

1859.

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VICTORIA.

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RAILWAY DEPARTMENT.

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FIRST REPORT

OF THE PROCEEDINGS OF THE

BOARD OF LAND AND WORKS,

UNDER THE ACTS OF THE PARLIAMENT OF VICTORIA, Nos. 31, 35, AND 38.

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

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By Authority:

JOHN FERRES, GOVERNMENT PRINTER, MELBOURNE.



# R E P O R T .

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THE Board of Land and Works was established by the Act of the Parliament of Victoria, No. 31, which received the Royal Assent on the 24th day of November, 1857, and at the same time the following Acts were also Assented to, viz :—

1. “ *An Act to authorise the construction of a Main Trunk Line of Railway from Melbourne to the River Murray, and of a Main Trunk Line of Railway from Geelong to Ballarat.*”
2. “ *An Act for the construction of Railways.*”

The former Act provided for the making and maintaining of the Main Lines of Railway referred to in its title, and the latter for the construction of the Railways by the Board of Land and Works.

All the property and other interests possessed by the Melbourne, Mount Alexander and Murray River Railway Company having been vested in the Commissioner of Public Works and Surveyor-General for the time being of Victoria, as joint trustees on behalf and for the use and benefit of the Government of Victoria, it was provided by the 5th section of the Act by which the Board of Land and Works was established, that “ The said Board shall have and exercise all the powers and authorities which by any Act now in force are vested in or can be exercised by the Commissioner of Public Works and the Surveyor General or either of them and all lands and hereditaments which by any such Act are now vested in the said last mentioned officers or either of them shall from the time of the abolition of their respective offices be deemed to have been vested in the said Board in the same manner and upon and for the same trusts and purposes as the same were before that time vested in the Commissioner of Public Works and Surveyor General or either of them.”

Shortly after the passing of these Acts tenders were invited for the construction of both lines as well in sections as in their entirety in accordance with the recommendation of the Select Committee of the Legislature on Railways.

In order to provide for the due performance by the accepted tenderers of their contracts, the Board decided that security should be given as follows:—

For works estimated to cost £100,000	...	...	£10,000
” 200,000	...	...	16,000
” 300,000	...	...	21,000
” 400,000	...	...	24,000
” 500,000 to 1,000,000	...	...	25,000
” 1,000,000 to 2,000,000	<i>pro rata</i>	...	30,000
” above 2,000,000	”	”	40,000

of which security 75 per cent might be plant to be approved of and estimated by the Engineer-in-Chief, the remaining 25 per cent. to be cash or Government debentures, if the latter, the interest accruing thereon when due being paid to the contractor.

That payment should be made fortnightly on the certificate of the Engineer-in-Chief to the amount of 90 per cent. on the work performed, the remaining 10 per cent. being retained until the completion of the contract ;

but when the sum so retained amounted to £10,000 it might at the option of the contractor be invested in Government debentures, the interest accruing thereon when due being paid over to him.

That the time for the completion of the whole of the railway from Melbourne to Sandhurst should be the 1st day of January, 1862, and for the Geelong and Ballarat Railway, the 31st day of July, 1861.

The time for receiving tenders was afterwards extended to the 1st day of March, 1858, and owing to Ministerial changes it was again enlarged until the 15th day of March.

Numerous tenders having been sent in they were all referred to a Professional Board and in accordance with their recommendation the tender of Messrs. Cornish and Bruce for the construction of the line from Melbourne to Sandhurst at the sum of £3,356,937 2s. 2d. was accepted, and fresh tenders were called for the construction of the line from Geelong to Ballarat, the Professional Board having reported that it was not advisable to accept any of the tenders then sent in.

On the 22nd day of June, on the report of the Professional Board, the tender of Mr. John Musson for the construction of the Geelong and Ballarat Line, at £1,270,218, was accepted on certain conditions, which he having failed to comply with, the tender of Messrs. Evans, Merry and Co., at £1,271,841 11s. 2d. (being the next lowest in amount), was accepted.

During the year notices were given to the owners and occupiers of lands required for the construction of the railways, and 219 claims for compensation were sent in, amounting in the whole to £148,560 13s. 7½d.; of these, claims representing £107,867 11s. have been settled for £55,389 17s. 9½d., the amount of compensation offered by the Board having been accepted in 146 cases. The claims of such persons as rejected the amounts offered being ascertained by arbitration, but no case was referred for settlement by a jury.

