Arsenic, in kegs Dates, in bags Axles and Springs
Bacon, Colonial, loose, in lots of 1
ton and upwards, owners' risk Doors, wooden, owners' risk Drapery, in cases; if in bales, owners' risk Dray Bodies, min. 1 ton each Dray Shafts and Wheels Duck, in bales Beef or Pork, salt, in casks. (See Miscellaneous Class.) Bedsteads, in cases [risk Belting, leather and rubber, owners Dumb Plates and Furnace Doors Eggs, packed, owners' risk Earthen and Stone Ware, in crates, Biscuits, plain, in bags and casks Biscuits, fancy, in lots of not less than 1 ton, owners' risk owners' risk Blacking Blacklead Farina, in cases or casks Fish, in brine Furniture, per truck, min. 5 tons Gloves, in cases Blankets and Flannels Bluestone, in kegs and casks Boxes, Trunks, Cases, Casks, and Glue Hogsheads, empty; not re-Glue pieces, in bales turned empties
Bread, owners risk
Butter and Lard, in casks, kegs, Glucose Gravestones, rough, owners' risk Gum Shellac Handles, wooden, in case or package
Hair for building purposes
Hams and Bacon, in casks, cases
and bags
Hearthetane and cases
Candles, in boxes
Canvas, in bales and bolts Carpets, Felt, Felting, Rugs, Mats, and Floorcloth Castings, in cases, owners' risk Cheese, in skeleton cases Ditto, loose, owners' risk Cider, in bulk Clothing, ready-made, in cases Cocae nuts Hearthstones, owners' risk Herbs Honey, in kegs, jars, and tins, owners' risk Hops, in bales and pockets, owners' risk Hosiery and Harberdashery, in cases; if in bales, owners' risk Coffee, raw tionery, in lots of not less Houses, wooden, in packages
Ice, in cases, owners' risk. (See
Special Class A.)
Ink, Printers' than I ton, owners' risk.
Colors and Paints, in casks, kegs, and tins, owners' risk Copper and Brass, old scrap Iron, corrugated, in cases
Ditto, galvanized, in cases
Ditto, hoop and sheet Copperas Cordage Cotton Waste Ditto Fabrics Laths, in bundles Currants, in casks or cases Dairy Produce, not otherwise Lampblack specified Linen Goods

Machinery, heavy, in cases, not otherwise specified, and Sole Plates and Fly-wheels, owners' risk Machines, at owners' risk, viz., Reaping, Clodrisk Threshing, Reaping, Clod-crushing, Horseworks, Wool, Hay, Wine Presses, Reapers and Binders combined, not in Machines, stone-breaking Machines, stone-oreasing
Marble Slabs, rough, owners' risk
Marble or Glazed Tiles, in case,
Matting, Coir
Meal, not otherwise specified, in bags and casks
Meat, fresh, owners' risk
Mining Trucks and Buckets, iron Mill stones, owners' risk Nails and Rivets (bootmakers'), in Oars (casks or bags
Oilmen's Stores and Pepper, Sago,
Tapioca, Barley, Split Pease,
Chicory, Cocca, and Ground
Coffee of colonial manufacture, in lots of not less than 1 ton, owners' riskt Oysters, in bags, owners' risk Paper, in bales and reams Paper, in bales and reams
Ditto, in packages of 1 cwt. and
over, owners' risk
Ditto, Bags
Ploughshares, Mould Boards, and
Sole Plates, loose
Printing Material and Type,
owners' risk
Pumics Stone Pumice Stone Rattana Retorts, iron, owners' risk Rice Bope, hemp or wire, owners' risk Safes, iron, in case, owners' risk Sash Weights [rations [rations Scab Specific and Foot Rot Prepa-

