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SECOND SUPPLEMENT

TO THE

VICTORIA
GOVERNMENT GAZETTE

OF FRIDAY, AUGUST 21, 1891.

Published by Authority.

No. 106.]

THURSDAY, AUGUST 27.

[1891.

VICTORIAN RAILWAYS.

—
BY-LAW No. 89.
—

THE Victorian Railways Commissioners, in pursuance of the powers conferred by the *Railways Act 1890* (No. 1135), section 105, do hereby make the following By-laws, and all previous By-laws conflicting therewith are hereby repealed:—

MERCHANDISE RATES,

INCLUDING

LIVE STOCK, WOOL, ETC.

GOODS CLASSIFICATION AND TARIFF.

Minimum Charge of the Four Classes, except where otherwise specified—1 to 25 miles, 1s.; 26 to 50 miles, 1s. 6d.; 51 to 75 miles, 2s.; 76 to 100 miles, 2s. 6d.; 101 to 150 miles, 3s.; 151 to 200 miles, 3s. 6d.; 201 to 300 miles, 4s.; 301 to 400 miles, 4s. 6d.

All Goods mentioned in the Goods Tariff or any of the By-laws as being carried at owner's risk may be carried at the risk of the Victorian Railways Commissioners on payment of the following additional charges:—

Goods in the Wheat and Flour, Agricultural Produce, special A and B, Miscellaneous, and First, Second, and Third Classes, 10 per cent. added to the Tariff or By-law Rates.

Goods in the Fourth Class, 25 per cent. added to the Tariff or By-law Rates.

All such Goods will be carried at the owner's risk unless the Consignor shall at the time of consigning give intimation in writing that he requires them carried at the risk of the Commissioners.

N.B.—Except where otherwise specified on Classification, all Goods are carried by dead weight of 2,240 lbs. to the Ton, and the Rates apply to both the Up and Down Journey. Where measurement or a certain number of packages to the ton is given, the Commissioners reserve the right to charge by dead weight if considered advisable.

FIRST CLASS.

<p>Asphalte Alum, in casks Anchors and Chain Cables Anti-friction and Axle Grease. Antimony, smelted Anvils Bacon, Colonial, loose. (See Second and Third Classes) Bags, empty, in bags or bundles Barrenit, for food preserving Bath Bricks Battens, softwood, 60 cubic feet to the ton Beehives, in pieces, in bundles. (See Third Class) Beeswax, Colonial, Up journey. (See Third Class) Bolts and Nuts Brooms, in cases Cannon, on carriages or otherwise Carbon, for rabbit killing Caustic Soda and Potash Cement. (See Special Class B) Chain Chalk or Ochre Cheese, in cases. (Colonial, Miscellaneous Class. See Second Class) Copper Plates, Brass or Copper Tubing or Piping, for use in construction of Railway Locomotives Crowbars Cutch Disinfectants, in cases, casks, or bags Farina, in bags. (See Second Class)</p>	<p>Felt, in bundles, for roofing Felloes, Spokes, and Naves, manufactured Fire Bars and Bearers Fire Blocks Footlights, glass, in cases Furniture Vans, returned empty Gambier Girders, minimum 4 tons. (See Third Class) Glass Preserving Jars, in cases Glycerine, crude Golden Syrup, in casks and in tins packed in cases Granite, polished, in case Grubbers, Tree Hams, Colonial, loose or in bags. (See Second and Third Classes) Horseshoes Hurdles, iron and wood Lead, Sheet, minimum 4 tons. (See Third Class) Machinery, old, not mining. A declaration on Form 100 must be lodged with the Consignment Note. Owner's risk. Manganese Marble Slabs, in packages, cemented, owner's risk * Molasses and Treacle, in casks Moss, in bags, for pot plants Myrabolams. (See Miscellaneous Class) Nails, Rivets, and Screws, in kegs or bags Pipes, iron, drawn or wrought, 1 inch or upwards Plaster. (See Special Class B) Ploughs and Ploughshares, in cases</p>
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* For cattle food, Special Class A.

GOODS CLASSIFICATION AND TARIFF.

FIRST CLASS—*continued.*

Poultry, dead, owner's risk	Whiting, owner's risk
Poultry, living, in crates or cases, owner's risk	Wool, in bags (when accompanying bales of
Rabbits, dead	Wool, or 2 tons or upwards of Hides,
Resin	Skins, or Tallow not subject to minimum)
Saltpetre, in bags or casks. (See Special Class B)	Yokes, bullock
Shell, cannon, not loaded	
Slates, roofing. (See Special B and A.P. Classes)	
Soda, in casks, owner's risk	
Straw Envelopes, for bottles	
Sugar, in lots of 5 tons and upwards. (See Second Class)	
Sulphur, in barrels, owner's risk. (See Special Class B)	
Tar and Pitch. (See Miscellaneous Class)	
* Timber. (See Special Class B)	
Valonia. (See Miscellaneous Class)	
Weights, iron	
Wheels, truck, cast-iron, rough, and Railway Waggon and Engine, owner's risk	
	30 feet of Blackwood
	45 " Birch
	40 " Ash
	30 " Ironbark
	35 " English oak
	50 " American oak
	* 50 " Pitch pine and red pine
	50 " Kauri pine
	60 " Softwood
	50 " Murray pine, tongued and grooved
	(dry) to a ton.
	Soft wood requiring more than one truck to be charged the percentages and minimums in Clause 5 of Sawm Timber Conditions.

SECOND CLASS.

Acid, Sulphuric, 5 tons and upwards, owner's risk. (See Fourth Class)	Copper and Brass, old scrap
Arsenic, in kegs	Coppers
Asbestos and Silicate, cotton steam pipe covering	Cordage
Axles and Springs	Cotton Waste
Beef or Pork, salt, in casks. (See Miscellaneous Class)	Ditto Fabrics
Bedsteads, in cases	Currants, in casks or cases
Belting, leather and rubber, owner's risk	Dairy Produce, not otherwise specified
Biscuits, plain, in bags and casks	Dates, in bags
Biscuits, fancy, in lots of not less than 1 ton, owner's risk. (See Fourth Class)	Diamond Drill Machines
Blacking	Doors, wooden, owner's risk
Blacklead	Drapery, in cases; if in bales, owner's risk
Blankets and Flannels	Dray Bodies, minimum 1 ton each
Bluestone, in kegs and casks	Dray Shafts and Wheels
Boilers made up country and exported from Melbourne, Geelong, or Portland	Duck, in bales
Boxes, Trunks, and Cases, empty; not returned empties	Dumb Plates and Furnace Doors
Bread, owner's risk	Eggs, packed, owner's risk
Butter and Lard, in casks, kegs, and cases	Earthen and Stone Ware, in crates, owner's risk
Candles, in boxes	Farina, in cases or casks. (See First Class)
Canvas, in bales, and bolts	Fish, in brine
Carpets, Felt, Felting, Rugs, Mats, and Floor-cloth	Fruit, fresh, by passenger trains, not less than 5 nor more than 10 cwt.
Cartoons, paper boxes	Furniture, per truck, minimum 5 tons. (See Third and Fourth Classes)
Castings, in cases, owner's risk	Gloves, in cases
Cheese, in skeleton cases	Glue
Ditto, loose, owner's risk. (Colonial, Miscellaneous Class. See First Class)	Glue Pieces, in bales
Cider, in bulk	Glucose. (See Miscellaneous Class)
Clothing, ready-made, in cases	Gravestones, rough, owner's risk
Cocoa Nuts	Gum Shellac
Coffee, raw	Handles, wooden, in case or package
Confectionery, in lots of not less than 1 ton, owner's risk. (See Fourth Class)	Hair, for building purposes
Colours and Paints, in casks, kegs, and tins, owner's risk	Hams and Bacon, in casks, cases, and bags. (See First and Third Classes)
	Hearthstones, owner's risk
	Herbs
	Honey, in kegs, jars, and tins, owner's risk. (See Miscellaneous Class)
	Hops, in bales and pockets, owner's risk. (See Special Class A)

GOODS CLASSIFICATION AND TARIFF.

