

1906.

VICTORIA.

VICTORIAN RAILWAYS.

R E P O R T

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

[FOR THE]

FINANCIAL YEAR ENDING 30TH JUNE, 1906.

PRESENTED TO BOTH HOUSES OF PARLIAMENT PURSUANT TO ACT 54 VICTORIA No. 1185 AND
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REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS FOR THE FINANCIAL YEAR ENDING 30TH JUNE, 1906.

VICTORIAN RAILWAYS,
Commissioners' Office, Spencer Street,
Melbourne, 17th September, 1906.

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, 1906.

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 1905	5' 3" gauge ...	3'15	2'22	2'46	303'98	3000'44	3312'25	3643'56	547'96	4191'52
	2' 6" gauge ...	...	...	...	...	81'60	81'60	81'60	4'63	86'23
	Total ...	3'15	2'22	2'46	303'98	3082'04	3393'85	3725'16	552'59	4277'75
Year 1906	5' 3" gauge ...	3'15	2'22	2'45	303'79	3000'68	3312'30	3643'29	574'61	4217'90
	2' 6" gauge ...	...	...	...	...	81'60	81'60	81'60	4'71	86'30
	Total ...	3'15	2'22	2'45	303'79	3082'28	3393'90	3724'39	579'32	4304'20
	Electric Street Railway, 5' 3" gauge ...	...	...	...	...	4'07	4'07	4'07	'36	4'43
	Grand Total ...	3'15	2'22	2'45	303'79	3086'35	3397'97	3728'96	579'68	4308'63
		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 1904-5	5' 3" gauge ...	3'15	2'22	2'50	305'61	2992'24	3305'72	3638'74	547'27	4186'01
	2' 6" gauge ...	...	...	...	...	78'41	78'41	78'41	4'58	82'99
	Total ...	3'15	2'22	2'50	305'61	3070'65	3384'13	3717'15	551'85	4269'00
Year 1905-6.	5' 3" gauge ...	3'15	2'22	2'45	303'97	3000'46	3312'25	3643'54	549'31	4192'85
	2' 6" gauge ...	...	...	...	...	81'60	81'60	81'60	4'66	86'26
	Total ...	3'15	2'22	2'45	303'97	3082'06	3393'85	3725'14	553'97	4279'11
	Electric Street Railway, 5' 3" gauge ...	...	...	...	...	'29	'25	'29	'02	'31
	Grand Total ...	3'15	2'22	2'45	303'97	3082'35	3394'14	3725'43	553'99	4279'42

The mileage of Sidings, as shown above, does not include 45'24 miles of sidings not owned by the Department, about 12 miles of which are maintained by us and at our expense.

At and near the junction of the Fitzroy branch line and the Royal Park to Clifton-hill line 20 mile of double track was converted to single track, 08 mile of three tracks was converted to double track, 07 mile of double track was converted to three tracks, and 05 mile of additional single track was laid, the result of these alterations being a net decrease of 16 mile of single track.

New Lines Opened for Traffic.

An Electric Street Railway from St. Kilda Railway Station to Park-street, Middle Brighton, of 5' 3" gauge, and 4·07 miles in length, was opened for traffic on 7th May, 1906.

Capital Expenditure.

The total expenditure charged to Capital Account at 30th June, 1906, was £41,426,648 2s. 10d., inclusive of £38,349 3s. 10d. 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. 6), an increase for the year of £147,603 10s. 10d., made up as follows:—

EXPENDITURES ON CAPITAL ACCOUNT FOR THE YEAR.

Surveys and Construction of New Lines—

Strathmerton—Toomwal Line	£2,895 19 7
Moe—Walhalla Line	2,400 16 4
Welshpool—Welshpool Jetty Line	745 17 5
St. Kilda and Brighton Electric Street Railway	24,655 9 10
Surveys	958 9 8

Net Increase in Capital Expenditure on Surveys and Construction of New Lines	£31,656 12 10
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Additions and Improvements on Existing Lines, and to Rolling Stock—

Way and Works (see Appendix No. 6)	£91,837 4 8
Rolling Stock (see Appendix No. 6)	71,272 17 3
Motor Omnibuses... ..	7,361 15 7
	<u>170,471 17 6</u>

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 Appendix No. 10) 24,104 11 6

Less Amount at credit of Rolling Stock Replacement Fund at 30th June, 1906 (see Appendix No. 9) 109,554 10 9

Minus the Amount taken credit for in the year 1904-5 (see Annual Report for that year, Appendix No. 9) ... 79,134 2 9

30,420 8 0
54,524 19 6

Net Increase in Capital Expenditure for Additions and Improvements on Existing Lines and to Rolling Stock	115,946 18 0
--	--------------

Net Increase in Expenditure on Capital Account	£147,603 10 10
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Loan Funds.

The total amount of Current Loans allocated to the Railways at 30th June, 1906, was £39,651,223 13s. 2d. (see Appendix No. 7), an increase for the year of £193,188 os. 6d., made up as follows :—

		£	s.	d.
Additional Loans raised or transferred to the debit of the Railways by the Treasury	Act 1560 ($3\frac{1}{2}$ per cent.)	508,060	12	7
	Act 1623 (3 per cent.)	6,622	6	7
	Act 1753 (3 per cent.)	4,946	8	11
	Act 1982 ($3\frac{1}{2}$ per cent.)	1,079,549	6	5
	Act 1990 ($3\frac{1}{2}$ per cent.)	258,966	13	10
		£1,858,145	8	4
Less Loans redeemed—				
Act 1451, from Revenue	...	5,175	11	6
Act 1564	„	14,000	0	0
Act 1753	„	4,929	0	0
Act 1847 by Acts 1560, 1982, and 1990	...	1,796,425	7	7
		£1,820,529	19	1
		£37,615	9	3
Add net increase in the amount of Current Loans allocated to the Railways in consequence of the State Treasury having made a complete revision of past Loan transactions and allocation of Loan Funds to the Railways				
		...	...	155,572 11 3
Net increase for the year in the amount of Current Loans allocated to the Railways				
		...	...	£193,188 0 6

The proceeds of Loans allocated to the Railways, after deducting Discounts and Expenses, less Net Premiums received, were at 30th June, 1905, £38,214,826 16s. 2d. The proceeds of the net increase in the amount of Current Loans, viz., £193,188 os. 6d., as shown above were only £164,600 19s. 8d., the difference, viz., £28,587 2s. 10d. representing the Net Discounts and Expenses. The Net Proceeds of Loans allocated to the Railways were therefore at 30th June, 1906, £38,379,427 15s. 10d. (see Appendix No. 7).

Interest Account.

The Interest during the year on Current Loans allocated to the Railways amounted to		...	...	...	£1,464,584	9	3
And in addition the Railways were debited with the following amounts :—							
Expenses incurred by the Treasury in connexion with Payment of Interest		...	...	...	10,015	7	6
Interest on certain items of Expenditure under Surplus Revenue Acts		...	...	...	2,935	3	7
Amount understated by the Treasury for the Year 1904-5, being difference between the Approximate and Actual Interest Charges and Expenses					2,522	0	0
					£1,480,057		
					0		
					4		
Less interest allowed by the State Treasury on the balances at credit of Railway Funds					7,660	0	0
Net amount for Interest and Expenses chargeable to the Railways for the Year 1905-6		...	...	...	£1,472,397	0	4

This amount (£1,472,397 os. 4d.) is an increase of £10,403 os. 4d. on the net Interest and Expenses charged to the Railways for the year 1904-5 and is equivalent to 3·71 per cent. on the total amount of Current Loans allocated to the Railways.

Non-Interest Bearing Funds.

The amount provided out of Consolidated Revenue for the Construction, Equipment, Stores, &c., of the Railways, and on which no interest is charged, was at the 30th June, 1906, £3,757,980 11s. 9d., made up as follows :—

	£	s.	d.
Amount 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 ...	2,825,740	6	1
Amount provided out of the Consolidated Revenue for the Redemption of State Loans allocated to the Railways ...	344,200	0	0
Accrued interest on Loan Moneys expended on certain lines during their construction and debited to the Capital Cost of such lines, under the provisions of Clause 2, Act No. 1288 ...	21,619	0	0
Amount expended under Surplus Revenue Acts and debited to Sundry Works of Construction, &c. ...	110,823	11	7
Amount expended under Appropriations and Votes and debited to Sundry Works of Construction, &c. ...	455,597	14	1
Total Non-Interest Bearing Funds at 30th June, 1906 ...	3,757,980	11	9

Financial Results for the Year.

GROSS REVENUE (exclusive of St. Kilda and Brighton Electric Street Railway)	£3,787,619 0 8
WORKING EXPENSES (do., do.)	1,999,023 0 6
NET REVENUE (do., do.)	1,788,596 0 2
NET REVENUE of ST. KILDA and BRIGHTON ELECTRIC STREET RAILWAY (7th May to 30th June inclusive)	308 5 10
TOTAL NET REVENUE	1,788,904 6 0
SPECIAL EXPENDITURES and CHARGES in Reduction of Extraordinary Liabilities taken over by the Commissioners at 1st July, 1903	117,542 10 9
BALANCE of NET REVENUE	1,671,361 15 3
INTEREST CHARGES and EXPENSES	1,472,397 0 4
SURPLUS CREDITED to CONSOLIDATED REVENUE	198,964 14 11

Comparison with Previous Year.

	Year 1904-5.			Year 1905-6.			Increase or Decrease		
	£	s.	d.	£	s.	d.	+	-	
Gross Revenue	3,582,265	12	1	3,787,619	0	8	+205,353	8	7
Working Expenses	1,871,137	16	2	1,999,023	0	6	+127,885	4	4
Net Revenue	1,711,127	15	11	1,788,596	0	2	+77,468	4	3
Net Revenue of St. Kilda and Brighton Electric Street Railway, 7th May to 30th June inclusive (see Page 13)	...			308	5	10	+308	5	10
Total Net Revenue	1,711,127	15	11	1,788,904	6	0	+77,776	10	1
Special Expenditures and Charges in reduction of Extraordinary Liabilities taken over by the Commissioners at 1st July, 1903—									
Belated Repairs	54,751	19	7	5,616	19	3	-49,135	0	4
Rolling-Stock applied in reduction of the Deficiency at 1st July, 1903	23,448	0	0	27,821	0	0	+4,373	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)	58,769	5	8	24,104	11	6	-34,664	14	2
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	248,485	7	10	117,542	10	9	-130,942	17	1
Balance of Net Revenue	1,462,642	8	1	1,671,361	15	3	+208,719	7	2
Interest Charges and Expenses	1,461,904	0	0	1,472,397	0	4	+10,403	0	4
Surplus Credited to Consolidated Revenue	648	8	1	198,964	14	11	+198,316	6	10

Results of Working for the Year 1905-6 compared with those of the Preceding Three Years.

	Year 1902-1903. See Note (a).	Year 1903-1904.	Year 1904-1905.	Year 1905-1906.
Average mileage of Railways worked	3,335	3,371	3,384	3,394
TRAFFIC TRAIN MILEAGE.				
Passenger—Country	1,650,649	1,501,966	1,662,438	1,758,823
" Suburban	2,921,280	2,616,322	2,645,556	2,772,669
Mixed	2,494,280	2,166,439	2,219,194	2,321,312
Goods (including Live Stock)	3,220,063	2,887,917	2,496,177	2,539,265
Total Traffic Train Mileage	10,286,272	9,172,644	9,023,365	9,392,069
Number of Passenger Journeys	54,798,073	54,282,003	59,702,050	65,088,394
Tons of Goods carried	2,716,827	3,182,772	3,382,788	3,376,987
Tons of Live Stock carried	377,170	256,431	245,449	299,030
GROSS REVENUE.				
	£	£	£	£
Passenger—Country	798,337	828,582	827,776	903,118
" Suburban	527,228	531,902	554,532	598,479
Parcels, &c.	124,485	128,821	141,811	142,844
Horses, Carriages, and Dogs	12,839	13,359	13,588	13,684
Mails	62,451	59,309	60,647	61,588
Goods	1,218,557	1,619,485	1,749,660	1,792,575
Live Stock	236,213	173,493	169,133	208,862
Rentals	50,890	53,651	53,038	55,711
Miscellaneous	15,858	29,539	12,081	10,758
Total Gross Revenue	3,046,858(b)	3,438,141	3,582,266	3,787,619
Per mile of Railways worked	913	1,020	1,059	1,116
Per traffic train-mile run	5s. 11' 09d.	7s. 5' 96d.	7s. 11' 28d.	8s. 0' 79d.
WORKING EXPENSES.				
	£	£	£	£
Transportation Branch	592,897	586,015	562,370	588,123
Way and Works Branch	437,840	448,959	502,022	572,297
Rolling-Stock Branch—Working	521,090	455,543	488,240	481,483
" Repairs and Ordinary Renewals	241,625	263,987	274,931	306,842
General Expenses	42,498	47,807	43,575	50,278
Total Working Expenses	1,835,950	1,802,311	1,871,138(c)	1,999,023(c)
Per mile of Railways worked	550	535	553	589
Per traffic train-mile run	3s. 6' 84d.	3s. 11' 16d.	4s. 1' 77d.	4s. 3' 08d.
Percentage of Gross Revenue	60' 26	52' 42	52' 23	52' 78
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES				
	£	£	£	£
Per mile of Railways worked	363	485	506	527
Per traffic train-mile run	2s. 4' 25d.	3s. 6' 80d.	3s. 9' 51d.	3s. 9' 71d.
NET REVENUE OF ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY (See page 13)	...	...	...	308
TOTAL NET REVENUE	...	...	...	1,788,904
SPECIAL EXPENDITURES AND CHARGES				
	£	£	£	£
BALANCE OF NET REVENUE	1,108,278	1,516,274	1,462,643	1,671,362
INTEREST CHARGES AND EXPENSES	1,473,532	1,515,755	1,461,994	1,472,397
DEFICIT paid out of Consolidated Revenue	365,254	...	...	...
SURPLUS credited to Consolidated Revenue	...	519	649	198,965

NOTES.

(a) 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.

(b) The Gross Revenue in the year 1902-3 does not include the sum of £61,160 on account of services performed for the State for which no payment was received.

(c) For details see Appendix No. 20.

(d) For details see Page 7.

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

As will be seen from the following statement, the Extraordinary Liabilities taken over by the Commissioners at 1st July, 1903, amounting to £795,761, were reduced during the year by £145,951, making a total reduction during the last three years of £602,999, thus leaving a balance yet to be liquidated out of Revenue of £192,762.

	Liabilities at 1st July, 1903, as per our Report of 31st March, 1904.	Reductions during Year 1903-04.	Reductions during Year 1904-05.	Reductions during Year 1905-06.		Liabilities remaining at 30th June, 1906.
	£	£	£		£	£
Belated Repairs ...	181,087	102,754	71,333	By Expenditure out of Railway Revenue ...	5,617	Nil.
				By Saving in the Estimated Cost of Work ...	1,383	
					7,000	
					84,427	
Estimated cost of making good the Deficiency in Rolling-Stock ...	403,950	14,950	119,740	By Increase in Rolling-Stock ...		(See Appendix No. 9.)
				By Value of Scrap Material from Dismantled Engines, &c., credited to Rolling-Stock Replacement Fund ...	5,283	
				By Surplus Railway Revenue credited to Rolling-Stock Replacement Fund ...	60,000	
					149,710	
				Less Amount expended out of Rolling-Stock Replacement Fund, taken credit for in the previous year as cash ...	34,863	154,413
					114,847	
Deficiency in the Value of Stores ...	60,855	8,053	52,802	Nil.	—	Nil.
Loan Funds Advanced for Renewal of Way and Works and Replacement of Rolling-Stock ...	149,869	28,646	58,770	(By Repayments out of Railway Revenue. (See Appendix No. 10.)	24,104	38,349
Totals ...	795,761	154,403	202,645		145,951	192,762

In addition to the above Extraordinary Liabilities, viz., £192,762, remaining at 30th June, 1906, to be liquidated out of Railway Revenue, it will be necessary, as mentioned in our Report of 31st March, 1904, to charge a large sum to Working Expenses in connexion with the Strengthening of Bridges, Flinders-street Station and Yard, and other Additions and Improvements.

Gross Revenue.

The Revenue from Passengers, both Country and Suburban, Parcels, Horses, Carriages, and Dogs, Rentals, and Goods respectively, and the total Revenue from all sources, viz., £3,787,619, were the largest ever earned. The increase in the Total Gross Revenue over that of the previous year was £205,353. The increase in the Revenue derived from Country Passenger traffic was £75,342; from Suburban Passenger traffic, £43,947; from Goods traffic, £42,915; and from Live Stock traffic, £39,729. These satisfactory results were mainly due to the prosperity which prevailed generally throughout the State in consequence of a series of favorable seasons for the agricultural and pastoral industries.

The Revenue derived from Wheat and other Grain was only £346,809, as compared with £425,677 in the previous year. This decrease of £78,868 was due to a larger part of the crop of the previous season being carried in the first six months of the year 1904-5 than in the first half of the year 1905-6, and to a considerable quantity of last season's crop remaining longer than usual at stations and in the farmers' hands. The Revenue from the carriage of Wool was £90,160, an increase of £22,400 over that of the previous year.

The Gross Revenue per train mile run, viz., 8s. 0.79d., was the largest for twenty-eight years.

Working Expenses.

A detailed statement of the Working Expenses in contrast with those of the previous year will be found in Appendix No. 20.

The percentage of Working Expenses to Gross Revenue was 52·78, as compared with 52·23 in the previous year, and was, with the exception of that year, the lowest since the year 1879.

The state of the Revenue admitted of a larger expenditure for the Maintenance and Renewals of Way and Works, and for Repairs and Renewals of Rolling-Stock, and the increase in the Working Expenses, viz., £127,885, is mainly due to this.

Net Revenue.

The Net Revenue, after the payment of Working Expenses, was the largest ever earned, and per mile of railway, viz., £527, and per traffic train mile, viz., 3s. 9·71d., the highest obtained for sixteen and twenty-six years respectively. Including the Net Revenue of the St. Kilda and Brighton Electric Street Railway, viz., £308, it was £77,776 more than the Net Revenue of the previous year, and was equivalent to 4·51 per cent. on the Railway Debt of the State.

Reductions in Goods Rates.

A very considerable measure of relief to the producers, manufacturers, traders, and people of the State generally, was afforded by reductions made in the charges for the transport of Goods, which took effect on 1st February last.

The rates for the carriage of Goods classified under Classes "C," "1," "2," and "3," were reduced, equivalent to approximately 8 per cent. in the case of Classes "C" and "1," 9 per cent. in the case of Class "2," and 16 per cent. in the case of Class "3." In addition to these reductions in rates, the minimum weight of Goods in Classes "B" and "C" was made one ton instead of two tons, and a number of commodities were given a lower classification.

In November last, the ordinary mileage rates were made applicable to Wheat and its products shipped from other parts of the State to the Eastern District, thus restoring to that part of the State the advantage of the taper in these rates for long distances, which was withdrawn in February, 1903.

Transportation Branch.

The expenses of the Transportation Branch for the year were £588,123, as compared with £562,370 for the previous year, an increase of £25,753, which is more than accounted for by the large increase in the traffic dealt with.

In view of the increasing passenger traffic and revenue derived therefrom in the Metropolitan District, as well as on some of the country lines, an improved train service on a number of lines became justified, and has been provided, with a resulting increase in the Passenger and Mixed Train Mileage of 325,616 miles, as compared with the previous year.

We propose to make some further improvements in the train service for the conveyance of passengers in the next Summer time-table, notably between Melbourne and Bendigo, which will improve the connexions with branch line trains at Castlemaine and other junction stations.

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 "Belated Repairs" provided for in the original estimate, made in February, 1902, are now completed, the sum of £5,617 having been expended on that account during the year. These "Belated Repairs" were originally estimated to cost £260,000, but they have been completed for an outlay of £223,836, a saving of £36,164.

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 1902-3.	Year 1903-4.	Year 1904-5.	Year 1905-6.
Expenditure	...	£437,840	£448,959	£502,022	£572,297
Per mile of railway	Average mileage	131	133	148	169
" " track	open for traffic	120	121	135	154

The state of the Revenue admitted of a larger expenditure for the Maintenance and Renewals of Way and Works, and the expenditure on this account was greater than that of the previous year by £70,275. It includes a considerable outlay in connexion with improvements and additions, and on special Maintenance Works.

52·73 miles of track were re-laid with steel rails, as follows:—5·21 miles with new 100-lb. rails, 2·89 miles with new 86-lb. rails, 16·47 miles with new 80-lb. rails, 7·13 miles with serviceable 80-lb. rails, and 21·03 miles with serviceable steel 60-lb., 66-lb., 72-lb., and 75-lb. rails, which had been replaced by heavier rails on other lines. 250,494 sleepers were renewed and 24,402 additional sleepers were put into the track, and 209·59 miles of fencing were renewed during the year.

Two hundred and thirty-eight interlocking levers were installed at five places. The total number of interlocking levers in use at 30th June, 1906 was 6,877 at 507 places, and the proportion of interlocked places 60·79 per cent. Thirteen sets of staff or Annetts lock gear were provided at eleven intermediate non-staff stations.

To enable repairing gangs to travel more quickly, and with less exertion over the lines, 57 light trollies (including 7 narrow-gauge trollies) were put into service during the year.

The work of strengthening bridges on important lines to admit of the use of more powerful locomotives has been continued on the North-Eastern and Western lines, and a commencement has been made with this important work on the line from Ballarat *via* Maryborough to Castlemaine.

Flinders-street Station, Melbourne.

A contract was let on the 23rd September, 1905, for most of the work involved in the construction of the new Flinders-street Passenger Station Building, including a fourth storey, for £93,479, exclusive of bricks to be supplied by the Department. The work has been somewhat delayed owing to difficulty experienced by the contractor in obtaining suitable stone for portions of the first storey.

The total estimated cost of the new Station and Yard at Flinders-street, including the building now under contract, additions and alterations to lines of way, platforms, platform-roofs, sub-ways, ramps, interlocking, signals, widening and lengthening of Princes' Bridge, &c., is						£440,000
The expenditure at the 30th June, 1906 (including £53,242 charged to Working Expenses, as follows:—Year 1903-4, £9,334; Year 1904-5, £23,908; and Year 1905-6, £20,000), amounted to						237,109
Leaving a balance to be expended of						202,891
Towards which Funds are available as follow:—						
To be debited to the Working Expenses of the Year 1906-7						£20,000
Item 5 of Act No. 1904						31,388
Item 13 of Act No. 1909						50,000
So that additional Funds have yet to be provided to the extent of						101,388
Of which, approximately, one-half should be made available not later than the 1st August, 1907, and the balance not later than the 1st January, 1908.						101,503

The estimated expenditure of £440,000 includes very extensive re-grading and additions and alterations in the lines of way, interlocking and signals, not only in the vicinity of the Flinders-street Station proper, but between the Viaduct to the West and Jolimont to the East.

Spencer-street Station, Melbourne.

A complete renovation of this station was put in hand during the year, and advantage was taken of this opportunity to make many much-needed additions and improvements. More than three-fourths of the total expenditure involved will be charged to Working Expenses.

Contract for Rails.

Tenders were called during the year for the Supply of 6,282 tons of 80 and 100-lb. rails, and a contract was entered into in August for these rails with the lowest tenderer, viz., The Lackawanna Steel Company, of Scranton, Pennsylvania, at the price of £5 13s. 6d. per ton, delivered into Departmental trucks at the Williamstown Pier, exclusive of duty. This price is the lowest at which rails have been bought by the Department since the year 1900, and is especially satisfactory in view of the condition of the rail market at the time.

Increase in Cost of Sleepers.

Attention is directed to the very considerable increase in the price of Sleepers which has taken place during the last ten years, amounting to about forty per cent. The increase in the last three years was equivalent to about ten per cent.

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 for the year, as contrasted with that of each of the four previous years, exclusive in all four years of the expenditure on Rolling-Stock applied in reduction of the Deficiency as at 1st July, 1903, hereinafter referred to:—

	Year 1902-3.	Year 1903-4.	Year 1904-5.	Year 1905-6.
	£	£	£	£
For Working	521,090	455,543	488,240	481,483
Per Traffic train mile	12'16d.	11'92d.	12'99d.	12'30d.
For Repairs and Renewals	241,625	263,987	274,931	306,842

The state of the Revenue admitted of a larger expenditure for the Repairs and Renewals of Rolling-Stock, and the expenditure on this account was greater than that of the previous year by £31,911.

By the net increase during the year in the Rolling-Stock applied in Reduction of the Deficiency at 1st July, 1903, the cost, as estimated, of making good such Deficiency was reduced by £84,427, or to £263,968. The sum of £60,000 from the Year's Surplus Railway Revenue was placed to the credit of the Rolling-Stock Replacement Fund, established in accordance with Section 4 (1) of Act No. 1946, and the same fund was credited with £5,283, representing the proceeds of Rolling-Stock sold or broken up during the year, making a total amount at the credit of that Fund, at 30th June, of £109,555. 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 purchased or constructed at the expense of Capital Account from the inception of the Railways, the estimated amount remaining at 30th June, 1906, to be provided out of Railway Revenue to make good this Deficiency was £154,413, a reduction during the year of £114,847 (see Appendix No. 9).

A Summary of the Register of Rolling-Stock, at 30th June, 1906, will be found in Appendix No. 8.

The following new Rolling-Stock was put into service during the year:—

Manufactured at—	Locomotives.	Carriages.	Vans and Sundry Stock.	Trucks.
Newport Shops	10	15	27	291

Five electric tram cars were provided for the St. Kilda and Brighton Electric Street Railway, two of which (sample cars) were painted, and three erected and painted at Newport.

The bodies of six motor buses were built and erected on the chassis at Newport.

The provision of complete up-to-date equipment for the Melbourne-Albury and Melbourne-Adelaide Express trains was authorized and put in hand during the year, and it is anticipated that most of this new stock will be available for the Melbourne Cup traffic. Forty per cent. of the cost of the new equipment for the Melbourne-Adelaide Express trains—being their mileage proportion—will be paid by the South Australian Railways, and that proportion of the work will be done in that State, the balance of this equipment being built at the Newport Shops.

The construction of locomotives at the Newport Shops has been continued with very satisfactory results, and the third ten locomotives of the "DD" class were completed at a cost of about 15 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. The cost of the third ten of these locomotives on the basis fixed by the Royal Commission, was £2,857 per locomotive, which is equivalent to £43 15s. per ton as contrasted with £3,364 and £52 4s. respectively in the case of the first ten. This class of locomotive continues to give satisfactory service.

Foot-warmers have been provided for the carriages in use on many of the country trains, thus adding to the comfort of passengers, especially those travelling during winter on trains starting in the early morning.

Three hundred and sixty-nine trucks were equipped with the Westinghouse brake during the year, making the total number so fitted, as per last stock-taking, 8,881, or 84 per cent., and with brake-pipes alone 1,596. The work of fitting larger pumps to the goods locomotives is being continued.

Thirty-seven carriages and vans were equipped for Pintsch gas lighting, making the total number so equipped 860, or 70 per cent.

Successful trials have been made of the use of incandescent mantles of the Welsbach type on Pintsch Gas Lamps in carriages, by which a great improvement in the lighting of the carriages, with comparatively a large saving in expense, will be obtained.

Steady progress was made with the provision of labour-saving shop machinery, a number of minor machines, lifting appliances, furnaces, &c., having been added to the equipment during the year.

The forge turned out 1,728 axles during the year, some of which were driving crank axles.

Stores Branch.

The value of the Stock of Stores at 30th June, 1906, as per certificate from the Chief Storekeeper (see Appendix No. 4), was £298,451, as compared with £383,591 at 30th June, 1905, a reduction of £85,140 during the year. The value of the Stock of Stores at 30th June, 1903, was £647,003, so that the reduction in the last three years is £348,552. The funds thus released have either been repaid to the State Treasury or are in the Stores Suspense Account (see Appendix No. 11) bearing interest, and available for the purchase of Stores.

During the year we repaid to the Treasury £65,000, being the balance of the Loan Funds provided for the purchase of Stores in the years 1896 to 1902 inclusive, thus, with the amounts repaid in the year 1903-4 and 1904-5, making a total repayment of £180,000 during the last three years.

The value of the Stores on hand has been written down during the year to the extent of £21,075, making, with £12,024 written off in the year 1904-5, a total amount written off the Stores during the last three years of £33,099, in addition to the liquidation of the Deficiency in Stores at the 30th June, 1903, as disclosed by special independent valuation, amounting to £60,855.

St. Kilda and Brighton Electric Street Railway.

The extension of this line to the railway station at St. Kilda, as recommended in our last Annual Report, was authorized under Act No. 1973, and the necessary funds were provided under the Surplus Revenue Act, No. 1969.

The whole of the line from the St. Kilda Railway Station to Park-street, Brighton, a distance of 4.07 miles, was completed and opened for traffic on 7th May, 1906, with a ten-minutes' service during the busy hours in the morning and evening, and a twenty-minutes' service at other times, connecting with all trains to and from Melbourne.

The Expenditure, at 30th June, 1906, on account of the construction of this line was £25,013, and for Rolling Stock was £3,597, a total of £28,610.

The Revenue of the line for the period 7th May to 30th June inclusive, was £1,449, and the Working Expenses amounted to £1,141, equivalent to 78.74 per cent., leaving a Net Revenue of £308, which is £136 in excess of the Working Expenses and Interest on the Capital Cost at 30th June, 1906.

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 	41,787
For decrease in the Revenue due to the carriage of Victorian	
Coal at reduced rates 	5,676

and under the provisions of the same Section, the Treasury reimbursed us the sum of £5,135, representing the enhanced cost of Victorian coals purchased during 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.

In view of the steady improvement in the revenue and the favorable prospects for the ensuing year, we have asked Parliament to provide and pay in respect of that year one-half only of the allowance which, in accordance with Order in Council dated 13th October, 1903, given under the provisions of Section 14 of Act No. 1439, should be provided by Parliament and paid to the Commissioners for the carriage of Agricultural Produce at reduced rates. This further reduction will make the allowance for the carriage of Agricultural Produce at reduced rates equivalent to only one-quarter of the original allowance which was provided and paid by Parliament on this account in accordance with the provisions of Section 14 of Act No. 1439.

Refreshment Rooms.

The majority of the Refreshment Rooms have been renovated and, in a number of cases, extended and otherwise improved, and it is proposed to deal with the balance requiring it during the current year.

The terms and conditions under which the Refreshment Rooms were leased in the past have, in the light of experience, been revised; the rental paid, after investigation as to results previously obtained at the various rooms being, in a number of instances, reduced with a view to securing an improved service under more capable lessees. Instead of, as in the past, the rooms being leased to the highest tenderer, a fair rental was fixed and applications invited for each room, which was then leased to the applicant who, it was considered, would afford the best service for the public and otherwise prove the most satisfactory tenant.

The results obtained under this system have been on the whole very satisfactory, and generally it may be stated that there has been a decided improvement in the accommodation and service at the Refreshment Rooms.

Disposition of Surplus Revenue.

It is to be regretted that the revenue of the Railways for the year in excess of the Working Expenses and Interest Charges has not been made available to entirely liquidate the Extraordinary Liabilities appearing in our Balance-Sheet, amounting at 30th June, 1906, to £192,762.

We respectfully submit and strongly recommend that the Surplus Revenue of the Railways, that is, the revenue in excess of the Working Expenses and Interest Charges in full on the Railway Debt of the State should be devoted—

First—To the liquidation of Liabilities chargeable to Revenue, thus eliminating from the Balance-Sheet such objectionable items as “Deficiency in Rolling-Stock £154,413,” and “Expenditure on Renewals of Way and Works and Replacement of Rolling-Stock temporarily charged to Capital remaining to be repaid out of Revenue, £38,349.”

Second—Towards providing the Funds required for such Additions and Improvements on Existing Lines and for Additional Rolling-Stock, as may be sanctioned by Parliament, thus to that extent obviating the borrowing of additional money by the State for such purposes thereby increasing the debt of the State.

Third—Towards building up a “Revenue Reserve Fund” so that in a year, or in years, during which, by reason of unfavorable seasons or other causes, the Net Revenue of the Railways is not sufficient to pay in full the Interest charges on the Railway Debt of the State, the Deficiency may be made good out of this Reserve Fund instead of out of the Consolidated Revenue as in the past.