Second Class) Bitters, in cases and j School Slates, in cases, owners 'risk Schools, portable, excepting fire-places and tanks, which are charged Fourth Class Boilers (copper or iro washing, or other Britannia Metal Goods Screw-iacks Scythe Stones, in case or cask Seeds, agricultural and vegetable Shot, in kegs, owners' risk Silk and Silk Goods, in cases, Cages, bird, double ra Camp Ovens, packed Carriages, Waggons, vehicles in piece owners' risk owners' risk Slate Slabs Carriages, Waggons, vehicles in pieces painted and in State Slabs Spice, Condition, for cattle *Sugar, in mats, bags, cases, casks and baskets Sugar, loaf, broken, in bags, for manufacturing purposes owners' risk Cartridges, metal case Champion Excavators China, owners' risk Sumach Chinese Goods, in cas packages, owners' Stone, carved, for building pur-poses, owners' risk Tanks, filled Chimneypieces, owners Cigars, in cases Clocks, in cases, owner Confectionery, (See Secopying Presses; if loorisk Tarpaulins Tents, in bundles Tin and Copper, ingot and bar Tin Plates and Gold Gratings Tobacco for Sheepwash, in casks Cordials, in cases and j Corks Tools, in chests Cutlery Demijohns, earthenwa Trees and Shrubs, not in pots and Turnery, in case [in packages owners' risk
Distillery Apparatus, o Twine Vices Vinegar and Lime Juice, in casks Doors, glass, owners' r Villows, in bundles, dry
Willows, in bundles, dry
Winches, Crab
Wheels, loose, iron
Wheelbarrows and Hand Trucks
White and Red Lead Drugs Earth Closets Fancy Goods, owners': Feathers and Plumes Fireworks, owners' risk Flock, in bales Wine, Colonial, in cases, on up journey only Wire, bright Flowers, artificial
†Furniture, loose or in
owners' risk; if a
risk, double rate Wire-netting, minimum, 5 tons Woollen Goods, if in bales, owners' risk

* Sugar from Melbourne or Williamstown to Country Stations, if sent in lots of not less than Five (5) Tons in one consignment, and to be used solely for the manufacture of Confectionery or Fancy Biscuits, to be charged First Class rates.

The higher rate to be charged in the first instance, and reduction to First Class granted on production of a declaration, attested before a Justice of the Peace, that the article will be solely used for the above-named purposes.

† Must be consigned on Form 86c.

Zinc, in casks and cases

Third Class.

Acetic Acid Agricultural Implements, otherwise specified, owners Almonds American Woodenware, Buckets, Tubs, &c. Apples, dried, in casks and cases Arrowroot, Sago, and Tapioca Baking Powder Barley, pearl, or Groats, in casks Beehives Beeswax Beer or Cider, bottled, in casks and cases, owners' risk
Bellows, owners' risk
Bleaching Powder
Boats, 6d. per truck per mile,
owners' risk, minimum, 20s.;
if not owners' risk, double rate
**Rollors * Boilers Boiler Fluid, owners' risk Books, in cases Boots and Shoes, in cases and trunks Bottles, druggists', in cases or casks, owners' risk Brooms, in bales and bundles Brushware Brushware
Buckets or Tubs, tin or other
metal, in nests, owners' risk
Buggies, Waggonettes, or Waggons, in pieces, minimum 2
tons dead weight and 20s, for any distance, or as carriage or gig bodies. (See below) Camp and Colonial Ovens, empty, owners' risk Canoes, not exceeding 120 lbs. each, 3d. per mile, minimum 10s., owners' risk Carriage and Gig Bodies, minimum

1 ton each

1 ton each
Ditto, Wheels and Shafts
Chaffcutters, in pieces, in cases,
original packages
Chicory, manufactured, in case or
bags
Chimney Pots, owners' risk

Chinese Matting Churns, owners' risk Cocoa and Chocolate ocoanut Fibre Coccanit rings Coffee, ground or roasted Contractors' Waggons on Wheels, 6d. per mile each Copper and Brass Rod Ditto, Sheet Ditto, Wire Ditto, Nails Cordials, in bulk Crucibles Currants, in bags Dates, in boxes
Demijohns in wicker work (full or empty), owners' risk
Door Fittings, owners' risk
Duck, in bolts
Dyes, in casks and cases Earthen and Stone Ware, in casks or cases, owners' risk Firearms, in cases Fish, dried Flower Pots, owners' risk Forks, hay or other agricultural Fruits, dried Fuze Furniture, in cases Game, dead, owners' risk Garden Seats, owners' risk Garden Rollers Gates, house and garden, owners riel Glass, window, in cases, owners' Gas Fittings, in casks and cases Gas and Water Meters, owners' risk Ginger, dry Grindery, not otherwise specified Hair, upholsterers Hams and Bacon, loose. (See Second Class)
Hardware, not otherwise specified
Harness and Saddlery, in cases
Harness, dray only, loose

