

1907.
—
VICTORIA.

VICTORIAN RAILWAYS.

R E P O R T

OF THE

VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

FINANCIAL YEAR ENDING 30TH JUNE, 1907.

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

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REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS
FOR THE FINANCIAL YEAR ENDING 30TH JUNE, 1907.

VICTORIAN RAILWAYS,
Commissioners' Office, Spencer-street,
Melbourne, 27th September, 1907.

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, 1907.

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 1906	5' 3" gauge ...	3'15	2'22	2'45	303'79	3000'68	3312'29	3643'39	574'61	4218'00
	2' 6" gauge ...	...	...	...	...	81'60	81'60	81'60	4'71	86'31
	Total ...	3'15	2'22	2'45	303'79	3082'28	3393'89	3724'99	579'32	4304'31
	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	3397'96	3729'06	579'68	4308'74
Year 1907	5' 3" gauge ...	3'15	2'22	2'45	303'44	3003'08	3314'34	3645'09	579'07	4224'16
	2' 6" gauge ...	...	...	...	...	81'60	81'60	81'60	4'75	86'35
	Total ...	3'15	2'22	2'45	303'44	3084'68	3395'94	3726'69	583'82	4310'51
	Electric Street Railway, 5' 3" gauge ...	...	...	...	...	5'13	5'13	5'13	'47	5'60
	Grand Total ...	3'15	2'22	2'45	303'44	3089'81	3401'07	3731'82	584'29	4316'11

Average Mileage open for Traffic during the Year.

		Railways.						Tracks.		
		Six Tracks.	Four Tracks.	Th Tracks.	Two Tracks.	One Track.	Total.	Main Tracks.	Sidings.	Total.
Year 1905-6	5' 3" gauge ...	3'15	2'22	2'45	303'97	3000'46	3312'25	3643'53	549'31	4192'84
	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	3725'13	553'97	4279'10
	Electric Street Railway 5' 3" gauge ...	...	...	...	...	'29	'29	'29	'02	'31
	Grand Total ...	3'15	2'22	2'45	303'97	3082'35	3394'14	3725'42	553'99	4279'41
Year 1906-7	5' 3" gauge ...	3'15	2'22	2'45	303'67	3002'10	3313'59	3644'57	576'15	4220'72
	2' 6" gauge ...	...	...	...	...	81'60	81'60	81'60	4'73	86'33
	Total ...	3'15	2'22	2'45	303'67	3083'70	3395'19	3726'17	580'88	4307'05
	Electric Street Railway, 5' 3" gauge ...	...	...	...	...	4'62	4'62	4'62	'41	5'03
	Grand Total ...	3'15	2'22	2'45	303'67	3088'32	3399'81	3730'79	581'29	4312'08

The mileage of Sidings, as shown, does not include 47·86 miles of Sidings which are not owned by the Department, about 12 miles of which are maintained by us and at our expense.

Owing to alterations at North Geelong, the length of the North Geelong to Ballarat line has been increased by ·17 mile, and on the Melbourne to Geelong line ·35 mile of double track has been converted into single track.

The Coburg to Somerton line has been re-opened as far as Fawkner Cemetery Station, thus increasing the length of line open for traffic by 1·88 miles.

New Lines opened for Traffic.

An extension of the St. Kilda to Brighton Electric Street Railway from Park-street Middle Brighton to Brighton Beach, a distance of 1·06 miles, was opened for traffic on 22nd December, 1906.

Capital Expenditure.

The total expenditure charged to Capital Account at 30th June, 1907, was £41,586,075 16s. 3d., inclusive of £17,638 16s. advanced by the Treasury prior to 1st July, 1903, for Renewals of Way and Works and Replacement of Rolling-Stock, and yet remaining to be repaid out of Surplus Railway Revenue (see Appendix No. 10), an increase for the year of £159,427 13s. 5d., made up as follows:—

EXPENDITURES ON CAPITAL ACCOUNT FOR THE YEAR.

For Details see Appendix No. 6.

Surveys and Construction of New Lines—			
Strathmerton—Toomwal Line Extension	...	£2,010 10 7	
Moe—Walhalla Line	...	15,140 7 9	
St. Kilda and Brighton Electric Street Railway	...	13,621 14 8	
Surveys	...	3,477 17 2	
Increase in Capital Expenditure on Surveys and Construction of New Lines	...	...	£34,250 10 2
Additions and Improvements on Existing Lines, and to Rolling-Stock—			
Way and Works	...	£122,978 11 6	
Rolling-Stock	...	50,728 8 5	
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)	...	20,710 7 10	
Less Amount at credit of Rolling - Stock Replacement Fund at 30th June, 1907, in Liquidation of Deficiency in Rolling-Stock at 1st July, 1903 (see Appendix No. 9)	...	137,373 19 7	
Minus the Amount taken credit for in the year 1905-6 (see Annual Report for that year, Appendix No. 9)	...	109,554 10 9	
		27,819 8 10	
		48,529 16 8	
Net Increase in Capital Expenditure for Additions and Improvements on Existing Lines and to Rolling-Stock	...	...	125,177 3 3
Net Increase in Expenditure on Capital Account	...	...	£159,427 13 5

Loan Funds.

The total amount of Current Loans allocated to the Railways, at 30th June, 1907, was £39,666,152 os. 8d. (see Appendix No. 7), an increase for the year of £14,928 7s. 6d., made up as follows :—

			£	s.	d.
Additional Loans raised or transferred to the debit of the Railways by the Treasury	Act 1451	...	4,314	11	3
	Act 1623	(3 per cent.)	30,324	4	1
	Act 1753	(3 per cent.)	1,000	0	0
	Act 1982	(3½ per cent.)	2,224,006	2	4
	Act 2026	(3½ per cent.)	545,000	0	0
			£2,804,644 17 8		
Less Loans redeemed—					
Act 717 by Acts 1982 and 2026	...	...	2,769,006	2	4
Act 1564, from Revenue	...	...	20,710	7	10
			2,789,716 10 2		
Net increase for the year in the amount of Current Loans allocated to the Railways					
...	...	...	...	...	£14,928 7 6

The proceeds of Loans allocated to the Railways, after deducting Discounts and Expenses, less Net Premiums received, were at 30th June, 1906, £38,379,427 15s. 10d. The proceeds of the net increase in the amount of Current Loans, viz., £14,928 7s. 6d., as shown above were only £14,684 18s. 2d., the difference, viz., £243 9s. 4d. representing the Net Discounts and Expenses. The Net Proceeds of Loans allocated to the Railways were therefore at 30th June, 1907, £38,394,112 14s. 0d. (see Appendix No. 7).

Interest Account.

(See Appendix No. 7.)

The Interest during the year on Current Loans allocated to the Railways amounted to										...	...	...	£1,478,650	0	0
And in addition the Railways were debited with the following amounts :—															
Expenses incurred by the Treasury in connexion with															
Payment of Interest										...	...	...	9,503	0	0
Interest on certain items of Expenditure under															
Surplus Revenue Acts										...	...	...	3,903	3	0
													£1,492,056	3	0
Less interest allowed by the State Treasury on the balances at credit of Railway Funds													8,772	0	0
Total net amount for Interest and Expenses for the															
year 1906-7										...	...	...	£1,483,284	3	0

This amount (£1,483,284 3s. 0d.) is an increase of £10,887 2s. 8d. on the net Interest and Expenses charged to the Railways for the year 1905-6 and is equivalent to 3·74 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, 1907, £3,849,939 13s. 8d., an increase during the year of £91,959 1s. 11d., made up as follows :—

	£	s.	d.
Amount expended under Surplus Revenue Acts and debited to Sundry Works of Construction, &c.	...	...	...
	74,579	19	6
Amount expended under Appropriations and Votes and debited to Sundry Works of Construction, &c.	...	...	...
	17,379	2	5
Total net increase in the amount of Non-Interest Bearing Funds for the year	...	...	...
	91,959	1	11

Financial Results for the Year.

GROSS REVENUE	£4,012,641 8 4
WORKING EXPENSES	2,076,672 14 7
NET REVENUE	£1,935,968 13 9
LESS LOSS on ST. KILDA and BRIGHTON ELECTRIC STREET RAILWAY ..	7,802 10 4†
TOTAL NET REVENUE	£1,928,166 3 5
SPECIAL EXPENDITURES and CHARGES in Reduction of Extraordinary Liabilities taken over by the Commissioners at 1st July, 1903	165,749 7 10
BALANCE of TOTAL NET REVENUE	£1,762,416 15 7
INTEREST CHARGES and EXPENSES	1,483,284 3 0
SURPLUS CREDITED to CONSOLIDATED REVENUE ...	£279,132 12 7

Comparison with Previous Year.

	Year 1905-6.			Year 1906-7.			Increase or Decrease.		
	£	s.	d.	£	s.	d.	£	s.	d.
Gross Revenue	3,787,619	0	8	4,012,641	8	4	+225,022	7	8
Working Expenses	1,999,023	0	6	2,076,672	14	7	+77,649	14	1
Net Revenue	1,788,596	0	2	1,935,968	13	9	+147,372	13	7
Net Revenue of the St. Kilda and Brighton Electric Street Railway. (See Appendix No. 21)	308	5	10*	Loss 7,802	10	4†	-8,110	16	2
Total Net Revenue	1,788,904	6	0	1,928,166	3	5	+139,261	17	5
Special Expenditures and Charges in reduction of Extraordinary Liabilities taken over by the Commissioners at 1st July, 1903—									
Belated Repairs	5,616	19	3	...			-5,616	19	3
Rolling-Stock applied in reduction of the Deficiency as at 1st July, 1903	27,821	0	0	45,039	0	0	+17,218	0	0
To credit the Rolling-Stock Replacement Fund towards making good the Deficiency in the Rolling-Stock as at 1st July, 1903. (See Appendix No. 9)	60,000	0	0	100,000	0	0	+40,000	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)	24,104	11	6	20,710	7	10	-3,394	3	8
Total of Special Expenditures and Charges in reduction of Extraordinary Liabilities taken over by the Commissioners at 1st July, 1903	117,542	10	9	165,749	7	10	+48,206	17	1
Balance of Total Net Revenue ...	1,671,361	15	3	1,762,416	15	7	+91,055	0	4
Interest Charges and Expenses	1,472,397	0	4	1,483,284	3	0	+10,887	2	8
Surplus Credited to Consolidated Revenue	198,964	14	11	279,132	12	7	+80,167	17	8

* From 7th May to 30th June, 1906.

† After providing for Expenditure, £9,941 2s. 2d., towards replacing Damage by Fire.

**Results of Working for the Year 1906-7 compared
with those of the Preceding Three Years.**

	Year 1903-1904.	Year 1904-1905.	Year 1905-1906.	Year 1906-1907.
* Average mileage of Railways worked ...	3,371	3,384	3,394	3,395
* TRAFFIC TRAIN MILEAGE.				
Passenger—Country ...	1,501,966	1,662,438	1,758,823	1,926,570
" Suburban ...	2,616,322	2,645,556	2,772,669	2,992,283
Mixed ...	2,166,439	2,219,194	2,321,312	2,352,484
Goods (including Live Stock) ...	2,887,917	2,496,177	2,539,265	2,764,577
Total Traffic Train Mileage ...	9,172,644	9,023,365	9,392,069	10,035,914
Number of Passenger Journeys ...	54,282,003	59,702,050	65,088,394	69,920,583
Tons of Goods carried ...	3,182,772	3,382,788	3,376,987	3,650,538
Tons of Live Stock carried ...	256,431	245,449	299,030	315,254
* GROSS REVENUE.				
Passenger—Country ...	£ 828,582	£ 827,776	£ 903,118	£ 989,285
" Suburban ...	531,902	554,532	598,479	645,448
Parcels, &c. ...	128,821	141,811	142,844	151,465
Horses, Carriages, and Dogs ...	13,359	13,588	13,684	14,652
Mails ...	59,309	60,647	61,588	61,810
Goods ...	1,619,485	1,749,660	1,792,575	1,861,220
Live Stock ...	173,493	169,133	208,862	220,295
Rentals ...	53,651	53,038	55,711	56,161
Miscellaneous ...	29,539	12,081	10,758	12,305
Total Gross Revenue ...	3,438,141	3,582,266	3,787,619	4,012,641
Per mile of Railways worked ...	1,020	1,059	1,116	1,182
Per traffic train-mile run ...	7s. 5'96d.	7s. 11'28d.	8s. 0'79d.	7s. 11'96d.
* WORKING EXPENSES.				
Transportation Branch ...	£ 586,015	£ 562,370	£ 588,123	£ 593,248
Way and Works Branch ...	448,959	502,022	572,297	589,452
Rolling-Stock Branch—Working ...	455,543	488,240	481,483	521,083
" Repairs and Ordinary Renewals	263,987	274,931	306,842	323,858
General Expenses ...	47,807	43,575	50,278	49,032
Total Working Expenses ...	1,802,311	1,871,138	1,999,023 (a)	2,076,673 (a)
Per mile of Railways worked ...	535	553	589	612
Per traffic train-mile run ...	3s. 11'16d.	4s. 1'77d.	4s. 3'08d.	4s. 1'66d.
Percentage of Gross Revenue ...	52'42	52'23	52'78	51'75
* NET REVENUE AFTER PAYMENT OF WORKING EXPENSES ...				
...	£ 1,635,830	£ 1,711,128	£ 1,788,596	£ 1,935,968
Per mile of Railways worked ...	485	506	527	570
Per traffic train-mile run ...	3s. 6'80d.	3s. 9'51d.	3s. 9'71d.	3s. 10'30d.
NET REVENUE OF ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY ...	...	...	308(c)	Loss 7,802(d)
TOTAL NET REVENUE ...	...	...	1,788,904	1,928,166
SPECIAL EXPENDITURES AND CHARGES ...				
...	£ 119,556	£ 248,485	£ 117,542 (b)	£ 165,749(b)
BALANCE OF NET REVENUE ...	1,516,274	1,462,643	1,671,362	1,762,417
INTEREST CHARGES AND EXPENSES ...	1,515,755	1,461,994	1,472,397	1,483,284
SURPLUS credited to Consolidated Revenue ...	519	649	198,965	279,133

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

(a) For details see Appendix No. 20. (b) For details see Page 6. (c) From 7th May to 30th June, 1906.
(d) After providing for Expenditure, £9,941 2s. 2d., towards replacing Damage by Fire;

Extraordinary Liabilities taken over by the Commissioners 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, have now been liquidated, with the exception of a sum of £17,639, being the balance of the Loan Funds advanced for Renewal of Way and Works and Replacement of Rolling-Stock, provision for which has been made on the Estimates of the Department for the financial year 1907-8.

	Liabilities at 1st July, 1903, as per our Report of 31st March, 1904.	Reduc- tions during Year 1903-04.	Reduc- tions during Year 1904-05.	Reduc- tions during Year 1905-6.	Reductions during Year 1906-7.		Liabilities remaining at 30th June, 1907.
	£	£	£	£		£	
Belated Repairs ...	181,087	102,754	71,333	7,000		—	Nil.
					By Increase in Rolling- Stock	126,594	
Estimated cost of making good the Deficiency in Rolling-Stock ...	403,950	14,950	119,740	114,847	By Value of Scrap from Dismantled Engines, &c., credited to Rolling-Stock Replacement Fund ...	9,266	
					By Surplus Railway Revenue credited to Rolling-Stock Replace- ment Fund	100,000	
						235,860	
					Less Amount expended out of Rolling-Stock Replace- ment Fund, taken credit for in the previous year as cash	81,447	
						154,413	Nil.
Deficiency in the Value of Stores	60,855	3,053	52,802	Nil.		—	Nil.
Loan Funds Advanced for Renewal of Way and Works and Re- placement of Rolling- Stock	149,869	28,646	58,770	24,104	By Repayments out of Railway Revenue. (See Appendix No. 10.) ...	20,710	17,639
Totals	795,761	154,403	302,645	145,951		175,123	17,639

Gross Revenue.

The Revenue from Passengers (both Country and Suburban), Parcels, &c., and Goods, respectively, and the total Revenue from all sources, viz., £4,012,641 in each case considerably exceeded that of the year ending 30th June, 1906, and was also in each case the highest ever earned.

The increase in the Revenue derived from Country Passenger traffic was £86,167, from Suburban Passenger traffic £46,969, from Parcels, &c., £8,621, from Goods traffic £68,645, and from Live Stock traffic £11,433, and the increase in the total Gross Revenue was £225,022.

The gratifying results shown were due to a continuance of the prosperity which has been enjoyed throughout the State in consequence of a succession of favorable seasons for the agricultural, dairying and pastoral industries.

The Revenue derived from Wheat and other Grain was only £309,795, as compared with £346,809 in the previous year, partly due to a decreased yield, but principally attributable to the reductions in the rates for the carriage of Agricultural Produce.

The Revenue from the carriage of Wool amounted to £113,171, being £23,011 in excess of the previous year.

A considerably increased tonnage was carried in respect of Firewood, Coal, Sawn Timber, Bricks and other building materials, Flour, Hay, Straw and Chaff, and Dairy Produce.

The Gross Revenue per train mile run was 7s. 11·96d., being ·83d. below that for the previous year.

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 51·75 as compared with 52·78 in the previous year, and was the lowest since the year 1878.

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., £77,650, 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., £570, and per traffic train mile, viz., 3s. 10·30d., the highest obtained for nineteen and twenty-eight years respectively, and was, including the St. Kilda and Brighton Electric Street Railway, equivalent to 4·86 per cent. on the Railway Debt of the State.

Reductions in Goods Rates.

In November last the rates for Agricultural Produce, including wheat and other cereals, were reduced to the extent of £35,000 per annum.

The rates for wire netting and fencing wire, gravel, and metal for Shire Councils, and malt for export, and the charge made for stoppage in transit of wheat for milling, were also reduced.

Transportation Branch.

The expenses of the Transportation Branch for the year were £593,248, as compared with £588,123 for the previous year, an increase of £5,125, which is fully accounted for by the large increase in the traffic dealt with.

418,533 additional train miles were run during the year in connexion with the passenger and mixed train services.

Further improvements in the train services for the coming Summer Season are in course of arrangement, notably between Melbourne and Albury.

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 following is a comparison of the expenditure on the Maintenance and Renewal of Way and Works for the year as contrasted with that of each of the four preceding years :—

		Year 1902-3.	Year 1903-4.	Year 1904-5.	Year 1905-6.	Year 1906-7.
Expenditure ...	...	£437,840	£448,959	£502,022	£572,297	£589,452
Per mile of railway	Average mileage	131	133	148	169	174
Per mile of track	open for traffic	120	121	135	154	158

The state of the Revenue admitted of a larger expenditure for the Maintenance and Renewals of Way and Works, and the outlay, which includes a considerable expenditure in connexion with improvements and additions, and on special Maintenance Works, was greater than that of the previous year by £17,155.

59·64 miles of track were re-laid with steel rails, as follows:—8·44 miles with new 100-lb. rails, 26·28 miles with new 80-lb. rails, and 1·82 miles with new 78-lb. rails, 4·66 miles with serviceable 80-lb. rails, and 18·44 miles with serviceable 60-lb., 66-lb., and 75-lb. rails, which had been replaced by heavier rails on other lines; 268,610 sleepers were renewed, and 36,159 additional sleepers were put into the track, and 219 miles of fencing were renewed during the year.

Sixty-six interlocking levers were installed at seven places. The total number of interlocking levers in use at 30th June, 1907, was 6,966 at 515 places, and the proportion of interlocked places 61·16 per cent. Seventeen sets of staff or Annetts lock gear were provided at ten intermediate non-staff stations.

To enable repairing gangs to travel more quickly, and with less exertion, over the lines, 50 additional light trollies, 10 additional tricycles, and 100 quadricycles 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 North-Western lines, and on the line from Ballarat *via* Maryborough to Castlemaine; and a commencement will shortly be made with this important work on the lines from Footscray to Bendigo and Newport to Geelong.

Flinders-street Station, Melbourne.

The progress of the works under the contract for the construction of the new Flinders-street Passenger Station Building has been retarded by the continued difficulty experienced by the contractor in obtaining suitable stone, and by the strike which occurred in the building trade.

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, 1907 (including £73,242 charged to Working Expenses, as follows:—Year 1903-4, £9,334; Year 1904-5, £23,908; Year 1905-6, £20,000; and Year 1906-7, £20,000), amounted to							£286,391
Leaving a balance to be expended of							153,609
Towards which Funds are available as follow:—							
Item 5 of Act 1904		...	...	...	...	£2,106	
Item 13 of Act 2042		...	...	...	...	50,000	
							52,106
So that additional Funds have yet to be provided to the extent of							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.

Supply of Steel Rails.

The contract which was entered into in August, 1906, for the supply of 6,282 tons of 80-lb. and 100-lb. rails at £5 13s. 6d. per ton, delivered into Departmental trucks at the Williamstown Pier, exclusive of duty, was completed during the year. In order to provide a further supply for immediate requirements, tenders were invited for 8,485 tons of 80-lb. and 100-lb. rails, and the tender of Messrs. R. W. Cameron and Co., of Melbourne and New York, for that quantity of rails—manufactured by the Carnegie Steel Co., U.S.A.—has been accepted at £6 17s. per ton, delivered into Departmental trucks at Williamstown Pier, exclusive of duty. This price is considered satisfactory, in view of the condition of the rail market.

Spencer-street Station, Melbourne.

The renovation and improvement of this station were practically completed during the year.

Increase in Cost of Sleepers.

The price of first-class sleepers, which had risen during the previous ten years by about 40 per cent., further increased during the year by about 5 per cent., and the growing scarcity of first-class timbers has limited the supply, as well as enhanced the price of sleepers.

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, and is exclusive in all years of the expenditure on 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.	Year 1906-
For Working ...	£521,090	£455,543	£488,240	£481,483	£521,083
Per Traffic train mile ...	12'16d.	11'92d.	12'99d.	12'30d.	12'46d.
For Repairs and Renewals...	£241,625	£263,987	£274,931	£306,842	£323,858

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 £17,016.

By the net increase during the year in the Rolling-Stock applied in Reduction of the Deficiency as at 1st July, 1903, the cost, as estimated, of making good such Deficiency was reduced by £126,594, or to £137,374. The sum of £100,000 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 £9,266, 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 £137,374, which is the sum required to liquidate the balance of the estimated cost of making good the Deficiency in Rolling-Stock, as at 30th June, 1903. See Appendix No. 9.

That Deficiency estimated as equivalent to £403,950 has therefore been entirely liquidated during the last four years, either by applying increase in Rolling-Stock, the cost of which was charged to Working Expenses or to the Rolling-Stock Replacement Fund in reduction of it, or by crediting that Fund with the proceeds of Rolling-Stock broken up or sold during the year, or with Surplus Revenue, as follows:—Year, 1903-4, £14,950; year, 1904-5, £119,740; year, 1905-6, £114,847; and year 1906-7, £154,413. Total, £403,950.

A Summary of the Register of Rolling-Stock, at 30th June, 1907, 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 (new and replacement).
Newport Shops ...	13	16 (12 - 7 ft.-Sydney Express, and 4 Narrow Gauge.)	24	269

In addition, 12 electric tram cars were provided for the St. Kilda and Brighton Electric Street Railway, making, together with those supplied during 1905-6, a total of 17 cars on this line prior to March, 1907. The bodies of all this stock, however,

were destroyed by the fire at the Power House on 7th March, 1907. To replace this stock, seven cars complete were purchased in Sydney, and, after having the necessary alterations made to them at Newport, were placed in running; six other car bodies were built at Newport, and at 30th June, 1907, eight more car bodies had been practically completed. These will make a total of 21 cars available for use on this line.

Complete up-to-date equipment, consisting of four first class, four second class, and two first and second class, two parlour and observation cars, each 71 feet long over bodies, and two vans, each 60 feet long over bodies, was provided for the Melbourne-Albury Express trains during the year.

Equipment of the same character will shortly be provided for the Melbourne-Adelaide Express trains. Of the Victorian proportion of this new stock, six first class cars were completed during the year, and one new up-to-date sleeping car was also finished, and the remainder consisting of three sleeping cars, two mail sorting vans, specially designed to meet the requirements of the Postal Authorities, and also one mail baggage van, each 60 feet long over bodies, was well forward towards completion at 30th June, 1907.

Ten combined smoking cars and vans for Suburban Traffic were put in hand during the year, and were about three-fourths completed at 30th June, 1907.

The construction of locomotives at the Newport shops has been continued, and the fourth series, comprising 13, of the "DD" class, was completed during the year, making a total of 44 since the construction of these locomotives was commenced in 1903.

The cost of these locomotives, on the basis fixed by the Royal Commission, is as follows :—

				Cost each.			Cost per ton.
First series	10	...	...	£3,364	...	...	£52 4 0
Second „	10	...	...	3,048	...	...	47 11 0
Third „	10	...	...	2,857	...	...	43 15 0
Fourth „	13	...	...	2,901	...	...	44 7 10

The high prices ruling recently for copper and other materials have militated against the further reduction in cost which would otherwise have been made.

It has been decided to continue the construction of this class of locomotive for the present at the rate of 20 per annum, and the necessary material for the construction of this number has been ordered, and the work put in hand.

The continued expansion of the express and other passenger traffic frequently necessitates the employment of two locomotives to draw the heavier trains; and it has been evident to the Commissioners for some considerable time past that in the near future locomotives of a more powerful type than the existing passenger locomotives will have to be provided for these services. It has therefore been decided to construct ten (10) express locomotives with considerably increased power for the purpose of running these heavier trains, and a pattern engine is now under construction.

One narrow-gauge engine is also being made for relieving purposes.

Thirty-three new boilers of increased capacity were fitted to locomotives, in addition to the 13 boilers made for new "DD" class locomotives. In order to cope with this class of work, a special order for material for 47 new boilers was given during the year, and the work is well advanced.

The usual heavy repairs and examinations of locomotive and stationary boilers have also been carried out.

Twenty-seven obsolete locomotives have been broken up during the year, making a total of 113 broken up, sold, &c., since 1st April, 1904.

254 trucks were equipped with the Westinghouse brake during the year, making the total number so fitted 9,140, or 86 per cent., and with brake-pipes alone, 1,474. The work of fitting larger pumps to the goods locomotives is being continued.

Twenty carriages and vans were equipped for Pintsch gas lighting, making the total number so equipped 880, or 71 per cent.

The use of incandescent mantles of the Welsbach type on Pintsch gas lamps in carriages has been continued with satisfactory results, and 50 carriages have been equipped with these mantles in addition to the two new Melbourne-Albury express trains. It is anticipated that 300 carriages will be so fitted during the year 1907-8.

In order to keep pace with the carriage building, it has been found necessary to considerably enlarge the carriage shop at Newport, and the area of this shop is now more than double what it was a few years ago.

Practically the whole of the iron, steel, and brass castings for the Rolling-Stock Branch, as well as for the Way and Works Branch, are now made at Newport, and this has necessitated a large extension of the Foundry, the output of which is now at the rate of 250 tons of castings per month.

Large additions have also been made to the Forge, an additional large steam hammer has been erected and provision made in this building for the extensive nut, bolt, and rivet making machinery in use and in course of erection. The Forge turned out 2,538 axles during the year.

A large quantity of additional machinery has been added during the year, some of it having been purchased from the Phoenix Foundry Company's works.

Stores Branch.