The appropriation of the Surplus Revenue of the Railways for these purposes will make it practicable to gradually reduce the railway charges as may from time to time appear to be advisable for the development of the production and trade of the State.

We earnestly trust that our recommendation in this matter will be approved and adopted.

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	
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	...	...	...	...	312,983
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					£719,496

Pensions and Gratuities.

The amounts paid in Pensions and Gratuities, which are not included in the Working Expenses, were £92,994 and £6,643 respectively, a total of £99,637, as compared with £89,703 and £12,953 respectively, a total of £102,656 in the previous year. The number of officers and employes in the service at 30th June, 1906, entitled to Pension or Compensation on retirement was 2,071, a reduction of 115 as compared with the preceding year (see Appendix No. 17).

Acknowledgment of Services of Staff.

It is with great pleasure that we again place on record our appreciation of the good service rendered during the year by the Officers and Employes generally.

Appendices.

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

We have the honour to be, Sir,

Your obedient servants,

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

A P P E N D I C E S.

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1.	17	List of Heads of Branches.
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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 allocated to the Railways and of Interest Charges and Expenses
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9.	25	Statement of Deficiency in Rolling-Stock.
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11.	27	Railway Stores Suspense Account.
12.	28	Comparative Analysis of Passenger Traffic and Revenue.
13.	29	Comparative Analysis of Goods and Live Stock Traffic and Revenue.
14.	30	General Comparative Statement for Fifteen Years.
15.	33	Statement of Expenditure charged to Capital Account for Twenty Years.
16.	34	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.	36	Statement of Number of Officers and Employés entitled to Pension or Compensation.
18.	37	Statement showing Date of Opening, Length, and Authority for Construction of each Line.
19.	40	Return of Persons Killed or Injured.
20.	41	Detailed Statement of Working Expenses for Years 1904-5 and 1905-6
21.	43	Return of Traffic at each Station.
		Statistical Diagrams.
		Photographs.
		Map of the Victorian Railways.
		„ Melbourne Suburban Lines.
		„ showing through Railway connexions.

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	...	...	...	...	...	" J. W. HACKER.
Chief Storekeeper	...	...	...	...	...	" E. J. GOODE.
Telegraph Superintendent	...	...	...	...	...	" W. A. HOLMES.
General Passenger and Freight Agent	...	...	...	...	...	" E. B. JONES
Auditor of Receipts	...	...	...	...	...	" W. G. RITCHIE.

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 1905-6, 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, wharfs, and other works on the Victorian Railways were, during the year 1905-6, 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, 1906, was £298,451 7s. 3d., showing a reduction of £85,139 14s. 5d. on the value at 30th June, 1905, viz., £383,591 1s. 8d.

E. J. GOODE,

Chief Storekeeper.

Dr.		GENERAL BALANCE-SHEET										
		No. of		£ s. d.			£ s. d.			£ s. d.		
		Appendix.	Page.									
To Funds provided for the Construction, Equipment, Stores, &c., of the Railways—												
INTEREST BEARING.												
Proceeds of Current State Loans	7	23		38,379,427	15	10*						
Surplus Revenue	...	...	...	30,784	5	11	38,410,212			1 9		
NON-INTEREST BEARING.												
Proceeds of Sale of State Lands	...	6		2,825,740	6	1						
Consolidated Revenue provided for Redemption of State Loans	...	6		344,200	0	0						
Surplus Revenue	...	6		110,823	11	7						
Accrued Interest on Loan Moneys expended on certain lines during their construction and debited to the capital cost of such lines	...	6		21,619	0	0						
Consolidated Revenue provided under Appropriations and Votes	...	6		455,597	14	1	3,757,980			11 9		
										42,168,192 13 6		
Sundry Creditors	...	...	...	...			...			57,425 1 4		
Interest Charges and Expenses for the Year	...	22	7	...			...			1,472,397 0 4		
Surplus credited to Consolidated Revenue	...	7	...	...			...			198,964 14 11		
Total							...			43,896,979 10 1		

* This includes £38,349 3s. 10d., which has been temporarily advanced 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, 1906.

Cr.

	No. of		£ s. d.			£ s. d.			£ s. d.		
	Appendix.	Page.									
By Railways, Existing Rolling-Stock, and Equipment ...	16	36	40,892,292	7	11						
„ Surveys for proposed Railways ...	...	...	312,982	16	3						
						41,205,275	4	2			
„ Deficiency in Rolling-Stock ...	9	25	...			154,412	19	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	26	...			38,349	3	10			
						41,398,037	7	3			
„ St. Kilda and Brighton Electric Street Railway ...	16	36	...			28,610	15	7	41,426,648	2	10
„ Stores and Materials on hand Less amount at Credit of Stores Depreciation Account ...	11	27	...			298,451	7	3			
	...	...	...			5,384	9	9	293,066	17	6
„ Balance at credit of Railway Stores Suspense Account ...	11	27	...			232,274	19	4			
„ Balance in hands of Agent-General, London ...	11	27	...			29,732	19	2	262,007	18	6
„ Balance at credit of Rolling Stock Replacement Fund ...	9	25	...			...			109,554	10	9
„ Balance at credit of Railway Loans Repayment Fund ...	...	...	...			6,618	16	5			
„ Balance at Credit of Trust Fund—Surplus Railway Land ...	...	...	...			1,660	7	5	8,279	3	10
„ Balance at credit of Railway Accident Fund ...	...	...	...			...			47,860	3	2
„ Sundry Debtors ...	...	...	...			...			9,477	13	2
„ Balance at credit of Railway Capital Funds ...	...	...	...			...			68,723	5	1
„ Net Revenue for the Year after payment of Working Expenses and Special Expenditures and Charges ...	...	7	...			...			1,671,361	15	3
Total ...	...	...	...			...			43,896,979	10	1

J. W. HACKER,
Chief Accountant.

APPENDIX No. 6.

EXPENDITURES CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING 30TH JUNE, 1906.

	Loan Application Acts.	Surplus Revenue Acts.	Railway Loans Repayment Fund.	Public Works Department's Votes.	Total.	Total Amount.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
SURVEYS AND CONSTRUCTION OF NEW LINES.						
Strathmerton-Tocumwal Line ...	2,226 4 1	...	403 15 6	266 0 0	2,895 19 7	
Moe-Walhalla Line ...	...	1,429 16 4	350 0 0	621 0 0	2,400 16 4	
Welshpool-Welshpool Jetty Line ...	...	541 0 8	109 16 9	95 0 0	745 17 5	
St. Kilda and Brighton Electric Street Railway ...	17,187 0 3	7,019 9 7	...	449 0 0	24,655 9 10	
Surveys ...	958 9 8	...	...	...	958 9 8	
Totals ...	20,371 14 0	8,990 6 7	863 12 3	1,431 0 0	31,656 12 10	31,656 12 10
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. ...	17,956 5 8	400 1 9	...	...	18,356 7 5	
Additions and improvements to accommodation for locomotives and cars; including sheds, ash-pits, turntables, water supply, coaling, plants, &c. ...	7,663 4 5	...	...	...	7,663 4 5	
Bridges, additions and improvements, including strengthening ...	2,803 17 6	137 9 0	...	...	2,941 6 6	
Relaying various lines with heavier rails (cost of increase in weight only) ...	11,214 3 4	...	...	...	11,214 3 4	
Additional sleepers and ballast for strengthening various lines ...	10,072 0 10	...	...	...	10,072 0 10	
Cattle pits and stops ...	1,061 16 7	...	...	...	1,061 16 7	
Improved cars for repairing gangs ...	660 19 5	...	...	...	660 19 5	
Additional and improved dwelling accommodation for employees ...	2,543 14 1	...	...	...	2,543 14 1	
Melbourne—Additional electric lighting and power ...	1,519 13 10	...	...	...	1,519 13 10	
Additional Pintsch gas plant ...	1,788 12 11	...	...	...	1,788 12 11	
Melbourne—Additional accommodation and facilities for goods traffic ...	1,224 16 0	...	...	...	1,224 16 0	
Newmarket—Additional cattle yards, tracks, &c. ...	221 7 11	...	...	...	221 7 11	
North Melbourne—Planting and ornamenting railway reserves and railway lands alongside lines ...	...	1,500 0 0	...	...	1,500 0 0	
Williamstown—Improvements to the railway yard ...	...	296 11 1	...	...	296 11 1	
Geelong—Improvements to the railway pier, including electric conveyors ...	...	710 5 9	...	...	710 5 9	
Whittlesea and Collingwood Loop Line (completion of) ...	...	452 0 8	...	...	452 0 8	
Flinders-street Station ...	...	28,612 7 1	...	...	28,612 7 1	
Sundry other expenditures ...	8,858 18 4	390 7 9	...	999 0 0	10,248 6 1	
	67,589 10 10	32,499 3 1	...	999 0 0	101,087 13 11	
Less credits on account of sales of land materials, &c., originally charged to Capital Account ...	...	...	...	...	9,250 9 3	91,837 4 8
ROLLING-STOCK.						
Locomotives ...	296 15 2	...	...	...	296 15 2	
Carriage stock ...	26,539 0 4	15 10 2	...	...	26,554 10 6	
Van and sundry stock ...	10,044 9 9	...	...	...	10,044 9 9	
Truck stock ...	19,990 0 7	365 11 6	...	...	20,355 12 1	
Other equipment, machinery, &c. ...	10,424 0 0	...	...	...	10,424 0 0	
Rolling-stock for the St. Kilda and Brighton Electric Street Railway ...	3,597 9 9	...	...	...	3,597 9 9	
	70,891 15 7	381 1 8	...	...	71,272 17 3	71,272 17 3
Motor Omnibuses ...	...	7,361 15 7	...	...	...	7,361 15 7
Less repayments out of Railway Revenue of Loan Funds advanced by the Treasury prior to the 1st July, 1903—						202,128 10 4
For Renewals of Way and Works (see Appendix No. 10) ...			10,000 0 0	...		
For Replacement of Rolling-stock (see Appendix No. 10) ...			14,104 11 6	...		
				...	24,104 11 6	
Less amount at credit of Rolling-stock Replacement Fund at 30th June, 1906, (see Appendix No. 9) ...			109,554 10 9	...		
Less amount taken credit for in the year, 1904-5, see Annual Report for that year (Appendix No. 9) ...			79,134 2 9	...		
				...	30,420 8 0	
						54,524 19 6
Net Expenditure charged to Capital Account for the year ...			...	...	...	147,603 10 10

APPENDIX No. 7.

STATEMENT OF STATE LOANS ALLOCATED TO THE RAILWAYS AT 30TH JUNE, 1906, 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.	£ s. d.	£ s. d.	£	
45 Vict. No. 717	4	2,769,006 2 4	110,760 4 10	907 16 3	111,668 1 1	In London—1st July, 1907
46 Vict. No. 739	4	2,000,000 0 0	80,000 0 0	645 4 11	80,645 4 11	In London—1st April, 1908
47 Vict. No. 760	4	3,758,788 0 3	150,351 10 5	1,249 1 0	151,600 11 5	In London—1st October, 1913
48 Vict. No. 805	4	3,251,172 4 3	130,046 17 9	857 18 1	130,904 15 10	In London—1st October, 1919
49 Vict. No. 845	4	4,610,110 6 11	184,404 8 6	1,242 17 4	185,647 5 10	In London—1st October, 1920
56 Vict. No. 1287	4	2,107,000 0 0	84,280 0 0	568 0 10	84,848 0 10	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	18,586 17 8	...	18,586 17 8	In Melbourne—After 1st April, 1913, upon one year's notice, and upon Parliament by Act providing for repayment; if not sooner redeemed, on 1st April, 1923
53 Vict. No. 1032	3½	3,150,000 0 0	110,250 0 0	841 11 2	111,091 11 2	In London—1st October, 1923 (altered to this date by Act No. 1057)
52 Vict. No. 989	3½	4,914,615 13 0	172,011 11 0	1,313 0 0	173,324 11 0	In London—1st October, 1923
54 Vict. No. 1196	3½					In London—After 1st January, 1921, upon one year's notice, and upon Parliament providing for repayment; if not sooner redeemed, on 1st January, 1926
55 Vict. No. 1217	3½	1,666,666 13 4	58,333 6 8	445 5 5	58,778 12 1	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 0 0	185 6 2	21,185 6 2	In London on or after 1st January, 1929, upon notice; if not sooner redeemed, on 1st January, 1949
60 Vict. No. 1451	3¼	2,324 8 6	243 15 0	...	243 15 0	Payable out of Consolidated Revenue in amounts of £25,000 each year, commencing 1st January, 1899
62 Vict. No. 1560	3	3,080,389 7 4	92,411 13 7	815 12 2	93,227 5 9	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	33,911 3 9	...	33,911 3 9	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	31,943 19 8	1,378 6 5	...	1,378 6 5	Payable out of Consolidated Revenue in amounts of £25,000 each year, commencing 1st July, 1900
63 Vict. No. 1623	3	179,087 6 5	5,273 5 7	...	5,273 5 7	Payable out of Consolidated Revenue in amounts of £10,000 each year, commencing 1st July, 1901. See Act 1564, Section 5
Carried forward	...	33,816,149 1 0	1,253,243 1 2	9,071 13 4	1,262,314 14 6	

APPENDIX No. 7—*continued.*STATEMENT OF STATE LOANS ALLOCATED TO THE RAILWAYS AT 30TH JUNE, 1906, 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.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Brought forward	...	33,816,149 1 0	1,253,243 1 2	9,071 13 4	1,262,314 14 6	
64 Vict. No. 1659	3	514,919 8 7	15,447 11 8	...	15,447 11 8	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	221,664 1 2	6,723 12 0	...	6,723 12 0	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	541,958 5 11	18,968 10 10	...	18,968 10 10	In Melbourne, 1st October, 1907
Treasury Bonds Act No. 1847	4	1,948,893 7 2	62,086 12 4	109 5 9	62,195 18 1	Redeemed (see below)
No. 1560	3½	3,180,126 14 0	107,008 7 2	834 8 5	107,842 15 7	1st October, 1929, or at any time thereafter to 1st October, 1949
4 Edw. VII. No. 1901	3	36,890 2 3	1,106 14 1	...	1,106 14 1	1st January, 1934, or at any time thereafter to 1st January, 1954
Treasury Bonds Act 1982	3½	1,079,549 6 5	...	...	...	1st April, 1916
Edw. VII. No. 1990	3½	258,966 13 10	...	...	...	{ Bonds, 1st April, 1916 { Stock, 1st April, 1926
		41,599,117 0 4	1,464,584 9 3	10,015 7 6	1,474,599 16 9	
42 Vic., Melbourne and Hobson's Bay Railway Debentures		1,000 0 0				
		41,600,117 0 4	1,464,584 9 3	10,015 7 6	1,474,599 16 9	
Deduct amount under Act 1847, redeemed		1,948,893 7 2				
Interest charged on certain items under Surplus Revenue Acts—		39,651,223 13 2	1,464,584 9 3	10,015 7 6	1,474,599 16 9	
1904 £1,993 4 2						
1945 929 9 6						
1998 12 9 11						
		...	2,935 3 7	...	2,935 3 7	
Less Interest allowed by the State Treasury on the weekly balances at credit of Railway Funds, £7,660 ...		39,651,223 13 2	1,467,519 12 10	10,015 7 6	1,477,535 0 4	
Deduct Interest understated by Treasury for Year 1904-5, £2,522		...	5,138 0 0	...	5,138 0 0	
		39,651,223 13 2	1,462,381 12 10	10,015 7 6	1,472,377 0 4	

APPENDIX No. 7—*continued*STATEMENT OF STATE LOANS ALLOCATED TO THE RAILWAYS AT 30TH JUNE, 1906, AND OF THE INTEREST CHARGES AND EXPENSES PAID DURING THE YEAR—*continued*.

Act.	Principal.	Interest Charges.	Expenses in connexion with Payment of Interest.	Total Interest Charges and Expenses.	—
	£ s. d.				
Total amount of current loans allocated to the Railways at 30th June, 1906	39,651,223 13 2	Note.—The total interest, viz., £1,464,584 is equivalent to 3·69 per cent. on the total amount of current loans allocated to the Railways at 30th June, 1906.			
Less Discount and Expenses on the Sale of Debentures—					
£1,725,724 11 10					
Deduct Net Premiums on Debentures—					
453,928 14 6					
	1,271,795 17 4				
Total Net Proceeds of Current Loans allocated to the Railways at 30th June, 1906	38,379,427 15 10	Note.—The total interest, viz., £1,464,584 is equivalent to 3·82 per cent. on the total net proceeds of loans allocated to the Railways at 30th June, 1906.			

APPENDIX No. 8.

INVENTORY OF ROLLING-STOCK AT 30TH JUNE, 1906.

LOCOMOTIVES.

Class Letter	...	...	...	AA	A	B	C	D	Dd	E	Ee	F	H	J	M	O	P	Q	R	S	T	U	V	W	X	Y	Z	Combined Shunting Engine and Steam Crane.	Unclasi- fied.	Narrow- Gauge.	Total.	Effective Tractive Power.	
In existence, as per Register of Rolling stock, at 30th June, 1906	20	10	15	Old New.	17	11	20	38	68	8	21	5	3	22	33	5	8	64	25	5	19	5	16	12	15	31	2	1		7	511	7,395,152	lbs.
																			Old. New.														

The effective tractive power of 29 of these locomotives is based on their value as scrap materials. During the year 19 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]

VAN STOCK.

SUNDRY STOCK

Class Letter	...	...	...	...	...	In existence as per Register of Rolling-stock at 30th June, 1906															Joint Stock								
						Boogie Mail Vans.	Mail Vans.	Boogie.	6 wheels.	4 wheels.	Boogie. Vehicle.	Reverse.	Horse Boxes.	Boogie Horse Boxes.	Workmen's Sleeping Cars originally Passenger Carriages replaced	Weighting-machine Car.	Casualty Vans.	Dynamograph Van.	Travelling Booking-office.	Total.		Internal Floor Area.	Combination Type.	Electric Tramway Stock.	Motor Buses.				
6	...	...	...	...	...	EE	E	DD	D	DV	(7)	(8)	...	7	9	46.13	6	...	77 \$	1	...	3	1	...	1	452	} 80,467 sq. ft.	5	
	3	...	6	...	224	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	94	461		6	

(1) Pioneer included. (2) One Corridor. (3) Pioneer included. (4) Includes 34 Holiday Cars. (5) Includes 109 Holiday Cars. (6) Includes 1 Holiday Car. (7) Includes 3 Holiday Vans. (8) Includes 2 Holiday Vans.

(9) "State Car," "Victoria," "Edinburgh," "York," "Alexandra," "Inspection," "Only one-half internal area of 216 vehicles allowed on account of being latest South Australian Stock + Only one-half internal floor area allowed on account of being latest South Australian Stock

§ Only one-half internal floor area of 67 old carriages and vans used as Workmen's Sleepers allowed and 9 at three-quarter area.

APPENDIX No. 8—continued.

TRUCK STOCK.

Class Letter	In existence, as per Register of Rolling-stock, at 30th June, 1906	BROAD-GAUGE.																NARROW-GAUGE.						Tonnage Carrying Capacity.	PRIVATE STOCK.							
		High-sided Covered.	Medium.	Low-sided.	Sheep.	Cattle.	Ballast.	Boogie Ballast Hopper.	Hopper Coal (Iron).	Hopper Coal	Powder.	Low-sided.	Boogie Boiler and Timber.	Boogie Medium Sides.	Boogie High-sided Covered.	Refrigerators.	T	Th	Boogie Refrigerators.	U	G	Water Tank Trucks.	Weighbridge Testing Trucks.			Live Stock.	Boogie Medium.	Boogie Refrigerator.	Boogie Meat.			
...	...	173	7,507	269	425	402	342	1	187	6	24	20	1	201	11	5	187	19	31	460	26	88	6	—	—	4	87	1	7	10,490	107,650	4

T. H. WOODROFFE, Chief Mechanical Engineer.

APPENDIX No. 9.

DEFICIENCY IN ROLLING-STOCK AT 30TH JUNE, 1906, 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, 1905.	Estimated Cost of making good the deficiency at 30th June, 1905.	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.			Estimated Cost of making good the deficiency at 30th June, 1906.
				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)	... 974,562 lbs.	173,277	48,469 lbs.	288,240 lbs.	239,771 lbs.	41,960	
Carriage Stock (floor area)	... 28,213 sq. ft.	103,186	87 sq. ft.	2,532 sq. ft.	2,445 sq. ft.	8,941	
Van and Sundry Stock (floor area)	... 9,420 sq. ft.	25,434	942 sq. ft.	1,751 sq. ft.	809 sq. ft.	2,258	
Truck Stock (carrying capacity)	... 3,658 tons	46,478	786 tons	3,252 tons	2,466 tons	31,318	
Total		348,395	...	...	...	84,427	
Amount at Credit of Rolling-stock Replacement Fund at 30th June, 1906, available for replacement of Rolling-stock in reduction of Deficiency—							
By Proceeds of Rolling-stock sold or broken up at 30th June, 1905	...	...	...	...	...	19,135	
“ “ “ during year 1905-6	...	...	...	...	...	5,283	
“ “ “	...	...	...	...	...	24,418	
“ Unexpended Balance of £60,000 appropriated out of Surplus Railway Revenue for the year 1904-5 (Act No. 1969)	...	...	...	...	...	25,137	
“ By Amount appropriated out of Surplus Railway Revenue for the year 1905-6 (Surplus Revenue Act 1906)	...	...	...	...	...	60,000	
ESTIMATED AMOUNT REMAINING TO BE PROVIDED AT 30TH JUNE, 1906, TO MAKE GOOD THE DEFICIENCY IN THE ROLLING-STOCK ...	...	...	...	...	...	...	
						154,413	

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, 1906, out of Votes for Working Expenses.				Balance of Expenditure to be Repaid out of Surplus Railway Revenue at 30th June, 1906.			
		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.	
1451 Section 3, 21st September, 1896	In nine yearly instalments of £7,500, and one of £5,175 11s. 6d.	1896-7	£ s. d.	£ s. d.	£ s. d.	1898-9	£ s. d.	£ s. d.	£ s. d.				£ s. d.
		1897-8	3,234 0 10	31,775 17 5	35,009 18 3	1899-0	1,500 0 0	6,000 0 0	7,500 0 0				
		1898-9	5,418 1 4	12,417 16 2	17,835 17 6	1900-1	1,500 0 0	6,000 0 0	7,500 0 0				
		1899-0	4,723 9 4	2,386 18 9	7,110 8 1	1901-2	1,500 0 0	6,000 0 0	7,500 0 0				
		1900-1	Nil	11,135 3 2	11,135 3 2	1902-3	1,500 0 0	6,000 0 0	7,500 0 0				
		1901-2	Nil	Nil	Nil	1903-4	1,500 0 0	6,000 0 0	7,500 0 0				
			1,584 4 6	1,584 4 6	1904-5	4,375 11 6	18,124 8 6	22,500 0 0					
			Nil			1905-6	Nil	5,175 11 6	5,175 11 6				
			13,375 11 6	59,300 0 0	72,675 11 6								
1566 Section 2, 19th October, 1898	Out of Revenue as the finances admit.	1899-0	54,430 18 10	1,380 1 10	55,811 0 8	1900-1	10,000 0 0	4,000 0 0	14,000 0 0				
		1900-1	15,197 7 9	15,881 18 1	31,079 5 10	1901-2	10,000 0 0	4,000 0 0	14,000 0 0				
		1901-2	5,962 8 0	19,394 0 1	25,356 8 1	1902-3	10,000 0 0	4,000 0 0	14,000 0 0				
		1902-3	536 9 3	10 0 0	546 9 3	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				
						1905-6	10,000 0 0	4,000 0 0	14,000 0 0				
			76,127 3 10	36,666 0 0	112,793 3 10		60,000 0 0	24,000 0 0	84,000 0 0		16,127 3 10	12,666 0 0	28,793 3 10
			Nil	17,991 18 8	17,991 18 8	1902-3	Nil	2,217 0 0	2,217 0 0				
			Nil	3,782 7 0	3,782 7 0	1903-4	Nil	2,217 0 0	2,217 0 0				
						1904-5	Nil	17,340 5 8	17,340 5 8				
1766 Section 2, 23rd December, 1901	Out of Revenue as the finances admit.		Nil	21,774 5 8	21,774 5 8		Nil	21,774 5 8	21,774 5 8				
1805 Section 2, 9th December, 1902	Out of Revenue as the finances admit.	1902-3	2,845 12 2	21,497 7 10	24,343 0 0	1903-4	Nil	4,929 0 0	4,929 0 0				
						1904-5	Nil	4,929 0 0	4,929 0 0				
						1905-6	Nil	4,929 0 0	4,929 0 0				
							Nil						
Totals ...	...	92,348 7 6	139,237 13 6	231,586 1 0		73,375 11 6	611,986 5 8	819,323 6 17 2		18,972 16 0	19,376 7 10	38,349 3 10	

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.

APPENDIX No. 11.

RAILWAY STORES SUSPENSE ACCOUNT AT 30th JUNE, 1906.

Cr.

Dr.

	£	s.	d.		£	s.	d.
To Stores and Materials on hand when Account was authorized at 30th June, 1896 (Act 1439, Section 20)	...	...	...	By Stores issued for Belated Repairs (in accordance with Act 1820, Section 3)	...	...	...
" Cash Advanced by Treasury	...	...	...	" Cash in Treasury	232,274	19	4
" Sundry Outstanding Accounts at 30th June, 1906	...	...	...	" Cash with Agent-General in London	29,732	19	2
					262,007	18	6
				" Repayment of Treasury Advances—			
				In March, 1904	55,000	0	0
				In March, 1905	60,000	0	0
				In May, 1906	30,000	0	0
				In June, 1906	35,000	0	0
					180,000	0	0
				" Stores and Materials on hand at 30th June, 1906...	298,451	7	3
				Less Amount at Credit of Stores Depreciation Account	5,384	9	9
					293,066	17	6
					£785,074	16	0

APPENDIX No. 12.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR YEARS
ENDING 30TH JUNE, 1905 AND 1906.

	Year ending 30th June, 1905.		Year ending 30th June, 1906.	
	Number of Journeys.	Revenue.	Number of Journeys.	Revenue.
		£		£
Country Passengers, 1st Class ...	733,100	242,880	784,553	265,255
do. do. 2nd do. ...	3,249,472	526,974	3,501,446	550,182
do. Season Tickets, 1st Class ...	573,686	49,651	657,017	72,893
do. do. 2nd do. ...	189,247	8,271	275,236	14,788
Totals for COUNTRY PASSENGERS ...	4,545,505	827,776	5,218,252	903,118
Metropolitan--Suburban Passengers { 1st } within 20 miles of Melbourne { Class }	13,018,603	192,289	13,875,042	204,779
do. do. 2nd Class ...	18,082,554	178,172	19,045,414	188,709
do. Season Tickets, 1st do. ...	12,786,947	104,964	14,166,532	115,489
do. do. 2nd do. ...	8,036,986	41,001	8,689,011	44,809
do. Weekly Workmen's, 2nd Class ...	2,545,508	18,743	3,013,812	22,232
do. Motor Omnibuses ...	...	...	393,019	2,810
Totals for METROPOLITAN--SUBURBAN PASSENGERS ...	54,470,598	535,169	59,182,830	578,828
Race and Special Picnic Traffic, within 20 miles of Melbourne { Passengers, 1st Class	275,950	9,621	277,914	9,828
do. do. 2nd do. ...	409,997	9,742	409,398	9,823
Totals for RACE AND SPECIAL PICNIC TRAFFIC ...	685,947	19,363	687,312	19,651
Grand Totals ...	59,702,050	1,382,308	65,088,394	1,501,597

APPENDIX No. 13.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE
FOR YEARS ENDING 30TH JUNE, 1905 AND 1906.

Kind of Goods.	Year ending 30th June, 1905.		Year ending 30th June, 1906.	
	Tons carried.	Revenue. £	Tons carried.	Revenue. £
3rd Class	30,882	78,090	26,170	67,942
2nd Class	36,098	73,374	37,371	78,993
1st Class	58,280	78,502	60,272	83,225
"C" Class	49,349	63,979	50,799	67,884
"B" Class	56,793	45,241	54,165	43,167
"A" Class	54,941	34,832	60,578	40,710
Miscellaneous Class	107,734	20,311	127,578	24,027
Fish	3,145	4,789	3,381	4,961
Fruit and Vegetables	31,946	25,657	32,798	24,752
Butter	23,286	34,388	25,691	38,302
Other Dairy Produce	20,096	21,265	23,309	24,814
Wine	6,388	6,446	7,095	6,509
Wool	49,691	67,760	58,099	90,160
Sugar	21,481	31,188	22,159	31,880
Kerosene	12,332	14,182	12,720	11,968
Flour, Bran, Sharps, and Pollard	179,656	82,311	162,567	78,849
Wheat	688,639	370,632	556,695	315,621
All other Grain	119,145	55,045	71,671	31,188
Hay, Straw, and Chaff	141,412	44,189	148,893	48,459
Potatoes	60,841	23,704	62,994	25,558
All other Agricultural Produce	103,791	37,466	129,851	46,692
Hides, Skins, and Tallow	14,952	14,474	17,238	15,714
Fertilizers	68,755	21,460	87,259	26,445
Coal	148,480	36,654	162,805	40,060
Firewood	575,660	137,078	576,161	139,058
Timber	201,846	86,973	211,414	91,314
Bark	5,028	3,266	5,240	3,268
Stone, Lime, Bricks, &c.	188,871	29,935	217,591	32,731
Machinery and Castings	13,083	27,099	16,924	31,261
All other Goods	310,187	176,240	347,199	213,883
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, and Weighing	...	3,130	...	13,180
Total Tonnage of Goods carried and Total Revenue derived therefrom	3,382,788	1,749,660	3,376,987	1,792,575
Live Stock	245,449	169,133	299,030	208,862
Total Tonnage of Goods and Live Stock carried, and Total Revenue derived therefrom	3,628,237	1,918,793	3,676,017	2,001,437

APPENDIX No. 14.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1891, TO 30TH JUNE, 1906.

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.				Per Average Mile open.	Per Train Mile run.
			Capital Cost, including Rolling-stock.	Average Cost per Mile open.	Locomotives.	Trucks.		Vans, &c.				From Goods Passenger, &c., and Live Stock Traffic.	Total.				
						Number.	Number.							Number.			
1891-92	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	3,095,122	1,094	5.2.91	
1892-93	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	
1893-94	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	
1894-95	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	
1895-96	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	
1896-97	3,129	3,125	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	
1897-98	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	
1898-99	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	1,625,903	1,711,894	3,337,797*	1,034	6.0.39	
1901-02	3,302	3,265	40,613,784	12,298	542	1,189	9,560	541	11,284,944	57,465,077	3,433,627	1,648,381	1,719,462	3,367,843*	1,031	5.11.62	
1902-03	3,383	3,335	40,974,493	12,110	553	1,189	9,724	533	10,286,272	54,798,073	3,093,997	1,592,088	1,454,770	3,046,858*	913	5.11.09	
1903-04	3,381	3,371	41,216,703	12,191	550	1,200	10,025	440	9,172,644	54,282,003	3,439,203	1,645,163	1,792,978	3,438,141	1,020	7.5.96	
1904-05	3,394	3,384	41,279,045	12,162	520	1,214	10,366	443	9,023,365	59,702,050	3,628,237	1,663,473	1,918,793	3,582,266	1,059	7.11.28	
1905-06	3,394	3,394	41,398,037	12,194	511	1,228	10,490	461	9,392,069	65,088,394	3,676,017	1,786,182	2,001,437	3,787,619	1,116	8.0.79	

*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.

Exclusive of St. Kilda and Brighton Electric Street Railway.

APPENDIX No. 14—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1891, TO 30TH JUNE, 1906.