SECOND CLASS—*continued.*

Hose Reels	Rope, hemp or wire, owner's risk
Hosiery and Haberdashery, in cases; if in bales, owner's risk	Safes, iron, in case, owner's risk
Houses, wooden, in packages [A]	Sash Weights
Ice, in cases, owner's risk. (See Special Class)	Sausages and Sausage Skins
Ditto, in waterproof cases, by passenger trains	Scab Specific and Foot-rot Preparations
Ink, printer's	School Slates, in cases, owner's risk
Iron, corrugated, in cases	Schools, portable, excepting fireplaces and tanks, which are charged Fourth Class
Ditto, sheet [Class]	Screw-jacks
Kapok, in hydraulic pressed bales. (See Fourth Class)	Scythe Stones, in case or cask
Lasts	Shot, in kegs, owner's risk
Laths, in bundles	Silk and Silk Goods, in cases, owner's risk
Lampblack	Slate Pencils, in cases
Linen Goods	Slate Slabs
Machinery, heavy, in cases, not otherwise specified, and Sole Plates and Fly-wheels, owner's risk	Spice, Condition, for cattle
Machines, wool, not in cases, owner's risk	Starch, Colonial, not less than 1 ton lots, owner's risk. (See Third Class)
Machines, Stone-breaking	Sugar, in mats, bags, cases, casks, and baskets. (See First Class)
Marble Slabs, rough, owner's risk	Sugar, loaf, broken, in bags, for manufacturing purposes
Marble or Glazed Tiles, in case, owner's risk	Sumach. (See Miscellaneous Class)
Matting, Coir	Steel, sheet
Meal, not otherwise specified, in bags and casks	Stone, carved, for building purposes, owner's risk
Meat, fresh, owner's risk, also by mixed trains	Tanks, filled. (See AP Class)
Mining Trucks and Buckets, iron	Tarpaulins
Mill Stones, owner's risk	Tents, in bundles
Nails and Rivets (bootmakers'), in casks or bags	Tin and Copper, ingot and bar. (See Miscellaneous Class)
Oars	Tin Plates and Gold Gratings
Oilmen's Stores and Pepper, Sago, Tapioca, Barley, Split Pease, Chicory, Cocoa, and Ground Coffee of colonial manufacture, in lots of not less than 1 ton, owner's risk. Must be consigned on Form 86c.	Tobacco for Sheepwash, in casks
Paper, in bales and reams [risk]	Tools, in chests
Ditto, in packages of 1 cwt. and over, owner's risk	Trees and Shrubs, not in pots and in packages
Ditto Bags	Turnery, in case
Paper Boxes	Twine
Ploughshares, Mould Boards, and Sole Plates, loose	Vyces
Printing Material and Type, owner's risk	Vinegar and Lime Juice, in casks
Pumice Stone	Water Boring Machines
Rattans [B]	Winches, crab
Retorts, iron, owner's risk. (See Special Class)	Wheels, loose, iron
Rice	Wheelbarrows and Hand Trucks
	White and Red Lead
	Woollen Goods, if in bales, owner's risk
	Zinc, in casks and cases

THIRD CLASS.

Acetic Acid	Beeswax. (See First Class)
Air Bricks, metal	Beer or Cider, bottled, in casks and cases, owner's risk
Almonds	Bellows, owner's risk
American Woodenware, Buckets, Tubs, &c.	Bleaching Powder
Apples, dried, in casks and cases	Boats, 6d. per one truck per mile, owner's risk, minimum 20s. More than one truck 3d. per mile each additional truck, minimum, 10s.; on trucks fully loaded half the above rates
Arrowroot, Sago, and Tapioca	*Boilers, owner's risk.
Baking Powder	
Barley, Pearl, or Groats, in casks. (See Miscellaneous Class)	
Beehives. (See First Class)	

* NOTE.—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.

GOODS CLASSIFICATION AND TARIFF.

THIRD CLASS—*continued.*

Boiler, Fluid, owner's risk	Hams and Bacon, loose. (See First and Second Classes)
Books, in cases	Hardware, not otherwise specified
Boots and Shoes, in cases and trunks	Harness and Saddlery, in cases
Bottles, Druggists', in cases or casks, owner's risk	Harness, dray only, loose
Brooms, in bales and bundles	Hollowware, owner's risk
Brushware	Iron Castings, turned and polished, or light and fragile, owner's risk
Buckets or Tubs, tin or other metal, also wooden, in nests, owner's risk	Iron, corrugated, loose
Buggies, Waggonettes, or Waggons, in pieces, minimum 2 tons dead weight and 20s. for any distance, or as carriage or gig bodies	Iron, galvanized, loose
Camp and Colonial Ovens, empty, owner's risk	Ditto Girders. (See First Class)
Canoes, not exceeding 120 lbs. each, 3d. per mile, minimum 10s., owner's risk	Ditto Railings, owner's risk
Carriage and Gig Bodies, minimum 1 ton each	Ditto Lamp and Verandah Posts, loose, owner's risk
Carriage and Gig Wheels and Shafts	Joinery
Chaff-cutters, in pieces, in cases, original packages	Juniper Berries
Chicory, manufactured, in case or bags	Kerosene, owner's risk
Chimney Pots, owner's risk	Lead, sheet, and piping, owner's risk. (See First Class)
Chinese Matting	Lime Juice, in cases, owner's risk
Churns, owner's risk	Liquorice
Cocoa and Chocolate	Liquors, in bulk, not otherwise specified
Cocoonut Fibre	Luggage
Coffee, ground or roasted	Machines, at owner's risk, viz., Leather-cutting, Printing, Soda-water, Weighing; Engines, Fire, Beer, and Garden; Mangles, and all machines not otherwise specified
Contractors' Waggons one whels, 6d. per mile each	Marble, manufactured, in case, owner's risk
Copper and Brass Rod	Marble or Glazed Tiles, loose, owner's risk
Ditto, Sheet	Nuts
Ditto, Wire	Oil, in casks, tins, and cases, owner's risk
Ditto, Nails	Oil, Chinese, owner's risk
Cordials, in bulk	Oil, Crude Shale
Crucibles	Oil, Eucalyptus, in drums, casks, in jars covered with wickerwork, or in bottles, in cases
Currants, in bags	Oilmen's Stores
Dates, in boxes	Paper, Sand or Glass
Demijohns in wicker work (full or empty), owner's risk	Paperhangings
Door Fittings, owner's risk	Pease, split, in casks or bags
Duck, in bolts	Pepper, in bags, cases, or tins
Dyes, in casks and cases	Perambulators, boxed
Earthen and Stone Ware, in casks or cases, owner's risk	Pipes, smoking
Figs	Plants in pots, in covered and heavy open cases, owner's risk
Firearms, in cases	Pots, iron, loose, owner's risk
Fish, dried. (See Fresh Fish rates)	Powder, Polishing
Flower Pots, owner's risk	Preserves, in cases, not otherwise specified
Forks, hay or other agricultural	Provisions, preserved
Fruits, dried	Pumps, owner's risk
Furniture in Vans, gross weight of van and furniture, minimum 2 tons	Quicksilver
Furniture, in cases	Raisins. (See Miscellaneous Class)
Fuze	Rakes, hand, owner's risk
Game, dead, owner's risk	Refuse from gold smelting
Garden Seats, owner's risk	Retorts, clay, owner's risk. (See Special B Class)
Garden Rollers	Safes, iron, loose, owner's risk
Gates, house and garden, owner's risk	Scythe Blades, in bundles
Glass, window, in cases, owner's risk	Slate Slabs, for tanks, owner's risk
Gas Fittings, in casks and cases	Seaweed, in bales. (See Special Class A)
Gas and Water Meters, owner's risk	Sewing Machines, boxed
Ginger, dry	Shot, in bags, owner's risk
Golden Syrup, in jars or tins, loose	Soda, Bicarbonate of
Grindery, not otherwise specified	Spades and Shovels, in bundles
Hair, upholsterers'	Spirits, in bulk

GOODS CLASSIFICATION AND TARIFF.

THIRD CLASS—*continued.*

Spirits of Tar	Tubing, Piping, and Guttering, copper, brass, and iron
Spouting, iron, owner's risk	Turnery, loose, owner's risk
Starch and Bluc. (See Second Class)	Turpentine, in casks, cases, and cans, owner's risk
Steel Castings, turned and polished, or light and fragile, owner's risk	Varnish, in casks, cases, and cans, owner's risk
Sugar, loaf, owner's risk	Window Sashes, glazed or not glazed, owner's risk
Tacks, in cases	Wine, in bulk or in bond
Tartaric Acid	Wood Patterns for Castings, owner's risk
Tobacco, smoking	Woodenware, American
Tools, loose	
Treacle or Honey, in bottles, owner's risk	

FOURTH CLASS.