The unadjusted claims are in the course of settlement, and, judging from the past, it is confidently expected that all claims for compensation, over the whole of the lines in progress, will be settled before the close of the current year.

The subject of the station accommodation at Melbourne, which would be requisite, having been brought under the consideration of the Board by the Engineer-in-Chief, it was determined that the buildings for the goods traffic should be of corrugated iron, and those for the station house and passenger traffic of wood; but that the foundations of all of the buildings should be of stone, capable of carrying stone walls, if found necessary hereafter.

In the course of the year 1858 tenders were called for, and contracts entered into, for the following works and supplies, viz. :—

For the cuttings, embankments, culverts, ditches, &c., required in the formation of the station ground at Melbourne; and for ballasting and laying the permanent way on that portion of the line between Melbourne and the Saltwater River.

For building bluestone abutments for a bridge over the Saltwater River, and for the construction of the necessary staging, and the erection of the tubular iron girders upon the same.

For the erection of a corrugated iron goods shed at the station ground, Melbourne.

For the erection of a corrugated iron shed at the station ground, Williamstown, to be temporarily used for the erection of imported carriages.

For the erection of the iron girders for the Stoney Creek Bridge.

For a timber viaduct on the main line between the Saltwater River and Footscray.

For alterations and additions to the Engineer-in-Chief's offices at Batman's Hill.

For erecting a covered platform and passenger station at the Melbourne terminus.

For the importation from England of rails, machinery, rolling stock, iron girder bridges, and other articles required during the year 1859.

For the supply of iron, steel, oil, and other stores.

For the erection of passenger station, covered platform, &c., at Williamstown.

For putting up a corrugated iron fence in the rear of the station at Batman's Hill.

For the erection of temporary offices along the lines of railway for the use of the staff of the Engineer-in-Chief.

For the supply of furniture for the Engineer-in-Chief's office and for the passenger station at Batman's Hill.

For the further extension of the railway pier at Williamstown, for a distance of 276 feet.

For printing and supplying railway forms.

For the supply of 20,000 sleepers.

For the erection of a bridge over the railway at Cole-street, Williamstown.

Tenders were also called for the renting of the refreshment rooms at the Melbourne, Williamstown, and Sunbury Stations, for the year 1859, and that of Messrs. Spiers and Pond was accepted.

The rules and regulations to be observed in the working of the Government railways, as prepared by the Engineer-in-Chief and the Secretary, were considered by the Board and adopted.

It will be observed that this report is necessarily confined to the actual proceedings of the Board; the subject of the works generally and their progress being fully dealt with in the report of the Engineer-in-Chief to the Honorable the Commissioner of Public Works, which is transmitted herewith.

Accounts of all moneys received and expended under the provisions of the Railway Acts before referred to, during the year 1858, with a statement of the expenditure proposed to be incurred in the construction of railway works, during the year 1859, are annexed to this report.

Although it is not required that the Board should refer to their proceedings during any portion of the current year, yet it is considered that the opening for traffic of a portion of the railways should be mentioned.

The Branch Line to Williamstown having been opened on the 17th day of January last—the traffic from the Footscray Station was commenced on the 24th of the same month, from the North Williamstown Station on the 1st of February, and from the Geelong Junction Station on the 1st of March.

The Sunbury and Diggers' Rest Stations were opened on the 10th February, and that on the Keilor Road on the 1st March.

The following is a statement of the traffic since the opening of the lines up to date of this report:—

#### MELBOURNE AND WILLIAMSTOWN.

Dates.	No. of Passengers.	Goods Traffic.
17th to 31st January, 1859.     ...     ...	9,393	None.
1st to 28th February,     "     ...     ...	27,669	1,011 tons.
1st to 31st March,     "     ...     ...	35,427	2,353     "

## MELBOURNE AND SUNBURY.

Dates.	No. of Passengers.	Goods Traffic.
10th to 28th February, 1859. ... ..	4,437	342 tons.
1st to 31st March, " ... ..	12,766	620 "

## MELBOURNE AND GEELONG.

Dates.	No. of Passengers.	Goods Traffic.
17th to 31st January, 1859. ... ..	6,908	None.
1st to 28th February, " ... ..	10,169	29 tons.
1st to 31st March, " ... ..	10,344	329 "

The goods traffic from the Williamstown Pier for the four weeks ending the 31st March has averaged about 500 tons per week, which, with the quantity of goods passed through the Melbourne Shed, is as much as can be undertaken in consequence of the present building being only a temporary one. When the new goods sheds are finished and the extension of the pier and breakwater completed, the department will be in a position to receive the cargoes from eight ships at a time.—the depth of water at the pier ranging from 12 feet to 21 feet.

