments out of—

Act 62 Vict. No. 1564	...	£12,846
Act 63 Vict. No. 1623	...	22,382
		<u>35,228</u>

Less stock redeemed out of revenue—

Act 60 Vict. No. 1451	...	£7,500
Act 62 Vict. No. 1560	...	7,893
Act 62 Vict. No. 1564	...	14,000
		<u>29,393</u>
		<u>64,621</u>
		<u>£313,626</u>

The interest for the year amounted to £1,454,231, and in addition the sum paid by the Treasury, and debited to the Railway Department, for expenses in payment of interest, &c., was £15,330. Credit has been taken for £4,752, being 2 per cent. on the weekly unexpended balances of loan moneys raised for Railway purposes. The net amount debited to the Railway Account is, therefore, £1,464,809. On the total loan moneys expended the net revenue (exclusive of pensions and gratuities) paid 3·64 per cent. The average rate of interest payable on the borrowed capital allocated to railways is 3·90 per cent.

REVENUE.

The total revenue amounted to £3,337,797 (inclusive of £67,998 credited under parliamentary sanction to income for carriage of grain at reduced rates, and £11,430 for carriage of Victorian coal) being £312,635 more than last year's receipts. The increase on goods traffic amounted to £156,642, and the passenger and other receipts were £155,993 in excess of the previous year.

It is gratifying to record that the receipts were £39,000 in excess of any previous year's income. A good harvest and the Royal visit were factors which helped to produce this result. It is estimated that the gross revenue benefited to the extent of £65,000 by the influx of visitors in connexion with the celebrations. Apart from these special considerations, there is no doubt that the expansion of the railway revenue is largely indicative of an increase in business generally throughout the State.

Reduction in rates for carriage of grain, etc.—The amount credited to the revenue for carriage of grain, &c., at reduced rates is paid to the Department by the Treasury. It represents the *loss of revenue* sustained by the railways in consequence of the reduction in rates ordered by the Government. This recoup is authorized under Act 1439, section 14, which provides, *inter alia*, that—"Where Parliament or the Governor in Council directs the Commissioner to carry out any system or matter of policy which occasions or results in any increase of expenditure by the Commissioner or any decrease of the railways revenue . . . the annual amount of the increase of expenditure or decrease of revenue . . . shall be provided by Parliament in the Annual Appropriation Act and paid to the Commissioner."

The following comparative table shows the revenue for the past eleven years:—

Year.			Gross Receipts. £		Gross Receipts per Train Mile	
					s.	d.
1890-91	...	...	3,298,567	...	5	4·63
1891-2	...	...	3,095,122	...	5	2·91
1892-3	...	...	2,925,948	...	5	5·17
1893-4	...	...	2,726,159	...	5	4·49
1894-5	...	...	2,581,591	...	5	4·76
1895-6	...	...	2,401,392	...	5	4·11
1896-7	...	...	2,615,935	...	5	8·03
1897-8	...	...	2,608,896	...	5	7·77
1898-9	...	...	2,873,729	...	5	11·00
1899-1900	...	...	3,025,162	...	5	11·83
1900-1	...	...	3,337,797	...	6	0·39

WORKING EXPENDITURE.

The total working expenditure for the year was £1,984,796, being an increase of £177,495 over the preceding year.

The large increase in revenue (£312,635) necessitated an increased expenditure. The cost of working was, however, augmented by the extra rates paid for coal amounting to £51,000 for the year, and the increased price of material and labour generally.

Concessions to the staff have been granted amounting to £39,000 for the year, consisting of increments to employes and increased overtime allowances, the payment of an extra 6d. per diem to employes receiving less than 7s. per day after ten years' service, increased allowances for sick leave and accident pay, &c.

The disastrous bush fires which took place in December, 1899, have involved the Department in heavy loss. The working expenditure has been debited with over £2,000 on this account during the year. Since the close of the financial year further claims amounting to £7,000 have been adjusted, for which provision will have to be made.

The extra train mileage run for the year totalled 958,467 miles.

The working cost has also been debited with £21,500 (being £14,000 more than was charged last year) for recoups of expenditure temporarily charged to Capital (see Appendix No. 13).

The following comparative table shows the working expenditure (exclusive of pensions and gratuities) for the past eleven years:—

Year.		Average Mileage open for Traffic.		Total Working Expenditure.		Percentage of Gross Receipts.
1890-91	...	2,650½	...	£2,271,561	...	68·87
1891-2	...	2,829	...	2,088,091	...	67·46
1892-3	...	2,933	...	1,789,662	...	61·17
1893-4	...	2,982	...	1,557,566	...	57·13
1894-5	...	3,083	...	1,463,189	...	56·68
1895-6	...	3,121	...	1,456,738	...	60·66
1896-7	...	3,126	...	1,484,407	...	56·74
1897-8	...	3,123½	...	1,566,073	...	60·03
1898-9	...	3,122	...	1,716,441	...	59·73
1899-1900	...	3,186	...	1,807,301	...	59·74
1900-1901	...	3,228½	...	1,984,796	...	59·46

GENERAL RESULTS.

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

Total revenue	...	...	...	...	£3,337,797
Total working expenditure			...	...	1,984,796
NET PROFIT ON WORKING					...
					<u>£1,353,001</u>

This does not include £31,000, the estimated value of services rendered during the year to other Departments of the State, for which no payment is received.

The ratio of working expenses to revenue is 59·46 as compared with 59·74 per cent. last year.

The summary of working (Return No. 5) in the Appendix shows that the net loss for the year (exclusive of pensions and gratuities) is £80,808, or £111,779 less than the deficit for the previous year.

The expenditure on pensions and gratuities for the year amounted to £90,442 as against £95,239 for the corresponding period. The number of employes in the service who are entitled to pension or compensation has diminished at the rate of 164 per annum during the last five years, the number now on the staff register being 2,804.

At the close of the year under review there were 5,648 employes who had their lives insured in accordance with the provisions of Act No. 1135. The premiums, which are deducted in instalments from the salaries and wages of the staff and paid

to the insurance companies, amount to about to £25,000 per annum. It is interesting to note that since the passing of the Act referred to £225,000 have been paid by the staff in premiums. The total amount covered by policies is £880,850.

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

REVENUE.

	1900-1901. (Average Miles open, 3,223½.)	1899-1900. (Average Miles open, 3,186.)	Increase.	Decrease.	Net Increase.
	£	£	£	£	£
Passengers	1,368,311	1,214,348	153,963		
Parcels, Horses, carriages, &c. ...	128,798	129,076	...	278	
Mails	63,785	62,170	1,615		
Total coaching ...	1,560,894	1,405,594	155,578		
Live stock	156,826	148,196	8,630		
Merchandise and Minerals... ..	1,555,068	1,407,056	148,012		
Total Goods	1,711,894	1,555,252	156,642		
Rents	49,393	49,139	254		
Miscellaneous	15,616	15,177	439		
	3,337,797	3,025,162	312,913	278	312,635
Number of passengers	54,704,062	49,332,899	5,371,163		
Tons of live stock	226,163	206,653	19,510		
Tons of goods	3,155,697	2,791,650	364,047		
Train mileage	11,066,016	10,107,549	958,467		
Revenue per average mile open ...	£1,034	£950			
" " train mile	6s. 0.39d.	5s. 11.83d.			

WORKING EXPENDITURE.

	1900-1901.			1899-1900.			Increase.	Decrease.	Net Increase.
	Amount.	Cost per Train Mile.	Per Cent. to Revenue.	Amount.	Cost per Train Mile.	Per Cent. to Revenue.			
	£	d.		£	d.		£	£	£
Maintenance ...	518,488	11.25	15.53	498,459	11.84	16.48	20,029		
Loco. power ...	646,192	14.02	19.36	537,340	12.76	17.76	108,852		
Carriages and waggons (re- pairs and renewals)	147,153	3.19	4.41	142,639	3.39	4.72	4,514		
Traffic expenses	609,000	13.21	18.24	564,908	13.41	18.67	44,092		
Compensation	7,945	.17	.24	6,862	.16	.22	1,083		
General charges	56,018	1.21	1.68	57,093	1.35	1.89	...	1,075	
Total Working Expenditure	1,984,796	s. d. 3 7.05	59.46	1,807,301	s. d. 3 6.91	59.74	178,570	1,075	177,495
Pensions and Gratuities	90,443	...	...	95,239					

GENERAL SUMMARY.

YEAR ENDED 30TH JUNE, 1901, COMPARED WITH 1900.

DETAILS.	1901.	1900.
Total spent in construction (including rolling-stock, work-shops, piers, railway offices, and all surveys of projected lines, &c.)	£40,145,404	£39,658,819
Average cost per mile open	£12,402	£12,327
Total amount raised for construction from current loans ...	£37,978,779	£37,665,153
Amount spent on capital account during the year ...	£486,585	£602,368
Unexpended balances of loan moneys	£215,843	£383,655
Net interest on railway loans, including expenses on interest payments, redemption expenses, &c.	£1,464,809	£1,430,448
Total miles open for traffic	3,237 $\frac{3}{4}$	3,218
Average miles open for the year	3,228 $\frac{1}{2}$	3,186
Gross revenue	£3,337,797	£3,025,162
Working expenditure	£1,984,796	£1,807,301
PROFIT ON WORKING (after paying working expenses)	£1,353,001	£1,217,861
PERCENTAGE OF WORKING EXPENSES TO REVENUE	59.46	59.74
Deficit as per Summary of Working	£80,808	£192,587
Revenue per average mile open	£1,034	£950
Expenditure per average mile open	£615	£567
Net return per average mile open	£419	£383
Gross receipts per train mile	6s. 0.39d.	5s. 11.83d.
Working expenses per train mile	3s. 7.05d.	3s. 6.91d.
Net profit per train mile (after paying working expenses)...	2s. 5.34d.	2s. 4.92d.
The net revenue paid on the total capital cost	3.37 per cent.	3.07 per cent.
THE NET REVENUE PAID ON THE TOTAL LOAN MONEYS EXPENDED	3.64 „	3.32 „
Number of passenger journeys	54,704,062	49,332,899
Goods tonnage	3,155,697 tons	2,791,650 tons
Live stock tonnage	226,163 „	206,653 „
Train mileage	11,066,016	10,107,549
Pensions and gratuities—amount paid during the year (not included in working expenses)	£90,443	£95,239

CONDITION OF LINES AND STOCK.

The way, works, and rolling-stock have been maintained in good working order. The rolling-stock has been kept up to the numerical register. Detailed reports and statements dealing with the necessity for a large addition to the engine, carriage, and waggon stock have from time to time been furnished to the Government, and it is hoped that the proposals submitted will receive such consideration as will enable the Department to keep pace with the increasing requirements of the traffic.

Additional facilities in the interests of the producer are in progress, and are being pushed forward as funds will permit.

NEW LINES.

The total mileage has increased during the year from $3,218\frac{1}{4}$ to $3,237\frac{3}{4}$ miles by the opening for traffic of the following lines :—

Ferntree Gully to Gembrook (narrow gauge)	18	miles
Bungaree Race-course Line	$1\frac{1}{2}$	„
Total	$19\frac{1}{2}$	miles

NON-PAYING LINES.

The accompanying return (Appendix No. 27) shows in detail the revenue, expenditure, and approximate loss on 52 lines for three years ending 30th June, 1899. The average loss per annum is £294,697.

The following lines remain closed :—

Line.	Miles.		Capital Cost.
Dunkeld to Penshurst (dismantled)	$16\frac{1}{4}$	...	£50,000
Oakleigh to Ashburton ...	$3\frac{1}{4}$	...	} 160,000
Fairfield Park to Deepdene ...	$4\frac{1}{2}$	...	
Darling to Waverley	1	...	7,000
	<u>25</u>	...	<u>£217,000</u>

The expenditure to date on general surveys of lines which have not been completed amounts to £301,397.

The interest paid on the whole of the foregoing unproductive capital is debited to the Railway Department and included in the accompanying accounts.

LOCAL RATES.

In consequence of the passing by Parliament of Act 1695, local rates on the following sections have been abolished since 11th February, 1901 :—

Wycheproof to Sea Lake.	Jeparit to Rainbow.
Boort to Quambatook.	Dookie to Katamatite.
Quambatook to Ultima.	Nathalia to Picola.
Dimboola to Jeparit.	

Local rates are still in force on the sections—

Birchip to Woomelang.	Wangaratta to Whitfield.
Natimuk to Gorokey.	Lancefield to Kilmore.
Ferntree Gully to Gembrook.	

CLASSIFICATION OF EMPLOYÉS.

For some years past the desirability of framing a revised and complete classification for the whole of the staff has been recognized by the Commissioner and the Heads of Branches. When the existing classification was adopted, it was generally admitted to be of a tentative character, and framed as far as possible to meet the conditions existing at the time of its inception.

At the 30th June last there were 8,919 permanent and 3,037 supernumerary employés in the Department. To classify and provide a satisfactory scale of promotion for such a body of employés embracing the diverse classes and grades which exist in a large railway system is necessarily an arduous task. The difficulties involved, together with the exigencies of the State finances, have hitherto been factors which have prevented definite action being taken. In response to the general desire for a settlement of this important business an earnest endeavour has now been made to draw up a classification which would be acceptable to the whole of the employés, approved by the administration, and would probably be sanctioned by Parliament. The work necessitated frequent and lengthy conferences with the representatives of every section of the staff. Conflicting issues have had to be reconciled. Existing precedents had to be considered. The determinations arrived at in accordance with recent legislation in connexion with the Factories Act could not be disregarded. The claims of every section of the service have had to be carefully compared and adjusted.

I am happy to state, however, that the business has so far progressed that the administration and staff generally are within measurable distance of mutual agreement. As soon as practicable the proposed scheme will be submitted for the final arbitrament of the Government.

BOARD OF ADVICE.

The Board of Advice constituted by the Railways Act No. 1439 has met frequently, and minutes of the transactions have been submitted to the Minister in accordance with the statutory provision.

APPEAL BOARD.

The Appeal Board constituted under the Railways Act No. 1439, consisting of the Secretary, Chief Accountant, Chief Mechanical Engineer, Chief Engineer for Existing Lines, and Chief Traffic Manager, with Mr. J. B. Johnston, of the Newport Workshops (the representative chosen by the employés), has heard 38 charges and 19 appeals during the year.

INTER-STATE RAILWAY CONFERENCES.

The fifth conference of the Commissioners and General Managers was held in Melbourne in May last. It was preceded by the third conference of Heads of Branches of the State Railways of Australia, Tasmania, and New Zealand, who also met in this city; the meetings extended from the 16th to 23rd April.

These conferences were the most representative gatherings of railway officials yet held in Australia.

A very large amount of important business was transacted, principally in the direction of establishing uniformity as far as possible in railway working, accounts, and general administration.

I am pleased to state that already a very large measure of uniformity has been agreed upon, and brought into practical operation.

Mr. John Mathieson, who was appointed Commissioner of the Victorian Railways in July, 1896, resigned his position in May last having accepted the appointment of General Manager of the Midland Railway Company, England.

The year under review closed the term for which Mr. Mathieson was appointed as Commissioner, and, in the last Annual Report, which was published during his absence on Government business, there was a full retrospect furnished of the transactions of the Department for four years. I do not think it necessary, therefore, now to do more than publish the following comparative tables of working for the period during which the Department was under his administration, compared with the previous five years :—

Year.	Total Revenue.	Additional Amounts credited for services rendered for which no payment is received.	Total Working Expenses and Net Interest Charges.	Deficit.	Percentage of Working Expenses to Revenue.	Amounts included in Total Revenue for carriage of Victorian Coal, Grain, &c., at reduced rates.	Pensions and Gratuities not included in Working Expenses.
	£	£	£	£		£	£
1891-2	3,095,122	...	3,475,120	379,998	67.46	...	50,048
1892-3	2,925,948	...	3,209,587	283,639	61.17	...	67,629
1893-4	2,726,159	...	3,018,415	292,256	57.13	11,939	93,620
1894-5	2,581,591	...	2,882,036	300,445	56.68	14,000	84,509
1895-6	2,401,392	...	2,895,341	493,949	60.66	...	94,695
Total ...	13,730,212	...	15,480,499	1,750,287	Average, 60.85	25,939	390,501
1896-7	2,615,935	20,000	2,931,859	295,924	56.74	9,880	83,958
1897-8	2,608,896	20,000	3,003,342	374,446	60.03	11,667	83,720
1898-9	2,873,729	20,000	3,188,531	294,802	59.73	12,980	81,284
1899-1900	3,025,162	20,000	3,237,749	192,587	59.74	53,330	95,239
1900-1	3,337,797	31,000	3,449,605	80,808	59.46	79,428	90,443
Total ...	14,461,519	111,000	15,811,086	1,238,567	Average, 59.18	167,285	434,644
Increase ...	731,307	111,000	330,587	...	...	141,346	44,143
Decrease ...	...	...	...	511,720	1.67	...	...

NOTE.—The reduction in rates for carriage of grain, &c., came into operation on the 1st December, 1899. Amounts included—1899-1900, £39,002; 1900-1, £67,998.

For the year ending 30th June, 1900-1901, the net earnings paid 3.37 per cent. on the capital cost, as compared with 2.48 in 1895-6, and the deficit, on the foregoing basis, has decreased from £493,949 to £80,808.

With the exception of two serious derailments near Fairfield Park and Yering, the business of the Department during the year was worked with comparative immunity from accident. It is gratifying to be able to record that the enormous traffic in connexion with the Royal Visit and Commonwealth Celebrations was conducted without accident or hitch, and too much credit cannot be given to the staff as a whole for the able and efficient manner in which the unprecedented business of the year was coped with.

In the Appendix will be found Reports from certain Chief Officers, giving details of the operations of their respective branches for the year.

I have the honour to be, Sir,

Your obedient servant,

W. FITZPATRICK,

Acting Commissioner.

A P P E N D I X.

VICTORIAN RAILWAYS.

APPENDIX TO THE REPORT OF THE VICTORIAN RAILWAYS COMMISSIONER.

YEAR ENDING 30th JUNE, 1901.

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

VICTORIAN RAILWAYS.

No. 1.

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

Melbourne, 31st August, 1901.

GENTLEMEN,

I have the honour to submit report for financial year ending 30th June, 1901. The railways under construction during the year were as follow :—

Railway.	Length in Miles.	Gauge.	No. of Authorizing Act.	Work commenced.
From Fern Tree Gully to Gembrook	18 ...	2ft. 6in. ...	1549 ...	1st August, 1899.
From Melbourne to Collingwood	2 $\frac{1}{4}$...	5ft. 3in. ...	1590 ...	8th November, 1899.
From Lilydale to Warburton ...	24 $\frac{1}{4}$...	5ft. 3in. ...	1589 ...	28th November, 1899.
From Colac to Beech Forest ...	30 ...	2ft. 6in. ...	1594 ...	14th June, 1900.
From Heidelberg to Eltham ...	8 $\frac{1}{4}$...	5ft. 3in. ...	1299 ...	24th September, 1900.
From Bungaree Junction to the Race-course Reserve	1 $\frac{1}{2}$...	5ft. 3in. ...	1682 ...	15th November, 1900.

The railways opened for traffic during the year were :—

Railway.	Length in Miles.	Gauge.	Date of Opening for Traffic.
From Ferntree Gully to Gembrook ...	18 ...	2ft. 6in. ...	18th December, 1900.
From Bungaree Junction to the Race-course Reserve	1 $\frac{1}{2}$...	5ft. 3in. ...	26th December, 1900.

The lines which, at the close of the financial year, were authorized but not commenced were as follows :—

Railway.	Length in Miles.	Gauge.	No. of Authorizing Act.	Date.
Frankston Cemetery ...	3 $\frac{3}{4}$...	5ft. 3in. ...	821 ...	12th December, 1884.
From Newtown to Pitfield ...	11 $\frac{3}{4}$...	5ft. 3in. ...	1664 ...	26th September, 1900.
From Woomelang, through Mildura, to Yelta	127 $\frac{1}{4}$...	5ft. 3in. ...	1679 ...	17th October, 1900.
From Moe to Walhalla ...	26 $\frac{1}{4}$...	2ft. 6in. ...	1691 ...	17th October, 1900.

The following lines were under survey during the year :—

PERMANENT SURVEYS.

Country Lines.

Newtown to Pitfield ...	...	11 $\frac{3}{4}$ miles	...	5ft. 3in. gauge.
Moe to Walhalla ...	...	26 $\frac{1}{4}$ „	...	2ft. 6in. „
Woomelang towards Mildura and Yelta	...	67 $\frac{3}{4}$ „	...	5ft. 3in. „

TRIAL SURVEYS.

Country Lines.

Cressy to Pitfield ...	...	12 miles	...	5ft. 3in. gauge.
Nyora to Kilcunda and San Remo, <i>via</i> Wonthaggi	...	26 $\frac{1}{4}$ „	...	5ft. 3in. „
Dartmoor to South Australian Border	...	18 $\frac{1}{4}$ „	...	5ft. 3in. „

FLYING SURVEYS.

Suburban Line.

Newmarket to Bulla, deviations ...	...	4 $\frac{1}{2}$ miles	...	5ft. 3in. gauge.
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Country Line.

Moe to Walhalla, Willowgrove deviation ...	...	11 $\frac{1}{2}$ „	...	2ft. 6in. gauge.
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REGISTRATION OF UNEMPLOYED.

The registration of unemployed and allotment of available manual work under Government Departments were continued until the end of September, 1900. They were then taken over by the Public Works Department.

The following statement shows the numbers dealt with:—

Period	Registered.	Called for Work.	Failed to answer call, declined work, or unsuitable.	Sent to work.	Percentage of those called who accepted.
8th May, 1895, to 30th June, 1896	12,255	...	...	3,018	...
Year ending 30th June, 1897 ...	9,151	3,065	1,473	1,592	52
Year ending 30th June, 1898 ...	16,952	8,814	4,337	4,477	51
Year ending 30th June, 1899 ...	17,803	8,516	4,741	3,775	44
Year ending 30th June, 1900 ...	15,300	9,603	5,654	3,949	41
1st July, 1900, to 30th September, 1900	4,999	4,826	2,801	2,025	42

During the three months—July, August, and September—employment was provided for 2,025 men, viz., Public Works Department, 495; Victorian Water Supply, 127; Lands Department (Forest Branch), 2; and Railway Department, 1401.

The classes of labour for which men were engaged are as follows :—

Trade.	Number.	Trade.	Number.
Axemen ...	244	Plasterers...	7
Blacksmiths ...	3	Platelayer ...	1
Boys ...	3	Plumbers ...	6
Bricklayers ...	4	Powdermen ...	5
Carpenters ...	12	Pile-drivers ...	3
Culvert builders ...	2	Quarrymen ...	59
Gaugers ...	12	Stonebreakers ...	27
Labourers ...	1,575		
Masons ...	16		
Painters ...	46		
		Total men ...	2,025

The number on the register at 30th September, 1900, was 2,164, as compared with 4,817 twelve months previously.

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

F. RENNICK,
Engineer-in-Chief.

VICTORIAN RAILWAYS.

No. 2.

Office of Chief Engineer for Existing Lines,
Melbourne, 29th August, 1901.

SIR,

I have the honour to report that during the year ending 30th June, 1901, the "way" and "works" of the Victorian Railways on the lines open for traffic were efficiently maintained.

The lines closed for traffic during the year were:—

Ashburton to Oakleigh	...	...	3½ miles.	Closed on 9.12.95.
Darling to Waverley	...	...	1 mile.	Closed on 9.12.95.
Deepdene to Fairfield Park	...	...	4½ miles.	Closed on 12.4.93.
Total	...	...	8½ miles	closed throughout the year.

The new lines opened for traffic were:—

Upper Ferntree Gully to Gembrook, narrow gauge (2ft. 6in.)	...	...	18 miles,	on 18.12.00.
Bungaree Race-course Line	...	...	1½ "	" 26.12.00.
Total	...	...	19½ miles.	

The following table gives the cost of maintenance and renewals of "way" and "works" for the past year, as compared with the year 1899-1900:—

Year.	Average Miles of Main Line.				Approximate Mileage of Sidings.	Total Cost of Maintenance and Renewals for Year.		Cost per Mile of Main Line (Sidings included).		Cost per Train Mile.
	Quadruple Line or over.	Double Line.	Single Line.	Total.		£	s. d.	£	s. d.	
1899-1900	5½	288½	2,892	3,186	440	498,459	0 0	156	0 0	11'84
1900-1901	5½	288½	2,934½	3,228½	440	518,488	0 0	161	0 0	11'25

The year's working, as compared with the previous year, shows an increased expenditure of £20,029, and an increased cost per mile of £5, but a decreased cost per train mile of .59d. The higher total cost is chiefly accounted for by the first annual repayment of £10,000 to Act 1566, Sec. 2, for relaying various lines with heavier rails, &c.; additional mileage maintained and train mileage run; additional ballast; increased wages; damages by bush fires and floods; expenses in connexion with the Royal visit; increased renewals of bridges and culverts, and a large number of miscellaneous improvements.

PARTICULARS OF MAINTENANCE AND RENEWALS FOR THE LAST 20½ YEARS.

Year ending—			Mileage maintained.		Cost of Maintenance.		Renewals.	
			Total Average Main Line.	Of Sidings (Approximate only).	Per Mile.	Per Train Mile.	Rails in Miles of Way.	Number of Sleepers.
31st December, 1881	...	...	1,215	200	181	11'38	50½	30,105
" 1882	...	...	1,300	220	188	11'58	46½	65,327
" 1883	...	...	1,432	240	263	15'84	141½	71,548
Half-year ending 30th June, 1884	...	...	1,598	270	105	11'10	34½	48,171
Year " " 1885	...	...	1,655	285	170	9'86	42½	19,763
" " " 1886	...	...	1,691	290	163	9'12	20½	29,847
" " " 1887	...	...	1,791	305	170	9'13	26	41,782
" " " 1888	...	...	1,947	335	179	9'23	28	44,594
" " " 1889	...	...	2,142	375	190	9'16	25½	65,550
" " " 1890	...	...	2,329½	410	186	8'83	33	70,593
" " " 1891	...	...	2,650½	470	162	8'39	12	73,668
" " " 1892	...	...	2,829	500	146	8'38	5	68,899
" " " 1893	...	...	2,933	500	112	7'30	6½	75,774
" " " 1894	...	...	2,982	500	108	7'59	35½	82,278
" " " 1895	...	...	3,083	500	107	8'31	56½	131,695
" " " 1896	...	...	3,121	500	117	9'77	75	191,454
" " " 1897	...	...	3,126	436	122	9'92	(a) 71	199,094
" " " 1898	...	...	3,123½	436	131	10'62	(b) 63½	239,332
" " " 1899	...	...	3,122	436	154	11'88	(c) 93½	330,900
" " " 1900	...	...	3,186	440	156	11'84	(d) 132½	370,932
" " " 1901	...	...	3,228½	440	161	11'25	67	250,115

- (a) In addition to 48½ miles } of partly worn 60-lb. steel rails replaced by 75-lb. and 80-lb. steel rails, on Dimboola to
 (b) " " " 9 " } Serviceton Line.
 (c) " " " 4½ " }
 (d) In addition to 173 miles of partly worn 66-lb. steel rails replaced by 80-lb. steel rails, on the main country lines.

The cost of renewals continues to be heavy, chiefly because the iron rails and the sleepers originally laid are reaching the safe limit of their life, and also because, in view of the increasing weight and speed of trains on the more important lines, it has been necessary to replace the light rails which were laid down at first, by heavier rails, and to bring these lines up to the modern standard of railways which have to carry fast and heavy traffic. All the sleepers used have been of the best descriptions of timber available, viz., redgum, red ironbark, and grey box. The number of sleepers used when relaying with heavier rails has been increased by reducing the original spacing from 3 feet to 2ft. 9in. The new steel rails used during the year were, for the heavy traffic suburban lines, 100lbs. to the yard, standard length 31ft. 9in.; and for the outlying suburban lines, with lighter traffic, and for country lines, with fast and heavy traffic, 80 lbs. to the yard, standard length 31ft. 9in. The smoother running obtained by the use of heavier rails in longer lengths, and reduced space between sleepers, is most noticeable and adds considerably to the comfort of travelling. The 60-lb. and 66-lb. steel rails which have been so replaced are not nearly worn out, and they are being used to replace worn-out rails on light lines, as well as for the construction of new light lines in the outlying districts. With respect to ballast, some of our lines are still deficient both in quantity and quality, but the quantity is being increased and the quality improved as fast as is practicable. On the main lines generally good broken stone is being used instead of gravel, so as to give better drainage, and to reduce the dust, which is both disagreeable to travellers and injurious to rolling-stock.

The construction of cattle-pits at public road level crossings and removal of gatehouses from crossings where they interfered with the view of trains have been continued, the gatehouses being re-erected at stations and other suitable places as residences for employés.

Interlocking has been extended as follows:--

New signal-boxes, with interlocking apparatus totalling 110 levers, have been provided at seven places.

"Annett" or "staff" lock gear (76 sets) have been provided at 41 intermediate non-staff stations.

There are now 6,152 interlocking levers in use at 436 places.

Sykes' automatic lock and block on the Flinders-street viaduct, and on the Prahran-Windsor-Balaclava sections, continues to work satisfactorily, and this system is being installed on the new line to Collingwood and in the new Flinders-street station.

With regard to the new station at Flinders-street, the Parliamentary Standing Committee on Railways, having approved of the design of the station building selected for the first prize by the board of examiners referred to in my last annual report, on 1st October last recommended the construction of the new station. Authority to proceed with the work having been given, fair progress has since been made with the re-arrangement of lines of way and platforms, erection of signal-boxes, and other preliminary works.

The schedule of works supplied herewith shows that a large number of improvements have been made or initiated during the year.

I have the honour to be, Sir,

Your obedient servant,

C. E. NORMAN,
Chief Engineer for Existing Lines.

The Acting Commissioner.

SCHEDULE OF WORKS COMPLETED OR IN PROGRESS DURING THE YEAR ENDING 30TH JUNE, 1901.

Locality.	Work.	Completed or in Progress.
Addington	Platform for loading chaff	Completed
Aspendale Park	Extending passenger platform, and providing additional siding accommodation	In progress
Auburn	Alteration to station buildings "up" side	Completed
Bacchus Marsh	Bridge over line in place of level crossing	"
Bagshot... ..	Station improvements... ..	"
Ballarat	Traversers for goods working	"
Ballarat East	Extension of coal stage	"
Bealiba	Additional siding accommodation	"
Beechworth Junction	Interlocking	"
Benalla	Renewal of goods platform	"
Bendigo	Carriage shed	"
"	Brick goods office	"
Berwick... ..	Extension of passenger platform, asphaltting, and fencing	"
Beveridge	Combined signal-box and booking-office	In progress
Bright	Station buildings	Completed
Buangor	Residence for station-master	"
Bungaree	Junction for Race-course line	"
Camperdown	Additional siding accommodation	"
Carrum	Goods shed, platform, and additional lines of way...	In progress
Chiltern	Station improvements... ..	Completed

SCHEDULE OF WORKS—continued.

Locality.			Work.	Completed or in Progress.
Clifton Hill	...	...	Signal boxes at Heidelberg-road and Ramsden-street	In progress
Colac	...	...	Station improvements	"
Collingwood	...	...	Additional wood sidings	Completed
"	...	...	Signal-box	In progress
Collingwood line	...	...	Signalling and interlocking	"
Collingwood to Clifton Hill	...	...	Duplication of line	"
Croydon	...	...	Removing and re-erecting—with additions—residence for station-master	"
Digger's Rest	...	...	Combined signal-box and booking-office	"
Donnybrook	...	...	Combined signal-box and booking-office	Completed
East Richmond	...	...	Retaining wall at Mary-street	In progress
Elmore	...	...	Extending sidings and moving water crane	Completed
Fencing (Picket)	...	...	Between Dudley-street and North Melbourne	"
"	...	...	Between Newmarket and Moonee Ponds	"
"	...	...	Between Moray and Ferrars streets and City-road, South Melbourne	"
"	...	...	Between Perry and Giffard streets, Williamstown	"
"	...	...	At Ballarat East	"
Flemington Bridge	...	...	Extension of passenger platform	In progress
Footscray	...	...	Amalgamation of stations	Completed
"	...	...	Interlocking junction	In progress
Gisborne	...	...	Extension of sidings	Completed
Glenrowan	...	...	Extension of sidings	"
"	...	...	Residence for ganger	In progress
Glen Thompson	...	...	Water supply improvements	Completed
Golden Square	...	...	Station improvements	"
Goornong	...	...	Sheep yards	"
Guildford	...	...	Residence for station-master	"
Hawksburn	...	...	Sewerage for station buildings, &c.	"
Hawthorn	...	...	Verandah on "down" platform	"
Heathcote	...	...	Station buildings	"
Jeetho	...	...	Sheep race	"
Kensington	...	...	Extension of passenger platform	"
"	...	...	Sidings for R. Goldsbrough Row, and Coy.	"
Kilmore	...	...	Trucking yards	"
"	...	...	Station buildings	"
Korong Vale	...	...	Drainage improvements	"
"	...	...	Water supply improvements	"
Lake Boga	...	...	Residence for station-master	"
Lalbert	...	...	Trucking yards	"
Lancefield	...	...	Turntable	"
Lancefield Junction	...	...	Turntable	"
Lang Lang	...	...	Additional office accommodation	"
"	...	...	Water supply improvements	"
Laverton	...	...	Powder sidings and shed	"
Lee's Crossing (near)	...	...	Bridge over line	"
Lethbridge	...	...	Enlarging reservoir	"
Lilydale	...	...	Renewal of bridge at Occupation crossing	"
"	...	...	Interlocking for Warburton line	In progress
Lubeck	...	...	Sheep yards and races	Completed
Macaulay-road	...	...	Extension of passenger platform	In progress
Marong	...	...	Station improvements	Completed
Melbourne (Flinders-street)	...	...	New station (re-arrangement of lines, platforms, &c.)	In progress
"	"	...	Signal-box "A"	"
"	"	...	Signal-box "B"	Completed
"	"	...	Signal-box "E"	"
"	"	...	Sewerage works	In progress
"	"	...	Extension of footbridge, Jolimont-road	Completed
Melbourne (Spencer-street)	...	...	Gravitation goods yards	In progress
"	"	...	Increased siding accommodation for goods produce	Completed
"	"	...	Sewering railway offices	"
"	"	...	Additions to ice works	"
Melton	...	...	Improving station buildings	"
Merino	...	...	Residence for repairer	In progress
Moolort	...	...	Bridge over line in place of level crossing	Completed
Mount Moriac	...	...	Station improvements	"
Newport Workshops	...	...	Roof over weighbridge	In progress
"	...	...	Additional siding accommodation	Completed
"	...	...	Boiler shop extension	In progress
Nhill	...	...	Siding for Frayne and Coy.	Completed
North Geelong	...	...	Station buildings	"

SCHEDULE OF WORKS—continued.