Hollowware, owners' risk Hollowware, owners' risk Iron Castings, turned and polished, or light and fragile, owners' risk Iron, corrugated, loose Iron, galvanized, loose Ditto Girders. (See First Class) Ditto Railings, owners' risk Ditto Lamp and Verandah Posts, loose, owners' risk Joinery Juniper Berries Kerosene, owners' risk Lead, sheet and piping, owners' risk. (See First Class) Lime Juice, in cases, owners' risk Liquorice
Liquors, in bulk, not otherwise
specified Luggage Machines, at owners' risk, viz. :-Winnowing, leather - cutting, stripping, printing, soda-water, chaff-cutting, smut, weighing, and flour-dressing; engines—fire, beer, and gar-den; hayrakes and elevators, cheese presses; steam ploughs, mangles, and all machines not otherwise specified

Marble, manufactured, in case,
owners' risk

Marble or Glazed Tiles, Ioose, owners' risk Nuts Oil, in casks, tins, and cases, owners' risk Oil, Chinese, owners' risk Oil, Crude Shale Oilmen's Stores Paper, Sand or Glass Paperhangings
Pease, split, in casks or bags
Pepper, in bags, cases, or tins
Perambulators, boxed Pipes, smoking Plants in pots, in covered and heavy open cases, owners' risk * Norse.—Old Boilers, on statutory declaration being furnished of their having been in use three years and upwards, carried distances of over 100 miles on the up journey, or from one line to another embracing both up and down journey, to be charged Third Class rate for the first 100 miles, with an allowance of 10 per cent. for each mile beyond 100 up to 150, and 25 per cent. for each mile beyond 150 miles. The declaration must be made on Form 100, supplied by the Department.

Pots, iron, loose, owners' risk
Poultry and Rabbits, dead,
owners' risk
Powder, Polishing
Preserves, in cases, not otherwise
specified
Provisions, preserved
Pumps, owners' risk
Quick@liver
Raisina Raisins Raisins
Rakes, hand, owners' risk
Rape and Canary Seed
Refuse from gold smelting
Retorts, clay, owners' risk
Safes, iron, loose, owners' risk
Scythe Blades, in bundles
Slate Slabs, for tanks, owners' Sea Weed, in bales. (See Special Class A) Sewing Machines, boxed Shot, in bags, owners' risk Soda, bicarbonate of Spades and Shovels, in bundles Spirits, in bulk Spirits of Tar Spouting, iron, owners' risk Starch and Blue Sugar, loaf, owners' risk Tacks, in cases Tartaric Acid Tobacco, smoking Tobacco, smoking
Tools, loose
Treacle or Honey, in bottles,
owners' risk
Tubing, Piping, and Guttering,
copper, brass, and iron
Turnery, loose, owners' risk
Turpentine, in casks, cases, and
cans, owners' risk
Varnish, in casks, cases, and cans,
owners' risk owners' risk window Sashes, glazed or not glazed, owners' risk Wine, in bulk or in bond Wood Patterns for Castings, owners' risk

same time, one n NOTE.—The Delaneous, Special, Agric may be required to d responsible for any loss tion of trucks through

* If not metal case

THE AGRICULTURA truck, otherwise Miscel a minimum of 2 tons is

Artificial Manures (C Barley [m

Canary, Rape, and Lintorian grown, on

Mixed consignments of

* Potatoes car

to one consignee be charged Speci

Bran and Pollard

Chicory, not dried

Barley Beans

Bones

Carrots

Ensilage

Restroot

ensure single rate.

STRAW.-20 mil additional; over 50 miles a additional; over 50 mil These rates apply mediums.
Part of a truck to l

unloaded within 24 hou The maximum weig Special Class A rate.

CONTRACTORS' PI minimum charge 20 MERRY-GO-ROUNI

THE SPECIAL CLASS

Miscellaneous Class rate 2 tons is charged, other

Aërated Waters, in cask empty:-

Ballarat and Melbo

Stawe Maryl

Colac Sandh

any Si

Miscellaneous Class. The Miscellaneous Class, for distances under 36 miles, is subject to a minimum of 20s. per truck, otherwise First Class rate. For distances of 36 miles and upwards, a minimum of 2 tons is charged, otherwise First Class rate.

les or cases, double

tove Pipes, owners' ckages, double rate,

vners' risk

Cases, Casks, and contents not speci-

gated iron, owners

up to 400 gallons, ver 400 gallons, rate f, owners' risk

nery, owners' risk ses; if loose, owners'