Acids, in cases and carboys, double rate, owner's risk	Demijohns, earthenware or glass, owner's risk
Acid, assorted lots, 5 tons and upwards, single rate, owner's risk. (See Second Class)	Distillery Apparatus, double rate, owner's risk
Animals, living, in crates or cases, owner's risk	Doors, glass, owner's risk
Bagatelle or Billiard Tables as Furniture; if loose, owner's risk	Drugs
Banners and Flags, in case; if loose, owner's risk	Earth Closets
Baskets and Basket Ware	Fancy Goods, owner's risk
Baths, plunge and shower, loose, owner's risk	Feathers and Plumes
Ditto, wooden, lined with tin or zinc	Fireplaces for Portable Schools
Bells, of all kinds, owner's risk	Fireworks, owner's risk
Benzole, Naphtha, Gasoline, and Petroleum, owner's risk	Flock, in bales
Bicycles, in pieces, packed in cases	Flowers, artificial
Bicycles, complete, packed in cases or skeleton cases, rate and a half	Furniture, loose or in packages, owner's risk
Bicycles, complete, loose, double rate	Furniture, marble tops, double rate, owner's risk
Biscuits, fancy, owner's risk. (See Second Class)	Furniture, in skeleton cases
Bisulphide of Carbon, owner's risk	Gasaliers and Chandeliers, owner's risk
Bitters, in cases and jars, owner's risk	Ginger
Boilers, copper or iron, kitchen, washing, or other open	Glass, looking, in cases, owner's risk
Britannia Metal Goods	Ditto, ditto, not packed, double rate, owner's risk
Cages, bird, double rate, owner's risk	Ditto, plate, in cases, owner's risk [risk
Camp Ovens, packed	Glassware, owner's risk
Carriages, Waggon, and similar vehicles in pieces, in cases, owner's risk	Grates, Fenders, and Fire Irons, if loose, owner's risk
Carriages, Waggon, and similar vehicles in pieces, loose, unpainted and in the rough, owner's risk	Gravestones, finished and loose, owner's risk
Cartridges, metal cased,* owner's risk	Hats and Bonnets, Men's and Women's, of all kinds, in cases
Cartridges, Rifle, for Victorian Government	Hat Boxes, double rate, owner's risk
Cartridges, Sporting	Hat Shapes
Champion Excavators	Harness and Saddlery, loose, owner's risk
China, owner's risk	Hobby-horses, owner's risk
Chinese Goods, in cases, jars, or packages, owner's risk	Indiarubber Goods, or Hose, owner's risk
Chimney-pieces, owner's risk	Ink, writing, owner's risk
Cigars, in cases	Instruments, musical, owner's risk
Clocks, in cases, owner's risk	Instruments, scientific, owner's risk
Confectionery. (See Second Class)	Japanned Ware, owner's risk
Copying Presses; if loose, owner's risk	Kapok, in bales, not hydraulic pressed. (See Second Class)
Cordials, in cases and jars, owner's risk	Ladders, by measurement, under 16 ft. long 60 ft. and over 16 ft. long 40 ft., to the ton
Corks	Lamps, hall and street, loose, owner's risk, double rate
Cutlery	Lamps and Lamp Ware, in cases, owner's risk
	Leather, bookbinders' or fancy [risk
	Liquors, in glass, not otherwise specified, owner's risk
	Machinery, light and fragile
	Marble, loose and polished, owner's risk
	Matches and Vestas, in cases, owner's risk

* If not metal cased, they come under the Explosives By-laws.

GOODS CLASSIFICATION AND TARIFF.

FOURTH CLASS—*continued.*

Mattresses, in bundles	Signboards
Millinery, in cases	Snuff
Mouldings and Cornices, in bundles 50 feet to the ton	Soap, fancy
Opium, double rate, owner's risk	Spices, in bales, boxes, &c.
Oiled Clothing, owner's risk	Spirits, in cases or jars, owner's risk
Paintings and Engravings, in cases, owner's risk	Sponge, in bales or cases, double rate
Paintings and Engravings, loose, double rate, owner's risk	Stationery, owner's risk
Papier Maché Goods, owner's risk	Stoves and Stove Pipes, owner's risk
Perambulators, loose, double rate, owner's risk	Sulkies, in packages, double rate, owner's risk
Ditto in nests or bundles, single rate	Sundries, or Cases, Casks, and Packages, contents not specified, owner's risk
Perfumery	Swing Boats
Pianos and Organs, in cases	Tanks, corrugated iron, owner's risk
Picture Frames, owner's risk, double rate	Ditto, iron, up to 400 gallons, owner's risk
Pigs, sheep, goats, or calves, living, in crates or cases, subject to a minimum charge as for 2½ cwt. per package	Ditto, iron, over 400 gallons, rate and a half, owner's risk
Plaster of Paris Ornaments, in case, owner's risk	Tanks, Portable School
Plaster of Paris Ornaments, loose, double rate, owner's risk	Tea
Plated Goods, owner's risk	Theatrical Scenery, owner's risk
Powder and other Explosives, including loaded shells. (See By-laws)	Tinware, in cases; if loose, owner's risk
Powder, Sporting, in flasks	Toys, in cases
Preserves, Indian and Chinese	Tricycles, double rate, owner's risk
Safes, bread, meat, and milk, owner's risk	Troughing
Saws, loose	Umbrellas, in cases; if in packages, owner's risk
Scales and Scale-beams, owner's risk	Upholsterers' and Coach Trimmings
Seeds, flower	Velocipedes, double rate, owner's risk
School Slates, in packages, owner's risk	Venetian Blinds, in cases; if in packages, owner's risk
Sewing Machines, loose, owner's risk	Whips
Shell Flues	Wine, in cases or jars, owner's risk
Shop Fittings or Counters	Wire Cloth, owner's risk
Sieves, owner's risk	Yeast, in keg or cask, owner's risk
	Zinc, perforated, owner's risk
	Zinc and Tin Spouting and Ridging, owner's risk

MISCELLANEOUS CLASS.

CONDITIONS.

All carried at owner's risk.

Except where otherwise specified, 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.

Aerated Flour. (See Special Class B)	Beer, in bulk. (See Special Class B)
Agricultural Implements not specified in Goods Tariff—Also Winnowing, Chaffcutting, Smut, Flour-dressing, Hay-raking, Elevating, Cheese-pressing, and Steam-ploughing Machines	Cannon Shot
Arrowroot, Victorian grown, manufactured, on Up journey only, minimum 1 ton or else First Class rate	Cases, empty, fruit, First Class minimum
Barley, Pearl, Victorian grown, minimum 1 ton or else First Class rate	Casks, empty, First Class minimum
Bark, in less than truck loads. (See Special Class A)	Castings, rough, including stamper heads, shoes, cams, hammered shafts, and stamper boxes
Beef or Pork, salt, in casks, from country manufacturing factories to Melbourne	Cheese, Colonial, loose or in cases, minimum under 36 miles, 5s., over 36 miles, 10 cwt., or from different consignors to one consignee
	Chicory, dried
	Coke, in bags. (See Special Class A)
	Copper and Tin, Colonial, in cakes, ingots, or bars, on Up journey only. (See Second Class)

GOODS CLASSIFICATION AND TARIFF.