Locality.			Work.	Completed or in progress.
Numurkah	...	...	Residence for repairer	Completed
Ormond	...	...	Residence for station-master	"
Portland	...	...	Sheet piling at new pier	In progress
Port Melbourne	...	...	Additional goods sidings	Completed
"	...	...	Footbridge	"
"	...	...	Additions to engine shed and water supply	"
"	Pier	...	Crossover road	"
Prairie	...	...	Sheep race	"
Preston (Bell-street)	...	...	Extension of passenger platform	In progress
Prince's-bridge	...	...	Repairing engine traverser	Completed
Rainbow	...	...	Residence for ganger	In progress
Regrading	...	...	Geelong to Colac line	"
Sale	...	...	Station improvements	Completed
Sandringham	...	...	Additional coal stage and siding	"
Scarsdale	...	...	Residence for station-master	"
Signals	...	...	Ultima line...	"
South Geelong	...	...	Duplication of line to Queenscliff Junction	"
South Yarra	...	...	Train departure clock	"
"	...	...	Redecking and wood paving Chapel-street bridge...	"
Springhurst	...	...	Residence for station-master and alterations to station buildings	"
St. Albans	...	...	Interlocking	"
St. Arnaud	...	...	Altering lines of way	"
St. Kilda line	...	...	Sewerage connexions	"
Stoneyford	...	...	Extension of passenger platform	"
Stratford	...	...	Extension of Permanent bridge over Avon River	In progress
Sulky	...	...	Bridge under line replacing level crossing	Completed
Sunbury	...	...	Water supply improvements	In progress
Sydenham	...	...	Interlocking	"
Tabilk	...	...	Moving and enlarging residence for station-master	Completed
Tarwin	...	...	Improving water supply	In progress
Thornbury	...	...	Extension of passenger platform	"
Traralgon	...	...	Additions to station buildings	"
Ultima	...	...	Residence for ganger...	Completed
Viaduct Buildings	...	...	Stone-paving road	"
Wahring	...	...	Station buildings and residence for station-master	"
"	...	...	Approaches, culverts, and fencing	"
Wandong	...	...	Re-opening ballast quarry	"
"	...	...	Combined signal-box and booking office	In progress
Warrnambool	...	...	Three ton crane	Completed
"	...	...	Siding for McGernan and Co.	"
"	...	...	Additional goods siding	In progress
Wedderburn	...	...	Additional siding accommodation	Completed
Werribee	...	...	Additions to water supply	In progress
West Melbourne Dock	...	...	Sidings for coal wharf, Victoria Dock	Completed
"	"	...	Siding for Lysaght Bros.	"
"	"	...	Duplication of line to Australian Wharf	"
Whitfield	...	...	New engine shed and repair shop	"
Whitfield line	...	...	Fencing	"
Wickliffe-road	...	...	Goods shed and platform	"
Williamstown	...	...	Additions to water supply	In progress
Winchelsea	...	...	Additional goods siding	Completed
Windsor	...	...	Alterations to post-office	"
"	...	...	Sykes interlocking	"
"	...	...	Sewering of station and post-office	"
Winton	...	...	Renewing and enlarging bridge	"
Wodonga	...	...	Carriage shed	"

VICTORIAN RAILWAYS.

No. 3.

Locomotive Carriage and Waggon Branch,
Chief Mechanical Engineer's Office,
Melbourne, 1st September, 1901.

SIR,

I beg to submit the following report on the working of the Locomotive Carriage and Waggon Branch for the twelve months ended 30th June, 1901. The rolling-stock and plant have been kept in good working order, but, for reasons given below, at an increased cost per train mile as compared with the previous year. The following is a comparative table showing some of the principal items for the past eight years :—

	Year 1893-4.	Year 1894-5.	Year 1895-6.	Year 1896-7.	Year 1897-8.	Year 1898-9.	Year 1899-1900.	Year 1900-1
Average miles open ...	2,981 $\frac{3}{4}$	3,082 $\frac{3}{4}$	3,121	3,126	3,123 $\frac{1}{2}$	3,122	3,186	3,228 $\frac{1}{2}$
Train miles run ...	10,145,307	9,567,453	8,989,391	9,228,687	9,239,657	9,714,298	10,107,549	11,066,016*
Engine miles run ...	12,825,090	12,292,733	11,557,218	11,880,997	11,920,974	12,657,886	13,316,137	13,383,130*
Gross revenue ...	£2,726,159	£2,581,591	£2,401,392	£2,615,935	£2,608,896	£2,873,729	£3,025,162	£3,337,797
Total locomotive working expenses ...	£632,359§	£567,569§	£547,841§	£553,493	£571,106	£633,422‡	£679,978‡	£793,345†¶
Working expenses per train mile ...	14·96d.	14·24d.	14·63d.	14·39d.	14·83d.	15·65d.	16·15d.	17·21d.
Working expenses per engine mile ...	11·83d.	11·08d.	11·38d.	11·18d.	11·50d.	12·01d.	12·26d.	14·23d.*
Number of men and boys employed at 30th June—								
Permanent ...	2,929	2,707	2,644	2,654	2,718	2,674	2,847	2,806
Casual ...	88	80	77	172	334	398	500	692
Cost of coal per train mile ...	3·45d.	3·22d.	3·05d.	2·94d.	2·90d.	3·23d.	3·56d.	4·74d.
Cost of coal and wood per train mile ...	3·58d.	3·36d.	3·15d.	2·99d.	2·96d.	3·29d.	3·61d.	4·80d.
Total cost of fuel for locomotive running ...	£151,439	£133,511	£117,969	£115,093	£113,730	£133,179	£152,121	£221,248
Total cost of fuel for all purposes ...	£154,200	£137,471	£120,463	£117,990	£117,572	£137,904	£158,920	£231,188
Cost of oil, tallow, and waste for all purposes per train mile ...	·52d.	·36d.	·29d.	·24d.	·25d.	·25d.	·24d.	·25d.
Total cost ...	£22,092	£14,524	£11,000	£9,175	£9,595	£9,946	£10,231	£11,738
Cost of oil, tallow, and waste for running engines, per train mile ...	·46d.	·28d.	·21d.	·17d.	·17d.	·17d.	·16d.	·18d.
Total cost ...	£17,040	£11,315	£7,941	£6,443	£6,537	£6,807	£6,605	£8,033

* If computed on same basis as in previous year the train mileage would be 11,123,742 miles, and the engine mileage 14,714,801.

† The cost of making truck covers, hitherto charged to locomotive working expenses, is not included here, being now charged to Traffic Branch.

‡ £6,000 is included in this amount to pay off instalments of Treasury Bonds advanced for replacement of waggon stock.

§ During these three years the staff were on short time, and percentage deductions were in full force.

|| Percentage deductions also apply to these years.

¶ £10,000 is included in this amount to pay off instalments of Treasury Bonds advanced for replacement of car and waggon stock.

The year's working shows an increased total expenditure over last year of £113,367, and an increase of 1·06d. per mile. The principal items which contributed to this are—an increase in the train mileage of 958,467 miles; increased cost of coal due to higher rates paid, £51,000; some of the coal was also inferior, causing more to be used per train mile than formerly, thereby contributing to increased cost; £10,000 was also paid last year as an instalment of Treasury Bonds for replacements of cars and waggons, as against £6,000 in the previous year; and higher prices were paid for many classes of material, more especially timber, iron, steel, and copper. The season having been an exceedingly dry one in the Northern Districts, this branch has had to supply trucks and convey water to an unprecedented extent, no less than 8,331 trucks containing 10 million gallons of water, being so conveyed between the months of November and June.

Repairs.—The following are the principal repairs that have been executed during the year :—224 engines, 157 carriages and vans, and 634 waggons have received heavy repairs, and 78 cars and vans and 67 waggons have had light repairs effected at the Newport shops; a total of 651 carriages and vans were painted, varnished, and renovated during the year, besides a large number partially painted. A number of engines have received general overhauls and repairs at the various other depôts, and a large amount of work has been executed in connexion with the frequent periodical examinations of axles, tires, &c.

All light repairs to rolling stock are attended to at the North Melbourne and Jolimont shops, 2,276 cars and vans and 13,273 waggons being so dealt with during the year.

6,538 covers have received heavy repairs, and 916 new covers have been supplied, renewals to covers have been greatly retarded, owing to the difficulty in getting material.

As in previous years, a quantity of work has been executed for the other branches of the service, also the Defence Department.

Boilers.—During the year twenty new boilers were made at Newport, of which thirteen were fitted to engines. The boilers of 46 engines had new bottoms or heavy repairs effected, and 78 had light repairs, while 137 boilers were retubed.

As foreshadowed in my report of 1899, the boiler repairs are becoming exceedingly heavy, and during the next five years it will be necessary to very largely increase the output.

New Car Stock.—Eighteen ABC composite corridor lavatory cars for country traffic, twelve BDBD vans, and twelve BB second-class bogie cars for suburban traffic have been built at Newport under the co-operative labour system. The BB cars are for use in close coupled trains on the suburban lines; five complete trains fitted with continuous draw-gear thoroughly renovated and repaired throughout are now in regular running. The BB cars have been charged to working expenses as replacements of old fixed-wheel base stock.

Two cars built specially for the convenience of the Duke and Duchess of York were turned out of the Newport shop, and were used during their visit. The arrangement of these cars is such that they can be used for any special purpose for which they may be required, and this provision will place the stock of special cars on a good footing.

A 50-ft. van and horse-box combined has also been put in hand, and is nearly completed; it is being charged to working expenses.

Pintsch Gas.—The fitting of cars has been continued, 454 cars having been fitted to 30th June, 1901.

New Waggon Stock.—One hundred and sixteen steel medium 10-ton waggons, five casualty trucks (H class), and 24 steel water waggons to hold 2,000 gallons, were constructed at Newport during the year. To meet traffic requisitions a large augmentation of the waggon stock is necessary, and an instalment of 200 waggons has been put in hand.

A sample steel waggon to carry 15 tons of wheat in bags, or loose, is also under construction, and will shortly be completed for trial.

A pattern ballast hopper waggon is also being built. It is designed to carry either ballast, rails, sleepers, or other material.

Westinghouse Brake.—During the year 249 waggons in running, were fitted with the Westinghouse brake, and 20 waggons with brake pipes.

Engine Stock.—The construction in the State of the ten express engines referred to in my last report is now completed, and the engines are doing excellent work.

A contract for fifteen consolidation engines has been let to the Phoenix Foundry Company, Ballarat. Deliveries under this contract are expected to commence in October next.

A pattern six-wheeled coupled engine for mixed and passenger work on light or heavy lines is under construction at Newport, and it is proposed to procure a number of these as soon as the necessary authority is obtained.

The "M" class engines are being provided with increased bunker and water space and trailing radial wheels, with a view to using them on the through suburban traffic in conjunction with "E" class engines. This work is being charged to working expenses.

The largely increased traffic and mileage and weight of trains run during the year has emphasized the absolute necessity of increasing the stock of engines. It has been at times most difficult to keep the traffic going with the engine power available, especially as the more modern types of engines are now from ten to twelve years old, and are requiring heavy renewals in boilers, tires, axles, cylinders, &c. These matters have been brought under the notice of the Commissioner in special reports during the last two or three years.

Narrow-gauge Stock.—During the year 1 locomotive, 2 ft. 6 in. gauge, was built at Newport for use on the Beech Forest line, and 21 medium waggons, 2 louvered waggons, 2 cars, and 2 cars and vans combined.

New Shop Machinery.—The following machines and other equipment have been added to the Newport shop during the year :—

- 2 New 5-cwt. steam hammers.
- 2 Lathes from Port Melbourne, and 1 from Maryborough, removed and re-erected.
- 2 New wall drilling machines.
- 1 New large plate levelling rolls.
- 1 New hydraulic pump and accumulator.
- 2 Blaisdell's lathes.
- 1 Milling machine.
- 1 Radial milling machine.
- 1 Tabor moulding machine.
- 1 Tenoning machine.
- 1 General joiner.
- 1 Cupola, made and erected.
- Travellers and jib crane for foundry, made and erected.
- 1 New plate furnace in boiler shop.

Vision Tests.—The examination of the eyesight of employes concerned in the running of trains has been continued, and is now completed.

Casualties.—During the year there were two serious derailments—one at Fairfield and the other at Yering. Apart from these the trains were run without any serious casualty; the enormous traffic during the Royal visit was carried on without a single hitch or accident, which reflects every credit on the staff, who cheerfully worked very long hours, and materially helped to bring about this desirable result.

I have the honour to be, Sir,

Your obedient servant,

T. H. WOODROFFE,

Chief Mechanical Engineer.

The Acting Commissioner.

No.

VICTORIAN

Dr.

GENERAL BALANCE-SHEET

	£	s.	d.	£	s.	d.	£	s.	d.
To Net proceeds of current Loans allocated to Railways (for details see Return No. 12)	...			37,338,571	18	7			
„ Railway Loan Liquidation and Construction Account, Act No. 360 ...	2,200,000	0	0						
„ Railway Loan Liquidation and Construction Account, Act No. 1182 ...	25,000	0	0						
„ Land Fund, Acts Nos. 812 and 1106 ...	578,740	6	1	2,803,740	6	1			
„ Interest Construction Account (charged to capital cost of certain lines under the provisions of clause 2, Act No. 1288)				8,420	0	0	40,150,732	4	8
„ Net Railway Revenue (after paying Working Expenses and Pensions and Gratuities) to 30th June, 1901				27,908,800	4	9			
„ Amount received from Consolidated Revenue towards Interest Charges, Loan Redemptions, and Sundry Works of Construction				10,518,566	16	2	38,427,367	0	11
„ Railway Stores Suspense Account (Special Advance)							150,000	0	0
„ Sundry Creditors (including Unadjusted Departmental Salaries and Wages for June)							152,224	19	0
							78,880,324	4	7

Audited and found correct—

HAROLD KENT,
Railways Auditor,
27th August, 1901.

4.

RAILWAYS.

AT 30TH JUNE, 1901.

Cr.

	£	s	d.	£	s	d.	£	s	d.
By Expenditure on Construction of Railways—									
„ Cost of Lines (for details see Return No. 11)				31,531,759	16	9			
„ Works Melbourne to Essendon Junction	1,559,484	7	7						
„ Railway Offices, Spencer-street	159,892	12	0						
„ Sheds and Workshops, Williamstown	154,054	10	9						
„ „ „ Newport	355,143	0	0						
„ General Construction Account (Capital Charges common to all lines)	343,581	17	0						
„ General Surveys	301,397	9	10						
				2,873,553	17	2			
„ Rolling-stock	5,711,486	13	4						
„ „ „ Narrow-gauge	28,603	9	1						
				5,740,090	2	5			
„ Interest paid on Loan Moneys to 30th June, 1900	35,545,270	7	9				40,145,403	16	4
„ Expenses on Interest Payments to 30th June, 1900	475,064	10	7						
				36,020,334	18	4			
„ Interest and Expenses on Interest Payments for Year ending 30th June, 1901 (Approximate)				1,469,561	0	0			
							37,489,895	18	4
„ Treasury Advances for Payment of Salaries and Wages (Unadjusted)							150,000	0	0
„ Stores Depreciation Account (Act 1439, section 20, clause 3)				109,615	13	8			
„ Less Permanent-way Material Suspense Account				61,328	16	9			
							48,286	16	11
„ Stores and Material on hand							555,051	9	0
„ Railway Stores Suspense Account (for details see Return No. 10)				144,184	9	2			
„ Amount in hands of Agent-General, London				39,760	13	0			
							183,945	2	2
„ Agent-General, London (Unexpended Balance under Act 1234, Item 5)							200	17	11
„ Railway Accident Fund (for details see Return No. 9)							88,683	5	8
„ Sundry Debtors							3,013	17	4
„ Unexpended Balances of Loan Moneys							215,843	0	11
							78,880,324	4	7

J. HAMILTON REID,
Chief Accountant.

VICTORIAN RAILWAYS.

No. 5.

SUMMARY OF WORKING FOR THE YEAR ENDING 30TH JUNE, 1901.

Cr.

Dr.

	£	s.	d.	£	s.	d.	£	s.	d.
To Total Working Expenditure * ...	...			1,984,796	2	5	By Total Revenue † ...	...	3,337,796 12 9
„ Interest on Railway Loans : Treasury debit (Approximate) £1,454,231 0 0							„ Estimated value of services rendered to Departments of the State and Commonwealth, for which no payment is received ...	...	31,000 0 0
„ Expenses on Interest Payments : Treasury debit (Approximate) 15,330 0 0							„ Balance (deficit) ...	...	80,808 9 8
Less Interest at 2 per cent., calculated on the Weekly Unexpended Balances of Loan Moneys ...				1,469,561 0 0					
				4,752 0 0					
Net Interest and Charges ...				...					
				1,464,809 0 0					
				3,449,605 2 5					3,449,605 2 5

* Includes £21,500 recoups to Loan Funds. Amount paid for Pensions and Gratuities, £90,442 15s. 6d., not included.
† Includes amounts paid by Treasury for carriage of grain, &c., at reduced rates, £67,998, and for carriage of Victorian coal, £11,430.

Audited and found correct—

HAROLD KENT,
Railways Auditor,
27th August, 1901.

J. HAMILTON REID,
Chief Accountant.

VICTORIAN RAILWAYS.

No. 6.

STATEMENT OF WORKING EXPENDITURE AND REVENUE FOR THE YEAR ENDED 30TH JUNE, 1901, COMPARED WITH THE CORRESPONDING PERIOD IN 1900.

EXPENDITURE.	See Abstract.	Year ended 30th June—				REVENUE.	—	Year ended 30th June—			
		1901.		1900.	1901.			1900.			
		£	s. d.	£	£			s. d.	£		
To Maintenance of Way, Works, and Buildings	A	518,488	6 5	498,459	By Passengers—	£	1,368,311	3 11	1,214,348		
Locomotive Power	B	646,191	10 4	537,340	First Class	422,794	1 8	376,033			
Carriages and Waggon—Repairs and Renewals	C	147,153	3 3	142,639	Second Class	739,312	9 11	644,644			
Traffic Expenses	D	609,000	9 3	564,908	First Class Season	148,311	5 4	138,444			
Compensation (Personal, Goods, and other Property)	E	7,944	14 9	6,862	Second Class Season	57,893	7 0	55,227			
General Charges	F	56,017	18 5	57,093	Parcels, Horses, Carriages, &c. Mails	128,797	17 0	129,076			
		1,984,796	2 5	1,807,301	Total Coaching	63,785	2 4	62,170			
					Live Stock	£	1,560,894	3 3	1,405,594		
					Merchandise and Minerals	156,825	15 7	148,196			
					Total Goods	1,555,667	16 11	1,497,656			
					Rents	£	1,711,893	12 6	1,555,252		
					Miscellaneous	£	49,392	9 10	49,139		
					Grand Total	£	15,616	7 2	15,177		
						£	3,337,796	12 9	3,025,162		

This Statement does not include any sum for services rendered to State Departments for which no payment is received.

Audited and found correct—

HAROLD KENT,
Railways Auditor,
27th August, 1901.

J. HAMILTON REID,
Chief Accountant.

VICTORIAN RAILWAYS.

No. 8.

COMPARATIVE STATEMENT showing the ANALYSIS OF REVENUE for Years ending 30th June, 1901, and 30th June, 1900.

	Year ending 30th June, 1901.			Year ending 30th June, 1900.		
	Number.	Revenue.	Revenue per Mile.	Number.	Revenue.	Revenue per Mile.
		£	£		£	£
Passengers, 1st Class ...	12,567,291	422,794	130·9	10,989,706	376,035	118·0
do. 2nd do. ...	21,577,809	739,313	228·9	19,478,130	644,644	202·3
Season Tickets, 1st Class	151,490	148,311	45·9	133,288	138,444	43·4
do. 2nd do. ...	146,700	57,893	17·9	138,289	55,227	17·3
Horses, Carriages, & Dogs	...	12,964	4·0	...	11,702	3·6
Parcels, Excess Luggage	...	...	...	...	...	...
and Cloak-room ...	...	115,834	35·8	...	117,376	36·8
Mails ...	...	63,785	19·7	...	62,169	19·5
Total Coaching ...	...	1,560,894	483·1	...	1,405,595	440·9
Goods and Minerals ...	3,155,697	1,555,068	481·6	2,791,650	1,407,056	441·6
Live Stock ...	226,163	156,826	48·5	206,653	148,195	46·5
Total Goods ...	...	1,711,894	530·1	...	1,555,251	488·1
Rents ...	...	49,392	15·2	...	49,139	15·4
Miscellaneous ...	...	15,616	4·8	...	15,177	4·7
Total Revenue ...	...	3,337,796	1033·2	...	3,025,162	949·1

COMPARATIVE STATEMENT showing the ANALYSIS OF PASSENGER TRAFFIC for Years ending 30th June, 1900 and 1901.

	Year ending 30th June, 1901.		Year ending 30th June, 1900.	
	Number.	Revenue.	Number.	Revenue.
		£		£
Country Passengers, 1st Class ...	689,304	232,317	599,195	207,756
do. do. 2nd do. ...	3,344,568	544,319	2,954,727	469,104
do. Season Tickets, 1st Class	1,496	51,815	1,500	50,901
do. do. 2nd do. ...	2,249	8,355	1,655	7,506
Suburban Passengers, 1st do. ...	11,586,168	177,308	10,161,855	155,756
do. do. 2nd do. ...	17,820,643	183,420	16,137,346	164,398
do. Season Tickets, 1st do. ...	149,994	96,496	131,788	87,542
do. do. 2nd do. ...	144,451	49,538	136,634	47,721
Race and Special Picnic Traffic, within 20 miles of Melbourne	Passengers, 1st Class	291,819	13,169	228,656
	do. 2nd do.	412,598	11,574	386,057
Total ...	...	1,368,311	...	1,214,347

SUMMARY of Passengers on All Lines of Railway during Years ending 30th June, 1901 and 1900.

	1901.	1900.
Number of Ordinary Passengers ...	34,145,100	30,467,836
Season Ticket-holders' Journeys ...	20,558,962	18,865,063
Total ...	54,704,062	49,332,899

SUMMARY of Suburban Passengers (exclusive of Race and Special Picnic Traffic) within 20 miles of Melbourne for Years ending 30th June, 1901 and 1900.

	1901.	1900.
Number of Ordinary Passengers ...	29,406,811	26,299,201
Season Ticket-holders' Journeys ...	20,009,183	18,190,022
Total ...	49,415,994	44,489,223

VICTORIAN RAILWAYS.

No. 9.

RAILWAY ACCIDENT FUND (Act 55 Vict. No. 1250).

Dr.				£	s.	d.				£	s.	d.	Cr.
To Balance from 1899-1900	...	...	...	75,000	17	5							
" Amount paid into the Railway Accident Fund, in accordance with Sec. 46, clause 2, of Act No. 1250, being 10s. per £100 received for fares for the conveyance of passengers, and charges for live-stock, goods, and parcels, from 1st July, 1900, to 30th June, 1901	...	...	...	16,363	19	9	By compensation claims paid out of above Fund, as provided by Sec. 46, clause 4 (included in the working expenditure for the year)						2,681 11 6
							" Balance...						88,683 5 8
				91,364	17	2							91,364 17 2

No. 10.

RAILWAY STORES SUSPENSE ACCOUNT (Act 1439, Section 20).

Dr.				£	s.	d.				£	s.	d.	Cr.
To Balance, 1899-1900	...	...	...	167,888	6	8							
" " in hands of Agent-General in London	...	...	...	32,532	19	0	By Colonial Purchases						544,161 2 10
" Issues (Revenue)	...	...	...	524,506	7	4	" Purchases through Agent-General in London						51,969 10 8
" " (Capital)	...	...	...	146,248	0	9	" Returns into Stock (Revenue)						110,619 7 6
" " (Sales)	...	...	...	34,154	10	2	" " (Capital)						14,635 0 9
				704,908	18	3	" Balance in hands of Agent-General in London						39,760 13 0
							" " (including Advance, £150,000)						144,184 9 2
				£905,330	3	11							£905,330 3 11

VICTORIAN RAILWAYS.

No. 11.

STATEMENT showing the Cost of EACH LINE, TOTAL LENGTH, ETC., with Average Cost per Mile,
at 30th June, 1901.

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.		
	Double.	Single.	Total.	Highest.	Lowest.		Total.		Average per Mile.
	Miles.	Miles.	Miles.	Feet.	Feet.		£	s. d.	£
Melbourne to Bendigo (exclusive of works, Melbourne to Essendon Junction) ...	100 $\frac{3}{4}$	...	100 $\frac{3}{4}$	1,902	18	1 in 50	4,813,383	18 5	47,776
Bendigo to Echuca (including Bridge over River Murray at Echuca and Bendigo Cattle-yards Branch) ...	...	56	56	758	314	1 " 52	692,517	17 2	12,366
Lancefield Junction to Lancefield ...	...	14 $\frac{1}{2}$	14 $\frac{1}{2}$	1,675	1,072	1 " 40	64,994	18 1	4,482
Lancefield to Kilmore ...	...	18 $\frac{1}{2}$	18 $\frac{1}{2}$	1,734	1,160	1 " 40	117,421	3 11	6,347
Kilmore Junction to Bendigo (Cattle Siding) ...	...	68	68	1,450	526	1 " 50	393,391	2 2	5,785
Carlsruhe to Daylesford ...	...	22 $\frac{1}{2}$	22 $\frac{1}{2}$	2,469	1,791	1 " 50	175,991	8 1	7,736
Daylesford Junction to North Creswick ...	...	23 $\frac{1}{2}$	23 $\frac{1}{2}$	2,292	1,429	1 " 40	181,366	0 3	7,718
Kyneton (Redesdale Junction) to Redesdale ...	...	16	16	1,636	973	1 " 50	89,635	5 7	5,602
Castlemaine to Dunolly ...	...	47 $\frac{1}{2}$	47 $\frac{1}{2}$	948	579	1 " 40	391,287	8 1	8,238
Dunolly to St. Arnaud (including cost, but not the mileage, of Carapooee Ballast Pits Tramway) ...	...	33	33	943	611	1 " 50	168,073	17 8	5,093
St. Arnaud to Donald ...	...	23 $\frac{3}{4}$	23 $\frac{3}{4}$	868	374	1 " 50	99,576	14 5	4,193
Donald to Birchip ...	...	32 $\frac{1}{2}$	32 $\frac{1}{2}$	394	330	1 " 100	75,539	14 0	2,342
Birchip to Cronomby (Woomelang) ...	...	26 $\frac{1}{2}$	26 $\frac{1}{2}$	351	260	1 " 75	37,417	5 3	1,412
Dunolly to Inglewood ...	...	24 $\frac{3}{4}$	24 $\frac{3}{4}$	794	457	1 " 50	95,654	15 6	3,865
Castlemaine (Maldon Junction) to Maldon ...	...	10 $\frac{1}{2}$	10 $\frac{1}{2}$	1,177	890	1 " 40	61,812	10 10	6,031
Maldon (Laanecoorie Junction) to Shelbourne ...	...	9 $\frac{1}{2}$	9 $\frac{1}{2}$	1,126	649	1 " 50	68,346	4 7	7,010
Maryborough to Ballarat ...	...	42 $\frac{1}{2}$	42 $\frac{1}{2}$	1,525	732	1 " 40	280,630	13 8	6,603
Waubra Junction to Ballarat Race-course ...	...	2	2	1,508	1,466	1 " 50	7,426	0 4	3,713
Pisgah Junction to Waubra ...	...	13 $\frac{3}{4}$	13 $\frac{3}{4}$	1,533	1,341	1 " 60	71,785	1 0	5,221
Maryborough to Avoca ...	...	15	15	885	721	1 " 40	62,360	18 6	4,157
Avoca to Ararat ...	...	39 $\frac{1}{2}$	39 $\frac{1}{2}$	1,215	763	1 " 50	173,748	5 11	4,399
Bendigo to Inglewood ...	...	30	30	779	443	1 " 70	185,033	15 10	6,168
Inglewood to Charlton ...	...	42 $\frac{3}{4}$	42 $\frac{3}{4}$	639	422	1 " 50	180,897	0 11	4,232
Charlton to Wycheproof ...	...	16 $\frac{3}{4}$	16 $\frac{3}{4}$	521	356	1 " 50	87,392	0 9	5,297
Wycheproof to Sea Lake ...	...	47 $\frac{1}{2}$	47 $\frac{1}{2}$	357	172	1 " 94	70,916	6 7	1,485
Wedderburn Junction to Wedderburn ...	...	4 $\frac{1}{2}$	4 $\frac{1}{2}$	660	554	1 " 50	18,588	6 6	3,913
Korong Vale to Boort ...	...	18	18	459	296	1 " 50	75,464	9 4	4,192
Boort to Quambatook ...	...	22	22	419	287	1 " 75	42,754	14 11	1,943
Quambatook to Ultima ...	...	30 $\frac{1}{2}$	30 $\frac{1}{2}$	371	256	1 " 100	44,940	0 11	1,486
Eaglehawk to Kerang ...	...	73 $\frac{1}{2}$	73 $\frac{1}{2}$	742	255	1 " 70	301,560	19 6	4,089
Kerang to Swan Hill ...	...	35	35	286	225	1 " 100	161,907	3 2	4,626
Footscray to Williamstown (and Piers) ...	6	...	6	66	8	1 " 100	503,888	6 0	83,981
Newport to Braybrook Junction ...	...	4 $\frac{1}{2}$	4 $\frac{1}{2}$	110	48	1 " 92	27,046	2 9	5,694
Newport to Geelong (including Williamstown Race-course and Geelong Pier Branches) ...	2 $\frac{1}{2}$	38	40 $\frac{1}{2}$	113	11	1 " 81	1,183,492	7 1	29,043
Geelong to Colac (including Geelong Race-course Branch) ...	...	52 $\frac{1}{2}$	52 $\frac{1}{2}$	469	10	1 " 50	358,233	3 4	6,823
Colac to Camperdown ...	...	28	28	569	405	1 " 50	134,059	18 3	4,788
Camperdown to Warrnambool ...	...	42 $\frac{1}{2}$	42 $\frac{1}{2}$	550	13	1 " 50	357,247	14 5	8,406
Warrnambool to Koroit ...	...	9 $\frac{1}{2}$	9 $\frac{1}{2}$	245	19	1 " 50	82,817	5 5	8,718
Koroit to Port Fairy Pier ...	...	11 $\frac{1}{4}$	11 $\frac{1}{4}$	208	11	1 " 60	93,984	5 7	8,354
Geelong (Queenscliff Junction) to Queenscliff ...	...	20 $\frac{1}{2}$	20 $\frac{1}{2}$	264	10	1 " 50	112,476	7 2	5,421
Mount Moriac to Wensleydale ...	...	11 $\frac{1}{2}$	11 $\frac{1}{2}$	752	361	1 " 50	39,360	12 6	3,498
Birregurra to Forrest ...	...	19 $\frac{3}{4}$	19 $\frac{3}{4}$	579	363	1 " 40	147,184	15 3	7,452
Irrewarra to Beac ...	...	8 $\frac{1}{2}$	8 $\frac{1}{2}$	432	390	1 " 66	47,227	5 5	5,397
Colac to Beech Forest ...	...	...	...	...	...	...	48,049	14 6	In progress
Camperdown (Curdie's River Junction) to Timhoo ...	...	22 $\frac{1}{4}$	22 $\frac{1}{4}$	673	52	1 " 40	112,212	11 11	5,043
Terang to Mortlake ...	...	13	13	447	414	1 " 60	55,611	11 1	4,278
North Geelong to Ballarat ...	50	3 $\frac{1}{2}$	53 $\frac{1}{2}$	1,725	47	1 " 52	1,899,264	17 5	35,500
Ballarat to Ararat ...	3	54	57	1,517	960	1 " 50	412,997	7 10	7,246
Ararat to Stawell ...	...	18 $\frac{1}{2}$	18 $\frac{1}{2}$	1,086	761	1 " 100	179,067	1 1	9,550
Stawell to Horsham (including cost and mileage of line from Stawell Station to junction of Grampians Quarries Tramway, viz., 1 mile 7 chains) ...	...	54	54	761	423	1 " 100	341,089	10 9	6,317
Horsham to Dimboola ...	...	21 $\frac{1}{2}$	21 $\frac{1}{2}$	477	361	1 " 50	103,317	16 3	4,862
Dimboola to Serviceton (including cost, but not the mileage, of 1 $\frac{1}{2}$ miles constructed beyond Serviceton; also portion of cost, but not the mileage, of the Warranook Ballast Pits Tramway) ...	...	62	62	631	315	1 " 50	405,564	14 7	6,541
Braybrook Junction to Parwan ...	...	21 $\frac{3}{4}$	21 $\frac{3}{4}$	466	119	1 " 50	271,783	12 11	12,496
Parwan to Gordons ...	...	27 $\frac{1}{2}$	27 $\frac{1}{2}$	1,877	341	1 " 48	354,717	10 3	12,899
Gordons to Warrenheip ...	...	13	13	1,940	1,707	1 " 50	125,534	16 2	9,657
Lal Lal Race-course Branch ...	...	2	2	1,539	1,532	1 " 112	11,489	15 0	5,745
Ballarat East to Buninyong ...	...	7 $\frac{1}{2}$	7 $\frac{1}{2}$	1,626	1,436	1 " 40	66,358	18 10	8,848
Ballarat Cattle-yards Branch ...	...	3	3	1,523	1,446	1 " 60	12,862	7 2	4,287
Ballarat (Scarsdale Junction) to Scarsdale ...	...	13 $\frac{1}{2}$	13 $\frac{1}{2}$	1,516	1,157	1 " 50	59,801	17 3	4,513
Scarsdale to Linton ...	...	8	8	1,189	1,022	1 " 40	77,297	16 11	9,662
Ararat to Hamilton ...	...	66 $\frac{1}{2}$	66 $\frac{1}{2}$	1,028	572	1 " 50	322,349	15 4	4,847
Hamilton to Portland Pier ...	...	54	54	606	11	1 " 40	283,932	4 11	5,258
Dunkeld to Koroit ...	...	49 $\frac{1}{4}$	49 $\frac{1}{4}$	834	207	1 " 60	169,882	1 11	3,449
Hamilton to Penshurst ...	...	19	19	727	590	1 " 60	77,288	8 7	4,068
Hamilton (Coleraine Junction) to Coleraine ...	...	23	23	668	301	1 " 40	110,187	11 9	4,791
Braxholme to Casterton ...	...	32	32	572	149	1 " 40	177,069	7 9	5,533
Lubeck to Ripanyup (including portion of cost, but not the mileage, of the Warranook Ballast Pits Tramway) ...	...	9 $\frac{1}{2}$	9 $\frac{1}{2}$	487	455	1 " 147	44,996	13 8	4,737
Carried forward ...	163	1,705	1,868	...	...	...	18,101,562	8 10	...

* Mount Moriac to Wensleydale Line (11 $\frac{1}{2}$ miles) closed for traffic from 1st May, 1899, to 12th May, 1900; line re-opened on latter date, and special trains now run when required. —† Double line between Moorabool and Gheringhap converted into single —‡ Including 16 $\frac{1}{2}$ miles between Dunkeld and Penshurst dismantled.

No. 11.—STATEMENT showing the Cost of each Line, &c.—continued.