Year.	EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES (INCLUDING COMPENSATION.)				EXPENDITURE: WAY AND WORKS BRANCH.				EXPENDITURE: ROLLING-STOCK BRANCH				GENERAL EXPENSES.			
	Amount.	Per Train Mile run.	Per Cent. of Gross Revenue.	Maintenance and Renewals.	Per Average Mile open.	Per Train Mile run.	Per Cent. of Gross Revenue.	WORKING.		REPAIRS AND RENEWALS.		Amount.	Per Train Mile run.	Per Cent. of Gross Revenue.	Per Train Mile run.	Per Cent. of Gross Revenue.
								Per Train Mile run.	Per Cent. of Gross Revenue.	Repairs and Renewals.	Per Train Mile run.					
	£	s. d.		£	£	s. d.		£	s. d.	£	s. d.	£	s. d.		s. d.	
1891-92	797,519	14.21	25.77	412,336	146	0.8.38	13.32	585,706	0.11.90	236,697	0.4.81	55,833		7.65	0.1.14	1.80
1892-93	675,150	13.04	23.07	327,959	112	0.7.30	11.21	503,592	0.11.22	231,691	0.5.16	51,270		7.92	0.1.14	1.75
1893-94	566,542	11.40	20.78	320,981	108	0.7.60	11.77	435,307	0.10.30	197,952	0.4.66	37,684		7.23	0.0.89	1.38
1894-95	520,937	11.07	20.18	331,198	107	0.8.31	12.83	390,536	0.9.79	177,032	0.4.44	43,486		6.86	0.1.09	1.68
1895-96	493,754	11.18	20.57	365,848	117	0.9.77	15.23	359,915	0.9.61	187,927	0.5.02	49,294		7.83	0.1.31	2.05
1896-97	501,719	11.05	19.18	381,293	122	0.9.92	14.57	359,763	0.9.35	193,731	0.5.04	47,901		7.41	0.1.24	1.83
1897-98	534,850	11.89	20.50	408,837	311	0.10.62	15.67	366,393	0.9.52	204,802	0.5.32	51,280		7.85	0.1.33	1.97
1898-99	550,365	11.60	19.16	479,292	154	0.11.84	16.68	398,807	0.9.85	228,615	0.5.65	51,862		7.96	0.1.28	1.80
1899-00	571,770	11.57	18.89	496,959	156	0.11.80	16.43	432,850	0.10.28	241,129	0.5.73	57,093		7.97	0.1.35	1.89
1900-01	616,945	11.38	18.48	506,988	157	0.11.00	15.19	520,527	0.11.29	262,818	0.5.70	56,018		7.87	0.1.21	1.68
1901-02	671,588	12.28	19.94	490,438	150	0.10.43	14.56	576,921	1.0.27	268,543	0.5.71	43,385		7.98	0.0.93	1.29
1902-03	592,897	11.83	19.46	437,840	131	0.10.21	14.37	521,090	1.0.16	241,625	0.5.65	42,498		7.93	0.0.99	1.40
1903-04	586,015	13.33	17.04	448,959	133	0.11.75	13.06	455,543	0.11.92	263,987	0.6.91	47,807		7.68	0.1.25	1.39
1904-05	562,370	12.96	15.70	502,022	148	1.1.35	14.01	488,240	1.0.99	274,931	0.7.31	43,575		7.67	0.1.16	1.22
1905-06	588,123	13.03	15.53	572,297	169	1.2.62	15.11	481,483	1.0.30	306,842	0.7.84	50,278		8.10	0.1.29	1.33

† Stores Branch Expenses for the years 1901-2 (£12,214 18s. 6d.), 1902-3 (£11,958 19s. 4d.), 1903-4 (£12,318 1s. 1d.), 1904-5 (£11,901 1s. 5d.), and 1905-6 (£13,242 8s. 8d.) were apportioned to the other Branches. Exclusive of St. Kilda and Brighton Electric Street Railway.

APPENDIX No. 14---continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1891, TO 30TH JUNE, 1906.

Year.	TOTAL WORKING EXPENSES.				NET REVENUE AFTER PAYMENT OF WORKING EXPENSES.						SPECIAL EXPENDITURES AND CHARGES PAID OUT OF THE YEAR'S RAILWAY REVENUE.						Balance of Net Revenue after Payment of Working Expenses and Special Expenditures and Charges.	Per Cent. on Capital Cost.	Per Cent. on Railway Loans.	Related Repairs.	Repayments of Capital Funds advanced in previous years.	In reduction of Deficiency in Rolling Stock at 1st July, 1908.	To make good Deficiency in Value of Stores.	Total of Special Expenditures and Charges.	Per Cent. on Capital Cost.	Per Cent. on Railway Loans.	NET INTEREST CHARGES AND EXPENSES FOR THE YEAR.	BALANCE AFTER PAYING EX-PENSES, SPECIAL EXPENDITURES AND CHARGES AND NET INTEREST CHARGES AND EXPENSES FOR THE YEAR.		AMOUNT PAID FOR PENSIONS AND GRATUITIES NOT INCLUDED IN FOREGOING.													
	Amount.	Per Average Mile open.	Per Train Mile run.	Per Cent. of Gross Revenue.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.												£	s.		d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1891-92	2,088,091	738	3/6.44	67.46	1,007,031	356	1/8.47	2.72	2.90	...	...	...	...	1,007,031	2.72	2.90	1,387,029	379,998	...	...	...	...	...	...	...	...	...	...	...	...	50,048												
1892-93	1,789,662	610	3/3.86	61.17	1,136,286	387	2/1.31	3.03	3.17	...	...	...	...	1,136,286	3.03	3.17	1,419,925	283,639	...	...	...	...	...	...	...	...	...	...	...	...	67,629												
1893-94	1,557,566	522	3/0.85	57.13	1,168,593	392	2/3.64	3.10	3.21	...	...	...	...	1,168,593	3.10	3.21	1,460,849	292,256	...	...	...	...	...	...	...	...	...	...	...	...	93,620												
1894-95	1,463,189	475	3/0.70	56.68	1,118,402	363	2/4.06	2.95	3.04	...	...	...	...	1,118,402	2.95	3.04	1,418,847	300,445	...	...	...	...	...	...	...	...	...	...	...	...	84,509												
1895-96	1,456,738	467	3/2.89	60.66	944,654	303	2/1.22	2.48	2.57	...	...	...	...	944,654	2.48	2.57	1,438,603	493,949	...	...	...	...	...	...	...	...	...	...	...	...	94,695												
1896-97	1,484,407	475	3/2.60	56.74	1,131,528	362	2/5.43	2.95	3.08	...	...	...	...	1,131,528	2.95	3.08	1,447,452	315,924	...	...	...	...	...	...	...	...	...	...	...	...	83,958												
1897-98	1,566,073	501	3/4.68	60.03	1,042,823	334	2/3.09	2.70	2.84	...	...	...	...	1,042,823	2.70	2.84	1,437,269	394,446	...	...	...	...	...	...	...	...	...	...	...	...	83,720												
1898-99	1,708,941	547	3/6.22	59.47	1,164,788	373	2/4.78	2.98	3.13	...	7,500	...	...	1,157,288	2.96	3.11	1,472,090	314,802	...	...	...	...	...	...	...	...	...	...	...	...	81,284												
1899-00	1,799,801	565	3/6.73	59.49	1,225,361	385	2/5.10	3.09	3.25	...	7,500	...	...	1,217,861	3.07	3.23	1,430,448	212,587	...	...	...	...	...	...	...	...	...	...	...	...	95,239												
1900-01	1,963,296	608	3/6.58	58.82	1,374,501	426	2/5.81	3.42	3.62	...	21,500	...	...	1,353,001	3.37	3.56	1,464,809	111,808	...	...	...	...	...	...	...	...	...	...	...	...	90,443												
1901-02	2,050,875	628	3/7.62	60.90	1,316,968	403	2/4.00	3.24	3.43	...	21,500	...	...	1,295,468	3.19	3.37	1,492,695	197,227	...	...	...	...	...	...	...	...	...	...	...	...	93,744												
1902-03	1,835,950	550	3/6.84	60.26	1,210,908	363	2/4.25	2.96	3.11	78,913	23,717	...	...	1,108,278	2.70	2.84	1,473,532	365,254	...	...	...	...	...	...	...	...	...	...	...	...	93,507												
1903-04	1,802,311	535	3/11.16	52.42	1,635,830	485	3/6.80	3.97	4.15	84,555	28,646	6,355	...	1,516,274	3.68	3.84	1,515,755	...	...	...	...	...	...	...	...	...	...	...	...	...	100,536												
1904-05	1,871,138	553	4/1.77	52.23	1,711,128	506	3/9.51	4.15	4.34	54,752	58,769	83,448	51,516	1,462,643	3.54	3.71	1,461,994	...	...	...	...	...	...	...	...	...	...	...	...	...	102,656												
1905-06	1,999,023*	589*	4/3.08*	52.78*	1,788,596*	527*	3/9.71*	4.32*	4.51*	5,617*	24,104*	87,821*	...	1,671,362†	4.03†	4.22†	1,472,397†	...	...	...	...	...	...	...	...	...	...	...	...	...	99,637												

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

† Inclusive of St. Kilda and Brighton Electric Street Railway (Net Revenue £308)

APPENDIX No. 15.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR TWENTY
YEARS ENDING 30TH JUNE, 1906.

Year ending 30th June.	New Lines and Surveys.	Additions and Improve- ments on Existing Lines.	Rolling-Stock.	Total.
	£	£	£	£
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
1906	31,657	81,837	34,110	147,604
Total ...	9,073,401	4,731,793	3,263,641	17,068,835

* Includes expenditure out of Funds temporarily Advanced by the Treasury to be repaid out of Revenue. (See Appendix No. 10.)

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, 1906.

Lines.	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.			Average per Mile.
	Double and over.	Single.	Total.	Highest.	Lowest.		Total.			
	Miles.	Miles.	Miles.	Feet.	Feet.		£	s.	d.	
Melbourne to Bendigo (exclusive of works, Melbourne to Essendon Junction) ...	100.89	...	100.89	1,902	18	1 in 50	4,821,514	7	0	47,790
Bendigo to Echuca (including at Echuca portion of cost of Bridge over River Murray and cost of wharf) ...	2.06	53.07	55.13	758	314	1 " 52	697,748	2	6	12,455
* Bendigo Cattle-yards Branch ...	...	0.89	0.89	732	707	1 " 61				
Lancefield Junction to Lancefield ...	...	14.50	14.50	1,675	1,072	1 " 40	65,242	18	9	4,500
† Lancefield to Kilmore ...	...	18.10	18.10	1,734	1,160	1 " 40	117,346	11	8	6,483
Kilmore Junction to Bendigo (Cattle Siding) ...	...	67.82	67.82	1,450	526	1 " 50	392,737	18	8	5,791
Carlsruhe to Daylesford ...	...	0.38	22.17	2,469	1,791	1 " 50	176,200	4	10	7,814
Daylesford Junction to North Creswick ...	...	23.11	23.11	2,292	1,429	1 " 40	181,033	4	11	7,834
Kyneton (Redesdale Junction) to Redesdale ...	...	16.25	16.25	1,636	973	1 " 50	89,687	1	5	5,519
Castlemaine to Dunolly ...	...	0.38	46.46	948	579	1 " 40	392,857	6	6	8,387
Dunolly to St. Arnaud (including cost of Carapooce Ballast Pits Tramway) ...	...	0.28	32.73	943	611	1 " 50	168,880	10	10	5,116
St. Arnaud to Donald ...	...	23.86	23.86	868	374	1 " 50	100,542	11	2	4,214
Donald to Birchip ...	...	32.30	32.30	394	330	1 " 100	75,814	11	6	2,347
Birchip to Crononby (Woomelang) ...	...	26.45	26.45	351	260	1 " 75	38,166	8	5	1,443
Woomelang to Mildura ...	...	110.15	110.15	334	128	1 " 75	245,091	10	4	2,225
Dunolly to Inglewood ...	...	24.24	24.24	794	457	1 " 50	95,670	18	2	3,947
Castlemaine (Maldon Junction) to Maldon ...	...	10.24	10.24	1,177	890	1 " 40	61,794	13	10	6,035
Maldon (Laanecoorie Junction) to Shelbourne ...	...	9.89	9.89	1,126	649	1 " 50	68,343	7	1	6,910
Maryborough to Ballarat ...	...	0.26	41.47	1,525	732	1 " 40	281,929	0	11	6,756
Waubra Junction to Ballarat Race-course ...	...	2.10	2.10	1,508	1,466	1 " 50	7,426	0	4	3,536
Pisgah Junction to Waubra ...	...	13.74	13.74	1,533	1,341	1 " 60	71,779	2	1	5,224
Maryborough to Avoca ...	...	14.93	14.93	885	721	1 " 40	63,335	16	5	4,242
Avoca to Ararat ...	...	39.04	39.04	1,215	763	1 " 50	173,589	18	8	4,446
Bendigo to Inglewood ...	...	0.80	28.13	779	443	1 " 70	188,225	6	2	6,506
Inglewood to Charlton ...	...	42.82	42.82	639	422	1 " 50	183,315	7	2	4,281
Charlton to Wycheproof ...	...	16.48	16.48	521	356	1 " 50	87,908	8	10	5,334
Wycheproof to Sea Lake ...	...	47.89	47.89	357	172	1 " 94	71,298	13	8	1,489
Wedderburn Junction to Wedderburn ...	...	4.86	4.86	660	554	1 " 50	18,590	12	8	3,825
Korong Vale to Boort ...	...	17.86	17.86	459	296	1 " 50	75,758	13	4	4,242
Boort to Quambatook ...	...	21.96	21.96	419	287	1 " 75	43,020	9	5	1,959
Quambatook to Ultima ...	...	30.31	30.31	371	256	1 " 100	47,283	4	0	1,560
Eaglehawk to Kerang ...	...	72.99	72.99	742	255	1 " 70	301,628	1	11	4,132
Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) ...	...	35.16	35.16	286	225	1 " 100	161,946	9	9	4,606
Footscray to Williamstown (including cost of piers at Williamstown) ...	...	5.50	0.37	66	8	1 " 100	526,929	17	7	89,767
* Newport to Braybrook Junction ...	...	4.29	4.29	110	48	1 " 92	27,043	2	9	6,304
Newport to Geelong (including cost of Geelong Pier) ...	...	3.25	35.26	113	11	1 " 81	1,203,119	3	1	30,615
* Williamstown Race-course Branch ...	...	0.69	0.69	21	10	1 " 95				
Geelong to Colac ...	...	1.13	49.11	469	10	1 " 50	371,302	11	1	7,113
* Geelong Race-course Branch ...	...	1.96	1.96	43	10	1 " 50				
Colac to Camperdown ...	...	28.11	28.11	569	405	1 " 50	139,780	12	11	4,973
Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) ...	...	0.91	41.81	550	13	1 " 50	358,386	18	4	8,389
Warrnambool to Koroit ...	...	9.36	9.36	245	19	1 " 50	82,909	6	6	8,858
Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy) ...	...	11.34	11.34	208	11	1 " 60	93,975	4	7	8,287
Geelong (Queenscliff Junction) to Queenscliff ...	...	20.72	20.72	264	10	1 " 50	113,080	1	2	5,458
* Mount Moriac to Wensleydale ...	...	10.92	10.92	752	361	1 " 50	39,284	18	5	3,598
Birregurra to Forrest ...	...	19.85	19.85	579	363	1 " 40	147,312	7	0	7,421
Irrewarra to Beecac ...	...	8.70	8.70	432	390	1 " 66	47,227	5	5	5,428
† Colac to Beech Forest ...	...	29.66	29.66	1,748	225	1 " 30	69,101	8	2	2,330
Camperdown (Curdie's River Junction) to Timboon ...	...	22.32	22.32	673	52	1 " 40	112,497	9	6	5,040
Terang to Mortlake ...	...	12.16	12.16	447	414	1 " 60	55,543	6	5	4,568
* North Geelong to Ballarat ...	...	45.40	7.64	1,725	47	1 " 52	1,898,922	3	10	35,802
* North Geelong Loop Line ...	...	...	0.22	53	46	1 " 57	...	...	...	...
Ballarat to Ararat ...	...	4.33	52.84	1,517	960	1 " 50	414,838	3	6	7,256
Ararat to Stawell ...	...	...	18.85	1,086	761	1 " 100	179,785	13	0	9,538
Stawell to Horsham ...	...	1.18	52.26	761	423	1 " 100	345,779	2	9	4,991
* Stawell to Grampians ...	...	...	15.84	815	621	1 " 30				
Horsham to Dimboola ...	...	0.36	21.10	477	361	1 " 50	105,797	2	1	4,930
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	631	315	1 " 50	397,576	3	11	6,289
Braybrook Junction to Parwan ...	...	...	21.65	466	119	1 " 50	267,472	10	2	12,354
Parwan to Gordons ...	...	...	27.46	1,877	341	1 " 48	351,109	6	4	12,786
Gordons to Warrenheip ...	...	0.09	12.78	1,940	1,707	1 " 50	127,887	12	2	9,937
* Bungaree Junction to Race-course Reserve ...	...	...	1.53	1,884	1,848	1 " 50	3,330	15	11	2,177
* Lal Lal Race-course Branch ...	...	...	2.00	1,539	1,532	1 " 112	11,489	15	0	5,745
Ballarat East to Buninyong ...	...	...	6.84	1,626	1,436	1 " 40	66,127	7	3	9,668
* Ballarat Cattle-yards Branch ...	...	...	2.92	1,523	1,446	1 " 60	12,921	13	4	4,425
Ballarat (Linton Junction) to Seardsdale ...	...	...	13.12	1,516	1,157	1 " 50	59,799	11	7	4,558
Seardsdale to Linton ...	...	...	7.97	1,189	1,022	1 " 40	77,279	3	2	9,696
* Burrumbet Race-course Junction to Burrumbet Race-course ...	...	...	1.14	1,297	1,256	1 " 50	2,803	10	11	2,459
Carried forward ...	168.55	1,596.63	1,765.18	...	...	...	17,273,121	0	9	...

• Trains run only as required for traffic.

† See lines closed for traffic.

‡ 2ft. 6in. gauge.

* Trains run only as required for traffic.

† See lines closed for traffic.

‡ 2 ft. 6 in. 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.			Average per Mile.	
	Double and over.	Single.	Total.	Highest.	Lowest.		Total.				
							£	s.	d.	£	
Brought forward	168' 55"	1,596' 63"	1,765' 18"	...	...	...	17,273,121	0	9	...	
Ararat to Hamilton	...	66' 06"	66' 06"	1,028	572	1 in 50	323,540	19	11	4,898	
Hamilton to Portland (including cost of sidings to piers at Portland)	...	53' 83"	53' 82"	606	11	1 in 40	294,176	5	4	5,466	
† Dunkeld to Koroit	...	48' 99"	48' 99"	834	207	1 in 60	169,227	18	4	3,434	
Hamilton to Penshurst	...	18' 10"	18' 10"	727	590	1 in 60	77,304	4	6	4,271	
Hamilton (Coleraine Junction) to Coleraine	...	23' 01"	23' 01"	668	301	1 in 40	110,236	11	3	4,791	
Brangholme to Casterton	...	32' 09"	32' 09"	572	149	1 in 40	177,389	19	10	5,528	
Linbeck to Rupanyup (including portion of cost of the Warranook Ballast Pits Tramway)	...	9' 7"	9' 7"	487	455	1 in 147	44,757	1	1	4,581	
Murtoa to Warracknabeal (including portion of cost of the Warranook Ballast Pits Tramway)	...	31' 20"	31' 20"	464	360	1 in 66	144,328	13	5	4,626	
Warracknabeal to Beulah	...	21' 97"	21' 92"	359	288	1 in 80	53,373	16	7	2,435	
Beulah to Hopetoun	...	16' 01"	16' 01"	290	258	1 in 100	34,067	4	10	2,128	
Horsesham to Noradjuha	...	19' 93"	19' 93"	488	395	1 in 50	79,416	6	6	3,981	
Natimuk (East Natimuk) to Goroke	...	28' 32"	28' 32"	624	394	1 in 70	64,194	7	4	2,267	
Dimboola to Jeparit	...	21' 59"	21' 59"	387	268	1 in 75	40,194	15	6	1,862	
Jeparit to Albury (Rainbow)	...	18' 47"	18' 47"	388	263	1 in 75	30,863	18	7	1,671	
Essendon Junction to Essendon	...	3' 50"	3' 50"	148	14	1 in 67	166,171	19	4	33,234	
* Flemington Race-course Branch	...	1' 50"	1' 50"	70	42	1 in 96	...	...	...	...	
Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway)	...	61' 12"	120' 87"	181' 99"	1,147	1 in 50	2,222,837	12	7	12,214	
Wodonga to River Murray (including portion of cost of Bridge over River Murray)	...	1' 94"	1' 94"	538	312	1 in 75	50,476	15	2	25,983	
North Melbourne to Coburg	...	5' 07"	5' 07"	202	13	1 in 50	209,705	18	6	41,362	
† Coburg to Somerton	...	7' 16"	7' 16"	530	202	1 in 50	72,000	5	1	10,008	
Royal Park (Junction) to Clifton Hill	...	0' 11"	2' 39"	136	103	1 in 50	155,274	1	11	64,968	
Fitzroy Branch	...	0' 07"	0' 05"	119	85	1 in 79	76,924	8	2	8,542	
Fitzroy (Whittlesea Junction) to Whittlesea	...	0' 94"	22' 06"	639	119	1 in 50	249,920	7	9	11,329	
Northcote Loop Line	...	0' 13"	0' 13"	128	119	1 in 70	8,452	0	8	65,016	
Tallaroak to Yea	...	23' 69"	23' 69"	698	488	1 in 40	152,423	18	2	6,434	
Yea to Mansfield and Alexandra-road	...	55' 82"	55' 82"	1,304	557	1 in 40	335,938	6	5	6,018	
Mangalore to Shepparton	...	44' 91"	45' 25"	499	372	1 in 100	267,273	9	8	5,907	
Shepparton to Numurkah	...	2' 16"	20' 76"	376	348	1 in 206	83,958	14	7	4,044	
Numurkah to Cobram	...	0' 20"	21' 45"	376	355	1 in 165	83,782	11	4	3,870	
Murchison East to Rushworth	...	12' 87"	12' 87"	476	391	1 in 80	69,627	5	7	5,410	
Toolamba to Tatura	...	6' 83"	6' 83"	385	371	1 in 108	28,474	10	7	4,169	
Tatura to Echuca	...	34' 07"	34' 07"	377	320	1 in 122	156,640	12	4	4,598	
Shepparton to Dookie	...	14' 84"	14' 84"	500	372	1 in 100	54,073	16	1	3,644	
Dookie to Katamatite	...	17' 02"	17' 02"	490	383	1 in 69	38,451	7	9	2,259	
Numurkah to Nathalia	...	13' 79"	13' 79"	356	335	1 in 330	51,955	8	5	3,768	
Nathalia to Picola	...	6' 75"	6' 75"	335	325	1 in 264	13,375	15	0	1,982	
Strathmerton to Tocumwal	...	9' 85"	9' 85"	390	358	1 in 330	18,056	2	1	1,833	
Benalla to St. James	...	20' 33"	20' 33"	583	450	1 in 75	78,490	6	5	3,861	
St. James to Yarrawonga	...	19' 86"	19' 86"	514	414	1 in 50	97,038	2	7	4,886	
¶ Wangaratta to Whitfield	...	30' 49"	30' 49"	811	481	1 in 80	38,687	4	4	1,269	
Wangaratta (Beechworth Junction) to Beechworth	...	22' 26"	22' 26"	1,831	502	1 in 30	164,244	12	3	7,378	
Beechworth to Yackandandah	...	12' 84"	12' 84"	1,912	981	1 in 30	96,758	6	10	7,536	
Everton to Myrtleford	...	16' 56"	16' 56"	989	581	1 in 40	77,016	16	11	4,615	
Myrtleford to Bright	...	18' 54"	18' 54"	1,004	688	1 in 50	111,730	11	11	6,026	
Springhurst to Wahgunyah	...	13' 93"	13' 93"	623	454	1 in 50	73,587	7	0	5,261	
Wodonga to Tallangatta	...	25' 71"	25' 71"	726	530	1 in 40	187,851	14	1	7,397	
Spencer-street to Flinders-street	...	0' 76"	0' 76"	33	17	1 in 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 pier at Port Melbourne)	...	16' 33"	16' 33"	53	9	1 in 66	2,215,487	13	3	135,670	
Prince's-bridge to Collingwood	...	2' 22"	2' 22"	85	23	1 in 62	194,005	12	7	87,390	
Collingwood to Heidelberg	...	0' 92"	4' 57"	196	68	1 in 50	200,804	17	8	36,576	
Heidelberg to Eltham	...	8' 35"	8' 35"	303	110	1 in 40	56,135	17	0	6,723	
Brighton Beach to Sandringham	...	2' 20"	2' 20"	58	20	1 in 97	74,889	8	3	34,041	
South Yarra to Oakleigh	...	7' 05"	7' 05"	184	22	1 in 50	292,730	13	7	41,522	
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"	513	8	1 in 50	1,094,279	5	8	9,256	
Salé to Stratford (Junction)	...	8' 97"	8' 97"	64	33	1 in 66	42,737	9	9	4,764	
† Oakleigh to Fairfield Park (including Canterbury and Riversdale Loop Lines)	...	0' 20"	10' 10"	249	72	1 in 50	297,979	12	3	28,930	
¶ Caulfield to Frankston	...	9' 80"	10' 02"	166	10	1 in 50	194,776	18	8	9,798	
Frankston to Stony Point (including cost of sidings to pier at Stony Point)	...	...	18' 83"	327	10	1 in 50	104,374	9	3	5,537	
Mornington Junction to Mornington	...	...	7' 67"	194	60	1 in 50	63,397	18	1	8,266	
Frankston Cemetery Line	...	...	...	...	...	...	330	16	11	...	
* Spring Vale Cemetery Line	...	1' 60"	1' 60"	231	145	1 in 50	9,105	6	4	5,691	
Dandenong (Great Southern Junction) to Port Albert	...	0' 17"	117' 11"	746	10	1 in 40	954,883	13	8	8,142	
Korumburra to Coal Creek	...	0' 89"	0' 89"	735	630	1 in 30	5,760	4	5	6,472	
Korumburra (Strezlecki Junction) to Strezlecki (Junction with Coal Creek Line)	...	2' 25"	2' 25"	765	573	1 in 30	11,536	8	9	5,129	
Korumburra (Jumbanna Junction) to Jumbanna	...	3' 74"	3' 74"	796	619	1 in 30	20,150	7	7	5,388	
Jumbanna to Outtrim	...	2' 40"	2' 40"	649	539	1 in 40	27,817	8	1	11,501	
¶ Welshpool to Welshpool Jetty	...	3' 23"	3' 23"	57	6	1 in 100	2,906	19	8	900	
Warragul to Necrim South	...	13' 46"	13' 49"	681	349	1 in 40	123,812	1	4	9,178	
Moe (Junction) to Thorpdale	...	10' 67"	10' 67"	798	219	1 in 40	116,163	6	5	10,887	
Moe to Walballa	...	...	...	...	...	...	21,369	17	7	In progress	
Morwell to North Mirboo	...	20' 16"	20' 16"	784	184	1 in 40	152,097	15	6	7,574	
Carried forward	299' 22"	2,967' 68"	3,266' 90"	...	...	...	30,826,219	12	8	...	

* 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.		£	s.	d.	£
Brought forward	299·22	2967·68	3266·90	...	...	...	30,826,219	12	8	...
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	277,699	9	5	5,574
Maffra to Briagolong	...	11·79	11·79	238	109	1 " 50	60,540	8	0	5,135
† Burnley to Waverley Road	...	5·23	5·23	111	33	1 " 60	170,984	10	9	32,693
Hawthorn to Lilydale	11·82	8·20	20·02	484	41	1 " 40	373,380	8	11	18,650
Lilydale to Healesville	0·20	15·11	15·31	351	230	1 " 40	213,566	1	2	13,895
Hawthorn (Kew Junction) to Kew	...	0·96	0·96	119	41	1 " 40	75,915	17	6	79,079
Ringwood to Upper Ferntree Gully	...	7·44	7·44	436	314	1 " 40	60,064	11	1	8,073
¶ Ferntree Gully to Gembrook	...	18·22	18·22	1,057	412	1 " 30	56,621	3	10	3,108
Lilydale to Warburton	...	23·97	23·97	738	289	1 " 37½	97,943	14	5	4,086
Total mileage of lines constructed§	311·82	3,129·96	3,441·78	...	...	...	32,335,039	3	11	...
Less mileage closed for traffic at 30th June, 1906:										
Double. Single. Total.										
Dunkeld to Peshurst (dismantled 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 Deepdene	3·34	3·34								
Ashburton to Oakleigh	0·20	2·17	2·37							
Canterbury Loop Line (dismantled)	0·20	0·20								
Burnley to Waverley Road—Darling to Waverley Road	0·84	0·84								
	0·20	47·68	47·88							
Total mileage open for traffic at 30th June, 1906—	311·62	3,082·28	3,393·90							
Works, Melbourne to Essendon Junction	...	...	...	...	...	...	1,590,965	6	8	...
Railway Offices, Spencer-street	...	...	...	...	...	...	161,230	10	5	...
Sheds and Workshops, Williamstown	...	...	...	...	...	...	154,054	10	9	...
Sheds and Workshops, Newport	...	...	...	...	...	...	363,778	19	0	...
General Construction Account (Capital Expenditure common to all lines)	...	...	...	...	...	...	366,142	8	7	...
Rolling-stock, Broad-gauge	...	...	...	...	...	...	5,880,251	16	3	...
Rolling-stock, Narrow-gauge	...	...	...	...	...	...	33,180	9	3	...
Meter Omnibuses	...	...	...	...	...	...	7,649	3	1	...
Total	311·62	3,082·28	3,393·90	...	...	...	40,892,292	7	11	...
St. Kilda and Brighton Electric Street Railway, St. Kilda Station to Park-street, Middle Brighton	...	4·07	4·07	59	7	1 in 21½	25,013	5	10	6,146
Rolling-Stock	...	...	...	...	...	...	3,597	9	9	...
Grand Total	311·62	3,086·35	3,397·97	...	...	...	40,920,903	3	6	...

† See lines closed for traffic.

§ Gauge of lines constructed—3,364·25 miles 5ft. 3in.; 81·50 miles 2ft. 6in.

¶ 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, 1905, COMPARED WITH THE NUMBER AT 30TH JUNE, 1906, ENTITLED TO COMPENSATION OR PENSION ON RETIREMENT.

Branch.	At 30th June, 1905.	At 30th June, 1906.	Decrease.
Secretary's	10	10	—
Railways Auditor	1	1	—
Rolling-Stock	732	706	26
Way and Works	612	553	59
Transportation and Traffic	748	720	28
Accounting	38	36	2
Telegraph	24	24	—
Stores	18	18	—
Total (Commissioners' Staff)	2,183	2,068	115
Railway Construction Branch (Board of Land and Works)	3	3	—
Grand Total	2,186	2,071	115

APPENDIX No. 18.

