1881.

VICTORIA.

VICTORIAN RAILWAYS.

REPORT

OF THE

BOARD OF LAND AND WORKS

FOR THE YEAR ENDING 31ST DECEMBER

1880.

PRESENTED TO BOTH HOUSES OF PARLIAMENT BY HIS EXCELLENCY'S COMMAND.

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REPORT.

RAILWAY DEPARTMENT,
Melbourne, 6th September 1881.

To His Excellency the Governor in Council.

MY LORD,

I have the honor to lay before Your Excellency the Report of the Department of Railways for the year 1880, together with an Appendix containing returns of the Capital and Revenue Accounts and various statistical information, to which I beg to invite Your Excellency's attention.

DEBENTURE CAPITAL.

The total amount of the Railway Debt now stands at £17,660,259 5s. 11d., but as the discount and expenses are in excess of the premiums by £51,059 5s. 9d., the sum obtained by means of Loans for the purposes of Railway construction and the purchase of private lines amounts to £17,609,200 0s. 2d.

Of this, an amount of £15,236,703 10s. 5d. had been spent at 31st December last, and the balance of £2,372,496 9s. 9d. was at that date lying in the banks to the credit of the Treasury, and available for the several purposes authorized by Acts of Parliament.

The annual amount of interest due and payable on the debt of £17,660,259 5s. 11d. is £919,263 4s., but as the whole of the moneys under the authority of Act 608 were not raised until the latter half of 1880, the actual amount of interest which was paid was only £797,028 18s. 8d.

Towards the payment of this interest the Railways contributed, after paying all working expenses, £678,842 5s. 6d., leaving the Consolidated Revenue to provide the balance of £118,186 13s. 2d.

As previous Reports have pointed out, however, this amount must be further reduced by whatever sums the Treasury may obtain from the banks for interest on the Railway Loan moneys deposited with them; but all attempts to obtain an account of these from the Treasury have hitherto failed.

It is evident, therefore, that, to the extent of the amount of such interest, the financial position of this Department is better than is indicated by the departmental accounts.

The net revenue of the lines was equal to 4·46 per cent. upon the borrowed capital expended (£15,236,703 10s. 5d.); 3·84 per cent. upon the whole borrowed capital (£17,660,259 5s. 11d.); and 3·76 per cent. upon the total cost of construction (£18,041,295 3s. 4d.), which includes the moneys appropriated from the Land Fund (£2,157,539 9s.) and £440,111 1s. 4d. and sundry other votes from the Consolidated Revenue.

The amount of the addition to the Railway debt incurred under the Railway Loan Act No. 608 is as under:—

Second Schedule.

	£	s.	d.
Item 1. Towards the purchase of the undertaking and property of the Melbourne and Hobson's Bay United Railway Company	1,043,520	0	0
„ 2. For the construction of Railways already authorized by Parliament	150,000	0	0
„ 3. Rolling-stock for Railways	180,000	0	0
„ 4. For Railway Station at Melbourne, and other works connected with Railway extension, as Parliament may direct	150,000	0	0
„ 5. For repaying to the Consolidated Revenue certain sums expended and to be expended on Railways and other public works	133,046	5	11
„ 6. For the construction of such State Railways and works connected therewith as Parliament may by any Act direct	2,500,000	0	0
	£4,156,566	5	11

The net expenses were £36,820 5s. 1d., and these were charged to Item 6, reducing that amount from £2,500,000 to £2,463,179 14s. 11d., and the total to £4,119,746 0s. 10d.

The funds under Item 1, for the purchase of the property of the late Melbourne and Hobson's Bay United Railway Company, being insufficient for the purpose, it follows that provision will have to be made, either by means of a further Loan, or from the Consolidated Revenue, to meet the outstanding debentures as they fall due.

Capital Account.

The total amount expended on construction, at the close of 1880, was £18,041,295 3s. 4d., exclusive of stores and materials in stock and in transit, and of moneys remitted to the Agent-General for the purchase of further supplies.

These amounted to £98,450 8s. 1d., and consisted principally of permanent-way materials, imported for the construction of the lines authorized to be constructed under the provisions of the Act No. 682.

The amount added to the Construction Account during the year was £1,789,874 16s. 9d.; of this, however, £1,372,324 4s. 8d. was expended on the purchase of and additions to the Hobson's Bay Lines, and the balance of £417,550 12s. 1d. on the construction of new lines and sundry additions and alterations necessitated by the steadily increasing traffic.

The following gives details of the various works performed:—

General Construction.				£	s.	d.
Yarra Bank Workshops	...	£946	19 3			
Williamstown „	...	238	10 9			
Machinery and Tools	...	1,839	11 7			
Loss on Sale of old Stock	...	6,441	17 8			
Sundries	...	3,425	19 7			
				12,892	18	10
Rolling-stock.						
Engines	...	£49,220	18 8			
Carriages, Wagons, &c.	...	48,943	6 8			
Continuous Brake ...	...	881	8 10			
Hobson's Bay Lines ...	...	4,735	6 2			
				103,781	0	4

Northern System.				£	s.	d.
Melbourne Terminus	...	£41,757	2 6			
Melbourne to Sandhurst	...	8,873	18 11			
Sandhurst to Echuca	...	2,433	16 2			
Carlsruhe to Daylesford	...	57,097	1 1			
Castlemaine to Dunolly	...	1,583	7 2			
Dunolly to St. Arnaud	...	4,583	18 3			
Ballarat to Maryborough	...	1,934	0 1			
Maryborough to Avoca	...	142	17 0			
Sandhurst to Inglewood	...	409	17 3			
Lancefield Road to Lancefield	...	8,472	15 4			
Lines under Act 682	...	89	3 2			
				127,377	16	11

Western System.				£	s.	d.
Footscray to Williamstown	...	£889	7 11			
Williamstown Junction to Geelong		2,949	9 8			
West Geelong to Ballarat	...	4,694	5 6			
Geelong to Queenscliff	...	4,913	12 5			
Geelong to Colac ...	...	4,078	6 1			
Warrenheip to Gordons	...	3,362	19 11			
Ballarat to Ararat ...	...	615	11 9			
Ararat to Stawell ...	...	414	6 0			
Stawell to Horsham ...	...	10,397	3 4			
Ararat to Hamilton ...	...	307	12 8			
Hamilton to Portland...	...	33	8 9			
Lines under Act 682 ...	...	41	10 2			
				32,697	14	2

North-Eastern System.				£	s.	d.
Essendon Junction to Essendon		£1,036	16 7			
Essendon to Wodonga	...	3,020	6 10			
Mangalore to Shepparton	...	60,976	10 1			
Toolamba to Tatura ...	...	24,387	13 0			
Wangaratta to Beechworth	...	287	0 8			
Springs to Wahgunyah	...	864	18 2			
Lines under Act 682 ...	...	48	19 6			
				90,622	4	10

Eastern System.				£	s.	d.
Spencer and Flinders streets Connection ...	...	£3,409	0 11			
South Yarra to Oakleigh	...	7,107	0 0			
Oakleigh to Sale ...	...	12,450	0 10			
Lines under Act 682 ...	...	36	4 0			
Melbourne and Hobson's Bay Lines ...	...	10,445	14 4			
				33,448	0	1
Preliminary Surveys ...	...	...	...	16,725	8	11
Bridge over Murray, Echuca ...		...	...	5	8	0
				£417,550	12	1

As will be seen from the foregoing, a sum of £103,781 0s. 4d. has been expended on additions to the rolling-stock; but that these additions have scarcely

kept pace with the increased length of the lines, and consequent train mileage run, will be evident from the subjoined comparative statement for the past five years :—

Date.	Miles Open.	Engines.			Passenger Vehicles.			Goods Vehicles.		
		No.	No. per Line Mile.	Train Miles per Engine.	No.	No. per Line Mile.	Train Miles per Vehicle.	No.	No. per Line Mile.	Train Miles per Vehicle.
1876 ...	702	124	0·177	20,367	258	0·367	9,789	2,146	3·057	1,177
1877 ...	931	139	0·149	20,047	276	0·296	10,097	2,318	2·490	1,202
1878 ...	1,035	148	0·143	20,916	286	0·276	10,824	2,708	2·617	1,143
1879 ...	1,108	163	0·147	21,243	305	0·275	11,352	3,006	2·713	1,152
1880 ...	1,182	173	0·146	22,218	327	0·277	11,755	3,133	2·650	1,226

It will be seen from the above that the additional engines have only just been in proportion to the mileage opened when compared with the three previous years, and are still below 1876.

In the case of the passenger vehicles, the proportion has slightly increased, but in that of the goods rolling-stock there has been a decrease. In the work which all classes of the stock have been called upon to perform, consequent upon the expansion of the traffic and increased train mileage run, there has been a general increase.

The engines have each on an average run 975 miles more than in 1879, and the carriages and waggons 403 and 74 miles respectively.

New Lines.

The additions to the line mileage during 1880 was 74¼ miles, and consisted of the following :—

Mangalore to Shepparton,	45	miles.	Opened 13th January 1880.
Toolamba to Tatura,	7	„	„ „
Carlsruhe to Trentham,	10¾	„	„ 16th February 1880.
Trentham to Daylesford,	11½	„	„ 17th March 1880.

The line from Carlsruhe to Daylesford was authorized under the Act No. 606, and the rate per mile fixed was £6,775.

The Goulburn Valley line from Mangalore to Shepparton was authorized under the Act No. 603, and the rate per mile was £5,750. The branch from Toolamba to Tatura was sanctioned, under the provisions of Act No. 636, at the same rate per mile.

Revenue Account.

The year 1880 was marked by a very large increase in the Revenue over that of 1879, the gross earnings, including the Hobson's Bay Suburban Lines, being £1,492,916 17s. 6d., as against £1,383,649 10s. 3d. The details are as follows :—

Revenue.—All Systems (including Hobson's Bay Lines).

——	1879. (Average miles open 1,107½.)			1880. (Average miles open 1,193¼.)			Increase.			Decrease.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Passengers	535,111	13	2	567,192	18	0	32,081	4	10	...		
Parcels	35,243	1	7	34,747	17	10	...			495	3	9
Horses, Carriages, and Dogs	11,593	4	5	11,767	9	0	174	4	7	...		
Mails	32,031	3	10	33,409	6	1	1,378	2	3	...		
Rents	20,630	4	11	21,004	6	5	374	1	6	...		
Miscellaneous	7,029	5	7	6,768	10	3	...			260	15	4
Live Stock	70,703	14	0	74,604	1	7	3,900	7	7	...		
Goods	671,307	2	9	743,422	8	4	72,115	5	7	...		
	1,383,649	10	3	1,492,916	17	6	110,023	6	4	755	19	1
							Net Increase			109,267	7	3

From the above it will be seen that the Revenue for 1880 exceeded that of 1879 by no less than £109,267 7s. 3d.

Of this sum, £32,081 4s. 10d. was for increased passenger traffic, and a considerable portion of this was doubtless due to the attractions offered by the Melbourne International Exhibition, which was open during the last three months of the year.

The merchandise traffic is credited with an increase of £72,115 5s. 7d., and live stock with £3,900 7s. 7d., the balance consisting of sundry small miscellaneous items.

The expenses of working totalled £814,074 12s., or 54·53 per cent. of the gross receipts, and included all renewals and repairs to permanent way, stations, bridges, rolling-stock, and all ordinary and extraordinary repairs of every description, as well as all traffic and administrative charges, superannuation allowances, &c.

The following gives the details of the expenditure :—

EXPENDITURE.—ALL SYSTEMS (INCLUDING HOBSON'S BAY LINES).

	1879.			1880.			Increase.	Decrease.
	Amount.	Cost per Train Mile.	Per Cent. to Revenue.	Amount.	Cost per Train Mile.	Per Cent. to Revenue.		
	£ s. d.	s. d.		£ s. d.	s. d.		£ s. d.	£ s. d.
Maintenance	167,540 11 0	0 10·05	12·11	199,041 9 5	0 10·90	13·33	31,500 18 5	...
Loco. Charges	240,855 18 3	1 2·44	17·40	258,491 7 6	1 2·16	17·32	17,635 9 3	...
Traffic „	308,878 4 5	1 6·52	22·32	333,248 7 0	1 6·26	22·32	24,370 2 7	...
General „	25,342 8 9	0 1·52	1·84	23,293 8 1	0 1·28	1·56	...	2,049 0 8
	742,617 2 5	3 8·53	53·67	814,074 12 0	3 8·60	54·53	73,506 10 3	2,049 0 8
						Net Increase		71,457 9 7

From the foregoing it will be seen that the expenditure has increased in every branch of the Department but that of administration. Calculated on the work performed, as shown by the train miles run, the cost has slightly decreased as compared with 1879.

For the first time the renewals to the permanent way and works, and repairs to stations, have been shown separately from the ordinary maintenance, and this plan will be continued in the future. The increased cost of the Maintenance branch during the year was £31,500 18s. 5d., and of this no less than £25,873 was for materials for renewals, chiefly for the replacing of old and worn-out iron rails with new steel ones.

The increase in the number of train miles run was 378,178, and in the Locomotive charges £17,635 9s. 3d.

The number of passenger journeys made were 15,999,459, against 14,584,341 in 1879, or 1,415,118 in excess of the preceding year.

Exclusive of the Hobson's Bay Lines, the average length of each journey was 20·48 miles, the receipts for the same being an average all-round rate of 1s. 11·45d., or 1·15d. per mile per passenger.

The following gives the rate for the last eight years :—

Year.	Average Miles Open.	Train Miles Run.	Number of Passengers.	Average Distance Carried.	Average Receipts per Passenger.	Average Receipts per Passenger per Mile.
				Miles.	s. d.	d.
1872–3 ...	335	1,354,131	1,720,815	20·77	2 7·11	1·50
1873–4 ...	413½	1,667,124	2,039,030	20·59	2 6·68	1·49
1874–5 ...	541	2,051,710	2,699,519	21·54	2 2·39	1·22
1875–6 ...	608	2,280,092	2,978,139	21·57	2 2·66	1·24
1877 ...	787	2,786,581	3,395,709	21·63	2 3·19	1·26
1878 ...	967	3,095,590	3,829,256	23·21	2 2·61	1·15
1879 ...	1,091	3,462,622	4,169,175	21·57	2 0·27	1·13
1880 ...	1,177	3,483,727	4,530,276	20·48	1 11·45	1·15

The goods tonnage was 1,070,364 tons, and that of live stock 44,961 tons, or a total of 1,115,325 tons.

The goods were carried on the average a distance of 69·99 miles, at an average cost per ton of 13s. 1·51d.; the live stock, 128·51 miles, at £1 13s. 2·23d. per ton.

This gives the actual earnings per ton per mile for these respectively as 2·25d. and 3·10d.

The rate for the last eight years is subjoined :—

Year.	Goods.				Live Stock.			
	Tons.	Average Distance Carried.	Average Receipts per Ton.	Average Receipts per Ton per Mile.	Tons.	Average Distance Carried.	Average Receipts per Ton.	Average Receipts per Ton per Mile.
		Miles.	*s.* *d.*	*d.*		Miles.	*s.* *d.*	*d.*
1872–3 ...	555,833	52·96	15 0·69	3·41	14,036	116·09	34 10·61	3·61
1873–4 ...	662,980	57·75	15 6·48	3·23	18,730	111·83	33 11·95	3·65
1874–5 ...	710,279	59·47	16 1·97	3·26	22,493	120·46	35 11·82	3·58
1875–6 ...	903,465	62·02	14 6·95	2·82	24,835	118·59	35 7·60	3·60
1877	994,552	64·71	14 0·06	2·60	36,006	128·48	34 9·34	3·25
1878	930,375	65·47	13 11·37	2·56	30,104	118·06	34 10·40	3·54
1879.	919,336	69·52	13 8·47	2·37	42,664	128·71	33 1·73	3·09
1880	1,070,364	69·99	13 1·51	2·25	44,961	128·51	33 2·23	3·10

Northern System.

This system has again been added to by the construction of the branch line from Carlsruhe to Daylesford, a length of 22¼ miles, making the total mileage length of the system 346¼ miles.

This extension was not, however, open for traffic throughout the whole of the year; and the average length of the system during 1880 was 342½ miles.

On this a business was done during the year amounting in the gross to £498,367 0s. 4d., being an increase over 1879 of £5,637 17s. 2d.

The following table shows the different items of Revenue, with their increase or decrease respectively, giving the net result as above stated :—

Revenue.—Northern System.

—	1879. (Average Miles open 324.)	1880. (Average Miles open 342½.)	Increase.	Decrease.
	£ *s.* *d.*	£ *s.* *d.*	£ *s.* *d.*	£ *s.* *d.*
Passengers	148,460 2 5	144,935 12 9	...	3,524 9 8
Parcels, &c.	10,605 12 0	11,019 7 4	413 15 4	...
Horses, Carriages, and Dogs	4,174 7 4	4,025 5 10	...	149 1 6
Mails	8,353 15 6	8,628 13 6	274 18 0	...
Rents	6,063 11 8	5,866 12 4	...	196 19 4
Miscellaneous	3,843 5 11	4,465 4 8	621 18 9	...
Live Stock	33,194 13 8	32,221 5 0	...	973 8 8
Goods	278,033 14 8	287,204 18 11	9,171 4 3	...
	492,729 3 2	498,367 0 4	10,481 16 4	4,843 19 2
			Net Increase	5,637 17 2

The working expenses reached a total of £252,008 19s. 5d., or 50·57 per cent. of the gross receipts, or 2·19 per cent. higher than in 1879. The profit on working was £246,358 0s. 11d., or £7,990 8s. 9d. less. This was chiefly attributable to the increased cost of maintenance and the renewals to permanent way, which cost 2 per cent. more in 1880 than in the previous year.

The table subjoined shows the relative working expenses for the two years :—

EXPENDITURE.—NORTHERN SYSTEM.

—	1879. Amount.	1879. Cost per Train Mile.	1879. Per Cent. to Revenue.	1880. Amount.	1880. Cost per Train Mile.	1880. Per Cent. to Revenue.	Increase.	Decrease.
	£ s. d.	s. d.		£ s. d.	s. d.		£ s. d.	£ s. d.
Maintenance ...	49,473 19 3	0 9·22	10·04	59,816 2 3	0 10·83	12·00	342 3 0	...
Loco. Charges	82,227 12 4	1 3·25	16·68	84,127 3 0	1 3·24	16·88	1,899 10 8	...
Traffic „ ...	98,869 9 5	1 6·40	20·07	100,206 18 5	1 6·16	20·11	1,337 9 0	...
General „ ...	7,809 12 6	0 1·47	1·59	7,858 15 9	0 1·42	1·58	49 3 3	...
	238,380 13 6	3 8·34	48·38	252,008 19 5	3 9·65	50·57	3,628 5 11	...
						Net Increase		3,628 5 11

There has been a gradual falling-off in the net receipts of this system during the last three years, as may be seen from the following :—

Year.	Gross Receipts.	Expenses.	Profit on Working.
	£ s. d.	£ s. d.	£ s. d.
1878 ...	512,953 4 5	241,000 3 4	271,953 1 1
1879 ...	492,729 3 2	238,380 13 6	254,348 9 8
1880 ...	498,367 0 4	252,008 19 5	246,358 0 11

The train mileage for 1880 amounted to 1,325,001, or 34,778 more than in 1879.

The number of passengers carried totalled 767,295, being less than that of 1879 by 28,600.

There was an increase in the tonnage of goods carried of 15,989 tons, but the live stock fell short by 752 tons of the amount carried in 1879.

The cost of the lines comprised in this system was, at 31st December last, £7,642,348, including rolling-stock, &c., and on this the net revenue was equal to 3·22 per cent.

WESTERN SYSTEM.

No additions were made to this system in 1880, and its mileage length, therefore, still stands at 434½ miles.

The gross revenue earned was £414,282 10s. 8d. ; the expense of working was £249,856 15s. 1d. ; and the profit £164,425 15s. 7d.

The following tables exhibit the Revenue receipts and working expenses for the years 1879 and 1880 :—

REVENUE.—WESTERN SYSTEM.

