

1905
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VICTORIA.

VICTORIAN RAILWAYS.

R E P O R T

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

FINANCIAL YEAR ENDING 30TH JUNE, 1905.

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

By Authority:

ROBT. S. BRAIN, GOVERNMENT PRINTER, MELBOURNE.

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REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS FOR THE FINANCIAL YEAR ENDING 30TH JUNE, 1905.

VICTORIAN RAILWAYS,
Commissioners' Office, Spencer Street,
Melbourne, 11th September, 1905.

To the Honorable the Minister of Railways.

SIR,

In conformity with the provisions of Section 59 of the Railways Act 1890, No. 1135, we have the honour to submit, for the information of Parliament, our Report for the financial year ending 30th June, 1905.

Mileage of Railways and Tracks.

		Mileage open for Traffic at 30th June.								
		Railways.						Tracks.		
		Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Main Tracks.	Sidings.	Total.
Year 1904	5' 3" gauge	3'15	2'23	2'54	3'07'35	2'987'06	3'302'33	3'637'20	5'44'43	4'181'63
	2' 6" gauge	...	...	...	...	78'37	78'37	78'37	4'56	82'93
	Total ...	3'15	2'23	2'54	3'07'35	3'065'43	3'380'70	3'715'57	5'48'99	4'264'56
Year 1905	5' 3" gauge	3'15	2'22	2'46	3'03'98	3'000'44	3'312'25	3'643'56	5'47'96	4'191'52
	2' 6" gauge	...	...	...	...	81'60	81'60	81'60	4'63	86'23
	Total ...	3'15	2'22	2'46	3'03'98	3'082'04	3'393'85	3'725'16	5'52'59	4'277'75

		Average Mileage open for Traffic during the Year.								
		Railways.						Tracks.		
		Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Main Tracks.	Sidings.	Total.
Year 1903-4	5' 3" gauge	3'15	2'23	2'54	3'07'35	2'977'18	3'282'45	3'627'32	5'40'44	4'167'76
	2' 6" gauge	...	...	...	...	78'37	78'37	78'37	4'56	82'93
	Total ...	3'15	2'23	2'54	3'07'35	3'055'55	3'370'82	3'705'69	5'45'00	4'250'69
Year 1904-5	5' 3" gauge	3'15	2'22	2'50	3'05'61	2'992'24	3'305'72	3'638'74	5'47'27	4'186'01
	2' 6" gauge	...	...	...	...	78'41	78'41	78'41	4'58	82'99
	Total ...	3'15	2'22	2'50	3'05'61	3'070'65	3'384'13	3'717'15	5'51'85	4'269'00

The mileage of Sidings, as shown above, does not include 44.50 miles of sidings not owned by the Department, about 11 miles of which are maintained by us and at our expense.

Between North Geelong and Moorabool, 3.52 miles of double track were converted to single track.

The other changes in the Mileages of Railways and Tracks, apart from the additional Mileage of New Lines, are due to alterations and additions to tracks in connexion with the re-arrangement of junctions and yards.

New Lines Opened for Traffic.

A loop line of 5' 3" gauge, and 0·13 miles in length, constructed to form a direct connexion between the Whittlesea and Collingwood lines, was opened for traffic on 5th December, 1904.

A line from Strathmerton to Tocumwal Bridge of 5' 3" gauge, and 9·85 miles in length, was opened for traffic on 28th February, 1905.

A line from Welshpool to Welshpool Jetty, of 2' 6" gauge, and 3·23 miles in length, was opened for traffic on 26th June, 1905.

Capital Account.

The total expenditure charged to Capital Account at 30th June, 1905, was £41,279,044 12s. 0d., inclusive of £62,453 15s. 4d. advanced by the Treasury prior to 1st July, 1903, for Renewals of Way and Works and Replacement of Rolling-Stock, and yet remaining to be repaid out of Surplus Railway Revenue (see Appendix No. 10), an increase for the year of £62,341 6s. 8d. made up as follows:—

EXPENDITURES ON CAPITAL ACCOUNT FOR THE YEAR.				
Surveys and Construction of New Lines—				
Whittlesea and Collingwood Loop Line	£8,001	16	0	
Strathmerton—Tocumwal Line	15,160	2	6	
Moe—Walhalla Line	18,623	4	6	
Welshpool—Welshpool Jetty Line	2,161	2	3	
St. Kilda and Brighton Electric Street Railway	357	16	0	
	44,304	1	3	
Less net credit on account of Surveys	2	11	8	
Net Increase in Capital Expenditure on Surveys and Construc- tion of New Lines				£44,301 9 7
Additions and Improvements on Existing Lines, and to Rolling Stock—				
Way and Works (see Appendix No. 6)... ..	£54,125	0	3	
Rolling Stock (see Appendix No. 6)	£142,136	7	9	
Less Increase in Rolling Stock applied in reduction of Deficiency at 1st July, 1903 (see Appendices Nos. 6 and 9)	40,605	10	0	
	101,530	17	9	
Motor Omnibuses... ..	287	7	6	
	155,943	5	6	
Less Repayments during the year (out of Railway Revenue) of Loan Funds advanced by the Treasury prior to 1st July, 1903, for Renewals of Way and Works and Replacement of Rolling Stock (see Appen- dix No. 10)	58,769	5	8	
Less Surplus Railway Re- venue credited to Rolling Stock Replacement Fund (see Appendix No. 9)	60,000	0	0	
Less Value of Scrap Material from dismantled engines, etc., credited to Rolling Stock Replacement Fund (see Appendix No. 9)	19,134	2	9	
	79,134	2	9	
	137,903	8	5	
Net Increase in Capital Expenditure on Additions and Improve- ments on Existing Lines, and to Rolling Stock				18,039 17 1
Net Increase in Expenditure on Capital Account				£62,341 6 8

Loan Account.

The total amount of Current Loans allocated to the Railways at 30th June, 1905, was £39,458,035 12s. 8d. (see Appendix No. 7), a net increase for the year of £22,662 14s. 4d.

The proceeds of Loans allocated to the Railways, after deducting Discounts and Expenses, less Net Premiums received, amounted to £38,214,826 16s. 2d. at 30th June 1905 (see Appendix No. 7)—a net decrease for the year of £18,583 5s. 8d., accounted for as under:—

	£	s.	d.
Additional stock raised or transferred to the debit of the Railways during the Year	247,836	0	0
Less stock redeemed or converted during the Year	225,173	5	8
	£22,662	14	4
Discount and Expenses charged in the Year (including £36,891 incurred in connection with the Redemption of the Loan under Act 608)	41,246	0	0
Decrease for the Year in the Net Proceeds of Loans allocated to the Railways	£18,583	5	8

Interest Account.

The Interest during the year on Current Loans allocated to the Railways amounted to £1,453,632, and in addition the Railways were debited with a sum of £12,394 to cover expenses incurred by the Treasury in connexion with Railway Loans and interest payments, so that after deducting a sum of £2,777, which represents the interest allowed by the Banks on the weekly balances at credit of Railway Capital Funds, and £1,255 interest charges overdebited to the Railway Department by the Treasury for the year 1903-4, the net amount of the Interest and Expenses chargeable to the Railways for the year was £1,461,994 (see Appendix No. 7), equivalent to a rate of interest of 3·71 per cent. on the total amount of Current Loans allocated to the Railways.

Non-Interest Bearing Funds.

The total amount of Funds expended on the Railways out of the Consolidated Revenue, and carrying no interest, was, at 30th June, 1905, £3,872,326 13s. 11d., of which £2,803,740 6s. 1d. was revenue derived from the sale of State lands disposed of under Acts of Parliament for the purpose of providing funds for the construction and improvement of railways.

**Financial Results for the Year 1904-05, Compared with those
of the Year 1903-04.**

	Year 1903-4.			Year 1904-5.			Increase or Decrease.		
	£	s.	d.	£	s.	d.	£	s.	d.
Gross Revenue	3,438,140	17	2	3,582,265	12	1	+144,124	14	11
Working Expenses	1,802,311	1	5	1,871,137	16	2	+68,826	14	9
Net Revenue after payment of Working Expenses	1,635,829	15	9	1,711,127	15	11	+75,298	0	2
Special Expenditures and Charges in reduction of Extraordinary Liabilities taken over by the Commissioners at 1st July, 1903—									
Belated Repairs	84,554	8	11	54,751	19	7	-29,802	9	4
Rolling-Stock applied in reduction of the Deficiency at 1st July, 1903	6,355	0	0	23,448	0	0	+17,093	0	0
To credit the Rolling-Stock Replacement Fund towards making good the Deficiency in the Rolling-Stock at 1st July, 1903. (See Appendix No. 9)	...			60,000	0	0	+60,000	0	0
To recoup Loan Funds advanced prior to 1st July, 1903, for Renewals of Way and Works and Replacement of Rolling-Stock. (See Appendix No. 10)	28,646	0	0	58,769	5	8	+30,123	5	8
To recoup Railway Stores Suspense Account Depreciation in the Value of Stores prior to 1st July, 1903	...			9,432	9	7	+9,432	9	7
To credit the Railway Loans Repayment Fund the Deficiency in the Value of Stores before the establishment of the Railway Stores Suspense Account in the year 1896	...			42,083	13	0	+42,083	13	0
Total of Special Expenditures and Charges in reduction of Extraordinary Liabilities taken over by the Commissioners at 1st July, 1903	119,555	8	11	248,485	7	10	+128,929	18	11
Balance of Net Revenue	1,516,274	6	10	1,462,642	8	1	-53,631	18	9
Interest Charges and Expenses	1,515,755	0	0	1,461,994	0	0	-53,761	0	0
Surplus credited to Consolidated Revenue	519	6	10	648	8	1	+129	1	3

Results of Working for the Year compared with those of the Preceding Three Years.

	Year 1901-1902. See Note (a).	Year 1902-1903. See Notes (a) and (b).	Year 1903-1904.	Year 1904-1905.
Average mileage of Railways worked ...	3,265	3,335	3,371	3,384
TRAFFIC TRAIN MILEAGE.				
Passenger—Country ...	1,749,000	1,650,649	1,501,966	1,662,438
" Suburban ...	3,101,314	2,921,280	2,616,322	2,645,556
Mixed ...	2,942,757	2,494,280	2,166,439	2,219,194
Goods (including Live Stock) ...	3,491,873	3,220,063	2,887,917	2,496,177
Total Traffic Train Mileage ...	11,284,944	10,286,272	9,172,644	9,023,365
Number of Passenger Journeys ...	57,465,077	54,798,073	54,282,003	59,702,050
Tons of Goods carried ...	3,186,904	2,716,827	3,182,772	3,382,788
Tons of Live Stock carried ...	246,723	377,170	256,431	245,449
GROSS REVENUE.				
	£	£	£	£
Passenger ...	1,378,746	1,325,565	1,360,484	1,382,308
Parcels, &c. ...	123,150	124,485	128,821	141,811
Horses, Carriages, and Dogs ...	13,324	12,839	13,359	13,588
Mails ...	64,997	62,451	59,309	60,647
Goods ...	1,552,753	1,218,557	1,619,485	1,749,660
Live Stock ...	166,709	236,213	173,493	169,133
Rentals ...	50,514	50,890	53,651	53,038
Miscellaneous ...	17,650	15,858	29,539	12,081
Total Gross Revenue ...	3,367,843	3,046,858	3,438,141	3,582,266
Per mile of Railways worked ...	1,031	913	1,020	1,059
Per traffic train-mile run ...	5s. 11'62d.	5s. 11'09d.	7s. 5'96d.	7s. 11'28d.
WORKING EXPENSES.				
	£	£	£	£
Transportation and Traffic Branches ...	671,588	592,897	586,015	562,370
Way and Works Branch ...	490,438	437,840	448,959	502,022
Rolling-Stock Branch—Working ...	576,921	521,090	455,543	488,240
" Repairs and Ordinary Renewals ...	268,543	241,625	263,987	274,931
General Expenses ...	43,385	42,498	47,807	43,575
Total Working Expenses ...	2,050,875	1,835,950	1,802,311	1,871,138
Per mile of Railways worked ...	628	550	535	553
Per traffic train-mile run ...	3s. 7'62d.	3s. 6'84d.	3s. 11'16d.	4s. 1'77d.
Percentage of Gross Revenue ...	60'90	60'26	52'42	52'23
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES				
	£	£	£	£
Per mile of Railways worked ...	403	363	485	506
Per traffic train-mile run ...	2s. 4'00d.	2s. 4'25d.	3s. 6'80d.	3s. 9'51d.
SPECIAL EXPENDITURES AND CHARGES				
	£	£	£	£
BALANCE OF NET REVENUE ...	1,295,468	1,108,278	1,516,274	1,462,643
INTEREST CHARGES AND EXPENSES ...	1,492,695	1,473,532	1,515,755	1,461,994
DEFICIT paid out of Consolidated Revenue ...	197,227	365,254	...	...
SURPLUS credited to Consolidated Revenue ...	...	...	519	649

NOTES.

(a) The Gross Revenue in the year 1901-2 does not include the sum of £34,000 and in the year 1902-3 the sum of £61,160 on account of services performed for the State for which no payment was received, and in the year 1904-5 does not include a sum of £30,638 for periodical tickets, payment for which was received during the year, but which amount is credited to the year 1905-6 as applicable to that year.

(b) During the year 1902-3 a drought and a Strike of Enginemen adversely affected the Revenue, and extraordinary reductions were effected in the Working Expenses by percentage reductions in Salaries and Wages and by working short time.

(c) For details see Page 6.

**Extraordinary Liabilities taken over by the Commissioners at
1st July, 1903, to be Liquidated out of Railway Revenue.**

	Liabilities at 1st July, 1903, as per our Report of 31st March, 1904.	Reduc- tions during Year 1903-04.	Reductions during Year 1904-05.	Liabilities remaining at 30th June 1905.
	£	£		£
Belated Repairs	181,087	102,754	By Expenditure out of Railway Revenue By Saving in the Estimated Cost of Work	54,752 16,581 71,333
Estimated cost of making good the Deficiency in Rolling-Stock ...	403,950	14,950	By Increase in Rolling-Stock ... By Value of Scrap Material from Dismantled Engines, etc., credited to Rolling-Stock Replacement Fund ... By Surplus Railway Revenue credited to Rolling-Stock Replacement Fund ...	40,605 19,135 60,000
Deficiency in the Value of Stores	60,855	8,053	By Surplus Railway Revenue credited to Stores Suspense Account ... By Surplus Railway Revenue credited to Railway Loans Repayment Fund ... By Stores—Profit and Loss Account	119,740 9,433 42,084 1,285
Loan Funds Advanced for Renewal of Way and Works and Replacement of Rolling-Stock...	149,869	28,646	(By Repayments out of Railway Revenue. (See Appendix No. 10.)	52,802 58,770
Totals	795,761	154,403		302,645 338,713

(See Appendix No. 9.)

In addition to the above Extraordinary Liabilities, viz., £338,713, remaining at 30th June, 1905, to be liquidated out of Railway Revenue, it will be necessary as mentioned in our Report of 31st March, 1904 (see Appendix No. 22 of our last Annual Report) to charge a large sum to Working Expenses in connexion with the Strengthening of Bridges, and the Flinders-street Station and Yard, &c.

Until these Extraordinary Liabilities are liquidated it is essential that great caution be exercised in incurring obligations to construct new lines, and that the existing basis of fares and rates be not reduced, nor the existing train service increased, unless in any case it be found to be well justified after thorough investigation and careful consideration.

Gross Revenue.

The Revenue from Passengers, Parcels, Horses Carriages and Dogs, and Goods respectively, and the total revenue from all sources, viz., £3,582,266, were the largest ever earned. This was mainly due to the prosperity which prevailed generally throughout the State as the result of a favorable season for the agriculturalist and pastoralist, following on the excellent harvest of the previous year.

The Gross Revenue per train mile run, viz., 7s. 11·28d. was the largest for twenty-seven years.

The Revenue from Passenger Traffic was £1,382,308. This is, however, exclusive of £30,638 representing the proportion of the amount collected for annual and other season tickets sold during the year but applicable to the next year. This amount (£30,638) while carried forward to the revenue of the year 1905-6, must, therefore, for the purpose of comparison with previous years, be added to the revenue of the year under review, making it £1,412,946 or 2·5 per cent. in excess of the largest Revenue previously collected from Passenger Traffic in any year, viz., £1,378,746 in the year 1901-2, although the passenger and mixed train mileage

of the year 1904-5 was only 6,527,188 miles, as compared with 7,793,071 miles in the year 1901-2, a decrease of 1,265,883 miles, or 16·2 per cent. That there was an increase in the Passenger Revenue collected, notwithstanding the substantial decrease in passenger and mixed train mileage, goes to show that the latter was well justified.

We are glad to say that the increase in the traffic and the Revenue has warranted the provision of an improved train service for passengers on several lines on which the service was curtailed in May, 1903, and as a result of such improved service there was an increase of 242,461 train miles in the passenger and mixed train mileage run as compared with the previous year.

The increase in the Revenue from the Goods traffic was due mainly to the large volume of agricultural produce carried during the first six months of the year consequent on the excellent harvest of the preceding season, whereas in the first six months of the year 1903-4, owing to the drought which prevailed in the previous year, there was comparatively little grain or other agricultural produce available for carriage.

The Revenue from Live Stock compared favorably with that earned in previous normal years.

The decrease in Miscellaneous Revenue was due to the fact that the Revenue from certain sources was included under other headings instead of being shown as Miscellaneous Revenue as in previous years.

Working Expenses.

The percentage of Working Expenses to Gross Revenue, viz., 52·23 per cent., was the lowest since the year 1879.

The state of the Revenue admitted of somewhat more liberal expenditure being made than in the year 1903-4 for the ordinary Maintenance and Renewals of Way and Works and for the Replacement of Rolling-Stock.

The increase in the Working Expenses per traffic train mile run was a natural consequence of the heavier loading of trains and the resultant reduction in train mileage.

Net Revenue.

The Net Revenue, after the payment of Working Expenses, was the largest yet earned, and per mile of railway, viz., £506, and per traffic train mile, viz., 3s. 9·51d., the highest obtained for many years. It was equivalent to 4·34 per cent. on the Railway Debt.

Transportation and Traffic Branches.

The expenses of the Transportation Branch for the year were £562,370 as compared with £586,015 for the previous year, a decrease of £23,645, which is a gratifying result in view of the substantial increase in the volume of traffic dealt with.

It will be observed from the following comparative table, that the reduction in the train mileage run during the year 1904-5 was very satisfactory, especially in view of the increase in the revenue:—

INCREASE OR DECREASE IN YEAR 1904-5 AS COMPARED WITH—

	YEAR 1901-2	AND	YEAR 1903-4.
	Per cent.		Per cent.
Gross Revenue ...	Increase, £214,423 = 6·4		Increase, £144,125 = 4·2
Total Train Mileage ...	Decrease, 2,261,579 miles = 20·0		Decrease, 149,279 miles = 1·6
Goods and Live Stock Revenue ...	Increase, £199,331 = 11·6		Increase, £125,815 = 7·0
Goods and Live Stock Train Mileage ...	Decrease, 995,696 miles = 28·5		Decrease, 391,740 miles = 13·6
Mixed Train Mileage ...	Decrease, 723,563 miles = 24·6		Increase, 52,755 miles = 2·4

There was an increase of 16·48 per cent. in the average tonnage of goods and live stock carried per goods and live stock train mile as compared with the previous year, and, while owing to the necessary records not having been kept for the year

1901-2, it cannot be precisely stated, it is estimated that the increase in this respect in the year under review as compared with that year is equivalent to over 42 per cent., which, having regard to the additional tonnage carried, represents a saving in goods train mileage run in the year 1904-5 of about 1,200,000 miles.

Way and Works Branch.

The Way and Works were maintained in good working order and repair during the year, and a certificate to that effect from the Chief Engineer will be found in Appendix No. 3.

The original estimate of the outlay for "Belated Repairs" was £260,000. In the year 1902-3 the expenditure on this account amounted to £78,913, and in the following year there was a further reduction in this liability of £102,754, leaving a balance of £78,333 at 30th June, 1904. During the year 1904-5 the expenditure charged to Belated Repairs amounted to £54,752, and it is now considered that an additional outlay of £7,000—a reduction of £16,581 in the original estimate—will put the Way and Works in such condition that thereafter the vote for Ordinary Working Expenses will not require to be augmented by reason of insufficient funds having been provided in the past for maintenance and renewals.

The following is a comparison of the expenditure on the Maintenance and Renewal of Way and Works (exclusive of Belated Repairs) for the year as contrasted with that of each of the three preceding years :—

		Year 1901-2.	Year 1902-3.	Year 1903-4.	Year 1904-5.
Expenditure	...	£490,438	£437,840	£448,959	£502,022
Per mile of railway	Average mileage	150	131	133	148
„ „ track	open for traffic	149	120	121	135

The state of the Revenue enabled us to make more liberal provision for the ordinary Maintenance and Renewal of Way and Works, and consequently the expenditure on this account was larger than the previous year by £53,063. It includes a considerable outlay in connexion with improvements and additions, and on special Maintenance Works.

56.96 miles of track were re-laid with steel rails, 14.50 miles with 100-lb. rails, 16.82 miles with 80-lb. rails, and 25.64 miles with serviceable steel 60-lb., 66-lb., and 75-lb. rails, which had been replaced with heavier rails on other lines; 241,733 sleepers were renewed and 51,884 additional sleepers were put into the track, and 174.18 miles of fencing were renewed during the year.

Ninety interlocking levers were installed at fourteen places, making the total number in use at 30th June, 1905, 6,639 at 497 places, and the proportion of interlocked places 60.6 per cent. Ten sets of Staff or Annett's lock gear were provided at seven intermediate non-staff stations.

Thirteen quadricycles were put into service to enable repairing gangs to travel more quickly and with less exertion over the line (thus making it practicable to extend their lengths), and 60 more are now under construction for the same purpose.

Owing during the first part of the year to insufficient funds and during the latter part to delay in obtaining final approval of the plans, comparatively little progress was made on the new Station and Yard at Flinders-street. £23,908 (all of which was paid out of Railway Revenue), was however expended chiefly towards completing the lines of way, interlocking, platforms, and approaches, and sanitary accommodation.

The work of strengthening the bridges on important lines to admit of the use of more powerful locomotives was taken in hand. All bridges on the Bendigo-Echuca line requiring it were strengthened, and a commencement made with the bridges on the North-Eastern and Western lines.

Rolling-Stock Branch.

The whole of the Rolling Stock in use, and the Machinery and Tools, were maintained in good working order and repair, and a certificate to that effect from the Chief Mechanical Engineer will be found in Appendix No. 2.

The following is a comparison of the expenditure of the Rolling-Stock Branch for Working and for Repairs and Renewals (exclusive of the expenditure on Rolling Stock applied in reduction of the Deficiency) for the year, as contrasted with that of each of the three previous years :—

	Year 1901-2.	Year 1902-3.	Year 1903-4.	Year 1904-5.
	£	£	£	£
For Working	576,921	521,090	455,543	488,240
Per Traffic train mile	12·27d.	12·16d.	11·92d.	12·99d.
For Repairs and Renewals	268,543	241,625	263,987	274,931

By the net increase during the year in the Rolling-Stock applied in reduction of the Deficiency in Rolling-Stock, the estimated cost of making good such Deficiency was reduced by £40,605, or to £348,395. This liability was still further reduced during the year by the transfer of £60,000 from the Year's Surplus Railway Revenue to the credit of the Rolling-Stock Replacement Fund, established in accordance with Section 4 (1) of Act No. 1946, and by crediting the same fund with £19,135 representing the proceeds of Rolling-Stock sold or broken up, making a total amount at the credit of that Fund, at 30th June, of £79,135. As that Fund is available for the construction of Rolling-Stock to apply in reduction of the Deficiency as between the Rolling-Stock in existence and that which had been purchased or constructed at the expense of Capital Account from the inception of the Railways, the estimated amount remaining at 30th June, 1905, to be provided out of Railway Revenue to make good the Deficiency in Rolling-Stock was £269,260, a reduction during the year of £119,740. (See Appendix No. 9.)

The following new rolling-stock was put into service during the year :—

Manufactured at—	Locomotives.	Carriages and Vans.	Trucks.
Newport shops	11	17	372 (new and replacement)
Ballarat, under contract with the Phoenix Foundry Company	3	—	—

A Summary of the Register of Rolling-Stock, at 30th June, 1905, will be found in Appendix No. 8.

The construction of locomotives at the Newport shops was continued with very satisfactory results, and the second ten locomotives of the "DD" class were completed at a cost of about 9 per cent. less than the cost of the first ten locomotives of the same class, thus realizing our anticipations that, as the result of experience and the use of improved machinery and methods, the cost would be reduced with subsequent construction. This class of locomotive continues to give satisfactory service.

Three hundred and twenty-eight trucks were equipped with the Westinghouse brake, and 20 with brake-pipes, making the number of trucks fitted with the brake 8,319, or 80 per cent., and with brake-pipes alone 1,856. Larger pumps are being fitted to the goods locomotives.

Seventy-eight carriages and vans were equipped for Pintsch gas lighting, making the total number so equipped 844, or 55 per cent.

The removal of the timber store and the old carriage shops to a location adjoining the main shop buildings at Newport was practically completed during the year, and will greatly facilitate the operations in the carriage and waggon shop.

Steady progress was made with the provision of labour-saving machinery, and eighteen (18) machines were added to the equipment, amongst them being two large multiple drills, one bulldozer, one large steam hammer, one large turret lathe, and one hydraulic scrap cropper. A considerable quantity of valuable Lowmoor iron scrap produced from the cutting up of locomotives is now being used at the Newport shops for iron forgings. This material is excellently adapted for that purpose, and its use therefore obviates the purchase of new iron.

The forge shop is now equipped with three large steam hammers, besides stampers, and 1,382 axles were forged from steel blooms during the year.

The contracts for the supply of locomotive coal expired at 31st December, 1904, and it therefore became necessary to invite tenders and enter into new contracts. We are glad to say that under the new contracts, which are for a term of two years from the 1st January, 1905, it is anticipated that an annual saving in the Working Expenses of about £28,000 (based on a traffic train mileage of 9,200,000 miles per annum) will be effected as compared with the cost of coal under the previous contract.

Stores Branch.

The value of the Stock of Stores at 30th June, 1905, as per certificate from the Chief Storekeeper (see Appendix No. 4), was £383,591, as compared with £501,641 at 30th June, 1904, a reduction of £118,050.

During the year we repaid to the Treasury £60,000 of the £180,000 provided for the purchase of Stores in the years 1896 to 1902 inclusive, making with the amount repaid in the year 1903-4 a total repayment of £115,000, and we confidently anticipate that we will be able at an early date to repay the balance of the £180,000.

The Deficiency in the Value of the Stores at 30th June, 1904, viz., £52,802, has been liquidated during the year as follows :—

By the payment of £9,433 out of Surplus Railway Revenue to the credit of the Railway Stores Suspense Account, this sum representing the depreciation in the Value of Stores prior to 1st July, 1903.

By the payment of £42,084—also out of Surplus Railway Revenue—to the credit of the Railway Loans Repayment Fund, this sum representing the Net Deficiency in the Value of Stores which was disclosed by the Inventory made prior to the establishment of the Railway Stores Suspense Account in 1896, which Deficiency was largely, if not entirely, in respect of Stores purchased with Loan Funds, and

By reducing the Net Deficiency in the Value of Stores disclosed at the time the Railway Stores Suspense Account was established by £1,285, which sum had since then been carried in the books as a credit to Stores Profit and Loss Account.

In addition to the above, the value of the Stores on hand has been written down during the year to the extent of £12,024.

Payments Received in Accordance with the Provisions of Section 14—Act No. 1439.

In accordance with the provisions of Section 14 of Act No. 1439, the following amounts have been received from the State Treasury, and are included in the Gross Revenue for the year :—

	£
For decrease in the Revenue due to the carriage of Agricultural Produce at reduced rates	46,111
For decrease in the Revenue due to the carriage of Victorian Coal at reduced rates	6,072

and under the provisions of the same Section, the Treasury reimbursed us the sum of £2,554 representing the enhanced cost of Victorian coals purchased during the last six months of the year, owing to a direction of the Governor-in-Council fixing the prices to be paid for such coals under the new contracts entered into as from 1st January, 1905.

Adjustment of Inter-State Competitive Rates and Abolition of Preferential Rates.

We are glad to be able to report the completion of an agreement between the Railways Commissioners of New South Wales, South Australia, and Victoria providing for an adjustment in these three States of the rates for all traffic to and from districts in respect of which competition has existed for many years past.

This agreement, which became effective on 1st March last, is for the term of one year, subject thereafter to termination on three months' notice from any of the parties, but it is confidently anticipated that it will constitute the basis of a permanent settlement of this long-standing difference.

This agreement provides that all rates on traffic to or from the competitive districts shall be made public, and that no special rebates or concessions of any kind shall be given to secure such traffic. The adjustment of the rates under this agreement is such that, while augmenting the revenue of the State Railways concerned, the same proportion of the traffic affected will, it is anticipated, be obtained for each State as was previously secured, thus conserving the commercial interests of the respective States.

All preferential rates which could be considered as inconsistent with the provisions of the Commonwealth of Australia Constitution Act have been abolished.

St. Kilda and Brighton Electric Street Railway.

An electric railway from the end of the Melbourne Tramway Company's line in Acland-street, St. Kilda, to Grosvenor-street, Brighton, was authorized by Parliament during its last session, under Act No. 1956, and the necessary funds having been provided under the "Railways Special Funds Application Act," No. 1948, the Board of Land and Works is now proceeding with the construction of this line.

We are of the opinion that this line will bring very little, if any, extra traffic or revenue to the existing suburban system unless it be extended to the railway station at St. Kilda, and we therefore recommend that this be done as soon as the requisite authority is obtained, and the necessary funds are made available.

Legislation.

A copy of Act No. 1946, to further amend the laws relating to the Victorian Railways, passed during the last Session of Parliament, will be found in Appendix No. 21).

In accordance with Section 4 (1) of this Act, the Rolling-Stock Replacement Fund has been credited with the proceeds of all Rolling-Stock sold or broken up during the year, and also with £60,000 out of the Surplus Railway Revenue for the year, and at the 30th June there was a sum of £79,135 at the credit of this Fund, available for the replacement of Rolling-Stock.

Under the provisions of Section 6, we appointed Sworn Weighers at Williamstown Pier, Geelong Pier, Port Melbourne Pier, and the Victoria Dock at Melbourne, and since 1st January, 1905, all grain in truck loads consigned to those places has been weighed by them, and certificates of weights issued both to consignors and consignees for each consignment, a charge sufficient to cover the extra expense involved being made. All trucks used for the carriage of grain have been carefully re-tared, and efficient truck weigh-bridges, equipped with an automatic weight-printing device, and, where required, with wind-screens, have been provided and used with a large measure of success.

Legislation to restrict the sale of Railway Tickets in the State to persons and places duly authorized by us is required in order to put a stop to the scalping of Railway Tickets at present practised to the detriment of the revenue of the Department.

There are eleven Acts still current relating to the construction, maintenance, working, and general management and administration of the Railways of the State. Many of the provisions of the earlier Acts have been repealed or amended by those of later dates, and the interpretation of the provisions affecting particular subjects has thus become increasingly difficult.

The various Acts should therefore be consolidated as early as practicable, and advantage taken of the opportunity to introduce such further amendments as experience has proved to be desirable. Among other matters thus requiring attention may be mentioned the methods laid down by statute for recruiting and controlling the Staff, which, as they at present stand, are cumbersome and

certainly not calculated either to secure the best material for the service of the Department or to admit of such management of the Staff as is desirable in the best interests not only of the State but also of the employés.

Staff.

We are glad to be able to state that the conditions under which the staff generally are working are decidedly more favorable than when we took office in June, 1903.

Since then percentage reductions have been abolished, thus restoring about £27,000 per annum to the Staff. Working short time has also been done away with, and, generally speaking, every man has had the opportunity to work full time. The reduction in the pay-rolls for the year 1902-3, due to working short time, was estimated at £73,000. Signalmen and station staff who are required to work on Sundays are now paid for it, instead of the time so worked being booked off on week days, as was previously done. Overtime not booked off by the end of the ensuing month is now paid for, whereas then time off was granted in lieu thereof, and no payment made for overtime. More liberal treatment in the issue of passes to officers and employés and the members of their families dependent on them is now accorded. Officers and employés receive full, instead of half, annual leave. The daily-paid staff, when temporarily performing the duties of a higher grade, are paid the minimum wage for the higher grade. All officers and employés are paid at the middle as well as at the end of the month instead of as formerly, in the case of the large majority of them, at the end of the month only. No reduction in wages of any class of employés has been made, except in the case of many of the enginemen, who, undoubtedly, at the time of the strike in May, 1903, were relatively overpaid for the kind of work individually performed; but, even in the case of enginemen, the minimum wage for drivers has been raised from 10s. to 11s. per day, and the period to be served by drivers in the lower classes to entitle them to a higher rate of pay has been considerably reduced.

No alterations in the hours required to be worked for a day's pay by any class of employés have been made, except in the case of enginemen and a few of the signalmen. Enginemen were liable formerly to work nine hours for a day's pay, which included so-called engine time (that is the time taken to get the engines ready and on to trains, and to put them away again), whereas they are now liable to work eight hours, in addition to this engine time, for a day's pay, with relief on long shifts of a portion of the engine time. In the case of signalmen, in a few boxes the hours have been made the same as those worked in other signal-boxes of corresponding responsibility and work.

Under an arrangement made by us with the Workingmen's College, at Melbourne, over 60 apprentices in the service of the Department are now taking a three years' educational course at that Institution, such as it is considered will best fit them for their intended trades and avocations. The Department is compensating these apprentices for the time lost in attending classes, as well as paying the college fees and offering prizes and rewards for the students passing the most satisfactory examination each year. It is the intention that hereafter the taking of a suitable course of such instruction shall be a condition of apprenticeship with the Department.

Increments, where deserved, have been granted, and good service and merit have been recognized. Increases in Salaries and Wages were granted during the year ending 30th June, 1905, amounting to £17,398 for that year, and equivalent to £27,417 per annum.

We desire to place on record our appreciation of the good service rendered during the year by the Officers and Employés generally.

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

Lines Closed for Traffic.				Mileage.	Approximate Capital Cost.
Dunkeld to Penshurst (dismantled)	...	...	...	15·87	£50,000
Canterbury Loop Line (dismantled)	...	...	...	0·20	160,000
Ashburton to Oakleigh	...	...	...	2·37	
Fairfield Park to Deepdene	...	...	...	3·34	
Darling to Waverley	...	...	...	0·84	7,000
Lancefield to Kilmore	...	...	...	18·10	117,347
Coburg to Somerton	...	...	...	7·16	72,166
Totals	...	...	...	47·88 miles	£406,513
Surveys of lines not constructed	...	...	...	...	312,024
Total Capital Expenditure incurred for Lines now closed for traffic, and for Surveys of Lines not constructed on which Interest is charged against the Railways					£718,537

Pensions and Gratuities.

The amounts paid in Pensions and Gratuities, which are not included in the Working Expenses, were £89,703 and £12,953 respectively, a total of £102,656, as compared with £83,512 and £17,024 respectively, a total of £100,536 in the previous year. The number of officers and employes in the service at 30th June, 1905, entitled to Pension or Compensation on retirement was 2,186, a reduction of 110 as compared with the preceding year (see Appendix No. 17).

Appendices.

In the Appendices, a list of which is given on Page 16, will be found the Balance-Sheet for the Year, and other Capital, Revenue, and Expenditure Accounts and Statements and Statistical and other Information, also Maps and Statistical Diagrams and some Photographs of the Railways and the Equipment.

We have the honour to be, Sir,

Your obedient servants,

THOS. TAIT, Chairman,	} Victorian Railways Commissioners.
W. FITZPATRICK,	
C. HUDSON,	

APPENDICES.

Number.	Page.	
1.	17	List of Heads of Branches.
2.	17	Certificate of the Chief Mechanical Engineer.
3.	17	Certificate of the Chief Engineer of Way and Works.
4.	17	Certificate of the Chief Storekeeper.
5.	18	General Balance-sheet.
6.	20	Statement of Expenditure charged to Capital Account.
7.	21	Statement of Loans and Interest Charges and Expenses.
8.	23	Inventory of Rolling-Stock.
9.	24	Statement of Deficiency in Rolling-Stock.
10.	25	Statement of Funds Advanced by the Treasury to be Repaid.
11.	26	Railway Stores Suspense Account.
12.	27	Comparative Analysis of Passenger Traffic and Revenue.
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14.	29	General Comparative Statement for Fifteen Years.
15.	32	Statement of Expenditure charged to Capital Account for Twenty Years.
16.	33	Statement Showing Cost, Length, Highest Point, Steepest Gradient, and Average Cost per Mile of each Line ; also the Cost of Rolling-Stock, Workshops, General Offices, &c.
17.	35	Statement of Number of Officers and Employés entitled to Pension or Compensation.
18.	36	Statement showing Date of Opening, Length, and Authority for Construction of each Line.
19.	39	Return of Persons Killed or Injured.
20.	40	Return of Traffic at each Station.
21.	63	Act No. 1946.
		Statistical Diagrams.
		Photographs of the Railways and Equipment.
		Map of the Victorian Railways.
		„ Melbourne Suburban Lines.
		„ showing through Railway connexions from South Australia to Queensland.

APPENDIX No. 1.

HEADS OF BRANCHES.

Secretary ..	...	...	...	...	MR. L. McCLELLAND.
Chief Mechanical Engineer	...	...	...	...	„ T. H. WOODROFFE.
Chief Engineer of Way and Works	...	...	...	...	„ C. E. NORMAN.
General Superintendent of Transportation...	...	...	...	...	„ S. JONES.
Chief Accountant	...	...	...	...	„ JAS. WALSH.
Chief Storekeeper	...	...	...	...	„ E. J. GOODE.
Telegraph Superintendent	...	...	...	...	„ W. A. HOLMES.
General Passenger and Freight Agent	...	...	...	...	„ E. B. JONES.

APPENDIX No. 2.

CERTIFICATE RESPECTING ROLLING-STOCK MACHINERY AND TOOLS.

I hereby certify that the whole of the rolling-stock in use on the Victorian Railways, and also the machinery and tools of the Rolling-Stock Branch were, during the year 1904-5, maintained in good working order and repair.

T. H. WOODROFFE,
Chief Mechanical Engineer.

APPENDIX No. 3.

CERTIFICATE RESPECTING WAY AND WORKS.

I hereby certify that the whole of the permanent way, stations, buildings, piers, wharves, and other works on the Victorian Railways were, during the year 1904-5, maintained in good working condition and repair.

C. E. NORMAN,
Chief Engineer of Way and Works.

APPENDIX No. 4.

CERTIFICATE RESPECTING STORES.

I hereby certify that a continuous inspection of the Stock of Stores was maintained, and that the total value of the same at 30th June, 1905, was £383,591 1s. 8d., showing a reduction of £118,050 5s. 1d. on the value at 30th June, 1904, viz., £501,641 6s. 9d.

E. J. GOODE,
Chief Storekeeper.

APPENDIX

Dr.

GENERAL BALANCE-SHEET

	No. of		£ s. d.			£ s. d.		
	Appendix.	Page.						
To Funds provided for Construction, Equipment, Stores, &c., of Railways—								
Interest bearing	7	21	38,214,826	16	2*			
Non-Interest bearing	...	...	3,872,326	13	11			
						42,087,153	10	1
„ Sundry Creditors.—Unpaid accounts. including Salaries and Wages for June, 1905	...	...	...			183,795	10	2
„ Interest Charges and Expenses for the Year	7	21	...			1,461,994	0	0
„ Balance (Surplus) credited to Consolidated Revenue	...	6	...			648	8	1
Total			...			43,733,591	8	4

* This includes £62,453 15s. 4d., which has been temporarily advanced out of Interest Bearing Funds for Renewals of Way and Works, and Replacement of Rolling-Stock, and is to be repaid out of Revenue.

Audited and found correct,

R. A. McILWRAITH,
Railways Auditor.

No. 5.

AT 30TH JUNE, 1905.

Cr.

	No. of		£ s. d.		£ s. d.		£ s. d.	
	Appendix.	Page.						
By Railways, Existing Rolling-Stock, and Equipment ...	16	33	40,635,306	2 10				
„ Surveys for proposed Railways ...	...	...	312,024	6 7				
					40,947,330	9 5		
„ Deficiency in Rolling-Stock ...	9	24	...		269,260	7 3		
„ Expenditure on Renewals of Way and Works, and Replacement of Rolling-stock temporarily charged to Capital, remaining to be repaid out of Revenue ...	10	25	...		62,453	15 4		
							41,279,044	12 0
„ Stores and Materials on hand	11	26	...		...		383,591	1 8
„ Balance at credit of Railway Stores Suspense Account ...	11	26	...		215,022	10 10		
„ Balance in hands of Agent-General, London ...	11	26	...		11,364	5 5		
							226,386	16 3
„ Balance at credit of Rolling Stock Replacement Fund ...	9	24	...		...		79,134	2 9
„ Balance at credit of Railway Loans Repayment Fund ...	...	...	...		...		52,049	11 8
„ Balance at credit of Railway Accident Fund ...	...	...	...		...		50,000	0 0
„ Cash on hand to meet Current Disbursements ...	...	...	...		...		135,000	0 0
„ Sundry Debtors ...	...	...	...		...		10,135	16 11
„ Balance at credit of Railway Capital Funds ...	...	...	...		...		55,606	19 0
„ Net Revenue for the Year after payment of Working Expenses and Special Expenditures and Charges	...	6	...		...		1,462,642	8 1
Total ...	...	...	...		...		43,733,591	8 4

JAS. WALSH,
Chief Accountant.

