1884.

VICTORIA.

VICTORIAN RAILWAYS.

REPORT

OF THE

BOARD OF LAND AND WORKS

FOR THE YEAR ENDING 31ST DECEMBER,

1883.

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

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REPORT.

DEPARTMENT OF RAILWAYS,
Melbourne, 19th August, 1884.

To His Excellency the Governor in Council.

SIR,

I have the honour to present to Your Excellency the Report of the Board of Land and Works upon the working of the Department of Railways during the year 1883.

The 76th section of the Act No. 289 has hitherto provided that the Reports of the Department shall embrace the periods contained in each calendar year, but on the 1st November, 1883, an Act was passed (No. 767) the 2nd section of which repeals the 76th section of Act 289, and the 58th section further directs that the Annual Reports shall in future be prepared for the financial year, which ends on the 30th June.

Further, by the said Act, known as the "*Victorian Railways Commissioners Act* 1883," the maintenance and management of the State Railways have been vested in three "Railways Commissioners," whose duty it will be to furnish the Annual Reports in future for submission by the Minister to Parliament, and who will be held responsible for their preparation, in accordance with the requirements of the Statute.

The present Report is therefore not only the last that will appear for the calendar year, but also the last which will be issued by the Minister in his capacity as the responsible head of the Department.

In the Appendix attached will be found the usual reports of the Engineer-in-Chief, the Engineer for Existing Lines, the Locomotive Superintendent, and Telegraph Engineer, together with the annual returns showing the position of the Capital and Revenue Accounts, and sundry other information connected with the construction and working of the lines, and to these I respectfully invite Your Excellency's attention.

DEBENTURE CAPITAL.

The amount of capital raised for Railway purposes by means of Loans, and which at the close of 1882 stood at £17,943,560, has been further augmented by the addition of the moneys obtained under the authority of the Act 45 Vict. No. 717. Of this Loan, the sum of £2,769,006 2s. 4d. was exclusively set apart for Railway Construction and the repayment of sundry Melbourne and Hobson's Bay Railway Debentures. On the other hand, £48,300 worth of the latter have been redeemed, making the net total Debenture Capital at the 31st December last £20,664,266. The total amount of interest which became payable in 1883 was £927,687.

This should be reduced by the amount of interest received from the Associated Banks on the Loan moneys deposited with them; but, as the Railway moneys are not kept separate from the rest of the Loan, the actual amount to be credited to the Railway Interest Account cannot be accurately ascertained.

The amount paid from the Consolidated Revenue for interest may be approximately set down for 1883 as £860,000, and towards this the net railway revenue contributed £624,389, leaving a balance of £235,611 to be met from the Consolidated Revenue over and above the net sum received by the Treasury as Railway earnings.

This gives a worse result than the working of 1882 by £35,450, which may be attributed chiefly to the very large renewals effected to the permanent-way of the lines during the past year, in which the Maintenance Account showed an increase of no less than £131,561 over that of 1882, and in a secondary degree to the increase in the Locomotive charges, amounting to £49,378.

The net Revenue was equal to 3·02 per cent. on the total Debenture capital, 2·91 per cent. on the total construction cost, and 3 per cent. on the capital productively employed.

Capital Account.

The total amount expended on construction and purchase of lines of railway, inclusive of rolling-stock, at 31st December last, was £21,488,064 12s. 3d., of which £1,741,149 4s. 10d. was spent during the year. The following are the details of the year's expenditure:—

			£ s. d.
General Construction.			
Williamstown Workshops	£4,482 6 11		
Newport ,, ...	12,400 11 6		
Kensington Hill Works	5,074 6 8		
Sundries	1,392 6 8		
		23,349 11 9	
Preliminary Surveys	...	22,659 17 0	
Rolling-stock.			
Engines	£154,379 4 10		
Carriages, Wagons, &c.	194,616 8 2		
Continuous Brakes	4,182 9 11		
		353,178 2 11	
Northern System.			
Melbourne Terminus	£86,512 6 5		
Melbourne to Sandhurst	4,984 2 1		
Sandhurst to Echuca	3,497 6 8		
Lancefield Junction to Lancefield ...	685 6 9		
Carlsruhe to Daylesford	1,092 2 2		
Castlemaine to Dunolly	3,207 2 2		
Dunolly to St. Arnaud...	558 15 10		
St. Arnaud to Donald	7,543 15 10		
Ballarat to Maryborough	3,868 10 0		
Ballarat Racecourse Line	16 12 6		
Sandhurst to Inglewood	1,113 15 9		
Inglewood to Charlton...	55,850 18 2		
Charlton to Wycheproof	47,152 11 1		
Korong Vale to Boort	40,378 14 11		
Eaglehawk to Kerang	142,205 6 7		
Footscray to Bacchus Marsh	50,809 2 0		
Castlemaine to Maldon...	27,893 1 3		
		477,369 10 2	

			£ s. d.
Western System.			
Footscray to Williamstown	£17,345 5 10		
Newport to Geelong	13,650 10 1		
West Geelong to Ballarat	16,093 5 7		
Geelong to Queenscliff	1,362 12 7		
Geelong to Colac (including Racecourse Branch)	1,333 7 2		
Colac to Camperdown	52,784 18 3		
Warrenheip to Gordons	590 5 4		
Ballarat to Ararat	4,253 8 5		
Ararat to Stawell	619 4 10		
Stawell to Horsham	1,948 8 4		
Horsham to Dimboola	7,845 10 5		
Ballarat to Scarsdale	40,056 4 1		
Ararat to Hamilton	714 11 11		
Hamilton to Portland	3,963 3 4		
Branxholme to Casterton	81,401 7 3		
		243,962	3 5
North-Eastern System.			
Essendon Junction to Essendon (including Racecourse Line)	£5,410 14 7		
Essendon to Wodonga	65,289 19 7		
Wodonga to Murray	15,159 11 5		
Tallarook to Yea	118,818 16 6		
Mangalore to Shepparton	2,533 2 11		
Shepparton to Numurkah	2,581 2 10		
Toolamba to Tatura	122 1 6		
Benalla to St. James	43,052 5 3		
Wangaratta to Beechworth	511 4 6		
Everton to Myrtleford	42,317 10 6		
Springs to Wahgunyah	247 2 11		
North Melbourne to Coburg	62,262 11 7		
		358,306	4 1
Eastern System.			
Spencer and Flinders streets Connexion ...	£565 0 9		
South Yarra to Oakleigh	29,561 11 5		
Oakleigh to Sale	14,897 12 6		
Traralgon to Heyfield	55,364 13 9		
Hawthorn to Lilydale	27,846 5 4		
Caulfield to Frankston	13,607 15 5		
Morwell to Mirboo	13,063 6 0		
Richmond to Alphington	25,037 9 11		
M. and H. B. Railway	115,406 12 8		
		295,350	7 9
		1,774,175	17 1
Less amounts transferred to Works, &c.—			
Exhibition Annexes	£28,990 16 5		
Yarra Bank Workshops	4,035 15 10		
		33,026	12 3
		£1,741,149	4 10

ROLLING-STOCK.

During the year the following rolling-stock was placed on the lines in addition to that in use at the close of 1882:—

Engines.—Passenger	6	
Goods	25	
Steam Car	1	

Carriages.—1st Class	... ...	91
2nd Class with Brake Van	...	8
Composite	... ...	23
Ditto and Brake Van	... ...	13
Wagons.—Low-sided	... ...	59
Refrigerating	... ...	4
Medium	... ...	437
Sheep ...	... ...	23
Ballast	... ...	65
Vans.—Brake ...	... ...	4
Total	... ...	759

The total number of each separate description of rolling-stock in use at 31st December, 1883, together with those in course of construction, will be seen by a reference to Return No. 17 in the Appendix.

The number of each class, together with the average work performed by each vehicle during the last five years, will be found in the following table:—

Year.	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.	Passengers per Vehicle.	No.	No. per Line Mile.	Train Miles per Vehicle.	Tons per Vehicle.
1879	1,125	184	0·164	21,753	429	0·381	9,330	33,996	3,204	2·848	1,249	361
1880	1,199	197	0·165	22,237	451	0·376	9,714	35,476	3,331	2·780	1,315	391
1881	1,247	210	0·168	22,063	468	0·376	9,879	40,541	3,539	2·837	1,309	415
1882	1,355	228	0·168	22,234	538	0·397	9,423	42,094	3,869	2·855	1,310	435
1883	1,562	259	0·166	22,014	674	0·431	8,459	39,296	4,409	2·823	1,293	427

Revenue Account.

I have to report a very satisfactory increase in the Revenue, the figures for 1882 and 1883 being £1,781,078 1s. 10d. and £1,898,310 12s. 2d. respectively.

The additional revenue received during last year amounts, therefore, to no less than £117,232 10s. 4d. over that of the preceding year.

The additional mileage opened for traffic was 207¼ miles, but as the whole of this was not open for the full year, the average increase of mileage length was 132 miles only.

The openings of new lines and extensions for traffic were distributed over the various systems as under :—

Northern System	... ...	80¾ miles.
Western „	... ...	41¼ „
North-Eastern „	... ...	63 „
Eastern „	... ...	22¼ „
Total	... ...	207¼ miles.

Although the increase of Revenue is satisfactory, yet it does not keep pace with the increased length of the lines, for while the latter received an addition of 10 per cent., the Revenue increased only 6½ per cent., and this result may be accepted as the natural consequence of extending the lines into the, at present, sparsely populated portions of the colony.

The Expenditure on working amounted to no less than £1,273,921 8s. 8d., being equal to 67·11 per cent. of the gross earnings, this being the highest percentage of working expenditure to revenue which has yet obtained since the opening of the lines for traffic.

The subjoined tables, showing the Revenue and Expenditure for the years 1882 and 1883, will show at a glance the branches in which the increases in both have taken place:—

TOTAL REVENUE.—ALL SYSTEMS.

—	1882. (Average miles open 1,299¼.)	1883. (Average miles open 1,431¼.)	Increase.	Decrease.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Passengers	713,486 8 11	786,772 11 2	73,286 2 3	...
Parcels, &c.	41,214 12 3	46,846 14 10	5,632 2 7	...
Horses, Carriages, and Dogs	13,532 11 1	14,031 15 5	499 4 4	...
Mails	38,228 15 7	39,832 7 5	1,603 11 10	...
Rents	22,604 7 8	21,664 12 5	...	939 15 3
Miscellaneous	6,643 13 11	8,305 0 6	1,661 6 7	...
Live Stock	84,549 8 8	78,961 8 2	...	5,588 0 6
Goods	860,818 3 9	901,896 2 3	41,077 18 6	...
	1,781,078 1 10	1,898,310 12 2	...	6,527 15 9
Balance—Net Increase ...			...	117,232 10 4
			123,760 6 1	123,760 6 1

TOTAL EXPENDITURE.—ALL SYSTEMS.

—	1882. Amount.	1882. Cost per Train Mile.	1882. Per Cent. to Revenue.	1883. Amount.	1883. Cost per Train Mile.	1883. Per Cent to Revenue	Increase.	Decrease
	£ s. d.	d.		£ s. d.	d.		£ s. d.	£ s. d.
Maintenance	244,625 11 8	11·58	13·73	376,186 13 7	15·83	19·82	131,561 1 11	...
Loco. Charges	284,712 17 4	13·47	15·99	334,091 2 11	14·06	17·60	49,378 5 7	...
Carriages and Wagons ...	70,478 5 4	3·34	3·96	77,575 3 5	3·27	4·09	7,096 18 1	...
Compensation	131,727 16 3	6·23	7·39	53,538 12 10	2·25	2·82	...	78,189 3 5
Traffic Charges ...	342,680 2 0	16·22	19·24	383,145 1 5	16·13	20·18	40,464 19 5	...
General Charges ...	24,374 10 8	1·17	1·37	49,384 14 6	2·08	2·60	25,010 3 10	...
		s. d.			s. d.			
	1,098,599 3 3	4 4·01	61·68	1,273,921 8 8	4 5·62	67·11	...	78,189 3 5
Balance—Net Increase ...							...	175,322 5 5
							253,511 8 10	253,511 8 10

The result of the year's working leaves the balance of Revenue over Expenditure £624,389 3s. 6d., or a worse result than obtained during 1882 by £58,089 15s. 1d.

The cost of maintaining the lines in 1883 was £131,561 1s. 11d. in excess of 1882, and this large increase in that branch of the expenditure will alone account for the decreased profit on working.

The train mileage run during the year under review was greater than that of its predecessor by 632,124 miles, and, as each train mile run cost for locomotive power 1s. 5·33d., £45,645 of the increase in the item Locomotive Charges is accounted for.

With the exception of the item "Compensation" for injury to passengers and loss and damage to goods, which was less in 1883 than in 1882 by £78,189 3s. 5d., the whole of the traffic charges show an increase, the difference in cost of traffic working being £40,464 19s. 5d.

The item Carriages and Wagons also shows an additional expenditure of £7,096 18s. 1d.

There were 3,838,816 more passenger journeys made in 1883 than in 1882, rather more than one-half of which were due to increased traffic on the South Suburban lines. The average receipts per passenger per journey fell in 1883 below those of 1882 in the following amounts:—South Suburban lines from 2·44d. to 2·30d., or about 6 per cent., and on all other lines from 1s. 6·24d. to 1s. 4·47d., or 9½ per cent. The former decrease is due principally to the increased issue of periodical tickets, and the latter to the increased traffic between stations other than the termini of the lines, which tends to reduce the average distance travelled per passenger.

Northern System.

The lines comprised under this system, as well as those of the other systems, will be found enumerated in Return No. 6 of the Appendix.

The total length open at the close of 1882 was 420¼ miles. The additions during 1883 were as follow:—

Eaglehawk to Kerang Junction	1	mile
Korong to Charlton	22¾	,,
Raywood to Mitiamo	22½	,,
Korong to Boort	18	,,
Charlton to Wycheproof	16½	,,
Total	80¾	miles.

The total length of this system was therefore, at the close of 1883, 501 miles.

The average length for the whole year was 462½ miles.

The revenue of this system, which in 1882 had fallen below that of 1881, completely recovered itself during 1883, a substantial increase having been experienced in every item with the exception of live stock.

The following statement will show the results for the two years:—

Revenue.—Northern System.

—	1882. (Average Miles open 398¼.)	1883. (Average Miles open 462½.)	Increase.	Decrease.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Passengers	170,382 6 11	185,367 11 10	14,985 4 11	...
Parcels, &c.	12,682 11 7	14,992 16 6	2,310 4 11	...
Horses, Carriages, and Dogs	3,548 19 2	3,862 7 9	313 8 7	...
Mails	9,065 3 8	9,699 3 8	634 0 0	...
Rents	5,597 11 11	5,673 10 6	75 18 7	...
Miscellaneous	3,683 18 4	5,410 14 0	1,726 15 8	...
Live Stock	29,189 16 7	23,387 4 11	...	5,802 11 8
Goods	300,089 14 7	328,967 7 0	28,877 12 5	...
	534,240 2 9	577,360 16 2	...	5,802 11 8
Balance—Net Increase ...			...	43,120 13 5
			48,923 5 1	48,923 5 1

The increase in passenger journeys during the year amounted to 124,745, and the tonnage of goods to 74,017 tons; in live stock there was a decrease in tonnage of 1,953 tons.

The expenditure reached the large sum of £369,200 7s. 11d., or 63·94 per cent. of the gross receipts, as will be seen from the following statement :—

EXPENDITURE.—NORTHERN SYSTEM.

—	1882.				1883.			Increase.
	Amount.	Cost per Train Mile.	Per Cent. to Revenue.	Amount.	Cost per Train Mile.	Per Cent. to Revenue.	
	£ s. d.	d.		£ s. d.	d.		£ s. d.
Maintenance	65,858 7 4	10·84	12·34	127,486 14 6	19·27	22·08	61,628 7 2
Loco. Charges	81,260 12 2	13·38	15·22	95,482 9 3	14·44	16·54	14,221 17 1
Carriages and Wagons ...	18,409 0 10	3·03	3·45	22,146 14 11	3·35	3·83	3,737 14 1
Compensation	2,157 6 7	0·35	0·40	10,215 16 9	1·55	1·77	8,058 10 2
Traffic Charges	89,351 15 2	14·71	16·73	99,928 19 6	15·11	17·31	10,577 4 4
General „	7,351 2 5	1·21	1·35	13,939 13 0	2·11	2·41	6,588 10 7
		s. d.			s. d.		
	264,388 4 6	3 7·52	49·49	369,200 7 11	4 7·83	63·94	
					Net Increase ...		104,812 3 5

The above shows that a considerable increase has taken place in every branch of working expenditure of this system, more especially in the item of Maintenance, which was in excess of that of the preceding year by £61,628 7s. 2d.

This was occasioned by the extensive renewals of the permanent-way between Melbourne and Sandhurst, allusion to which will be found in the Report of the Engineer for Existing Lines. (Return No. 2 of Appendix.)

The percentage of expenditure to revenue on Maintenance was 22·08, as against 12·34 for 1882, and the cost per train mile 19·27d., against 10·84d.

Full details of the above expenditure will be found in Return No. 9 in the Appendix attached to the Report.

The total construction cost of the Northern System at the close of 1883 was, including the amount spent on lines in progress of construction, £7,805,603 13s. 11d. It must be pointed out, however, that this includes the whole cost of the Melbourne terminus at Spencer-street, which is also the terminus of the Western and North-Eastern Systems.

Deducting the amount spent on this system for lines not yet open for traffic, the cost may be approximately stated at £7,516,086 1s. 9d., but to this must be added the cost of rolling-stock, making a gross total of £8,766,122; and on this latter amount the net revenue of the year gave a return of 2·37 per cent., as against 3·24 per cent. in 1882.

WESTERN SYSTEM.

The additional lengths open for traffic on this system during the year amounted to 41¼ miles, and consisted of the extensions from Colac to Camperdown, 28 miles, and from Scarsdale Junction (Ballarat) to Scarsdale, 13¼ miles. The total mileage length of the system averaged for the year 475¼ miles, or 30 miles more than in 1882.

The rate of increase of revenue during 1882 was not maintained during 1883 on this system, the earnings during the former year having reached £49,585 8s. 1d. in excess of 1881, while those of 1883 were only £14,287 3s. 9d. in excess of 1882.

The increase took place entirely in connexion with the passenger traffic, the goods, live stock, and miscellaneous receipts having suffered a decline.

The following table gives the particulars of each item of revenue as compared with the preceding year :—

REVENUE—WESTERN SYSTEM.

——	1882. (Average Miles open 445¼.)	1883. (Average Miles open 475¼.)	Increase.	Decrease.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Passengers	196,353 18 5	212,306 6 3	15,952 7 10	...
Parcels, &c.	13,864 4 11	15,573 2 8	1,708 17 9	...
Horses, Carriages, and Dogs	4,336 11 6	4,766 12 7	430 1 1	...
Mails	12,633 0 2	13,237 10 5	604 10 3	...
Rents	5,912 7 2	6,155 6 2	242 19 0	...
Miscellaneous	1,902 1 7	1,336 0 4	...	566 1 3
Live Stock	15,977 1 0	15,062 4 1	...	914 16 11
Goods	254,696 15 4	251,526 1 4	...	3,170 14 0
	505,676 0 1	519,963 3 10	...	4,651 12 2
Balance—Net Increase ...			...	14,287 3 9
			18,938 15 11	18,938 15 11

The increase in the number of passengers carried was 180,625, and in the tonnage of goods and live stock carried, 6,242 and 947 tons respectively.

A comparative statement of the expenditure of this system for the last two years is here subjoined :—

EXPENDITURE—WESTERN SYSTEM.

——	1882.			1883.			Increase.	Decrease.
	Amount.	Cost per Train Mile.	Per Cent. to Revenue.	Amount.	Cost per Train Mile.	Per Cent. to Revenue.		
	£ s. d.	d.		£ s. d.	d.		£ s. d.	£ s. d.
Maintenance	73,951 7 4	12·39	14·62	142,743 4 11	22·16	27·45	68,791 17 7	...
Loco. Charges	78,255 12 6	13·11	15·47	89,268 17 5	13·86	17·17	11,013 4 11	...
Carriages and Wagons	17,704 2 4	2·97	3·50	20,970 10 2	3·26	4·03	3,266 7 10	...
Compensation	12,970 18 2	2·17	2·57	5,408 17 3	0·84	1·04	...	7,562 0 11
Traffic Charges	94,084 1 6	15·77	18·61	103,481 18 2	16·06	19·90	9,397 16 8	...
General Charges	6,953 10 1	1·16	1·38	12,561 1 0	1·95	2·42	5,607 10 11	...
	283,919 11 11	s. d. 3 11·57	56·15	374,434 8 11	s. d. 4 10·13	72·01	...	7,562 0 11
Balance—Net Increase ...							...	90,514 17 0
							98,076 17 11	98,076 17 11

Here, again, it will be seen that the heavy renewals of the permanent-way during 1883 between Newport and Geelong, Geelong and Ballarat, Ballarat and Horsham, and from Ararat to Portland, are responsible for the major portion of the increase in the expenditure. At the same time all other items of regular expenditure have also increased, with the exception of compensation for injuries to passengers, loss of goods, &c., which shows a decrease.

This general increase in the expenditure, combined with the renewals above mentioned, has had the effect of raising the rate of expenditure to revenue from 56·15 in 1882 to 72·01 in 1883, or nearly 16 per cent., while the balance of revenue over working expenditure, which in 1882 amounted to £221,756 8s. 2d., fell to £145,528 14s. 11d. in 1883, a difference on the wrong side of £76,227 13s. 3d.

The cost of this system, including its proportion of rolling-stock, at 31st December, was £6,031,368, and on this the net revenue was equal to 2·41 per cent.

North-Eastern System.

The following extensions were added to this system during the past year :—

Wodonga to Murray River	...	...	...	2¼ miles.
Benalla to St. James	...	...	...	20½ ,,
Tallarook to Yea ...	...	...	...	23¾ ,,
Everton to Myrtleford	...	...	...	16½ ,,
Total		...	...	63 miles.

The dates on which these extensions were opened for traffic only gave an average increase of 11¾ miles.

The average length of this system was therefore 308¼ miles for the year 1883.

The connexion of the railway systems of New South Wales and Victoria by the construction of the link between Wodonga and Albury, which was completed on the 14th June, 1883, has afforded facilities to the travelling public which have been largely availed of, a considerable increase having taken place in the through passenger traffic between the colonies.

There was again a satisfactory increase of revenue, as will be seen from the following statement :—

Revenue.—North Eastern System.

——	1882. (Average Miles open 296¼.)	1883. (Average Miles open 308¼.)	Increase.	Decrease.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Passengers	128,429 8 7	141,493 7 8	13,063 19 1	...
Parcels, &c.	9,137 14 10	10,210 8 7	1,072 13 9	...
Horses, Carriages, and Dogs	4,038 16 4	3,672 10 3	...	366 6 1
Mails	11,746 16 0	11,892 0 10	145 4 10	...
Rents	3,987 14 0	3,975 3 2	...	12 10 10
Miscellaneous	261 5 0	872 13 2	611 8 2	...
Live Stock	21,282 2 10	26,008 1 5	4,725 18 7	...
Goods	210,470 2 10	219,425 9 8	8,955 6 10	...
	389,354 0 5	417,549 14 9	...	378 16 11
Balance—Net Increase ...			...	28,195 14 4
			28,574 11 3	28,574 11 3

The above shows that the increase is about equally divided between the passenger, goods, and live stock traffic.

The expenditure, however, has increased in greater proportion than the revenue, and the balance of the latter, after providing for all working expenditure, will be found to be less by £10,782 19s. 11d. than was the case in 1882. The

following is a comparative statement for two years, full particulars of the details of which will be found in Return No. 11 of the Appendix :—

EXPENDITURE.—NORTH-EASTERN SYSTEM.

	1882.			1883.			Increase.
	Amount.	Cost per Train Mile.	Per Cent. to Revenue.	Amount.	Cost per Train Mile.	Per Cent. to Revenue.	
	£ s. d.	d.		£ s. d.	d.		£ s. d.
Maintenance	37,695 4 10	9·08	9·69	41,020 18 9	8·74	9·82	3,325 13 11
Loco. Charges	56,495 7 3	13·61	14·51	65,339 8 5	13·94	15·65	8,844 1 2
Carriages and Wagons ...	12,291 17 7	2·96	3·16	16,393 18 0	3·49	3·93	4,102 0 5
Compensation	1,057 3 2	0·25	0·27	11,522 7 2	2·45	2·76	10,465 4 0
Traffic Charges ...	59,694 1 9	14·38	15·33	67,202 8 4	14·33	16·09	7,508 6 7
General „	5,350 1 10	1·28	1·37	10,083 10 0	2·15	2·42	4,733 8 2
		s. d.			s. d.		
	172,583 16 5	3 5·56	44·33	211,562 10 8	3 9·10	50·67	
				Net Increase			38,978 14 3

A reference to Return No. 11 of the Appendix will show that the cost of the Newmarket and Flemington accidents account for the whole of the diminished amount of net revenue.

The number of passengers carried in excess of last year was 376,557. The tonnage of merchandise and live stock showed an increase of 23,306 and 8,455 tons respectively.

The cost of the completed lines on this system, including its proportion of rolling-stock, was £3,005,781, and on this the net revenue on the line was equal to 6·85 per cent.

EASTERN SYSTEM.

An addition to this system has been made by the construction of a line from Traralgon to Heyfield, a distance of 22¼ miles, the average length open for the year being 169 miles.

The revenue of this system still continues to increase satisfactorily, every item showing an improvement, with the exception of the live stock traffic, which, for the first time in the history of the Gippsland line, received a check.

There is no reason to suppose, however, that this falling off is other than temporary, and doubtless this important branch of traffic will rapidly recover itself and continue to advance in importance.

The following shows the particulars of the revenue for the last two years:—

REVENUE.—EASTERN SYSTEM.

	1882. (Average Miles open 143.)	1883. (Average Miles open 169.)	Increase.	Decrease.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Passengers	62,897 18 0	79,981 13 3	17,083 15 3	...
Parcels, &c.	4,418 9 7	5,205 14 0	787 4 5	...
Horses, Carriages, and Dogs	1,466 13 4	1,578 16 4	112 3 0	...
Mails	4,418 15 9	4,638 12 6	219 16 9	...
Rents	1,178 15 3	1,340 16 2	162 0 11	...
Miscellaneous	131 12 11	170 0 0	38 7 1	...
Live Stock	18,080 8 3	14,337 6 6	...	3,743 1 9
Goods	45,124 7 1	60,310 7 2	15,186 0 1	...
	137,717 0 2	167,563 5 11	...	3,743 1 9
	Balance—Net Increase ...		...	29,846 5 9
			33,589 7 6	33,589 7 6

The net increase of expenditure on the working of this system is shown by the annexed table to have amounted to £34,640 19s. 4d., being equal to 8·89 per cent. of the gross revenue earned:—

EXPENDITURE.—EASTERN SYSTEM.

—	1882. Amount.	1882. Cost per Train Mile.	1882. Per Cent. to Revenue.	1883. Amount.	1883. Cost per Train Mile.	1883. Per Cent. to Revenue.	Increase.	Decrease.
	£ s. d.	d.		£ s. d.	d.		£ s. d.	£ s. d.
Maintenance	25,178 12 9	10·39	18·28	34,806 9 10	11·08	20·77	9,627 17 1	...
Loco. Charges	28,277 18 2	11·66	20·53	39,040 2 8	12·43	23·30	10,762 4 6	...
Carriages and Wagons ...	5,555 15 1	2·29	4·04	7,693 6 10	2·45	4·59	2,137 11 9	...
Compensation	955 6 9	0·39	0·69	589 12 9	0·19	0·35	...	365 14 0
Traffic Charges	29,913 15 4	12·34	21·72	40,250 8 2	12·81	24·02	10,336 12 10	...
General „	1,906 15 7	0·79	1·39	4,049 2 9	1·29	2·42	2,142 7 2	...
		s. d.			s. d.			
	91,788 3 8	3 1·86	66·65	126,429 3 0	3 4·25	75·45	...	365 14 0
Balance—Net Increase ...							...	34,640 19 4
							35,006 13 4	35,006 13 4

The increased expenditure on this system is largely due to the train miles run in excess of those in 1882, the difference being 172,037.