The traffic between Melbourne and Williamstown proper as yet averages only about 40 to 50 tons per week, and is at present transacted at the New Station, but with increased facilities which will be provided, a more satisfactory traffic will no doubt be developed.

At the Sunbury, Diggers' Rest and Keilor Road Stations, a very satisfactory goods traffic offers so soon as the necessary sheds and sidings are provided.

Arrangements have been made with the Victorian Stage Company, Messrs Clapp and Co. and Messrs Bill and Deakin, to run their lines of coaches in connection with the railway from the Diggers' Rest and Keilor Road Stations, by which the whole of the coach traffic from Melbourne to the interior, by these lines of coaches now passes over the railway.

After considerable correspondence upon details, arrangements for a direct goods traffic between Melbourne and Geelong have been concluded, and it is anticipated that the business will increase as the station accommodation becomes extended.

JOSEPH WARD,  
Secretary for Railways,

To the Board of Land and Works,  
31st March, 1859.

ESTIMATED EXPENDITURE for the CONSTRUCTION of RAILWAYS during the YEAR 1859,  
pursuant to ACT 21 VICTORIA, No. 38.

	£	£	£
<b>MELBOURNE TO SANDHURST.</b>			
Earthwork ... ..	333,017		
Permanent way and sleepers ... ..	172,464		
Fencing ... ..	61,579		
Culverts ... ..	144,350		
Works ... ..	262,500		
Maintenance ... ..	6,090		
Land compensation (say) ... ..	40,000		
Stations, buildings, and workshops ... ..	65,000		
		1,085,000	
Iron girders for bridges, and iron roofs to be imported from England ... ..	75,000		
To be remitted to England for rails, chairs, &c., ordered in 1858 ... ..	60,000		
Ditto, ditto, to be ordered in 1859 ... ..	97,000		
	232,000		
Rolling stock ordered in 1858 ... ..	65,000		
	297,000		
Less amount remitted ... ..	22,000		
		275,000	
<b>TOTAL—MELBOURNE TO SANDHURST</b> ... ..	...	...	1,360,000
<b>GEELONG AND BALLAARAT.</b>			
Earthwork ... ..	125,238		
Ballasting and sleepers ... ..	76,963		
Fencing and clearing ... ..	47,388		
Culverts ... ..	16,934		
Works ... ..	83,477		
Land compensation (say) ... ..	20,000		
		370,000	
For iron girders for bridges, to be imported from England ... ..	...	30,000	
To be remitted to England for rails, chairs, &c. ... ..	...	125,000	
<b>TOTAL—GEELONG AND BALLAARAT</b> ... ..	...	...	525,000
<b>Total—Trunk lines</b> ... ..	...	...	1,885,000
Extension of jetty at Williamstown ... ..	...	...	40,000
<b>Total expenditure</b> ... ..	...	...	£ 1,925,000

	£	£	£
Of which will be expended upon the Melbourne and Murray River Railway—			
Section No. 1 ... ..	92,924		
"    "    2 ... ..	121,480		
"    "    3 ... ..	28,700		
"    "    4 ... ..	87,441		
"    "    5 ... ..	165,200		
"    "    6 ... ..	14,250		
"    "    7 ... ..	85,076		
"    "    8 ... ..	43,950		
"    "    9 ... ..	72,929		
"    "   10 ... ..	101,000		
"    "   11 ... ..	66,800		
"    "   12 ... ..	61,750		
"    "   13 ... ..	38,500		
Land compensation (say) ... ..	...	980,000	
Stations, buildings, and workshops ... ..	...	40,000	
Iron girders for bridges, and iron roofs for buildings, to be imported from England ... ..	...	65,000	
To be remitted to England for rails, chairs, and rolling stock ... ..	...	75,000	
		200,000	
Total—Melbourne to Sandhurst ... ..	...	...	1,360,000
And upon the Geelong and Ballarat Railway—			
Section No. 20 ... ..	133,274		
"    "   21 ... ..	16,000		
"    "   22 ... ..	29,000		
"    "   23 ... ..	18,000		
"    "   24 ... ..	47,486		
"    "   25 ... ..	41,225		
"    "   26 ... ..	65,015		
Land compensation (say) ... ..	...	350,000	
Iron girders for bridges, to be imported from England ... ..	...	20,000	
		30,000	
		400,000	
Rails, chairs, &c., to be ordered from England ... ..	...	125,000	
Total—Geelong to Ballarat ... ..	...	...	525,000
Total—Trunk lines ... ..	...	...	1,885,000
Extension of Williamstown jetty ... ..	...	...	40,000
Total expenditure ... ..	...	...	1,925,000