—	1879. (Average Miles open 421.)	1880. (Average Miles open 434½.)	Increase.	Decrease.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Passengers	163,249 14 3	168,234 0 8	4,984 6 5	...
Parcels, &c.	11,813 14 1	11,127 17 1	...	685 17 0
Horses, Carriages, & Dogs	3,828 12 6	4,429 0 11	600 8 5	...
Mails	12,217 17 0	13,242 3 0	1,024 6 0	...
Rents	5,602 11 4	5,632 16 9	30 5 5	...
Miscellaneous ...	2,398 1 0	1,645 7 8	...	752 13 4
Live Stock	7,590 18 3	6,280 0 6	...	1,310 17 9
Goods	200,457 6 3	203,691 4 1	3,233 17 10	...
	407,158 14 8	414,282 10 8	9,873 4 1	2,749 8 1
			Net Increase	7,123 16 0

EXPENDITURE.—WESTERN SYSTEM.

	1879.			1880.			Increase.	Decrease.
	Amount.	Cost per Train Mile.	Per Cent. to Revenue.	Amount.	Cost per Train Mile.	Per Cent. to Revenue.		
	£ s. d.	s. d.		£ s. d.	s. d.		£ s. d.	£ s. d.
Maintenance	63,045 10 1	1 0·72	15·48	73,618 17 0	1 1·72	17·77	10,573 6 11	...
Loco. Charges	74,960 3 3	1 3·13	18·42	76,819 14 0	1 2·32	18·54	1,859 10 9	...
Traffic „	91,288 0 7	1 6·41	22·42	92,872 13 5	1 5·31	22·42	1,584 12 10	...
General „	6,437 2 4	0 1·29	1·58	6,545 10 8	0 1·22	1·58	108 8 4	...
	235,730 16 3	3 11·55	57·90	249,856 15 1	3 10·57	60·31	14,125 18 10	...
						Net Increase		14,125 18 10

These show the increase in Revenue to have been £7,123 16s., and in working expenditure £14,125 18s. 10d.; leaving this system with a decreased balance of £7,002 2s. 10d. for the year's working. The percentage of expenditure to Revenue was 60·31, as against 57·90 in 1879. This increase is attributable to the cost of maintenance and renewals being largely in excess of 1879.

The net profit on working was £164,425 15s. 7d., equal to 2·97 per cent. on the construction cost of the system, including its proportion of rolling-stock, viz., £5,538,975.

The passengers carried numbered 2,475,711.

The goods and live stock amounted to 399,421 and 4,672 tons respectively.

NORTH-EASTERN SYSTEM.

This system has had 52 miles added to its length since the 1st January 1880, viz., 45 miles between Mangalore and Shepparton, and 7 miles between Toolamba and Tatura. The total mileage is now 276 miles, the average length open for the year having been 274¼ miles.

On this system the greatest increase of traffic took place, the figures for 1879 and 1880 being £250,944 14s. 1d. and £325,735 5s. 4d. respectively, or an improvement to the extent of £74,790 11s. 3d. To this the passenger traffic contributed to the extent of over £16,000, and the goods £58,000.

REVENUE.—NORTH-EASTERN SYSTEM.

	1879. (Average Miles open 223.)	1880. (Average Miles open 274¼.)	Increase.	Decrease.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Passengers	75,106 13 6	91,585 9 9	16,478 16 3	...
Parcels, &c.	6,637 5 5	7,060 17 9	423 12 4	...
Horses, Carriages, and Dogs	2,633 2 4	2,554 9 5	...	78 12 11
Mails	7,344 13 0	7,350 2 1	5 9 1	...
Rents	3,944 15 9	3,844 5 1	...	100 10 8
Miscellaneous	91 12 5	260 10 3	168 17 10	...
Live Stock	26,618 15 7	26,610 18 7	...	7 17 0
Goods	128,567 16 1	186,468 12 5	57,900 16 4	...
	250,944 14 1	325,735 5 4	74,977 11 10	187 0 7
			Net Increase	74,790 11 3

The increase in passengers carried was 150,112. This was attributable in a great measure to the attractions of the Melbourne International Exhibition, but there was also a considerable increase from other sources, connected no doubt with the large business which took place in the goods department.

The grain traffic on this system made enormous strides during 1880, and kept the resources of the Department fully employed to successfully cope with it.

The profit on working amounted to £173,837 9s. 6d. This gives a return of 7·38 per cent. on the cost of the lines composing the system, which, including rolling-stock, amounted at the 31st December last to £2,354,328.

The expenditure was £151,897, or 46·63 of the receipts, being 3·11 per cent. less than in 1879.

EXPENDITURE.—NORTH-EASTERN SYSTEM.

—	1879. Amount.	1879. Cost per Train Mile.	1879. Per Cent. to Revenue.	1880. Amount.	1880. Cost per Train Mile.	1880. Per Cent. to Revenue.	Increase.	Decrease.
	£ s. d.	s. d.		£ s. d.	s. d.		£ s. d.	£ s. d.
Maintenance	25,173 11 4	0 8·09	10·03	32,804 10 5	0 8·84	10·07	7,630 19 1	...
Loco. Charges	43,023 11 2	1 1·82	17·14	49,761 2 0	1 1·41	15·28	6,737 10 10	...
Traffic „	52,656 13 3	1 4·91	20·99	64,204 2 10	1 5·30	19·71	11,547 9 7	...
General „	3,962 18 1	0 1·27	1·58	5,128 0 7	0 1·38	1·57	1,165 2 6	...
	124,816 13 10	3 4·09	49·74	151,897 15 10	3 4·93	46·63	27,081 2 0	...
						Net Increase		27,081 2 0

The goods tonnage was 241,139 tons, and the live stock 15,187; the former being an increase of 69,737 tons over that of the previous year, and the latter of 138 tons.

EASTERN SYSTEM (EXCLUSIVE OF HOBSON'S BAY LINES).

The mileage length of the system remains as at the close of 1879, viz., 125¾ miles, no addition having been made during 1880.

I have to report a steadily increasing business on this line: the receipts for 1880 being £11,338 18s. in excess of those of 1879.

The following will show particulars of the increase:—

REVENUE.—EASTERN SYSTEM.

—	1879. (Average Miles open 123.)	1880. (Average Miles open 125¾.)	Increase.	Decrease.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Passengers	34,709 6 4	37,884 10 2	3,175 3 10	...
Parcels, &c.	4,719 15 8	4,155 16 0	...	563 19 8
Horses, Carriages, and Dogs	957 2 3	758 12 10	...	198 9 5
Mails	4,114 18 4	4,188 7 6	73 9 2	...
Rents	393 17 10	878 2 3	484 4 5	...
Miscellaneous	119 3 4	140 19 2	21 15 10	...
Live Stock	3,299 6 6	9,491 17 6	6,192 11 0	...
Goods	22,961 4 10	25,115 7 8	2,154 2 10	...
	71,274 15 1	82,613 13 1	12,101 7 1	762 9 1
			Net Increase	11,338 18 0

The largest item of increase, it will be seen, has arisen from the development of the cattle traffic, which bids fair to assume large proportions on this section of the railway lines.

317,310 passengers were carried, and 67,225 tons of goods, showing an increase of 85,042 in the former, and 23,933 in the latter, when compared with the previous year's returns.

This has nearly trebled during the year, and the following comparative statement of this branch of traffic, from the opening of the Gippsland line to the close of 1880, will show its rapid growth :—

Year.	Tons Live Stock.	Amount.
		£ s. d.
1877	Nil	Nil
1878	261	370 10 5
1879	2,063	3,299 6 6
1880	5,819	9,491 17 6

The expenditure was £54,928 3s. 8d., or 66·49 of the receipts. The subjoined gives the details of this expenditure:—

EXPENDITURE.—EASTERN SYSTEM.

—	1879. Amount.	1879. Cost per Train Mile.	1879. Per Cent. to Revenue.	1880. Amount.	1880. Cost per Train Mile.	1880. Per Cent. to Revenue.	Increase.	Decrease.
	£ s. d.	s. d.		£ s. d.	s. d.		£ s. d.	£ s. d.
Maintenance	15,820 11 7	1 4·13	22·20	18,544 9 2	1 1·07	22·45	2,723 17 7	...
Loco. Charges	11,267 17 1	0 11·48	15·81	16,242 3 11	0 11·45	19·66	4,974 6 10	...
Traffic ,,	13,486 4 7	1 1·75	18·92	18,828 5 3	1 1·27	22·79	5,342 0 8	...
General ,,	1,121 2 8	0 1·14	1·57	1,313 5 4	0 0·93	1·59	192 2 8	...
	41,695 15 11	3 6·50	58·50	54,928 3 8	3 2·72	66·49	13,232 7 9	...
						Net Increase		13,232 7 9

The profit on working for the year was £27,685 9s. 5d., which was equal to 2·75 per cent. upon the capital cost of the line.

The progress of the traffic and working expenses of the Gippsland Line, from its opening to the end of 1880, will be better understood by the following table :—

Year.	Average Length Open.	Average Earnings per Mile.	Average Expenses per Mile.	Balance.	
	Miles.	£	£		£
1877	32½	189	196	Loss	7
1878	113	406	221	Profit	185
1879	123¼	578	338	,,	240
1880	125¾	657	437	,,	220

MELBOURNE AND HOBSON'S BAY RAILWAY.

There has been a steady increase during the past year on these lines so far as regards the passenger traffic. On the goods business a slight decrease took place. The total earnings amounted to £171,918 8s. 1d., being an increase over that of 1879 of £10,376 4s. 10d., as will be seen from the following table showing the details :—

REVENUE.—HOBSON'S BAY LINES.

—	1879. (Miles open 16½.)	1880. (Miles open 16½.)	Increase.	Decrease.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Passengers	113,585 16 8	124,553 4 8	10,967 8 0	...
Parcels	1,466 14 5	1,383 19 8	...	82 14 9
Rents	4,625 8 4	4,782 10 0	157 1 8	...
Miscellaneous	577 2 11	256 8 6	...	320 14 5
Goods...	41,287 0 11	40,942 5 3	...	344 15 8
	161,542 3 3	171,918 8 1	11,124 9 8	748 4 10
		Net Increase		10,376 4 10

The working expenses amounted to £105,382 18s. 0d., or 61·30 per cent. of the gross revenue, as against 63·14 in 1879. The following gives the particulars of the expenditure for the two years :—

EXPENDITURE.—HOBSON'S BAY LINES.

	1879.				1880.				Increase.			Decrease.		
	Amount.			Cost per Train Mile.	Per Cent. to Revenue.	Amount.			Cost per Train Mile.	Per Cent. to Revenue.				
	£	s.	d.	s. d.		£	s.	d.	s. d.		£	s.	d.	£ s. d.
Maintenance	14,026	18	9	0 6·23	8·68	14,257	10	17	0 6·37	8·29	230	11	10	...
Loco. Charges	29,376	14	5	1 1·06	18·19	31,541	4	7	1 2·10	18·35	2,164	10	2	...
Traffic ,,	52,577	16	7	1 11·37	32·55	57,136	7	1	2 1·53	33·24	4,558	10	6	...
General ,,	6,011	13	2	0 2·67	3·72	2,447	15	9	0 1·09	1·42	...			3,563 17 5
	101,993	2	11	3 9·33	63·14	105,382	18	0	3 11·09	61·30	6,953	12	6	3,563 17 5
										Net Increase				3,389 15 1

The passenger journeys amounted to 11,469,183, or 1,054,017 more than the previous year.

In the goods tonnage there was a falling-off of 6,964 tons, which accounts for the decrease (£344 15s. 8d.) in that branch of traffic.

The total cost of these lines to the State, to the 31st December last, was £1,378,560, including rolling-stock, &c., and on this the net revenue of £66,535 10s. 1d. was equal to 4·82 per cent.

STORES BRANCH.

In this branch every care has been taken to prevent the accumulation of stock.

The value on hand at the close of the year was £122,037 6s. 7d. Of this amount, however, £66,623 8s. 1d. was the value of the permanent-way materials, &c., imported for the construction of the new lines, leaving the value of the working stores at £55,413 18s. 6d.

The economy introduced into this branch of the Department since the 10th September 1877, the date on which the present Stores Regulations came into operation, will be better understood by the subjoined statement :—

Year.	Average Miles Open for Traffic.	Value of Working Stores on hand at 31st December.	Cost of Working.
		£ s. d.	£ s. d.
1876	652	81,657 3 10	4,039 17 10
1877	787	61,517 15 1	3,996 8 0
1878	967	54,522 6 11	1,778 1 0
1879	1091	57,449 19 2	1,995 10 6
1880	1194	55,413 18 6	2,011 3 6

The whole of the stock on hand, both for construction and working purposes, is in thorough good order, and its condition and convenience will, I am convinced, bear favorable comparison with that of any private firm or corporation holding large stocks of goods of a similar description.

RECAPITULATION.

The following summary will show the general results at the close of 1880:—

Total debenture capital raised	£17,660,259
Total yearly interest payable	919,263
The unspent balances of Loan moneys was	2,372,496
The unspent balances of the Railway Loan Liquidation and Construction Account	42,461

The amount spent on Capital Account during the year was as follows :—

Hobson's Bay Lines, purchase, &c.	£1,372,324
On new lines and additions to old	417,551
Total spent in construction at 31st December 1880	18,041,295
At an average cost per mile open of	15,047
Expenditure from Debenture Capital	15,236,704
Expenditure from Consolidated Revenue	2,597,650
The total mileage open for traffic was	1,199 miles
The average mileage open for traffic was	1,193½ „
The gross revenue earned was	£1,492,917
The working expenditure was	814,075
The profit on working was	678,842
The amount required from the Consolidated Revenue to pay balance of interest not recouped by net earnings derived from revenue ...	118,187
Earnings per average mile open	1,250
Expenditure per average mile open	682
Earnings per train mile	6s. 9·79d.
Number of passenger journeys	15,999,459
Averaging a distance (exclusive of Hobson's Bay Lines) of	20·48 miles
At an average rate per passenger (exclusive of Hobson's Bay Lines) of ...	1s. 11·45d.
Or an average per mile per passenger of	1·15d.

The expenses per train mile, including the Hobson's Bay Lines, are as follows :—

Maintenance of way, works, stations, &c. ...	0s. 10·90d.	
Locomotive charges	1s. 2·16d.	
Traffic ditto	1s. 6·26d.	
General ditto	0s. 1·28d.	
		3s. 8·60d.
The goods tonnage was		1,258,254
The live stock tonnage was		44,961
The goods (exclusive of Hobson's Bay Lines) were carried an average distance of		66·99 miles
At an average cost per ton of		13s. 1·51d.
Or an average per ton per mile of		0s. 2·25d.
The live stock was carried an average distance of		128·51 miles
At an average cost per ton of		33s. 2·23d.
Or at an average cost per ton per mile of		3·10d.
The train mileage was	4,380,802	
Piloting and shunting	859,276	
		5,240,078 miles

The Rolling-Stock consisted of the following :—

Engines in use	197
Engines in course of construction	23
Carriages in use	371
Carriages in course of construction	16
All other vehicles in use	3,411
All other vehicles in course of construction	155

The net revenue paid on the capital cost ... ... 3·76 per cent.

The different systems gave the following results on their capital cost, including rolling-stock :—

Northern System	3·22 per cent.
Western System	2·97 „
North-Eastern System	7·38 „
Eastern System	2·75 „
Hobson's Bay Lines	4·82 „

Attached to the Appendix will be found reports from the Engineer-in-Chief, the Locomotive Superintendent, and the Telegraph Engineer on the working of their respective branches.

I have the honor to be,

Your Lordship's most obedient servant,

THOS. BENT,

Commissioner of Railways, and

Vice-President of the Board of Land and Works.

APPENDIX.

VICTORIAN RAILWAYS.

APPENDIX TO THE ANNUAL REPORT OF THE BOARD OF LAND AND WORKS ON THE DEPARTMENT OF VICTORIAN RAILWAYS FOR THE YEAR ENDING 31ST DECEMBER 1880.

1. Report of the Engineer-in-Chief.
2. „ Locomotive Superintendent.
3. „ Telegraph Engineer.
4. Statement showing the contracts in progress at 31st December 1880 for works, stations, rolling-stock, &c.
5. Statement of the funds authorized to be obtained on loan for the construction of Victorian Railways, and of the expenditure charged against the same.
6. Statement of the receipts and expenditure on capital account.
7. „ „ „ in account with the consolidated revenue.
8. General balance-sheet.
9. Statement of revenue and expenditure on Victorian Railways, all systems.
10. „ „ „ „ Northern system.
11. „ „ „ „ Western system.
12. „ „ „ „ North-Eastern system.
13. „ „ „ „ Eastern system.
14. „ „ „ „ Hobson's Bay branch lines.
15. Amount, mileage, and traffic at each station.
16. Return of wool consigned to Melbourne, Williamstown Pier, Geelong, and Portland.
17. Return of rolling-stock.
18. „ „ Hobson's Bay branch lines.
19. Detail of locomotive charges.
20. Comparative statement for nine and a half years, ending 31st December 1880.
21. Detail of cost of construction of each line open for traffic, highest and lowest levels, steepest gradients, &c., &c.
22. Return of accidents to persons during 1880.
23. „ „ „ since lines were opened for traffic.

VICTORIAN RAILWAYS.

No. 1.

SIR, Engineer-in-Chief's Office, Melbourne, 6th September 1881.

I have the honor to report that the permanent way and works of the Victorian Railways were efficiently maintained during the year ending 31st December last.

The total expenditure for the year on account of maintenance on the whole of the lines, exclusive of the Hobson's Bay lines, was £184,783 18s. 10d. for 164½ miles of double and an average of 991½ miles of single line of way, or a total average length of 1,156 miles, as against £153,513 12s. 3d. during the previous year for 164½ miles of double and an average of 926 miles of single line of way, or a total average length of 1,090½ miles, being at the rate of £159 16s. 11d. per mile of double and single line of way in 1880 as compared with £140 15s. 6d per mile in 1879.

This increase is principally due to the excess of issues of permanent-way materials (rails, chairs, and fastenings) during the year 1880, viz., £15,568 6s. 2d., or at the rate of £13 9s. 4d. per mile of line as compared with £5,912 2s. 9d. during the previous year, or £5 8s. 5d. per mile of line, exclusive of the extra cost of labor in relaying same.

There was also a considerable sum expended on the renewal of the Barwon bridge, on the Geelong and Colac line.

The number of redgum sleepers used for renewals and repairs during the year was 29,872, against 37,459 in 1879 and 52,714 in 1878.

The total amount spent for maintenance on the Hobson's Bay Suburban lines amounted to £14,257 10s. 7d., being at the rate of £864 1s. 10d. per mile of double and single line of way.

During the year a contract was entered into for the construction of the undermentioned line of railway :—

No. of Act.	Date.	Line.	Length.	Average per Mile.
			m. ch. lks.	£
660	8th October ...	Lancefield Road to Lancefield	14 72 00	2,388

Contracts were also let during the year for 7 goods sheds, 5 engine turn-tables, 26 gatekeepers' cottages, and for water supply works, semaphores, and sundry other buildings and works.

The following lines were satisfactorily completed by the contractors, and opened for public traffic during the year :—

Goulburn Valley Line.

Mangalore to Shepparton ... ... 45 miles, on 13th January.
Toolamba to Tatura ... ... 7 miles, on 13th January.

Carlsruhe and Daylesford Line.

Calrsruhe to Trentham ... ... 10¾ miles, on 16th February.
Trentham to Daylesford temporary station... 11½ miles, on 17th March.

The undermentioned lines were maintained by the Department for only a portion of the year :—

Goulburn Valley Line.

Mangalore to Shepparton ... ... from 1st May 1880 = 8 months.
Toolamba to Tatura ... ... from 1st May 1880 = 8 months.

Carlsruhe and Daylesford Line.

Carlsruhe to Trentham ... ... from 15th May 1880 = 7½ months.
Trentham to Daylesford temporary station... from 16th June 1880 = 6½ months.

The claims made by the contractors, Messrs. C. and E. Millar, on the first and second sections of the Goulburn Valley line and on the Tatura branch line were settled by the late Engineer-in-Chief just prior to my taking charge of the Department.

The claims of Messrs. Topham, Angus, and Smith, contractors for the Geelong and Queenscliff and Carlsruhe and Daylesford lines were dealt with by me, and the contracts closed satisfactorily.