The value of the stock of Stores at 30th June, 1907, as per certificate from the Chief Storekeeper (see Appendix 4), was £282,406, as compared with £298,451 at 30th June, 1906, a reduction of £16,045. The value of the stock of Stores has been reduced and written down during the last four years to the extent of £364,597.

The Funds thus released have either been repaid to the State Treasury, or are in the Stores Suspense Account (see Appendix No. 11), earning Interest, and available for the purchase of Stores.

St. Kilda and Brighton Electric Street Railway.

This line was extended from Park-street, Middle Brighton, to Brighton Beach during the year, a distance of 1·06 miles, and cars now run through between St. Kilda Railway Station and the Brighton Beach Railway Station.

The Expenditure, at 30th June, 1907, on account of the construction of the line was £38,635, and for Rolling-Stock was £14,304, a total of £52,939.

The Revenue of the line for the year was £9,590, and the Ordinary Working Expenses £7,451, equal to 77·70 per cent. This would have left a Net Revenue of £2,139, or £159 in excess of the amount required to meet the Interest at the rate of 3·74 per cent. on the Total Capital Cost at 30th June, 1907, viz., £1,980, but, unfortunately, a fire took place at the Power House and Car Sheds on the 7th March, which destroyed the sheds and the bodies of 17 cars, and did considerable other damage. The estimated cost of making good the loss and damage done by this fire is £15,200, of which £9,941 2s. 2d. had been expended at 30th June. This expenditure was incurred for replacement purposes, and has been debited to the Working Account, making the net loss for the year in the operation of this line, including interest charges and expenses as above, £9,782. The Results of the Working of this line for the year will be found in Appendix No. 21.

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	...	...	...	£25,000
For decrease in the Revenue due to the carriage of Victorian				
Coal at reduced rates	...	...	...	7,404

and under the provisions of the same Section, the Treasury reimbursed us the sum of £3,893, 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.

In view of the steady improvement in the Revenue, the Commissioners have decided not to ask for any further payments on account of the carriage of Agricultural Produce at reduced rates, under the provisions of Section 14 of Act No. 1439, and, in consequence, no provision is made in the Estimates for 1907-8 for any payment on that account.

The reductions which have been made during the last five years in these payments, together with the reductions made during that period in the rates on Agricultural Produce, represent on this account alone a decrease in the Net Revenue of approximately £100,000 per annum.

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 Panshurst (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	117,207
Fawknor Cemetery to Somerton	...	...	...	5·28	53,217
Totals				46·00 miles	£387,424
Surveys of lines not constructed				...	316,461
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					£703,885

Pensions and Gratuities.

The amounts paid in Pensions and Gratuities, which are not included in the Working Expenses, were £94,926 and £15,955 respectively, a total of £110,881, as compared with £92,994 and £6,643 respectively, a total of £99,637 in the previous year. The number of officers and employes in the service at 30th June, 1907, entitled to Pension or Compensation on retirement was 1986, a reduction of 85 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 Employés 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.

Number.	Page.	
1	17	List of Heads of Branches.
2	17	Certificate of the Chief Mechanical Engineer.
3	17	Certificate of the Chief Engineer of Way and Works.
4	17	Certificate of the Chief Storekeeper.
5	18	General Balance-sheet.
6	20	Statement of Expenditure charged to Capital Account.
7	21	Statement of Loans allocated to the Railways and of Interest Charges and Expenses.
8	24	Inventory of Rolling-Stock.
9	25	Statement of Deficiency in Rolling-Stock.
10	26	Statement of Funds Advanced by the Treasury to be Repaid.
11	27	Railway Stores Suspense Account.
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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	41	Return of Persons Killed or Injured.
20	42	Detailed Statement of Working Expenses for Years 1905-6 and 1906-7.
21	44	Detailed Statement of Results of Working of the St. Kilda and Brighton Electric Street Railway for the Year.
22	45	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	„ G. H. SUTTON.
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 1906-7, 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 1906-7, 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, 1907, was £282,405 16s. 4d., showing a reduction of £16,045 10s. 11d. on the value at 30th June, 1906, viz., £298,451 7s. 3d.

GEO. H. SUTTON,
Chief Storekeeper.

APPENDIX

Dr.

GENERAL BALANCE-SHEET AT

	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	38,394,112	14	0*						
Surplus Revenue	...	...	61,190	11	3						
						38,455,303	5	3			
NON-INTEREST BEARING.											
Proceeds of Sale of State Lands	...	...	2,825,740	6	1						
Consolidated Revenue provided for Redemption of State Loans	...	...	344,200	0	0						
Surplus Revenue	...	...	185,403	11	1						
Accrued Interest on Loan Moneys expended on certain lines during their construction and debited to the capital cost of such lines	...	...	21,619	0	0						
Consolidated Revenue provided under Appropriations and Votes	...	...	472,976	16	6						
						3,849,939	13	8			
									42,305,242	18	11
Sundry Creditors	...	...	...			...			114,448	19	6
Interest Charges and Expenses for the Year	7	22	...			...			1,483,284	3	0
Surplus credited to Consolidated Revenue	...	6	...			...			279,132	12	7
Total	...	...	...			...			44,182,108	14	0

* This includes £17,638 16s., 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,

F. H. BRUFORD,
Auditor-General.

No. 5.

30TH JUNE, 1907.

Cr.

	No. of		£ s. d.		£ s. d.		£ s. d.	
	Appendix.	Page.						
By Railways, Existing Rolling-Stock, and Equipment ...	16	36	41,251,976 6 10					
„ Surveys for proposed Railways ...	...	...	316,460 13 5		41,568,437 0 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	...		17,638 16 0		41,586,075 16 3	
„ Stores and Materials on hand Less amount at credit of Stores Depreciation Account ...	11	27	...		282,405 16 4			
„ Balance at credit of Railway Stores Suspense Account ...	11	27	...		274,024 15 2			
„ Balance in hands of Agent-General, London...	11	27	...		23,332 4 10		297,357 0 0	
„ Balance at credit of Rolling-Stock Replacement Fund ...	9	25	...		...		137,373 19 7	
„ Balance at credit of Railway Loans Repayment Fund ...	...	...	...		9,408 17 6			
„ Balance at credit of Trust Fund—Surplus Railway Land ...	...	...	...		3,787 3 0		13,196 0 6	
„ Balance at credit of Railway Accident Fund ...	...	...	...		...		49,602 1 0	
„ Balance at credit of the following Accounts :—								
Sundry Repayments to Treasury ...	...	...	...		4,903 12 5			
Preliminary Deposits ...	...	...	...		2,084 12 0			
Bills Receivable ...	...	...	...		3,201 14 2			
Trust Funds—Cash and Securities ...	...	...	...		32,854 14 5		43,044 13 0	
„ Balance at credit of Railway Capital Funds ...	...	...	...		...		12,009 16 11	
„ Sundry Debtors ...	...	...	...		...		10,715 7 7	
„ Net Revenue for the Year after payment of Working Expenses and Special Expenditures and Charges ...	...	6	...		...		1,762,416 15 7	
Total ...	...	...	...		...		44,182,108 14 0	

JOHN W. HACKER,
Chief Accountant.

APPENDIX No. 6.

EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR THE YEAR ENDING 30TH JUNE, 1907.

	Loan Application Acts.	Surplus Revenue Acts.	Public Works Department's Votes.	Total.	Total Amount.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
SURVEYS AND CONSTRUCTION OF NEW LINES.					
Moe-Walhalla Line	...	4,648 10 3	10,491 17 6	15,140 7 9	
Strathmerton-Tocumwal Extension ...	1,963 10 7	...	47 0 0	2,010 10 7	
St. Kilda and Brighton Electric Street Railway ...	12,604 1 9	978 12 11	39 0 0	13,621 14 8	
Surveys... ..	3,477 17 2	...	...	3,477 17 2	
Totals	18,045 9 6	5,627 3 2	10,577 17 6	34,250 10 2	34,250 10 2
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.	27,553 3 11	1,341 5 8	...	28,894 9 7	
Additions and improvements to accommodation for locomotives and cars, including sheds, ash-pits, turn-tables, water supply, coaling plants, &c.	6,001 0 8	...	...	6,001 0 8	
Bridges, additions and improvements, including strengthening	7,791 6 0	222 8 10	...	8,013 14 10	
Relaying various lines with heavier rails (cost of increase in weight only)	5,038 13 7	...	...	5,038 13 7	
Additional sleepers and ballast for strengthening various lines	13,810 17 4	...	...	13,810 17 4	
Cattle pits and stops	731 10 0	...	...	731 10 0	
Improved cars for repairing gangs	2,232 5 0	...	...	2,232 5 0	
Additional and improved dwelling accommodation for employes	2,587 5 5	...	...	2,587 5 5	
Melbourne—Additional electric lighting and power ...	2,224 9 7	...	...	2,224 9 7	
Additional Pintsch gas plant	2,345 5 2	...	...	2,345 5 2	
Melbourne—Additional accommodation and facilities for goods traffic	987 16 0	...	...	987 16 0	
Melbourne—Towards new station and other improved accommodation at Flinders-street	...	29,281 5 10	...	29,281 5 10	
Towards provision of a new station between Footscray and Yarraville, and of one between Footscray and Footscray West on condition that £400 is contributed in each case by the respective residents and others interested	...	1,886 8 11	...	1,886 8 11	
Korumburra—New station and improved yard and other accommodation	2,287 0 0	...	...	2,287 0 0	
Koroit—New station and improved yard and other accommodation	1,678 19 1	...	...	1,678 19 1	
Melbourn (Spencer-street)—Paving and draining car-vard and approach roads	863 19 11	...	...	863 19 11	
Loop at North Melbourne and "Y" at Wodonga for turning locomotives and trains	2,499 13 2	...	...	2,499 13 2	
Towards additional weighbridges and sidings	3,871 8 5	...	...	3,871 8 5	
Ballast crushing and loading plants	4,169 11 7	...	...	4,169 11 7	
Towards equipping Melbourne Suburban Lines with Syke's Lock and Block	856 13 11	...	...	856 13 11	
Additions and improvements, Seymour yard	2,231 9 8	...	...	2,231 9 8	
Newport Workshops—Extension of shops and sidings	6,323 10 8	...	...	6,323 10 8	
Improvements of facilities for watering locomotives, North Melbourne	571 18 2	...	...	571 18 2	
Sundry other expenditures	12,035 13 8	7 3 10	...	12,035 17 6	
	108,686 10 11	32,738 13 1	...	141,425 4 0	
Less credits on account of sales of land, materials, &c., originally charged to Capital Account	...	...	...	Cr. 18,446 12 6	
					122,978 11 6
ROLLING-STOCK.					
Locomotives	814 0 4	...	...	814 0 4	
Carriage stock	21,353 2 5	544 9 10	...	21,897 12 3	
Van and sundry stock	1,816 11 10	...	...	1,816 11 10	
Truck stock	1,847 3 8	...	...	1,847 3 8	
Electric Railway stock	10,706 18 6	...	...	10,706 18 6	
Other equipment, machinery, &c.	13,623 8 1	22 13 9	...	13,646 1 10	
	50,161 4 10	567 3 7	...	50,728 8 5	50,728 8 5
Less amount during the year (out of Railway Revenue) of Loan Funds advanced by the Treasury prior to 1st July, 1905—					173,706 19 11
For Renewals of Way and Works (see Appendix No. 10)	...	...	10,000 0 0		
For Replacement of Rolling-Stock (see Appendix No. 10)	...	...	10,710 7 10	20,710 7 10	
Less amount at credit of Rolling-Stock Replacement Fund at 30th June, 1907 (see Appendix No. 9) ...	...	...	137,373 19 7		
Less amount taken credit for in the year 1905-6, see Annual Report for that year (Appendix No. 9)	...	...	109,554 10 9	27,819 8 10	48,529 16 8
Net increase in Capital Expenditure for Additions and Improvements on Existing Lines and to Rolling-Stock	...	...	...	...	125,177 3 3
Net Expenditure charged to Capital Account for the year	...	...	...	...	159,427 13 5

APPENDIX No. 7.

STATEMENT OF STATE LOANS ALLOCATED TO THE RAILWAYS AT 30TH JUNE, 1907, 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.	£ s. d.	
45 Viet. No. 717	4	2,769,006 2 4	110,760 0 0	821 0 0	111,581 0 0	Redeemed—See page 22.
46 Viet. No. 739	4	2,000,000 0 0	80,000 0 0	548 0 0	80,548 0 0	In London—1st April, 1908
47 Viet. No. 760	4	3,758,788 0 3	150,352 0 0	1,021 0 0	151,373 0 0	In London—1st October, 1913
48 Viet. No. 805	4	3,251,172 4 3	130,047 0 0	879 0 0	130,926 0 0	In London—1st October, 1919
49 Viet. No. 845	4	4,610,110 6 11	184,404 0 0	1,244 0 0	185,648 0 0	In London—1st October, 1920
56 Viet. No. 1287	4	2,107,000 0 0	84,280 0 0	569 0 0	84,849 0 0	In London—After 1st January, 1911, upon one year's notice, and upon Parliament by Act providing funds for repayment; if not sooner redeemed, on 1st January, 1926 (altered to this date by Act No. 1305)
56 Viet. No. 1296	4	464,672 1 0	18,587 0 0	...	18,587 0 0	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 Viet. No. 1032	3½	3,150,000 0 0	111,250 0 0	843 0 0	112,093 0 0	In London—1st October, 1923 (altered to this date by Act No. 1057)
52 Viet. No. 989	3½	4,914,615 13 0	172,011 0 0	1,316 0 0	173,327 0 0	In London—1st October, 1923
54 Viet. 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 Viet. No. 1217	3½	1,666,666 13 4	58,333 0 0	445 0 0	58,778 0 0	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 Viet. No. 1562	3	700,000 0 0	21,000 0 0	185 0 0	21,185 0 0	In London on or after 1st January, 1929, upon notice; if not sooner redeemed, on 1st January, 1949
60 Viet. No. 1451	3¼	6,638 19 9	216 0 0	...	216 0 0	Payable out of Consolidated Revenue in amounts of £25,000 each year, commencing 1st January, 1899
62 Viet. No. 1560	3	3,080,389 7 4	92,412 0 0	804 0 0	93,216 0 0	On or after 1st January, 1929, upon one year's notice; if not sooner redeemed, on 1st January, 1949
60 Viet. No. 1468	3	1,130,372 18 0	33,911 0 0	...	33,911 0 0	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 Viet. No. 1564	3	26,153 0 5	785 0 0	...	785 0 0	Payable out of Consolidated Revenue in amounts of £25,000 each year, commencing 1st July, 1900
63 Viet. No. 1623	3	209,411 10 6	5,901 0 0	...	5,901 0 0	Payable out of Consolidated Revenue in amounts of £10,000 each year, commencing 1st July, 1901. See Act 1564, Section 5
Carried forward	...	33,844,996 17 1	1,254,249 0 0	8,675 0 0	1,262,924 0 0	

APPENDIX No. 7—*continued*.STATEMENT OF STATE LOANS ALLOCATED TO THE RAILWAYS AT 30TH JUNE, 1907, AND OF THE INTEREST CHARGES AND EXPENSES PAID DURING THE YEAR—*continued*.

Act.	Rate of Interest per cent.	Principal.	Interest Charges.	Expenses in connexion with Payment of Interest.	Total Interest Charges and Expenses.	Loans redeemable.
Brought forward	...	£ s. d. 33,844,996 17 1	£ s. d. 1,254,249 0 0	£ s. d. 8,675 0 0	£ s. d. 1,262,924 0 0	
64 Vict. No. 1659	3	500,000 0 0	15,000 0 0	...	15,000 0 0	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	222,664 1 2	6,667 0 0	...	6,667 0 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	18,969 0 0	...	18,969 0 0	In Melbourne, 1st October, 1907
Treasury Bonds Act No. 1847	4	...	26,129 0 0	46 0 0	26,175 0 0	Redeemed during the year 1905-6.
No. 1560	3½	3,180,126 14 0	111,304 0 0	782 0 0	112,086 0 0	1st October, 1929, or at any time thereafter to 1st October, 1949
4 Edw. VII. No. 1901	3	36,890 2 3	1,107 0 0	...	1,107 0 0	1st January, 1934, or at any time thereafter to 1st January, 1954
Treasury Bonds Act 1982	3½	3,303,555 8 9	36,161 0 0	...	36,161 0 0	1st April, 1916
5 Edw. VII. No. 1990	3½	258,966 13 10	9,064 0 0	...	9,064 0 0	{ Bonds, 1st April, 1916 { Stock, 1st April, 1926
6 Edw. VII. No. 2026	...	545,000 0 0	...	...	...	Payable out of Consolidated Revenue at any time after twenty years, but not later than thirty-five years from date of issue
		42,434,158 3 0	1,478,650 0 0	9,503 0 0	1,488,153 0 0	
42 Vic., 617 Melbourne and Hobson's Bay Railway Debentures		1,000 0 0				
		42,435,158 3 0	1,478,650 0 0	9,503 0 0	1,488,153 0 0	
Deduct amount under Act 717, redeemed		2,769,006 2 4				
		39,666,152 0 8	1,478,650 0 0	9,503 0 0	1,488,153 0 0	
Interest charged on certain items under Surplus Revenue Acts— 1904 £2,913 4 5 1945 956 12 6 1998 33 6 1		...	3,903 3 0	...	3,903 3 0	
		39,666,152 0 8	1,482,553 3 0	9,503 0 0	1,492,056 3 0	
Less Interest allowed by the State Treasury on the weekly balances at credit of Railway Funds		...	8,772 0 0	...	8,772 0 0	
		39,666,152 0 8	1,473,781 3 0	9,503 0 0	1,483,284 3 0	

APPENDIX No. 7—*continued.*STATEMENT OF STATE LOANS ALLOCATED TO THE RAILWAYS AT 30TH JUNE, 1907, 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, 1907	39,666,152 0 8	Note.—The total interest, exclusive of expenses incurred in connexion with the payment of interest, viz., £1,478,650, is equivalent to 3·73 per cent. on the total amount of current loans allocated to the Railways at 30th June, 1907.			
Less Discount and Ex- penses on the Sale of Debentures— £1,725,968 1 2					
Deduct Net Premiums on Debentures— £453,928 14 6					
	1,272,039 6 8				
Total Net Proceeds of Current Loans allo- cated to the Railways at 30th June, 1907	38,394,112 14 0	Note.—The total interest, exclusive of expenses incurred in connexion with the payment of interest, viz., £1,478,650, is equivalent to 3·85 per cent. on the total net proceeds of loans allocated to the Railways at 30th June, 1907.			

APPENDIX No. 8—continued.
TRUCK STOCK.

Class Letter	BROAD-GAUGE.																NARROW-GAUGE.										Tonnage Carrying Capacity.	Tons.	Oil Tanks.		
	High-sided Covered.	Medium.	Low-sided.	Sheep.	Cattle.	Ballast.	Bogie Ballast	Hopper.	Coal (Iron).	Hopper Coal.	Powder.	Bogie Low-sided.	Bogie Boiler and Timber.	Bogie Medium Sides.	Bogie Medium.	Bogie High-sided Covered.	Refrigerators.	T	T ^H	T ^T	U	G	Water Tank Trucks.	Testing Trucks.	Live Stock.	Medium.				Refrigerator.	Meat.
In existence, as per Register of Rolling-stock, at 30th June, 1907	H	I	K	L	M	N	Ns	O	Qo	P	Q	QB	QR	R	S	T	T ^H	T ^T	U	G	—	—	—	—	MM	QR	T ^T	U ^V	Total.	111,019	4
...	127	7,577	254	430	402	341	16	187	6	24	20	1	201	11	5	100	10	31	560	17	94	6	4	93	1	8	10,625	111,019	4		

(1) Pioneer included. — (2) One Corridor. — (3) Pioneer included. — (4) Includes 132 Holiday Cars. — (5) Includes 1 Holiday Car. — (6) Includes 3 Holiday Vans. — (7) Includes 2 Holiday Vans. — (8) "State Car," "Edinburgh," "Victoria," "York"

† Only one-half internal area of 205 vehicles allowed in Appendix 9 on account of antiquated design, which precludes their use for ordinary traffic. † Only one-half internal floor area allowed in Appendix 9 on account of being Joint South Australian Stock. † Only one-half internal floor area of 87 old carriages and vans used as Workmen's Sleepers allowed in Appendix 9. — † On the 30th June, 1906, there were 5 electric tram cars in existence, and 12 others were provided to March, 1907, making a total of 17. The bodies of these cars were destroyed by the fire at the power house on the 7th March, 1907. — To replace them 7 cars complete were purchased in Sydney, 6 other car bodies were built at Newport, and at 30th June, 1907, 8 more car bodies were practically completed, but not delivered, making a total of 21 cars for this railway. — † Only one-half tonnage of 95 old T and 118 old N trucks allowed in Appendix 9. — † Six motor buses written off. (See Appendix 9.)

T. H. WOODROFFE, Chief Mechanical Engineer.

APPENDIX No 9.

DEFICIENCY IN ROLLING-STOCK AT 30TH JUNE, 1907, 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, 1906.	Estimated Cost of making good the Deficiency at 30th June, 1906.	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, 1907.	
			Increase in Deficiency by scrapping, sales, transfers, and writing down during the Year.	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)	734,791 lbs.	£ 131,317	203,573 lbs.	449,150 lbs.	245,577 lbs.	£ 42,976	489,214 lbs.	£ 88,341
Carriage Stock (floor area)	25,768 sq. ft.	94,245	840 sq. ft.	11,038 sq. ft.	10,198 sq. ft.	37,294	15,570 sq. ft.	56,951
Van and Sundry Stock (floor area)	8,611 sq. ft.	23,246	382 sq. ft.	4,981 sq. ft.	4,599 sq. ft.	12,555	4,012 sq. ft.	10,691
Truck Stock (carrying capacity)	1,192 tons	15,160	2,063 tons	5,326 tons	3,263 tons	41,441	Nil.*	
							* Surplus 2,071 tons	
Motor Omnibuses	...	...	6 (No.)	...	...	134,266		155,983
	...	...		...	...	7,672		7,672
								163,655
								Credit Truck Stock
								26,281
Total	...	263,968	...	...	...	126,594	...	137,374
Amount at Credit of Rolling-stock Replacement Fund at 30th June, 1907, available for replacement of Rolling-stock in reduction of Deficiency—								
By Proceeds of Rolling-stock sold, broken up, and unsent at 30th June, 1906...	...	...	...	...	...	24,418	£	
By Amount appropriated out of Surplus Railway Revenue for the year 1906-7 (Surplus Revenue Act)	...	...	...	...	...	9,266		
Unexpended Balance of £60,000 at 30th June, 1907, appropriated out of Surplus Railway Revenue for the year 1905-6 (Act No. 2029) ...	...	...	...	...	...	3,690		
By Amount appropriated out of Surplus Railway Revenue for the year 1906-7 (Surplus Revenue Act)	...	...	...	...	...	100,000		
							33,684	
							103,690	
The effective tractive power of 16 of the locomotives is based on their value as scrap materials. During the year 27 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.								

T. H. WOODROFFE, Chief Mechanical Engineer.

APPENDIX No. 10.

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

Act.	Repayable as under.	Expenditure.			Amount Repaid to 30th June, 1907, out of Votes for Working Expenses.			Balance of Expenditure to be Repaid out of Surplus Railway Revenue at 30th June, 1907.		
		Year.	Renewals of Way and Works.	Replacement of Rolling-stock.	Total.	Year.	Renewals of Way and Works.	Replacement of Rolling-stock.	Total.	Total.
			£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.
1451 Section 3, 21st September, 1896	In nine yearly instalments of £7,500, and one of £5,175 11s. 6d.	1896-7	3,234 0 10	31,775 17 5	35,009 18 3	1898-9	1,500 0 0	6,000 0 0	7,500 0 0	Nil
		1897-8	5,418 1 4	12,417 16 2	17,835 17 6		1,500 0 0	6,000 0 0	7,500 0 0	
		1898-9	4,723 9 4	2,386 18 9	7,110 8 1		1,500 0 0	6,000 0 0	7,500 0 0	
		1899-0	Nil	11,135 3 2	11,135 3 2		1,500 0 0	6,000 0 0	7,500 0 0	
		1900-1	Nil	Nil	Nil		1,500 0 0	6,000 0 0	7,500 0 0	
		1901-2	Nil	1,584 4 6	1,584 4 6		1,500 0 0	6,000 0 0	7,500 0 0	
1566 Section 2, 19th October, 1898 ...	Out of Revenue as the finances admit.	1899-0	13,375 11 6	59,300 0 0	72,675 11 6	1900-1	10,000 0 0	4,000 0 0	14,000 0 0	Nil
		1900-1	54,430 18 10	1,380 1 10	55,811 0 8		10,000 0 0	4,000 0 0	14,000 0 0	
		1901-2	15,197 7 9	15,881 18 1	31,079 5 10		10,000 0 0	4,000 0 0	14,000 0 0	
		1902-3	5,962 8 0	19,394 0 1	25,356 8 1		10,000 0 0	4,000 0 0	14,000 0 0	
		1903-4	536 9 3	10 0 0	546 9 3		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	
1766 Section 2, 23rd December, 1901		1901-2	76,127 3 10	36,666 0 0	112,793 3 10	1902-3	Nil	2,217 0 0	2,217 0 0	Nil
		1902-3	Nil	17,991 18 8	17,991 18 8		Nil	2,217 0 0	2,217 0 0	
		1903-4	Nil	3,782 7 0	3,782 7 0		Nil	17,340 5 8	17,340 5 8	
		1904-5	Nil	21,774 5 8	21,774 5 8		Nil	21,774 5 8	21,774 5 8	
		1905-6	2,845 12 2	21,497 7 10	24,343 0 0		Nil	4,929 0 0	4,929 0 0	
		1906-7	2,845 12 2	21,497 7 10	24,343 0 0		Nil	4,929 0 0	4,929 0 0	
1805 Section 2, 9th December, 1902 ...		1902-3	92,348 7 6	139,237 13 6	231,586 1 0	1903-4	Nil	21,497 7 10	21,497 7 10	Nil
		1903-4	2,845 12 2	21,497 7 10	24,343 0 0		Nil	4,929 0 0	4,929 0 0	
		1904-5	2,845 12 2	21,497 7 10	24,343 0 0		Nil	4,929 0 0	4,929 0 0	
		1905-6	2,845 12 2	21,497 7 10	24,343 0 0		Nil	4,929 0 0	4,929 0 0	
		1906-7	2,845 12 2	21,497 7 10	24,343 0 0		Nil	4,929 0 0	4,929 0 0	
		1907-8	2,845 12 2	21,497 7 10	24,343 0 0		Nil	4,929 0 0	4,929 0 0	
Totals ...	...	...	2,845 12 2	21,497 7 10	24,343 0 0	...	2,845 12 2	21,497 7 10	24,343 0 0	2,845 12 2
Totals ...	...	...	92,348 7 6	139,237 13 6	231,586 1 0	...	8,666 0 0	8,666 0 0	17,638 16 0	17,638 16 0

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, 1907.				Cr.			
Dr.		£	s. d.		£	s. d.	
To Stores and Materials on hand when Account was authorized at 30th June, 1896 (Act 1439, Section 20) ...	...	559,440	16 2	By Stores issued for Belated Repairs (in accordance with Act 1820, Section 3) ...	...	...	...
" Cash Advanced by Treasury ...	...	180,000	0 0	" Cash in Treasury ...	274,024	15 2	50,000 0 0
" Sundry Outstanding Accounts at 30th June, 1907 ...	...	58,233	7 5	" Cash with Agent-General in London ...	23,332	4 10	297,357 0 0
				" 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, 1907... ..	282,405	16 4	
				Less Amount at Credit of Stores Depreciation Account ...	12,088	12 9	270,317 3 7
							£797,674 3 7

APPENDIX No. 12.