The increase in the number of passenger journeys amounted to no less than 995,978, a result largely due to the suburban traffic which obtains on portions of this system.

The increase in the goods and live stock tonnage carried amounted to 59,109 and 2,825 tons respectively.

The total cost of construction of the lines included in this system, with their proportion of rolling-stock, was, at the close of 1883, £1,608,538; and on this the net revenue is equal to 2·55 per cent.

SOUTH SUBURBAN LINES.

The increase of revenue on these lines has not, on the whole, been so satisfactory during the past year as in 1882. This is not, however, owing to any decrease in the passenger revenue, which has again made satisfactory progress, as will be seen from the following statement, but from the decline in the amount received from carriage of goods:—

REVENUE.—HOBSON'S BAY RAILWAY.

—	1882. (Average Miles open 16½.)	1883. (Average Miles open 16¾.)	Increase.	Decrease.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Passengers	155,422 17 0	167,623 12 2	12,200 15 2	...
Parcels, &c.	1,111 11 4	864 13 1	...	246 18 3
Horses, Carriages, and Dogs	141 10 9	151 8 6	9 17 9	...
Mails	365 0 0	365 0 0	...	...
Rents	5,927 19 4	4,519 16 5	...	1,408 2 11
Miscellaneous	664 16 1	515 13 0	...	149 3 1
Live Stock	20 0 0	166 11 3	146 11 3	...
Goods...	50,437 3 11	41,666 17 1	...	8,770 6 10
	214,090 18 5	215,873 11 6	...	10,574 11 1
Balance—Net Increase ...			...	1,782 13 1
			12,357 4 2	12,357 4 2

The increase in passengers carried amounted to 2,160,911, but the additional amount received from this increased number of passengers was only equal to 1·35d. per passenger per journey. As the average length of journey on these lines exceeds 4 miles, it follows that a little over a farthing per mile was received on the average for the extra number carried. The same state of things was pointed out in the Report of last year, and it is evident, therefore, that the fares charged on these lines will require careful revision and adjustment.

The expenditure shows the large decrease of £93,623 8s. 7d. It will be seen from the statement subjoined that this is mainly due to the amount of compensation for injuries to passengers being less in 1883 than in 1882 by £88,785 2s. 8d.; the real facts of the case, however, show a much larger reduction. Of the £25,801 18s. 11d. charged in 1883 to compensation, no less than £25,000 belongs to the expenditure of the previous year, the total amount paid for compensation on account of the Hawthorn accident having been under-estimated at the close of 1882 by that amount.

There has also been a considerable decrease in the expenditure on maintenance, the large renewals which took place in 1882 having the effect of placing the permanent-way of these lines in such condition as to preclude the necessity of any heavy expenditure upon its maintenance for some time.

The increase in the locomotive charges is entirely due to the additional train mileage, amounting to 87,977 miles, which cost, on the average, 1s. 3·67d. per mile for locomotive power only.

The following shows the expenditure in each branch. Full details will be found in the Appendix:—

EXPENDITURE.—HOBSON'S BAY RAILWAY.

	1882.			1883.			Increase.	Decrease.
	Amount.	Cost per Train Mile.	Per Cent. to Revenue.	Amount.	Cost per Train Mile.	Per Cent. to Revenue.		
	£ s. d.	d.		£ s. d.	d.		£ s. d.	£ s. d.
Maintenance	41,941 19 5	16·75	19·59	30,129 5 7	10·50	13·96	...	11,812 13 10
Loco. Charges	40,423 7 3	16·15	18·88	44,960 5 2	15·67	20·83	4,536 17 11	...
Carriages and Wagons ...	16,517 9 6	6·59	7·72	10,370 13 6	3·61	4·80	...	6,146 16 0
Compensation	114,587 1 7	45·77	32·53	25,801 18 11	8·99	11·95	...	88,785 2 8
Traffic Charges	69,636 8 3	27·83	53·52	72,281 7 3	25·19	33·48	2,644 19 0	...
General „	2,813 0 9	1·12	1·31	8,751 7 9	3·04	4·06	5,938 7 0	...
		s. d.			s. d.			
	285,919 6 9	9 6·21	133·55	192,294 18 2	5 7·00	89·08	13,120 3 11	...
				Balance—Net Decrease		...	93,624 8 7	...
							106,744 12 6	106,744 12 6

The balance of revenue, after charging all working expenditure of every description, including the £25,000 above referred to, is £23,578 13s. 4d. only.

The capital cost of these lines, including their proportion of rolling-stock, was, at the 31st December last, £1,631,097, and on this the net revenue was equal to 1·45 per cent.

Deducting so much of the item Compensation as belonged to the previous year's expenditure, the actual result of the year's working is equal to 2·98 per cent. on the capital.

Recapitulation.

The following is a general summary of the leading features of this Report:—

Total debenture capital raised	£20,664,266
Total yearly interest payable	£927,687
Unspent balances of Loan moneys	£1,189,969
Unspent balances of the Railway Loan Liquidation and Construction Account	£36,207
Amount spent on Capital Account during the year	£1,741,149
Total spent in construction at 31st December, 1883	£21,488,065
At an average cost per mile open of	£13,757
Total mileage open for traffic	1,562 miles
Average mileage open for traffic during 1883	1,431½ „
Total miles in course of construction at 31st December, 1883	131¼ „
Further length authorized under Act 682	2¼ „
Gross revenue earned	£1,898,311
Working expenditure	£1,273,921
Profit on working	£624,389
Amount required from the Consolidated Revenue to pay balance of interest not recouped by net earnings derived from revenue	£235,611
Earnings per average mile open	£1,326
Expenditure per average mile open	£890
Gross earnings per train mile	6s. 8d.
Expenses per train mile	4s. 5½d.
Number of passenger journeys	26,485,305
Goods tonnage	1,812,171 tons
Live stock tonnage	69,589 „
Train mileage	5,701,513 miles

The Rolling-stock consisted of the following:—

Engines in use	259
Engines in course of construction	48
Passenger vehicles in use	590
„ „ in course of construction	207
All other vehicles in use	4,543
Goods vehicles in course of construction	950
Vans and other vehicles in course of construction	53

The net revenue paid on the capital cost	2·91 per cent.
„ „ debenture debt	3·02 „

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

Northern System	2·37 per cent.
Western System	2·41 „
North-Eastern System	6·85 „
Eastern System	2·55 „
Hobson's Bay Lines	1·45 „

I have the honour to be,
Your Excellency's most obedient servant,

D. GILLIES,
Minister for 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, 1883.

1. Report of the Engineer-in-Chief.
2. „ Engineer for Existing Lines.
3. „ Locomotive Superintendent.
4. „ Telegraph Engineer.
5. Statement of funds obtained under various loans for construction and of expenditure charged against the same.
6. Statement of receipts and expenditure on capital account.
7. „ „ „ in account with the consolidated revenue.
8. General balance-sheet.
9. Statement of revenue and expenditure—Northern system.
10. „ „ „ Western system.
11. „ „ „ North-Eastern system.
12. „ „ „ Eastern system.
13. „ „ „ Hobson's Bay lines.
14. Summary of all systems.
15. Statement showing traffic at each station.
16. Return of wool consigned to certain stations.
17. Return of rolling-stock.
18. Detail of locomotive charges.
19. Comparative statement for twelve and a half years ending 31st December, 1883.
20. Detail of cost of construction of each line open for traffic, highest and lowest levels, steepest gradients, &c.
21. Return of accidents to persons during 1883.
22. „ „ „ since lines were opened for traffic.
23. Statement showing contracts in progress at 31st December, 1883.

VICTORIAN RAILWAYS.

No. 1.

Railway Department, Engineer-in-Chief's Office,
Melbourne, 7th July, 1884.

SIR,

I have the honour to report that, during the year ended the 31st December last, contracts were entered into, under Act 682, for the undermentioned lines of railway :—

Date.	Line.	Length.	Average per Mile.
		m. ch. lks.	£
January 23 ...	Morwell to Mirboo	20 10 00	3,726
February 2 ...	Footscray to Bacchus Marsh, including construction of iron girder viaduct to carry double line of way across the Werribee River	21 44 43	7,020

In consequence of the slow progress made by the contractor (Mr. John S. White) with the works of the Morwell to Mirboo Line, the contract was determined by the Board on the 1st day of June, and has since been re-let.

During the year, claims were rendered by several contractors for losses alleged to have been sustained by them in consequence of the delays in delivery of rails and fastenings by the Department during the years 1881 and 1882.

In the cases of Messrs. Grant and Co. (St. Arnaud to Donald) for £5,535 17s. 1d., and Smith, Thewlis, and Co. (Horsham to Dimboola) for £2,429 16s. 8d., the claims were, on the advice of the Attorney-General, submitted to arbitration, and awards of £1,600 and £1,700 respectively were made by the arbitrators, besides costs.

The following new lines were completed and opened for public traffic during the year :—

Line.	Length.	Date.
	Miles.	
Korong to Charlton	22¾	20th April
Wodonga to Murray River	2¼	14th June
Raywood to Mitiamo	22½	21st June
Korong to Boort	18	2nd July
Colac to Camperdown	28	2nd July
Scarsdale Junction to Scarsdale	13¼	1st August
Benalla to St. James	20½	3rd September
Charlton to Wycheproof	16½	1st October
Traralgon Junction to Heyfield	22¼	13th November
Tallarook to Yea	23¾	16th November
Everton to Myrtleford	16½	17th December
Total	206¼*	

* Exclusive of 1 mile between Eaglehawk and Kerang Junction, constructed by the Engineer for Existing Lines.

The line from Heidelberg Road (Clifton Hill) to Alphington, 2¼ miles, was completed by contract on the 20th November, 1883, but has not yet been opened for public traffic.

Progress was made with the surveys of the following lines :—

PERMANENT SURVEYS.

Heyfield to Bairnsdale.
Bacchus Marsh to Gordons.
Branxholme to Casterton.
Lubeck to Rupanyup.
Clifton Hill to Royal Park.
Dimboola to South Australian Border.
Wodonga towards Tallangatta.
Ballarat Cattle Yards.
Coburg to Somerton.
Morwell to Mirboo.
Richmond to Alphington.
St. James to Yarrawonga.
Numurkah to Tocumwal.
Camperdown to Terang.
Hamilton to Coleraine.
Murtoa to Sheep Hills.
Creswick to Daylesford.

TRIAL SURVEYS.

Healesville to Fisher's Creek.
Great Southern Line.
Creswick to Daylesford.
Ballarat Cattle Yards.
Tatura to Taripta.
Ringwood to Fern Tree Gully.
Rosedale to Yarram and Alberton.
Horsham to McKenzie Creek Quarries.
Moe to Narracan and Berry's Creek.
Hamilton to Coleraine.
Maldon to Laanecoorie and Newbridge.
Ballarat Racecourse to Springs.
Fitzroy to Brunswick.
Mirboo to Berry's Creek.
Laanecoorie to Ravenswood.
Colac to Cape Otway Forest.
Numurka towards Cobram.
Drouin to Poowong.
Mirboo to Leongatha.

I have the honour to be, Sir,
Your obedient Servant,

ROBT. WATSON,
Engineer-in-Chief.

The Honorable
The Minister for Railways.

VICTORIAN RAILWAYS.

No. 2.

Railway Department, Office of Engineer for Existing Lines,
Melbourne, 11th July, 1884.

SIR,

I have the honour 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, including the Hobson's Bay Lines, was £376,186 13s. 7d., for an average of 191¾ miles of double and an average of 1,219¾ miles of single line of way, or a total average length of 1,411½ miles, as against £244,625 11s. 8d. for an average of 180½ miles of double and an average of 1,101¼ miles of single line of way, or a total average length of 1,281¾ miles, being at the rate of £266 10s. 4d. per mile in 1883, as compared with £190 7s. 1d. in 1882.

The increase in the cost of maintenance is almost entirely due to the extensive renewals of permanent way on the lines from Melbourne to Williamstown, Footscray to Sandhurst, Geelong to Ballarat, Newport to Geelong, Ballarat to Horsham, Castlemaine to Dunolly, Ballarat to Maryborough, South Yarra to Sale, Ararat to Portland, and the Hobson's Bay Lines.

There were 141½ miles of way (steel rails) issued for renewals during the year, to replace iron rails, as compared with 46½ miles in 1882, and 50½ miles in 1881.

The number of sleepers used for renewals and repairs during the year was 71,548, as against 65,327 in 1882, and 30,105 in 1881.

The duplications of the lines from Caulfield to Oakleigh, Eaglehawk to Kerang Junction, and portions of the North-Eastern Line from Donnybrook to Beveridge, and Broadford to Tallarook, were completed during the year, and an extra line was laid from Melbourne Station to Essendon Junction, for the Racecourse traffic.

I have the honour to be, Sir,

Your obedient servant,

W. H. GREENE,

Engineer for Existing Lines.

The Honorable
The Minister for Railways.

VICTORIAN RAILWAYS.

No. 3.

Locomotive, Carriage, and Wagon Branch,
Locomotive Superintendent's Office,
Melbourne, 30th June, 1884.

SIR,

I have the honour to report that, during the year ending 31st December, 1883, the train miles run upon the Victorian Railways totalled 5,701,513, or an increase of 632,124 miles upon the previous year. In addition to this there has been a large amount of shunting and ballasting, which the following will show:—

	1882.	1883.
Train miles and piloting ...	6,277,520	7,029,628
Ballasting	206,675	258,457
Water trains, &c.	70,754	47,686
Total	6,554,949	7,335,771

The cost of working on all lines in 1883 has been 1s. 5·33d. per train mile, against 1s. 4·82d. in 1882, or an increase of 0·51d.; this increase has been principally due to the item of fuel. The work performed in the repairing shops has been as follows:—Williamstown—80 engines have had thorough overhaul, amongst which 19 engines have had new boilers, 9 engines new cylinders, 8 engines new crank axles, 24 engines new steam brakes. There were also 15 new engines erected.

The comparatively small number of engines taken into the shop is due to the fact that many had to have very extensive repairs (19 receiving new boilers) and the total inadequacy of the sheds to execute more. I regret to have to repeat what I have so often called attention to, that, whilst the train and line mileage is annually increasing, there is no provision for efficient maintenance of the engines and rolling-stock in the shape of repairing shops.

The following work has also been executed at Williamstown during the year:—111 carriages repaired, 8 post-office vans, 2 brake vans, 1 horse box, 1 steam car erected; 251 wagons, very extensive repairs, made almost as good as new; 196 wagons have had good general repair; 43 wagons have had entirely new woodwork; 4 wagons have been rebuilt; 206 wagons have been painted (four coats); 306 wagons have been lifted and wheels trued up, and brasses; 4 refrigerating trucks, constructed for the Australian Frozen Meat Company; 633 hand trucks; 45 platform lorries, and 24 platform barrows rebuilt and repaired for the traffic branch, and a large quantity of work has been done for repairs to wagons at Melbourne and country stations.

At Newport, the following work has been executed during the year :—243 carriages, brake vans, and horse boxes repaired ; 17 smoking brake vans constructed for South Suburban lines; 3 first-class and 3 second-class carriages constructed for South Suburban lines ; 13 ballast wagons constructed ; 70 English carriages erected ; 2 Hobson's Bay carriages rebuilt ; 2 vans rebuilt.

At Sandridge, 32 engines, 38 carriages and vans, and 36 wagons have been in the shops for repairs.

We are very deficient in haulage power for the constantly increasing traffic upon the railways, and the working of new lines and extensions. We require more locomotives to conduct this increased work, and afford relief to the older engines ; this, together with the requirement of proper workshop accommodation, cannot be pressed upon your notice too strongly as absolute urgent necessities that must be provided for without further delay ; otherwise I am convinced the Department will be liable to serious risks, and probably disastrous consequences.

Your obedient servant,

S. MIRLS,

Locomotive Superintendent.

The Honorable
The Minister for Railways.

VICTORIAN RAILWAYS.

No. 4.

Telegraph Engineer's Office,
Melbourne, June 30th, 1884.

SIR,

I beg to submit the following report of the working of the telegraph lines, &c., of the Department for the year 1883.

During the year, 257 miles of lines were constructed and included among the working telegraph lines of the department. These lines were, Sandhurst to Mitiamo, Korong to Wycheproof, Korong to Boort, Colac to Camperdown, Ballarat to Scarsdale, Benalla to St. James, Tallarook to Yea, Traralgon to Heyfield, and Everton to Myrtleford, and to them were connected the Raywood, Mitiamo, Wychetella, Charlton, Wycheproof, Boort, Camperdown, Scarsdale, St. James, Toongabbie, Heyfield, Yea, Everton, and Myrtleford stations.

Besides these, the Beveridge, Wandong, Donnybrook, Glenrowan, Fern Hill, Camberwell, Lethbridge, Mount Moriac, Birregurra, Bagshot, and Emu stations were brought into telegraphic communication. A number of short lengths of line were also constructed at various parts of the country, for signalling trains by means of special instruments. The block system was initiated on the South Suburban lines, and proper block instruments fitted in the signal cabins between Flinders-street and Prince's-bridge stations and Elsternwick. I am glad to say that these instruments (Winter's patent) have been quite satisfactory. After a few alterations, necessitated for the most part by climatic influences, had been made, they proved to be thoroughly reliable, simple to work, and not easily put out of order. The advantage of using them is so apparent, that I feel sure it will be found desirable to introduce them all over the Suburban and upon several sections of the country lines. The traffic is outgrowing the signalling capacity of the electric bells, which have done such excellent service in the Melbourne yard, on the Essendon, Williamstown, and other lines.

The Departmental Telephone Exchange has grown considerably during the year, and proves to be a most valuable aid to business.

The Electric Light plant, which was purchased at the beginning of the year, has continued to illuminate the Spencer-street yard, where the Brush arc lamps are very highly appreciated by the shunters and others whose duties take them about the yard at night. The dynamo machines and steam engine gave very satisfactory results. The shafting, however, and other fittings were not suitable for the work they had to do, and had to be replaced. You were good enough to approve of my recommendation that a third Brush dynamo and fittings of most recent construction should be added to the plant. Considerable delay has occurred in getting the kind of machine required, but when it is added the installation will be complete, up to the present steam power, and I have reason to believe that satisfactory results will be shown, both as regards efficiency and economy. The small locomotive electric light plant you also authorized me to send for has not yet arrived. It has been very difficult to obtain one of the kind I deem to be most suitable, but I am informed that the plant will shortly be shipped. As it will be in small compass, and arranged to go on a truck, it should prove of value in cases of emergency, when any engineering or other work requires to be done at localities where only torches or bush fires can be relied on to give light.

At the end of the year, 1,893 miles of wire were in use by the Department. Of this 487 are on poles belonging to the Postal Department. One hundred and sixty-four stations were connected to the wires, and, as the statement below will show, a large and increasing telegraphic business was done. The lines and instruments worked satisfactorily, interruptions to communication being infrequent and lasting for a very short time ; and, as has always been the case, the principal were on the lines fixed to Postal Department poles.

The workshops have become an important adjunct to the telegraph branch of the Department, owing to the necessity of making many signalling instruments of various kinds, which the exigencies of the service require, and which have to be designed and arranged on the spot, to suit the duty they are wanted for. This work, with that of arranging, repairing, and keeping in order the large number of Morse and other kinds of telegraphic instruments now used, keep the mechanics busily employed—indeed the work can hardly be kept up with, and the limited workshop accommodation will not permit of more mechanics being usefully employed.

I append a statement of the business transacted during the year, with the mileage of wire, number of offices, &c., &c., open at its close :—

Number of miles of wire in use	1,893
Ordinary telegraph offices open	164
Morse instruments in use	230
Other signalling stations...	71
„ „ instruments in use	245
Clocks in use	598
Watches in use	482
Total number of messages sent	485,088
„ „ „ received	424,953
Messages repeated between Postal and Railway Department stations	129,740
Actual cash received	£6,437 2s. 9d.
Value of O.H.M.S. telegrams if paid for at usual rates	£23,111 4s. 0d.

I have the honour to be, Sir,
Your most obedient servant,

K. L. MURRAY,
Telegraph Engineer.

The Honorable
The Minister for Railways.

VICTORIAN RAILWAYS.

No. 5.

STATEMENT of the Funds obtained under various Loans for the Construction of the Victorian Railways, and of the Expenditure charged against the same, to the 31st December, 1883.

Loans Authorized.	£ s. d.	£ s. d.	£ s. d.	Expenditure on Construction charged against Loans.	£ s. d.
Loan 21 Victoria No. 36 ...	...	4,123,120 0 0			
Loan 25 Victoria No. 150 ...	...	276,100 0 0			
Loan 29 Victoria No. 287 ...	...	250,000 0 0			
Loan 32 Victoria No. 331 ...	...	2,107,000 0 0			
Loan 36 Victoria No. 439 * ...	...	88,872 18 0			
Loan 37 Victoria No. 468 ...	...	1,450,000 0 0			
Loan 39 Victoria No. 531 ...	...	1,396,693 0 0		Expenditure on construction of Victorian Railways, charged against Railway Loans, to 31st December, 1883, including Rolling-stock, Plant, and Material...	19,347,247 1 7
Loan 42 Victoria No. 608 ...	...	4,156,573 12 2			
Loan 45 Victoria No. 717 ...	2,732,055 0 0	...			
Loan 45 Victoria No. 717—2/2/	36,951 2 4	...		Increase of Debenture Capital, *per contra*	12,192 18 0
		2,769,006 2 4			
Loan 46 Victoria No. 439 ...	...	2,000,000 0 0			
Loan 47 Victoria No. 760 ...	...	1,824,100 0 0			
			20,441,465 12 6	Balance unexpended	1,189,969 2 7
Act 617, M. and H. B. Railway Debentures taken over from the late Company and not yet redeemed	...	...	222,800 0 0		
			20,664,265 12 6		
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			
Loan 45 Victoria No. 717 ...	...	63,797 4 7			
		349,628 15 5			
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			
			114,856 10 4		
			£ 20,549,409 2 2		£ 20,549,409 2 2

* £76,680 Debentures at 6 per cent. converted into £88,872 18s. Victorian Government Stock at 4 per cent. Increased debt, £12,192 18s. Decreased interest payable per annum, £1,045 17s. 8d.

P. P. LABERTOUCHE, Secretary.

GEO. T. A. LAVATER, Accountant.

Railway Department, Accountant's Office,
23rd May, 1884.

VICTORIAN RAILWAYS.

No. 6.—Receipts and Expenditure on Capital Account to the 31st December, 1883.

	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.
To Net Amount raised on Loans (for details, *see* Return No. 5) ..	20,549,409 2 2		*Northern System.*			
„ Railway Loan Liquidation and Construction Account (Act 360) ..	2,200,000 0 0		By Construction—			
„ Amount from Consolidated Revenue (*see* Return No. 8) ..	362,236 14 8		Melbourne to Sandhurst (including Melbourne Terminus	5,332,766 12 4		
		23,111,645 16 10	Sandhurst to Echuca (including Bridge over Murray at Echuca)	666,634 9 8		
„ Remittances by Treasurer to Agent-General on Railway Account ..	94,924 1 4		Lancefield Junction to Lancefield ..	61,550 6 8		
			Carlsruhe to Daylesford	155,938 7 3		
„ Sundry Creditors	21,214 12 0		Castlemaine to Dunolly	293,086 2 9		
		116,138 13 4	Dunolly to St. Arnaud	158,040 12 6		
			St. Arnaud to Donald	91,216 13 3		
			Ballarat to Maryborough	264,380 16 8		
			Ballarat Racecourse Branch Line ..	6,937 8 6		
			Maryborough to Avoca	60,767 14 10		
			Sandhurst to Inglewood	152,742 9 4		
			Inglewood to Charlton	148,128 13 9		
			Charlton to Wycheproof	64,554 6 6		
			Korong Vale to Boort	59,341 7 9		
			Eaglehawk to Kerang (in progress)..	201,107 3 9		
			Footscray to Bacchus Marsh (do.)..	53,937 6 11		
			Castlemaine to Maldon (do.)..	34,473 1 6		
			Total Northern System ..		7,805,603 13 11	
			Western System.			
			By Construction—			
			Footscray to Williamstown	435,807 2 9		
			Newport to Geelong	1,107,937 18 6		
			West Geelong to Ballarat	1,748,478 10 4		
			Geelong to Queenscliff	108,232 13 0		
			Geelong to Colac (including Geelong Racecourse Branch Line)	309,996 13 4		
			Colac to Camperdown	103,698 3 11		
			Warrenheip to Gordons	83,029 9 11		
			Ballarat to Ararat	321,888 8 9		
			Ararat to Stawell	116,313 17 7		
			Stawell to Horsham	238,935 12 10		
			Horsham to Dimboola	66,327 5 1		
			Ballarat to Scarsdale	50,334 13 7		
			Ararat to Hamilton	312,746 1 11		
			Hamilton to Portland	272,439 16 5		
			Branxholme to Casterton (in progress)	98,006 2 9		
			Total Western System ..		5,374,172 10 8	
			North-Eastern System.			
			By Construction—			
			Essendon Junction to Essendon (including Racecourse Line)	99,765 3 1		
			Essendon to Wodonga	1,667,046 9 9		
			Wodonga to Murray River	31,223 15 5		
			Tallarook to Yea	122,514 10 10		
			Mangalore to Shepparton	233,644 15 10		
			Shepparton to Numurkah	63,722 11 1		
			Toolamba to Tatura	26,754 18 3		
			Benalla to St. James	60,704 0 6		
			Wangaratta to Beechworth	156,480 5 0		
			Everton to Myrtleford	56,057 3 2		
			Springs to Wahgunyah	66,676 1 4		
			North Melbourne to Coburg (in progress)	92,593 2 1		
			Total North-Eastern System ..		2,677,182 16 4	
			Eastern System.			
			By Construction—			
			Spencer and Flinders streets Junction Line	6,663 11 0		
			South Yarra to Oakleigh	227,294 7 7		
			Oakleigh to Sale	778,690 4 2		
			Traralgon to Heyfield	85,926 5 11		
			Hawthorn to Lilydale	170,251 8 11		
			Caulfield to Frankston	113,130 4 2		
			Morwell to Mirboo (in progress) ..	16,441 1 3		
			Richmond to Alphington (do.)..	35,501 2 2		
				1,433,898 5 2		
			Melbourne and Hobson's Bay Lines ..	1,454,159 3 6		
			Total Eastern System ..		2,888,057 8 8	
			Rolling Stock.			
			By Engines	1,025,337 7 8		
			„ Carriages, Wagons, &c.	1,258,299 12 8		
			„ Continuous Brakes	14,252 14 1		
					2,297,889 14 5	
			„ Construction — General Account (including Workshops, Machinery and Tools, Engineer's Offices, &c.) ..	321,094 15 8		
			„ Preliminary Surveys of Lines ..	101,379 11 8		
			„ Kensington Hill Works (not yet apportioned)	22,684 0 11		
					445,158 8 3	21,488,064 12 3
			Plant and Materials.			
			By Balance on hand	.. ..	242,537 3 7	
			„ Amount in hands of Agent-General for purchase of Materials	.. ..	94,924 1 4	
						337,461 4 11
			„ Materials in Transit	.. ..	9,397 18 9	
			„ Insurance Account	.. ..	3,244 1 4	
			„ General Average Account	.. ..	301 3 1	
						12,943 3 2
			„ Unadjusted Advances	.. ..	.. ..	27,000 0 0
			„ Sundry Debtors	.. ..	25,565 17 8	
			„ Suspense Account	.. ..	1,220 13 7	
			„ Revenue Account	.. ..	109,353 3 7	
						136,139 14 10
			Unexpended Balances.			
			By Balance of Loan (Act 531)	4,928 10 1		
			„ „ „ (Act 608)	181,267 10 10		
			„ „ „ (Act 717)	1,003,773 1 8		
					1,189,969 2 7	
			„ Railway Loan Liquidation and Construction Account	.. ..	36,206 12 5	
						1,226,175 15 0
		23,227,784 10 2				23,227,784 10 2

Railway Department, Accountant's Office,
23rd May, 1884.