MISCELLANEOUS CLASS—*continued.*

<p>Engines, Portable, Donkey, Traction, with or without steam-roller Extract of Myrabolams Grindstones Hay or Straw and Oats or Bran, mixed consignments, First Class minimum * Horns, Hoofs Honey, in casks and hhds. Honey, Victorian, in tins, or packed in cases or casks, minimum 5 cwt. Iron, bar and rod. (See Special Class B) Iron Boiler Plates. (See Special Class B) Iron, galvanized, in cases Iron, hoop, less than 4 tons. (See Special Class B) Lager Beer, in truck loads, from Sandhurst to Melbourne Leather, in bales, including Upper or Harness leather, minimum 1 ton Logwood Machinery, for irrigation works † Machinery, mining, old, consisting of sole-plates, fly-wheels, and heavy, not otherwise specified, owner's risk Meat, Preserved, in cases Milk, First Class minimum Mineral Waters, Victorian, no minimum. Returned empties, 3d. each for distances not exceeding 10 miles; over 100 and not exceeding 200 miles, 6d.; and 3d. for every additional 100 miles or part thereof Oil Cake Oil, Crude, for gas making Oxide of Iron. (See also Special A Class) Pickles, Colonial, minimum 1 ton lots Pig Lead Pipes, water Plants, Trees, and Shrubs, in pots or cases, or loose, in truck loads of 5 tons each</p>	<p>Potteryware, not otherwise specified. (See Special Class A) Rags, in bales Rails, Chairs, Fishplates, and Spikes. (See Special Class B) Raisins, Victorian grown. (See Third Class) Road Rollers Salt, in cases. (See Special Class B) * Sheepskins, Kangaroo and Rabbit Skins Shooks Soap, in cases Spades and Shovels, in cases Spirits, Colonial, in bulk (distiller's certificate required) Steel, bar, rod, and plate. (See Special Class B) Steel Castings, rough Straw-board, 5 ton lots, owner's risk Sugar Baskets, empty Sulphate of Iron * Tallow and Fat, in bags and casks Tar and Pitch, in lots of not less than 5 tons. (See First Class) Tiles, common paving, not marble or glazed Valonia, Myrabolams, Sumach, Glucose, Extract of Bark, and Cod Oil, when used for tanning purposes Vegetables, not otherwise specified, in crates and bags, under 10 cwt. First Class minimum. (See Special A and B Classes) Vine Cuttings, in bundles Willows Wine, Colonial, in cases, First Class minimum Wine Butts, Pipes, or Vats, First Class minimum Wire Fencing Wire Netting Woolpacks, in bales</p>
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* When accompanying Wool not subject to minimum, but the total freight on the Wool, Tallow, Horns, Skins, &c., must equal 2 tons.

† A declaration on Form 100 must be lodged with the Consignment Note.

SPECIAL CLASS A.

CONDITIONS.

All carried at owner's risk.

Except where otherwise specified, the SPECIAL CLASS A, for distances under 52 miles, is subject to a minimum of 15s. per truck, otherwise Miscellaneous Class rate, with First Class minimums. For distances of 52 miles and upwards, a minimum of 2 tons is charged; otherwise Miscellaneous Class rate, with First Class minimums.

Aerated Waters, in casks and cases not exceeding ten dozen each, full or empty:—

<p>Between— Ballarat and Melbourne Stawell " Maryborough " Queenscliff " Colac " Sandhurst</p>	}	<p>1s. 6d. per case or cask</p>
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Aerated Waters—*continued.*

<p>Between— Ballarat and any station beyond } Stawell, on Horsham line } Melbourne and Seymour } " Queenscliff } " Sandhurst } " Colac }</p>	}	<p>2s. per case or cask 1s. 6d. per case or cask</p>
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GOODS CLASSIFICATION AND TARIFF.

SPECIAL CLASS A—continued.

Aerated Waters—continued.

Melbourne and Sale { 2s. per case
or cask

The same rates apply to any intermediate stations between the above-mentioned terminal stations.

Aerated Waters forwarded from stations other than Ballarat or Melbourne to be charged according to the following mileage scale—in casks or cases not exceeding ten dozen each, full or empty:—

To any station not exceeding 101 miles { 1s. 6d. per case or cask
To any station over 101 and not exceeding 129 miles { 2s. per case or cask
To any station over 129 and not exceeding 150 miles { 2s. 3d. per case or cask
To any station over 150 and not exceeding 200 miles { 2s. 6d. per case or cask
To any station over 200 and not exceeding 250 miles { 3s. per case or cask

Otherwise actual weight at Miscellaneous Class with First Class minimums.

Antimony Ore
Asbestos, in raw state
Bark, in truck loads. (See Miscellaneous Class)
Bricks, Fire
Charcoal
Coal, in less than truck loads
Coal Dust, " " "
Cocoa-Fibre Sweepings "
Coke, in truck loads of not less than 5 tons. (See Miscellaneous Class)
Copper Ore

Drain Pipes and Drain and Roofing Tiles
Flax, in bundles and bales
* Fruit and New Potatoes, fresh, in cases
Grass and Rushes for brickmaking
Hops, Victorian grown, minimum 10 cwt.; under 52 miles, minimum charge 7s. 6d. (See Second Class) [Class
Ice, in truck loads of 5 tons. (See Second Class)
Iron Ore
Iron, Pig
Lime. (See AP Class)
Liquid Cattle Food, minimum 1 ton. (See Special Class B)
Marble, in rough blocks
Meal, Pease, Wheat, Oat, or Maize. (See Wheat Rate)
Metal, old, comprising castings, zinc, lead, and empty quicksilver bottles
Molasses, for Cattle Food [facture)
Non-conducting Composition (Colonial manufacture)
Oxide of Iron for purifying purposes, 1s. for any distance
Paper, Waste
Pottery, loose, minimum 5 tons per truck. (See Miscellaneous Class)
Rope and Bagging, old, for making paper
Sacks, Corn, new, in bales, 5 ton lots and upwards. (See Special Class B)
Screenings, asphalted
Seaweed, in truck loads of not less than 5 tons (See Third Class)
Shale
Thistle Eradicator, in casks
Tobacco Leaf, in bales
Vegetables. (See Miscellaneous and B Classes)
Wine, Colonial, in bulk, to be loaded and unloaded by owners, minimum 1 ton
Zinc, old, melted into cakes or ingots

* Minimums.

SPECIAL CLASS B.

CONDITIONS.

All carried at owner's risk.

EXCEPT where otherwise specified, the SPECIAL CLASS B, for distances under 47 miles, is subject to a minimum of 17s. 6d. per truck, otherwise Miscellaneous Class rate, with First Class minimums. For distances of 47 miles and upwards, a minimum of 2 tons is charged, otherwise Miscellaneous Class rate, with First Class minimums.

Aerated or Self-raising Flour, in 5 ton lots and upwards. (See Miscellaneous Class)
Beer, in bulk, Colonial, from country stations to Melbourne and Geelong
Bottles, empty, to be filled with Eucalyptus Oil
Bottles, in casks, cases, crates, and bags
Do., loose (loaded and unloaded by owners) minimum 5 tons
Castings, new, manufactured up country and sent to Melbourne, Geelong, or Portland for exportation; or sent to Melbourne, and thence to any station outside Melbourne
Cattle Food, liquid, less than 1 ton. (See Special Class A)
Cement, minimum 4 tons. (See First Class)
Fruit and Jams, canned
Gas Manufacturing Plant from Melbourne, Williamstown, Port Melbourne, or Geelong, to country stations
Granite, polished, loose
Gypsum
Hides
Iron, bar and rod, minimum 4 tons. (See Miscellaneous Class)
Iron boiler-plates, minimum 4 tons. (See Miscellaneous Class)
Iron, hoop, in lots of 4 tons
Iron standards for fencing, minimum 5 feet.

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GOODS CLASSIFICATION AND TARIFF.

SPECIAL CLASS B—continued.

<p>*Leather, for export, minimum 1 ton Machines, stripping, threshing, reaping, clod-crushing, horse-working, hay and wine-pressing, reaping and binding, and harvesters [Factories Nitrate of Soda, from Port to Country Powder Oak planking Ore, antimony, partially smelted, in bags Pipes, gas Plaster, minimum 4 tons. (See First Class) Powder, blasting, made at Golden Square and sent to Footscray, minimum 2s. 6d. Rabbits, preserved, in cases Rails, for tramways. (Under the Tramways Construction Act) Retorts, gas Rope, twisted grass, First Class minimum. (See Straw rates) Sacks, Corn, new, in bales, under 5 ton lots. (See Special Class A)</p>	<p>Salt, in bags, and Rock Salt. (See Miscellaneous Class) Saltpetre, Melbourne or Piers to Country Powder Factories Sauce, Tomato Slates, minimum 4 tons. (See First and AP Classes) Soap, in lots of 20 tons and upwards, from provincial stations Steel, bar, rod, and plate, minimum 4 tons—under 4 tons Miscellaneous Class rates and conditions Sulphur, Melbourne or Piers to Country Powder Factories †Timber, soft wood, and Murray Pine, tongued and grooved, minimum 4 tons. (See First Class) Do., sawn, Colonial, less than truck load Vegetables, minimum 10 cwt. (See Miscellaneous and Special A Classes)</p>
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* Leather, for export direct to places outside the colony. Miscellaneous rate to be charged in first instance, and reduction to Special Class B on proof of its having been exported.
† Timber requiring more than one truck to be charged the percentages and minimums in clause 5 of Sawn Timber Conditions.