COMPARATIVE ANALYSIS OF PASSENGER TRAFFIC AND REVENUE FOR YEARS
ENDING 30TH JUNE, 1906 AND 1907.

	Year ending 30th June, 1906.		Year ending 30th June, 1907.	
	Number of Journeys.	Revenue.	Number of Journeys.	Revenue.
Country Passengers, 1st Class	784,553	265,255	853,189	283,964
do. do. 2nd do.	3,501,446	550,182	3,839,288	606,420
do. Season Tickets, 1st Class	657,017	72,893	690,689	81,799
do. do. 2nd do.	275,236	14,788	282,061	15,740
do. Weekly Workmen's, 2nd Class	...	...	93,012	1,362
Totals for COUNTRY PASSENGERS	5,218,252	903,118	5,753,239	989,285
Metropolitan—Suburban Passengers { 1st } within 20 miles of Melbourne { Class }	13,875,042	204,779	15,236,387	225,013
do. do. 2nd Class	19,045,414	188,709	19,990,332	198,095
do. Season Tickets, 1st do.	14,166,532	115,489	15,361,645	124,803
do. do. 2nd do.	8,689,011	44,809	9,233,471	47,822
do. Weekly Workmen's, 2nd Class	3,013,812	22,232	3,532,895	25,895
do. Motor Omnibuses	393,019	2,810	...	...
Totals for METROPOLITAN—SUBURBAN PASSENGERS	59,182,830	578,828	63,354,730	621,628
Race and Special Picnic { Traffic, within 20 } Passengers, 1st Class	277,914	9,828	340,754	12,813
miles of Melbourne } do. 2nd do.	409,398	9,823	466,860	11,007
Totals for RACE AND SPECIAL PICNIC TRAFFIC	687,312	19,651	807,614	23,820
Total	65,088,394	1,501,597	69,920,583	1,634,733
ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY	*155,998	*1,427	1,030,212	9,514
Grand Totals	65,244,392	1,503,024	70,950,825	1,644,247

* From Date of Opening (7th May, 1906) to 30th June, 1906.

APPENDIX No. 13.

COMPARATIVE ANALYSIS OF GOODS AND LIVE STOCK TRAFFIC AND REVENUE
FOR YEARS ENDING 30TH JUNE, 1906 AND 1907.

Kind of Goods.	Year ending 30th June, 1906.		Year ending 30th June, 1907.	
	Tons carried.	Revenue. £	Tons carried.	Revenue £
3rd Class	26,170	67,942	26,877	64,367
2nd Class	37,371	78,993	37,683	77,389
1st Class	60,272	83,225	57,553	78,625
"C" Class	50,799	67,884	52,616	67,703
"B" Class	54,465	43,167	61,910	51,778
"A" Class	60,578	40,710	73,093	50,695
Miscellaneous Class	127,578	24,027	128,237	23,937
Fish	3,381	4,961	3,215	4,653
Fruit and Vegetables	32,798	24,752	39,914	27,455
Butter	25,691	38,302	28,850	41,069
Other Dairy Produce	23,309	24,874	29,691	31,625
Wine	7,095	6,509	7,565	6,805
Wool	58,099	90,160	74,280	113,171
Sugar	22,159	31,880	23,256	31,777
Kerosene	12,720	11,968	14,937	13,114
Flour, Bran, Sharps, and Pollard	162,567	78,849	182,852	81,456
Wheat	556,695	315,621	553,641	282,848
All other Grain	71,671	31,188	71,675	26,947
Hay, Straw, and Chaff	148,893	48,459	165,420	46,285
Potatoes	62,994	25,558	72,669	28,001
All other Agricultural Produce	129,851	46,692	144,924	52,787
Hides, Skins, and Tallow	17,238	15,714	19,618	17,919
Fertilizers	87,259	26,445	85,000	24,918
Coal	162,805	40,060	190,617	48,797
Firewood	576,161	139,058	647,570	151,653
Timber	211,414	91,314	247,236	104,826
Bark	5,240	3,268	4,887	3,242
Stone, Lime, and Bricks	217,591	32,731	242,239	38,069
Machinery and Castings	16,924	31,261	16,738	27,784
All other Goods	347,199	213,883	345,775	224,334
Haulage, Storage, Demurrage, Quayage, Hire of Tarpaulins, and Weighing	...	13,180	...	18,181
Total Tonnage of Goods carried and Total Revenue derived therefrom	3,376,987	1,792,575	3,650,538	1,861,220
Live Stock	299,030	208,862	315,254	220,295
Total Tonnage of Goods and Live Stock carried, and Total Revenue derived therefrom ...	3,676,017	2,001,437	3,965,792	2,081,515

APPENDIX No. 14.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1892, TO 30TH JUNE, 1907.

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.				From Goods Traffic.	Total.				
						Number.	Number.								Number.	Number.		
1892-3	2,975	2,933	37,462,372	12,665	499	1,107	8,530	469		10,775,134	46,520,784	2,558,378	1,508,867	1,417,081	2,925,948	998	5/5'17	s. d.
1893-4	3,020	2,981	37,748,563	12,570	516	1,096	8,597	474		10,145,307	40,880,378	2,455,811	1,359,675	1,366,484	2,726,159	914	5/4'49	
1894-5	3,120	3,082	37,922,207	12,221	517	1,087	8,591	468		9,567,453	40,210,733	2,435,857	1,259,609	1,321,982	2,581,591	837	5/4'76	
1895-6	3,122	3,121	38,108,151	12,272	517	1,075	8,546	473		8,989,391	40,993,798	2,163,722	1,264,219	1,137,173	2,401,392	769	5/4'11	
1896-7	3,129	3,126	38,329,402	12,317	517	1,068	8,578	475		9,228,687	42,263,638	2,383,445	1,328,687	1,287,248	2,615,935*	837	5/8'03	
1897-8	3,113	3,123	38,602,304	12,404	517	1,061	8,677	494		9,239,657	43,090,749	2,408,665	1,325,062	1,283,834	2,608,896*	835	5/7'77	
1898-9	3,143	3,122	39,056,451	12,430	519	1,094	9,026	499		9,714,298	45,805,043	2,779,748	1,372,000	1,501,729	2,873,729*	920	5/11'00	
1899-00	3,218	3,186	39,658,819	12,327	523	1,133	9,117	501		10,107,549	49,132,899	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	3,137,797*	1,034	6/0'39	
1901-02	3,302	3,265	40,613,784	12,298	542	1,189	9,560	541		11,284,944	57,465,077	3,433,627	1,648,381	1,719,462	3,367,843*	1,031	5/11'62	
1902-03	3,383	3,335	40,974,493	12,110	553	1,189	9,724	533		10,286,272	54,798,073	3,093,997	1,592,088	1,454,770	3,046,858*	913	5/11'09	
1903-04	3,381	3,371	41,216,703	12,191	550	1,200	10,025	440		9,172,644	54,282,003	3,439,203	1,645,163	1,792,978	3,438,141	1,020	7/5'96	
1904-05	3,394	3,384	41,279,045	12,162	520	1,214	10,366	443		9,023,365	59,702,050	3,628,237	1,663,473	1,918,793	3,582,266	1,059	7/11'28	
1905-06	3,394	3,394	41,398,037	12,194	511	1,228	10,490	461		9,392,069	65,088,394	3,676,017	1,786,182	2,001,437	3,787,619	1,116	8/0'79	
1906-07	3,396	3,395	41,533,136	12,230	497	1,233	10,625	494		10,035,914	69,920,583	3,965,792	1,931,126	2,081,515	4,012,641	1,182	7/11'96	

*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, 1892, TO 30TH JUNE, 1907.

Year.	EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES (INCLUDING COMPENSATION.)				EXPENDITURE: WAY AND WORKS BRANCH.				EXPENDITURE: ROLLING-STOCK BRANCH.				GENERAL EXPENSES.			
	WORKING.				REPAIRS AND RENEWALS.				REPAIRS AND RENEWALS.				REPAIRS AND RENEWALS.			
	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.	Amount.	Per Train Mile run.	Per Cent. of Gross Revenue.	Repairs and Renewals.	Per Train Mile run.	Per Cent. of Gross Revenue.	Amount.	Per Train Mile run.	Per Cent. of Gross Revenue.
	£	s. d.		£	£	s. d.		£	s. d.		£	s. d.		£	s. d.	
1892-3	675,150	1/3 04	23 07	327,959	112	6/7 30	11 21	503,592	0/11 22	17 21	231,691	0/5 16	7 92	51,270	0/1 14	1 75
1893-4	566,542	1/1 40	20 78	320,981	108	0/7 60	11 77	435,307	0/10 30	15 97	197,052	0/4 66	7 23	37,684	0/0 89	1 38
1894-5	520,937	1/1 07	20 18	331,198	107	0/8 31	12 83	390,536	0/9 79	15 13	177,032	0/4 44	6 86	43,486	0/1 09	1 68
1895-6	493,754	1/1 18	20 57	365,848	117	0/9 77	15 23	359,915	0/9 61	14 99	187,927	0/5 02	7 83	49,294	0/1 31	2 05
1896-7	501,719	1/1 05	19 18	381,293	122	0/9 92	14 57	359,763	0/9 35	13 75	193,731	0/5 04	7 41	47,901	0/1 24	1 83
1897-8	534,850	1/1 89	20 50	408,837	311	0/10 62	15 67	366,303	0/9 52	14 04	204,802	0/5 32	7 85	51,280	0/1 33	1 97
1898-9	550,365	1/1 60	19 16	479,292	154	0/11 84	16 68	398,807	0/9 85	13 87	228,615	0/5 65	7 96	51,862	0/1 28	1 80
1899-00	571,770	1/1 57	18 89	496,959	156	0/11 80	16 43	432,850	0/10 28	14 31	241,129	0/5 73	7 97	57,093	0/1 35	1 89
1900-01	616,945	1/1 38	18 48	506,988	157	0/11 00	15 19	520,527	0/11 29	15 60	262,818	0/5 70	7 87	56,018	0/1 21	1 68
1901-02	671,588	1/2 28	19 94	490,438	150	0/10 43	14 56	576,921	1/0 27	17 13	268,543	0/5 71	7 98	43,385	0/0 93	1 29
1902-03	592,897	1/1 83	19 46	437,840	131	0/10 21	14 37	521,090	1/0 16	17 10	241,625	0/5 65	7 93	42,498	0/0 99	1 40
1903-04	586,015	1/3 33	17 04	448,959	133	6/11 75	13 06	455,543	0/11 92	13 25	263,987	0/6 91	7 68	47,807	0/1 25	1 39
1904-05	562,370	1/2 96	15 70	502,022	148	1/1 35	14 01	488,240	1/0 99	13 63	274,931	0/7 31	7 67	43,575	0/1 16	1 22
1905-06	588,123	1/3 03	15 53	572,297	169	1 2 62	15 11	481,483	1 0 30	12 71	306,842	0 7 84	8 10	50,278	0/1 29	1 33
1906-07	593,248	1/2 19	14 78	589,452	174	1/2 10	14 69	521,083	1/0 46	12 99	323,858	0/7 74	8 07	49,032	0/1 17	1 22

† 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.), 1905-6 (£13,242 8s. 8d.), and 1906-7 (£13,862 2s.), 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, 1892, TO 30TH JUNE, 1907.

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 Co-t.	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.	Amount.	Per Average Mile open.	Per Train Mile run.	Per Cent. on Capital Cost.	Per Cent. on Railway Loans.	Related Repairs.	Repayment of Capital Funds advanced in previous years.	In reduction of Deficiency in Rolling Stock at 1st July, 1903.	To make good Deficiency in Value of Stores.	Total of Special Expenditures and Charges.					£	£		£	£	£	£
1892-3	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			
1893-4	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			
1894-5	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			
1895-6	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			
1896-7	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	1,417,452	315,924	...	...	83,958			
1897-8	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			
1898-9	1,708,941	547	3/6 22	59.47	1,164,788	373	2/4 78	2.98	3.13	...	7,500	...	...	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	...	...	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	...	...	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	...	...	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	...	...	102,630	1,108,278	2.70	2.84	1,473,532	365,254	...	...	93,507			
1903-04	1,802,311	535	3/11 16	52.42	1,635,830	485	3/6 80	3.97	4.15	84,555	28,646	6,355	...	119,556	1,516,274	3.68	3.84	1,515,755	...	519	...	100,536			
1904-05	1,871,138	553	4/1 77	52.23	1,711,128	506	3/9 51	4.15	4.34	54,752	58,769	83,448	51,516	248,485	1,462,643	3.54	3.71	1,461,994	...	649	...	102,656			
1905-06	1,999,023	589	4/3 08	52.78	1,788,596	527	3/9 71	4.32	4.51	5,617	24,104	87,821	...	117,542	1,671,362†	4.03†	4.22†	1,472,397†	...	198,965†	...	99,637			
1906-07	2,076,673	612	4/1 66	51.75	1,935,968	570	3/10 30	4.66	4.88	...	20,710	145,039	...	165,749	1,762,417†	4.24†	4.44†	1,483,284†	...	279,133†	...	110,881			

+ Inclusive of St. Kilda and Brighton Electric Street Railway.—7th May till 30th June, 1906, Net Revenue, £308. Year 1906-7, Net Loss £7,802, inclusive of £9,941 on account of Damage by Fire.

APPENDIX No. 15.

STATEMENT OF EXPENDITURE CHARGED TO CAPITAL ACCOUNT FOR TWENTY YEARS ENDING 30TH JUNE, 1907.

Year ending 30th June.	New Lines and Surveys.	Additions and Improvements on Existing Lines.	Rolling-Stock.	Total.
	£	£	£	£
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†
1907	34,250†	112,979†	12,199†	159,428†
Total ...	7,856,814†	4,439,428†	3,078,225†	15,414,467†

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

† Includes St. Kilda and Brighton Electric Street Railway.

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, 1907.

Lines.	Length of Lines opened for Traffic.		Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.		
	Double and over.	Single.	Total.	Highest.	Lowest.	Total.	Average per Mile.	
	Miles.	Miles.	Miles.	Feet.	Feet.	Feet.	£	s. d.
Melbourne to Bendigo (exclusive of works, Melbourne to Essendon Junction) ...	100.89	...	100.89	1,902	18	1 in 50	4,826,166	7 9
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	699,477	17 10
* 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
† Lancefield to Kilmore ...	...	18.10	18.10	1,734	1,160	1 " 40	117,206	7 10
Kilmore Junction to Bendigo (Cattle Siding) ...	...	67.82	67.82	1,450	526	1 " 50	392,571	14 10
Carlsruhe to Daylesford ...	0.38	22.17	22.55	2,469	1,791	1 " 50	176,273	16 1
Daylesford Junction to North Creswick ...	...	23.11	23.11	2,292	1,429	1 " 40	181,459	10 7
Kyneton (Redesdale Junction) to Redesdale ...	...	16.25	16.25	1,636	973	1 " 50	89,755	7 5
Castlemaine to Dunolly ...	0.38	46.46	46.84	948	579	1 " 40	394,665	9 0
Dunolly to St. Arnaud (including cost of Carapooce Ballast Pits Tramway) ...	0.28	32.73	33.01	943	611	1 " 50	170,405	7 3
St. Arnaud to Donald ...	...	23.86	23.86	868	374	1 " 50	100,543	5 8
Donald to Birchip ...	...	32.30	32.30	394	330	1 " 100	76,013	1 6
Birchip to Crononby (Woomelang) ...	...	26.45	26.45	351	260	1 " 75	38,539	18 11
Woomelang to Mildura ...	...	110.15	110.15	334	128	1 " 75	246,758	3 2
Dunolly to Inglewood ...	...	24.24	24.24	794	457	1 " 50	95,750	11 11
Castlemaine (Maldon Junction) to Maldon ...	...	10.24	10.24	1,177	890	1 " 40	61,794	19 3
Maldon (Launceston Junction) to Shelbourne ...	...	9.89	9.89	1,126	649	1 " 50	68,343	7 1
Maryborough to Ballarat ...	0.26	41.47	41.73	1,525	732	1 " 40	282,320	6 7
Wanbra Junction to Ballarat Race-course ...	...	2.10	2.10	1,508	1,466	1 " 50	7,426	0 4
Pisgah Junction to Waubra ...	...	13.74	13.74	1,533	1,341	1 " 60	71,779	2 1
Maryborough to Avoca ...	...	14.93	14.93	885	721	1 " 40	63,504	18 9
Avoca to Ararat ...	...	39.04	39.04	1,215	763	1 " 50	173,624	2 5
Bendigo to Inglewood ...	0.80	28.13	28.93	779	443	1 " 70	188,528	9 3
Inglewood to Charlton ...	...	42.82	42.82	639	422	1 " 50	184,725	10 3
Charlton to Wycheproof ...	...	16.48	16.48	521	356	1 " 50	87,854	16 11
Wycheproof to Sea Lake ...	...	47.89	47.89	357	172	1 " 94	71,830	7 4
Wedderburn Junction to Wedderburn ...	...	4.86	4.86	660	554	1 " 50	18,590	12 8
Korong Vale to Boort ...	...	17.86	17.86	459	296	1 " 50	75,747	6 11
Boort to Quambatook ...	...	21.96	21.96	419	287	1 " 75	43,059	4 2
Quambatook to Ultima ...	...	30.31	30.31	371	256	1 " 100	47,707	4 7
Eaglehawk to Kerang ...	...	72.99	72.99	742	255	1 " 70	301,845	13 6
Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) ...	...	35.16	35.16	286	225	1 " 100	161,945	9 9
Footscray to Williamstown (including cost of piers at Williamstown) ...	5.50	0.37	5.87	66	8	1 " 100	527,863	3 7
* Newport to Braybrook Junction ...	...	4.29	4.29	110	48	1 " 92	27,082	1 10
Newport to Geelong (including cost of Geelong Pier) ...	2.90	35.61	38.51	113	11	1 " 81	1,190,538	9 4
* Williamstown Race-course Branch ...	...	0.69	0.69	21	10	1 " 95	...	...
Geelong to Colac ...	1.15	49.11	50.24	469	10	1 " 50	371,694	5 10
* Geelong Race-course Branch ...	...	1.96	1.96	43	10	1 " 50	...	...
Colac to Camperdown ...	...	28.11	28.11	569	405	1 " 50	140,283	7 1
Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool) ...	0.91	41.81	42.72	550	13	1 " 50	364,555	8 7
Warrnambool to Koroit ...	...	9.36	9.36	245	19	1 " 50	85,161	1 7
Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy) ...	...	11.34	11.34	208	11	1 " 60	95,545	9 4
Geelong (Queenscliff Junction) to Queenscliff ...	...	20.72	20.72	264	10	1 " 50	113,705	12 8
* Mount Moriac to Wensleydale ...	...	10.92	10.92	752	361	1 " 50	39,284	18 5
Birregurra to Forrest ...	...	19.85	19.85	579	363	1 " 40	147,512	7 0
Irrewarra to Beeac ...	...	8.70	8.70	432	390	1 " 66	47,227	5 5
* Colac to Beech Forest ...	...	29.66	29.66	1,748	225	1 " 30	69,686	2 3
Camperdown (Curdie's River Junction) to Timboon ...	...	22.32	22.32	673	52	1 " 40	112,572	10 0
Terang to Mortlake ...	...	12.16	12.16	447	414	1 " 60	55,543	6 5
North Geelong to Ballarat ...	45.40	7.81	53.21	1,725	47	1 " 52	1,900,040	14 7
* North Geelong Loop Line ...	...	0.22	0.22	53	46	1 " 57	...	...
Ballarat to Ararat ...	4.33	52.84	57.17	1,517	960	1 " 50	416,711	10 1
Ararat to Stawell ...	...	18.85	18.85	1,086	761	1 " 100	179,870	13 11
Stawell to Horsham ...	1.18	52.26	53.44	761	423	1 " 100	347,777	4 10
* Stawell to Grampians ...	...	15.84	15.84	815	621	1 " 30	...	...
Horsham to Dimboola ...	0.36	21.10	21.46	477	361	1 " 50	107,500	6 4
Dimboola to Serviceton (including cost of 1.16 miles constructed beyond Serviceton; also portion of cost of the Warranook Ballast Pits Tramway) ...	1.35	61.87	63.22	631	315	1 " 50	398,027	4 10
Braybrook Junction to Parwan ...	...	21.65	21.65	466	119	1 " 50	267,624	15 6
Parwan to Gordons ...	...	27.46	27.46	1,877	341	1 " 48	351,655	7 8
Gordons to Warrenheip ...	0.09	12.78	12.87	1,940	1,707	1 " 50	128,008	2 4
* Bungee Junction to Race-course Reserve ...	...	1.53	1.53	1,884	1,848	1 " 50	3,330	15 11
* Lal Lal Race-course Branch ...	...	2.00	2.00	1,539	1,532	1 " 112	11,489	15 0
Ballarat East to Buninyong ...	...	6.84	6.84	1,626	1,436	1 " 40	66,127	7 3
* Ballarat Cattle-yards Branch ...	...	2.92	2.92	1,523	1,446	1 " 60	12,909	8 10
Ballarat (Linton Junction) to Seardsdale ...	...	13.12	13.12	1,516	1,157	1 " 50	59,822	2 1
Seardsdale to Linton ...	...	7.97	7.97	1,189	1,022	1 " 40	77,341	13 6
* Burrumbeet Race-course Junction to Burrumbeet Race-course ...	...	1.14	1.14	1,297	1,256	1 " 50	3,440	5 10
Carried forward ...	168.19	1,597.15	1,765.34	...	...	...	17,300,090	8 2

* Trains run only as required for traffic.

† See lines closed for traffic.

‡ 2ft. 6in. gauge.

APPENDIX No. 16—continued.

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

Lines.	Length of Lines opened for Traffic.		Height of Rail-level above Low-water Mark.		Steepest Gradient.	Cost, exclusive of Rolling-stock.		Average per Mile.
	Double and over.	Single.	Total.	Highest.	Lowest.	Total.		
	Miles.	Miles.	Miles.	Feet.	Feet.	Feet.	£ s. d.	£
Brought forward ...	168.19	1,597.15	1,765.34	...	...	...	17,300,090 8 2	...
Ararat to Hamilton ...	...	66.06	66.06	1,028	572	1 in 50	32,5574 2 1	4,928
Hamilton to Portland (including cost of sidings to piers at Portland) ...	...	53.82	53.82	606	11	1 in 40	294,230 6 4	5,467
† Dunkeld to Koroit ...	...	48.99	48.99	834	207	1 in 60	169,227 18 4	3,454
Hamilton to Penshurst ...	...	18.10	18.10	727	590	1 in 60	79,953 4 4	4,417
Hamilton (Coleraine Junction) to Coleraine ...	...	23.01	23.01	668	301	1 in 40	110,376 12 10	4,797
Branchholme to Casterton ...	...	32.09	32.09	572	149	1 in 40	177,398 10 1	5,528
Lubeck to Rupanyup (including portion of cost of the Warranook Ballast Pits Tramway) ...	...	9.77	9.77	487	455	1 in 147	44,756 11 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	144,537 12 8	4,633
Warracknabeal to Beulah ...	...	21.92	21.92	359	288	1 in 80	53,449 4 11	2,438
Beulah to Hopetoun ...	...	16.01	16.01	290	258	1 in 100	34,080 8 11	2,129
Horsham to Noradjuha ...	...	19.95	19.95	488	395	1 in 50	79,685 17 11	3,994
Natimuk (East Natimuk) to Goroke ...	...	28.32	28.32	624	394	1 in 50	64,197 9 8	2,267
Dimboola to Jeparit ...	...	21.59	21.59	387	268	1 in 75	40,544 3 7	1,878
Jeparit to Albacutya (Rainbow) ...	...	18.47	18.47	388	263	1 in 75	30,862 8 7	1,671
Essendon Junc. to Essendon ...	...	3.50	3.50	148	14	1 in 67	166,743 11 8	33,349
* 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	105	1 in 50	2,236,431 6 6	12,289
Wodonga to River Murray (including portion of cost of Bridge over River Murray) ...	1.94	...	1.94	538	312	1 in 75	50,406 15 2	25,983
North Melbourne to Coburg ...	5.07	...	5.07	202	13	1 in 50	209,897 7 11	41,400
† Coburg to Somerton ...	...	7.16	7.16	530	202	1 in 50	72,110 8 11	10,071
Royal Park (Junction) to Clifton Hill ...	2.28	0.11	2.39	136	103	1 in 50	155,597 0 1	65,103
Fitzroy Branch ...	0.07	0.88	0.95	119	85	1 in 79	76,972 16 4	81,024
Fitzroy (Whittlesea Junction) to Whittlesea ...	0.94	21.12	22.06	639	119	1 in 50	250,288 15 11	11,346
Northcote Loop Line ...	0.13	...	0.13	128	119	1 in 70	8,454 13 10	65,036
Tallaroek to Yea ...	...	23.69	23.69	698	488	1 in 40	152,916 0 1	6,455
Yea to Mansfield and Alexandra-road ...	...	55.82	55.82	1,304	557	1 in 40	336,011 9 0	6,020
Mangalore to Shepparton ...	0.29	44.96	45.25	499	372	1 in 100	267,805 12 11	5,918
Shepparton to Numurkah ...	2.16	18.60	20.76	376	348	1 in 206	84,076 10 4	4,050
Numurkah to Cobram ...	0.20	21.45	21.65	376	355	1 in 165	83,784 9 6	3,870
Murchison East to Rushworth ...	...	12.87	12.87	476	391	1 in 80	69,628 18 9	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	156,053 14 6	4,598
Shepparton to Dookie ...	...	14.84	14.84	500	372	1 in 100	54,095 10 3	3,645
Dookie to Katamatite ...	...	17.02	17.02	490	383	1 in 69	38,737 15 10	2,276
Numurkah to Nathalia ...	...	13.79	13.79	356	335	1 in 330	51,966 17 11	3,768
Nathalia to Picola ...	...	6.75	6.75	335	325	1 in 264	13,395 7 0	1,984
Strathmerton to Tocumwal ...	...	9.85	9.85	390	358	1 in 330	18,429 8 10	1,871
Strathmerton to Tocumwal Extension ...	...	...	...	...	...	...	2,010 10 7	In progress
Benalla to St. James ...	...	20.33	20.33	583	450	1 in 75	78,495 13 1	3,861
St. James to Yarrowonga ...	...	19.86	19.86	514	414	1 in 50	97,097 10 8	4,889
† Wangaratta to Whitfield ...	...	30.49	30.49	811	481	1 in 80	38,714 4 3	1,270
Wangaratta (Beechworth Junction) to Beechworth ...	...	22.26	22.26	1,831	502	1 in 30	164,271 12 5	7,380
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	77,059 5 3	4,653
Myrtleford to Bright ...	...	18.54	18.54	1,004	688	1 in 50	111,729 14 7	6,026
Springhurst to Wahgunyah ...	...	13.95	13.95	623	454	1 in 50	73,638 16 4	5,279
Wodonga to Tallangatta ...	...	25.71	25.71	726	530	1 in 40	188,054 5 6	7,314
Spencer-street to Flinders-street ...	0.76	...	0.76	33	17	1 in 40	141,203 13 6	18,5794
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	2,248,930 8 6	137,718
Prince's-bridge to Collingwood ...	2.22	...	2.22	85	23	1 in 62	194,212 8 0	87,483
Collingwood to Heidelberg ...	0.92	4.57	5.49	196	68	1 in 50	200,710 19 0	36,559
Heidelberg to Eltham ...	...	8.35	8.35	303	110	1 in 40	56,182 11 5	6,728
Brighton Beach to Sandringham ...	2.20	...	2.20	58	20	1 in 97	75,916 15 10	34,508
South Yarra to Oakleigh ...	7.05	...	7.05	184	22	1 in 50	292,248 0 4	41,454
Oakleigh to Sale (including cost of siding to Sale wharf; also portion of cost of branch to the Great Morwell Coy's mine) ...	11.76	106.46	118.22	513	8	1 in 50	1,096,343 1 8	9,274
Sale 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	10.30	249	72	1 in 50	297,476 1 8	28,881
† Caulfield to Frankston ...	9.86	10.02	19.88	166	10	1 in 50	195,934 15 10	9,856
Frankston to Stony Point (including cost of sidings to pier at Stony Point) ...	...	18.85	18.85	327	10	1 in 50	104,456 14 5	5,541
Mornington Junction to Mornington ...	...	7.67	7.67	194	60	1 in 50	63,448 10 7	8,272
Frankston Cemetery Line ...	...	...	...	...	...	...	330 16 11	...
* Spring Vale Cemetery Line ...	...	1.60	1.60	231	145	1 in 50	9,110 2 4	5,694
Dandenong (Great Southern Junction) to Port Albert ...	0.17	117.11	117.28	746	10	1 in 40	957,647 18 11	8,165
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	11,539 8 9	5,129
Korumburra (Jumbunna Junction) to Jumbunna ...	...	3.74	3.74	796	619	1 in 30	20,150 7 7	5,388
Jumbunna to Outtrim ...	...	2.40	2.40	649	539	1 in 40	27,817 8 1	11,591
† Welshpool to Welshpool Jetty ...	...	3.23	3.23	57	6	1 in 100	2,914 3 6	902
Warragul to Necrim South ...	...	13.49	13.49	681	349	1 in 40	123,805 12 8	9,178
Moe (Junction) to Thorpdale ...	...	10.67	10.67	798	219	1 in 40	116,185 1 6	10,889
Moe to Walballa ...	...	...	...	...	...	...	36,510 5 4	In progress
Morwell to North Mirboo ...	...	20.16	20.16	784	184	1 in 40	152,710 2 11	7,575
Carried forward ...	298.86	2,968.20	3,267.06	...	...	...	30,933,957 6 0	...