P. P. LABERTOUCHE, Secretary.

GEO. T. A. LAVATER, Accountant.

VICTORIAN RAILWAYS.

No. 7.

VICTORIAN RAILWAYS in account with the Consolidated Revenue to 31st December, 1883.

Receipts.	£ s. d.	£ s. d.	Expenditure.	£ s. d.	£ s. d.
To Receipts from Consolidated Revenue..	5,146,391 3 4		By Railway Income on account of 1883-84 (paid into Treasury)	932,717 0 0	
„ Votes of 1883-84 (Salaries, Wages, and Contingencies)	740,265 14 10		„ Ditto (outstanding)	37,629 17 8	
„ Vote of 1883-84 for payment of Hobson's Bay Railway Debenture Interest	8,132 14 2				970,346 17 8
		5,894,789 12 4	„ Interest paid on Loans, &c., as under—		
			19 Vict. No. 15	57,742 0 6	
„ Net Revenue—			21 Vict. No. 36	10,815,092 1 1	
Northern System	4,887,293 7 0		25 Vict. No. 150	317,188 17 2	
Western System	2,912,510 17 3		29 Vict. No. 287	255,000 0 0	
North-Eastern System	1,637,237 12 10		32 Vict. No. 331	1,434,088 11 0	
Eastern System	202,146 8 3		37 Vict. No. 468	502,062 10 0	
Hobson's Bay Lines	107,665 17 4		39 Vict. No. 531	333,433 6 4	
		9,746,854 2 8	42 Vict. No. 608	478,266 15 8	
			45 Vict. No. 717	35,301 11 5	
			„ Interest on M. and H. B. Ry. Debentures ..	82,542 19 1	
			„ Ditto on Deposits	46,425 6 5	
					14,357,143 18 8
„ Remittance by Treasurer to Agent-General on Railway Account ..	..	1,962 0 8	„ Unadjusted Advances	..	66,100 0 0
„ Sundry Creditors (including Departmental Salaries and Wages for December)	99,370 14 3		„ Stores in hand	76,444 5 5	
„ Capital Account for Rails	109,353 3 7		„ Amount in hands of Agent-General for purchase of Stores	1,962 0 8	
		208,723 17 10			78,406 6 1
			„ Sundry Debtors	17,725 0 2	
			„ Suspense Account	370 16 3	
					18,095 16 5
			„ Balance	..	362,236 14 8
		15,852,329 13 6			15,852,329 13 6

P. P. LABERTOUCHE, Secretary.

GEO. T. A. LAVATER, Accountant.

Railway Department, Accountant's Office,
23rd May, 1884.

VICTORIAN RAILWAYS.

No. 8.

GENERAL BALANCE-SHEET, 31st December, 1883.

	£ s. d.		£ s. d.
To Receipts on Capital Account from Loans ...	20,289,657 19 10	By Expenditure on Construction of Railways...	21,488,064 12 3
„ „ from R.L.L. and C. Account (Act 360)	2,200,000 0 0	„ Stores, Plant, and Material on hand ...	415,867 11 0
„ Sundry (M. and H. B. Ry.) Debenture Holders	222,800 0 0	„ Materials in Transit from England ...	9,397 18 9
„ Receipts from Consolidated Revenue ...	5,894,789 12 4	„ Insurance Account	3,244 1 4
„ Unexpended Balance of Remittances to Agent-General	96,886 2 0	„ Railway Income 1883-84	970,346 17 8
		„ Interest on Loans in excess of Net Revenue	4,610,289 16 0
„ Sundry Creditors (including Departmental Salaries and Wages for December) ...	120,585 6 3	„ Unadjusted Advances	93,100 0 0
		„ General Average Account unadjusted ...	301 3 1
		„ Suspense Account	1,591 9 10
		„ Sundry Debtors	43,290 17 10
		„ Balance of Funds unexpended	1,189,224 12 8
	28,824,719 0 5		28,824,719 0 5

P. P. LABERTOUCHE, Secretary.

GEO. T. A. LAVATER, Accountant.

Railway Department, Accountant's Office,
23rd May, 1884.

VICTORIAN RAILWAYS.

No. 9.

STATEMENT of Revenue and Expenditure on the NORTHERN SYSTEM for the Year ending 31st December, 1883.

DR. EXPENDITURE.	£ s. d.	£ s. d.	Cost per Train Mile. d.	Per Cent. to Revenue.
Miles open 501				
Through Mileage 517¼				
Average Miles open for the Year 462½				
Train Miles run 1,587,304				
WAY AND WORKS:				
Maintenance { Wages ..	51,393 8 5			
Maintenance { Stores ..	10,676 14 9			
Renewals { Wages ..	8,420 17 9			
Renewals { Stores ..	47,602 18 4			
Stations { Wages ..	7,542 8 4			
Stations { Stores ..	1,850 6 11			
		127,486 14 6	19·27	22·08
LOCOMOTIVE CHARGES:				
Loco. Superintendent and Clerks	1,537 5 6			
„ Foremen	1,119 18 6			
„ Drivers and Firemen ..	23,034 16 1			
„ Cleaners	4,339 19 8			
„ Coalmen and Laborers ..	3,311 1 1			
„ Sundries	6,211 5 4			
Coal	24,770 19 2			
Wood	2,451 5 11			
Water	2,778 19 2			
Oil, Tallow, and Waste ..	3,414 18 5			
Sundry Stores for Cleaners ..	1,381 5 9			
Repairs of Engines { Wages ..	12,190 3 3			
Repairs of Engines { Stores ..	7,412 15 2			
„ Tools, &c. { Wages ..	921 15 1			
„ Tools, &c. { Stores ..	606 1 2			
		95,482 9 3	14·44	16·54
CARRIAGES AND WAGONS:				
Repairs { Wages ..	10,980 3 8			
Repairs { Stores ..	6,767 7 1			
Greasing { Wages ..	2,354 12 9			
Greasing { Stores ..	2,044 11 5			
		22,146 14 11	3·35	3·83
COMPENSATION	..	10,215 16 9	1·55	1·77
TRAFFIC CHARGES:				
Traffic Manager's Office (proportion of)	2,216 1 3			
Melbourne Terminus, Passenger Station (proportion of) ..	8,112 7 11			
Melbourne Terminus, Goods Station (proportion of)	14,331 5 8			
North Melbourne Station (proportion of)	1,229 5 5			
Footscray Station (proportion of)	1,149 10 2			
Ballarat Station (proportion of)..	3,252 10 1			
Station-masters	8,141 12 6			
Clerks	4,178 2 5			
Porters, Laborers, &c.	20,168 16 6			
Pointsmen, &c.	2,895 1 4			
Gatekeepers	14,632 13 0			
Guards	7,480 15 3			
Stores for Stations	5,682 1 7			
Advertising	608 18 9			
Travelling & Incidental Expenses	1,946 12 9			
Sundry Charges	3,903 4 11			
		99,728 19 6	15·11	17·31
GENERAL CHARGES:				
Secretary's Office (proportion of)	2,135 19 3			
Accountant's Office (proportion of)	3,892 18 5			
Stores Office (proportion of) ..	1,165 12 3			
Superannuation Allowances (proportion of)	689 6 10			
Retiring Allowances and Gratuities (proportion of) ..	6,055 16 3			
		13,939 13 0	2·11	2·41
			s. d.	
Total	..	369,200 7 11	4 7·83	63·94
Balance	..	208,160 8 3		
		577,360 16 2		

CR. REVENUE.	£ s. d.	£ s. d.	Revenue per Train Mile. s. d.
Number of Passengers carried .. 1,147,938½			
Tons of Live Stock carried 17,213			
„ Goods carried 500,486			
Passengers	185,367 11 10		
Parcels, &c.	14,992 16 6		
Horses, Carriages, and Dogs	3,862 7 9		
Mails	9,699 3 8		
Rents	5,673 10 6		
Miscellaneous	5,410 14 0		
Live Stock	23,387 4 11		
Goods	328,967 7 0		
		577,360 16 2	7 3·30

P. P. LABERTOUCHE, Secretary.

GEO. T. A. LAVATER, Accountant.

Railway Department, Accountant's Office,
23rd May, 1884.

VICTORIAN RAILWAYS.

No. 10.

STATEMENT of Revenue and Expenditure on the WESTERN SYSTEM for the Year ending 31st December, 1883.

DR. EXPENDITURE.							CR. REVENUE.					
Miles open .. .. 497 Through Mileage .. .. .. 522½ Average Miles open for the Year .. 475¼ Train Miles run 1,545,882					Cost per Train Mile.	Per Cent. to Revenue.	Number of Passengers carried .. 3,607,440½ Tons of Live Stock carried .. .. 11,884 ,, Goods carried 580,600					Revenue per Train Mile.
	£	s.	d.	£ s. d.	d.			£	s.	d.	£ s. d.	s. d.
WAY AND WORKS:												
Maintenance .. { Wages	51,171	5	10									
Maintenance .. { Stores	9,449	15	6				Passengers	212,306	6	3		
Renewals .. .. { Wages	11,819	11	1				Parcels, &c.	15,573	2	8		
Renewals .. .. { Stores	59,978	18	0				Horses, Carriages, and Dogs..	4,766	12	7		
Stations .. .. { Wages	6,974	9	4				Mails	13,237	10	5		
Stations .. .. { Stores	3,349	5	2				Rents	6,155	6	2		
				142,743 4 11	22·16	27·45	Miscellaneous	1,336	0	4		
LOCOMOTIVE CHARGES:							Live Stock	15,062	4	1		
Loco. Superintendent and Clerks	1,494	15	0				Goods	251,526	1	4		
,, Foremen	1,379	8	6									
,, Drivers and Firemen ..	22,437	5	4									
,, Cleaners	3,808	2	4									
,, Coalmen and Laborers ..	3,103	13	6									
,, Sundries	5,173	0	1									
Coal	23,139	14	11									
Wood	2,181	3	0									
Water	1,809	8	3									
Oil, Tallow, and Waste.. ..	3,340	10	8									
Sundry Stores for Cleaners ..	1,486	2	3									
Repairs of Engines { Wages ..	12,493	14	3									
Repairs of Engines { Stores ..	5,941	1	0									
,, Tools, &c. { Wages ..	895	6	6									
,, Tools, &c. { Stores ..	585	11	10									
				89,268 17 5	13·86	17·17						
CARRIAGES AND WAGONS:												
Repairs .. .. { Wages	10,706	13	8									
Repairs .. .. { Stores	6,293	3	9									
Greasing .. .. { Wages	1,868	6	7									
Greasing .. .. { Stores	2,102	6	2									
				20,970 10 2	3·26	4·03						
COMPENSATION	..			5,408 17 3	0·84	1·04						
TRAFFIC CHARGES:												
Traffic Manager's Office (proportion of)	1,997	7	6									
Melbourne Terminus, Passenger Station (proportion of) ..	9,477	11	9									
Melbourne Terminus, Goods Station (proportion of)	17,954	1	2									
North Melbourne Station (proportion of)	1,106	13	3									
Footscray Station (proportion of)	1,035	17	4									
Ballarat Station (proportion of)	6,505	0	3									
Station-masters	5,378	6	4									
Clerks	1,959	1	10									
Porters, Laborers, &c.	15,946	17	9									
Pointsmen, &c.	2,601	18	6									
Gatekeepers	12,314	2	0									
Guards	5,968	15	0									
Stores for Stations	7,173	2	4									
Advertising	548	16	11									
Travelling & Incidental Expenses	1,695	2	1									
Sundry Charges	3,518	1	2									
Williamstown Pier Expenses ..	8,301	3	0									
				103,481 18 2	16·06	19·90						
GENERAL CHARGES:												
Secretary's Office (proportion of)	1,925	3	7									
Accountant's Office (proportion of)	3,508	15	0									
Stores Office (proportion of) ..	1,050	11	8									
Superannuation Allowances (proportion of)	621	0	2									
Retiring Allowances and Gratuities (proportion of)	5,455	10	7	12,561 1 0	1·95	2·42						
					s. d.							
Total	..			374,434 8 11	4 10·13	72·01						
Balance	..			145,528 14 11								
				519,963 3 10							519,963 3 10	6 8·72

Railway Department, Accountant's Office,
23rd May, 1884.

P. P. LABERTOUCHE, Secretary.

GEO. T. A. LAVATER, Accountant.

VICTORIAN RAILWAYS.

No. 11.

STATEMENT of Revenue and Expenditure on the NORTH-EASTERN SYSTEM for the Year ending 31st December, 1883.

DR. EXPENDITURE.	£ s. d.	£ s. d.	Cost per Train Mile.	Per Cent. to Revenue.
Miles open .. .. 359½ Through Mileage .. .. .. 370½ Average Miles open for the Year .. 308½ Train Miles run 1,125,697				
WAY AND WORKS:			d.	
Maintenance .. Wages	30,577 11 0			
Stores	2,566 9 9			
Renewals .. .. Wages	863 4 8			
Stores	1,649 15 5			
Stations .. .. Wages	3,575 12 7			
Stores	1,788 5 4			
		41,020 18 9	8·74	9·82
LOCOMOTIVE CHARGES:				
Loco. Superintendent and Clerks	1,088 0 0			
„ Foremen	830 16 0			
„ Drivers and Firemen ..	16,232 18 7			
„ Cleaners	2,572 4 5			
„ Coalmen and Laborers ..	1,949 19 8			
„ Sundries	3,599 16 2			
Coal	18,282 9 11			
Wood	1,699 13 4			
Water	918 8 10			
Oil, Tallow, and Waste ..	2,682 14 3			
Sundry Stores for Cleaners ..	991 14 5			
Repairs of Engines Wages ..	9,447 16 3			
Stores ..	4,569 9 2			
„ Tools, &c. Wages ..	646 7 5			
Stores ..	427 0 0			
		65,339 8 5	13·94	15·65
CARRIAGES AND WAGONS:				
Repairs .. .. Wages	8,383 6 6			
Stores	4,824 10 3			
Greasing .. .. Wages	1,427 19 8			
Stores	1,758 1 7			
		16,393 18 0	3·49	3·93
COMPENSATION*	..	11,522 7 2	2·45	2·76
TRAFFIC CHARGES:				
Traffic Manager's Office (proportion of)	1,603 14 7			
Melbourne Terminus, Passenger Station (proportion of) ..	8,663 14 5			
Melbourne Terminus, Goods Station (proportion of)	14,491 2 4			
North Melbourne Station (proportion of)	890 9 10			
Station Masters	5,370 15 8			
Clerks	2,030 3 3			
Porters, Laborers, &c.	10,437 8 9			
Pointsmen, &c.	1,204 13 3			
Gatekeepers	8,998 5 5			
Guards	4,606 8 8			
Stores for Stations	3,395 18 1			
Advertising	440 13 8			
Travelling & Incidental Expenses	2,244 6 1			
Sundry Charges	2,824 14 4			
		67,202 8 4	14·33	16·09
GENERAL CHARGES:				
Secretary's Office (proportion of)	1,545 15 3			
Accountant's Office (proportion of)	2,817 4 11			
Stores Office (proportion of) ..	843 10 8			
Superannuation Allowances (proportion of)	498 8 3			
Retiring Allowances and Gratuities (proportion of) ..	4,378 10 11			
		10,083 10 0	2·15	2·42
			s. d.	
Total	..	211,562 10 8	3 9·10	50·67
Balance	..	205,987 4 1		
		417,549 14 9		

CR. REVENUE.	£ s. d.	£ s. d.	Revenue per Train Mile.
Number of Passengers carried .. 1,766,620½ Tons of Live Stock carried .. .. 23,129 „ Goods carried 300,426			
			s. d.
Passengers	141,493 7 8		
Parcels, &c.	10,210 8 7		
Horses, Carriages, and Dogs	3,672 10 3		
Mails	11,892 0 10		
Rents	3,975 3 2		
Miscellaneous	872 13 2		
Live Stock	26,008 1 5		
Goods	219,425 9 8		
		417,549 14 9	7 5·02

* Includes estimated cost of Newmarket and Flemington Race train accidents.

Railway Department, Accountant's Office,
23rd May, 1884.

P. P. LABERTOUCHE, Secretary.

GEO. T. A. LAVATER, Accountant.

No. 62.

VICTORIAN RAILWAYS.

No. 12.

STATEMENT of Revenue and Expenditure on the EASTERN SYSTEM for the Year ending 31st December, 1883, exclusive of the Hobson's Bay Lines.

DR. EXPENDITURE.				Cost per Train Mile.	Per Cent. to Revenue.
Miles open			188¼		
Through Mileage			201½		
Average Miles open for the Year			169		
Train Miles run			753,836		
	£	s.	d.	£ s. d.	d.	
WAY AND WORKS:						
Maintenance .. .. Wages	21,676	17	5			
Maintenance .. .. Stores	2,866	9	4			
Renewals .. .. Wages	2,066	13	2			
Renewals .. .. Stores	4,942	6	11			
Stations .. .. Wages	2,450	14	4			
Stations .. .. Stores	803	8	8			
				34,806 9 10	11·08	20·77
LOCOMOTIVE CHARGES:						
Loco. Superintendent and Clerks	727	0	0			
„ Foremen	638	13	1			
„ Drivers and Firemen ..	10,647	12	1			
„ Cleaners	1,733	19	8			
„ Coalmen and Laborers ..	1,253	7	11			
„ Sundries	2,412	1	9			
Coal	10,343	11	9			
Wood	978	16	6			
Water	623	11	6			
Oil, Tallow, and Waste ..	1,519	18	0			
Sundry Stores for Cleaners ..	724	9	0			
Repairs of Engines Wages ..	4,869	13	10			
Repairs of Engines Stores ..	1,843	7	7			
„ Tools, &c. Wages ..	437	0	0			
„ Tools, &c. Stores ..	287	0	0			
				39,040 2 8	12·43	23·30
CARRIAGE AND WAGONS:						
Repairs .. .. Wages	3,855	16	3			
Repairs .. .. Stores	2,554	4	0			
Greasing .. .. Wages	616	4	5			
Greasing .. .. Stores	667	2	2			
				7,693 6 10	2·45	4·59
COMPENSATION	..			589 12 9	0·19	0·35
TRAFFIC CHARGES:						
Traffic Manager's Office (proportion of)	1,357	11	2			
Melbourne Terminus, Goods Station (proportion of)	6,499	13	9			
Station Masters	2,748	5	5			
Clerks	1,432	18	4			
Porters, Laborers, &c.	11,519	16	0			
Pointsmen, &c.	746	10	1			
Gatekeepers	6,304	10	0			
Guards	3,208	18	5			
Stores for Stations	3,850	0	8			
Advertising	176	5	6			
Travelling and Incidental Expenses	1,276	1	1			
Sundry Charges	1,129	17	9			
				40,250 8 2	12·81	24·02
GENERAL CHARGES:						
Secretary's Office (proportion of)	618	6	1			
Accountant's Office (proportion of)	1,126	18	0			
Stores Office (proportion of) ..	337	8	3			
Superannuation Allowances (proportion of)	200	19	6			
Retiring Allowances and Gratuities (proportion of) ..	1,765	10	11			
				4,049 2 9	1·29	2·42
					s. d.	
Total	..			126,429 3 0	3 4·25	75·45
Balance	..			41,134 2 11		
				167,563 5 11		

CR. REVENUE.				Revenue per Train Mile.
Number of Passengers carried ..	2,499,276			
Tons of Live Stock carried	15,032			
„ Goods carried	175,354			
	£	s.	d.	£ s. d.	s. d.
Passengers	79,981	13	3		
Parcels, &c.	5,205	14	0		
Horses, Carriages, and Dogs	1,578	16	4		
Mails	4,638	12	6		
Rents	1,340	16	2		
Miscellaneous	170	0	0		
Live Stock	14,337	6	6		
Goods	60,310	7	2		
				167,563 5 11	4 5·35

Railway Department, Accountant's Office,
23rd May, 1884.

P. P. LABERTOUCHE, Secretary.

GEO. T. A. LAVATER, Accountant.

VICTORIAN RAILWAYS.

No. 13.

STATEMENT of Revenue and Expenditure on the SOUTH SUBURBAN (late MELBOURNE and HOBSON'S BAY) Lines for the Year ending 31st December, 1883.

Dr. EXPENDITURE.				Cr. REVENUE.			
Miles open	16½			Number of Passengers carried ..	17,464,029		
Through Mileage	18½			Tons of Live Stock carried ..	2,331		
Average Miles open for the Year	16½			„ Goods carried	255,305		
Train Miles run	688,794						
	£ s. d.	£ s. d.	Cost per Train Mile. d.	Per Cent. to Revenue.	£ s. d.	£ s. d.	Revenue per Train Mile. s. d.
WAY AND WORKS:							
Maintenance { Wages ..	10,791 10 10			Passengers	167,623 12 2		
Maintenance { Stores ..	5,615 8 0			Parcels, &c.	864 13 1		
Renewals { Wages ..	6,123 6 10			Horses, Carriages, and Dogs	151 8 6		
Renewals { Stores ..	2,657 16 9			Mails	365 0 0		
Stations { Wages ..	2,684 13 3			Rents	4,519 16 5		
Stations { Stores ..	2,256 9 11			Miscellaneous	515 13 0		
		30,129 5 7	10·50	13·96	Live Stock	166 11 3		
					Goods	41,666 17 1		
LOCOMOTIVE CHARGES:							
Loco. Superintendent and Clerks	660 0 0						
„ Foremen	186 0 0						
„ Drivers and Firemen ..	12,573 18 9						
„ Cleaners	1,611 3 7						
„ Coalmen and Laborers ..	1,262 8 6						
„ Sundries	2,273 3 9						
Coke and Coal	11,792 4 11						
Wood	583 9 5						
Water	1,108 15 9						
Oil, Tallow, and Waste ..	1,726 18 8						
Sundry Stores for Cleaners ..	669 9 6						
Repairs of Engines { Wages ..	6,996 6 0						
Repairs of Engines { Stores ..	2,803 6 2						
„ Tools, &c. { Wages ..	486 1 8						
„ Tools, &c. { Stores ..	226 18 6						
		44,960 5 2	15·67	20·83			
CARRIAGES AND WAGONS:							
Repairs { Wages ..	6,840 0 11						
Repairs { Stores ..	2,754 18 4						
Greasing { Wages ..	558 5 2						
Greasing { Stores ..	217 9 1						
		10,370 13 6	3·61	4·80			
COMPENSATION	..	25,801 18 11	8·99	11·95			
TRAFFIC CHARGES:							
Traffic Manager's Office (proportion of)	1,753 11 3						
Station-masters	4,262 2 1						
Clerks	11,217 19 4						
Porters, Laborers, &c.	27,280 11 0						
Pointsmen, &c.	8,285 4 5						
Gatekeepers	4,681 12 1						
Guards	3,507 0 7						
Stores for Stations	6,156 8 9						
Advertising	228 7 1						
Travelling and Incidental Expenses	2,687 17 0						
Sundry Charges	1,681 3 2						
Subsidies to Omnibuses ..	539 10 6						
		72,281 7 3	25·19	33·48			
GENERAL CHARGES:							
Secretary's Office (proportion of)	800 19 9						
Accountant's Office (proportion of)	1,459 16 11						
Stores Office (proportion of) ..	437 2 1						
Retiring Allowances and Gratuities (proportion of) ..	6,053 9 0						
		8,751 7 9	3·04	4·06			
			s. d.				
Total	..	192,294 18 2	5 7·00	89·08			
Balance	..	23,578 13 4					
		215,873 11 6				215,873 11 6	6 3·22

Railway Department, Accountant's Office,
23rd May, 1884.

P. P. LABERTOUCHE, Secretary.

GEO. T. A. LAVATER, Accountant.

VICTORIAN RAILWAYS.

No. 14.

SUMMARY of Revenue and Expenditure on ALL SYSTEMS for the Year ending 31st December, 1883.

Dr. EXPENDITURE.						Cr. REVENUE.				
Miles open .. .. 1,562½ Through Mileage .. .. .. 1,630½ Average Miles open for the Year .. 1,431½ Train Miles run 5,701,513				Cost per Train Mile.	Per Cent. to Revenue.	Number of Passengers carried ..26,485,304½ Tons of Live Stock carried .. .. 69,589 „ Goods carried 1,812,171				Revenue per Train Mile.
	£ s. d.	£ s. d.	d.				£ s. d.	£ s. d.	s. d.	
WAY AND WORKS:										
Maintenance .. .. Wages	165,610 13 6									
Stores	31,174 17 4					Passengers	786,772 11 2			
Renewals .. .. Wages	29,293 13 6					Parcels, &c.	46,846 14 10			
Stores	116,831 15 5					Horses, Carriages, and Dogs	14,031 15 5			
Stations .. .. Wages	23,227 17 10					Mails	39,832 7 5			
Stores	10,047 16 0					Rents	21,664 12 5			
		376,186 13 7	15·83	19·82		Miscellaneous	8,305 0 6			
LOCOMOTIVE CHARGES:						Live Stock	78,961 8 2			
Loco. Superintendent and Clerks	5,507 0 6					Goods	901,896 2 3			
„ Foremen	4,154 16 1									
„ Drivers and Firemen ..	84,926 10 10									
„ Cleaners	14,065 9 8									
„ Coalmen and Laborers ..	10,880 10 8									
„ Sundries	19,669 7 1									
Coal and Coke	88,329 0 8									
Wood	7,294 8 2									
Water	7,239 3 6									
Oil, Tallow, and Waste ..	12,685 0 0									
Sundry Stores for Cleaners ..	5,253 0 11									
Repairs of Engines Wages ..	45,997 13 7									
Stores ..	22,569 19 1									
„ Tools, &c. Wages ..	3,386 10 8									
Stores ..	2,132 11 6									
		334,091 2 11	14·06	17·60						
CARRIAGES AND WAGONS:										
Repairs .. .. Wages	40,766 1 0									
Stores	23,194 3 5									
Greasing .. .. Wages	6,825 8 7									
Stores	6,789 10 5									
		77,575 3 5	3·27	4·09						
COMPENSATION	..	53,538 12 10	2·25	2·82						
TRAFFIC CHARGES:										
Traffic Manager's Office ..	8,928 5 9									
Melbourne Terminus, Passenger Station	26,253 14 1									
Melbourne Terminus, Goods Station	53,276 2 11									
North Melbourne Station ..	3,226 8 6									
Footscray Station	2,185 7 6									
Ballarat Station	9,757 10 4									
Station Masters	25,901 2 0									
Clerks	20,818 5 2									
Porters, Laborers, &c.	85,353 10 0									
Pointsmen, &c.	15,733 7 7									
Gatekeepers	46,931 2 6									
Guards	24,771 17 11									
Stores for Stations	26,257 11 5									
Advertising	2,003 1 11									
Travelling & Incidental Expenses	9,849 19 0									
Sundry Charges	13,057 1 4									
Williamstown Pier Expenses ..	8,301 3 0									
Subsidies to Omnibuses ..	539 10 6									
		383,145 1 5	16·13	20·18						
GENERAL CHARGES:										
Secretary's Office	7,026 3 11									
Accountant's Office	12,805 13 3									
Stores Office	3,834 4 11									
Superannuation Allowances ..	2,009 14 9									
Retiring Allowances and Gratuities	23,708 17 8									
		49,384 14 6	2·08	2·60						
			s. d.							
Total	..	1,273,921 8 8	4 5·62	67·11						
Balance	..	624,389 3 6								
		1,898,310 12 2						1,898,310 12 2	6 7·91	

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.