ACCOUNT of LIABILITIES, EXPENDITURE, and BALANCES due on the MELBOURNE, MOUNT ALEXANDER, and MURRAY RIVER RAILWAY, including the WILLIAMSTOWN BRANCH, from date of conveyance to 31st December, 1858.

No. 26, 6.

Nature of Liability.	Amount of Liability.			Amount expended and paid.			Amount short expended.			Balances unexpended.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Dalgety, Cleve and Hammill for English plant (estimated cost) ... ..				73,458	0	0	...	...	...	...	...	...
Paid them in the Colony for freight, &c. ... ..	£13,741	0	9									
Paid in England out of remittances ... ..	59,716	19	3									
De Pass Brothers and Co. for locomotives and carriages (estimated cost) ... ..				42,621	0	0	73,458	0	0	...	...	...
Paid them in the Colony for freight, &c. ... ..	£ 2,973	9	4									
Paid in England out of remittances ... ..	39,647	10	8									
De Pass Brothers and Co. for English plant (estimated cost) ... ..				222,906	0	0	42,621	0	0	...	...	...
Paid them in the Colony for freight, &c. ... ..												
Paid in England out of remittances ... ..												
William Grant for rolling stock ... ..				14,864	0	0	20,503	0	11	...	...	...
Thomas Miles and Co. for earthwork ... ..				20,826	7	4	11,599	10	0	...	...	...
John Bourne for earthwork, original contract ... ..	£22,399	7	5				14,820	15	7	6,005	11	9
John Bourne, for extras ... ..	13,229	8	9									
William Robertson, 56,000 sleepers, £24,197 10s. transferred to Robertson and Le Page, and altered in <i>Gazette</i> , No. 132, to ... ..				35,628	16	2	34,356	15	0	1,272	1	2
William Robertson, 40,000 sleepers (also transferred) ... ..				26,197	10	0	25,355	13	2	841	16	10
Hamilton and Mitchell, 14,000 sleepers ... ..				17,524	8	0	17,524	7	11	0	0	1
John Nicol, alteration of offices at Batman's Hill ... ..				7,280	0	0	7,280	0	0	...	...	...
J. Davis, pile driving machine ... ..				1,598	0	0	1,598	0	0	...	...	...
W. L. McKay, for fencing (verdict of Supreme Court) ... ..				110	0	0	110	0	0	...	...	...
Pierce and Dalziel, abutments for Saltwater River bridge ... ..				9,588	10	0	3,329	7	10	6,259	2	2
Grant and McLean, excavations at Batman's Hill ... ..				31,737	0	0	29,824	18	3	1,912	1	9
W. Cornish and Co., workshops at Batman's Hill ... ..				3,050	13	2	3,044	5	10	6	7	4
Evans, Merry and Co., timber pier at Williamstown ... ..	£33,230	8	9	5,967	6	0	5,967	6	0	...	...	...
Evans, Merry and Co., erecting cranes and laying way ... ..	2,036	10	7									
Musson and Bourne, additions to previous contract ... ..				35,266	19	4	34,372	7	7	894	11	9
Musson and Bourne, landing stage at Williamstown ... ..				7,392	0	10	7,392	0	10	...	...	...
Carried forward ... ..				139	5	7½	139	5	7½	...	...	...
				556,155	16	5½	333,296	14	6½	17,191	12	10
										205,667	9	1

\* Vide page 13.