* 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 ...	298 86	2968 20	3267 06	...	...	...	30,933,957 6 0	...	
Traralgon to Heyfield ...	...	22 06	22 06	262	93	1 in 50	121,817 17 2	5,522	
Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale) ...	0 52	49 30	49 82	296	9	1 " 50	277,929 9 0	5,579	
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	171,039 17 11	32,704	
Hawthorn to Lilydale ...	11 82	8 20	20 02	484	41	1 " 40	374,809 8 5	18,722	
Lilydale to Healesville ...	0 26	15 11	15 37	351	230	1 " 40	213,690 18 10	13,903	
Hawthorn (Kew Junction) to Kew ...	...	0 96	0 96	119	41	1 " 40	76,090 13 10	79,261	
Ringwood to Upper Ferntree Gully ...	...	7 44	7 44	436	314	1 " 40	61,244 13 1	8,232	
¶ Ferntree Gully to Gembrook ...	...	18 22	18 22	1,057	412	1 " 30	57,442 12 1	3,153	
Lilydale to Warburton ...	...	23 97	23 97	738	289	1 " 37½	100,120 18 6	4,177	
St. Kilda and Brighton Electric Street Railway, St. Kilda Station to Brighton Beach ...	...	5 13	5 13	59	7	1 " 21½	38,635 0 6	7,531	
Total mileage of lines constructed§	311 46	3,135 61	3,447 07	...	...	...	32,487,319 3 4	...	
Less mileage closed for traffic at 30th June, 1906 : Double. Single. Total.									
Dunkeld to Peshurst (dis- mantled 19th February, 1898) ...	...	15 87	15 87						
Lancefield to Kilmore ...	...	18 10	18 10						
Fawcner Cemetery to Somer- ton ...	...	5 28	5 28						
Oakleigh to Fairfield Park— Fairfield Park to Deepdene	...	3 34	3 34						
Ashburton to Oakleigh 0 20	...	2 17	2 37						
Canterbury Loop Line (dismantled) ...	...	0 20	0 20						
Burnley to Waverley Road— Darling to Waverley Road	...	0 84	0 84						
	0 20	45 80	46 00						
Total mileage open for traffic at 30th June, 1907—	311 26	3,089 81	3,401 07						
Works, Melbourne to Essendon Junction ...	...	...	...	...	...	...	1,603,846 17 5	...	
Railway Offices, Spencer-street ...	...	...	...	...	...	...	161,332 16 6	...	
Sheds and Workshops, Williamstown ...	...	...	...	...	...	...	154,054 10 9	...	
Sheds and Workshops, Newport ...	...	...	...	...	...	...	371,294 10 9	...	
General Construction Account (Capital Ex- penditure common to all lines) ...	...	...	...	...	...	...	372,127 10 11	...	
Rolling-stock, Broad-gauge... ..	...	...	...	...	...	...	6,049,415 18 6	...	
Rolling-stock, Narrow-gauge ...	...	...	...	...	...	...	38,280 10 5	...	
Rolling-stock, Electric Street Railway ...	...	...	...	...	...	...	14,304 8 3	...	
Grand Total ...	311 26	3,089 81	3,401 07	...	...	...	41,251,976 6 10	...	

† See lines closed for traffic. § Gauge of lines constructed—3,365 47 miles 5ft. 3in. ; 81 60 miles 2ft. 6in. ¶ 2ft. 6in. gauge.
NOTE.—All tracks to piers, wharfs, and ballast pits, and to the Great Morwell Coal Mine¹ 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, 1906, COMPARED WITH THE NUMBER AT 30TH JUNE, 1907. ENTITLED TO COMPENSATION OR PENSION ON RETIREMENT.

Branch,	At 30th June, 1906,	At 30th June, 1907,	Decrease,
Secretary's ...	10	10	—
Rolling-Stock ...	706	678	28
Way and Works ...	553	525	28
Transportation and Traffic ...	720	697	23
Accounting ...	37	34	3
Telegraph ...	24	24	—
Stores ...	18	15	3
Total (Commissioners' Staff) ...	2,068	1,983	85
Railway Construction Branch (Board of Land and Works)	3	3	—
Grand Total ...	2,071	1,986	85

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	20.1.53
1857—May 13	Flinders-street ...	St. Kilda		19.3.56
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		127
1857—June 17	Williamstown Junction ...	Geelong ...	38' 51	36
1859—Jan. 17	Footscray ...	Williamstown Pier	5' 87	150
" Feb. 10	Melbourne ...	Sunbury ...	23' 95	36
1860—Oct. 21	Essendon Junction ...	Essendon ...	3' 50	331
1861—July 8	Sunbury ...	Woodend ...	24' 70	36
1862—April 11	North Geelong Junction ...	Ballarat ...	53' 21	36
" " 25	Woodend ...	Kyneton ...	8' 32	36
" Oct. 21	Kyneton ...	Bendigo ...	43' 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	606 671
Carried forward			1193' 81	

* 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 ...	1,193'81		
1881—June 7	Lancefield Junction ...	Lancefield ...	14'50	660	
" Aug. 11	Waubra Junction ...	Ballarat Race-course ...	2'10	682	
" Sept. 1	Shepparton ...	Numurkah ...	20'74	682	
" Dec. 19	Caulfield ...	Mordialloc ...	9'85	682	
1882—Jan. 26	St. Arnaud ...	Cope Cope ...	16'33	682	
" April 3	Hawthorn ...	Camberwell ...	2'09	682	
" " 15	Inglewood ...	Korong Vale ...	20'20	682	
" " 22	Cope Cope ...	Donald ...	7'52	682	
" July 1	Horsham ...	Dimboola ...	21'45	682	
" Aug. 1	Mordialloc ...	Frankston ...	10'02	682	
" Dec. 1	Camberwell ...	Lilydale ...	17'94	682	
" " 15	Eaglehawk ...	Raywood ...	13'42	682	
1883—April 20	Korong Vale ...	Charlton ...	22'62	682	
" June 14	Wodonga ...	River Murray ...	1'94	682	
" " 21	Raywood ...	Mitiamo ...	22'44	682	
" July 2	Korong Vale ...	Boort ...	17'86	682	
" " 2	Colac ...	Camperdown ...	28'10	682	
" Aug. 1	Ballarat ...	Scarsdale ...	13'11	682	
" Sept. 3	Benalla ...	St. James ...	20'33	682	
" Oct. 1	Charlton ...	Wycheproof ...	16'47	682	
" Nov. 13	Traralgon ...	Heyfield ...	22'06	682	
" " 16	Tallaroak ...	Yea ...	23'69	682	
" Dec. 17	Everton ...	Myrtleford ...	16'56	682	
1884—Feb. 12	Mitiamo ...	Pyramid Hill ...	12'59	682	
" " 15	Braxholme ...	Henty ...	23'19	682	
" April 2	Braybrook Junction ...	Melton ...	15'64	682	
" June 16	Castlemaine ...	Malden ...	10'24	682	
" Sept. 1	Henty ...	Casterton ...	8'90	682	
" " 9	North Melbourne ...	Colburg ...	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	860, 889, 962 & 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	Murtoa ...	Warracknabeal ...	31'20	821 " 1381	
" Nov. 15	Ballarat Cattle-yards Junction ...	*Ballarat Cattle-yards	2'92	821 " 1381	
" Dec. 22	Gordons ...	Ballan ...	7'37	821 " 1381	
1887—Jan. 19	Dimboola ...	Serviceton ...	63'19	821 " 1381	
" " 19	North Creswick ...	Rocky Lead ...	12'65	821 " 1381	
" Feb. 16	Parwan ...	Bacchus Marsh ...	2'54	821 " 1381	
" March 18	Heyfield ...	Maffra ...	10'92	821 " 1381	
" April 21	Wedderburn Junction ...	Wedderburn ...	4'86	821 " 1381	
" " 23	Camperdown ...	Terang ...	13'87	821 " 1381	
" June 1	Rocky Lead ...	Daylesford Junction ...	10'46	821 " 1381	
" " 1	Lubeck ...	Rupanyup ...	9'77	821 " 1381	
" Aug. 19	Tatura ...	Echuca ...	34'07	821 " 1381	
" " 25	Horsham ...	Noradjuha ...	19'95	821 " 1381	
" Sept. 2	Brighton Beach ...	Sandringham ...	2'20	821 " 1381	
" " 24	Braybrook Junction ...	*Newport ...	4'29	821 " 1381	
" Nov. 8	Maffra ...	Stratford ...	6'11	821 " 1381	
" Dec. 19	Hawthorn ...	Kew ...	0'96	821 " 1381	
1888—May 8	Royal Park Junction ...	Clifton Hill ...	2'39	821 " 1381	
" " 8	Nicholson-street ...	Fitzroy ...	0'95	821 " 1381	
" " 8	Clifton Hill ...	Collingwood ...	0'90	821 " 1381	
" " 8	Clifton Hill ...	Alphington ...	2'35	682	
" " 8	Alphington ...	Heidelberg ...	2'24	821 and 1381	
" " 8	Moe Junction ...	Thorpdale ...	10'67	821 " 1381	
" " 8	Sale Junction ...	Stratford Junction ...	8'97	821 " 1381	
" " 8	Stratford ...	Bairnsdale ...	32'79	821 " 1381	
" " 15	Lilydale ...	Yarra Flats ...	7'35	821 " 1381	
" Oct. 1	Numurkah ...	Nathalia ...	13'79	821 " 1381	
" " 1	Numurkah ...	Cobram ...	21'65	821 " 1381	
" " 1	Shepparton ...	Dookie ...	14'84	821 " 1381	
" " 1	Kilmore Junction ...	Kilmore ...	9'51	821 " 1381	
" " 1	Bendigo ...	Heathcote ...	27'64	821 " 1381	
" " 1	Pisgah Junction ...	Waubra ...	13'74	821 " 1381	
" " 1	Frankston ...	Mornington Junction ...	5'02	821 " 1381	
" " 1	Dandenong (Great Southern Junction)	Tooradin ...	15'91	821 " 1381	
" Nov. 20	Inglewood ...	Dunolly ...	24'24	821 " 1381	
" " 20	Hamilton (Coleraine Junction) ...	Coleraine ...	23'01	821 " 1381	
		Carried forward ...	2,179'32		

* Trains run only as required for traffic.

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

Date of Opening.	From—	To —	Length in Miles.	Authorization Act.	
				Number.	
		Brought forward ..	2,179'32		
1889—March 1	Yarra Flats ...	Healesville ...	8'02	821 and	1381
" Aug. 7	Maffra ...	Briagolong ...	11'79	821 "	1381
" " 7	Irrewarra ...	Beeae ...	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	Baliarat East ...	Buminyong ...	6'84	821 "	1381
" Oct. 8	Whittlesea Junction ...	Preston Reservoir ...	4'78	821 "	1381
" " 8	Coburg ...	†Somerton ...	7'16	821 "	1381
" Nov. 12	Yea ...	Molesworth ...	10'68	821 "	1381
" Dec. 3	Heathcote ...	Tooborac ...	10'56	821 "	1381
" " 4	Bacchus Marsh ...	Ballan ...	17'54	821 "	1381
" " 4	Ringwood ...	Upper Fern Tree Gully ...	7'44	821 "	1381
" " 17	Hastings ...	Stony Point ...	5'74	821 "	1381
" " 23	Preston Reservoir ...	Whittlesea ...	17'29	821 "	1381
1890—Feb. 4	Terang ...	Mortlake ...	12'16	821 "	1381
" " 4	Terang ...	Warrnambool ...	28'82	821 "	1381
" " 4	Koroit ...	Warrnambool ...	9'36	821 "	1381
" " 4	Koroit ...	Port Fairy ...	11'34	821 "	1381
" March 17	Mount Moriac ...	*Wensleydale ...	10'92	821 "	1381
" " 24	Burnley ...	†Oakleigh ...	6'29	821 "	1381
" May 12	Warragul ...	Rokely ...	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	Searsdale ...	Linton ...	7'97	821 "	1381
" " 17	Myrtleford ...	Bright ...	18'54	821 "	1381
" Nov. 10	Cathkin ...	Merton ...	15'47	821 "	1381
" " 11	Footradin ...	Loch ...	23'53	821 "	1381
" " 18	Ararat ...	Avoca ...	39'04	821 "	1381
1891—Jan. 15	Kyneton (Redesdale Junction) ...	Redesdale... ..	16'25	821 "	1381
" March 24	Fairfield Park ...	†Riversdale (including ‡Canterbury loop line)	4'99	821 "	1381
" " 24	Maldon (Laanecoorie Junction)	Shelbourne ...	9'84	821 "	1381
" May 7	Merton ...	Maindample ...	13'86	821 "	1381
" June 2	Loch ...	Korumburra ...	9'89	821 "	1381
" " 5	Birregurra ...	Forrest ...	19'85	821 "	1381
" July 23	Beechworth ...	Yackandandah ...	12'84	821 "	1381
" " 24	Bolga ...	Tallangatta ...	5'02	821 "	1381
" Oct. 6	Maindample ...	Mansfield... ..	8'64	821 "	1381
" Nov. 23	Spencer-street ...	§Flinders-st. (Viaduct)	0'76	821 "	1187
" Dec. 17	Korumburra ...	Leongatha ...	9'19	821 "	1381
1892—Jan. 13	Leongatha ...	Port Albert ...	58'75	821 "	1381
" March 18	Rokely ...	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	Dookie ...	Katamatite ...	17'02		1529
1893—Jan. 5	Warracknabeal ...	Beulah ...	21'92		1273
" March 28	Donald ...	Birchip ...	32'30		1273
1894—March 6	Beulah ...	Hopetoun... ..	16'01		1316
" May 7	Korumburra (Jumbunna Junction)	Jumbunna ...	3'74	1240 and	1294
" " 14	Bendigo Cattle-yards Junction ...	*Bendigo Cattle-yards	0'89	1030 "	1381
" June 1	Korumburra (Strezlecki Junction)	Strezlecki... ..	2'25	1240 "	1294
" " 19	Dimboola ...	Jeparit ...	21'59		1312
" July 31	Natimuk (East Natimuk)	Goroke ...	28'32		1292
" Aug. 7	Boort ...	Quambatook ...	21'96		1312
1895—March 8	Wycheproof ...	Sea Lake ...	47'89		1383
1896—Feb. 5	Jumbunna ...	Outtrim ...	2'40	1371 and	1420
" Dec. 15	Nathalia ...	Picola ...	0'74		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 ...	18'22		1549
" " 26	Bungaree ...	*Race-course ...	1'53		1682
1901—Oct. 21	Melbourne ...	Collingwood ...	2'22		1590
" Nov. 13	Lilydale ...	Warburton ...	23'97		1586
1902—March 1	Colac ...	¶Beech Forest ...	29'66	1594 and	1760
" June 5	Heidelberg ...	Eltham ...	8'35		1299
		Carried forward ...	3,299'78		

* Trains run only as required for traffic.

† See lines closed for traffic.

‡ Including portion since dismantled

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

¶ 201. 6m. 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	...	3,299·78	
1903—Jan. 15	Woomelang	...	...	Hattah	...	68·79	1679
" May 25	Hattah	...	...	Nowingi	...	11·94	1679
" Sept. 30	Nowingi	...	...	Yatpool	...	16·19	1679
" Oct. 27	Yatpool	...	...	Mildura	...	13·23	1679
" Dec. 21	North Geelong Loop Line	...	...	* ...	...	0·22	1884
1904—Jan. 1	Burrumbeet Race-course Junction	...	...	* Burrumbeet Race-course	...	1·14	1879
" Feb. 7	Springvale Cemetery	...	...	* ...	...	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	
1906—May 8	St. Kilda	...	...	§ Park-street, Middle Brighton	...	4·07	1956 and 1973
1906—Dec. 22	Park-street, Middle Brighton	...	...	§ Brighton Beach	...	1·06	2035
Total mileage						3,447·07	
Less mileage closed for Traffic at 30th June, 1907—						Miles.	
Dunkeld to Penshurst (Dismantled), 19th February, 1898						15·87	
Lancefield to Kilmore						18·10	
Fawkner Cemetery to Somerton						5·28	
Oakleigh to Fairfield Park—							
Fairfield Park to Deepdene						3·34	
Ashburton to Oakleigh						2·37	
Canterbury Loop Line (Dismantled)						0·20	5·91
Burnley to Waverley Road—							
Darling to Waverley Road						0·84	
						46·00	
Total mileage open for Traffic, at 30th June, 1907						3,401·07	

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, 1887, TO 30th JUNE, 1907.

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.								
1887-8	...	18	2	34	...	15	22	84	8	2	13	10	...	6	45	169
1888-9 ^a	1	116	4	82	4	24	23	107	7	5	37	12	2	12	78	358
1889-90	1	20	8	115	9	49	21	186	7	5	22	13	6	13	74	401
1890-91	...	19	3	82	7	60	14	133	9	6	37	8	2	37	72	345
1891-2	1	37	5	86	1	63	14	115	3	7	21	13	7	21	52	342
1892-3	...	17	...	117	...	33	6	111	2	7	19	7	2	34	29	326
1893-4	...	27	5	85	3	26	9	121	3	4	8	10	8	28	36	301
1894-5	...	12	2	89	1	26	12	107	10	10	14	11	3	27	42	282
1895-6	...	25	3	78	1	29	8	123	4	6	17	13	3	51	36	325
1896-7	...	35	1	102	1	55	5	240	11	9	12	2	5	75	35	518
*1897-8	1	47	2	78	3	53	7	160	4	13	6	15	4	58	27	424
*1898-9	...	14	4	86	...	43	10	203	6	11	14	10	2	33	36	400
*1899-00	...	14	2	115	5	112	4	224	10	15	14	14	3	44	38	538
*1900-1	...	15	3	136	12	150	4	234	6	7	20	15	5	58	50	615
*1901-2 ^b	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	252	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
*1905-6 ^c	...	195	9	162	5	141	6	188	9	23	23	7	8	23	60	739
*1906-7	...	31	6	200	1	123	12	97	7	18	14	13	15	45	55	527
Totals	7	981	68	2,363	71	1,478	192	3,183	122	183	344	222	94	723	898	9,133

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

^a Including North Melbourne accident. ^b Including Jolimont accident. ^c Including Belgrave accident.

APPENDIX No. 20.

DETAILED STATEMENT OF WORKING EXPENSES FOR THE YEAR 1906-7 COMPARED WITH THE YEAR 1905-6, EXCLUSIVE OF THE ST. KILDA AND BRIGHTON ELECTRIC STREET RAILWAY.

	1905-6.	1906-7.
	£	£
TRANSPORTATION BRANCH.		
General Superintendence and Staff	34,311	35,835
Stationery, Printing, and Advertising	19,845	21,308
Stores Expenses	1,689	1,648
<i>Station, Yard, and Signal Service—</i>		
Salaries, Wages, and Expenses of Staff	392,436	406,493
Fuel	853	1,096
Light	11,046	12,015
Uniforms	2,102	3,472
Other Supplies	13,939	15,023
Sanitary and Other Expenses	3,462	4,228
<i>Total Cost of Station, Yard, and Signal Service</i>	£423,838	£442,327
Guards and Conductors—Wages and Expenses	58,001	62,307
„ „ Uniforms and Supplies	838	1,057
Gatekeeping	18,600	18,179
Loss and Damage to Property and Goods	3,827	3,344
Injury to Persons	24,593	4,680
Other Expenses	2,581	2,563
<i>Total Expenses of Transportation Branch</i>	£588,123	£593,248
Percentage of Gross Revenue	15.53	14.78
Per Traffic Train Mile	15.03d.	14.19d.
WAY AND WORKS BRANCH.		
General Superintendence and Staff	£23,456	£26,034
Stationery, Printing, and Advertising	2,056	2,645
Stores Expenses	7,574	6,529
	£33,086	£35,208
<i>Maintenance of Way—</i>		
Superintendence and Staff	£12,856	£13,166
General Labour	233,436	239,573
Track Materials	71,250	76,786
Fences, Gates, Cattle Guards, Roadways, Signs, &c.	26,871	29,418
Tools and Supplies	6,602	7,328
Flood and Fire Claims	653	766
Other Expenses	..	..
<i>Total Cost of Maintenance of Way</i>	£351,668	£367,037
Per Mile of Railway worked	£103.61	£108.11
<i>Maintenance of Works—</i>		
Superintendence and Staff	£8,202	£8,229
Bridges, Culverts, and Drains	28,328	37,676
Piers and Wharfs	2,101	3,357
Weighbridges, Scales, Lifting Cranes, Turntables, Traversers, Grain Conveyors, &c.	4,514	4,929
Buildings, Platforms, and Fixtures	84,537	69,351
Stock Yards	3,401	3,832
Water Supply	7,483	8,655
Signals and Interlocking	16,224	17,860
Telegraph Lines	9,810	9,616
Machinery, Tools, and Supplies	2,827	3,515
Other Expenses	116	187
Flinders-street New Station	20,000	20,000
<i>Total Cost of Maintenance of Works</i>	£187,543	£187,207
<i>Total Expenses of Way and Works Branch</i>	£572,297	£589,452
Percentage of Gross Revenue	15.11	14.69
Per Mile of Railway worked	£168.62	£173.62
Per Traffic Train Mile	14.62d.	14.10d.

APPENDIX No. 20.—*continued.*DETAILED STATEMENT OF WORKING EXPENSES FOR THE YEAR 1906-7, ETC.—*continued.*

						1905-6.	1906-7.
ROLLING STOCK BRANCH.						£	£
General Superintendence and Staff	..	..	..	..	..	11,097	11,603
Stationery, Printing, and Advertising	..	..	..	..	..	1,556	2,587
Stores Expenses	..	..	..	..	..	15,083	10,332
<i>Locomotive Working—</i>							
Superintendence and Staff	..	..	..	..	..	12,931	13,088
Running Sheds (Staff	..	..	..	..	..	33,711	34,829
(Supplies	..	..	..	..	..	2,267	2,643
Drivers and Firemen	..	..	..	..	..	172,134	187,305
Coal, Wood, and Kindlers for Locomotives	..	..	..	..	..	154,297	177,537
Handling and Inspection of Coal, Wood, and Kindlers for Locomotives	..	..	..	..	..	13,359	14,836
Water for Locomotives and Running Sheds	..	..	..	..	..	14,897	14,897
Oil, Tallow, Waste, and other Running Supplies for Locomotives	..	..	..	..	..	10,197	9,669
Fire Claims	..	..	..	..	..	376	735
Other Expenses	..	..	..	..	..	125	54
<i>Total Cost of Locomotive Working</i>	..	..	..	..	..	£414,294	£455,593
Per Locomotive Mile	..	..	..	..	..	9.13 <i>d.</i>	9.22 <i>d.</i>
Per Traffic Train Mile	..	..	..	..	..	10.59 <i>d.</i>	10.90 <i>d.</i>
<i>Inspection, Cleaning, and Lubrication of, and Supplies for, Cars—</i>						£	£
Labour	..	..	..	..	..	26,525	27,088
Lubricants	..	..	..	..	..	1,131	1,211
Light	..	..	..	..	..	9,620	10,268
Ice	..	..	..	..	..	1,026	956
Other Expenses	..	..	..	..	..	1,151	1,445
<i>Total Cost of Inspection, Cleaning, and Lubrication of, and Supplies for, Cars</i>	..	..	..	..	..	£39,453	£40,968
Per 1,000 Car Miles	..	..	..	..	..	76.28 <i>d.</i>	73.11 <i>d.</i>
<i>Total Cost of Working Rolling Stock Branch</i>	..	..	..	..	..	£481,483	£521,083
<i>Repairs and Renewals of Rolling Stock—</i>						£	£
Superintendence and Staff	..	..	..	..	..	5,692	6,804
Repairs and Renewals of Locomotives	..	..	..	..	..	128,475	133,581
„ „ Passenger Cars and Vans	..	..	..	..	..	63,575	69,383
„ „ Trucks	..	..	..	..	..	70,114	78,187
„ „ Covers	..	..	..	..	..	11,559	6,033
„ „ Machinery and Tools	..	..	..	..	..	12,910	13,027
Power, Heat, Light, &c., for Shops	..	..	..	..	..	13,761	15,905
Other Expenses	..	..	..	..	..	756	958
<i>Total Cost of Repairs and Renewals of Rolling Stock</i>	..	..	..	..	..	£306,842	£323,858
Per Traffic Train Mile	..	..	..	..	..	7.84 <i>d.</i>	7.74 <i>d.</i>
<i>Total Expenses of Rolling Stock Branch</i>	..	..	..	..	..	£788,325	£844,941
Percentage of Gross Revenue	..	..	..	..	..	20.81	21.06
Per Traffic Train Mile	..	..	..	..	..	20.14 <i>d.</i>	20.21 <i>d.</i>
GENERAL EXPENSES.						£	£
Salaries and Expenses, Commissioners' and Secretary's Offices	..	..	..	..	..	13,001	13,576
„ „ Chief Accountant's Office	..	..	..	..	..	12,597	13,557
„ „ Auditor of Receipts' Office	..	..	..	..	..	13,307	13,855
Estate Office	..	..	..	..	..	1,361	1,511
General Office Expenses	..	..	..	..	..	1,085	1,192
Legal and Medical Expenses	..	..	..	..	..	3,227	2,434
Stationery, Printing, and Advertising (General)	..	..	..	..	..	2,704	1,468
Other General Expenses	..	..	..	..	..	2,996	1,439
<i>Total General Expenses</i>	..	..	..	..	..	£50,278	£49,032
Percentage of Gross Revenue	..	..	..	..	..	1.33	1.22
Per Traffic Train Mile	..	..	..	..	..	1.29 <i>d.</i>	1.17 <i>d.</i>
<i>Total Working Expenses</i>	..	..	..	..	..	£1,999,023	£2,076,673
Percentage of Gross Revenue	..	..	..	..	..	52.78	51.75
Per Traffic Train Mile	..	..	..	..	..	51.08 <i>d.</i>	49.66 <i>d.</i>
Per Mile of Railway Worked	..	..	..	..	..	£589	£612

APPENDIX No 21.