[risk uble rate, owners'

cases; if in packand Coach Trim-

louble rate, owners'

ds, in cases; if in owners' risk

és or jars, owners'

Pipes, and Vats, isk, over a ton 7d. per mile nd Netting, owners' e Second Class) or cask, owners' risk ed, owners' risk Spouting and Ridgrs' risk st sign Form 86A to

ninimum of 15s. per ' miles and upwards,

ruck loads of 5 tons, rates gs, not otherwise [specified

arpaulins.

from one consignor cultural Produce to one consignee at the

goods in the Miscelnsignee respectively ading, and will be accrue from deten-

per truck per mile per mile additional. per truck per mile per mile additional. ade on 14 ft. 8 in.

by owner. If not rictly enforced. ght to be charged

uck load per mile;

er truck, otherwise ards, a minimum of

in truck loads of , hydraulic pressed,

n grown; minimum, der 52 miles, mini-7s. 6d. ads of 5 tons

Sawn Timber.—6d. per Truck Load of 5 Tons per Mile.

for Butter and Eggs, to be charged when it comes to less than the rate per package.

Conditions.

1. All Hardwood Timber will be subject to a terminal charge of 2s. 6d. per truck if not loaded by owners, to be carried at owners' risk, and unloaded by owner. If not unloaded within four hours after arrival, a demurrage charge of 1s. per truck per working hour, or part of an hour, will be strictly enforced. The Department may also unload at any time after the four hours, and charge 4s. per truck for bogie trucks, and 2s. for all other trucks, for such unloading in addition to any demurrage incurred.

2. First Class rate to be charged for all excess weight, when the quantity is found to be in excess of that consigned.

2. First Class rate to be charged for all excess weight, when the quantity is round to a consigned.

3. Thirty feet Sawn Timber is allowed to the ton. All timber in lengths requiring 2 trucks to be charged 10 per cent. additional; 3 trucks, 15 per cent.; and 4 trucks, 20 per cent. additional, on the long lengths only; minimum, for safety trucks, 10s. up to 40 miles, and 3d. per truck per mile over 40 miles. When each truck is loaded to its full carrying capacity these percentages are not charged on Sawn Timber, but they are charged in all cases on Derrick Cranes, Piles, Logs, Telegraph and Scaffolding poles, Windmills, and Wooden Houses requiring two or more trucks.

4. Minimum, 20s. (including terminal). Less than a truck load to be charged as a truck load, or First Class rates. For short distances, H, I, and K trucks may be loaded to their authorized carrying capacity for the minimum of 20s., so long as the rate per ton with terminal does not exceed that amount. For instance, 23 miles at 6d. per truck of 5 tons gives, say, 2s. 4d. per ton; 7 tons 10 cwt. @ 2s. 4d. = 17s. 6d. + with terminal 2s. 6d. = 20s. A 7½-ton truck can therefore be sent 23 miles for the minimum of 20s.

The above rates and conditions, except where otherwise specified, apply also to—

Derrick Cranes.

Detrick Cranes.

Piles and Logs, 25 feet to the ton rough; squared, sawn, or hewn, 30 feet to the ton.

Telegraph and Scaffolding Poles, by measurement, 30 feet to the ton.

Windmills.

Windmills.

Wooden Houses or Offices, 6d. per truck per mile; minimum, 25s.

The Commissioners reserve the right to decline to either load or unload Sawn Timber, and the consignor and consignee respectively may thereupon be required to do all necessary labour in connexion with such loading or unloading, and will be responsible for any loss or damage, or demurrage, or storage charges, which may accrue from detention of trucks through their default.

All timber consigned to Melbourne will be unloaded by the Department at the Lower-level Sidings, and will be subject to the charges per truck load for unloading specified in Clause 1.

Firewood, &c.

5d. per Truck Load of 5 tons per Mile up to 75 miles; 4d. per Truck Load for every mile over 75. (Subject to minimum as under.)

Conditions.

1. All to be carried in truck loads and at owners' risk, and to be loaded and unloaded by owner. Trucks must be loaded to their full authorized carrying capacity, which will in all cases be charged for.

2. Consignees must unload at once on arrival. If not unloaded within two hours after arrival, demurrage at the rate of is. per truck per working hour will be charged. The Department may also unload at any time after the two hours, and charge 2s. 6d. per truck for such unloading in addition to any demurrage incurred.