ACCOUNT of LIABILITIES, &c.—continued.

Nature of Liability.	Amount of Liability.			Amount expended and paid.			Amount short expended.			Balances unexpended.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Amounts brought forward and continued ... ..	556,155	16	5½	333,296	14	6½	17,191	12	10	205,667	9	1
George Holmes and Co., foundations of bridge at Stoney Creek, and extras ... ..	11,348	13	9	9,482	10	2	...	...	...	1,866	3	7
John Musson, carriage of plant from pier ... ..	1,281	13	8	1,281	13	8	...	...	...	...	...	...
George Holmes and Co., erection of bridge, Williamstown Railway ... ..	3,877	3	6	3,877	3	6	...	...	...	...	...	...
A. K. Smith, iron sheds at Williamstown ... ..	2,874	16	0	2,819	16	0	55	0	0	...	...	...
A. Cairns and Co., iron sheds, Williamstown, £800; and storage, £8 8s. ... ..	808	8	0	769	5	6	39	2	6	...	...	...
John Musson, ballasting on Williamstown line and extras ... ..	11,504	17	0	11,504	17	0	...	...	...	...	...	...
John Musson, laying sides ditto... ..	2,500	0	0	2,406	0	7	93	19	5	...	...	...
William Duggan, iron sheds at Williamstown and extras ... ..	1,390	10	0	1,369	10	0	21	0	0	...	...	...
J. and N. Campbell, Williamstown line (in dispute) ... ..	49,932	0	0	29,811	3	5	...	...	...	20,120	16	7
William Grant, works on line per schedule of prices ... ..	5,174	5	9	5,174	5	9	...	...	...	...	...	...
W. C. Cornish and Co., extra work at Batman's Hill ... ..	602	17	0	602	17	0	...	...	...	...	...	...
Hamilton and Mitchell, extra sleepers ... ..	112	10	0	110	2	0	2	8	0	...	...	...
John Musson, removing machinery ... ..	90	0	0	90	0	0	...	...	...	...	...	...
Grant and McLean, extra work, Batman's Hill ... ..	718	4	6	718	4	6	...	...	...	...	...	...
Samuel Packham, loading and stacking plant ... ..	2,706	15	4	2,706	15	4	...	...	...	...	...	...
Samuel Packham, haulage of plant ... ..	1,807	13	5	1,807	13	5	...	...	...	...	...	...
James Orkney, galvanized iron shed ... ..	272	0	0	272	0	0	...	...	...	...	...	...
John Nicol, extra works, Batman's Hill ... ..	806	16	10	806	16	10	...	...	...	...	...	...
Pierce and Dalziel, engine shed, Williamstown, and extras ... ..	5,395	3	11	5,004	18	3	390	5	8	...	...	...
D. Baillie and Co., iron shed, Melbourne ... ..	5,586	0	0	5,219	17	0	366	3	0	...	...	...
D. Baillie and Co., iron shed, Williamstown ... ..	6,789	0	0	6,608	11	9	180	8	3	...	...	...
George Holmes and Co., erection, bridge over Stoney Creek ... ..	3,232	0	0	3,162	12	8	69	7	4	...	...	...
George Holmes and Co., bridge, Saltwater River, and extras ... ..	30,331	15	6	26,993	9	10	...	...	...	3,338	5	8
John Musson, hire of trucks ... ..	135	0	0	135	0	0	...	...	...	...	...	...
William Randle, earthworks and extras ... ..	19,459	15	1½	14,298	0	4	...	...	...	5,161	14	9½
Robertson and Goodlet, tarpaulins ... ..	110	15	0	110	15	0	...	...	...	...	...	...
J. F. Dow and Co., lifting gear ... ..	700	0	0	693	1	7	6	18	5	...	...	...
Robertson and Le Page (official assignee), 4,000 sleepers ... ..	1,370	0	0	1,370	0	0	...	...	...	...	...	...
Miller and McQuistan, taps and dies ... ..	28	0	0	28	0	0	...	...	...	...	...	...
William Edwards, repairs, rolling stock ... ..	906	0	0	280	0	0	626	0	0	...	...	...
D. Baillie and Co., erecting sheds at Melbourne ... ..	19,919	0	0	16,938	6	10	...	...	...	2,980	13	2
Robertson and Le Page (official assignee), 1,000 sleepers ... ..	250	0	0	249	10	0	0	10	0	...	...	...
J. Sinclair and Son, alterations, Batman's Hill, and extras ... ..	2,664	3	5	2,530	19	4	...	...	...	133	4	1
Cragg, Dale and Ross, wooden viaduct ... ..	18,826	14	11	15,366	4	9	...	...	...	3,460	10	2