AGRICULTURAL PRODUCE CLASS.

CONDITIONS.

All carried at owner's risk.

EXCEPT where otherwise specified, the AGRICULTURAL PRODUCE CLASS, for distances under 67 miles, is subject to a minimum of 15s. per truck, otherwise Miscellaneous Class rate, with First Class minimums. For distances of 67 miles and upwards, a minimum of 2 tons is charged, otherwise Miscellaneous Class rate, with First Class minimums.

<p>Barley Beans Beetroot Bones Carrots Chaff Chicory, not dried Copper Regulus, Wodonga to Melbourne, Williamstown, or Port Melbourne Ensilage Flagging, kerb and building stone, dressed or otherwise Gram or Dholi, in bags Grain, not otherwise specified Granite, rough Green Fodder Hay, hydraulic pressed Lime, for manure, in quantities of 5 tons and upwards. (See Special Class A)</p>	<p>Maize *Malt Mangold-wurzel Oats Onions Pease Potatoes, in bags †Ditto, in truck loads of 5 tons, Firewood rates when cheaper. (See Special Class A) Roots, in bags, not otherwise specified Rye Salt, manure. (See Wheat rates) ‡Seeds, agricultural and vegetable, barley, beans, canary seed, grass seed, linseed, oats, pease, potatoes, rape, rye, and wheat seeds Slates, roofing, Avoca to Melbourne Straw, hydraulic pressed Wines, "Off," Colonial, for distillation</p>
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* In tanks—tanks Fourth Class rate.
† Potatoes carried at Firewood rates will not have the use of the Department's tarpaulins.
‡ Minimum, 3s. 9d. under 67 miles; 10 cwt., 67 miles and upwards, otherwise Miscellaneous Class with First Class minimum.
The actual weight of each item of mixed consignments (one consignee to one consignee) of Miscellaneous, Special A, Special B, Agricultural Produce, Wheat, and Firewood Class goods is to be charged at the rate of the class to which each item belongs. The whole consignment to be subject to the minimum charge of the highest class item of each such consignment.

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GOODS CLASSIFICATION AND TARIFF.

AGRICULTURAL PRODUCE CLASS—*continued.*

The minimum is not to be charged on goods in the First, Second, Third, and Fourth Classes when accompanied by goods for the same consignee paying the minimum in the Miscellaneous, Agricultural Produce, or Special Classes, excepting Milk, Butter, and Eggs, which are charged at the Package rates. Goods from different consignors to one consignee by the same train, one minimum to cover the lot.

NOTE.—The Department reserves the right to decline to either load or unload goods in the Miscellaneous, Special, Agricultural Produce, and Sawn Timber Classes, and the consignor and consignee respectively may be required to do all necessary labour in connexion with such loading or unloading, and will be responsible for any loss or damage to goods, or demurrage, or storage charges, which may accrue from detention of trucks through their default.—*See Notes on Storage and Demurrage.*

HAY AND STRAW, LOOSE.

STRAW.—20 miles and under, 13s. 6d. per truck; over 20 and up to 50 miles, 5½d. per truck per mile additional; over 50 miles, 4½d. per truck per mile additional; over 75 miles, 3½d. per truck per mile additional.

HAY.—20 miles and under, 15s. 9d. per truck; over 20 and up to 50 miles, 5½d. per truck per mile additional; over 50 miles, 4½d. per truck per mile additional; over 75 miles, 3½d. per truck per mile additional.

These rates apply to 17 feet medium trucks. An allowance of 20 per cent. is made on 14ft. 8in. mediums.

Part of a truck to be charged as a full truck. Loading and unloading to be done by owner. If not unloaded within 24 hours after arrival, demurrage at 10s. per truck per day, or part of a day, will be strictly enforced.

The maximum weight for a truck of Straw or Hay is 4 tons; anything over that weight to be charged Special Class A rate.

See also A. P. Class for hay and straw, hydraulic pressed.

See also Miscellaneous Class for hay and straw, mixed consignments.

Small quantities, Miscellaneous Class, First Class minimum.

Twisted grass rope, for pipe packing in truck loads, Straw rates, otherwise Special B Class, First Class minimum.

CONTRACTORS' PLANT AND MATERIAL *not otherwise specified*, 10d. per truck load per mile, minimum charge 20s.

MERRY-GO-ROUNDS, 1s. per truck per mile, minimum 20s.; 9d. per mile each additional truck, minimum 15s.

MILK, CREAM, BUTTER, AND EGGS.

Milk and Cream, in Cans, by Passenger Trains—

		PER CAN.		
		84 lbs.	126 lbs.	144 lbs.
1 to 15 miles	...	0s. 4d.	0s. 5d.	0s. 6d.
16 " 30 "	...	0s. 7d.	0s. 8d.	0s. 9d.
31 " 50 "	...	0s. 10d.	0s. 11d.	1s. 0d.
51 " 70 "	...	1s. 1d.	1s. 2d.	1s. 3d.
71 " 100 "	...	1s. 4d.	1s. 5d.	1s. 6d.
101 " 150 "	...	1s. 6d.	1s. 7d.	1s. 8d.

One-fourth to be added for every 28 lbs., or part thereof, over 144 lbs. ¼d. to be dropped, and ¼d. or ½d. to be charged as 1d.

When cheaper, Fourth Class rate. Owner's risk, 9d. per ton per mile; Department's risk prepaid. First Class minimum.

Milk and Cream, in Cans, by Goods Trains—

		PER CAN.		
		84 lbs.	126 lbs.	144 lbs.
1 to 15 miles	...	0s. 3d.	0s. 4d.	0s. 5d.
16 " 30 "	...	0s. 5d.	0s. 6d.	0s. 7d.
31 " 50 "	...	0s. 7d.	0s. 8d.	0s. 9d.
51 " 70 "	...	0s. 10d.	0s. 11d.	1s. 0d.
71 " 100 "	...	1s. 1d.	1s. 2d.	1s. 3d.
101 " 150 "	...	1s. 3d.	1s. 4d.	1s. 5d.

One-fourth to be added for every 28 lbs., or part thereof, over 144 lbs. ¼d. to be dropped, and ¼d. or ½d. to be charged as 1d.

When cheaper, Miscellaneous Class rate. First Class minimum.

GOODS CLASSIFICATION AND TARIFF.

MILK, CREAM, BUTTER, AND EGGS—*continued.*

Butter and Eggs, by Goods Trains—

	Per Box not exceeding			
	28 lbs.	56 lbs.	84 lbs.	112 lbs.
1 to 30 miles ...	3d.	4d.	6d.	7d.
31 " 50 " ...	3d.	5d.	8d.	10d.
51 " 70 " ...	4d.	8d.	1s.	3d.
71 " 100 " ...	6d.	11d.	1s. 5d.	1s. 10d.
101 " 125 " ...	7d.	1s. 2d.	1s. 9d.	2s. 3d.
For every additional 25 miles or part thereof }	2d.	3d.	4d.	5d.

} For every 56 lbs. or part thereof over 112 lbs., half the 112 lbs. rate to be added.

First Class rate for Butter and Eggs to be charged when it comes to less than the Package rate.

Milk, skimmed, returned from Cheese Factories to original senders, half rate.

Boxes of Butter and Eggs from different consignors to one consignee to be charged as separate consignments at either the Package rate for each package or First Class rate for each consignment, subject to the minimum of the First, Second, Third, and Fourth Classes.

Milk, Butter, and Eggs, sent at Package rates with other Class goods from one consignor to one consignee (not a carrier), the latter goods are to be charged for at actual weight only, provided the freight on the whole reaches the First Class minimum. When cheaper, such freight is to be sent at Class rates, one minimum to cover the lot.

RATES FOR WHEAT, FLOUR, BRAN, POLLARD, AND SHARPS, ETC.

RATES PER TON.