RESULTS OF WORKING OF THE ST. KILDA AND BRIGHTON ELECTRIC STREET
RAILWAY FOR THE YEAR 1906-7.

Average Mileage of Railway Worked	...	...	...	...	...	...	4.62
Car Mileage	...	...	...	...	...	...	303,777
Number of Passengers carried	...	...	...	...	...	...	1,030,242
Average Fare paid per Passenger	...	...	...	...	...	...	2.21d.
GROSS REVENUE—							£
Passengers	...	...	...	...	...	...	9,514
Parcels	...	...	...	...	...	...	1
Miscellaneous	...	...	...	...	...	...	75
TOTAL GROSS REVENUE	...	...	...	...	...	...	£9,590
Per Passenger Car Mile	...	...	...	...	...	...	7.58d.
Per Mile of Single Track	...	...	...	...	...	...	£2,075.76
ORDINARY WORKING EXPENSES—							£
Transportation Account	...	...	...	...	...	...	3,061
Way and Works Account...	...	...	...	...	...	...	496
Rolling-Stock Account	...	...	...	...	...	...	810
Power Account	...	...	...	...	...	...	1,958
General Expenditure	...	...	...	...	...	...	906
Motor Omnibus Temporary Service	...	...	...	...	...	...	220
TOTAL WORKING EXPENSES	...	...	...	...	...	...	£7,451
Per cent. of Gross Revenue	...	...	...	...	...	...	77.70
Per Passenger Car Mile	...	...	...	...	...	...	5.89d.
Per Mile of Single Track	...	...	...	...	...	...	£1,612.77
NET REVENUE AFTER PAYMENT OF WORKING EXPENSES	...	...	...	...	...	...	£2,139
Per Passenger Car Mile	...	...	...	...	...	...	1.69d.
Per Mile of Single Track	...	...	...	...	...	...	£462.99
SPECIAL EXPENDITURES—							
Replacement of Rolling-Stock, Car Shed, and Equipment, destroyed by fire, and contingencies in connexion therewith, to 30th June, 1907	...	...	...	...	...	...	£9,941
NET LOSS FOR YEAR, EXCLUSIVE OF INTEREST CHARGES	...	...	...	...	...	...	£7,802
INTEREST CHARGES at the rate of 3.74 per cent. on the Total Capital Cost, viz., £52,939	...	...	...	...	...	...	£1,980
NET LOSS FOR YEAR, INCLUSIVE OF INTEREST CHARGES, AS ABOVE	...	...	...	...	...	...	£9,782

APPENDIX No. 22. RETURN OF TRAFFIC AT EACH STATION.

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS AND TELE- GRAPH.		MISCEL- LANEOUS.		GOODS.		LIVE STOCK.	
	Outwards.		Inwards.		Outwards.		Inwards.		Outwards.		Inwards.		Outwards.	
	Revenue.		Revenue.		Revenue.		Revenue.		Revenue.		Revenue.		Revenue.	
	Number of Passenger Journeys.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Addington	1,951	124 10 1	15 14 6	16 13 7	0 4 0	0 9 9	7 15 1	133	488 11 7	1,156	1,156	81 15 8	0 5 3	0 5 3
Adelaide Lead	331	14 1 1	1 11 10	1 11 10	0 4 0	0 9 9	0 19 0	..	..	..	..	..	..	..
Agnes	650	45 4 8	2 1 10	10 14 9	..	0 5 0	1 5 8	..	44 8 5	..	..	16 4 6	4 12 0	4 12 0
Alberton	4,340	1,512 7 11	95 16 4	275 10 0	33 13 6	18 15 9	22 7 8	..	2,091 11 7	1,801	1,801	1,961 3 3	772 19 0	772 19 0
Albert Park	1,603,062	11,051 18 8	282 18 5	643 7 0	2 7 4	0 2 6	30 7 8	..	..	..	..	..	..	..
Albion	112	1 17 10	67 1 5	291 5 1	2 9 0	7 0 0	11 5 2	..	..	..	..	..	..	..
Alexandra Road	2,426	949 5 11	37 6 2	78 16 8	13 16 6	19 10 6	22 1 2	..	1,385	1,385	1,385	2,072 2 3	65 8 10	65 8 10
Alford	3,376	563 1 0	37 6 2	78 16 8	13 16 6	19 10 6	22 1 2	..	1,385	1,385	1,385	2,072 2 3	65 8 10	65 8 10
Alford	12,870	1,904 3 5	46 16 1	134 18 2	2 19 0	12 17 6	6 15 6	2 4 11	1,228 2 8	1,066	1,066	5,327 13 8	73 0 9	73 0 9
Alphington	118,386	1,120 12 5	1 18 5	18 8 8	0 9 6	0 0 9	2 10 0	..	1,228 2 8	1,066	1,066	5,327 13 8	73 0 9	73 0 9
Amphitheatre	2,173	154 17 9	19 9 5	58 6 3	0 2 6	0 11 6	11 9 11	..	1,757 11 10	8,136	8,136	445 17 1	7 14 0	7 14 0
Angaside	419	24 10 0	..	..	..	..	..	..	..	..	..	..	..	..
Antwerp	661	42 1 9	3 12 9	43 4 11	..	..	26 7 6	..	3,123 18 8	5,278	5,278	592 0 0	9 15 3	9 15 3
Ararat	197	13 6 11	0 3 11	2 17 2	..	..	6 18 7	..	6 18 7	454	454	92 9 10	1 0 0	1 0 0
Ararat	30,525	7,285 17 11	475 1 1	915 5 1	86 9 7	115 16 0	551 18 6	0 19 6	2,754 17 9	4,710	4,710	7,427 18 10	527 14 5	527 14 5
Ararat	3,569	489 6 1	64 17 5	65 8 4	8 8 0	8 12 6	63 13 10	0 0 3	5,127 15 8	11,520	11,520	1,038 2 8	76 6 8	76 6 8
Arden Street	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Armidale	1,203,013	13,955 12 5	200 4 1	261 2 3	13 11 2	1 18 4	42 5 0	1 1 8	1,746 8 8	8,888	8,888	21,465 1 8	..	..
Armidale	780	33 8 3	12 5 2	16 15 10	0 4 0	0 3 6	0 10 0	..	549 7 10	2,080	2,080	49 14 4	1 2 6	1 2 6
Armidale	455	34 4 3	15 0 9	20 6 5	0 4 0	0 3 6	0 9 0	..	1,126 17 10	5,662	5,662	159 7 9	..	..
Ascot Vale	1,755,094	14,661 5 4	140 15 4	179 15 2	8 15 9	3 5 3	21 5 6	1 2 9	..	..	..	..	..	..
Ashterton	21,825	307 14 1	10 0 8	7 10 4	..	..	..	..	..	..	..	..	..	..
Aspendale	15,278	368 8 5	11 6 1	22 1 5	0 14 9	130 16 11	1 5 0	..	..	..	..	..	..	..
Auburn	1,503,309	15,760 17 3	188 11 2	230 4 5	9 0 4	0 5 3	21 4 6	0 1 0	..	..	..	..	..	..
Aura	1,036	62 19 4	44 3 0	30 3 9	0 3 6	0 3 9	10 10 0	..	115 1 0	368	368	107 5 11	..	..
Austral Meat Siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Aust. Gypsum Siding	20	5 14 10	..	0 5 0	..	..	..	..	..	..	..	..	..	..
Avenel	4,836	583 11 5	47 13 2	131 13 3	14 1 6	42 8 9	14 11 6	..	2,086 18 6	5,520	5,520	714 1 9	71 9 5	71 9 5
Avoca	6,977	1,108 18 8	208 4 5	264 11 10	7 17 6	15 16 0	16 6 8	0 14 5	2,830 13 1	8,419	8,419	3,116 3 11	25 6 4	25 6 4
Axedale	2,749	215 18 4	12 5 3	34 7 5	1 2 3	9 6 6	18 14 10	..	1,256 19 7	8,647	8,647	226 6 8	15 10 6	15 10 6
Bairnsdale	247	7 18 3	..	..	..	..	..	..	..	..	..	..	..	..
Bairnsdale	23,170	2,064 5 5	722 8 0	305 1 7	180 17 6	216 2 6	390 18 1	1 2 6	2,919 9 11	10,686	10,686	1,492 17 6	648 18 8	648 18 8
Bairnsdale	2,322	263 1 11	25 19 8	64 10 10	6 7 0	1 0 6	37 12 0	..	6,230 11 8	13,985	13,985	532 14 6	179 10 0	179 10 0
Bairnsdale	1,281	66 11 11	2 4 11	7 11 7	0 3 0	0 2 3	1 7 0	..	4,863 3 2	3,827	3,827	44 8 8	2 3 3	2 3 3
Bairnsdale	16,771	6,003 4 0	389 14 6	988 4 5	71 15 1	116 15 9	52 1 2	1 10 0	..	..	..	..	..	..
Bairnsdale	1,120,510	10,028 7 11	204 1 9	362 7 3	8 15 3	2 13 0	5 11 9	1 13 6	..	..	..	..	..	..
Bald Hills	2,230	59 16 6	193 6 2	198 2 3	24 2 10	25 2 3	40 8 3	100 17 4	1,375 11 11	6,684	6,684	1,000 11 0	320 3 1	320 3 1
Bald Hills	12,172	1,306 0 4	4,602 6 3	4,425 8 5	299 17 11	508 8 9	2,166 0 10	23 11 10	29,868 5 6	41,125	41,125	55,308 17 3	9,766 4 5	9,766 4 5
Ballaarat	291,951	41,446 1 8	292 19 7	764 1 5	5 0 6	1 16 3	263 2 7	0 6 9	1,033 19 2	2,511	2,511	15,767 15 4	9 18 0	9 18 0
Ballaarat East	29,654	2,584 19 7	14 9 10	11 2 0	..	0 7 0	3 15 0	..	706 14 2	1,610	1,610	44 18 3	1 2 6	1 2 6
Balmatium	456	22 6 5	0 0 3	2 9 2	..	..	12 6 9	..	..	..	..	..	..	..
Balmatium	37,109	428 17 9	90 17 10	155 17 3	9 1 0	14 14 8	12 6 9	..	1,806 0 3	7,688	7,688	684 15 6	169 11 7	169 11 7
Banookburn	6,574	793 14 0	1 0 3	4 12 8	2 0 9	1 19 0	9 3 8	..	10 13 4	31	31	122 3 5	53 7 0	53 7 0
Banookburn	232	18 17 1	5 9 11	16 14 2	0 6 0	0 3 0	26 0 0	..	642 10 8	1,939	1,939	..	..	..
Barford	352	25 2 0	31 8 8	33 4 2	..	..	..	..	..	..	..	..	..	..
Barker	242,185	2,536 11 0	41 12 3	111 8 11	2 7 0	20 5 9	9 0 0	0 6 9	30 18 0	..	..	14 19 11	..	..
Barker's Creek Siding	4,018	649 11 7	0 3 0	4 3 10	..	..	..	..	1,048 9 8	1,565	1,565	1,260 5 10	48 12 5	48 12 5
Barrow	811	27 11 0	0 3 0	4 3 10	..	..	..	..	..	..	..	..	..	..
Barrow	681	90 0 5	9 13 7	23 10 1	0 5 6	0 4 0	0 15 0	..	2,082 18 2	4,098	4,098	457 13 1	183 12 9	183 12 9

No. 22.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAULS AND TELEGRAPH.		RENTS.		MISCELLANEOUS.		GOODS.		LIVE STOCK.	
	Outwards.		Inwards.		Outwards.		Inwards.		Revenue.		Revenue.		Revenue.		Revenue.	
	Number of Passenger Journeys.		Revenue.		Revenue.		Revenue.		Revenue.		Revenue.		Revenue.		Revenue.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Bartport ..	198	36 15 11	2 8 9	30 7 8	2 14 6	0 3 0	0 11 0	0 5 6	17 19 8	0 12 0	5,770	3,332 3 1	554	411 6 8	..	..
Barvo ..	17	53 4 5	8 12 7	35 18 6	2 7 10	2 14 6	0 11 0	0 5 6	0 12 0	..	..	..	..	..	..	..
Barwon ..	1,117	513 10 2	174 13 1	723 14 10	4 3 5	2 7 10	2 0 6 3	0 6 3	24 18 11	7 15 4	8,422	3,597 2 6	..	341 7 10	2 5 3	8 3 0
Bayswater ..	15,256	5,345 8 11	72 16 11	290 13 8	2 0 6 3	4 3 5	0 6 3	0 6 3	7 15 4	..	2,010	396 0 5	1,239	317 7 4	7 4 3	9 1 6
Beach ..	403,805	5,764	75 5 2	90 13 8	6 7 9	4 3 5	4 17 0	0 6 3	20 10 9	0 18 9	..	..	..	262 2 4	2 15 0	..
Beaconsfield ..	4,633	641 15 3	39 7 11	114 3 8	6 7 9	4 3 5	5 3 0	0 6 3	27 4 10	..	464	128 17 11	658	1,549 9 8	30 19 6	33 10 0
Beaumar ..	12,539	2,123 12 0	138 8 6	318 13 8	15 9 0	6 7 9	16 1 0	0 6 3	15 13 7	0 12 9	19,034	5,356 11 1	1,998	2,404 13 2	505 19 2	59 13 9
Beaufort ..	3,437	517 10 10	74 0 1	185 0 2	10 2 6	13 13 0	1 0 0	0 6 3	73 4 7	..	8,939	4,134 1 5	4,063	1,794 5 5	401 18 10	128 14 2
Beech ..	2,790	483 9 10	41 0 1	116 9 11	9 0 0	32 10 6	1 0 0	0 6 3	20 10 2	0 14 9	8,234	5,673 3 10	1,258	1,956 14 11	49 11 7	39 4 3
Beech Forest ..	11,233	2,716 10 4	216 5 10	560 8 10	0 5 0	32 10 6	0 6 3	0 6 3	93 16 7	..	3,391	1,874 10 2	7,734	7,455 18 3	11 12 10	31 19 11
Beechworth ..	914	131 4 8	7 5 10	13 18 5	0 5 0	32 10 6	0 6 3	0 6 3	40 3 7	..	936	406 0 1	384	241 13 7	..	..
Belgrave ..	2,817	110 18 3	26 5 5	57 15 4	0 3 0	32 10 6	0 6 3	0 6 3	15 10 8	..	858	182 16 6	335	189 18 10	3 17 3	2,206 14 1
Bel ..	264,721	2,051 0 0	76 6 9	47 7 10	2 19 6	0 3 0	0 6 3	0 6 3	10 13 1	..	184	90 16 10	2,776	803 17 10	747 16 8	380 0 8
Bona ..	3,458	407 7 3	37 10 1	55 0 1	10 17 0	1 0 0	1 6 3	0 6 3	51 0 0	1 5 0	320	347 11 0	1,360	507 8 5	1,756 5 10	458 0 1
Bonalla ..	28,972	6,554 11 7	759 12 10	803 18 5	123 1 9	149 8 3	1 6 3	0 6 3	144 15 3	..	11,621	7,167 11 0	7,831	7,641 11 3	3,007 19 8	6,702 18 3
Bondigo ..	163,533	31,263 3 9	2,637 10 1	4,273 3 5	370 15 2	467 8 4	0 6 3	0 6 3	1,053 17 5	14 7 7	20,912	11,739 3 4	125,034	5,332 12 5	..	..
Bondun ..	1,624	72 14 10	40 9 10	33 5 5	0 4 0	0 6 3	0 6 3	0 6 3	0 15 0	0 4 3	262	322 17 5	309	221 12 7	1 7 6	1 0 0
Bondun ..	6,094	1,041 17 2	35 19 9	46 13 4	0 8 0	1 12 6	0 6 3	0 6 3	0 19 1	..	265	70 3 5	3,831	409 17 10	3 12 5	1 0 0
Bondun ..	1,083	220 18 3	20 2 9	213 5 6	11 16 9	0 13 3	0 6 3	0 6 3	8 11 2	..	7,684	1,078 10 5	1,193	1,691 15 10	34 10 10	23 9 1
Bondun ..	12,615	863 12 7	307 0 9	213 5 6	0 1 6	0 13 3	0 6 3	0 6 3	25 3 7	..	1,860	407 6 2	1,719	2,103 17 5	2,263 1 8	25 17 6
Bondun ..	3,041	353 1 10	30 0 5	94 8 2	14 18 3	26 6 9	0 6 3	0 6 3	45 17 3	0 1 0	7,427	5,212 8 3	3,313	4,260 19 8	816 19 6	103 13 6
Bondun ..	3,953	913 10 4	52 1 4	134 8 2	7 16 7	11 10 3	0 6 3	0 6 3	51 10 7	2 0 6	183	89 10 4	243	71 2 5	3 3 9	117 13 11
Bondun ..	2,183	137 10 2	116 10 4	275 16 0	9 1 0	11 10 3	0 6 3	0 6 3	15 12 10	..	4,936	2,991 17 1	3,812	4,971 0 8	862 6 6	318 16 4
Bondun ..	5,212	1,662 14 0	116 10 4	275 16 0	9 1 0	11 10 3	0 6 3	0 6 3	51 10 7	2 0 6	183	89 10 4	243	71 2 5	3 3 9	117 13 11
Bondun ..	2,333	345 0 9	33 12 3	137 15 8	8 7 6	8 17 3	0 6 3	0 6 3	15 12 10	..	3,063	616 4 11	501	732 0 6	145 15 8	101 6 4
Bondun ..	87,061	1,208 13 0	24 10 3	37 15 8	0 13 3	0 9 3	0 6 3	0 6 3	24 10 0	0 3 7	21	8 17 4	1,494	233 2 6	114 6 5	103 0 5
Bondun ..	4,108	243 12 7	40 15 11	44 13 2	1 1 0	1 8 0	0 6 3	0 6 3	13 14 0	..	1,236	594 18 9	580	276 5 1	13 10 11	1 12 9
Bondun ..	5,020	257 14 8	13 12 11	33 6 4	3 9 9	5 7 6	0 6 3	0 6 3	5 1 8	..	5,326	2,332 12 6	1,260	359 7 5	24 0 0	16 19 7
Bondun ..	63	2 19 5	..	1 7 10	..	..	0 6 3	0 6 3	8 19 4	..	2,634	1,831 11 3	112	104 8 9	..	..
Bondun ..	212	45 18 10	7 10 11	16 9 10	0 0 6	0 2 0	0 6 3	0 6 3	2 18 0	..	1,244	1,158 13 6	366	204 13 6	178 4 10	1 15 0
Bondun ..	226	48 16 2	7 10 11	16 9 10	0 0 6	0 2 0	0 6 3	0 6 3	20 14 6	..	22	27 9 4	21	12 14 6	3 18 6	1 11 0
Bondun ..	290	57 2 7	2 3 10	3 14 7	..	..	0 6 3	0 6 3	3 9 10	..	2,533	443 14 0	63	29 13 9	13 12 0	1 11 0
Bondun ..	899	74 14 10	..	17 4 3	..	..	0 6 3	0 6 3	1 8 5	..	..	..	..	0 4 1	..	..
Bondun ..	171	6 8 9	..	0 14 6	..	..	0 6 3	0 6 3	34 16 4	..	410	449 19 9	886	913 6 3	241 13 4	10 12 4
Bondun ..	2,432	363 14 11	23 12 8	91 10 5	37 8 6	16 4 0	0 6 3	0 6 3	23 10 7	..	813	626 3 1	1,333	1,109 11 9	200 3 8	32 10 11
Bondun ..	3,772	501 5 0	42 3 5	118 11 7	10 18 9	5 1 3	0 6 3	0 6 3	10 8 4	..	144	204 19 4	103	35 6 9	823 7 2	33 8 0
Bondun ..	576	24 9 10	116 9 9	267 7 11	16 7 3	42 5 6	0 6 3	0 6 3	63 12 2	0 4 0	7,014	4,412 4 2	2,370	2,623 0 11	825 5 7	245 5 7
Bondun ..	4,405	1,203 4 7	116 9 9	267 7 11	16 7 3	42 5 6	0 6 3	0 6 3	63 12 2	0 4 0	2,299	1,118 9 6	472	500 1 0	135 3 3	107 11 10
Bondun ..	924	131 1 10	21 11 10	44 11 8	1 1 9	1 7 3	0 6 3	0 6 3	8 9 11	..	947	332 5 11	393	342 17 8	296 7 0	12 4 1
Bondun ..	1,005	86 0 1	6 17 8	32 18 2	..	..	0 6 3	0 6 3	17 0 3	0 13 9	500	171 11 6	8,621	1,732 3 4	45 0 7	357 2 1
Bondun ..	304,963	5,430 6 10	298 10 8	155 10 2	5 19 8	1 4 11	0 6 3	0 6 3	..	..	390	175 4 7	..	24 0 11	..	9 11 0
Bondun ..	..	..	0 4 0	3 1 5	..	..	0 6 3	0 6 3	..	..	80	31 8 5	27	..	..	..
Bondun ..	..	..	0 5 2	4 8 2	..	..	0 6 3	0 6 3	10 13 7	..	..	19 18 2	72	9 7 2	..	..
Bondun ..	526	36 6 9	0 5 2	4 8 2	..	..	0 6 3	0 6 3	55 5 11	0 3 0	10	440 1 3	..	650 12 11	880 16 3	32 4 2
Bondun ..	6,394	938 2 5	39 10 5	123 6 4	5 12 3	13 4 9	0 6 3	0 6 3	8 5 4	..	644	11 1 0	12	4 8 0	..	..
Bondun ..	266	8 9 0	..	..	..	..	0 6 3	0 6 3	33 13 9	..	18	3,028 5 5	7,705	2,032 3 4	..	2,12 11
Bondun ..	41,603	534 1 7	68 2 10	39 16 10	2 5 4	2 2 6	0 6 3	0 6 3	2 13 1	..	3,140	632 3 9	386	392 17 5	106 3 2	6 12 1
Bondun ..	368	120 0 3	16 8 4	80 2 7	0 5 6	0 9 6	0 6 3	0 6 3	18 7 1	0 3 9	903	9,950 15 9	14,598	4,578 0 6	735 11 4	311 7 1
Bondun ..	6,030	797 7 0	47 2 9	122 5 4	9 9 3	15 4 6	0 6 3	0 6 3	53 12 4	..	22,849	53 12 4	8,048	5,719 13 0	122 12 8	125 4 4
Bondun ..	6,508	1,893 16 2	137 0 7	458 11 9	1 6 6	16 12 9	0 6 3	0 6 3	51 18 10	0 11 3	518	4,567 13 5	1,238	945 14 7	540 0 0	8 1 8
Bondun ..	287,035	4,280 15 1	60 0 7	111 9 3	2 12 3	0 6 6	0 6 3	0 6 3	40 0 4	..	6,918	..	..	..	..	..
Bondun ..	3,535	360 15 7	11 15 7	61 13 9	0 5 0	0 15 3	0 6 3	0 6 3	..	..	..	..	..	..	..	..