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.			
	Double.	Single.	Total.	Highest.	Lowest.		Total.		Average per Mile.	
	Miles.	Miles.	Miles.	Feet.	Feet.		£	s. d.	£	
Brought forward	163	1,705	1,868	...	...	...	18,101,562	8 10	...	
Murtoa to Warracknabeal (including portion of cost, but not the mileage, of the Warranook Ballast Pits Tramway)	...	31½	31½	464	360	1 in 66	144,603	18 2	4,627	
Warracknabeal to Beulah	...	22	22	359	288	1 " 80	52,597	11 9	2,391	
Beulah to Hopetoun	...	16	16	290	258	1 " 100	32,562	18 6	2,035	
Horsham to Noradjuha	...	20½	20½	488	395	1 " 50	80,057	15 11	3,953	
Natimuk (East Natimuk) to Goroke	...	28½	28½	624	394	1 " 50	63,235	6 6	2,238	
Dimboola to Jeparit	...	23	23	387	268	1 " 75	39,301	6 8	1,709	
Jeparit to Albacutya (Rainbow)	...	18½	18½	388	263	1 " 75	30,016	10 8	1,623	
Essendon Junction to Essendon (including Race-course Line)	5	...	5	148	14	1 " 67	160,595	1 9	32,119	
Essendon to Wodonga (including cost, but not the mileage, of Mangalore Ballast Pits Tramway)	61	121	182	1,147	105	1 " 50	2,249,666	15 6	12,361	
Wodonga to River Murray	...	2½	2½	538	312	1 " 75	36,353	8 1	16,157	
North Melbourne to Coburg	5	...	5	202	13	1 " 50	208,012	8 3	41,602	
Coburg to Somerton	...	7½	7½	530	202	1 " 50	72,630	1 8	9,684	
Royal Park (Junction) to Clifton Hill	...	2	2	136	103	1 " 50	154,575	16 0	56,209	
Fitzroy Branch	...	1	1	119	85	1 " 79	76,988	2 3	76,988	
Fitzroy (Whittlesea Junction) to Whittlesea	1½	20½	22	639	119	1 " 50	248,342	4 4	11,288	
Tallaroek to Yea	...	23½	23½	698	488	1 " 40	151,722	1 5	6,388	
Yea to Mansfield and Alexandra-road	...	55½	55½	1,304	557	1 " 40	335,906	11 4	6,025	
Mangalore to Shepparton	...	45	45	499	372	1 " 100	260,966	4 2	5,799	
Shepparton to Numurkah	...	20½	20½	376	348	1 " 206	81,187	8 2	3,960	
Numurkah to Cobram	...	21½	21½	376	355	1 " 165	82,965	10 8	3,859	
Murchison East to Rushworth	...	13½	13½	476	391	1 " 80	69,495	1 1	5,245	
Toolamba to Tatura	...	7	7	385	371	1 " 108	28,484	9 7	4,069	
Tatura to Echuca	...	34½	34½	377	320	1 " 122	156,533	3 8	4,505	
Shepparton to Dookie	...	15	15	500	372	1 " 100	54,075	16 1	3,605	
Dookie to Katamatite	...	17	17	490	383	1 " 69	5,294	15 5	Improvements only	
Numurkah to Nathalia	...	14	14	356	335	1 " 330	51,862	8 5	3,704	
Nathalia to Picola	...	6½	6½	335	325	1 " 264	12,968	15 0	1,921	
Benalla to St. James	...	20½	20½	583	450	1 " 75	78,459	11 11	3,827	
St. James to Yarrowonga	...	19½	19½	514	414	1 " 50	95,958	1 2	4,859	
Wangaratta to Whitfield	...	30½	30½	811	481	1 " 80	37,502	7 8	1,240	
Wangaratta (Beechworth Junction) to Beechworth	...	23	23	1,831	502	1 " 30	164,163	11 4	7,138	
Beechworth to Yackandandah	...	12½	12½	1,912	981	1 " 30	96,725	13 0	7,586	
Everton to Myrtleford	...	16½	16½	989	581	1 " 40	76,954	19 9	4,664	
Myrtleford to Bright	...	18½	18½	1,004	688	1 " 50	111,730	6 6	6,039	
Springhurst to Wahgunyah	...	14	14	623	454	1 " 50	71,633	2 6	5,117	
Wodonga to Tallangatta	...	25½	25½	726	530	1 " 40	187,770	3 9	7,364	
Spencer and Flinders streets connexion by viaduct	...	...	...	33	17	1 " 40	140,380	13 7	187,174	
Hobson's Bay Lines (Flinders-street to Port Melbourne, St. Kilda, Brighton, Hawthorn, and including works, Prince's-bridge to Chapel-street)	16½	...	16½	53	9	1 " 66	2,064,330	19 7	125,111	
Prince's bridge to Collingwood	...	...	...	...	...	...	150,505	6 8	In progress	
Collingwood to Heidelberg	...	5½	5½	196	68	1 " 50	195,809	10 0	37,297	
Heidelberg to Eltham	...	...	...	...	...	...	20,865	2 5	In progress	
Brighton Beach to Sandringham	2	...	2	58	20	1 " 97	71,709	12 11	35,855	
South Yarra to Oakleigh	6½	...	6½	184	22	1 " 50	293,157	3 4	43,431	
Oakleigh to Sale (including line to Sale wharf, 70 chains; also portion of cost of branch line to the Great Morwell Coy.'s mine, but not the mileage of same, viz., 3 miles 45 chains)	10	109	119	513	8	1 " 50	1,084,766	19 0	9,116	
Sale to Stratford (Junction)	...	9½	9½	64	33	1 " 66	42,693	14 2	4,616	
Oakleigh to Fairfield Park	...	12½*	12½*	249	72	1 " 50	298,869	15 3	24,398	
Caulfield to Frankston	10½	9½	20	166	10	1 " 50	190,399	1 8	9,520	
Frankston to Stony Point	...	18½	18½	327	10	1 " 50	103,273	2 11	5,582	
Mornington Junction to Mornington	...	7½	7½	194	60	1 " 50	63,264	9 9	8,163	
Frankston Cemetery Line	...	...	...	...	...	...	330	16 11	Surveys, &c.	
Dandenong (Great Southern Junction) to Port Albert	...	117½	117½	746	10	1 " 40	924,101	4 4	7,881	
Korumburra to Coal Creek	...	...	...	735	630	1 " 30	5,570	19 3	7,428	
Korumburra (Strezlecki Junction) to Strezlecki (Junction with Coal Creek Line)	...	2½	2½	765	573	1 " 30	11,541	1 4	5,129	
Korumburra (Jumbunna Junction) to Jumbunna	...	3½	3½	796	619	1 " 30	17,690	19 9	4,718	
Jumbunna to Outtrim	...	2½	2½	649	539	1 " 40	26,112	12 8	11,606	
Warragul to Neerim South	...	13½	13½	681	349	1 " 40	123,295	1 9	9,133	
Moe (Junction) to Thorpdale	...	10½	10½	798	219	1 " 40	116,324	4 9	10,821	
Morwell to North Mirboo	...	20	20	784	184	1 " 40	152,517	17 7	7,626	
Traralgon to Heyfield	...	23½	23½	262	93	1 " 50	122,162	1 5	5,254	
Heyfield to Bairnsdale (including extension to Bairnsdale wharf, 1 mile)	...	50½	50½	296	9	1 " 50	270,207	3 2	5,324	
Maffra to Briagolong	...	12½	12½	238	109	1 " 50	60,700	5 10	4,955	
Burnley to Waverley-road	...	5½†	5½†	111	33	1 " 60	171,394	9 1	29,808	
Hawthorn to Lilydale	...	11½	8½	484	41	1 " 40	370,229	8 7	18,283	
Lilydale to Healesville	...	15½	15½	351	230	1 " 40	211,524	10 6	13,870	
Hawthorn (Kew Junction) to Kew	...	1½	1½	119	41	1 " 40	74,754	2 7	59,803	
Ringwood to Upper Ferntree Gully	...	7½	7½	436	314	1 " 40	59,029	5 9	7,870	
Ferntree Gully to Gembrook	...	18	18	1,057	412	1 " 30	53,132	6 3	2,952	
Lilydale to Warburton	...	...	...	...	...	...	74,691	1 11	In progress	
Bungaree Junction to Race-course Reserve	...	1½	1½	1,884	1,848	1 " 50	2,962	14 8	1,975	
Total	294	2,960	3,254	...	...	...	31,531,759	16 9	...	

* Oakleigh to Ashburton closed for traffic, 3½ miles. Fairfield Park to Deep Dene closed for traffic, 4½ miles—† Including 1 mile between Darling and Waverley closed for traffic.

Gauge of lines—3,205½ miles 5ft. 3in.; 48½ miles 2ft. 6in.

VICTORIAN RAILWAYS.

No. 12.

STATEMENT OF THE RAILWAY DEBT ON 30TH JUNE, 1901, AND
THE ANNUAL INTEREST PAYABLE THEREON, ETC.

Act.	Rate of Interest per cent.	Principal (Stock at par) allocated to Railways.			Interest.			Loans are redeemable as under.
		£	s.	d.	£	s.	d.	
42 Vict. No. 608 ...	4½	4,156,573	12	2	187,045	16	3	In London—1st January, 1904
39 Vict. No. 531 ...	4	1,396,693	0	0	55,867	14	5	In London—1st July, 1901
45 Vict. No. 717 ...	4	2,769,006	2	4	110,760	4	10	In London—1st July, 1907
46 Vict. No. 739 ...	4	2,000,000	0	0	80,000	0	0	In London—1st April, 1908
47 Vict. No. 760 ...	4	3,758,788	0	3	150,351	10	5	In London—1st October, 1913
48 Vict. No. 805 ...	4	3,251,172	4	3	130,046	17	9	In London—1st October, 1919
49 Vict. No. 845 ...	4	4,500,000	0	0	180,000	0	0	In London—1st October, 1920
56 Vict. No. 1287...	4	2,107,000	0	0	84,280	0	0	In London—After 1st January, 1911, upon one year's notice, and upon Parliament by Act providing funds for repayment; if not sooner re- deemed, on 1st January, 1926 (altered to this date by Act No. 1105)
56 Vict. No. 1296...	4	464,672	1	0	18,586	17	8	In Melbourne—After 1st April, 1913, upon one year's notice, and upon Parliament by Act providing for repayment; if not sooner redeemed, on 1st April, 1923
62 Vict. No. 1574...	4	350,000	0	0	14,000	0	0	Under provisions of section 5, Act 1564, out of Consolidated Revenue
52 Vict. No. 989 ...	3½	2,673,913	0	11	93,586	19	2	In London—1st October, 1923
53 Vict. No. 1032...	3½	3,150,000	0	0	110,250	0	0	In London—1st October, 1923 (altered to this date by Act No. 1057)
54 Vict. No. 1196...	3½	2,226,086	19	1	77,913	0	11	In London—After 1st January, 1921, upon one year's notice, and upon Parliament providing for repayment; if not sooner redeemed, on 1st January, 1926
55 Vict. No. 1217...	3½	1,666,666	13	4	58,333	6	8	In London—After 1st January, 1921, upon one year's notice, and upon Parliament providing for repayment; if not sooner redeemed, on 1st January, 1926
62 Vict. No. 1562...	3½	287,000	0	0	10,045	0	0	Under provisions of Act No. 1561
60 Vict. No. 1451...	3¼	48,591	7	0	...			Payable out of Consolidated Revenue in amounts of £25,000 each year, commencing 1st January, 1899
60 Vict. No. 1468...	3	1,130,372	18	0	33,911	3	9	In Melbourne—All or any of the Stock after expiration of 20 years from 30th September, 1897, upon Par- liament providing funds for the purpose, and upon 12 months' pre- vious notice of intention to redeem such Stock having been given under the hand of the Treasurer by adver- tisement in the <i>Government Gazette</i> and also in two daily newspapers published in Melbourne
Carried forward		35,936,535	18	4	1,394,978	11	10	

No. 12.—STATEMENT of the Railway Debt on 30th June, 1901, and the Annual Interest payable thereon, &c.—*continued*.

Act.	Rate of Interest per cent.	Principal (Stock at par) allocated to Railways	Interest.	Loans are redeemable as under.
		£ s. d.	£ s. d.	
Brought forward ...		35,936,535 18 4	1,394,978 11 10	
62 Vict. No. 1560...	3	1,530,632 16 11	45,918 19 9	Victorian Consolidated Inscribed Stock. Redeemable at a fixed date or interminable.
62 Vict. No. 1564...	3	98,716 15 1	2,961 10 1	Payable out of Consolidated Revenue in amounts of £25,000 each year, commencing 1st July, 1900.
63 Vict. No. 1623...	3	146,646 6 8	4,399 7 10	Payable out of Consolidated Revenue in amounts of £10,000 each year, commencing 1st July, 1901. See Act 1564, section 5
64 Vict. No. 1659...	3	266,247 8 2	7,987 8 5	Payable out of Consolidated Revenue in amounts of £10,000 each year, commencing 1st July, 1901. See Act 1564, section 5
Less Discount and Expenses on Sale of Debentures £1,118,159 2 2		37,978,779 5 2	1,456,245 17 11	Average rate of annual interest payable, 3·83 per cent.
Deduct Net Premiums on Debentures 477,951 15 7		640,207 6 7		
		37,338,571 18 7	...	Average rate of annual interest payable on amount of loan moneys allocated to railways, 3·90 per cent.

VICTORIAN RAILWAYS.

No. 13.

STATEMENT SHOWING POSITION OF SPECIAL FUNDS PROVIDED FROM LOANS FOR RAILWAY WORKS AND ROLLING-STOCK, TO BE RECOUPED FROM WORKING EXPENSES.

Act No.	Works Authorized.	Total Amount Authorized.	Repayable to Loans as under.	Expenditure to 30.6.01.	Unexpended Balances.	Amount Repaid to 30.6.01 out of Votes for Working Expenses.	Balance Repayable.
		£ s. d.		£ s. d.	£ s. d.	£	£
1451, Sect. 3 ...	Converting 1st class bogie cars into 2nd class corridor cars, £15,000 Converting 2nd class bogie cars into composites, £800 Replacing old waggons with modern standard stock of greater capacity, suitable for carriage of perishable produce and coal traffic, £43,500 Relaying line between Dimboola and South Australian Border, £14,000 Allowance for contingencies on above works, £1,700	75,000 0 0	In ten yearly instalments of £7,500	71,091 7 0	3,908 13 0	22,500	52,500
1566, Sect. 2 ...	Towards relaying with 80-lb. rails, to replace 66-lb. rails on the following lines:—Newport to Geelong and Ballarat, Braybrook Junction to Warrenheip, Caulfield to Warragul, North-Eastern—say 185 miles, £101,534 Towards providing 100 2nd class or composite bogie cars for long distance branch lines, £36,666	138,200 0 0	In nine yearly instalments of £14,000, and one of £12,200	88,703 7 4	49,496 12 8	14,000	124,200
	Totals ... £	213,200 0 0	...	159,794 14 4	53,405 5 8	36,500	176,700

VICTORIAN RAILWAYS.

No. 14.

GENERAL COMPARATIVE STATEMENT for Twenty-nine Years, from 1st July, 1871, to 30th June, 1901.*

Year.	Miles open at end of Year.	Average Miles open during the Year.	CONSTRUCTION.		ROLLING-STOCK.					Number of Passengers conveyed.	Tonnage of Goods and Live Stock conveyed.	GROSS REVENUE.			Total Train Miles Run.	Gross Receipts per Train Mile.	
			Capital Cost, including Rolling-stock.	Average Cost per Mile open.	Passenger Engines.	Goods Engines.	Passenger Vehicles.	Goods and other Vehicles.	Vans and Sundries.			From Passenger and Live Traffic.	From Goods and Live Stock Traffic.	Total.			Per Average Mile open.
1871-2	313	267	£ 10,034,772	32,060	51	41	144	1,449	115	1,508,671	489,126	£ 236,671	400,961	£ 637,632	2,388	1,173,434	s. d. 10/10.41
1872-3	360	335	10,815,868	30,128	51	43	145	1,519	125	1,720,815	569,871	260,756	442,972	703,728	2,101	1,354,131	10/4.72
1873-4	441	414	11,557,484	26,207	52	54	160	1,641	131	2,039,030	681,710	304,073	546,969	831,042	2,056	1,667,124	10.2.52
1874-5	586	541	12,411,672	21,143	58	63	183	1,853	149	2,664,743	677,592	350,417	569,591	920,008	1,701	2,051,710	8/11.50
1875-6	620	608	13,239,405	21,354	58	63	205	1,980	149	2,905,487	797,617	388,228	606,539	994,767	1,636	2,280,092	8.8.71
1877	931	787	14,562,984	15,642	76	63	221	2,212	161	3,337,029	913,294	460,459	675,340	1,135,799	1,443	2,786,581	8/1.82
1878	1,035	967	15,343,240	14,824	80	68	231	2,602	161	3,810,294	914,044	515,351	701,324	1,216,675	1,258	3,095,590	7/10.33
1879	1,108	1,091	16,251,420	14,667	87	76	243	2,864	204	4,148,319	918,388	521,383	700,724	1,222,107	1,120	3,462,622	7/0.71
1880	1,199	1,194	18,041,295	15,047	119	78	371	3,185	226	15,990,330	1,241,225	674,890	818,027	1,492,917	1,250	4,380,802	6/9.79
1881	1,247	1,215	18,603,830	14,919	122	88	398	3,398	211	18,964,214	1,366,603	770,617	894,592	1,665,209	1,371	4,633,267	7.2.26
1882	1,355	1,300	19,746,915	14,573	126	102	456	3,720	231	21,868,581	1,568,251	835,710	945,368	1,781,078	1,370	5,069,389	7.0.32
1883	1,562	1,432	21,488,065	13,757	132	127	590	4,258	235	25,064,937	1,698,770	917,453	980,858	1,898,311	1,326	5,701,513	6/7.91
1884-5	1,676	1,655	22,914,449	13,672	144	161	701	4,511	286	31,241,043	1,887,379	1,072,708	1,109,224	2,181,932	1,318	6,849,818	6/4.45
1885-6	1,743	1,691	24,357,814	13,975	153	179	753	4,883	289	37,153,655	2,202,206	1,187,548	1,141,578	2,329,126	1,377	7,256,703	6/5.03
1886-7	1,880	1,791	26,171,609	13,921	152	194	808	5,297	336	41,856,404	2,325,532	1,259,496	1,193,582	2,453,078	1,370	7,991,378	6.1.67
1887-8	2,018	1,947	28,212,064	13,981	169	195	819	6,242	349	47,244,643	2,660,550	1,397,050	1,358,999	2,756,049	1,415	9,082,312	6.0.83
1888-9	2,197‡	2,142	31,189,517	14,195	171	211	900	6,099	350	57,481,697	3,060,721	1,668,540	1,441,600	3,110,140	1,452	10,680,743	5/9.88
1889-90	2,469§	2,329‡	34,370,031	13,917	197	233	961	7,099	395	58,951,796	3,086,888	1,681,183	1,450,683	3,131,866	1,344	11,773,152	5/3.84
1890-91	2,763	2,650‡	36,341,626	13,153	210	245	1,085	8,035	437	57,996,039	3,262,427	1,706,803	1,591,764	3,298,567	1,245	12,249,747	5/4.63
1891-2	2,903	2,820‡	37,085,509	12,775	213	249	1,114	8,179	463	55,148,122	2,720,886	1,644,315	1,450,807	3,095,122	1,094	11,807,677	5/2.91
1892-3	2,975	2,933	37,462,372	§ 12,665	248	251	1,107	8,530	469	55,148,122	2,720,886	1,644,315	1,450,807	3,095,122	998	10,775,134	5/5.17
1893-4	3,020	2,981‡	37,748,563	§ 12,570	262	254	1,096	8,597	474	46,880,378	2,558,378	1,359,675	1,366,484	2,726,159	914	10,145,307	5/4.49
1894-5	3,120	3,082‡	37,922,207	§ 12,221	262	255	1,087	8,591	468	46,880,378	2,558,378	1,359,675	1,366,484	2,726,159	837	9,567,453	5/4.76
1895-6	3,122‡	3,121	38,108,151	§ 12,272	262	255	1,075	8,546	473	49,993,798	2,163,722	1,264,219	1,137,173	2,401,392	769	8,989,391	5/4.11
1896-7	3,129	3,126	38,329,402	§ 12,317	262	255	1,068	8,578	475	42,263,638	2,383,445	1,328,687	1,287,248	2,615,935	837	9,228,687	5/8.03
1897-8	3,113	3,123‡	38,602,304	§ 12,404	261	256	1,061	8,677	494	43,090,749	2,408,665	1,325,062	1,283,834	2,608,896	835	9,239,657	5/7.77
1898-9	3,143	3,122	39,056,451	§ 12,450	263	254	1,092	8,994	499	45,805,043	2,779,748	1,372,000	1,591,729	2,873,729	920	9,714,298	5/11.00
1899-00	3,218	3,186	39,658,819	§ 12,357	266	253	1,129	9,065	501	49,332,899	2,998,303	1,469,910	1,555,252	3,025,162	950	10,107,549	5/11.83
1900-01	3,237‡	3,228‡	40,145,404	12,402	273	255	1,147	9,201	528	54,704,062	3,381,860	1,625,993	1,711,894	3,337,797	1,034	11,066,016	6.0.39

* Half-years ending 31st December, 1876, and 30th June, 1884, not included. —† The Hobson's Bay Suburban Lines included since 1880. —§ Seventeen miles, Dookie to Kakanabite Tramway, not included; † 16½ miles, Dunkeld to Penrhurst is included. —|| Miles open at 30th June, 1898, reduced 10½ miles in consequence of the dismantling of section of line between Dunkeld and Penrhurst. Average miles reduced for portion of year. Note.—The figures for Rolling Stock do not include Narrow Gauge Stock.

No. 14—continued.

GENERAL COMPARATIVE STATEMENT for Twenty-nine Years, from 1st July, 1871, to 30th June, 1901.*

Year.	MAINTENANCE.			LOCOMOTIVE.			CARRIAGE AND WAGON REPAIRS, ETC.			TRAFFIC.			COMPENSATION.		
	Amount.	Cost per Average Mile open.	Cost per Train Mile run.	Per Cent. of Gross Receipts.	Amount.	Cost per Train Mile run.	Per Cent. of Gross Receipts.	Amount.	Cost per Train Mile run.	Per Cent. of Gross Receipts.	Amount.	Cost per Train Mile run.	Per Cent. of Gross Receipts.	Amount.	Cost per Train Mile run.
	£	£	s. d.		£	s. d.		£	s. d.		£	s. d.		£	s. d.
1871-2	69,180	259	1/2 15	10·85	85,739	1/5 54	13·45	17,615	0/3 60	2·76	95,718	1/7 58	15·00	1,062	0/0 22
1872-3	72,083	215	1/0 77	10·25	97,822	1/5 34	13·90	21,250	0/3 77	3·02	112,455	1/7 93	15·98	3,353	0/0 59
1873-4	74,999	181	0/10 79	8·81	121,878	1/5 55	14·32	29,602	0/4 26	3·48	136,243	1/7 61	16·01	769	0/0 11
1874-5	130,436	241	1/3 26	14·18	148,999	1/5 43	16·19	33,565	0/3 93	3·65	154,357	1/6 06	16·78	1,184	0/0 14
1875-6	128,679	212	1/1 54	12·94	153,617	1/4 17	15·44	39,551	0/4 16	3·97	162,202	1/5 07	16·31	1,384	0/0 15
1877	166,581	212	1/2 35	14·66	181,078	1/3 60	15·94	38,702	0/3 33	3·41	183,736	1/3 82	16·18	7,687	0/0 66
1878	155,410	161	1/0 05	12·77	204,806	1/3 88	16·83	45,720	0/3 54	3·76	192,318	1/2 91	15·81	10,481	0/0 81
1879	153,514	141	0/10 64	12·56	211,479	1/2 66	17·31	48,572	0/3 37	3·97	202,418	1/2 03	16·56	5,310	0/0 37
†1880	199,042	167	0/10 90	13·33	258,491	1/2 16	17·32	54,372	0/2 98	3·64	275,790	1/3 11	18·47	3,086	0/0 17
†1881	219,599	181	0/11 38	13·19	256,990	1/1 31	15·43	55,421	0/2 87	3·32	291,920	1/3 12	17·54	64,995	0/3 37
†1882	244,626	188	0/11 58	13·73	284,713	1/1 48	15·99	70,478	0/3 34	3·95	342,680	1/4 22	19·24	131,728	0/6 23
†1883	376,187	263	1/3 84	19·82	334,091	1/2 06	17·60	77,575	0/3 27	4·09	383,145	1/4 13	20·18	53,539	0/2 25
†1884-5	281,475	170	0/9 86	12·90	402,175	1/2 09	18·43	99,452	0/3 17	4·15	442,722	1/3 51	20·29	14,271	0/0 50
†1885-6	275,699	163	0/9 12	11·84	415,525	1/1 75	17·84	83,894	0/2 77	3·60	469,025	1/3 51	20·13	14,489	0/0 48
†1886-7	304,149	170	0/9 13	12·40	443,555	1/1 32	18·08	96,482	0/2 90	3·94	524,635	1/3 76	21·38	9,749	0/0 29
†1887-8	349,342	179	0/9 23	12·68	496,982	1/1 13	18·03	113,604	0/3 00	4·12	580,611	1/3 34	21·07	142,562	0/3 77
†1888-9	407,525	190	0/9 16	13·10	625,540	1/2 06	20·11	117,010	0/2 63	3·76	694,346	1/3 60	22·33	22,121	0/0 50
†1889-90	433,267	186	0/8 83	13·83	696,041	1/2 19	22·23	128,743	0/2 62	4·11	763,756	1/3 57	24·39	26,718	0/0 54
†1890-91	428,327	162	0/8 39	12·99	820,178	1/4 07	24·86	128,140	0/2 51	3·88	821,004	1/4 09	24·89	22,128	0/0 43
†1891-2	412,336	146	0/8 38	13·32	791,058	1/2 25	22·65	121,345	0/2 46	3·92	787,352	1/4 00	25·44	10,167	0/0 21
†1892-3	327,959	112	0/7 30	11·21	607,702	1/1 54	20·77	127,581	0/2 84	4·36	668,717	1/2 89	22·85	6,433	0/0 14
†1893-4	320,981	108	0/7 59	11·77	528,309	1/0 50	19·38	104,050	0/2 46	3·82	562,226	1/1 30	20·62	4,316	0/0 10
†1894-5	331,198	107	0/8 31	12·83	478,439	1/0 00	18·53	89,129	0/2 24	3·45	514,131	1/0 90	19·92	6,806	0/0 17
†1895-6	365,848	117	0/9 77	15·23	450,489	1/0 03	18·76	97,353	0/2 60	4·05	486,433	1/0 99	20·26	7,321	0/0 19
†1896-7	381,293	122	0/9 92	14·57	451,548	0/11 74	17·26	101,946	0/2 65	3·90	497,930	1/0 93	19·00	4,689	0/0 12
1897-8	408,837	131	0/10 62	15·67	459,992	0/11 95	17·63	111,113	0/2 89	4·26	526,958	1/1 69	20·20	7,892	0/0 20
†1898-9	480,792	154	0/11 88	16·73	502,763	1/0 42	17·49	130,659	0/3 23	4·55	546,754	1/1 51	19·03	3,611	0/0 09
†1899-00	498,459	156	0/11 84	16·48	537,340	1/0 76	17·76	142,639	0/3 39	4·72	564,908	1/1 41	18·67	6,862	0/0 16
†1900-01	18,488	161	0/11 25	15·53	646,192	1/2 02	19·36	147,153	0/3 19	4·41	609,000	1/1 21	18·24	7,945	0/0 17

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

No. 14—continued.

GENERAL COMPARATIVE STATEMENT for Twenty-nine years, from 1st July, 1871, to 30th June, 1901.*

Year.	GENERAL.		TOTAL WORKING COST.			NET EARNINGS.				NET ANNUAL INTEREST AND CHARGES.	BALANCE AFTER PAYING WORKING EXPENSES AND NET INTEREST, EXCLUSIVE OF PENSIONS AND GRATUITIES.		PERCENTAGE OF DEFICIT TO CAPITAL COST.	AMOUNT PAID FOR PENSIONS AND GRATUITIES NOT INCLUDED IN WORKING COST.		
	Amount.	Cost per Train Mile run.	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.	Per Cent. on Debt and Capital expended.			Dr.	
													£	s. d.	£	s. d.
1871-2	9,991	0 2 04	1 57	£ 279,304	43 80	s. d. 4 9 13	£ 1,046	£ 358,328	1,342	6 1 29	3 57	3 64	£ 263,412	...	2 62	500
1872-3	12,995	0 2 30	1 85	319,959	45 47	4 8 71	955	383,769	1,146	5 8 02	3 55	3 66	237,971	...	2 20	1,332
1873-4	10,130	0 1 46	1 19	373,621	43 90	4 5 79	902	477,421	1,153	5 8 73	4 13	4 43	140,929	...	1 22	1,004
1874-5	12,158	0 1 42	1 32	480,699	52 25	4 8 23	889	439,309	812	4 3 39	3 54	3 85	237,041	...	1 91	1,019
1875-6	12,952	0 1 36	1 30	498,388	50 10	4 4 46	820	496,379	816	4 4 25	3 75	4 10	179,971	...	1 36	1,019
1877	13,627	0 1 17	1 20	591,411	52 07	4 2 94	751	544,388	691	3 10 89	3 74	4 41	148,812	...	1 02	1,070
1878	14,862	0 1 15	1 22	623,597	51 25	4 0 35	645	593,078	613	3 9 98	3 87	4 62	139,140	...	0 91	2,102
1879	13,331	0 0 92	1 09	634,624	51 93	3 7 99	582	587,483	538	3 4 72	3 61	4 27	160,224	...	0 99	6,000
†1880	16,081	0 0 88	1 08	806,862	54 05	3 8 20	676	686,035	575	3 1 59	3 80	4 50	110,974	...	0 62	7,213
†1881	15,399	0 0 80	0 92	904,324	54 31	3 10 84	744	760,885	626	3 3 41	4 09	4 78	74,933	...	0 40	9,248
†1882	16,717	0 0 79	0 94	1,090,942	61 25	4 3 65	839	690,136	531	2 8 67	3 49	4 05	192,504	...	0 97	7,657
†1883	23,666	0 1 00	1 25	1,248,203	65 75	4 4 34	872	650,108	454	2 3 37	3 03	3 36	209,892	...	0 98	25,719
†1884-5	22,485	0 0 79	1 03	1,253,580	57 45	3 7 32	757	928,332	561	2 8 53	4 05	4 47	15,734	...	0 07	23,845
†1885-6	24,791	0 0 82	1 06	1,283,423	55 10	3 6 45	759	1,045,703	618	2 10 58	4 29	4 74	...	88,597	Cr.	27,114
†1886-7	25,194	0 0 76	1 03	1,403,764	57 22	3 6 16	784	1,049,314	586	2 7 51	4 01	4 45	...	63,809	Cr.	23,352
†1887-8	42,708	0 1 13	1 55	1,725,809	62 62	3 9 60	886	1,030,240	529	2 3 22	3 65	4 06	26,471	...	0 09	27,210
†1888-9	45,523	0 1 02	1 46	1,912,065	61 48	3 6 96	893	1,198,075	559	2 2 92	3 84	4 21	...	67,832	Cr.	33,772
†1889-90	52,234	0 1 06	1 67	2,100,759	67 08	3 6 82	902	1,031,107	443	1 9 02	3 00	3 29	190,083	...	0 55	31,399
†1890-91	51,784	0 1 01	1 57	2,271,561	68 97	3 8 50	857	1,027,006	387	1 8 12	2 83	3 10	293,032	...	0 81	39,084
†1891-2	55,833	0 1 13	1 80	2,088,091	67 46	3 6 44	738	1,007,031	356	1 8 47	2 72	2 96	379,998	...	1 02	50,048
†1892-3	51,270	0 1 14	1 75	1,789,662	61 17	3 3 86	610	1,136,286	387	2 1 31	3 03	3 30	283,639	...	0 76	67,629
†1893-4	37,684	0 0 89	1 38	1,557,566	57 13	3 0 85	522	1,168,593	392	2 3 64	3 10	3 36	292,256	...	0 77	93,620
†1894-5	43,486	0 1 09	1 68	1,463,189	56 68	3 0 70	475	1,118,402	363	2 4 06	2 95	3 20	300,445	...	0 79	84,509
†1895-6	49,294	0 1 32	2 05	1,456,738	60 66	3 2 89	467	944,654	303	2 1 22	2 48	2 69	493,949	...	1 30	94,693
†1896-7	47,901	0 1 25	1 83	1,484,407	56 74	3 2 60	475	1,131,528	362	2 5 43	2 95	3 20	295,924	...	0 77	83,958
†1897-8	51,280	0 1 33	1 97	1,566,073	60 03	3 4 68	501	1,042,823	334	2 3 09	2 70	2 93	374,446	...	0 97	83,720
†1898-9	51,862	0 1 28	1 80	1,716,441	59 73	3 6 41	550	1,157,288	371	2 4 59	2 96	3 21	294,800	...	0 75	81,284
†1899-00	57,093	0 1 35	1 89	1,807,301	59 74	3 6 91	567	1,217,861	383	2 4 92	3 07	3 32	192,587	...	0 49	95,239
†1900-01	56,018	0 1 21	1 68	1,984,796	59 46	3 7 05	615	1,353,001	419	2 5 34	3 37	3 64	80,808	...	0 20	90,443

* Half-years ending 31st December, 1876, and 30th June, 1884, not included. † The Hobson's Bay Suburban Lines included since 1880.
§ NOTE.—In years 1896-7 to 1899-00 the balance is reduced by £20,000 for services rendered for which no payment was received, and by £31,000 in the year 1900-1.

VICTORIAN RAILWAYS.

No. 15.

COMPARATIVE STATEMENT showing approximately the Expenditure on Capital Account for Sixteen Years ending 30th June, 1901.

Year ending 30th June.	New Lines and Surveys.	Capital Works on Existing Lines.	Rolling-stock.	Total.
	£	£	£	£
1886	878,811	361,375	203,178	1,443,364
1887	1,210,837	405,344	197,615	1,813,796
1888	1,381,522	418,587	240,346	2,040,455
1889	1,996,656	644,963	335,833	2,977,452
1890	1,776,972	762,700	640,843	3,180,515
1891	880,408	524,784	566,403	1,971,595
1892	308,127	192,397	243,159	743,683
1893	146,478	143,355	87,230	377,063
1894	210,202	44,365	31,624	286,191
1895	104,877	38,153	30,613	173,643
1896	25,892	153,219	6,834	185,945
1897	24,186	127,214	69,851	221,251
1898	12,551	177,512	82,839	272,902
1899	112,436	206,318*	135,393*	454,147
1900	190,626	290,656*	121,086*	602,368
1901	203,077	167,914*	115,594*	486,585
Total ...	9,463,658	4,658,856	3,108,441	17,230,955

NOTES.—* Recoups from Working Expenses deducted—

Years 1899 and 1900, Rolling-stock, £6,000; Works on Existing Lines, £1,500.

Year 1901, Rolling-stock, £10,000; Works on Existing Lines, £11,500.

Capital Works on Existing Lines for year 1901 includes £25,324 for awards and costs *in re* the Falkingham Arbitration Case, and year 1888 includes £6,700 for awards and costs *in re* Higgins and Wright Arbitration Case.

VICTORIAN RAILWAYS.

No. 15.

STATEMENT showing Dates of Opening and Length in Miles of the Different Sections of Victorian Railways to 30th June, 1901.