Miles.	Wheat, Flour, Bran, Pollard, and Sharps.	Miles.	Wheat, Flour, Bran, Pollard, and Sharps.	Miles.	Wheat, Flour, Bran, Pollard, and Sharps.	Miles.	Wheat, Flour, Bran, Pollard, and Sharps.
	£ s. d.		£ s. d.		£ s. d.		£ s. d.
1-10	0 2 0	99-103	0 9 4	176-179	0 14 8	241-244	0 17 11
11-23	0 3 0	104-109	0 9 8	180-183	0 15 0	245-250	0 18 0
24-30	0 3 6	110-114	0 10 0	184-187	0 15 4	251-254	0 18 1
31-34	0 4 0	115-119	0 10 4	188-191	0 15 8	255-258	0 18 2
35-39	0 4 6	120-125	0 10 8	192-195	0 16 0	259-262	0 18 3
40-45	0 5 0	126-130	0 11 0	196-200	0 16 4	263-266	0 18 4
46-50	0 5 6	131-135	0 11 4	201-204	0 16 8	267-270	0 18 5
51-55	0 6 0	136-141	0 11 8	205-208	0 17 0	271-274	0 18 6
56-61	0 6 6	142-146	0 12 0	209-212	0 17 3	275-278	0 18 7
62-66	0 6 9	147-151	0 12 4	213-216	0 17 4	279-282	0 18 8
67-71	0 7 0	152-155	0 12 8	217-220	0 17 5	283-286	0 18 9
72-77	0 7 6	156-159	0 13 0	221-224	0 17 6	287-290	0 18 10
78-82	0 8 0	160-163	0 13 4	225-228	0 17 7	291-294	0 18 11
83-87	0 8 4	164-167	0 13 8	229-232	0 17 8	295-300	0 19 0
88-93	0 8 8	168-171	0 14 0	233-236	0 17 9	301-304	0 19 1
94-98	0 9 0	172-175	0 14 4	237-240	0 17 10		

Wheat carried at these rates to be subject to drawbacks provided for on page 17.

The Department reserves the right to decline to either load or unload the traffic carried at these rates, 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 to goods, or demurrage, or storage charges, which may accrue from detention of trucks through their default.

For distances up to 10 miles these rates are subject to a minimum of 10s. per truck, and from 11 to 71 miles a minimum of 15s. per truck, otherwise Miscellaneous Class rates with First Class minimums; for distances of 72 miles and upwards a minimum of 2 tons is charged, otherwise Miscellaneous Class rates with First Class minimums.

Pease, Wheat, Oats, or Maize Meal, sent in small quantities with Flour, to be charged Flour rates, and one minimum to cover the lot.

Artificial Manures, Colonial manufacture, Guano, and Colonial Manure Salt:—Minimum, 3s. 9d., up to 72 miles; over 72 miles, 10 cwt.

Wheat, poisoned, for rabbit killing.

Figs' feed.

GOODS CLASSIFICATION AND TARIFF.

RATES FOR WHEAT, ETC.—*continued.*

Grain and other Agricultural Produce will be subject to the following:—

The articles mentioned below will not be weighed, but will be averaged as follows, viz:—

Bran	... 18 bags of 6 bushels each to the ton.	Maize, crushed, 11 bags of 4 bushels each to the ton.
Barley	... 11 " 4 " " "	Oats ... 13 " 4 " " "
Chaff	... 40 " 4 " " "	Pollard ... 12 " 4 " " "
Flour	... 11 " 4 " " "	Pease ... 9 " 4 " " "
Maize, whole	10 " 4 " " "	Wheat ... 9 " 4 " " "

Chaff is approximate only, and the average number of bags allowed will be as near dead weight as possible.

Where consignors or consignees require exact weight, a charge of 6d. per ton will be made for use of scales.

When, however, the consignor in consigning can furnish the correct dead weight, the above-mentioned articles will be carried at the rate of 2,240 lbs. to the ton, such weight to be subject to verification by the officers of the Commissioners. When incorrect weights are furnished by consignors, the Commissioners may re-weigh and charge 6d. per ton for so doing. When consignor or consignee requires use of scales only, and finds all labour, a charge of 2d. per ton will be made.

PILES, LOGS, ETC.

6d. per Truck Load of 5 tons per Mile.

CONDITIONS.

1. Subject to a terminal charge of 2s. 6d. per truck, if not loaded by owners, to be carried at owner's 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.

3. 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.

4. Minimum, 20s. (including terminal). If owner loads, 17s. 6d. per truck of 5 tons. Less than a truck load to be charged as a truck load or First Class rates.

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

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

Derrick Cranes.

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

Windmills, Pile-driving Machines.

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

The Commissioners reserve the right to decline to either load or unload any of these articles, 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 Arden-street Sidings, and will be subject to the charges per truck load for unloading specified in Clause 1.

FIREWOOD, SAWN TIMBER, ETC.

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 owner's risk, and to be loaded and unloaded by owner. 2s. 6d. per truck to be charged for Sawn Timber if not loaded by owners. Trucks (Firewood) must be loaded to their full authorized carrying capacity, which will in all cases be charged for. Consignees must unload at once on arrival. Firewood if not unloaded within two hours and Sawn Timber four hours after arrival, demurrage at the rate of 1s. per truck per working hour will be charged. The Department may also unload at any time after the two or four hours, and charge 2s. 6d. per truck for Firewood and 2s. for Sawn Timber for such unloading in addition to any demurrage incurred.

GOODS CLASSIFICATION AND TARIFF.

FIREWOOD, SAWN TIMBER, ETC.—continued.

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

3. For distances up to 13 miles, 10s. per truck load; over 13 and not exceeding 20 miles, 12s. 6d.; over 20 and not exceeding 28 miles, 13s. 9d.; over 28 and not exceeding 36 miles, 15s.; over 36 miles, 5d. per truck load per mile. Less than a truck load to be charged as a truck load or Special Class B rate.

4. The Firewood rate applies to Lignite, Palings, Pickets, split or sawn, Posts and Rails, Shingles, Fellos and Spokes, rough, Vine Stakes, Sleepers, Stocks undressed, Mining Props, Naves, rough, Staves, Sawdust, Sawn Fencing Timber, and Murray Pine, rough; also to *Pyrites, Road-metal, Spawls, Gravel, Sand, Screenings, Returned Empty Crates, Stable Manure, Clay or Kaolin, Deodorized Night-soil and Water, Fern Trees, Coke Ashes, Flock Dust, Spent Tan, Scrap Iron, Iron Ore (Victorian), Black Sand, Quartz, Quartz Tailings, Coal from Gippsland mines, Gippsland Marble, Glass, broken, and Sea Shells in full truck loads.

5. Sawn 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 lengths exceeding 18 feet only; but when each truck is loaded to its full carrying capacity these percentages are not charged.

Firewood, 60 cubic feet to the ton, if the dead weight of 60 cubic feet does not exceed 20 cwt.

Red Gum and Box, 55 feet to the ton, ditto, ditto.

40 rails or 30 Posts to the ton; Sawn Timber, Sleepers, Mining Props, and Sawn Fencing Timber, 30 feet to the ton; Shingles, 2,000 to the ton; if the dead-weight does not exceed 20 cwt.

The minimum for goods carried at Firewood rates other than Firewood is 6 tons per truck.

Goods carried at Firewood rate, if consigned in less than truck loads, to be charged actual weight at Special Class B rate, subject to the minimum charges on First Class goods.

All timber and firewood consigned to Melbourne will be unloaded by the Department at Arden-street Sidings, and charged the same rate as to Melbourne, and will also be subject to the following charges per truck load for unloading in addition to the charges mentioned above:—

	s.	d.	
Firewood, per truck of 5 tons	1	0	per truck.
" " over 5 tons	1	6	"
Logs, Piles, sawn, or other Timber, Bogie or Q trucks ...	4	0	"
" " " " all other trucks ...	2	0	"

They will also be subject to the other conditions and charges as set forth in the "By-law as to Arden-street Sidings."

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

All goods consigned to Melbourne, and delivered at Arden-street Sidings, will be charged the rates to Melbourne.

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

COAL RATE.

Coal, Coal Dust, and Coke Screenings (or Breeze), in full truck loads, the owner to load and unload, and to be carried at owner's risk, 1d. per ton per mile. Minimum, 2s. per ton, 6 tons per truck.

Coring from Avoca, Castlemaine, and Chewton to Melbourne and suburbs, in full truck loads.
Coal from Gippsland mines, Firewood rate.

BRICKS AND TERRA COTTA LUMBER.