APPENDIX No. 6.

EXPENDITURES CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING
30TH JUNE 1905.

						Amount.			Total.			
						£	s.	d.	£	s.	d.	
SURVEYS AND CONSTRUCTION OF NEW LINES.												
Whittlesea and Collingwood Loop Line	...	...	...	...	...	8,001	16	0				
Strathmerton-Tocumwal Line	...	...	...	...	...	15,160	2	6				
Moe-Walhalla Line	...	...	...	...	...	18,623	4	6				
Welshpool-Welshpool Jetty Line	...	...	...	...	...	2,161	2	3				
St. Kilda and Brighton Electric Street Railway	...	...	...	...	...	357	16	0				
						44,304	1	3				
Less net credit on account of Surveys	...	...	...	...	...	2	11	8				
									44,301	9	7	
ADDITIONS AND IMPROVEMENTS ON EXISTING LINES.												
Additions and improvements at stations, offices, yards, docks, piers, &c., including tracks, buildings, platforms, road approaches, trucking yards, weighbridges, safety appliances, drainage, sanitation, &c.						15,809	1	8				
Additions and improvements to accommodation for locomotives and cars, including sheds, ash-pits, turntables, water supply, coaling plants, &c.	...	...	...	...	...	6,315	0	10				
Bridges, additions and improvements, including strengthening	...	...	...	...	...	4,275	15	1				
Relaying various lines with heavier rails (cost of increase in weight only)	...	...	...	...	...	854	4	5				
Additional sleepers for strengthening various lines	...	...	...	...	...	14,273	14	10				
Substitution of cattle-pits for gates at public road crossings	...	...	...	...	...	776	8	7				
Improved cars for repairing gangs	...	...	...	...	...	507	9	3				
Additional and improved dwelling accommodation for employes	...	...	...	...	...	3,791	16	4				
Melbourne—Additional electric lighting and power	...	...	...	...	...	1,510	3	9				
Melbourne—Workshops at Spencer-street—Additional machinery and electrical equipment	...	...	...	...	...	701	1	10				
Newmarket—Additional cattle yards, tracks, &c.	...	...	...	...	...	974	4	7				
Williamstown—Improvements to the railway yard	...	...	...	...	...	4,645	19	2				
Geelong—Improvements to the railway pier, including electric conveyors	...	...	...	...	...	5,145	17	7				
Footscray (near)—Towards construction of railway siding to the Angliss Meat Preserving and Refrigerating Works	...	...	...	...	...	2,000	0	0				
Sundry other expenditures	...	...	...	...	...	5,416	11	1				
						66,997	9	0				
Less credits on account of sales of land, materials, &c., originally charged to Capital Account	...	...	...	...	...	12,872	8	9				
									54,125	0	3	
ROLLING-STOCK.												
						Less increase in Rolling Stock applied in reduction of Deficiency at 1st July, 1903.						
Locomotives	...	...	34,773	6	4	...	6,963	10	0	27,809	16	4
Carriage stock	...	...	21,501	1	6	...	...	...	...	21,501	1	6
Van and sundry stock	...	...	4,619	17	1	...	...	...	...	4,619	17	1
Truck stock	...	...	68,086	1	10	...	33,642	0	0	34,444	1	10
Other equipment, machinery, &c.	...	...	13,156	1	0	...	...	...	...	13,156	1	0
			142,136	7	9		40,605	10	0	101,530	17	9
Motor Omnibuses	...	...	...	...	...	...	...	...	...	287	7	6
									200,244	15	1	
Less repayments out of Railway Revenue of Loan Funds advanced by the Treasury prior to 1st July, 1903—												
For Renewals of Way and Works (See Appendix No. 10)						£	s.	d.				
						14,375	11	6				
For Replacement of Rolling-Stock (See Appendix No. 10)						44,393	14	2				
									58,769	5	8	
Less Surplus Railway Revenue credited to Rolling-Stock Replacement Fund (See Appendix No. 9)						60,000	0	0				
Less Value of Scrap Material from dismantled engines, &c., credited to Rolling-Stock Replacement Fund (See Appendix No. 9)						19,134	2	9				
									79,134	2	9	
									137,903	8	5	
Net Expenditure charged to Capital Account for the Year						...	...	...	62,341	6	8	

APPENDIX No. 7.

STATEMENT OF LOANS ALLOCATED TO THE RAILWAYS AT 30TH JUNE, 1905, AND OF THE INTEREST CHARGES AND EXPENSES PAID DURING THE YEAR.

Act.	Rate of Interest per cent.	Principal.	Interest Charges.	Expenses in connexion with payment of Interest.	Total Interest Charges and Expenses.	Loans redeemable.
		£ s. d.	£	£	£	
45 Vict. No. 717	4	2,769,006 2 4	110,760	1,098	111,858	In London—1st July, 1907
46 Vict. No. 739	4	2,000,000 0 0	80,000	794	80,794	In London—1st April, 1908
47 Vict. No. 760	4	3,758,788 0 3	150,352	1,498	151,850	In London—1st October, 1913
48 Vict. No. 805	4	3,251,172 4 3	130,047	1,123	131,170	In London—1st October, 1919
49 Vict. No. 845	4	4,610,109 12 1	181,576	1,569	183,145	In London—1st October, 1920
56 Vict. No. 1287	4	2,107,000 0 0	84,280	727	85,007	In London—After 1st January, 1911, upon one year's notice, and upon Parliament by Act providing funds for repayment; if not sooner redeemed, on 1st January, 1926 (altered to this date by Act No. 1305)
56 Vict. No. 1296	4	464,672 1 0	18,587	...	18,587	In Melbourne—After 1st April, 1913, upon one year's notice, and upon Parliament by Act providing for repayment; if not sooner redeemed, on 1st April, 1923
52 Vict. No. 989	3½	2,676,920 0 11	93,596	891	94,487	In London—1st October, 1923
53 Vict. No. 1032	3½	3,150,000 0 0	110,250	1,050	111,300	In London—1st October, 1923 (altered to this date by Act No. 1057)
54 Vict. No. 1196	3½	2,237,548 19 1	77,946	742	78,688	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	556	58,889	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	3	700,000 0 0	21,000	224	21,224	In London on or after 1st January, 1929, upon notice; if not sooner redeemed, on 1st January, 1949
60 Vict. No. 1451	3½	7,500 0 0	975	...	975	Payable out of Consolidated Revenue in amounts of £25,000 each year, commencing 1st January, 1899
62 Vict. No. 1560	3	2,994,600 6 10	90,469	970	91,439	On or after 1st January, 1929, upon one year's notice; if not sooner redeemed, on 1st January, 1949
60 Vict. No. 1468	3	1,130,372 18 0	38,903	...	38,903	In Melbourne—All or any of the Stock after expiration of 20 years from 30th September, 1897, upon Parliament providing funds for the purpose, and upon 12 months' previous notice of intention to redeem such Stock having been given under the hand of the Treasurer by advertisement in the <i>Government Gazette</i> and also in two daily newspapers published in Melbourne
62 Vict. No. 1564	3	45,943 19 8				Payable out of Consolidated Revenue in amounts of £25,000 each year, commencing 1st July, 1900
63 Vict. No. 1623	3	172,329 0 3				Payable out of Consolidated Revenue in amounts of £10,000 each year, commencing 1st July, 1901. See Act 1564, Section 5
Carried forward	...	33,742,629 18 0	1,247,074	11,242	1,258,316	

APPENDIX No. 7—continued.

STATEMENT OF LOANS ALLOCATED TO THE RAILWAYS AT 30TH JUNE, 1905, AND OF THE INTEREST CHARGES AND EXPENSES PAID DURING THE YEAR—continued.

Act.	Rate of Interest per cent.	Principal.	Interest Charges.	Expenses in connexion with Payment of Interest.	Total Interest Charges and Expenses.	Loans redeemable.
Brought forward	...	£ 33,742,629 18 0	£ 1,247,074	£ 11,242	£ 1,258,316	
64 Vict. No. 1659	3	515,466 8 2	15,464	...	15,464	Payable out of Consolidated Revenue in amounts of £10,000 each year, commencing 1st July, 1901. See Act 1564, Section 5
1 Edw. VII. No. 1753	3	230,395 14 4	6,955	...	6,955	Payable in Melbourne at the expiration of 30 years from 1st January, 1902, but may be redeemed at any time after the expiration of 21 years from such date, upon Parliament providing funds, and upon 12 months' previous notice of intention to redeem being given
Treasury Bonds Act No. 1800	3½	490,274 0 0	17,160	...	17,160	In Melbourne 1st October, 1907
Treasury Bonds Act No. 1847	4	1,796,425 12 2	73,678	274	73,952	1st July, 1906, if not previously converted into 3½ per cent. Consolidated Stock
No. 1560	3½	2,644,953 0 0	92,194	878	93,072	1st October, 1929, or at any time thereafter to 1st October, 1949
4 Edw. VII. No. 1901		36,891 0 0	1,107	...	1,107	1st January, 1934, or at any time thereafter to 1st January, 1954
Less Interest allowed by Banks on the weekly balances at credit of Railway Funds, £2,777, and Interest overlembited by Treasury for Year 1903-4, £1,255		39,457,035 12 8	1,453,632	12,394	1,466,026	
		...	4,032	...	4,032	
42 Vic. 617, Melbourne and Hobson's Bay Railway Debentures		39,457,035 12 8 1,000 0 0	1,449,600 ...	12,394 ...	1,461,994 ...	Not yet presented for redemption
Total amount of current loans allocated to the Railways at 30th June, 1905		39,458,035 12 8	Note.—The total interest, viz., £1,453,632 is equivalent to 3·68 per cent. on the total amount of current loans allocated to the Railways at 30th June, 1905.			
Less Discount and Expenses on Sale of Debentures— £1,721,160 12 1						
Deduct Net Premiums on Debentures— 477,951 15 7						
		1,243,208 16 6				
Total Net Proceeds of Loans allocated to the Railways at 30th June, 1905		38,214,826 16 2	Note.—The total interest, viz., £1,453,632 is equivalent to 3·80 per cent. on the total net proceeds of loans allocated to the Railways at 30th June, 1905.			

INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1905.

LOCOMOTIVES.

Class Letter	...		A	B	C	D	D ^d	E	E ^e	F	H	J	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Combined Shunting Engine and Steam Crane.	Unclassi- fied.	Narrow- Gauge.	Total.	Effective Tractive Power.
	AA																		New. Old.													
In existence, as per Re- gister of Rolling stock, at 30th June, 1905																																
Old. New.																																
20	10	15	19	13	20	28	69	7	21	7	3	3	22	3	38	5	8	25	64	5	19	7	16	12	15	31	2	1	5	7	520	7,151,904
lbs.																																

The effective tractive power of 41 of these locomotives is based on their value as scrap materials. During the year 44 locomotives have been broken up and sold, and their value as scrap materials is now standing to the credit of the Rolling-stock Replacement Fund.

CARRIAGE, VAN, AND SUNDRY STOCK.

[illegible]

In existence as per Register of
Rolling-stock at 30th June,
1905
Joint Stock

[illegible]

(1) Pioneer included. (2) One Corridor. (3) Pioneer included. (4) Includes 84 Holiday Cars. (5) Includes 110 Holiday Cars. (6) Includes 1 Holiday Car. (7) Includes 3 Holiday Vans. (8) Includes 2 Holiday Vans. (9) Includes 1 6-stalled Fr. F.

† Only one-half internal area of 217 vehicles allowed on account of antiquated design, which precludes their use for ordinary traffic.
‡ Only one-half internal floor area allowed on account of being Joint South Australian Stock, which precludes their use for ordinary traffic.
§ Only one-half internal floor area of 75 old carriages and vans used as Workmen's Sleepers allowed.

§ Only one-half internal floor area of 75 old carriages and vans used as Workmen's Sleepers allowed.

APPENDIX No. 8--continued.

TRUCK STOCK.

Class Letter	In existence, as per Register of Rolling-stock, at 30th June, 1905	BROAD-GAUGE.																			NARROW-GAUGE.						Total.	Tonnage Carrying Capacity.	PRIVATE STOCK.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
		High-sided Covered.										Medium.									Low-sided.										Cattle.	Ballast.	Bogie Rail and Hopper.	Hopper (Coal (Iron).	Bogie Hopper Coal.	Powder.	Bogie Low-sided.	Bogie Roller and Timber.	Bogie Medium Movable sides.	Bogie Medium.	Bogie High-sided Covered.	Refrigerators.		T ^H .	Tr.	Meat.	Carriage Trucks.	Water Tank Trucks.	Weighbridge Teasing Trucks.	Bogie Live Stock.				Bogie Medium.	Bogie Refrigerator.	Meat.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
		H	I	K	L	M	N	Ns	O	Oo	P	Q	QB	QR	R	S	T	T ^H	Tr	U	G	—	—	—	—	—				—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

T. H. WOODROFFE, Chief Mechanical Engineer.

APPENDIX No. 9.

DEFICIENCY IN ROLLING-STOCK AT 30TH JUNE, 1905, AS COMPARED WITH THE ROLLING-STOCK PURCHASED OR CONSTRUCTED OUT OF CAPITAL FUNDS SINCE THE INCEPTION OF THE RAILWAYS, AND THE ESTIMATED COST OF MAKING SUCH DEFICIENCY GOOD.

	Deficiency at 30th June, 1904.	Estimated Cost of making good the Deficiency at 30th June, 1904.	Increase in Deficiency by scrapping, sales, and transfers during the Year.	The Expenditure Incurred was Paid out of the Revenue for the Year and the Rolling-Stock Replacement Fund.			Deficiency at 30th June, 1905.	Estimated Cost of making good the Deficiency at 30th June, 1905.
				Reduction in Deficiency during the Year.	Net Reduction in Deficiency during the Year.	Estimated Value of Net Reduction in Deficiency effected during the Year.		
Locomotives (tractive power)	1,014,357 lbs.	£ 180,240	154,784 lbs.	194,579 lbs.	£ 6,563	974,562 lbs.	173,277	
Carriage Stock (floor area)	27,935 sq. ft.	102,170	278 sq. ft.	39,795 lbs.	...	28,213 sq. ft.	103,186	
Van and Sundry Stock (floor area)	9,698 sq. ft.	26,470	...	...	...	9,420 sq. ft.	25,454	
Truck Stock (carrying capacity)	6,307 tons	80,120	1,111 tons	3,760 tons	33,642	3,658 tons	46,478	
Total	...	389,000	...	...	40,605	...	348,395	
Amount at Credit of Rolling-stock Replacement Fund at 30th June, 1905, available for replacement of Rolling-stock in reduction of Deficiency.								
By Proceeds of Rolling-stock sold or broken up	...	...	...	...	...	...	19,135	...
„ Surplus Railway Revenue	...	...	...	...	...	...	60,000	...
ESTIMATED AMOUNT REMAINING TO BE PROVIDED AT 30TH JUNE, 1905, TO MAKE GOOD THE DEFICIENCY IN THE ROLLING-STOCK ...								
	...	...	...	...	...	...	...	£269,260

T. H. WOODROFFE, Chief Mechanical Engineer.

APPENDIX No. 10.

STATEMENT SHOWING FUNDS ADVANCED IN PREVIOUS YEARS BY THE TREASURY FOR RENEWALS OF WAY AND WORKS AND REPLACEMENT OF ROLLING-STOCK, AND THE REPAYMENTS THEREOF.

Act.	Repayable as under.	Expenditure.				Amount Repaid to 30th June, 1905, out of Votes for Working Expenses.				Balance of Expenditure to be Repaid out of Surplus Railway Revenue at 30th June, 1905.					
		Year.	Renewals of Way and Works.	Replacement of Rolling-stock.	Total.	Year.	Renewals of Way and Works.		Replacement of Rolling-stock.		Total.	Renewals of Way and Works.	Replacement of Rolling-stock.		Total.
							£ s. d.	£ s. d.	£ s. d.	£ s. d.			£ s. d.	£ s. d.	
1451 Section 3, 21st September, 1896	In nine yearly instalments of £7,500, and 1 of £5,175 11s. 6d.	1896-7	3,234 0 10	31,775 17 5	35,009 18 3	1898-9 1899-0 1900-1 1901-2	1898-9	1,500 0 0	6,000 0 0	7,500 0 0	Nil	5,175 11 6	Nil	5,175 11 6	5,175 11 6
		1897-8	5,418 1 4	12,417 16 2	17,835 17 6		1899-0	1,500 0 0	6,000 0 0	7,500 0 0					
		1898-9	4,723 9 4	2,386 18 9	7,110 8 1		1900-1	1,500 0 0	6,000 0 0	7,500 0 0					
		1899-0	Nil	11,135 3 2	11,135 3 2		1901-2	1,500 0 0	6,000 0 0	7,500 0 0					
		1900-1	Nil	Nil	Nil		1902-3	1,500 0 0	6,000 0 0	7,500 0 0					
		1901-2	Nil	1,584 4 6	1,584 4 6		1903-4	1,500 0 0	6,000 0 0	7,500 0 0					
							1904-5	4,375 11 6	18,124 8 6	22,500 0 0					
			13,375 11 6	59,300 0 0	72,675 11 6			13,375 11 6	54,124 8 6	67,500 0 0					
			54,430 18 10	1,380 1 10	55,811 0 8			10,000 0 0	4,000 0 0	14,000 0 0					
			15,197 7 9	15,881 18 1	31,079 5 10			10,000 0 0	4,000 0 0	14,000 0 0					
1566 Section 2, 19th October, 1898	Out of Revenue as the finances admit.	1901-2	5,962 8 0	19,394 0 1	25,356 8 1	1900-1 1901-2 1902-3	1901-2	10,000 0 0	4,000 0 0	14,000 0 0	26,127 3 10	16,666 0 0	42,793 3 10		
		1902-3	536 9 3	10 0 0	546 9 3		1902-3	10,000 0 0	4,000 0 0	14,000 0 0					
							1903-4	10,000 0 0	4,000 0 0	14,000 0 0					
							1904-5	10,000 0 0	4,000 0 0	14,000 0 0					
			76,127 3 10	36,666 0 0	112,793 3 10			50,000 0 0	20,000 0 0	70,000 0 0					
			Nil	17,991 18 8	17,991 18 8			Nil	2,217 0 0	2,217 0 0					
			Nil	3,782 7 0	3,782 7 0			Nil	2,217 0 0	2,217 0 0					
								Nil	17,340 5 8	17,340 5 8					
			Nil	21,774 5 8	21,774 5 8			Nil	21,774 5 8	21,774 5 8					
			2,845 12 2	21,497 7 10	24,343 0 0										
1766 Section 2, 23rd December, 1901		1901-2				1902-3 1903-4 1904-5	1902-3	Nil	2,217 0 0	2,217 0 0	Nil	Nil	Nil		
		1902-3					1903-4	Nil	2,217 0 0	2,217 0 0					
							1904-5	Nil	17,340 5 8	17,340 5 8					
			Nil	21,774 5 8	21,774 5 8			Nil	21,774 5 8	21,774 5 8					
1805 Section 2, 9th December, 1902		1902-3				1903-4 1904-5	1903-4	Nil	4,929 0 0	4,929 0 0	2,845 12 2	11,639 7 10	14,485 0 0		
							1904-5	Nil	4,929 0 0	4,929 0 0					
								Nil	9,858 0 0	9,858 0 0					
			2,845 12 2	21,497 7 10	24,343 0 0			Nil							
Totals			92,348 7 6	139,237 13 6	231,586 1 0			63,375 11 6	105,756 14 2	169,132 5 8	28,972 16 0	33,480 19 4	62,453 15 4		

NOTE.—The interest, &c., on the Funds Advanced is included in the Treasury Debit to the Railways for Interest and Expenses, which appears in Appendix No. 7.

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<i>Dr.</i>	RAILWAY STORES SUSPENSE ACCOUNT AT 30th JUNE, 1905.			<i>Cr.</i>
	£	s.	d.	
To Stores and Materials on hand when Account was authorized at 30th June, 1896 (Act 1439, Section 20) ...	559,440	16	2	
" Cash Advanced by Treasury ...	180,000	0	0	
" Sundry Outstanding Accounts at 30th June, 1905 ...	35,537	1	9	
By Stores issued for Belated Repairs (in accordance with Act 1820, Section 3) ...				50,000 0 0
" Cash in Treasury ...		215,022	10 10	
" Cash with Agent-General in London ...		11,364	5 5	
" Repayment of Treasury Advances—				226,386 16 3
In March, 1904 ...		55,000	0 0	
In March, 1905 ...		60,000	0 0	
" Stores and Materials on hand at 30th June, 1905...				115,000 0 0
				383,591 1 8
				<u>£774,977 17 11</u>

APPENDIX No. 12.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR YEARS
ENDING 30TH JUNE, 1904 AND 1905.

	Year ending 30th June, 1904.		Year ending 30th June, 1905.	
	Number of Journeys.	Revenue.	Number of Journeys.	Revenue.
		£		£
Country Passengers, 1st Class ¹	692,700	242,454	733,100	242,880
do. do. 2nd do. ²	3,123,853	511,570	3,249,472	526,974
do. Season Tickets, 1st Class ³	758,006	63,844	373,686	49,651
do. do. 2nd do. ⁴	211,706	10,714	189,247	8,271
Totals for COUNTRY PASSENGERS ...	4,786,265	828,582	4,545,505	827,776
Metropolitan - Suburban Passengers } 1st ¹ within 20 miles of Melbourne } Class	12,354,569	182,801	13,018,603	192,289
do. do. 2nd do. ²	17,548,631	173,853	18,082,554	178,172
do. Season Tickets, 1st do. ³	10,902,662	100,677	12,786,947	104,964
do. do. 2nd do. ⁴	5,891,066	38,751	8,036,986	41,001
do. Weekly Workmen's, 2nd class ...	2,084,867	15,304	2,545,508	18,743
Totals for METROPOLITAN-SUBURBAN PASSENGERS	48,781,795	511,386	54,470,598	535,169
Race and Special Picnic } Passengers, 1st Class ⁵ Traffic, within 20 miles } do. 2nd do. ⁶ of Melbourne }	299,498	10,486	275,950	9,621
	414,445	10,030	409,997	9,742
Totals for RACE AND SPECIAL PICNIC TRAFFIC	713,943	20,516	685,947	19,363
Grand Totals	54,282,003	1,360,484	59,702,050	1,382,308

¹ ² ³ ⁴ Children's tickets counted half-journeys in year 1903-4, and full journeys in year 1904-5.
⁵ ⁶ All-lines tickets counted 720 journeys in year 1903-4, and 480 journeys in year 1904-5.
³ ⁴ £30,638 carried forward from 1904-5 to the year 1905-6, representing the proportion of the amount collected for Season tickets during the former year applicable to the latter year.
⁵ ⁶ No Metropolitan-Suburban Picnic traffic during Cup week in year 1904-5

APPENDIX No. 13.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE
FOR YEARS ENDING 30TH JUNE, 1904, AND 1905.

Kind of Goods.	Year ending 30th June, 1904.		Year ending 30th June, 1905.	
	Tons carried.	Revenue. £	Tons carried.	Revenue. £
1st Class	57,217	78,055	58,280	78,502
2nd Class	39,658	79,181	36,098	73,374
3rd Class	30,387	76,517	30,882	78,090
"A" Class	65,441	40,713	54,941	34,832
"B" Class	47,168	39,089	56,793	45,241
"C" Class	45,486	57,324	49,349	63,979
Miscellaneous Class	90,405	19,392	107,734	20,311
Fish	3,185	4,860	3,145	4,789
Fruit and Vegetables	37,041	26,638	31,946	25,657
Butter	21,550	29,942	23,286	34,388
Other Dairy Produce	18,639	19,422	20,096	21,265
Wine	5,232	5,082	6,388	6,446
Wool	43,654	56,398	49,691	67,760
Sugar	21,246	30,312	21,481	31,188
Kerosene	11,194	12,816	13,332	14,182
Flour, Bran, Sharps, and Pollard	120,059	53,352	179,656	82,311
Wheat	653,352	356,055	688,639	370,325
All other Grain	104,697	51,020	119,145	55,064
Hay, Straw, and Chaff	148,331	45,305	141,412	44,189
Potatoes	80,092	31,176	60,841	23,704
All other Agricultural Produce	75,466	31,130	103,791	37,466
Hides, Skins, and Tallow	14,841	14,697	14,952	14,478
Fertilizers	67,691	20,227	68,755	21,464
Coal	125,599	30,122	148,480	36,650
Firewood	611,488	143,507	575,660	137,074
Timber	180,845	74,488	201,846	86,973
Bark	4,230	2,662	5,028	3,266
Stone, Lime, Bricks, &c.	178,446	25,808	188,871	29,935
Machinery and Castings	13,197	26,797	13,083	27,099
All other Goods	266,935	137,398	310,187	176,240
Haulage, Storage, Demurrage, Weighing, &c.	...	...	...	3,130
Total Tonnage of Goods carried and Total Revenue derived therefrom	3,182,772	1,619,485	3,382,788	1,749,660
Live Stock	256,431	173,493	245,449	169,133
Total Tonnage of Goods and Live Stock carried, and Total Revenue derived therefrom	3,439,203	1,792,978	3,628,237	1,918,793

* Included in Miscellaneous Revenue in the Year ending 30th June, 1904.

APPENDIX No. 14.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1890, TO 30TH JUNE, 1905.

Year.	Mileage of Railways Open for Traffic at end of Year.	Average Mileage of Railways Open for Traffic during the Year.	COST OF CONSTRUCTION.		ROLLING-STOCK.						Total Train Miles Run.	Number of Passenger Journeys.	Tonnage of Goods and Live Stock conveyed	GROSS REVENUE.				
			Capital Cost, including Rolling-stock.	Average Cost per Mile open.	Locomotives.	Passenger Cars.		Trucks.		Vans, &c.				From Passenger, &c., Traffic.	From Goods and Live Stock Traffic.	Total.	Per Average Mile open.	Per Train Mile run.
						Number.	Number.	Number.	Number.									
1890-91	2,763	2,650	36,341,626	13,153	455	1,085	8,035	437	12,249,747	57,996,039	3,262,427	1,706,803	1,591,764	3,298,567	1,245	5 4 63		
1891-2	2,903	2,829	37,085,309	12,775	462	1,114	8,179	463	11,807,677	55,148,122	2,720,886	1,644,315	1,450,807	3,093,122	1,094	5 2 91		
1892-3	2,975	2,933	37,462,372	12,665	499	1,107	8,530	469	10,775,134	46,520,784	2,558,378	1,508,867	1,417,081	2,925,948	998	5 5 17		
1893-4	3,020	2,981	37,748,563	12,570	516	1,096	8,597	474	10,145,307	40,880,378	2,455,811	1,359,675	1,366,484	2,726,159	914	5 4 49		
1894-5	3,120	3,082	37,922,207	12,221	517	1,087	8,591	468	9,567,453	40,210,733	2,435,857	1,259,609	1,321,982	2,581,591	837	5 4 76		
1895-6	3,122	3,121	38,108,151	12,272	517	1,075	8,546	473	8,989,391	40,993,798	2,163,722	1,264,219	1,137,173	2,401,392	769	5 4 11		
1896-7	3,129	3,126	38,329,402	12,317	517	1,068	8,578	475	9,228,687	42,263,638	2,383,445	1,328,687	1,287,248	2,615,935*	837	5 8 03		
1897-8	3,113	3,123	38,602,304	12,404	517	1,061	8,677	494	9,239,657	43,090,749	2,408,665	1,325,062	1,283,834	2,608,896*	835	5 7 77		
1898-9	3,143	3,122	39,056,451	12,430	519	1,094	9,026	499	9,714,298	45,805,043	2,779,748	1,372,000	1,501,729	2,873,729*	920	5 11 00		
1899-00	3,218	3,186	39,658,819	12,327	523	1,133	9,117	501	10,107,549	49,332,899	2,998,303	1,469,910	1,555,252	3,025,162*	950	5 11 83		
1900-01	3,237	3,228	40,145,404	12,402	533	1,157	9,283	528	11,066,016	54,704,062	3,381,860	1,625,993	1,711,894	3,337,797*	1,034	6 0 39		
1901-02	3,302	3,265	40,613,784	12,298	542	1,189	9,560	541	11,284,944	57,465,077	3,433,627	1,648,381	1,719,462	3,367,843*	1,031	5 11 62		
1902-03	3,383	3,335	40,974,493	12,110	553	1,189	9,724	533	10,286,272	54,798,073	3,093,997	1,592,088	1,454,770	3,046,858*	913	5 11 09		
1903-04	3,381	3,371	41,216,703	12,191	550	1,200	10,025	440	9,172,644	54,282,003	3,439,203	1,645,163	1,792,978	3,438,141	1,020	7 5 96		
1904-05	3,394	3,384	41,279,045	12,162	520	1,214	10,366	443	9,023,365	59,702,050	3,628,237	1,663,473	1,918,793	3,582,266	1,059	7 11 28		

*The estimated value of services performed for the State for which no payment was received, in each of the years 1896-7 to 1899-1900, viz., £20,000; in 1900-1901, £31,000; in 1901-1902, £34,000; in 1902-1903, £61,160; is not included in the Gross Revenue.

APPENDIX No. 14—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1890, TO 30TH JUNE, 1905.

Year.	EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES (INCLUDING COMPENSATION.)				EXPENDITURE: WAY AND WORKS BRANCH.				EXPENDITURE: ROLLING-STOCK BRANCH				GENERAL EXPENSES.			
	Per Cent. of Gross Revenue.		Per Train Mile run.		Per Average Mile open.		Per Train Mile run.		Per Cent. of Gross Revenue.		Working.		Repairs and Renewals.		Per Cent. of Gross Revenue.	
	Amount.	s. d.	£	s. d.	£	s. d.	£	s. d.	Amount.	Per Train Mile run.	Per Cent. of Gross Revenue.	Amount.	Repairs and Renewals.	Per Train Mile run.	Per Cent. of Gross Revenue.	Amount.
1890-91 ...	843,132	14.52	428,327	0.839	162	0.839	12.99	1.143	685,401	1.143	20.78	262,917	0.515	7.97	51,784	0.101
1891-2 ...	797,519	14.21	412,336	0.838	146	0.838	13.32	0.1190	585,706	0.1190	18.92	236,697	0.481	7.65	55,833	0.114
1892-3 ...	675,150	13.04	327,959	0.730	112	0.730	11.21	0.1122	503,592	0.1122	17.21	231,691	0.516	7.92	51,270	0.114
1893-4 ...	566,542	11.40	320,981	0.760	108	0.760	11.77	0.1030	435,307	0.1030	15.97	197,052	0.466	7.23	37,684	0.089
1894-5 ...	520,937	11.07	331,198	0.831	107	0.831	12.83	0.979	390,536	0.979	15.13	177,032	0.444	6.86	43,486	0.109
1895-6 ...	493,754	11.18	365,848	0.977	117	0.977	15.23	0.961	359,915	0.961	14.99	187,927	0.502	7.83	49,294	0.131
1896-7 ...	501,719	11.05	381,293	0.992	122	0.992	14.57	0.935	359,763	0.935	13.75	193,731	0.504	7.41	47,901	0.124
1897-8 ...	534,850	11.89	408,837	0.1062	131	0.1062	15.67	0.952	366,303	0.952	14.04	204,802	0.532	7.85	51,280	0.133
1898-9 ...	550,365	11.60	479,292	0.1184	154	0.1184	16.68	0.985	398,807	0.985	13.87	228,615	0.565	7.96	51,862	0.128
1899-00 ...	571,770	11.57	496,959	0.1180	156	0.1180	16.43	0.1028	432,850	0.1028	14.31	241,129	0.573	7.97	57,093	0.135
1900-01 ...	616,945	11.38	506,988	0.1100	157	0.1100	15.19	0.1129	520,527	0.1129	15.60	262,818	0.570	7.87	56,018	0.121
1901-02 ...	671,588	12.28	490,438	0.1043	150	0.1043	14.56	1.027	576,921	1.027	17.13	268,543	0.571	7.98	43,385	0.093
1902-03 ...	592,897	11.83	437,840	0.1021	131	0.1021	14.37	1.016	521,090	1.016	17.10	241,625	0.565	7.93	42,498	0.099
1903-04 ...	586,015	13.33	448,959	0.1175	133	0.1175	13.06	0.1192	455,543	0.1192	13.25	263,987	0.691	7.68	47,807	0.125
1904-05 ...	562,370	12.96	502,022	1.135	148	1.135	14.01	1.099	488,240	1.099	13.63	274,931	0.731	7.67	43,575	0.116

† Stores Branch Expenses for the years 1901-2 (£12,214 18s. 6d.), 1902-3 (£11,958 19s. 4d.), 1903-4 (£12,318 1s. 1d.), and 1904-5 (£11,901 1s. 5d.) were apportioned to the other Branches.

APPENDIX No. 15.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR TWENTY YEARS ENDING 30TH JUNE, 1905.

Year ending 30th June.	New Lines and Surveys.	Additions and Improvements 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*
1902	171,123	154,315	142,942	468,380*
1903	208,200	85,952	66,557	360,709*
1904	33,273	72,458	136,479	242,210
1905	44,301	39,750	Cr. 21,710 †	62,341
Total ...	9,920,555	5,011,331	3,432,709	18,364,595

* Includes expenditure out of Funds temporarily Advanced by the Treasury to be repaid out of Revenue. (See Appendix No. 9.)

† Credit taken for the balance at credit of Rolling-Stock Replacement Fund at 30th June, 1905, viz., £79,134.

APPENDIX No. 16.

STATEMENT SHOWING THE TOTAL COST (EXCLUSIVE OF ROLLING-STOCK), LENGTH, HIGHEST POINT, STEEPEST GRADIENT, AND AVERAGE COST PER MILE OF EACH LINE; ALSO THE COST OF ROLLING-STOCK, WORKSHOPS, GENERAL OFFICES, ETC., AT 30TH JUNE, 1905.

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.		
	Double and over	Single.	Total.	Highest.	Lowest.		Total.	Average per Mile.	
	Miles.	Miles.	Miles.	Feet.	Feet.		£ s. d.	£	
Melbourne to Bendigo (exclusive of works, Melbourne to Essendon Junction) ...	100·8	...	100·89	1,902	18	1 in 50	4,819,979 19 8	47,775	
Bendigo to Echuca (including at Echuca portion of cost of Bridge over River Murray and cost of sidings to wharf) ...	2·06	53·07	55·13	758	314	1 " 52	696,576 12 5	12,434	
* Bendigo Cattle-yards Branch ...	...	0·89	0·89	732	707	1 " 61	65,242 18 9	4,499	
Lancefield Junction to Lancefield ...	...	14·50	14·50	1,675	1,072	1 " 40	117,346 11 8	6,483	
† Lancefield to Kilmore ...	...	18·10	18·10	1,734	1,160	1 " 40	392,838 12 0	5,792	
Kilmore Junction to Bendigo (Cattle Siding) ...	...	67·82	67·82	1,450	526	1 " 50	176,072 2 0	7,808	
Carlsruhe to Daylesford ...	0·38	22·17	22·55	2,469	1,791	1 " 50	181,016 1 2	7,833	
Daylesford Junction to North Creswick ...	...	23·11	23·11	2,292	1,429	1 " 40	89,686 17 11	5,519	
Kyneton (Redesdale Junction) to Redesdale ...	...	16·25	16·25	1,636	973	1 " 50	392,358 8 0	8,377	
Castlemaine to Dunolly ...	0·38	46·46	46·84	948	579	1 " 40	167,937 18 1	5,087	
Dunolly to St. Arnaud (including cost of Carapooec Ballast Pits Tramway) ...	0·28	32·73	33·01	943	611	1 " 50	100,186 9 10	4,199	
St. Arnaud to Donald ...	...	23·86	23·86	868	374	1 " 50	75,827 1 5	2,348	
Donald to Birchip ...	...	32·30	32·30	394	330	1 " 100	38,040 15 4	1,438	
Birchip to Crononby (Woomelang) ...	...	26·45	26·45	351	260	1 " 75	242,627 9 4	2,203	
Woomelang to Mildura ...	...	110·15	110·15	334	128	1 " 75	95,677 12 9	3,947	
Dunolly to Inglewood ...	...	24·24	24·24	794	457	1 " 50	61,794 13 10	6,034	
Castlemaine (Maldon Junction) to Maldon ...	...	10·24	10·24	1,177	890	1 " 40	68,346 4 7	6,911	
Maldon (Laanecoorie Junction) to Shelbourne ...	...	9·89	9·89	1,126	649	1 " 50	281,090 0 0	6,736	
Maryborough to Ballarat ...	0·26	41·47	41·73	1,525	732	1 " 40	7,426 0 4	3,536	
Waubra Junction to Ballarat Race-course ...	...	2·10	2·10	1,508	1,466	1 " 50	71,791 18 11	5,225	
Pisgah Junction to Waubra ...	...	13·74	13·74	1,533	1,341	1 " 60	63,325 17 4	4,242	
Maryborough to Avoca ...	...	14·93	14·93	885	721	1 " 40	173,589 18 8	4,446	
Avoca to Ararat ...	...	39·04	39·04	1,215	763	1 " 50	187,051 2 10	6,465	
Bendigo to Inglewood ...	0·80	28·13	28·93	779	443	1 " 70	181,612 17 2	4,241	
Inglewood to Charlton ...	...	42·82	42·82	639	422	1 " 50	87,797 13 0	5,328	
Charlton to Wycheproof ...	...	16·48	16·48	521	356	1 " 50	71,204 7 7	1,487	
Wycheproof to Sea Lake ...	...	47·89	47·89	357	172	1 " 94	18,594 0 0	3,826	
Wedderburn Junction to Wedderburn ...	...	4·86	4·86	660	554	1 " 50	75,698 12 8	4,238	
Korong Vale to Boort ...	...	17·86	17·86	459	296	1 " 50	43,020 9 5	1,959	
Boort to Quambatook ...	...	21·96	21·96	419	287	1 " 75	46,986 13 9	1,550	
Quambatook to Ultima ...	...	30·31	30·31	371	256	1 " 100	301,583 15 0	4,132	
Eaglehawk to Kerang ...	...	72·99	72·99	742	255	1 " 70	161,879 6 2	4,604	
Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) ...	...	35·16	35·16	286	225	1 " 100	525,069 9 6	89,450	
Footscray to Williamstown (including cost of sidings to piers at Williamstown) ...	5·50	0·37	5·87	66	8	1 " 100	27,043 2 9	6,304	
* Newport to Braybrook Junction ...	...	4·29	4·29	110	48	1 " 92	1,18,242 3 10	30,567	
Newport to Geelong (including cost of sidings to Geelong Pier) ...	3·25	35·26	38·51	113	11	1 " 81	371,088 13 8	7,109	
* Williamstown Race-course Branch ...	...	0·69	0·69	21	10	1 " 95	139,171 2 9	4,951	
Geelong to Colac ...	1·13	49·11	50·24	469	10	1 " 50	357,436 17 8	8,367	
* Geelong Race-course Branch ...	...	1·96	1·96	43	10	1 " 50	82,793 19 4	8,846	
Colac to Camperdown ...	...	28·11	28·11	569	405	1 " 50	93,984 5 7	8,288	
Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) ...	0·91	41·81	42·72	550	13	1 " 50	112,809 12 6	5,444	
Warrnambool to Koroit ...	...	9·36	9·36	245	19	1 " 50	39,357 13 0	3,604	
Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy) ...	...	11·34	11·34	208	11	1 " 60	147,265 15 11	7,419	
Geelong (Queenscliff Junction) to Queenscliff ...	...	20·72	20·72	264	10	1 " 50	47,227 5 5	5,428	
* Mount Moriac to Wensleydale ...	...	10·92	10·92	752	361	1 " 50	68,919 7 0	2,324	
Birregurra to Forrest ...	...	19·85	19·85	579	363	1 " 40	112,281 7 3	5,031	
Irrewarra to Beac ...	...	8·70	8·70	432	390	1 " 66	55,543 6 5	4,558	
† Colac to Beech Forest ...	...	29·66	29·66	1,748	225	1 " 30	1,897,960 15 8	35,784	
Camperdown (Curdie's River Junction) to Timboon ...	...	22·32	22·32	673	52	1 " 40	414,280 9 11	7,246	
Terang to Mortlake ...	...	12·16	12·16	447	414	1 " 60	179,531 1 8	9,524	
North Geelong to Ballarat ...	45·40	7·64	53·04	1,725	47	1 " 52	344,884 9 1	4,978	
* North Geelong Loop Line ...	...	0·22	0·22	53	46	1 " 57	104,751 18 8	4,881	
Ballarat to Ararat ...	4·33	52·84	57·17	1,517	960	1 " 50	397,382 4 6	6,286	
Ararat to Stawell ...	...	18·85	18·85	1,086	761	1 " 100	267,198 8 6	12,342	
Stawell to Horsham ...	1·18	52·26	53·44	761	423	1 " 100	350,672 10 7	12,770	
* Stawell to Grampians ...	...	15·84	15·84	815	621	1 " 30	127,218 12 8	9,885	
Horsham to Dimboola ...	0·36	21·10	21·46	477	361	1 " 50	3,330 15 11	2,177	
Dimboola to Serviceton (including cost of 1·16 miles constructed beyond Serviceton; also portion of cost of the Warranook Ballast Pits Tramway) ...	1·35	61·87	63·22	631	315	1 " 50	11,489 15 0	5,744	
Braybrook Junction to Parwan ...	...	21·65	21·65	466	119	1 " 50	66,127 7 3	9,668	
Parwan to Gordons ...	...	27·46	27·46	1,877	341	1 " 48	12,921 13 4	4,425	
Gordons to Warrenheip ...	0·09	12·78	12·87	1,940	1,707	1 " 50	59,799 11 7	4,558	
* Bungaree Junction to Race-course Reserve ...	...	1·53	1·53	1,884	1,848	1 " 50	77,279 3 2	9,696	
* Lal Lal Race-course Branch ...	...	2·00	2·00	1,539	1,532	1 " 112	2,625 17 5	2,303	
Ballarat East to Buninyong ...	...	6·84	6·84	1,626	1,436	1 " 40	...	...	
* Ballarat Cattle-yards Branch ...	...	2·92	2·92	1,523	1,446	1 " 60	...	...	
Ballarat (Linton Junction) to Scarsdale ...	...	13·12	13·12	1,516	1,157	1 " 50	...	...	
Scarsdale to Linton ...	...	7·97	7·97	1,189	1,022	1 " 40	...	...	
* Burrumbeet Race-course Junction to Burrumbeet Race-course ...	...	1·14	1·14	1,297	1,256	1 " 50	...	...	
Carried forward ...	168·55	1,596·63	1,765·18	...	...	...	17,249,877 19 1	...	