P. P. LABERTOUCHE, Secretary.

GEO. T. A. LAVATER, Accountant.

Railway Department, Accountant's Office,
23rd May, 1884.

VICTORIAN RAILWAYS.

No. 15.—STATEMENT showing the Traffic at each Station for the Year ending 31st December, 1883.

STATIONS.	PASSENGERS, PARCELS, ETC.												GOODS.												STATIONS.
	OUTWARDS.				INWARDS.								OUTWARDS.				INWARDS.								
	Passengers.	Revenue.	Parcels, &c.	Revenue.	Passengers.	Revenue.	Parcels, &c.	Revenue.	Coals and Stock.	Total.	Being Moiety of Outwards and Inwards Revenue from—		Tons.	Revenue.	Parcels, &c.	Revenue.	Tons.	Revenue.	Coals and Stock.	Total.	Being Moiety of Outwards and Inwards Revenue from—		
	No.	£ s. d.	No.	£ s. d.	No.	£ s. d.	No.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		Tons cwt. qrs. lbs.	£ s. d.	No.	£ s. d.	Tons cwt. qrs. lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		
Melbourne (Spencer-street)	1,218,118½	180,751 11 6	2,870,147	47,621 1 9	2,442,993	175,408 3 6	2,870,147	47,621 1 9	37,327 4 6	260,549 5 9	130,274 12 10	Melbourne (Spencer-street)
North Melbourne	2,295,000½	3,295 4 6	3,976,000	59,640 0 0	2,295,000½	3,295 4 6	3,976,000	59,640 0 0	4,077 14 5	67,013 18 11	33,506 19 5½	North Melbourne
Essendon	764,148	1,219 10 0	1,000,000	15,000 0 0	764,148	1,219 10 0	1,000,000	15,000 0 0	1,238 8 0	17,458 0 0	8,729 0 0	Essendon
Keilor Road	...	8 0 0	...	...	...	8 0 0	...	...	1,271 11 0	1,279 11 0	639 15 6	Keilor Road
Keilor	63,120	83 10 0	49,000	735 0 0	63,120	83 10 0	49,000	735 0 0	1,211 8 0	2,029 18 0	1,014 19 0	Keilor
Bulla Bulla	75,000	99 0 0	53,000	795 0 0	75,000	99 0 0	53,000	795 0 0	1,658 5 0	2,552 5 0	1,276 2 6	Bulla Bulla
Sunbury	53,100	70 0 0	49,000	735 0 0	53,100	70 0 0	49,000	735 0 0	1,256 12 0	2,061 12 0	1,030 16 0	Sunbury
Diggers Rest Junction	47,000	62 0 0	41,000	615 0 0	47,000	62 0 0	41,000	615 0 0	1,196 8 7	1,873 8 7	936 14 3½	Diggers Rest Junction
Hillside Creek	5,541	7 6 0	2,000	30 0 0	5,541	7 6 0	2,000	30 0 0	288 10 9	325 16 9	162 18 4½	Hillside Creek
Gisborne	67,000	88 0 0	41,000	615 0 0	67,000	88 0 0	41,000	615 0 0	1,658 5 0	2,361 5 0	1,180 12 6	Gisborne
Macedon	19,500	25 14 0	8,000	120 0 0	19,500	25 14 0	8,000	120 0 0	1,196 18 7	1,342 12 7	671 6 3½	Macedon
Woodend	104,000	137 0 0	53,000	795 0 0	104,000	137 0 0	53,000	795 0 0	2,027 0 0	2,959 0 0	1,479 10 0	Woodend
Carlsruhe	4,681	6 3 0	2,000	30 0 0	4,681	6 3 0	2,000	30 0 0	248 0 0	284 3 0	142 1 6	Carlsruhe
Lancefield	19,500	25 14 0	8,000	120 0 0	19,500	25 14 0	8,000	120 0 0	1,196 18 7	1,342 12 7	671 6 3½	Lancefield
Malmsbury	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Malmsbury
Elphinstone	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Elphinstone
Castlemaine	144,000	189 0 0	57,000	855 0 0	144,000	189 0 0	57,000	855 0 0	2,027 0 0	3,071 0 0	1,535 10 0	Castlemaine
Harcourt	77,100	99 6 0	41,000	615 0 0	77,100	99 6 0	41,000	615 0 0	1,196 18 7	1,810 4 7	905 2 3½	Harcourt
Maldon	...	...	3,000	45 0 0	...	...	3,000	45 0 0	248 0 0	293 0 0	146 10 0	Maldon
Kangaroo Flat	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Kangaroo Flat
Epsom	...	...	...	...	...	...	...	...	51 0 0	51 0 0	25 10 0	Epsom
Huntly	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Huntly
Bagshot	6,000	7 12 0	2,000	30 0 0	6,000	7 12 0	2,000	30 0 0	1,238 8 0	1,275 0 0	637 10 0	Bagshot
Dunolly	6,000	7 12 0	2,000	30 0 0	6,000	7 12 0	2,000	30 0 0	1,238 8 0	1,275 0 0	637 10 0	Dunolly
Inglewood	19,500	25 14 0	8,000	120 0 0	19,500	25 14 0	8,000	120 0 0	1,196 18 7	1,342 12 7	671 6 3½	Inglewood
Tarnagulla	6,000	7 12 0	2,000	30 0 0	6,000	7 12 0	2,000	30 0 0	1,238 8 0	1,275 0 0	637 10 0	Tarnagulla
Bridgewater	6,000	7 12 0	2,000	30 0 0	6,000	7 12 0	2,000	30 0 0	1,238 8 0	1,275 0 0	637 10 0	Bridgewater
Redcastle	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Redcastle
Kerang	19,500	25 14 0	8,000	120 0 0	19,500	25 14 0	8,000	120 0 0	1,196 18 7	1,342 12 7	671 6 3½	Kerang
Kerang Vale	...	...	...	...	...	...	...	...	248 0 0	248 0 0	124 0 0	Kerang Vale
Quambatook	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Quambatook
Gunbower	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Gunbower
Myrtleford	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Myrtleford
Bright	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Bright
Porepunkah	...	...	...	...	...	...	...	...	248 0 0	248 0 0	124 0 0	Porepunkah
Wangaratta	144,000	189 0 0	57,000	855 0 0	144,000	189 0 0	57,000	855 0 0	2,027 0 0	3,071 0 0	1,535 10 0	Wangaratta
Glenrowan	...	...	...	...	...	...	...	...	248 0 0	248 0 0	124 0 0	Glenrowan
Oxley	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Oxley
Wangaratta Junction	...	...	...	...	...	...	...	...	248 0 0	248 0 0	124 0 0	Wangaratta Junction
Whitfield	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Whitfield
Tarrawingee	...	...	...	...	...	...	...	...	248 0 0	248 0 0	124 0 0	Tarrawingee
Everton	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Everton
Beechworth	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Beechworth
Stanley	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Stanley
Eldorado	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Eldorado
Chiltern	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Chiltern
Rutherglen	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Rutherglen
Wahgunyah	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Wahgunyah
Corowa	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Corowa
Wodonga	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Wodonga
Wodonga Junction	...	...	...	...	...	...	...	...	248 0 0	248 0 0	124 0 0	Wodonga Junction
Tarrawingee	85	0 11 0	...	...	85	0 11 0	...	...	...	0 11 0	0 5 6	Tarrawingee
Lake Cresting	...	...	...	...	...	...	...	...	248 0 0	248 0 0	124 0 0	Lake Cresting
Springhurst	...	...	...	...	...	...	...	...	248 0 0	248 0 0	124 0 0	Springhurst
Barnawartha	...	...	...	...	...	...	...	...	248 0 0	248 0 0	124 0 0	Barnawartha
Wahgunyah (Victoria Bridge)	...	...	...	...	...	...	...	...	248 0 0	248 0 0	124 0 0	Wahgunyah (Victoria Bridge)
Yarrawonga	...	...	...	...	...	...	...	...	248 0 0	248 0 0	124 0 0	Yarrawonga
Cobram	...	...	...	...	...	...	...	...	248 0 0	248 0 0	124 0 0	Cobram
Numurkah	...	...	...	...	...	...	...	...	248 0 0	248 0 0	124 0 0	Numurkah
Nathalia	...	...	...	...	...	...	...	...	248 0 0	248 0 0	124 0 0	Nathalia
Tatura	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Tatura
Shepparton	144,000	189 0 0	57,000	855 0 0	144,000	189 0 0	57,000	855 0 0	2,027 0 0	3,071 0 0	1,535 10 0	Shepparton
Mooroopna	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Mooroopna
Tallygaroopna	...	...	...	...	...	...	...	...	248 0 0	248 0 0	124 0 0	Tallygaroopna
Undera	...	...	...	...	...	...	...	...	248 0 0	248 0 0	124 0 0	Undera
Waranga	...	...	...	...	...	...	...	...	248 0 0	248 0 0	124 0 0	Waranga
Elmore	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Elmore
Rochester	19,500	25 14 0	8,000	120 0 0	19,500	25 14 0	8,000	120 0 0	1,196 18 7	1,342 12 7	671 6 3½	Rochester
Echuca	144,000	189 0 0	57,000	855 0 0	144,000	189 0 0	57,000	855 0 0	2,027 0 0	3,071 0 0	1,535 10 0	Echuca
Moama	...	...	...	...	...	...	...	...	248 0 0	248 0 0	124 0 0	Moama
Kyabram	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Kyabram
Merrigum	...	...	...	...	...	...	...	...	248 0 0	248 0 0	124 0 0	Merrigum
Tongala	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Tongala
Stanhope	...	...	...	...	...	...	...	...	248 0 0	248 0 0	124 0 0	Stanhope
Rushworth	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Rushworth
Toolamba	...	...	...	...	...	...	...	...	248 0 0	248 0 0	124 0 0	Toolamba
Murchison	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Murchison
Tallarook	...	...	...	...	...	...	...	...	248 0 0	248 0 0	124 0 0	Tallarook
Seymour	144,000	189 0 0	57,000	855 0 0	144,000	189 0 0	57,000	855 0 0	2,027 0 0	3,071 0 0	1,535 10 0	Seymour
Avenel	...	...	...	...	...	...	...	...	248 0 0	248 0 0	124 0 0	Avenel
Violet Town	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Violet Town
Longwood	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Longwood
Euroa	144,000	189 0 0	57,000	855 0 0	144,000	189 0 0	57,000	855 0 0	2,027 0 0	3,071 0 0	1,535 10 0	Euroa
Wandella	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Wandella
Violet Bank	...	...	...	...	...	...	...	...	248 0 0	248 0 0	124 0 0	Violet Bank
Strathallan	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Strathallan
Nagambie	19,500	25 14 0	8,000	120 0 0	19,500	25 14 0	8,000	120 0 0	1,196 18 7	1,342 12 7	671 6 3½	Nagambie
Tabilk	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Tabilk
Graytown	...	...	...	...	...	...	...	...	248 0 0	248 0 0	124 0 0	Graytown
Yea	19,500	25 14 0	8,000	120 0 0	19,500	25 14 0	8,000	120 0 0	1,196 18 7	1,342 12 7	671 6 3½	Yea
Molesworth	...	...	...	...	...	...	...	...	248 0 0	248 0 0	124 0 0	Molesworth
Flowerdale	...	...	...	...	...	...	...	...	248 0 0	248 0 0	124 0 0	Flowerdale
Broadford	19,500	25 14 0	8,000	120 0 0	19,500	25 14 0	8,000	120 0 0	1,196 18 7	1,342 12 7	671 6 3½	Broadford
Kilmore	19,500	25 14 0	8,000	120 0 0	19,500	25 14 0	8,000	120 0 0	1,196 18 7	1,342 12 7	671 6 3½	Kilmore
Wallan	19,500	25 14 0	8,000	120 0 0	19,500	25 14 0	8,000	120 0 0	1,196 18 7	1,342 12 7	671 6 3½	Wallan
Whittlesea	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Whittlesea
Yan Yean	...	...	...	...	...	...	...	...	248 0 0	248 0 0	124 0 0	Yan Yean
Plenty	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Plenty
Epping	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Epping
Whittlesea (Preston-street)	85	0 11 0	...	...	85	0 11 0	...	...	...	0 11 0	0 5 6	Whittlesea (Preston-street)
Heidelberg	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Heidelberg
Ivanhoe	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Ivanhoe
Templestowe	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Templestowe
Warrandyte	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Warrandyte
Lilydale	19,500	25 14 0	8,000	120 0 0	19,500	25 14 0	8,000	120 0 0	1,196 18 7	1,342 12 7	671 6 3½	Lilydale
Coldstream	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Coldstream
Yarra Glen	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Yarra Glen
Healesville	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Healesville
Yarra Junction	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Yarra Junction
Gembrook	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Gembrook
Launching Place	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Launching Place
Lilydale (Melbourne-street)	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Lilydale (Melbourne-street)
Mooroolbark	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Mooroolbark
Croydon	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Croydon
Ringwood	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Ringwood
Heathmont	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Heathmont
Blackburn	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Blackburn
Box Hill	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Box Hill
Burwood	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Burwood
Hawthorn	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Hawthorn
Glenferrie	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Glenferrie
Auburn	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Auburn
Camberwell	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Camberwell
Canterbury	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Canterbury
Box Hill	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Box Hill
Blackburn	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Blackburn
Nunawading	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Nunawading
Mitcham	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Mitcham
Heatherdale	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Heatherdale
Ringwood (Victoria Bridge)	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Ringwood (Victoria Bridge)
Ringwood	1,500	1 19 0	1,000	15 0 0	1,500	1 19 0	1,000	15 0 0	248 0 0	264 19 0	132 9 6	Ringwood
Lilydale	19,500	25 14 0	8,000	120 0 0	19,500	25 14 0	8,000	120 0 0	1,196 18 7	1,342 12 7	671 6 3½	Lilydale
Melbourne (Flinders-street)	...	...	...	...	...	...	...	...	...	...	...	Melbourne (Flinders-street)
Prahran	...	...	...	...	...	...	...	...	...	...	...	Prahran
North Brighton	...	...	...	...	...	...	...	...	...	...	...	North Brighton
South Melbourne	...	...	...	...	...	...	...	...	...	...	...	South Melbourne
Middle Park	...	...	...	...	...	...	...	...	...	...	...	Middle Park
Richmond	...	...	...	...	...	...	...	...	...	...	...	Richmond
Prahran	...	...	...	...	...	...	...	...	...	...	...	Prahran
Balaclava	...	...	...	...	...	...	...	...	...	...	...	Balaclava
North Brighton	...	...	...	...	...	...	...	...	...	...	...	North Brighton
Brighton Beach	...	...	...	...	...	...	...	...	...	...	...	Brighton Beach
Hotham	...	...	...	...	...	...	...	...	...	...	...	Hotham
Ashburton	...	...	...	...	...	...	...	...	...	...	...	Ashburton
Burnley	...	...	...	...	...	...	...	...	...	...	...	Burnley
Hawksburn	...	...	...	...	...	...	...	...	...	...	...	Hawksburn
Toorak	...	...	...	...	...	...	...	...	...	...	...	Toorak
Armadale	...	...	...	...	...	...	...	...	...	...	...	Armadale
Malvern	...	...	...	...	...	...	...	...	...	...	...	Malvern
Caulfield	...	...	...	...	...	...	...	...	...	...	...	Caulfield
Glenhuntly	...	...	...	...	...	...	...	...	...	...	...	Glenhuntly
Ormond	...	...	...	...	...	...	...	...	...	...	...	Ormond
Elsternwick	...	...	...	...	...	...	...	...	...	...	...	Elsternwick
Gardenvale	...	...	...	...	...	...	...	...	...	...	...	Gardenvale
Brighton	...	...	...	...	...	...	...	...	...	...	...	Brighton
Brighton Beach	...	...	...	...	...	...	...	...	...	...	...	Brighton Beach
Hotham	...	...	...	...	...	...	...	...	...	...	...	Hotham
Ashburton	...	...	...	...	...	...	...	...	...	...	...	Ashburton
Burnley	...	...	...	...	...	...	...	...	...	...	...	Burnley
Hawksburn	...	...	...	...	...	...	...	...	...	...	...	Hawksburn
Toorak	...	...	...	...	...	...	...	...	...	...	...	Toorak
Armadale	...	...	...	...	...	...	...	...	...	...	...	Armadale
Malvern	...	...	...	...	...	...	...	...	...	...	...	Malvern
Caulfield	...	...	...	...	...	...	...	...	...	...	...	Caulfield
Glenhuntly	...	...	...	...	...	...	...	...	...	...	...	Glenhuntly
Ormond	...	...	...	...	...	...	...	...	...	...	...	Ormond
Elsternwick	...	...	...	...	...	...	...	...	...	...	...	Elsternwick
Gardenvale	...	...	...	...	...	...	...	...	...	...	...	Gardenvale
Brighton	...	...	...	...	...	...	...	...	...	...	...	Brighton
Sandringham	...	...	...	...	...	...	...	...	...	...	...	Sandringham
Black Rock	...	...	...	...	...	...	...	...	...	...	...	Black Rock
Beaumaris	...	...	...	...	...	...	...	...	...	...	...	Beaumaris
Cheltenham	...	...	...	...	...	...	...	...	...	...	...	Cheltenham
Mentone	...	...	...	...	...	...	...	...	...	...	...	Mentone
Parkdale	...	...	...	...	...	...	...	...	...	...	...	Parkdale
Mordialloc	...	...	...	...	...	...	...	...	...	...	...	Mordialloc
Aspendale	...	...	...	...	...	...	...	...	...	...	...	Aspendale
Chelsea	...	...	...	...	...	...	...	...	...	...	...	Chelsea
Edithvale	...	...	...	...	...	...	...	...	...	...	...	Edithvale
Carrum	...	...	...	...	...	...	...	...	...	...	...	Carrum
Seaford	...	...	...	...	...	...	...	...	...	...	...	Seaford
Frankston	...	...	...	...	...	...	...	...	...	...	...	Frankston
Melbourne (Flinders-street)	...	...	...	...	...	...	...	...	...	...	...	Melbourne (Flinders-street)
Port Melbourne	...	...	...	...	...	...	...	...	...	...	...	Port Melbourne
South Melbourne	...	...	...	...	...	...	...	...	...	...	...	South Melbourne
Albert Park	...	...	...	...	...	...	...	...	...	...	...	Albert Park
Balaclava	...	...	...	...	...	...	...	...	...	...	...	Balaclava
North Brighton	...	...	...	...	...	...	...	...	...	...	...	North Brighton
Brighton Beach	...	...	...	...	...	...	...	...	...	...	...	Brighton Beach
Hotham	...	...	...	...	...	...	...	...	...	...	...	Hotham
Ashburton	...	...	...	...	...	...	...	...	...	...	...	Ashburton
Burnley	...	...	...	...	...	...	...	...	...	...	...	Burnley
Hawksburn	...	...	...	...	...	...	...	...	...	...	...	Hawksburn
Toorak	...	...	...	...	...	...	...	...	...	...	...	Toorak
Armadale	...	...	...	...	...	...	...	...	...	...	...	Armadale
Malvern	...	...	...	...	...	...	...	...	...	...	...	Malvern
Caulfield	...	...	...	...	...	...	...	...	...	...	...	Caulfield
Glenhuntly	...	...	...	...	...	...	...	...	...	...	...	Glenhuntly
Ormond	...	...	...	...	...	...	...	...	...	...	...	Ormond
Elsternwick	...	...	...	...	...	...	...	...	...	...	...	Elsternwick
Gardenvale	...	...	...	...	...	...	...	...	...	...	...	Gardenvale
Brighton	...	...	...	...	...	...	...	...	...	...	...	Brighton
Sandringham	...	...	...	...	...	...	...	...	...	...	...	Sandringham
Black Rock	...	...	...	...	...	...	...	...	...	...	...	Black Rock
Beaumaris	...	...	...	...	...	...	...	...	...	...	...	Beaumaris
Cheltenham	...	...	...	...	...	...	...	...	...	...	...	Cheltenham
Mentone	...	...	...	...	...	...	...	...	...	...	...	Mentone
Parkdale	...	...	...	...	...	...	...	...	...	...	...	Parkdale
Mordialloc	...	...	...	...	...	...	...	...	...	...	...	Mordialloc
Aspendale	...	...

VICTORIAN RAILWAYS.

No. 16.

RETURN of Wool from the undermentioned Stations to Melbourne, Williamstown Pier, Geelong, Portland, and Sandridge Pier, for Year ending 31st December, 1883.

From—	To Melbourne.	To Williamstown.	To Geelong.	To Portland.	To Sandridge.	Total.
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
Keilor Road	452	173	..	..	382	1,007
Diggersrest	195	..	..	..	51	246
Sunbury	34	..	..	..	..	34
Lancefield Junction	790	29	..	..	496	1,315
Riddell's Creek	130	..	..	..	..	130
Gisborne	222	..	..	..	..	222
Macedon	2	..	..	..	..	2
Woodend	164	..	..	..	..	164
Carlsruhe	25	..	..	..	..	25
Kyneton	1,348	..	..	..	55	1,403
Malmsbury	123	..	..	..	..	123
Tarndale	17	..	..	..	..	17
Elphinstone	621	..	..	..	..	621
Castlemaine	433	..	..	..	..	433
Ravenswood	10	218	..	..	..	228
Kangaroo Flat	172	..	..	..	..	172
Sandhurst	462	..	17	..	32	511
Goornong	313	..	..	..	..	313
Elmore	1,521	253	..	..	..	1,774
Rochester	1,165	..	6	..	..	1,171
Echuca	22,199	21,251	367	..	13,787	57,604
Romsey	91	..	..	..	..	91
Lancefield	187	..	..	..	..	187
Tylden	60	..	..	..	..	60
Trentham	1	..	..	..	..	1
Lyonville	1	..	..	..	..	1
Daylesford	54	..	..	..	..	54
Newstead	256	..	..	..	..	256
Moolort	184	..	..	..	..	184
Carisbrook	342	..	..	..	..	342
Maryborough	127	..	12	..	..	139
Bet Bet	55	..	..	..	..	55
Dunolly	137	..	..	..	..	137
Bealiba	440	35	135	..	7	617
Emu	15	..	..	..	..	15
Carapooee	182	..	7	..	..	189
St. Arnaud	46	..	934	..	279	1,259
Cope Cope	103	..	495	..	..	598
Donald	342	149	974	..	..	1,465
Bung Bong	94	..	..	..	..	94
Avoca	651	..	231	..	..	882
Creswick	703	..	75	..	..	778
Clunes	514	..	106	..	..	620
Talbot	23	..	329	..	..	352
Eaglehawk	24	..	..	..	..	24
Marong	31	..	..	..	..	31
Leichardt	58	..	..	..	..	58
Derby	9	..	..	..	..	9
Bridgewater	1,430	476	1	..	..	1,907
Inglewood	631	..	..	..	..	631
Wedderburn	151	..	..	..	..	151
Korong Vale	213	..	3	..	..	216
Wychitella	25	..	..	..	..	25
Barakee	113	..	34	..	..	147
Charlton	845	45	306	..	..	1,196
Wycheproof	154	..	173	..	..	327
Sebastian	12	..	..	..	..	12
Raywood	245	94	..	..	368	707
Yallook	165	..	..	..	..	165
Dingee	254	..	..	..	..	254
Mitiamo	1,193	..	54	..	..	1,247
Borung	85	..	..	..	..	85
Mysia	246	..	16	..	..	262
Boort	363	..	89	..	..	452
Werribee	329	957	..	..	..	1,286
Little River	17	42	372	..	..	431
Lara	209	186	..	..	..	395
Geelong	53	738	..	..	..	791
Gherlinghap	..	..	10	..	..	10
Leigh Road	..	..	859	..	..	859
Lethbridge	..	..	43	..	..	43
Meredith	..	..	1,710	..	..	1,710
Elaine	..	..	1,861	..	..	1,861
Lal Lal	..	..	13	..	..	13
Yendon	..	..	93	..	..	93
Ballarat East	..	..	100	..	..	100
Ballarat	825	..	5,143	..	..	5,968
Burrumbeet	41	..	1,298	..	..	1,339
Trawalla	..	..	469	..	..	469
Beaufort	396	55	1,415	..	..	1,866
Middle Creek	8	..	105	..	..	113
Buangor	204	..	1,488	..	..	1,692
Ararat	340	..	1,812	..	..	2,152
Great Western	..	..	196	..	..	196
Stawell	142	..	1,501	..	..	1,643
Glenorchy	178	..	1,019	..	..	1,197
Lubeck	29	..	593	..	..	622
Murtoa	101	..	1,399	..	..	1,500
Jung Jung	..	..	202	..	..	202
Dooen	185	..	..	..	..	185
Horsham	644	..	2,315	..	..	2,959
Pimpinio	..	..	16	..	..	16
Wail	..	..	3	..	..	3
Dimboola	66	..	310	..	..	376
Drysdale	..	..	72	..	..	72
Lake Town	..	..	44	..	..	44
Forward	45,020	24,701	28,825	..	15,457	114,003

From—	To Melbourne.	To Williamstown.	To Geelong.	To Portland.	To Sandridge.	Total.
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
Brought forward	45,020	24,701	28,825	..	15,457	114,003
Winchelsea	189	..	1,365	..	..	1,554
Birregurra	..	..	686	..	..	686
Ondit Road	..	..	3,976	..	..	3,976
Colac	398	24	1,241	..	..	1,663
Pirron Yallock	..	..	98	..	..	98
Pomborneit	..	18	110	..	..	128
Camperdown	36	321	3,753	..	..	4,110
Gordons	48	..	462	..	..	510
Searsdale	..	..	497	..	..	497
Maroona	51	..	1,468	..	..	1,519
Wickliffe Road	28	..	2,303	..	..	2,331
Glen Thompson	..	..	1,258	..	..	1,258
Dunkeld	1,046	68	2,612	109	113	3,948
Hamilton	3,031	70	2,739	2,427	55	8,322
Branxholme	359	..	410	2,771	..	3,540
Condah	13	..	32	460	..	505
Myamyn	..	..	..	34	..	34
Heywood	..	..	3	326	..	329
Craigieburn	135	..	..	..	..	135
Donnybrook	12	..	..	..	..	12
Beveridge	299	..	..	..	..	299
Wallan Wallan	283	..	..	..	..	283
Wandong	11	..	..	..	..	11
Kilmore	705	..	..	..	..	705
Broadford	330	..	..	..	..	330
Tallarook	557	..	..	..	..	557
Seymour	1,193	..	..	..	..	1,193
Avenel	154	352	..	..	..	506
Longwood	1,112	143	..	..	..	1,255
Euroa	824	..	28	..	..	852
Violet Town	329	..	..	..	..	329
Baddaginnie	98	..	..	..	..	98
Benalla	1,957	..	68	..	..	2,025
Glenrowan	265	..	..	..	..	265
Wangaratta	729	..	..	..	..	729
Springs	68	..	..	..	..	68
Chiltern	58	..	..	..	..	58
Barnawartha	198	..	..	..	..	198
Wodonga	15,119	724	..	..	265	16,108
Yea	2,214	..	..	..	..	2,214
Mangalore	47	..	..	..	..	47
Tabilk	81	..	..	..	..	81
Nagamble	525	..	..	..	..	525
Murchison	1,769	..	..	..	..	1,769
Arcadia	214	..	..	..	..	214
Toolamba	15	..	..	..	..	15
Mooroopna	242	..	..	..	..	242
Shepparton	457	..	..	..	..	457
Congupna Road	64	..	..	..	..	64
Tallygaroopna	52	..	8	..	..	60
Wunghnu	17	..	..	..	..	17
Numurkah	1,119	31	128	..	40	1,318
Tatura	440	..	..	..	..	440
Goorambat	25	..	..	..	..	25
Devenish	20	..	..	..	..	20
St. James	614	..	43	..	..	657
Tarrawingee	45	..	..	..	..	45
Everton	194	..	..	..	..	194
Beechworth	95	..	..	..	..	95
Myrtleford	15	..	..	..	..	15
Rutherglen	136	..	..	..	..	136
Wahgunyah	9,272	2,870	31	..	3,411	15,584
Dandenong	320	..	..	..	..	320
Berwick	28	..	..	..	..	28
Beaconsfield	26	..	..	..	..	26
Pakenham	51	..	..	..	..	51
Nar-nar-goon	3	..	..	..	..	3
Tynong	4	..	..	..	..	4
Bunyip	3	..	..	..	..	3
Longwarry	2	..	..	..	..	2
Drouin	107	..	..	..	..	107
Warragul	87	..	..	..	..	87
Yarragon	17	..	..	..	..	17
Trafalgar	16	..	..	..	..	16
Moe	10	..	..	..	..	10
Morwell	113	..	..	..	..	113
Traralgon	32	..	..	..	..	32
Flynn's Creek	3	..	..	..	..	3
Rosedale	27	..	..	..	..	27
Sale	857	..	..	..	..	857
Frankston	36	..	..	..	..	36
Toongabbie	1	..	..	..	..	1
Cowwarr	7	..	..	..	..	7
Glenmaggie	16	..	..	..	..	16
Heyfield	60	..	..	..	..	60
Warrandyte	30	..	..	..	..	30
Lilydale	79	..	..	..	..	79
Deniliquin Co.'s Stations	9,406	8,136	470	..	3,440	21,452
	103,668	37,458	52,614	6,127	22,781	222,648
Melbourne	..	101,854	30	9	187	102,080
Williamstown Pier	..	..	33	..	170	203
Flinders-street	..	..	..	..	28,989	28,989
Sandridge	..	232	..	..	..	232
Totals	103,668	139,544	52,677	6,136	52,127	354,152

Traffic Audit Office, 17th June, 1884.