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. " "
31 " 15s. 0d. " " 3s. 6d. " "	60 " 22s. 6d. " " 4s. 6d. " "

and 6d. per ton additional for every 10 miles or part thereof over 60 miles.

To be loaded and unloaded by owners, and carried at owner's risk.

In less than truck loads, Special Class A rates and conditions.

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 charged strictly at owner's 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.

GOODS CLASSIFICATION AND TARIFF.

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.

RAILWAY CONTRACTORS' TRAINS.

The Commissioners may, at their discretion, allow Contractors' Trains to be run over their lines, and, in the event of permission being granted, the following will be the Rates and Conditions:—

An engine, light, 1s. 6d. per mile, under steam; minimum 50s.

A train of 10 waggons, ballast or material—Contractors' own engine, trucks, and men—or haulage of a dead engine, 2s. 6d. per mile; minimum, 50s. per train. Ballast or material trains are not charged for the return journey empty.

A train of Contractors' empty waggons, Department finding engine and men, 5s. per mile; minimum, 50s. per train.

A train of 10 Contractors' waggons loaded with material for their own contract, Department finding engine and men, 7s. 6d. per mile; minimum, 50s.

Contractors' empty waggons attached to ordinary goods trains, 3d. per truck per mile; minimum, 15s. each.

Contractors' waggons cannot be sent by ordinary goods trains unless provided with spring buffers.

All Contractors' waggons and engines must be examined and passed by the Locomotive Superintendent before being allowed to run.

Contractors' men in charge of engines or trains must also give satisfactory proof of their knowledge of the line, and general fitness, before being permitted to run.

The Department finds pilot in all cases, whose wages and expenses are to be paid by Contractors.

USE OF TRUCKS BY RAILWAY CONTRACTORS.

The charge for use of Trucks loaded with material previously conveyed by rail taken by Contractors for new lines under construction from the junction of the new line with the main line to the head of the road will be 2s. 6d. per truck per trip if the distance exceeds one mile and does not exceed five miles.

For distances exceeding five miles and not exceeding twenty miles, 5s. per truck per trip.

Over twenty miles, 7s. 6d. per truck per trip.

The foregoing rates are contingent on the trucks being hauled by the Contractors' engine from the place the material is deliverable at by the Engineer-in-Chief according to contract, and provided the empty trucks are returned within eight working hours; if not returned within eight working hours 1s. per truck per hour demurrage to be charged.

No charge will be made for trucks taking down material if they bring back grain or wool to be conveyed by rail on any of the completed lines; nor will any charge for use of trucks be made if Contractors arrange to take down general goods for the public, provided in both cases trucks are returned within eight working hours.

If material is loaded locally, *i.e.*, at the commencement of the contract, and taken by Contractors' engine to the head of the road, a charge of 10s. per truck per day or part of a day will be made.

No charge is made for distances not exceeding one mile.

RATES AT GEELONG STATION.

Rates at Geelong Station:—

From Station to Wharf, 1s. per ton.

Ballast, between Geelong Pier and Ballast Siding, 1s. per ton.

Coal to Gas Co.'s Siding, West Geelong, 1s. 9d. per ton in truck loads; demurrage to be strictly enforced as per classification.

Wool from Goods Shed or Brougham-street crossing to Railway Pier, 6d. per bale.

GOODS CLASSIFICATION AND TARIFF.

RATES AT GEELONG STATION—*continued.*

The following drawbacks in carriage will be allowed on Wheat conveyed by rail from the undermentioned stations, and shipped at Geelong for places outside Victoria, viz.:-

<i>s. d.</i>		<i>s. d.</i>		<i>s. d.</i>	
Carapooee ...	0 6 per ton.	Lubeck ...	0 2 per ton.	Diapur ...	1 9 per ton.
St. Arnaud ...	0 6 "	Doon ...	0 6 "	Miram Piram ...	1 8 "
Darkbonee ...	0 2 "	Horsham ...	0 3 "	Kaniva ...	1 7 "
Swanwater ...	0 6 "	Pimpinio ...	0 9 "	Lillimur ...	2 2 "
Cope Cope ...	0 6 "	Wail ...	1 3 "	Leor ...	1 8 "
Ararat ...	1 4 "	Dimboola ...	1 6 "	Serviceton ...	2 2 "
Armstrongs ...	1 4 "	Gerang Gerung... 1 8 "		Minyip ...	0 6 "
Great Western ...	1 0 "	Klata ...	1 9 "	Sheep Hills ...	1 0 "
Stawell ...	0 6 "	Salisbury ...	1 8 "	Warracknabeal... 1 0 "	
Deep Lead ...	0 6 "	Nhill ...	1 8 "	Natimuk ...	0 8 "
Glenorchy ...	0 2 "	Tarranginnie ...	1 9 "	Noradjuha ...	1 6 "

RATES AT WARRNAMBOOL STATION.

Between Station and Wharf—* Outwards Goods, 1s. per ton.
 Between Station and Wharf—* Inwards Goods, 1s. 3d. per ton.
 From Wharf to Shed—Coal, Owners to unload, 1s. per ton.
 From Wharf to Shed—Tasmanian rails, wood, 50 to a ton.

* Minimum—56 lbs. and under, 3d.; over 56 lbs. and up to 5 cwt., 6d.; over 5 cwt. and up to 10 cwt., 9d.; over 10 cwt. and up to 20 cwt., as a ton. Goods from Country Stations to the Wharf direct to be charged the extra mileage only— $1\frac{1}{2}$ miles.

SUGAR TO AND FROM REFINERIES.

Sugar to or from Ship's Side and Refineries within a radius of 12 miles, and *vice versa*, 16s. per truck of 5 tons. Special Class A Conditions.

BOATS FOR REGATTAS.

3d. per truck per mile. Minimum, 10s.

Boats having competed at a regatta, and having paid full fare one way, will be returned FREE to the station from which they were forwarded in the first instance on production of a certificate from the Secretary of the Regatta Committee that they have started for at least one race during the meeting.

Boats of every description are carried at the risk of the owner, who must sign a risk consignment note; otherwise double rate will be charged.

Safety trucks not to be charged when fully loaded with other goods. When containing 2 tons, half-rate to be charged—*i.e.*, 1 $\frac{1}{2}$ d. per truck per mile; under 2 tons, full rates. Form 86A to be used.

CIRCUS SPECIALS, M, R, and S trucks, 1s. per mile each; minimum, 20s. G, H, and K trucks, 6d. per mile each; minimum, 10s.

GOODS CLASSIFICATION AND TARIFF.

FRESH FISH, FISH (COLONIAL) SMOKED OR DRIED, AND
OYSTERS OR OTHER SHELL FISH.

Fresh Fish by passenger or goods trains to be charged as follows on all lines (Suburban excepted), viz. :—

For the first 100 miles 3d. per ton per mile.
 For every mile over 100, and not exceeding 200 ... 2d. " "
 " " " 200 1d. " "
 with 1s. per ton terminal added—Minimum not to exceed 3s. Must be at the station half-an-hour before train-starting time, and be consigned on Form 86A.

Out of the through rates for carriage of Fresh Fish and Dead Game by passenger and mixed trains between South Australian and Victorian stations, the proportion due to the Victorian Railways shall be as follows :—

	Through Charges for each 28 lbs. or part thereof.	V. R. proportion.
Adelaide, Milang, and Goolwa to—	<i>s. d.</i>	<i>s. d.</i>
Horsham	1 4	0 4
Stawell	1 5	0 5
Ararat	1 6	0 6
Hamilton	1 7	0 7
Ballarat	1 7	0 7
Melbourne	1 8	0 8
Echuca	1 9	0 9
Murray Bridge and Coonalpyn to—		
Horsham	1 1	0 4
Stawell	1 2	0 5
Ararat	1 3	0 6
Hamilton	1 4	0 7
Ballarat	1 4	0 7
Melbourne	1 5	0 8

Minimum charge as for 1 cwt.

RE-CONSIGNED GOODS.

Goods in the Miscellaneous, Special, and Agricultural Produce Classes, and Sawn Timber, if re-consigned within two hours of arrival without extra shunting or being unloaded or handled in any way, are to be charged 6d. per ton less than the published rates for the second portion of the journey.