* Trains run only as required for traffic.

† See lines closed for traffic.

‡ 2ft. 6in. gauge.

APPENDIX No. 16—continued.

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

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.		
	Double and over.	Single.	Total.	Highest.	Lowest.		Total.		Average per Mile.
							£	s. d.	
Brought forward	168·55	1,596·63	1,765·18	...	...	...	17,249,877	19 1	...
Ararat to Hamilton	...	66·06	66·06	1,028	572	1 in 50	323,138	5 1	4,892
Hamilton to Portland (including cost of sidings to piers at Portland)	...	53·82	53·82	606	11	1 " 40	293,928	0 8	5,461
† Dunkeld to Koroit	...	48·99	48·99	834	207	1 " 60	169,227	18 4	3,454
Hamilton to Peshurst	...	18·10	18·10	727	590	1 " 60	77,304	4 6	4,271
Hamilton (Coleraine Junction) to Coleraine	...	23·01	23·01	668	301	1 " 40	110,233	10 9	4,791
Braxholme to Casterton	...	32·09	32·09	572	149	1 " 40	177,278	12 1	5,524
Lubeck to Rupanyup (including portion of cost of the Warranook Ballast Pits Tramway)	...	9·77	9·77	487	455	1 " 147	44,759	2 8	4,581
Murtoa to Warracknabeal (including portion of cost of the Warranook Ballast Pits Tramway)	...	31·20	31·20	464	360	1 " 66	144,271	10 10	4,624
Warracknabeal to Beulah	...	21·92	21·92	359	288	1 " 80	53,166	7 7	2,425
Beulah to Hopetoun	...	16·01	16·01	290	258	1 " 100	34,027	11 10	2,125
Horsham to Noradjuha	...	19·95	19·95	488	395	1 " 50	79,378	15 11	3,979
Natimuk (East Natimuk) to Goroke	...	28·32	28·32	624	394	1 " 50	64,242	12 7	2,268
Dimboola to Jeparit	...	21·59	21·59	387	268	1 " 75	39,875	0 4	1,847
Jeparit to Albacutya (Rainbow)	...	18·47	18·47	388	263	1 " 75	30,800	16 4	1,668
Essendon Junc. to Essendon	...	3·50	3·50	148	14	1 " 67	165,131	3 11	33,026
* Flemington Race-course Branch	...	1·50	1·50	70	42	1 " 96			
Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway)	61·12	120·87	181·99	1,147	105	1 " 50	2,216,195	4 3	12,178
Wodonga to River Murray (including portion of cost of Bridge over River Murray)	1·94	...	1·94	538	312	1 " 75	50,406	15 2	25,983
North Melbourne to Coburg	5·07	...	5·07	202	13	1 " 50	209,419	6 0	41,306
† Coburg to Somerton	...	7·16	7·16	530	202	1 " 50	72,145	19 8	10,076
Royal Park (Junction) to Clifton Hill	2·28	0·11	2·39	136	103	1 " 50	154,563	10 10	64,671
Fitzroy Branch	0·26	0·64	0·90	119	85	1 " 79	77,024	13 6	85,583
Fitzroy (Whittlesea Junction) to Whittlesea	0·94	21·12	22·06	639	119	1 " 50	249,551	15 8	11,312
Northcote Loop Line	0·13	...	0·15	128	110	1 " 70	8,001	16 0	61,552
Tallaroek to Yea	...	23·69	23·69	698	488	1 " 40	152,347	7 7	6,431
Yea to Mansfield and Alexandra-road	...	55·82	55·82	1,304	557	1 " 40	335,780	6 10	6,015
Mangalore to Shepparton	0·29	44·96	45·25	499	372	1 " 100	266,677	9 11	5,893
Shepparton to Numurkah	2·16	18·60	20·76	376	348	1 " 206	83,487	3 8	4,022
Numurkah to Cobram	0·20	21·45	21·65	376	355	1 " 165	83,812	12 1	3,871
Murchison East to Rushworth	...	12·87	12·87	476	391	1 " 80	69,529	3 9	5,402
Toolamba to Tatura	...	6·83	6·83	385	371	1 " 108	28,486	10 7	4,171
Tatura to Echuca	...	34·07	34·07	377	320	1 " 122	156,571	4 8	4,596
Shepparton to Dookie	...	14·84	14·84	500	372	1 " 100	54,073	16 1	3,644
Dookie to Katamatite	...	17·02	17·02	490	383	1 " 69	38,451	7 9	2,259
Numurkah to Nathalia	...	13·79	13·79	356	335	1 " 330	51,823	5 10	3,758
Nathalia to Picola	...	6·75	6·75	335	325	1 " 264	13,378	8 4	1,982
Strathmerton to Tocumwal	...	9·85	9·85	390	358	1 " 330	15,160	2 6	1,539
Benalla to St. James	...	20·33	20·33	583	450	1 " 75	78,495	11 2	3,861
St. James to Yarrawonga	...	19·86	19·86	514	414	1 " 50	96,840	1 10	4,876
¶ Wangaratta to Whitfield	...	30·49	30·49	811	481	1 " 80	38,686	8 7	1,269
Wangaratta (Beechworth Junction) to Beechworth	...	22·26	22·26	1,831	502	1 " 30	164,253	17 3	7,379
Beechworth to Yackandandah	...	12·84	12·84	1,912	981	1 " 30	96,695	2 5	7,531
Everton to Myrtleford	...	16·56	16·56	989	581	1 " 40	76,930	10 3	4,646
Myrtleford to Bright	...	18·54	18·54	1,004	688	1 " 50	111,733	16 11	6,027
Springhurst to Wahgunyah	...	13·95	13·95	623	454	1 " 50	72,151	11 9	5,172
Wodonga to Tallangatta	...	25·71	25·71	726	530	1 " 40	187,562	1 10	7,295
Spencer-street to Flinders-street	0·76	...	0·76	33	17	1 " 40	140,860	17 2	185,343
Hobson's Bay Lines (Flinders-street to Port Melbourne, St. Kilda, Brighton, Hawthorn, and including works, Prince's-bridge to Chapel-street, and sidings to pier at Port Melbourne)	16·33	...	16·33	53	9	1 " 66	2,182,886	11 0	133,673
Prince's-bridge to Collingwood	2·22	...	2·22	85	23	1 " 62	193,915	15 9	87,349
Collingwood to Heidelberg	0·92	4·57	5·49	196	68	1 " 50	201,878	6 2	36,772
Heidelberg to Eltham	...	8·35	8·35	303	110	1 " 40	56,071	14 0	6,715
Brighton Beach to Sandringham	2·20	...	2·20	58	20	1 " 97	74,876	15 4	34,035
South Yarra to Oakleigh	7·05	...	7·05	184	22	1 " 50	292,741	5 7	41,524
Oakleigh to Sale (including cost of siding to Sale wharf; also portion of cost of branch to the Great Morwell Coy's. mine)	11·76	106·46	118·22	513	8	1 " 50	1,092,820	4 11	9,244
Sale to Stratford (Junction)	...	8·97	8·97	64	33	1 " 66	42,739	1 3	4,765
† Oakleigh to Fairfield Park (including Canterbury and Riversdale Loop Lines)	0·20	10·10	10·30	249	72	1 " 50	298,499	8 6	28,981
‡ Caulfield to Frankston	9·86	10·02	19·88	166	10	1 " 50	193,978	4 0	9,757
Frankston to Stony Point (including cost of sidings to pier at Stony Point)	...	18·85	18·85	327	10	1 " 50	103,154	8 8	5,472
Mornington Junction to Mornington	...	7·67	7·67	194	60	1 " 50	63,397	18 1	8,266
Frankston Cemetery Line	...	...	...	...	...	...	330	16 11	Surveys.
* Spring Vale Cemetery Line	...	1·60	1·60	231	145	1 in 50	9,103	1 4	5,689
Dandenong (Great Southern Junction) to Port Albert	0·17	117·11	117·28	746	10	1 " 40	951,915	14 6	8,117
Korumburra to Coal Creek	...	0·89	0·89	735	630	1 " 30	5,760	4 5	6,472
Korumburra (Strezlecki Junction) to Strezlecki (Junction with Coal Creek Line)	...	2·25	2·25	765	573	1 " 30	11,539	8 9	5,128
Korumburra (Jumbunna Junction) to Jumbunna	...	3·74	3·74	796	619	1 " 30	20,150	7 7	5,388
Jumbunna to Outtrim	...	2·40	2·40	649	539	1 " 40	27,817	8 1	11,591
¶ Welshpool to Welshpool Jetty	...	3·23	3·23	57	6	1 " 100	2,161	2 3	669
Warragul to Neerim South	...	13·40	13·49	681	349	1 " 40	123,817	7 2	9,178
Moe (Junction) to Thorpdale	...	10·67	10·67	798	219	1 " 40	116,153	19 3	10,886
Moe to Walhalla	...	...	...	...	...	...	18,969	1 3	In progress.
Morwell to North Mirboo	...	20·16	20·16	784	184	1 in 40	152,747	1 1	7,577
Carried forward	299·41	2,967·44	3,266·85	...	...	...	30,745,164	18 2	...

* Trains run only as required for traffic.

† See lines closed for traffic.

‡ Including portion since dismantled.

¶ 2ft. 6in. gauge.

APPENDIX No. 16—*continued.*STATEMENT SHOWING THE TOTAL COST, ETC., OF EACH LINE, ETC.—*continued.*

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.			
	Double and over.	Single.	Total.	Highest.	Lowest.		Total.		Average per Mile.	
	Miles.	Miles.	Miles.	Feet.	Feet.	Feet.	£	s.	d.	£
Brought forward	299'41	2967'44	3266'85	...	...	...	30,745,164	18	2	...
Traralgon to Heyfield	...	22'06	22'06	262	93	1 in 50	122,103	6	2	5,535
Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale)	0'52	49'30	49'82	296	9	1 „ 50	277,702	10	11	5,574
Maffra to Briagolong	...	11'79	11'79	238	109	1 „ 50	60,676	3	0	5,146
† Burnley to Waverley Road	...	5'23	5'23	111	33	1 „ 60	171,109	8	10	32,717
Hawthorn to Lilydale	11'82	8'20	20'02	484	41	1 „ 40	371,506	16	4	18,557
Lilydale to Healesville	0'26	15'11	15'37	351	230	1 „ 40	213,566	1	2	13,895
Hawthorn (Kew Junction) to Kew	...	0'96	0'96	119	41	1 „ 40	75,472	3	8	78,617
Ringwood to Upper Ferntree Gully	...	7'44	7'44	436	314	1 „ 40	59,980	7	0	8,062
¶ Ferntree Gully to Gembrook	...	18'22	18'22	1,057	412	1 „ 30	56,412	2	2	3,096
Lilydale to Warburton	...	23'97	23'97	738	289	1 „ 37½	96,688	19	2	4,034
Total mileage of lines constructed §	312'01	3,129'72	3,441'73	...	...	...	32,250,382	16	7	...
Less mileage closed for traffic at 30th June, 1905 : Double. Single. Total.										
Dunkeld to Peshurst (dis- mantled 19th February, 1898)	...	15'87	15'87							
Lancefield to Kilmore	...	18'10	18'10							
Coburg to Somerton	...	7'16	7'16							
Oakleigh to Fairfield Park— Fairfield Park to Deep- dene	...	3'34	3'34							
Ashburton to Oakleigh	0'20	2'17	2'37							
Canterbury Loop Line (dismantled)	...	0'20	0'20							
Burnley to Waverley Road— Darling to Waverley Road	...	0'84	0'84							
	0'20	47'68	47'88							
Total mileage open for traffic at 30th June, 1905—	311'81	3,082'04	3,393'85							
St. Kilda and Brighton Electric Street Railway	...	...	...	...	...	...	357	16	0*	...
Motor Omnibuses	...	...	...	...	...	...	287	7	6	...
Works, Melbourne to Essendon Junction	...	...	...	...	...	...	1,581,610	3	4	...
Railway Offices, Spencer-street	...	...	...	...	...	...	160,486	7	8	...
Sheds and Workshops, Williamstown	...	...	...	...	...	...	154,054	10	9	...
Sheds and Workshops, Newport	...	...	...	...	...	...	363,086	0	8	...
General Construction Account (Capital Ex- penditure common to all lines)	...	...	...	...	...	...	363,711	2	4	...
Rolling-stock, Broad-gauge	...	...	...	...	...	...	5,728,203	10	3	...
Rolling-stock, Narrow-gauge	...	...	...	...	...	...	33,126	7	9	...
Grand Total	311'81	3,082'04	3,393'85	...	...	...	40,635,306	2	10	...

* In progress.

§ Gauge of lines constructed—3,360'13 miles 5ft. 3in. ; 81'60 miles 2ft. 6in.

† See lines closed for traffic.

¶ 2ft. 6in. gauge.

NOTE.—All tracks to piers, wharfs, and ballast pits, and to the Great Morwell Coal Mine, are not included in the length of lines opened for traffic as shown above, but are included in the mileage of sidings as shown on page 3.

APPENDIX No. 17.

RETURN SHOWING THE NUMBER OF OFFICERS AND EMPLOYEES IN THE RAILWAY SERVICE AT 30TH JUNE, 1904, COMPARED WITH THE NUMBER AT 30TH JUNE, 1905, ENTITLED TO COMPENSATION OR PENSION ON RETIREMENT.

Branch.	At 30th June, 1904.	At 30th June, 1905.	Decrease.
Secretary's	10	10	—
Railways Auditor	1	1	—
Rolling-Stock	766	732	34
Way and Works	644	612	32
Transportation and Traffic	789	748	41
Accounting	40	38	2
Telegraph	25	24	1
Stores	18	18	—
Total (Commissioners' Staff)	2,293	2,183	110
Railway Construction Branch (Board of Land and Works)	3	3	—
Grand Total	2,296	2,186	110

APPENDIX No. 18.

STATEMENT SHOWING DATES OF OPENING AND LENGTH IN MILES OF THE DIFFERENT SECTIONS OF THE VICTORIAN RAILWAYS TO 30TH JUNE, 1905.

Date of Opening.	From—	To—	Length in Miles.	Authorization Act—	
				Victoria.	Number.
1854—Sept. 13	Flinders-street	Port Melbourne	16' 32	16	20.1.53
1857—May 13	Flinders-street	St. Kilda		19	19.3.56
1859—Feb. 8	Prince's-bridge	Richmond		21	43
" Dec. 12	Richmond	Cremorne		21	43
" " 19	Windsor	North Brighton		21	42
1860—Sept. 24	Richmond	Pic-nic Station		21	43
" Dec. 22	Cremorne	Windsor		21	43
1861—April 13	Pic-nic Station	Hawthorn		21	43
" Dec. 21	North Brighton	Brighton Beach		25	127
1857—June 17	Williamstown Junction	Geelong	38' 51	21	36
1859—Jan. 17	Footscray	Williamstown Pier	5' 87	25	150
" Feb. 10	Melbourne	Sunbury	23' 95	21	36
1860—Oct. 21	Essendon Junction	Essendon	3' 50	32	331
1861—July 8	Sunbury	Woodend	24' 70	21	36
1862—April 11	North Geelong Junction	Ballarat	53' 04	21	36
" " 25	Woodend	Kyneton	8' 32	21	36
" Oct. 21	Kyneton	Bendigo	43' 91	21	36
1864—Sept. 19	Bendigo	Echuca	55' 14	21	36
1867—Nov. 30	Newmarket Junction	*Race-course	1' 50	32	331
1872—April 18	Essendon	Schoolhouse lane	54' 00	32	331
" Aug. 26	Schoolhouse-lane	Seymour	2' 29	32	331
" Nov. 20	Seymour	Longwood	23' 39	32	331
1873—March 20	Longwood	Violet Town	20' 54	32	331
" Aug. 18	Violet Town	Benalla	16' 14	32	331
" Oct. 28	Benalla	Wangaratta	24' 04	32	331
" Nov. 21	Wangaratta	Wodonga	41' 60	32	331
1874—July 7	Castlemaine	Maryborough	33' 02	35	415
" " 7	Ballarat	Creswick	11' 05	35	415
" Aug. 11	Ballarat	Beaufort	28' 74	35	415
" Oct. 6	Maryborough	Dunolly	13' 81	35	415
" Nov. 16	Creswick	Clunes	11' 19	35	415
1875—Feb. 2	Clunes	Maryborough	19' 49	35	415
" April 7	Beaufort	Ararat	28' 64	35	415
" July 7	Beechworth Junction	Everton	12' 05	37	475
1876—Feb. 15	Ararat	Scallan's Hill	17' 85	37	475
" April 14	Scallan's Hill	Stawell	1' 00	37	475
" Sept. 19	Bendigo	Bridgewater	24' 49	37	475
" " 30	Everton	Beechworth	10' 21	37	475
" Oct. 21	Maryborough	Avoca	14' 92	37	475
" Nov. 18	Bridgewater	Inglewood	4' 44	37	475
" " 25	Geelong	Winchelsea	25' 64	37	475
1877—March 13	Winchelsea	Birregurra	12' 79	37	475
" April 24	Ararat	Dunkeld	47' 02	37	475
" June 1	Sale	Morwell	39' 10	37	475
" July 27	Birregurra	Colae	11' 81	37	475
" Oct. 8	Oakleigh	Bunyip	38' 77	37	475
" " 29	Dunkeld	Hamilton	19' 05	37	475
" Dec. 1	Moe	Morwell	8' 76	37	475
" " 19	Hamilton	Portland North	52' 81	37	475
" " 19	Portland North	Portland Pier	1' 00	37	475
1878—Feb. 1	Race-course Junction	*Geelong Race-course	1' 96	41	580
" March 1	Moe	Bunyip	31' 59	37	475
" Sept. 3	Dunolly	Bealiba	12' 16	41	580
" Dec. 17	Stawell	Murtoa	35' 49	41	580
" " 23	Bealiba	St. Arnaud	20' 85	41	580
1879—Jan. 29	Springhurst	Wahgunyah	13' 95	41	580
" Feb. 5	Murtoa	Horsham	18' 00	41	580
" April 2	South Yarra	Oakleigh	7' 05	42	604
" May 7	Warrenheip	Gordons	12' 86	41	580
" " 21	Geelong	Queenscliff	20' 71	41	580
1880—Jan. 13	Mangalore	Shepparton	45' 24	42	603
" " 13	Toolamba	Tatura	6' 83	43	636
" Feb. 16	Carlsruhe	Trentham	10' 82	42	606
" March 17	Trentham	Daylesford (including extension)	11' 73	44	671
Carried forward			1193' 65		

* Trains run only as required for traffic.

APPENDIX No. 18—continued.

STATEMENT SHOWING DATES OF OPENING AND LENGTH IN MILES OF THE DIFFERENT SECTIONS OF THE VICTORIAN RAILWAYS TO 30TH JUNE, 1905—continued.

Date of Opening.	From—	To—	Length in Miles.	Authorization Acts.	
				Victoria.	Number.
		Brought forward ...	1193'65		
1881—June 7	Lancefield Junction ...	Lancefield ...	14'50	44	660
" Aug. 11	Waubra Junction ...	Ballarat Race-course ...	2'10	44	682
" Sept. 1	Shepparton ...	Numurkah ...	20'74	44	682
" Dec. 19	Caulfield ...	Mordialloc ...	9'85	44	682
1882—Jan. 26	St. Arnaud ...	Cope Cope ...	16'33	44	682
" April 3	Hawthorn ...	Camberwell ...	2'09	44	682
" " 15	Inglewood ...	Korong Vale ...	20'20	44	682
" " 22	Cope Cope ...	Donald ...	7'52	44	682
" July 1	Horsham ...	Dimboola ...	21'45	44	682
" Aug. 1	Mordialloc ...	Frankston ...	10'02	44	682
" Dec. 1	Camberwell ...	Lilydale ...	17'94	44	682
" " 15	Eaglehawk ...	Raywood ...	13'42	44	682
1883—April 20	Korong Vale ...	Charlton ...	22'62	44	682
" June 14	Wodonga ...	River Murray ...	1'94	44	682
" " 21	Raywood ...	Mitiamo ...	22'44	44	682
" July 2	Korong Vale ...	Boort ...	17'86	44	682
" " 2	Colac ...	Camperdown ...	28'10	44	682
" Aug. 1	Ballarat ...	Scarsdale ...	13'11	44	682
" Sept. 3	Benalla ...	St. James ...	20'33	44	682
" Oct. 1	Charlton ...	Wycheproof ...	16'47	44	682
" Nov. 13	Traralgon ...	Heyfield ...	22'06	44	682
" " 16	Tallaroak ...	Yea ...	23'69	44	682
" Dec. 17	Everton ...	Myrtleford ...	16'56	44	682
1884—Feb. 12	Mitiamo ...	Pyramid Hill ...	12'59	44	682
" " 15	Branxholme ...	Henty ...	23'19	44	682
" April 2	Braybrook Junction ...	Melton ...	15'64	44	682
" June 16	Castlemaine ...	Maldon ...	10'24	44	682
" Sept. 1	Henty ...	Casterton ...	8'90	44	682
" " 9	North Melbourne ...	Coburg ...	5'07	44	682
" Oct. 25	Pyramid Hill ...	Kerang ...	24'54	44	682
1885—April 10	Morwell ...	Boolarra ...	12'11	44	682
" " 6	Race-course Junction ...	*Williamstown Race-course	0'69	49, 50, 51, & 58	860, 889, 962 & 1381
" Sept. 8	Boolarra ...	Darlimurla ...	4'44	44	682
1886—Jan. 1	Lal Lal Station ...	*Lal Lal Race-course	2'00	48 and 58	821 and 1381
" " 7	Darlimurla ...	North Mirboo ...	3'61	44	682
" April 1	Melton ...	Parwan ...	6'00	44	682
" May 6	St. James ...	Yarrowonga ...	19'86	48 and 58	821 and 1381
" " 12	Murtoa ...	Warracknabeal ...	31'20	48 " 58	821 " 1381
" Nov. 15	Ballarat Cattle-yards Junction ...	*Ballarat Cattle-yards	2'92	48 " 58	821 " 1381
" Dec. 22	Gordons ...	Ballan ...	7'37	48 " 58	821 " 1381
1887—Jan. 19	Dimboola ...	Serviceton ...	63'19	48 " 58	821 " 1381
" " 19	North Creswick ...	Rocky Lead ...	12'65	48 " 58	821 " 1381
" Feb. 16	Parwan ...	Bacchus Marsh ...	2'54	48 " 58	821 " 1381
" March 18	Heyfield ...	Maffra ...	10'92	48 " 58	821 " 1381
" April 21	Wedderburn Junction ...	Wedderburn ...	4'86	48 " 58	821 " 1381
" " 23	Camperdown ...	Terang ...	13'87	48 " 58	821 " 1381
" June 1	Rocky Lead ...	Daylesford Junction ...	10'46	48 " 58	821 " 1381
" " 1	Lubeck ...	Rupanyup ...	9'77	48 " 58	821 " 1381
" Aug. 19	Tatura ...	Echuca ...	34'07	48 " 58	821 " 1381
" " 25	Horsham ...	Noracljaha ...	19'95	48 " 58	821 " 1381
" Sept. 2	Brighton Beach ...	Saundringham ...	2'20	48 " 58	821 " 1381
" " 24	Braybrook Junction ...	*Newport ...	4'29	48 " 58	821 " 1381
" Nov. 8	Maffra ...	Stratford ...	6'11	48 " 58	821 " 1381
" Dec. 19	Hawthorn ...	Kew ...	0'96	48 " 58	821 " 1381
1888—May 8	Royal Park Junction ...	Clifton Hill ...	2'39	48 " 58	821 " 1381
" " 8	Nicholson-street ...	Fitzroy ...	0'90	48 " 58	821 " 1381
" " 8	Clifton Hill ...	Collingwood ...	0'90	48 " 58	821 " 1381
" " 8	Clifton Hill ...	Alphington ...	2'35	44	682
" " 8	Alphington ...	Heidelberg ...	2'24	48 and 58	821 and 1381
" " 8	Moe Junction ...	Thorpdale ...	10'67	48 " 58	821 " 1381
" " 8	Sale Junction ...	Stratford Junction ...	8'97	48 " 58	821 " 1381
" " 8	Stratford ...	Bairnsdale ...	32'79	48 " 58	821 " 1381
" " 15	Lilydale ...	Yarra Flats ...	7'35	48 " 58	821 " 1381
" Oct. 1	Numurkah ...	Nathalia ...	13'79	48 " 58	821 " 1381
" " 1	Numurkah ...	Cobram ...	21'65	48 " 58	821 " 1381
" " 1	Shepparton ...	Dookie ...	14'84	48 " 58	821 " 1381
" " 1	Kilmore Junction ...	Kilmore ...	9'51	48 " 58	821 " 1381
" " 1	Bendigo ...	Heathcote ...	27'64	48 " 58	821 " 1381
" " 1	Pisgah Junction ...	Waubra ...	13'74	48 " 58	821 " 1381
" " 1	Frankston ...	Mornington Junction ...	5'02	48 " 58	821 " 1381
" " 1	Dandenong (Great Southern Junction)	Tooradin ...	15'91	48 " 58	821 " 1381
" Nov. 20	Inglewood ...	Dunolly ...	24'24	48 " 58	821 " 1381
" " 20	Hamilton (Coleraine Junction) ...	Coleraine ...	23'01	48 " 58	821 " 1381
		Carried forward ...	2179'11		

* Trains run only as required for traffic.

APPENDIX No. 18—continued.

STATEMENT SHOWING DATES OF OPENING AND LENGTH IN MILES OF THE
DIFFERENT SECTIONS OF THE VICTORIAN RAILWAYS TO 30TH JUNE, 1905—continued.

Date of Opening.	From—	To—	Length in Miles.	Authorization Act.	
				Victoria.	Number.
		Brought forward ..	2,179 11		
1889—March 1	Yarra Flats	Healesville	8'02	48 and 58	821 and 1381
" Aug. 7	Maffra	Briagolong	11'79	48 " 58	821 " 1381
" " 7	Irrewarra	Beeac	8'70	48 " 58	821 " 1381
" Sept. 10	Mornington Junction	Mornington	7'67	48 " 58	821 " 1381
" " 10	Mornington Junction	Hastings	8'09	48 " 58	821 " 1381
" " 10	Wodonga	Huon-lane	14'07	48 " 58	821 " 1381
" " 12	Ballarat East	Buninyong	6'84	48 " 58	821 " 1381
" Oct. 8	Whittlesea Junction	Preston Reservoir	4'78	48 " 58	821 " 1381
" " 8	Coburg	†Somerton	7'16	48 " 58	821 " 1381
" Nov. 12	Yea	Molesworth	10'68	48 " 58	821 " 1381
" Dec. 3	Heathcote	Tooborac	10'56	48 " 58	821 " 1381
" " 4	Bacchus Marsh	Ballan	17'54	48 " 58	821 " 1381
" " 4	Ringwood	Upper Fern Tree Gully	7'44	48 " 58	821 " 1381
" " 17	Hastings	Stony Point	5'74	48 " 58	821 " 1381
" " 23	Preston Reservoir	Whittlesea	17'29	48 " 58	821 " 1381
1890—Feb. 4	Terang	Mortlake	12'16	48 " 58	821 " 1381
" " 4	Terang	Warrnambool	28'82	48 " 58	821 " 1381
" " 4	Koroit	Warrnambool	9'36	48 " 58	821 " 1381
" Feb. 4	Koroit	Port Fairy	11'34	48 " 58	821 " 1381
" March 17	Mount Moriac	*Wensleydale	10'92	48 " 58	821 " 1381
" " 24	Burnley	†Oakleigh	6'29	48 " 58	821 " 1381
" May 12	Warragul	Rokeby	8'12	48 " 58	821 " 1381
" " 30	Kerang	Swan Hill	35'16	48 " 58	821 " 1381
" " 30	Camberwell	†Waverley Road	4'25	48 " 58	821 " 1381
" June 17	Molesworth	Cathkin	2'74	48 " 58	821 " 1381
" July 18	Huon-lane	Bolga	6'61	48 " 58	821 " 1381
" Aug. 22	Kilmore	Tooborac	20'10	48 " 58	821 " 1381
" " 22	Dunkeld	†Koroit	48'99	48 " 58	821 " 1381
" " 22	Hamilton	Penshurst	18'11	48 " 58	821 " 1381
" Sept. 1	Murchison East	Rushworth	12'87	48 " 58	821 " 1381
" " 16	Cathkin	Alexandra Road	4'41	48 " 58	821 " 1381
" Oct. 10	Scarsdale	Linton	7'97	48 " 58	821 " 1381
" " 17	Myrtleford	Bright	18'54	48 " 58	821 " 1381
" Nov. 10	Cathkin	Merton	15'47	48 " 58	821 " 1381
" " 11	Footradin	Loch	23'53	48 " 58	821 " 1381
" " 18	Ararat	Avoca	39'04	48 " 58	821 " 1381
1891—Jan. 15	Kyneton (Redesdale Junction)	Redesdale	16'25	48 " 58	821 " 1381
" March 24	Fairfield Park	†Riversdale (including ‡Canterbury loopline)	4'99	48 " 58	821 " 1381
" " 24	Maldon (Laanecoorie Junction)	Shelbourne	9'89	48 " 58	821 " 1381
" May 7	Merton	Maindample	13'86	48 " 58	821 " 1381
" June 2	Loch	Korumburra	9'89	48 " 58	821 " 1381
" " 5	Birregunra	Forrest	19'85	48 " 58	821 " 1381
" July 23	Beechworth	Yackandandah	12'84	48 " 58	821 " 1381
" " 24	Bolga	Tallagatta	5'02	48 " 58	821 " 1381
" Oct. 6	Maindample	Mansfield	8'64	48 " 58	821 " 1381
" Nov. 23	Spencer-street	§Flinders-st. (Viaduct)	0'76	48 " 54	821 " 1387
" Dec. 17	Korumburra	Leongatha	9'19	48 " 58	821 " 1381
1892—Jan. 13	Leongatha	Port Albert	58'73	48 " 58	821 " 1381
" March 18	Rokeby	Neerim South	5'36	53 " 56	1030 " 1300
" April 5	Curdie's River Junction	Timboon	22'37	48 " 58	821 " 1381
" " 6	Lancefield	†Kilmore	18'10	48 " 58	821 " 1381
" Oct. 28	Korumburra	Coal Creek	0'89	56	1240 " 1255
" Nov. 22	Dookie	Katamatite	17'02	61	1529
1893—Jan. 5	Warracknabeal	Beulah	21'92	56	1273
" March 28	Donald	Birchip	32'30	56	1273
1894—March 6	Beulah	Hopetoun	16'01	57	1316
" May 7	Korumburra (Jumbunna Junction)	Jumbunna	3'74	55	1240 and 1294
" " 14	Bendigo Cattle-yards Junction	*Bendigo Cattle-yards	0'89	53 and 58	1030 " 1381
" June 1	Korumburra (Strezlecki Junction)	Strezlecki	2'25	55	1240 " 1294
" " 19	Dimboola	§eparit	21'59	57	1312
" July 31	Natimuk (East Natimuk)	Goroce	28'32	56	1292
" Aug. 7	Boort	Quambatook	21'96	57	1312
1895—March 8	Wycheproof	Sea Lake	47'89	58	1383
1896—Feb. 5	Jumbunna	Outtrim	2'40	58	1371 and 1420
" Dec. 15	Nathalia	Picola	6'74	56	1293
1899—March 14	Wangaratta	¶Whitfield	30'49	61	1492
" Sept. 18	Birchip	Woomelang	26'45	62	1550
" Nov. 2	Jeparit	Rainbow	18'47	62	1558
1900—March 1	Quambatook	Ultima	30'30	62	1555
" Dec. 18	Upper Fern Tree Gully	¶Gembrook	18'22	62	1549
" " 26	Bungaree	*Race-course	1'53	64	1682
1901—Oct. 21	Melbourne	Collingwood	2'22	62	1590
" Nov. 13	Lilydale	Warburton	23'97	62	1589
1902—March 1	Colac	¶Beech Forest	29'66	62 Vic. and 1 Edw. VII.	1594 and 1760
" June 5	Heidelberg	Eltham	8'35	56 Vic.	1299
		Carried forward ...	3,299'57		

* Trains run only as required for traffic.

† See lines closed for traffic.

‡ Including portion since dismantled.

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

¶ 2 ft. 6 in. gauge.

APPENDIX No. 18—continued.

STATEMENT SHOWING DATES OF OPENING AND LENGTH IN MILES OF THE DIFFERENT SECTIONS OF THE VICTORIAN RAILWAYS TO 30TH JUNE, 1905—continued.

Date of Opening.	From—			To—		Length in Miles.	Authorization Act.	
							Victoria.	Number.
				Brought forward	...	3,299'57		
1903—Jan. 15	Woomelang ..	...	...	Hattah ...	...	68'79	64 Vic.	1679
" May 25	Hattah ...	...	...	Nowingi ...	...	11'94	64 "	1679
" Sept. 30	Nowingi ...	...	...	Yatpool ...	...	16'19	64 "	1679
" Oct. 27	Yatpool ...	...	...	Mildura ...	...	13'23	64 "	1679
" Dec. 21	North Geelong Loop Line	...	...	* ...	...	0'22	3 Edw. VII.	1884
1904—Jan. 1	Burrumbeet Race-course Junction	...	...	*Burrumbeet Race-course	...	1'14	3 Edw. VII.	1879
" Feb. 7	Springvale Cemetery ...	...	...	* ...	...	1'60	1 Edw. VII.	1763
" Dec. 5	Northcote Loop Line ...	...	...	...	...	0'13	4 Edw. VII.	1904
1905—Feb. 28	Strathmerton ...	...	...	Tocumwal ...	...	9'85	4 Edw. VII.	1958
" June 26	Welshpool ...	...	...	¶ Welshpool Jetty	...	3'23	4 Edw. VII.	1911
	Stawell ...	...	...	*Grampians	...	15'84		
Total mileage						3,441'73		
Less mileage closed for Traffic at 30th June, 1905—						Miles.		
Dunkeld to Peshurst (Dismantled), 19th February, 1898						15'87		
Lancefield to Kilmore						18'10		
Coburg to Somerton						7'16		
Oakleigh to Fairfield Park—								
Fairfield Park to Deepdene						3 34		
Ashburton to Oakleigh						2'37		
Canterbury Loop Line (Dismantled)						0'20		
Burnley to Waverley Road—						5'91		
Darling to Waverley Road						0'84		
						47'88		
Total mileage open for Traffic, at 30th June, 1905						3,393'85		

NOTE.—All tracks to piers, wharves and ballast pits, and to the Great Morwell Coal Mine are not included in the length of lines opened for traffic as shown above, but are included in the mileage of sidings as shown on page 3.

¶ 2ft. 6in. gauge.

* Trains run only as required for traffic.

APPENDIX No. 19.

RETURN OF PERSONS KILLED OR INJURED FOR TWENTY YEARS, FROM 1ST JULY, 1885, TO 30th JUNE, 1905.

Year.	Passengers Killed or Injured.				Servants of the Department or of Contractors Killed or Injured.				Persons Killed or Injured at Crossings.		Trespassers.		Miscellaneous.		Total.	
	Due to causes beyond their own control.		Due to their own action or negligence.		Due to causes beyond their own control.		Due to their own action or negligence.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.								
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
*1901-2	2	200	2	155	4	142	6	256	5	9	14	14	7	62	40	838
*1902-3	...	32	2	145	7	118	3	199	4	12	21	16	3	52	40	574
*1903-4	1	84	1	232	3	124	4	204	3	4	10	8	6	25	28	681
*1904-5	...	23	4	184	4	92	2	91	4	10	8	11	3	19	25	430
Totals	11	1,024	54	2,058	68	1,247	203	3,042	116	151	346	209	73	685	871	8,416

* Includes minor injuries to employes and others not previously shown in this Return.

APPENDIX No. 20.
RETURN OF TRAFFIC AT EACH STATION.

STATIONS.	PASSENGERS.		PARCELS, ETC., HORSES, CARRIAGES, DOGS, MAILS, RENTS, MISCELLANEOUS.				GOODS.				LIVE STOCK.			
	Outwards.		Outwards.		Inwards.		Outwards.		Inwards.		Outwards.		Inwards.	
	Number of Passenger Journeys.	Revenue. £ s. d.	Revenue. £ s. d.	£ s. d.	Revenue. £ s. d.	£ s. d.	Tons.	Revenue. £ s. d.	Tons.	Revenue. £ s. d.	Revenue. £ s. d.	Revenue. £ s. d.	Revenue. £ s. d.	Revenue. £ s. d.
BENDIGO-BOHICA LINE.														
Spencer-street (Country)	1,144,132	242,985 12 11½	91,064 5 10	75,980 3 8	419,244	460,875 9 4½	541,882	284,908 16 10½	1,742 14 4	6,638 11 10				
North Melbourne	575,543	7,198 0 1	669 2 7	679 4 1	..	..	..	..	..	..	..	..	..	..
Arden-street	658,559	8,082 12 0	528 10 10	528 10 10	17,426	2,732 2 9	66,285	27,925 9 3	..	..	..	..	..	..
Footscray West	..	..	72 6 1	90 1 2	18,569	2,090 14 10	2,275	653 11 9	0 11 0	..	..	..	..	..
Tofttenham	64,925	518 8 3	..	..	..	..	..	..	..	..	..	..	..	..
Tofttenham	5,635	50 10 0	..	..	..	..	..	..	..	..	..	..	..	..
Braybrook Junction	31,482	418 14 6	135 14 3	72 6 4	2,140	2,186 5 5	5,246	1,294 2 10	0 7 6	..	..	..	..	..
Albion	115	1 13 8	..	..	..	..	..	..	..	..	..	..	..	..
St. Albans	20,704	322 15 9	79 9 2	65 17 10	4,435	439 5 6	233	54 0 10	..	..	..	..	..	..
Sydenham	2,608	108 9 11	67 17 6	66 10 11	34	14 1 8	137	33 8 3	..	..	..	..	..	..
Diggers' Rest	3,581	171 9 3	68 17 3	140 8 4	738	139 14 1	459	142 16 9	..	..	..	..	..	..
Sunbury	19,719	1,046 14 8	276 9 3	240 19 8	1,512	412 14 4	4,292	1,019 10 8	145 14 1	224 15 9	..	..	..	..
Larcsfield Junction	5,104	375 17 6	73 16 8	100 8 6	380	175 17 0	308	115 17 11	340 1 1	85 16 5	..	..	..	..
Riddell	4,556	487 19 1	67 13 4	104 15 8	2,183	651 7 10	620	288 7 0	91 3 3	20 15 6	..	..	..	..
Gisborne	8,195	942 14 8	120 10 11	203 11 0	1,404	557 3 10	1,066	566 6 11	249 12 8	140 6 1	..	..	..	..
Macedon	7,312	866 18 6	334 13 10	307 4 5	3,109	1,156 11 9	1,549	643 5 0	11 5 11	13 9 3	..	..	..	..
Woodend	15,000	1,714 8 9	479 9 8	617 1 0	8,793	2,755 16 8	3,139	1,497 5 5	191 7 2	395 7 1	..	..	..	..
Carlsruhe	1,732	137 0 0	48 0 1	55 7 1	745	264 11 9	58	24 2 3	31 8 0	7 19 9	..	..	..	..
Kyneton	31,051	4,347 10 9	1,994 0 11	2,291 19 3	11,138	4,446 4 5	7,805	3,495 8 10	591 1 3	678 8 5	..	..	..	..
Redfale Junction	1,111	114 3 5	32 12 11	32 15 6	471	136 15 2	76	56 15 7	2 5 6	1 16 6	..	..	..	..
Mahmsbury	8,041	869 3 3	247 17 8	256 15 10	6,325	1,777 12 2	966	648 3 11	69 5 0	51 15 1	..	..	..	..
Tandale	5,533	444 3 3	96 2 2	110 17 11	443	162 8 1	352	255 10 5	5 16 5	3 10 3	..	..	..	..
Elphinstone	4,587	326 2 6	186 1 0	57 9 3	1,338	364 14 8	310	131 11 1	101 8 3	89 19 6	..	..	..	..
Chewton	9,158	695 17 0	78 17 6	83 8 10	628	238 8 7	5,176	1,030 11 10	..	21 8 0	..	..	..	..
Castlemaine	51,987	7,292 19 7	1,298 4 2	1,806 0 4	5,102	5,016 1 8	15,511	10,906 14 3	14 15 0	274 8 2	..	..	..	..
Barker's Creek	..	..	..	..	291	72 16 0	94	40 14 5	..	..	..	..	..	..
Harcourt	4,851	332 15 11	292 15 6	76 17 6	3,093	1,444 14 2	718	446 4 10	0 12 0	..	..	..	..	..
Riverswood	2,514	221 0 10	96 8 5	57 2 4	3,294	427 15 3	232	105 9 0	69 11 6	39 17 11	..	..	..	..
Kangaroo	4,490	406 19 8	56 3 11	69 9 10	593	196 4 8	908	458 5 7	..	0 13 6	..	..	..	..
Golden Square	9,069	1,278 10 0	87 6 6	171 11 9	590	235 4 4	16,091	3,691 16 1	..	704 3 9	..	..	..	..
Bendigo	136,759	26,232 3 6	8,054 5 5	9,501 13 10	17,257	13,284 19 3	111,490	50,359 18 1	1,975 16 3	4,581 0 2	..	..	..	..
Epsom	802	26 5 2	1 11 2	2 9 8	634	379 1 4	330	116 2 1	..	..	..	..	..	..
Huntly	776	30 19 8	13 5 10	25 12 1	706	175 19 3	62	35 1 10	..	..	..	..	..	..
Bagshot	1,111	55 13 1	21 17 3	28 14 6	5,444	679 15 7	84	42 3 10	..	..	..	..	..	..
Wellsford	659	36 19 1	5 19 1	6 13 0	3,404	428 10 0	12	4 0 11	..	..	..	..	..	..