P. P. LABERTOUCHE, Secretary.

H. KENT, Traffic Auditor.

VICTORIAN RAILWAYS.

No. 17.

RETURN OF ROLLING-STOCK on the Victorian Railways at 31st December, 1883.

LOCOMOTIVE ENGINES.				CARRIAGES.											WAGONS.														VANS.			SUNDRIES.			
					1st Class.		2nd Class.				Composite.				Low-sided.				High-sided and Covered.			Medium.													
Passenger.	Goods.	Total.	Rowan's Steam-car.	State and Departmental.	Ordinary.	American.	Ordinary.	American.	Brake (B. D.)	3rd Class.	Ordinary.	American.	Brake (A. B. D.).	Total.	Ordinary.	Double Bogie.	Hopper, Coal.	Loco., Coal (Winstown.)	Ordinary.	Double Bogie.	Refrigerating.	Ordinary.	Double Bogie.	Cattle.	Sheep.	Ballast.	Powder.	Total.	Brake.	Mail.	Total.	Horse Boxes.	Carriage Trucks.	Hearse.	Total.
132	127	259	1	3	261	14	134	10	8	2	118	3	36	589	451	37	84	8	915	20	8	2,049	70	217	188	199*	12	4,258	141	14	155	41	38	1	80

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

NOTE.—73 flat trucks, 45 coal trucks, and 80 medium and high-sided trucks, total 198, included in above return are the late Hobson's Bay Railway Company's goods rolling-stock, and are not available for traffic on other lines.

RETURN of Rolling-stock for the Victorian Railways Ordered and in course of Construction at 31st December, 1883.

16	32	48	...	...	57	...	104	...	...	...	41	...	5	207	34	...	...	...	...	...	...	756	...	100	...	48	12	950	30	3	33	10	10	...	20

S. MIRLS,
Locomotive Superintendent.

Locomotive Superintendent's Office,
Melbourne, 14th June, 1884.

VICTORIAN RAILWAYS.

No. 18.

DETAIL of Locomotive Charges on ALL SYSTEMS for the Twelve Months ending 31st December, 1883.

PASSENGER AND GOODS TRAINS—Number of Train Miles run 5,701,513

	£ s. d.	£ s. d.	Cost per Train Mile. s. d.
LOCOMOTIVE POWER.			
Wages of Foremen	4,154 16 1	...	0 0·17
„ Drivers and Firemen	84,926 10 10	...	0 3·57
„ Cleaners and Lighters-up	16,965 8 5	...	0 0·71
„ Coalmen and Yard Laborers	10,880 10 8	...	0 0·46
Cost of Coal and Coke	88,329 0 8	...	0 3·72
„ Wood	7,294 8 2	...	0 0·31
„ Water, Pumpers, &c.	9,889 16 1	...	0 0·42
„ Oil, Tallow, and Waste	12,685 0 0	...	0 0·53
„ Sundries for Cleaning Engines...	2,736 17 9	...	0 0·12
Board and Lodging Expenses of Men away from Home	2,113 4 11	...	0 0·09
Cost of Gas	535 16 9	...	0 0·03
„ Small Stores and Hose Pipe for washing out Engines, &c.	3,125 3 2	...	0 0·13
		243,636 13 6	0 10·26
LOCOMOTIVE REPAIRS.			
Wages	45,997 13 7		
Material	22,569 19 1		
		68,567 12 8	0 2·89
TOOLS, MACHINERY, AND BUILDINGS.			
Wages	3,386 10 8		
Material	2,132 11 6		
		5,519 2 2	0 0·23
GENERAL CHARGES.			
Including Watchmen, Half-pay for Accidents, Holidays, Stationery, &c. — Wages	10,085 1 5		
Material	775 12 8		
		10,860 14 1	0 0·45
Supervision, including all Salaries and Office Charges	...	5,507 0 6	0 0·23
		334,091 2 11	1 2·06
TRAFFIC CHARGES.			
Carriage Repairs—Wages	24,951 1 0		
„ Material	13,848 13 11		
Wagon Repairs—Wages	15,815 0 0		
„ Material	9,345 9 6		
Carriage and Wagon Working Expenses—Wages	6,825 8 7		
„ „ Material	6,789 10 5		
		77,575 3 5	0 3·27
		411,666 6 4	1 5·33

P. P. LABERTOUCHE, Secretary.

GEO. T. A. LAVATER, Accountant.

Railway Department, Accountant's Office,
23rd May, 1884.

VICTORIAN RAILWAYS.

No. 19.

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., for Twelve and a half Years, from 1st July, 1871, to 31st December, 1883.

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.
			Capital Cost, including Rolling-stock.	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.		
			£	£							£	£	£	£		*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
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
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
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
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
† 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
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
1878	1,035	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
1879	1,108	1,091	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
‡ 1880	1,199	1,194	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
‡ 1881	1,247	1,215	18,603,830	14,919	122	88	398	3,609	18,973,070	1,468,785	770,617	894,592	1,665,209	1,371	4,633,267	7/2·26
‡ 1882	1,355	1,300	19,746,915	14,573	126	102	456	3,951	22,646,489	1,684,213	835,710	945,368	1,781,078	1,370	5,069,389	7/0·32
‡ 1883	1,562	1,432	21,488,065	13,757	132	127	590	4,493	26,485,305	1,881,760	917,453	980,858	1,898,311	1,326	5,701,513	6/7·91

Year.	Maintenance.		Locomotive.		Traffic.		General.		Total Working Cost.				Net Earnings.			
	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.*	
1871-2	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	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	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	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	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	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	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	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	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	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
‡ 1881	219,599	13·19	256,990	15·43	412,336	24·76	24,647	1·48	913,572	54·86	3/11·32	752	751,637	619	3/2·93	4·04
‡ 1882	244,626	13·73	284,713	15·99	544,886	30·59	24,374	1·37	1,098,599	61·68	4/4·01	845	682,479	525	2/8·31	3·46
‡ 1883	376,187	19·82	334,091	17·60	514,259	27·09	49,385	2·60	1,273,921	67·11	4/5·62	890	624,389	436	2/2·28	2·91

* Including repairs and renewals of carriages and wagons.——† Six months only.——‡ The Hobson's Bay Suburban Lines included since 1880.

P. P. LABERTOUCHE,
Secretary.

GEO. T. A. LAVATER,
Accountant.

Railway Department, Accountant's Office,
14th June, 1884.

VICTORIAN RAILWAYS.

No. 20.

STATEMENT showing the Cost of EACH LINE, THE TOTAL LENGTH OF WHICH WAS OPEN FOR TRAFFIC, at 31st December, 1883, with Average Cost per Mile, 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.								
Melbourne to Sandhurst (including Melbourne terminus)	100¾	...	100¾	1,902	17	1 in 50	5,332,767	52,931
Sandhurst to Echuca (including Bridge over Murray at Echuca)	...	55¼	55¼	753	320	1 „ 90	666,635	12,066
Lancefield Junction to Lancefield	...	14½	14½	1,675	1,072	1 „ 40	61,550	4,245
Carlsruhe to Daylesford	...	22¾	22¾	2,469	1,791	1 „ 50	155,938	6,854
Castlemaine to Dunolly	...	47½	47½	949	580	1 „ 40	293,086	6,170
Dunolly to St. Arnaud	...	33	33	945	611	1 „ 50	158,041	4,789
St. Arnaud to Donald	...	23¾	23¾	868	374	1 „ 50	91,217	3,841
Ballarat to Maryborough	...	42½	42½	1,525	732	1 „ 40	264,381	6,221
Ballarat Racecourse Branch Line	...	2	2	1,508	1,466	1 „ 50	6,937	3,468
Maryborough to Avoca	...	15	15	883	721	1 „ 40	60,768	4,051
Sandhurst to Inglewood	...	30	30	778	442	1 „ 43	152,742	5,091
Inglewood to Charlton	...	42¾	42¾	639	422	1 „ 50	148,129	3,465
Charlton to Wycheproof	...	16½	16½	521	356	1 „ 50	64,554	3,912
Korong Vale to Boort	...	18	18	459	296	1 „ 50	59,341	3,297
Total	100¾	363½	464¼	...	...	...	7,516,086	Average: 16,181
WESTERN SYSTEM.								
Footscray Junction to Williamstown (including Piers and Breakwater)	6	...	6	66	12	1 in 100	435,807	72,635
Newport to Geelong (including line to Geelong Wharf)	1¾	37¼	39	113	12	1 „ 81 & wharf line 1 „ 50	1,107,938	28,409
West Geelong to Ballarat	53½	...	53½	1,725	47	1 „ 52	1,748,478	32,682
Geelong to Queenscliff — (Queenscliff Junction to Queenscliff)	...	20¾	20¾	263	10	1 „ 50	108,233	5,216
Geelong to Colac (including Geelong Racecourse Branch Line)	...	52½	52½	465	17	1 „ 50	309,997	5,905
Colac to Camperdown	...	28	28	569	405	1 „ 50	103,698	3,704
Warrenheip to Gordons	...	13	13	1,940	1,707	1 „ 50	83,029	6,387
Ballarat to Ararat	...	57	57	1,517	960	1 „ 44	321,888	5,647
Ararat to Stawell	...	18¾	18¾	1,086	759	1 „ 50	116,314	6,203
Stawell to Horsham	...	53½	53½	759	423	1 „ 50	238,936	4,466
Horsham to Dimboola	...	21¼	21¼	477	361	1 „ 50	66,327	3,121
Ballarat to Scarsdale	...	13¼	13¼	1,481	1,157	1 „ 50	50,335	3,799
Ararat to Hamilton	...	66½	66½	1,028	572	1 „ 50	312,746	4,703
Hamilton to Portland (including line to Portland Wharf)	...	54	54	605	11	1 „ 50 & wharf line 1 „ 40	272,440	5,045
Total	61¼	435¾	497	...	...	...	5,276,166	Average: 10,616
NORTH-EASTERN SYSTEM.								
Essendon Junc. to Essendon (including Racecourse Line)	5	...	5	148	14	1 in 67	99,765	19,953
Essendon to Wodonga	14½	167½	182	1,148	105	1 „ 50	1,667,046	9,160
Wodonga to Murray River	...	2¼	2¼	537	512	1 „ 75	31,224	13,877
Tallarook to Yea	...	23¾	23¾	698	488	1 „ 40	122,515	5,159
Mangalore to Shepparton	...	45	45	476	372	1 „ 100	233,645	5,192
Shepparton to Numurkah	...	20½	20½	376	348	1 „ 206	63,723	3,108
Toolamba to Tatura	...	7	7	385	371	1 „ 108	26,755	3,822
Benalla to St. James	...	20½	20½	583	450	1 „ 75	60,704	2,961
Wangaratta to Beechworth	...	23	23	1,831	502	1 „ 30	156,480	6,803
Everton to Myrtleford	...	16½	16½	989	581	1 „ 40	56,057	3,397
Springs to Wahgunyah	...	14	14	622	454	1 „ 50	66,676	4,763
Total	19½	340	359½	...	...	...	2,584,590	Average: 7,189
EASTERN SYSTEM.								
Spencer to Flinders streets Junction	...	¾	¾	17	6	1 in 23	6,664	8,885
South Yarra to Oakleigh	6¾	...	6¾	184	22	1 „ 50	227,294	33,673
Oakleigh to Sale	...	118¼	118¼	513	32	1 „ 50	778,690	6,585
Traralgon to Heyfield	...	22¼	22¼	262	93	1 „ 50	85,926	3,862
Hawthorn to Lilydale	...	20¼	20¼	484	41	1 „ 40	170,252	8,408
Caulfield to Frankston	...	20	20	167	10	1 „ 50	113,130	5,657
Hobson's Bay Lines (including the Sandridge Pier)	16½	...	16½	53	10	1 „ 100	1,454,159	88,131
Total	23¼	181¾	204¾	...	...	...	2,836,115	Average: 13,852
Grand Total	204¾	1,320¾	1,525½	...	...	...	18,212,957	11,939

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

P. P. LABERTOUCHE, Secretary.

GEO. T. A. LAVATER, Accountant.

Railway Department, Accountant's Office,
23rd May, 1884.

No. 21.

RETURN of the Number and Nature of Accidents to Life and Limb which have occurred during the Year ending the 31st December, 1883.

Date of Accident.	Station or Line where Accident occurred.	Passengers.				Servants of Department or of Contractors.				Persons Killed or Injured while crossing 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.	
1883.																
Jan. 3	Spencer-street Station	...	...	...	...	...	...	...	...	...	...	...	...	...	1	A carter jumped off his dray, his horse having become frightened by a passenger train, and the wheels of the dray passed over both his legs and injured them.
„ 4	St. Kilda Station ...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	A boy put his hand out of a train when coming into St. Kilda station; his arm came into contact with one of the pillars supporting the roof, and his wrist was broken.
„ 12	Elmore Station ...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	An employé of the department, engaged in shunting, was jammed between the buffers of two trucks and killed.
„ 15	Williamstown Railway Pier	...	...	...	...	...	1	...	...	...	...	...	...	...	...	Tally-clerk was standing unseen between two trucks counting steel rails when shunting was being done, and was caught between the ends of the rails and seriously injured.
„ 18	St. Kilda Line ...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	Guard of train leaned out of platform of American carriage, and coming in contact with Park-street bridge, was killed.
„ 22	Richmond Station ...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	A passenger, slightly under the influence of drink, attempted to enter a train while in motion, slipped between the carriage and platform, and received serious injuries, from which he subsequently died.
„ 25	Ballarat Line ...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	A passenger got out of train while in motion and received serious injuries, from which he subsequently died.
Feb. 7	Beaufort Station ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Man engaged in loading firewood was caught between the buffers of two trucks and injured.
„ 9	North-Eastern Line...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	A man, while sitting on girder of Goulburn bridge, was struck by a passing train and injured.
„ 13	Richmond Line ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	A man, while crossing the line at the Botanical bridge, was knocked down by a passing train and seriously injured.
„ 16	Footscray Line ...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	A carpenter, while working at the Saltwater River bridge, fell off and was drowned.
„ 17	Geelong and Ballarat Line	...	...	...	...	...	...	...	...	...	...	1	...	...	...	A man, while trespassing on the line, was killed by a passing train at Ballarat East.
„ 20	Spencer-street Station	...	...	...	...	...	1	...	...	...	...	...	...	...	...	Labourer, while drawing crates of crockery over a plank, the plank gave way, and he fell and broke his leg.
„ 24	Spencer-street Station	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Shunter, while roping up trucks in Melbourne yard, was caught by rope when the trucks were moving, and injured his leg.
„ 28	Williamstown Station	...	...	...	...	...	...	...	1	...	...	...	...	...	...	A mason's labourer, working at the station, was struck by American carriage of up train and injured, a strong wind having prevented his hearing the train approach.
„ 28	Ballarat and Maryborough Line	...	...	...	...	...	2	...	...	...	...	...	...	...	...	Gatekeeper and her daughter at No. 9 gate injured by a rail falling off a passing train.
March 15	Clunes Station	...	16	...	...	...	...	...	...	...	...	...	...	...	...	Collision between 12 noon down and 12.15 p.m. up train, caused by porter turning the up train on to the line upon which the down train was standing.
„ 15	Brighton Line ...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	A little girl, when crossing the line at Inkerman-street crossing, East St. Kilda, was run over by passing train and killed.

„	19	Newmarket Station...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Clerk at station attempted to cross the line in front of a train and was knocked down and seriously injured.
April	2	Kerang Line ...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	Repairer fell off a trolly and was slightly injured, through pump-stick slipping off and coming into contact with a sleeper.
„	11	Lilydale Line ...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	Man, when crossing the line at Emery station, slipped on the rails and was slightly injured.
„	27	Melbourne, Falls Bridge	...	...	...	...	...	...	...	...	...	...	1	...	...	...	Man, trespassing at night on the bridge over the Yarra at the Falls, was struck by a passing train and killed.
„	28	Colac & Camperdown Line	...	...	...	...	...	...	...	...	1	...	...	...	...	...	A girl, while driving goats across the line, was run over by contractor's engine and killed.
„	28	Kyneton Station ...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	Man, loading chaff at Kyneton station, was jammed between the buffers of two trucks and seriously injured.
May	1	Branxholme and Casterton Line	...	...	...	...	...	1	...	...	...	...	...	...	...	...	Contractor's workman had his leg broken while working in a cutting, through a lump of clay rolling down on him.
„	7	Kensington Hill ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Labourer severely injured in shunting operations.
„	9	Brighton Line ...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	Employé, while crossing the line between South Yarra and Prahran, was knocked down by passing train, and subsequently died from injuries received.
„	9	South Yarra Station	...	...	1	...	...	...	...	...	...	...	...	...	...	...	Passenger (a young man) attempted to alight while train was in motion and was dragged under the train, and subsequently died from injuries received.
„	18	Flinders-street Station	...	...	1	...	...	...	...	...	...	...	...	...	...	...	A young man, in attempting to strike another in Hawthorn train as it was leaving the platform, fell under the train and was killed.
„	30	North-Eastern Line	...	...	...	...	...	...	...	...	...	...	1	...	...	...	Man, while trespassing on the line with a horse and cart, near Longwood, was run over by passing train and killed.
June	4	Williamstown Line	...	...	...	...	...	...	...	...	1	...	...	...	...	...	Man knocked down and killed by passing train while he was crossing the line at Yarraville station.
„	9	Coburg Line ...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	Boy run over by contractors' trucks and leg injured; afterwards amputated.
„	12	Gippsland Line ...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	Man, while trespassing on the line, run over and killed by passing train near Warragul.
„	12	Wangaratta Station...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Porter, in attempting to get on an engine to perform shunting, slipped, and his foot was crushed by wheel of engine.
„	15	Spencer-street Station	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Labourer injured by some trucks being shunted against the one he was working in.
„	27	Brighton Line ...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	Lady got out of train when it pulled up outside of home semaphore at Balaclava, supposing it had reached the platform, fell and broke her leg.
„	30	East Richmond Station	...	...	1	...	...	...	...	...	...	...	...	...	...	...	Man got out of train while in motion, and was carried along past the platform, and died from injuries received.
July	6	Ditto	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Relieving porter in charge, in attempting to enter van while in motion, fell between train and platform, and was seriously injured.
„	9	Sandridge Line ...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	Man attempted to cross the line at Ferrars-street gates, though warned by gatekeeper not to do so, and was knocked down and killed by train.
„	15	East Richmond Station	...	1	...	...	...	...	...	...	...	...	...	...	...	...	While lady passenger was getting out of train, with the assistance of the head guard, the second guard gave an unauthorized signal to start the train; the lady fell and hurt her hip.
„	16	Pakenham Station ...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	Woman attempted to leave train before it reached the station, and fell out and was injured.
August	1	Portland Station ...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	Man run over and killed by light engine between Portland station and Portland pier.
„	3	Flinders-street Station	...	...	...	1	...	...	...	...	...	...	...	...	...	...	Man fell on the platform while under the influence of drink, and was injured about the head.
„	3	Spencer-street Station	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Coalman fell down steps of coal stage and was injured.
„	4	Leichardt Station ...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	Porter in charge killed by being crushed between the buffers of two trucks when shunting.
„	6	Eaglehawk & Mitiamo Line	...	...	...	...	...	...	1	...	...	...	...	...	...	...	Gatekeeper at No. 2 gate, E. and M. line, killed in opening the gate.
		Carried forward ...	...	17	5	4	...	6	6	9	4	2	5	1	...	3	

No. 21.—RETURN of the Number and Nature of Accidents to Life and Limb which have occurred during the Year ending the 31st December, 1883—*continued.*

Date of Accident.	Station or Line where Accident occurred.	Passengers.				Servants of Department or of Contractors.				Persons Killed or Injured while crossing 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.	
1883.	Brought forward...	...	17	5	4	...	6	6	9	4	2	5	1	...	3	
August 8	Beechworth Station	...	...	...	...	...	...	...	...	...	...	...	...	1	...	Man killed by a fall of timber, carelessly stacked by consignees, at Beechworth station.
„ 17	Williamstown Station	...	...	...	...	...	1	...	...	...	...	...	...	...	...	Engine-driver struck on the head and rendered insensible by a stone thrown by a lad, afterwards fined for the offence.
„ 18	Flinders-street Station	...	...	...	...	...	...	1	...	...	...	...	...	...	...	Labourer engaged in shunting, while attempting to pass between two trucks, was crushed to death.
„ 18	Sandhurst and Echuca Line	...	...	...	...	...	...	...	...	...	...	1	...	...	...	Chinaman, while trespassing on the line, was accidently killed by a passing train.
„ 23	Highett-road Station	...	...	...	1	...	...	...	...	...	...	...	...	...	...	Lady passenger fell from platform of Yankee carriage on to station platform and was slightly hurt.
„ 25	Brighton Line ...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	Passenger got out of train before it pulled up at North Brighton platform, although warned by guard not to do so, and was injured.
„ 28	Essendon Line ...	...	21	...	...	...	...	...	...	...	...	...	...	...	...	9.45 p.m. down train was turned by signalman's mistake on to Racecourse line, and ran on until it collided with some cattle trucks.
„ 29	Seymour Station ...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	Man engaged in discharging a truck was injured through some trucks being shunted against the one he was working in. He neglected warning given to him by railway employé.
Sept. 1	Footscray Station ...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	Woman attempted to get out of train while in motion and was seriously injured.
„ 10	Beechworth Line ...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	Line repairer run over and killed by train near Everton.
„ 18	Ballarat & Ararat Line	...	...	...	...	...	...	...	...	...	...	1	...	...	...	Man, while trespassing on the line, was run over and killed.
„ 29	Mitiamo Station ...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	Lad killed by being crushed between buffers of two trucks.
Oct. 12	Sandridge Station ...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	Shunter killed by being crushed between the buffers of two trucks.
„ 16	Gippsland Line ...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	Man, under the influence of drink, while trespassing on the line, was run over and killed by a passing train.
„ 24	Echuca Wharf ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Labourer had one of his legs broken through a bale of wool falling upon him off a truck.
Nov. 6	Ballarat & Ararat Line	...	...	...	...	...	...	...	...	...	...	1	...	...	...	Man run over and killed while trespassing on the line.
„ 12	Racecourse Line ...	...	29	...	...	...	...	...	...	...	...	...	...	...	...	Axle of one of the carriages of special race train broke.
„ 19	Main Line ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Guard of contractors' special from Sandhurst to Melbourne fell off truck and injured his foot.
„ 22	Spencer-street ...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	Labourer had his head severely injured through being struck by lever of crank axle of coal ramp.
„ 24	Gippsland Line ...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	Man, while trespassing on the line, was run over and killed by a passing train.
Dec. 11	East Richmond ...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	Old lady fell down steps at East Richmond station and was severely hurt by the fall.
„ 24	Flinders-street Station	...	...	...	...	...	...	1	...	...	...	...	...	...	...	Employé crushed between two trucks and killed.
„ 24	Hawthorn Line ...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	Man knocked down and killed while attempting to cross the line in front of an approaching train at Burnley-street crossing.
	Totals	...	67	5	8	...	7	10	12	5	2	10	1	2	4	

Secretary's Office,
24th June, 1884.

P. P. LABERTOUCHE, Secretary.

VICTORIAN RAILWAYS.

No. 22.

RETURN of Accidents and Injuries to Life and Limb, from the Opening of the Lines for Traffic to 31st December, 1883.

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
1881	4	46	4	4	...	1	14	10	3	...	8	2	1	1	34	64
1882	1	210	1	5	...	13	22	25	3	1	9	2	2	5	38	261
1883	...	67	5	8	...	7	10	12	5	2	10	1	2	4	32	101
Total ...	5	444	11	27	14	62	118	149	22	10	91	26	16	22	277	740

P. P. LABERTOUCHE, Secretary.

GEO. T. A. LAVATER, Accountant.

Railway Department, Accountant's Office,
24th June, 1884.

No. 23.

STATEMENT showing Contracts in Progress at 31st December, 1882, for Construction of Lines, Stations, Buildings, Rolling-stock, and other works; also the Contracts entered into during the Year ending 31st December, 1883.