Date of Opening.	From—	To—	Length in Miles.	Authorized by Act—
1854—Sept. 13	Flinders-street	Port Melbourne	16½	16 Vict.— 20.1.53
1857—May 13	Flinders-street	St. Kilda		19 Vict.— 19.3.56
1859—Dec. 15	Flinders-street	Brighton		21 Vict. No. 42
1860—Oct. 1	Richmond	Hawthorn		21 Vict. No. 43
1857—June 17	Williamstown Junction	Geelong (including Pier)	39	21 Vict. No. 36
1859—Jan. 17	Footscray	Williamstown Pier	6	25 Vict. No. 150
" Feb. 10	Melbourne	Sunbury	23½	21 Vict. No. 36
1860—Oct. 21	Essendon Junction	Essendon	3½	21 Vict. No. 331
1861—July 8	Sunbury	Woodend	24½	21 Vict. No. 36
1862—April 11	North Geelong Junction	Ballarat	53½	21 Vict. No. 36
" 25	Woodend	Kyneton	8½	21 Vict. No. 36
" Oct. 21	Kyneton	Bendigo	44	21 Vict. No. 36
1864—Sept. 19	Bendigo	Echuca	55½	21 Vict. No. 36
1867—Nov. 30	Newmarket Junction	Race-course	1½	32 Vict. No. 331
1872—April 18	Essendon	Schoolhouse-lane	54	32 Vict. No. 331
" Aug. 26	Schoolhouse-lane	Seymour	2½	32 Vict. No. 331
" Nov. 20	Seymour	Longwood	23½	32 Vict. No. 331
1873—March 20	Longwood	Violet Town	20	32 Vict. No. 331
" Aug. 18	Violet Town	Benalla	16	32 Vict. No. 331
" Oct. 28	Benalla	Wangaratta	24	32 Vict. No. 331
" Nov. 21	Wangaratta	Wodonga	42½	32 Vict. No. 331
1874—July 7	Castlemaine	Maryborough	34	35 Vict. No. 415
" 7	Ballarat	Creswick	11½	35 Vict. No. 415
" Aug. 11	Ballarat	Beaufort	28½	35 Vict. No. 415
" Oct. 6	Maryborough	Dunolly	13½	35 Vict. No. 415
" Nov. 16	Creswick	Clunes	11½	35 Vict. No. 415
1875—Feb. 2	Clunes	Maryborough	19½	35 Vict. No. 415
" April 7	Beaufort	Ararat	28½	35 Vict. No. 415
" July 7	Beechworth Junction	Everton	12½	37 Vict. No. 475
1876—Feb. 15	Ararat	Scallan's Hill	17½	37 Vict. No. 475
" April 14	Scallan's Hill	Stawell	1	37 Vict. No. 475
" Sept. 19	Bendigo	Bridgewater	25½	37 Vict. No. 475
" 30	Everton	Beechworth	10½	37 Vict. No. 475
" Oct. 21	Maryborough	Avoca	15	37 Vict. No. 475
" Nov. 18	Bridgewater	Inglewood	4½	37 Vict. No. 475
" 25	Geelong	Winchelsea	25½	37 Vict. No. 475
1877—March 13	Winchelsea	Birregurra	12½	37 Vict. No. 475
" April 24	Ararat	Dunkeld	47½	37 Vict. No. 475
" June 1	Sale	Morwell	38½	37 Vict. No. 475
" July 27	Birregurra	Colac	12	37 Vict. No. 475
" Oct. 8	Oakleigh	Bunyip	38½	37 Vict. No. 475
" 29	Dunkeld	Hamilton	19	37 Vict. No. 475
" Dec. 1	Moe	Morwell	8½	37 Vict. No. 475
" 19	Hamilton	Portland	53	37 Vict. No. 475
" 19	Portland Station	Pier	1	37 Vict. No. 475
1878—Feb. 1	Race-course Junction	Geelong Race-course	2	41 Vict. No. 580
" March 1	Moe	Bunyip	32	37 Vict. No. 475
" Sept. 3	Dunolly	Bealiba	12	41 Vict. No. 580
" Dec. 17	Stawell	Murtoa	36½	41 Vict. No. 580
" 23	Bealiba	St. Arnaud	21	41 Vict. No. 580
1879—Jan. 29	Springhurst	Wahgunyah	14	41 Vict. No. 580
" Feb. 5	Murtoa	Horsham	17½	41 Vict. No. 580
" April 2	South Yarra	Oakleigh	6½	42 Vict. No. 604
" May 7	Warrenheip	Gordons	13	41 Vict. No. 580
" 21	Geelong	Queenscliff	20½	41 Vict. No. 580
" Dec. 20	Spencer-street	Flinders-street (connexion)	—	43 Vict. No. 643
1880—Jan. 13	Mangalore	Shepparton	45	42 Vict. No. 603
" 13	Toolamba	Tatura	7	43 Vict. No. 636
" Feb. 16	Carlsruhe	Trentham	10½	42 Vict. No. 606
" March 17	Trentham	Daylesford (including extension)	12	42 Vict. No. 606
1881—June 7	Lancefield Junction	Lancefield	14½	44 Vict. No. 671
" Aug. 11	Waubra Junction	Ballarat Race-course	2	44 Vict. No. 660
" Sept. 1	Shepparton	Numurkah	20½	44 Vict. No. 682
" Dec. 19	Caulfield	Mordialloc	10½	44 Vict. No. 682
1882—Jan. 26	St. Arnaud	Cope Cope	16½	44 Vict. No. 682
" April 3	Hawthorn	Camberwell	2	44 Vict. No. 682
" 15	Inglewood	Korong Vale	20	44 Vict. No. 682
" 22	Cope Cope	Donald	7½	44 Vict. No. 682
" July 1	Horsham	Dimboola	21½	44 Vict. No. 682
" Aug. 1	Mordialloc	Frankston	9½	44 Vict. No. 682
" Dec. 1	Camberwell	Lilydale	18½	44 Vict. No. 682
" 15	Kerang Junction	Raywood	13½	44 Vict. No. 682
1883—Feb. 19	Eaglehawk	Kerang Junction	1	44 Vict. No. 682
" April 20	Korong Vale	Charlton	22½	44 Vict. No. 682
" June 14	Wodonga	River Murray	2½	44 Vict. No. 682
" 21	Raywood	Mitiamo	22½	44 Vict. No. 682
Carried forward			1,403½	

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

No. 16.—STATEMENT showing Dates of Opening and Length in Miles of the Different Sections of Victorian Railways to 30th June, 1901—*continued*.

Date of Opening.	From—	To—	Length in Miles.	Authorized by Act—
		Brought forward ...	1,403 $\frac{1}{4}$	
1883—July 2	Korong Vale ...	Boort ...	18	44 Vict. No. 682
" Aug. 2	Colac ...	Camperdown ...	28	44 Vict. No. 682
" Sept. 1	Ballarat ...	Scarsdale ...	13 $\frac{1}{4}$	44 Vict. No. 682
" Sept. 3	Benalla ...	St. James ...	20 $\frac{1}{2}$	44 Vict. No. 682
" Oct. 1	Charlton ...	Wycheproof ...	16 $\frac{1}{2}$	44 Vict. No. 682
" Nov. 13	Traralgon ...	Heyfield ...	22 $\frac{1}{4}$	44 Vict. No. 682
" Dec. 16	Tallaroak ...	Yea ...	23 $\frac{3}{4}$	44 Vict. No. 682
" Dec. 17	Everton ...	Myrtleford ...	16 $\frac{1}{2}$	44 Vict. No. 682
1884—Feb. 12	Mitiamo ...	Pyramid Hill ...	12 $\frac{1}{2}$	44 Vict. No. 682
" April 15	Braxholme ...	Henty ...	23 $\frac{1}{4}$	44 Vict. No. 682
" April 2	Braybrook Junction ...	Melton ...	15 $\frac{1}{2}$	44 Vict. No. 682
" June 16	Castlemaine ...	Malden ...	10 $\frac{1}{2}$	44 Vict. No. 682
" Sept. 1	Henty ...	Casterton ...	8 $\frac{3}{4}$	44 Vict. No. 682
" Oct. 9	North Melbourne ...	Coburg ...	5	44 Vict. No. 682
" Oct. 25	Pyramid Hill ...	Keraug ...	24 $\frac{1}{2}$	44 Vict. No. 682
" Sept. 22	Traralgon Station ...	Heyfield Junction ...	1	44 Vict. No. 682
1885—April 10	Morwell ...	Boolarra ...	12	44 Vict. No. 682
" June 6	Race-course Junction ...	Williamstown Race-course	$\frac{1}{2}$	Acts 860, 889, 962, and 1381
" Sept. 8	Boolarra ...	Darlimurla ...	4 $\frac{1}{2}$	44 Vict. No. 682
1886—Jan. 1	Lal Lal Station ...	Lal Lal Race-course...	2	48 Vict. No. 821 & 58 Vict. No. 1381
" April 7	Darlimurla ...	North Mirboo ...	3 $\frac{1}{2}$	44 Vict. No. 682
" May 1	Melton ...	Parwan ...	6 $\frac{1}{4}$	44 Vict. No. 682
" May 6	St. James ...	Yarrowonga ...	19 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Nov. 12	Murtoa ...	Warracknabeal ...	31 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Dec. 15	Ballarat Cattle-yards Junction ...	Ballarat Cattle-yards	3	48 Vict. No. 821 & 58 Vict. No. 1381
" Dec. 22	Gordons ...	Ballan ...	7 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
1887—Jan. 19	Dimboola ...	Serviceton ...	62 *	48 Vict. No. 821 & 58 Vict. No. 1381
" Feb. 19	North Creswick ...	Rocky Lead ...	12 $\frac{3}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" March 16	Parwan ...	Bacchus Marsh ...	2 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" March 18	Heyfield ...	Maffra ...	11	48 Vict. No. 821 & 58 Vict. No. 1381
" April 21	Wedderburn Junction ...	Wedderburn ...	4 $\frac{3}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" June 23	Camperdown ...	Terang ...	13 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" June 1	Rocky Lead ...	Daylesford Junction ...	10 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Aug. 1	Lubeck ...	Rupanyup ...	9 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Aug. 19	Tatura ...	Echuca ...	34 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Sept. 25	Illosham ...	Noradjuha ...	20 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Sept. 2	Brighton Beach ...	Sandringham ...	2	48 Vict. No. 821 & 58 Vict. No. 1381
" Nov. 8	Maffra ...	Stratford ...	6	48 Vict. No. 821 & 58 Vict. No. 1381
" Sept. 24	Braybrook Junction ...	Newport ...	4 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Dec. 19	Hawthorn ...	Kew ...	1 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
1888—May 8	Royal Park Junction ...	Clifton Hill ...	2 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" May 8	Nicholson-street ...	Fitzroy ...	1	48 Vict. No. 821 & 58 Vict. No. 1381
" May 8	Clifton Hill ...	Collingwood ...	$\frac{3}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" May 8	Clifton Hill ...	Alphington ...	2 $\frac{1}{4}$	44 Vict. No. 682
" May 8	Alphington ...	Heidelberg ...	2 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" May 8	Moe Junction ...	Thorpdale ...	10 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" May 8	Sale Junction ...	Stratford Junction ...	9 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" May 8	Stratford ...	Bairnsdale ...	32 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" May 15	Lilydale ...	Yarra Flats ...	7	48 Vict. No. 821 & 58 Vict. No. 1381
" July 1	Bairnsdale Station ...	Bairnsdale Wharf ...	1	48 Vict. No. 821 & 58 Vict. No. 1381
" Oct. 1	Numurkah ...	Nathalia ...	14	48 Vict. No. 821 & 58 Vict. No. 1381
" Oct. 1	Numurkah ...	Cobram ...	21 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Oct. 1	Shepparton ...	Dookie ...	15	48 Vict. No. 821 & 58 Vict. No. 1381
" Oct. 1	Kilmore Junction ...	Kilmore ...	9 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Oct. 1	Bendigo ...	Heathcote ...	27 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Oct. 1	Pisgah Junction ...	Waubra ...	13 $\frac{3}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Oct. 1	Frankston ...	Mornington Junction ...	4 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Oct. 1	Dandenong (Great Southern Junction)	Tooradin ...	16	48 Vict. No. 821 & 58 Vict. No. 1381
" Nov. 20	Inglewood ...	Dunolly ...	24 $\frac{3}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Nov. 20	Hamilton (Coleraine Junction) ...	Coleraine ...	23	48 Vict. No. 821 & 58 Vict. No. 1381
1889—March 1	Yarra Flats ...	Healesville ...	8 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Aug. 7	Maffra ...	Briagolong ...	12 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Sept. 7	Irrewarra ...	Beeac ...	8 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Sept. 10	Mornington Junction ...	Mornington ...	7 $\frac{3}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Sept. 10	Mornington Junction ...	Hastings ...	8	48 Vict. No. 821 & 58 Vict. No. 1381
" Sept. 10	Wodonga ...	Huon-lane ...	14 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Sept. 12	Ballarat East ...	Buninyong ...	7 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Oct. 8	Whittlesea Junction ...	Preston Reservoir ...	4 $\frac{3}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Oct. 8	Coburg ...	Somerton ...	7 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Nov. 12	Yea ...	Molesworth ...	10 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Dec. 3	Heathcote ...	Tooborac ...	10 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Dec. 4	Bacchus Marsh ...	Ballan ...	17 $\frac{3}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Dec. 4	Ringwood ...	Upper Ferntree Gully ...	7 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Dec. 17	Hastings ...	Stony Point ...	6	48 Vict. No. 821 & 58 Vict. No. 1381
" Dec. 23	Preston Reservoir ...	Whittlesea ...	17 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
1890—Feb. 4	Terang ...	Mortlake ...	13	48 Vict. No. 821 & 58 Vict. No. 1381
" Feb. 4	Terang ...	Warrnambool ...	28 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Feb. 4	Koroit ...	Warrnambool ...	9 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Feb. 4	Koroit ...	Port Fairy (including Pier)	11 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" March 10	Williamstown Race-course	Extension of Line ...	1 $\frac{1}{4}$	Acts 860, 889, 962, and 1381
" March 17	Mount Moriac ...	Wensleydale ...	11 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" March 24	Burnley ...	Oakleigh ...	7 $\frac{1}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
		Carried forward ...	2,419 $\frac{1}{4}$	

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

No. 16.—STATEMENT showing Dates of Opening and Length in Miles of the Different Sections of Victorian Railways to 30th June, 1901—continued.

Date of Opening.	From—	To—	Length in Miles.	Authorized by Act—
		Brought forward ..	2,419 $\frac{1}{2}$	
1890—May 12	Warragul	Rokeby	8 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 30	Kerang	Swan Hill	35	48 Vict. No. 821 & 58 Vict. No. 1381
" " 30	Camberwell	Waverley-road	5	48 Vict. No. 821 & 58 Vict. No. 1381
" June 17	Molesworth	Cathkin	2 $\frac{3}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" July 18	Huon-lane	Bolga	6 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Aug. 22	Kilmore	Tooborac	20 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 22	Dunkeld	Koroit	49 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 22	Hamilton	Penshurst	19	48 Vict. No. 821 & 58 Vict. No. 1381
" Sept. 1	Murchison East	Rushworth	13 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 16	Cathkin	Alexandra-road	4 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 28	Sale	Canal	$\frac{1}{2}$	37 Vict. No. 475 & 53 Vict. No. 1030
" Oct. 10	Scarsdale	Linton	8	48 Vict. No. 821 & 58 Vict. No. 1381
" " 17	Myrtleford	Bright	18 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Nov. 10	Cathkin	Merton	15 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 11	Tooradin	Loch	23 $\frac{3}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 18	Ararat	Avoca	39 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
1891—Jan. 15	Kyneton (Redesdale Junction)	Redesdale	16	48 Vict. No. 821 & 58 Vict. No. 1381
" March 24	Fairfield Park	Riversdale (and junction with Lilydale line)	5 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 24	Maldon (Laanecoore Junction)	Shelbourne	9 $\frac{3}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" May 7	Merton	Maindample	13 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" June 2	Loch	Korumburra	10	48 Vict. No. 821 & 58 Vict. No. 1381
" " 5	Birregurra	Forrest	10 $\frac{3}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" July 23	Beechworth	Yackandandah	12 $\frac{3}{4}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 24	Bolga	Tallangatta	4 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Oct. 6	Maindample	Mansfield	8 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Nov. 23	Spencer-street	Flinders-st. (Viaduct)*	$\frac{3}{4}$	48 Vict. No. 821 & 54 Vict. No. 1187
" Dec. 17	Korumburra	Leongatha	6 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
1892—Jan. 13	Leongatha	Port Albert	58 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" March 18	Rokeby	Neerim South	5 $\frac{1}{2}$	53 Vict. No. 1030 & 56 Vict. No. 1300
" April 5	Curdie's River Junction	Timboon	22 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" " 6	Lancefield	Kilmore	18 $\frac{1}{2}$	48 Vict. No. 821 & 58 Vict. No. 1381
" Oct. 28	Korumburra	Coal Creek	$\frac{1}{2}$	56 Vict. Nos. 1240 and 1255
" Nov. 22	Dookie	Katamatite	17	(Tramway) taken over by Department
1893—Jan. 5	Warracknabeal	Beulah	22	56 Vict. No. 1273
" March 28	Donald	Birchip	32 $\frac{1}{2}$	56 Vict. No. 1273
1894—March 6	Beulah	Hopetoun	16	57 Vict. No. 1316
" May 7	Korumburra (Jumbunna Junction)	Jumbunna	3 $\frac{3}{4}$	55 Vict. Nos. 1240 and 1294
" " 14	Bendigo Cattle-yards Junction	Bendigo Cattle-yards	$\frac{3}{4}$	Acts 53 Vict. No. 1030 and 58 Vict. No. 1381
" June 1	Korumburra (Strezlecki Junction)	Strezlecki	2 $\frac{1}{2}$	55 Vict. Nos. 1240 and 1294
" " 19	Dimboola	Jeparit	23	57 Vict. No. 1312
" July 31	Natimuk (East Natimuk)	Goroke	28 $\frac{1}{2}$	56 Vict. No. 1292
" Aug 7	Boort	Quambatook	22	57 Vict. No. 1312
1895—March 8	Wycheproof	Sea Lake	47 $\frac{1}{2}$	58 Vict. No. 1383
1896—Feb. 5	Jumbunna	Outtrini	2 $\frac{1}{2}$	58 Vict. Nos. 1371 and 1420
" Dec. 15	Nathalia	Picola	6 $\frac{3}{4}$	56 Vict. No. 1293
1899—March 14	Wangaratta	Whitfield	30 $\frac{1}{2}$	61 Vict. No. 1492
" Sept. 18	Birchip	Woomelang	26 $\frac{1}{2}$	62 Vict. No. 1550
" Nov. 2	Jeparit	Rainbow	18 $\frac{1}{2}$	62 Vict. No. 1558
1900—March 1	Quambatook	Ultima	30 $\frac{1}{2}$	62 Vict. No. 1555
" Dec. 18	Fern Tree Gully	Gembrook	18	62 Vict. No. 1549
" " 26	Bungaree	Race-course	1 $\frac{1}{2}$	64 Vict. No. 1682
		Total	3,254 $\frac{1}{2}$	

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

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

† The section of line between Dunkeld and Penshurst, 16 $\frac{1}{2}$ miles, was dismantled 19th February, 1892. The total mileage open for traffic at 30th June is, therefore, 3,237 $\frac{3}{4}$ miles.

VICTORIAN RAILWAYS.

No. 17.

RETURN of Staff (including Board of Land and Works—Railways Construction Branch) at 30th June, 1901 (excluding Butty-gangs).

	No. Salaried Staff.	Total Salaries per Annum.	No. Permanent Wages Staff.	Total Wages per Annum.	No. Temporary Staff.	Total Wages per Annum.	Total Staff.	Total Amount per Annum.
		£		£		£		£
£100 per annum and under	237	14,505	1,092	62,911	1,845	149,136	3,174	226,552
Over £100 to £150 ...	555	78,530	4,866	592,559	1,001	112,077	6,422	783,166
" £150 to £200 ...	295	51,643	1,074	179,224	154	24,519	1,523	255,386
" £200 to £300 ...	211	51,085	461	100,726	36	8,142	708	159,953
" £300 to £400 ...	95	32,779	...	...	1	344	96	33,123
" £400 to £500 ...	13	5,960	...	...	...	...	13	5,960
" £500 to £600 ...	10	5,590	...	...	...	...	10	5,590
" £600 to £700 ...	3	2,000	...	...	...	...	3	2,000
" £700 to £800 ...	2	1,550	...	...	...	...	2	1,550
" £800 to £1,000 ...	3	2,800	...	...	...	...	3	2,800
" £1,000 ...	2	2,350	...	...	...	...	2	2,350
Totals ...	1,426	248,792	7,493	935,420	3,037	294,218	11,956	1,478,430

VICTORIAN RAILWAYS.

No. 18.

COMPARATIVE STATEMENT showing the Number of Employés in each Branch, at 30th June, for ten years ending 1901 (excluding Butty-gangs and Men specially engaged for Relaying Works).

Branch.	1892.			1893.			1894.			1895.			1896.		
	Per-manent.	Tem-porary.	Total.	Per-manent.	Tem-porary.	Total.	Per-manent.	Tem-porary.	Total.	Per-manent.	Tem-porary.	Total.	Per-manent.	Tem-porary.	Total.
Secretary's ...	21	1	22	20	2	22	18	2	20	18	3	21	17	3	20
Accountant's ...	162	39	201	137	28	165	133	17	150	126	15	141	126	13	139
Stores ...	57	...	57	56	...	56	53	...	53	49	...	49	46	3	49
Traffic Audit ...	3,990	193	4,183	3,684	72	3,756	3,479	69	3,548	3,344	141	3,485	3,197	153	3,350
Traffic Manager's	89	...	89	132	...	132	149	...	149	142	...	142	151	...	151
Ditto (Employés' Wives in Charge of Stations)* ...	109	48	157	99	37	136	101	42	143	92	39	131	91	42	133
Telegraph ...	3,186	222	3,408	3,077	257	3,334	2,929	88	3,017	2,707	80	2,787	2,644	77	2,721
Locomotive ...	125	183	308	94	37	131	48	5	53	38	14	52	32	24	56
Engineer-in-Chief's ...	2,973	623	3,596	2,926	350	3,276	2,746	253	2,999	2,627	420	3,047	2,513	690	3,203
Engineer for Existing Lines	1,089	...	1,089	907	...	907	665	...	665	314	...	314	136	...	136
Ditto (Employés' Wives, &c., in Charge of Gates)*	11,801	1,309	13,110	11,132	783	11,915	10,321	476	10,797	9,457	712	10,169	8,953	1,005	9,958
Total ...															

Branch.	1897.			1898.			1899.			1900.			1901.		
	Per-manent.	Tem-porary.	Total.	Per-manent.	Tem-porary.	Total.	Per-manent.	Tem-porary.	Total.	Per-manent.	Tem-porary.	Total.	Per-manent.	Tem-porary.	Total.
Secretary's ...	16	3	19	18	1	19	20	2	22	20	1	21	20	5	25
Accountant's ...	126	40	166	141	31	172	103	6	109	109	2	111	106	16	122
Stores ...	45	11	56	47	11	58	48	36	84	51	25	76	54	48	102
Traffic Audit ...	3,109	196	3,305	3,179	284	3,463	3,136	389	3,525	3,163	562	3,725	3,129	790	3,919
Traffic Manager's	151	...	151	154	...	154	160	...	160	157	...	157	156	...	156
Ditto (Employés Wives in Charge of Stations)* ...	86	55	141	104	45	149	105	53	158	120	56	176	128	59	187
Telegraph ...	2,654	172	2,826	2,718	334	3,052	2,674	398	3,072	2,847	500	3,347	2,806	692	3,498
Locomotive ...	30	63	93	30	35	65	29	102	131	30	62	92	29	87	116
Engineer-in-Chief's ...	2,398	659	3,057	2,385	889	3,274	2,313	1,272	3,585	2,385	1,466	3,851	2,377	1,323	3,700
Engineer for Existing Lines	63	...	63	54	...	54	48	...	48	45	...	45	59	...	59
Ditto (Employés Wives, &c., in Charge of Gates)*	8,678	1,199	9,877	8,850	1,630	10,480	8,686	2,269	10,955	8,981	2,684	11,665	8,919	3,037	11,956
Total ...															

* Not entitled to permanent employment.

No. 19.

RETURN showing the Number of Employés in the different Branches of the Victorian Railways Service who are, and who are not, entitled to Compensation on Retirement, together with Supernumeraries at 30th June, 1901.

Branch.				Entitled to Compensation.	Not entitled to Compensation.	Supernumeraries.	Total.
Secretary's ...	...	...	...	10	10	5	25
Accountant's ...	...	...	...	31	75	16	122
Stores ...	...	...	...	23	31	48	102
Traffic Audit ...	...	...	...	17	38	17	72
Telegraph ...	...	...	...	27	101	59	187
Traffic ...	...	...	...	931	2,354	790	4,075
Locomotive ...	...	...	...	933	1,873	692	3,498
Engineer-in-Chief ...	...	...	...	16	13	87	116
Existing Lines	...	...	...	816	1,620	1,323	3,759
Totals ...	...	...	...	2,804	6,115	3,037	11,956

VICTORIAN RAILWAYS.

No. 20.

STATEMENT of the Outwards Passenger Traffic, Outwards and Inwards Parcels, &c., and Goods and Live Stock Traffic for Year ending 30th June, 1901.

STATION.	PASSENGERS.		PARCELS, RENTS, H.C.D., ETC.		GOODS.		LIVE STOCK.	
	Outwards.		Inwards.		Outwards.		Inwards.	
	Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.		Revenue.
		£ s. d.				£ s. d.	£ s. d.	
NORTHERN SYSTEM.								
Spencer-street ... { Country, &c.	1,294,059	239,633 19 7	} 81,593 4 2	66,207 16 3	374,667	406,531 15 9	291,643 2 4	948 5 13 5
North Melbourne ... { Suburban	765,564	10,243 16 0		478 4 8	...	...	...	...
Arden-street ...	668,570	8,488 10 1	522 15 11	750 1 0	8,542	1,164 5 7	26,274 17 9	...
Middle Footscray ...	...	...	56 11 1	51 13 4	7,613	4,368 18 6	6,614 3 9	0 17 0
Footscray West ...	73,841	706 11 6	48 2 6	90 9 11	14,331	2,929 2 11	769 17 1	1 3 4
Tottenham ...	4,528	46 12 8	...	0 7 3	...	...	...	...
Braybrook Junction ...	38,781	547 18 0	71 5 10	46 2 11	720	1,747 17 10	305 6 8	0 16 9
Albion ...	877	12 7 5	...	...	...	...	...	...
St. Albans ...	15,266	284 8 11	40 15 4	39 18 3	8,600	663 17 5	22 1 2	0 13 10
Sydenham ...	1,108	56 16 0	63 10 2	57 3 5	158	40 1 2	21 8 0	16 0 2
Diggers' Rest ...	3,531	187 5 5	63 3 10	106 16 6	1,673	317 9 10	85 11 10	2 4 0
Sunbury ...	14,793	1,039 15 10	264 2 10	313 7 5	2,732	661 6 7	924 16 2	67 8 16
Lancefield Junction ...	6,203	435 15 11	75 18 10	84 3 8	384	176 10 10	79 7 8	83 5 9
Riddell's Creek ...	5,199	551 19 10	89 7 11	117 2 3	1,079	264 1 8	242 17 3	32 17 6
Gisborne ...	8,166	937 9 5	119 6 9	192 4 10	1,798	585 15 6	457 10 10	211 9 9
Macedon ...	7,842	823 3 1	274 17 5	248 5 0	2,147	443 17 0	587 7 8	175 0 0
Woodend ...	17,918	1,921 10 9	482 7 1	554 12 11	9,463	2,870 4 2	1,152 2 11	175 0 0
Carlsruhe ...	2,901	156 17 3	38 2 2	41 12 11	974	304 0 3	30 11 7	56 3 0
Kyneton ...	43,073	5,251 5 10	1,856 10 8	2,072 16 4	12,290	4,564 10 8	5,117 6 2	587 0 6
Redesdale Junction ...	1,954	195 1 11	59 6 2	51 18 1	1,220	387 10 0	687 16 7	511 7 6
Malmsbury ...	10,461	972 16 5	178 9 3	244 13 0	4,426	1,397 6 5	927 16 3	95 18 5
Taradale ...	7,327	533 5 4	99 11 7	120 8 11	305	118 1 8	269 19 3	1 7 6
Elphinstone ...	3,458	296 15 1	220 6 6	59 14 7	2,867	598 6 2	110 17 1	108 2 8
Chewton ...	12,173	838 15 0	69 0 7	81 0 9	564	180 2 1	847 18 1	27 4 0
Castlemaine ...	58,807	8,091 8 10	1,485 0 6	1,839 14 5	6,781	6,492 3 0	11,459 6 2	201 17 10
Barker's Creek ...	...	...	...	...	585	206 16 10	29 0 7	...
Harcourt ...	6,769	315 8 8	234 7 0	84 7 5	2,377	1,204 7 7	327 4 8	0 12 0
Ravenswood ...	2,676	228 9 7	71 2 5	46 18 4	4,013	485 10 4	47 1 5	71 3 10
Kangaroo Flat ...	6,240	596 6 0	58 18 9	64 13 4	122	105 0 10	672 0 8	4 0 0
Golden Square ...	11,800	1,675 1 10	95 15 11	195 13 4	511	316 18 2	4,014 6 7	782 17 4
Bendigo ...	139,906	29,860 18 9	8,015 7 5	8,912 3 11	29,857	14,722 9 4	50,616 5 5	4,742 6 2
Epsom ...	...	...	0 2 8	0 4 6	477	298 15 3	64 17 1	...
Huntly ...	910	42 13 2	23 9 4	21 15 3	859	145 10 5	56 12 3	...
Bagshot ...	1,285	65 3 3	30 5 4	45 10 6	3,294	442 1 0	54 14 2	26 14 2

Wellsford	...	...	...	42 13 9	10 18 8	11 14 5	4,713	626 10 2	35	7 0 8	...	...
Goornong	...	...	...	474 9 7	165 17 11	180 17 8	8,454	1,882 13 5	1,047	505 17 1	54 14 8	...
South Elmore	...	...	...	137 18 2	58 17 6	39 13 4	4,287	1,061 15 9	160	108 19 7	0 10 0	...
Elmore	...	...	...	1,370 19 2	378 3 10	344 12 3	13,777	6,351 6 7	2,165	1,725 16 7	632 17 4	152 6 1
Rochester	...	...	...	2,072 15 2	362 3 9	506 17 6	16,099	8,996 3 11	4,199	3,959 5 11	861 3 7	396 9 1
Echuca	...	...	...	6,543 6 3	3,022 19 9	3,347 0 8	38,014	27,812 9 5	21,659	17,002 17 8	1,305 13 0	1,498 3 1
LANCESFIELD LINE.												
Bolinda	...	...	...	10 14 7	10 0 0	14 11 11	49	30 12 5	35	15 12 4	13 16 0	0 10 0
Monegatta	...	...	...	16 14 5	11 8 0	14 15 7	302	95 3 8	20	12 7 1	...	...
North Monegatta	...	...	...	29 6 5	...	0 12 7	2	1 14 8	1	0 12 5	...	...
Romsey	...	...	...	685 16 7	312 14 3	252 15 7	10,290	2,682 8 0	1,340	784 13 10	112 13 4	98 9 1
Lancefield	...	...	...	948 14 5	238 15 4	340 6 9	7,801	2,393 10 11	1,334	849 3 5	234 1 2	123 7 1
LANCESFIELD AND KILMORE LINE.												
Mount William	...	...	...	1 0 1	0 0 6	3 2 8	356	122 13 0	3	0 17 11	...	...
Goldie	...	...	...	1 6 7	0 1 5	0 9 9	506	184 0 0	24	13 4 4	...	...
Springfield	...	...	...	1 0 6	0 2 9	0 8 2	...	...	...	0 7 2	...	...
Forbes	...	...	...	0 5 10	...	...	...	...	...	...	...	...
High Park	...	...	...	1 13 8	0 1 0	...	8	0 15 11	5	2 15 1	...	...
DAYLESFORD LINE.												
Tylden	...	...	...	180 16 7	43 1 11	40 1 2	1,801	552 8 10	272	133 14 2	1 1 9	5 19 9
Fern Hill	...	...	...	296 6 2	115 0 5	121 14 11	8,416	2,726 14 9	493	290 5 10	...	7 9 11
Trentham	...	...	...	1,098 13 1	186 16 10	236 15 6	10,347	2,683 1 11	1,453	1,035 13 7	22 18 0	56 11 8
Lyonville	...	...	...	276 5 0	32 13 5	43 11 3	14,544	2,342 11 9	266	124 3 9	...	...
Bullarto	...	...	...	357 0 3	26 11 9	54 13 10	15,470	3,062 12 1	370	156 5 4	2 17 0	...
Musk Creek	...	...	...	125 1 8	23 16 9	28 0 8	5,861	1,131 14 6	58	34 3 4	...	...
Daylesford	...	...	...	3,147 14 3	792 3 9	836 6 11	7,362	2,310 6 11	4,533	3,542 5 8	44 15 7	29 17 2
Woodburn	...	...	...	10 15 9	2 18 6	3 1 3	210	32 5 11	2	0 11 10	...	...
Sailor's Falls	...	...	...	90 15 11	15 18 8	19 15 2	3,394	464 9 11	111	66 0 8	...	...
Leonard's Hill	...	...	...	228 2 2	70 10 7	65 18 3	8,769	1,391 3 4	223	112 1 8	5 5 5	...
Wombat	...	...	...	91 11 10	11 13 0	14 19 0	5,704	762 0 7	99	28 11 11	...	...
Rocky Lead	...	...	...	213 12 5	49 16 10	59 16 11	2,802	552 17 2	184	81 15 4	0 13 8	1 1 0
Newlyn	...	...	...	368 18 3	150 3 0	135 13 1	17,767	7,705 0 10	605	398 14 2	227 14 5	12 11 9
Kingston	...	...	...	456 3 5	74 11 9	456 9 5 11	8,287	3,923 18 10	4,360	855 4 3	3 16 6	3 10 6
Allendale	...	...	...	1,590 13 3	138 1 2	206 16 11	2,543	1,116 16 1	24,874	4,923 12 9	3 6 3	12 16 5
Broomfield	...	...	...	206 9 11	10 8 6	19 15 4	...	...	...	0 7 5	...	...
REDSDALE LINE.												
De Graves	...	...	...	...	5 0 0	5 0 0	...	...	...	...	...	...
Edgecombe	...	...	...	5 10 8	5 0 0	5 4 10	3,097	802 5 2	5	1 14 11	...	...
Green Hills	...	...	...	13 1 8	6 11 9	7 15 11	214	77 9 8	29	14 1 8	...	2 13 3
East Metcalfe	...	...	...	8 0 10	6 15 4	10 11 6	971	250 10 3	53	26 1 4	...	...
Emberton	...	...	...	5 5 3	5 1 0	5 13 7	355	58 0 2	6	3 1 10	...	...
Barfield	...	...	...	31 3 0	36 5 2	59 3 6	1,757	532 17 9	162	65 19 6	10 3 6	2 0 7
Redesdale	...	...	...	179 19 8	174 9 1	226 12 9	4,469	1,777 8 0	500	284 19 3	2 5 0	1 0 9
SHELBORNE LINE.												
Muckleford	...	...	...	16 8 7	24 3 8	29 3 4	111	59 11 4	58	21 18 3	...	0 16 0
Maldon	...	...	...	2,406 14 7	331 8 9	555 15 11	822	479 4 11	5,945	4,146 11 1	13 6 10	10 5 6
Shelbourne	...	...	...	88 5 1	151 17 0	165 7 8	6,309	2,709 8 2	894	582 10 8	7 13 8	1 7 6

No. 20.—Statement of the Outwards Passenger Traffic, &c.—continued.