A large amount of work was done in altering and extending the Melbourne Terminus, and considerable progress was made with surveys of the following lines :—

Tallarook to Yea.
Lilydale to Healesville.
Kensington to Coburg.
Richmond towards Yan Yean.
Keilor Road to Gordons.
Eaglehawk to Kerang.
Mordialloc to Hastings.
Donald to Warrackbabeal.
Inglewood to Charlton.
Jung Jung to Dimboola.
Shepparton to Numurkah.
Cope Cope towards Wyche-proof.
Numurkah to Nathalia.
Lancefield towards Heathcote.
Drouin towards Poowong.
St. Arnaud to Donald.
Morwell to Mirboo.
Wodonga to The Murray.
Richmond to Coburg.
Caulfield to Frankston.
Traralgon to Heyfield.
Colac to Camperdown.
Hawthorn to Lilydale.
Lancefield Road to Lancefield.
Elmore to Kerang.
Ballarat Racecourse Branch.
Inglewood to Boort.
Horsham to Dimboola.
Richmond to Alphington.

I have the honor to be, Sir,

Your most obedient servant,

WILLIAM ELSDON,
Engineer-in-Chief.

The Honorable Thos. Bent, Commissioner of Railways.

VICTORIAN RAILWAYS.

No. 2.

Locomotive, Carriage, and Wagon Branch,
Locomotive Superintendent's Office,
Melbourne, 17th March 1881.

SIR,

In submitting the annual statement of the working of the locomotive, carriage, and wagon branch for the year 1880, I desire to point out the great necessity that exists for proper buildings, tools, shelter sheds, coal stages, &c., to enable the work to be performed with advantage to the public and the Department. This matter has been frequently brought under the notice of various Ministers of Railways. A sum of money should be at once laid out in increased and better workshop accommodation, in shelter sheds for carriages, and for engines at out-stations. In my opinion, in these respects, it would be better in future not to open new lines until they are at least moderately equipped with arrangements for watering and fuelling engines, and provided with shelter sheds, turntables, &c.

The balance-sheet of the Department for last year shows the cost of working at 1s. 5·14d. per train mile, as against 1s. 6·02d. in 1879, including cost of coaching. The loco. power shows 1s. 2·17d., as against 1s. 2·65d. in the previous year. The train miles run were 3,843,727, as against 3,462,622 in 1879, or 381,105 miles more. Whilst a large amount of saving has been effected in the cost of coal, water, greasing, and general charges, the cost of repairs has been increased, thus showing that the rolling-stock has been well maintained, £11,000 in wages and stores more than the previous year having been spent on it. I am gradually abolishing grease axle-boxes and substituting castor-oil boxes in the rolling-stock.

During the year, 85 engines have been in the workshops for repairs; in many cases the age of the engines has caused the repairs to be of a very extensive character, but no more than was necessary to maintain them in thorough working order. Eight of these engines have had entirely new boilers, four new copper fire-boxes, all but side plates; and sixty-nine have received thorough repairs.

In the carriage-repairing shops extensive repairs have been executed to 68 carriages, 27 brake vans, 2 post office vans, 2 carriage trucks, and 1 horse box, whilst 60 more vehicles have had ordinary repairs.

In the wagon-repairing shop, 175 wagons have been almost entirely rebuilt, 164 have had a good general repair, 170 others have been painted throughout, 243 have been lifted and had their wheels trued up, or fitted with new tyres, and extensive ordinary running repairs have been effected to several hundred other wagons.

At 31st December there were upon the Victorian Railways (exclusive of Hobson's Bay lines) 173 locomotive engines and 3,460 vehicles.

The workshops of the Victorian Railways consist of a scattered lot of corrugated iron sheds, totally inadequate to meet the growing demands of the Department. Great loss of workmen's time occurs in consequence of these detached erections and the deficient accommodation. Hundreds of thousands of pounds are spent on the construction of properly designed workshops by private companies, who are aware that they conduce to the efficiency and cheap working of the lines. In our case it is absolutely necessary that accommodation should be provided sufficient to enable us to pass 120 engines per annum through the general workshops for thorough overhaul and repair; and when the lines are further extended and the rolling-stock increased as contemplated, if something be not done shortly, we shall be in a still worse position than at present. In New South Wales, Parliament has voted the sum of £250,000 for new workshops and machinery, whilst their miles of line opened and train mileage run are much below ours in Victoria.

I have the honor to be, Sir,
Your obedient servant,

S. MIRLS,
Locomotive Superintendent.

The Honorable
The Commissioner of Railways.

VICTORIAN RAILWAYS

No. 3.

Telegraph Engineer's Office,
Melbourne, 19th July 1881.

SIR,

I have the honor to report as follows for the year 1880 :—

The telegraph lines and offices have worked fairly satisfactorily, the number of interruptions being below the average. I am glad to say that I can still point to the very short length of time interruption to any of the wires constructed by the Department continue, owing to the ease with which the permanent-way men can effect temporary repairs. There is no doubt that, for railway work, lines on short poles, and carrying not more than two wires, are, both as regards economy in construction and maintenance, and efficiency, far the most satisfactory.

There is a marked difference between the length of interruptions on our lines, constructed on the above principles, and on the wires we use which are fixed to the poles of the Postal Department. Of the latter, we have 536 miles, and 896 miles of the former. The interruptions during the year on the 896 miles were 37 in number, while on the 536 miles the number of interruptions was 51. The greatest length of time any interruption continued upon the 896 miles belonging to this Department was 14 hours (which included a night), and the average length of the 37 interruptions was about 2 hours. The longest interruption upon the wires used which are fixed to the Postal Department poles was one of 61 hours, and the average length of the 51 interruptions over 14 hours. This great difference is owing principally to the fact that when an interruption occurs upon the wires fixed to the long poles of the Postal Department, which carry a number of wires, it is necessary that a skilled workman should be sent to effect repairs ; whereas, in case of a breakdown on one of the wires of this Department, a platelayer who is on the spot can effect a temporary repair speedily and without cost.

The importance of arrangements which permit of interruptions being reduced to the shortest time can hardly be over-estimated. Our most important wires are upon the low poles. The sections still fixed to the poles of the Postal Department, and upon which the chief interruptions take place, are those between Melbourne and Sale, Castlemaine and Echuca, and Ballarat and Stawell.

The North-Eastern line wire is extremely busy ; indeed the number of messages passing daily over it is more than one wire can carry without delays occurring. I hope, before the next busy season, a duplicate wire will be run as far as Seymour, upon which the Goulburn Valley business can be diverted.

I have had an opportunity of trying, under somewhat favorable circumstances, several kinds of block signalling apparatus. The instruments of Messrs. Craik and Winter, which are extensively used in India, and which have recently been tried in New Zealand, appear to be perfect in most respects ; and I could confidently recommend them, should it be considered desirable to adopt special instruments for block signalling on the lines of this Department.

The electric bells, worked automatically and by hand, at the signal boxes are giving satisfaction, and seem, in conjunction with the Morse telegraph instruments, to meet present requirements.

The statement below shows the telegraph business of the Railway Department for the year 1880, at the close of which 1,432 miles of wire were in use, connected to 102 stations. Besides those mentioned, over 100,000 messages were repeated between Postal and Railway Department stations.

Total number of messages sent	266,857
" " " received	262,784
Actual cash received	£3,028 14s. 5d.
Value of O.H.M.S telegrams sent	£16,628 17s. 8d.
Total value of business transacted	£19,657 12s. 1d.

I have the honor to be, Sir,

Your most obedient servant,

K. L. MURRAY,
Telegraph Engineer.

The Honorable
The Commissioner of Railways.

No. 4.

STATEMENT showing Contracts in progress at 31st December 1879 for Construction of Lines, Stations, Buildings, Rolling-stock, and other works; also the Contracts entered into during the Year ending 31st December 1880.

Contract No. Engineer-in-Chief's.	Contract No. Gazette.	Date.	Contractor.	Description of Contract.	Line of Railway.	Contract Amount. £ s. d.	Expenditure to 31st Dec. 1880. £ s. d.	Balance Unexpended. £ s. d.	Remarks.
		1875.							
1630	466	July 16 1877.	Fishburn and Morton	Construction of 9 miles 79 chains 56 links of railway from Everton to Beechworth	Wangaratta to Beechworth	70,018 1 8	69,244 9 9	...	Not completed at 31st Dec. 1880.
636A	1172	Jan. 26	Fishburn and Morton	Completion of 21 miles 14 chains 69 links of 2nd section of Oakleigh and Sale line	Oakleigh to Sale	89,528 19 5	84,950 0 0	...	"
918	968	Sept. 28	Langlands Foundry Co.	Supply of 2,000 wrought-iron spoke wheels ...	Rolling-stock	9,550 0 0	9,550 0 0	...	Completed.
918A	944	" 14	Victoria Iron-rolling Co.	" 1,000 wrought-iron axles	"	4,625 0 0	4,625 0 0	...	"
924	2160	June 7 1879.	John Lewis ...	" sawn blackwood	"	15,847 15 2	4,233 2 10	...	Not completed at 31st Dec. 1880.
975	1743	Mar. 14	Newton and Borland	Erection of passenger station, Geelong	Geelong to Queenscliff	8,758 14 10	7,374 9 11	1,384 4 11	Completed.
982	1694	Feb. 28 1880.	S. T. Douglas ...	" " Hamilton... ...	Ararat to Hamilton	3,278 17 6	3,511 0 11	...	"
"	828	Aug. 6 1878.	S. T. Douglas ...	Extra on ditto	"	232 3 5			
992	1984	Apr. 12 1880.	D. Leslie and Co. ...	Construction of 36 miles 20 chains 53 links of railway from Stawell to Murtoa	Stawell to Horsham	77,999 13 4	80,841 6 7	...	"
"	1825	Mar. 5 1878.	D. Leslie and Co. ...	Extra on ditto	"	2,841 13 3			
993	1685	Apr. 12 1880.	D. Leslie and Co. ...	Construction of 17 miles 20 chains 17 links of railway from Murtoa to Horsham	"	40,272 0 2	42,722 13 3	...	"
"	1826	Mar. 8 1878.	D. Leslie and Co. ...	Extra on ditto	... ...	2,450 13 1			
1075	799	Sept. 13 1879.	Topham, Angus, and Smith	Construction of 20 miles 56 chains 85 links of railway from Geelong to Queenscliff	Geelong to Queenscliff	58,977 7 6	58,132 15 3	844 12 3	"
1077	1742	Mar. 14	Morris and Begg ...	Erection of passenger station at Horsham ...	Stawell to Horsham...	3,468 11 10	3,372 2 8	96 9 2	"
1081	1664	Feb. 21 1878.	John Foot ...	Erection of passenger station, St. Arnaud ...	Dunolly to St. Arnaud	3,573 0 9	3,531 17 10	41 2 11	"
1088	943	Nov. 22 1879.	Howard and Cooke	Manufacture of points and crossings	Melbourne terminus, Geelong, Ballarat, and Echuca station yards	3,295 7 11	4,844 4 4	169 3 7	"
"	2085	Oct. 24 1880.	Howard and Cooke	Extra on ditto		768 0 0			
"	1830	Mar. 5 1878.	Howard and Cooke	"		950 0 0			
1089	928	Nov. 15 1880.	Thompson and Co.	Manufacture of points and crossings	Melbourne terminus	2,980 12 8	4,980 3 7	0 9 1	"
"	2075	June 4 1878.	Thompson and Co.	Extra on ditto	"	2,000 0 0			
1091	978	Nov. 29 1880.	J. Horwood and Sons	Manufacture of points and crossings		2,721 6 0	2,989 4 8	1 1 4	"
"	1829	Mar. 5	J. Horwood and Sons	Extra on ditto	"	269 0 0			

No. 4.—STATEMENT showing Contracts in progress at the 31st December 1879 for Construction of Lines, Stations, Buildings, Rolling-stock, and other works; also the Contracts entered into during the Year ending 31st December 1880—*continued.*

Contract No. Engineer-in-Chief's	Contract No. *Gazette.*	Date.	Contractor.	Description of Contract.	Line of Railway.	Contract Amount.	Expenditure to 31st December 1880.	Balance Unexpended.	Remarks.
		1878.				£ s. d.	£ s. d.	£ s. d.	
1096	2237	June 28	Walker, Hickman, and Co.	Supply of 10 pairs locomotive engine cylinders ...	Rolling-stock	950 0 0	950 0 0	...	Completed.
1099	825	Sept. 27	King and Co. ...	Construction of 13 miles 5 chains 82 links of railway from Warrenheip to Gordons	Warrenheip to Gordons	40,901 12 4	41,285 13 3	...	"
		1880.							
"	1915	Apr. 2	King and Co. ...	Extra on ditto	"	384 0 11			
1108	...	...	Sali Cleve ...	Supply of steel rails and fish-plates	All lines	154,746 5 0	90,811 13 4	...	Not completed at 31st Dec. 1880.
		1878.							
*1117	828	Sept. 27	J. F. Higgins and Co.	Construction of 6 miles 63 chains 93 links of railway from South Yarra to Oakleigh	South Yarra to Oakleigh	48,868 4 2	37,452 4 11	...	Completed.
		1879.							
1127	1699	Feb. 28	C. and E. Millar ...	Construction of 22 miles 60 chains of railway, Gravel Pits to Murchison	Goulburn Valley line	47,887 17 10	48,920 15 9	...	"
		1880.							
"	954	Sept. 24	C. and E. Millar ...	Extra on ditto	"	1,032 17 11			
		1879.							
1128	2069	Aug. 8	C. and E. Millar ...	Construction of 21 miles 41 chains 19 links of railway from Murchison to Shepparton	"	70,897 8 0	72,026 9 11	...	"
		1880.							
"	955	Sept. 24	C. and E. Millar ...	Extra on ditto	"	1,129 1 11			
		1879.							
1128A	1096	Dec. 12	C. and E. Millar ...	Construction of 6 miles 70 chains of railway from Toolamba to Tatura	Toolamba to Tatura	15,101 4 2	15,236 7 7	...	"
		1880.							
"	956	Sept. 24	C. and E. Millar ...	Extra on ditto	"	135 3 5			
		1878.							
1130	907	Nov. 1	A. Harkness and Co.	Manufacture of 15 horse-boxes	Rolling-stock	3,746 5 0	3,596 5 0	150 0 0	"
		1879.							
1136	1141	Jan. 24	Topham, Angus, and Smith	Construction of 22 miles 20 chains 77 links of railway from Carlsruhe to Daylesford	Carlsruhe to Daylesford	81,635 15 6	77,278 12 6	...	Not completed at 31st Dec. 1880.
1148	1139	" 24	Phœnix Foundry Co.	Manufacture of 7 locomotive engines and tenders...	Rolling-stock	22,083 0 0	21,833 0 0	250 0 0	Completed.
1150	2073	Aug. 15	Langlands Foundry Co.	Supply of wrought-iron engine, tender, carriage, and truck wheels	"	Rates	10,255 11 4	...	Not completed at 31st Dec. 1880.
1154A	1695	Feb. 28	Victoria Iron-rolling Co.	Manufacture of fish-bolts and dog-spikes ...	Lines authorized under Act 580 ...	3,634 8 0	3,631 12 1	2 15 11	Completed.
1159	1654	" 21	Wright and Edwards	" 5 first and 5 second class American saloon carriages	Rolling-stock	13,250 0 0	13,154 5 9	95 14 3	"
1160	1660	" 21	Thompson and Co....	" points and crossings	Lines authorized under Act 580 ...	922 2 0			
"	917	Oct. 3	Thompson and Co....	Extra on ditto	Carlsruhe to Daylesford, and Goulburn Valley	800 0 0	2,183 19 11	88 2 1	"
		1880.							
"	1827	Mar. 5	Thompson and Co....	"	Carlsruhe to Daylesford	550 0 0			
		1879.							
1161	1696	Feb. 28	Gamil and Wheeler	Erection of passenger station, Wahgunyah ...	Springs to Wahgunyah	3,236 3 9	2,979 18 3	256 5 6	Completed.
1187A	1834	Apr. 25	J. W. and J. Robson	Supply of sawn redgum	Footscray Junction to Williamstown and Piers	1,336 10 0	1,237 3 6	99 6 6	"
1188	1832	Apr. 25	A. Harkness and Co.	Manufacture of 19 double bogie covered goods wagons and 20 double bogie open medium goods wagons	Rolling-stock	9,337 10 0	8,937 10 0	400 0 0	"

1191	1916	May 16	P. Bevan	Manufacture of 100 medium open goods wagons ...	„	9,000 0 0	9,000 0 0	...	„
1192	1994	June 13	A. Harkness and Co.	„ of 50 double bogie open medium goods wagons	„	10,393 15 0	10,310 9 6	83 5 6	„
1195	1917	May 16	J. Stewart and Co....	Erection of passenger station, Hawksburn ...	South Yarra to Oakleigh	4,207 3 0	3,839 8 2	367 14 10	„
1196	1918	„ 16	J. Stewart and Co....	„ „ Toorak	„	3,841 10 0	3,613 11 5	227 18 7	„
1197	1919	„ 16	J. Stewart and Co....	„ „ Armadale	„	3,971 7 0	3,630 6 3	341 0 9	„
1198	1920	„ 16	J. Stewart and Co....	„ „ Malvern	„	3,955 16 6	3,824 3 2	131 13 4	„
1207A	986	Oct. 31	H. Hobbs ...	Manufacture of 40 traversing screw-jacks ...	Rolling-stock	540 0 0	540 0 0	...	„
1209	866	Sept. 12	Robison Bros. and Co.	„ 8 tank locomotive engines ...	„	22,500 0 0	18,701 15 8	...	Not completed at 31st Dec. 1880.
1212	1031	Nov. 21 1880.	Robison Bros. and Co.	„ 5,800 galvanized semaphore pulleys	All lines	245 13 4	223 6 8	22 6 8	Completed.
†1214	1787	Feb. 27	A. Dalglish and Son	Erection of timber framing for coaling depôt ...	Melbourne terminus	2,679 13 2	412 4 1	2,267 9 1	„
1220	1782	„ 27	McKenzie and Holland	Supply of interlocking apparatus	Queenscliff, Wahgunyah, and Goulburn Valley lines	149 17 9	149 17 9	...	„
1220Z	1781	„ 27 1879.	Burnham, Parry, Williams, and Co.	„ 2 locomotive engines, &c.	Rolling-stock	6,200 0 0	6,200 0 0	...	„
1224	1042	Dec. 5 1880.	T. Walsh	Erection of goods shed, Gordons	Warrenheip to Gordons	428 8 7	389 7 8	37 0 11	„
1225	1831	Mar. 5 1879.	McKenzie and Holland	Supply of interlocking apparatus	All lines	621 8 11	621 8 11	...	„
1227	2074	Aug. 15	Ferguson and Carlton	Manufacture of 50 cattle wagons	Rolling-stock	6,360 0 0	6,360 0 0	...	„
1232	1097	Dec. 12	Phœnix Foundry Co.	„ 2 heavy passenger engines and tenders	„	7,300 0 0	7,050 0 0	...	Not completed at 31st Dec. 1880.
1234	948	Oct. 10 1880.	R. Thornton ...	Construction of passenger platform	Melbourne terminus	2,447 0 5	2,619 14 5	...	Completed.
„	1953	Apr. 30 1879.	R. Thornton ...	Extra on ditto	„	172 14 0			
1235	949	Oct. 10	D. Leslie and Co. ...	Supply of sleepers	Geelong to Ballarat	1,168 15 0	1,168 13 9	0 1 3	„
1236	1029	Nov. 21 1880.	T. W. Cowley ...	Erection of passenger station, Gordons	Warrenheip to Gordons	394 9 11	376 6 9	18 3 2	„
1237	1240	Feb. 6	Johnson and Co. ...	Manufacture of engines, boilers, pumps, and tanks	Carlsruhe to Daylesford	602 16 0	3,489 4 2	127 11 10	„
„	1241	„ 6	Johnson and Co. ...	„ „ „	Goulburn Valley	1,205 12 0			
„	1242	„ 6 1879.	Johnson and Co. ...	„ „ „	Lines authorized under Act No. 580 ...	1,808 8 0			
1239	984	Oct. 31	W. E. Crofton ...	Erection of goods shed, Warragul	Oakleigh to Sale	448 5 10	432 13 11	15 11 11	„
1240	985	„ 31	W. E. Crofton ...	„ „ Traralgon	„	447 5 2	418 2 8	29 2 6	„
1241	1043	Dec. 5	T. Mullen ...	Laying composition pavement to cellar of goods shed, Geelong	Geelong to Colac	291 13 8	264 6 0	27 7 8	„
1242	1098	„ 12	Pritchard and Blackwood	Erection of goods shed, Lubeck	Stawell to Horsham	496 5 11	469 6 4	26 19 7	„
1243	1030	Nov. 21	James Sproule ...	Supply of split posts and rails	Footscray Junction to Sandhurst ...	198 10 0	198 10 0	...	„
1244	1099	Dec. 12 1880.	McKenzie and Co....	„ metal	Oakleigh to Sale	927 1 8	927 1 8	...	„
1245	1171	Jan. 9	Thompson and Co....	Manufacture of semaphores	All lines	1,244 7 0	1,243 18 9	0 8 3	„
1246	1172	„ 9 1879.	W. McCulloch & Co.	Supply of redgum sleepers	Melbourne terminus	527 1 8	527 1 8	...	„
1247	1041	Dec. 5 1880.	D. Canty	„ ballast	Ararat to Portland	175 0 0	175 0 0	...	„
1248	1259	Feb. 20	W. H. Lamond ...	„ 50 water tanks	Daylesford, and Goulburn Valley ...	200 0 0	200 0 0	...	„
1250	1170	Jan. 9	J. N. Bell ...	„ furniture for stations...	All lines	286 7 6	260 6 9	26 0 9	„
1251	1238	Feb. 6	C. and J. Smith ...	„ 100,000 blackwood keys	„	375 0 0	375 0 0	...	„
1252	1239	„ 6	John Harker ...	Manufacture of pins and ferrules	„	1,304 7 6	1,025 3 1	...	Not completed at 31st Dec. 1880.