Contract No.		Date of *Gazette.*	Contractor.	Description of Contract.	Line of Railway.	Contract Amount.	Expenditure to 31st Dec., 1883.	Balance Unexpended.	Remarks.
Engineer-in-Chief's.	*Gazette.*					£ s. d.	£ s. d.	£ s. d.	
1150	2073	1879. Aug. 15 1880.	Langlands Foundry Co.	Supply of wrought-iron engine, tender, carriage, and truck wheels	Rolling-stock	Rates	34,818 7 8	...	Completed.
1301	897	Sept. 3 1881.	Johnson and Co. ...	„ locomotive chimneys	„	„	460 19 2	...	Not completed at 31 Dec. '83.
1353	1955	Apr. 14	C. and E. Millar ...	Construction of Shepparton to Numurkah railway	Shepparton to Numurkah	20,545 1 8	23,663 0 3	...	„ „
„	1576	Dec. 16	C. and E. Millar ...	Extra on ditto	„	3,317 18 7			
1356	1812	Feb. 25 1882.	Thompson and Co.	Manufacture of locomotive engine cylinders ...	Rolling-stock	840 0 0	1,344 0 0	...	Completed.
„	538	July 14 1881.	Thompson and Co.	Extra on ditto	„	504 0 0			
1377	2096	May 20 1882.	Falkingham & Bunn	Construction of Caulfield and Frankston railway...	Caulfield to Frankston	40,916 1 2	42,900 0 0	...	Not completed at 31 Dec. '83.
„	1436	Sept. 8 1881.	Falkingham & Bunn	Extra on ditto	„	3,000 0 0			
1378	3094	June 30	Phœnix Foundry Co.	Manufacture of locomotive goods engines and tenders	Rolling-stock	31,470 0 0	31,003 0 0	467 0 0	Completed.
1387	3036	„ 10	Smith, Thewlis, and Co.	Construction of Horsham and Dimboola railway...	Horsham and Dimboola	28,583 13 0	26,688 1 2	1,895 11 10	„
1398	472	July 22 1882	D. Leslie and Co. ...	„ railway from Inglewood to Korong Vale	Inglewood to Charlton	29,034 11 3	28,000 0 0	...	Not completed at 31 Dec. '83.
1399	2667	Apr. 28 1881.	D. Leslie and Co. ...	„ railway from Korong Vale to Charlton	„	40,514 5 7	39,254 18 5	...	„ „
1410	1203	Sept. 9	McDermott, McNeil, and Bath	„ Colac to Camperdown railway ...	Colac to Camperdown	47,420 3 6	45,095 6 5	...	„ „
1414	1250	„ 30	C. and E. Millar ...	„ Hawthorn and Lilydale railway...	Hawthorn to Lilydale	79,865 10 0	77,868 3 2	...	„ „
1418	471	July 22	Johnson and Co. ...	Manufacture of 10 composite carriages	Rolling-stock	4,770 0 0	4,598 0 0	172 0 0	Completed.
1442	1452	Nov. 25 1882.	Sharp and Campbell	Second line of way from Windsor to Elsternwick...	Hobson's Bay lines	18,975 0 0	18,804 5 9	170 14 3	„
1445	1745	Jan. 20	J. McEwan and Co.	Supply of steel rails and fishplates	All lines	159,245 5 0	158,692 4 3	...	Not completed at 31 Dec. '83.
1445A	1746	„ 20 1881.	Mossband Steel Co.	„ „ „	„	38,503 6 0	38,501 1 0	2 5 0	„ „
1446	3175	Sept 2	M. Healy ...	„ split posts and rails	Goulburn Valley line	1,336 10 0	1,206 5 7	130 4 5	Completed.
1454A	1475	„ 22 1882.	Noonan Brothers ...	Construction of railway, Heidelberg road to Alphington	Richmond to Alphington	25,306 14 0	16,645 1 10	...	Not completed at 31 Dec. '83.
1455	2688	Apr. 28 1881.	Robert Thornton ...	„ railway, Melbourne to Coburg ...	Melbourne to Coburg	52,682 16 0	32,687 18 10	...	„ „
1456	1453	Nov. 25 1882.	Noonan Brothers ...	Second line of way from Elsternwick to Brighton	Hobson's Bay lines	14,971 7 9	18,007 11 8	...	Completed.
„	1355	Aug. 25 1883	Noonan Brothers ...	Extra on ditto	„	2,500 0 0			
„	2806	May 11 1881.	Noonan Brothers ...	„	„	536 3 11			
1457	1316	Oct. 14	Johnson and Co. ...	Manufacture of 200 medium open goods wagons ...	Rolling-stock	15,582 10 0	13,018 10 0	...	Not completed at 31 Dec. '83.
1458	1317	„ 14 1882.	P. Bevan ...	„ 20 composite carriages	„	9,400 0 0	9,403 0 0	447 0 0	Completed.
„	1816	Dec. 8 1881.	P. Bevan ...	Extra on ditto	„	450 0 0			
1460	1325	Oct. 21	F. Wilkins ...	Construction of railway, Eaglehawk to Mitiamo ...	Eaglehawk to Kerang	44,125 9 0	44,083 5 8	...	Not completed at 31 Dec. '83.

		1882.								
*1461	2834	June 30 1883.	Wilkins & Strevens	„ „ Mitiamo to Kerang ...	„	64,190 18 7	} 38,714 7 2	...	„ „	
„	2901	June 1 1881.	Wilkins & Strevens	„ „ „ ...	„	5,000 0 0				
1473	1336	Oct. 28	E. Noble and Co. ...	Manufacture of 1000 wrought-iron buffers ...	Rolling-stock	2,275 0 0	2,275 0 0	...	Completed.	
1473A	1335	„ 28 1882.	H. W. Mould ...	„ „ „ ...	„	2,275 0 0	2,275 0 0	...	„	
1474	1800	Feb. 10 1881.	R. Kennedy and Son	„ 500 medium open goods wagons ...	„	39,225 0 0	30,101 3 3	...	Not completed at 31 Dec. '83.	
1476	1451	Nov. 25 1882.	Phœnix Foundry Co.	„ 6 tank locomotive engines ...	„	16,640 0 0	16,366 5 0	273 15 0	Completed.	
1479	1801	Feb. 10	Johnson and Co. ...	„ 20 second-class, 20 composite carriages, and 15 luggage brake vans	„	26,400 0 0	13,603 10 0	...	Not completed at 31 Dec. '83.	
1479A	1802	„ 10	P. Bevan ...	„ 25 first-class carriages	„	14,150 0 0	} 8,550 0 0	...	„ „	
„	1829	„ 17 1881.	P. Bevan ...	Extra on ditto	„	1,050 0 0				
1482	1295	Oct. 7	T. Gaunt ...	Supply of 2 turret clocks	Melbourne terminus and Hobson's Bay lines	697 0 0	676 0 0	21 0 0	Completed.	
1483A	1446	Nov. 25 1882.	Victoria Iron Rolling Company	Manufacture of dogspikes	All lines	11,340 0 0	11,324 6 3	15 13 9	„	
1527	2364	Mar. 3 1883.	Newton and Borland	Alteration and additions to Geelong station ...	Williamstown Junction to Ballarat ...	12,539 0 0	} 13,321 8 10	17 11 2	„	
	1674	Nov. 8	Newton and Borland	Extra to ditto	„ ...	800 0 0				
1531	...	... 1882.	J. A. Johnston ...	Grubbing, clearing, &c., from Horsham to Winmera shire boundary	Horsham to Dimboola	58 6 8	58 6 8	...	„	
1538	1446	Sept. 15	Alcock and Co. ...	Supply of sawn blackwood	Rolling-stock	Rates	4,196 18 7	...	Not completed at 31 Dec. '83.	
1538A	1445	„ 15	Thos. E. Boyd ...	„ teak	„	„	24,660 7 11	...	Completed.	
1547	1833	Feb. 17	D. Munro ...	Erection of clock tower at Flinders-street station...	Hobson's Bay lines	797 15 0	772 0 0	25 15 0	„	
1548	1768	„ 3	Johnson and Garrett	„ 8 gatekeepers' cottages	Eaglehawk to Kerang	922 11 0	792 14 7	129 16 5	„	
1549	1769	„ 3	Thompson and Co.	Manufacture of points and crossings	All lines	5,728 5 0	5,727 16 0	0 9 0	„	
1550	2551	Mar. 31	Moline and King ...	Construction of the Traralgon to Heyfield railway	Traralgon to Heyfield	50,625 2 4	47,744 4 11	...	Not completed at 31 Dec. '83.	
1551	2669	Apr. 28	McDermott, McNeil, and Bath	„ Benalla to St. James railway ...	Benalla towards Yarrawonga	28,921 13 0	24,123 14 4	...	„ „	
1556A	1771	Feb. 3	T. J. Connelly ...	Manufacture of 25 semaphore lamps	All lines	61 17 6	56 5 0	5 12 6	Completed.	
1564	2365	Mar. 3	Societe John Cockerill	Supply of 1,000 tons steel rails	„	7,800 0 0	7,755 16 10	44 3 2	„	
1565	1837	Feb. 17	N. Irwin ...	Erection of station buildings, &c., at Donald ...	St Arnaud to Donald	874 3 4	834 10 4	39 13 0	„	
1567	1775	„ 3	H. D. McKenzie ...	Supply of split posts and rails	All lines	594 11 0	219 10 1	375 0 11	„	
1568	2687	May 5	Wm. Barker ...	Alterations and additions to Creswick station ...	Ballarat to Maryborough	2,393 0 0	771 3 11	1,621 16 1	„	
1568A	1379	Sept. 1	Wm. Barker ...	Erection of goods shed, &c , at Creswick station ...	„	2,500 0 0	1,192 16 0	1,307 4 0	„	
1573A	2536	Mar. 24	M. Ferguson ...	Manufacture of fishbolts	All lines	3,300 0 0	3,300 0 0	...	„	
1580	2384	„ 10	J. McDonald ...	Erection of 23 gatekeepers' cottages	Hawthorn to Lilydale	3,580 15 0	3,383 8 0	197 7 0	„	
1585	1351	Aug. 25	McKenzie & Holland	Manufacture and supply of patent interlocking points and signal apparatus	All lines	15,454 15 8	15,391 13 10	63 1 10	„	
1592	2555	Oct. 31	Jas. Hughes ...	Excavating tank at Mitiamo station	Eaglehawk to Kerang	3,949 0 0	3,619 19 2	329 0 10	„	
1595	2699	May 12	Mitchell, Newell, and Dalglish	Construction of Wodonga to Murray railway ...	Wodonga to River Murray	24,983 19 3	20,777 5 10	...	Not completed at 31 Dec. '83.	
1596	2361	Mar. 3 1883.	J. Mooney ...	Supply of ironbark piles	Oakleigh to Sale and Caulfield to Frankston	243 15 0	} 538 19 4	...	„ „	
„	2038	Feb. 9 1882.	J. Mooney ...	Extra on ditto	... ...	478 2 6				
1597	1758	Nov. 24	Wm. Williams ...	Manufacture of 100 cattle wagons	Rolling-stock	14,350 0 0	...	...	„ „	
1598	2700	May 12	David Munro ...	„ 5 engine turntables	All lines	2,020 11 10	1,939 7 6	81 4 4	Completed.	
1599	2753	June 2	James Cockburn ...	Erection of goods shed at Daylesford	Carlsruhe to Daylesford	571 10 4	526 13 7	44 16 9	„	
1604	2688	May 5	D. Leslie and Co. ...	Construction of Borung to Boort railway ...	Borung to Boort	30,000 12 1	23,809 17 4	...	Not completed at 31 Dec. '83.	
1606	2689	„ 5	Edward Jeffers ...	Excavating tank at Lake Boort	„	3,382 18 4	3,061 14 8	321 3 8	Completed.	
1607	1443	Sept. 15	Sali Cleve ...	Supply of 34,600 tons of steel rails and fishplates	All lines	227,495 0 0	150,366 19 6	...	Not completed at 31 Dec. '83.	
1608	2768	June 9	J. Mackintosh ...	„ sleepers	„	2,887 10 0	2,857 6 3	30 3 9	Completed.	
1609	1626	Oct. 27	Morris and Begg ...	Alterations and additions to engine shed, Ballarat	Williamstown Junction to Ballarat ...	6,991 9 5	4,595 10 6	...	Not completed at 31 Dec. '83.	
†1610	2754	June 2	Smith and Sutherland	Construction of line from Branxholme to Casterton	Branxholme to Casterton	75,038 9 5	46,021 16 1	...	„ „	

* Transferred from F. Wilkins. † Transferred to Neil McNeil, junr., 8/6/83.

No. 23.—STATEMENT showing Contracts in Progress at 31st December, 1882, for Construction of Lines, Stations, Buildings, Rolling-stock, and other works; also the Contracts entered into during the Year ending 31st December, 1883—*continued.*

Contract No.		Date of *Gazette.*	Contractor.	Description of Contract.	Line of Railway.	Contract Amount.	Expenditure to 31st Dec., 1883.	Balance Unexpended.	Remarks.
Engineer-in-Chief's	*Gazette.*					£ s. d.	£ s. d.	£ s. d.	
		1882.							
1611	1448	Sept. 15	Langlands Foundry Co.	Manufacture of engine, tender, carriage, and truck wheels	Rolling-stock	Rates	14,016 14 10	...	Not completed at 31 Dec. '83.
1613	2727	May 19	D. Leslie and Co. ...	Construction of line from Charlton to Wycheproof	Charlton to Wycheproof	42,471 2 8	35,024 8 8	...	" "
1614	483	June 30	A. Kelly	Supply of sleepers and cross timbers	Hobson's Bay lines	2,182 1 8	2,178 4 8	3 17 0	Completed.
1616	2702	May 12	J. E. Rillstone ...	Manufacture of point and signal connexions ...	All lines	413 4 8	380 9 8	32 15 0	"
1619	2755	June 2	J. Greenough and Co.	Tar-paving stations, Hawksburn to Oakleigh ...	South Yarra to Oakleigh	2,093 16 7	2,231 3 6	...	"
		1883.							
"	2747	Apr. 27	J. Greenough and Co.	Extra on ditto	"	137 6 11			
		1882.							
1620	2767	June 9	T. Feely ...	Supply of piles	All lines	1,138 0 0	752 0 6	...	Not completed at 31 Dec. '83.
1620A	2851	July 14	J. and W. Robson...	"	Melbourne to Essendon	1,136 1 6	1,079 10 0	56 11 6	Completed.
1633	629	Aug. 11	Bell, Lewis, and Roberts	Construction of Ballarat and Scarsdale line of railway	Ballarat and Scarsdale	25,779 1 5	22,200 0 0	...	Not completed.
1634	2770	June 9	J. Gamble ...	Supply of bluestone metal	Hobson's Bay lines	519 10 0	462 6 7	57 3 5	"
1635	630	Aug. 11	Joseph Law and Co.	Construction of the Everton to Myrtleford line of railway	Everton to Myrtleford	39,006 1 1	32,500 3 5	...	Not completed at 31 Dec. '83.
1636	2783	June 16	Jeffrey and Marshall	Manufacture of 300 carriage hat-nets	Rolling-stock	153 15 0	153 15 0	...	Completed.
1639	481	" 30	Thompson and Co....	Supply of points and crossings	All lines	2,472 18 9	2,471 19 3	0 19 6	"
1639A	482	" 30	Howard and Cooke...	" "	"	2,613 0 0	2,832 3 9	50 0 0	"
		1883.							
"	495	July 6	Howard and Cooke...	Extra on ditto	"	269 3 9			
		1882.							
1640	1447	Sept. 15	J. S. Lee	Supply sawn blackwood	Rolling-stock	Rates	3,013 2 1	...	Not completed at 31 Dec. '83.
1641	485	June 30	J. W. Faul ...	Altering 250 carriage roof-lamps	"	300 0 0	307 4 0	...	Completed.
		1883.							
	1973	Jan. 26	J. W. Faul ...	Extra on ditto	"	7 4 0			
		1882.							
1642	486	June 30	Geo. Payne ...	Supply of bluestone metal	Footscray to Williamstown	1,250 0 0	1,250 0 0	...	"
1643	2836	" 30	Noonan Bros. ...	Erection of over-bridge at North Brighton ...	Hobson's Bay lines	1,481 19 1	1,426 14 9	55 4 4	"
1645	487	" 30	W. Swanson ...	" station buildings at Glenferrie-road ...	Hawthorn to Lilydale	1,767 10 0	73 15 6	1694 3 6	"
		1883.							
1645A	2494	Feb. 23	W. H. Deague ...	" "	"	1,298 5 9	1,615 2 2	3 3 7	"
	1382	Sept. 7	W. H. Deague ...	Extra on ditto	... ...	320 0 0			
		1882.							
1646	488	June 30	W. Swanson ...	Erection of station buildings at Auburn-road ...	Hawthorn to Lilydale	1,767 19 0	1,666 5 2	...	Not completed at 31 Dec. '83.
1647	631	Aug. 11	D. Spence ...	" " Camberwell ...	"	1,774 10 0	1,739 12 7	34 17 5	Completed.
1650	526	July 7	J. E. Rillstone ...	Manufacture of point and signal connexions ...	All lines	443 9 4	430 13 9	12 15 7	"
1651	1432	Sept. 8	A. Nicholl and Co....	Construction of line of railway from Castlemaine to Maldon	Castlemaine to Maldon	28,314 15 6	16,769 1 10	...	Not completed at 31 Dec. '83.
1652	1434	Sept. 8	Wm. Williams ...	Construction of 20 first-class, 40 second-class, and 24 composite carriages, and 395 medium open goods wagons	Rolling-stock	74,156 5 0	11,284 7 6	...	" "
1652A	1468	Sept. 22	G. F. Pickles & Sons	Construction of 20 first-class, 40 second-class, and 16 composite carriages, 30 brake vans, and 230 medium open goods wagons	"	70,232 10 0	18,889 12 7	...	" "
1653	133	June 9	J. and W. Robson ...	Supply of sleepers	Sandhurst to Echuca	458 6 8	407 11 0	50 15 8	Completed.
1654	1350	Aug. 25	McKenzie & Holland	Manufacture of semaphore fittings	All lines	797 10 0	797 5 0	0 5 0	"
1658	1431	Sept. 8	Phœnix Foundry Co.	" 50 locomotive engines and tenders	Rolling-stock	148,180 0 0	75,780 17 3	...	Not completed at 31 Dec. '83.
1660A	572	July 28	P. A. Mills ...	Supply of post and rails at Moe	All lines	107 10 0	107 10 0	...	Completed.
1660B	573	" 28	B. Trewhella ...	" " Trentham	"	210 0 0	210 0 0	...	"
1660C	621	Aug. 11	W. McComb ...	" " Rosedale	"	125 0 0	125 0 0	...	"
1661	574	July 28	Buchanan & Nodrum	" 2 donkey engines	"	335 0 0	345 0 0	...	"
	1623	Oct. 27	Buchanan & Nodrum	Extra on ditto	"	10 0 0			"

1662	540	July 14	D. Blair	Supply of redgum timber at Echuca	„	Rates	7,032 8 6	...	„
1663	541	„ 14	Dockendorff and Hutchinson	„ hardwood timber at Fern Hill... ...	„	„	897 2 0	...	„
1664	542	„ 14	J. and A. Trinca ...	„ „ Bunyip	„	„	1,357 12 11	...	„
1665	622	Aug. 11	W. E. Brown ...	Erection of 9 gatekeepers' cottages	Eaglehawk to Kerang	1,414 12 6	1,329 11 11	85 0 7	„
1667	543	July 14	Simpson Bros. ...	Supply of sawn timber at Beechworth	All lines	Rates	245 12 6	...	„
1668	544	„ 14	J. Williams ...	„ „ Violet Town or Baddaginnie	„	„	133 6 7	...	„
1669	547	„ 14	Price and Co. ...	Supply of sawn timber at Myamyn or Heywood ...	„	„	1,208 8 3	...	„
1670	1335	Aug. 8	J. N. Cox... ...	Erection of platform wall, &c., at Camperdown ...	Colac to Camperdown	368 17 6	310 7 2	58 10 4	Completed.
1671	1794	Dec. 1	C. and E. Millar ...	Water supply works and erection of turntable at Lilydale	Hawthorn to Lilydale	1,084 19 0	900 0 0	...	Not completed at 31 Dec. '83.
1672	545	July 14	J. Quiggin ...	Supply of sawn timber at Mooroopna	All lines	Rates	3,299 11 8	...	Completed.
1673	546	„ 14	P. Murren ...	„ „ Rosedale	„	„	274 6 1	...	„
1674	1545	Oct. 13 1883.	N. Irwin	Erection of goods shed at Bullarto	Carlsruhe to Daylesford	240 17 3	224 10 2	16 7 1	„
*1679	1971	Jan. 26	John S. White ...	Construction of line from Morwell to Mirboo ...	Morwell to Mirboo	74,991 1 0	7,188 19 0	...	Not completed at 31 Dec. '83.
1681	2034	Feb. 9 1882.	John Robb ...	„ line of railway from Footscray to Bacchus Marsh	Footscray Junction to Bacchus Marsh...	151,330 4 0	19,716 11 0	...	„ „
1682	1380	Sept. 1 1883.	Pritchard and Blackwood	Erection of station buildings at Dimboola ...	Horsham to Dimboola	2,186 1 1	2,180 0 0	...	„ „
„	2656	Apr. 6 1882.	Pritchard and Blackwood	Extra on ditto	„	400 0 0			
1683	1525	Oct. 6	C. and E. Miller ...	Construction of line of railway from Tallarook to Yea	Tallarook to Yea	97,637 16 4	85,139 17 3	...	„ „
1684	1526	„ 6	R. and J. Shimmin	Erection of station buildings at Middle Brighton ...	Hobson's Bay lines	1,387 15 3	1,240 0 0	...	„ „
1685	1433	Sept. 8	James McGuire ...	Manufacture of 500 sets locking bars	All lines	165 0 0	154 0 4	10 19 8	Completed.
1686	1349	Aug. 25 1883.	P. Kiely	Supply of metal at Pakenham	Oakleigh to Sale	1,182 10 0	1,239 18 7	...	„
„	2615	Mar. 22 1882.	P. Kiely	Extra on ditto	„	57 8 7			
1687	1469	Sept. 22	G. F. Pickles and Sons	Construction of 10 horse boxes	Rolling-stock	2,925 0 0	...	...	Not completed at 31 Dec. '83.
1687A	1470	„ 22	A. Harkness and Co.	„ 20 sheep and 50 flat trucks ...	„	6,657 10 0	5,642 8 10	...	„ „
	2600	Mar. 16 1882.	A. Harkness and Co.	Extra on ditto	„	181 17 6			
1687B	1435	Sept. 8	Johnson and Co. ...	Construction of 50 flat and 100 ballast trucks ...	„	10,950 0 0	8,117 2 0	...	„ „
1689	1486	„ 29	Thomas Feely ...	Supply of piles	Footscray to Williamstown	3,025 0 3	2,956 11 6	68 8 9	Completed.
1689A	1487	„ 29	Echuca and Moama Saw-mill Co.	„ sawn timber...	„	2,275 7 11	2,175 15 9	99 12 2	„
1692	1348	Aug. 25	Geo. Couch ...	Manufacture of traverse tables	All lines	716 10 9	679 4 8	37 6 1	„
1694	1382	Sept. 1	James Cowan and Co.	Erection of 19 gatekeepers' boxes	Hobson's Bay lines	572 17 11	538 15 11	34 2 0	„
1696	1488	„ 29	Wm. Walkerden ...	Supply of bricks	St. Arnaud to Donald	264 0 0	240 0 0	24 0 0	„
1697	1450	„ 15	Humble and Nicholson	Manufacture of 5 engine turntables	All lines	1,995 0 0	1,909 14 0	85 6 0	„
1698	1627	Oct. 27	Robison Bros. and Co.	„ water cranes	„	2,552 0 0	2,325 13 0	226 7 0	„
1699	1567	„ 20	W. A. S. Williamson	Supply of sleepers	North-Eastern lines	7,700 0 0	5,273 10 5	...	Not completed at 31 Dec. '83.
1700	1383	Sept. 1 1883.	Timothy Kenny ...	„ bricks	„	275 0 0	393 2 6	6 17 6	Completed.
	2601	Mar. 16 1882.	Timothy Kenny ...	Extra on ditto	„	125 0 0			
1701	1452	Sept. 15	Edward McIntyre ...	Supply of stone pitchers	Gippsland lines	123 15 0	117 2 11	6 12 1	„
1702	1473	„ 22	L. Phillips ...	Erection of picket fence, near Prahran station ...	Hobson's Bay lines	126 12 6	117 9 8	9 2 10	„
1703	1489	„ 29	Joseph Gamble ...	Supply of bluestone metal and screenings ...	„	275 0 0	274 13 1	0 6 11	„
1705	1490	„ 29	Wm. Flanagan ...	„ bluestone metal	„	178 14 0	163 3 0	15 11 0	„
1707	1331	Aug. 18	Jas. Leech ...	„ gravel ballast	St. Arnaud to Donald	375 0 0	375 0 0	...	„
1708	1353	„ 25 1883.	Wm. Harrison ...	„ „	„	368 15 0	370 8 2	...	„
	2534	Mar. 2	Wm. Harrison ...	Extra on ditto	„	1 13 2			

* This contract was determined by the Board, 1st June, 1883.

No. 23.—STATEMENT showing Contracts in Progress at 31st December, 1882, for Construction of Lines, Stations, Buildings, Rolling-stock, and other works; also the Contracts entered into during the Year ending 31st December, 1883—*continued.*

Contract No.		Date of *Gazette.*	Contractor.	Description of Contract.	Line of Railway.	Contract Amount.	Expenditure to 31st Dec., 1883.	Balance Unexpended.	Remarks.
Engineer-in-Chief's.	*Gazette.*					£ s. d.	£ s. d.	£ s. d.	
		1882.							
1709	1491	Sept. 29	John Foot ...	Erection of station buildings, &c., at Montague-street	Hobson's Bay lines	671 7 3	710 6 10	...	Completed.
		1883.							
	2607	Mar. 16	John Foot ...	Extra on ditto	„	38 19 7			
		1882.							
1710	1681	Nov. 10	Belgian Export Co.	Supply of steel rails and fishplates	All lines	195,500 0 0	61,453 3 5	...	Not completed at 31 Dec. '83.
1712	1527	Oct. 6	David Munro ...	Erection of engine turntable at Korong Vale ...	Inglewood to Charlton	372 9 9	307 17 1	64 12 8	Completed.
1713	1547	„ 13	B. Jensen ...	„ gatekeeper's cottage near Mooroopna ...	Goulburn Valley	117 15 6	103 0 4	14 15 2	„
1714	1548	„ 13	F. Holyoak ...	„ passenger station at South Geelong ...	Geelong to Colac	1,165 1 10	1,080 15 5	84 6 5	„
1715	1549	„ 13	A. Campbell ...	Water supply works at Murchison	Goulburn Valley	1,218 17 8	991 8 11	...	Not completed at 31 Dec. '83.
1716	1568	„ 20	J. and J. L. Danger-field	Supply and erection of street-lamp pillars ...	Hawthorn to Lilydale	131 6 0	119 7 0	11 19 0	Completed.
1719	1550	„ 13	S. Rodda and Son ...	Erection of station buildings at Middle Park ...	Hobson's Bay lines	640 2 4	659 13 3	...	„
		1883.							
„	2805	May 11	S. Rodda and Son ...	Extra on ditto	„	19 10 11			
		1882.							
1720	1528	Oct. 6	S. R. Groom ...	Supply of piles at Ballarat East	Geelong to Ballarat	400 2 6	320 7 3	79 15 3	„
1721	1648	Nov. 3	J. Jarvis ...	Erection of goods sheds at Havelock	Castlemaine to Dunolly	398 19 5	357 11 8	41 7 9	„
1722	1551	Oct. 13	M. Ferguson ...	Manufacture of an engine traverser	Hobson's Bay lines	299 6 2	298 16 2	0 10 0	„
1723	1682	Nov. 10	R. Taylor ...	Erection of timber foot-bridge at Box Hill ...	Hawthorn to Lilydale	246 8 3	239 10 0	6 18 3	„
1724	1683	„ 10	D. Munro ...	Supply of 10 wrought-iron girders	North-Eastern lines	2,914 17 7	3,009 13 4	457 17 3	„
		1883.							
„	2748	Apr. 27	D. Munro ...	Extra on ditto	„	552 13 0			
		1882.							
1725	1529	Oct. 6	Johnson and Co. ...	Iron girders, hand-rail, &c., foot-bridge, Prahran ...	Hobson's Bay lines	123 12 0	110 10 4	13 1 8	„
1726	1569	„ 20	P. Parker ...	Supply of piles	„	304 16 6	281 14 6	23 2 0	„
		1883.							
1727	2587	Mar. 9	Alexander Campbell	Water supply works, and erection of turntable at Camperdown	Colac to Camperdown	1,269 19 0	1,000 0 0	...	Not completed at 31 Dec. '83.
		1882.							
1728	1449	Sept. 15	John Lee	Supply of posts and rails	St. Arnaud to Donald	168 7 0	168 7 0	...	Completed.
1729	1570	Oct. 20	W. A. S. Williamson	„ sleepers	Oakleigh to Sale	1,191 13 0	481 5 2	...	Not completed at 31 Dec. '83.
1730	1628	„ 27	Joseph Williams ...	Manufacture of point and semaphore connexions...	All lines	613 7 3	537 16 3	75 11 0	Completed.
1731	1717	Nov. 17	E. S. Thomassen ...	„ 3,600 wagon buffers	Rolling-stock	8,985 0 0	4,492 10 0	...	Not completed at 31 Dec. '83.
1732	1571	Oct. 20	Jas. E. Cottew ...	Erection of 6,000-gallon tank, &c., at St. Kilda station	Hobson's Bay lines	214 16 0	244 3 5	...	Completed.
		1883.							
„	2490	Feb. 23	James E. Cottew ...	Extra on ditto	„	29 7 5			
		1882.							
1733	1552	Oct. 13	James McCallum ...	Excavating, &c., at St. Kilda station	„	160 15 3	331 10 10	...	„
		1883.							
„	1919	Jan. 12	James McCallum ...	Extra on ditto	„	170 15 7			
1734	1684	Nov. 10	John S. White ...	Erection of piers and abutments for duplicating viaduct at 52 miles 12·04 chains	North-Eastern lines	489 19 4	504 6 2	...	„
		1883.							
„	2934	June 15	John S. White ...	Extra on ditto	„	14 6 10			
		1882.							
1735	1649	Nov. 3	M. Ferguson ...	Supply of permanent-way fastenings	All lines	1,685 0 0	1,685 0 0	...	„
1736	1572	Oct. 20	S. Willis Bros. ...	„ bluestone metal	Hobson's Bay lines	495 0 0	494 5 0	0 15 0	„
1737	1573	„ 20	W. Chambers ...	„ „	„	474 7 6	427 4 6	47 3 0	„
1738	1650	Nov. 3	J. E. Rillstone ...	Manufacture of semaphore ladders	All lines	203 5 0	194 8 7	8 16 5	„
1739	1565	Oct. 20	Wm. Anderson & Son	„ cast-iron chairs...	„	779 13 8	779 13 8	...	„
1740	1718	Nov. 17	A. Harkness and Co.	„ 10 carriage trucks	Rolling-stock	1,079 0 0	341 7 0	...	Not completed at 31 Dec. '83.