William Grant, new contract at prices estimated at	...	...	...	6,000	0	0	2,469	19	0	...	...	3,530	1	0	
Cairns, Wilson and Co., sundry articles at fixed prices	...	...	...	690	10	10	690	10	10	...	...	...	...	...	
William Murray and Co., fencing at Batman's Hill	...	...	...	2,051	10	9	1,344	19	9	...	...	706	11	0	
Kerr, Hodgson and Billings, station at Williamstown	...	...	...	12,064	14	7	2,084	7	9	...	...	9,980	6	10	
John Gray, erection of engineers' offices	...	...	...	683	0	0	217	0	0	...	...	466	0	0	
William Grant, ditto ditto ditto	...	...	...	2,280	0	0	2,060	0	0	...	...	220	0	0	
William Williams, repairs of rolling stock	...	...	...	1,464	0	0	1,464	0	0	...	...	...	...	...	
Cairns, Wilson and Amos, galvanized iron	...	...	...	235	0	0	234	7	6	0	12	6	...	...	
Robert Harrison, furniture, Batman's Hill	...	...	...	485	0	0	135	3	7	...	...	349	16	5	
Ingles, Adams and Gresham, water tanks	...	...	...	105	0	0	105	0	0	...	...	...	...	...	
Ernest Altman, furniture	...	...	...	616	2	6	107	2	0	...	...	509	0	6	
John Musson, extras on ballasting	...	...	...	500	0	0	...	...	...	...	...	500	0	0	
J. M'Donogh, 1,000 yards of bluestone ballast...	...	...	...	397	18	4	...	...	...	...	...	397	18	4	
Shaw, Harnett and Co., printing traffic forms, 1859	...	...	...	323	14	0	...	...	...	...	...	323	14	0	
Porter and Robertson, extension jetty, Williamstown	...	...	...	20,679	16	10	...	...	...	...	...	20,679	16	10	
C. M. Ingles, supply of tarpaulins	...	...	...	1,452	10	0	...	...	...	...	...	1,452	10	0	
William Williams, extras, repairs to rolling stock	...	...	...	700	0	0	...	...	...	...	...	700	0	0	
William Randle, 20,000 sleepers, main line	...	...	...	5,216	13	4	...	...	...	...	...	5,216	13	4	
Raleigh, Daugleish and Co., English plant, estimated	...	...	...	220,000	0	0	...	...	...	...	...	220,000	0	0	
Cornish and Bruce, main line	...	...	...	3,356,937	2	2	165,386	6	7	...	...	3,191,550	15	7	
Engraving account for various work	...	...	...	152	16	9	152	16	9	...	...	...	...	...	
Advertising account, various papers and places	...	...	...	954	15	1	954	15	1	...	...	...	...	...	
Survey damages	...	...	...	130	13	3	130	13	3	...	...	...	...	...	
Printing accounts for various work	...	...	...	660	12	6	660	12	6	...	...	...	...	...	
Furniture accounts—Marks, £7; Bell, £529	...	...	...	536	0	0	536	0	0	...	...	...	...	...	
Stationery account, various items	...	...	...	752	1	9	752	1	9	...	...	...	...	...	
Fuel, light, and water	...	...	...	191	9	11	191	9	11	...	...	...	...	...	
Railway surveys	...	...	...	156	4	0	156	4	0	...	...	...	...	...	
Postage stamps	...	...	...	184	10	0	184	10	0	...	...	...	...	...	
Law expenses	...	...	...	194	6	6	194	6	6	...	...	...	...	...	
Travelling expenses to G. C. Darbyshire and others	...	...	...	875	6	7	875	6	7	...	...	...	...	...	
Library books	...	...	...	63	16	0	63	16	0	...	...	...	...	...	
Land compensation, Williamstown line	...	...	£28,544	13	4	...	...	...	...	...	...	...	...	...	
Less amount in Appendix, No. 61	...	...	21,679	1	2	...	...	...	...	...	...	...	...	...	
Land compensation, main line	...	...	...	6,865	12	2	6,865	12	2	...	...	...	...	...	
Rae, Dickson and Co., invoice clocks...	...	...	...	3,584	15	4	3,584	15	4	...	...	...	...	...	
J. Musson, driving piles	...	...	...	335	13	8	335	13	8	...	...	...	...	...	
City Treasurer, kerbing and channelling	...	...	...	212	9	9	212	9	9	...	...	...	...	...	
Carried forward	...	...	...	4,418,683	16	8	700,328	7	9½	19,043	7	11	3,699,312	0	11½