* In consequence of delay in completing the works, this contract was determined by the Board of Land and Works on 14th June 1879.

† This contract was taken out of the contractors' hands by the Board of Land and Works when partially completed.

No. 4.—STATEMENT showing Contracts in progress at the 31st December 1879 for Construction of Lines, Stations, Buildings, Rolling-stock, and other works; also the Contracts entered into during the Year ending 31st December 1880—*continued.*

Contract No. Engineer-in-Chief's.	Contract No. *Gazette.*	Date.	Contractor.	Description of Contract.	Line of Railway.	Contract Amount.	Expenditure to 31st Dec. 1880.	Balance Unexpended.	Remarks.
		1880.				£ s. d.	£ s. d.	£ s. d.	
*1253	1783	Feb. 27	J. H. C. Sutherland	Construction of platforms and cellar	Melbourne terminus	29,362 18 1	1,978 11 7	27,384 6 6	Completed.
1253A	2031	May 28	Blair and Chadwick	Supply of piles, sleepers, and timber	All lines	7,285 4 2	6,920 1 11	365 2 3	"
1253B	818	July 30	P. Johns	" ironwork	"	1,148 3 11	1,143 11 1	4 12 10	"
1256	1784	Feb. 27	Alfred Day ...	Laying compo. pavement, Castlemaine and Echuca	Footscray Jn. to Sandhurst and Echuca...	258 4 6	331 14 4	0 2 6	"
"	915	Sept. 10	Alfred Day ...	Extra on ditto	" " " ...	73 12 4			"
1256A	1785	Feb. 27	Peter Scott ...	Laying compo. pavement, Ararat and Stawell ...	Ballarat to Horsham...	129 8 11	124 12 11	4 16 0	"
1256B	1786	" 27	Henry Page ...	" " Warragul and Sale ...	Oakleigh to Sale	165 14 8	140 13 6	25 1 2	"
1257	1916	April 2	W. H. Lamond ...	Supply of 50 water tanks	All lines	162 10 0	162 10 0	...	"
1258	1824	Mar. 5	Blair and Chadwick	" redgum sleepers and crossing timbers ...	Sandhurst Yard	391 16 3	337 15 3	54 1 0	"
1259	1849	" 12	John Foot ...	Erection of lamp-rooms, &c.	North-Eastern and Wahgunyah ...	521 14 7	496 11 9	25 2 10	"
1260	819	July 30	Howard and Cooke	Supply of platelayers' tools	All lines	252 10 1	229 11 0	22 19 1	"
1262Z	1975	May 14	J. H. and J. Robson	" sleepers	Hobson's Bay lines	Rates	1,980 7 1	...	"
1263Z	1976	" 14	W. McCulloch & Co.	" piles and sawn timber	"	"	1,163 15 4	...	"
1264	438	July 9	E. Noble and Co. ...	" wrought-iron buffers	Rolling-stock	946 5 0	946 5 0	...	"
1264Z	1986	May 21	T. Evans	" 16 duck covers for goods platform ...	Melbourne terminus	420 0 0	420 0 0	...	"
1265	436	July 9	Higgs and Grayson	" bluestone metal	Geelong to Queenscliff	237 10 0	237 10 0	...	"
		1879.							
1266	1133	Dec. 24	M. Powderly ...	Alteration, &c., raising of railway bridges ...	Melbourne Junction line	1,099 18 6	1,243 11 5	...	"
		1880.							
"	1987	May 21	M. Powderly ...	Extra on ditto	"	143 12 11			
1266Z	2108	June 18	W. H. Smith ...	Alterations, &c., Hawthorn	Hobson's Bay lines		668 6 4	...	"
1267Z	2109	" 18	Andrew Sharp ...	Construction of footway, Moray street	"	...	482 5 1	...	"
1270	1914	April 2	Pritchard & Blackwood	Erection of goods shed, Drysdale	Geelong to Queenscliff	241 9 0	240 13 2	0 15 10	"
1271	1919	" 9	James Mackintosh...	Supply of redgum sleepers	All lines	990 0 0	907 10 0	82 10 0	"
1272	1920	" 9	James Silk ...	Erection of engine shed, Queenscliff	Geelong to Queenscliff	211 5 8	209 6 6	1 19 2	"
1273	1828	Mar. 5	Moubray, Rowan, and Hicks	Furniture for new State carriage	Rolling-stock	227 14 0	450 7 11	...	"
"	1226	Dec. 24	Moubray, Rowan, and Hicks	Extra on ditto	"	222 13 11			
1274	1952	Apr. 30	Pritchard and Blackwood	Erection of outbuildings at stations	Goulburn Valley, and Tatura... ...	389 19 6	411 8 7	...	"
"	944	Sept. 17	Pritchard and Blackwood	Extra on ditto	" "	21 9 1			
1276	1921	Apr. 9	T. Daws	Supply of tents for gatekeepers	Carlsruhe to Daylesford	163 15 0	163 15 0	...	"
1276Z	1922	" 9	H. B. Donaldson and Co.	" 50 tarpaulins	Late Hobson's Bay lines	Rates	355 0 0	...	"
1278	2029	May 28	B. Jensen ...	Erection of 6 gatekeepers' cottages	Carlsruhe to Daylesford	635 5 0	580 16 4	54 8 8	"
1279	2074	June 4	A. Liddicoat and Co.	" 5 " "	"	568 4 4	521 13 10	46 10 6	"
1280	1977	May 14	R. Shimmin and Co.	" 5 " "	Goulburn Valley	550 0 0	497 6 7	52 13 5	"
1281	1978	" 14	J. Field and Co. ...	" 5 " "	"	581 12 3	581 12 3	...	"
1282	2028	" 28	Pritchard and Blackwood	" 5 " "	"	581 18 9	511 15 7	70 3 2	"
1283	2030	" 28	W. Swanson ...	Erection of roof covering, passenger platforms ...	Melbourne terminus...	656 4 6	605 18 11	50 5 7	"
1284	975	Oct. 8	Phœnix Foundry Co.	Manufacture of 20 locomotive engines and tenders	Rolling-stock	59,490 0 0	3,554 11 2	...	Not completed at 31st Dec. 1880.
1285	832	Aug. 20	J. W. and J. Robson	Supply of 1,228 second-class sleepers	Footscray to Echuca	122 16 0	122 16 0	...	Completed.
1287	833	" 20	John Harker ...	" permanent-way materials	All lines	1,762 8 0	399 17 8	...	Not completed at 31st Dec. 1880.

1288	820	July 30	James McCallum ...	„ spalls and metal	Oakleigh to Sale	845 16 8	845 16 8	...	Completed.
1289	822	„ 30	Wright and Edwards	„ 20 sets ironwork for derrick-cranes ...	All lines	1,478 19 0	1,346 14 0	132 5 0	„
1290	829	Aug. 6	John Egan ...	„ posts and rails for fencing	Oakleigh to Sale	278 5 0	169 18 8	...	Not completed at 31st Dec. 1880.
1291	821	July 30	Johnson and Co. ...	Erection of iron footbridge, Echuca	Sandhurst to Echuca	599 0 8	...	...	„
1292	831	Aug. 20	Thompson and Co.	Manufacture of 6 pairs locomotive engine cylinders	Rolling-stock	508 17 6	...	...	„
1293	977	Oct. 8	Thompson and Co.	„ points and crossings	All lines	2,921 0 0	343 0 8	...	Not completed at 31st Dec. 1880.
1294	823	July 30	Jas. McEwan and Co.	Supply of galvanized semaphore wire	„	297 0 0	271 15 8	25 4 4	Completed.
1295	909	Sept. 3	E. Noble and Co. ...	„ 800 wrought-iron buffers	Rolling-stock	2,160 0 0	990 0 0	...	Not completed at 31st Dec. 1880.
1296	830	Aug. 6	James Nicholls ...	„ 100,000 bricks	Carlsruhe to Daylesford	180 0 0	180 0 0	...	Completed.
1297	898	Sept. 3	Blair and Chadwick	„ piles, sawn timber, &c.	All lines	Rates	372 5 10	...	Not completed at 31st Dec. 1880.
1297A	899	„ 3	James Mackintosh...	„ „ „	„	Rates	448 11 2	...	„
1299Z	2086	June 11	Phœnix Foundry Co.	„ 4 pairs locomotive engine cylinders ...	Rolling-stock	Rates	...	...	Completed.
1300	910	Sept. 3	Johnson and Co ...	Manufacture of 50 open medium goods wagons ...	„	4,225 0 0	738 0 0	...	Not completed at 31st Dec. 1880.
1301	897	„ 3	Johnson and Co. ...	Supply of locomotive chimneys...	„	Rates	...	...	„
1303	946	„ 24	W. J. Parlett ...	„ gates, turnstiles, &c....	Goulburn Valley line	155 7 6	141 7 6	14 0 0	Completed.
1304	896	„ 3	J. and T. Muir ...	Manufacture of cast-iron chairs	All lines	607 15 0	552 10 0	55 5 0	„
1304A	911	„ 3	Thompson and Co.	„ „	„	212 17 0	...	...	Not completed at 31st Dec. 1880.
1309	947	„ 24	J. Summerland ...	Erection of goods shed, Carlsruhe	Carlsruhe to Daylesford	213 3 6	54 16 0	...	„
1310	948	„ 24	J. Summerland ...	„ „ Fern Hill	„	491 18 6	133 19 0	...	„
1311	949	„ 24	J. Summerland ...	„ „ Trentham	„	491 18 6	140 1 6	...	„
1312	950	„ 24	Pritchard and Black-wood	„ „ Shepparton	Goulburn Valley line	533 14 0	374 12 6	...	„
1313	978	Oct. 8	Humble & Nicholson	Manufacture of five engine turntables	All lines	1,879 10 0	834 18 5	...	„
1314	951	Sept. 24	Pritchard and Black-wood	Erection of goods shed, Dooen	Stawell to Horsham	265 1 4	231 15 1	...	„
1315	979	Oct. 8	Thomas Dalglish ...	„ bridge over Carapooee Creek ...	Dunolly to St. Arnaud	1,274 3 0	249 2 6	...	„
1316	992	„ 15	T. Everett ...	Supply of bricks at Geelong	Williamstown Junction to Ballarat ...	112 10 0	112 10 0	...	Completed.
1317	991	„ 15	C. Nash	„ metal	Geelong to Queenscliff	262 10 0	262 10 0	...	„
1318	952	Sept. 24	J. Sharp and Son ...	„ 100,000 blackwood keys	All lines	420 0 0	291 1 3	...	Not completed at 31st Dec. 1880.
1319	908	„ 3	W. McCulloch and Co.	„ redgum sleepers	Melbourne terminus	150 0 0	150 0 0	...	Completed.
1320	980	Oct. 8	Brine Brothers ...	„ gravel ballast	All lines	364 11 8	364 11 8	...	„
1321	1019	„ 29	John Robb ...	Construction of 14 miles 72 chains of railway between Lancefield Road and Lancefield	Lancefield Road and Lancefield ...	35,584 11 7	5,944 8 11	...	Not completed at 31st Dec. 1880.
1322	997	„ 22	W. T. Wright and Co.	Supply of rubble for platform, Essendou ...	Essendon	115 0 0	...	...	„
1323	953	Sept. 24	T. K. Maltby ...	„ post and rails	All lines	102 18 0	102 18 0	...	Completed.
1324	...	Oct. 14	Powell and Comben	„ spalls	Melbourne terminus	86 3 4	...	...	Not completed at 31st Dec. 1880.
1325	...	„ 14	John James ...	Erection of shelter shed, Queenscliff	Geelong to Queenscliff	60 0 0	54 10 11	5 9 1	Completed.
1327	1055	Nov. 12	A. Dalglish ...	Construction of goods platform	Melbourne terminus	1,490 1 3	616 7 7	...	Not completed at 31st Dec. 1880.
1328	...	Oct. 22	F. Holyoak ...	Erection of outbuildings, Drysdale	Geelong to Queenscliff	64 12 0	58 14 7	...	Completed.
1329	1056	Nov. 12	R. R. Dyke ...	Supply of posts and rails	All lines	432 14 3	...	...	Not completed at 31st Dec. 1880.
1331	1057	„ 12	J. and W. Robson ...	„ sleepers	„	1,638 10 8	...	...	„
1332	1143	Dec. 3	Ralston, Walsh, and Fortune	„ gravel ballast	Goulburn Valley	332 5 8	...	...	„
1333	1185	„ 17	J. W. Faul ...	Manufacture of 200 kerosene roof lamps, &c. ...	Rolling-stock	615 0 0	...	...	„
1334Z	1096	Nov. 19	Pritchard and Black-wood	Additions and alterations, Albert Park	Late Hobson's Bay Co.'s lines... ...	545 0 0	...	...	Not completed at 31st Dec. 1880.
1336Z	1186	Dec. 17	W. Swanson ...	Alterations, Flinders-street station	„	488 14 0	...	...	„

* This contract was taken out of the contractor's hands by the Board of Land and Works when partially completed.

Engineer-in-Chief's Office,
9th August 1881.

WILLIAM ELSDON,
Engineer-in-Chief.

VICTORIAN RAILWAYS.

No. 5.

FUNDS authorized to be obtained on Loan for the Construction of the Victorian Railways, and of the Expenditure charged against the same, to the 31st December 1880.

Loans Authorized.	£ s. d.	£ s. d.
Loan 21 Victoria No. 36 ...	8,000,000 0 0	
Loan 25 Victoria No. 150 ...	300,000 0 0	
Loan 29 Victoria No. 287 ...	250,000 0 0	
Loan 32 Victoria No. 331 ...	2,107,000 0 0	
Loan 37 Victoria No. 468 ...	1,450,000 0 0	
Loan 39 Victoria No. 531 ...	1,396,693 0 0	
Loan 42 Victoria No. 608 ...	4,156,566 5 11	
		17,660,259 5 11
Less Discount and Expenses on Sale of Debentures—		
Loan 37 Victoria No. 468...	157,724 7 9	
Loan 39 Victoria No. 531...	91,286 18 0	
Loan 42 Victoria No. 608...	36,820 5 1	
	285,831 10 10	
Deduct Net Premiums on Debentures of—		
Loan 21 Victoria No. 36 Loan 25 Victoria No. 150 Loan 29 Victoria No. 287 Loan 32 Victoria No. 331	234,772 5 1	
		51,059 5 9
		17,609,200 0 2

Expenditure on Construction charged against Loans.	£ s. d.
Expenditure on construction of Victorian Railways, charged against the Railway Loans, to 31st December 1880, including Rolling-stock, Plant, and Material	15,236,703 10 5
Balance unexpended	2,372,496 9 9
£	17,609,200 0 2

GEO. T. A. LAVATER,
Accountant.

Railway Department, Accountant's Office,
3rd May 1881.

No. 6.—Receipts and Expenditure on Capital Account to the 31st December 1880.

	£ s. d.	£ s. d.
To Net Amount raised on Loans (for details *see* Return No. 5)	17,609,200 0 2	
„ Railway Loan Liquidation and Construction Account (Act 360)	2,200,000 0 0	
„ Amount from Consolidated Revenue (*see* Return No. 7)	440,111 1 4	
„ Sundry Debenture Holders (late Melbourne and Hobson's Bay Railway Stock)	292,600 0 0	
		20,541,911 1 6
Remittances by Treasury to Agent-General on Railway Account	21,515 7 9	
Sundry Creditors	7,296 11 0	
		28,811 18 9
		20,570,723 0 3

	£ s. d.	£ s. d.	£ s. d.
By Construction (General Account)		290,808 7 2	
Northern System.			
By Construction, Melbourne to Sandhurst	5,161,883 18 0		
„ „ Sandhurst to Echuca	610,563 7 2		
„ „ Carlsruhe to Daylesford	127,909 15 10		
„ „ Castlemaine to Dunolly	287,348 4 5		
„ „ Dunolly to St. Arnaud	153,112 2 4		
„ „ Ballarat to Maryborough	255,387 13 11		
„ „ Maryborough to Avoca	60,278 12 0		
„ „ Sandhurst to Inglewood	151,159 11 0		
„ „ Lancefield Road to Lancefield (in progress)	8,472 15 4		
„ „ Lines under Act 682 do.	89 3 2		
Total Northern System		6,816,205 3 2	
Western System.			
By Construction, Footscray to Williamstown	413,774 2 9		
„ „ Williamstown Junction to Geelong	1,056,795 16 4		
„ „ West Geelong to Ballarat	1,726,265 15 5		
„ „ Geelong to Queenscliff	104,141 4 8		
„ „ Geelong to Colac, including Branch Line to Racecourse	329,244 11 9		
„ „ Warrenheip to Gordons	78,996 18 2		
„ „ Ballarat to Ararat	311,869 3 3		
„ „ Ararat to Stawell	112,265 17 3		
„ „ Stawell to Horsham	233,029 16 9		
„ „ Ararat to Hamilton	307,029 7 2		
„ „ Hamilton to Portland	267,678 8 10		
„ „ Lines under Act 682 (in progress)	41 10 2		
Total Western System		4,941,132 12 6	
North-Eastern System.			
By Construction, Essendon Junction to Essendon, including Racecourse Line	78,210 8 0		
„ „ Essendon to Wodonga	1,563,868 3 5		
„ „ Mangalore to Shepparton	214,915 13 10		
„ „ Toolamba to Tatura	24,782 9 5		
„ „ Wangaratta to Beechworth	154,023 9 6		
„ „ Springs to Wahgunyah	65,024 15 2		
„ „ Lines under Act 682 (in progress)	48 19 6		
Total North-Eastern System		2,100,873 18 10	
Eastern System.			
By Construction, Spencer and Flinders streets Junction Line	4,590 13 10		
„ „ South Yarra to Oakleigh	166,886 18 11		
„ „ Oakleigh to Sale	727,675 2 3		
„ „ Lines under Act 682 (in progress)	36 4 0		
„ „ Melbourne and Hobson's Bay Lines	1,229,826 15 1		
Total Eastern System		2,129,015 14 1	
Rolling Stock.			
By Engines (exclusive of H.B. Lines)	668,289 13 10		
„ Carriages, Wagons, &c. (exclusive of H.B. Lines)	817,985 12 8		
„ Hobson's Bay Lines	157,678 10 1		
		1,643,953 16 7	
„ Preliminary Surveys		71,193 11 10	
„ Construction, Bridge over Murray at Echuca		48,111 19 2	
			18,041,295 3 4
Plant and Materials.			
By Balance on hand		66,623 8 1	
„ Materials in transitu		10,311 12 3	
„ Amount in hands of Agent-General for purchase of Materials		21,515 7 9	
			98,450 8 1
„ Unadjusted Advances			10,000 0 0
„ Sundry Debtors			6,020 8 1
Unexpended Balances.			
By Balance of Loan (Act 468)	1,062 1 0		
„ „ „ (Act 531)	32,670 10 2		
„ „ „ (Act 608)	2,338,763 18 7		
		2,372,496 9 9	
„ „ Railway Loan Liquidation and Construction Account		42,460 11 0	
			2,414,957 0 9
			20,570,723 0 3

Railway Department, Accountant's Office,
3rd May 1881.