1742	1651	„ 3	Thompson and Co. ...	Manufacture of points and crossings	All lines	2,384 10 6	2,379 12 1	4 18 5	Completed.
1743	1652	„ 3	N. Irwin	Erection of station buildings at Cope Cope ...	St. Arnaud to Donald	889 0 0	814 10 3	74 9 9	„
1744	1709	„ 17	B. Jensen ...	„ passenger station at Raywood ...	Eaglehawk to Kerang	884 11 2	803 4 1	81 7 1	„
1745	1653	„ 3	Pritchard and Blackwood	„ goods shed, &c., at Pimpinio... ...	Horsham to Dimboola	1,080 9 3	1,024 5 11	56 3 4	„
1746	1654	„ 3	Pritchard and Blackwood	„ „ Wail	„	1,079 7 3	1,049 1 7	30 5 8	„
1747	1655	„ 3	Pritchard and Blackwood	„ „ Dimboola ...	„	1,501 11 4	1,448 17 0	52 14 4	„
1748	1685	„ 10 1883.	J. E. Rillstone ...	Manufacture of platelayers' tools and lorries ...	All lines	998 17 0	1,003 8 10	...	„
„	1367	Aug. 24	J. E. Rillstone ...	Extra on ditto	„	4 11 10			
1749	2597	Mar. 9 1882.	John Sharp and Son	Erection of grain shed at St. James	Benalla to St. James...	309 13 11	297 12 8	12 1 3	„
1750	1686	Nov. 10	Jarvie & Robertson	Construction of piers and abutments for duplication of viaduct at 22 miles 62·54 chains	North-Eastern lines	564 6 6	514 12 6	49 14 0	„
1751	1687	„ 10	W. T. Wright ...	Construction of piers and abutments for duplication of viaduct at 23 miles 29·04 chains	„	426 10 0	403 19 6	22 10 6	„
1753	1656	Nov. 3	Johnson and Co. ...	Supply of girders for bridge at Wells-street, Middle Brighton	Hobson's Bay lines	914 9 10	765 3 0	149 6 10	„
1754	1822	Dec. 8	G. Paine ...	„ bluestone metal	Footscray to Williamstown	1,250 0 0	961 15 3	...	Not completed at 31 Dec. '83.
1755	1657	Nov. 3	James McEwan ...	„ furniture	All lines	243 19 6	221 15 10	22 3 8	Completed.
1757	1720	„ 17	David Munro ...	Manufacture of coal-stage ramps and trucks ...	Rolling-stock	210 10 0	210 10 0	...	„
1758	1710	„ 17	B. Jensen ...	Erection of two gatekeepers' cottages	North-Eastern	255 15 0	203 1 11	...	Not completed at 31 Dec. '83.
1759	1721	„ 17	E. S. Thomassen ...	Manufacture of 180 engine and tender buffers ...	Rolling-stock	675 0 0	187 10 0	...	„ „
1760	1711	„ 17	B. Jensen ...	Erection of 8 gatekeepers' cottages	Eaglehawk to Kerang	1,351 16 0	1,277 9 8	74 6 4	Completed.
1761	1712	„ 17	Humble and Nicholson	Manufacture of boilers and pumps	All lines	2,656 10 0	2,434 4 10	222 5 2	„
1762	1795	Dec. 1	J. and W. Robson ...	Supply of sleepers	„	2,234 7 0	2,234 3 5	0 3 7	„
1762A	1713	Nov. 17	David Blair ...	„ „	„	1,031 5 0	953 12 6	77 12 6	„
1762B	1796	Dec. 1 1883.	J. Mackintosh ...	„ „	„	962 10 0	962 10 0	...	„
1763	1913	Jan. 12 1882.	James Paterson ...	Manufacture of semaphore lamps	„	266 15 0	266 15 0	...	„
1764	1793	Dec. 1	Hoffman Patent Steam Brick Co.	Supply of bricks	Hobson's Bay lines	260 0 0	141 14 0	...	Not completed at 31 Dec. '83.
1765	1797	„ 1 1883.	L. McPherson and Co.	Water supply tank and dam at Sebastian ...	Eaglehawk to Kerang	1,373 11 0	1,545 1 2	38 9 10	Completed.
„	2935	June 15	L. McPherson and Co.	Extra on ditto	„	210 0 0			
1766	1992	Feb. 2 1882.	D. Munro ...	Supply of broken metal, ashlar, footings, &c., for bridge at Wells-street	Hobson's Bay lines	526 1 0	478 4 6	47 16 6	„
1767	1823	Dec. 8	W. Hutchinson ...	Supply of gravel ballast	Footscray Junction to Sandhurst ...	416 13 4	416 13 4	...	„
1768	1824	„ 8	W. Swanson ...	Erection of station buildings at Portland... ...	Portland to Hamilton	3,183 19 0	2,887 11 2	296 7 10	„
1769	1826	„ 8	A. Kyle	„ gatekeeper's cottage at Tarrawingee ...	Wangaratta to Beechworth	157 17 0	154 13 2	3 3 10	„
1770	1825	„ 18	H. Parnall ...	„ „ „ Dunach siding	Ballarat to Maryborough	128 16 9	118 1 5	10 15 4	„
1771	1714	Nov. 17	A. Anderson ...	Supply of bluestone channel pitchers	Melbourne terminus	97 7 0	88 10 0	8 17 0	„
1772	1715	„ 7 1883.	W. Flanagan ...	„ „ metal	„	214 9 0	309 1 6	...	„
„	2489	Feb. 23 1882.	W. Flanagan ..	Extra on ditto	„	94 12 6			
1773	1827	Dec. 18	A. McDonald ...	Supply of bluestone metal	Geelong to Queenscliff	838 10 0	758 15 11	79 14 1	„
1774	1719	Nov. 27 1883.	E. Noble and Co. ...	Manufacture of 500 wrought-iron buffers ...	Rolling-stock	1,137 10 0	1,137 10 0	...	„
1775	1914	Jan. 12	M. Ferguson ...	„ fishbolts and nuts	All lines	8,083 10 0	3,853 13 9	...	Not completed at 31 Dec. '83.
1776	1915	„ 12	M. Ferguson ...	„ „ „	„	8,083 10 0	1,577 16 3	...	„ „
1778	1916	„ 12 1882.	M. Ferguson ...	„ dogspikes	„	7,062 5 0	4,594 1 3	...	„ „
1782	1759	Nov. 4	R. Bain and Son ...	Manufacture of cast-iron work for buffer frames ...	Hobson's Bay lines	133 2 0	50 9 5	82 12 7	Completed.

No. 23.—STATEMENT showing Contracts in Progress at 31st December, 1882, for Construction of Lines, Stations, Buildings, Rolling-stock, and other works; also the Contracts entered into during the Year ending 31st December, 1883—*continued.*

Contract No. Engineer-in-Chief's.	Contract No. *Gazette.*	Date of *Gazette.*	Contractor.	Description of Contract.	Line of Railway.	Contract Amount.	Expenditure to 31st Dec., 1883.	Balance Unexpended.	Remarks.
		1882.				£ s. d.	£ s. d.	£ s. d.	
1783	1798	Dec. 1	Brine Bros. ...	Supply of gravel ballast	Ararat to Portland	148 19 0	148 18 0	0 1 0	Completed.
1786	1576	Oct. 20	J. Morris ...	„ screw cutting lathe	Melbourne terminus	150 0 0	155 0 0	...	„
		1883.							
„	2044	Feb. 16	J. Morris ...	Extra „ „	„	5 0 0			
1789	2894	June 1	Lonie, Dingle, and Co.	Manufacture of 10 engine turntables	All lines	3,918 0 0	671 13 2	...	Not completed at 31 Dec. '83.
1790	1993	Feb. 2	Thompson and Co....	„ hydraulic machinery for Echuca ...	Sandhurst to Echuca	2,581 14 2	2,400 16 0	180 18 2	Completed.
		1882.							
1791	1716	Nov. 17	James Gow ...	„ 20 tip-wagons	North-Eastern lines	688 16 0	612 12 11	76 3 1	„
1792	1800	Dec. 1	E. W. Drayton ...	„ pins and ferrules	All lines	421 12 6	421 12 6	...	„
1793	1799	„ 1	W. T. Wright ...	Construction of piers and abutments for bridge at 54 miles 57·44 chains	North-Eastern lines	180 9 6	159 2 9	21 6 9	„
1794	1828	„ 8	D. Munro ...	Construction of piers and abutments for duplication of viaduct at 47 miles 21·10 chains	„	2,266 0 0	2,097 9 0	168 11 0	„
1795	1622	Oct. 27	B. Cooke ...	Supply of piles	Footscray to Williamstown	92 8 11	92 8 11	...	„
1796	1690	Nov. 10	E. Edwards and Son	Manufacture of 25 platform trollies	All lines	199 7 6	199 7 6	...	„
1797	1760	„ 24	Peter Denholm ...	Erection of 20,000-gallon tank at Sandridge ...	Hobson's Bay lines	512 0 1	223 12 11	288 7 2	„
1800	1829	Dec. 8	A. T. Taylor ...	„ station buildings at North Brighton ...	„	1,443 4 7	1,452 4 7	...	„
„	1523	Sept. 28	A. T. Taylor ..	„ „ „ ...	„	9 0 0			
1801	1899	Dec. 29	McLean Bros. and Rigg	Supply of ten 10-ton weighbridges	All lines	900 0 0	900 0 0	...	„
		1883.							
1802	1917	Jan. 12	David Spence ...	Erection of station buildings at Elsternwick ...	Hobson's Bay lines	1,490 19 0	1,272 8 4	218 10 8	„
1803	2676	Apr. 13	Societe John Cockerill	Manufacture of 1,500 cast-steel axles and 3,000 cast-steel tyres	Rolling-stock	13,428 2 6	...	...	Not completed at 31 Dec. '83.
1804	1918	Jan. 12	James Jones ...	Supply of gravel ballast	St. Arnaud to Donald	550 0 0	550 0 0	...	Completed.
1805	2801	May 11	M. O. Rundberg ...	Erection of goods shed and platform at Raywood ...	Eaglehawk to Kerang	739 15 3	338 7 7	...	Not completed at 31 Dec. '83.
1806	2700	Apr. 20	Pritchard and Blackwood	„ station buildings at Korong Vale ...	Inglewood to Charlton	1,450 4 5	1,328 7 1	...	„ „
		1882.							
1808	1900	Dec. 29	P. Denholm ...	„ 20,000-gallon tank at Maryborough ...	Ballarat to Maryborough	250 3 5	226 18 5	23 5 0	Completed.
1809	1901	„ 29	P. Denholm ...	„ „ Clunes... ...	„	250 3 5	227 5 6	22 17 11	„
		1883.							
1810	1960	Jan. 19	H. Sterling ...	„ station buildings and platform at Mackinnon-road	Caulfield to Frankston	421 16 4	369 14 4	52 2 0	„
		1882.							
1811	1902	Dec. 29	J. C. Smith ...	Supply of 50 400-gallon tanks	All lines	218 10 10	218 10 10	...	„
		1883.							
1813	2495	Feb. 23	D. Munro ...	Water supply works at Mitiamo	Eaglehawk to Kerang	1,069 9 6	1,022 19 0	46 10 6	„
1814	1961	Jan. 19	R. Taylor ...	Erection of an engine shed at Box Hill	Hawthorn to Lilydale	1,016 8 0	1,000 0 0	...	Not completed at 31 Dec. '83.
1815	1972	„ 26	Trant and Kennedy	„ engine sheds, &c., at Korong Vale ...	Inglewood to Charlton	813 8 4	726 11 7	86 16 9	Completed.
1816	1940	„ 12	J. and W. Robson ...	Supply of redgum piles	Williamstown line	234 0 0	234 0 0	...	„
1817	2035	Feb. 9	James Frith ...	„ split posts and rails	All lines	448 16 0	64 18 2	...	Not completed at 31 Dec. '83.
1818	1962	Jan. 19	P. Kiely	„ 13,700 c. y. metal ballast	North-Eastern lines	2,919 16 3	2,895 11 0	24 5 3	Completed.
1819	2540	Mar. 2	Robert Geddes ...	Erection of quarters for engine-fitter, Sale ...	Gippsland line	307 9 0	281 18 11	25 10 1	„
1820	2496	Feb. 23	D. Munro ...	Manufacture of ironwork for platform and verandah at South Yarra station ...	Hobson's Bay lines	232 1 2	216 9 5	15 11 9	„
1821	1995	„ 2	Wm. Edgerton ...	„ fish-bolts and nuts	All lines	1,723 5 0	1,723 5 0	...	„
1823	2497	„ 23	M. Ferguson ...	Erection of iron foot-bridge at Williamstown ...	Williamstown line	1,344 7 5	1,192 6 6	152 0 11	„
1825	2498	„ 23	M. Ferguson ...	„ „ Flinders-st. station	Hobson's Bay lines	841 7 4	394 17 9	...	Not completed at 31 Dec. '83.
1826	1994	„ 2	Crisp and Swinbourn	Supply of 50,000 blackwood keys	All lines	218 15 0	80 1 3	138 13 9	Completed.
1828	2036	„ 9	Thomas Warburton	Covering in roof of drying shed at Newport ...	Williamstown line	402 3 9	324 0 0	...	Not completed at 31 Dec. '83.
1829	2588	Mar. 9	David Holland ...	Erection of gatekeeper's cottage	Colac to Camperdown	147 13 0	135 13 0	12 0 0	Completed.
1831	2585	„ 9	Stokes and Martin...	Supply of 5,000 stamped notice frames	Rolling-stock	213 10 10	213 10 10	...	„
1832	1981	Jan. 26	James Thorpe ...	„ 12,000 loads filling at Prince's-bridge and Flinders-street station yards	Hobson's Bay lines	900 0 0	186 9 0	...	Not completed at 31 Dec. '83.
1833	2966	June 29	W. Edgerton ...	Manufacture of 300 screw couplings	Rolling-stock	606 5 0	606 5 0	...	Completed.

1834	2037	Feb. 9	John Batty ...	Erection of station buildings at Highett-road ...	Caulfield to Frankston	894 1 6	850 15 9	43 5 9	„
1835	2538	Mar. 2	Thomas Comben ...	Supply of bluestone skewbacks at Flinders-street station	Hobson's Bay lines	235 19 0	216 18 9	19 0 3	„
1836	2539	„ 2	James Jones ...	Erection of coal stage and ash-pit at St. Arnaud ...	St. Arnaud and Donald	228 15 8	207 9 11	21 5 9	„
1837	2491	Feb. 23	J. Baxter and Son ...	„ signalman's cottage at West Geelong ...	Geelong and Ballarat	162 18 0	148 9 10	14 8 2	„
1838	2492	„ 23	J. Little	Supply of 3,000 sleepers	All lines	763 2 6	693 15 0	69 7 6	„
1839	2541	Mar. 2	Quayle & Williams	Erection of station-master's house at Maryborough	Ballarat to Maryborough	897 12 7	846 7 1	51 5 6	„
1840	2542	„ 2	E. Cholerton ...	„ shelter sheds at Burnley station ...	Hobson's Bay lines	435 3 0	385 14 8	49 8 4	„
1841	2596	„ 9	Thos. Feely ...	Supply of sleepers	All lines	1,214 11 4	587 18 1	...	Not completed at 31 Dec. '83.
1842	2602	„ 16	S. Willis Bros. ...	„ metal at Burnley-street station ...	Hobson's Bay lines	1,375 0 0	1,296 18 11	78 1 1	Completed.
1843	2589	„ 9	David Spence ...	Erection of shelter shed at Elsternwick	„	462 0 6	450 10 2	11 10 4	„
1844	2590	„ 9	A. T. Taylor ...	„ „ N. Brighton	„	546 10 7	545 6 2	1 4 5	„
1845	2591	„ 9	R. and J. Shimmin ...	„ „ Middle Bighton ...	„	503 2 10	480 16 10	23 6 0	„
1846	2657	Apr. 6	J. E. Rillstone ...	Manufacture of iron semaphore ladders	All lines	521 2 6	363 3 7	...	Not completed at 31 Dec. '83.
1847	2658	„ 6	Thompson and Co....	„ points and crossings	„	5,739 5 0	2,624 1 10	...	„ „
1848	2592	Mar. 9	James E. Cottew ...	Water supply works and erection of turntable at Frankston	Caulfield to Frankston	1,371 18 7	1,159 16 7	212 2 0	Completed.
1849	2626	„ 30	E. Edwards and Son	Manufacture of carriage lamp-hole covers ...	Rolling-stock	198 19 2	198 19 2	...	„
1850	2603	„ 16	Moubray, Rowan, and Hicks	Supply of sundry furniture	All lines	741 5 3	673 17 6	67 7 9	„
1851	2593	„ 9	Humble and Nicholson	Manufacture of 5 engine turntables	„	2,047 10 0	1,949 0 0	98 10 0	„
1852	2594	„ 9	James McCallum ...	Supply of 2½-inch gravel at N. Brighton	Hobson's Bay lines	1,443 15 0	1,237 16 8	205 18 4	„
1853	2586	„ 9	David Munro ...	Manufacture of a 3-ton forge crane	Sandridge workshop	329 7 6	329 7 6	...	„
1854	2604	„ 16	James Malone ...	Preparing firewood allotments at Camberwell ...	Hawthorn to Lilydale	426 5 3	412 10 3	13 15 0	„
1855	2627	„ 30	J. H. Fawcett ...	Supply of posts and rails	Hobson's Bay lines	550 0 0	520 17 6	29 2 6	„
1857	2605	„ 16	R. W. Bennett ...	Erection of shelter shed at Caulfield	Caulfield to Frankston	226 8 9	219 16 11	6 11 10	„
1858	2595	„ 9	Augustus Fritsch ...	Supply of bricks at Hawthorn	Hawthorn to Lilydale	117 16 1	107 1 11	10 14 2	„
1859	2606	„ 16	Jane Fuller ...	„ bricks	Ballarat to Maryborough	231 0 0	210 0 0	21 0 0	„
1860	2701	Apr. 20	Pritchard and Blackwood	Gatekeepers' cottages, Charlton line	Inglewood to Charlton	2,197 18 8	1,988 14 1	...	Not completed at 31 Dec. '83.
1861	2488	Feb. 23	Jackson and Brailsford	Supply of 2,000 loads of good dry earth	Hobson's Bay lines	116 13 4	440 0 2	26 13 2	Completed.
„	2675	Apr. 13	Jackson and Brailsford	Extra on ditto...	„	350 0 0			
1863	2493	Feb. 23	F. Wilkins ...	Supply of 1,603 messmate sleepers	Eaglehawk to Kerang	267 3 4	267 3 4	...	„
1864	2800	May 11	G. F. Pickles & Sons	Manufacture of powder vans	Rolling-stock	1,712 6 0	...	...	Not completed at 31 Dec. '83.
1865	2512	Feb. 23	D. Dempsey ...	Supply of 5,000 loads of filling for station yard at Prince's-bridge	Hobson's Bay lines	291 13 4	291 13 4	...	Completed.
1866	2677	Apr. 13	James Curry ...	„ dressed bluestone coping	Hawthorn to Lilydale	100 2 0	91 0 0	9 2 0	„
1867	2537	Mar. 2	Hoffman Patent Brick Co.	„ 240,000 bricks, at 51s. per 1,000 ...	Hobson's Bay lines	612 0 0	559 14 6	...	Not completed at 31 Dec. '83.
1868	2660	April 6	Joseph Gamble ...	„ bluestone metal and screenings at Flinders-street station	Caulfield to Frankston	284 18 0	266 7 0	18 11 0	Completed.
1869	2678	„ 13	J. E. Rillstone ...	Manufacture of wrought-iron chimneys	Hobson's Bay lines	161 14 0	159 5 0	2 9 0	„
1870	2764	May 4	J. E. Rillstone ...	„ levers for points and signals ...	All lines	816 4 0	470 5 0	...	Not completed at 31 Dec. '83.
1878	2765	„ 4	R. Bain and Son ...	Supply of wooden gates for level crossings ...	North-Eastern lines	278 17 0	239 12 6	39 4 6	Completed.
1879	2659	April 6	John Sharp and Son	Construction of 12 portable offices	All lines	735 18 0	669 0 0	66 18 0	„
1880	2679	„ 13	Patrick Kiely ...	Supply of 2½-inch bluestone metal	Gippsland lines	1,173 5 4	1,323 11 10	...	„
„	1357	Aug. 17	Patrick Kiely ...	Extra on ditto	„	150 6 6			
1881	2702	Apr. 20	James Jones ...	Supply of split posts and rails	All lines	154 11 0	140 10 0	14 1 0	„
1882	2749	„ 27	Echuca and Moama S. Mill Co. ...	„ sleepers	„	2,268 15 0	2,403 0 4	...	„
„	1524	Sept. 28	Echuca and Moama S. Mill Co. ...	Extra on ditto	„	134 5 4			
1883	2750	Apr. 27	J. C. Hunter ...	Manufacture of sluice valves, covers, and keys ...	„	501 18 9	474 12 8	27 6 1	„
1884	2766	May 4	Robert Taylor ...	Alterations and additions to Seymour station ...	North-Eastern lines	5,917 6 2	1,150 8 10	...	Not completed at 31 Dec. '83.
1885	2946	June 22	Samuel Barrett ...	Erection of station buildings at Wedderburn ...	Inglewood to Charlton	546 17 0	450 0 1	...	„
1886	2802	May 11	W. Purdy ...	Gatekeepers' cottages	Ballarat to Scarsdale	2,159 19 9	1,971 13 2	188 6 7	Completed.
1887	2916	June 8	Berend Jensen ...	Erection of 4 gatekeepers' cottages between Korong Vale and Charlton	Inglewood to Charlton	694 0 0	600 0 0	...	Not completed at 31 Dec. '83.

No. 23.—STATEMENT showing Contracts in Progress at 31st December, 1882, for Construction of Lines, Stations, Buildings, Rolling-stock, and other works ; also the Contracts entered into during the Year ending 31st December, 1883—*continued.*

Contract No.		Date of *Gazette.*	Contractor.	Description of Contract.	Line of Railway.	Contract Amount.	Expenditure to 31st Dec., 1883.	Balance Unexpended.	Remarks.
Engineer-in-Chief's.	*Gazette.*								
		1883.				£ s. d.	£ s. d.	£ s. d.	
1888	523	July 27	Donald McAllister	Erection of sheep and cattle yards at Pirron Yaloak	Colac and Camperdown	259 12 2	304 3 8	...	Completed.
„	1933	Dec. 28	Donald McAllister	Extra on ditto	„	44 11 6			
1889	2931	June 15	Quayle and Williams	Erection of gatekeepers' cottages	Borung to Boort	2,449 7 0	1,963 7 4	...	Not completed at 31 Dec. '83.
1890	2854	May 25	Ohl and Jost ...	„ „	Charlton to Wycheproof	1,666 11 2	1,223 17 2	...	„ „
1891	2767	„ 4	James Williams ...	„ „	Benalla and St. James	1,237 5 7	1,051 18 1	...	„ „
1892	2768	„ 4	Jas. Williams ...	„ „	Benalla and St. James	1,246 1 7	1,000 0 0	...	„ „
1893	2803	„ 11	John Foot ...	Station buildings at Charlton	Inglewood to Charlton	1,646 14 1	1,500 0 0	...	„ „
1894	2917	June 8	F. Holyoak ...	Erection of passenger station at Pirron Yaloak ...	Colac to Camperdown	432 5 7	432 5 7	...	„ „
1897	2896	„ 1	McCann Bros. ...	Supply of portable wooden offices	All lines	725 4 7	658 18 0	66 6 7	Completed.
1898	2851	May 25	Joseph Hughes ...	Additions, &c., to station buildings at Emerald Hill	Hobson's Bay lines	198 19 6	183 10 5	15 9 1	„
1899	2895	June 1	James Darroch ...	Supply of sleepers	All lines	2,200 0 0	1,411 11 1	...	Not completed at 31 Dec. '83.
1900	2852	May 25	Kennedy & Whitton	„ split posts and rails	Geelong to Queenscliff	127 14 0	116 0 1	11 13 11	Completed.
1901	2804	„ 11	J. C. Smith ...	„ 50 each 400-gallon iron tanks	All lines	200 0 0	200 0 0	...	„
1902	2535	Mar. 2	James McCallum ...	„ telegraph poles	Inglewood to Charlton	Rates	859 19 0	...	„
1903	2856	May 25	David Mills ...	„ 2,400 cubic yards of metal ballast ...	Caulfield to Frankston	428 16 0	428 16 0	...	„
1904	2853	„ 25	J. Williams ...	„ locking-bars and fittings	All lines	165 0 0	108 0 0	...	Not completed at 31 Dec. '83.
1905	2897	June 1	Samuel Barrett ...	Erection of gatekeeper's cottage at Huon street, Wodonga	Wodonga to Murray River	158 8 0	144 12 0	13 16 0	Completed.
1906	2769	Ma 4	Jas. McEwan & Co.	Supply of barbed fencing wire	Hawthorn to Lilydale	301 6 0	301 6 0	...	„
1907	2932	June 15	Wm. Richmond ...	Painting gatekeepers' cottages and closets ...	Inglewood to Charlton	81 13 6	80 14 0	0 19 6	„
1908	2933	„ 15	W. M. Aspland ...	„ „	Colac to Camperdown	96 5 0	85 8 6	10 16 6	„
1909	2918	„ 8	McCarthy Bros. ...	„ cottages, &c.	Eaglehawk to Kerang	187 15 6	183 19 5	3 16 1	„
1910	2855	May 25	Robert Milne ...	Supply of bluestone coping	Wodonga to Murray River	227 12 3	206 18 5	20 13 10	„
1911	2898	June 1	Peter Denholm ...	Water supply works at Sebastian	Eaglehawk to Kerang	814 12 7	802 17 4	11 15 3	„
1912	2899	„ 1	Robinson and Cowley	Manufacture of 20,000 gallon tanks	All lines	3,003 0 0	2,650 0 0	...	Not completed at 31 Dec. '83.
1913	2900	„ 1	Wm. Edgerton ...	„ pins and ferrules	„	803 0 0	730 0 0	73 0 0	Completed.
1914	2770	May 4	Alfred Cornwall ...	„ earthen drain-pipes	Melbourne terminus	227 5 0	227 5 0	...	„
1915	2943	June 22	David Munro ...	Water supply works and erection of turntable at Boort	Borung to Boort	1,258 5 3	1,050 0 0	...	Not completed at 31 Dec. '83.
1916	2944	„ 22	Samuel Barrett ...	Erection of seven gatekeepers' cottages	Caulfield to Frankston	998 2 0	970 16 7	27 5 5	Completed.
1917	524	July 27	Wm. Swanson ...	„ station buildings at Camperdown ...	Colac to Camperdown	2,360 8 0	1,481 0 7	...	Not completed at 31 Dec. '83
1918	2945	June 22	Patrick Kiely ...	Excavating water supply tank at Mincha ...	Eaglehawk to Kerang	1,439 18 4	1,321 18 11	117 19 5	Completed.
1919	517	July 27	Thompson and Co.	Manufacture of points and crossings	All lines	4,753 19 0	2,313 14 3	...	Not completed at 31 Dec. '83.
1920	2961	June 29	Joseph Hollow ...	Erection of goods' shed at Lilydale	Hawthorn to Lilydale	621 13 1	584 15 2	36 17 11	Completed.
1921	2962	„ 29	R. M. Bennett ...	„ shelter shed at Hawthorn	„	277 16 0	245 16 11	31 19 1	„
1922	2947	„ 22	David Munro ...	Water supply works and erection of turntable at Wycheproof	Charlton to Wycheproof	1,118 4 5	844 1 5	...	Not completed at 31 Dec. '83.
1923	2964	„ 29	R. Bain and Son ...	Manufacture of platelayers' tools and lorries ...	All lines	1,242 11 9	358 7 5	...	„ „
1924	2850	May 25	Hoffman Patent Brick Co.	Supply of bricks	Hobson's Bay lines	1,512 10 0	728 0 0	...	„ „
„	1531	Oct. 5	Hoffman Patent Brick Co.	Extra on ditto	„	27 10 0			
1925	2963	June 29	Bell, Lewis, and Roberts	Erection of turntable at Scarsdale	Ballarat to Scarsdale...	183 9 7	194 7 5	...	Completed.
„	1920	Dec. 21	Bell, Lewis, and Roberts	Extra on ditto	„	10 17 10			
1926	518	July 27	James Jones ...	Supply of split posts and rails	All lines	302 10 0	275 0 0	27 10 0	„
1926A	519	„ 27	Moore and Co. ...	„ „ „	„	220 0 0	63 0 0	...	Not completed at 31 Dec. '83.
1926B	520	„ 27	Hampton and Brooke	„ „ „	„	289 11 6	213 1 0	...	„ „
1926C	491	„ 6	P. Callanan ...	„ posts and rails	„	357 10 0	140 8 0	...	„ „
1926D	492	„ 6	John Vorbach ...	„ „	„	923 0 9	755 2 6	167 18 3	Completed.
1926E	521	„ 27	John Welch ...	„ split posts and rails	„	111 7 6	109 2 3	2 5 3	„
1927	2915	June 8	P. Bevan	Manufacture of four composite carriages. Additional extra on Contract No. (1458) 1317 of 1881-2	Rolling-stock	1,951 12 0	1,951 12 0	...	„