No. 20.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS, ETC., HORSES, CARRIAGES, DOGS, MAILS, RENTS, MISCELLANEOUS.		GOODS.		LIVE STOCK.			
	Outwards.		Inwards.		Outwards.		Inwards.			
	Number of Passenger Journeys.	Revenue.	Revenue.		Tons.	Revenue.		Revenue.		
		£	s.	d.		£	s.		d.	
MARYBOROUGH, DONALD, AND BIRCHIP LINE.										
Campbell	2,306	98 5 3	30 17 9	342	226 5 0	324	306 1 6	£	s.	d.
Guildford	2,547	186 1 8	82 11 5	635	401 13 5	742	569 6 5	..	1	3
Strangway	1,680	75 17 10	52 2 6	19	16 9 4	10	3 5 1	..	3	4
Newstead	4,985	715 8 3	246 5 7	3,370	1,213 15 5	1,257	911 3 10	103	4	4
Joyce's Creek	1,011	111 14 9	216 10 4	1,418	645 17 2	140	70 15 11	11	12	2
Loddon Siding*	..	..	..	..	..	52	9 16 8	..	7	3
Moolort	3,435	380 18 4	151 15 2	10,677	3,174 2 6	26,975	6,249 15 2	..	8	7
New Havillah*	..	..	..	..	..	3,526	705 9 3	..	9	9
Carisbrook	2,656	447 3 9	225 3 1	1,829	821 16 2	14,728	2,507 10 3	54	9	0
Maryborough	38,837	6,878 4 10	1,432 18 10	4,379	2,534 19 11	11,963	8,884 17 1	84	15	4
Simsons	848	23 8 8	5 0 0	..	..	..	..	..	..	..
Havelock	1,958	62 12 5	30 15 2	240	131 6 11	3,394	677 16 0	..	..	..
Bet Bet	2,777	106 4 5	35 8 2	1,408	718 9 7	2,915	2,139 9 2	..	..	..
Dunolly	10,035	1,230 19 3	459 0 4	2,575	1,295 6 1	2,444	1,947 16 7	22	6	1
Goldsbrough	1,982	75 8 8	43 1 4	2,152	372 16 3	67	73 13 6	..	..	..
Bealiba	3,983	523 5 11	218 4 10	15,618	3,922 12 6	1,107	966 16 1	32	7	2
Maffescioni Siding	..	..	..	10,550	2,929 6 1	56	25 17 2	..	..	..
Emu ..	1,674	283 16 5	119 11 4	6,338	2,327 4 6	363	306 6 6	5	19	6
Strathfillan Siding*	..	..	..	8,873	2,007 7 9	..	..	..	..	..
Carapooce	863	36 4 8	232 0 5	5,662	2,029 7 8	186	140 16 9	3	11	8
St. Arnaud	12,827	3,429 7 7	775 19 7	17,759	11,202 6 5	10,807	9,288 4 0	589	19	5
Sutherland	20	2 16 6	12 11 6	4,394	1,593 12 8	223	108 11 5	201	4	6
Swanwater	22	2 17 1	18 8 8	1,845	555 3 6	114	76 0 4	2	0	6
Cope Cope	1,607	335 17 4	60 19 3	11,759	8,036 4 0	1,156	1,083 7 0	576	18	1
Donald	6,279	1,828 18 11	529 19 6	15,346	11,108 7 11	5,601	5,309 13 9	1,085	15	11
Lake Buloke	20	2 8 9	7 0 6	276	136 15 5	46	35 19 0	..	..	..
Litchfield	346	22 12 3	13 11 2	5,354	3,984 7 11	280	222 19 8	..	0	10
Massey	227	17 5 0	8 18 0	1,679	1,267 15 11	144	90 3 9	..	..	..
Watchen	1,711	358 13 7	62 10 8	5,552	4,414 1 2	1,030	1,387 2 9	337	10	4
Morton Plains	168	15 5 5	10 4 3	1,926	1,568 10 4	58	64 1 7	184	7	6
Birchip	3,466	1,299 2 2	330 5 5	8,461	5,469 0 9	2,766	4,032 10 5	261	5	3
WOOMELANG LINE.										
Karyrie	13	3 19 1	10 3 0	837	573 7 10	94	103 1 0	..	..	..
Kinnabulla	35	2 11 8	16 1 6	2,296	1,887 10 10	128	72 12 5	..	..	..
Curyo ..	182	15 4 0	15 14 3	2,941	2,222 19 9	408	304 11 9	..	..	..
Watchupga	178	25 7 6	27 18 5	2,635	2,198 13 9	594	521 7 10	..	..	..
Woomelang	574	231 3 3	63 5 1	1,996	1,640 14 6	695	661 11 8	..	..	..

* Open for only portion of the year.

MILDURA LINE.									
Lascelles	213	90 11 4	59 15 1	73 17 3	693	577 16 0	277	356 7 1	5 17 0
Gana	13	2 3 8	20 10 0	23 7 3	17	7 15 7	49	59 11 0	6 19 6
Austral Gypsum Siding	49	10 1 10	0 4 9	3 0 8	1,158	544 8 3	55	21 2 8	3 10 6
Ouyen	43	16 1 5	35 7 9	28 17 3	5	10 10 1	93	65 7 1	1 2 6
Hattah	33	10 3 8	61 2 10	49 14 4	90	130 0 11	122	74 3 8	..
Nowingi	13	5 4 1	0 6 6	0 1 10	..	0 16 4	1	0 13 3	..
Yatpool	6	2 1 0	3 15 0	3 19 3	..	..	71	10 2 5	..
Irymple	130	154 1 8	160 5 5	176 8 4	2,990	5,839 9 11	810	1,196 5 7	11 16 0
Mildura	2,452	2,661 19 10	1,040 9 1	1,229 13 5	2,884	5,154 19 9	3,736	6,246 14 9	71 18 1
AVOCA LINE.									
Adelaide Lead	214	14 13 5	2 17 0	3 10 1	..	..	..	..	..
Bung Bong	334	16 12 10	30 9 3	26 16 11	988	344 8 1	45	29 18 7	7 10 8
Homebush	1,311	73 10 3	31 10 9	33 5 6	551	144 10 10	46	48 14 8	..
Avoca	4,906	977 18 0	589 1 2	411 13 3	9,883	3,771 16 0	2,541	2,473 15 1	17 6 7
Amphitheatre	1,441	113 3 1	103 12 0	79 6 11	4,158	953 14 5	406	358 4 6	..
Elmhurst	1,666	309 18 7	120 11 11	119 2 10	3,088	1,186 14 6	587	568 15 4	8 4 6
Eversley	235	20 10 3	23 11 11	12 5 3	462	231 12 0	105	86 15 9	7 7 4
Crowlands	174	15 17 7	48 5 7	27 15 8	1,445	1,027 7 7	278	235 8 8	11 2 2
Dunneworthy	23	1 9 4	0 1 2	1 5 4	580	137 18 6	1	0 12 7	7 9 1
Warra Yadin	29	2 4 11	6 10 8	8 8 4	126	62 5 4	25	18 16 5	..
TALBOT LINE.									
Sulky	1,323	41 6 6	28 5 11	33 19 10	142	52 16 9	30	10 2 1	1 8 0
Bald Hills	1,952	54 14 3	..	6 14 5	..	0 1 6	..	0 1 1	..
Creswick	29,234	1,710 18 1	283 15 2	426 11 7	245	181 0 8	4,181	1,820 8 4	4 6 9
North Creswick	11,944	662 15 4	67 8 11	88 10 4	17	24 0 8	1,173	248 0 6	..
Tourello	986	77 12 5	39 3 5	31 10 11	1,312	586 15 11	371	111 19 8	1 8 6
Clunes	12,054	1,375 0 8	529 1 7	308 15 5	3,369	1,896 1 4	4,895	1,954 11 11	3 4 6
Talbot	10,313	1,009 19 3	353 7 10	257 10 4	2,791	1,016 19 10	2,425	1,419 11 9	67 4 6
Daisy Hill	19	0 17 6	..	0 5 2	..	..	..	..	22 13 4
WAUBRA LINE.									
Waubra Junction	2,428	80 17 2	23 13 5	25 3 0	..	..	..	..	..
Pisgah	448	17 9 8	7 11 1	19 15 9	..	..	..	..	..
Midas	489	36 0 6	128 2 8	29 9 5	149	72 14 7	113	38 14 1	2 11 0
Mount Blowhard	4,873	246 8 0	46 3 5	65 6 2	5,642	2,327 0 3	934	310 16 2	14 8 6
Learmonth	6,248	377 13 3	66 18 4	100 12 0	6,697	2,776 13 8	867	384 4 7	1 18 6
North Learmonth	139	7 2 7	..	0 8 8	..	..	..	..	..
Addington	1,561	98 17 11	79 6 11	27 6 7	1,322	484 11 4	98	42 11 4	0 16 6
Waubra	5,131	463 5 2	270 10 10	244 15 6	7,406	2,495 0 9	587	257 11 7	57 18 9
TARNAGULLA LINE.									
Painswick	1	0 0 8	15 0 0	15 0 6	2,783	461 6 8	..	0 0 3	..
Laurie	4	0 7 4	15 0 0	15 1 0	1,343	299 8 8	..	2 19 11	..
Tarnagulla	2,168	396 13 0	167 6 4	288 6 5	5,397	1,386 18 1	2,465	2,145 19 8	1 3 6
Llanelli	774	44 12 2	29 17 5	48 17 8	3,200	1,046 14 2	374	315 19 3	..
Arnold	294	19 15 2	24 3 0	35 6 7	6,005	1,237 5 1	183	134 10 9	3 10 0
Bullabul	30	1 2 3	15 8 0	15 9 9	1,695	418 17 7	43	14 15 6	1 6 6

No. 20.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS, ETC., HORSES, CARRIAGES, DOGS, MAILS, RENTS, MISCELLANEOUS.		GOODS.		LIVE STOCK.	
	Outwards.		Inwards.		Outwards.		Inwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.		Revenue.		Revenue.	
		£ s. d.	£ s. d.	Tons.	£ s. d.	Tons.	£ s. d.	£ s. d.
WYCHEPROOF LINE.								
California Gully ..	..	783 19 8	7 12 0	7 12 0	187	23 11 6	5,972 0 1	..
Eaglehawk ..	10,440	425 2 0	208 11 7	442 10 0	799	449 14 2	11,087 5 10	3 15 6
Marong ..	6,627	66 13 0	71 2 10	148 1 1	1,266	554 1 8	288 1 4	1 10 0
Liechardt ..	960	61 0 4	18 7 8	28 7 3	1,381	548 1 10	98 15 8	..
Derby ..	774	674 1 3	38 5 0	27 13 11	1,273	367 0 8	89 9 0	10 6 4
Bridgewater ..	4,970	1,890 15 0	147 11 3	155 16 1	16,328	8,167 18 1	43 12 6	320 19 10
Ingleswood ..	11,604	66 2 11	316 15 7	464 7 9	3,490	1,314 2 7	3,178 7 9	30 5 0
Kuriting ..	680	66 18 3	75 14 10	38 9 5	7,896	1,773 6 9	101 6 4	40 18 0
Glenalbyn ..	843	294 15 11	49 3 10	40 11 8	10,378	1,871 15 8	44 19 9	..
Wederburn Junction ..	1,694	735 1 6	94 1 4	42 1 4	5,293	1,284 12 7	54 17 0	9 5 10
Korong Vale ..	4,078	129 0 4	391 5 6	335 18 3	5,956	3,075 6 7	871 6 10	38 14 6
Wynditella ..	733	164 3 8	55 19 6	72 18 3	3,791	1,855 14 7	343 19 7	21 16 7
Buckrabanynule ..	949	82 10 6	76 4 1	63 0 1	4,600	2,590 19 1	413	5 19 1
Barakee ..	663	1,329 19 0	23 15 8	40 17 4	4,868	2,741 2 4	541 19 4	10 7 2
Charlton ..	4,318	16 9 4	397 16 0	578 3 2	13,358	9,236 12 11	3,313	180 0 3
Tetdywaddy ..	247	188 3 3	19 12 3	26 11 1	2,210	1,319 17 3	120 15 6	..
Glenloth ..	1,004	12 10 4	45 0 4	84 14 5	3,458	2,260 16 9	361 4 1	116 17 2
Fairview ..	93	1,403 0 8	10 0 9	11 17 10	290	164 16 10	11 9 0	..
Wycheproof ..	4,045	..	423 10 11	561 19 7	10,289	7,060 18 9	3,148 1 10	616 3 1
SEA LAKE LINE.								
Tyrell Creek ..	164	16 15 2	12 14 0	18 8 4	1,817	1,426 17 10	102 17 1	..
Nutlawil ..	287	28 6 7	13 14 6	45 4 11	2,868	2,177 8 2	390 14 2	0 10 0
Kaneira ..	476	60 8 8	19 7 4	70 14 10	1,973	1,563 2 10	768 19 0	3 17 9
Berrivillock ..	743	100 17 11	34 13 2	86 19 10	2,755	2,355 3 4	1,186 15 7	8 9 9
Boigbeat ..	107	21 11 7	4 15 4	12 8 4	840	727 11 5	128 2 2	1 2 0
Sea Lake ..	686	152 6 8	247 2 3	313 19 11	3,616	2,974 18 2	2,072 8 6	428 6 6
WEDDERBURN LINE.								
Wedderburn ..	2,194	580 14 6	176 4 10	307 10 5	17,348	6,447 2 6	2,374 11 4	21 6 10
BOORT LINE.								
Borong ..	926	119 8 3	45 17 6	57 2 6	3,118	1,473 3 1	411 17 8	20 1 6
Mysia ..	713	132 13 9	74 1 10	95 18 7	1,882	1,332 5 9	324 17 9	13 1 6
Boort ..	3,981	1,138 4 11	367 8 9	445 14 0	7,769	5,338 4 4	2,725 16 11	172 15 0

QUAMBATOOK LINE.									
Barrapoort	210	27 18 4	27 13 2	47 8 5	4,336	2,985 8 9	426	287 15 7	0 19 3
Gredgwin	149	19 9 4	13 13 5	18 12 2	620	453 8 0	125	91 6 7	34 7 6
Oakvale	132	21 1 10	8 3 8	22 8 10	1,521	1,114 12 1	187	140 7 11	11 2 6
Quambatook	858	237 4 8	145 11 10	211 14 9	4,253	3,211 8 9	1,264	1,561 16 4	85 14 6
ULTIMA LINE.									
Cannie	167	29 19 0	2 11 8	7 9 7	1,029	771 11 4	133	95 10 10	.. 7 9 6
Laibert	308	74 7 5	24 13 5	65 16 0	2,195	1,794 19 8	761	766 19 8	..
Meatian	79	27 1 6	2 0 0	10 5 8	2,212	1,786 15 2	263	135 5 5	..
Ultima	288	83 15 3	66 4 3	95 18 4	1,868	1,440 4 3	570	763 7 6	0 19 0
SWAN HILL LINE.									
Sydney Flat	725	26 2 10	4 13 1	5 14 11	..	..	..	..	..
Myer's Flat	577	13 9 5	9 4 1	15 3 9	..	..	..	..	..
Sebastian	1,724	116 8 10	23 5 11	41 19 5	3,425	930 7 0	400	248 6 5	..
Raywood	2,998	350 0 5	72 2 7	88 12 2	9,874	2,925 8 5	1,228	666 2 7	..
Tandara	1,594	209 5 7	35 14 11	71 18 9	5,594	2,700 11 11	842	512 0 7	32 3 7
Dingee	1,731	260 12 6	36 8 2	82 0 6	3,198	1,686 16 1	536	423 7 2	134 2 11
Prairie	1,253	244 17 0	24 0 2	71 18 2	5,544	3,405 14 8	744	494 18 5	31 17 0
Mitiamo	2,442	498 7 11	346 2 0	426 12 4	3,995	2,480 10 9	698	642 12 0	74 7 2
Mologa	884	176 6 2	37 9 1	67 19 6	2,436	1,497 1 7	346	261 0 2	22 4 10
Pyramid	3,697	945 2 11	312 1 1	403 7 6	5,470	3,876 6 2	1,944	2,276 7 4	142 1 3
Mincha	764	85 15 11	39 7 9	43 0 1	1,180	1,168 3 10	535	285 1 1	62 14 4
Macorna	2,223	548 18 8	69 2 1	142 13 7	3,427	3,439 6 10	1,492	1,822 9 2	222 12 8
Tragowel	584	57 5 5	33 15 1	59 17 0	578	603 7 6	324	125 18 11	6 4 6
South Kerang	..	..	13 12 5	14 12 4	70	61 7 0	9	2 7 1	..
Kerang	8,158	2,897 10 10	759 13 7	1,067 7 8	8,242	6,310 13 3	4,638	6,941 9 0	1,066 9 0
Reedy Lake	259	8 0 2	8 14 6	16 17 0	254	141 5 3	13	9 1 1	21 7 1
Lake Charm	1,694	100 0 7	21 3 6	62 2 6	906	679 11 4	210	199 0 6	44 12 8
Mystic Park	1,774	158 0 0	12 9 10	46 10 6	1,275	990 11 4	356	262 11 9	119 16 9
Lake Boga	2,041	337 0 1	62 7 5	138 9 9	2,943	2,193 18 5	842	920 5 7	5 5 6
Swan Hill	4,376	2,167 11 5	571 10 4	876 8 9	4,692	4,583 15 6	2,799	5,240 1 1	993 9 3
HEATHCOTE LINE.									
Strathfieldsaye	..	..	2 11 0	2 11 0	..	..	..	..	..
Longlea	352	18 14 8	6 12 1	10 3 6	2,528	324 15 0	42	22 11 1	..
Axedale	2,353	158 17 10	52 11 11	54 14 8	9,079	1,219 7 8	325	179 18 0	8 19 9
Knowsley	2,178	189 15 8	178 13 1	72 11 9	14,428	3,475 6 0	483	239 13 4	53 18 5
Ingham	..	..	..	..	2,996	390 16 1	..	..	..
Derrinal	743	75 18 6	106 7 2	23 11 2	8,492	1,312 18 10	123	74 14 7	3 9 0
Heathcote	4,479	845 17 6	329 19 8	343 4 2	21,420	4,280 15 8	2,599	1,985 19 5	135 7 6
South Heathcote	1,091	160 11 2	181 3 5	51 3 6	14,070	2,448 3 5	490	344 6 9	0 17 6
Tooborac	1,213	187 13 10	435 5 10	122 18 3	7,967	1,927 19 0	441	257 5 4	46 14 11
Pyalong	815	121 3 5	217 7 5	60 18 9	169	98 12 1	308	217 0 1	29 15 9
High Camp	867	104 18 9	149 18 3	43 18 1	689	257 14 2	158	93 4 5	12 16 9
Morandng	175	5 11 4	14 15 5	14 15 10	150	44 5 9	18	12 19 9	..
Willowmavin	604	4 12 7	10 2 10	12 6 1	472	138 3 1	47	15 3 6	1 8 6
Kilmore	2,961	403 18 7	500 6 11	479 1 6	2,159	762 1 3	2,076	1,147 2 3	174 12 8
Bylands	222	13 8 11	17 18 4	10 13 10	958	211 6 10	50	16 6 2	..
Leslie	34	2 11 1	2 11 2	3 9 4	1,248	217 3 3	10	6 8 10	..

Deep Lead	490	46 2 8	125 4 9	31 11 8	422	70 6 3	34	51 1 10	219 9 6	..	12 17 9
Glenorchy	1,854	260 12 4	76 8 6	111 14 0	1,517	991 17 5	647	568 15 1	..	..	3 6 0
Wal Wal	727	46 4 3	23 7 7	34 4 8	926	279 16 3	184	79 2 1	..	..	305 11 1
Lubeck	2,773	451 0 6	79 6 10	131 0 2	2,367	1,749 18 9	655	645 15 6	..	..	..
Hopfield	..	..	..	..	..	..	..	..	..	..	..
Murtoa	12,392	2,918 11 8	358 6 6	529 5 3	8,304	5,565 6 3	5,614	3,759 0 3	750 0 7	118 5 1	..
Jung Jung	3,210	353 4 5	83 18 0	125 6 7	8,286	6,177 2 10	1,387	1,226 2 7	16 2 4	17 8 7	..
Doeen	1,013	37 8 11	66 3 7	79 13 0	3,016	2,130 7 2	298	241 7 11	268 7 9	25 6 10	..
Horsham	20,203	5,489 8 1	1,062 1 9	1,509 6 6	14,919	11,259 4 9	11,894	12,112 12 4	1,045 12 8	573 12 3	..
Pimpino	2,600	188 1 6	43 4 2	69 13 6	4,923	3,730 9 7	493	263 4 8	27 4 8	2 3 10	..
Wail ..	1,243	71 12 11	47 19 2	57 16 11	4,256	2,827 0 8	202	119 16 0	..	1 17 9	..
Dinboola	11,956	2,388 12 0	521 3 9	683 14 6	9,158	7,305 17 4	3,495	3,801 12 10	369 3 2	116 7 10	..
Gerang Gerung	839	49 18 2	43 10 2	70 19 9	2,931	2,257 10 3	523	389 16 1	..	7 4 6	..
Kiata ..	706	85 13 10	42 15 7	56 7 9	3,858	2,945 4 4	689	367 4 5	1 5 0	2 11 1	..
Salisbury	535	54 15 6	45 11 5	53 15 7	3,501	2,437 13 5	387	186 7 8	..	..	..
Nhill ..	6,976	2,297 2 3	369 17 7	630 13 11	17,055	13,974 0 10	9,780	7,899 15 3	543 19 0	113 7 1	..
Tarranginnie	228	13 3 7	30 18 5	37 4 3	1,411	408 4 3	237	116 0 5	7 16 6	5 17 0	..
Diapur	1,402	128 4 3	56 9 2	92 9 5	5,596	4,080 17 4	901	688 13 11	20 1 6	2 5 8	..
Miran Piram	1,080	59 8 11	78 0 10	105 0 7	5,645	4,230 2 9	805	477 10 3	..	2 10 0	..
Kaniva	3,354	725 14 10	92 17 6	216 16 6	3,880	2,955 13 9	1,457	1,441 4 3	56 4 11	34 7 7	..
Lillimur	722	63 1 6	22 11 5	57 11 8	2,743	2,544 6 11	415	328 7 1	..	0 3 0	..
Leor ..	..	..	11 18 3	13 8 2	..	..	..	0 5 7	..	..	..
Serviceton	4,738	1,257 15 7	1,096 16 7	1,939 7 9	944	729 8 3	674	268 8 4	31 18 4	117 4 6	..
WILLIAMSTOWN LINE.											
South Kensington	162,950	1,194 11 4	38 2 1	61 14 6	26,346	2,173 3 2	32,785	27,761 14 1	..	..	..
Footscray	1,818,579	16,598 9 7	1,053 9 11	513 0 10	4,511	2,057 10 0	16,122	5,509 7 3	..	..	..
Yarraville	748,705	6,484 7 11	105 9 2	95 3 1	43,002	20,863 1 2	7,435	1,689 4 3	..	..	..
Spottiswoode	134,735	1,257 9 7	205 3 4	64 9 4	1,216	2,793 7 8	23,825	3,862 13 2	..	..	..
Newport	431,092	4,807 15 4	671 2 11	681 5 3	78,641	8,082 1 7	21,101	7,799 15 8	..	3,504 12 6	..
North Williamstown	493,479	6,304 13 5	298 17 10	247 17 4	855	92 5 7	5,509	1,557 13 6	..	..	..
Beach ..	319,641	4,348 19 10	86 0 0	103 16 6	..	..	..	..	..	..	..
Williamstown	288,799	4,052 19 5	297 3 5	335 14 7	..	..	..	..	..	..	..
Williamstown Pier	16,628	306 7 10	1,933 0 2	1,931 16 5	39,539	8,746 4 0	378,107	207,532 3 3	..	76 18 4	..
Williamstown Race-course	..	..	..	..	..	..	..	..	..	..	..
BACCHUS MARSH LINE.											
Australian Explosive Siding	..	..	..	..	1,556	496 13 1	1,468	261 19 7	..	..	..
Deer Park	5,283	127 7 10	96 10 6	52 14 0	181	30 1 5	692	170 9 5	..	5 11 6	..
Rockbank	3,776	146 11 11	78 1 7	63 1 10	1,011	195 10 7	377	75 18 5	0 13 0	3 10 9	..
Melton	14,360	804 16 10	908 1 10	380 5 0	7,135	1,249 3 5	1,711	612 2 7	63 7 3	38 12 8	..
Staughton Siding	..	..	..	..	920	134 19 3	6	1 1 6	..	..	..
Parwan	1,471	111 19 0	120 7 4	65 0 7	3,572	643 11 1	744	222 14 10	1 4 6	17 6 3	..
Bacchus Marsh	20,837	1,771 2 11	1,207 17 2	817 18 4	5,643	1,661 7 9	2,665	1,347 18 1	642 1 7	118 10 1	..
Rowesley	70	6 7 8	32 4 2	48 15 3	2,606	450 11 0	277	66 2 3	..	..	..
Ingliston	787	91 11 7	101 14 0	85 11 6	691	217 6 0	73	37 11 1	21 13 3	1 6 3	..
Bellan	9,932	1,162 13 9	426 1 2	366 13 1	9,389	1,583 6 8	1,460	949 12 8	951 13 4	194 3 9	..
Bradshaw	720	40 10 6	16 0 2	18 11 10	..	..	3	2 3 4	..	..	..
Gordons	10,494	1,025 15 0	143 18 6	176 3 4	1,796	535 9 6	1,521	685 7 4	..	..	..
Millbrook	3,383	161 14 6	35 16 8	26 14 8	1,972	589 15 0	133	56 19 9	70 13 4	4 18 6	..
Wallace	4,766	325 13 3	54 16 10	70 19 0	6,138	2,097 13 9	2,480	702 9 6	49 5 9	26 4 9	..
Bungaree	3,780	294 6 7	75 8 10	104 16 1	9,276	3,280 8 1	420	230 9 6	9 12 9	4 13 0	..
Dunstown	6,203	205 14 4	84 15 11	71 6 11	2,021	757 15 10	384	159 2 1	0 12 6	3 6 9	..

No. 20.—RETURN OF TRAFFIC AT EACH STATION—continued.

TATIONS	PASSENGERS.		PARCELS, ETC., DOGS, HORSES, CARRIAGES, MISCELLANEOUS.		GOODS.				LIVE STOCK.		
	Outwards.		Inwards.		Outwards.		Inwards.		Outwards.		
	Number of Passenger Journeys.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Inwards.	
		£ s. d.									£ s. d.
QUEENSCLIFF LINE.											
Geelong Show Grounds ..	..	..	..	1,073	408 9 1	..	7,515	..	..	£ s. d.	£ s. d.
South Geelong ..	15,186	1,314 1 0	244 14 3	..	191 16 7	..	..	1,911 5 11	..	..	..
Moolap ..	319	16 5 7	11 14 9	..	13 0 11	..	..	0 1 0	..	..	..
Leopold ..	687	38 8 5	10 0 0	143	13 8 7	..	34	11 6 2	..	..	..
Scarborough ..	..	212	11 4 0	..	11 5 2	..	..	..	..	..	..
Drysdale ..	5,985	400 3 10	254 11 10	5,450	159 5 11	..	1,085	326 9 0	92 14 0	129 18 3	..
Mannerlin ..	760	43 9 7	10 0 0	471	12 18 5	..	228	62 0 1	..	..	..
Marcus ..	809	147 12 5	123 10 0	..	35 1 6	..	..	..	..	..	..
Queenscliff ..	7,450	1,285 10 5	436 8 7	454	539 18 5	..	3,001	1,063 11 4	33 0 9	13 5 5	..
SOUTH-WESTERN LINE.											
Breakwater ..	..	..	0 15 6	..	0 15 6	..	..	..	..	..	..
Connemara ..	638	40 11 8	19 3 11	876	18 3 4	..	368	87 10 11	..	..	..
Germanstown ..	514	46 17 11	18 10 11	5	19 10 4	..	..	0 6 6	..	..	..
Pettavel ..	496	39 7 4	22 19 7	150	24 1 9	..	63	18 15 11	..	..	..
Moriac ..	2,118	217 10 4	82 1 11	2,645	90 16 2	264	376	101 15 7	47 4 8	41 11 3	..
Buckley ..	946	83 0 6	41 2 9	1,372	39 1 6	196	180	53 14 9	..	..	..
Winchelsea ..	5,203	775 10 6	155 19 8	4,356	239 17 4	944 4 9	1,448	614 18 1	311 4 10	49 7 8	..
Birregurra ..	8,373	1,169 3 2	263 13 5	959	277 14 11	466 6 8	1,015	531 13 2	241 12 8	123 5 9	..
Warncoort ..	667	131 2 11	44 3 5	822	42 5 6	316 19 5	187	112 7 0	..	1 1 0	..
Irrewarra ..	3,405	524 6 1	78 17 10	445	94 13 8	185 2 10	181	72 5 10	592 14 0	394 6 2	..
Colac ..	29,350	5,653 5 11	1,529 9 4	8,977	1,560 2 2	4,704 19 1	11,823	7,209 3 11	1,420 12 0	610 19 6	..
Larport ..	1,844	259 8 9	37 6 11	5,633	48 10 1	2,990 14 9	367	213 11 1	26 11 0	45 3 5	..
Pirron Yallock ..	3,350	352 19 0	120 6 0	298	108 17 2	299 19 1	318	156 17 1	418 8 6	107 8 2	..
Stoneyford ..	1,280	106 14 2	61 12 8	72	93 7 11	435 16 2	516	315 16 1	73 11 2	12 4 0	..
Pomborneit ..	2,997	310 9 5	87 8 7	415	93 8 2	245 2 5	548	248 14 8	953 9 0	25 2 4	..
Weerite ..	1,050	325 3 11	46 11 11	297	74 5 8	265 17 6	10,629	6,201 4 11	1,899 3 0	435 1 8	..
Camperdown ..	20,053	4,846 3 0	731 17 9	2,482	1,165 18 2	240 4 0	126	42 4 4	796 0 8	14 16 1	..
Boorean ..	434	18 13 2	24 3 2	196	30 17 6	3387 5 4	9,578	5,133 19 7	1,958 12 2	389 3 5	..
Terang ..	21,729	4,107 10 9	674 1 5	2,927	949 14 0	526 3 9	788	502 8 10	19 13 0	19 13 0	..
Garvoc ..	2,002	115 17 4	61 2 5	1,243	105 9 5	1,043 13 0	487	288 5 9	97 2 6	3 11 0	..
Pannure ..	2,184	278 10 7	50 14 7	3,855	65 13 6	60 1 6	81	44 7 3	..	..	..
Cudjee ..	1,012	65 17 5	41 14 7	90	49 4 8	836 9 3	771	492 1 3	484 12 0	39 4 2	..
Allansford ..	2,693	507 1 10	109 15 0	879	103 5 7	6,696 17 1	32,603	7,676 14 10	1,364 9 9	389 12 3	..
Warnambool ..	29,712	7,033 11 1	1,825 18 10	23,403	2,220 0 10	0 13 0	458	59 19 3	..	..	..
Dennington ..	37	2 5 3	36 15 3	..	40 18 8	1,959 12 4	457	170 3 1	67 0 3	88 16 6	..
Illowa ..	2,249	246 15 10	74 13 0	4,398	87 14 2	4,678 3 2	2,466	1,345 10 5	1,237 6 6	143 2 8	..
Koroit ..	14,568	1,779 0 7	366 15 2	7,474	442 15 9	154 8 0	48	10 8 1	..	..	..
Crossley ..	827	12 19 4	13 2 0	405	20 12 6	5 4 8	70	21 15 0	..	..	..
Kirkstall ..	432	12 15 7	17 13 8	31	15 12 1	..	..	0 9 6	..	..	..
Rosebrook ..	224	9 14 5	5 12 0	..	8 9 1	..	..	..	..	1 2 9	..

Moyne	410	12 11 6	777 12 3	1 15 9	190	28 4 11	54	16 2 4	224 12 10	87 1 9
Port Fairy	5,657	1,406 8 7		490 0 5	2,072	2,076 18 11	2,241	1,302 19 10		
WENSLEYDALE LINE.										
Layard	...	...	...	...	644	100 17 1	11	3 5 4	...	...
Gherang	...	...	...	...	2,411	406 6 8	12	5 8 0	...	...
Wombete	...	...	...	...	2,057	359 13 0	3	1 9 6	...	...
Wensleydale	...	...	...	...	2,442	467 17 8	47	25 15 6	...	...
FORREST LINE.										
Whoorel	4	0 18 2	8 1 5	8 14 1	276	66 5 2	77	29 19 5	...	...
Dean's Marsh	1,645	272 13 3	78 9 7	123 14 7	717	336 4 7	453	282 4 5	18 0 1	9 9 6
Pennyroyal	425	16 15 4	37 5 8	45 6 8	300	117 13 10	83	45 18 6	8 4 3	...
Murroon	452	20 0 5	30 13 4	48 10 9	1,324	387 15 6	141	83 1 3	34 16 0	5 10 3
Barvon Downs	1,154	50 0 10	49 11 10	73 16 11	7,629	3,048 10 10	498	244 9 6	3 13 7	...
Gerangameto	359	10 9 7	22 17 2	33 3 0	563	203 15 9	69	38 10 8	3 8 10	...
Yaughier	219	23 16 5	19 12 9	22 15 8	81	76 3 8	39	21 5 7	...	...
Forrest	1,955	394 12 9	152 1 8	248 1 11	15,063	7,312 17 3	855	629 6 4	5 17 6	42 5 4
BEEAC LINE.										
Ondit	445	16 3 10	57 18 10	56 9 1	2,306	1,080 12 3	426	135 17 6	39 2 9	13 2 10
Kerr's Lane	94	5 6 11	...	...	...	...	...	...	...	...
Beeac	3,162	492 11 3	298 6 3	307 19 2	2,613	1,330 4 1	3,384	1,276 7 0	526 14 6	50 10 10
BEECH FOREST LINE.										
Coram	380	11 16 6	10 0 0	10 2 0	...	...	...	...	...	...
Barongarook	640	22 7 5	10 14 0	11 14 4	20	173 7 7	14	4 15 7	...	...
Kawarren	218	13 15 0	12 3 10	18 17 4	936	24 3 0	79	24 3 0	1 0 0	...
Love's River	282	20 19 8	29 15 7	14 3 7	50	8 17 7	24	8 17 7	...	...
Gellibrand	2,061	188 2 0	19 17 7	38 3 5	1,533	397 9 3	179	100 11 4	1 6 0	...
Moorbanool	213	20 8 9	15 11 11	15 18 9	35	17 18 8	19	10 19 11	...	...
Wimba	537	33 1 7	10 16 8	15 3 2	3	4 9 5	15	9 14 4	...	...
McDevitt*	6	0 6 0	0 17 0	0 9 6	...	...	2	0 19 5	...	...
Weepoinah	367	34 9 7	13 14 8	15 16 2	2,436	1,216 11 9	74	37 5 6	...	0 14 0
Beech Forest	2,592	434 6 6	146 13 10	215 6 2	3,592	2,242 2 4	1,116	1,031 7 9	24 3 9	27 9 8
TIMBOON LINE.										
Naroghid	71	6 5 10	17 10 9	21 17 9	1	2 5 6	111	18 4 0	...	...
Cobden	435	45 4 11	84 16 11	137 3 8	880	1,133 9 1	2,835	1,917 16 2	91 2 10	15 13 7
Glenfyne	200	21 14 0	21 4 11	25 8 10	460	77 12 10	108	59 10 5	...	...
Timboon	866	164 13 7	107 0 5	218 17 8	5,755	1,074 16 3	658	436 1 7	4 1 9	1 9 5
MORTLAKE LINE.										
Mortlake	5,087	1,114 14 8	315 19 6	469 18 0	1,317	1,482 19 9	4,960	3,201 9 3	826 12 9	35 18 5
PENSURST LINE.										
Warrong	93	8 11 7	5 5 8	5 2 6	29	3 17 6	21	7 19 10	...	...
Woolthorpe	206	36 9 1	16 15 5	83 16 8	2,089	298 17 1	80	34 19 1	22 14 9	80 9 10
Hawkesdale	1,470	198 13 0	34 0 3	11 18 3	1,104	284 2 5	512	240 0 11	778 9 1	17 1 8
Minhamite	252	64 8 0	11 18 3	20 9 11	160	198 1 8	126	53 8 11	...	121 8 3
Purdeet	521	119 10 5	7 17 4	24 2 1	129	77 11 1	93	54 17 10	...	0 13 0
Penshurst	4,713	774 17 10	337 1 5	480 2 1	928	1,106 19 11	1,750	1,063 8 3	1,193 9 5	37 19 1
Croxton East	201	15 18 9	11 3 0	12 11 0	155	62 18 0	53	25 15 11	...	...
Yatchaw	177	13 17 8	0 12 9	3 12 2	59	52 0 6	46	17 9 0	4 3 0	0 10 0

* Open for only portion of the year.

No. 20.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS, ETC., HORSES, CARRIAGES, DOGS, MAILS, RENTS, MISCELLANEOUS.		GOODS.				LIVE STOCK.	
	Outwards.		Outwards.		Outwards.		Inwards.		Outwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.
		£ s. d.								£ s. d.
RAINBOW LINE.	Ellam ..	59	2 8 4	7 15 10	1,848	13,319	2,522 3 5	30,758	12 13 0	
	Pullet ..	33	1 12 10	2 16 5	1,005	19,559	2,269 6 8	37,166	86,966 3 7	
	Rainbow ..	1,340	347 9 8	73 14 5	6,400	..	5,400 12 4	2,972	11 4 0	
NORTH EASTERN LINE.	Kensington ..	831,874	5,751 0 2	95 12 3	120 5 5	13,319	2,522 3 5	30,758	12 13 0	
	Newmarket ..	961,192	7,293 3 9	1,565 6 3	1,102 19 10	19,559	2,269 6 8	37,166	86,966 3 7	
	Flemington Race-course ..	..	..	1 8 9	87 4 7	..	97 3 3	164	317 14 3	
	Show Siding ..	1,670,616	13,728 5 8	177 1 8	196 3 1	..	..	..	..	
	Ascot Vale ..	1,136,035	10,958 10 3	182 6 0	364 4 9	..	..	..	3 8 4	
	Moonee Ponds ..	828,718	9,714 18 3	287 9 7	326 3 2	13,230	273 1 7	13,230	..	
	Essendon ..	5,674	76 5 1	9 0 0	9 2 6	..	..	..	..	
	North Essendon ..	15,871	247 4 4	18 13 3	33 17 10	..	..	..	..	
	Pascoe Vale ..	39,753	636 2 1	47 11 3	48 1 1	..	37 7 5	595	12 14 0	
	Glenroy ..	16,278	318 10 9	324 5 8	120 0 5	149	41 6 3	1,206	182 11 1	
	Broadmeadows ..	2,092	73 18 8	50 19 11	50 0 9	..	107 12 3	802	.. 6 1	
	Somerton ..	4,511	239 10 10	244 13 5	87 19 2	514	187 8 5	1,109	219 6 1	
	Craigieburn ..	4,120	244 2 4	455 7 4	91 18 9	436	40 5 2	158	293 12 9	
	Donnybrook ..	1,840	141 8 0	142 10 11	53 11 4	112	40 5 2	51 4 3	252 8 10	
	Beveridge ..	6,253	586 18 7	172 15 5	173 2 5	3,079	616 9 5	675	228 3 1	
	Wallan ..	..	..	..	..	535	83 18 11	..	..	
	Merri Merri Siding ..	575	57 5 2	14 6 9	16 7 6	..	..	..	31 5 8	
	Kilmore Junction ..	3,827	335 2 0	98 8 1	135 19 7	5,334	1,021 5 11	425	2 12 3	
	Wandong ..	7,631	1,134 9 3	176 15 8	150 3 5	133	113 17 8	135	335 6 1	
	Kilmore East ..	6,939	1,073 12 7	196 3 10	326 6 4	4,107	1,268 7 2	3,485	76 10 3	
	Broadford ..	..	..	..	..	1,894	996 3 3	1,275	..	
	McDougall's Siding ..	..	..	..	..	2,148	501 16 3	..	..	
	Lowry Siding ..	7,883	1,091 3 8	258 6 6	260 1 9	2,566	893 18 0	264	66 13 1	
	Fallbrook ..	..	..	..	..	656	182 2 6	..	..	
	Dysart ..	23,914	4,483 9 8	2,140 2 0	2,283 0 7	16,277	4,796 11 3	21	771 19 3	
	Seymour ..	2,714	477 17 5	90 0 3	92 7 5	2,075	612 3 7	256	15 16 10	
	Mangalore ..	..	..	..	..	1,654	514 3 11	..	..	
	Mangalore Pits ..	3,943	485 17 2	212 0 2	185 3 5	3,867	1,467 5 8	900	30 4 9	
	Avel ..	810	61 18 7	21 16 0	26 14 6	2,082	717 6 2	92	..	
	Morac ..	1,952	177 17 11	73 1 8	51 13 1	8,319	2,958 3 4	267	0 10 0	
	Locksley ..	3,558	485 5 5	345 2 4	172 10 7	10,064	4,026 19 7	1,160	45 4 11	
	Longwood ..	289	18 14 5	18 18 1	20 5 4	6,728	2,582 8 11	46	..	
	Gaighan ..	11,951	2,748 6 6	1,140 11 7	672 5 8	17,966	8,676 2 1	4,427	490 5 5	
	Terora ..	..	..	..	..	2,567	1,128 16 8	..	5 17 6	
	Balmattin ..	442	18 8 11	18 4 2	27 1 11	..	..	..	..	