ACCOUNT of LIABILITIES, &c.—*continued.*

Nature of Liability.	Amount of Liability.			Amount expended and paid.			Amount short expended.			Balance unexpended.		
	£.	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Amounts brought forward and continued ... ..	4,418,683	16	8	700,328	7	9½	19,043	7	11	3,699,312	0	11½
J. R. Robertson, tarpaulins... ..	117	0	0	117	0	0	...	...	...	...	...	...
Pierce and Dalziel, use of wagons ... ..	96	10	0	96	10	0	...	...	...	...	...	...
William Champ, broken metal ... ..	262	10	0	262	10	0	...	...	...	...	...	...
Melbourne Corporation, cube crossings and flagging ... ..	1,409	16	0	1,409	16	0	...	...	...	...	...	...
Sewerage and Water Commissioners, water pipes ... ..	446	6	6	446	6	6	...	...	...	...	...	...
C. Pasley, C.P.L., work, approaches to Williamstown station ... ..	500	0	0	500	0	0	...	...	...	...	...	...
Miscellaneous and incidental expenses ... ..	2,508	19	9	2,508	19	9	...	...	...	...	...	...
<b>CASH EXPENDITURE to 31st December, 1857.</b>	<b>4,424,024</b>	<b>18</b>	<b>11</b>	<b>705,669</b>	<b>10</b>	<b>0½</b>	<b>19,043</b>	<b>7</b>	<b>11</b>	<b>3,699,312</b>	<b>0</b>	<b>11½</b>
On preliminary survey for railways ... ..	£23,668	11	4									
Permanent survey ... ..	26,255	3	6									
Permanent works... ..	9,799	16	10									
	<b>£59,723</b>	<b>11</b>	<b>8</b>									
Secretary's office ... ..	3,715	2	10									
	<b>63,438</b>	<b>14</b>	<b>6</b>	<b>63,438</b>	<b>14</b>	<b>6</b>	...	...	...	...	...	...
<b>From 1st January to 31st December, 1858.</b>												
On salaries and wages, staff of Engineer-in-Chief's office ... ..	£13,450	10	7									
Ditto ditto, field branch ... ..	25,134	1	0									
Ditto, pointsmen and gatesmen ... ..	782	10	0									
Ditto, fitting up locomotives and machinery ... ..	2,038	11	1									
Ditto, repairing permanent way ... ..	738	2	6									
	<b>£42,143</b>	<b>15</b>	<b>2</b>									
Secretary's office ... ..	2,449	3	4									
	<b>44,592</b>	<b>18</b>	<b>6</b>	<b>44,592</b>	<b>18</b>	<b>6</b>	...	...	...	...	...	...
	<b>4,532,056</b>	<b>11</b>	<b>11</b>	<b>813,701</b>	<b>3</b>	<b>0½</b>	<b>19,043</b>	<b>7</b>	<b>11</b>	<b>3,699,312</b>	<b>0</b>	<b>11½</b>

ARCHIBALD DICK, Accountant.

## APPENDIX No. 60.

ACCOUNT shewing the Amount of PURCHASE MONEY paid for the rights and other interests of the MELBOURNE, MOUNT ALEXANDER, AND MURRAY RIVER RAILWAY COMPANY.

	£	s.	d.	£	s.	d.
Purchase-money, as per agreement between the Government and the Directors of the Melbourne, Mount Alexander, and Murray River Railway Company—						
Debentures ... ..	68,100	0	0			
Cash ... ..		2	18	68,102	18	9
1st December, 1856.						

## APPENDIX No. 61.

ACCOUNT shewing the amount of the LIABILITIES of the MELBOURNE, MOUNT ALEXANDER, AND MURRAY RIVER RAILWAY, at the date of the conveyance to Trustees.