STATION.	PASSENGERS.		PARCELS, RENTS, H.C.D., ETC.		GOODS.			LIVE STOCK.		
	Outwards.		Outwards.	Inwards.	Outwards.		Inwards.	Outwards.	Inwards.	
	Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
MARYBOROUGH, DONALD, AND BIRCHIP LINE.										
Campbell's Creek	4,003	167 2 1	27 19 7	38 15 5	572	397 0 9	668	285 11 0	...	0 16 8
Guildford	5,805	446 19 7	64 0 8	62 9 10	348	330 8 9	985	633 0 6	2 0 6	15 13 0
Strangways	1,406	81 9 8	23 6 11	5 10 4	14	8 2 7	3	3 4 8	...	...
Newstead	6,693	896 16 6	121 17 3	124 4 9	2,282	1,125 19 8	1,671	959 1 7	92 7 11	32 18 3
Joyce's Creek	1,568	178 8 7	76 3 0	44 13 11	2,476	1,149 12 4	137	98 6 8	3 14 6	2 9 6
Moolort	7,428	591 3 4	78 16 0	90 12 7	5,457	2,730 3 0	8,075	3,244 13 11	37 1 6	3 2 6
Carisbrook	3,554	626 14 5	132 11 3	117 13 0	2,822	1,449 0 5	2,166	789 15 6	37 8 6	67 6 6
Maryborough	45,451	7,814 0 1	1,416 3 10	1,744 10 0	8,719	3,616 13 2	15,112	9,538 16 7	16 10 10	70 14 9
Sinsons	733	17 11 11	5 0 0	5 6 0	...	...	...	...	...	...
Havelock	1,818	56 19 1	17 18 11	27 8 11	411	203 14 10	2,141	1,026 2 5	1 6 6	0 18 0
Bet Bet	2,187	92 0 4	33 4 8	42 0 6	1,242	643 4 8	2,540	1,858 19 9	...	...
Dunolly	9,788	1,428 7 0	435 16 7	550 2 7	2,134	1,142 15 10	2,673	2,106 13 8	17 15 0	26 4 5
Goldsborough	2,251	87 12 3	49 11 9	41 6 2	1,464	410 11 4	69	68 18 0	...	...
Beulba	3,890	515 10 2	143 0 3	136 7 10	14,826	4,045 12 5	1,068	856 8 1	29 1 0	23 4 9
Emu	1,637	308 10 1	73 17 6	61 3 11	3,582	1,325 15 9	214	235 15 2	...	5 1 9
Carapooee	797	54 5 4	102 8 4	34 16 8	1,045	613 8 5	130	139 18 7	...	7 3 0
St. Arnaud	13,760	4,025 15 5	694 6 9	978 6 10	11,034	7,952 4 6	10,828	8,970 3 6	234 4 4	66 15 7
Sutherland	288	16 3 10	17 9 11	19 16 7	1,999	659 10 7	82	80 12 9	169 14 2	...
Swanwater	436	23 14 6	14 19 0	23 11 11	1,497	431 10 1	84	29 3 0	...	...
Cope Cope	1,520	312 5 11	62 14 0	90 11 11	5,007	3,431 9 1	610	673 18 10	307 16 3	43 9 9
Donald	7,171	1,811 6 6	523 14 0	674 14 11	11,390	6,470 13 9	5,794	4,536 11 5	866 12 10	9 13 7
Lake Buloke	28	2 0 5	0 16 0	1 0 10	49	38 16 5	...	0 1 7	...	...
Litchfield	585	41 10 10	19 1 2	31 13 11	2,731	1,586 11 3	95	86 12 10	...	...
Massey	500	32 12 4	0 0 4	8 11 1	946	534 9 0	55	45 1 0	...	...
Watchem	1,788	329 1 9	97 17 4	161 13 1	5,125	2,972 15 2	538	786 19 3	194 11 0	2 2 0
Morton Plains	242	25 16 0	10 0 0	15 0 5	1,899	1,364 13 7	35	54 7 6	133 11 2	...
Birchip	3,440	1,173 13 7	330 12 1	505 16 4	4,528	2,585 5 8	3,281	3,337 11 10	273 19 3	38 14 9
WOONELANG LINE.										
Karyrie	49	2 11 10	10 3 11	12 10 7	312	261 3 7	1	3 7 1	...	...
Kinnabulla	138	7 11 3	10 16 0	15 19 3	864	657 2 0	82	37 17 9	...	...
Curyo	354	21 16 6	10 16 9	27 4 5	991	891 4 9	168	101 7 0	...	3 7 6
Watchupga	34	28 15 0	15 2 8	36 3 10	2,479	2,307 0 7	128	118 3 10	...	...
Woonelang	221	27 2 9	58 11 2	74 14 9	1,859	1,765 4 4	1,289	282 7 0	...	...
AVOCA LINE.										
Adelaide Lead	836	22 15 6	...	0 8 1	...	...	...	0 1 5	...	...
Bung Bong	640	28 6 0	44 6 5	42 18 0	1,191	490 11 9	157	110 7 10	...	7 4 9
Honebush	2,940	156 15 1	44 19 9	47 10 2	815	156 13 0	41	49 6 9	...	0 10 6
Avoca	6,395	1,228 7 10	48 18 9	45 1 8	6,589	2,843 14 2	2,493	2,304 18 4	6 8 6	20 17 3
Amphitheatre	1,609	114 3 7	82 6 11	64 19 11	1,266	607 6 1	329	259 0 11	...	2 2 6
Elmhurst	1,439	306 11 3	121 14 4	124 4 3	6,156	2,032 10 10	896	620 9 6	48 8 7	4 13 9
Eversley	120	13 1 9	6 7 11	12 19 4	216	173 10 11	102	58 11 11	...	13 17 6

Crowlands	...	148	12 19 2	8 2 11	22 17 5	745	712 18 5	239	259 12 7	...	...	47 3 6
Dunneworthy	...	34	2 5 4	...	0 0 3	...	...	...	...	...	...	...
Warra Yadin	...	21	3 5 8	6 10 8	6 10 8	8	1 10 2	7	5 4 3	...	...	...
TALBOT LINE.												
Sulky	...	3,250	117 19 5	41 13 1	40 7 6	1	0 12 9	74	28 5 3	...	...	...
Bald Hills	...	2,738	73 1 7	...	5 2 6	...	...	...	...	...	...	...
Creswick	...	34,560	2,109 7 11	303 12 7	409 0 6	137	139 15 11	4,527	1,621 12 6	2 14 6	...	4 0 0
North Creswick	...	15,732	751 6 11	76 8 5	80 2 3	197	68 14 2	859	185 16 9	...	...	7 13 4
Tourlelo	...	3,432	136 14 10	65 6 5	46 5 8	541	246 14 0	1,225	547 6 0	...	...	...
Clunes	...	16,603	1,838 1 8	237 16 6	292 13 0	3,366	1,642 16 11	3,719	1,638 17 11	237 16 7	...	60 8 11
Talbot	...	10,001	1,184 13 8	326 13 2	238 16 0	1,928	888 12 0	1,924	1,174 12 7	5 2 9	...	2 5 0
Daisy Hill	...	137	3 11 1	...	...	...	...	...	...	...	...	...
WAUBRA LINE.												
Waubra Junction	...	3,820	98 13 4	15 16 1	18 16 5	...	...	...	...	...	...	...
Pisgah	...	516	22 18 3	5 13 4	10 5 11	...	...	...	...	...	...	...
Midas	...	736	45 18 7	119 19 4	63 5 4	21	17 13 5	173	82 17 9	...	...	12 11 2
Mount Blowhard	...	6,016	275 14 3	23 7 3	40 16 7	10,567	4,320 5 2	1,625	510 2 1	...	...	1 3 3
Learmonth	...	5,776	381 18 6	67 0 5	97 11 7	5,209	2,153 12 7	905	502 7 8	12 10 8	...	1 18 9
North Learmonth	...	85	4 17 6	...	0 16 5	...	...	...	...	...	...	...
Addington	...	1,657	104 17 10	62 2 7	28 17 6	5,068	2,153 10 2	107	46 5 1	...	...	...
Waubra	...	5,136	445 10 9	325 11 1	209 4 6	6,824	2,510 15 10	407	211 0 11	14 3 6	...	8 17 0
TARNAGULLA LINE.												
Painiswick	...	2	0 1 4	20 0 0	20 2 6	894	178 19 6	4	1 3 0	...	...	...
Laurie	...	29	1 0 9	20 1 0	20 1 7	3,192	633 18 7	6	8 12 8	...	...	...
Tarnagulla	...	1,587	381 7 8	178 19 1	228 12 7	6,197	1,680 17 10	1,490	1,025 0 9	...	...	...
Llanelly	...	734	48 11 2	30 9 3	41 14 5	4,250	1,114 2 9	120	110 12 4	2 11 0	...	...
Arnold's Bridge	...	365	45 2 10	27 3 8	34 14 9	7,366	1,462 1 2	112	89 8 2	...	...	...
Bullabul	...	74	6 5 1	20 7 0	22 4 4	3,024	649 7 8	17	9 14 8	...	...	...
WYCHEPROOF LINE.												
California Gully	...	...	...	...	...	28	13 5 11	39,542	6,460 9 1	...	...	...
Eaglehawk	...	12,791	1,075 3 0	217 11 10	379 9 5	997	357 5 6	34,446	8,172 8 6	...	...	0 10 0
Marong	...	4,684	356 3 9	95 17 5	112 12 0	1,481	575 18 5	455	204 5 9	0 11 3	...	4 0 0
Leichardt	...	1,030	66 10 7	20 15 6	43 2 7	1,711	539 17 3	122	75 9 6	0 8 3	...	1 7 9
Derby	...	582	40 4 7	25 12 1	28 2 7	1,450	427 8 4	145	56 2 1	17 16 0	...	4 0 0
Bridgewater	...	4,348	636 10 8	118 8 10	166 17 11	11,775	5,377 8 3	7,675	2,998 6 4	582 6 8	...	98 0 0
Buglewood	...	9,566	1,624 18 4	274 10 9	374 14 5	4,407	1,322 7 5	2,322	2,369 18 5	4 7 4	...	19 14 0
Kurring	...	568	39 8 2	41 5 3	40 19 3	9,449	1,570 4 6	91	62 2 4	81 10 11	...	12 1 4
Glenalbyn	...	567	54 5 5	39 12 0	29 18 4	5,416	938 2 2	45	25 4 3	3 3 3	...	...
Wedderburn Junction	...	798	83 10 4	61 3 6	46 3 10	4,209	945 15 1	57	47 7 6	2 1 6	...	0 11 0
Korong Vale	...	4,795	922 17 1	369 1 3	372 0 10	6,093	2,387 12 7	667	688 14 7	132 16 4	...	17 2 4
Wychitella	...	713	88 16 11	40 13 8	53 5 10	1,748	906 14 10	300	339 7 8	71 11 7	...	1 15 10
Buckrabyule	...	1,953	171 12 6	57 17 5	66 17 8	2,307	1,524 8 2	520	327 0 5	71 18 7	...	...
Barakoe	...	914	108 8 6	24 12 6	41 12 0	1,959	1,233 10 1	304	318 8 11	69 6 5	...	3 15 3
Charlton	...	4,902	1,397 5 2	406 5 6	569 0 3	7,510	5,611 5 0	2,772	4,044 8 9	365 8 10	...	28 12 0
Teddywaddy	...	214	16 11 5	15 15 9	23 8 9	1,207	739 17 4	60	59 12 3	...	...	...
Glenloch	...	1,350	261 16 7	53 16 6	94 3 11	1,502	1,223 6 5	427	423 3 8	997 18 4	...	57 14 6
Fairview	...	95	4 3 8	10 17 2	12 11 2	64	37 17 6	8	3 9 2	...	...	...
Wycheproof	...	4,886	1,593 4 0	531 1 8	635 12 4	6,243	4,462 11 11	14,385	4,894 13 11	1,221 1 0	...	44 11 10

No. 20.—Statement of the Outwards Passenger Traffic, &c.—continued.

STATION.	PASSENGERS.		PARCELS, RENTS, H.C.D., ETC.		GOODS.			LIVE STOCK.				
	Outwards.		Inwards.		Outwards.		Inwards.		Outwards.		Inwards.	
	Passengers.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.	Revenue.	
SEA LAKE LINE.		£ s. d.	£ s. d.	£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	
	Tyrell's Creek ...	112	13 5 4	18 2 10	722	336 19 3	4,298	416 12 5	...	...	...	
	Nullawil ...	196	20 6 8	15 3 5	2,534	1,841 15 11	4,029	430 16 5	...	...	...	
	Kaneira ...	633	80 16 8	18 9 6	3,019	2,252 9 3	3,917	710 11 0	153 19 0	3 14 0	3 14 0	
	Berrinwillcock ...	602	95 10 5	33 16 7	3,022	2,478 2 11	5,857	1,197 16 6	...	...	2 5 0	
	Boigbeat ...	132	22 11 6	1 6 1	1,113	921 9 11	2,251	212 18 2	...	...	...	
SEA LAKE LINE.		£ s. d.	£ s. d.	£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	
	Sea Lake ..	877	213 12 9	285 2 2	28,389	9,779 3 9	1,113	1,886 1 7	...	...	13 13 0	
WEDDERBURN LINE.		£ s. d.	£ s. d.	£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	
	Wedderburn ...	3,812	860 7 5	134 17 6	13,424	4,260 2 9	1,803	2,120 13 3	108 4 1	11 19 4	11 19 4	
BOORT LINE.		£ s. d.	£ s. d.	£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	
	Boorong ...	937	117 2 10	47 11 0	1,731	1,063 19 0	303	376 18 7	118 10 4	13 8 4	13 8 4	
	Mysia ...	1,061	215 10 6	59 12 8	1,682	1,350 18 6	607	418 9 5	233 4 4	23 4 3	23 4 3	
QUAMBATOOK LINE.		£ s. d.	£ s. d.	£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	
	Boort ...	4,485	1,197 13 5	375 9 3	16,186	6,315 5 0	2,173	2,420 17 1	354 0 7	31 14 0	31 14 0	
	Barraport ...	193	13 2 11	24 1 11	2,360	1,803 16 1	488	193 4 4	...	...	0 15 3	
QUAMBATOOK LINE.		£ s. d.	£ s. d.	£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	
	Gredgwin ...	157	10 3 4	15 12 4	326	226 2 4	1,663	228 16 7	27 7 6	...	...	
	Oakvale ...	163	15 3 2	1 8 0	830	723 13 11	1,814	278 14 6	...	...	...	
QUAMBATOOK LINE.		£ s. d.	£ s. d.	£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	
	Quambatook ...	1,627	414 7 2	211 1 8	4,131	3,482 7 8	1,180	1,522 14 4	217 12 0	6 12 4	6 12 4	
	ULTIMA LINE.		£ s. d.	£ s. d.	£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.	
ULTIMA LINE.		£ s. d.	£ s. d.	£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	
	Cannie ...	95	5 8 1	0 2 7	836	778 19 8	2,267	381 3 9	...	...	...	
	Lalbert ...	216	28 13 1	15 4 4	1,770	1,786 3 5	2,404	669 16 8	...	...	...	
ULTIMA LINE.		£ s. d.	£ s. d.	£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	
	Meatman ...	47	9 0 3	0 5 6	375	271 19 4	2,062	350 7 0	...	...	...	
	Ultima ...	229	54 10 7	70 3 1	1,190	868 5 8	4,437	1,055 10 5	...	...	1 0 9	
SWAN HILL LINE.		£ s. d.	£ s. d.	£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	
	Sydney Flat ...	959	34 11 9	2 13 6	...	...	...	...	...	...	...	
	Myer's Flat ...	728	17 16 3	1 17 3	...	...	...	...	...	...	...	
	Sebastian ...	3,065	239 19 8	43 19 3	3,064	790 19 9	339	208 18 11	...	...	0 13 0	
	Raywood ...	3,157	329 12 4	129 12 11	9,269	2,187 17 1	957	542 17 4	38 16 10	15 7 3	15 7 3	
	Tandara ...	1,651	246 15 7	59 16 8	3,688	1,467 16 11	535	270 14 2	106 10 4	12 11 4	12 11 4	
	Dingree ...	2,091	320 5 9	48 19 4	2,531	1,251 10 4	758	418 11 5	429 18 11	41 9 0	41 9 0	
	Prairie ...	1,123	259 13 0	50 8 6	2,974	1,963 0 6	935	425 11 0	25 9 8	25 9 8	25 9 8	
	Mitiano ...	2,620	597 12 10	402 8 9	2,537	1,638 5 2	682	650 16 2	779 17 4	37 18 11	37 18 11	
	Mologa ...	1,110	231 6 6	34 18 11	1,679	1,073 12 3	215	155 2 3	78 4 3	11 6 6	11 6 6	
	Pyramid Hill ...	4,561	1,177 8 11	322 17 7	5,637	4,005 0 7	2,121	2,438 16 2	978 10 10	33 12 0	33 12 0	
	Mincha ...	1,173	111 17 6	51 1 0	787	777 19 8	508	209 3 0	97 2 11	20 19 9	20 19 9	
	Macorna ...	3,292	774 2 1	60 18 4	2,858	2,857 0 4	1,636	1,912 19 10	730 19 3	27 7 7	27 7 7	
	Tragowel ...	685	41 11 2	31 2 10	309	395 0 8	272	135 4 5	45 8 8	1 13 3	1 13 3	
	South Kerang ...	30	12 3 9	10 0 9	16	30 10 8	50	9 12 0	3 13 0	3 19 6	3 19 6	
	SWAN HILL LINE.		£ s. d.	£ s. d.	£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.
		Kerang ...	9,341	3301 14 1	830 16 8	10,281	7,832 9 8	3,720	6,176 2 7	2,092 6 8	234 3 3	234 3 3
	SWAN HILL LINE.		£ s. d.	£ s. d.	£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.
Reedy Lake ...		214	12 4 5	12 14 3	192	201 0 2	39	28 11 3	122 9 6	16 11 6	16 11 6	

No. 20.—Statement of the Outwards Passenger Traffic, &c.—continued.

STATION.	PASSENGERS.		PARCELS, RENTS, H.C.D., ETC.		GOODS.		LIVE STOCK.	
	Outwards.		Inwards.		Outwards.		Inwards.	
	Passengers.	Revenue.	Outwards.	Revenue.	Tons.	Revenue.	Tons.	Revenue.
		£ s. d.		£ s. d.		£ s. d.		£ s. d.
NORTH-WESTERN LINE—continued.								
Beaufort	15,193	2,153 11 9	218 13 5	402 16 2	19,765	3,529 13 10	3,328	2,439 18 7
Middle Creek	2,071	209 7 5	55 14 11	51 15 4	2,106	547 13 3	165	88 17 3
Buangor	3,242	444 8 5	109 0 2	128 8 1	4,085	1,209 9 6	406	287 18 6
Dobies	1,870	163 9 5	53 17 4	54 8 1	2,270	750 7 7	88	70 15 6
Ararat	30,549	7,747 17 8	1,090 4 3	1,466 3 5	5,129	3,385 0 2	6,917	6,215 1 8
Armstrongs	1,576	105 17 11	22 13 6	33 0 10	230	147 1 2	142	118 6 5
Great Western	4,106	384 1 5	80 17 0	74 18 10	728	884 9 9	599	455 2 6
Stawell	23,562	5,980 8 3	1,009 14 5	1,363 16 11	12,191	7,036 16 10	10,727	9,748 12 5
Grampians	...	...	...	...	8	0 15 4	...	0 2 5
Deep Lead	1,008	103 2 11	24 6 3	27 14 3	107	38 16 7	44	67 7 10
Glenorchy	2,691	291 10 7	74 4 5	95 15 2	1,077	821 0 7	401	248 11 11
Wal Wal	521	34 19 9	16 19 0	20 9 6	914	228 8 4	102	63 10 2
Lubeck	21,356	337 17 6	86 0 7	111 13 5	2,009	1,427 8 0	480	456 6 0
Murtoa	11,997	2,419 2 1	346 0 9	491 3 2	8,203	5,516 6 5	5,883	3,773 8 1
Jung Jung	2,656	258 18 9	95 5 5	127 1 6	6,078	4,693 16 3	536	391 0 0
Doon	1,271	171 11 8	74 5 6	81 14 10	2,687	2,056 7 4	104	122 11 1
Horsham	19,335	5,015 9 11	1,132 11 11	1,377 19 11	7,457	6,436 14 10	7,091	8,812 4 8
Pimpinio	2,345	160 9 2	55 12 2	75 3 4	3,441	2,822 0 10	234	137 11 2
Wail	1,414	112 1 6	54 15 5	62 5 11	3,574	2,738 1 1	115	82 10 11
Dimboola	8,673	1,965 15 1	494 5 7	635 15 2	6,694	5,591 10 2	2,916	3,329 0 9
Gerang Gerang	968	100 7 11	36 11 4	58 10 2	1,963	1,467 0 11	249	251 17 6
Kiata	1,083	256 7 6	33 9 7	49 7 9	2,140	1,802 2 4	290	251 17 6
Salisbury	588	50 13 5	31 16 3	39 19 0	3,843	2,074 2 5	155	104 18 3
Nhill	7,581	2,206 10 4	325 17 8	562 6 8	11,697	9,830 3 2	8,219	6,056 2 4
Tarranginnie	229	37 10 9	31 18 1	36 6 8	590	355 14 4	68	43 8 6
Diapur	1,576	151 6 1	38 3 2	73 13 3	3,038	2,087 6 8	547	521 2 3
Miram Piram	1,234	91 14 4	51 18 0	77 13 1	2,610	2,057 17 9	329	178 15 6
Kaniva	3,073	589 7 6	68 4 7	161 17 1	2,234	1,895 8 11	881	1,290 17 4
Lillimur	1,288	172 0 8	32 8 7	79 12 7	1,426	1,478 15 5	335	337 15 6
Leoor	...	...	10 4 0	14 6 8	...	...	...	0 1 0
Serviceeton	5,000	1,394 9 6	1,650 8 9	1,471 7 8	468	582 7 3	292	502 7 11
WILLIAMSTOWN LINE.								
South Kensington	139,139	1,030 17 1	42 5 7	40 1 4	26,149	2,066 7 6	37,390	29,729 1 4
Footscray	1,635,234	15,888 15 4	930 15 1	460 3 0	...	...	...	...
Yarraville	692,446	6,230 16 10	76 9 3	73 16 2	20,716	13,014 9 1	7,192	1,858 1 5
Spottiswoode	119,879	1,180 1 1	159 9 2	54 19 1	1,285	2,018 19 6	21,131	3,484 19 8
Newport	420,558	4,703 15 11	615 19 6	624 9 9	63,224	6,194 13 3	4,224	1,098 11 0
North Williamstown	443,619	6,147 6 11	239 19 5	188 13 0	322	125 11 9	7,356	2,092 17 0
Beach	283,706	3,872 8 11	64 13 0	76 15 3	...	...	...	...
Williamstown	285,791	4,977 0 6	143 5 10	254 9 1	...	...	...	...
Williamstown Pier	26,094	358 18 11	2,674 14 5	2,692 15 9	33,217	3,003 9 1	362,030	161,433 19 10
Williamstown Race-course	...	...	...	64 0 0	...	...	...	...

BACCHUS MARSH LINE.

Deer Park	6,284	164 5 7	133 19 3	81 15 2	607	128 14 4	1,654	296 7 6	0 16 6	...
Rockbank	3,248	158 6 5	76 0 11	65 7 10	3,307	548 1 4	500	131 16 9	4 14 0	7 1 0
Melton	13,413	880 18 4	866 1 9	319 16 6	10,319	1,730 3 10	1,646	530 8 7	28 6 4	86 11 9
Stoughton's Siding	...	...	...	0 1 0	431	65 16 9	6	1 5 6	...	...
Parwan	711	60 15 10	188 13 3	56 16 1	670	146 15 11	124	53 8 8	4 9 0	18 14 5
Bacchus Marsh	18,836	1,921 18 0	1,246 0 0	967 18 8	7,386	2,182 8 4	2,343	1,276 14 2	658 5 8	344 2 4
Rowley	77	2 6 5	37 1 0	39 11 9	3,305	581 19 2	206	45 15 0	...	...
Ingliston	800	81 8 2	71 3 2	55 16 7	368	105 10 3	57	30 9 10	3 8 9	13 4 3
Ballan	13,443	1,522 5 11	427 0 2	444 9 9	10,330	1,924 3 3	1,612	987 1 9	715 19 9	583 2 10
Bradshaw's Creek	785	59 5 11	12 9 1	14 1 4	...	...	5	3 17 3	...	...
Gordons	14,361	1,177 12 6	119 0 3	186 2 1	2,676	517 14 1	1,856	829 13 11	3 18 0	...
Millbrook	3,191	208 9 9	24 14 2	28 14 2	1,744	520 2 11	417	149 0 9	64 17 9	2 13 1
Wallace	7,464	401 5 6	26 18 2	43 9 7	6,400	2,180 17 3	701	317 11 6	57 15 4	75 15 6
Bungaree Junction	5,419	364 0 4	82 14 2	112 18 9	9,738	2,955 4 6	2,670	362 12 3	10 3 6	1 19 11
Dunnsdown	8,231	269 16 0	39 19 2	46 18 0	3,187	1,242 1 2	954	533 14 4	...	...

QUEENSCLEIFF LINE.

South Geelong	16,316	1,777 18 10	205 1 10	152 12 3	1,151	299 7 5	7,309	1,574 0 6	...	4 8 6
Moolap	551	29 8 2	10 11 0	10 12 5	...	...	1	0 5 7	...	...
Leopold	1,119	54 10 0	10 0 0	10 7 10	492	40 5 5	167	31 6 2	...	0 13 6
Scarborough	321	25 11 4	10 0 0	10 0 6	...	...	...	...	...	...
Drysdale	8,946	510 7 2	224 18 1	207 0 8	5,521	1,490 2 3	1,185	409 12 3	4 0 6	16 2 3
Mannerim	880	47 15 4	10 0 0	10 0 6	2,139	250 9 1	111	40 1 6	...	...
Marcus Hill	1,900	191 13 10	99 2 6	26 12 5	...	...	...	...	...	1 2 3
Queenscliff	10,358	1,369 2 8	808 4 3	595 9 3	213	171 4 2	4,317	1,561 15 9	9 17 9	13 3 2

SOUTH-WESTERN LINE.

Breakwater	...	...	21 6 0	21 6 0	...	...	...	...	...	...
Connewarre	724	31 9 11	22 12 4	23 15 6	485	66 11 4	596	101 15 6	...	...
Georgetown	596	50 1 8	23 3 10	27 8 8	...	...	1	3 3 11	...	1 12 6
Pettarel Road	492	33 9 1	23 1 8	25 12 7	375	107 0 4	103	41 0 8	...	2 2 7
Mount Moriac	2,731	251 10 10	63 1 5	71 14 8	3,993	709 8 6	472	133 1 2	88 6 0	61 0 2
Buckley's Road	627	50 11 11	53 15 1	36 6 11	725	101 9 11	41	13 6 9	...	0 11 6
Winchelsea	4,656	693 3 7	156 10 2	210 1 8	3,638	817 15 7	938	419 4 2	707 14 7	49 18 1
Birregurra	10,156	1,275 17 10	235 17 4	248 11 0	613	326 15 11	1,692	751 14 9	545 15 10	56 8 1
Warracoot	1,095	165 10 9	35 16 7	44 6 2	719	34 14 2	169	85 0 11	...	...
Irrewarra	2,808	496 11 6	92 11 2	89 17 7	308	284 15 5	181	100 16 6	1,221 8 6	189 19 7
Colac	23,572	5,340 16 8	988 8 7	1,181 15 0	8,272	3,870 5 2	15,830	8,292 2 1	650 0 10	340 4 1
Larport	2,089	262 19 10	29 18 6	40 1 1	3,219	1,837 16 5	295	147 5 0	35 2 0	25 2 3
Pirron Yallock	4,555	448 4 2	137 2 8	112 19 8	1,359	422 6 5	278	153 3 8	1,345 1 6	167 16 7
Stoneyford	1,536	128 15 6	68 19 6	37 19 8	124	161 0 4	259	135 16 3	...	6 12 5
Pomborneit	3,576	383 13 9	89 2 11	85 13 3	472	418 15 7	582	284 7 9	98 3 8	71 14 6
Weerite	2,087	329 12 11	44 17 5	64 12 7	353	287 11 6	598	241 10 9	777 3 3	21 3 9
Camperdown	19,611	4,646 18 2	705 8 0	937 6 10	2,607	2,383 7 0	12,552	7,116 3 6	2,022 5 5	473 2 6
Boorcan	807	36 2 10	24 4 1	33 0 11	155	207 9 8	164	40 6 11	624 11 0	55 9 1
Terang	20,035	3,794 15 0	651 13 2	877 3 5	2,532	3,143 3 8	10,920	5,190 19 7	2,828 14 0	555 4 5
Garvoc	2,785	161 17 2	62 9 5	96 6 1	1,167	656 13 7	673	461 6 9	122 14 2	10 15 6
Fannure	3,237	370 9 10	37 6 5	53 12 0	5,551	897 13 11	398	230 14 9	3 8 0	0 17 6
Cudgee	1,814	103 12 3	43 10 0	44 3 7	87	27 19 6	83	46 19 3	...	...
Allansford	4,188	575 13 11	89 13 2	82 12 6	644	466 11 0	1,659	592 19 2	301 3 5	22 6 9
Warrambol	34,712	7,786 19 3	1,608 4 9	1,751 16 0	33,735	6,175 11 5	42,897	6,716 10 4	1,023 14 11	278 3 2
Dennington	196	4 7 4	146 2 4	56 3 0	2	3 0 7	55	21 11 10	...	...
Illowa	3,314	299 1 11	226 6 8	129 18 0	3,860	1,899 8 2	429	74 12 10	34 6 3	4 1 0

No. 20.—Statement of the Outwards Passenger Traffic, &c.—continued.

STATION.	PASSENGERS.		PARCELS, RENTS, H.C.D., ETC.		GOODS.			LIVE STOCK.	
	Outwards.		Inwards.		Outwards.		Inwards.		
	Passengers.	Revenue.	£ s. d.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	
		£ s. d.							£ s. d.
SOUTH-WESTERN LINE—continued.									
Koroit	16,031	1,829 18 8	469 4 6	484 13 8	10,949	3,748 3 8	1,194	913 10 4	£ s. d. 43 4 2
Crossley	480	12 14 5	5 19 4	8 19 8	...	...	15	5 18 9	...
Kirkstall	288	16 14 3	6 17 4	10 2 7	...	...	21	4 15 8	...
Rosebrook	263	16 8 7	3 9 0	5 17 8	...	...	1	0 12 7	...
Moynes	237	8 16 6	...	4 15 2	...	...	72	15 4 3	...
Port Fairy	7,057	1,641 11 2	1,544 0 9	484 3 6	1,374	890 8 11	1,932	987 2 4	53 10 9
WENSLEYDALE LINE.									
Layard	3	0 3 4	4 0 0	4 0 0	686	102 11 6	2	0 19 7	...
Gherang	3	0 2 9	...	...	2,962	463 14 9	11	5 3 0	...
Wornbete	6	0 13 6	...	...	2,186	365 16 6	23	9 9 2	...
Wensleydale	4	0 12 6	...	...	2,088	371 2 11	36	21 6 7	...
FORREST LINE.									
Whoorel	2	0 1 1	10 11 8	10 14 11	419	58 18 5	...	0 3 3	...
Dean's Marsh	1,490	233 9 0	68 7 1	149 15 6	3,691	2,152 16 10	504	310 10 0	...
Pennyroyal	446	20 10 10	23 19 5	30 17 2	615	150 5 0	163	70 18 1	...
Murroon	584	29 5 0	34 3 11	54 0 0	2,543	639 9 11	202	93 3 9	0 10 0
Barwon Downs	1,018	48 7 9	44 7 11	82 0 9	5,494	1,669 11 9	386	214 2 4	14 12 6
Gerangumete	223	7 4 11	25 13 3	31 6 6	396	123 4 5	26	14 0 9	...
Yaughter	361	33 17 9	27 4 0	30 5 11	127	46 1 1	35	18 0 4	...
Forrest	2,013	355 3 11	149 11 11	249 10 5	11,947	4,368 3 5	938	661 17 3	8 13 0
BEEAC LINE.									
Ondit	273	10 1 10	44 10 1	49 8 1	751	353 11 4	530	134 8 5	1 0 0
Kur's Lane	12	1 1 8	...	...	...	...	...	...	...
Beeac	2,217	319 1 0	158 13 4	238 5 11	1,529	832 8 11	3,876	1,164 0 7	17 3 3
TIMBOON LINE.									
Naroghid	68	7 8 10	10 5 9	10 16 7	3	3 6 2	43	20 13 4	...
Cobden	496	47 9 10	9 5 6	127 7 3	792	1,007 16 0	2,096	1,483 4 5	15 17 4
Glenfyne	127	19 19 11	21 19 3	24 15 1	641	126 9 3	84	43 17 10	...
Timboon	1,134	221 6 4	136 19 8	261 3 7	3,801	696 4 5	509	332 7 3	1 15 0
MORTLAKE LINE.									
Mortlake	5,515	1,103 16 3	301 16 5	460 4 9	1,323	1,430 1 4	2,795	1,851 8 5	53 19 6
PENSHURST LINE.									
Warrong	180	19 10 4	0 11 6	1 4 4	...	0 3 0	7	2 15 3	0 17 6
Woolsthorpe	372	33 16 11	0 14 4	8 18 6	64	19 18 7	96	42 4 11	27 7 6
Hawkesdale	2,305	265 16 2	23 5 6	62 1 0	83	43 11 3	378	169 2 11	17 14 3
Minhamite	415	55 0 10	1 11 0	17 17 5	94	110 15 9	147	76 11 0	94 4 3
Purdeet	719	111 10 8	1 2 0	17 10 6	50	68 8 4	80	35 13 2	6 17 6

...	6,001	920 5 2	362 17 8	459 17 4	873	959 0 7	1,179	665 12 10	1,297 3 6	7 19 6
Penshurst	356	22 3 6	1 12 8	2 17 5	97	53 11 1	38	25 16 6	...	...
Croxton East	256	12 0 2	0 7 1	4 9 3	64	63 0 2	34	11 14 9	...	...
Yatchaw	972	14 1 1	...	...	...	...	21	6 16 10	...	...
Eureka	...	...	...	...	...	...	...	...	...	...
BUNINYONG LINE.										
Spencer Crossing	66	0 12 6	...	...	...	...	...	...	...	...
Canadian	3,856	40 2 0	10 0 0	10 5 3	...	...	268	99 0 11	...	...
Mount Clear	2,587	35 1 9	11 3 4	11 14 7	...	...	304	83 11 0	...	...
Mount Helen	1,093	22 14 6	0 2 3	0 2 3	...	...	...	...	...	...
Buninyong	67,183	1,046 6 1	126 11 1	170 2 3	1,568	811 3 10	2,219	966 5 7	4 12 0	4 14 9
LINTON LINE.										
Cardigan	851	18 6 1	20 5 3	20 19 4	...	...	...	...	...	...
Trunk Lead	1,856	54 0 3	20 11 0	21 13 9	...	...	31	8 9 8	...	...
Haddon	3,578	132 5 4	40 12 11	37 13 0	71	76 6 1	185	69 18 1	...	...
Nintingbool	580	23 12 7	...	...	...	...	...	...	...	...
Snythesdale	7,908	491 4 0	76 8 9	115 1 6	30	13 10 0	590	207 17 4	0 16 6	...
Scarsdale	22,415	1,365 14 10	94 11 1	136 9 2	937	166 1 10	1,963	753 18 8	...	...
Newtown	10,296	721 8 6	55 17 11	118 18 9	488	200 0 9	9,864	4,237 3 5	11 6 6	1 18 0
Happy Valley	1,019	90 11 3	20 0 0	20 3 3	...	...	...	...	...	...
Linton	8,053	976 15 0	157 19 1	225 9 3	1,380	1,393 9 7	2,358	1,104 8 4	432 10 11	35 8 9
PORTLAND LINE.										
Maroona	1,027	170 0 11	58 15 7	90 16 3	3,872	2,091 10 1	951	498 14 0	182 16 6	38 11 4
Wickliffe Road	2,603	758 0 2	126 7 4	227 5 10	...	1,699 19 4	1,568	1,361 9 9	8 10 8	62 19 6
Glen Thompson	2,984	615 16 10	95 12 0	148 3 10	1,678	697 5 0	...	349 16 4	393 15 11	16 8 0
Punkeld	4,646	719 10 2	240 9 8	300 6 3	1,985	1,224 19 11	580	398 15 4	765 16 8	59 8 4
Mourajup	688	38 0 0	...	8 0 7	...	...	11	7 0 3	...	...
Hamilton	23,883	6,693 5 11	1,858 14 2	2,182 4 4	5,539	4,991 3 7	12,718	6,551 10 1	1,672 9 3	366 3 11
Bransholme	5,325	932 11 5	189 15 3	228 15 5	1,007	532 9 5	1,173	582 8 7	597 19 10	22 2 2
Condah	3,114	475 2 7	93 17 6	140 7 11	1,883	614 4 7	1,910	514 3 3	32 19 8	3 14 9
Myamyn	968	80 2 9	16 14 1	16 14 1	...	...	103	67 7 10	...	...
Milltown	1,287	100 0 10	32 19 1	52 15 3	2,290	408 9 9	133	56 14 7	...	...
Heywood	5,193	772 15 1	91 7 5	159 7 1	4,704	1,651 7 10	1,066	635 4 3	235 13 10	9 7 6
Portland North	1,107	266 7 5	...	...	...	...	...	...	...	...
Portland	4,798	1,460 7 10	1,405 8 5	602 10 1	5,093	3,485 16 0	6,847	4,949 16 4	30 10 4	1,884 7 6
COLERAINE LINE.										
Bochara	66	3 17 4	4 0 9	4 0 9	...	...	1	0 16 4	...	...
Wannon	1,010	57 18 8	19 2 9	36 11 10	221	103 7 9	110	59 17 10	...	2 16

No. 20.—Statement of the Outwards Passenger Traffic, &c.—continued.