Violet Town	5,277	940 0 4	559 3 10	309 17 10	15,863	7,593 15 11	1,616	[1,626 17 0	402 4 6	164 18 9
Baddaginnie	1,629	193 3 1	139 3 6	96 8 8	11,361	5,693 12 10	544	381 0 11	118 17 5	59 10 7
Benalla	24,129	5,749 15 9	1,870 1 1	1,830 9 0	12,235	7,099 10 10	6,126	6,773 19 5	1,530 15 8	544 11 5
Winton	740	57 6 6	46 6 8	64 17 2	4,137	2,232 0 1	89	74 11 7	..	..
Glenrowan	5,039	636 14 1	132 9 0	161 10 0	4,613	2,727 18 0	859	955 3 7	238 18 7	26 10 4
Wangaratta	31,334	6,627 4 10	1,279 11 4	1,594 10 9	14,454	8,080 15 3	12,134	11,367 19 11	1,053 14 2	524 10 10
Beechworth Junction	718	100 16 2	41 12 3	45 13 10	1,328	694 14 4	437	232 5 3	..	..
Springhurst	5,859	795 3 4	49 16 11	100 16 9	2,468	1,258 12 11	773	640 6 11	332 10 9	23 1 6
Chiltern	8,832	1,901 2 2	217 5 3	423 5 11	1,868	828 5 5	6,578	5,270 7 9	34 16 2	24 8 1
Barnawartha	3,219	469 15 3	58 14 6	110 4 1	1,622	1,163 16 10	840	797 0 0	836 17 5	10 2 3
Wodonga	14,646	3,066 18 11	1,824 18 6	1,409 1 0	6,545	7,086 7 11	8,763	9,181 1 6	13,671 2 9	2,325 11 7
TALLANGATTA LINE.										
East Wodonga	77	1 14 3	..	..	..	..	..	..	..	..
Bonegilla	156	5 14 11	..	..	..	..	..	..	..	..
Bethanga Road	3,229	439 17 3	110 11 7	158 13 8	1,134	1,366 17 10	1,671	2,596 15 3	1,303 14 2	83 17 10
Huon	2,738	202 1 7	72 10 0	142 10 6	563	783 13 10	856	1,280 6 2	1,190 17 9	47 1 5
Bolga	231	33 18 1	15 15 4	41 8 3	18	36 13 10	13	17 13 4	..	1 11 0
Tatonga	..	..	..	..	..	..	..	..	975 5 10	18 16 6
Tallangatta	6,604	2,113 14 6	274 11 10	623 17 4	1,501	2,354 4 2	3,394	6,688 19 10	4,160 8 8	144 12 8
COBURG LINE.										
Macaulay Road	129,745	799 15 6	90 3 2	90 3 11	..	..	..	..	..	..
Wilmington Bridge	121,031	795 9 1	76 18 9	74 6 9	..	..	..	..	..	..
Royal Park	55,742	390 3 7	41 18 0	66 10 2	..	..	..	..	..	..
South Brunswick	223,020	1,194 16 6	193 6 1	180 17 3	14,063	3,897 2 9	10,607	3,281 10 6	..	..
Brunswick	360,130	1,718 2 5	244 7 8	233 19 7	2,658	475 18 8	7,177	2,361 15 0	..	..
Moreland	249,989	1,185 0 1	135 15 5	109 17 9	7,970	700 19 10	12,597	4,444 4 5	..	..
Coburg	428,840	2,956 13 3	246 14 3	212 8 4	133	122 6 5	2,826	890 9 9	..	..
PRESTON AND WHITTLESEA LINE.										
North Carlton	49,859	428 1 4	103 1 10	296 10 5	3,216	549 1 2	10,933	3,904 4 11	..	..
North Fitzroy	199,931	1,661 15 0	298 0 10	551 15 2	1,748	1,300 15 6	11,800	3,309 4 0	..	..
Fitzroy	..	..	290 8 6	307 18 3	1,262	544 3 11	40,396	14,661 10 11	..	..
Northcote	131,517	971 17 1	57 18 5	69 9 10	..	..	..	..	..	..
Middle Northcote	195,015	1,292 15 9	95 13 11	68 17 2	10,777	2,599 11 5	4,630	1,540 15 5	..	..
Croxton	174,634	1,085 13 11	34 11 9	43 11 5	24	23 10 8	2,975	559 6 6	..	..
Thornbury	120,643	830 7 9	28 14 3	32 9 9	..	..	..	..	..	..
Preston—Bell Street	203,752	1,608 9 4	88 14 5	59 14 10	..	..	..	..	..	..
Murray Road	128,200	1,077 18 11	26 10 11	29 18 5	208	71 12 0	1,811	600 18 4	1 10 0	1,542 14 7
Regent Street	119,083	1,170 17 3	40 1 0	45 3 1	..	..	..	..	..	..
Reservoir	23,057	290 11 9	166 14 7	41 3 10	..	..	..	..	..	..
Thomastown	..	..	16 13 3	18 16 8	56	12 14 5	801	175 12 10	15 0 3	24 11 2
Epping	7,922	175 12 0	157 19 9	157 1 0	..	0 2 9	182	33 13 10	..	..
South Morang	4,851	151 9 0	270 7 9	107 18 3	117	27 10 4	1,980	653 6 7	2 18 3	31 9 0
South Yan Yean	8,525	304 14 4	377 10 6	119 12 9	219	33 16 3	747	229 4 6	10 6 0	43 0 5
Yan Yean	4,783	185 3 9	253 12 7	65 10 0	513	89 8 3	890	347 11 0	37 14 4	10 16 6
Whittlesea	9,910	565 1 4	522 4 3	231 15 11	798	126 10 7	531	165 10 10	0 10 0	2 15 0
					4,949	885 15 4	1,377	548 0 2	156 6 10	83 1 3

DOOKIE LINE.																						
Pine lodge	302	15	4	10	29	17	10	39	0	2	4,310	2,265	10	4	195	83	3	2	..	15	15	10
Lamrock Siding*	..	..	..	..	..	..	..	..	..	..	129	30	11	8	..	..	..	..	..	..	..	
Cogrove	902	74	5	0	45	12	3	62	1	0	8,246	3,443	12	1	523	400	18	0	137	7	4	
Dookie	3,006	707	15	11	226	7	4	345	5	6	3,780	2,425	2	6	2,324	1,978	0	8	262	68	16	11
KATAMATITE LINE.																						
Yabba South	99	5	7	6	0	15	6	2	2	4	762	384	16	9	2	0	13	9	..	..	..	
Yabba North	284	21	9	4	23	2	1	48	2	3	3,230	1,769	14	3	214	152	6	8	..	21	9	0
Youamite	220	18	18	11	3	11	4	32	8	10	2,133	1,411	6	10	372	267	17	4	..	0	17	0
Katamatite	922	232	2	9	122	6	11	160	19	11	4,744	3,063	0	6	783	985	9	1	307	43	19	8
NATHALIA LINE.																						
Waaka	1,064	76	18	3	34	6	9	66	7	8	6,378	3,853	17	2	299	259	12	10	130	145	15	10
Nathalia	3,790	1,163	13	3	266	8	9	463	15	6	10,050	6,828	6	6	2,573	3,841	3	0	514	195	1	11
PICOLA LINE.																						
Barwo	104	14	0	2	0	6	0	0	6	0	..	..	..	..	..	..	..	..	..	..	..	
Picola	1,013	267	15	9	116	2	8	142	10	3	7,063	4,145	19	0	695	719	3	10	45	6	7	6
TOCUMWAL LINE.																						
Tocumwal*	521	272	4	2	38	14	10	72	3	4	1,739	1,148	9	7	750	1,398	13	9	0	252	8	2
YARRAWONGA LINE.																						
Nooramunga	1,164	84	16	3	11	1	7	16	8	2	515	277	16	8	44	34	9	5	24	19	9	0
Goorambat	2,160	258	7	10	50	15	10	98	4	7	4,032	2,400	8	11	705	706	10	1	86	5	0	0
Devenish	2,832	349	19	11	57	2	9	98	5	7	4,698	2,085	8	11	964	98	12	2	167	18	2	2
St. James	3,636	681	6	4	134	3	5	246	1	8	8,072	5,029	1	3	1,355	1,659	12	2	341	13	0	0
Tungamah	3,145	712	3	6	176	3	4	240	8	7	8,127	5,493	18	8	1,588	1,982	17	11	226	5	0	0
Telford	990	147	8	7	50	13	5	82	5	2	4,443	2,889	15	1	285	248	6	10	105	5	2	2
Yarrowonga	5,338	2,312	18	9	558	16	6	904	2	8	27,320	19,461	5	10	4,937	7,345	17	7	2,015	2	6	6
WHITFIELD LINE.																						
Clarke	45	0	17	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Lacey	19	0	15	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Oxley	730	44	19	6	18	13	4	24	3	8	112	31	14	3	78	47	9	10	..	..	..	
Skelan	73	3	9	10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Dockers	809	46	1	10	17	17	11	23	16	7	433	93	0	5	..	36	14	2	..	..	..	
Byrne	287	16	17	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Moyhu	3,020	249	11	1	45	1	1	86	7	9	1,360	489	5	5	..	713	5	2	34	14	1	1
Angleside	171	10	18	9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Claremont	163	13	2	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Edi	1,746	163	0	11	46	16	11	61	1	0	1,518	440	19	9	..	105	19	11	5	16	5	5
Milne	763	77	19	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Whitfield	3,337	442	17	1	150	2	5	212	16	5	3,566	998	15	8	..	430	11	1	27	1	1	1
BEECHWORTH LINE.																						
Londrigans	554	35	14	5	2	13	1	15	9	3	496	197	14	5	132	90	17	2	..	..	..	
Tarravangee	1,733	103	0	2	30	12	4	88	1	6	2,925	787	1	4	471	582	18	5	..	..	..	
Everton	3,724	434	1	2	98	5	2	115	6	7	2,222	674	9	3	172	252	0	3	46	8	6	6
Lee's Crossing	356	11	12	9	..	..	..	0	4	0	..	..	..	..	..	..	..	..	..	..	..	
Beechworth	11,721	2,826	13	11	529	0	11	896	2	11	3,787	1,815	6	3	7,828	7,619	13	9	18	7	5	5
Woorraagee	143	7	18	1	22	2	6	25	16	8	705	300	7	2	147	81	1	4	..	..	..	..
Yackandandah	1,878	399	18	0	51	8	7	163	17	0	2,200	831	7	8	1,659	2,339	15	5	..	..	..	..

* Open for only portion of the year.

No. 20.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		HORSES, ETC., MAILS, RENTS, MISCELLANEOUS.		GOODS.			LIVE STOCK.					
	Outwards.		Inwards.		Outwards.		Inwards.		Outwards.		Inwards.		
	Number of Passenger Journeys.	Revenue.	£	s. d.	Revenue.	Tons.	£	s. d.	Revenue.	Tons.	£	s. d.	
		Revenue.											Revenue.
MYRTLEFORD LINE.													
Brookfield	128	2 19 9	3 18 0	4 10 9	1	1 8 4	2	1 19 5	..	..	218 4 2	..	
Bowman	825	73 10 11	22 18 10	55 17 2	2,535	644 13 3	281	303 1 4	..	..	616 5 9	1 8 0	
Palmerston	430	20 1 2	9 13 3	26 18 7	1,146	311 8 8	79	69 19 10	..	..	..	2 2 0	
Myrtleford	3,548	833 13 4	265 1 3	360 13 10	2,071	1,012 10 9	983	1,636 16 1	..	..	..	63 8 1	
BRIGHT LINE.													
Woodaja	394	23 0 0	3 17 4	16 4 2	526	283 10 0	69	71 6 10	..	..	..	2 10 6	
Eurobin	351	15 1 5	10 3 3	24 5 4	1,224	366 2 6	170	180 5 4	..	..	..	..	
Porepunkah	1,055	80 1 8	4 2 2	88 10 11	1,017	385 14 8	563	940 1 4	..	..	..	17 5 3	
Bright	3,768	1,678 6 11	210 4 1	500 17 5	492	717 6 6	2,567	4,329 19 1	..	..	59 5 9	39 9 7	
WAGGUNYAH LINE.													
Lilliput	1,158	29 4 0	5 5 4	8 3 10	276	98 5 8	49	47 3 1	..	..	..	0 8 2	
Great Southern Consols	..	..	..	..	..	..	3,684	405 15 0	..	..	..	..	
Rutherglen	17,920	3,498 14 5	298 7 10	755 9 3	5,245	4,257 0 2	15,894	11,569 7 11	31 15 1	..	..	62 19 9	
Waggunyah	11,279	2,520 0 6	365 7 11	614 1 3	7,498	7,163 1 0	6,249	8,448 9 11	2,990 13 2	..	..	130 3 8	
EASTERN LINE.													
Prince's-bridge (Country, &c. Suburban	298,051	41,716 6 3	11,503 19 4	7,278 17 8	..	..	..	..	..	..	..	..	
Hawkeburn	1,853,911	24,755 19 6	339 7 10	644 14 3	..	..	..	..	..	..	..	..	
Toorak	1,593,364	13,317 2 9	495 16 0	780 11 0	1,330	701 18 8	34,016	8,639 3 7	..	..	..	..	
Armadale	632,609	6,894 19 5	216 8 5	350 14 2	..	..	..	..	..	..	..	..	
Malvern	1,053,341	12,288 12 0	303 2 8	587 17 5	147	58 0 3	14,791	3,479 17 7	..	..	..	..	
Caulfield	1,184,114	14,288 14 6	1,643 16 8	1,063 9 5	625	117 1 0	5,976	1,120 9 11	176 9 9	..	..	..	
Rosstown	548,973	8,116 7 3	27 12 4	30 15 2	..	..	..	..	..	..	..	356 2 4	
Murrumbidgea	63,423	706 18 11	72 8 9	78 0 10	150	10 7 0	835	190 9 4	..	..	..	..	
Oakleigh	139,471	1,750 18 8	230 0 6	207 8 8	234	114 14 11	5,721	1,076 0 4	25 15 7	..	..	14 6 9	
Clayton	297,686	4,714 10 7	83 13 4	47 13 10	30	7 17 10	1,813	190 6 7	..	..	..	..	
Spring Vale	24,571	434 7 9	101 12 1	211 5 3	293	99 15 10	2,537	285 1 7	..	..	..	..	
Spring Vale Cemetery*	24,327	505 1 11	..	101 0 0	..	..	..	..	..	..	..	..	
Sandown Park	..	..	..	83 15 6	..	..	..	..	..	..	..	..	
Dandenong	93,911	3,720 9 11	1,035 7 4	757 17 7	4,017	880 1 5	8,568	1,884 18 1	678 19 2	..	..	793 2 4	
Hallam	2,358	95 15 3	239 13 11	57 0 3	506	74 19 5	236	71 7 2	..	..	..	..	
Narre Warren	7,488	317 6 0	196 7 6	131 6 5	1,247	424 4 6	1,137	434 3 11	57 3 4	..	..	22 14 8	
Berwick	12,106	807 19 5	205 12 5	209 2 5	8,709	1,548 7 11	1,609	594 15 5	115 18 7	..	..	106 6 2	
Beaconsfield	5,107	321 1 6	65 7 8	93 9 0	497	125 9 8	726	262 11 1	0 7 6	..	..	5 8 0	
Officer	2,140	155 7 7	250 10 4	66 15 10	1,142	220 13 6	263	95 14 2	0 13 0	..	..	1 18 0	
Pakenham	7,632	784 17 5	291 18 1	19 14 7	1,904	615 12 1	1,564	710 11 3	379 11 0	..	..	224 1 5	

Nar-nar-oon	..	2,938	324 18 1	68 3 6	125 7 11	3,824	796 19 2	899	412 8 6	34 6 5	64 8 6
Tynong	..	2,306	133 10 6	18 0 7	32 10 10	672	165 8 0	261	134 1 6	..	8 4 4
Garfield	..	4,304	452 6 10	48 8 1	115 12 6	2,221	586 8 1	898	469 6 5	..	32 14 8
Jefferson's Siding	..	..	..	..	..	892	..	..	..	..	..
Bunyip	..	8,193	764 16 4	86 15 5	171 10 2	3,741	1,255 11 4	1,477	824 8 2	.. 6 9	72 7 9
Longwarry	..	5,966	516 7 6	107 6 5	160 12 11	3,606	858 4 4	741	447 17 9	45 17 3	1 3 0
Drouin	..	12,143	1,648 11 6	288 8 3	402 13 5	1,856	1,058 4 0	2,856	1,897 2 2	210 18 6	164 2 0
Warragul	..	29,023	3,889 15 6	1,087 9 8	1,269 11 2	3,231	1,560 19 6	6,526	3,337 13 1	1,278 12 1	705 2 5
Bloomfield	..	3,369	211 15 2	41 14 3	57 1 3	775	501 0 5	747	347 9 6	0 14 3	..
Darwin	..	4,110	275 3 3	48 1 4	83 19 9	908	283 3 3	579	304 16 3	6 18 3	3 11 5
Yarragon	..	8,035	855 0 0	132 3 0	210 3 10	682	540 19 5	3,368	1,554 12 4	278 14 0	243 18 1
Trafalgar	..	9,716	1,150 13 4	198 8 0	296 15 10	2,673	1,339 19 0	4,837	2,100 11 11	550 3 10	184 2 7
Moe	..	11,427	1,823 0 4	171 18 11	330 15 7	2,012	1,191 9 1	3,810	1,958 8 3	94 8 0	55 16 3
Morwell	..	13,381	1,943 4 6	267 0 5	361 4 10	2,085	1,117 7 2	2,355	1,909 18 11	658 9 4	165 7 1
Traralgon	..	16,176	2,892 17 8	562 15 8	736 16 8	2,134	1,572 0 11	4,457	3,557 7 5	1,643 17 11	340 2 7
Loy Yang	..	1,402	20 11 7	5 16 1	25	135	21 4 6	96	45 11 5	..	15 13 5
Flynn	..	1,308	160 13 10	34 6 1	53 8 2	182	131 11 3	194	141 7 3	260 5 2	69 1 7
Rosedale	..	4,734	698 4 0	146 19 4	236 11 3	634	421 15 6	727	639 10 5	307 4 2	..
Fulham	..	303	36 3 8	12 8 7	16 1 2	135	66 6 10	29	13 6 4	..	..
Sale	..	17,726	4,673 17 10	1,180 11 1	1,470 13 7	6,326	3,960 3 1	4,462	3,539 19 11	1,948 18 6	208 19 0
Montgomery	..	927	4 1 4	..	0 18 9	1,364	486 19 0	90	23 9 6	90 16 0	..
Stratford	..	7,438	1,021 16 9	197 10 10	265 6 2	1,578	797 0 3	767	566 19 8	971 17 4	128 6 10
Munro	..	1,172	94 12 5	8 19 9	22 8 11	175	137 18 7	87	36 18 10	..	1 4 6
Fembank	..	2,551	217 18 2	21 5 6	55 6 1	320	223 11 3	279	129 13 6	179 19 3	123 10 11
Lindenow	..	6,836	867 14 10	80 12 10	119 15 2	4,824	2,672 12 4	1,225	723 2 9	939 16 10	325 1 3
Hillside	..	1,234	43 19 3	13 10 1	35 10 5	2,180	1,284 7 11	182	114 15 11	141 8 1	16 15 7
Bairnsdale	..	12,509	5,564 16 3	696 19 5	1,177 2 11	4,473	4,463 10 8	4,871	3,505 11 9	3,043 4 3	689 19 2
FRANKSTON LINE.											
Glen Huntly	..	47,678	652 4 9	37 14 6	44 1 1	62	14 3 0	863	195 7 10	..	..
Ormond	..	74,574	922 5 11	53 7 5	43 5 11	555	68 19 11	691	158 18 6	..	..
McKinnon	..	35,375	518 7 3	18 19 1	22 2 1	..	..	..	..	..	..
East Brighton	..	61,485	936 13 3	32 7 2	46 8 9	151	39 17 1	3,667	710 16 3	.. 0 7 6	2 18 9
South Brighton	..	41,528	645 11 10	139 5 4	57 2 9	86	32 4 4	3,325	510 3 3	..	1 9 6
Highbett	..	40,244	576 9 8	24 5 8	27 18 8	69	8 11 4	759	88 3 9	..	..
Cheltenham	..	107,312	1,879 12 9	133 9 11	149 7 2	2,048	217 18 10	5,179	799 11 2	0 15 0	10 10 9
Mentone	..	111,297	2,264 11 11	174 15 7	347 2 3	141	64 12 10	4,931	822 16 4	6 1 3	10 2 9
Mordialloc	..	113,197	2,544 14 0	558 16 3	604 17 8	709	123 1 10	2,521	439 11 3	4 15 0	28 19 2
Aspendale Park	..	5,976	176 19 5	2 0 0	195 9 8	..	..	..	..	..	..
Carrum	..	11,836	417 5 6	118 10 6	91 4 6	8,875	916 19 2	1,122	271 7 1	0 18 0	25 11 11
Frankston	..	31,043	1,455 0 11	314 4 11	396 2 7	33,202	3,126 13 10	2,010	616 0 10	7 16 7	95 0 7
MORNINGTON LINE.											
Langwarrin	..	1,389	66 0 1	20 5 6	54 2 7	262	77 9 5	186	66 2 0	..	..
Mornington Junction	..	4,798	322 6 4	57 9 3	59 7 7	541	148 18 5	147	61 0 7	0 11 8	18 9 8
Moorooduc	..	392	6 1 2	34 3 11	24 2 6	40	11 19 0	13	7 10 1	126 14 5	82 15 11
Mornington	..	7,896	908 11 2	355 16 10	439 14 10	350	149 0 11	2,184	775 17 1	16 4 4	62 4 5
STONY POINT LINE.											
Sonewelle	..	2,566	168 0 6	83 0 10	88 9 4	1,996	762 18 1	1,673	524 0 0	..	1 8 6
Tyabb	..	1,024	69 11 2	33 4 9	36 12 11	1,619	348 12 11	212	101 12 8	2 0 0	11 11 6
Hastings	..	2,283	204 18 10	102 1 3	152 9 7	1,294	353 16 10	759	352 13 10	0 11 9	25 11 3
Bittern	..	1,980	290 15 11	143 16 10	143 6 5	2,133	427 2 0	531	272 9 9	90 6 3	163 5 4
Crib Point	..	149	17 16 5	10 0 0	13 3 7	..	..	10	5 12 7	..	..
Stony Point	..	2,766	315 7 5	117 11 0	244 16 10	786	483 5 2	822	355 7 10	2 17 0	16 8 1

* Open for only portion of the year.

No. 20.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS, ETC., HORSES, CARRIAGES, DOGS, MAILS, RENTS, MISCELLANEOUS.		GOODS.			LIVE STOCK.				
	Outwards.		Outwards.		Outwards.		Inwards.		Outwards.		Inwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	
		£ s. d.										£ s. d.
SOUTH-EASTERN LINE.												
Lyndhurst	2,099	92 2 6	691 16 9	1,255	278 1 9	789	168 6 7	1 18 6	11 14 3			
Cranbourne	6,447	494 11 6	332 3 11	1,751	473 2 4	1,622	437 12 0	153 19 8	126 15 1			
Clyde	2,863	234 9 10	282 18 9	650	217 1 3	468	153 0 7	5 11 1	31 3 4			
Tooradin	2,753	257 12 5	71 12 11	230	166 14 11	376	143 14 4	13 6 4	58 14 0			
Koo-wee-rup West	..	..	0 8 5	239	68 3 2	133	41 6 1	39 11 3	21 13 8			
Koo-wee-rup	3,158	337 13 9	68 13 4	822	354 7 11	846	390 14 1	16 1 9	24 0 10			
Monometh	1,863	242 12 5	55 18 1	48	46 9 11	338	155 3 5	347 14 6	116 0 3			
Caldermeade	1,244	163 1 11	21 5 0	80	52 13 0	289	170 6 10	358 11 7	187 13 8			
Lang Lang	5,068	777 10 9	135 2 7	864	560 2 3	1,362	846 18 7	532 17 6	226 18 3			
Nyora	4,380	685 7 7	76 12 7	530	459 8 1	1,186	864 0 8	850 6 6	402 13 1			
Loch	10,098	1,144 9 1	181 4 7	1,247	616 13 0	1,373	917 6 11	826 2 8	63 3 4			
Jeetho	3,649	376 16 4	52 13 4	253	153 17 10	495	267 9 10	423 18 5	321 15 5			
Bena	4,023	452 7 8	87 6 1	566	363 2 8	1,227	550 19 7	1,019 0 6	..			
Whitelaw	..	..	23 5 4	357	141 7 8	42	23 18 6	..	..			
Korumburra	31,071	3,871 18 5	1,763 12 5	11,763	3,889 8 1	9,458	4,370 11 1	836 0 0	561 19 10			
Kardella	4,337	226 16 2	39 8 0	146	107 13 4	220	179 1 6	20 5 4	12 3 3			
Ruby	2,494	235 8 8	37 15 3	252	166 1 2	393	281 10 1	272 5 7	47 7 4			
Leongatha	15,021	2,709 14 3	452 3 9	5,516	1,641 5 0	4,286	3,351 6 2	2,350 14 0	500 5 8			
Koonwarra	880	83 3 4	41 10 6	332	198 15 4	185	143 6 3	101 5 6	18 5 3			
Tarwin	1,265	138 3 10	30 15 7	104	69 18 9	174	125 0 10	483 6 0	58 13 0			
Meenyan	2,792	381 18 4	47 0 10	486	565 18 1	854	765 14 5	203 14 6	52 11 9			
Stony Creek	1,954	348 1 1	40 16 9	695	394 0 4	640	508 19 0	264 5 0	66 11 1			
Buffalo	1,410	191 13 11	21 18 10	141	67 11 10	326	334 2 9	112 11 10	50 14 2			
Boys	..	..	10 9 0	223	102 15 4	25	29 1 9	..	2 18 9			
Fish Creek	3,365	442 8 10	62 12 1	1,078	702 1 3	715	586 15 7	232 8 9	110 19 6			
Hodde Range	976	98 18 5	20 18 9	2411	1,883 15 7	179	161 18 5	6 2 0	3 14 0			
Foster	4,863	936 14 9	141 13 2	1,424	458 5 7	1,674	1,436 11 8	123 4 5	69 1 2			
Franklin River	1,426	70 0 1	35 2 6	228	285 6 1	188	151 8 3	..	14 8 0			
Toora	3,738	643 15 2	94 8 0	540	458 1 9	1,133	976 13 2	239 5 6	130 2 2			
Agnes	377	20 6 0	13 3 3	26	25 8 8	45	49 1 2	4 0 0	15 12 4			
Washpool	2,472	455 3 10	121 8 6	709	831 10 6	2,307	1,004 12 5	85 11 8	38 9 6			
Washpool Jetty*	7	0 3 6	..	6	13 10 10	3	2 0 6	..	..			
Hedley	273	27 18 1	12 8 5	214	72 17 10	83	87 4 2	..	..			
Gelliondale	1,160	302 1 2	26 7 9	185	109 5 9	181	218 19 8	2 0 0	43 6 10			
Alberton	3,967	1,305 19 4	178 15 9	1,552	1,776 2 2	1,883	1,618 4 7	1,840 13 4	107 9 7			
Port Albert	988	137 17 6	257 19 7	418	454 19 6	111	109 4 6	2 15 0	2 12 9			
Jumbuna	8,440	415 5 1	103 7 1	39,752	10,712 5 6	1,523	1,075 1 6	94 8 7	64 6 10			
Outtrim North	4,777	131 18 2	..	..	..	..	..	..	..			
Outtrim	4,352	665 0 7	156 3 6	25,677	6,469 9 9	1,634	1,345 7 3	..	..			

NEERIM SOUTH LINE.											
Lilloo ..	485	9 1 4	3 13 8	4 12 2	164	58 17 10	253	62 12 1	..	46 12 2	0 19 9
Bulu Buln ..	1,311	39 3 4	19 11 5	55 0 2	567	288 2 2	481	327 5 3	..	..	3 3 6
Bravington ..	215	7 6 4	4 5 3	5 11 2	25	17 13 9	15	7 4 8	..	..	..
Rokeby ..	1,028	39 17 10	4 12 4	21 14 8	646	291 17 6	211	10 3 5	44 2 0	..	3 16 8
Crossover ..	1,538	58 7 0	..	19 13 11	1,782	546 11 7	81	39 2 9	..	..	1 15 9
Neerim South ..	4,647	671 5 2	193 3 0	285 13 7	3,206	1,528 3 8	1,541	1,265 5 2	336 14 0	..	101 6 9
THORPDALE LINE.											
Coalville ..	851	18 14 5	31 16 4	61 17 6	57	40 5 6	105	74 16 1	1 2 0	..	3 18 8
Narracan ..	1,242	45 17 1	54 11 3	89 7 7	490	248 9 8	466	348 18 2	39 14 3	..	8 7 3
Thorpdale ..	1,763	324 4 6	138 16 9	206 19 7	621	447 5 8	1,012	770 0 10	150 7 9	..	10 15 9
NORTH MIRBOO LINE.											
Hazelwood ..	75	3 0 8	0 15 10	1 11 7	1	1 2 9	99	18 6 5	..	..	1 15 3
Yinnar ..	2,267	219 10 5	60 11 11	94 1 6	355	471 19 8	903	604 3 5	150 14 11	..	4 6 6
Boolara ..	4,116	471 4 8	79 3 1	161 8 4	777	526 0 10	1,253	935 1 8	174 11 1	..	23 2 11
Skinner's Siding ..	..	..	..	..	801	544 17 8	2	0 7 0	..	..	..
Darlinurla ..	1,985	113 14 1	27 6 7	56 10 1	1,420	297 17 0	162	120 14 3	..	..	2 8 6
North Mirboo ..	3,743	800 16 6	291 4 4	402 3 0	754	822 5 2	2,296	1,716 16 9	674 3 3	..	243 12 4
HEYFIELD LINE.											
Glengarry ..	2,302	243 11 4	47 7 1	67 14 3	1,425	694 1 6	259	244 14 10	398 12 9	..	69 6 6
Toongabbie ..	2,593	320 4 2	420 8 9	170 9 9	471	371 1 3	2,169	2,127 12 3	4 5 4	..	10 5 9
Cowwarr ..	2,394	403 2 9	70 16 11	101 17 3	317	324 18 11	646	634 0 3	637 17 3	..	95 11 9
Dawson ..	2,050	37 17 8	23 3 1	30 11 0	1,255	620 1 11	13	14 13 3	..	..	..
Heyfield ..	3,438	698 3 6	278 17 1	366 2 11	688	619 15 0	1,308	1,211 6 0	406 15 1	..	36 14 1
MAFFRA LINE.											
Tinambra ..	1,671	458 15 7	87 8 5	140 16 4	466	458 16 8	570	493 2 8	1,218 15 10	..	191 17 1
Maffra ..	6,309	1,423 10 2	330 12 2	472 12 0	1,478	769 17 1	2,472	2,252 8 6	1,293 4 9	..	241 9 6
BRIAGOLONG LINE.											
Boisdale ..	237	44 4 7	45 1 3	59 1 11	673	615 5 2	364	222 15 4	101 11 9	..	23 2 8
Bushy Park ..	13	1 16 5	24 15 10	26 8 0	103	57 7 4	35	42 17 0	..	..	..
Briagolong ..	396	105 3 8	68 16 11	110 14 3	1,057	468 9 0	503	348 2 5	109 18 10	..	9 18 5
HEALESVILLE LINE.											
East Richmond ..	885,402	5,779 18 8	148 1 10	103 4 0	..	..	..	..	..	..	..
Burnley ..	774,653	5,348 2 7	240 13 5	326 10 4	6,021	2,512 6 10	54,906	17,527 0 0	..	..	..
Hawthorn ..	1,005,295	9,579 10 5	267 6 3	281 10 9	341	293 5 1	17,901	3,817 0 1	..	..	..
Glenferrie ..	1,359,430	13,898 5 9	230 11 2	250 4 3	..	..	..	..	..	..	..
Auburn ..	1,323,019	13,996 4 0	187 16 3	212 9 4	..	..	..	..	..	..	..
Camberwell ..	1,217,115	15,273 19 5	440 13 0	442 15 9	..	..	..	..	..	..	..
East Camberwell ..	214,397	2,572 15 10	65 13 2	71 3 2	766	304 0 3	30,724	5,585 9 1	..	..	3 2 3
Canterbury ..	482,296	5,976 18 3	171 12 6	262 11 10	..	..	..	..	..	..	..
Surrey Hills ..	333,999	4,577 3 3	92 8 4	118 19 10	69	19 7 11	5,552	997 10 11	..	..	1 7 0
Mont Albert ..	107,664	1,412 3 3	29 4 11	35 18 0	58	28 3 11	5,338	1,188 14 3	..	..	0 7 6
Box Hill ..	319,166	4,865 16 9	242 5 6	159 17 0	..	..	..	..	..	..	..
Blackburn ..	67,856	911 8 10	32 3 5	53 19 10	458	173 17 7	6,914	1,455 1-8	44 14 4	..	17 2 3
Tunstall ..	37,961	585 19 0	77 10 7	47 16 4	165	24 15 3	904	198 5 7	..	..	0 17 9
Mitcham ..	44,808	836 14 5	72 4 11	72 14 4	1,444	261 14 1	5,011	856 9 5	..	..	..
Ringwood ..	72,682	1,521 14 4	103 17 2	99 16 3	171	51 11 5	1,483	336 12 5	7 10 0	..	6 1 5

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No. 20.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS, ETC., DOGS, HORSES, CARRIAGES, MISCELLANEOUS.				GOODS.				LIVE STOCK.	
	Outwards.		Outwards.		Inwards.		Outwards.		Inwards.		Outwards.	
	Number of Passenger Journies.	Revenue. £ s. d.	Revenue. £ s. d.	Revenue. £ s. d.	Revenue. £ s. d.	Revenue. £ s. d.	Tons.	Revenue. £ s. d.	Tons.	Revenue. £ s. d.	Revenue. £ s. d.	Revenue. £ s. d.
HEALESVILLE LINE—continued.												
Croydon	17,652	622 0 7	122 17 5	119 18 5	1,031	183 8 7	1,219	321 15 2	1,031	7 11 0	..	..
Moorebank	5,200	189 12 4	178 16 6	53 10 9	1,614	236 10 0	371	104 19 0	1,614	115 18 8	11 0 3	442 10 10
Lilydale	31,590	1,677 5 1	683 2 10	470 0 9	11,352	2,310 11 8	4,256	1,400 3 3	11,352	2 8 3	6 19 3	15 19 8
Coldstream	2,611	165 8 0	303 19 2	87 15 9	782	128 15 4	399	134 4 1	782	215 11 6	82 18 5	..
Yering	3,359	189 6 10	267 5 4	99 13 8	321	110 18 7	688	218 7 3	321	16 13 9	104 17 1	..
Yarra Glen	7,510	560 19 6	149 3 9	177 3 2	3,972	814 18 6	1,567	677 11 8	3,972	..	..	..
Tarrawarra	585	50 17 7	22 19 9	21 19 1	64	14 6 2	18	11 3 6	64	..	..	..
Healesville	9,988	1,179 4 5	458 13 5	625 8 3	3,856	1,059 0 11	2,910	1,546 2 4	3,856	..	..	..
COLLINGWOOD LINE.												
Jolimont	123,718	976 13 7	41 5 3	34 14 1	..	..	..	..	..	..	..	..
West Richmond	432,849	3,209 11 2	305 7 6	267 12 6	..	..	..	..	..	..	..	..
North Richmond	422,202	3,369 0 3	112 16 3	67 10 4	..	..	..	..	..	..	..	..
Collingwood Town Hall	375,245	3,054 15 8	112 7 2	64 12 3	..	..	..	..	..	..	..	..
Victoria Park	508,007	4,230 19 5	453 14 6	323 10 1	10,605	2,980 4 0	50,442	21,958 15 10	10,605	..	..	..
HEIDELBERG LINE.												
Clifton Hill	862,373	6,703 12 10	222 4 8	150 13 4	..	..	..	..	..	..	..	..
Northcote South	329,718	2,211 14 5	117 7 1	101 9 3	..	..	..	..	..	..	..	..
Fairfield Park	316,389	2,177 5 11	62 18 11	63 0 9	7	8 14 2	854	291 5 11	7	..	5 0 10	..
Alphington	62,339	663 11 7	13 2 4	22 15 9	9,734	946 15 4	508	133 8 4	9,734	..	..	..
Ivanhoe	53,730	776 15 9	22 6 3	43 13 7	..	..	778	190 4 7	..	..	..	..
Heidelberg	182,826	2,697 7 5	179 16 9	179 3 11	115	54 12 0	2,120	443 5 3	115	6 12 10	10 1 8	..
ELTHAM LINE.												
Greensborough	13,228	437 19 4	52 18 0	42 10 6	262	50 17 11	470	226 13 5	262	..	..	..
Eltham	16,398	629 0 7	12 14 4	50 15 5	52	16 12 3	455	170 16 3	52	..	0 15 0	..
GLEN IRIS LINE.												
Heyington	10,369	109 2 0	69 17 8	71 8 8	..	..	..	..	..	..	..	..
Kooyong	12,815	170 13 4	7 11 7	10 9 8	..	..	..	..	..	..	..	..
Tooronga	17,460	226 19 1	11 1 2	13 9 1	..	..	269	67 13 5	..	..	..	..
Gardiner	12,946	197 15 3	25 17 8	12 6 3	..	..	..	..	..	..	..	..
Glen Iris	11,291	186 8 7	10 2 5	17 11 2	..	..	..	..	..	..	..	..
Darling	6,036	101 7 6	20 13 7	20 14 5	..	..	..	..	..	..	..	..
KEW LINE.												
Barker's Road	220,812	2,339 4 6	48 12 8	49 6 5	174	171 2 3	16,964	3,260 13 11	174	1 14 3	..	..
Kew	714,809	7,478 4 6	320 16 10	358 7 2	..	..	..	..	..	..	..	..

OUTER CIRCLE LINE.					
Riversdale ..	..	..	..	..	..
Hartwell ..	..	..	..	..	..
Ashburton ..	..	..	..	..	..
Shenley ..	..	..	..	..	..
Balwyn ..	..	..	..	..	..
Deeplene ..	..	..	..	..	..
FERNTEE GULLY LINE.					
Payswater ..	..	..	..	..	..
Lower Ferntee Gully ..	..	..	..	..	..
Upper Ferntee Gully ..	..	..	..	..	..
GEMBROOK LINE.					
Upwey ..	..	..	..	..	..
Belgrave ..	..	..	..	..	..
Selby ..	..	..	..	..	..
Aura ..	..	..	..	..	..
Paradise Valley ..	..	..	..	..	..
Emerald ..	..	..	..	..	..
Wright ..	..	..	..	..	..
Cockatoo ..	..	..	..	..	..
Gembrook ..	..	..	..	..	..
WARBURTON LINE.					
Olanda Vale ..	..	..	..	..	..
Wandina ..	..	..	..	..	..
Seville ..	..	..	..	..	..
Killara ..	..	..	..	..	..
Woort Yallock ..	..	..	..	..	..
Launching Place ..	..	..	..	..	..
Yarra Junction ..	..	..	..	..	..
Richard's Siding ..	..	..	..	..	..
West Warburton ..	..	..	..	..	..
Warburton ..	..	..	..	..	..
PORT MELBOURNE LINE.					
Flinders-street {Country, &c.}	..	..	..	..	..
(Suburban)	..	..	..	..	..
Montague ..	..	..	..	..	..
North Port ..	..	..	..	..	..
Graham-street ..	..	..	..	..	..
Port Melbourne ..	..	..	..	..	..
ST KILDA LINE.					
South Melbourne ..	..	..	..	..	..
Albert Park ..	..	..	..	..	..
Middle Park ..	..	..	..	..	..
St. Kilda ..	..	..	..	..	..
BRIGHTON LINE.					
Richmond ..	..	..	..	..	..
South Yarra ..	..	..	..	..	..
Prählan ..	..	..	..	..	..
Windsor ..	..	..	..	..	..