3. First Class rate to be charged for all excess weight, when the quantity is found to be in excess of that consigned.

Firewood, per truck of o tons ...
,,, over 5 tons ...
Logs, Piles, Sawn, or other Timber, Bogie or Q trucks
all other trucks 1 6 4 0 2 0 •••

They will also be subject to the other conditions and charges as set forth in the Bye-Law as to the Lower-level Sidings.

N.B.—The above amounts for unloading to be added to the freight in waybilling in every instance.

* Pyrites in less than truck loads, Special Class A minimums.

Portland and Hamilton Rates.

Portland to Hamilton or vice versâ, First and Second Class, 15s. per ton. Portland to Hamilton or vice versâ, Third and Fourth Class, 20s. per ton.

Coal Rate.

Coal in full truck loads, the owner to load and unload, and the Coal to be carried at owners' risk,

1d. per ton per mile. Minimum, 2s. per ton.

Bricks.

11 miles, 10s. 0d. per truck of 5 tons, 2s. 0d. per ton. | 41 miles, 17s. 6d. per truck of 5 tons, 3s. 6d. per ton. | 21 ,, 12s. 6d. ,, 2s. 6d. ,, | 51 ,, 20s. 0d. ,, 4s. 0d. ,, 3s. 0d. ,, | 60 ,, 22s. 6d. ,, 4s. 6d. ,, 4s. 6d. ,, To be loaded and unloaded by owners, and carried at owners risk.

Fresh Meat.

Fresh Meat, in truck loads, 9d. per truck per mile up to 101 miles; over 101 and up to 150 miles, 3d. per truck per mile added to the 101 mile rate; over 150 miles, 7d. per truck per mile for the whole journey, with 2s. per truck terminal added in all cases; minimum, 22s. per truck, including terminal. To be carried strictly at owners' risk, and consigned on Form 86A, otherwise Second Class rates to be charged. Less than truck loads to be charged as truck loads, or else Second Class rates.

Loading and unloading to be done by owners.

Onions and Carrots.

Onions and Carrots from Drysdale to Melbourne, 5s. per ton, in truck loads of not less than 5 tons. If consigned from Drysdale to stations beyond Melbourne, to have the benefit of the 5s. rate.

Rates at Geelong Station.

Special A Class			
Special B Class	•••	***	
Miscellaneous	•••		
First Class			
Second Class	•••	•••	•••
Third Class	•••		•••
Fourth Class	•••		

Rebates on Goo

1. Goods forwarded from Melbourne, Williamsto 1. Goods forwarded from Melbourne, Williamsto Ruherglen, or Chiltern, and conveyed thence by riv Murrumbidgee Junction, or to any station on the Dadestination north of, or intersected by, an imagina Gerogery on the New South Wales line; thence the northerly direction to the Singorambah blocks, to Stations; thence in a westerly direction along the south the Murrumbidgee River at Balranald, to include rebates, on production of certified bills of lading, or deem sufficient that they have been duly received at 2. The ordinary rates will be charged in the first sheets, accompanied by bills of lading or certificates 3. Rebate sheets must be rendered within one manufactured to the state of the sheets with the state of the sheets and the sheets within the sheets.

4. AMOUN

Class.			Echuca.			
•				£	8.	<u>d</u> ,
First Class (exce	pt wire		***	1	.1	6
Second Class		•••		1	14	6
Third Class	•••	•••	***	2	7	6
Fourth Class				3	0	6
Miscellaneous (e	xcept 1	rock salt				
colonial cop				0	9	6
Wire, iron, in bu				1	6	6
Slates in truck le		tons eac	ch	-	•••	
Special Class B					•••	

Albur

1. Goods consigned from Melbourne to Albury

Class.			Rate per Te	
			8. d.	
Agricultural Produce	***		20 6	
Special Class A	•••	•••	27 0	
Special Class B			32 6	
Miscellaneous		•••	42 6	
First (except Woolpack	s and Ce		53 6	

When goods of the First, Second, Third, or South Wales lines beyond Albury, the r (woolpacks and cement excepted), and and cement, 42s. 6d. per ton.