GEO. T. A. LAVATER,
Accountant.

VICTORIAN RAILWAYS.

No. 7.

VICTORIAN RAILWAYS in account with the Consolidated Revenue to 31st December 1880.

Receipts and Expenditure.

	£ s. d.	£ s. d.		£ s. d.	£ s. d.
To Receipts from Consolidated Revenue ..	4,740,485 6 5		By Railway Income on account of 1880–81 (paid into Treasury)	729,572 16 9	
„ Votes of 1880 (to be reconped) ..	30,768 19 0		„ Ditto (outstanding)	34,295 17 3	
„ Votes of 1880–81	413,776 2 11		„ Ditto in London Chartered Bank	5,086 19 11	
„ Treasurer's Advance Vote	6,000 0 0				768,955 13 11
„ Vote for payment of Hobson's Bay Railway Debenture Interest ..	38,132 1 5		„ Interest paid on Loans, &c., as under—		
„ Ditto redemption of Debentures ..	35,565 10 2		19 Vict. No. 15	57,742 0 6	
		5,264,727 19 11	21 Vict. No. 36	9,382,878 0 3	
			25 Vict. No. 150	266,427 0 0	
„ Remittance by Treasurer to Agent-General on Railway Account ..	2,212 16 9		29 Vict. No. 287	210,000 0 0	
„ Sundry Creditors (including Departmental Salaries and Wages for December)	54,957 13 2		32 Vict. No. 331	1,118,038 11 0	
		57,170 9 11	37 Vict. No. 468	328,062 10 0	
			39 Vict. No. 531	165,830 3 4	
			42 Vict. No. 608	58,004 10 11	
			„ Interest on Deposits, &c.	46,425 6 5	
			„ Ditto on M. and H.B. Ry. Debentures	37,673 14 7	
				11,671,081 17 0	
			£ s. d.		
			Less Net Revenue, as under—		
			Northern System 4,117,480 12 7		
			Western System 2,350,499 14 4		
			North-Eastern System 1,005,863 7 7		
			Eastern System 78,004 6 11		
			Hobson's Bay lines 136,501 5 10		
			214,505 12 9		
				7,688,349 7 3	
					3,982,732 9 9
			By Stores in hand	55,413 18 6	
			„ Do. do. (H.B. lines)	11,256 2 0	
			„ Amount in hands of Agent-General for purchase of Stores	2,212 16 9	
					68,882 17 3
			„ Coal Prospecting	.. ..	2,014 5 5
			„ Sundry Debtors	.. ..	3,048 6 2
			„ Unadjusted Advances	.. ..	54,000 0 0
			„ Treasury Trust Fund	.. ..	600 0 0
			„ Exchange and Discount Account	.. ..	1,553 16 0
			„ Balance (Capital Account)	.. ..	440,111 1 4
		5,321,898 9 10			5,321,898 9 10

Railway Department, Accountant's Office,
3rd May 1881.

GEO. T. A. LAVATER,
Accountant.

VICTORIAN RAILWAYS.

No. 8.

GENERAL BALANCE-SHEET, 31st December 1880.

	£ s. d.		£ s. d.
To Receipts on Capital Account from Loans ...	17,609,200 0 2	By Construction Account	18,041,295 3 4
„ „ from R.L.L. and C. Account ...	2,200,000 0 0	„ Railway Income for 1880–81 (six months) ...	768,955 13 11
„ Sundry Debenture Holders	292,600 0 0	„ Net Amount of Interest on Loans ...	3,982,732 9 9
„ Receipts from Consolidated Revenue ...	5,264,727 19 11	„ Stores, Plant, and Material on hand, in transit, &c.	167,333 5 4
„ Remittance Account	23,728 4 6	„ Unadjusted Advances	64,000 0 0
„ Sundry Creditors	62,254 4 2	„ Trust Funds (Treasury)	600 0 0
		„ Sundry Debtors	9,068 14 3
		„ Exchange and Discount Account ...	1,553 16 0
		„ Coal Prospecting	2,014 5 5
		„ Balance of Funds unexpended	2,414,957 0 9
	25,452,510 8 9		25,452,510 8 9

Railway Department, Accountant's Office,
3rd May 1881.

GEO. T. A. LAVATER,
Accountant.

VICTORIAN RAILWAYS.

No. 9.

SUMMARY of Revenue and Expenditure on ALL SYSTEMS for the Year ending 31st December 1880.

Dr. EXPENDITURE.								Cost per Train Mile.		Per Cent. to Revenue.
Miles open .. .. 1,199 Through Mileage .. .. .. 1,240¾ Average open for the Year .. .. 1,193⅝ Train Miles run 4,380,802										
MAINTENANCE OF WAY AND WORKS:	£	s.	d.	£	s.	d.		s.	d.	
Salaries, Wages, and Services—										
Ordinary	132,599	12	0							
Stations	13,758	17	6							
Renewals	10,496	10	7							
				156,855	0	1				
Materials—										
Ordinary	11,149	4	5							
Stations	5,164	2	10							
Renewals	25,873	2	1							
				42,186	9	4				
LOCOMOTIVE CHARGES:										
				199,041	9	5		0	10·90	13·33
Loco. Superintendent and Clerks	3,560	9	4							
„ Foremen	3,744	10	0							
„ Drivers and Firemen ..	63,658	2	3							
„ Cleaners	12,787	2	3							
„ Coalmen and Laborers ..	8,278	10	2							
„ Sundries	12,944	18	9							
Coal	54,011	12	5							
Coke	10,141	6	1							
Wood	3,965	2	6							
Water	4,016	19	9							
Oil, Tallow, and Waste ..	9,314	18	2							
Sundry Stores for Cleaners ..	3,490	15	6							
Repairs of Engines—Wages ..	40,102	1	3							
„ „ Stores ..	23,490	15	8							
„ Tools, &c.—Wages ..	3,468	1	5							
„ „ Stores ..	1,516	2	0							
				258,491	7	6		1	2·16	17·32
TRAFFIC CHARGES:										
Traffic Manager's Office ..	5,764	13	1							
Melbourne Terminus, Passenger Station	16,610	13	1							
Melbourne Terminus, Goods Station	38,419	2	10							
North Melbourne Station ..	3,423	5	4							
Footscray Station	1,798	1	6							
Ballarat Station	7,311	12	1							
Station Masters	19,298	5	11							
Clerks	18,420	2	1							
Porters, Laborers, &c.	59,057	11	9							
Pointsmen, &c.	11,177	9	7							
Gatekeepers	33,863	7	0							
Guards	17,662	12	10							
Stores for Stations	13,217	12	10							
Compensation	3,085	10	9							
Advertising	1,785	11	11							
Travelling & Incidental Expenses	6,591	6	0							
Repairs of Carriages and Wagons	Wages 28,222	19	6							
	Stores 14,854	12	5							
Greasing Carriages and Wagons	Wages 5,137	7	8							
	Stores 6,157	3	2							
Subsidies to Omnibuses ..	629	2	2							
Sundry Charges	15,570	10	3							
Williamstown Pier Expenses ..	5,189	13	3							
				333,248	7	0		1	6·26	22·32
GENERAL CHARGES:										
General Manager's Office ..	180	0	0							
Secretary's Office	5,779	1	10							
Accountant's Office	9,871	13	6							
Superannuation Allowances ..	2,182	14	9							
Retiring Allowances and Gratuities	5,029	14	10							
Insurance	250	3	2							
				23,293	8	1		0	1·28	1·56
Total	..			814,074	12	0		3	8·60	54·53
Balance	..			678,842	5	6				
				1,492,916	17	6				

REVENUE. Cr.							Revenue per Train Mile.		
Number of Passengers carried .. 15,999,459 Tons of Live Stock carried .. .. 44,961 „ Goods carried 1,258,254									
	£	s.	d.	£	s.	d.	s.	d.	
Passengers	567,192	18	0						
Parcels, &c.	34,747	17	10						
Horses, Carriages, and Dogs	11,767	9	0						
Mails	33,409	6	1						
Rents	21,004	6	5						
Miscellaneous	6,768	10	3						
Live Stock	74,604	1	7						
Goods	743,422	8	4						
				1,492,916	17	6	6	9·79	

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

Railway Department, Accountant's Office,
3rd May 1881.

GEO. T. A. LAVATER,
Accountant.

VICTORIAN RAILWAYS.

No. 10.

STATEMENT of Revenue and Expenditure on the NORTHERN SYSTEM for the Year ending 31st December 1880.

DR. EXPENDITURE.						CR. REVENUE.			
Miles open	346¼					Number of Passengers carried ..	767,294½		
Through Mileage	350¾					Tons of Live Stock carried	19,283		
Average open for the Year	342½					„ Goods carried	362,579		
Train Miles run	1,325,001								
	£ s. d.	£ s. d.	s. d.	Per Cent. to Revenue.			£ s. d.	£ s. d.	s. d.
MAINTENANCE OF WAY AND WORKS:									
Salaries, Wages, and Services—									
Ordinary	38,937 0 6					Passengers	144,935 12 9		
Stations	4,189 19 7					Parcels, &c.	11,019 7 4		
Renewals	2,918 0 5					Horses, Carriages, and Dogs	4,025 5 10		
		46,045 0 6				Mails	8,628 13 6		
Materials—						Rents	5,866 12 4		
Ordinary	3,549 18 11					Miscellaneous	4,465 4 8		
Stations	1,798 3 8					Live Stock	32,221 5 0		
Renewals	8,422 19 2					Goods	287,204 18 11		
		13,771 1 9							
		59,816 2 3	0 10·83	12·00					
LOCOMOTIVE CHARGES:									
Loco. Superintendent and Clerks	1,239 9 4								
„ Foremen	1,243 1 0								
„ Drivers and Firemen ..	19,598 8 2								
„ Cleaners	3,801 2 9								
„ Coalmen and Laborers ..	2,975 2 1								
„ Sundries	4,648 5 10								
Coal	18,999 6 1								
Wood	1,188 10 2								
Water	1,676 5 7								
Oil, Tallow, and Waste ..	2,809 16 11								
Sundry Stores for Cleaners ..	1,200 18 6								
Repairs of Engines—Wages ..	13,953 9 10								
„ „ „ Stores ..	9,020 4 2								
„ Tools, &c.—Wages ..	1,227 16 1								
„ „ Stores ..	545 6 6								
		84,127 3 0	1 3·24	16·88					
TRAFFIC CHARGES:									
Traffic Manager's Office (proportion of)	2,173 5 7								
Melbourne Terminus, Passenger Station (proportion of) ..	5,431 13 7								
Melbourne Terminus, Goods Station (proportion of)	13,792 9 4								
North Melbourne Station (proportion of)	1,376 3 0								
Footscray Station (proportion of)	981 15 0								
Ballarat Station (proportion of)..	2,437 4 0								
Station Masters	5,913 10 7								
Clerks	4,131 13 10								
Porters, Laborers, &c.	15,028 15 3								
Pointsmen, &c.	2,873 0 4								
Gatekeepers	10,756 0 7								
Guards	5,746 19 7								
Stores for Stations	3,807 1 1								
Compensation	435 19 7								
Advertising	548 19 9								
Travelling & Incidental Expenses	2,001 16 11								
Repairs of Carriages and Wagons .. .. { Wages / Stores	8,868 17 6 / 4,901 15 10								
Greasing Carriages and Wagons .. .. { Wages / Stores	2,055 11 11 / 2,475 14 5								
Sundry Charges	4,468 10 9								
		100,206 18 5	1 6·16	20·11					
GENERAL CHARGES:									
General Manager's Office (proportion of)	67 17 2								
Secretary's Office (proportion of)	1,350 4 2								
Accountant's Office (proportion of)	3,721 12 4								
Superannuation Allowances (proportion of)	822 17 10								
Retiring Allowances and Gratuities (proportion of) ..	1,896 4 3								
		7,858 15 9	0 1·42	1·58					
Total	..	252,008 19 5	3 9·65	50·57					
Balance	..	246,358 0 11						498,367 0 4	7 6·27
		498,367 0 4							

Railway Department, Accountant's Office,
3rd May 1881.

GEO. T. A. LAVATER,
Accountant.

VICTORIAN RAILWAYS.

No. 11.

STATEMENT of Revenue and Expenditure on the WESTERN SYSTEM for the Year ending 31st December 1880.

DR. EXPENDITURE.								CR. REVENUE.						
Miles open .. .. 434½ Through Mileage .. .. .. 456½ Average open for the Year .. .. 434½ Train Miles run 1,287,626						Cost per Train Mile.	Per Cent. to Revenue.	Number of Passengers carried .. 2,475,711 Tons of Live Stock carried .. .. 4,672 ,, Goods carried 399,421						Revenue per Train Mile.
	£	s.	d.	£	s. d.	s. d.			£	s.	d.	£	s. d.	s. d.
MAINTENANCE OF WAY AND WORKS:														
Salaries, Wages, and Services—														
Ordinary	48,401	9	2					Passengers	168,234	0	8			
Stations	3,977	14	4					Parcels, &c.	11,127	17	1			
Renewals	5,709	2	2					Horses, Carriages, and Dogs ..	4,429	0	11			
Materials—				58,088	5 8			Mails	13,242	3	0			
Ordinary	4,109	0	0					Rents	5,632	16	9			
Stations	1,161	11	10					Miscellaneous	1,645	7	8			
Renewals	10,259	19	6					Live Stock	6,280	0	6			
				15,530	11 4			Goods	203,691	4	1			
				73,618	17 0	1 1·72	17·77							
LOCOMOTIVE CHARGES:														
Loco. Superintendent and Clerks	1,203	0	0											
,, Foremen	1,352	8	0											
,, Drivers and Firemen ..	18,609	0	6											
,, Cleaners	3,451	12	4											
,, Coalmen and Laborers ..	2,915	18	11											
,, Sundries	4,380	7	11											
Coal	17,809	17	8											
Wood	1,110	7	2											
Water	1,389	11	8											
Oil, Tallow, and Waste	2,631	12	6											
Sundry Stores for Cleaners ..	1,231	1	0											
Repairs of Engines—Wages ..	11,407	18	3											
,, ,, Stores ..	7,665	18	1											
,, Tools, &c.—Wages ..	1,148	0	0											
,, ,, Stores ..	513	0	0											
				76,819	14 0	1 2·32	18·54							
TRAFFIC CHARGES:														
Traffic Manager's Office (proportion of)	1,810	2	0											
Melbourne Terminus: Passenger Station (proportion of) ..	6,527	19	10											
Melbourne Terminus: Goods Station (proportion of)	10,450	0	2											
North Melbourne Station (proportion of)	1,146	16	0											
Footscray Station (proportion of)	816	6	6											
Ballarat Station (proportion of)	4,874	8	1											
Station Masters	4,093	13	6											
Clerks	1,933	1	2											
Porters, Laborers, &c.	12,371	18	2											
Pointsmen, &c.	2,350	19	11											
Gatekeepers	10,625	8	2											
Guards	5,150	4	7											
Stores for Stations	2,842	6	11											
Compensation	1,736	7	3											
Advertising	457	4	11											
Travelling & Incidental Expenses	1,843	7	0											
Repairs of Carriages and Wagons .. .. Wages	7,345	0	0											
Repairs of Carriages and Wagons .. .. Stores	4,002	0	0											
Greasing Carriages and Wagons .. .. Wages	1,619	0	0											
Greasing Carriages and Wagons .. .. Stores	1,965	0	0											
Sundry Charges	3,721	16	0											
Williamstown Pier Expenses ..	5,189	13	3											
				92,872	13 5	1 5·31	22·42							
GENERAL CHARGES:														
General Manager's Office (proportion of)	56	10	4											
Secretary's Office (proportion of)	1,124	11	8											
Accountant's Office (proportion of)	3,099	14	2											
Superannuation Allowances (proportion of)	685	7	8											
Retiring Allowances and Gratuities (proportion of)	1,579	6	10											
				6,545	10 8	0 1·22	1·58							
Total	..			249,856	15 1	3 10·57	60·31							
Balance	..			164,425	15 7									
				414,282	10 8							414,282	10 8	6 5·22

Railway Department, Accountant's Office,
3rd May 1881.

GEO. T. A. LAVATER,
Accountant.

VICTORIAN RAILWAYS.

No. 12.

STATEMENT of Revenue and Expenditure on the NORTH-EASTERN SYSTEM for the Year ending 31st December 1880.

DR. EXPENDITURE.	£ s. d.	£ s. d.	s. d.	Per Cent. to Revenue.
Miles open .. .. 276 Through Mileage .. .. .. 287 Average open for the Year .. .. 274½ Train Miles run 890,596			Cost per Train Mile.	
MAINTENANCE OF WAY AND WORKS:				
Salaries, Wages, and Services—				
Ordinary	24,682 8 0			
Stations	2,161 7 10			
Renewals	708 18 4			
		27,552 14 2		
Materials—				
Ordinary	1,591 16 6			
Stations	645 4 8			
Renewals	3,014 15 1			
		5,251 16 3		
		32,804 10 5	0 8·84	10·07
LOCOMOTIVE CHARGES:				
Loco. Superintendent and Clerks	834 0 0			
,, Foremen	772 2 0			
,, Drivers and Firemen ..	12,669 9 1			
,, Cleaners	2,082 6 0			
,, Coalmen and Laborers ..	1,769 10 2			
,, Sundries	2,717 1 10			
Coal	13,434 3 10			
Wood	716 11 0			
Water	471 7 3			
Oil, Tallow, and Waste ..	2,078 10 9			
Sundry Stores for Cleaners ..	811 2 9			
Repairs of Engines—Wages ..	6,709 4 9			
,, ,, Stores ..	3,495 6 6			
,, Tools, &c.—Wages ..	841 19 6			
,, ,, Stores ..	358 6 7			
		49,761 2 0	1 1·41	15·28
TRAFFIC CHARGES:				
Traffic Manager's Office (proportion of)	1,418 2 2			
Melbourne Terminus, Passenger Station (proportion of) ..	4,650 19 8			
Melbourne Terminus, Goods Station (proportion of)	14,176 13 4			
North Melbourne Station (proportion of)	900 6 4			
Station Masters	4,203 5 7			
Clerks	1,844 14 8			
Porters, Laborers, &c.	7,671 14 8			
Pointsmen, &c.	706 11 7			
Gatekeepers	6,912 9 9			
Guards	3,381 13 8			
Stores for Stations	2,841 18 3			
Compensation	262 3 6			
Advertising	358 4 6			
Travelling & Incidental Expenses	1,593 9 0			
Repairs of Carriages and Wagons .. .. { Wages / Stores	5,009 0 0 2,893 0 0			
Greasing Carriages and Wagons .. .. { Wages / Stores	1,111 0 0 1,353 0 0			
Sundry Charges	2,915 16 2			
		64,204 2 10	1 5·30	19·71
GENERAL CHARGES:				
General Manager's Office (proportion of)	44 5 8			
Secretary's Office (proportion of)	881 0 10			
Accountant's Office (proportion of)	2,428 8 8			
Superannuation Allowances (proportion of)	536 19 1			
Retiring Allowances and Gratuities (proportion of) ..	1,237 6 4			
		5,128 0 7	0 1·38	1·57
Total	..	151,897 15 10	3 4·93	46·63
Balance	..	173,837 9 6		
		325,735 5		

CR. REVENUE.	£ s. d.	£ s. d.	s. d.	Revenue per Train Mile.
Number of Passengers carried .. 969,961 Tons of Live Stock carried .. .. 15,187 ,, Goods carried 241,139				
Passengers	91,585 9 9			
Parcels, &c.	7,060 17 9			
Horses, Carriages, and Dogs	2,554 9 5			
Mails	7,350 2 1			
Rents	3,844 5 1			
Miscellaneous	260 10 3			
Live Stock	26,610 18 7			
Goods	186,468 12 5			
		325,735 5 4	7 3·78	

Railway Department, Accountant's Office,
3rd May 1881.

GEO. T. A. LAVATER,
Accountant.

VICTORIAN RAILWAYS.

No. 13.

STATEMENT of Revenue and Expenditure on the EASTERN SYSTEM for the Year ending 31st December 1880, exclusive of the Hobson's Bay Branch Lines.