No. 20.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS, ETC., HORSES, CARRIAGES, DOGS, MAILS, RENTS, MISCELLANEOUS.		GOODS.				LIVE STOCK.	
	Number of Passenger Journeys.	Outwards.	Inwards.	Outwards.		Inwards.		Outwards.	Inwards.	
		Revenue.		Revenue.	Tons.	Revenue.	Tons.			Revenue.
		£ s. d.	£ s. d.	£ s. d.	Tons.	£ s. d.	£ s. d.	£ s. d.	Revenue.	Revenue.
BRIGHTON LINE—continued.										
Balaclava	961,718	8,666 14 10	198 15 8	298 9 0	..	292	133 1 4	9,803	2215 13 11	.. 7 15 10
Elsternwick	1,298,668	14,001 7 2	294 16 10	476 11 10	..	104	67 6 9	9,634	2,345 19 5	.. 1 9 0
North Brighton ..	802,145	10,256 16 9	226 7 9	253 2 11	104	97	45 14 6	5,275	1,338 19 5	..
Middle Brighton ..	621,432	8,203 17 7	130 9 5	185 10 0	..	..	..	..	..	..
Brighton Beach ..	254,159	3,736 8 0	107 18 9	140 16 11	..	..	..	..	..	..
SANDRINGHAM LINE.										
Hampton	70,203	1,148 14 7	57 15 11	75 2 3	..	147	23 14 2	6,304	1,280 16 10	.. 1 4 9
Sandringham	266,879	4,881 17 8	142 12 2	246 16 4	..	..	..	..	..	.. 2 6 9
Traffic derived from Deniliquin and Moama Stations	1,958	1,356 8 9	393 0 4	563 16 9	4,094	4,673 2 3	2,730	5,096 18 5	3,986 5 9	362 16 7
Traffic derived from South Australian Stations	22,928	24,518 1 9	6,294 4 11	6,795 17 11	2,613	2,688 18 2	2,467	2,220 5 7	2,075 11 8	1,149 2 5
Traffic derived from New South Wales Stations	45,341	29,298 15 6	5,428 15 7	6,565 11 11	4,825	2,772 5 2	8,644	15,078 19 2	71 3 9	274 3 1
Traffic derived from Queensland Stations	736	836 0 8	14 16 0	34 17 0	..	..	..	..	..	..
Flinders-street (Central) ..	46,212	19,179 6 8	0 2 6	0 2 6	..	..	..	..	..	..
Steamer <i>Queen</i>	26,784	583 16 5	..	..	..	..	..	..	..	..
Thos. Cook and Sons, to New South Wales, South Australia, &c. ..	8,014	2,440 18 8	..	..	..	..	..	..	..	..
Total	59,702,050	1,382,307 7 5½	281,164 18 7	281,164 18 7	3,382,788	1,749,660 4 6½	3,382,788	1,749,660 4 6½	169,133 1 6	169,133 1 6

APPENDIX No. 21.

ACT No. 1946, FURTHER AMENDING THE LAWS RELATING TO THE
VICTORIAN RAILWAYS.

[30th November, 1904.]

BE it enacted by the King's Most Excellent Majesty by and with the advice and consent of the Legislative Council and the Legislative Assembly of Victoria in this present Parliament assembled and by the authority of the same as follows (that is to say):—

1. This Act may be cited as the *Railways Act* 1904, and this Act and the *Railways Act* 1890 and any Acts amending the same may be cited together as the Railways Acts. Short title construction and citation. Nos. 1135, 1250, 1439, 1825.
2. For sections one hundred and seven and one hundred and eight of the *Railways Act* 1890 there shall be substituted the following sub-sections, namely:—
 - (1) No by-law shall have any effect until at least one week after the same has been published in the *Government Gazette*. The production of a copy of the *Government Gazette* containing any by-law shall be *prima facie* evidence that such by-law was duly made and confirmed and that it is still in force. Publication of by-laws. Amendment of No. 1135 ss. 107-8.
 - (2) A copy of every by-law whether made before or after the commencement of this Act shall be kept exhibited or placed in placard or book form in some conspicuous place at each station so as to afford all persons who desire or intend to make use of the railways reasonable facility to become acquainted with the provisions of such by-law whenever such station is open for use by the public.
 - (3) Any person who destroys damages or defaces or tampers with any copy of a by-law so exhibited or placed shall be liable on conviction to a penalty not exceeding Five pounds.
3. In section forty-six of the *Railways Act* 1891 for the words "One hundred thousand" there shall be substituted the words "Fifty thousand." Amendment of No. 1250 s. 46.
4. (1) The proceeds of the sale or other disposal of locomotives carriages trucks and other rolling-stock shall be paid into the Treasury to the credit of a trust account to be called the "Rolling-stock Replacement Fund" and such fund shall be available and be used only for the replacement of rolling-stock as may be determined by the Commissioners. Establishment of Railway Rolling-stock Replacement Fund.
 - (2) The proceeds of the sale or other disposal of materials appliances and structures (not including rolling-stock) shall if the cost of the said materials appliances and structures was in the first instance charged to working expenses be credited to working expenses. If charged in the first instance to capital account the said proceeds shall be paid into the Treasury to the credit of a trust account to be called the "Railway Loans Repayment Fund," and shall be available and be used only for the payment of the cost of any works or purposes authorized to be made or effected by any Railway Construction Act or any Railway Loan Application Act in force when such disbursement is made. Establishment of Railway Loans Repayment Fund and application thereof.
 - (3) The proceeds of the sale of any land vested in the Commissioners whether such land was acquired for railway purposes from the Crown or by purchase from private holders shall after taking from such proceeds the cost and expenses of the sale of such land and the amount necessary to effect any alterations or improvements specified in the conditions of sale be credited to the said Railway Loans Repayment Fund and shall be available and be used only for the payment of the cost of any works or purposes authorized to be made or effected by any Railway Construction Act or any Railway Loan Application Act in force when such disbursement is made. Application of net proceeds of sales of land.
 - (4) Any moneys paid into the Treasury since the first day of July One thousand nine hundred and three and standing at the commencement of this Act to the credit of the account known as the "Railway Loans Repayment Fund" shall be available and applied as respectively provided in the preceding sub-sections of this section. Application of present Trust Account.
5. No provision in any Act shall be read or construed as limiting the time within which the Commissioners may commence any action to recover any lands tenements or hereditaments or any incorporeal hereditament which at any time before or after the commencement of this Act may have been purchased taken acquired by or vested in the Board or the Commissioners or any of its or their predecessors in office for or incidental to any purpose connected with the construction maintenance use working or management of any railway. Time within which Commissioners may recover land &c. not limited.
6. (1) The Commissioners may appoint sworn weighers to weigh goods and live stock carried or intended to be carried over the Victorian Railways. Sworn weighers.

(2) Every person appointed a sworn weigher under this Act shall before entering upon the duties of his office take and subscribe before a Judge of the County Courts or a Police Magistrate an oath or if he object to take an oath an affirmation to the following effect :—

I do solemnly swear (or affirm) that I will faithfully honestly and truly and to the best of my skill and ability weigh all goods and live stock carried or intended to be carried on the Victorian Railways intrusted to me to weigh and that I will record in every weighbridge book form or certificate kept issued or given by me in respect of such goods and live stock no weight other than the true weights as ascertained by me (adding, if on oath, So help me God).

(3) The weight set out in every weighbridge book form or certificate *bonâ fide* kept given or issued by a sworn weigher in respect of any goods or live stock intrusted for the purpose aforesaid to such weigher shall for determining the question of weight in all transactions with the railways in respect of such goods or live stock be accepted as the correct weight of such goods or live stock.

(4) Every sworn weigher who is guilty of any nonfeasance misfeasance or malfeasance in the discharge of the duties of his office shall in addition to any liability for damages that he may incur to any person prejudiced by his misconduct or default be guilty of an offence and shall on conviction before a Court of Petty Sessions be liable to imprisonment not exceeding one year and to a penalty not exceeding Fifty pounds.

(5) The Commissioners may at any time remove any sworn weigher from office.

(6) The Commissioners shall subject to the payment of such charges as may be fixed by by-law weigh on a weighbridge all grain in truck-loads consigned for delivery at Williamstown Pier Geelong Pier Port Melbourne Pier, and the Victoria Dock at Melbourne, and at any other place the Commissioners may determine, and furnish a certificate of the total weight of the grain and of the bags containing the same, as so ascertained for both the consignor and the consignee of the grain.

Penalty for
false description
&c. of goods.
See No. 1135
s. 36.

7. (1) If any person makes a false or misleading statement as to the description value quantity number measurement or weight of live stock or goods delivered or offered for carriage or transit on any railway or with respect to any consignment note or invoice or bill of lading or refuses or neglects to give an account of any live stock or goods upon any railway or to produce his consignment note or invoice or bill of lading to any officer or employé of the Commissioners demanding the same or gives a false account or removes interferes with or conceals or attempts to remove interfere with or conceal any part of such live stock or goods with intent in any such case to avoid the payment or to conceal the non-payment of any rates payable in respect thereof every person so offending shall be liable on conviction to a penalty not exceeding Twenty pounds.

(2) If any consignment note or invoice or bill of lading in connexion with live stock or goods is presented having the value measurement quantity number or weight of such live stock or goods understated or the description misstated to the prejudice of the Commissioners on such consignment note or invoice or bill of lading the person responsible for the payment of the freight for such live stock or goods shall be liable to the payment of double the ordinary freight charges otherwise payable on such live stock or goods.

(3) The Commissioners may test gauge or open any cask case package parcel or consignment whatsoever of goods or merchandise delivered or offered to the Commissioners for transmission by railway and may examine and inspect the contents thereof in order to ascertain and determine whether the description value quantity number nature and character of such contents are correctly described in the consignment note or invoice or bill of lading relating to such cask case package parcel or consignment.

Limit of size of
bag for certain
grain.

8. The Commissioners may decline to carry wheat maize barley and pease if contained in a bag having a greater capacity than a bag measuring forty-four inches long by twenty-six and one-half inches wide.

DIAGRAM N^o 1

AVERAGE MILEAGE WORKED

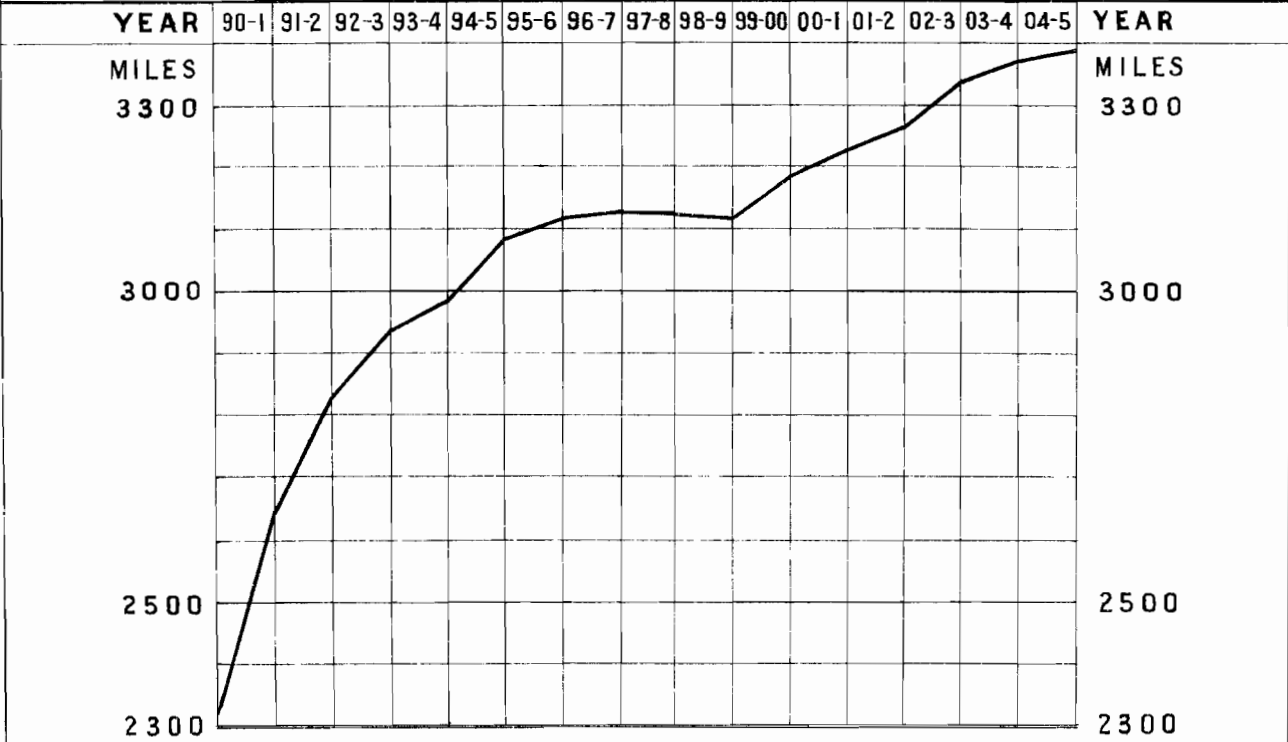


DIAGRAM N^o 2

AVERAGE COST PER MILE

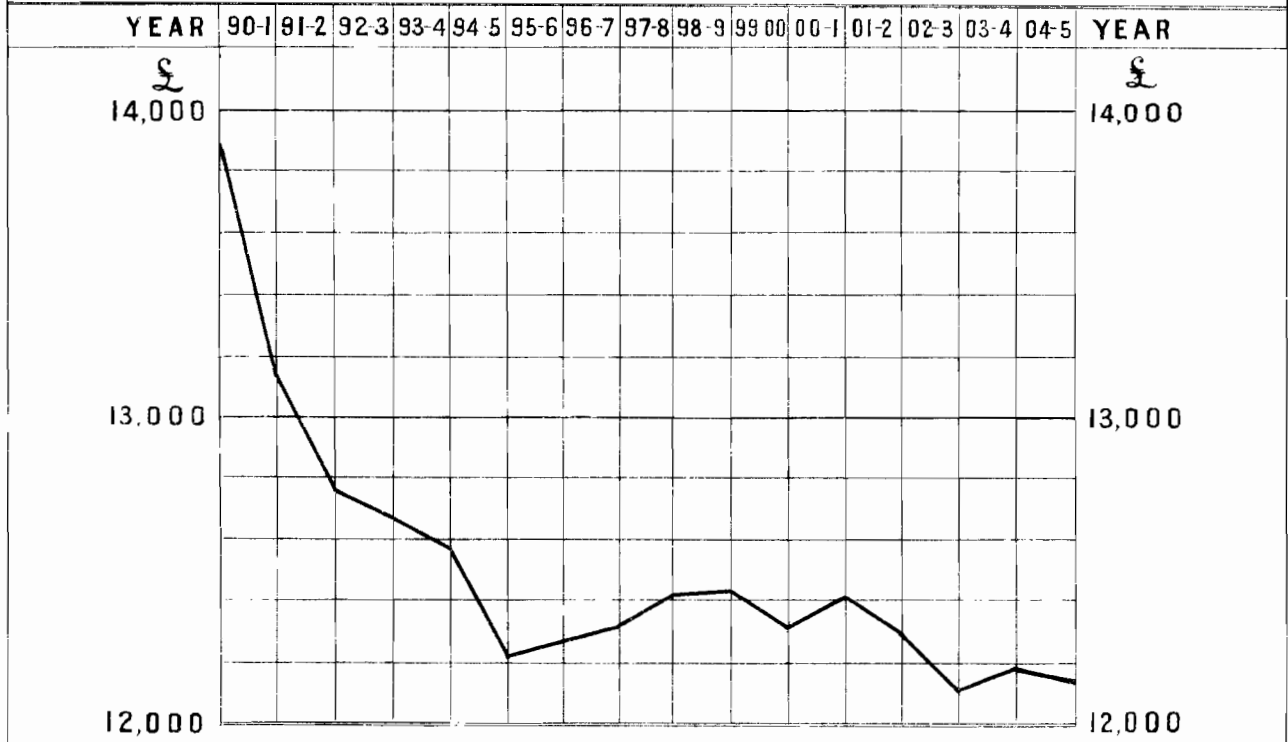


DIAGRAM Nº 3

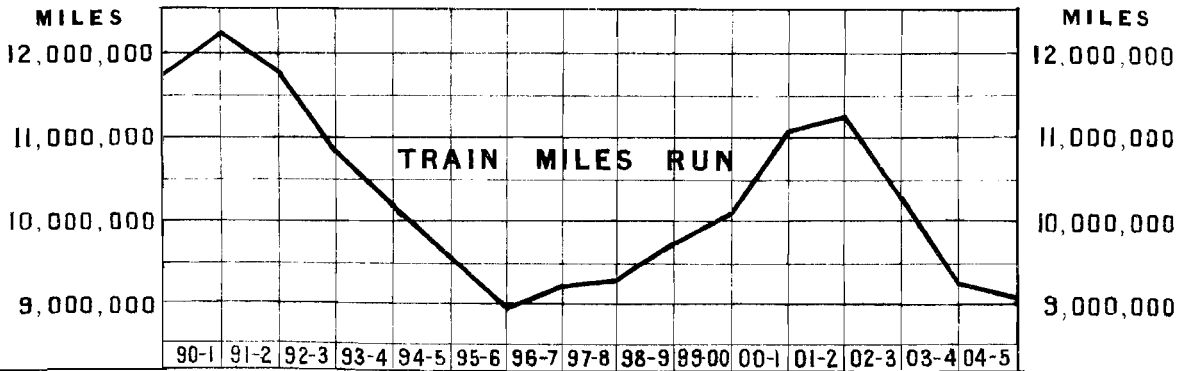
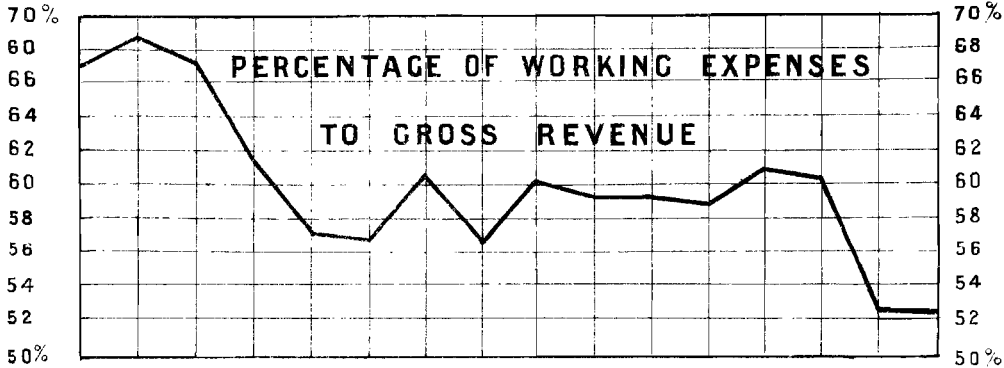
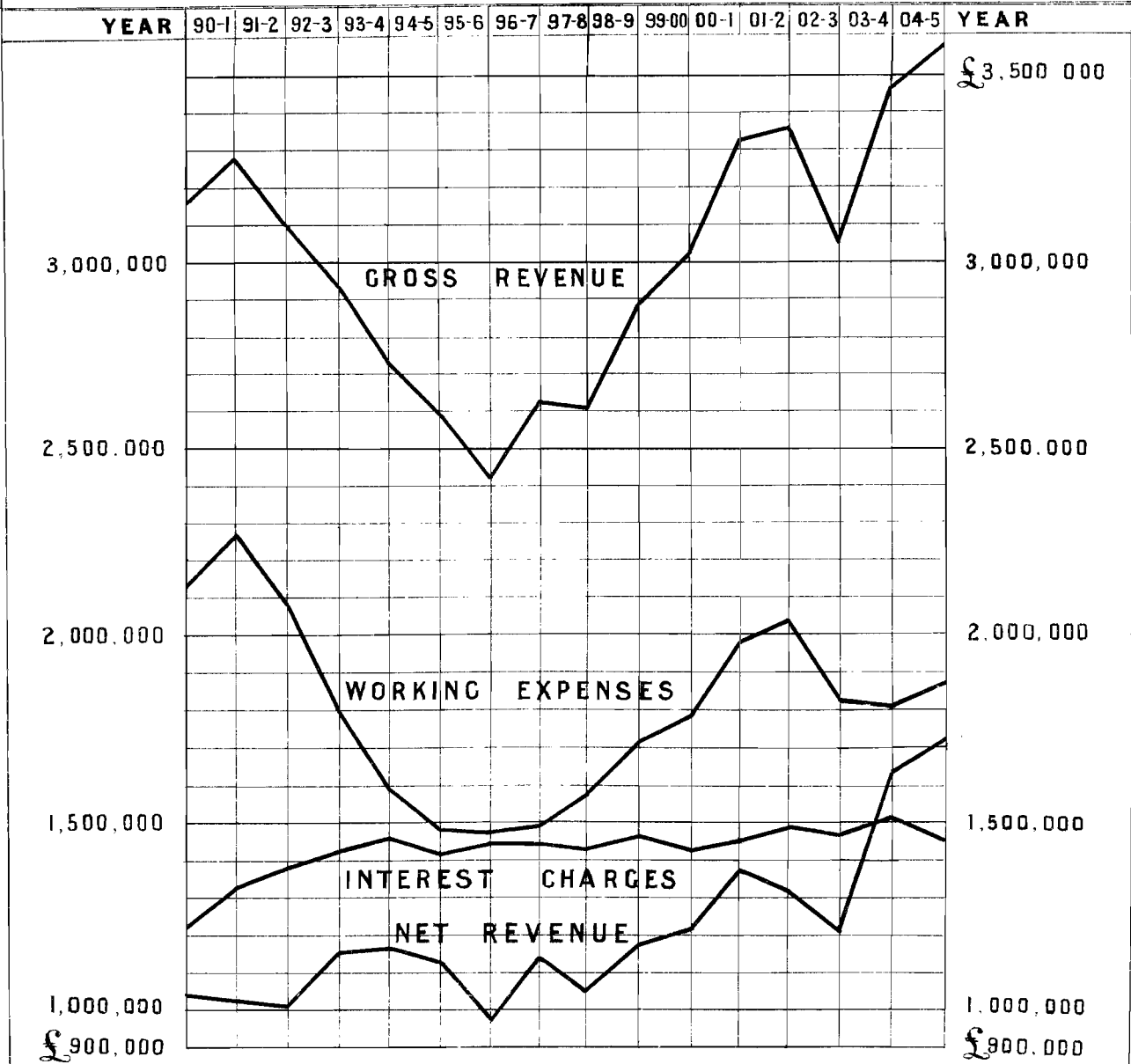


DIAGRAM No 4

PER AVERAGE MILE OF RAILWAY OPEN

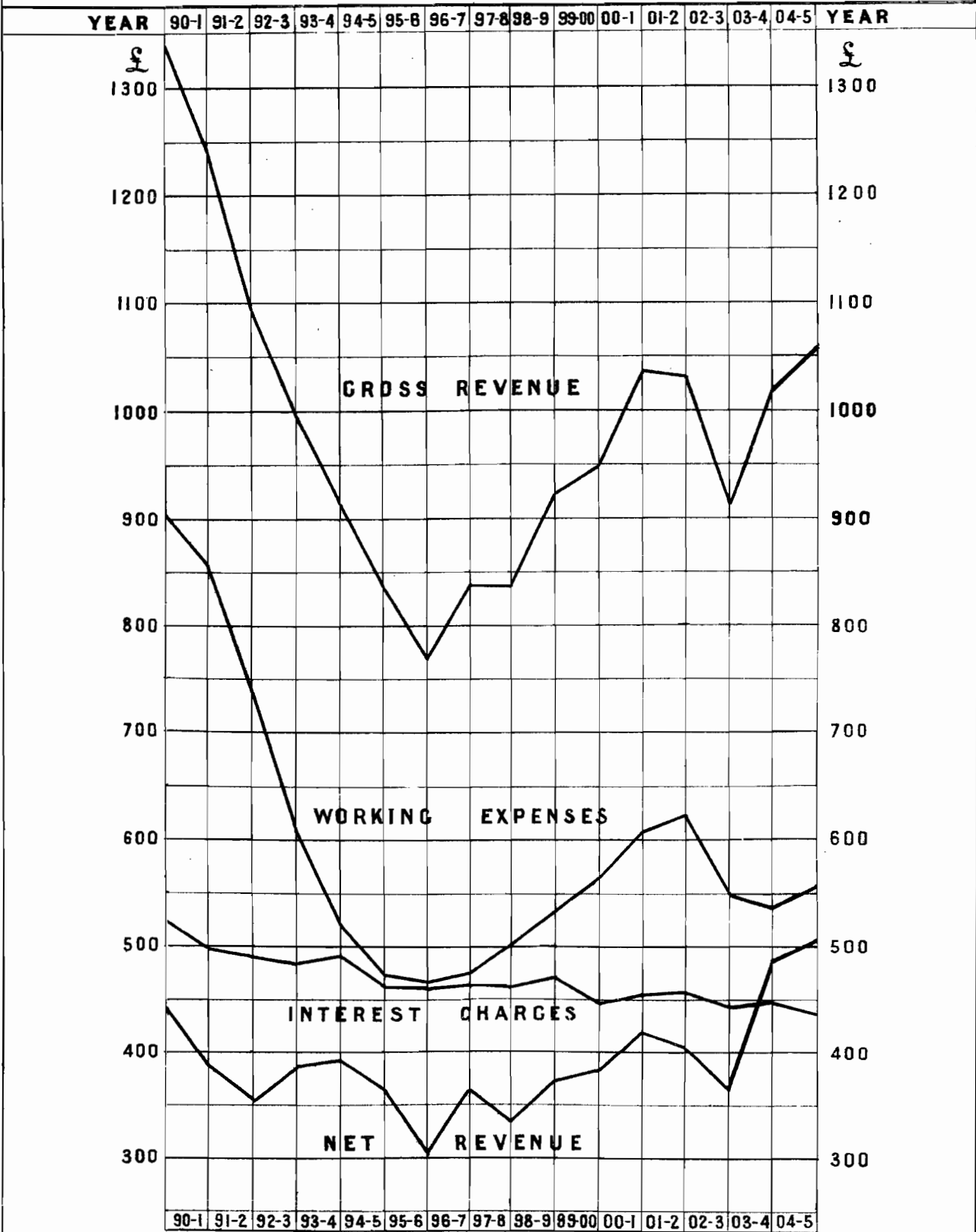
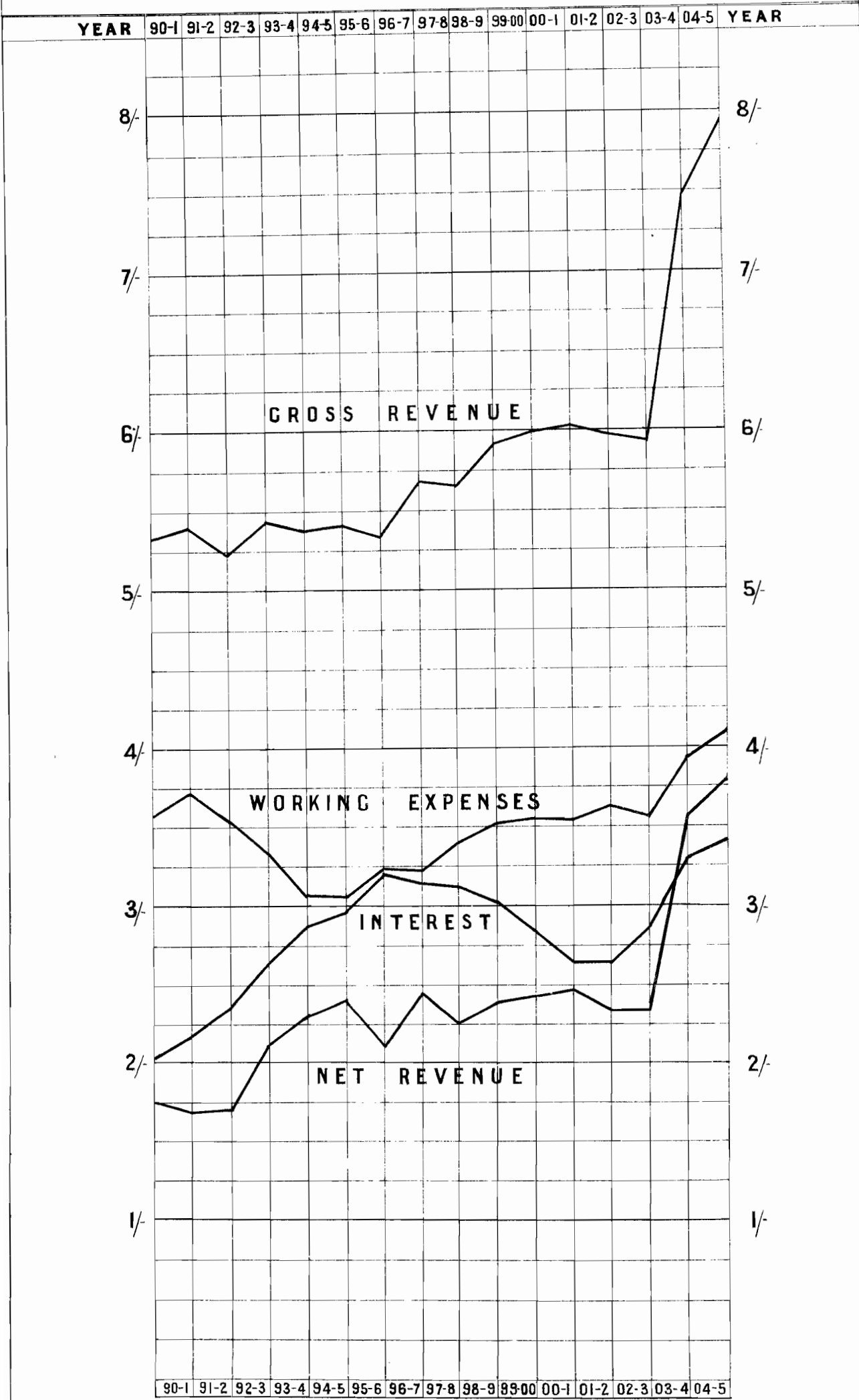
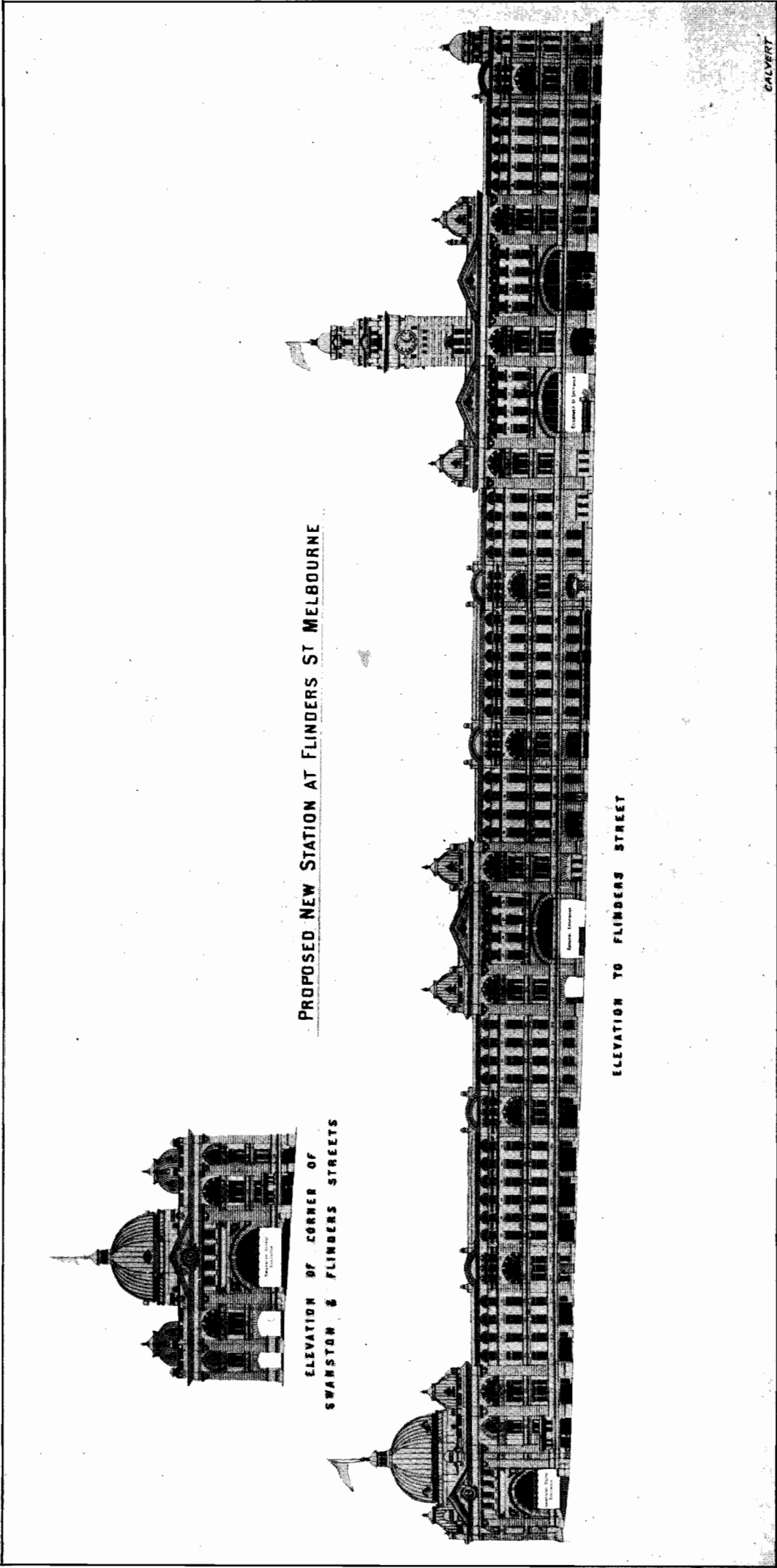


DIAGRAM No 5

PER TRAIN MILE RUN



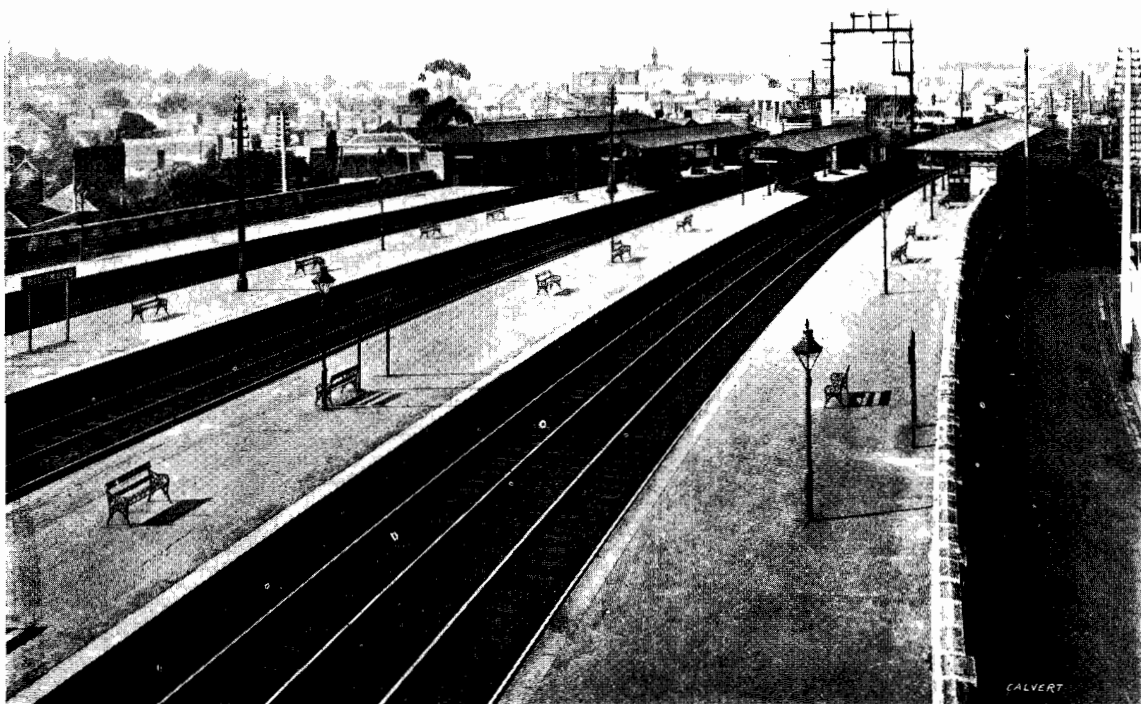




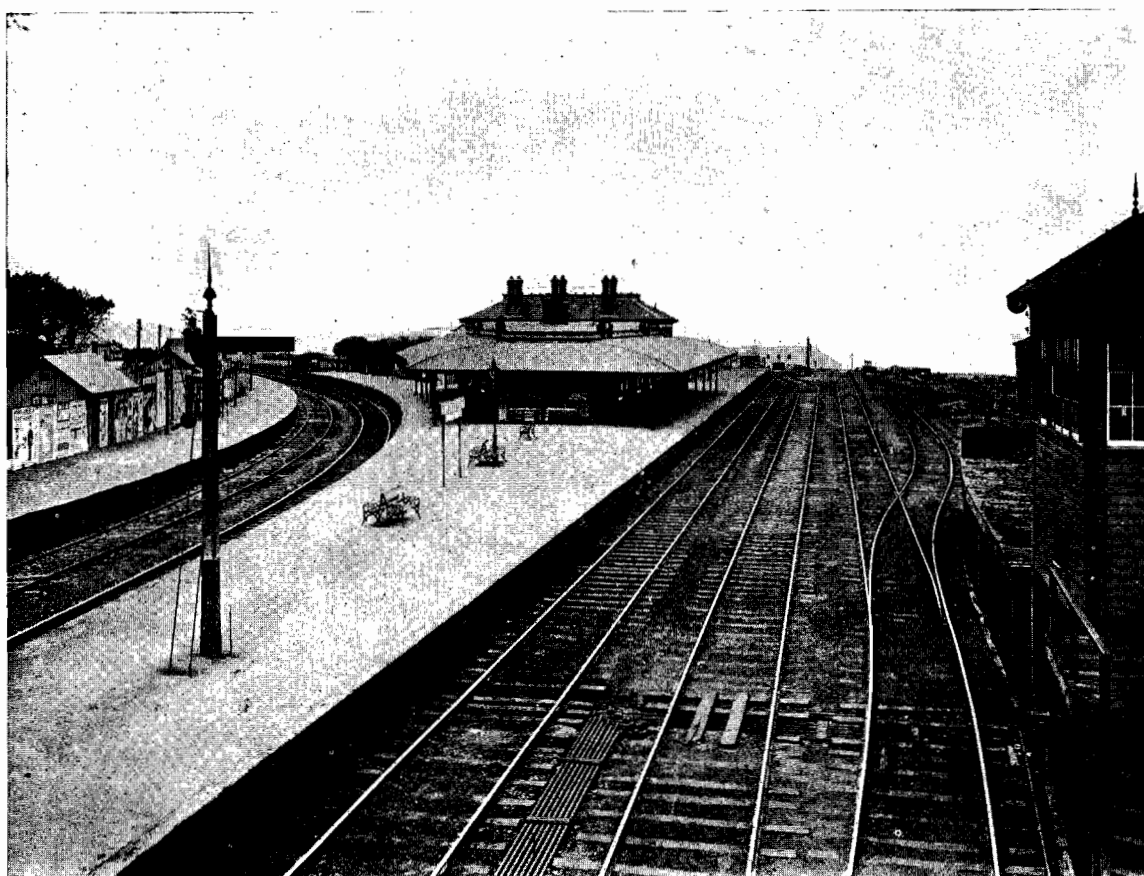
VICTORIAN RAILWAYS.
RAILWAY OFFICES, SPENCER-STREET, MELBOURNE.



VICTORIAN RAILWAYS.
BALLARAT STATION.



VICTORIAN RAILWAYS.
RICHMOND STATION.



VICTORIAN RAILWAYS.
BRIGHTON BEACH STATION.