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

Date of Opening.	From —	To —	Length in Miles.	Authorization Act—
				Number.
1854—Sept. 13	Flinders-street	Port Melbourne	16·32	20,153
1857—May 13	Flinders-street	St. Kilda		19,356
1859—Feb. 8	Prince's-bridge	Richmond		43
" Dec. 12	Richmond	Cremorne		43
" " 19	Windsor	North Brighton		42
1860—Sept. 24	Richmond	Pic-nic Station		43
" Dec. 22	Cremorne	Windsor ...		43
1861—April 13	Pic-nic Station	Hawthorn...		43
" Dec. 21	North Brighton	Brighton Beach	12·7	36
1857—June 17	Williamstown Junction ...	Geelong ...	38·51	150
1859—Jan. 17	Footscray	Williamstown Pier	5·87	36
" Feb. 10	Melbourne	Sunbury ...	23·95	36
1860—Oct. 21	Essendon Junction	Essendon ...	3·50	331
1861—July 8	Sunbury	Woodend ...	24·70	36
1862—April 11	North Geelong Junction ...	Ballarat ...	53·04	36
" " 25	Woodend	Kyneton ...	8·32	36
" Oct. 21	Kyneton	Bendigo ...	43·91	36
1864—Sept. 19	Bendigo	Echuca ...	55·14	36
1867—Nov. 30	Newmarket Junction ...	* Race-course	1·50	331
1872—April 18	Essendon	Schoolhouse lane	54·00	331
" Aug. 26	Schoolhouse-lane	Seymour ...	2·29	331
" Nov. 20	Seymour	Longwood ...	23·39	331
1873—March 20	Longwood	Violet Town	20·54	331
" Aug. 18	Violet Town	Benalla ...	16·14	331
" Oct. 28	Benalla	Wangaratta	24·04	331
" Nov. 21	Wangaratta	Wodonga ...	41·60	331
1874—July 7	Castlemaine	Maryborough	33·02	415
" " 7	Ballarat	Creswick ...	11·05	415
" Aug. 11	Ballarat	Beaufort ...	28·74	415
" Oct. 6	Maryborough	Dunolly ...	13·81	415
" Nov. 16	Creswick	Clunes ...	11·19	415
1875—Feb. 2	Clunes	Maryborough	19·49	415
" April 7	Beaufort	Ararat ...	28·64	415
" July 7	Beechworth Junction ...	Everton ...	12·05	475
1876—Feb. 15	Ararat	Scallan's Hill	17·85	475
" April 14	Scallan's Hill	Stawell ...	1·00	475
" Sept. 19	Bendigo	Bridgewater	24·49	475
" " 30	Everton	Beechworth	10·21	475
" Oct. 21	Maryborough	Avoca ...	14·92	475
" Nov. 18	Bridgewater	Inglewood ...	4·44	475
" " 25	Geelong	Winchelsea	25·64	475
1877—March 13	Winchelsea	Birregurra	12·79	475
" April 24	Ararat	Dunkeld ...	47·02	475
" June 1	Sale	Morwell ...	39·10	475
" July 27	Birregurra	Colac ...	11·81	475
" Oct. 8	Oakleigh	Bunyip ...	38·77	475
" " 29	Dunkeld	Hamilton ...	19·05	475
" Dec. 1	Moe	Morwell ...	8·76	475
" " 19	Hamilton	Portland North	52·81	475
" " 19	Portland North	Portland Pier	1·00	475
1878—Feb. 1	Race-course Junction ...	* Geelong Race-course	1·96	580
" March 1	Moe	Bunyip ...	31·59	475
" Sept. 3	Dunolly	Bealiba ...	12·16	580
" Dec. 17	Stawell	Murtoa ...	35·49	580
" " 23	Bealiba	St. Arnaud	20·85	580
1879—Jan. 29	Springhurst	Wahgunyah	13·95	580
" Feb. 5	Murtoa	Horsham ...	18·00	580
" April 2	South Yarra	Oakleigh ...	7·05	604
" May 7	Warrenheip	Gordons ...	12·86	580
" " 21	Geelong	Queenscliff	20·71	580
1880—Jan. 13	Mangalore	Shepparton	45·24	603
" " 13	Toolamba	Tatura ...	6·83	636
" Feb. 16	Carlsruhe	Trentham	10·82	606
" March 17	Trentham	(Daylesford (includ- ing extension))	11·73	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—*continued.*

Date of Opening.	From—	To—	Authorization Act.	
			Length in Miles.	Number.
		Brought forward ...	1,193'65	
1881—June 7	Lancefield Junction ...	Lancefield ...	14'50	660
" Aug. 11	Waulra Junction ...	Ballarat Race-course	2'10	682
" Sept. 1	Shepparton ...	Numurkah ...	20'74	682
" Dec. 19	Caulfield ...	Mordialloc ...	9'85	682
1882—Jan. 26	St. Arnaud ...	Cope Cope ...	16'33	682
" April 3	Hawthorn ...	Camberwell ...	2'09	682
" " 15	Inglewood ...	Korong Vale ...	20'20	682
" " 22	Cope Cope ...	Donald ...	7'52	682
" July 1	Horsham ...	Dimboola ...	21'45	682
" Aug. 1	Mordialloc ...	Frankston ...	10'02	682
" Dec. 1	Camberwell ...	Lilydale ...	17'94	682
" " 15	Eaglehawk ...	Raywood ...	13'42	682
1883—April 20	Korong Vale ...	Charlton ...	22'62	682
" June 14	Wodonga ...	River Murray ...	1'94	682
" " 21	Raywood ...	Mitiamo ...	22'44	682
" July 2	Korong Vale ...	Boort ...	17'86	682
" " 2	Colee ...	Camperdown ...	28'10	682
" Aug. 1	Ballarat ...	Scarsdale ...	13'11	682
" Sept. 3	Benalla ...	St. James ...	20'33	682
" Oct. 1	Charlton ...	Wycheproof ...	16'47	682
" Nov. 13	Traralgon ...	Heyfield ...	22'06	682
" " 16	Tallaroek ...	Yea ...	23'69	682
" Dec. 17	Everton ...	Myrtleford ...	16'56	682
1884—Feb. 12	Mitiamo ...	Pyramid Hill ...	12'59	682
" " 15	Branxholme ...	Henty ...	23'19	682
" April 2	Braybrook Junction ...	Melton ...	15'64	682
" June 16	Castlemaine ...	Maldon ...	10'24	682
" Sept. 1	Henty ...	Casterton ...	8'90	682
" " 9	North Melbourne ...	Coburg ...	5'07	682
" Oct. 25	Pyramid Hill ...	Kerang ...	24'54	682
1885—April 10	Morwell ...	Boolarra ...	12'11	682
" " 6	Race-course Junction ...	*Williamstown Race-course	0'69	86c, 88g, 96c & 1381
" Sept. 8	Boolarra ...	Darlimurla ...	4'44	682
1886—Jan. 1	Lal Lal Station ...	*Lal Lal Race-course	2'00	821 and 1381
" " 7	Darlimurla ...	North Mirboo ...	3'61	682
" April 1	Melton ...	Parwan ...	6'00	682
" May 6	St. James ...	Yarrawonga ...	19'86	821 and 1381
" " 12	Murton ...	Warracknabeal ...	31'20	821 " 1381
" Nov. 15	Ballarat Cattle-yards Junction ...	*Ballarat Cattle-yards	2'92	821 " 1381
" Dec. 22	Gordons ...	Ballan ...	7'37	821 " 1381
1887—Jan. 19	Dimboola ...	Serviceton ...	63'19	821 " 1381
" " 19	North Creswick ...	Rocky Lead ...	12'65	821 " 1381
" Feb. 16	Parwan ...	Bacchus Marsh ...	2'54	821 " 1381
" March 18	Heyfield ...	Maffra ...	10'92	821 " 1381
" April 21	Wedderburn Junction ...	Wedderburn ...	4'86	821 " 1381
" " 23	Camperdown ...	Terang ...	13'87	821 " 1381
" June 1	Rocky Lead ...	Daylesford Junction ...	10'46	821 " 1381
" " 1	Lubeck ...	Rupanyup ...	9'77	821 " 1381
" Aug. 19	Tatura ...	Echuca ...	34'07	821 " 1381
" " 25	Horsham ...	Noradjuha ...	19'95	821 " 1381
" Sept. 2	Brighton Beach ...	Sandringham ...	2'20	821 " 1381
" " 24	Braybrook Junction ...	*Newport ...	4'29	821 " 1381
" Nov. 8	Maffra ...	Stratford ...	6'11	821 " 1381
" Dec. 19	Hawthorn ...	Kew ...	0'96	821 " 1381
1888—May 8	Royal Park Junction ...	Clifton Hill ...	2'39	821 " 1381
" " 8	Nicholson street ...	Fitzroy ...	0'95	821 " 1381
" " 8	Clifton Hill ...	Collingwood ...	0'90	821 " 1381
" " 8	Clifton Hill ...	Alphington ...	2'35	682
" " 8	Alphington ...	Heidelberg ...	2'24	821 and 1381
" " 8	Moe Junction ...	Thorpdale ...	10'67	821 " 1381
" " 8	Sale Junction ...	Stratford Junction ...	8'97	821 " 1381
" " 8	Stratford ...	Bairnsdale ...	32'79	821 " 1381
" " 15	Lilydale ...	Yarra Flats ...	7'35	821 " 1381
" Oct. 1	Numurkah ...	Nathalia ...	13'79	821 " 1381
" " 1	Numurkah ...	Cobram ...	21'05	821 " 1381
" " 1	Shepparton ...	Dookie ...	14'84	821 " 1381
" " 1	Kilmore Junction ...	Kilmore ...	9'51	821 " 1381
" " 1	Bendigo ...	Heathcote ...	27'64	821 " 1381
" " 1	Pisgah Junction ...	Waubra ...	13'74	821 " 1381
" " 1	Frankston ...	Mornington Junction ...	5'02	821 " 1381
" " 1	Dandenong (Great Southern Junction)	Tooradin ...	15'91	821 " 1381
" Nov. 20	Inglewood ...	Dunolly ...	24'24	821 " 1381
" " 20	Hamilton (Coleraine Junction) ...	Coleraine ...	23'01	821 " 1381
		Carried forward ...	2,179'16	

* Trains run only as required for traffic

APPENDIX No. 18—continued.

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

Date of Opening.			From—	To —	Length in Miles.	Authorization Act. Number.
Brought forward ..					2,179'16	
1889—	March	1	Yarra Flats ...	Healesville ...	8'02	821 and 1381
"	Aug	7	Maffra ...	Briagolong ...	11'79	821 " 1381
"	"	7	Irrewarra ...	Beece ...	8'70	821 " 1381
"	Sept.	10	Mornington Junction ...	Mornington ...	7'67	821 " 1381
"	"	10	Mornington Junction ...	Hastings ...	8'09	821 " 1381
"	"	10	Wodonga ...	Huon-lane ...	14'07	821 " 1381
"	"	12	Ballarat East ...	Buninyong ...	6'84	821 " 1381
"	Oct.	8	Whittlesea Junction ...	Preston Reservoir ...	4'78	821 " 1381
"	"	8	Coburg ...	†Somerton ...	7'16	821 " 1381
"	Nov.	12	Yea ...	Molesworth ...	10'68	821 " 1381
"	Dec.	3	Heathcote ...	Toolorac ...	10'56	821 " 1381
"	"	4	Bacchus Marsh ...	Ballan ...	17'54	821 " 1381
"	"	4	Ringwood ...	Upper Fern Tree Gully ...	7'44	821 " 1381
"	"	17	Hastings ...	Stony Point ...	5'74	821 " 1381
"	"	23	Preston Reservoir ...	Whittlesea ...	17'29	821 " 1381
1890—	Feb.	4	Terang ...	Mortlake ...	12'16	821 " 1381
"	"	4	Terang ...	Warrnambool ...	28'82	821 " 1381
"	"	4	Koroit ...	Warrnambool ...	9'36	821 " 1381
"	Feb.	4	Koroit ...	Port Fairy ...	11'34	821 " 1381
"	March	17	Mount Moriac ...	*Wensleydale ...	10'92	821 " 1381
"	"	24	Burnley ...	†Oakleigh ...	6'29	821 " 1381
"	May	12	Warragul ...	Rokeby ...	8'12	821 " 1381
"	"	30	Kerang ...	Swan Hill ...	35'16	821 " 1381
"	"	30	Camberwell ...	†Waverley Road ...	4'25	821 " 1381
"	June	17	Molesworth ...	Cathkin ...	2'74	821 " 1381
"	July	18	Huon-lane ...	Bolga ...	6'61	821 " 1381
"	Aug.	22	Kilmore ...	Tooborac ...	20'10	821 " 1381
"	"	22	Dunkeld ...	†Koroit ...	48'99	821 " 1381
"	"	22	Hamilton ...	Penshurst ...	18'11	821 " 1381
"	Sept.	1	Murchison East ...	Rushworth ...	12'87	821 " 1381
"	"	16	Cathkin ...	Alexandra Road ...	4'41	821 " 1381
"	Oct.	10	Scarsdale ...	Linton ...	7'97	821 " 1381
"	"	17	Myrtleford ...	Bright ...	18'54	821 " 1381
"	Nov.	10	Cathkin ...	Merton ...	15'47	821 " 1381
"	"	11	Tooradin ...	Loch ...	23'53	821 " 1381
"	"	18	Ararat ...	Avoca ...	39'04	821 " 1381
1891—	Jan.	15	Kyneton (Redesdale Junction) ...	Redesdale ...	16'25	821 " 1381
"	March	24	Fairfield Park ...	†Riversdale (including ‡Canterbury loopline)	4'99	821 " 1381
"	"	24	Maldon (Laanecoorie Junction) ...	Shelbourne ...	9'89	821 " 1381
"	May	7	Merton ...	Maindample ...	13'86	821 " 1381
"	June	2	Loch ...	Korumburra ...	9'89	821 " 1381
"	"	5	Birregurra ...	Forrest ...	19'85	821 " 1381
"	July	23	Beechworth ...	Yackandandah ...	12'84	821 " 1381
"	"	24	Bolga ...	Tallagatta ...	5'02	821 " 1381
"	Oct.	6	Maindample ...	Mansfield ...	8'64	821 " 1381
"	Nov.	23	Spencer-street ...	§Flinders-st. (Viaduct) ...	0'76	821 " 1187
"	Dec.	17	Korumburra ...	Leongatha ...	9'19	821 " 1381
1892—	Jan.	13	Leongatha ...	Port Albert ...	58'75	821 " 1381
"	March	18	Rokeby ...	Neerim South ...	5'36	1030 " 1300
"	April	5	Curdie's River Junction ...	Timboon ...	22'32	821 " 1381
"	"	6	Lancefield ...	†Kilmore ...	18'10	821 " 1381
"	Oct.	28	Korumburra ...	Coal Creek ...	0'89	1240 " 1255
"	Nov.	22	Pookie ...	Katamatite ...	17'02	1529
1893—	Jan.	5	Warracknabeal ...	Beulah ...	21'92	1273
"	March	28	Donald ...	Birchip ...	32'50	1273
1894—	March	6	Beulah ...	Hopetoun ...	16'01	1316
"	May	7	Korumburra (Jumbunna Junction) ...	Jumbunna ...	3'74	1240 and 1294
"	"	14	Bendigo Cattle-yards Junction ...	*Bendigo Cattle-yards ...	0'89	1030 " 1381
"	June	1	Korumburra (Strezlecki Junction) ...	Strezlecki ...	2'25	1240 " 1294
"	"	19	Dimboola ...	Jeparit ...	21'59	1312
"	July	31	Natimuk (East Natimuk) ...	Goroke ...	28'32	1292
"	Aug.	7	Boort ...	Quambatook ...	21'06	1312
1895—	March	8	Wycheproof ...	Sea Lake ...	47'89	1383
1896—	Feb.	5	Jumbunna ...	Outtrim ...	2'40	1371 and 1427
"	Dec.	15	Nathalia ...	Picola ...	6'74	1293
1899—	March	14	Wangaratta ...	¶Whitfield ...	30'49	1492
"	Sept.	18	Birchip ...	Woomelang ...	26'45	1550
"	Nov.	2	Jeparit ...	Rainbow ...	18'47	1558
1900—	March	1	Quambatook ...	Ultima ...	30'30	1555
"	Dec.	18	Upper Fern Tree Gully ...	¶Gembrook ...	18'23	1549
"	"	26	Bungaree ...	*Race-course ...	1'53	1682
1901—	Oct.	21	Melbourne ...	Collingwood ...	2'22	1590
"	Nov.	13	Lilydale ...	Warburton ...	23'97	1585
1902—	March	1	Colac ...	¶Beech Forest ...	29'66	1594 and 1750
"	June	5	Heidelberg ...	Eltham ...	8'35	1299
Carried forward ..					3,299'62	

* 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—*continued.*

Date of Opening.	From—		To—		Length in Miles.	Authorization Act.	
						Number.	
			Brought forward	...	3,299·62		
1903—Jan. 15	Woomelang	...	Hattah	...	68·79	1679	
" May 25	Hattah	...	Nowingi	...	11·94	1679	
" Sept. 30	Nowingi	...	Yatpool	...	16·19	1679	
" Oct. 27	Yatpool	...	Mildura	...	13·23	1679	
" Dec. 21	North Geelong Loop Line	...	* ...	...	0·22	1884	
1904—Jan. 1	Burrumbeet Race-course Junction	...	* Burrumbeet Race-course	...	1·14	1879	
" Feb. 7	Springvale Cemetery	...	* ...	...	1·60	1763	
" Dec. 5	Northcote Loop Line	...	...	...	0·13	1904	
1905—Feb. 28	Strathmerton	...	Tocumwal	...	9·85	1958	
" June 26	Welshpool	...	* Welshpool Jetty	...	3·23	1911	
	Stawell	...	* Grampians	...	15·84	1956 and 1973	
1906—May 8	St. Kilda	...	§ Park-street, Middle Brighton	...	4·07		
Total mileage					3,445·85		
Less mileage closed for Traffic at 30th June, 1906—					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, 1906					3,397·97		

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.
Trains run only as required for traffic. § 5ft. 3in. gauge. ¶ 2ft. 6in. gauge.

APPENDIX No. 19.

RETURN OF PERSONS KILLED OR INJURED FOR TWENTY YEARS, FROM
1ST JULY, 1886, TO 30th JUNE, 1906.

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.
1886-7a	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
1888-9b	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
*1901-2c	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
*1905-6d	...	195	9	162	5	141	6	188	9	23	23	7	8	23	60	739
Totals	11	1,219	63	2,220	73	1,388	209	3,230	125	174	369	216	81	708	931	9,155

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

a Including Windsor accident.

b Including North Melbourne accident.

c Including Jolimont accident.

d Including Belgrave accident.

APPENDIX No. 20.

DETAILED STATEMENT OF WORKING EXPENSES FOR THE YEAR 1905-6 COMPARED WITH
THE YEAR 1904-5.

	1904-5.	1905-6.
	£	£
TRANSPORTATION BRANCH.		
General Superintendence and Staff	32,909	34,311
Stationery, Printing, and Advertising	21,089	19,845
Stores Expenses	1,743	1,689
<i>Station, Yard, and Signal Service—</i>		
Salaries, Wages, and Expenses of Staff	387,195	392,436
Fuel	822	853
Light	11,873	11,046
Uniforms	3,022	2,102
Other Supplies	12,065	13,939
Sanitary and Other Expenses	7,816	3,462
<i>Total Cost of Station, Yard, and Signal Service</i>	£418,793	£423,838
Guards and Conductors—Wages and Expenses	55,689	58,001
„ „ Uniforms and Supplies	1,061	838
Gatekeeping	19,489	18,600
Loss and Damage to Property and Goods	3,194	3,827
Injury to Persons	5,904	24,593
Other Expenses	2,499	2,581
<i>Total Expenses of Transportation Branch</i>	£562,370	£588,123
Percentage of Gross Revenue	15.70	15.53
Per Traffic Train Mile	14.96d.	15.03d.
WAY AND WORKS BRANCH.		
	£	£
General Superintendence and Staff	21,103	23,456
Stationery, Printing, and Advertising	1,972	2,056
Stores Expenses	3,943	7,574
	£27,018	£33,086
<i>Maintenance of Way—</i>		
Superintendence and Staff	£12,314	£12,856
General Labour	230,381	233,436
Track Materials	85,924	71,250
Fences, Gates, Cattle Guards, Roadways, Signs, &c.	21,861	26,871
Tools and Supplies	4,429	6,602
Flood and Fire Claims	178	653
Other Expenses	60	..
<i>Total Cost of Maintenance of Way</i>	£355,147	£351,668
Per Mile of Railway worked	£104.95	£103.61
<i>Maintenance of Works—</i>		
Superintendence and Staff	£7,869	£8,202
Bridges, Culverts, and Drains	20,875	28,328
Piers and Wharfs	2,300	2,101
Weighbridges, Scales, Lifting Cranes, Turntables, Traversers, Grain Conveyors, &c.	4,259	4,514
Buildings, Platforms, and Fixtures	50,669	84,537
Stock Yards	2,373	3,401
Water Supply	6,573	7,483
Signals and Interlocking	13,994	16,224
Telegraph Lines	8,851	9,810
Machinery, Tools, and Supplies	2,072	2,827
Other Expenses	22	116
Flinders-street New Station	..	20,000
<i>Total Cost of Maintenance of Works</i>	£119,857	£187,543
<i>Total Expenses of Way and Works Branch</i>	£502,022	£572,297
Percentage of Gross Revenue	14.01	15.11
Per Mile of Railway worked	£148.35	£168.62
Per Traffic Train Mile	13.35d.	14.62d.

APPENDIX No. 20.—*continued.*DETAILED STATEMENT OF WORKING EXPENSES FOR THE YEAR 1905-6, ETC.—*continued.*

	1904-5.	1905-6.
ROLLING STOCK BRANCH.		
General Superintendence and Staff	£ 12,590	£ 11,097
Stationery, Printing, and Advertising	1,376	1,556
Stores Expenses	9,293	15,083
<i>Locomotive Working—</i>		
Superintendence and Staff	10,789	12,931
Running Sheds {Staff	30,342	33,711
{Supplies	1,873	2,267
Drivers and Firemen	167,101	172,134
Coal, Wood, and Kindlers for Locomotives	176,395	154,297
Handling and Inspection of Coal, Wood, and Kindlers for Locomotives	14,306	13,359
Water for Locomotives and Running Sheds	14,398	14,897
Oil, Tallow, Waste, and other Running Supplies for Locomotives	10,468	10,197
Fire Claims	27	376
Other Expenses	103	125
<i>Total Cost of Locomotive Working</i>	£425,802	£414,294
Per Locomotive Mile	9.21d.	9.13d.
Per Traffic Train Mile	11.33d.	10.59d.
<i>Inspection, Cleaning, and Lubrication of, and Supplies for, Cars—</i>	£	£
Labour	26,472	26,525
Lubricants	1,084	1,131
Light	9,463	9,620
Ice	873	1,026
Other Expenses	1,287	1,151
<i>Total Cost of Inspection, Cleaning, and Lubrication of, and Supplies for, Cars</i>	£39,179	£39,453
Per 1,000 Car Miles	77.61d.	76.28d.
<i>Total Cost of Working Rolling Stock Branch</i>	£488,240	£481,483
<i>Repairs and Renewals of Rolling Stock—</i>	£	£
Superintendence and Staff	4,362	5,692
Repairs and Renewals of Locomotives	126,101	128,475
" " Passenger Cars and Vans	59,267	63,575
" " Trucks	52,998	70,114
" " Covers	10,948	11,559
" " Machinery and Tools	9,029	12,910
Power, Heat, Light, &c., for Shops	11,804	13,761
Other Expenses	422	756
<i>Total Cost of Repairs and Renewals of Rolling Stock</i>	£274,931	£306,842
Per Traffic Train Mile	7.31d.	7.84d.
<i>Total Expenses of Rolling Stock Branch</i>	£763,171	£788,325
Percentage of Gross Revenue	21.30	20.81
Per Traffic Train Mile	20.30d.	20.14d.
GENERAL EXPENSES.		
Salaries and Expenses, Commissioners' and Secretary's Offices	£ 13,416	£ 13,001
" " Chief Accountant's Office	11,275	12,597
" " Auditor of Receipts' Office	12,093	13,307
Estate Office	1,490	1,361
General Office Expenses	1,013	1,085
Legal and Medical Expenses	2,426	3,227
Stationery, Printing, and Advertising (General)	1,426	2,704
Other General Expenses	436	2,996
<i>Total General Expenses</i>	£43,575	£50,278
Percentage of Gross Revenue	1.22	1.33
Per Traffic Train Mile	1.16d.	1.29d.
<i>Total Working Expenses</i>	£1,871,138	£1,999,023
Percentage of Gross Revenue	52.23	52.78
Per Traffic Train Mile	49.77d.	51.08d.
Per Mile of Railway Worked	£553	£589

No. 21.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS AND HORSES, CARRIAGES AND DOGS.		MAILS AND TELEGRAPH.		RENTS.		MISCEL- LANEOUS.		GOODS.				LIVE STOCK.								
	Outwards.		Inwards.		Revenue.		Revenue.		Revenue.		Outwards.		Inwards.		Outwards.		Inwards.						
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.						
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.					
LANCASHIRE LINE.																							
Bolinda ..	1,050	85	3	10	{	{	{	{	{	4,517	746	4	8	32	18	0	7	17	2				
Monegatta ..	810	67	2	6						141	63	6	10	..	..	..							
North Monegatta ..	352	29	11	0						4	3	7	7	..	..	..							
Romsey ..	6,278	800	4	6						9,157	2,590	11	0	114	9	5							
Lancefield ..	7,409	829	14	7	62 18 3		89	3	4	7,551	2,416	13	6	941	1	3	311	7	6				
DAYLESFORD LINE.																							
Tylden ..	1,264	127	7	9	{	{	{	{	{	1,161	353	7	6	145	8	11	2	10	9				
Fern Hill ..	1,747	183	8	1						6,253	2,189	8	3	298	11	9	6	19	9	2	14	6	6
Trentham ..	7,589	817	2	7						9,030	2,503	17	1	2,272	1,350	3	11	0	10	0	14	11	2
Lyonville ..	3,858	224	13	4						15,875	2,443	14	7	301	164	2	7	..	..	..	..	..	..
Ballarto ..	7,046	317	9	6	{	{	{	{	{	6,852	1,512	1	10	220	13	5	..	..	..				
Musk ..	2,725	88	19	4						2,003	594	18	8	412	59	18	7	..	..	..	..	..	..
Daylesford ..	20,126	2,900	6	3						4,071	1,834	6	6	203	4,333	17	10	37	0	5	120	10	6
Woodburn ..	246	3	16	0						46	8	19	1	11	2	16	8	..	..	..	..	..	..
Sailor's Falls ..	428	18	14	6	{	{	{	{	{	1,858	253	10	11	8	8	8	..	..	..				
Leonard ..	2,201	153	16	5						9,034	1,258	1	4	17	79	9	8	..	..	..	..	..	..
Wombat ..	1,287	64	3	4						6,880	1,025	8	3	87	26	16	7	..	..	..	..	..	..
Rocky Lead ..	1,502	104	7	7						1,898	258	13	3	214	82	9	1	..	..	..	..	..	..
Newlyn ..	1,841	194	0	7	{	{	{	{	{	11,930	5,472	13	3	452	2	7	145	19	7				
Kingston ..	3,031	280	12	1						8,852	3,987	2	11	866	452	7	6	26	1	9	31	15	11
Allendale ..	12,129	964	3	6						1,657	829	15	9	7,754	1,495	7	1	15	17	4	5	17	6
Broomfield ..	2,378	107	18	5						..	..	..	..	..	3,300	7	1	..	..	..	6	3	11
										..	..	..	..	..	0	7	1	..	..	..	..	..	..
REDESDALE LINE.																							
Edgecombe ..	63	2	12	0	{	{	{	{	{	3,090	774	12	1	3	8	10	..	..	..				
Green Hill ..	55	2	12	7						249	90	15	7	28	8	18	11	..	..	..	1	8	9
East Metcalfe ..	205	11	2	7						402	158	4	9	179	85	19	5	..	..	..	..	..	..
Emberton ..	48	2	15	3						159	33	16	6	7	1	19	7	..	..	..	..	..	..
Barfold ..	309	22	10	4	{	{	{	{	{	2,997	912	10	3	80	0	6	75	0	2				
Redesdale ..	1,434	197	8	9						4,150	1,517	6	9	176	322	7	7	2	18	0	2	19	3
										..	..	..	..	..	..	..	..	..	..	..	..	..	..
SHELBORNE LINE.																							
Muckford ..	454	23	3	7	{	{	{	{	{	212	97	6	4	24	0	10	..	..	..				
Maldon ..	18,492	1,948	1	11						1,367	849	8	2	5,999	4,422	18	2	71	9	6	51	9	9
Bradford ..	..	..	..	..						..	..	..	..	..	..	..	..	..	..	..	..	..	..
Shelbourne ..	..	30	13	5						6,856	3,277	0	0	1,380	976	12	8	3	13	0	1	8	0

MARYBOROUGH, DONALD, AND BIRCHIP LINE.									
Campbell ..	2,556	117 2 10	10 6 7	18 13 3	2 0 6	.. 3 0	316	213 8 0	217
Guildford ..	2,774	227 1 3	34 16 2	33 19 11	11 11 6	0 3 0	430	363 12 7	713
Strangway ..	2,070	91 12 2	19 9 6	8 10 4	0 7 0	.. 1 9	34	45 6 0	14
Newstead ..	4,464	658 0 11	73 19 3	136 3 10	14 8 0	0 1 9	3,999	1,424 8 8	1,078
Joyce's Creek ..	827	89 14 10	30 14 4	22 11 11	8 17 6	..	1,005	483 2 8	113
Moolort ..	5,004	497 1 9	32 8 10	96 5 8	10 12 2	..	4,513	2,301 17 4	14,973
Loddon ..	..	..	..	..	..	..	..	..	985
New Havilah ..	..	..	..	..	..	..	379	188 14 11	21,219
Carisbrook ..	3,262	480 16 6	72 14 8	64 8 11	9 15 0	.. 4 8	2,071	834 4 11	9,700
Maryborough ..	44,066	7,265 1 7	596 6 11	1,090 7 0	314 9 7	..	7,328	3,256 16 1	15,857
Simson ..	423	10 15 0	..	..	..	..	..	..	..
Havelock ..	1,696	52 10 7	10 7 8	6 19 0	..	..	189	94 12 10	3,142
Bet Bet ..	2,287	91 18 4	22 1 1	29 18 2	4 11 5	..	1,044	533 9 7	1,698
Dunolly ..	8,872	1,200 4 3	110 13 11	252 13 2	11 18 0	0 8 6	3,444	1,492 1 6	3,121
Goldsborough ..	2,052	91 11 9	8 18 3	19 13 9	..	..	6,168	945 16 9	97
Gladstone Siding *	..	..	..	..	..	..	3,947	655 9 2	18
Bealiba ..	4,872	626 12 7	52 1 8	108 10 0	3 2 0	0 10 2	15,852	3,986 4 5	1,510
Mafescioni Siding ..	..	..	..	..	..	..	12,544	3,213 4 11	58
Emu ..	1,511	263 14 3	14 1 0	56 1 2	2 3 4	..	7,831	2,355 6 2	518
Strathfillan ..	..	..	..	..	..	..	960	219 16 1	..
Carapooce ..	..	..	..	..	..	..	6,299	2,105 13 3	282
St. Arnaud ..	15,809	4,012 6 11	360 1 8	860 8 8	88 9 11	1 10 0	13,708	9,714 17 2	11,903
Sutherland ..	..	..	0 0 6	3 14 3	10 5 0	..	2,971	1,562 15 10	1,862
Swanwater ..	..	..	0 0 9	11 16 6	15 3 8	..	1,834	822 7 2	267
Cope Cope ..	1,882	345 7 3	16 8 4	68 4 4	26 10 8	0 0 3	4,648	3,092 11 4	1,257
Donald ..	6,956	2,077 13 8	196 5 8	377 14 2	71 14 9	0 7 0	9,898	7,089 1 5	6,147
Lake Blolke ..	10	1 14 10	0 1 0	0 7 9	6 15 0	..	57	41 12 1	61
Litchfield ..	261	20 4 8	0 5 3	19 12 4	18 1 8	..	3,828	2,807 15 4	433
Massey ..	234	17 2 9	0 5 6	11 1 10	12 15 8	..	925	743 7 11	195
Watchem ..	2,084	450 4 8	42 1 0	133 2 0	29 1 1	0 0 9	4,565	3,332 9 1	1,491
Morton Plains ..	90	10 0 0	0 8 8	7 4 11	0 6 8	..	1,215	1,002 9 3	86
Birchip ..	4,501	1,377 2 5	106 17 5	272 4 10	51 7 3	0 5 3	4,878	3,338 4 2	2,895
WOOMELANG LINE.									
Karyrie ..	8	0 17 6	0 19 6	2 19 7	1 0 0	..	217	99 7 0	87
Kinnabulla ..	89	6 11 6	1 13 3	10 15 11	11 3 0	..	1,564	1,273 16 3	200
Curyo ..	258	18 19 0	3 18 10	27 0 10	12 2 10	..	2,054	1,608 0 9	461
Watchunga ..	243	27 18 1	3 4 11	38 14 3	16 18 6	..	2,435	2,025 18 0	568
Woomelang ..	958	342 11 8	10 15 1	33 3 8	33 10 6	..	3,527	2,950 9 2	1,195
MILDURA LINE.									
Lascelles ..	396	158 19 2	14 6 6	15 1 0	26 9 4	..	1,924	1,230 8 0	228
Gama ..	42	13 1 2	0 8 3	3 11 11	..	..	147	124 5 11	104
Gorya ..	68	10 18 10	0 17 6	6 16 5	39 7 0	..	373	315 2 8	226
Austral Gypsum Siding ..	14	4 1 7	0 6 0	2 4 3	..	..	374	161 5 9	26
Ouyen ..	77	20 7 0	2 8 7	18 17 9	0 5 6	..	2	4 19 3	62
Hattah ..	47	16 12 8	8 19 11	4 11 1	35 16 6	..	1	8 13 8	5
Nowingi ..	19	4 9 11	6 5 8	0 15 7	5 11 7	..	..	2 7 8	5
Yatpool ..	6	2 7 6	..	0 2 3	25 9 6	..	..	..	..
Irymple ..	317	336 15 6	8 5 11	33 12 2	14 7 7	..	2,370	4,873 12 2	1,082
Mildura ..	3,061	3,017 12 0	234 15 4	703 15 9	68 2 0	0 3 9	2,279	4,176 15 11	4,568

* Open for only portion of the year.