DR. EXPENDITURE.						CR. REVENUE.				
Miles open .. .. 125¾ Through Mileage .. .. .. 128¾ Average open for the Year .. .. 125¾ Train Miles run 340,504				Cost per Train Mile.	Per Cent. to Revenue.	Number of Passengers carried .. 317,309½ Tons of Live Stock carried .. .. 5,819 „ Goods carried 67,225				Revenue per Train Mile.
	£ s. d.	£ s. d.		s. d.			£ s. d.	£ s. d.		s. d.
MAINTENANCE OF WAY AND WORKS:										
Salaries, Wages, and Services—						Passengers	37,884 10 2			
Ordinary	15,562 19 11					Parcels, &c.	4,155 16 0			
Stations	887 18 6					Horses, Carriages, and Dogs	758 12 10			
Renewals	222 8 1					Mails	4,188 7 6			
		16,673 6 6				Rents	878 2 3			
Materials—						Miscellaneous	140 19 2			
Ordinary	797 7 6					Live Stock	9,491 17 6			
Stations	300 8 11					Goods	25,115 7 8			
Renewals	773 6 3									
		1,871 2 8								
		18,544 9 2		1 1·07	22·45					
LOCOMOTIVE CHARGES:										
Loco. Superintendent and Clerks	284 0 0									
„ Foremen	376 19 0									
„ Drivers and Firemen ..	4,388 10 7									
„ Cleaners	876 18 1									
„ Coalmen and Laborers ..	617 19 0									
„ Sundries	975 5 4									
Coal	3,517 5 4									
Wood	590 13 0									
Water	84 2 3									
Oil, Tallow, and Waste ..	561 7 10									
Sundry Stores for Cleaners ..	247 13 3									
Repairs of Engines—Wages ..	2,319 13 2									
„ „ Stores ..	1,052 2 4									
„ Tools, &c.—Wages ..	250 5 10									
„ „ Stores ..	99 8 11									
		16,242 3 11		0 11·45	19·66					
TRAFFIC CHARGES:										
Traffic Manager's Office (proportion of)	363 3 4									
Station Masters	862 10 11									
Clerks	744 4 3									
Porters, Laborers, &c.	4,999 19 9									
Pointsmen, &c.	333 10 5									
Gatekeepers	1,974 13 2									
Guards	1,381 11 3									
Stores for Stations	1,741 5 7									
Compensation	574 11 5									
Advertising	173 7 0									
Travelling and Incidental Expenses	927 17 8									
Repairs of Carriages and Wagons .. .. { Wages	2,090 18 8									
{ Stores	1,198 12 10									
Greasing Carriages and Wagons .. .. { Wages	351 15 9									
{ Stores	363 8 9									
Sundry Charges	746 14 6									
		18,828 5 3		1 1·27	22·79					
GENERAL CHARGES:										
General Manager's Office (proportion of)	11 6 10									
Secretary's Office (proportion of)	225 12 7									
Accountant's Office (proportion of)	621 18 4									
Superannuation Allowances (proportion of)	137 10 2									
Retiring Allowances and Gratuities (proportion of) ..	316 17 5									
		1,313 5 4		0 0·93	1·59					
Total	..	54,928 3 8		3 2·72	66·49					
Balance	..	27,685 9 5								
		82,613 13 1						82,613 13 1		4 10·23

Railway Department, Accountant's Office,
3rd May 1881.

GEO. T. A. LAVATER,
Accountant.

VICTORIAN RAILWAYS.

(Late the Melbourne and Hobson's Bay United Railway Lines.)

No. 14.

STATEMENT of Revenue and Expenditure for the Year ending 31st December 1880.

DR. EXPENDITURE.						CR. REVENUE.				
Miles open .. .. 16½ Through Mileage .. .. .. 18½ Train Miles run 537,075				Cost per Train Mile.	Per Cent. to Revenue.	Number of Passengers carried .. 11,469,183 Tons of Goods carried 187,890				Revenue per Train Mile.
	£	s.	d.	£ s. d.	s. d.		£	s.	d.	£ s. d.	s. d.
MAINTENANCE OF WAY AND WORKS:											
Salaries, Wages, and Services:—						Passengers	124,553	4	8		
Ordinary	5,015	14	5			Parcels, &c.	1,383	19	8		
Stations	2,541	17	3			Rents	4,782	10	0		
Renewals	938	1	7			Miscellaneous	256	8	6		
				8,495 13 3		Goods	40,942	5	3		
Materials:—											
Ordinary	1,101	1	6								
Stations	1,258	13	9								
Renewals	3,402	2	1								
				5,761 17 4							
				14,257 10 7	0 6·37	8·29					
LOCOMOTIVE CHARGES:											
Drivers and Firemen	8,392	13	11								
Fuelmen and Cleaners	2,575	3	1								
Coke	10,141	6	1								
Coal	250	19	6								
Wood	359	1	2								
Water	395	13	0								
Oil, Tallow, and Waste ..	1,233	10	2								
Sundries	223	17	10								
Repairs of Engines—Wages ..	5,711	15	3								
„ „ Stores ..	2,257	4	7								
				31,541 4 7	1 2·10	18·35					
TRAFFIC CHARGES:											
Station Masters	4,225	5	4								
Clerks	9,766	8	2								
Porters, Laborers, &c.	18,985	3	11								
Pointsmen, &c.	4,913	7	4								
Gatekeepers	3,594	15	4								
Guards	2,002	3	9								
Stores for Stations	1,985	1	0								
Compensation	76	9	0								
Advertising	247	15	9								
Travelling and Incidental Expenses	224	15	5								
Repairs of Carriages and Wagons { Wages, ..	4,909	3	4								
Repairs of Carriages and Wagons { Stores ..	1,859	3	9								
Subsidies to Omnibuses ..	629	2	2								
Sundry Charges	3,717	12	10								
				57,136 7 1	2 1·53	33·24					
GENERAL CHARGES:											
Secretary's Office	2,197	12	7								
Insurance	250	3	2								
				2,447 15 9	0 1·09	1·42					
Total	..			105,382 18 0	3 11·09	61·30					
Balance	..			66,535 10 1							
				171,918 8 1						171,918 8 1	6 4·82

Railway Department, Accountant's Office,
3rd May 1881.

GEO. T. A. LAVATER,
Accountant.

No. 15.—Amount, Mileage, and Traffic at each Station for the Year ending 31st December 1880 (exclusive of the Hobson's Bay Suburban Lines).

PASSENGERS, PARCELS, ETC. — OUTWARDS

Stations.	Passengers.	Miles per Passenger.	Mileage.	Revenue per mile.	Revenue.	Revenue per Passenger.	Parcels, &c.
				d.	£ s. d.	s. d.	£ s. d.
Melbourne ..	930,725	25'04	23,311,029	1·22	119,068 17 0	2 6·70	16,962 9 6
North Melbourne ..	178,8383	6·36	1,138,145	0·97	4,608 19 2¾	0 6·19	182 15 11
Footscray	52,398	17·47	1,877,969	0·69	5,202 8 11¾	0 23·89	89 4 7
Keilor Road ..	7,144¾	16·51	117,922	1·19	585 12 3	1 7·68	174 19 10
Digger's Rest ..	2,668	18·69	49,857	1·23	255 1 6	1 10·94	50 13 0
Sunbury	8,563	22·76	194,960	1·19	963 2 6	2 2·52	168 17 3
Bulla	8,135¾	27·72	225,487	1·27	1,147 11 3	2 11·32	138 7 9
Lancefield Road ..	2,731	23·61	64,481	1·17	338 9 8	2 5·72	61 17 4
Riddell's Creek ..	3,753	23·61	88,580	1·23	463 12 6	2 5·92	74 5 10
Gisborne	13,859	24·04	333,189	1·36	785 10 11	1 2·99	89 17 5
Macedon	5,095¾	23·45	119,484	1·49	744 9 2	2 11·06	65 6 3
Woodend	15,798	24·19	382,178	1·36	1,690 19 10	2 1·76	288 16 2
Carlsruhe	7,313	14·71	107,596	1·23	549 2 0	1 6·02	31 3 11
Kyneton	31,702¾	30·45	965,320	1·30	5,028 7 3	3 1·42	2,084 3 6
Malmsbury	11,046	25·88	285,811	1·19	1,415 13 6	2 6·76	374 14 6
Tarrnalla	10,240	15·36	157,257	1·10	719 10 9	1 4·86	44 14 11
Elphinstone	2,621	17·78	46,614	1·23	254 10 0	1 11·13	10 0 0
Chewton	4,001¾	33·48	134,010	0·85	476 10 2	2 4·56	22 16 6
Castlemaine	62,644¾	40·51	2,541,517	1·14	12,917 11 7	3 10·48	1,513 11 11
Harcourt	5,452	10·76	58,453	1·08	263 9 11	0 11·64	22 5 7
Ravenswood	..	..	..	..	..	..	..
Kangaroo Flat ..	7,027¾	38·74	272,244	0·79	907 5 8	2 6·98	132 9 3
Sandhurst	454,452	39·73	4,845,313	1·07	22,026 18 11	4 7·28	4,737 15 1
Goornong	4,703¾	22·72	108,898	1·31	595 16 10	2 6·81	70 8 3
Elmore	9,442	37·34	352,690	1·26	1,853 19 1	3 11·12	254 11 1
Rochester	19,704	30·19	594,900	1·30	3,098 3 9	3 1·92	1,026 17 9
Echuca	25,773	90·48	2,331,008	1·09	10,661 16 3	8 3·28	6,746 10 11
Tylden*	1,054	15·48	16,442	1·23	86 18 9	1 7·98	8 4 11
Fern Hills	1,981¾	16·37	32,456	1·23	166 18 9	1 8·21	24 15 3
Trentham*	5,660	21·74	123,100	1·25	642 13 0	2 3·25	65 3 7
Lyonville*	..	..	..	..	..	..	..
Bullarto*	5,029¾	9·44	47,503	1·11	220 6 9	0 10·51	19 15 4
Daylesford*	10,538	34·21	360,524	1·19	1,794 14 7	3 4·87	1,232 9 3
Guildford	2,921	10·20	29,794	1·19	148 6 10	1 0·73	2 7 8
Newstead	4,510	38·13	171,986	0·78	564 5 6	2 6·02	121 12 0
Joyce's Creek ..	1,215¾	37·38	45,432	1·19	227 5 6	3 8·67	14 0 0
Moolort	851	27·39	23,307	1·28	155 6 4	4 2·22	48 10 0
Carlsbrook	5,133	23·61	121,205	1·19	602 6 9	2 4·25	106 13 8
Maryborough	370,094¾	39·76	1,077,040	1·30	5,688 3 3	3 1·66	1,870 9 9
Havelock	1,769¾	8·89	15,752	1·20	79 7 7	0 10·76	11 9 3
Bet Bet	1,696	15·71	26,667	1·16	129 11 8	1 6·11	9 2 6
Dunolly	18,261¾	28·42	518,914	1·06	2,292 19 6	2 6·40	391 2 11
Goldsborough ..	8,381	15·28	130,587	1·20	656 6 7	1 6·79	65 9 4
Bealiba	4,999¾	22·52	107,638	1·35	541 17 4	2 5·07	73 4 3
Carapooee	4,933	26·50	24,807	1·18	122 7 5	0 5·93	2 7 7
St. Arnaud	93,469	74·83	699,482	1·26	3,682 17 6	7 10·56	1,401 9 3
Bung Bong	1,446	17·83	25,781	1·19	127 2 6	1 9·07	2 5 0
Homebush	2,214	11·64	26,017	1·26	136 16 5	1 2·69	22 16 10
Avoca	3,5118	35·76	125,539	1·26	659 3 9	4 2·03	18 13 6
Racecourse (Ballarat) ..	1,109	9·88	18,557	1·31	135 6 2	0 11·69	0 15 7
Creswick	47,361	16·97	804,009	1·17	3,944 19 5	1 7·99	267 6 3
Clunes	31,685	16·66	528,008	1·25	2,750 8 4	1 8·13	176 5 6
Tourello	25,519¾	29·25	746,582	1·05	3,267 9 2	2 6·72	264 11 0
Clunes	17,004¾	24·54	417,469	1·18	2,086 8 3	2 5·16	148 1 4
Racecourse (Sandhurst) ..	..	..	..	..	..	..	..
Eaglehawk	11,429	9·45	108,066	1·08	489 19 3	0 10·76	7 2 1
Marong	3,687¾	12·65	46,722	1·20	233 12 6	1 3·04	11 4 6
Lalcharl	1,771	12·99	23,009	1·20	115 13 3	1 3·67	5 16 2
Derby	1,623	16·98	27,561	1·21	137 16 0	1 8·47	6 10 0
Bridgewater	7,673	35·97	276,004	1·32	1,460 7 6	3 9·02	213 3 3
Inglewood	8,659¾	39·78	344,965	1·31	1,920 6 7	4 5·15	620 6 6
Werriboe	6,596¾	18·25	120,404	1·38	667 2 8	2 0·91	67 19 6
Little River	1,298	28·13	36,518	1·31	202 7 1	3 1·07	12 6 10
Lara	5,336¾	14·20	75,800	1·31	421 19 5	1 6·61	16 5 0
Geelong	161,513	3·82	1,376,076	1·28	7,630 14 5	0 11·12	4037 15 10
Moorabool	2,469¾	18·53	46,194	0·90	174 12 5	1 4·81	17 0 4
Ghuringhap	2,186	20·52	44,850	0·90	168 2 6	1 6·15	16 7 0
Lelgh Road	8,013	20·13	161,334	1·18	797 3 3	1 11·87	80 14 3
Lethbridge	2,619¾	22·65	59,360	1·19	294 8 10	2 2·97	29 16 3
Meredith	4,661	31·27	145,813	1·19	721 7 1	3 1·60	31 19 3
Elaine	5,781¾	22·93	132,622	1·17	614 1 1	2 1·48	67 11 9
Lal Lal	4,712¾	15·45	72,814	1·25	378 5 9	1 7·72	16 16 9
Yendon	4,565	15·45	68,876	1·25	360 5 0	1 7·59	57 10 0
Warrenheip	8,846¾	10·20	90,270	1·17	442 8 1	1 0·00	30 10 4
Ballarat East	220,859	38·32	2,826,810	0·97	9,347 7 6	1 0·16	1,053 11 9
Ballarat	744,161¾	46·40	6,689,538	1·19	33,244 10 5	4 7·34	5,388 16 10
Windermere	2,985	14·40	43,010	1·15	206 10 6	1 4·63	6 7 8
Burnbrae	2,447¾	17·30	42,354	1·24	210 17 6	2 1·72	6 6 7
Trawalla	3,791	23·45	88,899	1·15	429 0 8	2 3·16	33 17 4
Beaufort	10,181¾	36·02	366,830	1·23	1,806 3 9	3 6·03	203 4 6
Middle Creek ..	901	18·06	16,262	1·31	90 16 3	2 0·18	24 0 7
Buangor	2,078	31·01	64,446	1·31	353 13 9	3 4·84	46 10 0
Ararat	197,65	44·23	8,739,455	1·23	4,699 9 11	5 11·61	1,265 9 11
Armstrongs	2,274¾	12·74	28,970	1·28	148 9 5	1 3·45	21 1 3
Great Western ..	3,999	15·37	61,490	1·31	334 16 0	2 0·01	11 8 10
Stawell	10,669¾	36·23	1,678,160	1·03	7,184 2 6	13 5·04	2,216 6 5
Deep Lead	3,623¾	12·96	46,971	1·13	222 12 9	1 2·74	45 7 1
Glenorchy	2,607	21·32	55,600	1·29	300 16 9	2 3·09	29 10 6
Lubeck	2,807	33·72	94,630	1·19	484 7 1	3 5·93	65 2 7
Murtoa	10,085	42·69	430,679	1·31	2,447 2 0	4 9·51	215 7 3
Jung Jung	3,998	26·76	106,996	1·23	547 7 9	3 2·12	69 9 3
Dooen	4,313¾	18·31	78,980	1·20	411 5 1	1 10·07	56 10 2
Horsham	13,277¾	60·00	796,689	1·29	4,095 17 0	5 1·64	1,685 4 8
Natimuk	1,143	4·48	5,122	1·25	26 13 6	0 5·57	2 5 8
Yarranville	2,076	6·03	12,520	1·20	62 12 6	0 7·23	2 5 8
Edom	20,863	4·52	90,802	0·65	246 2 9	0 2·83	0 16 1
Williamstown Junction ..	46,711	7·36	330,201	0·79	1,086 7 9	5 9·31	60 18 2
North Williamstown ..	240,541	7·36	1,770,380	0·91	6,701 9 3	6 0·09	1,445 2 3
Williamstown	336,284¾	9·08	3,218,366	0·39	5,386 5 5¾	0 3·62	931 18 9
Williamstown Pier ..	..	..	..	..	..	..	..
Kensington (Queens-cliffe Line)* ..	..	..	..	..	7,453	8·84	6,599
Drysdale	6,525¾	15·93	101,971	1·26	546 1 6	1 8·08	138 17 0
Queenscliffe	7,778	34·51	268,450	1·49	1,675 17 7	4 3·71	510 12 9
Racecourse (Geelong) ..	67	2·49	167	7·68	5 7 0	1 7·16	..
Connewarre	..	..	..	..	..	..	..
Mount Moriac	1,535¾	18·79	28,869	1·35	162 19 8	2 1·46	29 12 7
Laketown	853	15·24	13,005	1·21	61 13 6	1 4·28	7 14 1
Winchelsea	4,874¾	34·48	168,067	1·32	1,007 16 6	4 1·81	118 5 5
Birregurra	4,400¾	30·36	133,620	1·37	767 14 11	3 5·86	122 19 6
Irrewarra*	..	..	..	..	..	..	..
Gnoll Road	1,607	40·99	66,596	1·25	348 15 3	4 3·44	68 1 0
Colac	11,734	58·36	687,328	1·20	3,735 15 10	6 4·34	779 8 3
Elliminyt	1,853¾	6·73	12,472	1·19	71 6 2	0 11·52	8 0 0
Bunnaree Junction ..	6,288	9·72	61,151	1·03	264 8 6	0 10·09	10 0 0
Chewton	4,001¾	33·48	134,010	0·85	476 10 2	2 4·56	22 16 6
Castlemaine	62,644¾	40·51	2,541,517	1·14	12,917 11 7	3 10·48	1,513 11 11
Harcourt	5,452	10·76	58,453	1·08	263 9 11	0 11·64	22 5 7
Ravenswood	..	..	..	..	..	..	..
Kangaroo Flat ..	7,027¾	38·74	272,244	0·79	907 5 8	2 6·98	132 9 3
Sandhurst	454,452	39·73	4,845,313	1·07	22,026 18 11	4 7·28	4,737 15 1
Goornong	4,703¾	22·72	108,898	1·31	595 16 10	2 6·81	70 8 3
Elmore	9,442	37·34	352,690	1·26	1,853 19 1	3 11·12	254 11 1
Rochester	19,704	30·19	594,900	1·30	3,098 3 9	3 1·92	1,026 17 9
Echuca	25,773	90·48	2,331,008	1·09	10,661 16 3	8 3·28	6,746 10 11
Tylden*	1,054	15·48	16,442	1·23	86 18 9	1 7·98	8 4 11
Fern Hills	1,981¾	16·37	32,456	1·23	166 18 9	1 8·21	24 15 3
Trentham*	5,660	21·74	123,100	1·25	642 13 0	2 3·25	65 3 7
Lyonville*	..	..	..	..	..	..	..
Bullarto*	5,029¾	9·44	47,503	1·11	220 6 9	0 10·51	19 15 4
Daylesford*	10,538	34·21	360,524	1·19	1,794 14 7	3 4·87	1,232 9 3
Guildford	2,921	10·20	29,794	1·19	148 6 10	1 0·73	2 7 8
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Moolort	851	27·39	23,307	1·28	155 6 4	4 2·22	48 10 0
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Bet Bet	1,696	15·71	26,667	1·16	129 11 8	1 6·11	9 2 6
Dunolly	18,261¾	28·42	518,914	1·06	2,292 19 6	2 6·40	391 2 11
Goldsborough ..	8,381	15·28	130,587	1·20	656 6 7	1 6·79	65 9 4
Bealiba	4,999¾	22·52	107,638	1·35	541 17 4	2 5·07	73 4 3
Carapooee	4,933	26·50	24,807	1·18	122 7 5	0 5·93	2 7 7
St. Arnaud	93,469	74·83	699,482	1·26	3,682 17 6	7 10·56	1,401 9 3
Bung Bong	1,446	17·83	25,781	1·19	127 2 6	1 9·07	2 5 0
Homebush	2,214	11·64	26,017	1·26	136 16 5	1 2·69	22 16 10
Avoca	3,5118	35·76	125,539	1·26	659 3 9	4 2·03	18 13 6
Racecourse (Ballarat) ..	1,109	9·88	18,557	1·31	135 6 2	0 11·69	0 15 7
Creswick	47,361	16·97	804,009	1·17	3,944 19 5	1 7·99	267 6 3
Clunes	31,685	16·66	528,008	1·25	2,750 8 4	1 8·13	176 5 6
Tourello	25,519¾	29·25	746,582	1·05	3,267 9 2	2 6·72	264 11 0
Clunes	17,004¾	24·54	417,469	1·18	2,086 8 3	2 5·16	148 1 4
Racecourse (Sandhurst) ..	..	..	..	..	..	..	..
Eaglehawk	11,429	9·45	108,066	1·08	489 19 3	0 10·76	7 2 1
Marong	3,687¾	12·65	46,722	1·20	233 12 6	1 3·04	11 4 6
Lalcharl	1,771	12·99	23,009	1·20	115 13 3	1 3·67	5 16 2
Derby	1,623	16·98	27,561	1·21	137 16 0	1 8·47	6 10 0
Bridgewater	7,673	35·97	276,004	1·32	1,460 7 6	3 9·02	213 3 3
Inglewood	8,659¾	39·78	344,965	1·31	1,920 6 7	4 5·15	620 6 6
Werriboe	6,596¾	18·25	120,404	1·38	667 2 8	2 0·91	67 19 6
Little River	1,298	28·13	36,518	1·31	202 7 1	3 1·07	12 6 10
Lara	5,336¾	14·20	75,800	1·31	421 19 5	1 6·61	16 5 0
Geelong	161,513	3·82	1,376,076	1·28	7,630 14 5	0 11·12	4037 15 10
Moorabool	2,469¾	18·53	46,194	0·90	174 12 5	1 4·81	17 0 4
Ghuringhap	2,186	20·52	44,850	0·90	168 2 6	1 6·15	16 7 0
Lelgh Road	8,013	20·13	161,334	1·18	797 3 3	1 11·87	80 14 3
Lethbridge	2,619¾	22·65	59,360	1·19	294 8 10	2 2·97	29 16 3
Meredith	4,661	31·27	145,813	1·19	721 7 1	3 1·60	31 19 3
Elaine	5,781¾	22·93	132,622	1·17	614 1 1	2 1·48	67 11 9
Lal Lal	4,712¾	15·45	72,814	1·25	378 5 9	1 7·72	16 16 9
Yendon	4,565	15·45	68,876	1·25	360 5 0	1 7·59	57 10 0
Warrenheip	8,846¾	10·20	90,270	1·17	442 8 1	1 0·00	30 10 4
Ballarat East	220,859	38·32	2,826,810	0·97	9,347 7 6	1 0·16	1,053 11 9
Ballarat	744,161¾	46·40	6,689,538	1·19	33,244 10 5	4 7·34	5,388 16 10
Windermere	2,985	14·40	43,010	1·15	206 10 6	1 4·63	6 7 8
Burnbrae	2,447¾	17·30	42,354	1·24	210 17 6	2 1·72	6 6 7
Trawalla	3,791	23·45	88,899	1·15	429 0 8	2 3·16	33 17 4
Beaufort	10,181¾	36·02	366,830	1·23	1,806 3 9	3 6·03	203 4 6
Middle Creek ..	901	18·06	16,262	1·31	90 16 3	2 0·18	24 0 7
Buangor	2,078	31·01	64,446	1·31	353 13 9	3 4·84	46 10 0
Ararat	197,65	44·23	8,739,455	1·23	4,699 9 11	5 11·61	1,265 9 11
Armstrongs	2,274¾	12·74	28,970	1·28	148 9 5	1 3·45	21 1 3
Great Western ..	3,999	15·37	61,490	1·31	334 16 0	2 0·01	11 8 10
Stawell	10,669¾	36·23	1,678,160	1·03	7,184 2 6	13 5·04	2,216 6 5
Deep Lead	3,623¾	12·96	46,971	1·13	222 12 9	1 2·74	45 7 1
Glenorchy	2,607	21·32	55,600	1·29	300 16 9	2 3·09	29 10 6
Lubeck	2,807	33·72	94,630	1·19	484 7 1	3 5·93	65 2 7
Murtoa	10,085	42·69	430,679	1·31	2,447 2 0	4 9·51	215 7 3
Jung Jung	3,998	26·76	106,996	1·23	547 7 9	3 2·12	69 9 3
Dooen	4,313¾	18·31	78,980	1·20	411 5 1	1 10·07	56 10 2
Horsham	13,277¾	60·00	796,689	1·29	4,095 17 0	5 1·64	1,685 4 8
Natimuk	1,143	4·48	5,122	1·25	26 13 6	0 5·57	2 5 8
Yarranville	2,076	6·03	12,520	1·20	62 12 6	0 7·23	2 5 8
Edom	20,863	4·52	90,802	0·65	246 2 9	0 2·83	0 16 1
Williamstown Junction ..	46,711	7·36	330,201	0·79	1,086 7 9	5 9·31	60 18 2
North Williamstown ..	240,541	7·36	1,770,380	0·91	6,701 9 3	6 0·09	1,445 2 3
Williamstown	336,284¾	9·08	3,218,366	0·39	5,386 5 5¾	0 3·62	931 18 9
Williamstown Pier ..	..	..	..	..	..	..	..
Kensington (Queens-cliffe Line)* ..	..	..	..	..	7,453	8·84	6,599
Drysdale	6,525¾	15·93	101,971	1·26	546 1 6	1 8·08	138 17 0
Queenscliffe	7,778	34·51	268,450	1·49	1,675 17 7	4 3·71	510 12 9
Racecourse (Geelong) ..	67	2·49	167	7·68	5 7 0	1 7·16	..
Connewarre	..	..	..	..	..	..	..
Mount Moriac	1,535¾	18·79	28,869	1·35	162 19 8	2 1·46	29 12 7
Laketown	853	15·24	13,005	1·21	61 13 6	1 4·28	7 14 1
Winchelsea	4,874¾	34·48	168,067	1·32	1,007 16 6	4 1·81	118 5 5
Birregurra	4,400¾	30·36	133,620	1·37	767 14 11	3 5·86	122 19 6
Irrewarra*	..	..	..	..	..	..	..
Gnoll Road	1,607	40·99	66,596	1·25	348 15 3	4 3·44	68 1 0
Colac	11,734	58·36	687,328	1·20	3,735 15 10	6 4·34	779 8 3
Elliminyt	1,853¾	6·73	12,472	1·19	71 6 2	0 11·52	8 0 0
Bunnaree Junction ..	6,288	9·72	61,151	1·03	264 8 6	0 10·09	10 0 0
Wallace	4,435¾	12·44	55,186	1·18	271 9 1	1 4·93	8 0 0
Milltown*	800	17·30	13,840	1·18	67 19 4	1 8·40	8 0 0
Carlsbrook	12,687¾	18·31	232,320	1·23	1,197 0 8	1 10·64	92 18 8
Maroona	5,058	23·45	118,580	1·41	708 17 7	3 3·11	88 8 6
Wickliffe Road ..	1,120	66·88	74,910	1·47	461 13 3	9 10·08	88 8 6
Glen Thompson ..	1,014	62·61	63,490	1·35	359 2 1	8 5·02	63 7 6
Dunkeld	2,294¾	35·80	82,116	1·77	606 7 0	5 3·65	83 3 9
Hamilton	11,602¾	97·64	1,132,967	1·37	6,567 4 6	11 3·69	1,265 9 11
Branxholme	3,151¾	29·86	94,108	1·37	538 2 9	3 4·09	88 6 3
Condah	2,254	29·64	66,792	1·30	350 9 5	3 1·09	33 9 0
Heywood	2,254	31·36	70,672	1·30	370 4 11	3 3·66	41 11 6
Portland	6,342	57·42	358,400	1·39	2,082 19 9	6 6·16	895 4 11
Kensington	121,8283	1·96	238,879	0·80	801 11 7¾	0 1·57	11 6 8
Newmarket	77,289¾	1·77	136,774	0·81	459 13 0	0 1·42	5 11 6
Ascot Vale	75,053¾	3·04	228,263	0·76	726 0 6¾	0 2·32	1 4 11
Moonee Ponds ..	56,140¾	3·77	211,513	0·70	658 19 7¾	0 2·81	1 13 11
Essendon	107,834	3·19	343,817	0·83	1,188 13 0¾	0 2·64	2 5 0
Racecourse (Melbourne) ..	..	..	..	..	..	..	..
Broadmeadows ..	2,235	16·83	76,122	1·22	199 17 7	1 8·63	26 11 8
Craigieburn	2,173	26·66	57,950	1·28	310 18 3	2 10·33	40 15 3
Donnybrook	1,507¾	24·85	38,998	1·24	202 2 11	2 8·17	23 3 3
Beveridge	1,388¾	38·86	56,573	1·25	294 1 6	2 9·68	18 12 8
Wallan Wallan ..	3,179¾	27·56	87,652	1·29	473 3 11	2 11·77	46 19 5
Wandong	2,158¾	30·71	66,278	1·40	386 14 0	3 6·07	20 7 1
Kilmore	41,781¾	37·38	1,561,970	1·25	8,128 5 0	3 10·87	1,140 4 9
Broadford	5,542	30·37	168,253	1·05	738 19 8	2 8·01	136 2 2
Tallarook	5,649	37·72	213,052	1·16	1,029 4 0	3 7·98	176 5 6
Seymour	117,259¾	38·06	4,464,316	1·25	23,248 18 11	3 11·82	4,358 3 3
Avenel	3,547¾	46·54	165,154	1·23	851 0 0	4 9·56	182 14 11
Longwood	2,445¾	18·25	44,626	1·23	229 19 5	1 10·13	12 8 0
Euroa	4,012	52·74	211,675	1·14	1,015 5 3	5 0·43	143 4 4
Violet Town	3,281	45·72	148,661	1·26	788 0 4	4 9·93	93 11 0
Benalla	14,589¾	62·89	1,836,750	1·30	9,561 6 6	12 11·27	1,371 11 11
Glenrowan	3,090¾	29·26	90,468	1·21	457 19 4	2 11·55	43 16 3
Wangaratta	15,170	43·91	666,119	1·23	3,661 19 2	4 10·04	1,864 1 6
Springhurst	2,092¾	31·18	65,231	1·18	321 7 3	3 0·63	32 5 6
Chiltern	7,474¾	51·22	393,805	0·85	1,413 16 8	3 9·45	128 13 0
Barnawartha	4,161¾	41·82	174,019	1·19	918 9 4	5 3·66	153 13 6
Wodonga	19,402	130·13	2,641,341	1·22	13,498 12 0	13 11·04	7 3 10
Mangalore*	1,730	29·79	51,551	1·10	238 5 9	2 9·02	8 12 0
Nagambie*	4,461¾	38·71	172,668	1·24	891 4 6	4 0·00	164 8 5
Murchison*	5,658	43·75	247,679	1·33	1,375 0 5	4 10·32	154 15 11
Arcadia*	1,050¾	30·16	31,685	1·25	164 4 2	3 1·42	5 5 0
Toolamba*	3,812¾	24·32	92,742	1·25	482 10 2	2 6·19	61 12 4
Mooroopna*	4,268¾	46·04	196,504	1·26	1,031 18 5	4 10·04	106 17 4
Shepparton*	7,412¾	66·58	493,872	1·29	2,661 14 7	7 2·21	265 5 7
Tatura*	2,490	60·54	150,747	1·23	776 1 2	6 2·80	128 10 4
Tarrawingee	1,788	29·96	53,583	1·12	249 11 6	2 9·82	21 5 1
Everton	3,169¾	17·69	56,058	1·25	291 5 6	1 10·12	13 10