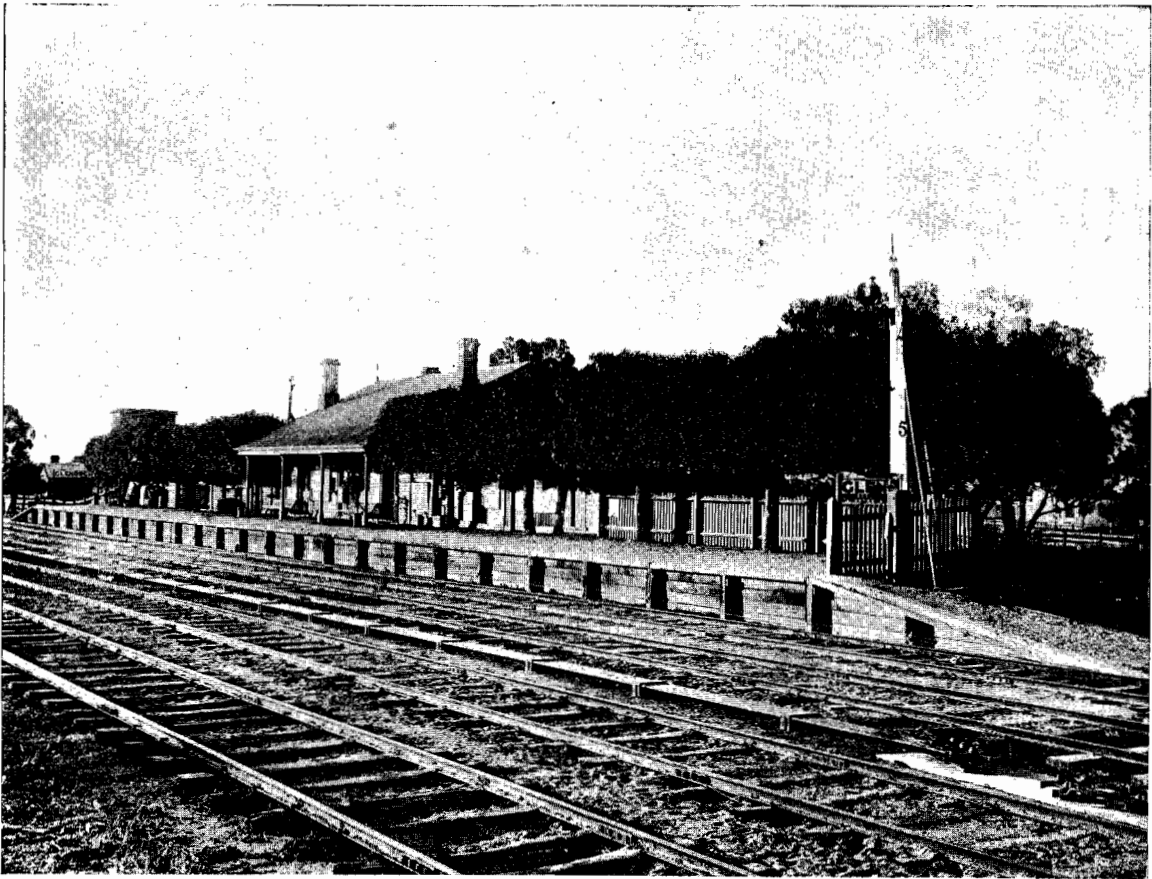
VICTORIAN RAILWAYS.
JOLIMONT STATION.



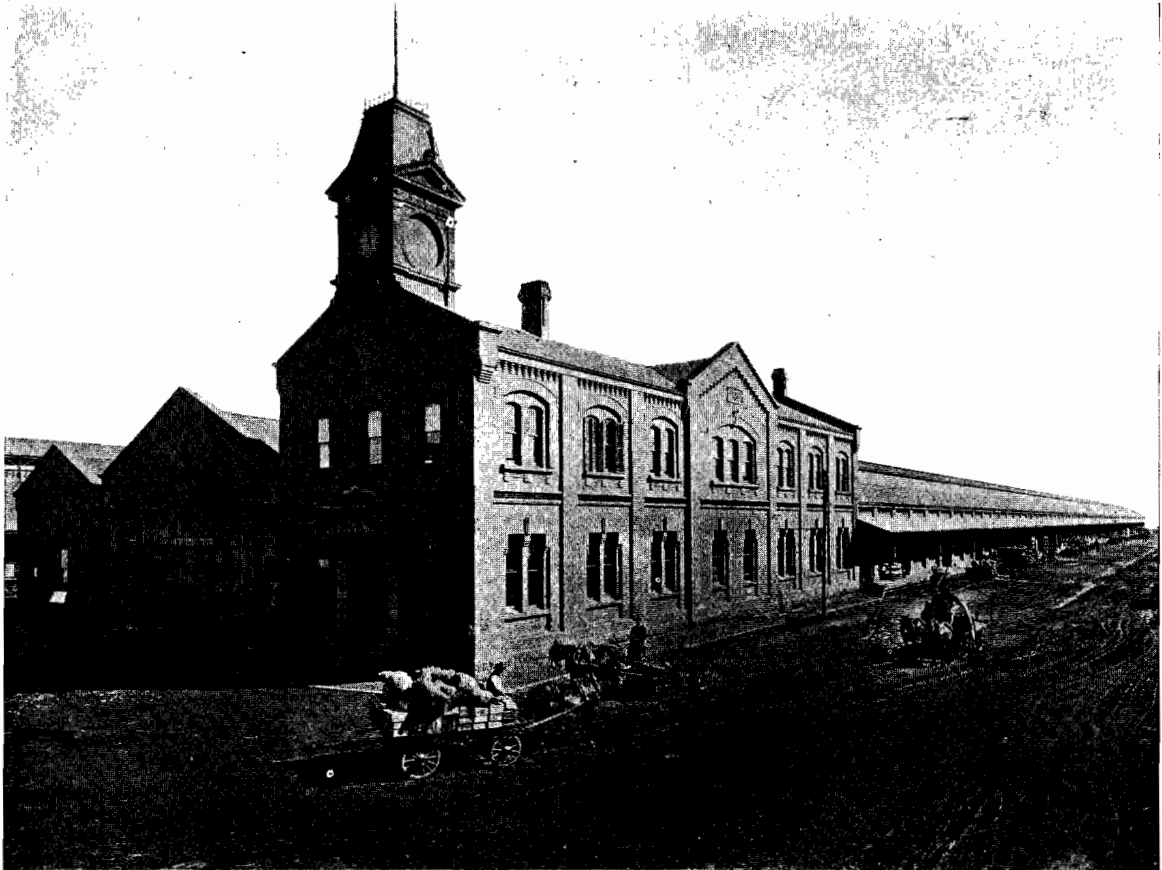
VICTORIAN RAILWAYS.
BENALLA STATION.



VICTORIAN RAILWAYS.
BARNAWARTHA STATION.



VICTORIAN RAILWAYS.
GLENORCHY STATION.



VICTORIAN RAILWAYS.
No. 3 GOODS SHED, MELBOURNE.



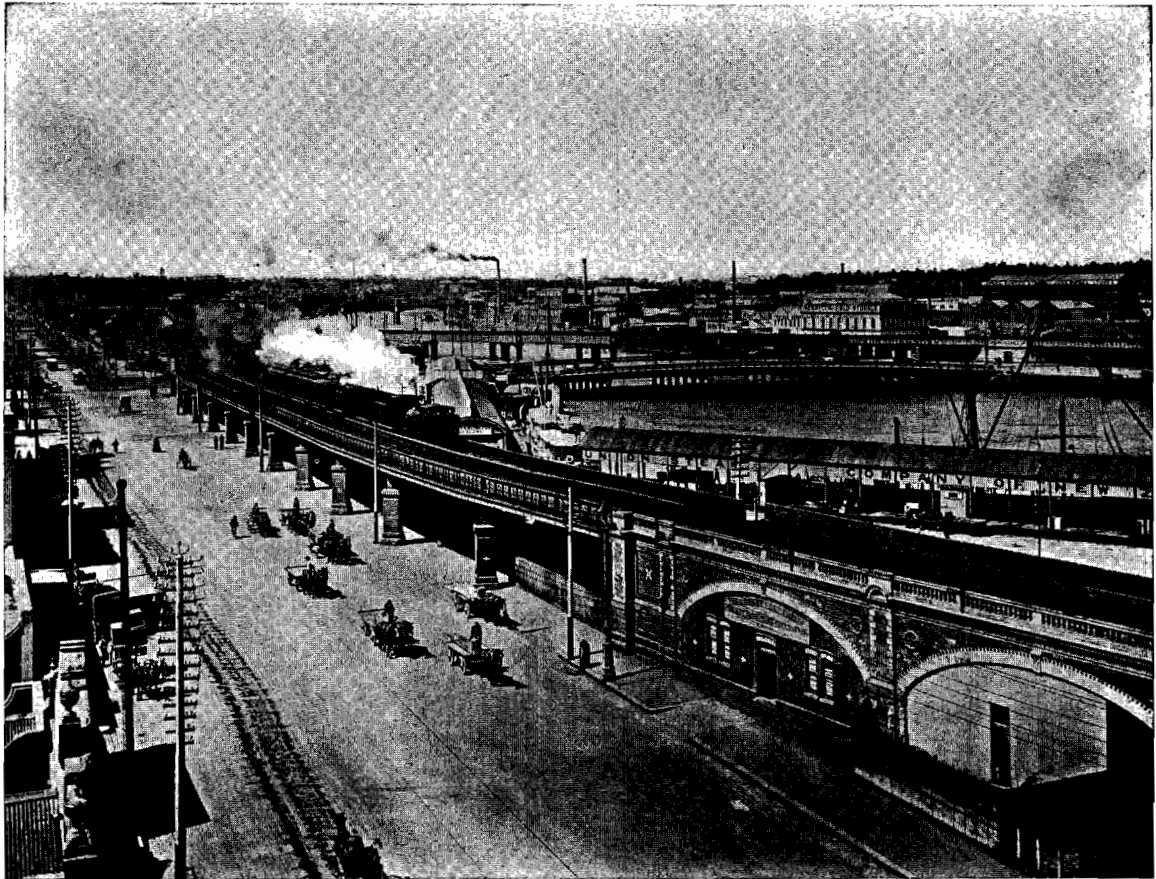
VICTORIAN RAILWAYS.
GRAVITATION YARD, MELBOURNE.



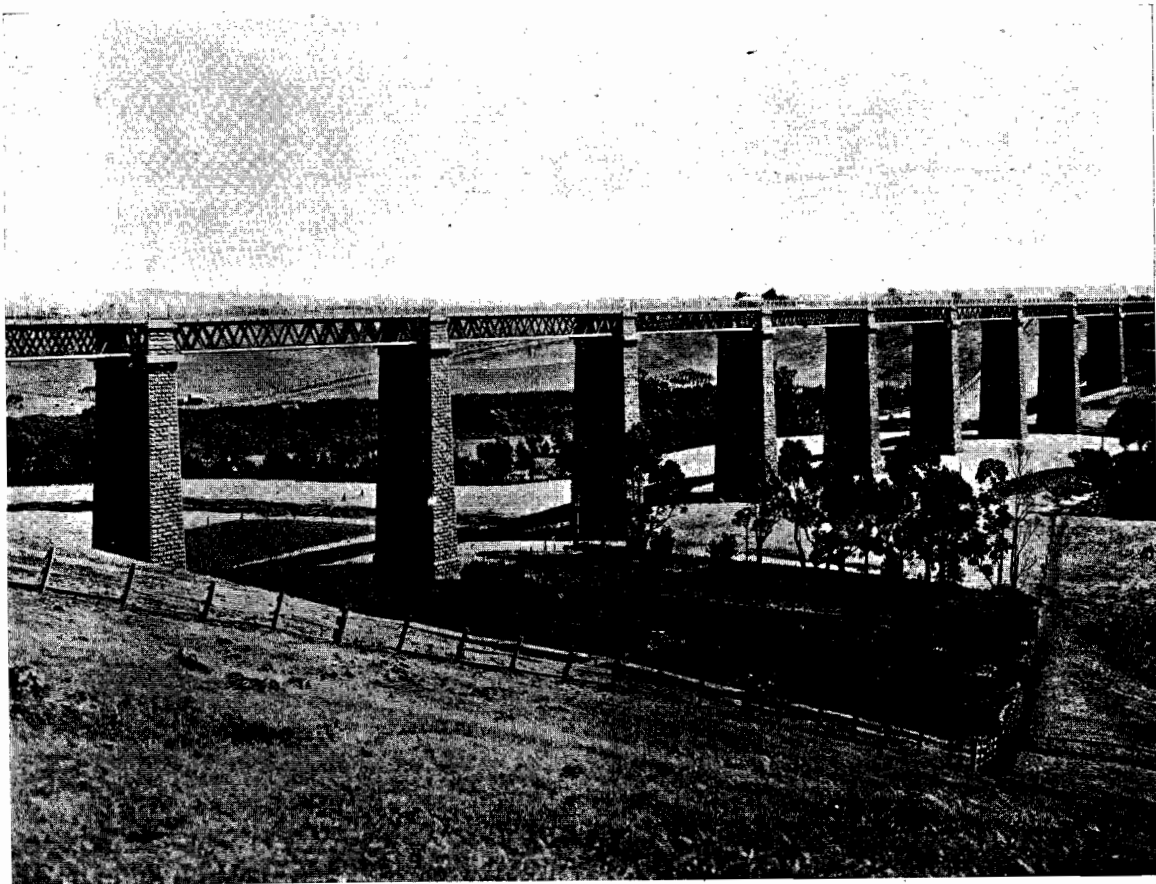
VICTORIAN RAILWAYS.
NORTH MELBOURNE JUNCTION.



VICTORIAN RAILWAYS.
SIX TRACK RAILWAY BETWEEN FLINDERS-STREET STATION, MELBOURNE, AND
RICHMOND.



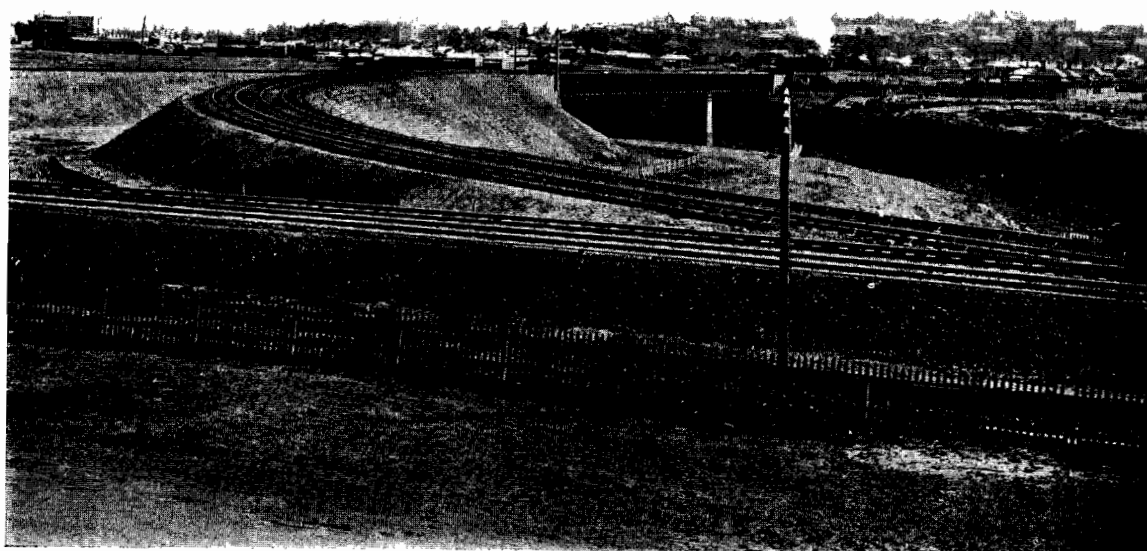
VICTORIAN RAILWAYS.
FLINDERS-STREET VIADUCT, MELBOURNE.



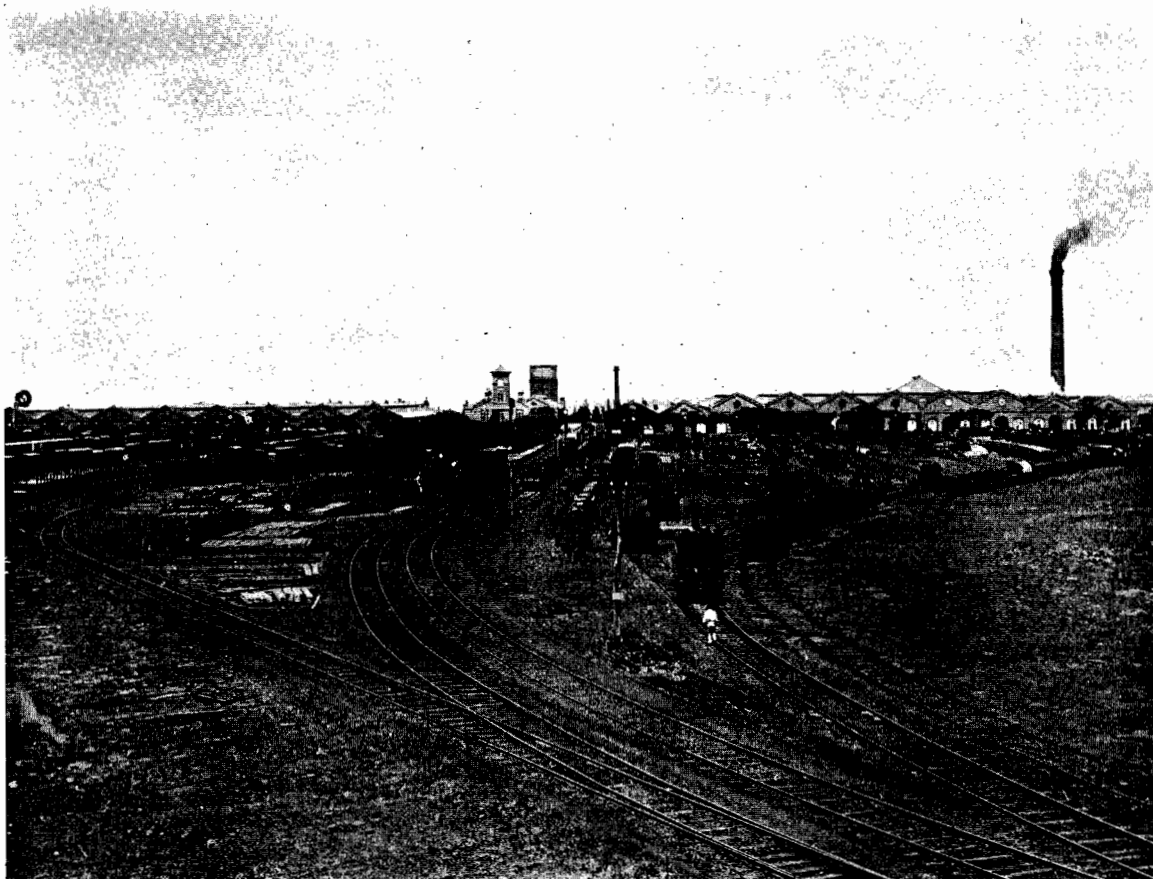
VICTORIAN RAILWAYS.
MOORABOOL VIADUCT.



VICTORIAN RAILWAYS.
WERRIBEE VIADUCT.



VICTORIAN RAILWAYS.
NORTHCOTE LOOP LINE.
(Curve 400 feet radius.)



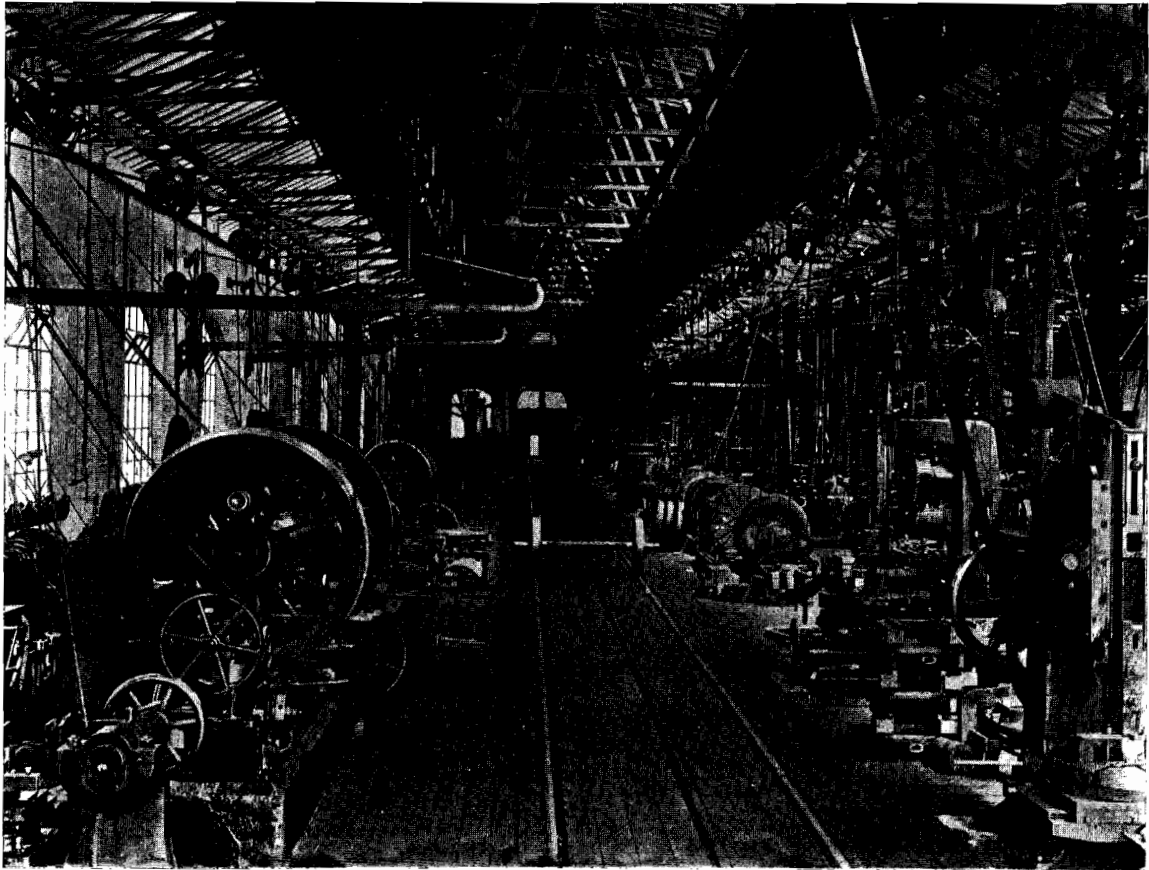
VICTORIAN RAILWAYS.
NEWPORT WORKSHOPS.



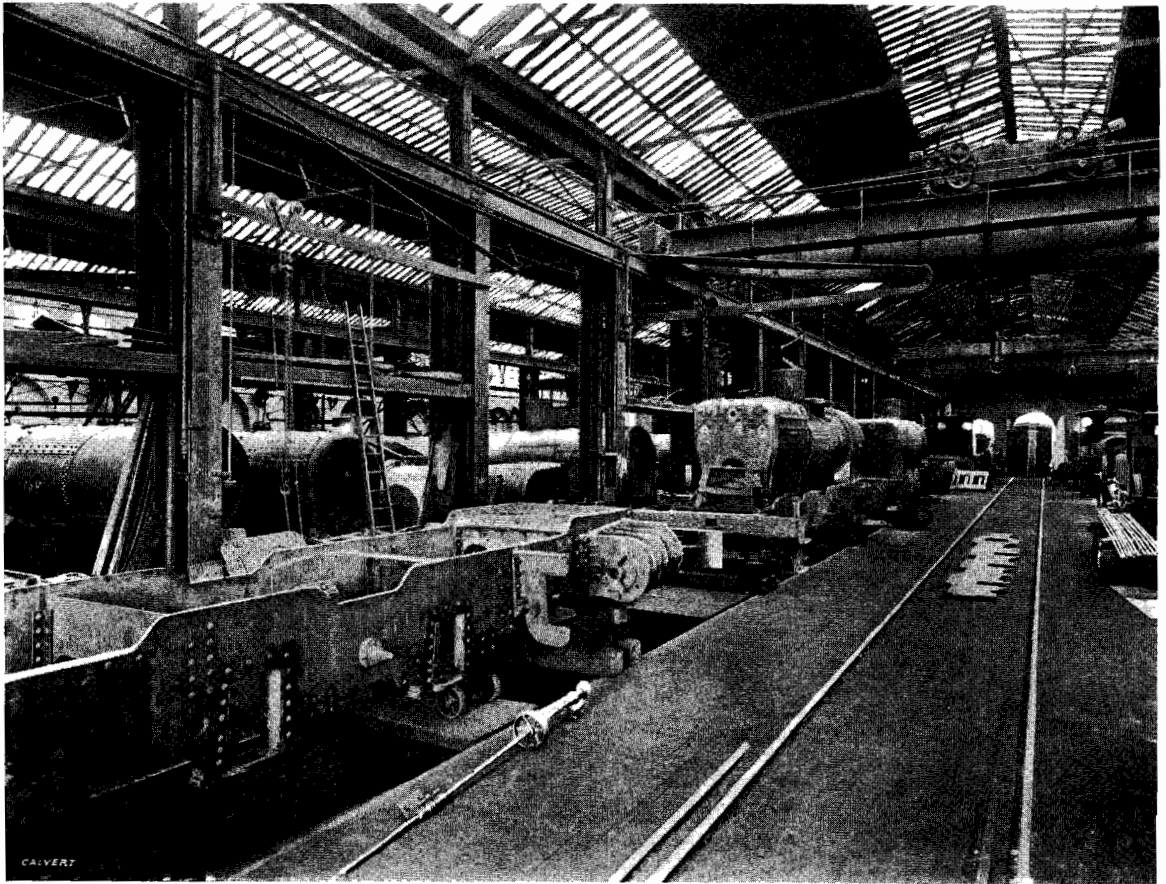
VICTORIAN RAILWAYS.
NEWPORT WORKSHOPS.



VICTORIAN RAILWAYS.
CAR SHOP, NEWPORT.



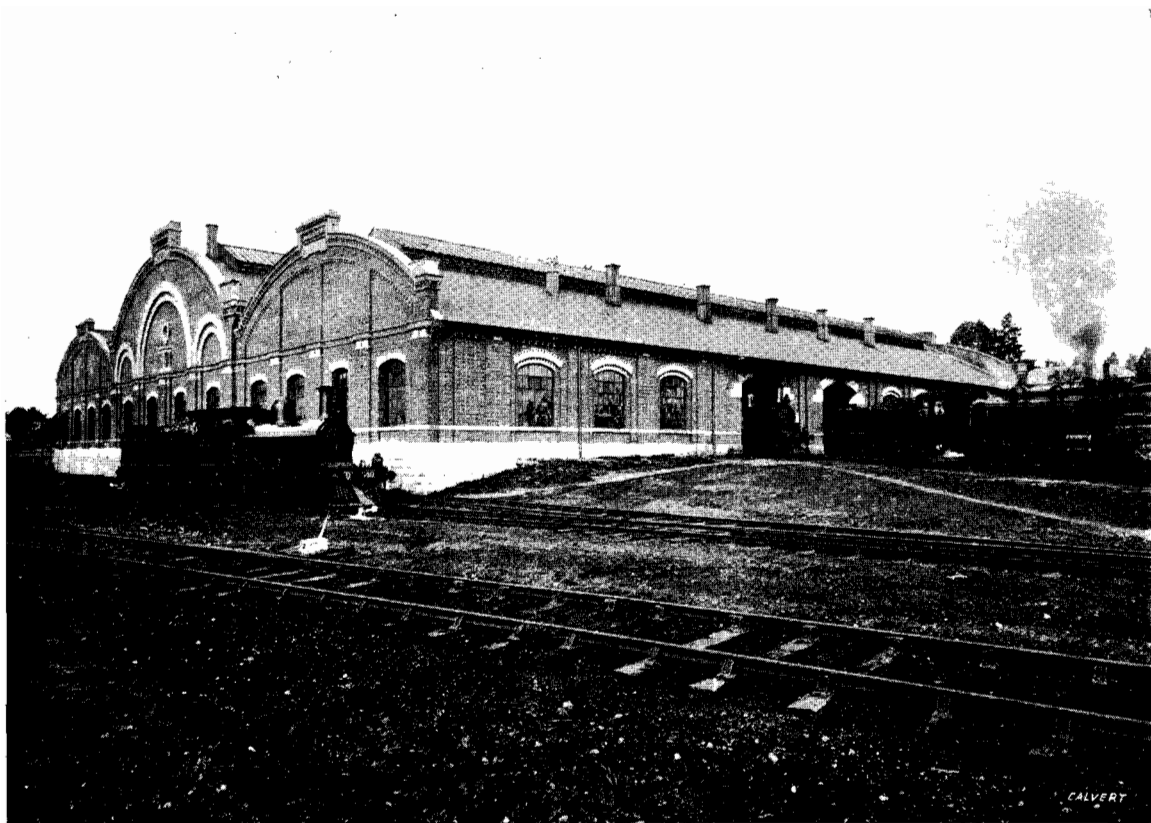
VICTORIAN RAILWAYS.
MACHINE SHOP, NEWPORT.



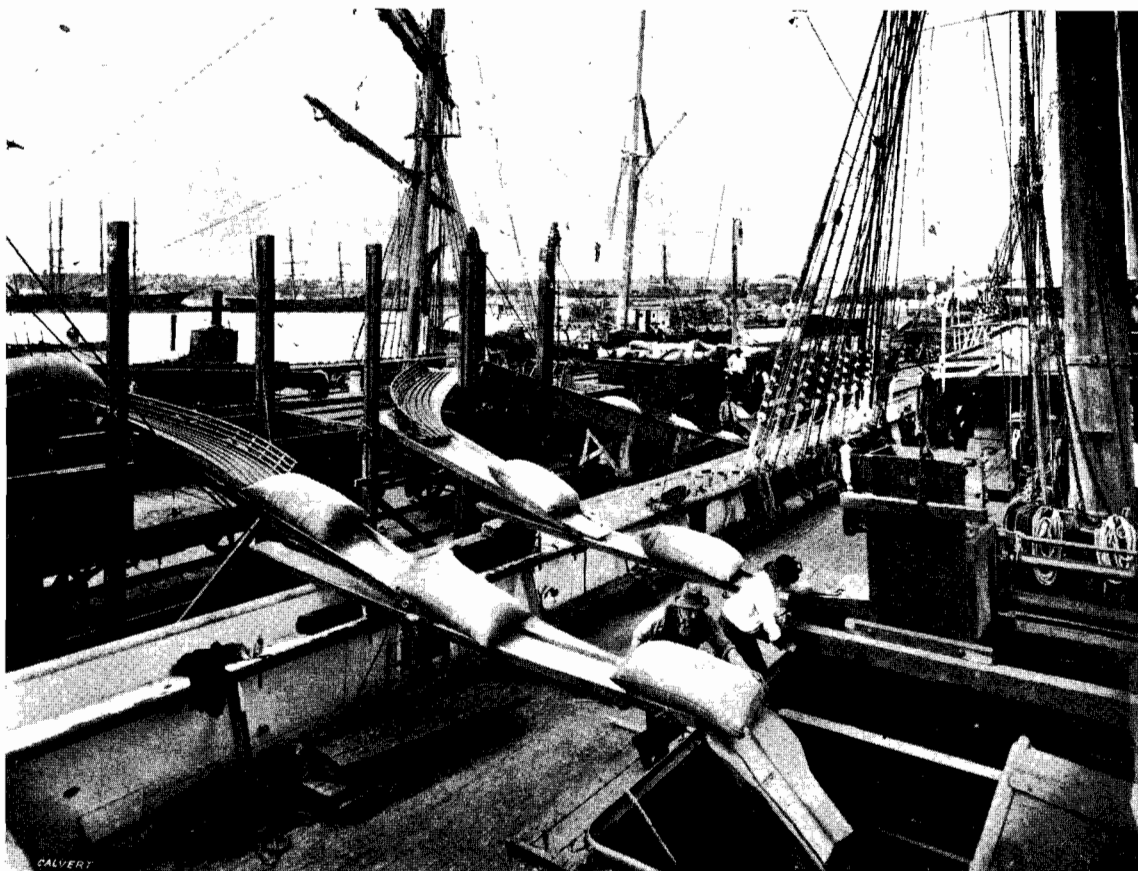
VICTORIAN RAILWAYS.
ERECTING SHOP, NEWPORT.
(Showing Four "DD" Locomotives in Course of Construction.)



VICTORIAN RAILWAYS.
LOCOMOTIVE SHED, NORTH MELBOURNE.



VICTORIAN RAILWAYS.
LOCOMOTIVE SHED, BENDIGO.



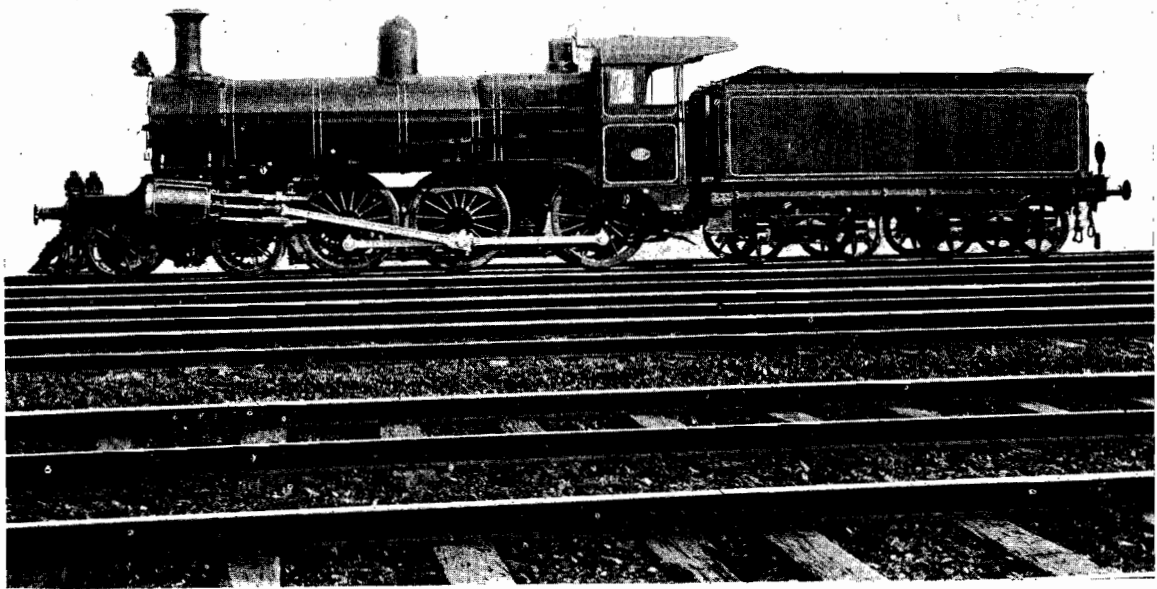
VICTORIAN RAILWAYS.
ELECTRIC WHEAT CONVEYERS, GEELONG PIER.



VICTORIAN RAILWAYS.
EXPRESS PASSENGER TRAIN.



VICTORIAN RAILWAYS.
PASSENGER LOCOMOTIVE, "AA" CLASS.
(Tractive Power, 20,860 lbs.)



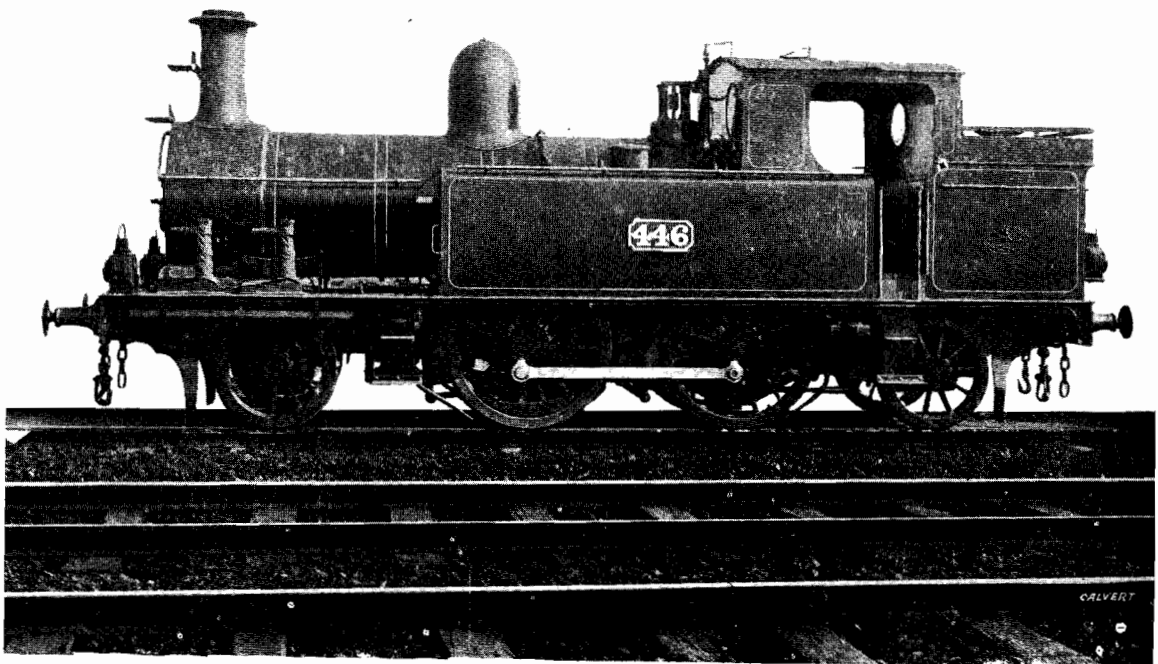
VICTORIAN RAILWAYS.

PASSENGER, MIXED, AND GOODS LOCOMOTIVE, "DD" CLASS.
(Tractive Power, 20,000 lbs.)

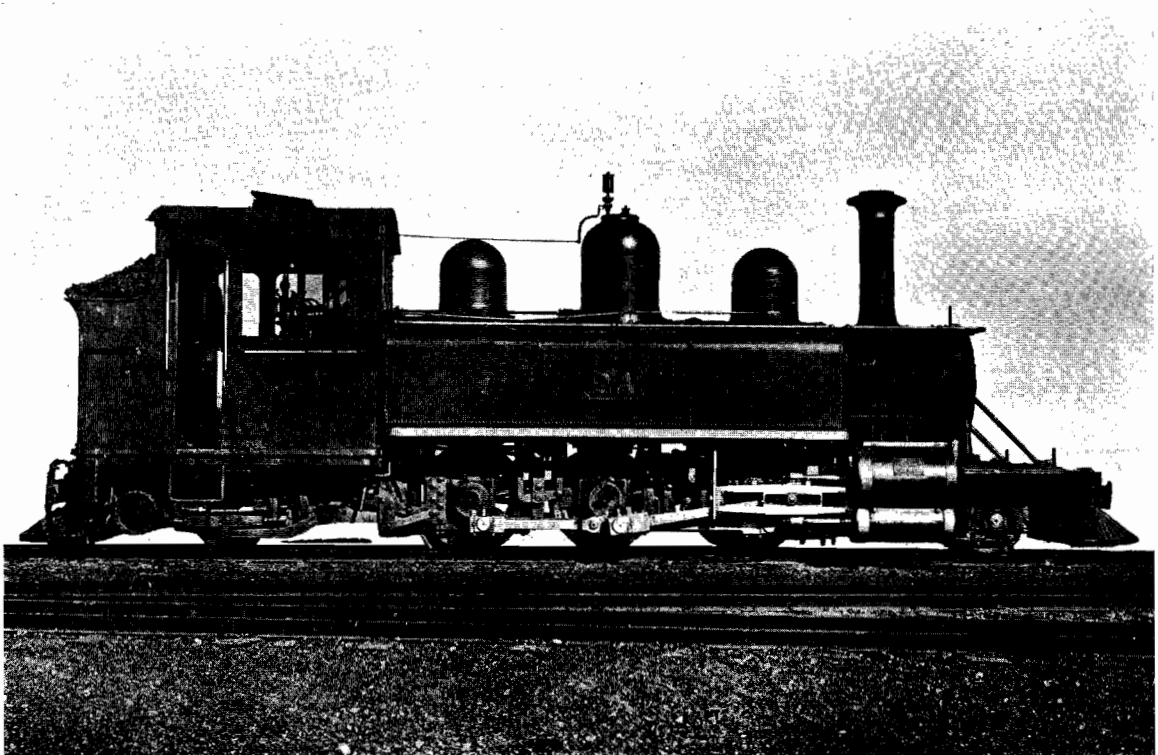


VICTORIAN RAILWAYS.

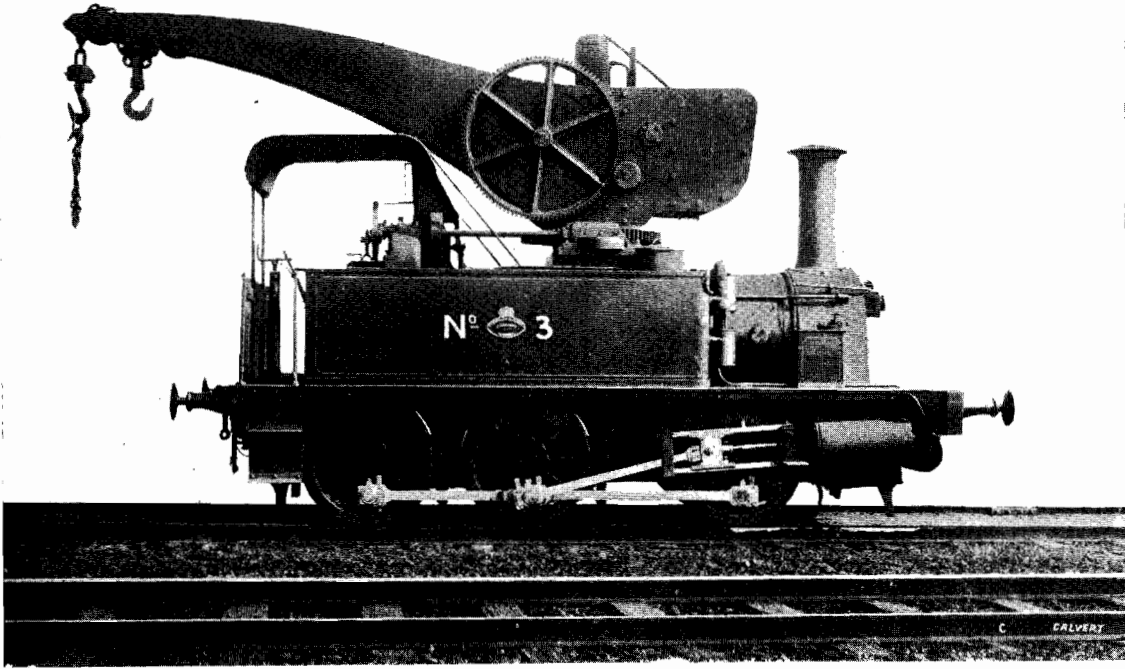
HEAVY COMPOUND GOODS LOCOMOTIVE, "V" CLASS.
(Tractive Power, 26,430 lbs.)