No. 21.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS AND HORSES, CARRIAGES AND DOGS.		MAILS AND TELEGRAPH.		RENTS.		MISCEL- LANEOUS.		GOODS.			LIVE STOCK.		
	Number of Passenger Journeys.	Outwards. Revenue.	Outwards. Revenue.	Inwards. Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Outwards.		Inwards.			
											Tons.	Revenue.	Tons.	Revenue.		
AVOCA LINE.																
Adelaide Lead	274	£ 9 1 0	£ ..	£ 0 14 3	£ 7 3 0	£ ..	£ ..	£ ..	£ ..	£ ..	£ 434 10 9	£ ..	£ 56 9 10	£ s. d.		
Bung Bong	362	16 16 6	16 10 5	8 6 6	..	..	..	..	..	..	899	..	..	1 19 6		
Homebush	1,374	70 16 1	7 5 0	13 4 0	..	..	..	..	..	..	925	187 13 11	73 4 9	..		
Avoca	6,566	1,055 11 3	384 1 11	211 11 1	15 3 5	0 5 0	0 5 0	0 5 0	0 5 0	0 5 0	8,406	3,324 18 2	2,010 15 11	56 15 7		
Amphitheatre	1,668	144 13 4	24 5 10	52 15 5	10 15 0	..	..	..	..	..	4,020	996 13 10	375 1 5	2 6 0		
Elmhurst	1,285	291 4 3	37 18 9	87 6 6	19 15 6	0 3 3	0 3 3	0 3 3	0 3 3	0 3 3	2,078	1,211 0 2	589 9 5	4 15 0		
Eversley	192	16 14 11	0 11 2	13 7 5	4 16 4	..	..	..	..	..	1,050	361 9 1	72 3 11	2 2 0		
Crowland	203	19 1 6	1 12 8	50 15 5	9 0 0	..	..	..	..	..	850	830 13 0	315 19 11	16 9 3		
Dunneworthy	20	1 16 6	5 17 9	0 1 7	1 10 8	..	..	..	..	..	151	70 5 1	17 8 1	2 7 0		
Warra Yadin	33	3 6 6	..	1 11 9	..	..	..	..	..	..	..	..	..	..		
TALBOT LINE.																
Waubra Junction	2,502	87 1 7	3 7 7	2 12 0	16 2 0	..	..	..	..	..	..	£ 3 16 1	£ 16 16 4	£ ..	3 7 8	
Sulky	1,847	54 10 9	2 19 4	7 14 6	8 11 0	..	..	..	..	..	2	..	0 8 4	..	7 18 10	
Bald Hills	2,086	55 3 6	0 2 4	6 2 2	10 5 0	0 9 0	0 9 0	0 9 0	0 9 0	0 9 0	..	118 19 8	2,166 12 9	11 6 0	..	
Creswick	33,858	1,901 15 10	88 15 7	221 11 2	19 18 2	0 1 9	0 1 9	0 1 9	0 1 9	0 1 9	175	24 7 8	277 16 1	..	..	
North Creswick	14,738	81 19 1	43 5 1	49 0 4	1 16 0	..	..	..	..	..	21	1,099	462 17 10	98 18 3	8 19 0	
Tourelle	1,119	96 16 1	16 2 0	16 10 3	24 13 9	0 4 6	0 4 6	0 4 6	0 4 6	0 4 6	4,007	2,185 19 2	1,809 11 3	315 11 4	70 7 7	
Clunes	13,369	1,524 3 2	133 9 11	203 16 1	33 12 0	0 5 0	0 5 0	0 5 0	0 5 0	0 5 0	3,009	1,228 0 10	1,592 3 3	23 17 6	18 9 8	
Talbot	11,845	1,093 18 2	95 14 3	191 1 11	..	..	..	..	..	..	..	..	..	..	..	
Daisy	44	1 0 6	..	0 10 0	..	..	..	..	..	..	..	..	..	..	..	
WAUBRA LINE.																
Pisgah	379	16 4 11	13 6 3	102 0 6	3 0 6	..	..	..	..	..	..	£ 33 14 8	£ 0 1 10	£ ..	1 17 6	
Midas	490	35 2 2	55 18 11	11 12 9	18 0 11	..	..	..	..	..	68	..	49 14 5	124	5 18 2	..
Blowhard	4,543	232 13 1	16 15 4	25 11 7	6 16 0	..	..	..	..	..	5,691	2,314 18 2	286 18 4	786	2 16 9	..
Learmonth	6,477	431 6 3	19 18 5	68 1 2	23 9 7	..	..	..	..	..	7,631	3,219 7 1	435 1 9	871	2 0 3	..
Reid Bros.' Siding*	..	..	..	..	..	..	..	..	..	..	..	..	0 9 5	1	..	..
North Learmonth	72	5 13 5	..	0 0 6	..	..	..	..	..	..	..	..	0 1 0	..	..	..
Addington	1,701	103 14 11	21 1 0	15 2 4	10 4 7	..	..	..	..	..	660	298 6 8	67 10 1	138	1 14 0	..
Waubra	5,518	491 14 7	34 18 9	86 7 2	95 18 6	..	..	..	..	..	7,933	2,788 4 7	437 16 6	931	17 0 0	10 6 6
TARNAGULLA LINE.																
Painswick	4	1 1 8	..	0 1 9	..	..	..	..	..	..	3,798	583 14 2	0 10 4	2	..	..
Laurie	4	0 4 4	..	0 13 3	..	..	..	..	..	..	2,688	518 13 6	15 19 1	26	..	..
Tarnagulla	2,328	410 0 9	51 18 5	135 7 9	11 6 0	..	..	..	..	..	4,310	1,144 19 10	1,487 11 3	1,562	1 11 6	..
Llanefly	882	51 6 6	16 7 1	31 1 1	0 17 0	..	..	..	..	..	4,575	1,135 10 7	259 18 5	329	..	..
Arnold	421	29 0 6	7 13 10	19 4 2	0 9 0	..	..	..	..	..	4,292	1,073 19 8	158 12 6	217	..	..
Bullabul	83	3 17 6	0 4 3	0 15 5	..	..	..	..	..	..	1,045	276 4 9	20 10 4	42	..	..

WYCHEPROOF LINE.									
California Gully ..	54	1 8 2	148 16 6	392 6 3	9 16 0	39	7 3 5	33,883	5,619 15 4
Eaglehawk ..	10,303	803 13 8	29 9 6	707	419 8 1	72,919	12,449 11 5	1 6 6	6 6 5
Marong ..	6,096	411 15 4	29 3 9	952	442 15 2	1,295	436 10 2	1 3 9	3 6 6
Leichardt ..	842	72 10 11	2 7 11	11 19 11	18 11 6	1,852	755 9 9	1 19 6	0 9 0
Derby ..	1,059	81 1 5	11 12 10	16 9 1	..	1,935	535 7 8	55 18 5	30 5 4
Bridgewater ..	5,543	740 4 10	55 8 5	114 14 5	18 1 3	21,700	10,398 13 0	382 0 9	212 9 3
Inglewood ..	11,861	1,796 8 10	119 13 11	317 16 4	24 11 2	2,794	1,080 2 2	8 17 7	67 16 8
Kurtig ..	572	62 13 9	12 5 6	12 5 1	3 2 0	5,540	1,168 10 6	90 17 10	13 1 0
Glenalbyn ..	1,066	84 4 6	9 12 11	13 15 7	9 9 8	9,485	1,618 1 8	..	2 8 3
Wedderburn Junction ..	2,037	355 4 2	24 7 1	18 19 11	21 17 0	4,774	1,062 12 5	4 12 3	2 9 6
Korong Vale ..	5,182	846 15 4	170 4 9	110 17 5	201 2 6	4,206	2,034 13 11	268 6 4	83 3 9
Wycheitella ..	727	109 2 1	13 0 10	48 3 5	21 7 5	3,431	1,519 16 11	186 12 0	8 10 0
Buckrabanyle ..	1,032	189 12 3	32 2 7	39 16 0	7 16 0	2,745	1,047 16 2	130 4 0	3 2 6
Barrakee ..	647	86 17 8	8 12 4	23 18 9	0 15 0	3,327	1,887 1 3	82 19 0	2 8 0
Charlton ..	5,184	1,424 8 1	176 18 9	343 6 7	34 12 2	7,226	4,992 5 9	568 0 3	80 13 0
Teddywaddy ..	313	17 17 10	3 13 4	9 4 3	8 2 0	1,423	891 11 3	..	2 9 9
Glenloth ..	1,168	238 1 2	12 15 0	60 9 3	13 12 0	1,822	1,273 7 10	654 13 0	47 0 3
Fairview ..	93	5 2 8	0 5 8	1 3 2	..	152	108 7 2	..	..
Wycheproof ..	6,149	1,405 5 0	129 4 6	222 0 7	65 4 4	5,547	4,040 11 7	1,904 0 7	174 4 2
SEA LAKE LINE.									
Dumosa ..	234	31 3 7	13 11 11	10 0 0	1 0 0	1,260	945 10 11	123 10 5	..
Nullawil ..	400	61 8 5	6 1 1	34 13 2	2 12 0	2,522	1,936 18 11	359 17 5	..
Kaneira ..	800	121 7 1	18 4 3	72 11 5	3 6 9	2,913	2,026 2 1	1,034 12 3	27 0 2
Berriville ..	926	169 8 1	18 18 7	78 12 6	14 15 6	4,600	3,692 3 11	1,342 8 6	4 19 0
Boigbeat ..	161	30 5 5	1 14 10	15 18 5	2 5 0	1,900	1,580 11 3	143 14 10	..
Sea Lake ..	907	368 4 11	33 18 3	135 17 4	27 2 4	10,282	8,505 10 8	3,628 3 2	52 8 6
WEDDERBURN LINE.									
Wedderburn ..	2,973	649 17 2	79 14 1	239 3 2	39 3 6	18,155	6,033 5 4	2,579 9 8	43 19 2
BOORT LINE.									
Boorong ..	1,036	136 10 8	33 6 3	50 14 1	1 16 0	1,530	784 15 7	422 5 8	87 4 9
Mysia ..	818	168 9 5	29 18 8	54 1 11	32 19 0	1,080	841 14 11	333 5 8	8 1 11
Boort ..	4,167	1,080 15 9	198 11 8	308 11 3	69 14 10	5,096	3,480 17 5	2,473 9 5	49 14 7
QUAMBATOOK LINE.									
Barraport ..	158	29 8 5	2 0 2	21 12 10	17 19 6	2,884	1,931 14 5	277 16 3	1 18 6
Gredgwin ..	123	18 2 1	5 18 2	7 1 11	3 18 0	407	277 4 10	80 0 7	..
Oakvale ..	108	14 12 3	3 1 9	19 10 8	8 9 4	1,180	850 10 8	159 5 1	..
Quambatook ..	1,064	303 0 7	40 6 11	91 16 6	13 14 0	3,038	2,391 4 1	1,566 4 4	13 18 9
ULTIMA LINE.									
Cannie ..	103	26 2 4	1 17 7	13 3 6	4 4 4	1,107	860 2 11	222 8 11	6 16 9
Lalbert ..	425	150 13 10	12 9 7	49 5 1	6 15 2	2,204	1,763 5 6	823 16 2	31 0 2
Meatton ..	89	33 4 4	0 18 4	12 15 6	1 0 0	2,250	1,761 18 1	162 6 9	..
Ultima ..	416	155 18 0	11 9 2	53 11 2	4 12 8	3,911	3,082 8 8	1,383 15 5	124 13 5

[* Open for only portion of the year.

[illegible]

*. Open for only a portion of the year.

No. 21.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS AND HORSES, CARRIAGES AND DOGS.		MAILS AND TELEGRAPH.		RENTS.		MISCELLANEOUS.		GOODS.			LIVE STOCK.					
	Number of Passenger Journeys.	Outwards.	Outwards.	Inwards.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Outwards.		Inwards.		Revenue.	Revenue.			
		Revenue.									Revenue.	Revenue.	Revenue.	Revenue.			Revenue.	Revenue.	Revenue.
		£ s. d.									£ s. d.	£ s. d.	£ s. d.	£ s. d.			£ s. d.	£ s. d.	£ s. d.
NORTH-WESTERN LINE—continued.																			
Wail ..	1,569	97 8 2	5 3 6	14 18 2	36 17 6	..	3,005	2,460 19 10	191 0 10	317	191 0 10	305 6 3	110 13 1						
Dimboola ..	17,762	2,837 6 6	155 8 7	319 17 2	126 17 3	..	7,420	4,280 0 2	4,381 4 3	3,359	4,381 4 3	..	..						
Gerang ..	951	51 19 8	9 4 1	38 16 8	22 4 6	..	2,089	2,097 7 3	514 17 6	729	514 17 6	..	..						
Kiata ..	749	88 18 4	15 4 10	21 18 6	37 1 4	..	2,991	2,272 2 3	384 19 10	540	384 19 10	4 8 9	..						
Salisbury ..	488	31 6 0	4 5 5	10 6 1	29 5 4	..	2,910	1,892 8 7	306 2 10	687	306 2 10	..	..						
Nhill ..	8,358	2,594 13 6	237 12 9	536 14 5	81 10 10	0 9 6	17,652	14,445 3 2	9,725 11 6	10,565	9,725 11 6	502 19 5	161 8 6						
Tarranginnie ..	230	10 8 4	0 15 1	6 3 7	19 11 6	..	1,105	535 4 4	59 12 9	141	59 12 9	39 11 0	9 8 1						
Diapur ..	1,419	130 4 3	13 1 1	50 18 8	26 2 4	0 6 3	2,817	2,286 7 1	867 1 11	1,192	867 1 11	7 9 0	1 15 9						
Miram ..	1,203	68 17 8	7 15 3	46 5 9	37 12 9	2 14 6	3,177	2,168 8 0	£06 11 0	827	£06 11 0	..	1 15 9						
Kaniva ..	3,833	825 8 3	56 17 1	179 4 1	37 2 5	..	3,041	2,230 9 8	1,935 8 4	1,857	1,935 8 4	97 7 0	53 0 2						
Lillimur ..	1,097	99 9 11	4 9 6	45 13 7	9 10 8	..	1,740	1,494 5 6	352 6 8	496	352 6 8	..	2 8 6						
Leoor ..	..	..	..	1 7 9	11 12 3	..	..	..	0 1 0	..	0 1 0	..	..						
Serviceiton ..	5,010	1,294 9 7	952 13 6	1,542 9 2	342 5 7	0 6 3	897	831 18 11	520 7 8	795	520 7 8	108 5 7	221 5 4						
WILLIAMSTOWN LINE.																			
South Kensington ..	164,215	1,177 13 1	6 15 3	32 1 5	10 8 0	0 3 6	10,668	1,299 4 3	27,331 8 10	29,677	27,331 8 10	..	8 10 0						
Footscray ..	2,016,431	18,332 6 2	814 10 5	304 12 5	117 7 7	2 11 8	9,244	3,302 17 11	6,196 2 1	20,259	6,196 2 1	..	..						
Yarraville ..	816,088	7,061 0 0	80 10 0	81 11 10	19 10 4	0 16 8	60,616	30,313 3 9	2,184 3 5	10,130	2,184 3 5	0 11 6	..						
Spotswood ..	150,022	1,421 0 9	191 12 8	43 11 4	..	..	1,342	2,775 14 7	2,143 0 6	19,062	2,143 0 6	..	..						
Newport ..	484,617	5,269 18 0	89 18 1	96 14 3	1,456 4 2	0 1 0	89,363	9,189 6 8	10,402 1 10	21,996	10,402 1 10	43 9 5	6,825 10 3						
North Williamstown ..	551,303	6,906 3 5	125 8 5	137 14 2	87 6 7	8 4 8	1,062	94 8 10	1,552 1 0	5,970	1,552 1 0	..	..						
Beach ..	351,706	4,696 13 8	50 8 4	64 4 2	19 0 0	1 3 0	..	..	..	..	..	..	..						
Williamstown ..	318,102	4,185 18 7	72 4 9	114 3 9	279 4 3	1 1 1	..	..	..	..	..	..	..						
Williamstown Pier ..	17,836	322 16 2	28 13 11	19 10 8	1,555 1 5	65 10 2	23,861	6,321 5 6	154,934 6 0	..	154,934 6 0	..	265 1 9						
BACCHUS MARSH LINE.																			
Federal Manure Siding ..	..	..	..	..	..	..	1,945	635 13 11	204 1 8	1,771	204 1 8	..	..						
Australian Explosives ..	..	..	..	..	..	..	..	..	..	..	..	..	..						
Siding ..	..	..	..	..	..	..	..	..	..	..	..	..	..						
Deer Park ..	4,941	123 14 11	84 10 8	26 9 2	13 16 2	..	635	179 4 5	120 14 9	1,025	120 14 9	..	..						
Rockbank ..	3,476	133 16 6	36 7 2	44 12 5	21 17 0	..	2,087	366 11 5	95 6 0	439	95 6 0	..	..						
Melton ..	14,528	821 16 8	846 4 7	271 0 9	28 2 0	..	8,575	1,553 9 11	624 4 5	1,977	624 4 5	68 10 2	261 6 0						
Stoughton ..	..	..	..	..	..	..	1,238	187 7 2	..	..	..	..	..						
Parwan ..	1,386	107 19 4	85 5 3	30 8 4	15 0 8	..	2,962	568 5 2	119 7 2	447	119 7 2	1 6 9	42 4 7						
Bacchus Marsh ..	20,732	1,841 2 1	800 0 2	479 13 3	51 11 6	0 18 0	7,982	2,207 12 1	1,357 4 8	2,836	1,357 4 8	739 13 5	144 17 2						
Rowley ..	107	11 5 7	13 7 8	13 7 8	18 6 2	..	2,667	469 7 11	68 10 1	305	68 10 1	..	..						
Ingliston ..	895	104 15 0	22 11 1	19 19 1	27 2 6	..	244	119 9 7	31 0 6	82	31 0 6	12 0 9	4 9 7						
Ballan ..	12,357	1,291 7 8	184 15 7	202 14 2	41 19 11	..	11,436	2,017 5 9	878 3 6	1,437	878 3 6	1,100 16 1	365 11 0						
Bradshaw ..	570	35 6 5	21 7 9	21 7 9	9 18 8	..	9	10 17 4	1 2 6	4	1 2 6	..	..						
Gordon ..	12,461	1,152 10 10	52 12 2	129 6 6	16 16 1	..	1,552	498 4 4	998 17 2	2,135	998 17 2	0 15 0	7 5 3						
Millbrook ..	3,923	183 1 11	9 6 1	16 18 8	1 6 0	..	1,816	543 1 11	105 12 2	340	105 12 2	68 6 3	1 5 5						
Wallace ..	4,917	337 19 8	20 5 7	39 17 2	13 8 0	..	4,726	1,783 15 10	224 2 2	544	224 2 2	39 1 5	17 7 6						
Bungaree ..	4,323	335 12 11	24 7 0	44 6 9	53 16 6	..	13,001	4,466 16 0	313 3 4	685	313 3 4	9 15 0	11 16 0						
Dunns town ..	6,395	224 6 9	17 8 3	19 19 7	26 3 5	0 10 0	2,295	923 7 3	367 7 7	1,114	367 7 7	1 17 6	0 6 0						

QUEENSLIFF LINE.

South Geelong	18,934	1,626	7 2	153 10 10	117 16 1	63 2 2	..	1,206	500 8 1	6,724	1,968 6 11	..	2 3 9
Moolap ..	282	13 4 5	0 12 1	0 12 1	1 7 10	1 3 4	..	..	..	..	0 4 3	..	..
Leopold ..	573	30 2 9	4 16 8	4 16 8	2 16 6	..	..	51	9 6 4	43	16 9 9	..	0 11 0
Scarborough	267	20 6 11	0 2 9	0 2 9	0 6 8	1 4 0	..	..	..	..	..	..	..
Drysdale	6,117	437 18 2	158 7 8	158 7 8	58 17 11	28 17 0	0 3 3	5,260	1,282 11 0	1,233	381 8 5	73 2 9	36 0 9
Mannerim	748	41 19 0	1 10 8	1 10 8	2 12 9	..	..	674	96 4 8	401	115 8 4	7 11 0	1 5 0
Marcus ..	1,318	154 10 8	104 8 3	104 8 3	14 12 7	5 0 0	..	..	366 17 7	3,563	1,228 9 0	4 17 3	58 9 9
Queenscliff	7,469	1,413 12 11	179 14 11	179 14 11	363 3 6	45 3 6	0 19 7	473	..	..	..	..	..

SOUTH-WESTERN LINE.

Connewarre	677	32 4 9	6 2 0	6 2 0	4 2 9	0 10 0	..	1,094	145 2 1	414	86 9 6	..	..
Germantown	591	57 9 10	2 2 3	2 2 3	4 3 1	1 2 0	..	..	..	..	0 1 1	..	..
Pettavel ..	488	39 16 9	3 11 0	3 11 0	4 1 0	9 14 6	..	165	43 1 11	123	23 16 9	..	4 0 4
Moriac ..	2,209	226 10 1	27 17 3	27 17 3	46 17 0	28 13 9	..	2,900	445 1 7	320	92 8 6	88 11 7	26 14 0
Buckley ..	1,087	91 6 0	17 2 6	17 2 6	14 1 3	9 17 0	..	2,055	336 19 2	160	51 4 9	..	2 10 6
Winchelsea	5,004	775 14 3	81 2 6	81 2 6	186 8 6	34 8 0	..	4,120	885 7 5	1,612	683 13 11	292 12 0	83 19 3
Birregurra	8,914	1,236 12 6	164 18 11	164 18 11	172 1 2	87 7 5	0 3 3	1,407	623 2 3	1,199	652 12 1	378 11 5	71 1 10
Warnacoort	805	137 1 2	21 7 3	21 7 3	27 7 2	10 3 1	..	1,001	476 0 5	184	85 12 7	..	..
Irrewarra ..	3,725	564 11 4	27 4 9	27 4 9	38 12 4	34 7 4	..	141	114 8 4	174	76 11 11	429 19 0	332 12 0
Colac ..	30,191	5,960 2 7	1,120 17 7	1,120 17 7	950 15 5	413 18 4	1 17 1	7,617	4,087 0 1	11,641	7,519 8 4	1,800 9 6	1,105 19 6
Larpet ..	1,779	267 11 4	18 9 9	18 9 9	27 2 5	2 12 0	..	4,188	2,150 17 3	330	199 12 5	10 0 3	19 16 7
Pirron Yallock	3,197	392 2 2	30 5 10	30 5 10	52 10 10	53 14 11	..	334	310 5 11	379	211 12 1	349 0 6	187 1 10
Stoneyford	1,475	121 3 11	13 18 9	13 18 9	21 3 0	1 19 7	..	148	146 16 4	171	68 4 4	..	5 2 3
Pomborneit	2,627	287 19 11	23 9 5	23 9 5	55 3 1	12 9 0	..	352	440 14 4	515	300 14 1	175 14 5	29 19 0
Weerite ..	1,599	312 15 3	17 4 3	17 4 3	38 12 0	9 6 1	..	308	272 15 5	434	220 9 11	632 17 3	30 19 8
Camperdown	23,665	5,253 7 11	514 6 11	514 6 11	927 10 6	151 18 1	0 18 0	2,626	2,707 18 6	9,243	5,827 16 11	1,655 16 11	357 0 9
Boorean ..	494	21 7 9	8 11 0	8 11 0	13 8 7	4 9 0	..	123	160 2 2	62	35 1 1	685 18 9	30 2 0
Terang ..	25,498	4,357 12 9	235 3 1	235 3 1	667 17 5	128 11 7	0 6 0	3,313	3,708 6 7	8,545	4,712 5 3	1,877 12 7	720 3 6
Garvoc ..	2,229	135 2 5	21 6 8	21 6 8	68 2 11	27 11 9	..	1,768	578 12 8	832	510 8 8	66 9 7	8 18 0
Pannure ..	2,463	262 0 6	17 6 1	17 6 1	37 6 9	18 9 6	0 1 0	3,480	1,022 9 8	409	262 19 2	3 17 6	7 9 9
Cudgee ..	1,320	85 7 7	8 12 1	8 12 1	15 18 4	20 4 5	..	163	74 3 5	121	50 1 10	..	6 15 0
Allansford ..	3,031	497 19 2	40 7 8	40 7 8	63 5 10	24 3 11	..	1,634	1,197 14 8	686	408 18 11	304 3 9	15 0 0
Warnambool	30,869	7,252 13 10	891 9 1	891 9 1	1,222 12 5	612 9 9	0 10 6	24,738	7,252 4 2	33,157	8,032 16 3	1,441 6 5	507 13 6
Dennington	10	0 17 6	..	..	14 19 3	23 13 3	..	..	..	160	22 7 5	..	1 4 3
Illowa ..	2,399	275 11 7	5 16 10	5 16 10	24 9 1	63 19 6	..	4,778	2,337 1 10	470	204 2 0	20 18 0	9 15 3
Koroit ..	15,122	2,002 3 8	162 7 6	162 7 6	242 5 2	151 14 11	0 0 3	10,208	6,838 1 1	3,264	2,039 3 2	895 14 3	133 2 4
Crossley ..	582	10 15 0	..	..	2 12 9	20 10 10	..	549	373 6 5	44	13 19 0	..	..
Kirkstall ..	297	10 9 4	..	..	2 16 0	21 11 8	..	6	2 1 9	48	16 16 11	..	..
Moyne ..	304	10 1 10	..	..	1 5 8	..	..	144	54 19 8	48	12 13 3	..	..
Rosebrook	210	8 5 10	..	..	3 8 4	5 12 0	..	..	..	..	0 4 6	..	..
Port Fairy	5,310	1,413 9 9	423 12 7	423 12 7	272 6 7	37 18 0	0 5 3	2,303	1,983 0 7	2,213	1,280 6 6	334 12 0	90 2 10

WENSLEYDALE LINE.

Layard ..	..	..	..	..	..	..	..	480	76 0 0	..	0 4 0	..	..
Gherang ..	..	..	..	..	..	..	..	2,345	389 4 4	23	9 16 10	..	..
Wormbete	..	..	..	..	..	..	..	2,162	382 18 1	16	3 6 5	..	..
Wensleydale	..	..	..	..	..	..	..	1,422	261 8 4	57	29 12 4	..	..

No. 21.—RETURN OF TRAFFIC AT EACH STATION—continued

STATIONS.	PASSENGERS.		PARCELS AND HORSES, CARRIAGES AND DOGS.		MAILS AND TELEGRAPH.		RENTS.		MISCEL- LANEOUS.		GOODS.			LIVE STOCK.				
	Outwards.		Inwards.		Revenue.		Revenue.		Revenue.		Outwards.		Inwards.		Outwards.		Inwards.	
	Number of Passenger Journeys.	Revenue.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	Tons.	Revenue.	Tons.	Revenue.	£	s. d.	£	s. d.
FORREST LINE.																		
Whoorel ..	10	1 16 3	0 1 6	0 13 7							439	137 0 4	57	12 6 7				
Dean Marsh ..	1,785	308 12 11	30 2 11	105 15 4			11 1 10				799	274 2 8	493	313 8 4	28 5 11	5 11 9		
Pennyroyal ..	451	18 11 6	5 19 9	14 18 7			13 17 10				537	184 18 8	196	81 0 8	10 12 0	1 16 6		
Murroon ..	420	18 16 5	6 19 8	25 7 0			23 12 0				629	284 1 11	157	83 17 10	66 8 10	5 10 6		
Barwon ..	1,078	53 0 3	9 14 1	35 1 9	177 15 0						8,117	3,392 6 6	625	308 1 1	1 5 0			
Gerangamete ..	330	11 1 2	2 10 1	11 19 7			10 9 8				757	244 9 1	58	31 16 7	5 10 4			
Yaughter ..	150	23 1 1	0 13 1	4 13 1			10 2 0				56	51 12 10	54	25 14 11	0 16 0			
Forrest ..	1,936	433 0 1	27 3 1	119 16 7			50 10 5				12,997	7,389 16 2	935	641 9 2	3 4 3	42 6 11		
BEEAC LINE.																		
Ondit ..	436	16 8 7	15 8 7	25 8 10			14 12 9				687	377 1 5	422	81 16 4	4 11 9	11 19 3		
Kerr ..	88	4 17 6			44 11 4													
Beeac ..	3,610	527 4 11	63 9 8	186 19 7			66 12 5				2,637	1,337 1 7	3,801	1,417 8 4	335 15 2	31 6 10		
BEECH FOREST LINE.																		
Coram ..	370	11 19 3		0 0 9			9 13 0											
Barongarook ..	853	29 2 0	0 6 6	2 17 9			1 0 0				103	25 14 8	10	6 8 4				
Kawarren ..	238	15 1 8	0 19 1	7 10 4							1,715	406 0 2	65	20 2 3				
Lovat ..	302	25 10 10	3 4 2	6 7 0							96	38 10 2	26	8 6 5				
Gellibrand ..	1,992	183 2 5	29 8 6	36 3 8			9 11 6				405	190 8 1	226	130 8 7	1 10 0	0 10 0		
Banool ..	198	17 2 6	1 13 11	6 0 7	178 10 0						31	14 12 6	107	38 5 9		0 13 0		
Winba ..	389	31 18 9	0 12 8	4 6 9							3	4 13 10	10	7 12 5				
MacDevitt ..				0 6 2										3 10 10				
Weapornah ..	309	36 18 7	1 14 10	4 4 0			3 2 6				2,289	1,161 19 10	76	53 17 7				
Ditchley* ..				0 1 10														
Beech Forest ..	2,551	499 9 5	25 11 0	98 2 2			24 16 2				5,420	3,513 7 6	1,476	1,232 7 3	27 8 4	33 12 0		
TIMBOON LINE.																		
Naroghid ..	78	6 14 9	0 5 4	1 15 3			11 16 0							1 4 5				
Cobden ..	406	43 14 9	48 12 10	123 3 9			10 2 0				929	1,113 11 6	2,373	1,726 8 1	73 4 9	67 4 11		
Elingamite Siding* ..											301	39 17 6	4	0 12 0				
Glenlyne ..	224	33 2 5	12 15 7	15 11 7	133 10 0		1 10 10				177	67 4 10	81	66 14 8				
Montgomery and Bradshaw's Siding* ..				4 14 4							1,557	280 10 1	87	21 15 5				
Timboon ..	913	166 3 5	28 8 8	142 16 5			13 10 6				3,344	810 15 1	492	364 4 5	1 0 0	1 3 0		
MORTLAKE LINE.																		
Mortlake ..	5,146	1,182 8 0	65 10 4	254 18 5	156 0 0		47 14 10				1,259	1,344 11 10	4,443	2,919 15 1	705 10 9	39 4 3		

PENSURST LINE.									
Warrong ..	74	8 11 5	1 1 6	0 6 0	10 12 6	50	6 13 0	64	18 3 0
21 Woolsthorpe ..	241	40 3 2	19 4 1	65 6 2	6 0 3	790	105 3 1	98	47 5 5
12 Hawkesdale ..	1,626	210 5 7	3 16 5	12 9 7	1 5 0	1,475	381 6 5	704	291 12 10
Minhamite ..	286	55 19 7	3 16 5	12 9 7	8 19 8	174	213 15 3	158	72 10 1
Purdeet ..	395	98 4 10	4 6 1	24 8 8	8 13 8	170	92 18 5	197	74 15 7
Penshurst ..	5,234	851 9 3	83 10 7	251 5 10	88 1 7	1,188	1,292 15 7	2,603	1,326 16 1
Tabor ..	254	16 14 5	0 15 7	2 12 7	9 17 8	206	95 17 8	80	34 3 7
Yatchaw ..	147	14 13 0	0 9 1	3 3 2	11 13 9	67	45 4 6	32	6 19 9
BUNINYONG LINE.									
Eureka ..	3,432	35 5 5	..	0 0 9	..	..	..	271	43 19 2
York-street ..	395	3 2 5	..	..	..	..	..	..	..
Levy ..	3,212	29 8 8	..	..	..	..	..	..	..
Canadian ..	5,125	44 11 4	0 6 0	0 5 0	..	4	4 10 6	680	194 4 0
Mount Clear ..	1,355	13 17 5	..	0 9 0	1 3 4	..	..	39	10 11 8
Reid ..	1,609	25 11 5	0 2 3	..	..	..	..	..	0 1 2
Mc. Helen ..	928	16 1 8	0 1 0	0 3 0	..	..	..	..	..
Buninyong ..	64,877	1,310 10 2	58 13 3	122 15 1	4 1 4	2,302	1,594 6 0	2,032	901 8 7
LINTON LINE.									
Cardigan ..	1,113	25 15 2	1 9 11	3 6 5	0 5 10	..	..	1	0 4 2
Trunk Lead ..	1,535	41 7 1	..	1 10 6	8 12 6	..	..	17	5 3 4
Haddon ..	2,966	102 1 10	12 0 8	9 18 7	0 10 0	110	89 3 1	164	84 18 6
Nittingbood ..	606	23 7 6	..	0 2 9	..	..	..	..	..
Smythesdale ..	7,746	555 14 9	31 3 9	69 2 3	10 4 6	30	32 2 1	781	303 16 1
Scarsdale ..	17,816	1,216 6 6	30 14 9	69 2 6	15 15 3	144	75 0 2	1,094	540 10 10
Newtown ..	9,104	623 2 11	24 2 1	67 11 4	10 9 0	1,357	331 7 6	5,040	2,044 6 6
Happy Valley ..	670	59 0 9	..	0 1 5	..	..	..	..	..
Linton ..	8,515	1,170 17 6	122 1 7	278 2 7	10 5 9	1,681	1,408 16 2	3,383	1,819 8 6
PORTLAND LINE.									
Maroona ..	1,288	248 15 1	23 15 1	99 15 3	49 4 2	4,628	2,854 0 7	2,385	1,026 6 4
Willaura ..	4,754	1,178 17 11	77 16 2	296 8 0	68 6 2	14,110	8,932 12 0	4,048	3,100 19 9
Greenvale Siding ..	278	10 15 4	0 0 4	6 5 11	7 5 4	2,233	1,515 15 4	370	160 15 2
Glen Thompson ..	3,455	625 9 5	46 12 9	111 12 2	29 0 9	2,899	989 3 3	768	611 6 4
Dunkeld ..	5,192	831 15 9	43 12 9	113 19 3	57 9 10	1,524	1,211 0 8	812	557 4 2
Montajup ..	361	19 13 0	0 16 3	10 9 9	..	146	44 0 8	166	66 10 8
Hamilton ..	30,347	7,687 16 8	606 0 3	949 14 4	464 12 3	5,628	4,437 8 4	14,080	8,099 3 5
Branxholme ..	6,283	885 17 11	42 17 8	119 12 7	54 7 4	356	338 3 11	925	2,442 12 11
Condah ..	3,264	428 8 9	24 13 5	97 9 4	49 13 7	802	571 7 7	670	478 8 6
Myamyn ..	792	69 12 9	3 18 11	18 18 6	..	28	28 17 10	95	73 10 0
Miltown ..	906	78 14 5	6 14 11	17 10 6	0 7 6	1,798	318 19 9	190	58 14 1
Heywood ..	3,707	624 4 9	46 9 5	158 7 10	15 5 9	5,619	1,774 18 9	980	582 19 11
Portland North ..	1,012	205 1 4	..	..	..	..	..	..	..
Portland ..	3,768	1,163 17 6	418 4 10	144 17 10	50 6 9	5,098	3,963 8 1	4,235	3,013 7 7
COLERAINE LINE.									
Bochara ..	66	3 0 8	..	0 8 9	9 8 0	..	..	..	..
Wannon ..	924	55 13 9	7 6 7	47 15 4	10 4 0	133	98 4 11	144	75 18 3
Gritjark ..	134	11 13 5	..	0 15 4	0 5 0	80	28 7 2	..	0 3 10
Coleraine ..	6,054	1,556 7 6	109 12 4	321 14 7	75 3 11	2,452	2,347 19 6	3,232	2,812 19 11

* Open for only portion of the year.