VICTORIAN RAILWAYS.

No. 16.

RETURN of Wool from the undermentioned Stations to Melbourne, Williamstown Pier, Geelong, and Portland for Year ending 31st December 1880.

From—	To Melbourne.	To Williamstown Pier.	To Geelong.	To Portland.	Total.
	Bales.	Bales.	Bales.	Bales.	Bales.
Melbourne	..	66,612	35	..	66,647
Keilor Road	1,088	327	..	..	1,415
Digger's Rest	197	74	..	..	271
Sunbury	30	..	..	..	30
Lancefield Road	1,267	..	..	..	1,267
Riddell's Creek	116	..	8	..	124
Gisborne	146	..	..	..	146
Macedon	4	..	..	..	4
Woodend	48	..	..	..	48
Carlsruhe	34	..	..	..	34
Kyneton	1,124	65	..	..	1,189
Malmsbury	51	..	..	..	51
Elphinstone	488	..	..	..	488
Castlemaine	610	112	..	..	722
Kangaroo Flat	134	..	..	..	134
Sandhurst	887	..	12	..	899
Goornong	217	..	..	..	217
Elmore	1,496	437	..	..	1,933
Rochester	696	..	..	..	696
Echuca	65,183	33,671	3	..	98,857
Tylden	25	..	..	..	25
Daylesford	43	..	..	..	43
Guildford	14	..	..	..	14
Newstead	371	..	..	..	371
Joyce's Creek	10	..	..	..	10
Moolort	258	..	..	..	258
Carisbrook	297	..	..	..	297
Maryborough	208	..	..	..	208
Bet Bet	76	..	4	..	80
Dunolly	69	..	..	..	69
Bealiba	502	121	23	..	646
Carapooee	190	..	..	..	190
St. Arnaud	1,492	346	1,775	..	3,613
Bung Bong	17	..	..	..	17
Homebush	14	..	..	..	14
Avoca	465	..	319	..	784
Creswick	33	..	75	..	108
Clunes	489	..	..	..	489
Talbot	122	..	104	..	226
Eaglehawk	368	223	..	..	591
Marong	17	..	..	..	17
Leichardt	24	..	..	..	24
Bridgewater	2,222	1,062	..	..	3,284
Inglewood	1,354	138	..	..	1,492
Werribee	252	1,056	..	..	1,308
Little River	37	1,273	2	..	1,312
Lara	71	..	..	..	71
Geelong	357	525	..	..	882
Leigh Road	5	314	1,325	..	1,644
Lethbridge	..	..	19	..	19
Meredith	52	..	1,103	..	1,155
Elaine	18	..	795	..	813
Yendon	148	..	221	..	369
Ballarat East	..	..	30	..	30
Ballarat	1,422	..	2,843	..	4,265
Burrumbeet	..	..	916	..	916
Trawalla	3	..	313	..	316
Beaufort	14	..	1,892	..	1,906
Forward	84,875	106,356	11,817	..	203,048

From—	To Melbourne.	To Williamstown Pier.	To Geelong.	To Portland.	Total.
	Bales.	Bales.	Bales.	Bales.	Bales.
Brought forward ..	84,875	106,356	11,817	..	203,048
Middle Creek	..	..	75	..	75
Buangor	292	..	1,220	..	1,512
Ararat	485	..	1,293	..	1,778
Great Western	11	..	172	..	183
Stawell	127	43	1,305	..	1,475
Glenorchy	112	..	472	..	584
Lubeck	50	..	255	..	305
Murtoa	261	..	785	..	1,046
Jung Jung	77	..	724	..	801
Dooen	300	..	20	..	320
Horsham	441	..	4,286	..	4,727
Mount Moriac	..	..	19	..	19
Winchelsea	..	..	812	..	812
Birregurra	..	..	214	..	214
Ondit Road	54	..	1,723	..	1,777
Colac	470	..	1,597	..	2,067
Gordons	12	..	209	..	221
Maroona	252	..	1,248	..	1,500
Wickliffe Road	171	..	1,717	..	1,888
Glen Thompson	66	..	1,012	..	1,078
Dunkeld	735	144	2,645	71	3,595
Hamilton	1,488	345	2,206	2,049	6,088
Branxholme	257	..	178	1,607	2,042
Condah	21	..	..	416	437
Heywood	..	..	..	37	37
Craigieburn	26	..	..	..	26
Beveridge	282	..	..	..	282
Wallan Wallan	223	..	..	..	223
Wandong	30	..	..	..	30
Kilmore	344	..	..	..	344
Broadford	626	..	..	..	626
Tallarook	1,557	575	..	..	2,132
Seymour	1,022	..	..	..	1,022
Avenel	148	368	..	..	516
Longwood	1,444	..	..	..	1,444
Euroa	274	..	9	..	283
Violet Town	428	..	..	..	428
Benalla	2,178	66	..	..	2,244
Glenrowan	173	..	..	..	173
Wangaratta	723	..	..	..	723
Springs	75	..	..	..	75
Chiltern	75	..	..	..	75
Barnawartha	106	..	..	..	106
Wodonga	11,489	1,089	..	..	12,578
Nagamble	408	..	..	..	408
Murchison	672	339	..	..	1,011
Areadia	114	..	..	..	114
Toolamba	3	..	..	..	3
Mooroopna	77	..	..	..	77
Shepparton	578	30	..	..	608
Tatura	175	..	..	..	175
Tarrawingee	32	..	..	..	32
Everton	246	..	..	..	246
Beechworth	102	..	..	..	102
Rutherglen	81	..	..	..	81
Wahgunyah	12,898	4,947	41	..	17,886
Deniliquin	20,129	4,915	582	..	25,626
Totals	147,295	119,217	36,636	4,180	307,328

Railway Department, Accountant's Office,
10th September 1881.

GEO. T. A. LAVATER, Accountant.

VICTORIAN RAILWAYS.

No. 17.

RETURN of Rolling-stock on the Victorian Railways at 31st December 1880 (exclusive of the Rolling-stock on the Hobson's Bay Suburban Lines).

LOCOMOTIVE ENGINES.			CARRIAGES.									WAGONS.										VANS.						
				1st Class.		2nd Class.			Composite.			Low-sided.			High-sided & Covered.		Medium.											
Passenger.	Goods.	Total.	State.	Ordinary.	American.	Ordinary.	American.	3rd Class.	Ordinary.	American.	Total.	Ordinary.	Double Bogie.	Hopper, Coal.	Ordinary.	Double Bogie.	Ordinary.	Double Bogie.	Cattle.	Sheep.	Ballast.	Total.	Brake.	Mail.	Powder.	Hearse.	Total.	HORSE BOXES.	CARRIAGE TRUCKS.
95	78	173	3	65	13	107	9	2	60	1	260	312	37	39	900	20	1,061	70	217	165	166*	2,987	112	10	11	1	134	41	38

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

RETURN of Rolling-stock for the Victorian Railways Ordered and in course of Construction at 31st December 1880.

3	20	23	...	...	1	12	...	...	...	3	16	...	...	...	...	...	155	...	...	...	...	155	...	...	...	...	...	...	...

S. MIRLS,
Locomotive Superintendent.

Locomotive Superintendent's Office,
Melbourne, 11th March 1881.

In addition to the above, 100 earth tip-dobbins were constructed for alterations to the Melbourne Station.

GEO. T. A. LAVATER,
Accountant.

VICTORIAN RAILWAYS.

No. 18.

RETURN of Rolling-stock on the Hobson's Bay Suburban Lines at 31st December 1880.

LOCOMOTIVE ENGINES.			CARRIAGES.								WAGONS.									VANS.							
				1st Class.		2nd Class.																					
Passenger.	Goods.	Total.	State.	Ordinary.	American.	Ordinary.	American.	3rd Class.	Composite.	Total.	Low-sided.	Double Bogie.	Hopper, Coal.	High-sided and Covered.	Medium.	Cattle.	Sheep.	Ballast.	Total.	Brake.	Mail.	Powder.	Hearse.	Total.	HORSE BOXES.	CARRIAGE TRUCKS.
24	...	24	....	88	...	20	...	...	3	111	73	...	45	15	65	...	...	...	198	13	...	...	...	13	...	...

JAMES HIGGINS,
Loco. Superintendent,
Hobson's Bay Suburban Lines.