1928	1365	Aug. 24	Uren and Ault ...	Erection of sheep and cattle yards at Boort ...	Borung to Boort	314 2 4	271 19 9	...	Not completed at 31 Dec. '83.
1929	2965	June 29	A. Braid	Manufacture of cranks and roller boxes	All lines	425 8 6	145 18 3	...	,, ,,
1930	548	Aug. 3	Philip Bevan ...	,, shafting, &c., for electric light machinery	Melbourne yard	388 18 0	370 18 0	18 0 0	Completed.
1931	1374	,, 31	S. Willis Bros. ...	Supply of 2-inch bluestone metal at Burnley-street	Hobson's Bay lines	2,062 10 0	1,093 7 3	...	Not completed at 31 Dec. '83.
1932	493	July 6	Thomas James ...	Erection of gatekeeper's cottage at Bacchus Marsh Junction	Footscray to Bacchus Marsh	154 0 0	139 17 1	14 2 11	Completed.
1935	522	,, 27	J. W. Robson ...	Supply of redgum piles	,, Williamstown	744 4 0	683 0 10	61 3 2	,,
1936	536	,, 27	Uren and Ault ...	Erection of sheep and cattle yards at Wycheproof	Charlton to Wycheproof	352 4 4	190 10 3	...	Not completed at 31 Dec. '83.
1937	1596	Oct. 26	S. Willis Bros ...	Supply of metal screenings at Flinders-street station	Hobson's Bay lines	414 4 0	...	...	,, ,,
1938	527	July 27	Joseph A. Ault ...	Erection of gatekeeper's cottage at Wycheproof ...	Charlton to Wycheproof	172 9 7	171 9 7	1 0 0	Completed.
1939	525	,, 27	Joseph Thorpe ...	Supply of twenty-four portable offices	All lines	1,413 14 0	1,285 3 8	128 10 4	,,
1940	2919	June 8	Wright and Edwards	,, one screwing machine	Footscray to Williamstown	135 0 0	135 0 0	...	,,
1941	537	July 27	Charles N. Daly ...	Excavations, &c., for wood siding at Toorak station	South Yarra to Oakleigh	144 8 9	310 10 0	...	Not completed at 31 Dec. '83.
,,	1735	Nov. 16	Charles N. Daly ...	Extra on ditto	,, ...	250 0 0			
1942	528	July 27	J. H. Brewer ...	Erection of station buildings at Glenalbyn ...	Inglewood to Charlton	523 13 6	450 0 0	...	,, ,,
1943	549	Aug. 3	F. J. Molony ...	,, fuel platform at Box Hill	Hawthorn to Lilydale	74 0 4	66 10 1	7 10 3	Completed.
1944	1348	,, 17	Bennett Brothers ...	,, goods shed, &c., at Wychetella ...	Inglewood to Charlton	621 11 4	550 0 0	...	Not completed at 31 Dec. '83.
1945	561	,, 10	J. Jarvis	,, ,, Barakee	,, ...	624 6 8	550 0 0	...	,, ,,
1946	526	July 27	James E. Cottew ...	,, turntable at St. James	Benalla towards Yarrawonga	245 19 3	191 9 7	54 9 8	Completed.
1947	1375	Aug. 31	J. and W. Robson ...	Supply of sleepers at Echuca	All lines	4,400 0 0	3,179 3 2	...	Not completed at 31 Dec. '83.
1947A	1343	,, 17	R. Dawson ...	,, ,, ...	,, ...	2,612 10 0	599 5 1	...	,, ,,
1947B	558	,, 10	David Blair ...	,, ,, ...	,, ...	847 18 4	846 10 7	1 7 9	Completed.
1947C	1344	,, 17	W. Cornish ...	,, ,, ...	,, ...	939 11 8	648 13 5	...	Not completed at 31 Dec. '83.
1947D	1364	,, 24	John Matheson ...	,, ,, ...	,, ...	1,260 8 4	158 16 3	...	,, ,,
1948	1349	,, 17	John Gibbs ...	Erection of a gatekeeper's cottage	Eaglehawk to Kerang	166 13 0	150 0 0	...	,, ,,
1949	1366	,, 24	George Findlay ...	,, gatekeepers' cottages	Branxholme to Casterton	1,728 7 6	1,114 10 10	...	,, ,,
1950	1350	,, 17	William Jones ...	,, ,, ...	Traralgon to Heyfield	2,357 7 0	320 7 8	...	,, ,,
1951	2960	June 29	Stevens and Kyle ...	Supply of 130,000 bricks	Wodonga and Murray	429 0 0	429 0 0	...	Completed.
1952	2954	,, 29	HoffmanPatentSteam Brick Company	,, 300,000 ,, ...	Hobson's Bay lines	765 0 0	765 0 0	15 10 0	,,
,,	1530	Oct. 5	HoffmanPatentSteam Brick Company	Extra on ditto	,, ...	15 10 0			
1953	2959	June 29	Alfred Day ...	Asphalting platform, &c., at Creswick station ...	Ballarat to Maryborough	115 0 0	115 0 0	...	,,
1954	2798	May 11	George Rattray ...	Erection of telegraph lines from Korong Vale to Wycheproof and Korong Vale to Boort	Inglewood to Charlton ... / Charlton to Wycheproof ... / Borung to Boort	169 11 6	169 11 6	...	,,
1955	1345	Aug. 17	E. and W. Drayton	Manufacture of pins	All lines	511 0 0	511 0 0	...	,,
1956	559	,, 10	W. Edgerton ...	,, dogspikes	,, ...	3,065 0 0	3,065 0 0	...	,,
1957	560	,, 10	R. Kennedy and Sons	,, fishbolts	,, ...	3,053 6 8	346 2 6	...	Not completed at 31 Dec. '83.
1958	562	,, 10	J. Paterson ...	Erection of engine shed, &c., at Scarsdale ...	Ballarat to Scarsdale	661 14 9	550 0 0	...	,, ,,
1959	550	,, 3	R. Taylor ...	,, ,, St. James ...	Benalla towards Yarrawonga	791 15 5	675 0 0	...	,, ,,
1960	1381	Sept. 7	Trant and Kennedy	,, ,, Boort	Borung and Boort	733 18 8	650 0 0	...	,, ,,
1961	1346	Aug. 17	B. Cooke and Co. ...	Supply of piles	All lines	1,107 18 1	270 6 10	...	,, ,,
1961A	1376	,, 31	W. H. Goodwin ...	,, ironbark piles at Toongabbie station ...	,, ...	221 11 7	198 3 5	...	,, ,,
1962	1351	,, 17	David Munro ...	Ironwork for bridge under Toorak-road, South Yarra	Hobson's Bay lines	2,079 19 0	1,567 0 4	...	,, ,,
1963	1352	,, 17	Langland's Foundry Co.	,, ,, ,, William-street, South Yarra	,, ...	535 13 0	...	...	,, ,,
1964	1347	,, 17	Humble & Nicholson	,, ,, over Little River	Newport to Geelong	1,949 19 5	...	...	,, ,,
1966	494	July 6	M. Millane ...	Erection of telegraph line from Ballarat to Scarsdale	Ballarat to Scarsdale	Rates	266 4 0	...	Completed.
1967	551	Aug. 3	W. Swanson ...	Extension of platform wall, &c., at Camperdown ...	Colac to Camperdown	219 17 0	209 3 3	10 13 9	,,
1968	2799	May 11	Alfred Chitts ...	Erection of telegraph line from Traralgon to Heyfield	Traralgon to Heyfield	268 0 0	268 0 0	...	,,
1969	563	Aug. 10	W. G. Priddle & Co.	,, engine shed, &c., at Camperdown ...	Colac to Camperdown	837 13 6	750 0 0	...	Not completed at 31 Dec. '83.
1970	552	,, 3	W. H. Lamond ...	Supply of fifty 400-gallon iron tanks	All lines	218 15 0	218 15 0	...	Completed.
1972	1353	,, 17	James Bannam ...	,, hardwood timber at Heywood or Myamyn station	Ararat to Portland	Rates	22 18 10	...	Not completed at 31 Dec. '83.
1973	1354	,, 17	Joseph Foster ...	,, hardwood timber at Ballarat station ...	Geelong to Ballarat, Ballarat to Ararat	,,	13 13 11	...	,, ,,
1974	1356	,, 17	W. & J. Thomson ...	,, redgum timber at Horsham station ...	Ballarat to Dimboola	,,	...	...	,, ,,
1975	1355	,, 17	James Lyon ...	,, hardwood timber at Trentham or Lyonville	All lines	,,	79 10 5	...	,, ,,
1976	1515	Sept. 27	Phœnix Foundry Co.	,, one locomotive boiler	Rolling-stock	601 0 0	576 0 0	25 0 0	Completed.
1977	530	July 27	D. Blair	,, redgum timber at Echuca	All lines	Rates	1,254 9 10	...	Not completed at 31 Dec. '83.

No. 23.—STATEMENT showing Contracts in Progress at 31st December, 1882, for Construction of Lines, Stations, Buildings, Rolling-stock, and other works; also the Contracts entered into during the Year ending 31st December, 1883—*continued*.

Contract No. Engineer-in-Chief's.	Contract No. *Gazette*.	Date of *Gazette*.	Contractor.	Description of Contract.	Line of Railway.	Contract Amount.	Expenditure to 31st Dec., 1883.	Balance Unexpended.	Remarks.
		1883.				£ s. d.	£ s. d.	£ s. d.	
1978	531	July 27	J. Quiggin ...	Supply of redgum timber at Mooroopna	All lines	Rates	857 2 2	...	Not completed at 31 Dec. '83.
1979	532	„ 27	W. A. S. Williamson	„ „ Wangaratta ...	North-Eastern lines	„	91 19 0	...	„ „
1980	1731 & 1732	Nov. 16	Simpson Brothers ...	„ sawn timber at Beechworth and Tarrawingee for year ending 30th June, 1884	„	„	60 18 11	...	„ „
1981	533	July 29	Chapman & Bullen...	„ hardwood timber at Longwarry ...	Gippsland and Hobson's Bay lines ...	„	264 10 3	...	„ „
1982	1710	Nov. 16	Robertson & Stewart	Additions to Wodonga station	Wodonga to Murray	3,355 1 3	148 1 0	...	„ „
1983	553	Aug. 3	David Blair ...	Supply of sleepers	All lines	1,387 10 0	1,387 10 0	...	Completed.
1984	564	„ 10	D. Munro ...	Manufacture of an engine traverse for Prince's-bridge station	Hobson's Bay lines	710 9 10	494 9 7	...	Not completed at 31 Dec. '83.
1985	1597	Oct. 26	Bennett Brothers ...	Erection of sheep and cattle yards at Mitiamo ...	Eaglehawk to Mitiamo	419 14 8	140 1 1	...	„ „
1986	534	July 27	G. Buckley ...	Supply of sleepers	Horsham to Dimboola	133 12 6	133 12 6	...	Completed.
1987	535	„ 27	T. J. Connelly ...	„ 120 lamps	North-Eastern lines	Rates	141 1 6	...	„
1988	1781	Nov. 30	Newton and Borland	Erection of platform roof and Customs sheds at Wodonga	Wodonga to Murray	2,766 15 4	...	...	Not completed at 31 Dec. '83.
1989	1516	Sept. 28	Joseph Hollow ...	Erection of engine shed at Mitiamo	Eaglehawk to Kerang	955 13 4	332 13 8	...	„ „
1990	1377	Aug. 31	Robert Milne ...	Supply of bluestone coping for South Yarra platform	Hobson's Bay lines	178 15 0	176 11 8	2 3 4	Completed.
1991	547	„ 3	Echuca and Moama Redgum Saw Mill Company	„ 1,950 sleepers	Castlemaine to Donald	341 5 0	341 5 0	...	„
1992	546	„ 3	D. Dempsey ...	„ 3,000 cubic yards of filling	Hobson's Bay lines	175 0 0	174 10 8	0 9 4	„
1993	1528	Oct. 5	Pritchard and Blackwood	Erection of goods shed at Charlton	Inglewood to Charlton	845 14 9	692 12 0	...	Not completed at 31 Dec. '83.
1994	1545	„ 12	John Foot ...	„ „ &c., at Goorambat ...	Benalla to St. James...	657 5 7	...	...	„ „
1995	1580	„ 19	James Williams ...	„ „ at Devenish	„	678 12 5	356 1 0	...	„ „
1996	1546	„ 12	C. Jorgenson ...	„ „ at St. James	„	816 18 2	207 11 0	...	„ „
1997	1517	Sept. 28	S. Rodda and Son ...	„ „ and platform at Yallook ...	Eaglehawk to Kerang	692 8 9	156 18 11	...	„ „
1998	1547	Oct. 12	B. Jensen ...	„ „ at Talambe	„	676 6 0	164 1 10	...	„ „
1999	1529	„ 5	N. Irwin	„ „ at Mitiamo	„	665 12 0	...	...	„ „
2000	1518	Sept. 28	Pritchard and Blackwood	„ „ and platform at Boort ...	Borung to Boort	713 9 10	620 3 7	...	„ „
2001	1548	Oct. 12	Hort and Fry ...	„ of goods platform at Sebastian	Eaglehawk to Kerang	128 11 3	120 19 5	7 11 10	Completed.
2002	1549	„ 12	Hort and Fry ...	„ „ shed at Borung	Borung to Boort	128 11 3	115 0 0	...	Not completed at 31 Dec. '83.
2003	1550	„ 12	Hort and Fry ...	„ „ platform at Mysia	„	128 11 3	115 0 0	...	„ „
2004	1711	Nov. 16	C. Beauchamp and Co.	Construction of two brick culverts at Brunswick ...	Melbourne to Coburg	2,920 6 4	216 2 8	...	„ „
2005	1519	Sept. 28	David Munro ...	Erection of turntable, &c., at Mitiamo	Eaglehawk to Kerang	341 13 4	251 1 0	...	„ „
2006	1378	Aug. 31	E. S. Thomassen ...	Supply of fishbolts and nuts	All lines	840 0 0	840 0 0	...	Completed.
2007	1520	Sept. 28	David Munro ...	„ bluestone ashlar for bridge at South Yarra	Hobson's Bay lines	329 9 6	259 17 11	...	Not completed at 31 Dec. '83.
2008	1598	Oct. 26	Joseph Jarvis ...	Erection of sheep and cattle yards at Charlton ...	Inglewood to Charlton	322 7 1	129 2 0	...	„ „
2009	1583	„ 19	David Munro ...	Erection of iron verandah at South Yarra station...	Hobson's Bay lines	659 2 5	305 2 0	...	„ „
2010	1581	„ 19	A. T. Taylor ...	„ gatekeepers' cottages between Footscray and Melton	Footscray to Bacchus Marsh	1,483 0 9	...	...	„ „
2011	1712	Nov. 16	J. Williams ...	„ (7) gatekeepers' cottages	Tallarook to Yea	1,103 10 4	...	...	„ „
2012	1403	Sept. 14	John Sharp and Son	Supply of portable wooden cottages	All lines	535 15 0	535 15 0	...	Completed.
2013	1404	„ 14	Dandenong Steam-pressed Brick Co.	„ 150,000 bricks	Hobson's Bay lines	337 10 0	218 5 0	...	Not completed at 31 Dec. '83.
2014	1713	Nov. 16	Quayle and Williams	Erection of goods shed, &c., at Scarsdale ...	Ballarat to Scarsdale...	583 19 2	307 19 10	...	„ „
2015	1599	Oct. 26	T. F. Hutchinson ...	Supply of gravel ballast between Guildford and Chewton	Footscray to Sandhurst ... ... / Sandhurst to Echuca	625 0 0	151 17 6	...	„ „
*2016	1716	Nov. 16	Higgins Brothers ...	Supply of 24 portable wooden offices	All lines	1,524 12 0	...	...	„ „
2017	1782	„ 30	J. and G. A. Carpenter	Erection of sheep and cattle yards at Heyfield ...	Traralgon to Heyfield	275 3 0	...	...	„ „
2018	1600	Oct. 26	David Blair ...	Supply of sleepers at Echuca	All lines	1,168 15 0	...	...	„ „
2018A	1726	Nov. 16	J. and W. Robson ...	„ „ „	„	2,314 11 8	...	...	„ „

2018B	1787	„ 30	W. and J. Thomson	„ „ at Horsham	„	2,085 8 4	...	...	„	„
2018C	1727	„ 16	Brabet and Morgan	„ „ Toongabbie	„	928 2 6	333 4 3	...	„	„
2019	1495	Sept. 21	Hoffman Patent Steam Brick Co.	„ of 300,000 bricks	Hobson's Bay lines	765 0 0	559 0 0	...	„	„
2020	1601	Oct. 26	James E. Cottew ...	Water supply works at Heyfield, and erection of turntables at Traralgon and Heyfield	Traralgon to Heyfield	1,874 5 0	721 13 9	...	„	„
2022	1582	„ 19	Patrick Kiely ...	Supply of 10,000 cubic yards of metal ballast ...	Gippsland and Frankston	2,290 0 0	...	...	„	„
2023	1714	Nov. 16	H. Hart	Erection of sheep and cattle yards at St. James ...	Benalla towards Yarrawonga	389 6 11	...	...	„	„
2024	1584	Oct. 19	Howard and Cooke...	Erection of iron verandah at Prince's-bridge station	Hobson's Bay lines	3,275 4 0	...	...	„	„
2025	1521	Sept. 28	Victoria Iron Rolling Co.	Supply of $5\frac{3}{4}$ tons of $\frac{3}{4}$-inch double-nutted bolts ...	Melbourne yard and Williamstown line	136 11 3	130 12 6	5 18 9	Completed.	
2026	1715	Nov. 16	Robert Geddes ...	Erection of engine shed, &c., at Traralgon ...	Traralgon to Heyfield	778 16 0	246 12 4	...	Not completed at 31 Dec. '83.	
2027	1717	„ 16	Wm. Swanson ...	„ „ Heyfield ...	„	783 18 9	...	...	„	„
2028	1718	„ 16	Isaac Summerland	„ „ Wycheproof ...	Charlton to Wycheproof	1,021 2 4	...	...	„	„
2029	1719	„ 16	Isaac Summerland	„ goods shed, &c., at Teddywaddy ...	„	504 13 7	...	...	„	„
2030	1720	„ 16	Isaac Summerland	„ „ Glenloth	„	526 3 2	...	...	„	„
2031	1721	„ 16	Isaac Summerland	„ „ Bunguluke ...	„	521 3 7	...	...	„	„
2032	1722	„ 16	Isaac Summerland	„ „ Wycheproof ...	„	1,011 6 4	...	...	„	„
2033	1730	„ 16	H. Hart	„ sheep and cattle yards at Tatura ...	Toolamba to Tatura	267 7 11	90 9 0	...	„	„
2034	1723	„ 16	H. Hart	„ engine shed, &c., at Tallarook ...	Tallarook to Yea	735 15 3	235 16 11	...	„	„
2035	1724	„ 16	W. G. Priddle ...	„ „ Yea	„	752 9 1	206 8 7	...	„	„
2036	1728	„ 16	J. T. Weir ...	Supply of bluestone ashlar, &c., for bridge at Toorak-road	Hobson's Bay lines	245 3 5	80 18 5	...	„	„
2037	1725	„ 16	P. Denholm ...	Water supply works at Yea, and erection of turntables at Tallarook and Yea	Tallarook to Yea	1,113 14 3	519 16 7	...	„	„
2038	1729	„ 16	J. Horsley ...	Supply of bluestone ashlar, &c., for bridge at Little River	Newport to West Geelong, Little River bridge renewals	1,084 7 11	...	...	„	„
2039	1757	„ 22	Ralston and Fortune	„ 2,500 cubic yards of gravel ballast at Chiltern	Wodonga to Murray	250 0 0	136 12 5	...	„	„
2040	1758	„ 22	J. C. Smith ...	„ fifty 400-gallon tanks	All lines	218 15 0	218 15 0	...	Completed.	
2042	1759	„ 22	Humble and Nicholson	Manufacture of ten pairs of locomotive engine cylinders	Rolling-stock	699 10 0	...	...	Not completed at 31 Dec. '83.	
2044	1783	„ 30	J. Chappell ...	Excavating water supply tank at Branxholme ...	Branxholme to Casterton	1,019 10 0	139 8 6	...	„	„
2045	1784	„ 30	W. Sly and Co. ...	Erection of a goods platform at Mologa	Eaglehawk to Kerang	123 4 0	90 0 0	...	„	„
2046	1785	„ 30	W. Sly and Co. ...	„ „ Pyramid Hill ...	„	130 12 6	...	...	„	„
2047	1786	„ 30	Trant and Kennedy	„ „ $30\frac{1}{2}$ miles ...	„	134 5 0	...	...	„	„
2048	1626	„ 2	A. Kelly	Supply of ironbark sleepers	All lines	151 0 0	151 0 0	...	Completed.	
2051	1806	Dec. 7	Pritchard and Blackwood	Erection of goods shed, &c., at Yea	Tallarook to Yea	613 18 2	...	...	Not completed at 31 Dec. '83.	
2052	1921	„ 21	N. Irwin	„ gatekeepers' cottages, fencing, &c. ...	Eaglehawk to Kerang	2,114 5 0	...	...	„	„
2053	1807	„ 7	Thomas Oxenham ...	„ „ (12)	Everton to Myrtleford	1,935 4 10	...	...	„	„
2054	1756	Nov. 22	D. Blair	Supply of 1,000 sleepers	Wangaratta to Beechworth; Eaglehawk to Kerang	150 0 0	150 0 0	...	Completed.	
2055	1733	„ 16	J. Walkerden ...	„ 170,000 bricks	Ballarat to Maryborough	510 0 0	76 10 0	...	Not completed at 31 Dec. '83.	
2056	1627	„ 2	M. Millane ...	Construction of telegraph line to Myrtleford ...	Everton to Myrtleford	Rates	...	...	„	„
2058	1901	Dec. 14	George Thomson ...	Erection of gatekeeper's cottage at Moonee Ponds	Essendon line	166 11 4	...	...	„	„
2059	1922	„ 21	David Munro ...	Water supply works at Myrtleford, and erection of turntables at Everton and Myrtleford	Everton to Myrtleford	869 0 0	...	...	„	„
2060	1923	„ 21	James Jones ...	Erection of goods platform, shelter shed, &c., at Darkbonee	St. Arnaud to Donald	276 13 0	...	...	„	„

* This contract was determined by the Board 18th December, 1883

No. 23.—STATEMENT showing Contracts in Progress at 31st December, 1882, for Construction of Lines, Stations, Buildings, Rolling-stock, and other works; also the Contracts entered into during the Year ending 31st December, 1883—*continued.*

Contract No.		Date of *Gazette.*	Contractor.	Description of Contract.	Line of Railway.	Contract Amount.	Expenditure to 31st Dec., 1883.	Balance Unexpended.	Remarks.
Engineer-in-Chief's.	*Gazette.*					£ s. d.	£ s. d.	£ s. d.	
		1883.							
2061	1902	Dec. 14	F. and J. Sims ...	Supply of 24 portable wooden offices	All lines	1,372 16 0	...	...	Not completed at 31 Dec. '83.
2062	1903	„ 14	Pritchard and Blackwood	Erection of goods platforms at Kerrisdale and Homewood	Tallarook to Yea	155 2 0	...	...	„ „
2063	1762	Nov. 22	D. Munro and Co. ...	Supply of two 3-ton derrick cranes	Newport to Geelong, renewals Little River bridge	160 0 0	160 0 0	...	Completed.
2065	1780	„ 30	Hoffman Patent Steam Brick Co.	„ 75,000 bricks]	Sandridge loco. workshops	198 15 0	...	...	Not completed at 31 Dec. '83.
2066	1929	Dec. 21	Hoffman Patent Steam Brick Co.	„ 120,000 bricks for culverts at Clarendon-street	Hobson's Bay lines	312 0 0	133 18 0	...	„ „
2067	1808	„ 7	Sarah Hobson ...	„ 1,200 sleepers, Bunyip station... ...	Gippsland line	155 0 0	...	...	„ „
2071	1904	„ 14	Thomas Feely ...	„ piles	All lines	156 0 0	155 15 10	0 4 2	Completed.
2076	1924	„ 21	J. Mullens ...	„ 1,000 cubic yards broken metal ...	Hawthorn to Lilydale	270 16 8	...	...	Not completed at 31 Dec. '83.

W. H. GREENE,
Engineer for Existing Lines.

ROBT. WATSON,
Engineer-in-Chief.

Engineer-in-Chief's Office,
25th July, 1884.

By Authority: JOHN FERRES, Government Printer, Melbourne.