Broadford	9,357	1,295	15	0	88	0	10	259	10	1	7	0	4	11	17	3	34	13	8	4,725	1,484	13	3	4,938	2,183	7	0	261	11	11	382	6	5
Broadmeadows	19,235	402	17	8	241	11	9	118	4	11	2	15	6	4	6	7	6	5	496	101	18	0	1,519	444	4	9	63	14	4	136	12	5	
Brookfield	253	6	6	1	0	7	0	9	19	6	0	4	3	8	5	6	5	5	...	0	6	4	1	3	2	4	...	...	...	...	...		
Broomfield	2,916	141	16	0	0	0	3	9	17	8	0	4	3	0	5	6	5	5	...	0	6	4	1	3	2	4	...	...	...	...	...		
* Brown's Siding	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
Brunswick	408,698	2,044	5	8	169	6	10	127	4	0	3	9	3	1	9	9	10	10	3,488	273	11	8	11,943	3,293	19	6	52	10	6	19	15	8	
Buador	3,271	542	13	6	44	5	4	100	6	7	29	3	6	18	8	9	8	8	2,668	606	11	3	11,943	3,293	19	6	52	10	6	19	15	8	
Buckley	1,314	108	13	2	25	15	7	17	7	7	1	15	3	0	5	0	2	2	4,975	1,529	15	0	847	612	11	2	52	10	6	19	15	8	
Buckabanyule	1,276	209	3	8	12	9	1	50	3	1	0	3	0	0	6	9	7	7	2,400	1,099	0	7	192	57	13	1	52	10	6	19	15	8	
Buffalo	1,316	186	16	4	13	5	4	58	19	6	0	3	0	0	6	9	7	4	3,340	1,817	11	4	483	367	12	6	152	8	0	3	10	1	
Bullabul	121	4	0	6	1	4	0	1	10	10	0	0	5	0	0	9	7	4	194	120	18	1	173	155	12	4	85	19	4	10	5	6	
Bullarto	7,637	350	11	6	13	1	0	36	10	9	6	11	9	0	15	6	6	40	1,621	402	17	11	384	36	15	5	1	12	0	1	2	0	
Bulu Bulu	1,443	43	3	7	19	1	1	48	11	1	9	11	9	0	19	6	6	8	811	331	2	11	732	379	0	6	28	7	8	5	5	0	
Bungaree	4,919	395	7	8	19	1	1	37	19	4	9	11	9	0	14	8	0	10	13,590	4,616	4	5	805	361	0	3	5	5	0	7	13	6	
Bung Bong	314	14	14	3	8	13	7	7	5	7	0	6	6	0	6	6	6	6	867	451	19	4	65	34	11	11	5	5	0	5	2	8	
Buninyong	65,778	1,251	17	5	77	11	10	131	1	0	1	2	0	5	1	6	6	4	2,841	1,257	6	11	2,257	1,053	3	6	11	11	6	79	6	6	
Burayip	8,210	890	7	5	60	19	7	190	4	9	10	0	3	9	3	11	0	9	4,295	1,393	15	0	2,049	997	19	10	11	11	6	79	6	6	
Burnley	857,905	5,962	0	3	111	15	7	181	16	7	1	15	9	0	14	0	6	6	6,070	2,521	3	11	65,350	21,900	3	0	205	16	4	330	13	7	
Burumbet	3,270	296	3	5	40	2	6	46	9	11	13	17	2	72	17	6	6	11	1,671	34	18	11	312	117	15	3	205	16	4	330	13	7	
Bushy Park	43	14	3	4	1	2	8	4	12	5	0	4	6	0	15	0	0	0	1,240	107	13	1	43	23	9	4	...	...	...	2	7	7	
Bylands	528	18	15	0	11	16	9	10	13	10	0	4	6	0	15	0	0	0	429	135	13	11	87	29	17	5	...	...	...	2	7	7	
Byrne	335	19	13	9	11	2	3	28	3	9	...	...	...	...	...	...	...	...	1,316	728	0	9	...	184	0	5	213	13	8	6	7	5	
Byrneside	1,080	167	4	11	37	10	10	38	16	1	1	8	6	10	0	6	3	3	112	99	1	7	352	181	4	10	313	4	5	87	17	10	
Caldermeade	1,723	196	18	8	1	...	...	...	...	...	...	...	...	...	...	...	...	...	126	99	1	7	41,352	7,336	4	4	...	...	...	6	8	11	
California Gully	74	16	934	1	3	283	16	0	274	14	5	0	4	0	3	0	0	0	729	452	14	6	27,606	4,999	16	4	...	...	...	1	9	3	
Cambewell	1,321,919	114	3	8	11	7	7	20	8	9	0	6	0	0	3	0	0	0	429	320	18	3	11,018	6,432	4	0	1,829	12	7	392	18	3	
Campbell	26,442	5,646	14	3	346	14	4	792	1	6	6	5	3	172	10	11	0	0	451	330	9	9	11,018	6,432	4	0	...	...	...	1	18	0	
Campdown	5,127	44	13	8	105	3	8	218	13	6	6	15	6	0	10	2	0	0	3,754	3,309	3	9	11,018	6,432	4	0	1,829	12	7	392	18	3	
Canadian	594,204	7,497	19	3	105	3	8	218	13	6	6	15	6	0	10	2	0	0	...	...	...	...	...	...	...	...	...	...	...	...	...		
Canis	257	71	2	7	1	8	2	19	7	4	0	1	6	0	0	9	0	0	...	...	...	...	...	...	...	...	...	...	...	...	...		
Carapoe	698	37	5	6	5	19	2	19	7	4	0	1	6	0	0	9	0	0	...	...	...	...	...	...	...	...	...	...	...	...	...		
Cardigan	1,072	25	2	7	7	15	11	19	7	4	0	2	10	6	0	3	3	0	...	...	...	...	...	...	...	...	...	...	...	...	...		
Carlisle	22,249	717	11	6	36	8	5	65	8	5	1	13	6	12	7	6	0	0	1,917	793	8	2	9,880	2,635	16	4	101	13	11	57	12	2	
Carlsruhe	1,886	139	18	4	7	2	1	15	4	10	0	4	6	4	13	4	0	0	484	156	19	0	39	21	1	5	33	6	6	6	10	6	
Carrum	14,992	609	17	2	102	11	0	105	3	0	1	3	4	0	13	4	0	0	19,170	1,913	1	7	1,456	364	0	7	8	0	0	4	4	2	
Casterton	7,530	2,535	12	9	196	0	11	513	0	2	55	7	3	63	12	0	0	0	4,638	4,418	9	5	5,827	5,589	7	5	19	10	6	49	3	0	
Castlemaine	60,778	8,583	4	10	631	17	4	1,032	15	4	13	15	9	21	7	3	0	0	6,759	3,901	1	10	16,395	12,068	16	0	85	7	4	341	8	1	
Cathkin	1,142	102	6	1	31	2	5	27	15	4	0	10	6	0	10	6	0	0	1,160	487	7	3	125	105	0	8	1	19	9	31	1	3	
Caulfield	634,938	9,837	3	6	189	5	2	1,437	4	1	1,437	4	1	864	1	6	0	0	411	80	6	3	9,277	1,603	6	11	356	2	6	316	4	4	
* Chalk's Mines	62	1,444	4	10	144	19	9	321	17	11	25	19	9	18	7	9	0	0	9,915	5,945	15	11	3,984	4,903	10	4	526	15	5	48	1	5	
Charlton	5,050	1,444	4	10	144	19	9	321	17	11	25	19	9	18	7	9	0	0	...	...	...	...	...	...	...	...	...	...	...	...	...		
* Chelsea	318	114	17	10	161	18	0	152	17	12	2	2	11	1	1	0	0	0	583	102	4	4	6,516	925	15	10	7	4	6	25	0	0	
Cheltenham	141,214	2,367	10	2	62	16	4	16	5	12	0	3	6	0	4	0	0	0	9,452	3,894	9	6	558	269	1	8	...	...	...	...	...	...	
Chevron	8,292	745	10	2	63	11	8	67	3	7	2	4	8	0	18	0	0	0	613	281	4	3	3,685	860	7	11	...	...	...	41	6	6	
Chilren	10,736	2,209	16	11	120	19	4	356	16	9	38	16	3	34	13	3	0	0	2,173	1,064	1	10	7,124	4,614	11	3	201	5	0	25	11	4	
Clarendon	446	26	12	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
Clayton	28,694	529	19	8	89	13	11	43	13	5	0	15	0	0	12	9	0	0	101	24	15	7	2,169	292	19	5	...	...	...	16	8	2	
Clifton Hill	1,000,176	7,929	1	0	218	5	11	144	3	6	5	5	0	0	11	0	0	0	...	...	...	...	...	...	...	...	...	...	...	...	...		
Cluses	12,897	1,470	16	8	399	3	11	219	11	4	8	16	6	19	6	0	0	0	4,277	1,860	5	11	4,277	1,860	5	11	260	18	6	71	18	6	
Clusville	3,643	314	10	5	307	0	6	80	18	6	10	0	0	8	10	7	0	0	1,414	329	1	11	112	218	16	1	1	15	6	134	11	2	
Cobden	944	21	19	3	6	15	11	43	10	8	0	5	0	0	0	0	0	0	128	82	14	4	112	91	13	9	92	9	2	49	2	8	
Cobden	634	55	12	0	44	3	6	130	4	7	0	9	0	15	2	9	0	0	1,064	1,278	19	11	2,594	1,790	8	2	3,548	19	11	226	17	4	
Cobram	5,303	2,403	3	9	105	18	8	390	6	9	9	12	0	51	3	9	0	0	6,832	6,675	3	8	3,370	5,228	11	9	...	...	...	...	...	...	
Coburg	528,217	3,083	7	6	87	4	2	77	14	0	6	15	8	0	17	6	0	0	273	153	5	8	3,594	1,215	5	1	...	...	...	...	...	...	
Cockatoo	2,227	186	0	11	44	5	9	70	2	1	0	10	0	0	7	6</																	

No. 22.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES AND DOGS.		MAILS AND TELEGRAPH.	RENTS.	MISCELLANEOUS.	GOODS.			LIVE STOCK.			
	Outwards.		Inwards.		Outwards.					Inwards.		Tons.	Revenue.		Inwards.	Revenue.
	Number of Passenger Journeys.	Revenue.	Revenue.	Revenue.	Revenue.	Revenue.				Tons.	Revenue.		Revenue.			
Freighton	229	£ 9 12 6	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	5,843	£ 2,294 5 11	51	£ 17 19 11	£ s. d.		
Freswick	31,201	2,133 16 9	1 13 11	4 15 6	0 1 3	0 6 3	...	6 0 0	...	495	447 7 10	7,327	2,949 1 9	...		
Frib Point	156	16 15 3	...	3 15 5	...	...	...	9 7 6	0 5 9	...	1 17 3	...	4 16 10	...		
Glossley	919	30 14 7	...	1 15 7	...	...	...	20 10 10	...	989	509 9 8	51	10 12 9	...		
Grossover	1,628	50 14 6	0 0 6	27 19 1	...	0 2 6	...	...	...	2,992	903 17 7	94	48 14 5	1 5 0		
Groxton	354	30 11 4	1 3 6	18 4 7	13 9 6	10 3 0	...	...	...	782	767 1 7	392	279 9 2	18 19 10		
Groxton	367,499	2,314 8 5	27 9 10	54 19 7	1 2 2	0 1 0	...	14 1 9 9	...	24	9 3 7	4,146	830 6 10	...		
Groxton	27,522	929 0 10	152 14 0	148 12 5	1 19 3	1 19 10	...	34 9 7	0 0 9	1,290	25 9 0 5	1,780	432 17 5	6 19 6		
Groxton	1,627	98 4 6	8 13 0	20 18 2	1 8 6	0 4 6	...	21 12 2	...	139	79 11 8	...	...	2 5 0		
Groxton	415	31 10 2	3 0 9	27 9 1	...	0 17 0	...	14 5 8	...	3,666	2,494 18 3	476	417 14 8	4 3 7		
Groxton	20	1 10 0	...	1 0 6	...	...	...	...	...	3,744	834 12 9	7,971	1,963 18 11	873 11 2		
Groxton	117,313	4,466 14 4	72 7 8	459 5 4	122 19 1	37 3 5	...	283 17 3	1 4 0	1,155	231 13 7	119	98 11 3	9 3 3		
Groxton	1,863	123 6 7	6 15 3	28 19 0	6 1 6	0 14 6	...	1 15 6	...	...	...	...	...	...		
Groxton	7,855	127 17 5	1 13 8	3 6 9	...	0 9 6	...	10 13 6	...	...	...	...	...	...		
Groxton	4,300	260 11 3	29 6 11	70 1 9	2 9 0	0 5 0	...	19 17 7	...	910	823 17 3	431	287 15 3	169 9 9		
Groxton	1,557	34 5 6	2 0 0	4 19 9	...	0 5 0	...	10 14 11	...	10	9 12 3	5	4 7 3	...		
Groxton	27,270	4,039 8 10	322 17 9	634 15 5	41 0 11	41 19 11	...	50 4 8	0 6 6	4,713	2,038 17 5	11,245	6,406 0 0	86 13 4		
Groxton	1,812	282 3 4	23 0 8	108 4 4	0 13 6	1 9 3	...	14 0 6	...	1,121	355 17 3	696	399 9 1	12 2 4		
Groxton	34,359	429 11 11	38 0 8	12 3 11	0 1 6	...	...	16 9 6	...	...	...	...	...	...		
Groxton	582	64 0 3	2 7 10	11 4 4	...	0 4 0	...	8 3 6	...	36	7 17 7	...	...	...		
Groxton	1,615	53 19 1	...	...	...	...	...	...	...	...	...	...	...	...		
Groxton	6,180	151 10 1	92 6 0	33 0 8	1 0 0	0 8 6	...	14 19 6	...	...	...	...	...	...		
Groxton	112	4 7 1	0 0 6	4 2 3	...	...	...	21 5 4	...	25	5 6 7	...	...	...		
Groxton	1,389	100 0 9	13 19 3	17 6 3	...	0 11 6	...	3 0 4	...	...	...	...	...	...		
Groxton	718	80 12 7	2 7 10	14 19 1	0 0 9	0 6 6	...	760 4 0	...	4,295	769 4 0	246	62 4 3	31 13 6		
Groxton	3,936	519 19 11	37 4 4	74 14 7	9 12 3	3 19 9	...	10 14 4	...	5,437	988 13 9	1,132	71 13 11	52 6 8		
Groxton	2,051	194 7 3	14 3 2	60 4 2	10 18 3	0 8 3	...	36 5 7	...	2,964	1,451 10 3	1,144	985 3 4	315 10 3		
Groxton	4,508	213 16 2	57 15 9	36 17 4	20 18 6	35 19 9	...	17 0 7	0 0 6	6,118	3,357 1 1	1,102	939 1 2	0 6 9		
Groxton	18,321	3,249 10 1	154 7 11	366 10 0	20 13 6	22 12 4	...	119 15 0	0 6 6	1,458	5,345 18 7	3,464	105 10 10	3 17 0		
Groxton	2,201	308 6 0	19 2 0	78 13 3	4 16 9	2 9 6	...	8 14 3	...	7,975	5,345 18 7	3,464	329 0 7	80 16 0		
Groxton	118	15 2 6	0 9 8	1 14 5	0 15 0	0 11 6	...	...	...	3,972	1,577 12 10	713	465 19 6	76 8 2		
Groxton	1,043	111 17 5	14 4 0	28 10 0	0 15 0	...	...	17 7 0	...	...	197 2 8	218	99 7 10	8 15 0		
Groxton	1,057	53 15 11	3 6 6	7 8 6	...	...	...	...	...	231	69 6 2	...	...	...		
Groxton	6,953	2,146 1 0	155 17 1	408 3 11	34 11 6	18 10 9	...	76 18 2	0 5 0	12,786	8,041 18 3	7,706	6,174 8 4	147 5 6		
Groxton	4,426	288 12 6	336 16 10	73 2 4	14 4 9	8 18 7	...	18 2 6	...	463	195 2 5	1,002	277 4 0	620 9 9		
Groxton	1,998	68 8 6	6 12 9	39 11 7	0 14 9	0 12 3	...	19 10 5	...	3,506	2,220 16 10	539	303 18 2	37 12 4		
Groxton	3,575	870 7 5	97 5 2	195 11 1	17 0 3	23 11 11	...	72 6 7	0 13 6	3,508	1,368 10 3	2,703	2,450 19 10	365 10 1		
Groxton	12,530	1,716 15 1	201 11 0	290 3 6	27 16 6	7 13 6	...	...	...	...	0 1 6	...	...	...		
Groxton	7,350	429 2 5	91 18 2	62 15 10	3 0 3	29 7 3	...	75 7 4	...	1,482	1,064 18 0	3,689	1,947 5 1	203 18 3		
Groxton	223	32 0 8	1 19 10	8 14 8	0 10 9	3 5 6	...	33 4 1	...	6,442	1,569 1 3	1,483	476 9 11	125 1 1		
Groxton	5,348	942 0 2	39 8 4	112 10 7	14 9 6	7 4 0	...	0 10 0	...	2,342	1,536 1 4	202	121 7 4	3 13 3		
Groxton	14	1 15 11	...	0 0 8	...	...	...	54 12 8	...	1,254	1,128 9 10	894	614 7 1	834 16 10		
Groxton	6,318	220 9 11	8 0 10	26 19 8	0 6 6	0 16 9	...	32 12 8	...	18	19 1 9	...	...	...		
Groxton	11,054	1,296 4 10	118 1 9	265 11 9	5 4 0	2 8 6	...	12 11 4	0 0 9	2,232	967 6 5	1,119	413 12 0	...		
Groxton	275	16 18 2	...	...	...	...	...	...	...	9,214	2,195 1 3	3,338	2,301 15 9	10 6 3		
Groxton	11,975	904 14 11	163 15 10	376 10 10	6 2 5	2 15 3	...	...	...	163	50 9 5	...	...	...		
Groxton	345,156	4,118 1 11	40 6 2	61 3 9	1 16 10	0 4 0	...	30 3 11	0 6 3	616	451 13 4	68,208	15,167 19 2	0 15 6		
Groxton	237	11 0 9	8 2 9	7 5 4	...	...	...	21 19 10	...	...	...	...	...	...		
Groxton	406	29 4 9	...	0 5 2	...	...	...	1 13 4	...	546	182 18 2	...	...	...		
Groxton	934,059	6,077 0 3	157 15 0	98 8 10	1 15 6	0 6 3	...	16 8 9	...	54	5 9 0	...	...	...		
Groxton	33	1 1 1	...	...	...	...	...	...	...	...	...	...	...	...		
Groxton	22,007	6,362 11 3	373 3 8	833 14 10	98 12 8	136 1 9	...	320 4 11	0 18 9	49,175	38,612 4 9	24,972	20,366 11 9	1,743 6 1		
Groxton	41	2 10 6	1 14 9	0 6 9	...	...	...	9 8 1	...	2,713	651 14 4	6	0 14 3	...		
Groxton	1,913	159 1 6	8 10 9	25 19 4	0 2 6	0 9 0	...	19 2 8	...	1,110	319 12 10	181	115 1 7	3 15 4		

Elaine	5,041	529	19	3	42	1	4	89	4	8	0	14	0	1	14	3	17	3	1	3,698	692	1	1	1,345	550	4	3	6	6	9	19	2	10		
Elingamite Siding	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
Elingamite	20	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...			
Ellam	1,753	330	4	9	113	9	...	50	3	10	...	0	15	6	0	2	0	8	18	8	3,773	2,560	9	9	420	279	18	8	...	...	...	...	...		
Elmore	12,305	1,902	8	5	118	2	...	267	8	11	...	33	13	0	52	3	9	20	18	6	2,502	1,435	2	2	612	2,471	6	17	504	9	5	18	17	7	
Elphinstone	4,417	373	2	9	39	1	...	33	18	4	...	1	17	0	1	0	6	6	5	7	2,783	645	12	0	353	2,762	14	8	90	0	1	16	11	6	
Elsternwick	1,396,885	14,821	13	0	236	11	...	418	9	10	...	9	9	2	2	5	9	74	6	0	15,180	109	8	6	573	231	9	9	1	8	0	2	7	6	
Eltham	20,001	757	10	5	23	18	5	75	12	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
Emberton	...	3	5	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
Emerald	3,102	222	1	11	137	15	3	124	17	8	...	0	5	0	0	13	0	23	2	0	1,262	381	13	7	761	395	10	11	...	...	...	...	...		
Emu	2,178	346	0	2	16	4	2	54	1	9	...	0	6	0	0	6	0	1	10	0	6,544	2,093	9	11	502	415	6	0	16	4	3	9	0	6	
Epping	10,624	237	12	8	77	0	9	4	9	0	...	6	15	0	82	0	6	13	9	11	40	13	2	11	1,701	202	11	9	...	...	...	...	...		
Epsom	638	39	0	5	2	17	7	4	9	0	...	0	3	0	0	3	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
Essendon	873,773	10,376	11	10	201	14	8	211	13	10	...	21	2	1	77	5	4	77	12	2	1,154	346	2	7	14,129	4,266	11	11	...	...	...	...	...		
Eureka	2,949	32	11	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
Euroa	15,673	3,089	17	2	339	3	8	486	19	1	...	42	11	0	50	8	6	51	12	4	18,066	8,682	12	9	4,961	3,919	3	11	1,004	14	11	...	...	...	
Eurobin	669	34	17	2	...	...	...	25	17	11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Eversley	339	23	12	7	...	...	...	9	12	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Exeter	4,873	547	0	5	23	18	11	54	15	10	...	15	0	9	0	4	6	38	1	1	2,030	808	10	6	804	187	13	5	57	15	1	11	1	9	
Fairfield Park	391,820	2,758	7	11	26	14	4	29	5	2	...	1	7	0	1	8	0	28	18	3	1,345	429	19	4	204	429	19	4	1	10	6	0	11	0	
Fairview	84	11	13	5	...	...	...	0	14	11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Federal Manure Siding	3,732	393	13	7	...	...	...	62	15	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Fernbank	1,811	216	3	10	40	7	1	48	7	9	...	0	5	6	1	9	6	30	17	4	6,080	471	2	0	459	507	368	3	5	418	19	3	142	1	0
Fern Hill	3,638	465	14	5	21	6	9	94	11	0	...	...	...	...	...	...	...	288	7	6	1,393	811	13	11	44,661	15,802	14	5	0	11	3	...	...	...	
Fitzroy	127,432	787	1	2	20	5	1	17	8	3	...	0	13	9	1	16	6	36	13	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Flemington Bridge	1,271	179	8	4	...	...	...	25	3	6	...	1	9	3	...	...	...	11	10	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Flynn	2,038,488	18,831	1	8	847	14	7	407	13	7	...	22	7	10	6	15	9	107	5	9	10,729	3,974	1	8	21,403	6,523	19	8	...	...	...	...	...	...	
Footscray West	109,654	800	0	9	93	11	2	37	18	5	...	3	19	7	0	4	6	31	3	11	8,992	1,675	3	5	2,102	640	8	15	...	...	...	...	...	...	
Footscray	1,886	418	9	11	27	15	4	126	14	0	...	1	1	9	2	7	0	69	43	10	13,786	7,862	7	9	920	690	9	5	...	...	...	...	...	...	
Foster	5,709	1,110	3	4	77	2	7	181	4	6	...	14	7	6	38	18	3	64	0	11	825	651	13	8	1,811	1,339	10	5	168	17	4	...	...	...	
Frankston	31,861	1,447	7	9	171	2	7	298	15	0	...	10	12	0	10	11	3	27	14	4	32,150	3,111	0	11	2,186	692	12	5	14	4	...	...	...	...	
Fyans Creek	...	84	15	10	3	2	1	6	11	11	...	...	...	...	...	...	...	11	18	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Fulham	282	62	12	5	4	13	7	17	11	8	...	0	5	0	2	0	2	23	3	0	4,066	2,272	14	3	534	181	6	7	...	...	...	...	...	...	
Galaquil	1,022	3	10	4	...	...	...	2	0	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Gama	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
*Garden Vale	87,283	1,004	8	8	9	0	4	11	15	8	...	1	1	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Gardiner	18,292	270	6	11	36	17	11	10	7	6	...	...	...	...	...	...	...	10	4	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Gardfield	5,101	587	19	10	40	2	10	98	11	6	...	2	5	6	4	15	0	17	19	6	2,198	598	3	6	1,095	558	3	3	32	13	4	70	19	10	
Garvie	2,299	143	8	3	23	18	9	51	17	0	...	0	8	0	14	10	0	1,629	26	11	96,822	40,826	15	6	202,543	881	18	10	65	2	8	63	19	8	
Geelong	150,130	27,674	9	11	2,182	6	0	1,750	18	10	...	235	18	7	110	3	4	1,316	1	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Gellibrand	1,894	167	10	1	10	12	4	42	3	2	...	0	3	3	0	4	9	15	3	9	389	186	6	8	226	197	7	11	...	...	...	...	...	...	
Gellinodale	1,557	375	9	5	51	3	9	50	17	5	...	1	2	0	5	7	3	12	0	0	435	407	2	11	773	422	9	9	...	...	...	...	...	...	
Gembrook	1,976	218	19	0	12	3	9	109	3	0	...	1	9	11	1	16	0	19	4	7	3,201	814	17	7	62	38	19	3	...	...	...	...	...	...	
Gerangamete	514	14	17	10	1,976	2	15	1	16	11	7	...	0	10	6	0	11	29	3	11	1,391	351	13	11	203	562	19	2	...	...	...	...	...	...	
Gerang	1,021	51	3	5	12	14	1	45	11	7	...	0	10	9	0	4	6	1	3	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Germantown	753	66	0	1	2	18	5	6	9	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Gheringthorpe	2,975	70	1	1	5	2	9	7	17	10	...	0	2	0	0	13	2	29	17	11	1,719	388	9	11	166	55	16	4	...	...	...	...	...	...	
Gherang	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Gisborne	9,615	1,038	14	6	105	0	2	171	14	7	...	3	15	11	26	16	6	19	8	10	2,602	1,351	11	0	13	1,758	5	4	235	15	11	172	0	7	
Gladstone Siding	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Gladstone	908	70	10	10	...	...	...	11	17	1	...	0	1	0	2	0	6	19	0	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Glenahlyn	1,525,906	15,355	8	10	221	10	3	288	7	0	...	11	12	1	0	16	9	67	11	8	1,059	480	13	8	362	308	5	6	459	10	3	359	10	1	
Glenorie	232	27	15	0	10	17	0	8	18	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Glenroy	2,109	251	3	11	20	8	5	54	14	6	...	5	19	0	0	5	6	9	1	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Glen Huntly	66,852	904	1	11	23	9	5	26	8	5	...	0	18	6	0	17	0	6	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Glen Iris	10,923	174	1	11	13	12	11	56	3	7	...	0	11	6	0	9	9	16	2	0	4,067	2,501	1	9	483	401	0	4	710	0	10	...	...		