STATION.	PASSENGERS.			PARCELS, RENTS, H.C.D., ETC.			GOODS.			LIVE STOCK.						
	Outwards.			Inwards.			Outwards.			Inwards.						
	Passengers.	Revenue.		Outwards.	Revenue.	Inwards.	Tons.	Revenue.		Tons.	Inwards.	Revenue.	Outwards.	Revenue.	Inwards.	
		£	s. d.					£	s. d.							£
WARRACKNABAL AND HOPETOUN LINE.																
Coromby	937	28	1 1	54	15 9	65	12 8	3,666	2,779	1 11	158	96	19 9	135	15 10	£ s. d.
Minyip	6,278	1,137	3 6	211	16 3	304	17 6	6,397	5,356	4 2	2,046	2,527	11 5	647	12 8	... 7 17 9
Nullan	558	25	18 11	36	13 11	46	10 7	587	479	4 1	25	21	12 9	...	6 18 6	...
Sheep Hills	3,118	483	6 11	125	3 11	171	9 0	5,141	3,641	18 0	512	659	19 11	465	16 0	11 0 4
Kellalac	...	...	...	...	...	0	10 1	160	117	3 7	2	1	18 0	...	...	...
Warracknabeal	11,033	2,944	6 3	662	9 7	817	14 3	14,182	11,668	3 1	6,106	7,697	11 6	546	10 11	3 5 3
Lah	549	41	16 5	28	17 5	38	3 10	2,959	2,016	14 7	64	30	11 3	...	...	...
Brim	2,103	269	15 5	78	1 0	116	15 2	6,032	4,426	18 8	748	744	11 5	20	4 10	0 13 6
Galaquil	717	111	1 9	48	3 0	63	13 2	3,393	2,475	1 0	134	103	15 4	...	...	...
Beulah	3,373	835	18 9	172	9 3	277	3 8	6,715	5,499	4 6	1,712	3,134	15 7	10	10 6	3 9 1
Roseberry	1,462	300	19 4	67	9 6	95	0 2	3,571	2,420	2 10	663	725	0 11	...	...	7 17 3
Goyura	598	12	14 0	28	16 11	54	1 6	3,029	2,442	16 4	142	151	15 11	...	...	5 13 6
Hopetoun	2,199	785	13 4	149	13 3	278	2 2	10,629	8,867	16 9	1,317	2,065	13 5	137	19 3	... 40 17 9
NORADJUHA LINE.																
Vectis East	368	15	14 1	22	16 10	26	1 5	944	553	11 8	107	27	18 0	...	...	...
Quantong	457	28	0 3	...	...	1	4 8	6	1	16 6	6	9	1 6	...	...	...
Natimuk East	58	3	4 0	8	9 4	8	9 4	...	...	...	...	...	...	...	...	...
Noradjuba	1,245	173	1 6	82	6 0	136	8 3	2,960	2,848	14 5	647	554	3 3	65	2 8	... 13 17 11
GOROKE LINE.																
Natimuk	5,239	633	12 3	270	18 3	315	3 0	4,422	3,489	10 7	2,442	2,145	12 10	167	8 1	20 2 10
Arapiles	46	2	5 4	17	5 3	17	18 4	147	66	7 4	8	2	1 1	...	...	1 0 0
St. Mary's	70	8	16 0	17	9 8	20	14 7	989	319	8 5	191	62	16 2	...	...	...
Gymbowen	377	84	4 9	29	9 0	50	19 7	421	269	10 6	178	149	8 0	...	...	8 14 3
Goroke	957	260	4 2	82	17 2	200	15 4	881	1,231	17 3	589	909	16 11	10	16 6	9 4 5
JEPARIT LINE.																
Antwerp	493	25	14 11	33	12 7	52	3 7	1,151	912	10 1	155	141	8 7	...	...	...
Tarranyurk	149	8	3 3	16	2 8	20	11 6	1,242	745	15 8	60	34	7 9	...	...	1 2 3
Jeparit	1,556	217	1 4	180	15 3	245	4 7	5,323	3,951	3 11	1,377	1,756	5 11	1	6 10	1 10 0
RAINBOW LINE.																
Ellam	73	3	2 8	0	2 4	1	16 4	785	513	2 8	12	6	7 5	...	...	5 3 6
Pullet	91	4	9 9	0	3 11	2	12 6	1,360	1,063	13 1	32	22	15 3	...	...	1 2 3
Rainbow	506	78	17 5	26	13 11	64	14 9	5,727	4,491	0 1	572	518	12 11	1	10 0	1 10 0
NORTH-EASTERN LINE.																
Kensington	833,028	5,355	11 6	86	3 3	128	7 9	11,088	1,835	16 9	28,182	16,297	13 6	...	...	...
Newmarket	825,987	6,460	9 8	1,182	18 7	1,288	2 3	20,749	2,238	11 7	34,777	21,533	5 4	9,272	18 4	82,602 3 4
Show Siding	...	...	...	3	1 10	112	7 3	73	172	10 8	187	106	7 10	228	15 7	250 4 11
Ascot Vale	1,524,586	12,701	19 11	115	6 10	140	9 0	...	...	...	...	...	...	...	...	...
Moonee Ponds	896,804	9,418	2 5	127	3 9	163	10 0	...	...	...	...	...	...	...	...	...
Essendon	704,598	8,210	0 0	268	7 10	344	15 3	1,138	361	0 0	12,168	3,986	17 10	...	...	2 15 11
North Essendon	3,740	68	0 11	12	2 0	16	0 6	...	...	...	...	...	...	...	...	...
Pascoe Vale	10,452	203	2 11	18	5 9	24	19 8	...	...	...	...	...	...	...	...	...

Glenroy	37,082	628 18 2	36 4 0	47 13 4	931	118 18 8	394	97 16 5	...	...	...	...
Broadmeadows	10,559	295 3 4	224 5 11	89 14 8	341	62 18 6	214	53 4 9	35 10 0	...	...	...
Somerston	4,486	160 12 7	86 15 8	50 7 3	1,115	165 4 9	663	80 6 10	2 19 6	...	...	...
Craigieburn	3,493	219 19 5	121 19 10	71 13 1	707	142 11 0	305	88 2 5	107 7 2	...	...	...
Donnybrook	3,645	229 7 8	706 15 9	128 9 4	543	120 14 1	1,203	222 15 10	41 4 9	...	...	...
Beveridge	2,464	173 7 7	95 8 8	53 13 2	144	64 17 3	118	45 13 1	211 11 9	...	...	...
Wallan	6,648	736 18 9	176 0 1	144 1 7	2,985	560 8 10	774	271 6 4	211 11 10	...	...	...
Merri Merri Siding	...	...	...	...	112	16 13 4	16	4	...	...	...	...
Kilmore Junction	877	91 11 8	12 18 8	19 0 5	...	...	...	...	...	...	...	...
Wandong	5,399	552 11 6	219 9 11	260 6 5	13,577	3,631 1 1	1,033	440 3 2	...	...	...	...
Kilmore East	9,213	1,498 7 1	179 16 7	151 18 8	174	92 19 7	199	99 11 10	255 8 6	...	...	...
Broadford	8,158	1,102 18 3	185 15 4	229 8 8	4,302	1,455 12 0	4,030	1,819 14 11	182 11 7	...	...	...
McDougall's Siding	...	...	...	...	1,251	926 3 8	650	245 9 11	...	...	...	...
Lowry Siding	...	...	...	...	965	216 17 9	6	5 5 1	...	...	...	...
Tallaroek	7,007	913 19 8	282 12 5	262 4 4	3,711	1,013 1 0	241	199 3 2	68 1 0	...	...	...
Schoolhouse Lane	...	...	...	...	1,466	229 6 4	17	6 13 3	...	...	...	...
Seymour	24,065	4,301 7 0	2,026 7 3	2,174 5 11	14,847	4,322 6 0	3,001	2,008 9 7	614 5 8	...	...	...
Mangalore	3,783	705 3 6	79 11 6	84 4 2	4,303	1,306 18 7	188	119 18 0	12 10 0	...	...	...
Avenel	4,790	579 6 7	189 2 1	141 8 5	4,903	1,717 2 0	631	558 1 2	144 2 8	...	...	...
Monea	1,619	101 11 2	31 0 4	30 12 3	6,901	2,272 7 7	84	51 8 5	21 19 6	...	...	...
Burnt Creek	2,675	223 9 11	50 16 5	56 2 1	12,805	4,382 17 9	383	197 6 7	...	...	...	...
Longwood	5,310	599 16 3	242 17 10	171 9 4	13,034	4,946 6 11	1,305	865 4 7	188 9 11	...	...	...
Creighton	567	28 12 11	16 13 6	19 0 8	4,787	1,793 12 6	30	14 19 9	...	...	...	...
Euroa	12,591	2,606 14 8	733 7 11	569 14 1	13,021	6,234 17 0	5,786	4,363 1 0	544 1 2	...	...	...
Balmatium	975	44 4 5	13 8 3	24 9 0	2,506	1,079 12 2	76	52 1 6	...	...	...	...
Violet Town	6,595	1,029 2 7	425 16 7	269 3 0	9,542	4,765 5 5	1,459	1,393 3 3	300 12 3	...	...	...
Burke's Hill	...	...	...	...	1,918	860 13 4	1	0 2 9	...	...	...	...
Baddaginnie	2,121	230 6 2	155 5 5	73 2 6	7,007	3,883 4 5	374	217 12 1	90 17 2	...	...	...
Benalla	25,001	5,925 19 0	1,807 5 1	2,061 18 6	6,594	3,657 8 10	6,746	6,081 12 6	1,263 5 4	...	...	...
Winton	1,578	119 18 10	45 6 11	64 7 5	1,206	669 19 6	148	121 16 10	...	...	...	...
Glenrowan	4,211	546 2 10	87 3 1	138 16 0	2,749	1,686 2 5	882	943 7 6	279 4 5	...	...	...
Wangaratta	27,699	6,414 5 3	1,018 19 0	1,375 6 1	12,738	7,139 17 3	9,131	9,725 10 6	1,108 14 7	...	...	...
Beechworth Junction	1,103	105 1 11	34 11 1	40 6 11	519	281 9 4	162	132 11 8	...	...	...	...
Springhurst	6,685	809 19 6	70 5 4	111 11 4	1,839	903 8 7	575	493 11 2	148 11 6	...	...	...
Chiltern	8,836	2,124 8 1	173 13 10	387 13 3	2,354	768 3 11	7,145	5,375 6 9	318 18 3	...	...	...
Barrawartha	2,850	408 12 6	44 5 8	82 11 9	1,412	714 7 2	603	695 18 5	2,321 16 5	...	...	...
Wodonga	13,481	2,861 18 7	1,540 9 8	1,300 3 8	4,915	3,920 5 6	6,545	5,727 3 0	13,399 18 5	...	...	...
TAILLANGATTA LINE.												
East Wodonga	62	1 10 4	...	...	...	...	...	...	...	...	...	...
Bongilla	98	3 13 7	...	...	...	...	...	...	...	...	...	...
Bethanga Road	4,529	798 5 10	108 11 8	187 11 10	1,316	1,602 0 0	2,270	3,524 1 4	1,820 19 2	...	...	...
Huon Lane	2,153	373 1 3	82 10 9	150 9 10	229	461 19 10	604	1,057 12 5	1,466 13 11	...	...	...
Bolga	115	14 2 6	11 3 7	13 14 10	51	39 0 6	1	2 10 9	...	...	...	...
Tatonga	...	...	...	...	...	...	...	...	...	...	...	...
Tallaungatta	6,595	2,493 15 3	319 11 2	627 5 5	1,459	2,077 18 10	3,904	7,364 14 11	845 5 4	...	...	...
COBURG AND SOMERTON LINE.												
Macalvey Road	204,866	1,206 4 0	55 4 4	63 9 4	...	...	...	...	...	...	...	...
Flemington Bridge	200,118	1,238 1 3	66 17 5	65 3 2	...	...	...	...	...	...	...	...
Royal Park	83,345	586 5 3	42 13 8	97 18 4	...	...	...	...	...	...	...	...
South Brunswick	205,340	1,099 2 10	167 8 9	154 1 4	19,939	5,008 12 1	10,721	3,075 11 9	...	...	...	...
Brunswick	360,115	1,852 4 6	219 1 3	266 4 7	717	333 2 11	7,275	2,273 14 3	...	...	...	...
Moreland	210,950	1,160 13 3	95 0 4	96 18 2	8,843	602 4 10	8,758	3,267 4 9	...	...	...	...
Coburg	550,585	3,202 17 11	87 11 11	94 11 4	1,061	229 2 10	3,910	1,086 14 9	...	...	...	...

No. 20.—Statement of the Outwards Passenger Traffic, &c.—continued.

STATION.	PASSENGERS.		PARCELS, RENTS, H.C.D., ETC.		GOODS.		LIVE STOCK.	
	Outwards.		Inwards.		Outwards.		Inwards.	
	Passengers.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Inwards.
		£ s. d.						
COBURG AND SOMERTON LINE— <i>continued.</i>								
Bell Park	341	3 14 4	2 13 0	...	...	...	...	£ s. d. 0 10 0
North Coburg	772	9 11 10	...	595	47 2 0	42	...	...
Fawkner	953	13 5 6	0 1 6	...	...	...	...	...
Campbellfield	7,580	164 2 4	152 5 11	220	64 13 6	779	233 1 10	...
Campbellfield North	272	5 15 8	...	...	...	...	...	...
COLLINGWOOD LINE.								
North Carlton	211,987	1,347 2 5	124 5 9	1,953	1,399 1 7	9,738	3,400 1 8	...
North Fitzroy	465,724	3,234 19 10	363 13 4	1,847	1,169 7 11	7,523	2,432 8 0	...
Fitzroy	...	...	452 6 9	...	374 1 6	38,244	13,865 6 5	...
Collingwood	236,682	2,474 19 2	373 13 7	3,583	910 3 5	36,690	16,174 15 10	...
Clifton Hill	143,322	1,193 5 5	172 10 4	915	715 17 9	7,833	2,292 7 9	...
Northcote South	3,394	37 0 11	10 16 10	...	...	...	...	...
Fairfield Park	192,308	1,063 1 3	37 16 0	15	9 13 5	1,031	265 9 10	...
PRESTON AND WHITTLESEA LINE.								
Northcote	211,454	1,420 6 6	56 4 6	...	...	...	...	...
Middle Northcote	230,628	1,445 19 1	87 9 10	21,385	4,072 5 0	3,480	1,146 16 11	2 10 3
Croxton	222,241	1,209 18 8	35 10 7	24	18 16 9	1,755	546 9 3	...
Thornbury	69,430	564 13 2	13 13 7	...	...	...	...	...
Preston (Bell-street)	271,473	1,607 12 9	73 11 11	489	125 17 8	2,341	885 11 7	1,032 0 2
" (Murray-road)	135,623	840 7 3	27 19 4	...	...	...	...	...
" (Regent-street)	167,509	1,018 10 6	42 4 6	...	...	...	...	...
" (Reservoir)	21,080	243 17 9	221 15 0	...	...	...	...	...
Thomastown	1,450	35 14 7	41 5 10	...	...	...	...	...
Epping	6,373	156 6 1	279 9 3	...	...	...	...	...
South Morang	3,610	134 17 8	115 13 1	...	...	...	...	...
South Yan Yean	6,254	307 16 2	518 2 3	795	156 1 0	570	250 13 11	41 2 6
Yan Yean	2,793	183 8 5	96 6 9	1,126	182 19 8	331	98 8 6	11 7 7
Whittlesea	7,387	590 2 5	419 14 10	4,310	780 1 9	1,185	456 17 11	14 18 9
MANSFIELD LINE.								
Traawool	700	95 12 9	49 19 6	340	156 10 4	45	37 0 4	2 12 0
Falls Siding	...	...	...	11	7 16 3	...	...	...
Kerrisdale	792	95 4 2	56 13 5	209	134 12 2	232	145 7 3	2 1 6
Honewood	765	121 11 8	40 5 0	97	91 12 5	59	33 1 10	1 6 9
Yea	5,846	1,283 10 8	501 17 7	1,981	1,681 15 4	3,734	2,498 7 7	59 15 8
Cheviot	281	10 13 6	22 19 10	4,809	1,941 14 0	280	110 7 10	...
Molesworth	936	171 12 4	52 8 10	1,470	659 3 8	193	172 6 8	12 8 1
Guthkin	943	149 0 5	67 19 4	247	136 0 2	94	72 0 2	3 4 8
Alexandra Road	2,850	1,076 8 10	124 4 8	3,268	1,887 8 8	1,442	1,820 14 9	9 12 10
Yareok	1,137	267 6 6	51 9 8	953	573 3 0	616	582 7 9	14 11 9
Kanumbra	223	13 0 3	51 8 0	3,435	1,516 2 3	78	51 17 11	0 11 6

Merton	...	...	1,046	175 4 5	124 15 7	148 11 4	288	237 14 2	255	232 6 11	38 8 6	7 12 2
Woodfield	...	...	539	79 1 3	36 16 2	47 6 7	234	169 18 6	40	38 5 6	90 3 0	5 17 0
Bonnie Doon	...	...	2,178	329 10 4	72 4 7	110 19 7	381	406 16 9	639	717 8 9	160 13 3	21 10 0
Maindample	...	...	2,062	287 18 8	41 18 9	64 8 8	517	414 17 2	249	340 8 3	56 10 2	14 19 0
Mansfield	...	...	3,733	1,647 11 10	295 17 1	526 1 10	2,655	2,721 4 11	2,878	4,832 3 5	652 10 3	66 10 0
NUMURKAH LINE.												
Tabilk	...	...	1,721	297 10 0	83 3 1	77 11 9	9,299	3,223 17 1	303	205 15 6	55 12 1	9 14 9
Nagambie	...	...	7,277	1,457 3 7	182 4 4	310 3 1	24,397	8,719 8 4	2,038	1,696 6 1	421 9 1	105 6 4
Wahring	...	...	2,649	401 4 4	129 9 1	130 18 7	23,031	8,514 13 4	563	428 10 0	49 3 10	14 6 4
Murchison East...	...	...	6,688	1,362 0 1	240 17 5	242 9 11	9,060	3,766 7 4	995	430 0 9	527 19 9	129 2 2
Arcadia	...	...	2,757	441 3 11	98 4 3	105 1 7	7,723	3,880 1 4	1,796	1,201 10 10	133 5 8	30 19 2
Toolamba	...	...	5,186	674 13 8	121 11 10	105 8 7	4,382	2,465 17 2	356	245 8 4	84 16 9	12 5 6
Mooreopna	...	...	7,680	1,509 4 5	119 13 9	228 4 3	6,751	4,121 8 2	2,390	2,266 10 7	121 15 9	51 17 1
Shepparton	...	...	19,038	4,277 3 9	1157 13 3	1,288 5 0	9,404	6,030 4 1	7,689	8,144 0 3	1,269 19 1	455 7 7
Congupna Road	...	...	707	48 8 4	16 1 7	24 0 6	2,196	1,173 17 4	71	74 4 6	...	...
Tallygaroopna	...	...	2,783	428 11 6	56 12 0	98 1 8	7,376	4,109 10 3	617	601 18 0	97 16 4	...
Wanghinu	...	...	3,217	488 8 11	55 6 0	100 16 4	4,877	3,020 1 7	640	689 4 8	332 13 8	35 7 11
Numurkah	...	...	12,503	2,781 9 7	385 3 1	592 2 8	9,126	5,237 7 7	4,558	5,425 12 10	768 13 7	55 5 3
COBRAM LINE.												
Katunga	...	...	1,549	363 12 3	50 5 2	71 7 2	5,877	3,589 7 8	200	370 16 5	314 8 4	25 11 11
Strathmerton	...	...	2,700	576 19 9	67 14 11	134 10 5	8,049	4,835 2 3	689	641 14 0	281 8 5	57 17 10
Yarroweyah	...	...	2,960	1,137 14 0	90 16 5	203 9 7	11,126	7,965 2 3	2,418	3,398 6 3	595 17 2	32 13 11
Cobram	...	...	3,813	1,480 15 4	284 16 3	444 7 5	12,569	8,300 15 4	2,321	3,871 3 4	387 5 2	99 1 5
RUSHWORTH LINE.												
Murchison	...	...	1,179	106 9 8	99 13 1	181 3 11	2,724	1,479 15 10	1,143	1,073 11 7	...	4 2 6
Whroo Road	...	...	180	4 19 1	1 15 0	2 6 7	7,404	2,968 17 1	14	15 6 7	...	...
Waranga	...	...	579	20 17 4	15 5 9	23 17 3	4,733	2,029 11 6	81	73 12 6	...	...
Rushworth	...	...	3,198	983 6 9	175 8 6	316 19 0	37,813	17,264 16 1	2,705	2,609 0 2	351 7 6	75 10 8
DOOKIE LINE.												
Pine Lodge	...	...	339	16 6 4	29 4 6	42 10 11	3,288	1,789 7 11	229	75 11 4	...	33 1 4
Cosgrove	...	...	1,152	159 5 10	43 0 1	76 3 3	5,361	3,006 16 8	494	454 0 9	150 3 8	95 19 4
Dookie	...	...	3,727	506 16 7	207 7 7	320 15 7	2,879	1,992 6 7	1,490	1,734 8 11	334 16 2	52 1 0
KATAMATITE LINE.												
Yabba South	...	...	24	0 12 4	...	...	98	56 19 8	7	4 7 1	...	...
Yabba North	...	...	108	9 13 4	32 16 0	35 14 3	1,600	948 5 9	26	31 16 0	40 18 8	...
Youanmite	...	...	189	13 17 0	0 1 0	5 10 8	1,373	992 1 1	123	180 15 3	...	...
Katamatite	...	...	733	84 2 5	114 17 11	171 6 10	4,995	3,360 4 6	775	864 18 7	163 4 8	90 6 8
NATHALIA LINE.												
Waaia	...	...	1,730	311 15 7	45 6 0	72 16 11	7,467	4,358 1 2	549	301 12 1	461 6 3	17 1 8
Nathalia	...	...	5,452	1,598 8 4	295 8 0	502 5 2	10,355	7,274 18 6	3,979	4,438 13 10	1,271 9 1	263 9 9
PICOLA LINE.												
Barwo	...	...	59	1 8 10	...	...	...	...	...	...	...	...
Picola	...	...	879	218 15 3	91 8 10	97 10 2	5,848	3,038 0 9	...	384 10 5	102 0 4	6 2 6
YARRAWONGA LINE.												
Nooramunga	...	...	572	49 1 4	2 5 6	6 7 8	150	58 11 10	22	17 9 10	5 8 8	...
Goorambat	...	...	2,757	293 6 8	72 2 2	92 3 8	3,969	2,337 1 5	1,343	1,009 12 10	168 7 3	6 16 3
Devenish	...	...	3,060	399 15 1	56 10 4	92 1 10	2,342	1,472 17 11	773	789 7 9	255 11 6	29 18 3

No. 20.—Statement of the Outwards Passenger Traffic, &c.—continued.

STATION.	PASSENGERS.		PARCELS, RENTS, H.C.D., ETC.		GOODS.			LIVE STOCK.	
	Outwards.		Inwards.		Outwards.		Inwards.		
	Passengers.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	
		£ s. d.		£ s. d.		£ s. d.		£ s. d.	
FRANKSTON LINE—continued.									
Highett	32,828	566 2 3	24 10 3	29 5 7	...	...	...	£ s. d.	
Cheltenham	87,567	1,889 11 7	84 4 10	115 8 6	192	4,426	...	8 4 6	
Mentone	77,404	1,748 18 5	124 14 6	224 8 3	74	2,707	...	759 13 4	
Mordialloc	68,056	2,041 8 8	417 3 10	546 10 8	700	2,594	...	478 6 5	
Aspendale Park	1,426	55 13 5	...	161 12 8	...	...	...	439 19 3	
Carrum	11,540	475 9 9	32 9 7	71 11 9	2,318	1,019	...	...	
Frankston	21,845	1,252 3 7	321 19 4	403 13 5	1,304	2,341	...	226 14 3	
MORNINGTON LINE.									
Langwarrin	4,741	391 5 2	66 10 10	292 2 5	259	383	...	118 16 6	
Mornington Junction	3,945	307 7 6	57 5 11	59 3 9	1,004	189	...	52 11 10	
Moorooduc	206	3 4 1	19 2 7	16 9 5	146	13	...	5 4 6	
Mornington	7,269	1,069 6 3	331 18 9	381 17 4	402	1,193	...	537 10 7	
STONY POINT LINE.									
Somerville	2,097	158 18 0	64 13 10	87 10 4	3,321	1,456	...	509 2 4	
Tyabb	1,249	100 0 10	26 15 6	35 1 11	3,271	132	...	59 3 9	
Hastings	2,780	228 11 1	112 11 7	143 13 7	3,130	571	...	376 12 3	
Bittern	2,308	342 8 10	154 16 0	145 2 9	2,606	331	...	184 17 11	
Crib Point	188	21 14 9	10 2 10	13 0 10	15	17	...	6 14 2	
Stony Point	2,503	338 3 7	118 18 4	206 2 2	392	661	...	347 6 9	
GLEN IRIS LINE.									
Heyington	10,987	138 9 6	45 18 3	46 11 11	...	...	...	...	
Kooyong	9,843	133 10 3	1 14 5	2 2 4	...	...	...	...	
Tooronga	13,231	191 17 8	9 3 0	8 7 0	2	2,080	...	204 3 9	
Gardiner	10,265	197 8 5	11 16 1	7 4 7	...	...	...	...	
Glen Iris	7,752	149 16 11	10 17 10	17 4 5	...	...	...	...	
Darling	7,173	146 2 3	8 10 6	4 5 9	...	...	...	...	
OUTER CIRCLE LINE.									
Riversdale	7,466	95 16 8	7 0 0	7 1 9	...	...	...	...	
Hartwell	20,913	310 11 11	22 4 1	7 0 9	...	...	...	...	
Ashburton	12,247	191 5 9	11 9 10	6 13 9	...	...	...	...	
Shenley	3,406	48 8 5	0 0 3	0 2 0	...	...	...	...	
Stanley	24,357	326 16 10	0 13 5	0 6 3	...	...	...	...	
Deepdene	12,011	172 11 5	7 15 11	2 3 0	...	...	...	...	
SOUTH-EASTERN LINE.									
Lyndhurst	1,083	55 3 10	322 4 0	40 2 2	136	608	...	130 2 6	
Cranbourne	5,747	470 8 5	239 1 11	119 10 2	2,150	1,506	...	457 3 0	
Glyde	2,226	213 9 8	125 9 8	59 1 6	424	338	...	112 11 8	
Tooradin	2,112	217 5 9	68 6 11	80 17 4	112	341	...	126 10 3	

Koo-wee-rup West									
Koo-wee-rup	...	...	...	...	...	...	...	...	...
Monomeith	...	...	...	...	...	...	...	...	...
Caldermeade	...	...	...	...	...	...	...	...	...
Lang Lang	...	...	...	...	...	...	...	...	...
Nyora	...	...	...	...	...	...	...	...	...
Loch	...	...	...	...	...	...	...	...	...
Jeetho	...	...	...	...	...	...	...	...	...
Bena	...	...	...	...	...	...	...	...	...
Whitelaw	...	...	...	...	...	...	...	...	...
Korumburra	...	...	...	...	...	...	...	...	...
Jumbunna	...	...	...	...	...	...	...	...	...
Outtrim North	...	...	...	...	...	...	...	...	...
Outtrim	...	...	...	...	...	...	...	...	...
Kardella	...	...	...	...	...	...	...	...	...
Ruby	...	...	...	...	...	...	...	...	...
Leongatha	...	...	...	...	...	...	...	...	...
Koonwarra	...	...	...	...	...	...	...	...	...
Tarwin	...	...	...	...	...	...	...	...	...
Meenivan	...	...	...	...	...	...	...	...	...
Stony Creek	...	...	...	...	...	...	...	...	...
Buffalo Creek	...	...	...	...	...	...	...	...	...
Boys	...	...	...	...	...	...	...	...	...
Fish Creek	...	...	...	...	...	...	...	...	...
Hodde Range	...	...	...	...	...	...	...	...	...
Foster	...	...	...	...	...	...	...	...	...
Franklin River	...	...	...	...	...	...	...	...	...
Toora	...	...	...	...	...	...	...	...	...
Agnes River	...	...	...	...	...	...	...	...	...
Welshpool	...	...	...	...	...	...	...	...	...
Hedley	...	...	...	...	...	...	...	...	...
Gelliondale	...	...	...	...	...	...	...	...	...
Alberton	...	...	...	...	...	...	...	...	...
Port Albert	...	...	...	...	...	...	...	...	...
NERIM SOUTH LINE.									
Lillico	...	...	...	...	...	...	...	...	...
Buln Buln	...	...	...	...	...	...	...	...	...
Bravington	...	...	...	...	...	...	...	...	...
Rokeby	...	...	...	...	...	...	...	...	...
Crossover	...	...	...	...	...	...	...	...	...
Neerim South	...	...	...	...	...	...	...	...	...
THORPDAL LINE.									
Coalville	...	...	...	...	...	...	...	...	...
Narracan	...	...	...	...	...	...	...	...	...
Thorpdale	...	...	...	...	...	...	...	...	...
NORTH MIRROO LINE.									
Hazelwood	...	...	...	...	...	...	...	...	...
Yinnar	...	...	...	...	...	...	...	...	...
Boolarra	...	...	...	...	...	...	...	...	...
Darlimurla	...	...	...	...	...	...	...	...	...
North Mirroo	...	...	...	...	...	...	...	...	...

No. 20.—Statement of the Outwards Passenger Traffic, &c.—continued.

STATION.	PASSENGERS.			PARCELS, RENTS, H.C.D., ETC.			GOODS.			LIVE STOCK.															
	Outwards.		Passengers.	Outwards.		Inwards.	Outwards.		Inwards.	Outwards.		Inwards.													
	Revenue.			Revenue.			Revenue.			Revenue.															
	£	s.		d.	£		s.	d.		£	s.		d.	£	s.	d.									
HEYFIELD LINE.																									
Glengarry	3,212	303	17	9	39	9	10	68	8	5	1,900	926	12	11	227	198	19	7	324	16	7	19	0	8	
Toongabbie	3,666	536	14	11	455	11	4	199	16	11	1,056	803	12	2	2,795	2,547	8	4	8	19	0	6	13	0	
Cowwarr	3,397	518	3	5	64	10	4	82	7	3	870	386	4	9	552	419	14	6	1,347	4	8	90	18	8	
Dawson	1,956	45	5	1	20	15	11	21	4	11	7	13	1	11	22	15	9	4	...	...	...	2	9	0	
Heyfield	4,570	738	18	10	310	12	6	386	14	8	2,089	1,306	14	0	1,349	1,189	6	11	591	6	9	55	6	7	
MAFFRA LINE.																									
Tinamba	1,920	469	8	1	73	11	1	144	11	9	1,085	1,042	11	6	382	357	15	5	2,243	3	5	54	12	0	
Maffra	5,975	1,531	3	1	271	0	11	404	14	1	2,560	1,764	5	0	3,340	2,563	2	10	1,551	10	10	720	7	1	
BRIAGOLONG LINE.																									
Boisdale	879	45	10	9	41	4	9	62	8	4	339	178	1	6	1,346	474	9	1	...	...	...	19	18	0	
Bushy Park	224	23	14	6	35	12	6	39	12	9	202	140	14	5	18	6	18	11	...	...	...	0	19	8	
Briagolong	1,979	221	6	11	83	15	9	118	13	9	558	466	3	4	449	376	17	3	328	8	2	3	14	4	
HEALESVILLE LINE.																									
Glentferrie	1,241,921	13,842	7	8	183	0	5	300	19	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Auburn	1,182,952	13,627	17	3	150	7	0	164	12	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Canberwell	1,065,726	14,188	17	9	379	10	9	400	6	3	969	284	6	11	31,687	5,268	9	10	...	...	...	...	...	...	...
East Canberwell	115,741	1,540	6	3	23	11	11	27	3	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Canterbury	389,529	5,232	14	2	81	19	11	125	10	0	90	16	8	0	3,657	645	5	9	...	...	...	...	...	...	...
Surrey Hills	292,679	4,319	0	2	68	5	11	104	13	5	319	66	9	5	4,392	826	0	5	2	15	9	...	...	...	...
Mont Albert	84,469	1,230	4	5	21	3	3	25	7	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Box Hill	267,470	4,136	2	0	145	16	4	130	11	9	248	73	10	1	5,346	1,081	19	10	...	...	...	...	...	...	...
Blackburn	31,920	570	10	5	22	6	3	34	14	6	15	5	13	1	1,106	115	7	6	...	...	...	...	...	...	...
Tunstall	19,341	398	0	6	58	14	10	24	19	5	1	1	9	8	28	9	3	2	...	...	...	...	...	...	...
Mitcham	37,956	757	8	0	82	7	4	72	15	7	1,779	336	19	6	3,718	598	15	6	...	...	...	...	...	...	...
Ringwood	44,886	1,136	12	6	102	7	8	80	19	8	443	79	10	6	1,329	276	7	6	...	...	...	...	...	...	...
Croydon	12,761	497	17	9	113	16	11	86	12	7	2,013	268	0	4	739	220	10	6	...	...	...	...	...	...	...
Moorebark	5,867	230	4	9	118	13	11	47	2	7	2,750	376	7	4	206	61	2	5	...	...	...	...	...	...	...
Lilydale	40,329	2,523	12	2	793	4	5	602	19	8	19,204	3,259	0	7	9,983	2,876	12	9	...	...	...	...	...	...	...
Coldstream	3,524	245	19	10	281	6	0	96	1	6	2,406	344	18	11	285	116	4	6	...	...	...	...	...	...	...
Yering	3,452	202	8	7	597	4	7	143	17	11	321	181	7	9	321	127	16	6	...	...	...	...	...	...	...
Yarra Glen	9,526	812	1	11	209	7	11	241	18	7	5,718	1,481	7	0	1,441	654	6	5	...	...	...	...	...	...	...
Tarrawarra	605	52	13	6	41	3	9	21	15	8	46	11	19	6	13	6	19	1	...	...	...	...	...	...	...
Healesville	9,581	1,307	17	2	487	14	8	550	7	0	4,630	1,264	13	1	2,470	1,482	13	11	...	...	...	...	...	...	...
KEW LINE.																									
Barker's Road	205,471	2,245	17	8	43	0	7	39	12	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kew	636,032	7,243	15	9	239	1	5	270	8	5	149	113	7	10	12,921	2,335	6	1	...	...	...	...	...	...	...

HEIDELBERG LINE.									
Alphington	...	...	...	...	...	...	...	...	...
Ivanhoe	...	...	...	...	...	...	...	...	...
Heidelberg	...	...	...	...	...	...	...	...	...
FERN TREE GULLY LINE.									
Bayswater	...	...	...	...	...	...	...	...	...
Lower Fern Tree Gully	...	...	...	...	...	...	...	...	...
Upper Fern Tree Gully	...	...	...	...	...	...	...	...	...
GEMSBROOK LINE.									
*Monbulk	...	...	...	...	...	...	...	...	...
*Menzies' Creek	...	...	...	...	...	...	...	...	...
*Emerald	...	...	...	...	...	...	...	...	...
*Devon	...	...	...	...	...	...	...	...	...
*Gembrook	...	...	...	...	...	...	...	...	...
WARBURTON LINE.									
*Seville	...	...	...	...	...	...	...	...	...
*Killara	...	...	...	...	...	...	...	...	...
*Olinda	...	...	...	...	...	...	...	...	...
*Wandin	...	...	...	...	...	...	...	...	...
*Woori Yallock	...	...	...	...	...	...	...	...	...
*Launching Place	...	...	...	...	...	...	...	...	...
*Yarra Junction	...	...	...	...	...	...	...	...	...
*Warburton West	...	...	...	...	...	...	...	...	...
PORT MELBOURNE LINE.									
Flinders-street { Country, &c.	...	...	...	...	...	...	...	...	...
{ Suburban	...	...	...	...	...	...	...	...	...
Montague	...	...	...	...	...	...	...	...	...
Port Melbourne North	...	...	...	...	...	...	...	...	...
Graham-street	...	...	...	...	...	...	...	...	...
Port Melbourne	...	...	...	...	...	...	...	...	...
ST. KILDA LINE.									
South Melbourne	...	...	...	...	...	...	...	...	...
Albert Park	...	...	...	...	...	...	...	...	...
Middle Park	...	...	...	...	...	...	...	...	...
St. Kilda	...	...	...	...	...	...	...	...	...
BRIGHTON LINE.									
Richmond	...	...	...	...	...	...	...	...	...
South Yarra	...	...	...	...	...	...	...	...	...
Prahran	...	...	...	...	...	...	...	...	...
Windsor	...	...	...	...	...	...	...	...	...
Balaclava	...	...	...	...	...	...	...	...	...
Elsternwick	...	...	...	...	...	...	...	...	...
North Brighton	...	...	...	...	...	...	...	...	...
Middle Brighton	...	...	...	...	...	...	...	...	...
Brighton Beach	...	...	...	...	...	...	...	...	...
SANDRINGHAM LINE.									
Hampton	...	...	...	...	...	...	...	...	...
Sandringham	...	...	...	...	...	...	...	...	...

* These Stations were open for only portion of the year.

No. 20.—Statement of the Outwards Passenger Traffic, &c.—continued.