The minimum of the Agricultural Produc 2 tons, and of the First, Second, Third, Sawn Timber to be charged the ordinary rates, 2 Goods from Stations other than Melbourne to Goods in the Agricultural Produce Specia

2. Goods from Stations other than Melbourne to
Goods in the Agricultural Produce, Specia
charged the ordinary rates to Wodonga
Sawn Timber to be charged the ordinary ra
Goods of the First, Second, Third, and F
with 3s. 6d. per ton added; but if the
lines beyond Albury the added rate wil
The minimum charges of the First, Second
head of this classification, with 1s. 6d.
3. Rebates will be allowed on the rates set forth
destination north of, or intersected by, a
Murray to Gerogery on the New South
Station; thence in a northerly direction to
Yanko, and Goolgumblah stations; thence
river back-blocks to the intersection of the
Station. Rebate sheets must be rendered w
accompanied by certificates or such other r accompanied by certificates or such other r goods have been duly received at their desti

AMOUNT

	Class.		l	Per Ton.	
Miscellaneous Class (except Rock Salt) First (except Wire, Woolpacks, and				8. d. 10 0	
Cement)	444			20 0	
Second	•••		[]	20 0	
Third				30 0	

New Machinery an Expor

New Machinery and Cast Iron Pipes manufa Geelong, or Portland for exportation, to be carried a (First, Second, or Fourth Class, as the case may be) to proof of its having been exported.

Bonded

Parcels under 7lbs. weight sent through Goods, in each case, whether accompanied by other free goo Riverina.

Returned

The minimum distance for First, Second, Third, and Fourth Classes is 15 miles; less distances than 15 miles to be charged as 15 miles. Portions of a mile A truck load is computed 5 tons. When the rate is per truck load, and the carrying capacity of the truck exceeds 5 tons, the weight loaded over that quant Trucks for the Lower-level Sidings, Melbourne, will be subject to the Regulations for that traffic. Packages under 7 lbs. weight, and packages wrapped in paper, must be forwarded as Parcels by Passenger Train.

Weighing.—At dray weigh-bridges owned by the Department, the charges for weighing are 6d. for any load drawn by one horse, and 1s. Storage.—Charges for Warehousing Goods, to the extent to which the Department has storage accommodation, are as follow:—

All goods of the First, Second, Third, and Fourth Classes, Grain and other produce from up-country stations, discharged into the storage. For instance, Grain unloaded on a Monday, if removed on or before the following Thursday, will not be subjective. prescribed time, storage at the rate of 6d. per ton per week will be charged. Part of a ton to be charged as a ton, and part At Country Stations, Goods of the First, Second, Third, and Fourth, and of the Special, Agricultural, and Miscellaneous Class unloading. If not so removed, storage will be charged as follows, viz :-

5 cwt. and under 5 cwt. and under
Over 5 cwt. and not exceeding 10 cwt.
20 cwt. 6d. ... 1s.

...

Over 10 cwt. , , 20 cwt. ... 1s. ... 9d. ...

Demurrage.—In all cases where, according to the Goods Classification, the loading may have to be performed by the owner, two working within that time demurrage at the rate of 1s. per truck per hour will be charged; and where, according to the Goods Classification, the unloading may have to be performed by the owner, two working the charged is an according to the Goods Classification, the unloading may have to be performed by the owner, two working the charged is a constant. be allowed, and if not completed within that time, demurrage at the rate of 1s. per truck per hour will be charged. Part of an hour to be charged

1. The VICTORIAN RAILWAYS COMMISSIONERS will not be liable for loss of or injury to any articles, goods, or things in or about the rec by the neglect or default of the Commissioners or their servants.

2. Nor for loss of or injury to any articles, goods, or things put into returned wrappers, boxes, packages, cases, or baskets marked, described to the commissioners of their servants.

3. Nor for non-delivery or mis-delivery of any articles, goods, or things in consequence of the same not being directed, or of the same or injury to any articles, goods, or things in consequence of the same being mis-described or incorrectly described or declared in the declaration or r packed, or so packed that the breakage or leakage of one or more of the articles has injured the rest; nor for loss by leakage occasioned by imp

by or in consequence of fermentation.

4. Nor for loss of or injury to fruit, fish, meat, poultry, game, and other perishable articles arising from the perishable nature of such on arrival at the station, or for the non-delivery thereof at any certain time or in any time for any particular market, or from not being conveyed stoppage however occasioned. And such fruit, fish, meat, poultry, game, and other perishable articles, not taken away, or not paid for forthwith like effect, or without any legible or intelligible directions, or directed to a place not known, or refused by the person or at the place to whe otherwise, for the benefit of all concerned, and payment or tender of the net proceeds of any such sale, after deductions of the moneys due in reand expenses of sale, shall be accepted as equivalent to delivery.