No. 22.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS AND TELEGRAPH.		RENTS.		MISCELLANEOUS.		GOODS.				LIVE STOCK.	
	Outwards.		Inwards.		Outwards.		Inwards.		Revenue.		Revenue.		Outwards.		Inwards.		Outwards.	
	Revenue.		Revenue.		Revenue.		Revenue.		Revenue.		Revenue.		Tons.		Revenue.		Revenue.	
	£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.	
	Number of Passenger Journeys.																	
Grassdale	1,317	213 2 11	£ 4 12 2	38 6 2	£ 20 1 6	£ 0 3 0	£ 0 12 0	£ 16 14 0	£ 0 11 6	458 30	£ 391 4 7 9 3 0	183	£ 100 12 2	£ 431 6 9	£ 25 6 10			
Gravelside	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Great Southern Con-	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
sols Siding	2,678	309 12 6	38 6 2	65 3 1	2 15 6	17 9 9	3 16 0	1,039	1,222 2 1	2,626	555 0 11	9 4 3	28 19 3	..	..	..	..	
Great Western	110	7 1 4	0 18 2	3 5 5	0 0 6	0 2 0	1 10 0	31	14 6 7	16	9 0 8	..	..	..	..	..	..	
Green Hill	16,954	566 3 0	26 7 6	43 9 7	0 1 6	0 2 0	1 0 0	453	118 11 3	739	227 12 4	..	..	..	1 2 6	..	..	
Greenborough	124	34 9 2	0 15 10	8 9 4	..	0 3 0	7 16 0	846	541 0 4	142	103 18 1	129 4 0	..	..	3 7 2	..	..	
Gredegwin ..	263	10 13 10	0 5 1	8 9 1	..	..	3 2 7	2,484	1,361 1 4	489	254 8 5	..	..	..	..	..	..	
Greenville	112	9 1 0	0 10 3	0 10 3	..	..	1 0 0	12	1 4 0	1	1 7 0	..	..	..	..	..	..	
Gritfirk	3,669	283 8 8	26 13 10	46 1 9	0 7 0	0 13 3	11 6 0	592	365 3 7	734	489 2 4	1 17 3	19 12 10	..	..	..	..	
Guildford ..	938	139 5 0	8 7 3	41 6 0	0 2 6	0 13 9	16 6 2	743	278 0 11	430	326 13 8	2 6 0	5 12 0	..	..	..	..	
Gymbowen	3,170	108 13 1	20 1 3	14 0 9	0 1 0	0 8 0	0 10 0	127	108 15 11	297	128 3 10	..	..	..	..	..	..	
Haddon	2,982	131 7 1	223 3 4	46 4 7	0 5 0	1 10 9	467 14 1	140	31 17 5	335	93 5 9	..	..	..	2 0 0	..	..	
Hallam ..	33,192	8,437 14 1	653 10 1	1,045 6 11	109 1 10	190 15 2	2 15 0	5,962	4,707 10 8	15,906	9,842 4 6	1,990 3 10	446 5 8	..	0 16 6	..	..	
Hammond	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Hampton	117,779	1,831 1 5	27 6 1	53 1 1	0 14 3	0 4 9	23 0 8	6,254	2,613 18 5	19	12 18 8	7 3 0	..	..	..	..	..	
Happy Valley	1,009	89 10 6	86 5 2	52 13 7	0 4 9	0 16 0	10 12 2	5,754	2,496 16 9	1,144	578 15 5	..	..	..	2 7 0	..	..	
Harcourt	6,638	399 14 3	41 16 5	18 16 10	..	0 2 6	1 11 6	..	..	..	..	..	..	..	..	..	..	
Hartwell	44,704	538 6 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Hartwell Hill	1,419	18 18 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Hastings	2,773	239 8 0	55 17 1	101 16 3	2 8 6	4 10 3	10 14 6	1,089	310 1 4	729	374 9 4	5 7 0	23 6 0	..	6 2 6	..	..	
Hatfield	62	16 19 6	28 16 6	6 12 0	0 3 0	3 2 6	37 10 0	15	9 5 9	15	22 6 4	..	..	..	..	..	..	
Havelock ..	1,620	46 15 1	13 8 10	10 6 10	..	..	..	435	122 3 9	447	239 1 9	..	..	..	..	..	..	
Havilah	..	..	..	..	..	..	..	304	141 10 7	28,653	4,797 2 11	..	..	..	..	..	..	
Hawkesburn	1,744,542	14,669 15 11	350 16 4	610 6 0	14 14 8	1 15 6	29 13 4	1,473	401 7 0	462	239 5 3	366 5 6	180 2 4	..	..	..	..	
Hawkesdale	1,680	217 2 5	18 7 5	66 3 9	7 2 2	4 15 6	9 15 0	720	603 16 11	20,263	4,472 2 5	..	..	..	..	..	..	
Hawthorn	1,155,650	10,354 0 7	144 19 10	188 16 0	..	0 17 9	107 7 8	27	8 5 6	47	27 1 0	4 1 10	10 18 6	..	..	..	..	
Hazelwood	150	5 13 2	0 2 8	1 2 4	..	..	0 14 4	27	..	..	..	..	..	..	..	..	..	
Healesville	11,534	1,319 11 4	290 0 0	415 10 7	5 0 6	11 15 0	59 17 1	5,783	1,272 11 0	3,033	1,589 8 7	13 12 5	152 19 10	..	..	..	..	
Heathcote	6,803	1,219 14 9	110 15 5	262 17 11	3 11 9	13 1 3	42 0 6	19,544	4,069 1 5	3,443	2,336 9 10	171 8 10	123 17 6	..	..	..	..	
Hedley	499	41 12 10	2 15 7	20 3 1	11 7 3	0 13 6	32 2 9	174	77 17 4	152	136 3 11	..	..	..	..	..	..	
Heidelberg	213,523	3,224 1 8	290 7 9	186 13 5	7 2 0	0 12 6	32 2 9	136	48 2 2	2,329	667 4 1	2 7 0	17 10 9	..	..	..	..	
Henry	900	147 16 8	8 4 5	32 18 10	5 6 3	0 12 6	22 4 7	384	311 17 1	137	91 18 1	568 12 10	6 6 0	..	..	..	..	
Heyfield	4,233	813 5 11	52 7 2	164 4 11	20 18 0	17 10 3	37 8 6	2,851	1,792 7 5	1,183	1,162 3 2	643 11 6	128 18 5	..	..	..	..	
Heywood	12,491	133 4 8	2 2 1	2 16 4	..	..	59 2 5	5,662	1,869 15 10	1,049	626 3 10	97 10 0	11 19 9	..	..	..	..	
High Camp	3,886	626 13 6	38 4 5	162 13 9	1 0 3	10 4 6	9 5 9	933	425 6 0	239	130 12 5	82 15 2	52 3 3	..	..	..	..	
Hillbatt	39,994	597 15 9	14 1 8	35 17 8	1 7 6	0 12 0	12 2 0	125	22 1 11	1,780	193 5 9	..	..	..	..	..	..	
Hillside	1,627	59 16 1	2 14 10	15 13 5	0 10 9	0 9 6	6 5 0	2,700	1,619 5 7	263	167 1 6	98 14 9	23 11 11	..	..	..	..	
Hindale Range	1,069	88 3 0	11 0 2	36 13 3	..	0 11 6	2 17 9	1,470	905 17 2	154	139 3 3	0 4 11	16 1 1	..	..	..	..	
Honebush	1,317	71 0 0	6 12 3	12 0 10	0 3 0	1 5 6	11 1 11	1,585	328 8 2	39	46 7 10	..	..	..	..	..	..	
Honeymood	546	59 8 11	6 9 7	16 0 1	0 3 0	1 5 6	..	204	155 0 3	104	46 8 7	99 8 2	8 14 6	..	..	..	..	
Hopetoun	3,439	1,006 2 4	39 2 11	185 10 4	22 13 6	5 4 0	27 9 6	6,570	4,499 10 9	2,613	3,131 16 5	555 6 6	169 10 3	..	..	..	..	
Horsham	25,934	6,721 15 5	359 19 6	829 18 1	77 8 4	96 5 3	203 2 1	15,081	11,238 10 10	16,254	14,800 5 8	1,153 9 4	565 0 2	..	..	..	..	
Huntly	3,697	30 12 0	2 16 4	8 0 2	0 0 6	2 11 3	13 13 0	1,068	224 1 3	117	62 13 2	1,710 19 10	19 10 5	..	..	..	..	
Huon	3,627	419 17 4	21 7 1	80 15 6	..	..	..	673	1,108 4 1	843	1,228 11 1	..	..	..	..	..	..	
Hyam	1,603	13 15 5	..	..	..	..	..	7,579	4,410 15 7	423	236 14 3	59 5 8	5 7 3	..	..	..	..	
Illova	2,386	273 6 10	9 1 7	26 1 7	0 7 6	0 11 0	66 18 3	2,930	380 15 4	..	0 6 11	..	..	..	..	..	..	
Inglam	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Inglewood	12,179	1,963 19 7	126 2 7	301 6 9	13 7 9	7 13 0	23 13 2	2,014	1,124 7 3	2,644	2,899 12 11	16 1 2	149 3 7	..	..	..	..	
Ingleside	1,705	14 12 8	26 7 6	13 5 3	8 5 3	5 10 0	26 7 4	463	141 6 2	2,044	2,899 12 11	16 1 2	149 3 7	..	..	..	..	
Inverarra	4,326	693 10 10	23 4 9	31 15 1	4 16 6	5 10 0	29 14 1	140	103 19 8	172	73 10 6	221 7 2	256 17 9	..	..	..	..	
Irymple	4,430	469 5 0	11 2 10	37 15 6	1 19 0	1 3 0	5 3 1	4,260	8,470 15 8	1,720	2,628 8 2	..	..	..	..	..	..	
Ivanhoe	179,290	2,116 13 0	20 4 6	42 19 3	1 3 3	0 6 9	14 19 3	60	26 3 10	2,126	426 11 5	..	..	..	..	..	..	

[illegible]

No. 22.—RETURN OF TRAFFIC AT EACH STATION—continued.

STATIONS.	PASSENGERS.		PARCELS.		HORSES, CARRIAGES, AND DOGS.		MAILS AND TELEGRAPH.	RENTS.	MISCELLANEOUS.		GOODS.		LIVE STOCK.	
	Outwards.		Inwards.		Outwards.		Inwards.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Outwards.	Inwards.
	Revenue.		Revenue.		Revenue.		Revenue.	Revenue.	Revenue.	Revenue.	Tons.	Revenue.	Revenue.	Revenue.
	Number of Passenger Journeys.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Mystic	821	179 16 11	23 1 8	55 15 7	0 10 9	37 9 10	..	..	..	..	623	370 15 10	220 3 0	23 19 3
Mystic Park	2,508	205 8 11	14 8 6	62 5 0	1 1 0 3	29 11 9	..	..	..	..	404	336 5 11	299 7 9	6 5 6
Mywee	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Nagambie	8,318	1,600 1 11	116 2 0	276 9 8	16 5 6	51 6 8	..	..	0 7 6	..	..	1,865 17 11	564 3 9	174 16 4
Nambrok Siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Nar-Nar-Goon	3,416	374 0 5	40 0 11	102 12 3	4 12 0	23 15 0	..	..	..	..	..	..	..	..
Naracan	1,434	51 19 2	17 5 10	53 12 9	0 6 0	16 8 1	..	..	..	..	..	..	..	..
Narre Warren	5,422	296 1 6	268 19 3	125 15 9	1 5 9	11 3 11	..	..	..	..	..	..	..	..
Naroghid	62	5 14 3	0 0 3	2 16 3	..	12 6 0	..	..	..	..	..	..	..	..
Nathalia	5,792	1,443 17 11	111 0 4	320 18 1	24 16 9	52 8 6	..	..	0 2 6	..	..	..	..	..
Nathauk	6,766	746 8 4	84 6 3	165 12 7	1 12 1	12 6 0	..	..	0 3 0	..	..	..	..	..
Navigator	2,063	64 9 4	3 5 2	2 19 11	0 18 3	4 11 1	..	..	..	..	..	..	..	..
Nearim South	4,994	630 3 5	60 10 8	173 13 10	1 13 2	50 15 7	..	..	..	..	..	..	..	..
Newlyn	2,386	239 8 7	22 0 4	44 4 4	0 4 3	52 5 6	..	..	..	..	..	..	..	..
Newmarket	1,127,404	8,572 4 3	117 1 10	229 4 10	1,497 13 6	70 1 9	..	..	0 15 5	..	..	..	..	..
Newmarket Show Grds.	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Newport	532,418	5,702 8 1	94 4 10	104 14 9	7 7 11	708 11 2	..	..	..	..	..	..	..	..
Newstead	5,766	781 12 8	74 7 11	131 5 4	5 13 9	11 18 3	..	..	0 2 9	..	..	..	..	..
Newtown	9,459	690 17 4	23 2 9	68 1 5	9 17 3	10 9 0	..	..	..	..	..	..	..	..
Nilhil	9,025	2,774 8 4	242 8 4	510 19 1	9 17 3	94 5 2	..	..	0 4 3	..	..	..	..	..
Nittingbool	749	28 9 8	0 0 6	0 3 5	35 8 9	3 0 8	..	..	..	..	..	..	..	..
Nooramunga	1,281	93 19 1	1 10 4	7 2 6	0 8 0	3 0 8	..	..	..	..	..	..	..	..
Noradjuha	1,582	214 6 8	15 14 8	104 4 3	0 7 0	9 2 11	..	..	..	..	..	..	..	..
North Ballarat	4,308	359 9 10	..	0 6 10	0 5 9	25 16 0	..	..	..	..	..	..	..	..
North Brighton	821,982	10,271 18 2	218 4 7	238 16 10	3 18 6	30 10 0	..	..	2 10 4	..	..	..	..	..
Northcoote	272,424	1,816 6 8	106 1 6	199 9 10	0 14 0	3 10 0	..	..	0 17 1	..	..	..	..	..
North Carlton	4,650	123 1 8	40 18 4	722 9 10	0 6 6	3 0 2	..	..	0 2 2	..	..	..	..	..
North Creswick	16,096	977 2 11	92 3 1	47 5 2	3 11 3	20 2 4	..	..	..	..	..	..	..	..
North Essendon	9,583	107 19 4	..	0 2 4	..	9 0 0	..	..	..	..	..	..	..	..
North Fitzroy	278,891	2,166 10 7	197 10 11	290 19 3	0 12 3	49 13 7	..	..	1 1 3	..	..	..	..	..
North Geelong	3,628	395 11 4	37 13 5	25 3 8	0 16 0	83 19 9	..	..	..	..	..	..	..	..
North Leamonth	76	4 2 10	..	0 2 6	..	57 7 0	..	..	0 18 8	..	..	..	..	..
North Melbourne	761,231	8,881 10 9	651 8 9	433 15 4	7 7 3	87 8 0	..	..	..	..	..	..	..	..
North Mirboo	4,088	848 8 6	75 8 5	190 9 3	9 15 3	..	..	..	..	..	..	..	..	..
North Monegetta	289	31 12 2	..	1 16 10	0 2 3	..	..	..	..	..	..	..	..	..
North Port	538,457	3,783 0 8	50 18 1	122 7 0	0 8 9	4 2 1	..	..	..	..	..	..	..	..
North Richmond	490,375	3,895 3 3	114 17 2	72 12 2	4 19 3	6 0 0	..	..	0 6 3	..	..	..	..	..
North Shore	162	28 5 9	..	0 4 11	..	..	..	..	..	..	..	..	..	..
North Williamstown	610,075	7,640 19 5	122 10 8	163 10 9	0 13 3	86 10 5	..	..	..	..	..	..	..	..
Nowingi	39	8 11 3	11 6 7	1 5 5	..	10 1 0	..	..	..	..	..	..	..	..
Nullan	584	42 13 11	0 14 3	9 5 9	0 5 3	1 12 0	..	..	..	..	..	..	..	..
Nullawill	471	69 19 0	7 12 9	37 1 7	0 6 0	1 12 0	..	..	..	..	..	..	..	..
Nurrukah	13,451	2,784 10 7	170 11 8	396 14 5	18 9 3	48 16 2	..	..	0 3 9	..	..	..	..	..
Nyora	3,967	569 10 2	35 0 4	121 19 8	2 4 3	12 2 9	..	..	0 15 2	..	..	..	..	..
Oakleigh	348,944	5,620 12 2	184 4 3	196 15 6	22 14 3	70 6 4	..	..	0 11 9	..	..	..	..	..
Oak Vale	169	31 3 3	2 10 6	21 1 8	0 0 9	8 12 4	..	..	..	..	..	..	..	..
Officer	1,798	135 13 5	49 6 1	57 6 2	3 6 2	2 2 0	..	..	..	..	..	..	..	..
Olinda Vale	4,984	246 13 2	68 12 7	57 6 2	1 15 0	2 2 0	..	..	..	..	..	..	..	..
Ormond	80,381	1,086 2 7	58 18 8	46 15 7	0 17 6	2 2 11	..	..	0 3 11	..	..	..	..	..
Ondit	471	20 11 7	13 1 1	12 14 5	3 0 3	12 12 7	..	..	..	..	..	..	..	..
Outtrim	4,003	504 19 6	67 8 9	155 10 11	4 14 9	12 8 2	..	..	..	..	..	..	..	..
Outtrim North	5,095	136 0 6	..	0 15 6	..	..	..	..	..	..	..	..	..	..
Ouyten	118	27 16 6	1 11 2	13 8 2	1 6 0	6 8 6	..	..	..	..	..	..	..	..
Ovens	538	28 0 1	4 12 0	3 4 9	0 1 0	3 4 9	..	..	..	..	..	..	..	..
Oxley	914	47 13 2	2 7 3	7 6 7	..	3 0 0	..	..	..	..	..	..	..	..
Painswick	27	6 6 7	..	0 3 3	..	25 0 0	..	..	..	..	..	..	..	..
Pakenham	9,181	903 10 9	202 12 2	167 7 10	8 18 11	17 5 11	..	..	..	..	..	..	..	..

Palmerton	563	29	1	9	3	5	7	19	19	8	0	1	0	4	...	...	11	18	1	...	551	156	16	1	...	53	38	18	6	...	...	3	15	6	
Paradise Valley	504	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
Parry	1,224	93	0	3	5	5	4	15	14	4	0	10	0	4	...	...	7	18	3	...	2,517	541	18	3	...	270	78	7	1	...	2	8	6	...	
Pasadena	2,887	333	13	6	1	5	1	16	5	1	0	2	17	8	...	...	10	1	5	...	3,892	1,068	14	2	...	466	239	19	1	...	2	4	0	...	
Paseo Vale	40,998	483	14	9	6	1	0	18	0	1	0	7	9	0	...	...	18	15	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
Pennersville	...	15	14	8	7	5	4	1	18	3	0	3	6	0	...	...	10	2	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
Perrisville	5,973	1,045	3	6	6	6	4	1	18	3	0	3	6	0	...	...	8	6	7	...	1,496	1,635	7	3	...	2,768	1,581	18	5	...	783	16	2	...	
Petaluma	534	233	4	7	8	4	15	0	4	15	0	2	10	3	...	...	9	10	10	...	205	72	18	0	...	209	37	16	1	...	...	...	...	...	
Petaluma	1,497	47	17	6	10	14	5	0	10	6	0	9	9	6	...	...	24	12	2	...	4,951	3,046	1	10	...	821	803	9	9	...	277	19	6	...	
Petaluma	1,201	335	5	10	14	5	0	10	6	0	9	9	9	6	...	...	38	5	5	...	3,380	2,132	9	6	...	632	427	9	6	...	34	0	6	...	
Petaluma	4,264	239	16	6	11	3	5	4	18	5	0	2	0	0	...	...	35	2	0	...	1,770	904	12	4	...	204	94	10	2	...	6	12	0	...	
Petaluma	3,667	519	10	4	4	24	13	3	59	19	11	12	17	0	...	...	56	18	8	...	518	401	11	5	...	316	196	3	0	...	438	9	3	...	
Petaluma	597	24	0	9	3	1	10	6	59	19	11	38	0	0	...	...	3	5	0	...	...	...	...	...	...	6	3	3	9	...	...	...	...	...	
Petaluma	3,096	354	4	3	27	9	6	52	5	1	0	9	1	3	...	...	12	8	3	...	...	...	...	...	...	1,141	5	3	16	10	...	103	0	8	...
Petaluma	1,549	113	11	0	16	0	7	110	13	4	0	2	0	0	...	...	12	8	3	...	614	316	16	1	...	968	1,668	19	10	...	2	3	6	...	
Petaluma	4,536	1,446	4	8	403	4	11	192	3	11	7	4	9	9	...	...	54	16	10	...	4,874	3,798	1	0	...	4,520	3,039	7	2	...	16	5	6	...	
Petaluma	1,143	218	8	2	403	4	11	192	3	11	7	4	9	9	...	...	54	16	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Petaluma	1,009	173	6	10	52	14	9	47	2	5	0	1	6	9	...	...	18	6	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Petaluma	7,224	1,743	13	2	417	14	10	313	14	8	3	14	9	13	0	...	...	37	13	0	...	2,325	2,066	18	9	...	2,850	1,294	8	10	...	387	11	10	...
Petaluma	225,624	2,267	8	6	202	3	1	232	0	6	0	16	6	6	...	...	539	15	10	...	123,449	27,332	0	3	...	164,871	57,842	8	10	...	1	9	6	...	
Petaluma	1,194,733	10,513	19	9	1,263	2	4	716	12	1	7	0	5	0	...	...	6	11	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Petaluma	1,803	320	6	8	12	2	6	66	2	6	0	11	0	1	...	...	11	12	6	...	4,722	2,646	18	9	...	...	618	2	8	...	132	8	6	...	
Petaluma	25,937	352	6	8	41	16	9	2	19	2	0	4	0	0	...	...	4	10	8	...	2,503	1,558	18	8	...	...	558	157	16	7	...	8	13	3	...
Petaluma	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Petaluma	596	112	13	6	4	10	2	22	17	0	0	11	6	3	...	...	8	13	4	...	1,203	853	16	6	...	323	200	16	11	...	127	4	11	...	
Petaluma	1,465	172	3	1	41	8	3	46	16	2	0	1	3	3	...	...	44	15	9	...	1,609	3,044	10	5	...	2,503	270	2	6	...	1,371	0	2	...	
Petaluma	1,501	1,264	4	1	93	17	9	239	8	11	0	2	18	0	...	...	22	2	4	...	4,431	3,867	15	3	...	1,503	1,953	11	1	...	462	11	9	...	
Petaluma	1,543	423	4	9	40	13	10	103	16	11	0	3	3	6	...	...	45	12	9	...	483	383	16	3	...	3,371	983	16	4	...	21	5	7	...	
Petaluma	6,382	1,473	12	3	175	13	11	361	17	2	0	13	6	6	...	...	74	4	4	...	15,332	10,684	3	7	...	5,093	673	11	7	...	53	19	2	...	
Petaluma	2,745	274	6	2	65	13	8	250	4	4	0	0	0	6	...	...	44	15	9	...	1,918	312	4	5	...	1,152	712	10	2	...	95	5	11	...	
Petaluma	2,916	218	6	3	21	16	0	71	5	8	0	13	3	1	...	...	23	7	7	...	5,437	1,961	11	7	...	1,305	712	10	2	...	0	5	11	...	
Petaluma	3,023	421	9	8	75	15	11	87	17	3	0	6	4	0	...	...	18	1	0	...	624	1,961	11	7	...	205	212	11	5	...	3	0	11	...	
Petaluma	1,210	133	10	10	63	16	4	83	16	3	0	1	8	8	...	...	39	4	9	...	4,147	1,525	14	3	...	484	212	11	5	...	164	6	0	...	
Petaluma	1,334	209	3	0	63	17	4	12	13	9	0	5	13	9	...	...	1	1	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Petaluma	383	11	11	6	6	11	4	40	16	7	1	7	0	0	...	...	6	10	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Petaluma	181,011	1,555	10	16	6	11	4	40	16	7	1	7	0	0	...	...	6	10	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Petaluma	1,224	19	0	11	0	6	7	0	16	7	1	7	0	0	...	...	6	10	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Petaluma	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Petaluma	2,174,882	19,633	17	3	839	17	11	873	6	8	0	10	9	0	...	...	2	0	0	...	4,779	1,134	7	11	...	1,925	648	7	5	...	...	...	...	...	...
Petaluma	831	11	8	14	19	7	11	18	13	3	0	2	9	0	...	...	6	8	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Petaluma	84,572	1,737	16	3	124	8	11	118	13	3	0	8	0	4	...	...	9	0	7	...	2,403	686	19	0	...	624	235	8	3	...	127	11	7	...	
Petaluma	22,811	937	15	11	0	8	4	0	8	4	0	8	0	0	...	...	13	0	0	...	482	90	15	1	...	2,280	478	8	4	...	9	19	4	...	
Petaluma	2,157	16	8	103	11	2	9	390	6	3	42	7	5	32	3	...	67	15	6	...	12,013	7,126	7	11	...	6,372	5,114	8	11	...	1,068	18	5	...	
Petaluma	2,667	126	4	9	31	0	6	17	7	10	0	15	6	0	...	...	5	15	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Petaluma	4,123	137	4	7	31	0	6	22	3	1	2	4	9	7	...	...	22	11	11	...	2,330	356	4	0	...	492	110	0	5	...	...	...	...	...	
Petaluma	1,102	42	17	7	0	0	6	22	3	1	0	11	6	6	...	...	8	10	4	...	440	234	8	3	...	220	94	17	1	...	25	11	0	...	
Petaluma	6,157	849	16	9	70	8	4	163	12	9	0	3	9	6	...	...	25	3	2	...	9,043	2,558	15	6	...	1,809	891	3	11	...	150	13	2	...	
Petaluma	692	102	8	3	7	5	4	3	13	12	0	1	6	0	...	...	24	16	4	...	3,143	1,412	6	10	...	877	891	3	11	...	...	...	...	...	
Petaluma	5,738	62	15	6	177	17	1	177	17	1	8	1	6	0	...	...	5	12	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Petaluma	89,021	1,096	15	5	18	9	11	25	13	11	0	9	10	3	...	...	43	11	11	...	537	492	8	7	...	883	723	18	10	...	633	5	6	...	
Petaluma	4,310	328	3	4	11	7	1	15	9	10	0	18	9	1	...	...	1	15	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Petaluma	2,247	180	19	7	13	12	3	34	10	3	0	14	8	3	...	...	50	19	0	...	864	172	18	10	...	102	44	17	6	...	...	...	...	...	
Petaluma	2,321	590	16	6	49	12	8	183	0	9	0	14	8	3	...	...	16	18	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Petaluma	5,832	1,422	19	3	110	10	3	368	8	1	0	11	3	9	...	...	72	12	11	...	6,324	3,617	16	11	...	2,990	3,653	2	7	...					

No. 22.—RETURN OF TRAFFIC AT EACH STATION—continued.

[illegible]

[illegible]

Yendon ..	3,687	254 7 1	16 9 0	21 5 8	6 6 7	1 13 0	31 15 0	..	535	162 3 4	216	95 0 11	39 5 4	13 11 10
Yinnar ..	2,795	284 9 10	32 0 4	92 2 4	3 6 6	5 11 9	17 19 11	..	794	597 9 7	1,050	764 10 4	142 3 8	9 10 9
York Street ..	1,526	10 6 2	0 1 2	..	..	..	..	..	..	..	..	..	..	..
Younnute ..	252	20 17 5	0 0 9	27 4 2	..	0 4 0	..	..	1,925	1,181 15 10	396	302 10 4	57 15 0	..
Traffic derived from Deniliquin and Moama Stations ..	2,756	1,933 16 0	104 9 9	379 11 3	51 8 6	83 10 0	..	572 14 5	10,424	13,502 7 3	3,999	6,799 17 4	12,979 8 9	874 0 9
Traffic derived from South Australian Stations ..	29,422	30,747 0 6	2,729 6 1	3,747 15 11	33 15 11	185 14 0	..	61 4 11	2,954	3,280 13 4	3,911	3,605 19 0	3,243 10 3	498 4 3
Traffic derived from New South Wales Stations ..	60,947	34,964 14 11	2,063 19 3	3,429 1 3	712 14 5	408 13 9	..	..	7,550	15,976 18 3	13,085	18,428 18 0	85 13 11	907 5 10
Traffic derived from Queensland Stations ..	1,442	1,127 16 3	18 18 7	47 19 5	..	..	..	..	..	..	..	..	..	..
Flinders-street (Central) ..	48,837	21,657 13 11	..	..	..	..	..	8 15 10	..	..	..	..	..	..
Steamer Queen ..	21,439	468 7 5	..	..	..	..	..	..	..	..	..	..	..	..
Thomas Cook and Sons, to New South Wales, &c. ..	7,039	3,116 10 0	..	..	..	..	..	..	..	..	..	..	..	..
St Kilda and Brighton Electric Street Railway ..	1,030,242	9,514 3 5	0 16 3	0 16 3	..	..	..	74 19 11	..	..	..	..	..	..
Telegraph ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mails ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total ..	70,950,825	1,644,247 11 34	151,465 9 104	151,465 9 104	14,652 7 1	14,652 7 1	56,161 7 9	7,253 12 34	3,650,538	1,861,219 13 6	3,650,538	1,861,219 13 6	220,294 15 7	220,294 15 7

* Open for only portion of the year.