NORADITHA LINE.																
Vectis ..	480	27 13 2	0 0 9	7 0 0	{	{	2 5 0	..	2,746	1,592 17 10	274	129 7 9	1 11 6	14 2 0		
Quantong ..	1,265	62 9 2	0 11 1	2 10 5			162 15 0	..	190	182 15 1	74	71 9 8	..	11 13 0	11 13 0	
East Natimuk ..	309	19 3 2	..	0 0 8	{	{	14 13 5	..	..	..	0 1 0	0 1 0	..	..		
Noraditha ..	1,602	203 14 2	20 18 1	111 9 7			10 15 2	..	5,113	4,455 18 7	1,537	1,432 0 5	8 4 6	14 5 7	14 5 7	
GOROKE LINE.																
Natimuk ..	5,513	662 8 4	88 3 3	182 14 2	{	{	30 12 0	0 6 0	4,810	3,544 9 6	4,447	3,604 7 9	16 13 9	17 0 6		
Arapiles ..	194	22 4 3	0 4 3	1 18 4			7 8 6	..	276	50 3 6	167	126 10 5	..	126 10 5	0 15 0	
Mitre Lake ..	694	77 6 4	2 2 10	31 19 8			10 15 6	..	2,448	973 1 7	527	316 2 0	..	316 2 0	..	
Gymbowen ..	934	133 19 3	5 8 9	37 14 1	{	{	16 9 7	..	1,135	510 11 6	528	497 2 2	..	2 3 8		
Goroke ..	2,089	480 15 5	24 18 11	165 2 3			0 6 4	..	1,080	1,372 14 1	861	1,380 2 0	34 0 8	1,380 2 0	48 17 8	
JEPARIT LINE.																
Katvill ..	..	..	..	0 9 0	{	{	3 12 8	..	973	793 17 4	101	42 8 0	..	..		
Antwerp ..	566	40 3 7	3 4 2	37 2 1			25 15 8	..	3,917	3,181 3 6	766	513 6 0	..	513 6 0	7 16 2	
Taranyuk ..	313	13 10 11	2 1 11	18 3 0			18 12 0	..	3,066	2,396 17 1	352	233 11 10	..	233 11 10	..	
Jeparit ..	2,762	451 13 6	11 17 4	164 2 2	{	{	50 7 9	0 3 0	7,004	5,302 7 8	2,227	2,637 12 10	125 15 4	8 6 0		
RAINBOW LINE.																
Elam ..	24	1 5 11	0 5 9	18 0 6	{	{	7 19 8	..	2,610	2,045 16 7	429	247 11 0	..	..		
Pallut ..	8	0 6 2	0 19 4	2 5 9			2 0 0	..	1,420	1,221 8 5	244	130 7 11	..	130 7 11	61 11 8	
Rainbow ..	1,856	575 11 4	47 17 11	189 18 8			52 3 7	0 3 6	8,694	7,641 17 2	5,033	4,639 4 0	34 10 11	4,639 4 0	..	..
NORTH-EASTERN LINE.																
Kensington ..	894,456	6,097 0 11	85 14 4	129 15 6	{	{	3 0 0	2 13 1	17,333	3,192 6 9	41,683	28,962 4 7	..	13 9 0		
Newmarket ..	1,039,367	7,983 6 8	1,470 11 6	1,033 10 3			65 17 6	1 10 9	13,910	2,015 15 9	36,130	23,845 1 7	13,503 13 5	23,845 1 7	102,983 1 6	102,983 1 6
Newmarket Show Ground ..	..	..	1 14 4	138 18 11			..	..	34	82 6 3	171	91 11 11	261 12 1	91 11 11	601 13 2	601 13 2
Ascot Vale ..	1,783,035	14,657 8 0	145 14 4	168 19 1	{	{	19 4 0	1 9 0	..	..	..	..	..	..		
Moonee Ponds ..	1,240,546	11,984 15 2	182 1 2	310 6 11			5 11 1	1 11 1	..	..	..	..	..	..	..	..
Essendon ..	854,567	10,242 5 5	211 2 9	223 14 3			51 7 0	0 1 9	758	378 13 3	14,112	6,157 10 7	..	6,157 10 7	0 8 6	1 0 6
North Essendon ..	12,652	132 6 8	..	..	{	{	9 0 0	..	..	..	..	0 1 0	..	..		
Pascoe Vale ..	35,804	423 0 2	0 7 5	18 2 10			8 3 6	..	..	..	..	..	..	0 1 0	..	..
Glenroy ..	41,424	662 1 3	48 13 5	44 16 11			0 11 0	..	64	12 16 1	529	103 18 10	..	103 18 10	5 3 0	5 3 0
Broadmeadows ..	16,810	379 11 7	325 11 6	122 17 10	{	{	15 14 6	..	429	80 17 9	1,163	30 16 11	..	53 3 7		
Sonperton ..	3,358	101 11 1	12 15 3	14 17 3			35 1 4	..	..	..	..	..	..	0 1 0	..	..
Craigieburn ..	5,164	258 16 9	175 19 6	66 15 8			1 7 0	..	1,290	253 4 4	951	235 8 11	86 14 4	235 8 11	283 15 8	283 15 8
Donnybrook ..	4,121	267 11 10	338 2 8	63 17 4	{	{	18 1 0	..	417	178 0 11	841	214 15 9	326 9 2	678 10 0		
Beveridge ..	1,836	118 2 6	71 4 11	34 5 8			15 5 10	..	128	64 14 0	157	45 17 11	6 13 3	45 17 11	337 3 6	337 3 6
Wallan ..	7,187	685 10 0	58 19 9	105 18 6			59 7 0	..	3,803	762 4 11	721	327 2 10	714 11 1	327 2 10	497 10 1	497 10 1
Merril ..	..	..	..	..	{	{	..	..	684	105 2 2	18	3 10 1	..	..		
Kilmore Junction ..	822	73 9 5	2 11 3	7 5 7			1 0 0	..	..	..	..	..	..	..	..	..
Wandong ..	2,599	229 1 8	28 12 8	50 18 11			75 1 6	..	3,487	644 10 8	570	1 15 9	1 15 9	256 3 5	0 16 6	0 16 6
Kilmore East ..	8,659	1,243 4 2	96 11 8	79 0 8	49 16 3	1 19 0	190	110 2 5	120	110 2 5	530 11 1	72 14 2	197 5 7	197 5 7		

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No. 21.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.			PARCELS AND HORSES, CARRIAGES AND DOGS.			MAILS AND TELEGRAPH.		RENTS.		MISCELLANEOUS.		GOODS.				LIVE STOCK.							
	Number of Passenger Journeys.	Outwards.		Outwards.	Inwards.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Tons.	Outwards.		Tons.	Inwards.		Revenue.	Revenue.	Inwards.				
		£	s. d.										£	s. d.		£	s. d.				£	s. d.	£	s. d.
NORTH-EASTERN LINE—continued.																								
Broadford	8,010	1,171	12 3	104	0 10	242	12 7		34	2 10	..	..	4,473	1,363	13 1	5,028	2,035	13 10	194	7 11	92	3 1		
MacDougall	..	..	..	..	..	..	..	9,652	13 7	..	..	..	2,264	986	4 5	1,540	571	1 5	..	..	..	..		
Lowry	..	..	..	..	..	..	..	..	7 16	0	..	..	854	189	2 4	1	0	6 0	..	..	..	..		
Tallarook	9,242	1,236	12 9	55	9 2	92	17 7	..	114	16 3	0 2	6	3,084	1,088	5 10	368	257	14 10	149	12 7	16	16 4		
Dysart	..	..	..	..	..	..	..	..	..	..	..	..	245	65	6 10	17	5	17 3	..	..	..	..		
Seymour	28,500	4,779	9 11	336	2 11	479	5 0	..	2,271	16 4	0 2	0	13,165	4,124	2 2	4,025	2,616	0 5	678	1 8	483	10 10		
Mangalore	3,174	546	2 10	16	11 8	41	2 5	..	65	0 0	..	..	5,079	1,378	12 6	246	173	2 11	13	17 1	10	4 0		
Gravelside	..	..	..	..	..	..	..	..	..	..	..	..	515	46	17 5	..	..	..	..	..	..	..		
Avenel	4,299	539	17 11	82	19 11	140	7 7	..	15	6 7	0 1	3	4,452	1,791	4 4	866	621	14 0	175	1 11	46	8 9		
Monea	466	45	11 6	6	0 8	9	14 0	..	7	17 3	..	..	1,529	525	0 0	76	28	18 3	1	16 6	0	10 0		
Leksley	1,544	163	2 2	7	16 9	25	8 7	..	9	15 0	..	..	7,694	2,738	1 3	269	125	11 10	82	2 8	19	4 0		
Longwood	3,435	479	11 8	8	0 10	104	4 4	..	37	4 0	0 3	6	10,309	4,268	13 5	1,124	751	8 7	259	17 6	193	4 8		
Creighton	435	18	0 10	6	3 3	3	6 5	..	6	0 0	..	..	5,811	2,264	1 5	89	28	17 5	..	..	..	..		
Euroa	12,760	2,806	3 0	286	9 2	481	12 3	0 12	50	11 0	0 12	6	19,755	9,823	12 9	4,345	3,901	18 2	1,332	2 0	722	13 8		
Balmattum	628	25	11 5	3	9 8	13	10 0	..	11	1 0	..	..	2,879	1,245	7 7	102	55	17 5	..	..	2	7 0		
Violet Town	5,906	1,111	17 9	141	5 11	225	18 11	..	55	9 10	0 19	9	18,064	8,829	17 5	1,967	1,935	0 11	519	15 5	65	5 1		
Raddaginnie	1,720	203	5 1	42	10 7	63	8 10	..	37	14 0	..	..	13,315	6,612	15 1	579	438	1 3	182	4 9	37	17 2		
Benalla	26,316	5,993	5 0	845	15 4	809	13 9	..	123	19 9	3 9	2	12,706	7,779	0 8	9,055	7,498	19 7	1,492	11 3	321	18 2		
Winton	1,015	80	12 10	7	12 2	20	12 3	..	27	17 0	..	..	2,015	1,012	14 7	104	70	11 8	..	..	2	5 0		
Glenrowan	5,117	691	3 9	72	13 10	119	15 7	..	17	6 3	0 2	9	5,611	2,400	0 9	1,035	1,005	18 5	307	5 8	61	4 5		
Wangaratta	34,681	7,162	16 9	685	10 1	1,089	16 7	1 7	93	15 6	1 7	0	15,544	8,409	6 7	13,239	11,945	17 9	1,322	15 11	773	9 8		
Beechworth Junction	773	96	9 6	5	15 7	12	5 2	..	30	0 11	..	..	1,971	867	15 7	434	238	9 10	..	..	..	..		
Springhurst	6,386	806	17 9	29	10 8	78	9 10	..	25	4 2	0 5	3	3,112	1,491	16 10	995	735	17 9	204	1 7	32	8 0		
Chiltern	10,345	2,163	1 6	182	0 5	414	4 9	..	19	1 6	0 8	3	2,625	1,392	4 1	7,222	5,699	8 0	76	11 9	36	11 5		
Barnawartha	3,371	483	15 11	22	4 10	96	7 7	..	8	17 6	..	..	1,847	1,128	2 1	826	874	14 1	2,470	1 2	21	18 10		
Wodonga	17,101	3,051	7 4	675	12 4	355	7 9	..	561	19 4	2 0	3	5,565	5,098	14 8	11,911	15,414	19 0	21,398	14 1	4,840	5 6		
TALLANGATTA LINE.																								
East Wodonga	12	0	4 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
Bonegilla	84	2	17 3	..	..	0	10 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
Bethanga	2,976	381	18 10	33	0 1	91	12 7	..	27	18 0	..	..	1,190	1,399	0 2	2,413	2,544	2 10	1,682	0 0	201	7 4		
Huon	2,921	281	12 2	22	15 6	102	10 2	229	10 0	13	13 0	..	615	997	16 4	796	1,251	15 6	912	12 5	21	3 10		
Bolga	267	36	10 6	0	4 9	7	2 2	..	4	2 0	..	..	21	39	17 10	20	24	6 10	..	..	..	..		
Tatonga	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
Tallangatta	6,886	2,245	5 11	151	13 9	500	5 4	..	68	5 6	0 3	0	1,549	2,763	13 0	3,627	6,833	17 11	4,750	1 5	249	6 6		

No. 21.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS AND HORSES, CARRIAGES AND DOGS.		MAILS AND TELEGRAPHS.		RENTS.		MISCELLANEOUS.		GOODS.			LIVE STOCK.				
	Outwards.		Inwards.		Revenue.		Revenue.		Revenue.		Outwards.		Inwards.		Outwards.		Inwards.	
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.	Revenue.	
NUMURKAH LINE.																		
Tailek ..	1,453	194 2 5	28 4 11	44 5 4	22 0 8	7,668	2,605 14 1	29,393	0 3 9	4,326	2,720 16 0	299	345 13 10	303 1 4	21 17 0	15 17 2	111 11 10	
Nagamb'e ..	8,080	1,510 8 8	113 18 1	208 11 9	55 1 7	16,253	6,253 7 8	16,253	1 14 0	3,002	2,015 11 9	784	731 17 2	1,948 9 9	138 2 11	21 17 4	103 4 11	
Wairing ..	7,220	359 10 3	59 15 6	67 5 11	71 18 10	5,629	2,629 6 1	5,629	0 0 3	6,995	5,028 9 0	6,331	5,303 9 7	2,864 17 9	122 2 11	63 15 3	152 0 7	
Murchison East ..	7,283	1,445 15 2	184 11 4	155 7 9	65 14 4	13,937	6,402 1 1	13,937	11 16 0	3,992	2,256 3 11	472	384 4 0	247 8 0	16 7 5	766 5 10	86 4 0	
Arcadia ..	3,155	446 8 9	44 4 1	60 13 5	63 5 4	8,083	4,796 14 3	8,083	0 6 6	7,929	4,433 15 5	1,382	885 3 6	172 2 2	17 0 0	37 10 11	727 1 1	
Toolamba ..	6,830	907 17 3	46 8 10	61 9 11	62 16 7	9,926	6,147 2 6	9,926	1 18 11	9,926	6,147 2 6	8,783	8,549 18 6	1,471 18 11	766 5 10	86 4 0	21 17 4	
Mooroopna ..	5,141	1,094 13 6	102 19 10	192 5 2	30 12 2	4,250	2,112 19 3	4,250	0 5 6	7,929	4,433 15 5	1,382	885 3 6	172 2 2	17 0 0	37 10 11	727 1 1	
Shepparton ..	21,829	4,466 11 0	412 19 10	748 18 5	299 1 6	5,076	3,026 13 0	5,076	0 0 6	7,929	4,433 15 5	1,382	885 3 6	172 2 2	17 0 0	37 10 11	727 1 1	
Congupna ..	772	41 7 10	1 6 9	11 18 1	23 12 0	7,257	4,242 19 7	7,257	0 5 9	7,257	4,242 19 7	3,306	4,477 1 6	911 1 5	17 0 0	37 10 11	727 1 1	
Tallygaroopna ..	3,105	396 6 6	30 16 2	68 18 10	23 2 10	4,326	2,720 16 0	4,326	0 5 6	7,929	4,433 15 5	1,382	885 3 6	172 2 2	17 0 0	37 10 11	727 1 1	
Wungah ..	3,496	432 7 4	34 15 5	81 12 8	24 17 8	4,326	2,720 16 0	4,326	0 0 6	7,929	4,433 15 5	1,382	885 3 6	172 2 2	17 0 0	37 10 11	727 1 1	
Numurkah ..	12,519	2,688 10 10	167 5 0	398 14 1	42 11 11	4,326	2,720 16 0	4,326	0 5 9	7,929	4,433 15 5	1,382	885 3 6	172 2 2	17 0 0	37 10 11	727 1 1	
COBRAM LINE.																		
Katunga ..	1,098	178 5 5	12 2 8	38 3 1	11 10 8	4,326	2,720 16 0	4,326	1 0 6	3,002	2,015 11 9	784	731 17 2	1,948 9 9	138 2 11	21 17 4	103 4 11	
Strathmerton ..	2,334	433 0 5	29 9 3	93 4 9	20 17 2	3,002	2,015 11 9	3,002	0 6 6	2,207	1,504 16 4	558	893 10 0	635 15 0	45 18 10	122 2 11	63 15 3	
Yarroweyah ..	1,366	350 2 3	18 0 6	68 13 3	16 6 3	6,995	5,028 9 0	6,995	0 3 0	6,995	5,028 9 0	6,331	5,303 9 7	2,864 17 9	122 2 11	63 15 3	152 0 7	
Cobram ..	3,399	1,637 15 8	169 18 5	508 4 10	77 4 10	4,326	2,720 16 0	4,326	0 3 0	6,995	5,028 9 0	6,331	5,303 9 7	2,864 17 9	122 2 11	63 15 3	152 0 7	
RUSHWORTH LINE.																		
Murchison ..	1,100	54 1 5	14 4 9	91 1 1	14 10 2	3,596	1,750 7 6	3,596	0 5 0	29,234	13,811 18 2	4,072	3,787 9 4	502 5 1	42 9 2	8 19 4	83 4 8	
Hammond ..	628	20 0 4	0 0 3	0 16 4	5 7 9	8,404	3,488 8 8	8,404	0 5 0	29,234	13,811 18 2	4,072	3,787 9 4	502 5 1	42 9 2	8 19 4	83 4 8	
Waranga ..	3,936	1,113 9 0	2 5 9	15 0 6	6 0 0	3,191	1,404 4 3	3,191	0 5 0	29,234	13,811 18 2	4,072	3,787 9 4	502 5 1	42 9 2	8 19 4	83 4 8	
Rushworth ..	3,936	1,113 9 0	106 7 4	326 11 11	68 19 9	29,234	13,811 18 2	29,234	0 5 0	29,234	13,811 18 2	4,072	3,787 9 4	502 5 1	42 9 2	8 19 4	83 4 8	
DOOKIE LINE.																		
Pine Lodge ..	230	10 14 7	2 19 5	12 3 9	4 2 0	3,683	2,048 0 0	3,683	0 5 9	4,604	2,514 1 0	2,810	2,103 13 0	343 5 6	90 7 1	8 19 4	83 4 8	
Lamrock ..	1,002	90 18 2	16 10 0	38 6 3	12 6 11	5,081	1,023 14 6	5,081	0 5 9	4,604	2,514 1 0	2,810	2,103 13 0	343 5 6	90 7 1	8 19 4	83 4 8	
Co-grove ..	3,187	850 6 0	76 17 6	209 14 2	66 0 6	4,604	2,514 1 0	4,604	0 5 9	4,604	2,514 1 0	2,810	2,103 13 0	343 5 6	90 7 1	8 19 4	83 4 8	
Dookie ..	3,187	850 6 0	76 17 6	209 14 2	66 0 6	4,604	2,514 1 0	4,604	0 5 9	4,604	2,514 1 0	2,810	2,103 13 0	343 5 6	90 7 1	8 19 4	83 4 8	
KATAMATITE LINE.																		
Yabba South ..	101	5 13 7	0 5 2	0 2 6	1 5 0	840	405 19 7	840	0 1 9	4,878	3,288 18 8	1,060	1,207 6 6	327 17 10	34 4 5	17 8 4	17 8 4	
Yabba North ..	203	13 18 11	2 1 4	24 19 4	1 5 0	2,296	1,361 12 8	2,296	0 1 9	4,878	3,288 18 8	1,060	1,207 6 6	327 17 10	34 4 5	17 8 4	17 8 4	
Youennite ..	181	16 1 5	2 9 1	29 5 1	..	2,300	1,524 13 5	2,300	0 1 9	4,878	3,288 18 8	1,060	1,207 6 6	327 17 10	34 4 5	17 8 4	17 8 4	
Katamatite ..	1,014	242 11 11	43 12 2	85 11 11	11 6 4	4,878	3,288 18 8	4,878	0 1 9	4,878	3,288 18 8	1,060	1,207 6 6	327 17 10	34 4 5	17 8 4	17 8 4	

NATHALIA LINE.		1,163	77 0 3	10 3 6	38 0 6	120 0 7	10 10 0	0 2 6	5,683	3,482 5 0	366	306 11 4	351 15 8	125 16 11
Waaia ..	..	4,360	1,294 11 7	122 12 5	339 2 6	..	49 12 2	..	9,316	6,628 4 4	3,133	4,542 6 2	1,429 1 7	422 16 1
PICOLA LINE.		41	0 13 1	..	..	..	..	..	..	..	..	..	..	..
Barwo ..	..	1,082	316 16 4	87 16 1	105 10 10	40 10 0	0 12 0	1 15 0	7,105	4,568 14 6	654	713 12 5	223 19 2	6 6 6
TUCUMVAL LINE.		..	..	..	..	..	..	..	..	..	..	..	..	..
Mywee* ..	..	2,088	1,102 7 11	43 5 8	0 0 9	..	6 5 10	0 7 3	724	455 15 5	29	18 19 3	..	388 18 6
Tucumval Bridge ..	..	..	..	..	155 1 2	..	..	..	5,765	6,075 16 0	2,737	4,511 18 0	1,377 16 3	..
YARRAWONGA LINE.		2,833	303 2 6	23 10 8	82 11 10	..	26 15 6	0 0 3	4,592	2,653 11 8	748	834 14 4	140 0 4	2 8 4
Goorambat ..	..	1,215	75 6 4	1 15 8	6 18 2	..	..	..	394	211 0 0	74	50 4 7	12 4 6	10 15 7
Nopramunga ..	..	4,105	504 12 11	30 14 4	88 0 4	..	12 10 0	..	3,327	2,124 16 8	1,072	961 5 11	267 14 6	22 10 4
Devenish ..	..	4,432	793 2 3	39 5 2	146 14 9	463 10 0	39 16 0	..	5,542	3,609 10 0	1,459	1,483 13 3	560 10 1	36 0 5
St. James ..	..	3,498	722 18 11	74 1 10	194 8 10	..	55 8 4	..	5,744	4,018 18 4	1,687	2,056 14 0	545 8 8	734 1 3
Fungamah ..	..	1,234	138 2 3	10 9 6	28 14 8	..	27 17 6	..	3,805	2,425 1 8	305	246 14 0	126 11 6	85 1 0
Telford ..	..	7,116	2,667 6 8	156 16 2	515 6 5	..	106 1 8	0 3 1	21,462	16,149 9 11	4,833	7,548 0 0	2,314 15 11	923 7 11
Yarrawonga ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
WHITEFIELD LINE.		30	0 15 10	..	..	..	..	..	..	..	..	..	..	..
Targoora ..	..	29	1 15 10	..	..	..	..	..	..	..	..	..	..	..
Lacey ..	..	852	41 6 3	2 9 9	8 10 8	..	0 1 0	..	215	58 15 2	82	43 15 9	..	..
Oxley ..	..	51	2 9 2	..	..	..	..	..	..	..	..	..	..	..
Shehan ..	..	964	57 13 9	2 13 10	8 8 3	..	..	..	336	68 8 11	61	33 17 5	..	..
Docker ..	..	312	18 13 0	..	..	..	..	..	..	..	..	..	..	..
Byrne ..	..	3,293	268 16 4	15 1 4	62 5 0	..	22 11 0	..	1,043	411 6 2	586	625 1 5	23 10 9	7 1 6
Moyhu ..	..	379	23 13 2	..	..	272 5 0	..	..	..	..	..	..	..	..
Angleside ..	..	299	22 17 8	..	..	..	..	..	..	..	..	..	..	..
Clarendon ..	..	205	16 18 3	..	..	..	..	..	..	..	..	..	..	..
Dwyer ..	..	1,710	164 1 2	9 11 4	20 19 2	..	19 2 8	..	1,063	312 10 6	108	125 2 5	2 17 0	2 5 0
Edi ..	..	94	9 9 1	..	..	..	..	..	..	..	..	..	..	..
Hven ..	..	888	81 9 7	..	..	..	..	..	..	..	..	..	..	..
Milne ..	..	248	24 19 11	..	..	..	..	..	..	..	..	..	..	..
Jarrott ..	..	204	23 19 6	..	..	..	..	..	..	..	..	..	..	..
Pieper ..	..	3,918	461 12 2	23 2 8	100 13 2	..	6 1 4	..	3,975	1,146 15 9	476	484 16 10	36 17 0	19 7 9
Whitefield ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
BEECHWORTH LINE.		583	29 2 2	1 7 1	13 4 6	..	1 18 9	..	406	214 18 8	137	81 17 0	1 12 9	..
Loudigan ..	..	2,223	121 3 0	5 7 6	53 18 6	..	17 4 4	0 10 0	2,824	1,197 5 6	387	408 4 7	5 7 0	..
Yarrawingee ..	..	3,915	488 10 6	20 4 2	44 0 6	..	20 13 11	0 0 6	3,327	983 12 3	189	199 11 11	32 17 4	6 5 6
Exerton ..	..	297	11 3 5	..	..	326 0 0	8 16 6	..	..	..	..	..	..	..
Baarnatha ..	..	12,548	2,684 15 7	234 12 10	580 18 7	..	90 0 0	1 1 9	3,124	1,865 6 1	8,037	7,033 15 1	17 0 8	23 11 4
Beechworth ..	..	476	9 19 0	..	3 17 1	..	20 10 0	..	1,198	321 7 3	138	75 6 0	..	..
Woodroffe ..	..	3,222	548 3 7	41 6 3	174 4 8	..	14 10 4	..	2,153	825 3 10	1,563	2,326 4 1	..	0 12 0
Yackandandah ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

* 00-00 for only portion of the year.

No. 21.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS AND HORSES, CARRIAGES AND DOGS.		MAILS AND TELEGRAPH.		RENTS.		MISCEL- LANEOUS.		GOODS.				LIVE STOCK.												
	Outwards.		Outwards.		Inwards.		Revenue.		Revenue.		Outwards.		Inwards.		Revenue.												
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.											
																	£	s.	d.	£	s.	d.	£	s.	d.	£	s.
MYRTLEFORD LINE.		£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.											
Brookfield ..	226	5	19	10	0	3	6	0	10	7	7	16	0	0	18	8	3	2	5	10	256	13	9	25	6	5	
Bowman ..	982	86	5	11	3	17	11	38	10	1	15	17	9	10	698	8	2	304	339	9	4	1	16	4	25	6	5
Paimerton ..	435	23	14	5	1	16	7	20	10	5	10	3	6	6	199	18	0	52	45	11	3	1	16	4	763	9	3
Myrtleford ..	4,277	961	12	10	175	6	2	175	6	2	41	6	6	6	1,120	18	9	1,085	1,680	9	11	763	9	3	120	16	0
BRIGHT LINE.																											
Ovens ..	457	23	9	2	2	12	8	17	5	9	3	9	5	5	320	13	8	81	76	13	8	0	17	9	0	9	0
Eurobin ..	416	22	4	0	1	5	0	15	8	4	9	18	11	11	434	11	10	66	82	19	10	0	17	9	0	16	6
Porepunkah ..	1,409	109	15	8	8	1	2	105	9	3	4	3	7	7	386	5	3	1,027	2,040	19	8	0	17	9	5	14	10
Bright ..	6,942	1,613	8	2	106	7	0	391	18	10	49	2	6	6	626	8	7	3,050	5,173	7	5	60	2	7	99	14	4
WAHGUNYAH LINE.																											
Lilliput ..	1,269	31	0	8	0	10	2	2	19	10	1	3	10	10	114	7	5	177	82	11	11	..	..	..	1	0	9
Consols Siding ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Rutherglen ..	13,753	3,596	10	1	245	14	9	672	0	9	74	13	10	10	5,564	5	1	2,599	12,095	10	9	106	19	9	51	16	9
Wahgunyah ..	12,795	2,900	14	0	181	1	11	466	4	8	108	5	2	2	13,448	3	3	7,713	9,915	19	7	3,741	6	7	321	12	9
EASTERN LINE.																											
Prince s. Country bridge / Suburban	330,157	42,087	0	11	9,389	4	3	4,591	15	4	815	3	6	6	..	..	..	..	..	..	..	..	..	..	..	..	..
Hawkesburn ..	1,936,730	26,395	5	1	..	..	..	..	..	..	30	16	0	0	..	..	..	..	..	..	..	..	..	..	..	..	..
Toorak ..	1,655,456	13,884	0	5	343	6	5	577	0	3	192	17	6	6	..	..	..	..	..	..	..	..	..	..	..	..	..
Armadale ..	673,345	7,178	11	1	319	6	9	671	6	3	42	5	0	0	651	14	7	36,582	8,720	15	11	..	..	..	..	..	
Malvern ..	1,118,463	13,033	19	0	195	19	8	240	0	0	62	7	4	4	..	..	..	..	..	..	..	..	..	..	..	..	..
Canfield ..	1,293,253	15,398	18	9	238	16	8	640	6	2	42	16	11	11	110	13	4	13,975	3,361	10	5	..	..	..	..	..	
Rosstown ..	614,322	8,772	11	11	1,573	0	11	1,049	16	9	2	13	0	0	92	5	8	8,436	1,461	9	9	260	1	4	278	1	4
Murrumbena ..	76,602	843	17	8	11	6	9	21	5	1	17	3	6	6	7	4	8	2,085	301	19	9	..	..	..	..	..	
Oakleigh ..	146,088	1,798	14	6	54	17	11	56	12	6	56	12	0	0	135	3	11	6,304	1,238	15	8	37	16	3	1	12	6
Clayton ..	319,966	4,976	18	2	187	19	9	156	15	0	1	10	0	0	31	8	10	1,658	202	15	3	..	..	..	..	..	
Spring Vale ..	27,220	492	2	9	59	14	7	31	8	7	20	6	0	0	75	2	4	2,707	300	1	6	1	13	3	..	..	
Cemetery ..	29,375	581	16	10	88	3	2	64	19	8	..	..	..	..	..	..	..	..	0	1	0	..	..	..	..	..	
Sandown Park ..	..	..	..	..	0	4	0	168	17	9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Dandenong ..	105,327	4,072	14	7	2	3	11	190	4	8	277	17	6	6	850	15	5	8,785	1,735	11	4	893	5	9	748	11	9
Hallam ..	2,573	108	10	7	188	16	0	456	4	1	..	..	..	..	49	1	0	190	52	5	8	..	..	..	0	7	6
Narre Warren ..	7,193	334	16	4	232	11	3	105	14	9	9	14	6	6	362	15	11	1,022	371	1	4	70	2	11	36	18	6
Berwick ..	12,690	801	15	3	263	8	10	198	10	0	8	7	6	6	1,172	16	9	1,600	596	0	7	183	10	4	231	12	7
Beaconsfield ..	5,540	342	6	4	52	8	3	82	13	11	0	14	3	3	113	3	10	743	269	18	2	0	11	6	6	7	6
Officer ..	1,974	139	8	7	216	1	10	55	12	4	1	4	0	0	187	19	3	498	146	11	2	..	..	..	..	..	..