VICTORIAN RAILWAYS.
SUBURBAN LOCOMOTIVE, "E" CLASS.
(Tractive Power, 14,025 lbs.)



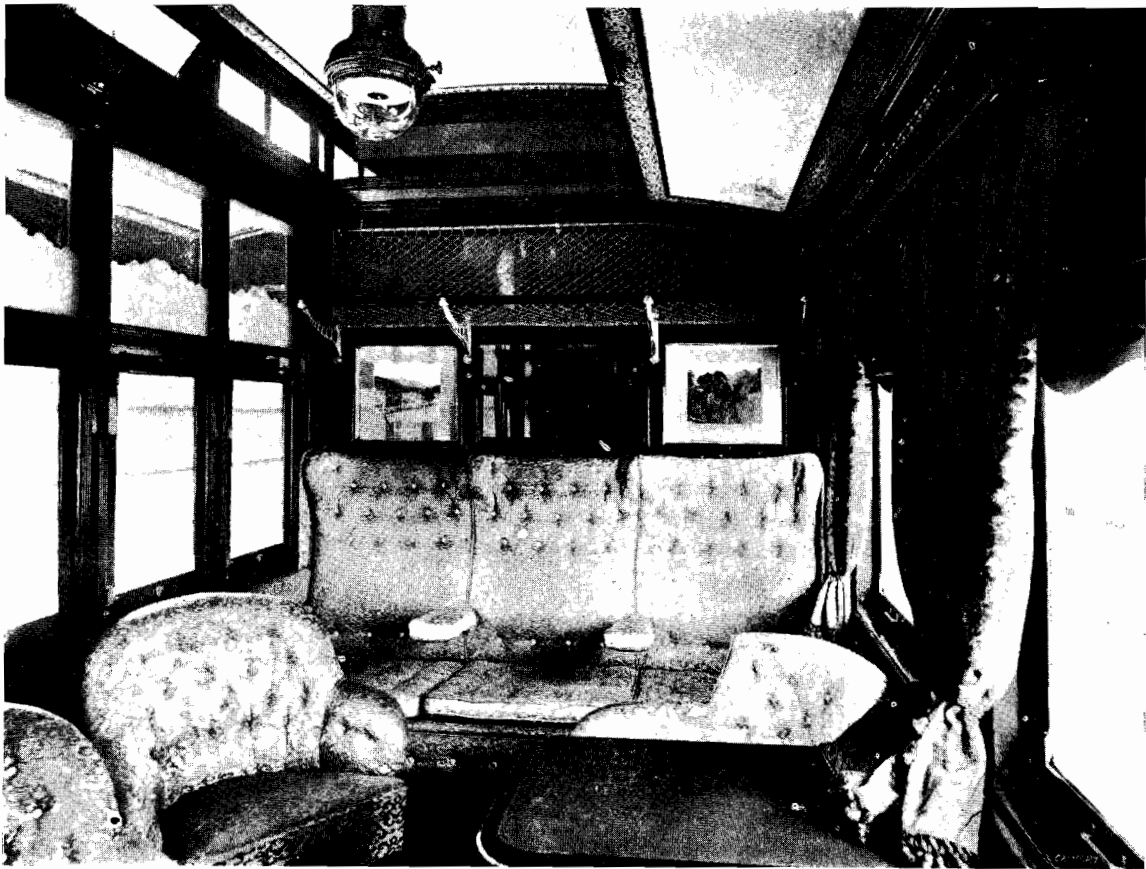
VICTORIAN RAILWAYS.
NARROW GAUGE (2 FT. 6 IN.) LOCOMOTIVE.
(Tractive Power, 12,158 lbs.)



VICTORIAN RAILWAYS.
COMBINED STEAM CRANE AND SHUNTING LOCOMOTIVE.



VICTORIAN RAILWAYS.
FIRST CLASS VESTIBULE CAR, "AV" CLASS.
(Seating Capacity, 42 Passengers; Length over Buffers. 53 ft. 6½ in.)



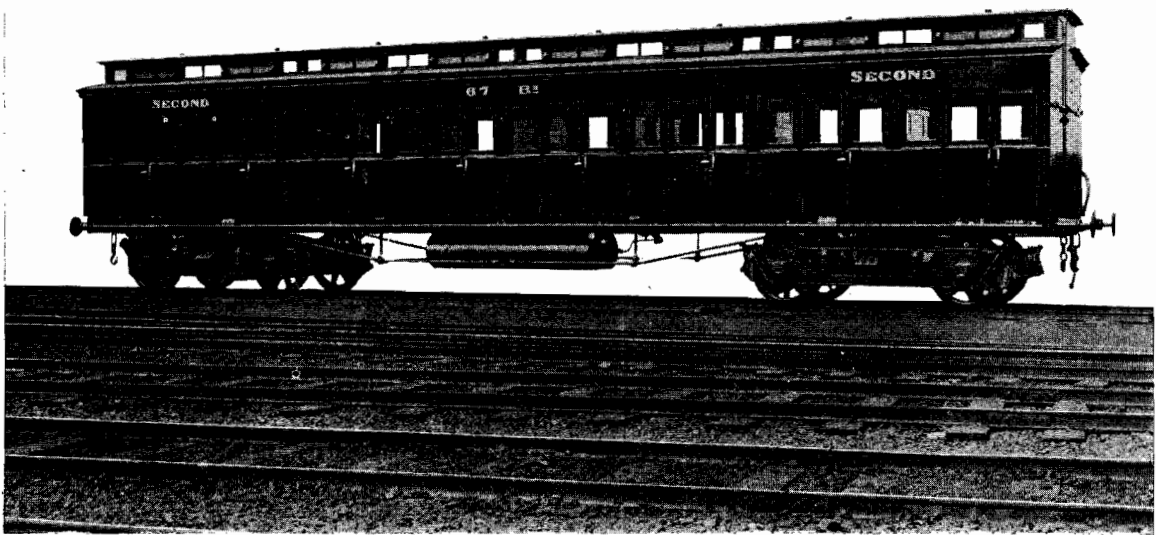
VICTORIAN RAILWAYS.

FIRST CLASS VESTIBULE CAR, "AV" CLASS (INTERIOR).
(Seating Capacity, 42 Passengers ; Length over Buffers, 53 ft. 6½ in.)



VICTORIAN RAILWAYS.

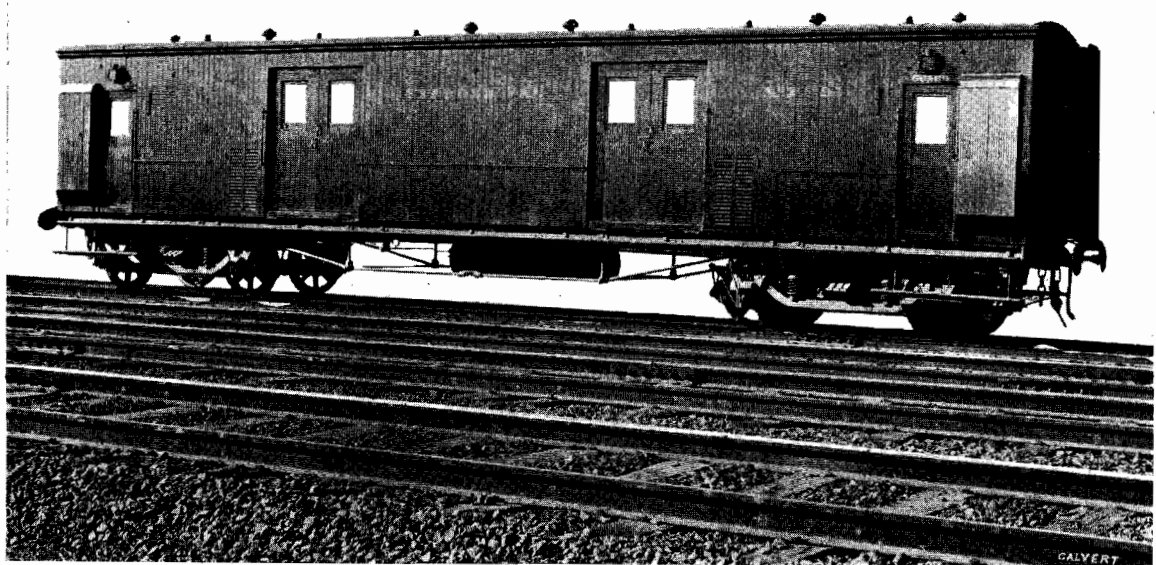
COMBINED FIRST CLASS SMOKING CAR AND VAN, "ADAD" CLASS.
(Seating Capacity, 60 Passengers ; Length over Buffers, 53 ft. 4½ in.)



VICTORIAN RAILWAYS.

SECOND CLASS CAR, "BB" CLASS.

(Seating Capacity, 80 Passengers; Length over Buffers, 53 ft. 4½ in.)



VICTORIAN RAILWAYS.

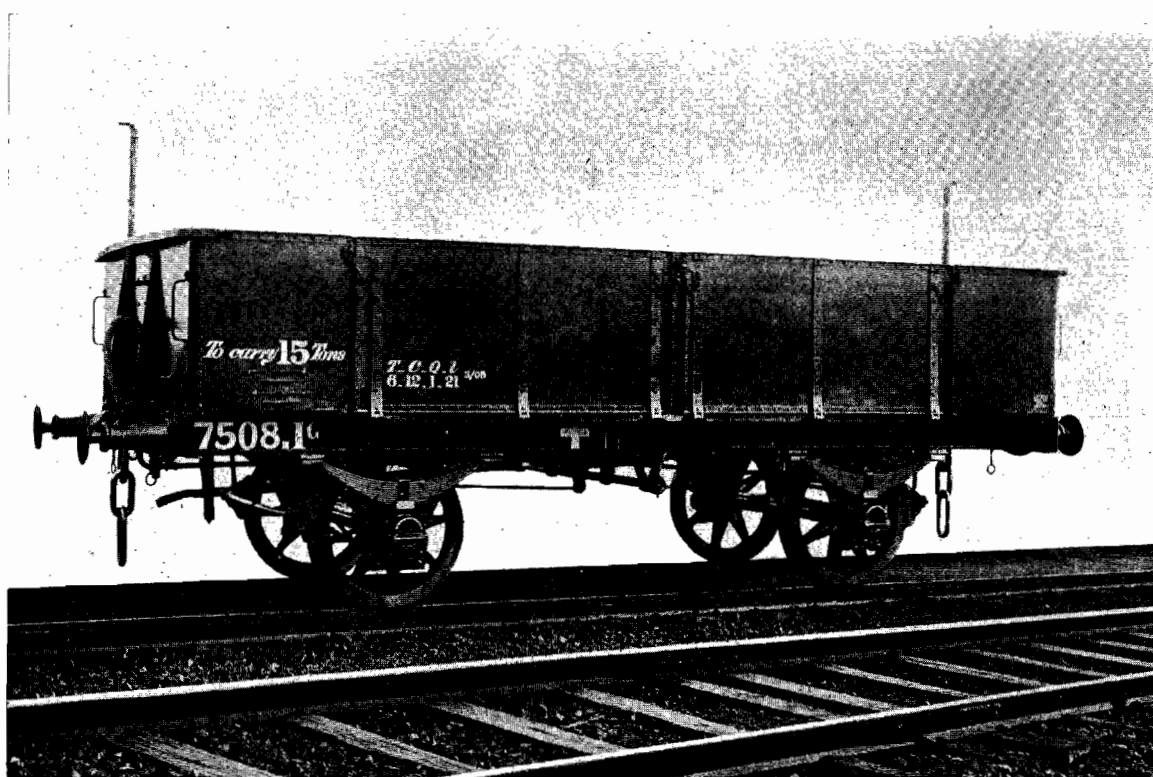
LUGGAGE AND PARCELS VAN, "DV" CLASS.

(Length over Buffers, 53 ft. 6½ in.)



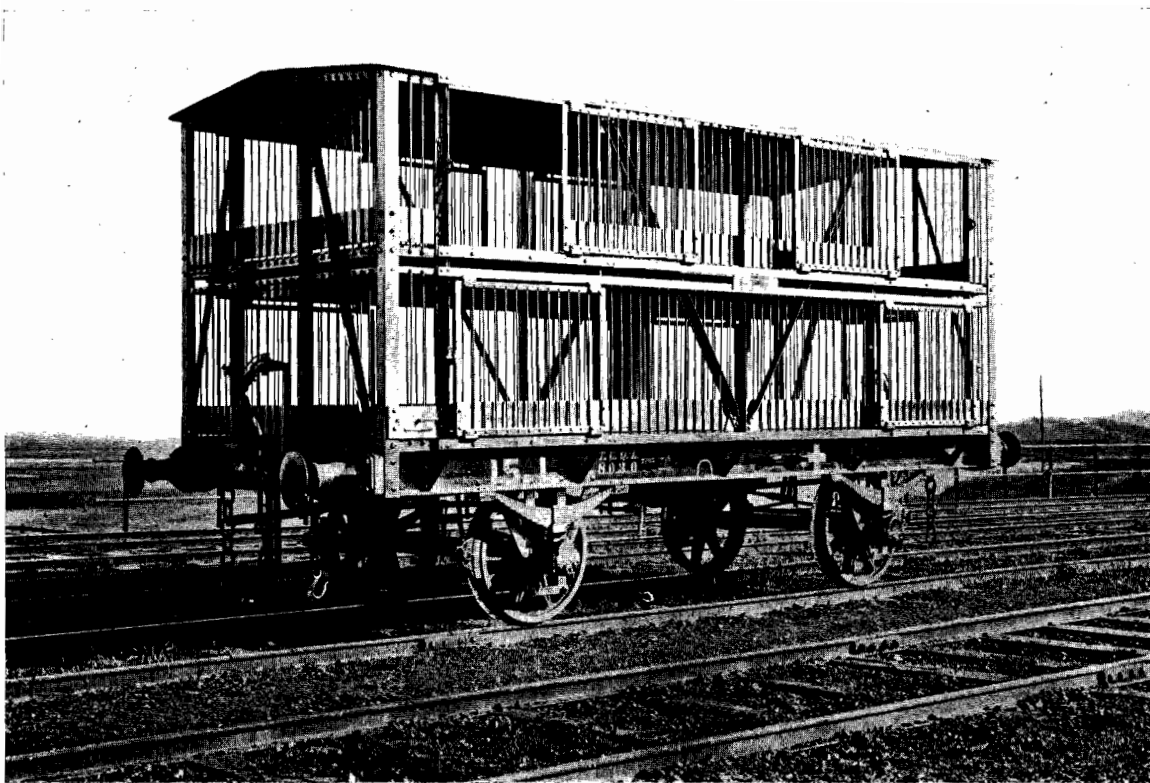
VICTORIAN RAILWAYS.

15-TON STEEL TRUCK. "I" CLASS.
(Tare Weight, $6\frac{1}{4}$ tons.)

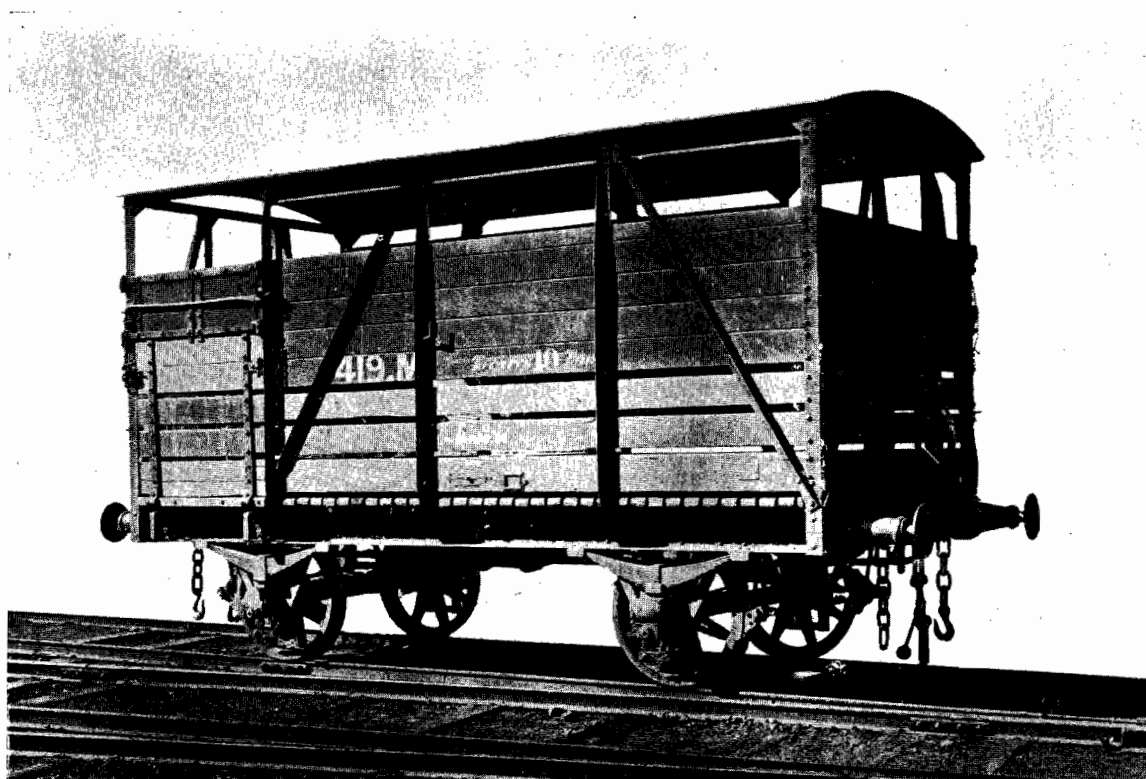


VICTORIAN RAILWAYS.

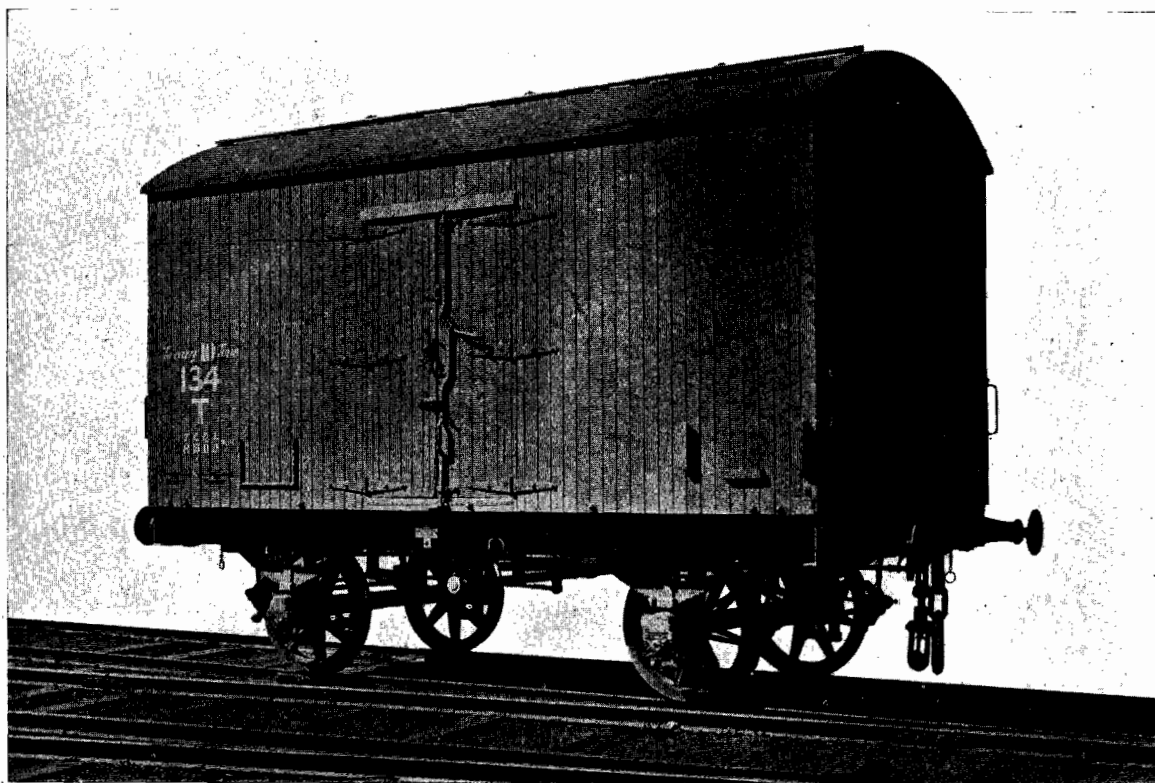
15-TON STEEL TRUCK. WITH FALLING SIDES, "IG" CLASS.
(Tare Weight, $6\frac{1}{2}$ tons.)



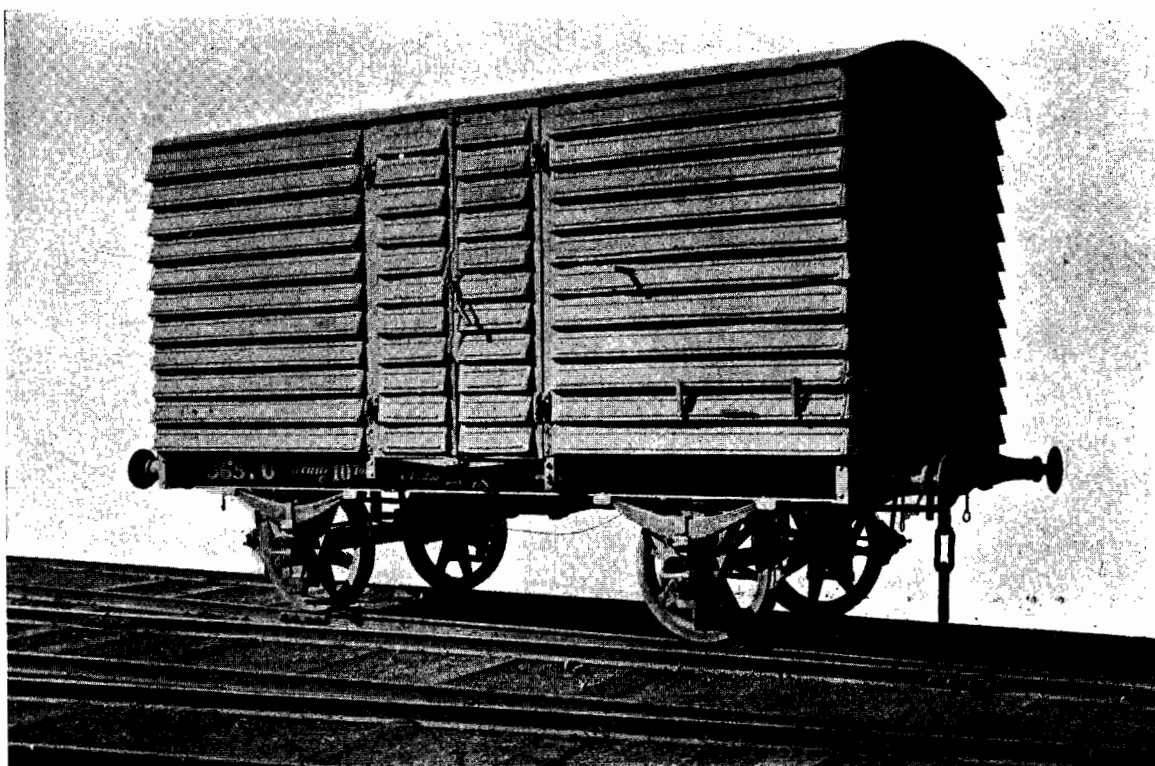
VICTORIAN RAILWAYS.
SHEEP TRUCK (STEEL), "L" CLASS.



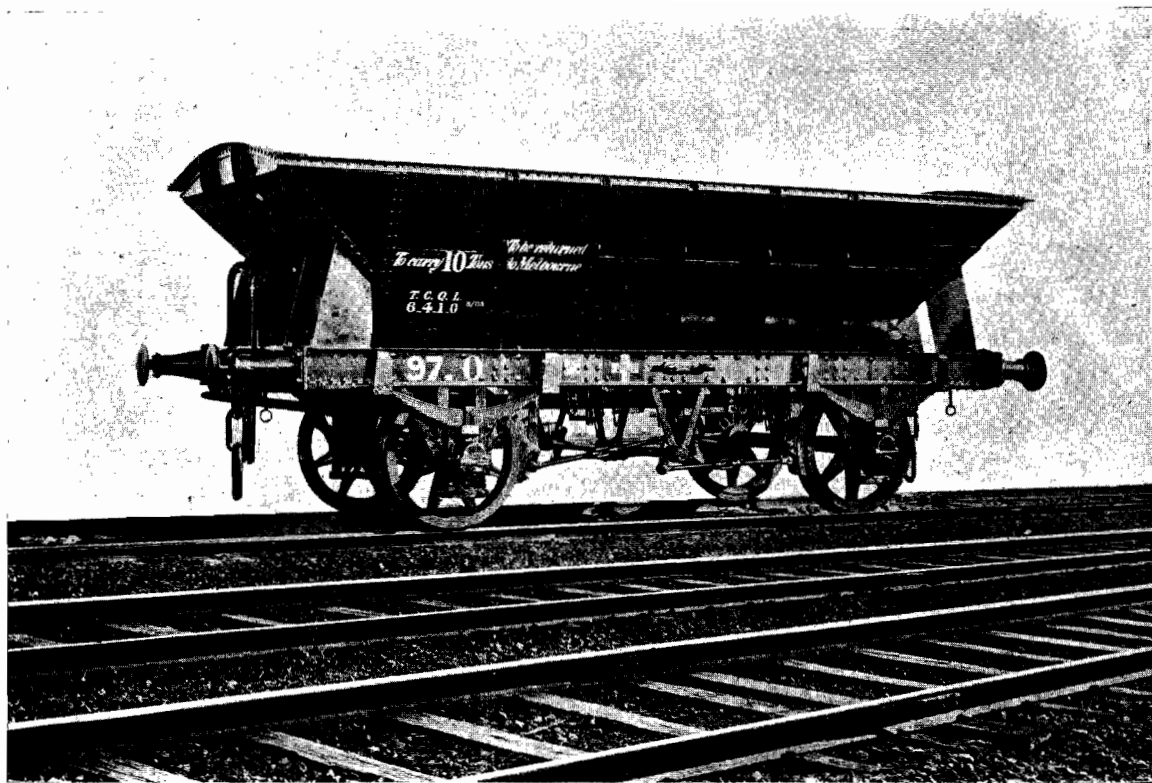
VICTORIAN RAILWAYS.
CATTLE TRUCK (STEEL), "M" CLASS.



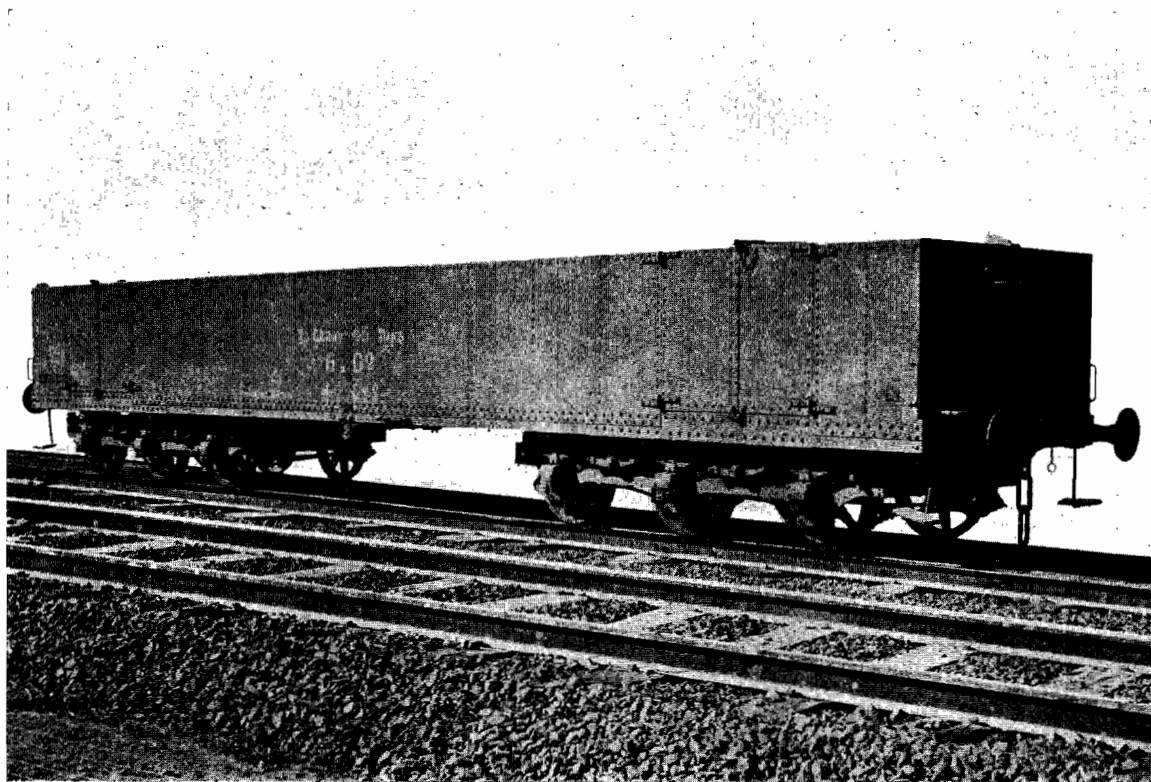
VICTORIAN RAILWAYS.
REFRIGERATOR TRUCK, "T" CLASS.



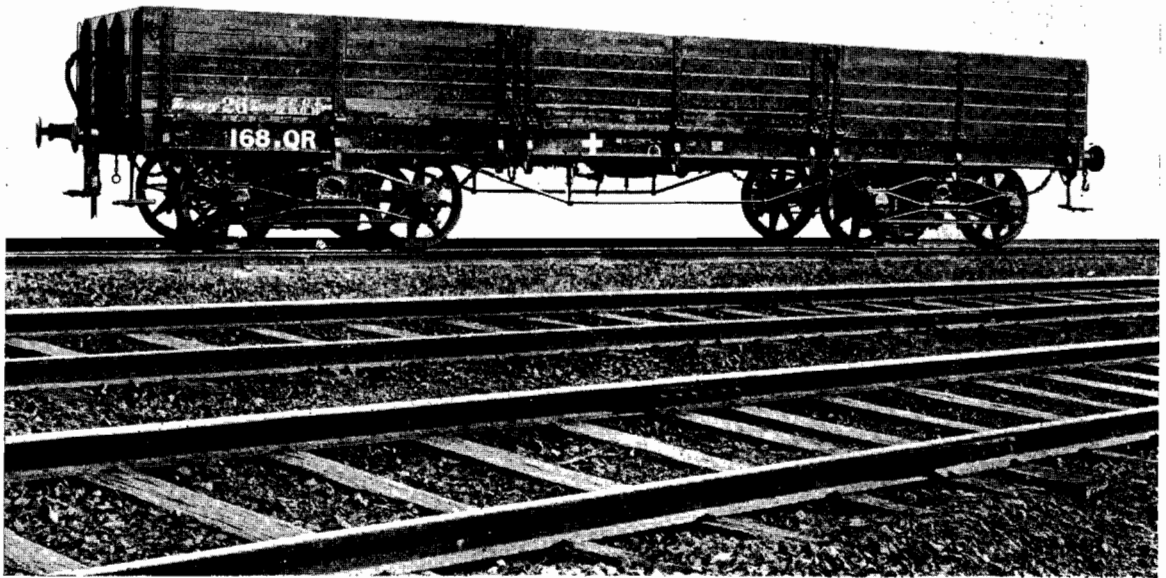
VICTORIAN RAILWAYS.
LOUVRE TRUCK (STEEL), "U" CLASS.



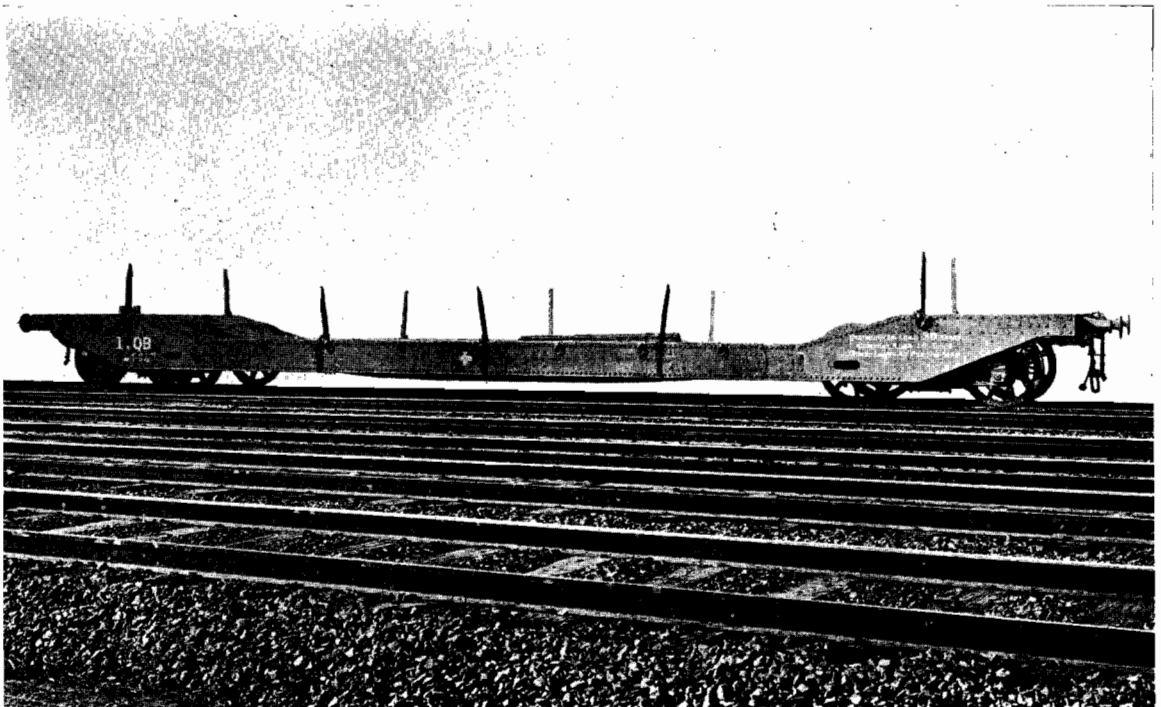
VICTORIAN RAILWAYS.
HOPPER TRUCK (STEEL), "O" CLASS.
(Capacity, 10 tons.)



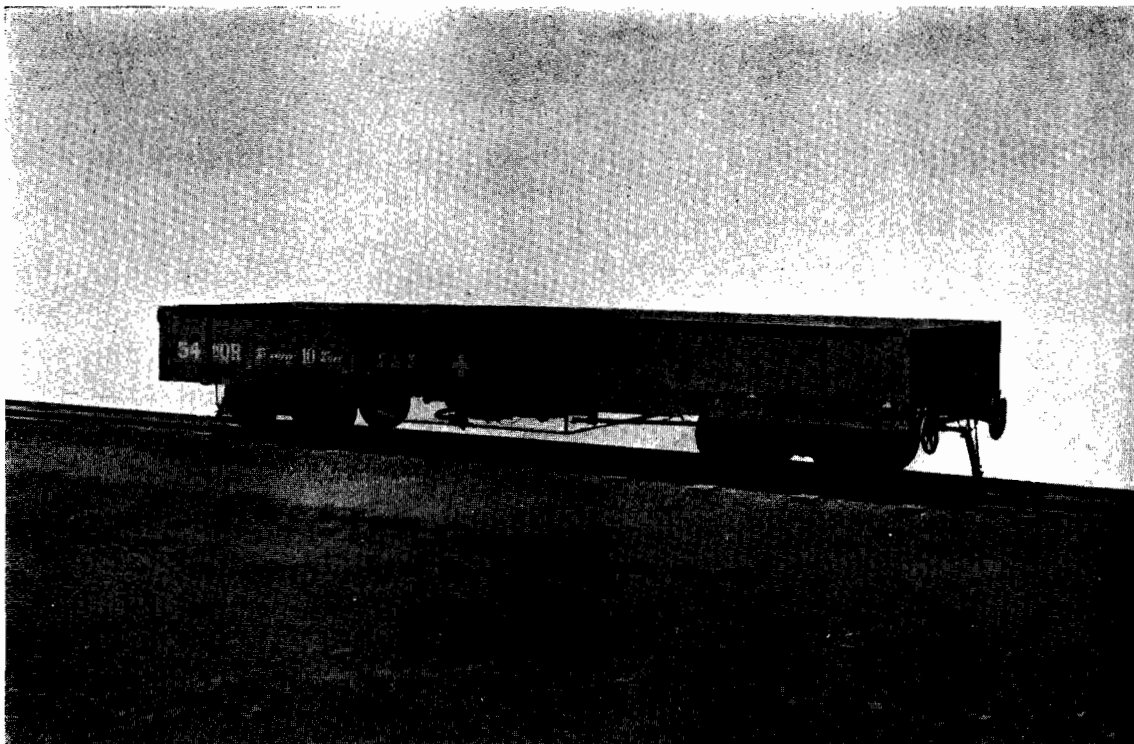
VICTORIAN RAILWAYS.
HOPPER TRUCK (STEEL), "OO" CLASS.
(Capacity, 45 tons.)



VICTORIAN RAILWAYS.
TRUCK, "QR" CLASS, WITH FALLING SIDES.
(Capacity, 26 tons.)

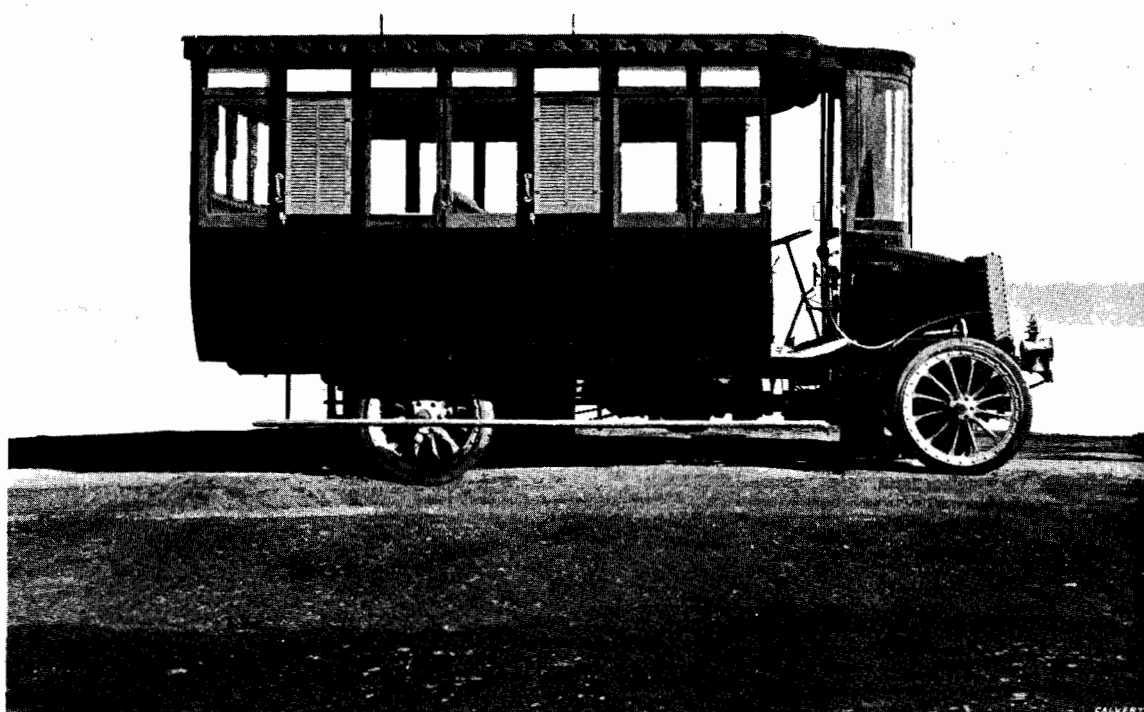


VICTORIAN RAILWAYS.
BOILER TRUCK (STEEL). "QB" CLASS.
(Capacity, 30 tons.)



VICTORIAN RAILWAYS.

NARROW GAUGE (2 FT. 6 IN.) TRUCK.
(Capacity, 10 tons; Tare Weight, 3 tons 13 cwt.)



VICTORIAN RAILWAYS.

MOTOR OMNIBUS.



Railway Map
or
VICTORIA
Showing Victorian Government Railways
(in Red)
1905

SCALE OF MILES