DIAGRAM Nº 1

AVERAGE MILEAGE WORKED

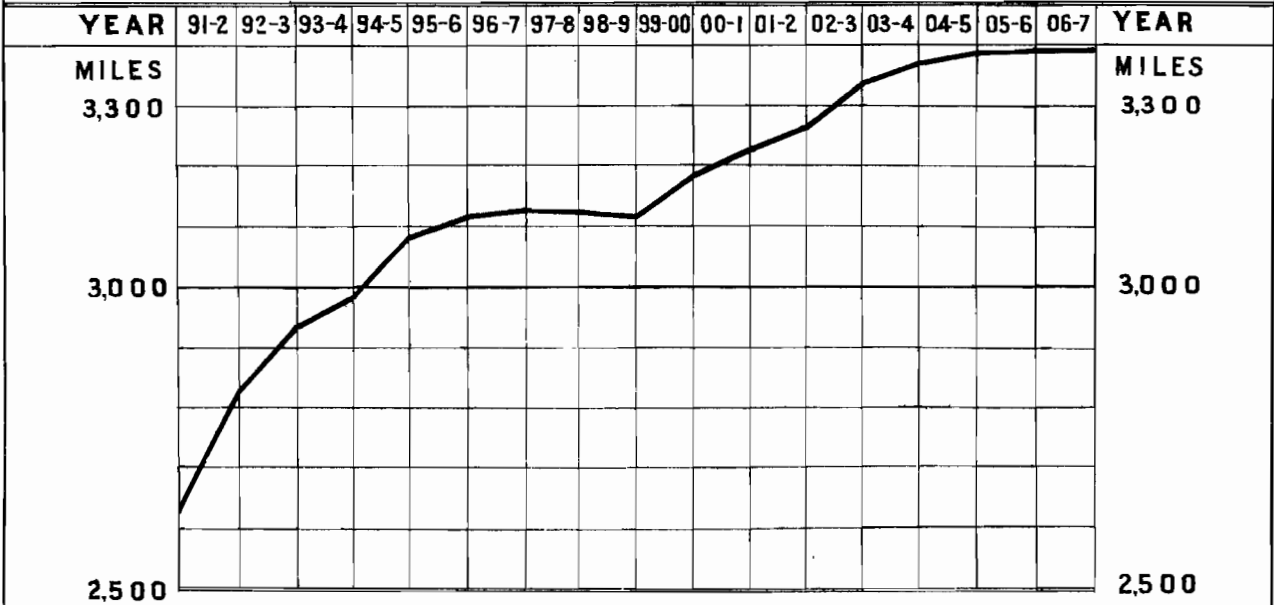


DIAGRAM Nº 2

AVERAGE COST PER MILE

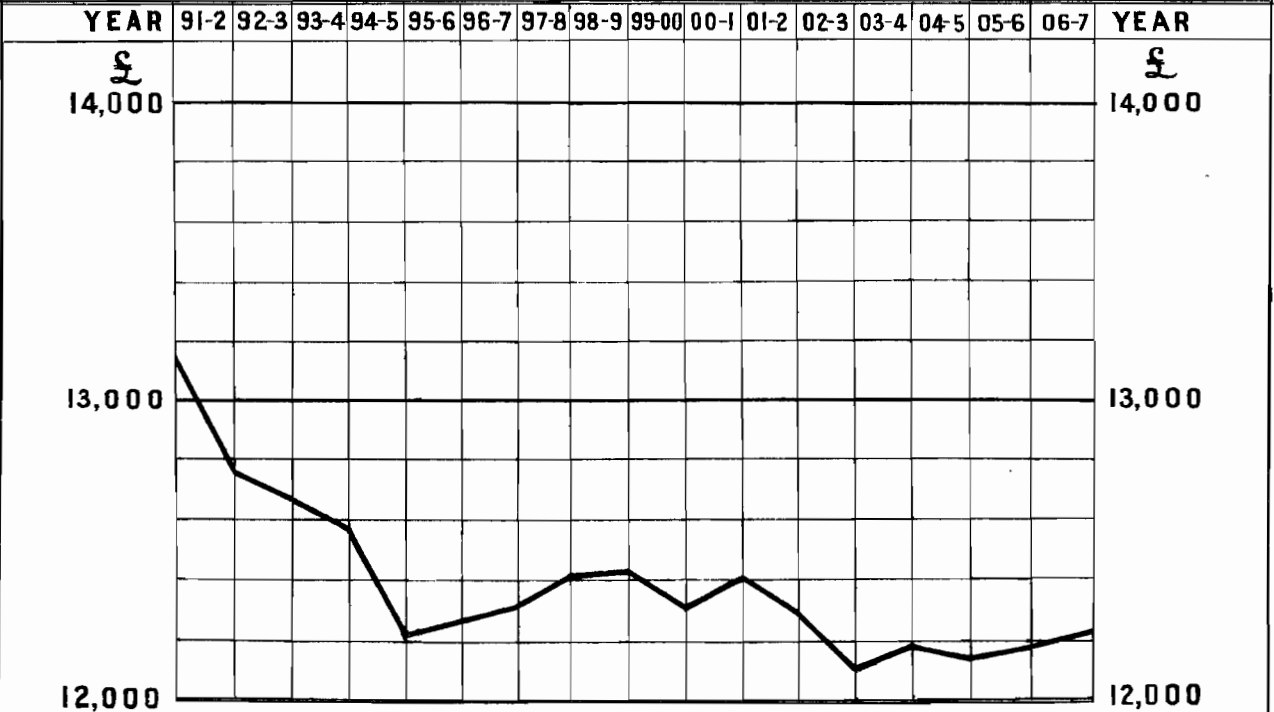


DIAGRAM No 3

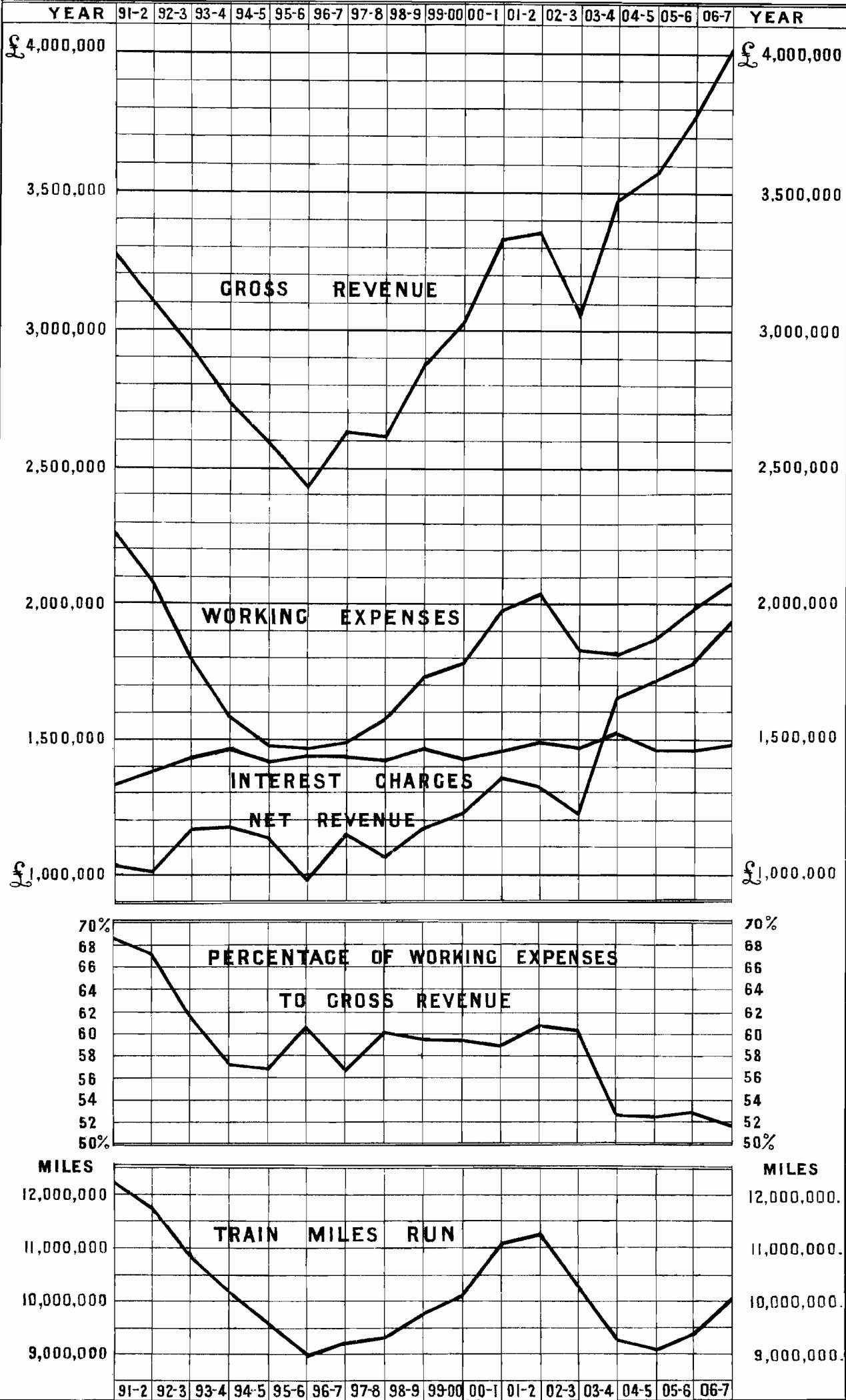


DIAGRAM N° 4

PER AVERAGE MILE OF RAILWAY OPEN

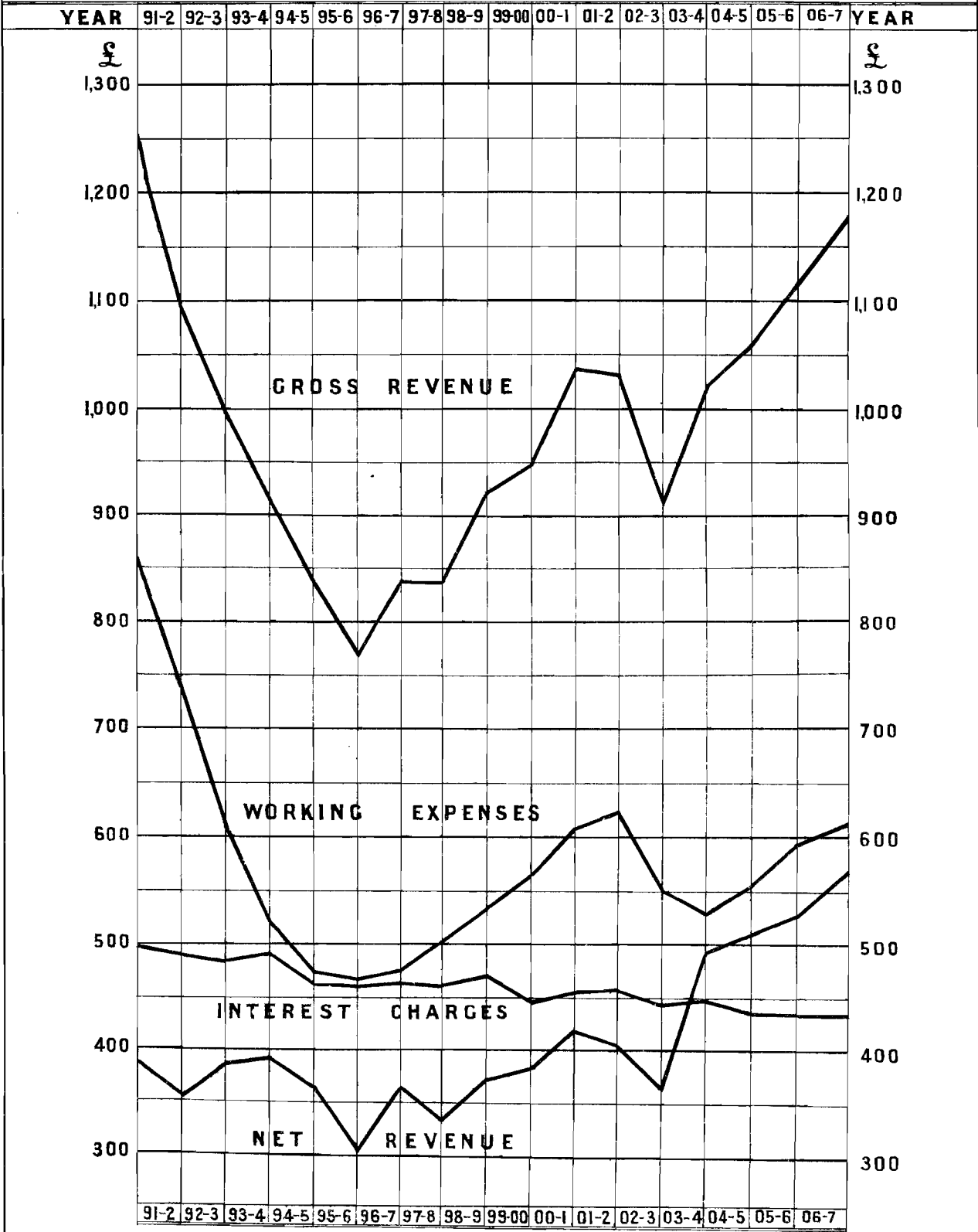
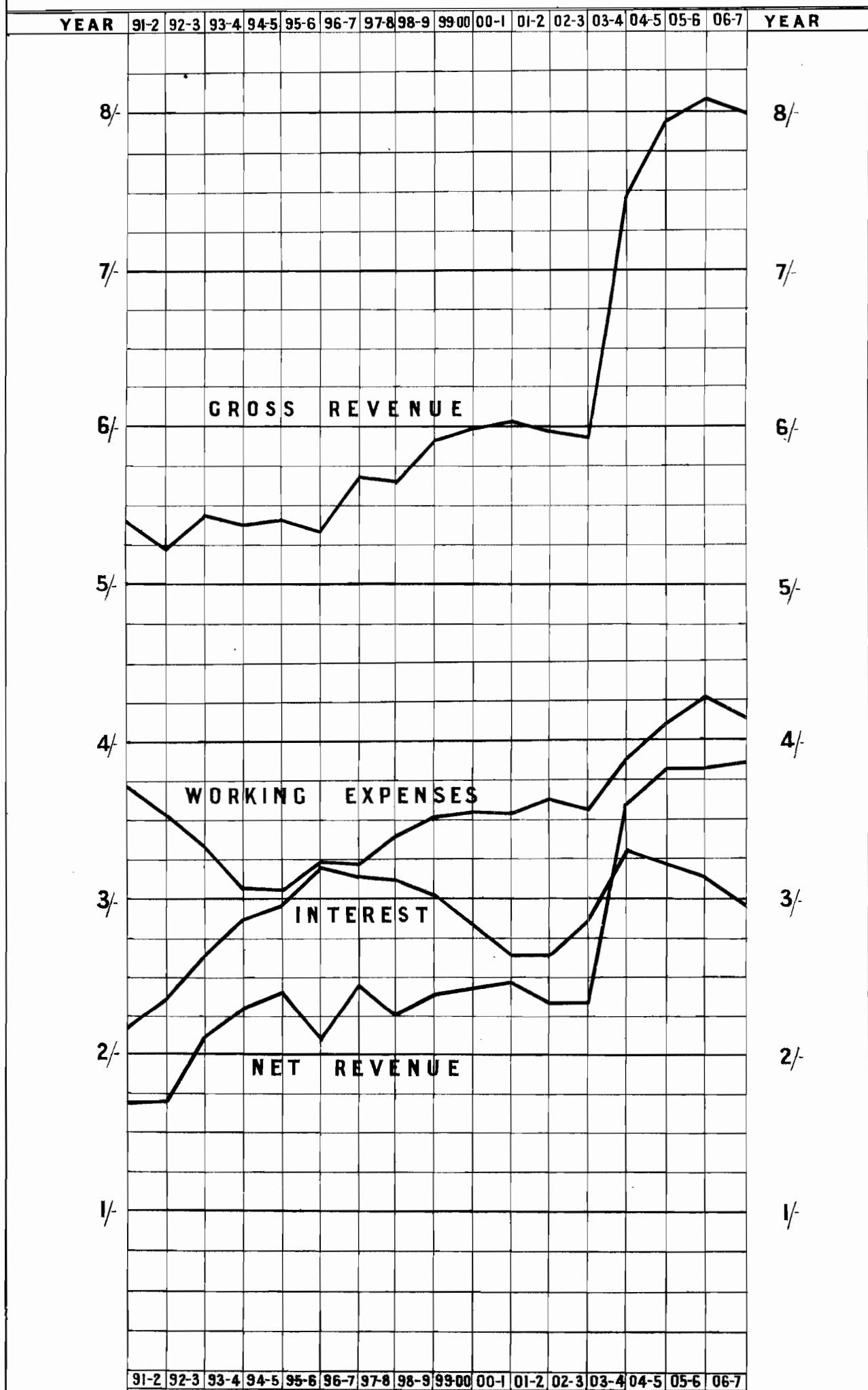
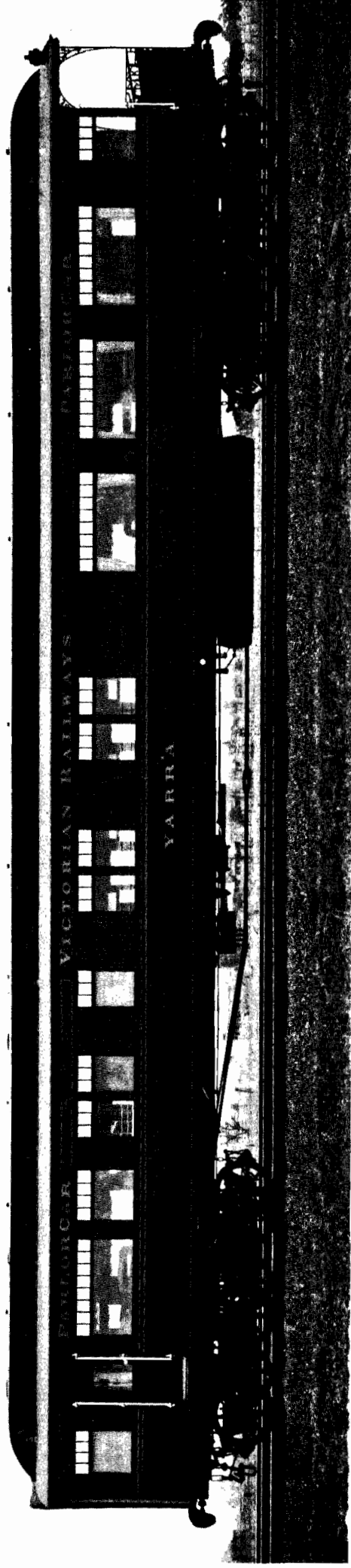


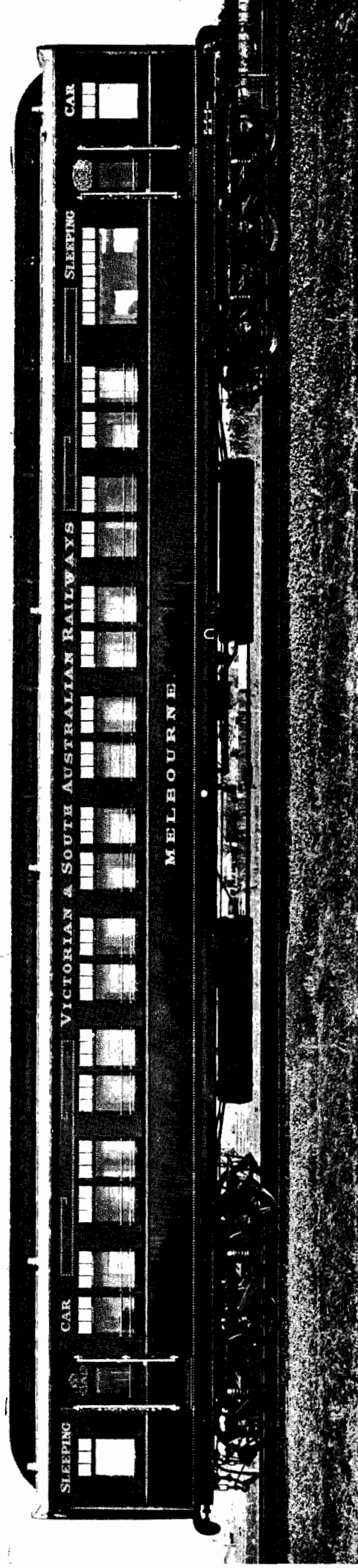
DIAGRAM Nº 5 **PER TRAIN MILE RUN**





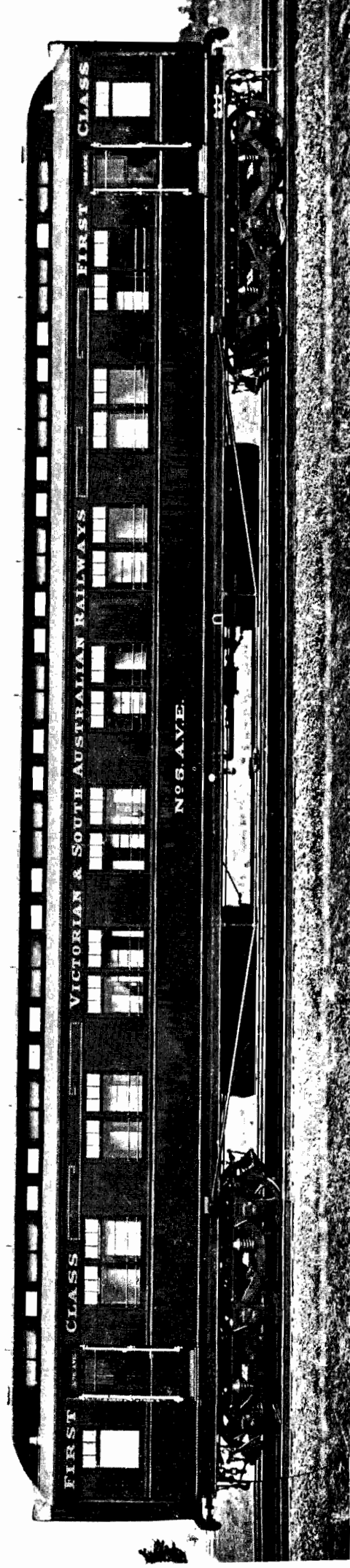
PARLOR CAR FOR MELBOURNE AND ALBURY EXPRESS TRAINS.

Seating Capacity, 33 Passengers. Length over Buffers, 74 ft. 1 in.



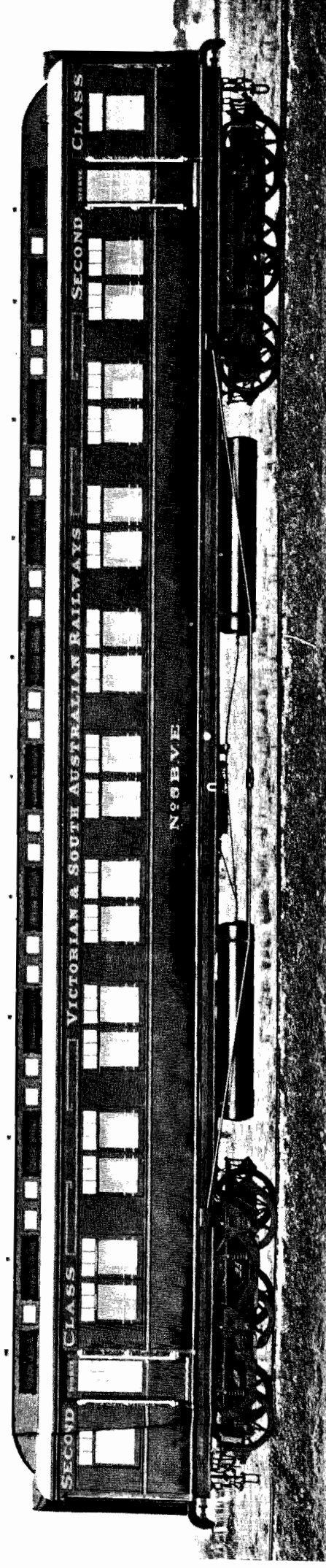
SLEEPING CAR FOR VICTORIAN AND SOUTH AUSTRALIAN EXPRESS TRAINS.

Seating Capacity, 24 Passengers. Sleeping Capacity, 20 Passengers. Length over Buffers, 74 ft. 1 in.



FIRST-CLASS CORRIDOR VESTIBULE CAR FOR VICTORIAN AND SOUTH AUSTRALIAN EXPRESS TRAINS.

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



SECOND-CLASS CORRIDOR VESTIBULE CAR FOR VICTORIAN AND SOUTH AUSTRALIAN EXPRESS TRAINS.

Seating Capacity, 72 Passengers. Length over Buffers, 74 ft. 1 in.



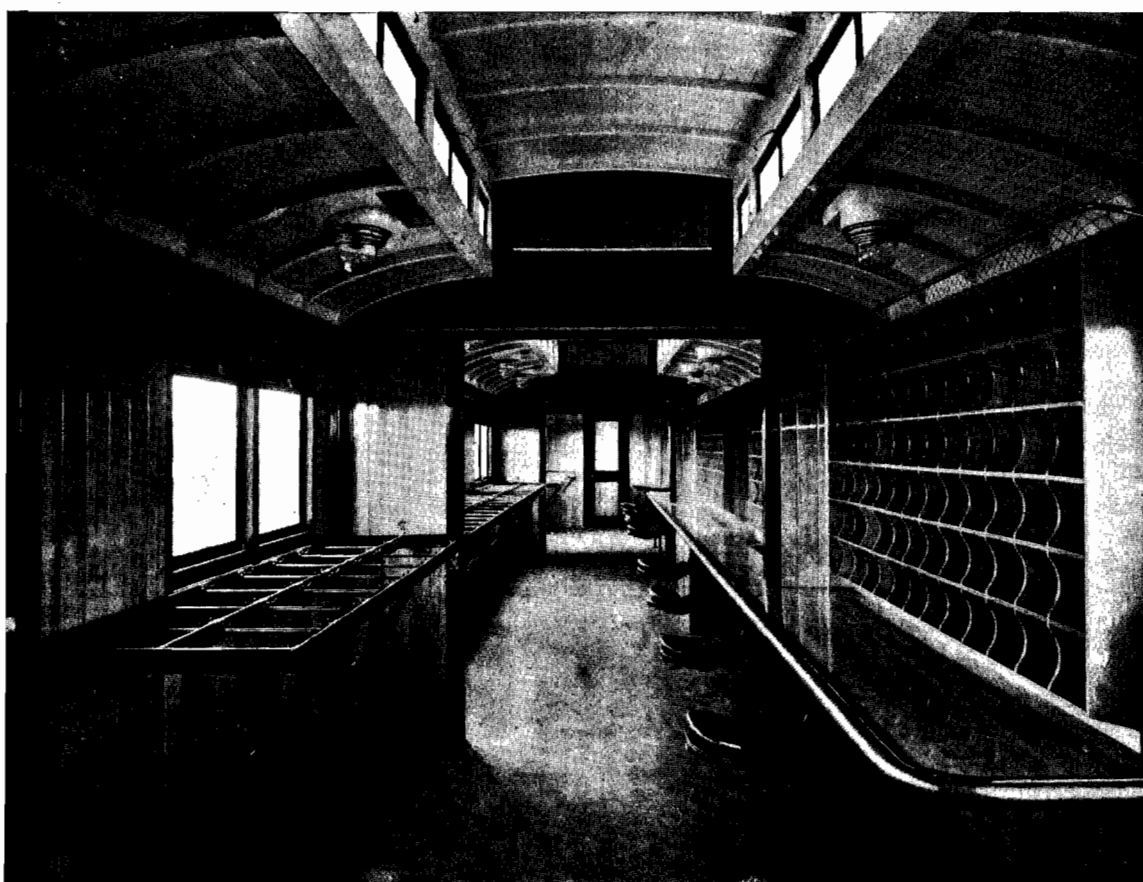
PARLOR CAR.—OBSERVATION ROOM.



PARLOR CAR.—OBSERVATION ROOM.



PARLOR CAR.—SMOKING ROOM.



MAIL SORTING VAN.