Pakenham	8,810	847 10 3	170 14 2	156 13 3	24 0 7	0 0 6	2,619	759 15 9	1,960	878 1 1	765 4 1	368 7 9
Nar Nar Goon	3,145	324 2 6	44 3 4	88 11 0	18 5 0	...	3,390	725 13 9	1,069	445 9 0	222 0 7	68 16 7
Tynong ..	1,703	152 18 9	8 6 5	38 10 1	4 9 3	...	653	168 13 10	431	197 1 5	...	5 6 0
Garfield ..	4,761	528 12 11	33 14 9	134 14 4	15 18 0	0 10 0	2,008	495 5 0	990	516 4 7	15 6 8	51 1 0
Jefferson's Siding	...	...	...	...	...	...	806	123 13 5	...	...	...	...
Bunyip ..	8,255	825 13 7	73 7 11	179 13 4	27 15 9	0 1 1	3,059	998 1 5	2,843	1,070 12 7	12 6 0	59 10 10
Longwarry ..	5,641	477 6 6	46 5 11	82 17 8	50 11 10	...	3,457	804 9 7	690	403 7 2	23 0 4	33 13 8
Drouin ..	13,009	1,677 9 7	217 0 3	330 3 9	70 10 6	0 1 3	1,104	856 2 2	4,147	2,182 15 1	220 16 7	257 19 5
Warragul ..	28,194	3,794 9 10	414 10 6	559 10 7	701 15 5	...	2,823	1,639 7 3	8,060	3,479 6 8	1,497 6 6	752 13 1
Bloomfield ..	3,999	210 15 0	30 11 11	47 19 10	11 19 8	...	962	489 5 8	1,812	474 12 3	...	8 3 10
Darwin ..	4,189	257 2 7	23 9 3	56 17 8	14 4 6	0 3 3	401	263 3 1	678	360 12 2	59 19 1	10 8 6
Yarragon ..	7,366	823 8 9	66 10 5	142 17 9	51 0 4	...	700	501 11 0	2,394	1,301 8 4	269 14 5	160 2 7
Trafalgar ..	10,322	1,167 14 7	116 16 7	207 11 5	97 19 3	...	3,725	1,853 9 8	2,502	1,529 17 8	702 1 11	235 12 0
Moe ..	10,123	1,560 12 8	119 5 5	272 13 6	35 6 2	...	897	577 8 2	1,532	1,224 2 5	125 7 2	24 2 3
Morwell ..	14,303	1,971 3 6	168 2 1	273 7 9	60 14 2	0 2 6	1,969	1,003 10 9	2,236	1,907 17 3	881 18 4	534 4 5
Trafalgon ..	16,105	2,844 3 1	271 18 11	416 3 9	266 8 2	10 1 6	1,606	1,432 7 2	3,997	3,469 8 6	1,400 19 7	834 0 5
Loy Yang ..	1,762	28 14 2	0 9 1	9 7 1	8 11 0	...	30	29 12 11	19	15 13 9	...	...
Flynn ..	1,337	154 2 8	10 4 7	40 10 1	11 10 0	...	152	117 12 2	221	177 10 7	181 16 6	63 4 5
Rosedale ..	5,126	778 11 7	71 16 6	184 18 0	42 6 2	...	544	463 0 11	1,126	770 3 8	437 0 3	94 16 6
Nambrook*	...	...	...	...	...	...	19	10 6 8	3	1 6 10	...	...
Fulham ..	229	29 3 6	1 9 4	4 19 10	8 17 10	...	163	99 15 0	42	21 13 7	...	...
Sale ..	20,863	5,147 14 2	509 18 4	828 0 5	191 4 3	3 4 0	7,060	4,907 16 11	5,272	4,040 2 9	1,863 0 0	534 4 1
Montgomery ..	...	...	...	1 8 5	...	...	1,533	531 13 10	56	23 2 7	130 9 10	1 10 0
Stratford ..	9,774	1,166 0 0	114 16 1	186 2 0	72 16 4	7 18 0	2,873	1,569 0 1	850	609 17 6	570 0 6	238 2 11
Munro ..	1,742	131 15 9	4 10 3	24 2 4	0 10 8	...	139	122 19 11	123	41 13 3	...	1 4 2
Ferabank ..	3,262	325 0 0	5 17 6	46 4 9	4 1 4	...	332	186 8 3	260	151 17 8	138 3 0	59 10 7
Lindenow ..	7,839	958 0 3	63 10 6	107 2 5	19 17 4	...	3,223	2,103 14 11	1,269	685 15 4	278 16 0	50 7 0
Hillsdale ..	1,480	48 2 8	0 0 9	28 19 2	1 13 6	...	2,025	1,232 17 2	219	147 9 10	122 17 5	52 5 0
Bairnsdale ..	16,008	5,915 15 6	371 14 10	988 0 3	47 10 5	1 19 9	4,411	4,429 16 6	5,649	4,414 10 2	2,261 15 3	755 13 1
FRANKSTON LINE.												
Glen Huntly	52,799	712 17 9	19 4 6	22 9 8	19 0 0	...	55	12 1 1	1,008	227 19 11	...	...
Ormond ..	81,228	1,029 2 4	40 15 7	39 8 1	...	0 5 1	12	2 14 8	755	149 8 4	...	...
McKinnon ..	35,903	529 16 6	9 5 3	9 6 9	1 18 0	...	...	...	...	...	...	...
East Brighton	63,479	947 7 7	25 18 9	37 19 6	0 17 0	0 4 7	211	41 7 11	4,128	641 7 11	...	...
South Brighton	47,528	747 17 1	121 18 6	41 12 4	7 8 0	0 5 0	112	35 1 5	3,882	584 11 8	0 12 3	2 13 6
Highbett ..	40,763	574 15 4	11 2 3	13 2 9	6 5 0	0 4 5	48	7 6 9	1,241	141 13 2	...	...
Cheltenham	122,549	2,129 9 3	124 4 6	137 1 2	15 5 0	0 11 2	755	127 11 3	6,504	688 19 4	1 5 0	22 15 6
Mentone ..	117,534	2,508 18 10	135 2 6	307 0 10	1 10 0	0 9 11	200	72 4 1	5,264	922 8 5	5 15 3	5 17 0
Mordialloc ..	120,922	2,721 5 6	412 4 1	435 1 11	25 4 6	0 7 1	4,195	174 14 3	4,325	683 5 10	18 2 9	11 17 4
Aspendale	10,929	284 6 3	7 15 7	198 19 5	...	...	...	...	...	...	...	...
Carrum ..	14,167	493 5 5	129 14 2	97 9 0	...	...	16,189	1,625 2 4	1,279	330 0 11	2 3 0	6 11 9
Frankston ..	34,630	1,554 10 11	168 3 3	280 10 1	17 13 6	65 16 4	37,150	3,547 6 10	2,170	609 11 1	11 18 6	46 4 1
STONY POINT AND MORNINGTON LINE.												
Langwarrin	3,605	115 7 4	8 17 10	62 4 2	1 14 0	...	372	92 18 7	246	174 8 2	...	428 18 7
Mornington Junction	5,925	379 7 5	33 0 3	26 14 11	11 1 6	...	428	144 4 5	173	68 17 6	3 4 3	16 2 6
Somerville ..	2,388	176 5 4	69 16 11	89 17 11	8 11 6	0 3 0	2,199	812 18 3	2,137	632 5 11	2 17 0	4 2 1
Tyabb ..	1,103	72 5 0	18 1 0	27 15 7	5 18 0	...	2,350	488 15 11	269	84 12 1	...	8 4 0
Hastings ..	2,511	218 13 7	43 12 10	90 8 4	19 18 6	...	1,796	442 5 7	719	365 18 0	...	30 11 3
Bittern ..	1,951	286 3 0	82 19 1	130 9 3	22 12 6	...	2,251	470 1 7	577	314 2 6	91 19 0	93 14 6

* Open for only portion of the year.

No. 21.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS AND HORSES, CARRIAGES AND DOGS.		MAILS AND TELEGRAPH.		RENTS.		MISCEL- LANEOUS.		GOODS.				LIVE STOCK.		
	Outwards.		Outwards.		Inwards.		Revenue.		Revenue.		Tons.		Inwards.		Outwards.		
	Number of Passenger Journeys.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	Tons.	Revenue.	Revenue.	Revenue.	Revenue.		
STONY POINT AND MORNINGTON LINE— <i>continued.</i>																	
	165	19 6 8	0 1 0	2 14 11			0 12 6	..	..	0 1 0	15		7 3 7	..	7 3 9	15 14 11	
	2,353	260 17 9	39 16 1	168 13 10			7 9 0	..	..	364 15 1	964		374 13 8	..	97 9 0	145 19 6	
	519	7 2 10	6 9 4	5 19 5			9 9 0	..	..	31 9 7	24		7 0 1	..	29 9 10	55 14 1	
	8,259	1,013 10 2	313 6 3	369 5 4			22 6 0	0 7 6		196 0 6	1,008		613 19 3				
SOUTH-EASTERN LINE.																	
	1,495	68 14 7	595 12 11	100 3 11			1 17 6	..	..	147 16 9	771		162 9 11		8 16 9	15 10 0	
	6,432	462 7 0	277 0 7	133 8 0			12 0 6	..	..	532 13 8	1,702		492 9 10		383 7 1	312 14 10	
	2,901	243 11 1	343 5 1	79 8 11			5 16 3	..	..	235 13 2	420		133 14 10		1 9 9	74 8 11	
	2,918	281 16 10	25 0 0	61 10 11			22 2 9	..	..	162 1 0	612		211 15 5		29 10 11	21 16 0	
	..	..	0 2 4	2 6 10			..	..	..	66 5 4	107		28 14 9		47 5 0	22 0 0	
	3,717	351 7 5	33 8 0	95 18 7			17 18 8	0 3 0	..	336 13 7	1,125		485 0 2		5 14 3	19 9 3	
	1,762	230 5 8	20 5 1	49 9 9			16 2 0	..	..	58 15 0	368		168 9 10		496 16 6	128 4 3	
	1,634	197 0 7	10 8 1	33 14 0			..	..	..	48 6 8	294		168 13 0		351 4 7	112 15 0	
	5,593	848 15 2	102 13 10	210 1 0			40 17 8	0 1 0	..	603 2 4	1,319		881 3 1		345 0 8	195 13 11	
	3,596	598 5 10	46 19 6	134 19 0			13 12 6	0 14 11	..	490 11 2	1,239		882 12 11		722 5 7	285 5 5	
	10,186	1,136 0 0	114 0 11	206 10 5			59 5 10	0 2 6	..	602 16 8	1,640		1,007 14 1		814 17 0	326 17 11	
	3,318	342 17 9	19 15 4	54 19 7			17 3 9	..	..	174 1 9	378		240 2 3		431 16 0	129 15 9	
	..	..	30 5 6	55 0 7			43 4 10	..	..	293 13 10	1,162		491 12 5		1,281 12 0	255 11 5	
	3,444	411 8 4	0 12 4	3 18 2			26 7 4	..	..	4 14 2	57		36 3 4		..	..	
	29,969	3,658 17 8	370 13 5	399 15 3			937 2 1	4 11 0	..	2,949 0 7	7,188		3,812 7 6		980 11 1	663 1 11	
	4,463	194 3 3	6 16 10	31 12 10			25 0 0	..	..	100 18 8	453		189 12 3		15 4 8	17 0 4	
	..	2,400	204 7 2	12 2 1	27 18 3			16 13 6	..	..	174 16 11	746		565 10 0		181 8 2	34 8 10
	..	16,840	2,935 6 3	224 8 0	410 16 8			123 3 9	0 3 6	..	1,812 5 8	4,042		3,583 0 7		2,652 14 7	432 4 7
	..	1,000	84 17 3	17 12 10	55 10 8			19 7 0	..	..	161 15 9	252		183 3 2		51 0 9	34 9 2
	..	1,540	159 15 11	19 18 11	57 8 3			6 3 6	0 15 0	..	112 7 6	225		155 4 2		329 0 2	25 16 0
	..	3,136	393 4 7	34 3 10	86 9 7			11 16 0	..	..	536 13 7	1,053		750 8 2		195 1 8	25 14 9
..	2,276	336 2 6	59 5 9	105 3 8			1 2 6	..	..	364 7 10	868		674 14 11		475 19 8	57 4 3	
..	1,408	179 5 9	14 3 3	57 6 2			0 12 0	..	..	88 13 7	261		238 6 10		194 15 0	11 7 6	
..	..	..	0 11 1	3 15 1			..	..	..	46 10 5	25		21 13 7		..	1 11 0	
..	3,577	422 2 10	37 14 1	87 5 0			9 6 6	..	..	621 3 6	627		530 0 6		336 17 10	66 14 8	
..	823	69 11 8	8 19 5	29 16 0			2 15 9	..	..	307 1 9	167		133 9 4		1 16 6	5 4 6	
..	6,359	1,074 2 1	94 3 7	211 5 8			62 18 6	..	..	461 19 11	2,248		1,822 6 3		188 5 3	138 7 8	
..	1,398	79 19 7	28 18 8	38 2 7			..	..	..	270 11 10	168		105 19 4		..	4 10 0	
..	3,666	641 8 2	38 19 4	148 8 6			28 9 6	0 0 6	..	422 15 9	1,294		1,072 7 3		541 19 1	134 16 8	
..	302	19 14 6	1 8 0	9 0 10			2 4 0	..	..	26 14 8	67		50 6 11		..	4 10 3	
..	2,737	433 15 9	61 13 7	121 6 1			45 4 9	..	..	364 10 9	1,019		837 8 0		358 4 1	182 6 2	
..	281	26 16 4	1 11 5	11 7 6			..	..	..	78 12 8	122		82 19 0		..	2 15 0	

Gelliondale Alberton .. Port Albert .. Junabunna .. North Outtrim .. Outtrim .. Welshpool Jetty ..	1,434	309	7 7	12 0 4	41 13 9	3 0 0	352	238 16 7	328	328 10 11	4 5 6	29 11 2
	4,241	1,442	14 6	99 15 1	255 15 0	32 8 7	1,408	1,743 14 1	3,344	2,203 1 2	2,084 9 2	356 3 2
	1,181	157	3 0	48 0 1	43 6 2	18 6 0	646	453 12 4	158	97 14 4	1 18 3	1 0 0
	8,746	426	8 8	62 9 3	120 0 4	21 3 7	42,297	11,290 19 0	1,644	1,005 3 4	67 8 3	58 12 3
	5,002	134	1 3	1 2 0	0 1 9	..	..	..	..	..	..	..
	3,913	528	11 0	82 1 5	145 17 3	12 6 2	26,571	6,538 3 1	2,107	1,285 10 2	..	3 14 3
	1,540	38	10 0	59 5 8	11 11 6	..	250	479 7 7	169	74 15 9	..	..
NEERIM SOUTH LINE.												
Lallic ..	543	11	9 11	..	1 15 5	..	141	51 4 11	306	75 5 7	..	..
Bahn Buln ..	1,326	41	19 10	0 3 0	41 16 11	0 14 8	514	270 7 2	618	340 5 7	18 14 5	6 3 7
Bravington ..	246	8	7 11	..	3 10 11	8 5 6	40	16 10 4	11	4 19 6	..	..
Ro'eb'y ..	1,152	43	6 6	..	23 5 3	8 10 4	300	204 13 0	242	95 11 5	42 5 10	0 8 2
Crossover ..	1,452	52	4 7	..	19 14 6	..	1,944	550 5 4	149	79 1 3	..	..
Neerim South ..	4,890	632	15 11	64 14 1	170 18 9	48 14 10	2,204	1,148 16 9	1,987	1,390 15 5	267 18 3	54 1 10
THORPDALE LINE.												
Toogood and Glare's Siding* ..	..	19	3 3	..	..	..	827	387 15 8	..	4 7 0	..	..
Coilville ..	894	37	12 9	4 18 1	39 5 3	19 17 0	72	48 14 1	108	84 3 4	..	..
Narracan ..	1,022	209	3 5	21 1 9	62 16 7	17 4 6	367	182 19 7	416	310 0 2	45 14 7	13 15 0
Thorpdale ..	1,247	..	..	37 7 7	110 3 8	48 3 10	594	451 9 7	808	663 17 11	152 9 0	7 13 9
NORTH MIRBOO LINE.												
Hazelwood ..	143	5	0 10	0 7 3	1 4 10	0 14 4	12	11 9 3	32	13 4 5	..	..
Yinnar ..	2,571	234	12 4	39 4 9	77 6 8	10 8 3	672	452 3 8	965	715 12 3	132 3 3	12 1 3
Boolara ..	3,731	465	4 9	43 8 7	135 2 6	25 6 6	604	504 8 4	1,349	1,034 1 7	115 11 0	43 14 1
Skinner's Siding ..	..	..	..	..	..	..	627	379 15 2	..	..	..	..
Darlingula ..	1,930	90	10 11	7 1 0	26 10 11	1 13 6	950	198 6 3	149	104 3 8	..	..
North Mirboo ..	4,090	838	14 11	72 17 6	152 4 1	71 14 4	572	742 10 6	2,378	1,928 19 7	520 18 2	102 19 7
HEYFIELD LINE.												
Glengary ..	2,284	238	9 4	26 11 9	55 2 10	6 11 9	1,212	510 8 3	251	229 0 4	311 6 1	134 10 10
Toongabbie ..	2,904	470	2 1	28 16 3	111 5 5	1 13 9	894	577 0 7	2,332	2,420 13 0	4 1 0	1 17 0
Coowarra ..	2,533	400	10 7	55 6 9	78 12 2	3 10 6	575	459 0 0	634	703 12 0	758 4 5	94 13 7
Dawson ..	1,885	32	13 7	3 17 6	6 17 4	4 2 6	93	35 16 1	9	5 2 1	..	..
Heyfield ..	3,820	725	16 10	45 14 8	152 19 9	46 14 0	2,335	1,482 11 5	1,259	1,197 11 2	380 12 6	102 17 2
MAFFRA LINE.												
Tinamba ..	1,678	437	12 11	40 2 7	83 4 4	30 12 1	1,738	1,290 6 10	363	376 10 8	1,258 16 10	126 9 4
Maffra ..	7,105	1,402	4 3	230 13 2	348 1 4	54 16 9	1,944	1,229 2 11	2,290	1,731 18 11	1,708 14 1	786 2 7
BRIAGOLONG LINE.												
Boisdale ..	225	35	18 11	10 12 2	27 13 6	26 17 6	1,291	1,157 5 4	285	177 14 7	106 17 0	13 16 4
Bushy Park ..	41	12	14 5	1 19 3	5 14 9	13 16 0	263	189 11 8	24	15 5 4	..	..
Briagolong ..	423	120	17 7	16 12 2	63 16 8	2 4 3	1,204	611 12 9	389	281 4 0	111 12 7	36 2 11

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No. 21 —RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS AND HORSES, CARRIAGES AND DOGS.		MAILS AND TELEGRAPH.		RENTS.		MISCEL- LANEOUS.		GOODS.			LIVE STOCK.								
	Number of Passenger Journeys.	Outwards.	£	s.	d.	£	s.	d.	Revenue.	£	s.	d.	Tons.	Outwards.		Inwards.		Tons.	Outwards.		Inwards.	
		Revenue.												Revenue.	Revenue.	Revenue.	Revenue.		Revenue.	Revenue.	Revenue.	
		£												s.	d.	£	s.		d.	£	s.	d.
HEALESVILLE LINE.																						
East Richmond ..	907,556	5,865 16 6	128	5	10	73	2	1	7 7 0	0 1 11	5,890	2,415 11 4	60,390	20,974 19 7	..	..	..	..	..	..	..	..
Buruley ..	822,882	5,688 14 7	103	3	7	186	5	7	110 8 5	..	417	343 12 9	17,733	4,034 7 0	..	..	..	..	..	..	..	..
Hawthorn ..	1,138,049	10,172 4 0	124	17	6	144	14	3	97 17 0	2 11 3	..	..	..	..	..	..	..	..	..	..	..	..
Glenferrie ..	1,436,341	14,346 1 9	189	6	0	222	16	8	58 9 0	1 0 0	..	..	..	..	..	..	..	..	..	..	..	..
Anburn ..	1,386,073	14,633 7 1	168	13	0	192	3	10	21 1 0	0 10 5	..	..	..	..	..	..	..	..	..	..	..	..
Camberwell ..	1,275,883	15,902 2 10	259	4	0	270	8	9	145 17 0	1 10 3	692	352 5 1	31,494	5,797 2 0	1 18 4	8 18 6	..	..	..	..	..	..
East Camberwell ..	280,361	3,369 7 10	36	4	11	41	9	0	27 15 2	..	..	..	..	..	..	..	..	..	..	..	..	..
Canterbury ..	523,851	6,584 1 1	88	11	9	210	5	9	78 6 0	0 9 2	33	7 19 8	4,463	988 2 0	..	..	..	..	..	..	..	..
Surrey Hills ..	375,949	5,065 3 9	95	8	1	103	8	0	13 15 0	0 12 11	90	25 6 11	5,062	1,054 6 8	..	..	..	..	..	..	..	..
Mont Albert ..	116,865	1,520 11 7	8	10	8	24	18	4	1 1 0	..	..	..	..	..	..	..	..	..	..	..	..	..
Box Hill ..	338,592	5,062 1 10	256	1	5	137	5	6	17 6 0	1 1 8	289	100 2 11	10,272	1,830 8 1	58 16 1	121 15 9	..	..	..	..	..	..
Blackburn ..	74,527	1,032 5 9	18	9	7	40	10	3	..	0 3 10	26	16 8 6	1,593	236 7 1	0 7 6	1 15 6	..	..	..	..	..	..
Tunstall ..	41,747	638 3 1	76	8	6	31	11	11	7 11 0	..	1,574	447 18 6	6,407	1,069 5 6	1 13 6	0 7 6	..	..	..	..	..	..
Mitcham ..	49,329	923 7 6	62	14	5	65	17	10	6 1 6	0 6 6	80	27 5 0	1,582	361 16 3	14 15 9	5 14 8	..	..	..	..	..	..
Ringwood ..	80,512	1,651 10 5	108	12	3	88	8	9	32 3 6	..	1,416	209 3 6	1,703	377 19 11	..	..	..	..	..	..	..	..
Croydon ..	21,054	712 18 6	102	5	4	110	15	8	0 2 0	..	1,860	280 14 4	453	116 8 1	1 0 0	12 10 4	..	..	..	..	..	..
Moorebark ..	4,956	172 13 5	154	12	3	47	2	3	109 11 5	..	14,001	2,666 5 11	3,880	1,193 0 6	95 18 9	402 14 2	..	..	..	..	..	..
Lilydale ..	32,214	1,748 13 0	442	19	0	291	5	3	1 13 0	..	111	35 17 10	283	103 16 6	2 14 0	6 7 1	..	..	..	..	..	..
Coldstream ..	2,088	130 19 7	274	13	5	62	15	7	..	..	547	150 6 4	715	166 6 3	1 16 9	15 17 0	..	..	..	..	..	..
Yering ..	3,807	203 1 9	346	1	1	89	6	6	30 11 5	0 1 3	3,588	786 16 8	1,368	553 0 11	106 14 3	71 13 3	..	..	..	..	..	..
Yarra Glen ..	7,397	550 5 3	132	2	6	158	7	7	0 10 0	0 0 3	31	13 5 3	14	9 2 0	..	0 13 6	..	..	..	..	..	..
Tarravarra ..	526	37 12 1	5	18	1	10	15	1	68 6 10	0 3 0	5,040	1,105 11 2	2,729	1,400 15 11	11 5 3	104 19 1	..	..	..	..	..	..
Healesville ..	9,247	1,131 1 0	229	12	9	386	18	10	..	..	..	..	..	..	..	..	..	..	..	..	..	..
GLEN IRIS LINE.																						
Heyington ..	10,221	117 17 7	1	17	9	2	17	3	68 6 0	..	..	..	..	..	..	..	..	..	..	..	..	..
Kooyong ..	14,405	204 12 3	2	8	9	4	16	7	10 0 0	..	..	..	..	6 1 0	..	..	..	..	..	..	..	..
Tooronga ..	16,198	219 15 3	1	1	8	3	10	1	14 6 2	..	560	..	..	116 17 0	..	..	..	..	..	..	..	..
Gardiner ..	13,563	221 5 2	33	8	0	8	15	5	10 0 0	..	..	..	..	..	..	..	..	..	..	..	..	..
Glen Iris ..	10,634	191 9 8	2	11	1	9	17	6	3 5 0	..	..	..	..	0 1 2	..	..	..	..	..	..	..	..
Darling ..	6,743	116 1 2	0	12	2	1	11	2	26 2 6	..	..	..	..	..	..	..	..	..	..	..	..	..
KEW LINE.																						
Barker ..	236,828	2,486 8 8	31	11	5	32	5	1	21 18 6	0 12 4	..	..	..	..	..	..	..	..	..	..	..	..
Kew ..	756,606	17,956 19 5	149	4	5	184	7	2	179 2 4	1 12 0	164	145 6 8	14,842	2,945 9 11	4 14 3	1 6 6	..	..	..	..	..	..

OUTER CIRCLE LINE.													
Riversdale ..	19,456	222 1 9	0 0 8	0 15 0	2 10 0	..	..	..	..	..	..	..	..
Hartwell ..	43,190	569 7 11	36 3 1	18 18 11	1 11 6	..	..	..	..	..	..	..	..
Hartwell Hill*	..	..	..	0 0 6	..	..	..	..	..	..	..	..	..
Ashburton ..	18,401	268 14 11	5 10 2	7 3 0	5 15 0	..	..	..	..	..	..	..	..
Shenley ..	24,882	267 0 11	..	0 2 6	7 17 6	..	..	..	..	..	..	..	..
Balwyn ..	32,819	368 19 8	0 0 6	2 11 1	1 6 2	..	..	..	..	..	..	..	..
Deepdene ..	33,105	390 7 7	32 7 3	10 1 2	3 15 0	..	..	..	..	..	..	..	..
FERNTREE GULLY LINE.													
Bayswater ..	12,698	466 1 2	130 13 11	119 1 3	9 18 6	..	1,269	195 6 6	1,150	296 13 10	..	6 8 4	..
Lower Ferntree Gully	7,651	325 16 6	173 5 2	80 18 3	2 10 0	..	468	74 16 7	636	165 12 6	..	18 13 6	..
Upper Ferntree Gully	16,142	700 3 9	115 18 8	132 7 4	32 1 8	13 3 3	632	172 16 8	1,253	456 5 6	39 16 10	63 4 2	..
GEMSBROOK LINE.													
Upwey ..	974	19 16 10	1 13 3	2 3 8	0 10 0	..	..	..	..	..	..	..	..
Belgrave ..	2,397	91 14 4	23 15 6	39 10 7	13 10 0	..	966	175 12 4	272	137 4 7	..	..	..
Selby ..	180	9 6 10	0 1 9	4 0 4	..	..	..	..	..	..	..	..	..
Aura ..	956	62 1 7	28 12 9	24 16 2	10 8 0	..	288	84 14 0	196	102 7 2	..	..	..
Paradise Valley ..	412	24 10 6	1 17 3	12 12 11	..	..	..	..	..	..	..	..	..
Emerald ..	3,125	240 8 8	87 5 11	129 16 11	28 3 8	..	695	291 11 11	710	381 15 4	..	..	..
Wright ..	417	28 13 8	..	0 5 8	..	..	..	..	..	..	..	..	..
Cockatoo ..	1,743	142 11 11	25 3 10	61 12 8	4 15 0	..	2,860	628 2 9	282	172 9 0	..	..	..
Gembrook ..	2,080	223 11 1	39 0 2	114 13 7	10 6 6	..	3,111	750 17 8	716	394 17 7	..	..	..
WARBURTON LINE.													
Olinda Vale ..	3,934	192 15 5	52 18 4	46 14 10	1 0 0	..	1,572	208 9 8	339	130 4 5	0 11 6	0 15 6	..
Wandin ..	3,310	215 0 10	92 11 11	56 17 4	15 10 0	..	1,306	373 9 10	1,085	415 2 1	..	2 16 4	..
Seville ..	2,061	149 14 10	32 0 4	28 8 9	4 2 0	..	840	177 19 7	438	176 7 3	2 15 0	20 11 3	..
Killara ..	791	75 14 4	148 5 4	32 12 2	..	..	1,386	257 13 0	180	64 7 11	14 13 4	4 10 0	..
Woort Vallock ..	1,151	97 15 6	94 6 7	22 16 0	11 15 0	..	733	164 13 10	130	78 0 9	1 11 9	2 17 0	..
Launching Place ..	2,090	218 4 11	24 2 0	35 18 8	4 0 0	..	2,874	600 8 4	290	154 17 3	48 1 9	35 0 11	..
Yarra Junction ..	2,654	273 12 2	32 16 1	78 4 0	6 9 0	..	2,769	608 16 1	680	352 2 1	3 7 6	19 12 9	..
Richard's Siding ..	..	..	..	..	..	..	4,225	940 1 9	33	14 8 9	..	..	..
West Warburton ..	3,442	398 7 11	18 0 9	43 17 10	16 14 0	..	6,185	1,428 17 2	606	296 4 3	10 6 4	88 18 10	..
Milgrove* ..	301	33 6 8	1 2 5	5 2 9	..	..	9,423	3,283 4 5	154	65 9 7	0 17 6	3 0 0	..
Warburton ..	5,729	839 0 8	53 1 0	238 2 2	57 18 9	0 8 2	11,858	3,572 14 6	2,396	1,397 8 10	17 9 5	49 7 8	..
HEIDELBERG LINE.													
Jolimont ..	135,696	1,075 11 5	38 13 2	26 12 11	233 2 0	0 5 11	..	..	..	..	..	..	..
West Richmond ..	479,420	3,590 7 7	111 0 11	66 4 9	6 0 0	0 6 8	..	..	..	..	..	..	..
North Richmond ..	476,150	3,770 17 6	93 13 1	42 19 7	..	0 6 8	..	..	..	..	..	..	..
Collingwood Town	..	..	..	..	..	..	..	..	..	..	..	..	..
Hall ..	408,847	3,296 18 2	100 7 3	72 2 5	3 7 0	0 12 1	..	2,255 1 4	45,734	21,369 1 5	..	..	..
Victoria Park ..	551,815	4,655 17 11	261 0 5	97 15 8	212 15 7	1 1 8	6,846	..	..	0 1 1	..	..	..
Clifton Hill ..	935,168	7,502 11 6	194 5 5	102 11 4	33 18 4	1 17 7	..	..	..	..	..	..	..
Northcote South ..	347,899	2,330 2 8	61 4 5	69 18 11	29 15 11	0 15 0	..	..	..	..	..	..	..
Fairfield Park ..	339,276	2,336 4 0	28 13 10	19 8 3	34 4 9	0 5 0	..	24 7 0	1,408	463 6 0	..	12 16 1	..
Alphington ..	71,325	754 1 5	0 16 0	12 16 11	2 10 0	..	16,803	1,517 10 2	772	155 17 5	..	..	..
Ivanhoe ..	74,649	1,076 18 0	0 19 4	28 4 7	11 17 3	..	43	4 18 3	2,787	452 17 3	..	..	..
Heidelberg ..	200,624	3,005 13 11	119 2 6	125 16 6	31 9 2	0 7 10	135	56 8 7	2,411	615 11 1	7 3 6	2 12 0	..