	£	s.	d.	£	s.	d.
Land assumed ... ..	14,442	11	2			
Land not yet valued (estimated cost) ... ..	7,236	10	0			
				21,679	1	2
Contracts unfinished ... ..	17,762	6	9			
Per-centages retained till completion of ditto ... ..	8,220	9	2½			
				25,982	15	11½
Mr. Ginn's (the Company's agent) expenses of mission to London ... ..	869	15	9			
Legal expenses due (Company's solicitors) ... ..	258	17	6			
				1,128	13	3
Overdrawn banking account ... ..	6,711	10	6			
Outstanding guaranteed interest warrants ... ..	280	16	10			
				6,992	7	4
Secretary's salary (for six months) ... ..	500	0	0			
Engineer's salary (for six months) ... ..	500	0	0			
				1,000	0	0
Allowance for sundry small accounts ... ..				200	0	0
				56,982	17	8½
1st December.						
						ARCHD. DICK, Accountant.

## STATEMENT of REMITTANCES to England, to 31st December, 1858.

Date of Remittance.	For Plant, &c.			For Expenses.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
1856—June 24th ... ..	10,000	0	0	2,000	0	0			
August 25th ... ..	50,000	0	0						
1857—January 26th ... ..	100,000	0	0						
March 13th ... ..	50,000	0	0						
May 26th ... ..	50,000	0	0						
July 4th ... ..				2,941	3	6			
November 12th ... ..	11,000	0	0						
1858—February 15th ... ..	20,000	0	0						
April 15th ... ..	14,000	0	0						
October 9th ... ..	22,000	0	0						
	327,000	0	0	4,941	3	6			
Premium on Remittances ... ..				3,428	16	6			
	327,000	0	0	8,370	0	0	335,370	0	0
Deduct to Dalgety, Cleve, & Hammill's Contract	59,716	19	3						
Do. to De Pass Brothers and Co. ... ..	39,647	10	8						
	99,364	9	11						
This sum ... ..	227,635	10	1						
is applicable to Contracts of Messrs. De Pass Brothers and Co. and Messrs. Raleigh, Daugleish, and Co.									

ARCHD. DICK, Accountant.

## STATEMENT of Moneys received on account of VICTORIAN RAILWAYS.

	£	s.	d.
By amount received on account of Williamstown Line, to 31st December, 1858 ... ..	2,876	9	2

ARCHD. DICK, Accountant.

## AMOUNT of LIABILITIES, EXPENDITURE, and BALANCE due on BALLAARAT AND GEELONG RAILWAY, to 31st December, 1858.

Nature of Liability.	Amount of Liabilities.			Amount Expended and Paid.			Amount short Expended.			Balance Unexpended.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Evans, Merry, and Co., Line from Geelong to Ballaarat	1,271,841	11	2	35,855	16	3	...	...	...	1,235,985	14	11

ARCHD. DICK, Accountant.

## SUMMARY OF RAILWAY ACCOUNTS.

MELBOURNE AND MURRAY RIVER.				£ s. d.			£ s. d.		
<i>Liabilities.</i>									
Account from date of conveyance to 31st December, 1858 ... ..				4,532,056	11	11			
Less amount short expended ... ..				19,043	7	11			
				4,513,013	4	0			
Less amount expended and paid ... ..				813,701	3	0½			
Balances due and unexpended ... ..				...	...	...	3,699,312	0	11½
Nett amount of Liabilities, as above ... ..				4,513,013	4	0			
Add amount of Appendix No. 60 ... ..				68,102	18	9			
Ditto ditto No. 61 ... ..				56,982	17	8½	4,638,099	0	5½
Amount of Expenditure, as above ... ..				813,701	3	0½			
Amount of Appendix No. 60 ... ..				68,102	18	9			
Ditto ditto No. 61 ... ..				56,982	17	8½	938,786	19	6
				...	...	...	3,699,312	0	11½
BALLAARAT AND GEELONG.									
Amount of Contract ... ..				1,271,841	11	2			
Less amount expended and paid ... ..				35,855	16	3			
Balance unexpended and due ... ..				...	...	...	1,235,985	14	11
				...	...	...	4,935,297	15	10½

ARCHD. DICK, Accountant.