Railway Department, Sandridge,
6th June 1881.

VICTORIAN RAILWAYS.

No. 19.

DETAIL of Locomotive Charges for the Year ending 31st December 1880.
(Hobson's Bay Suburban Lines not included.)

PASSENGER AND GOODS TRAINS—Number of Train Miles run 3,843,727

	£ s. d.	£ s. d.	Cost per Train Mile. s. d.
LOCOMOTIVE POWER.			
Wages of Foremen	3,744 10 0	...	0 0·23
„ Drivers and Firemen	55,265 8 4	...	0 3·45
„ Cleaners and Lighters-up	12,403 6 6	...	0 0·77
„ Coalmen and Yard Laborers	8,278 10 2	...	0 0·52
Cost of Coal...	53,760 12 11	...	0 3·36
„ Wood	3,606 1 4	...	0 0·22
„ Water, Pumpers, &c.	5,767 4 1	...	0 0·36
„ Oil, Tallow, and Waste	8,081 8 0	...	0 0·50
„ Sundries and Cleaning Engines	2,017 12 11	...	0 0·13
Board and Lodging Expenses of Men away from Home	1,584 11 10	...	0 0·10
Cost of Gas...	316 9 1	...	0 0·02
„ Small Stores and Hose Pipe for washing out Engines, &c.	1,719 13 4	...	0 0·11
		156,545 8 6	0 9·77
LOCOMOTIVE REPAIRS.			
Wages	34,390 6 0		
Material	21,233 11 1		
		55,623 17 1	0 3·48
TOOLS, MACHINERY, AND BUILDINGS.			
Wages	3,468 1 5		
Material	1,516 2 0		
		4,984 3 5	0 0·31
GENERAL CHARGES.			
Including Watchmen, Half-pay for Accidents, Holidays, Stationery, &c. — Wages	5,723 12 4		
Material	512 12 3		
		6,236 4 7	0 0·39
Supervision, including all Salaries and Office Charges	...	3,560 9 4	0 0·22
		226,950 2 11	1 2·17
TRAFFIC CHARGES.			
Carriage Repairs—Wages	10,979 10 8		
„ Material	5,227 7 8		
Wagon Repairs—Wages	12,334 5 6		
„ Material	7,768 1 0		
Carriage and Wagon Working Expenses—Wages	5,137 7 8		
„ „ Material	6,157 3 2		
		47,603 15 8	0 2·97
		274,553 18 7	1 5·14

Railway Department, Accountant's Office,
3rd May 1881.

GEO. T. A. LAVATER,
Accountant.

No. 20.

COMPARATIVE Yearly Statement of Miles of Line Open, Cost of Construction, Rolling-stock Employed, Gross and Net Revenue, Working Charges, and Percentages of the same to Gross Revenue, &c., on the Victorian Railways, for Nine and a half Years, from 1st July 1871 to 31st December 1880.

Year.	Miles open at end of Year.	Average Miles open during the Years.	Construction.		Rolling-stock.				Number of Passengers conveyed.	Tonnage of Goods and Live Stock conveyed.	Gross Receipts.				Total Train Miles run.	Gross Receipts per Train Mile.	Maintenance.		Locomotive.		Traffic.		General.		Total Working Cost.				Net Earnings.			
			Capital Cost, exclusive of Stores in hand, &c.	Average Cost per Mile open.	Passenger Engines.	Goods Engines.	Carriages.	Wagons, Vans, &c.			From Passenger, &c., Traffic.	From Goods and Live Stock. Traffic.	Total.	Per Average Mile open.			Amount	Per Cent. of Gross Receipts.	Amount	Per Cent. of Gross Receipts.	Amount *	Per Cent. of Gross Receipts.	Amount	Per Cent. of Gross Receipts.	Amount	Per Cent. of Gross Receipts.	Per Train Mile.	Per Average Mile open.	Amount	Per Average Mile open.	Per Train Mile.	Per Cent. on Capital Cost.
			£	£							£	£	£	£		*s. d.*	£		£		£		£		£		*s. d.*	£	£	£	*s. d.*	
1871–2	313	267	10,034,772	32,060	51	41	144	1,564	1,508,671	489,126	236,671	400,961	637,632	2,388	1,173,434	10/10·41	69,180	10·85	85,739	13·45	110,843	17·38	14,042	2·20	279,804	43·88	4/9·23	1,048	357,828	1,340	6/1·18	3·57
1872–3	360	335	10,815,868	30,128	51	43	145	1,644	1,720,815	569,871	260,756	442,972	703,728	2,101	1,354,131	10/4·72	72,083	10·25	97,822	13·90	132,594	18·84	18,792	2·67	321,291	45·66	4/8·94	959	382,437	1,142	5/7·78	3·54
1873–4	441	414	11,557,484	26,207	52	54	160	1,772	2,039,030	681,710	304,073	546,969	851,042	2,056	1,667,124	10/2·52	74,999	8·81	121,878	14·32	161,245	18·95	16,593	1·95	374,715	44·03	4/5·94	905	476,327	1,150	5/8·57	4·12
1874–5	586	541	12,411,672	21,143	58	63	183	2,002	2,699,519	732,772	350,417	569,591	920,008	1,701	2,051,710	8/11·50	130,435	14·18	148,999	16·19	182,042	19·79	20,241	2·20	481,717	52·36	4/8·35	890	438,290	810	4/3·27	3·53
1875–6	620	608	13,239,405	21,354	58	63	205	2,129	2,978,139	928,300	388,228	606,539	994,767	1,636	2,280,092	8/8·71	128,679	12·94	153,617	15·44	196,195	19·72	20,916	2·10	499,407	50·20	4/4·57	821	495,360	815	4/4·14	3·74
† 1876	702	652	13,710,364	19,558	61	63	210	2,194	1,582,057	494,864	206,520	345,441	551,961	848	1,262,782	8/8·90	54,430	9·86	81,206	14·71	107,828	19·54	9,939	1·80	253,403	45·91	4/0·16	389	298,557	459	4/8·74	4·36
1877	931	787	14,562,984	15,642	76	63	221	2,373	3,395,709	1,030,558	460,459	675,340	1,135,799	1,443	2,786,581	8/1·82	166,581	14·66	181,078	15·94	230,125	20·26	14,697	1·29	592,481	52·16	4/3·03	753	543,318	690	3/10·79	3·73
1878	1035	967	15,343,240	14,824	80	68	231	2,763	3,829,256	960,479	515,351	701,324	1,216,675	1,258	3,095,590	7/10·33	155,410	12·77	204,806	16·83	248,519	20·43	16,964	1·40	625,699	51·43	4/0·52	647	590,976	611	3/9 82	3·85
1879	1108	1091	16,251,420	14,667	87	76	243	3,068	4,169,175	962,000	521,383	700,724	1,222,107	1,120	3,462,622	7/0·71	153,514	12·56	211,479	17 31	256,300	20·97	19,331	1·58	640,624	52·42	3,8·40	587	581,483	533	3/4·30	3·58
‡ 1880	1199	1194	18,041,295	15,047	119	78	371	3,411	15,999,459	1,303,215	674,890	818,027	1,492,917	1,250	4,380,802	6·9 79	199,042	13·33	258,491	17·32	333,248	22·32	23,294	1 56	814,075	54·53	3/8·60	682	678,842	569	3/1·19	3·76
Totals	7295	6856	135,968,504	210,630	693	612	2113	22,920	39,921,830	8,152,895	3,918,748	5,807,888	9,726,636	15,801	23,514,868	87/9·41	1,204,353	120·21	1,545,115	155·41	1,958,939	198·20	174,809	18·75	4,883,216	492·58	42/9·74	7,681	4,843,418	8,119	44/11·78	37·78
Averages	730	686	13,596,850	21,063	69	61	211	2,292	4,202,298	858,199	412,500	611,357	1,023,856	1,663	2,475,249	8/9·34	126,774	12·02	162,644	15·54	206,204	19·82	18,401	1·88	514,023	49·26	4/3·37	809	509,833	855	4/5·98	3·78

† Six months only.

‡ Includes the Hobson's Bay Suburban Lines.

* Including repairs and renewals of carriages and wagons.

Railway Department, Accountant's Office,
3rd May 1881.

GEO. T. A. LAVATER,
Accountant.

VICTORIAN RAILWAYS.

No. 21.

STATEMENT showing the Cost of Construction at 31st December 1880 of each Line open for Traffic, and Average Cost per Mile; also Highest and Lowest Levels, Steepest Gradients, &c.

	Length of Lines opened for Traffic.			Height of Rail-level above Low-water Mark, Hobson's Bay.		Steepest Gradient.	Cost, exclusive of Rolling-stock.	
	Double.	Single.	Total.	Highest.	Lowest.		Total.	Average per Mile.
	Miles.	Miles.	Miles.	Feet.	Feet.	Feet.	£	£
NORTHERN SYSTEM.								
Main Line—Melbourne to Sandhurst (including Melbourne terminus)	100¾	...	100¾	1,902	17	1 in 50	5,161,884	51,235
Echuca Line—Sandhurst to Echuca Wharf	...	55¼	55¼	753	320	1 „ 90	610,563	11,051
Carlsruhe and Daylesford	...	22¼	22¼	2,469	1,791	1 „ 50	127,910	5,749
Castlemaine and Dunolly Line	...	47½	47½	949	580	1 „ 40	287,348	6,049
Dunolly and St. Arnaud Line	...	33	33	945	611	1 „ 50	153,112	4,640
Ballarat and Maryborough Line	...	42½	42½	1,525	732	1 „ 40	255,388	6,009
Maryborough and Avoca Line	...	15	15	883	721	1 „ 40	60,279	4,019
Sandhurst and Inglewood Line	...	30	30	778	442	1 „ 43	151,159	5,039
Total	100¾	245½	346¼	...	...	...	6,807,643	19,661
WESTERN SYSTEM.								
Williamstown Line—Footscray Junction to Williamstown Pier	6	...	6	66	12	1 in 100	413,774	68,962
Geelong Line—Williamstown Junction to Geelong (including line to Wharf)	1¾	37¼	39	113	12	1 „ 81 wharf line 1 „ 50	1,056,796	27,097
Ballarat Line—West Geelong to Ballarat	53½	...	53½	1,725	47	1 „ 52	1,726,266	32,267
Geelong and Queenscliff Line—Queenscliff Junction to Queenscliff	...	20¾	20¾	263	10	1 „ 50	104,141	5,019
Geelong and Colac Line, including Racecourse branch	...	52½	52½	465	17	1 „ 50	329,245	6,271
Warrenbeip and Gordons Line	...	13	13	1,940	1,707	1 „ 50	78,997	6,077
Ballarat and Ararat Line	...	57	57	1,517	960	1 „ 44	311,869	5,471
Ararat and Stawell Line	...	18¾	18¾	1,086	759	1 „ 50	112,266	5,988
Stawell and Horsham Line	...	53½	53½	759	423	1 „ 50	233,030	4,356
Ararat and Hamilton Line	...	66½	66½	1,028	572	1 „ 50	307,029	4,617
Hamilton and Portland Line (including line to Portland Wharf)	...	54	54	605	11	1 „ 50 wharf line 1 „ 40	267,678	4,957
Total	61¼	373¼	434½	...	...	...	4,941,091	11,372
NORTH-EASTERN SYSTEM.								
Essendon Junction to Essendon, and Racecourse branch	2½	2¼	4¾	148	14	1 in 67	78,210	16,465
North-Eastern Line—Essendon to Wodonga... ...	...	182¼	182¼	1,148	105	1 „ 50	1,563,868	8,581
Mangalore and Shepparton Line	...	45	45	476	372	1 „ 100	214,916	4,776
Toolamba and Tatura Line	...	7	7	385	371	1 „ 108	24,782	3,540
Wangaratta and Beechworth Line	...	23	23	1,831	502	1 „ 30	154,024	6,697
Springs and Wahgunyah Line	...	14	14	623	454	1 „ 50	65,025	4,645
Total	2½	273½	276	...	...	...	2,100,825	7,612
EASTERN SYSTEM.								
Spencer and Flinders streets Junction	...	¾	¾	17	6	1 in 23	4,591	6,121
South Yarra and Oakleigh Line	...	6¾	6¾	184	22	1 „ 50	166,887	24,724
Gippsland Line—Oakleigh to Sale	...	118¼	118¼	513	32	1 „ 50	727,675	6,154
Hobson's Bay Suburban Lines	9¾	6¾	16½	...	10	1 „ 100	1,229,827	74,535
Total	9¾	132½	142¼	...	...	...	2,128,980	14,966
Total mileage	174¼	1,024¾	1,199					

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

Railway Department, Accountant's Office,
3rd May 1881.

GEO. T. A. LAVATER,
Accountant.

VICTORIAN RAILWAYS.

No. 22.

RETURN of the Number and Nature of Accidents to Life and Limb which have occurred during the Year ending 31st December 1880.

Date of Accident.	Station or Line where Accident occurred.	Passengers Killed or Injured.				Servants of the Department or of Contractors Killed or Injured.				Persons Killed or Injured at Crossings.		Trespassers.		Miscellaneous.		Nature and Cause of Accident.
		From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.								
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1880.																
Jan. 16	Sandhurst Station	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Fuelman slipped in attempting to jump on to an engine, and injured his foot.
„ 16	Beechworth Line ...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	Man committed suicide by placing his head on the rails.
„ 16	Castlemaine Station...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Guard crushed between some trucks while coupling.
„ 22	North Melbourne Station	...	...	...	...	...	...	...	...	...	...	...	1	...	...	Man knocked down by ballast train and injured in attempting to cross the line.
Feb. 10	Dunolly and St Arnaud	...	...	...	...	...	...	...	...	...	...	1	...	...	...	Trespasser knocked down and killed whilst under the influence of drink.
„ 14	Ravenswood Station	...	...	...	...	...	...	1	...	...	...	...	...	...	...	Platelayer when stepping off an engine got his foot smashed, and subsequently died in the hospital.
„ 17	Ballarat East Station	...	...	...	...	...	...	...	...	...	...	...	1	...	...	Boy was run over, and had his foot cut off, while picking chips off the siding.
„ 26	Castlemaine and Dunolly	...	1	...	...	...	...	...	...	...	...	...	...	...	...	Train ran off the line where it was washed away by floods, and one passenger was slightly hurt.
„ 26	Geelong Station ...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	Man knocked down at crossing, and subsequently died in the hospital.
March 6	Dunolly Station ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Porter slipped in shunting some trucks, and a truck ran over his leg.
„ 10	Main Line	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Driver fell off his engine near Keilor Road station, and was severely injured.
„ 18	Geelong Station ...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	Woman, while under the influence of drink, fell down cutting opposite Mercer street.
„ 23	North Williamstown Station	...	...	...	...	...	...	...	1	...	...	...	...	...	...	A mechanic slipped in attempting to get on to an engine, and injured his foot.
„ 30	Williamstown Pier ...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	Man injured by a bale of wool falling on him.
April 7	Goulburn Valley ...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	Porter run over and killed while sleeping on the line under influence of drink.
„ 21	Gippsland	...	...	...	...	...	...	1	...	...	...	...	...	...	...	Workman fell in between some ballast trucks while in motion, and was run over and killed.
May 8	Geelong Station ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	Pilot-engine ran against a conveyance at Brougham-place crossing, and injured the driver of it.
„ 9	Talbot Station ...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	Man, while bidding good-bye to a friend in the train, fell down between the train and platform, and was killed.
„ 9	Little River Station ...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	Man broke his leg through falling off platform, and subsequently died in the hospital.

No. 22.—RETURN of the Number and Nature of Accidents to Life and Limb which have occurred during the Year ending 31st December 1880—*continued.*

Date of Accident.	Station or Line where Accident occurred.	Passengers Killed or Injured.				Servants of the Department or of Contractors Killed or Injured.				Persons Killed or Injured at Crossings.		Trespassers.		Miscellaneous.		Nature and Cause of Accident.
		From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.								
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1880.																
May 18	Geelong Station ...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	Woman run over and killed at Skene-street crossing.
June 3	Ballarat and Ararat...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	Guard killed whilé standing on the step of his van, through coming in contact with a gate-post.
July 6	Flinders-street Tramway	...	...	...	...	...	...	...	...	...	...	1	...	...	...	Man run over and killed while in a state of intoxication.
„ 14	North-Eastern ...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	Platelayer run over and killed while walking along the line at night.
August 6	Melbourne and Geelong	...	4	...	...	...	...	...	...	...	...	...	...	...	...	An empty engine ran into 6.20 a.m. up Ballarat passenger train at Lara station.
Sept. 7	Flinders-street Tramway	...	...	...	...	...	...	...	...	...	...	1	...	...	...	Man run over and killed.
„ 18	Tallarook Station ...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	Wood dealer run over and killed while interfering with some trucks being shunted.
October 5	Chiltern Station ...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	Young girl fell into ash pit, and was slightly injured.
„ 13	Main Line	...	...	...	...	...	...	...	...	...	1	...	...	...	...	Young girl knocked down and seriously injured at Dawe's crossing.
Nov. 2	Racecourse Line ...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	Platelayer was run over and killed by a racecourse train.
„ 8	Main Line	...	...	...	...	...	...	...	...	...	...	1	...	...	...	Man committed suicide by laying himself across the line at Epsom.
„ 8	Ballarat Station ...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	Pointsman run over and killed whilst shunting.
„ 19	Sandhurst and Echuca	...	...	...	...	...	...	...	...	1	...	...	...	...	...	Man knocked down and killed at Mundy-street crossing.
„ 27	Melbourne Goods Shed	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Shunter, in jumping into van, slipped, and a truck passed over his foot.
Dec. 1	Melbourne Goods Shed	...	...	...	...	...	1	...	...	...	...	...	...	...	...	Laborer injured on his head by a piece of brick let fall by one of the bricklayers.
„ 6	Melbourne Yard ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Pointsman had his foot crushed by a truck running over it.
	Totals	...	5	...	...	...	1	7	7	3	2	6	3	2	2	

Railway Department, Secretary's Office,
7th February 1881.

P. P. LABERTOUCHE,
Secretary.

VICTORIAN RAILWAYS.

No. 23.

RETURN of Accidents and Injuries to Life and Limb, from the Opening of the Lines for Traffic, to 31st December 1880.

Year.	Passengers Killed or Injured.				Servants of the Department or of Contractors Killed or Injured.				Persons Killed or Injured at Crossings.		Trespassers.		Miscellaneous.		Total.	
	From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.									
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1859	...	...	...	...	1	...	2	...	...	...	3	...	...	...	6	...
1860	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	2
1861	...	...	...	...	...	...	3	2	...	...	...	...	...	...	3	2
1862	...	19	...	...	...	1	4	8	1	1	1	1	...	1	6	31
1863	...	2	...	1	1	...	5	5	...	...	3	2	...	...	9	10
1864	...	...	...	...	...	...	1	7	...	...	...	1	...	1	1	9
1865	...	...	...	...	...	...	1	18	...	...	4	1	...	...	5	19
1866	...	...	...	...	1	1	2	...	...	...	1	1	...	...	4	2
1867	...	...	...	...	...	3	1	5	...	...	...	1	...	...	1	9
1868	...	...	...	...	...	...	...	...	...	...	2	...	...	...	2	...
1869	...	...	...	...	...	...	2	...	...	...	1	...	1	...	4	...
1870	...	...	...	...	...	4	1	...	...	...	1	...	...	...	2	4
1871	...	...	...	...	...	...	2	1	...	...	2	1	2	1	6	3
1872	...	28	...	2	...	1	...	1	...	...	3	...	...	...	3	32
1873	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	1
1874	...	...	...	...	4	...	...	1	1	...	4	...	1	...	10	1
1875	...	...	...	...	...	6	6	1	...	...	4	1	1	...	11	8
1876	...	1	...	1	3	4	10	15	2	...	6	5	2	1	23	27
1877	...	36	1	...	3	3	10	5	...	1	8	2	...	2	22	49
1878	...	22	...	3	...	6	7	5	2	...	6	1	1	3	16	40
1879	...	7	...	2	1	11	8	20	2	3	9	1	1	1	21	45
1880	...	5	...	...	...	1	7	7	3	2	6	3	2	2	18	20
Total ...	...	121	1	10	14	41	72	102	11	7	64	21	11	12	173	314

Railway Department, Accountant's Office,
3rd May 1881.

GEO. T. A. LAVATER,
Accountant.

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