STATION.	PASSENGERS.		PARCELS, RENTS, H.C.D., ETC.		GOODS.			LIVE STOCK.	
	Outwards.		Outwards.		Outwards.		Inwards.	Outwards.	
	Passengers.	Revenue. £ s. d.	Revenue. £ s. d.	Revenue. £ s. d.	Tons.	Revenue. £ s. d.		Revenue. £ s. d.	Inwards. Revenue.
HAWTHORN LINE.									
East Richmond...	826,375	5,656 7 5	128 19 3	76 14 1	...	...	...	...	...
Burnley ...	764,213	5,454 9 0	217 11 1	213 0 2	3,275	1,184 6 2	13,988 2 11	...	...
Hawthorn ...	960,531	9,282 13 3	252 7 0	382 7 5	401	230 15 0	4,053 8 6	...	...
Traffic derived from Deniliquin and Moama Stations ...	2,367	1,634 10 9	295 15 8	418 0 3	13,342	12,053 19 5	5,659 1 4	1,726 9 1	394 1 3
Traffic derived from South Australian Stations ...	26,161	27,867 14 8	5,357 15 6	5,668 4 7	1,178	1,537 6 3	1,260 13 3	1,370 13 11	2,674 10 9
Traffic derived from New South Wales Stations ...	45,486	29,598 4 6	5,077 7 1	5,840 8 9	7,397	5,634 14 4	16,880 4 3	72 1 0	284 12 1
Traffic derived from Queensland Stations ...	1,120	852 9 10	11 6 5	28 4 2	...	...	...	...	...
Flinders-street (Central) ...	31,603	13,416 1 5	...	...	...	...	...	...	...
Steamer Queen ...	45,400	1,003 9 8	...	...	...	...	...	...	...
Thos. Cook and Sons to New South Wales, South Australia, &c. ...	10,888	3,293 1 1	...	...	...	...	...	...	...
Total ...	54,704,062	1,368,311 3 11	257,591 16 4	257,591 6 4	3,155,697	1,555,067 16 11	1,555,067 16 11	156,825 15 7	156,825 15 7

Railway Department, Traffic Audit Office,
6th September, 1901.

H. KENT,
Railways Auditor

VICTORIAN RAILWAYS.

No. 21.

RETURN OF ROLLING-STOCK IN EXISTENCE AND UNDER CONSTRUCTION AT 30TH JUNE, 1901.

ENGINES.

Class Letter		...	Passenger.																Goods.												Grand Total.																				
AA	A	B	C	D	E	Eg	F	G	H	J	K	L	M	N	Unclasi- fied.	Total.	O	P	Q	R	S	T	U	V*	W	X	Y	Z	Unclasi- fied.	Total.	Grand Total.																				
																	New.																	New.																	
10	10	15	32	26	20	69	7	21	2	8	5	5	10	22	5	6	273	44	5	10	25	64	10	19	9	1	12	15	31	3	7	255	528																		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16																		

PASSENGER VEHICLES.

Class Letter ...	PASSENGER VEHICLES.																												Total.					
	Carriages.														Cars and Vans combined.																			
	1st Class.				Composites.				2nd Class.				1st Class.				Composites.				2nd Class.				Bogie Mail Vans.									
	Bogie Corridor.	Bogie Sleeping Cars.	6 wheels.	4 wheels.	Bogie Corridor.	Bogie.	6 wheels.	Bogie.	Bogie Corridor.	Bogie.	6 wheels.	Bogie.	Bogie, 1st Class, and Van.	0 wheels.	6 wheels.	Bogie.	6 wheels.	BD.	BDnd.	BDnd.	Bogie.	2nd Mail Vans.	6 wheels.	4 wheels.	6 wheels.	4 wheels.	Bogie.	6 wheels.		4 wheels.	6 wheels.	4 wheels.	Bogie.	
AV	AA	—	A	AB	ABAB	AB	AB	BB	BV	B	AD	AD	ABD	ABD	ABD	BD	BD	BDnd	BDnd	BDnd	Bogie.	2nd Mail Vans.	6 wheels.	4 wheels.	6 wheels.	4 wheels.	Bogie.	6 wheels.	4 wheels.	6 wheels.	4 wheels.	Bogie.		
(1)	206	...	45	3	34	58	41	5	60	(2)	23	245	204	74	3	4	14	54	11	12	2	1,129	...	16	44	224	4	2	...	...	...	...	...	
31	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Totals at 30th June, 1901	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Joint Stock	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Under construction	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

WAGGONS.

Class Letter	WAGGONS.												SUNDRIES.												SUNDRIES.												Total.
	High-sided Covered.	High-sided	Low-sided.	Sheep.	Cattle.	Ballast.	Hopper	Coal (Iron).	Bogie Hopper	Powder.	Low-sided Bogie.	Medium Bogie.	High-sided Bogie.	Insulated Meal and Butter.	Bogie.	Insulated Produce.	SUNDRIES.																				
372	6,457	275	...	262	402	330	187	1	24	20	201	12	18	130	19	31	460	9,201	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	226	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
5	186	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	

* Compound. (1) Pioneer, "Albert," and 12 Corridor cars included. (2) Pioneer included. (3) One 6-stalled Fr. (4) "Victoria," "Edward," "Alexandra," "York," "State car," "Edinburgh," "Inspection."

WAGON-GAUGE STOCK.

Engines.				Carriages and Vans.				Waggons.			
Simple.				Compound.				Total.			
A				A				Bb			
3				2				5			
Totals at 30th June, 1901				...				10			

T. H. WOODROFFE, Chief Mechanical Engineer.

No. 22.

RETURN of Accidents and Injuries to Life and Limb, from the Opening of the Lines for Traffic to 30th June, 1901.

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.		Killed.		Killed.		Killed.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1859	...	...	...	...	1	...	2	...	...	...	3	...	...	...	6	...
1860	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	2
1861	...	...	...	...	...	...	3	2	...	...	...	...	...	...	3	2
1862	...	19	...	...	...	1	4	8	1	1	1	1	...	1	6	31
1863	...	2	...	1	1	...	5	5	...	...	3	2	...	...	9	10
1864	...	...	...	...	...	...	1	7	...	...	...	1	...	1	1	9
1865	...	...	...	...	...	...	1	18	...	...	4	1	...	...	5	19
1866	...	...	...	...	1	1	2	...	...	...	1	1	...	...	4	2
1867	...	...	...	...	...	3	1	5	...	...	...	1	...	...	1	9
1868	...	...	...	...	...	...	...	...	...	...	2	...	...	...	2	...
1869	...	...	...	...	...	...	2	...	...	...	1	...	1	...	4	...
1870	...	...	...	...	...	4	1	...	...	...	1	...	...	...	2	4
1871	...	...	...	...	...	...	2	1	...	...	2	1	2	1	6	3
1872	...	28	...	2	...	1	...	1	...	...	3	...	...	...	3	32
1873	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	1
1874	...	...	...	...	4	...	...	1	1	...	4	...	1	...	10	1
1875	...	...	...	...	...	6	6	1	...	...	4	1	1	...	11	8
1876	...	1	...	1	3	4	10	15	2	...	6	5	2	1	23	27
1877	...	36	1	...	3	3	10	5	...	1	8	2	...	2	22	49
1878	...	22	...	3	...	6	7	5	2	...	6	1	1	3	16	40
1879	...	7	...	2	1	11	8	20	2	3	9	1	1	1	21	45
1880	...	5	...	...	...	1	7	7	3	2	6	3	2	2	18	20
1881	4	46	4	4	...	1	14	10	3	...	8	2	1	1	34	64
1882	1	210	1	5	...	13	22	25	3	1	9	2	2	5	38	261
1883	...	67	5	8	...	7	10	12	5	2	10	1	2	4	32	101
*1884	1	44	...	9	4	10	2	21	...	2	3	1	...	3	10	90
1884-5	...	13	1	23	...	10	12	46	7	5	14	9	2	10	36	116
1885-6	...	3	1	33	1	17	15	101	5	6	14	4	2	27	38	191
1886-7	4	266	...	24	2	16	14	43	5	3	25	3	...	3	50	358
1887-8	...	18	2	34	...	15	22	84	8*	2	13	10	...	6	45	169
1888-9	1	116	4	82	4	24	23	107	7	5	37	12	2	12	78	358
1889-90	1	20	8	115	9	49	21	186	7	5	22	13	6	13	74	401
1890-91	...	19	3	82	7	60	14	133	9	6	37	8	2	37	72	345
1891-2	1	37	5	86	1	63	14	115	3	7	21	13	7	21	52	342
1892-3	...	17	...	117	...	33	6	111	2	7	19	7	2	34	29	326
1893-4	...	27	5	85	3	26	9	121	3	4	8	10	8	28	36	301
1894-5	...	12	2	89	1	26	12	107	10	10	14	11	3	27	42	282
1895-6	...	25	3	78	1	29	8	123	4	6	17	13	3	51	36	325
†1896-7	...	35	1	102	1	55	5	240	11	9	12	2	5	75	35	518
†1897-8	1	47	2	78	3	53	7	160	4	13	6	15	4	58	27	424
†1898-9	...	14	4	86	...	43	10	203	6	11	14	10	2	33	36	400
†1899-00	...	14	2	115	5	112	4	224	10	15	14	14	3	44	38	538
1900-1	...	15	3	136	12	150	4	234	6	7	20	15	5	58	50	615
Total ...	14	1,186	57	1,401	68	853	320	2,508	129	133	401	196	72	562	1,061	6,839

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

VICTORIAN RAILWAYS.—Act 1135, SECTION 58.

No. 23.

STATEMENT OF APPOINTMENTS OF EMPLOYÉS.

QUARTER ENDING 30th SEPTEMBER, 1900.

Name in Full.	Date of Birth.	Branch.	Position.	Date of Appointment or Reinstatement.		Salary or Wages.	Remarks.
				Casual.	Permanent.		
Alexander, Arman Augustus	14.2.56	Locomotive ...	Fitter ...	...	1.7.1900	10s. 6d. per day	Reinstated
Anderson, Bernhard ...	6.8.84	Traffic ...	Lad porter ...	...	13.3.1900	2s. per day	Sec 31, Act 1250
Bain, William John ...	8.2.64	Existing Lines	Carpenter ...	...	"	8s. "	" "
Black, William Frederick McNamara	11.11.81	Telegraph ...	Lad labourer ...	...	24.9.1900	2s. "	" "
Blair, James ...	9.11.73	Locomotive ...	Engine-cleaner	...	14.7.1900	6s. "	" "
Blake, Richard Henry ...	5.2.59	Existing Lines	Skilled labourer	...	2.7.1900	6s. 6d. "	" "
Cahill, James ...	25.2.73	" ...	Repairer	...	21.8.1900	6s. 6d. "	" "
Casey, John Patrick ...	15.3.85	Traffic ...	Lad porter ...	...	16.7.1900	2s. "	" "
Chandler, Charles St. John	7.10.71	Existing Lines	Repairer ...	...	7.9.1900	6s. 6d. "	" "
Coe, Edmund William ...	6.2.69	" ...	Plumber ...	...	12.9.1900	9s. "	" "
Coghill, Sinclair Goodhall	30.12.74	" ...	Repairer ...	...	1.9.1900	6s. 6d. "	" "
Corry, John ...	23.9.82	Traffic ...	Lad carriage-cleaner	...	3.8.1900	2s. "	" "
Crennan, Edward Thomas	6.5.83	" ...	Junior clerk ...	...	6.7.1900	£40 per ann.	" "
Dart, Reginald ...	24.12.81	Existing Lines	Lad labourer ...	...	15.9.1900	2s. per day	" "
De Arango, Antonio ...	13.11.83	Traffic ...	Lad carriage-cleaner	...	1.9.1900	2s. "	" "
Dixon, Alfred Bertie ...	16.6.81	Accountant ...	Junior clerk ...	...	19.7.1900	£40 per ann.	" "
Dunphy, Thomas Lawrence	16.8.71	Existing Lines	Draughtsman	...	1.7.1900	£200 "	Sec. 20, Act 1324
Durham, Reginald Francis	13.2.85	Traffic ...	Junior clerk ...	...	16.7.1900	£40 "	Sec. 31, Act 1250
Edwards, James ...	14.6.76	Existing Lines	Labourer ...	...	6.7.1900	6s. 6d. per day	" "
Edwards, William John	19.8.74	Locomotive ...	Engine-cleaner	...	14.7.1900	6s. "	" "
Falek, Edward ...	6.3.82	" ...	Lad labourer ...	...	30.8.1900	2s. "	" "
Farr, Charles Frederick	2.10.79	" ...	" ...	...	"	3s. 6d. "	" "
Furness, Robert ...	8.4.70	Existing Lines	Repairer ...	...	15.9.1900	6s. 6d. "	" "
Gallaher, James ...	14.6.66	" ...	" ...	...	"	6s. 6d. "	" "
Godwin, Albert William	13.6.70	" ...	Carpenter ...	...	1.9.1900	8s. "	" "
Goudy, Arthur ...	21.6.69	" ...	Draughtsman	...	1.7.1900	£200 per ann.	Sec. 20, Act 1324
Grandin, Charles George	26.3.82	Locomotive ...	Lad labourer ...	...	3.9.1900	2s. per day	Sec. 31, Act 1250
Hamilton, James William	30.6.83	Traffic ...	Junior clerk ...	...	9.7.1900	£40 per ann.	" "
Harcombe, Thomas ...	8.6.64	Existing Lines	Labourer ...	...	10.8.1900	6s. 6d. per day	" "
Hateley, Henry William	9.6.68	" ...	Repairer ...	...	7.8.1900	6s. "	" "
Haverfield, Louis Tunstall	6.9.82	Traffic ...	Lad porter ...	...	3.9.1900	2s. "	" "
Healey, John* ...	29.8.72	Existing Lines	Repairer ...	...	16.3.1900	6s. 6d. "	" "
Heriot, John Martin ...	20.2.83	Traffic ...	Junior clerk ...	...	6.7.1900	£40 per ann.	" "
Higgins, William Francis	16.7.62	Existing Lines	Repairer ...	22.11.92	4.8.1900	6s. 6d. per day	" "
Holland, Thomas ...	2.10.64	" ...	" ...	...	28.8.1900	6s. "	" "
House, William* ...	9.12.75	" ...	" ...	...	16.3.1900	6s. 6d. "	" "
Howard, Hubert Gordon	12.9.83	Locomotive ...	Lad labourer ...	...	30.8.1900	2s. 6d. "	" "
James, William Colbert	8.12.70	Existing Lines	Draughtsman	...	11.7.1900	£200 per ann.	Sec. 20, Act 1324
Johnson, Charles Butler	9.7.83	Traffic ...	Junior clerk ...	...	7.9.1900	£40 "	Sec. 31, Act 1250
Kelly, Andrew ...	23.1.84	" ...	Lad porter ...	...	16.7.1900	2s. per day	" "
Knarhöj, Waldemar Hansen	12.12.81	Telegraph ...	Junior operator	...	1.7.1900	£40 per ann.	" "
Leahy, Thomas Francis	5.9.67	Existing Lines	Carpenter ...	...	11.7.1900	8s. per day	" "
Linden, Edwin Percival	11.4.82	Traffic ...	Lad porter ...	...	13.7.1900	2s. "	" "
Long, Frederick Thomas	3.7.82	Locomotive ...	Lad labourer ...	...	16.7.1900	2s. "	" "
Lubeck, Edward Charles	15.10.76	Existing Lines	Skilled labourer	...	1.9.1900	6s. 6d. "	" "
Madigan, Patrick Joseph*	7.4.76	" ...	Repairer ...	...	16.3.1900	6s. "	" "
Mahon, Darius James ...	23.12.82	Locomotive ...	Lad labourer ...	...	13.7.1900	2s. "	" "
Manderson, Victor ...	6.7.80	" ...	" ...	...	10.8.1900	3s. "	" "
Matthews, Lewis Andrew	13.8.84	Traffic ...	Junior clerk ...	...	6.7.1900	£40 per ann.	" "
Meade, John ...	6.2.85	" ...	Lad carriage-cleaner	...	1.9.1900	2s. per day	" "
Moore, Thomas ...	31.3.68	Existing Lines	Repairer ...	...	29.8.1900	6s. "	" "
Morrison, Arthur Irvén	2.11.81	" ...	Junior clerk ...	...	17.9.1900	£40 per ann.	" "
Morrow, William James	5.8.82	Secretary's ...	Messenger ...	...	30.7.1900	2s. per day	" "
McCann, David ...	10.2.82	Locomotive ...	Lad labourer ...	...	10.8.1900	3s. "	" "
McCurdy, Thomas Edmund	16.1.82	Traffic ...	Junior clerk ...	...	7.7.1900	£40 per ann.	" "
McLean, George ...	21.10.62	Existing Lines	Skilled labourer	...	15.8.1900	6s. 6d. per day	Sec. 22, Act 1439
O'Brien, John ...	10.7.68	" ...	Repairer ...	...	9.7.1900	6s. "	Sec. 31, Act 1250
Oekenden, William ...	28.10.72	" ...	" ...	...	31.7.1900	6s. 6d. "	" "
Parkinson, George Joshua Frances	27.1.84	Traffic ...	Lad carriage-cleaner	...	3.9.1900	2s. "	" "
Patience, Alexander ...	27.8.70	Existing Lines	Skilled labourer	...	18.8.1900	6s. 6d. "	" "
Phillips, Richard Stanley	18.9.83	Traffic ...	Lad porter ...	...	1.9.1900	2s. "	" "

* Omitted from list for Quarter ended 31.3.1900, in error.

APPOINTMENTS of Employés—SEPTEMBER QUARTER—continued.

Name in Full.	Date of Birth.	Branch.	Position.	Date of Appointment or Reinstatement.		Salary or Wages.	Remarks.
				Casual.	Permanent.		
Ross, Hugh ...	8.10.64	Existing Lines	Repairer ...	...	22.9.1900	6s 6d. per day	Sec. 31, Act 1250
Rowland, Henry ...	9.5.69	"	"	...	12.7.1900	6s. "	"
Shanahan, John Joseph ...	28.3.69	"	"	...	23.7.1900	6s. 6d. "	"
Simes, Montague Ernest	8.6.75	Locomotive	Fitter	...	27.7.1900	10s. "	"
Spencer, Wm. George	7.10.82	Traffic	Junior clerk	...	9.7.1900	£40 per ann.	"
Crystal							
Stainer, Ernest Leslie ...	16.2.81	Locomotive	Apprentice	...	24.7.1900	3s. per day	"
Stephens, William Peter	27.11.82	"	Lad labourer	...	6.8.1900	2s. "	"
Stevenson, William Brown	22.12.84	"	"	...	16.7.1900	2s. "	"
Strahan, George ...	10.9.70	Existing Lines	Carpenter	...	20.8.1900	8s. "	"
Temple, John Alexander	28.6.64	"	Carpenter	...	6.7.1900	8s. "	"
Thomas, John Henry ...	6.1.61	"	Skilled labourer	...	1.9.1900	6s. 6d. "	"
Tighe, John Thomas James	9.5.70	Locomotive	Carriage trimmer	...	23.7.1900	8s. "	"
Tregonning, Edward	4.1.84	"	Lad labourer	...	4.9.1900	2s. "	"
Thomas							
Watkins, Robert ...	4.8.83	Traffic	Lad porter	...	1.9.1900	2s. "	"
Wharton, Herbert ...	23.9.67	Locomotive	Fitter	...	8.8.1900	10s. "	"
Whitehead, Thomas ...	5.3.84	"	Apprentice	...	17.9.1900	1s. 6d. "	"
Williams, Albert Frederick	28.11.81	Existing Lines	Lad labourer	...	1.8.1900	4s. "	"
Willis, James Harold ...	15.7.83	Telegraph	Junior operator	...	1.7.1900	£40 per ann.	"
Wilson, George Edmund	26.3.83	Traffic	Junior clerk	...	9.7.1900	£40 "	"
Young, Martin James ...	11.9.82	"	Lad porter	...	16.7.1900	2s. per day	"

QUARTER ENDING 31st DECEMBER, 1900.

Amiet, Montrose Louis...	3.11.81	Locomotive	Apprentice	...	14.11.00	1s. 6d. per day	Sec. 31, Act 1250
Baird, William ...	1.3.67	Existing Lines	Carpenter	...	1.10.00	8s. "	"
Baker, George ...	14.5.80	Locomotive	Lad labourer	19.10.96	6.12.00	4s. 6d. "	"
Beissel, Franz Johann ...	3.10.81	"	Apprentice	...	1.11.00	2s. 6d. "	"
Blackburn, John James	17.4.85	Traffic	Lad car-cleaner	...	8.11.00	2s. "	"
Bonnett, Frederick John	18.2.77	Locomotive	Labourer	...	29.10.00	6s. "	"
Burke, John ...	9.1.78	Existing Lines	Repairer	...	26.11.00	6s. 6d. "	"
Carroll, James Henry ...	23.12.84	Traffic	Lad porter	...	19.10.00	2s. "	"
Cato, William ...	1.8.65	Existing Lines	Repairer	...	3.10.00	6s. 6d. "	"
Cherry, Alfred Ernest	6.9.84	Audit	Junior clerk	...	14.12.00	£40 per annum	"
Edward							
Conroy, John William ...	10.4.76	Existing Lines	Labourer	...	29.12.00	6s. per day	"
Dihm, Edmund Christian	11.7.64	"	Carpenter	...	1.10.00	8s. "	"
Easton, Archibald Shaw	5.7.64	"	"	...	"	8s. "	"
Elligett, John Michael...	1.11.70	"	Repairer	...	8.10.00	6s. "	"
Freeman, Joseph Herbert	30.7.75	"	Carpenter	...	1.10.00	8s. "	"
Gallagher, Daniel ...	1.2.67	"	Repairer	...	5.11.00	6s. 6d. "	"
Gunn, George Stafford ...	11.11.74	"	Carpenter	...	1.10.00	8s. "	"
Guruey, William Henry	5.4.66	"	Labourer	...	29.12.00	6s. 6d. "	"
Hefferman, William ...	14.8.67	Locomotive	"	...	14.11.00	6s. 6d. "	"
Hernan, Hugh Frederick	30.9.83	"	Apprentice	...	1.11.00	2s. 6d. "	"
Hill, Robert Gordon ...	24.2.74	Existing Lines	Labourer	...	29.12.00	6s. "	"
Howard, Henry ...	16.10.64	"	"	...	"	6s. "	"
Huntington, Joseph ...	21.3.70	"	Carpenter	...	1.10.00	8s. "	"
Jack, Hugh Brodie ...	14.3.82	"	Apprentice	...	7.11.00	3s. "	"
James, Emyrs John	29.5.83	Traffic	Lad porter	...	8.10.00	2s. "	"
Edgar							
Johnston, Archibald	30.5.84	Locomotive	Apprentice	...	1.11.00	2s. "	"
Hughes							
Kingsley, Alexander ...	20.6.66	"	Fitter	...	31.10.00	10s. "	"
Lambert, Wm. ...	10.2.65	Existing Lines	Repairer	...	29.12.00	6s. "	"
Magee, George ...	29.9.62	"	"	...	29.11.00	6s. 6d. "	"
Marsh, Frederick Francis	10.3.84	Traffic	Lad porter	...	27.11.00	2s. "	"
Moore, Frank Joshua ...	27.4.84	Locomotive	Apprentice	...	13.11.00	1s. 6d. "	"
Moore, William Henry...	14.5.72	Existing Lines	Labourer	...	29.12.00	6s. 6d. "	"
Morris, Albert Edward...	12.3.62	"	Skilled labourer	...	"	6s. 6d. "	"
Morrison, John ...	6.5.78	"	Labourer	...	"	6s. "	"
Morrison, Leonard	23.12.72	"	Repairer	...	19.11.00	6s. "	"
Graham							
McCarthy, Michael ...	22.4.71	"	"	...	26.10.00	6s. 6d. "	"
McDonald, Archibald	10.6.61	"	"	...	"	6s. 6d. "	"
Angus							
McNamara, William Mil-	12.1.78	"	"	...	18.12.00	6s. 6d. "	"
ward							
Nesbitt, John Benjamin	28.8.72	"	Labourer	...	29.12.00	6s. 6d. "	"
O'Keefe, John ...	25.3.75	"	Repairer	...	18.10.00	6s. 6d. "	"
Patford, William George	29.7.82	"	Apprentice	...	30.11.00	4s. "	"
Quixley, George ...	15.4.63	"	Repairer	...	18.10.00	6s. 6d. "	"
Rasmussen, William	26.11.64	"	"	...	22.10.00	6s. "	"
Charles							
Rogers, Andrew Frederick	20.11.68	"	Carpenter	...	1.10.00	8s. "	"
William							
Ryan, Daniel ...	27.3.71	"	Repairer	...	6.10.00	6s. "	"
Sherson, James May ...	12.5.66	"	Carpenter	...	1.10.00	8s. "	"

APPOINTMENTS of Employés—DECEMBER QUARTER—continued.

Name in Full.	Date of Birth.	Branch.	Position.	Date of Appointment or Reinstatement.		Salary or Wages.	Remarks.
				Casual.	Permanent.		
Soame, Stephen Samuel	21.7.58	Existing Lines	Draughtsman	...	13.11.00	£220 per annum	Sec. 20, Act 1324
Thomson, Albert William	12.5.63	"	Labourer	...	29.12.00	6s. 6d. per day	Sec. 31, Act 1250
Tindall, William Robert	14.12.67	Locomotive	Lad labourer	...	8.10.00	2s.	" "
Treloar, Daniel	12.2.72	Existing Lines	Labourer	...	29.12.00	6s.	" "
Tyler, Thomas James	14.12.67	"	Carpenter	...	1.10.00	8s.	" "
Wells, James John	4.1.72	"	Labourer	...	29.12.00	6s. 6d.	" "
Winter, Joseph Patrick	1.3.81	Telegraph	Junior operator	...	14.11.00	£40 per ann.	" "
Wood, John Martin	19.6.64	Existing Lines	Carpenter	...	1.10.00	8s. per day	" "

QUARTER ENDING 31st MARCH, 1901.

Busch, Frederick J.	27.11.76	Locomotive	Labourer	7.10.91	1.1.1901	6s. per day	Sec. 31, Act 1250
Black, Robert	16.5.68	"	"	24.11.98	"	6s. 6d.	" "
Barnett, Thos. Chas.	14.5.72	"	"	1.2.93	"	6s.	" "
Beckwith, A.	14.5.78	Existing Lines	"	...	11.1.1901	6s.	" "
Brearley, Vincent Pratt	26.11.69	"	Bricklayer	...	18.2.1901	8s.	" "
Chambers, William	11.9.50	"	Litho. printer	...	14.1.1901	10s. 6d.	Sec. 81, Act 1135
Clarke, Walter Verdon	3.2.83	Locomotive	Lad labourer	...	1.3.1901	2s. 6d.	Sec. 31, Act 1250
Dallimore, Albert Ed.	5.5.83	"	Apprentice	...	14.1.1901	1s. 6d.	" "
Dew, Frederick Albert	7.2.74	Existing Lines	Bricklayer	...	18.2.1901	8s.	" "
Drummond, Hugh	3.7.70	"	Plumber	...	20.2.1901	9s.	" "
Eastburn, Charles	12.7.61	Telegraph	Labourer	...	14.1.1901	6s. 6d.	Sec. 81, Act 1135
Elliott, William	22.9.77	Existing Lines	Repairer	...	15.3.1901	6s.	Sec. 31, Act 1250
Farrelly, Martin*	19.2.65	"	"	...	16.3.1900	6s.	" "
Fleming, Hugh	10.2.62	Telegraph	Gasfitter	...	14.1.1901	10s.	Sec. 81, Act 1135
Groves, Herbert Walter	17.11.66	Existing Lines	Carpenter	...	19.2.1901	8s.	Sec. 31, Act 1250
Hastings, Robert	13.5.77	Telegraph	Operating clerk	...	14.1.1901	£85 per ann.	Sec. 81, Act 1135
Moran, John	22.9.66	Existing Lines	Labourer	...	8.2.1901	6s. per day	Sec. 31, Act 1250
Oliver, Geo. Crawley	11.10.61	Telegraph	Electric light assistant	...	14.1.1901	6s. 6d.	Sec. 81, Act 1135
Peel, Norman Wm.	17.1.70	Existing Lines	Labourer	...	11.1.1901	6s.	Sec. 31, Act 1250
Rankie, Donald	30.12.71	Locomotive	Fitter	...	4.2.1901	10s.	" "
Schwab, Peter Christian	23.1.69	"	Labourer	...	5.3.1901	6s. 6d.	" "
Stewart, Frederick Geo.	11.4.75	Telegraph	Operating clerk	...	14.1.1901	£85 per ann.	Sec. 81, Act 1135
Shaw, Alexr. John	8.12.65	Existing Lines	Labourer	...	8.2.1901	6s. per day	Sec. 31, Act 1250
Spark, George	6.6.67	"	Repairer	...	4.1.1901	6s.	" "
Treves, James	17.12.65	"	Skilled labourer	...	5.1.1901	6s. 6d.	" "
Woods, William Felix	...	Telegraph	Electric light s-	...	14.1.1901	6s.	Sec 81, Act 1135

* Omitted from March Quarter, 1900, in error.

QUARTER ENDING 30th JUNE, 1901.

Aney, Jos. A.	20.11.72	Existing Lines	Labourer	...	6.5.01	6s. per day	Sec. 31, Act 1250
Baker, George	15.5.68	Traffic	Shunter	5.5.91	1.4.01	6s. 6d.	Sec. 81, Act 1135
Barter, John Graves	24.9.78	"	Clerk	27.1.97	"	£100 per ann.	" "
Bracher, Wm. D.	13.10.75	"	"	16.1.99	"	£100 "	" "
Byers, Robt. J.	20.8.75	Locomotive	Cleaner	...	16.4.01	5s. per day	Sec. 31, Act 1250
Burridge, Peter	7.10.76	Traffic	Shunter	24.12.96	1.4.01	6s. 6d.	Sec. 81, Act 1135
Devoy, Wm.	4.11.76	"	Clerk	26.11.96	"	£100 per ann.	" "
Hannah, John	6.9.77	"	Shunter	1.1.97	"	6s. 6d. per day	" "
Jones, Regd. M.	9.10.76	"	Clerk	15.4.98	"	£100 per ann.	" "
Meares, James J.	9.12.77	"	"	14.4.97	"	£100 "	" "
Moncrieff, David	24.12.72	"	Shunter	9.3.96	"	6s. 6d. per day	" "
Morris, Frank R.	18.1.78	Existing Lines	Skilled labourer	...	27.5.01	6s. 6d.	Sec. 31, Act 1250
Muir, Mark H.	21.4.75	Locomotive	Labourer	18.7.98	10.4.01	6s.	" "
McDonald, Geo. B.	27.5.77	Traffic	Clerk	13.1.97	1.4.01	£100 per ann.	Sec. 81, Act 1135
McMillan, Wm. G.	27.2.73	Locomotive	Cleaner	...	16.4.01	5s per day	Sec. 31, Act 1250
Nestor, James J.	28.7.80	Existing Lines	Lad labourer	...	8.4.01	5s.	" "
Nicol, Robt.	16.8.70	Traffic	Shunter	17.5.88	1.4.01	6s. 6d.	Sec. 81, Act 1135
O'Connor, John	23.5.76	"	Clerk	23.11.96	"	£100 per ann.	" "
Swindon, Arthur	15.6.82	Locomotive	Lad labourer	5.12.98	23.5.01	3s. per day	Sec. 31, Act 1250
Walton, George	14.5.69	Traffic	Shunter	1.9.96	1.4.01	7s.	Sec. 81, Act 1135

VICTORIAN RAILWAYS.—ACT 1135, SECTION 58.

No. 24.

STATEMENT OF REMOVALS OF EMPLOYÉS.

QUARTER ENDING 30th SEPTEMBER, 1900.

Name in Full.	Date of Entry.		Date of Leaving.	Branch.	Rank, Grade, or Position.	Salary or Wages	Remarks.
	Approx.	On or after 1.11.83.					
Anderson, John ...	5.10.80	...	31.7.1900	Traffic ...	Pierman ...	8s. per day	Retired
Allen, Robert ...	1.12.74	...	31.8.1900	Existing Lines	Ganger ...	9s. "	"
Ballinger, John ...	13.2.71	...	29.9.1900	" ...	Repairer ...	7s. "	"
Bannister, Thomas*	13.10.81	...	17.2.1900	" ...	Ganger ...	9s. "	"
Beale, Henry ...	3.3.79	...	20.9.1900	" ...	Labourer ...	7s. "	"
Beer, A. W. ...	...	10.6.98	14.9.1900	Traffic ...	Junior clerk ...	£50 per ann.	Resigned
Beveridge, David ...	13.2.82	...	31.7.1900	Existing Lines	Gateman ...	6s. per day	Retired
Brain, A. ...	...	1.9.90	26.8.1900	Locomotive...	Waggon-builder	9s. 6d. "	Deceased
Butters, Angus ...	...	28.8.88	13.7.1900	Traffic ...	Carriage-cleaner	6s. 6d. "	Dismissed
Cahill, John B. ...	2.12.73	...	30.8.1900	Locomotive...	Driver ...	14s. "	Deceased
Chare, J. ...	19.1.82	...	25.8.1900	Traffic ...	Carriage-cleaner	7s. "	Retired
Clark, Henry Robt.	...	11.12.88	31.7.1900	Existing Lines	Repairer ...	6s. 6d. "	Dispensed with
Clark, William ...	10.7.62	...	17.9.1900	" ...	Superintendent	£500 per ann.	Retired
Cox, Patrick ...	...	14.1.90	10.9.1900	Traffic ...	Shunter ...	7s. 6d. per day	Dismissed
Coyle, Philip ...	1.5.80	...	31.8.1900	Existing Lines	Ganger ...	9s. "	Retired
Curley, Thomas...	4.11.82	...	11.9.1900	Locomotive...	Fireman ...	10s. "	Deceased
Davidson, Julius Caesar	...	15.11.97	30.7.1900	Traffic ...	Junior porter ...	2s. 6d. "	Dismissed
Edgar, Eliza ...	14.10.75	...	23.8.1900	Existing Lines	Gatekeeper ...	4s. "	Retired
Edwards, F. W. ...	...	1.11.97	7.9.1900	Locomotive...	Apprentice ...	2s. 6d. "	Deceased
Foley, Daniel ...	21.9.80	...	1.7.1900	Existing Lines	Repairer ...	7s. "	Retired
Gardiner, John ...	24.11.82	...	31.8.1900	Traffic ...	Labourer ...	7s. "	"
Garford, H. J. ...	...	20.12.83	30.7.1900	" ...	Station-master	£135 per ann.	Dismissed
Gildea, B. ...	24.7.82	...	14.8.1900	" ...	Clerk ...	10s. per day	Retired
Glasgow, Peter John	...	6.12.99	13.7.1900	Locomotive...	Cleaner ...	5s. "	Dispensed with
Green, William ...	1.8.79	...	20.8.1900	Existing Lines	Repairer ...	7s. "	Retired
Harley, John ...	...	10.2.88	30.9.1900	Traffic ...	Carriage-cleaner	7s. "	Deceased
Harris, John ...	1.7.78	...	15.8.1900	Existing Lines	Labourer ...	7s. "	Retired
Healey, James Henry	23.8.71	...	12.9.1900	Traffic ...	Station-master	£150 per ann.	"
Heffernan, W. ...	...	16.4.88	20.9.1900	Locomotive...	Clerk ...	£135 "	Deceased
Hepburn, W. ...	6.9.77	...	16.7.1900	Traffic ...	Guard ...	9s. 6d. per day	Retired
Henry, J. S. ...	...	2.4.1900	28.8.1900	Locomotive...	Fitter ...	10s. "	Resigned
Horsington, M. W. ...	...	1.9.90	9.9.1900	" ...	Moulder ...	10s. "	Deceased
Langton, Ed. P. ...	...	1.3.89	14.7.1900	" ...	Labourer ...	7s. "	"
Liddell, Joshua ...	1.8.79	...	16.7.1900	Existing Lines	Ganger ...	9s. "	Retired
Lombard, John ...	...	11.8.90	18.7.1900	Accountant's	Clerk ...	£135 per ann.	Deceased
Long, Frederick Thomas	...	16.7.1900	17.7.1900	Locomotive...	Probationary lad	2s. per day	Dispensed with
Matthews, James W.	16.10.69	...	7.7.1900	Accountant's	Assistant cashier	£270 per ann.	Retired
Mercovich, J. ...	...	1.9.90	31.7.1900	Locomotive...	Turner ...	10s. per day	Deceased
Moore, George ...	...	18.11.84	22.7.1900	" ...	Fitter ...	10s. 6d. "	"
Munro, A.* ...	...	11.8.88	21.6.1900	" ...	Fireman ...	9s. "	Dismissed
McTaggart, Thomas	17.4.82	...	2.7.1900	" ...	Blacksmith ...	12s. "	Retired
Neale, A. P. ...	19.10.75	...	26.8.1900	" ...	Car trimmer ...	10s. "	Deceased
Nye, Thomas ...	1.1.74	...	7.7.1900	Existing Lines	Ganger ...	9s. "	Retired
O'Connor, Ann ...	...	5.11.84	4.7.1900	" ...	Gatekeeper ...	4s. 6d. "	Dispensed with
O'Donnell, Edward†	18.4.73	...	18.8.1900	" ...	Ganger ...	9s. "	Retired
O'Leary, Michael ...	1.1.83	...	13.9.1900	" ...	" ...	9s. "	"
O'Meara, Rebecca ...	...	5.12.90	23.9.1900	" ...	Gatekeeper ...	1s. "	Deceased
O'Meara, Daniel ...	...	16.3.00	1.8.1900	" ...	Repairer ...	6s. 6d. "	Dispensed with
Peart, Thomas ...	1.2.80	...	29.9.1900	Traffic ...	Shed foreman...	8s. "	Retired
Pestell, William...	...	14.1.84	31.8.1900	Existing Lines	Draughtsman...	£185 per ann.	Resigned
Robins, Walter ...	2.10.78	...	22.9.1900	Locomotive...	Driver ...	14s. per day	Retired
Rofe, John ...	3.9.79	...	1.7.1900	Existing Lines	Labourer ...	8s. "	"
Sara, George ...	9.7.74	...	20.8.1900	Locomotive...	Skilled labourer	8s. "	"
Sawyer, J. L. ...	28.8.72	...	26.9.1900	Existing Lines	Gatekeeper ...	4s. "	"
Schultz, E. ...	...	12.3.1900	31.8.1900	Locomotive...	Fitter ...	10s. "	Resigned
Scott, Thomas ...	1.6.77	...	9.8.1900	Existing Lines	Ganger ...	9s. "	Retired
Scott, William ...	...	5.1.1900	4.7.1900	Locomotive...	Fitter ...	10s. "	Dispensed with
Simpson, John P. ...	9.8.78	...	30.9.1900	Traffic ...	Porter ...	7s. "	Retired
Singleton, Robert ...	25.2.58	...	31.8.1900	Accountant's	Chief accountant	£750 per ann.	"
Smart, James ...	...	1.3.89	14.7.1900	Existing Lines	Repairer ...	6s. 6d. per day	Resigned
Stainer, Henry Richard	26.8.73	...	1.9.1900	Locomotive...	Carriage builder	10s. "	Retired
Stuart, Francis ...	...	29.3.1900	26.7.1900	" ...	Lad cleaner ...	2s. "	Dispensed with
Symonds, Thomas	1.1.74	...	29.8.1900	Existing Lines	Ganger ...	9s. "	Retired
Thane, H. ...	...	3.6.89	25.7.1900	Traffic ...	Porter ...	7s. "	Resigned
Thomas, E. E. ...	...	10.12.88	17.7.1900	Locomotive...	Waggon-builder	8s. "	"
Weist, Alfred Oskar	...	14.3.00	31.8.1900	Traffic ...	Lad porter ...	2s. "	Dismissed
West, J. T. ...	...	22.11.97	11.7.1900	" ...	" ...	3s. "	Retired
Wignall, E. B. ...	25.5.68	...	31.8.1900	Locomotive...	Tinkeeper ...	£275 per ann.	Resigned
Williams, F. L. ...	...	24.9.85	1.8.1900	" ...	Carriage-builder	10s. per day	Resigned

* Omitted from list for Quarter ended 31.3.1900, in error.