* Open for only portion of the year.

No. 21.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS AND HORSES, CARRIAGES AND DOGS.		MAILS AND TELEGRAPH.		RENTS.		MISCEL- LANEOUS.		GOODS.				LIVE STOCK.						
	Outwards.		Inwards.		Revenue.		Revenue.		Revenue.		Outwards.		Inwards.		Outwards.		Inwards.				
	Number of Passenger Journeys.	Revenue.	£	s.	d.	£	s.	d.	£	s.	d.	Tons.	Revenue.	£	s.	d.	Revenue.	£	s.	d.	
																					Revenue.
ELTHAM LINE.																					
Greensborough ..	15,718	505 19 7	£	48	18	10	1 0 0	..	..	91	52 11 4	505	160 7 1	..	..	..	..	..	..	..	
Eltham ..	19,038	729 10 0	£	57	7	2	0 6 0	..	..	79	20 16 5	526	268 7 8	..	..	..	..	..	..	..	
PORT MELBOURNE LINE.																					
Flinders- street	298,835	12,922 14 9	£	1,859	14	3	2,057 13 8	440 10 8	..	..	..	..	..	..	..	..	..	..	..	..	
Country street	4,260,554	53,726 9 1	£	21	9	10	5 4 0	..	..	..	..	..	..	..	..	..	..	..	..	..	
Montague ..	174,309	1,231 12 9	£	134	6	1	5 0 0	..	..	..	..	..	..	..	..	..	..	..	..	..	
North Port ..	504,952	3,452 8 3	£	83	3	2	17 10 0	..	..	..	..	..	..	..	..	..	..	..	..	..	
Graham-street ..	514,888	3,367 9 9	£	279	7	6	506 2 4	311 3 1	..	..	..	..	..	..	..	..	..	..	..	..	
Port Melbourne ..	218,448	2,142 7 3	£	122	1	0	506 2 4	311 3 1	..	..	26,573 8 3	162,118	55,444 17 0	21 9 0	..	..	..	..	..	963 12 7	
ST. KILDA LINE.																					
South Melbourne ..	630,079	4,407 10 5	£	103	6	5	103 0 0	0 10 9	..	..	..	..	..	..	..	..	..	..	..	..	
Albert Park ..	1,475,254	10,160 12 10	£	596	3	2	28 2 6	1 12 9	..	..	..	..	..	..	..	..	..	..	..	..	
Middle Park ..	839,409	6,053 18 5	£	102	15	6	15 8 6	0 19 1	..	..	..	..	..	..	..	..	..	..	..	..	
St. Kilda ..	1,181,001	9,667 7 9	£	240	3	9	105 18 0	1 2 0	..	..	61 3 6	19,369	3,321 5 10	..	..	..	..	..	..	..	
BRIGHTON LINE.																					
Richmond ..	2,056,961	18,446 19 1	£	816	15	10	5 1 0	2 0 9	..	..	..	..	..	..	..	..	..	..	..	..	
South Yarra ..	1,807,188	16,181 10 7	£	506	16	2	219 12 3	0 16 8	..	..	..	..	..	..	..	..	..	..	..	..	
Prahran ..	1,172,898	10,342 10 4	£	786	16	2	6 11 0	0 1 8	..	..	..	..	..	..	..	..	..	..	..	..	
Windsor ..	1,085,549	9,855 10 0	£	255	14	5	124 5 6	4 2 8	..	..	528 10 4	39,835	11,937 18 9	..	..	..	..	..	..	..	
Balaclava ..	1,028,918	9,278 14 7	£	361	4	2	3 6 0	1 10 0	..	..	..	..	..	..	..	..	..	..	..	..	
Elsternwick ..	1,423,688	14,868 19 5	£	420	8	8	66 16 0	1 7 1	..	..	100 18 0	14,844	2,844 5 9	..	..	..	..	..	..	2 7 6	
North Brighton ..	833,745	10,565 7 10	£	211	10	5	19 1 0	1 9 9	..	..	67 17 9	9,872	2,324 1 6	..	..	..	..	..	..	..	
Middle Brighton ..	666,306	8,775 9 0	£	173	19	3	0 2 0	1 6 4	..	..	30 4 10	8,386	1,686 15 1	..	..	..	..	..	..	..	
Brighton Beach ..	256,516	3,789 15 2	£	86	7	0	50 7 2	0 6 9	..	..	..	..	..	..	..	..	..	..	..	..	
SANDRINGHAM LINE.																					
Hampton ..	90,999	1,430 1 2	£	37	16	0	29 16 5	0 5 11	..	..	..	..	..	..	..	..	..	..	..	..	
Sandringham ..	320,338	5,719 0 5	£	225	9	11	28 18 6	0 8 4	..	..	21 18 6	10,011	1,808 7 6	..	..	..	..	..	..	1 10 3	

Traffic derived from Deniliquin and Moama Stations ..	2,063	1,463	9	3	104	15	5	406	18	5	..	..	7,164	9,683	18	2	2,875	5,677	6	10	7,078	10	4	1,237	8	5				
Traffic derived from South Australian Stations ..	26,270	28,224	9	4	2,389	16	10	3,552	3	1	..	..	3,190	2,881	14	0	2,468	2,250	7	3	2,041	17	8	2,641	15	11				
Traffic derived from New South Wales Stations ..	52,856	31,136	18	2	2,588	8	6	3,518	5	11	..	..	6,134	11,130	4	4	8,416	14,296	3	9	165	16	1	658	1	0				
Traffic derived from Queensland Stations ..	977	808	4	9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..					
Flinders-street (Central) ..	47,806	21,011	12	10	..	..	..	..	..	..	1	1	3	..	..	..	..	..	..	..	..	..	..	..	..					
Motor Omnibuses ..	393,019	2,809	11	1	..	..	..	..	..	..	2	0	11	..	..	..	..	..	..	..	..	..	..	..	..					
Steamer <i>Queen</i> ..	25,245	552	8	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..					
Thos. Cook and Sons to New South Wales, South Australia, &c. ..	7,114	2,680	6	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..					
Totals ..	65,088,394	1,501,597	3	8½	156,528	8	7½	156,528	8	7½	65,846	1	10	55,710	10	8	6,500	2	6	3,376,987	1,792,574	14	1	3,376,987	1,792,574	14	1	208,861	19	3

DIAGRAM N^o 1

AVERAGE MILEAGE WORKED

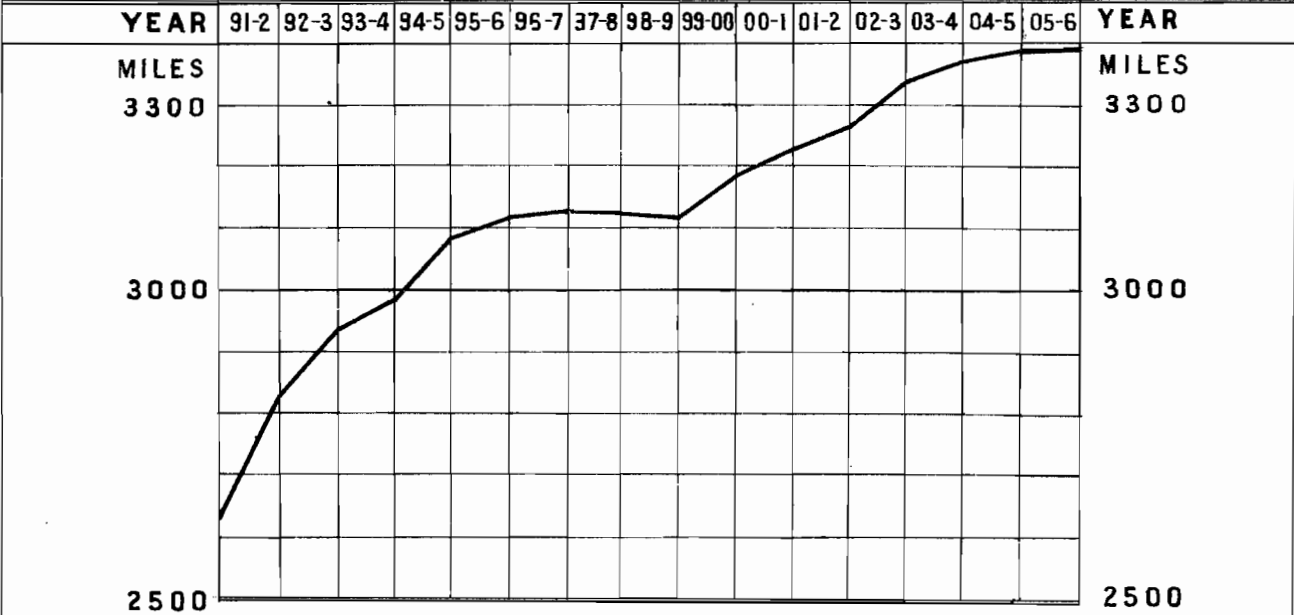


DIAGRAM N^o 2

AVERAGE COST PER MILE

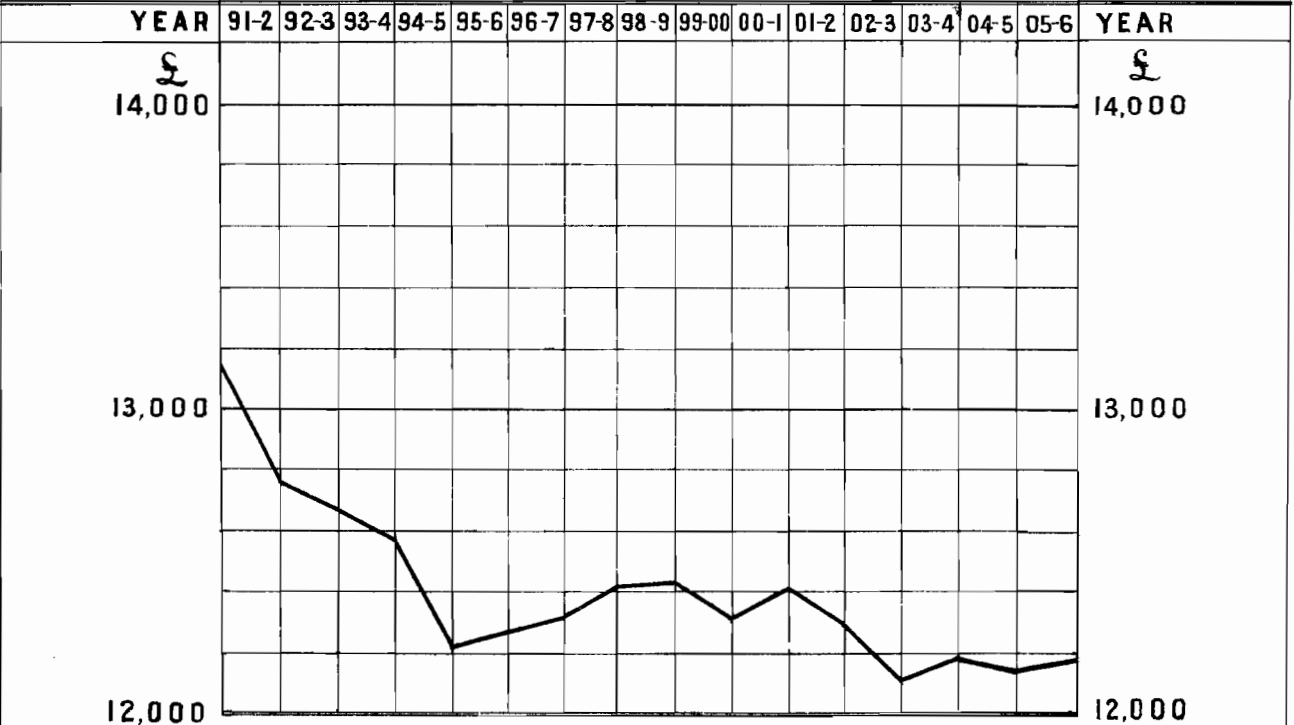


DIAGRAM No 3

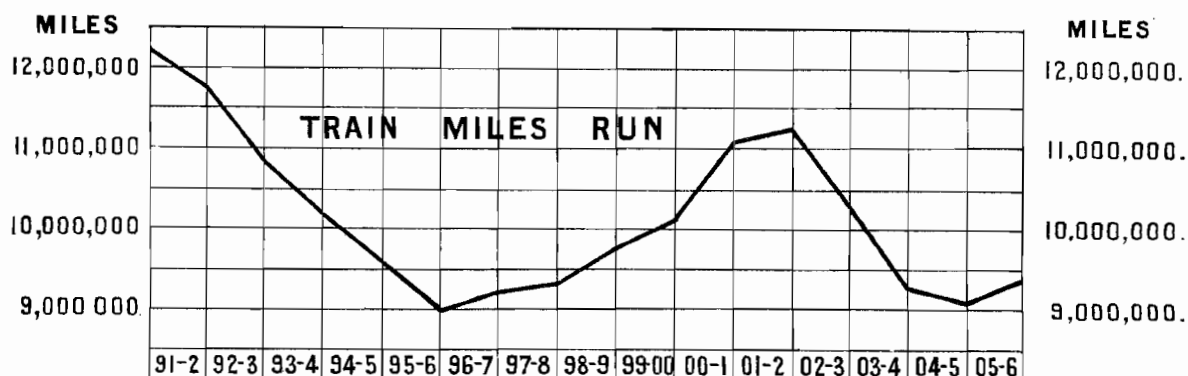
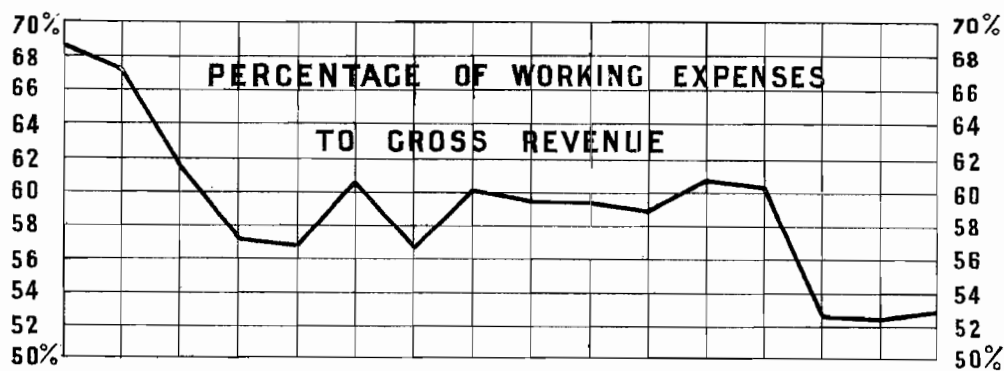
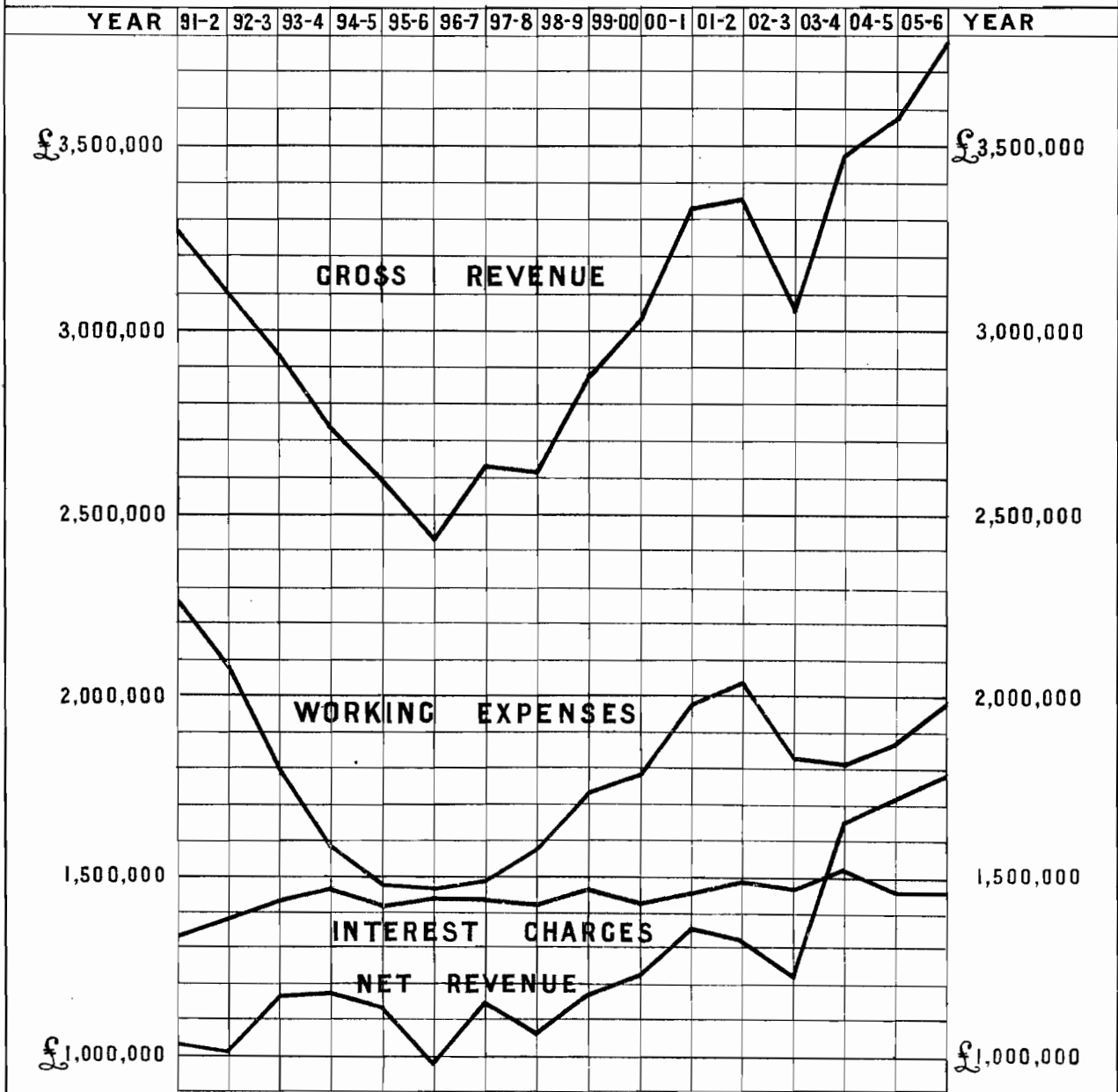


DIAGRAM No 4

PER AVERAGE MILE OF RAILWAY OPEN

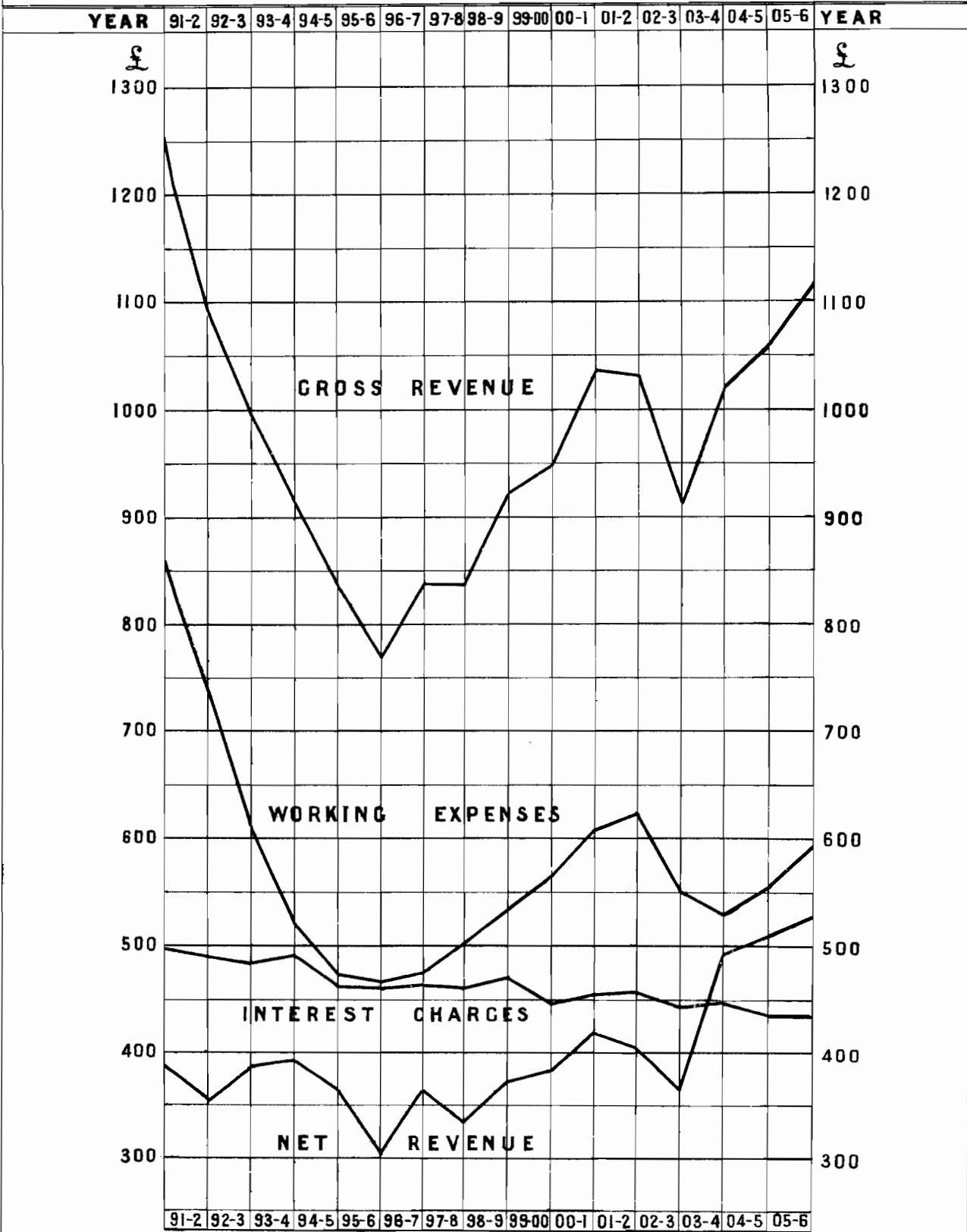
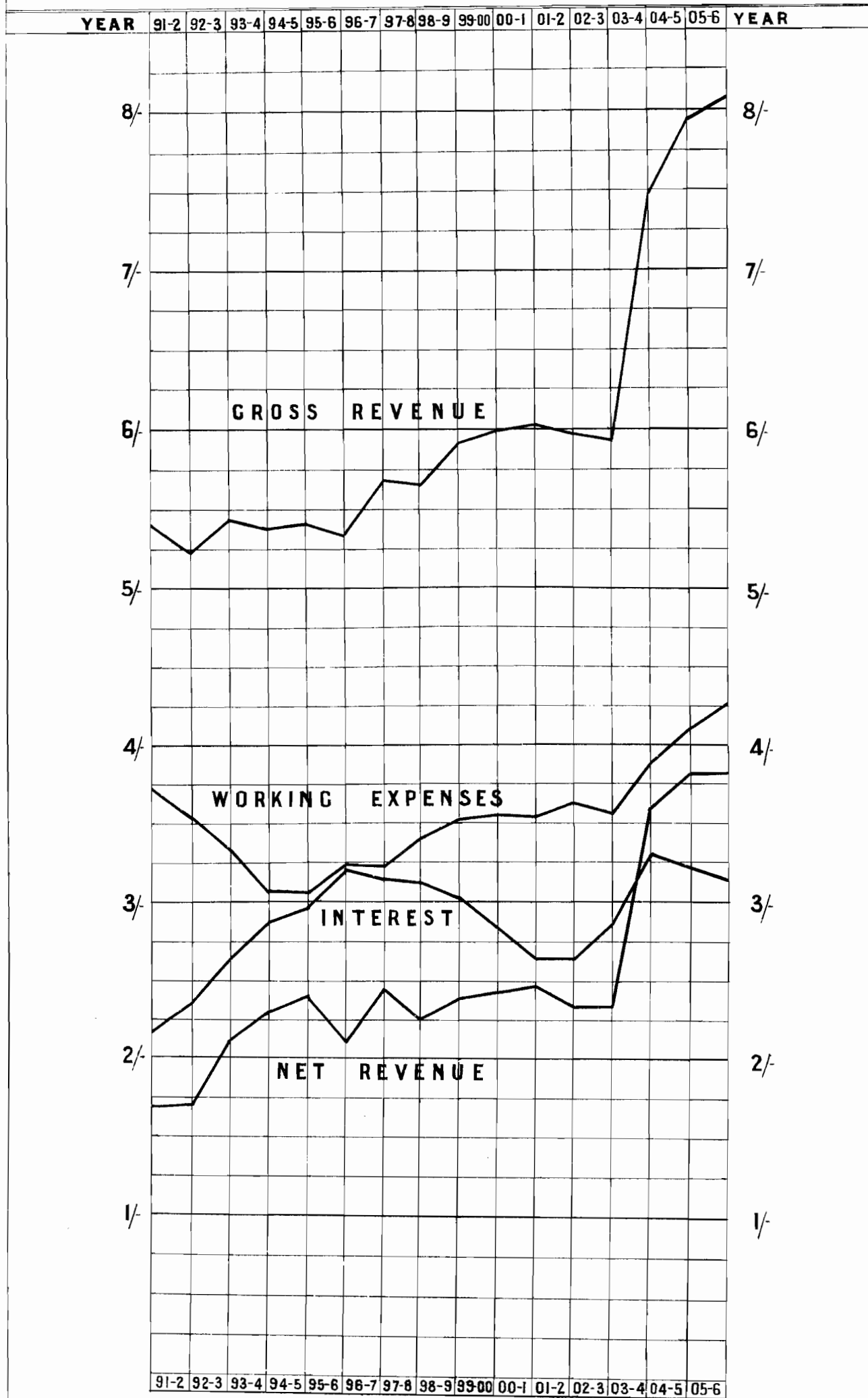


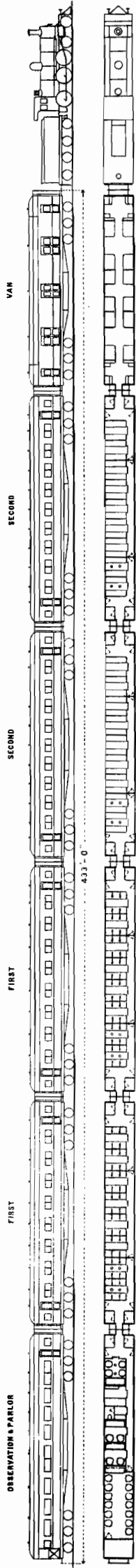
DIAGRAM Nº 5

PER TRAIN MILE RUN

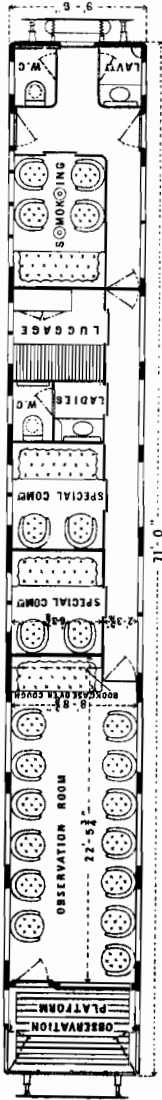


VICTORIAN RAILWAYS.

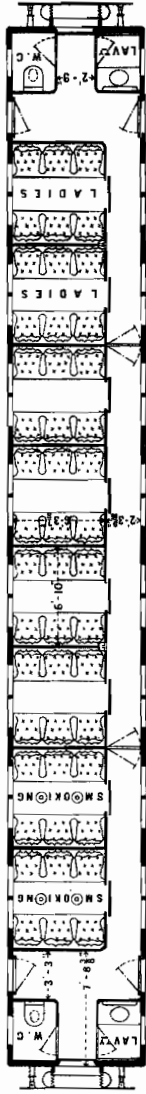
DIAGRAMS OF INTERSTATE EXPRESS TRAINS



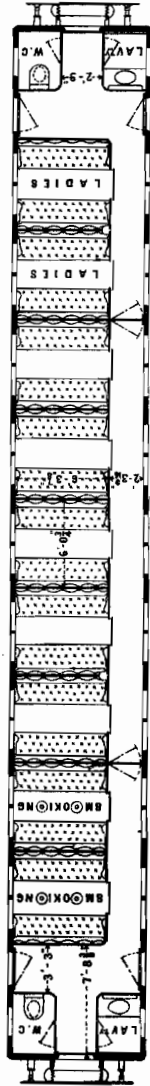
OBSERVATION & PARLOR
33 PASSENGERS



FIRST
48 PASSENGERS

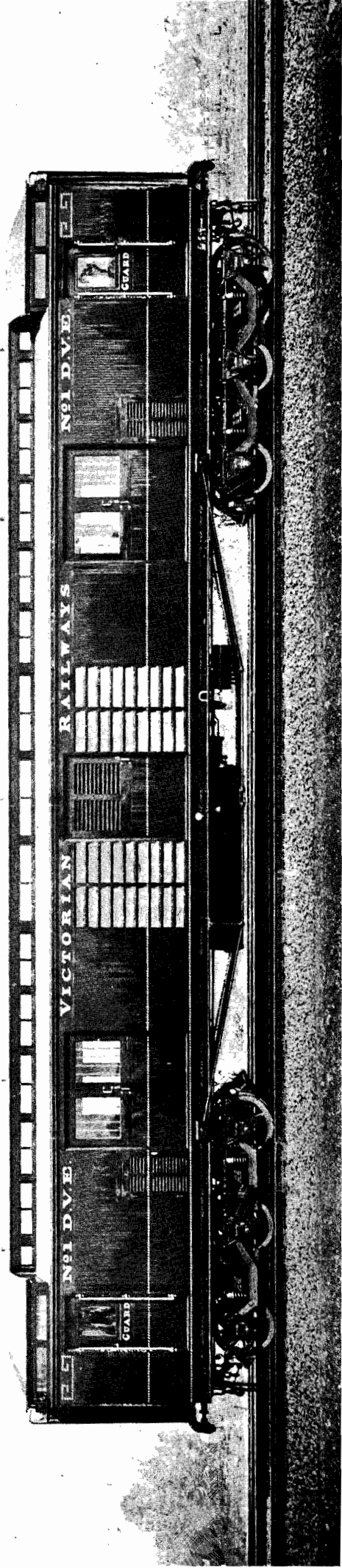


SECOND
72 PASSENGERS



VAN
LOAD 15 TONS





LUGGAGE VAN FOR INTER-STATE EXPRESS TRAINS

Load, 15 Tons. Length over Buffers, 63 ft. 3 in.



FIRST-CLASS CORRIDOR VESTIBULE CAR FOR INTER-STATE EXPRESS TRAINS.

Seating Capacity, 48 Passengers. Length over Buffers, 74 ft. 1 in.



Railway Map
or
VICTORIA

Showing Victorian Government Railways
(in Red)

1906

SCALE OF MILES 0 10 20 30