5. Nor for injury to any marbles, musical instruments, furniture, toys, or other articles, which, from their brittleness, fragility, or delunless they shall be declared in writing, and an appropriate rate or charge for the carriage thereof to be paid, or contracted to be paid.

6. The Commissioners will consider themselves at liberty to deliver goods, and to charge for such delivery, in all cases in which the ser

that the goods are to be taken from the station by the cousignees.

7. No claim for deficiency, damage, or detention shall be allowed unless made within four days after delivery of the goods; nor for le should have been delivered.

The Common Seal of The Victorian Railways Commissioners was hereunto affixed on the First day

Goods which are carried at a lower rate on the Up than on the Down journey will be charged the lower rate for the through journey if consigned from one line to another carried is not less than 100 miles. Goods which are carried at single rate if at owners' risk, and double rate if at the risk of the Department, must be consigned on Form 86A to entitle them to single

Tarpaulins.—Consignors of Potatoes at Firewood rates, Bark, Coal, and any other goods for which the Department does not provide Tarpaulins, of 2s. 6d. for each Tarpaulin used for the journey, and on giving an undertaking to pay 2s. 6d. per day demurrage for each Tarpaulin required to cover the

Through Goods passing over the Geelong line to have the benefit of the Geelong Special rates, if they are less than the Mileage rates.

Goods must in every case be forwarded by the shortest mileage, but when the through charge will be affected by the Geelong Special rates, the low Goods to and from the Murray River and North-Eastern lines and the Williamstown line to be charged the actual mileage viá Melbourne. Goods and the Williamstown line to be charged rates as to Melbourne, excepting Grain and Flour, which are to be charged the exact mileage vià Newport when vessels at the Williamstown and Port Melbourne Piers to Geelong 5s. per ton, according to Bill of Lading, without regard to classification.

No extra charge is made on Through Goods for the Tramway between Spencer and Flinders streets, but one mile is added in calculating the dis St. Kilda, or Port Melbourne, are charged actual mileage at classification rates, subject to the authorized minimums.

Goods to and from Melbourne and the boroughs of Williamstown, Essendon, Port Melbourne, St. Kilda, or Brighton, 5s. per ton, without regard

Agricultural Produce, Sawn Timber, and Firewood Classes, which have the benefit of the lower classification rate.

The rates to and from Ships at the Williamstown and Port Melbourne Piers, also for Wool, Live Stock, Special and Parcels Rates, and for the Low

CONDITIONS.

- All Empties not taken away within three days after arrival will be sold, and, after defraying expenses, the overplus (if any) will be paid to the The Commissioners will not be bound to receive or forward any packages or parcels the contents of which shall not at the time of delivery for
- The Commissioners cannot pledge themselves to the times of starting or arrival of the Goods Trains, nor do they guarantee to forward goods 11. No Station Master or Clerk, or other officer or servant of the Commissioners, has any authority to dispense with or vary these conditions.

VICTORIAN RAILWAYS COMMISSIONERS GIVE PUBLIC NOTICE-

SEC. 120, ACT 289 - That they will not be liable (except only as bailees) for custody in respect of any damage, loss of, or injury to any articles, go to the place to which they have undertaken to carry the same and discharged from the truck in which they were carried, from the time of such discharge t

SECS. 124 AND 153, ACT 289.—The Commissioners will not, except by special contract, receive for carriage any gunpowder, aquafortis, oil of vitriol judgment of the Commissioners, their officers or servants, may be of a dangerous nature, or any explosive, inflammable, or corrosive articles, or any articles fermentation; and persons knowingly sending such goods, and neglecting to mark distinctly their nature on the outside of the package, or otherwise Bookkeeper, or other officer or servant with whom the same are left, will be liable to a penalty of £20.

SEq. 127, Acr 289.—That in default of payment on demand of any tolls, rates, or charges due to the Commissioners in respect of the carriage of an and sell the same, or any part thereof; or, if the same shall have been removed from the premises of the Commissioners, they may detain and sell any other at the person libble to pay such tolls, rates, or charges, and out of the moneys arising from such sale to retain such rates, tolls, or charges so due to the Com detention and sale, rendering the overplus (if any) of the moneys arising by such sale, and such of the goods as shall remain unsold, to the person entitled the

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