† Shown on list for Quarter ended 30.6.1900, as retired on 25.5.1900, in error.

QUARTER ENDING 31st DECEMBER, 1900.

Name in Full.	Date of Entry.		Date of Leaving.	Branch.	Rank, Grade, or Position.	Salary or Wages.	Remarks.
	Approx.	On or after 1.11.83.					
Adair, William ...	1.6.81	...	31.10.00	Locomotive...	Driver ...	14s. per day	Retired
Beaumont, Archibald Charles ...	...	18.6.00	3.11.00	"	Apprentice ...	18. 6d. "	Dismissed
Baker, James ...	18.4.79	...	7.10.00	"	L.H. fitter ...	13s. "	Retired
Brown, William ...	30.11.81	...	30.11.00	"	Fitter ...	10s. 6d. "	"
Burke, Edmund ...	22.1.83	...	11.12.00	"	Car builder ...	10s. "	Deceased
Boyd, William ...	...	16.8.86	16.11.00	Traffic ...	Clerk ...	£180 per ann.	"
Boyle, George ...	3.9.83	...	20.11.00	"	Point cleaner ...	6d. 6d. per day	Retired
Broadbent, Patrick ...	...	21.8.88	27.12.00	"	Signalman ...	7s. 6d. "	Deceased
Bowman, James ...	...	10.3.86	14.10.00	Existing Lines	Ganger ...	8s. "	"
Burns, John ...	5.4.79	...	27.12.00	"	Gateman ...	5s. "	Retired
Cotter, Michael ...	30.12.81	...	31.10.00	Locomotive...	Driver ...	14s. "	"
Crowder, George ...	...	15.1.84	7.12.00	"	Storeman ...	8s. "	Deceased
Cavalier, Samuel ...	...	18.11.84	8.12.00	"	Painter ...	9s. 6d. "	"
Campbell, Robert Joseph ...	...	2.3.89	31.10.00	Traffic ...	Clerk ...	£120 per ann.	Resigned
Caddell, Robert James ...	...	4.1.88	5.11.00	"	Shunter ...	7s. 6d. per day	Killed on duty
Conby, Mary ...	18.1.78	...	10.12.00	Existing Lines	Gatewoman ...	4s. "	Retired
Curry, Lawrence ...	25.7.72	...	30.11.00	"	Ganger ...	9s. "	"
Curnick, George ...	1.10.74	...	15.12.00	"	"	9s. "	Killed on duty
Donald, James ...	18.1.82	...	21.12.00	Locomotive...	Driver ...	13s. "	Deceased
Dixon, Alfred Bertie ...	...	19.7.00	31.12.00	Accountant's	Junior clerk ...	£40 per ann.	Resigned
Dallas, Lewis Francis ...	15.4.82	...	12.11.00	Traffic ...	Clerk ...	£210 "	Retired
Davern, John ...	13.7.77	...	31.10.00	Existing Lines	Inspector ...	£310 "	"
English, Lawrence ...	10.12.77	...	3.12.00	Locomotive...	Labourer ...	7s. per day	"
Fraser, Andrew ...	1.12.70	...	31.12.00	Traffic ...	"	7s. "	"
Fullarton, George ...	11.7.81	...	3.10.00	Existing Lines	Draughtsman ...	£215 per ann.	Resigned
Fairbridge, George Percy ...	...	3.11.97	23.12.00	"	Eng. student ...	£80 "	Deceased
Gunn, George Stafford ...	...	1.10.00	6.12.00	"	Probationer car-penter	8s. per day	Resigned
Gardener, Henry ...	...	10.8.88	31.10.00	Locomotive...	Fireman ...	9s. "	"
Gibbs, William ...	8.11.76	...	31.12.00	Traffic ...	Ticket collector ...	7d. 6d. "	Retired
Herbert, James ...	6.5.79	...	3.11.00	Locomotive...	Car builder ...	10s. "	"
Heriot, George William ...	...	14.9.99	21.11.00	"	Fitter ...	10s. "	Resigned
Harkess, James ...	...	8.3.00	6.10.00	"	"	10s. "	"
Harris, John ...	...	11.2.87	24.10.00	Traffic ...	Lampman ...	6s. 6d. "	Dismissed
Hancock, Henry ...	...	13.6.98	30.11.00	"	Clerk ...	£50 per ann.	Resigned
Hourigan, Ann ...	15.2.78	...	8.10.00	Existing Lines	Gatekeeper ...	4s. per day	Retired
Healey, Denis ...	7.10.74	...	16.12.00	"	Ganger ...	9s. "	"
Jack, David ...	4.4.78	...	20.10.00	"	Inspector ...	£365 per ann.	"
Jones, Philip ...	30.8.80	...	28.10.00	Traffic ...	Guard ...	9s. 6d. per day	Killed on duty
Kiley, Patrick ...	...	12.2.84	9.11.00	Locomotive...	Fireman ...	9s. "	Deceased
Kelly, John Charles ...	...	18.6.00	1.10.00	"	Apprentice ...	18. 6d. "	Dismissed
Kilmartin, Joseph ...	9.1.59	...	30.11.00	Traffic ...	Station-master ...	£225 per ann.	Retired
Kerr, James ...	16.9.78	...	22.10.00	"	"	£175 "	Dismissed
Kennedy, John Branden ...	1.3.75	...	5.11.00	Existing Lines	Ganger ...	9s. per day	Killed on duty
Liebert, Harvey George ...	16.11.76	...	25.11.00	Locomotive...	Turner ...	10s. 6d. "	Deceased
Frederick Bergoman	...	...	...	...	...	...	...
Lewis, Henry ...	2.3.62	...	31.10.00	"	Running super-intendent	£550 per ann.	Retired
Leitch, John ...	1.12.74	...	20.10.00	Existing Lines	Repairer ...	7s. per day	"
Maher, Cornelius ...	...	1.4.85	24.10.00	Locomotive...	Driver ...	11s. "	Dismissed
Maisey, Robert Charles ...	...	26.3.00	6.11.00	Traffic ...	Lad porter ...	2s. "	Resigned
Mills, John ...	...	19.3.00	31.10.00	Existing Lines	Painter ...	9s. "	Dispensed with
Mulqueeney, John ...	10.4.62	...	22.12.00	"	Gateman ...	5s. "	Retired
McGrath, Thos. ...	1.9.83	...	14.12.00	Locomotive...	Driver ...	11s. "	Dismissed
McNaughton, Charles ...	...	14.1.89	12.10.00	Traffic ...	Porter ...	6s. 6d. "	Deceased
McBrien, David ...	...	1.9.98	6.12.00	"	Labourer ...	6s. "	Dismissed
Nelson, Charles Frederick Nicholas	...	15.11.97	9.11.00	"	Porter ...	3s. "	"
Olsen, Neil ...	...	26.9.88	26.10.00	Existing Lines	Fitter ...	10s. "	Retired
O'Neill, Joseph ...	1.4.79	...	15.12.00	Locomotive...	Sailmaker ...	9s. "	"
Phillips, Richard ...	...	13.2.85	5.10.00	"	Driver ...	11s. "	Dismissed
Ryan, Cornelius ...	14.1.81	...	1.10.00	"	Labourer ...	7s. "	Retired
Russell, William ...	5.2.77	...	26.11.00	Existing Lines	Gateman ...	5s. 6d. "	Resigned
Robinson, George ...	1.3.74	...	18.11.00	"	Ganger ...	9s. "	Deceased
Sewell, Richard Charles ...	10.6.78	...	26.12.00	Locomotive...	Leading hand fitter	11s. 6d. "	"
Samers, Henry Francis ...	19.7.82	...	16.10.00	"	Fireman ...	10s. "	"
Simons, Murdoch William ...	...	12.9.87	7.12.00	Traffic ...	Clerk ...	£120 per ann.	Dismissed
Sinclair, George ...	...	4.9.89	7.10.00	Accountant's	"	£135 "	Deceased
Stone, George William Richard	...	15.11.97	3.10.00	Traffic ...	Lad porter ...	3s. per day	Resigned
Toomey, Thomas Patrick ...	...	21.3.00	8.11.00	Telegraph ...	Clerk ...	£40 per ann.	Deceased
Tyler, Francis John ...	...	6.1.87	31.10.00	"	Operator ...	£150 "	Resigned
Talbot, Thomas ...	15.1.83	...	20.11.00	Traffic ...	Gateman ...	5s. 6d. per day	Retired
Thorpe, Mark John ...	...	1.4.89	17.11.00	"	Porter ...	7s. "	Resigned
Thomas, Josiah William ...	...	19.8.90	16.12.00	"	Labourer ...	6s. 6d. "	Deceased
Tobin, Martin ...	1.10.77	...	31.11.00	Existing Lines	Repairer ...	7s. "	Retired
Vare, Henry William ...	5.1.82	...	30.10.00	"	Labourer ...	7s. "	"
Wright, J. T. ...	...	18.6.00	4.10.00	Locomotive...	Fitter ...	10s. "	Dispensed with

QUARTER ENDING 31st MARCH, 1901.

Name in Full.	Date of Entry.		Date of Leaving.	Branch.	Rank, Grade, or Position.	Salary or Wages.	Remarks.
	Approx.	On or after 1.11.83.					
Alder, Henry William	1.9.60	...	14.1.1901	Locomotive	Inspector	£350 per ann.	Retired
Aitken, Thomas	...	8.10.89	15.2.1901	"	Fitter	10s. 6d. per day	Deceased
Bradley, John Henry	...	9.5.89	1.2.1901	"	Cleaner	9s.	Killed
Byrne, Phillip James	...	21.9.91	4.1.1901	"	Fitter	10s.	Resigned
Backhouse, John	22.10.75	...	24.2.1901	"	"	11s.	Deceased
Bent, Samuel	18.11.67	...	14.2.1901	"	Driver	14s.	Retired
Balaam, Frank A.	...	21.3.00	9.3.1901	Traffic	Clerk	£40 per ann.	Killed
Byng, Samuel	28.3.79	...	28.2.1901	Existing Lines	Repairer	7s. per day	Retired
Burke, John	...	26.11.00	18.3.1901	"	"	6s. 6d.	Left
Castles, Charles	...	1.7.98	24.1.1901	"	Gateman	5s. 6d.	Retired
Collins, David	7.10.74	...	28.2.1901	"	Ganger	9s.	"
Cassidy, Edward	15.6.75	...	14.2.1901	Locomotive	Pumper	8s. 6d.	"
Cahill, T. J.	27.5.79	...	28.2.1901	"	Driver	14s.	"
Carlton, T.	...	1.2.84	19.3.1901	"	Painter	10s.	"
Clark, W. R.	6.10.67	...	30.3.1901	"	Driver	15s.	"
Dries, John G.	1.7.73	...	15.3.1901	Existing Lines	Gatekeeper	5s.	Deceased
Dowling, Patrick	1.2.78	...	31.3.1901	"	Repairer	7s.	Retired
Egan, William	...	16.3.00	4.2.1901	"	"	6s.	Resigned
Egan, Patrick	...	20.11.85	12.1.1901	Locomotive	Driver	11s.	Deceased
Finlay, John William	2.10.78	...	23.2.1901	"	"	14s.	Retired
Fitzgerald, Thomas	...	19.3.00	22.1.1901	Traffic	Lad porter	2s.	Resigned
Farnsworth, E. E.	...	12.12.98	15.2.1901	"	"	4s.	"
Forsyth, George	26.10.82	...	8.1.1901	"	Station-master	£150 per ann.	Retired
Flood, Robert	3.2.71	...	31.3.1901	"	"	£175	"
Gavagan, Chas. John	...	15.11.97	7.1.1901	"	Lad car-cleaner	2s. 6d. per day	Resigned
Gabel, Louis	9.12.79	...	31.1.1901	"	Porter	7s.	Retired
Galway, Bryan	26.1.78	...	"	Existing Lines	Repairer	7s.	"
Hargreaves, Miss Eliza	...	10.12.84	6.2.1901	"	Gatekeeper	4s.	Resigned
Haig, James	1.6.77	...	31.1.1901	"	Ganger	9s.	Retired
Haynes, Joseph	8.1.83	...	14.3.1901	Locomotive	Train examiner	8s.	"
Hutton, John	14.1.81	...	14.2.1901	"	Boilermaker	10s.	"
Jose, Thos. Henry	26.10.81	...	5.2.1901	"	Driver	14s.	Deceased
Jones, Thos. George	...	23.1.88	13.2.1901	Traffic	Porter	6s. 6d.	Resigned
Kelly, Patrick	...	18.2.89	22.2.1901	Existing Lines	Repairer	7s.	Deceased
Lester, Hugh	5.2.79	...	12.3.1901	"	Labourer	7s.	Retired
Lay, Thomas	19.10.82	...	28.2.1901	Traffic	"	7s. 6d.	"
Livermore, Henry T.	...	24.3.85	8.1.1901	Locomotive	Fitter	11s.	Deceased
Leach, W.	28.10.79	...	19.3.1901	"	Leading hand machinist	11s. 6d.	Retired
Marshall, J.	15.3.66	...	31.1.1901	"	Foreman painter	£250 per ann.	"
Mullane, P.	...	27.11.89	26.3.1901	Traffic	Car-cleaner	6s. 6d. per day	Dismissed
Moloney, M.	12.10.75	...	31.1.1901	Existing Lines	Ganger	9s.	Retired
Magrec, Daniel	...	16.3.00	1.2.1901	"	Repairer	6s.	Dismissed
Martin, George	7.10.74	...	28.3.1901	"	"	7s.	Retired
Macdowell, W.	...	3.12.83	15.1.1901	Traffic	Clerk	£135 per ann.	Resigned
Macdougall, W. S.	...	26.10.97	25.1.1901	Locomotive	Apprentice	3s. per day	Deceased
McGrath, Thomas	...	25.2.90	11.1.1901	"	Labourer	6s.	Struck off bks.
McMackin, Wm.	21.4.75	...	14.3.1901	Existing Lines	Ganger	9s.	Retired
McCarthy, Charles	3.5.75	...	15.2.1901	"	Gateman	5s.	Killed
McKenzie, P. S.	...	13.9.98	6.2.1901	Traffic	Clerk	£60 per ann.	Resigned
McDonnell, Thos.	...	13.2.86	7.2.1901	"	Station-master	£130	Deceased
Nagle, Michael A.	...	10.11.90	29.3.1901	Existing Lines	Repairer	6s. 6d. per day	Resigned
Norris, Thomas	1.11.65	...	3.1.1901	"	Inspector	£310 per ann.	Retired
Oakley, Chas	27.9.72	...	16.2.1901	Locomotive	Driver	15s. per day	"
O'Brien, Michael	1.7.72	...	16.3.1901	Existing Lines	Ganger	9s.	"
O'Connor, W. C.	1.6.65	...	31.1.1901	Traffic	District Traffic Supt.	£450 per ann.	Deceased
O'Neill, Thomas	...	4.3.89	29.1.1901	"	Signalman	7s. 6d. per day	"
Purcell, Sarah	19.8.79	...	31.1.1901	Existing Lines	Gatekeeper	4s.	Retired
Raleigh, James	22.5.82	...	9.2.1901	"	"	4s. 6d.	"
Ryan, W. J.	...	25.1.87	14.2.1901	Locomotive	Fireman	10s.	Deceased
Rogers, Mrs. L.	12.3.83	...	11.3.1901	"	Seamstress	4s. 6d.	Retired
Smith, Peter	1.8.72	...	16.2.1901	Existing Lines	Repairer	7s.	"
Slattery, Thomas	15.11.70	...	11.2.1901	"	Ganger	9s.	Deceased
Spears, Frank	...	15.11.97	16.2.1901	Traffic	Junior porter	3s. 6d.	"
Surridge, R.	11.7.83	...	1.3.1901	"	Porter	7s.	Resigned
Sussex, Chas.	13.2.80	...	16.3.1901	"	Station-master	£175 per ann.	Deceased
Sheridan, James	21.12.76	...	28.2.1901	"	Tally porter	8s. per day	Retired
White, J. E.	...	13.6.98	25.1.1901	"	Lad block recorder	3s.	Resigned
Walker, George	7.12.81	...	27.1.1901	Existing Lines	Gatekeeper	5s. 6d.	Retired
Wood, J. M.	...	1.10.00	28.2.1901	"	Probationary carpenter	8s.	Dispensed with

QUARTER ENDING 30th JUNE, 1901.

Barry, James	1.1.81	...	8.6.01	Existing Lines	Gateman	5s. 6d. per day	Retired
Besley, Thomas	17.10.74	...	26.6.01	Traffic	Signalman	8s.	"
Commings, John S. H.	1.11.77	...	16.5.01	Locomotive	Labourer	7s.	"
Costelloe, Thos. Patk	22.3.83	...	24.5.01	Traffic	Guard	9s. 6d.	"
Crack, George	...	2.1.90	29.6.01	Existing Lines	Repairer	7s.	Resigned
Cull, Eneas	22.4.78	...	22.6.01	"	"	7s.	Retired
Denny, John	15.11.78	...	17.6.01	Locomotive	Fireman	10s.	"
Dihn, Edmund C.	...	1.10.00	30.4.01	Existing Lines	Carpenter	8s.	Dispensed with
Donohue, Owen	30.5.83	...	6.6.01	"	Repairer	7s.	Deceased

REMOVALS of Employés—JUNE QUARTER—continued.

Name in Full.	Date of Entry.		Date of Leaving.	Branch.	Rank, Grade, or Position.	Salary or Wages.	Remarks.
	Approx.	On or after 1.11.83.					
Dowling, John ...	27.11.82	...	30.4.01	Traffic ...	Station clerk	7s. per day	Retired
Duncan, Thos. E. ...	...	5.3.89	24.5.01	Locomotive	Waggon-builder	9s. 6d. "	Dismissed
Fallow, John ...	12.11.67	...	10.6.01	"	Driver	15s. "	Retired
Freeman, J. H. ...	...	1.10.00	30.4.01	Existing Lines	Probationary car-penter	8s. "	Dismissed with
Galvin, George ...	1.7.71	...	4.4.01	"	Ganger	9s. "	Retired
Gay, John Wm. ...	...	12.12.98	26.4.01	Traffic ...	Porter	3s. "	Deceased
Goff, S. G. ...	...	31.10.84	26.6.01	Locomotive	Boiler maker...	10s. 6d. "	"
Gorrie, Mrs. M. A. ...	24.7.77	...	28.6.01	Existing Lines	Gatewoman	4s. "	"
Guthrie, Patrick ...	1.11.76	...	19.4.01	"	Repairer	7s. "	"
Hancock, John S. ...	...	1.11.97	2.6.01	"	Engineering student	£100 per ann.	Resigned
Holian, Peter ...	...	11.8.90	25.4.01	Traffic ...	Car-cleaner	6s. 6d. per day	"
Howells, E. ...	27.12.81	...	1.6.01	"	Labourer	7s. 6d. "	Deceased
Irvine, Thos. A. ...	24.3.76	...	9.4.01	Locomotive	Driver	14s. "	Retired
James, Joseph ...	1.5.77	...	30.4.01	"	Fitter	10s. "	"
Johansen, John P. ...	...	19.3.00	25.6.01	Traffic ...	Lad porter	2s. 6d. "	Killed on duty
Keely, John ...	...	10.9.89	6.6.01	Locomotive	Train examiner	8s. "	Deceased
Keenan, Riehd. ...	6.2.79	...	30.6.01	Existing Lines	Repairer	7s. 1d. "	Retired
Kelly, Michael ...	...	13.12.83	6.4.01	Traffic ...	Yardsman	10s. 6d. "	Deceased
Lumley, W. G. ...	27.10.73	...	30.6.01	"	Station-master	£225 per ann.	Retired
Mahony, Wm. ...	12.6.77	...	30.4.01	"	Watchman	7s. 6d. per day	"
Mathers, J. A. ...	1.4.79	...	"	Locomotive	Leading hand fitter	12s. "	"
May, P. J. G. ...	...	16.3.00	"	Existing Lines	Repairer	6s. "	Dismissed with
Mead, Henry H. ...	...	19.8.90	6.5.01	"	"	6s. 6d. "	Retired
Muller, George B. ...	...	26.10.89	2.5.01	Locomotive	Fireman	8s. "	Dismissed
McGuinness, Patrick ...	10.4.74	...	17.4.01	Existing Lines	Repairer	7s. "	Retired
O'Brien, Patk. J. ...	...	17.10.87	4.6.01	"	Signal adj.	9s. "	Deceased
O'Sullivan, James J. ...	...	28.8.88	25.5.01	Traffic ...	Porter	7s. "	Dismissed
Patan, Francis ...	...	3.9.89	30.4.01	"	"	7s. "	"
Proud, Robert ...	23.1.73	...	29.5.01	Locomotive	Striker	9s. "	Deceased
Scott, Fredk. E. ...	6.4.75	...	12.5.01	Traffic ...	Head porter	11s. "	Retired
Silvester, F. H. ...	...	10.6.89	27.6.01	"	Gateman	5s. 6d. "	Dismissed
Stafford, George ...	19.3.78	...	31.5.01	Existing Lines	Repairer	7s. "	Retired
Steward, Francis ...	7.10.74	...	3.5.01	"	Ganger	9s. "	"
Sullivan, D. ...	21.1.82	...	5.6.01	Locomotive	Labourer	6s. "	Dismissed
Tindall, Wm. ...	21.5.68	...	21.6.01	"	Locomotive foreman	£300 per ann.	Retired
Trim, George ...	1.7.75	...	19.4.01	Existing Lines	Gateman	5s. 6d. per day	"
Twomey, Margt. ...	12.3.76	...	30.4.01	"	Gatewoman	4s. "	"
Twomey, Henry ...	1.2.75	...	30.6.01	"	Bricklayer	10s. 6d. "	"
Watts, D. J. R. ...	...	25.4.87	1.5.01	Traffic ...	Porter	7s. 6d. "	Dismissed
Willis, William ...	27.8.79	...	30.6.01	"	Gateman	7s. "	Retired

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

No. 25.

STATEMENT OF REMOVALS OF EMPLOYÉS.

QUARTER ENDING 30th SEPTEMBER, 1900.

Name in Full.	Date of Entry.		Date of Leaving.	Branch.	Rank, Grade, or Position.	Salary or Wages.	Remarks.
	Approx.	On or after 1.11.83.					
Raw, John Alfred ...	19.12.81	...	31.8.1900	Engineer-in-Chief	Clerk	£240 per ann.	Retired

QUARTER ENDING 31st MARCH, 1901.

Tulk, Gustav A. ...	20.10.56	...	14.1.01	Engineer-in-chief	Assistant engineer	£490 per ann.	Retired
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No. 26.

RETURN OF APPLICATIONS FOR EMPLOYMENT, EXAMINATIONS, ETC., UNDER
THE RAILWAYS ACT.

Date of Notice to Candidates.		Examination.	Number of Applicants.	Number of Persons required.	Number Examined.	Number Passed.	Percentage Passed to Number for Examination.
June	3rd, 1884	1st	2,074	139	415	128	30.84
Oct.	7th, 1884	2nd	1,807	138	417	164	39.33
Feb.	6th, 1885	3rd	1,009	180	473	199	42.07
July	1st, 1885	4th	1,780	200	552	228	41.30
Jan.	5th, 1886	5th	1,514	243	704	321	45.59
June	16th, 1886	6th	2,199	220	633	288	45.49
Nov.	5th, 1886	7th	1,801	149	443	207	46.72
Feb.	10th, 1887	8th	3,134	273	772	348	45.07
June	27th, 1887	9th	3,568	292	837	347	41.75
Oct.	21st, 1887	10th	2,755	222	610	273	44.45
Feb.	11th, 1888	11th	3,614	343	1,027	478	46.54
June	13th, 1888	12th	5,430	615	1,802	668	37.06
Oct.	16th, 1888	13th	4,399	620	1,635	698	42.69
Jan.	18th, 1889	13thA	402	60	125	35	28.00
Feb.	27th, 1889	14th	5,480	628	1,826	711	38.93
June	27th, 1889	15th	7,473	485	1,412	571	40.43
May	22nd, 1890	16th	11,176	624	1,856	1,158	62.39
July	5th, 1897	17th	2,257	343	656	480	73.17
"	"	18th					
"	"	19th					
May	1st, 1899	20th	13,792	628	1,256	795	63.28
April	2nd, 1901	21st	12,782	1,069	*		

* Examinations in progress.

RETURN SHOWING THE APPROXIMATE LOSS ON THE FOLLOWING LINES

FOR THE YEARS ENDING 30TH JUNE, 1898, 30TH JUNE, 1899, AND 30TH JUNE, 1900.

Numbers.	Line.	Length of Line.	Capital Cost (excluding Rolling-stock to 30.6.98, and 30.6.00.)	Revenue.					Local Working Expenses.					Loss on Working.	Profit on Working.	Interest on Capital at 4 per cent. per annum.	Total Working Expenses and Interest.	Approximate Year.	Revenue per Train Mile.		Working Expenses per Train Mile.		Train Miles Run.	Numbers.
				Passengers.	Goods and Live Stock.	Parcels, &c.	Rents and Miscellaneous.	Mails.	Total.	Maintenance.	Traffic.	Loco.	Total.						s.	d.	s.	d.		
1	Ararat to Portland ...	Miles.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
		120 1/2	603,694	10,699	16,261	1,865	690	1,446	30,961	12,556	3,853	6,672	23,081	...	7,880	24,148	47,229	16,268	4 6-60	3 4-71	136,087	...	1	
		120 1/2	603,774	11,013	17,462	2,083	644	1,446	33,648	10,104	4,025	7,594	21,773	...	10,025	24,451	45,874	13,286	4 7-38	3 0-85	141,493	...	1	
2	Avoca to Ararat ¹ ...	39 1/2	173,499	920	895	15	42	356	2,228	2,108	255	515	2,878	650	...	6,940	9,818	7,590	3 2-22	4 1-37	13,991	...	2	
		39 1/2	173,681	851	869	16	69	357	2,139	2,019	254	581	2,864	723	...	6,947	9,818	7,672	3 2-10	3 10-79	14,690	...	2	
		39 1/2	173,677	880	903	30	40	356	2,209	1,788	270	608	2,666	437	...	6,947	9,818	7,404	2 11-94	3 7-37	14,758	...	2	
3	Ballarat East to Buninyong ...	7 1/2	66,255	1,954	212	9	19	90	2,284	613	518	1,148	2,279	...	5	2,650	4,929	2,645	1 5-43	1 5-39	31,444	...	3	
		7 1/2	66,255	2,093	321	11	18	90	2,533	602	466	1,159	2,317	...	216	2,650	4,967	2,434	1 7-38	1 5-73	31,444	...	3	
		7 1/2	66,333	2,106	276	13	18	90	2,503	840	480	1,300	2,620	117	...	2,653	5,273	2,770	1 7-12	1 8-02	31,416	...	3	
4	Beechworth Junction to Beechworth ...	23	160,770	2,802	4,405	206	81	276	7,770	2,866	1,163	2,207	6,236	...	1,534	6,431	12,667	4,897	3 10-55	3 1-36	40,037	...	4	
		23	161,428	2,781	4,490	187	148	276	7,892	5,936	1,197	2,090	9,233	1,431	...	6,461	15,684	7,862	3 9-67	4 5-44	41,417	...	4	
		23	164,063	2,971	4,332	179	162	276	7,780	5,531	1,239	2,443	9,213	1,293	...	6,563	15,776	7,856	3 9-26	4 1-16	44,979	...	4	
5	Beechworth to Yackandandah ...	12 1/2	96,226	3,49	530	13	31	...	923	819	176	383	1,378	455	...	3,849	5,227	4,304	2 3-10	3 4-46	8,174	...	5	
		12 1/2	96,473	448	484	13	21	...	979	856	199	351	1,406	427	...	3,859	5,265	4,304	2 5-29	3 6-07	8,021	...	5	
		12 1/2	96,661	408	505	13	21	...	947	637	195	389	1,221	274	...	3,866	5,087	4,140	2 3-77	2 11-81	8,184	...	5	
6	Benalla to Yarrowonga ...	40 1/2	173,251	3,267	8,088	212	288	484	12,339	3,129	1,752	2,054	6,935	...	5,404	6,930	13,865	1,526	3 8-16	3 2-31	43,450	...	6	
		40 1/2	173,259	3,057	7,344	202	165	484	11,249	2,850	1,869	1,810	6,489	...	4,780	6,934	13,403	2,154	3 4-98	3 1-37	41,548	...	6	
		40 1/2	174,162	3,257	7,561	210	199	484	11,701	3,372	1,998	1,974	7,344	...	4,357	6,966	14,310	2,809	3 5-20	3 4-93	43,068	...	6	
7	Birragurra to Forrest ...	19 1/2	146,761	574	1,028	36	97	178	1,913	1,307	115	394	1,816	...	97	5,870	7,686	5,773	4 1-39	3 10-88	9,296	...	7	
		19 1/2	147,172	542	1,448	71	126	178	2,345	1,960	147	448	2,555	210	...	5,887	8,442	6,097	4 8-54	5 1-60	9,954	...	7	
		19 1/2	147,147	702	1,845	91	115	178	2,931	1,707	176	626	2,509	...	422	5,886	8,395	5,464	4 6-49	3 10-64	12,910	...	7	
8	Branxholme to Casterton ...	32	176,805	1,211	2,186	73	142	384	3,996	3,991	902	1,161	6,054	2,058	...	7,072	13,126	9,130	3 1-74	4 9-17	25,414	...	8	
		32	176,764	1,533	2,864	72	135	384	4,988	4,430	984	1,881	6,615	1,482	...	7,072	13,288	8,554	3 11-56	3 0-92	26,614	...	8	
		32	176,801	1,824	2,851	94	121	384	5,274	4,416	984	1,851	6,756	1,482	...	7,072	13,828	8,554	3 11-56	3 0-92	26,614	...	8	
9	Brighton to Sandringham ...	2	71,451	1,687	19	30	16	24	1,776	386	738	1,939	3,063	1,287	...	2,858	5,921	4,145	1 3-07	2 1-99	28,284	...	9	
		2	71,645	1,917	20	30	16	24	1,917	315	735	1,949	2,985	1,072	...	3,866	5,855	3,938	1 4-31	2 1-74	27,874	...	9	
		2	71,385	1,974	44	26	18	24	2,085	837	750	2,128	3,718	1,693	...	2,963	6,581	4,486	1 5-31	2 6-86	29,916	...	9	
10	Burnley to Waverley ² ...	5 1/2	171,293	1,180	6	19	20	...	1,225	787	845	1,934	3,612	2,387	...	6,852	10,464	9,239	0 9-25	2 3-27	31,784	...	10	
		5 1/2	171,401	1,255	13	24	39	...	1,331	599	815	1,994	3,338	2,007	...	6,856	10,194	8,863	0 10-06	2 1-22	31,760	...	10	
		5 1/2	171,397	1,248	7	40	38	...	1,353	676	875	1,933	3,084	2,381	...	6,856	10,540	9,187	0 9-02	2 2-19	31,764	...	10	
11	Carlsruhe to North Creswick ...	46 1/2	353,213	7,012	16,308	519	363	555	24,757	8,040	5,484	8,540	22,064	...	2,693	14,129	36,193	11,436	3 0-70	2 8-71	161,878	...	11	
		46 1/2	355,402	7,912	15,833	339	406	555	24,105	8,275	5,275	7,593	21,353	...	2,742	14,216	35,569	11,464	3 0-11	3 3-96	168,159	...	11	
		46 1/2	357,337	6,955	17,023	357	377	555	25,267	5,890	5,442	9,641	2 973	...	4,294	14,293	35,266	9,999	3 1-50	2 7-13	161,713	...	11	
12	Castlemaine to Shelbourne ...	20	129,689	1,441	1,379	66	69	184	3,139	1,712	607	1,156	3,475	336	...	5,188	8,663	5,524	3 4-42	3 8-75	18,637	...	12	
		20	130,084	1,535	1,830	87	86	184	3,721	2,617	662	1,043	4,392	601	...	5,003	9,525	5,804	3 11-44	4 7-10	18,823	...	12	
		20	130,164	1,754	2,000	87	124	184	4,149	2,106	677	1,120	3,903	...	246	5,207	9,110	4,961	4 4-31	4 1-21	19,034	...	12	
13	Collingwood to Heidelberg ...	5 1/2	189,121	4,408	263	73	180	63	4,987	1,476	2,636	2,934	7,046	2,059	...	7,565	14,611	9,624	1 11-24	2 8-83	51,506	...	13	
		5 1/2	189,469	5,226	314	77	166	61	5,886	1,482	2,657	3,175	7,194	1,338	...	7,571	14,765	9,809	2 2-34	3 8-35	53,567	...	13	
		5 1/2	189,396	5,520	341	101	181	63	6,176															