Goods in the Miscellaneous, Special, and Agricultural Produce Classes, and Sawn Timber, consigned from any country station to Melbourne or suburbs, if re-consigned within two hours of arrival without extra shunting or being unloaded or handled in any way, are to be charged the difference between the lesser and greater distances at ordinary mileage rates, with 6d. per ton additional for re-consigning.

PACKAGES OF WATCHES, ETC.

Packages of Watches, Jewellery, or Precious Stones, sent through the Goods Department, the value of which is not declared, to be charged not less than double minimum for each consignment, whether accompanied by other goods or not, and no rebates allowed on such packages sent to Riverina.

FRUIT AND VEGETABLES BETWEEN MELBOURNE AND SYDNEY.

One ton lots	39s. per ton.	V. R. proportion. 12s. 9d. per ton.
Six " "	33s. 7d. "	11s. 1d. "

GOODS CLASSIFICATION AND TARIFF.

FRUIT BETWEEN MELBOURNE, BALLARAT, MOUNT GAMBIER, AND ADELAIDE.

Ten cwt. lots	38s. per ton.	V. R. proportion.
Six ton lots	32s. „	22s. 6d. per ton.
Terminal, 2s. per ton added.		19s. „
Returned empties, half the above rates.		

GEELONG AND BALLARAT RATES.

Melbourne to—	Geelong.	Ballarat.
	<i>s. d.</i>	<i>s. d.</i>
Special Class A	5 0	10 6
Special Class B	5 0	13 6
Miscellaneous Class	5 0	19 6
First Class	6 0	23 6
Second Class	7 6	30 6
Third Class	10 6	37 0
Fourth Class	12 6	43 0

DRAWBACKS ON FLOUR.

The following drawbacks in carriage will be allowed on Flour conveyed by rail from country stations and exported at Melbourne or Geelong to places outside the colony, upon certificate being furnished of a like quantity of Wheat having been carried by rail a distance of not less than 50 miles to the mill at which the Flour was manufactured. Bill of Lading for Flour to be produced to correspond with weight of Wheat:—

DRAWBACK PER TON ON FLOUR, PROVIDED WHEAT HAS BEEN CARRIED TO THE LOCAL MILL THE DISTANCES AS UNDER:—

Flour Carried.	Wheat Carried.		
	50 Miles.	75 Miles.	100 Miles.
	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
Under 75 miles	1 0	1 0	1 6
„ 125 „	1 6	2 0	2 6
Above 125 „	2 6	3 0	3 6

Wheat, St. Arnaud to Maryborough, 50 miles radius.

REBATES ON GOODS FOR RIVERINA.

Goods forwarded from Melbourne, Williamstown, or Port Melbourne to Echuca, Wodonga, Wahgunyah, Rutherglen, Chiltern, Yarrawonga, Cobram, or Swan Hill, and conveyed thence by river, rail or teams to any station on the Murray below the Murrumbidgee Junction, or to any station on the Murrumbidgee River or its tributaries, or to a destination north of, or intersected by, an imaginary line drawn straight from Jingellic on the Murray to Gerogery on the New South Wales line; thence to the south-east corner of Coree Station, the following stations forming the Southern boundary:— Table Top, Gerogery, Burgunderi, Burrumbuttock, Goombargama, Mahonga, Coreen, Wongamong,

GOODS CLASSIFICATION AND TARIFF.

REBATES ON GOODS FROM RIVERINA—*continued.*

Narrow Plains, Barrigan-Momalong, and Booroobarilly; thence in a northerly direction to Burrabogie blocks, to include in that line Coree, Moonbria, Steam Plains, Willurah, Warwillah, Wargam, and Nyanga Stations; thence in a westerly direction along the south boundary of the River back-blocks to the intersection of the Murrumbidgee River at Balranald, will be allowed the undermentioned rebates, on production of certified bills of lading, or certificates, or such other proof as the Commissioners may deem sufficient that they have been duly received at their destination.

The ordinary rates will be charged in the first instance, and rebates allowed on production of rebate sheets, accompanied by bills of lading or certificates as above mentioned.

Rebate sheets must be rendered within one month of goods being forwarded.

AMOUNT OF REBATE.

Class.	Echuca.	Wodonga.	Wahgunyah.	Rutherglen.	Chiltern.	Yarrowonga.	Cobram.	Swan Hill.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
First Class ...	—	—	—	—	—	—	—	—
Second Class ...	—	0 11 6	0 7 2	0 5 10	0 5 6	0 3 2	0 0 10	0 7 10
Third Class ...	0 9 2	1 7 1	1 1 8	1 0 0	0 19 7	0 16 8	0 13 9	1 5 9
Fourth Class ...	1 1 2	2 2 8	1 16 2	1 14 2	1 13 8	1 10 2	1 6 8	2 3 8

Goods forwarded from Melbourne, Williamstown, or Port Melbourne to Echuca or Swan Hill, and conveyed thence by river, rail, or teams to any destination on the Murray at or below Mildura, or on the River Darling will be allowed the undermentioned on production of certified bills of lading or certificates, or such other proof as the Commissioners may deem sufficient that they have been duly received at their destination.

AMOUNT OF REBATE.

Class.	Echuca.		Swan Hill.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
First Class ...	0 18 6	1 3 3	0 18 6	1 3 3
Second Class ...	1 10 6	2 1 2	1 10 6	2 1 2
Third Class ...	2 2 6	2 19 1	2 2 6	2 19 1
Fourth Class ...	2 14 6	3 17 0	2 14 6	3 17 0
Miscellaneous, except Wire	0 7 6	0 6 4	0 7 6	0 6 4
Fencing Wire...	0 12 6	0 11 4	0 12 6	0 11 4
Sugar, in 20 ton lots	1 3 6	0 18 3	1 3 6	0 18 3

ALBURY RATES.

Goods consigned from Melbourne to Albury will be charged the following rates, viz. :—

Class.	Rate per Ton.		Class.	Rate per Ton.	
	£ s. d.	£ s. d.		£ s. d.	£ s. d.
Agricultural Produce	19 0	...	First	62 9	...
Special Class A	23 3	...	Second	78 4	...
Special Class B	30 11	...	Third	93 11	...
Miscellaneous	47 2	...	Fourth	96 10	...

When any goods of the First, Second, Third, or Fourth Class are consigned to any station on the New South Wales lines beyond Albury, the rates will be 61s. 9d. per ton for First Class, 77s. 4d. per ton for Second Class, and 92s. 11d. and 95s. 10d. per ton for Third and Fourth Classes.

GOODS CLASSIFICATION AND TARIFF.

REBATES ON GOODS FROM RIVERINA—continued.

The minimum of the Agricultural Produce, Special A and B, and Miscellaneous Classes will be 2 tons, and of the First, Second, Third, and Fourth Classes, 5s.
 Sawn Timber to be charged the ordinary rates, with 2s. 6d. per ton added.
 Firewood to be charged the ordinary rates, with 2s. 6d. per ton added.
 Goods from stations other than Melbourne to Albury will be charged as follows, viz. :—
 Goods in the Agricultural Produce, Special A and B, Miscellaneous, and Firewood Classes to be charged the ordinary rates to Wodonga, with 2s. 6d. per ton added.
 Sawn Timber to be charged the ordinary rates to Wodonga, with 2s. 6d. per ton added.
 Goods of the First, Second, Third, and Fourth Classes to be charged ordinary rates to Wodonga, with 3s. 6d. per ton added ; but if they are consigned to any station on the New South Wales lines beyond Albury the added rate will be 2s. 6d. per ton.
 The minimum charges of the First, Second, Third, and Fourth Classes will be those shown in the Goods Tariff, with 1s. 6d. added.
 Rebates will be allowed on the Albury rates, provided the goods are forwarded to a destination north of, or intersected by, an imaginary line drawn straight from Jingellic on the Murray to Gerogery on the New South Wales line; thence to the south-east corner of Coree Station, the following stations forming the Southern boundary :—Table Top, Gerogery, Burgunderi, Burrumbuttock, Goombargama, Mahonga, Coreen, Wongamong, Narrow Plains, Barrigan-Momalong, and Booroorarily; thence in a northerly direction to Burrabogie blocks, to include in that line Coree, Moonbria, Steam Plains, Willurah, Warwillah, Wargam, and Nyanga Stations; thence in a westerly direction along the south boundary of the River back-blocks to the intersection of the Murrumbidgee River at Balranald. Rebate sheets must be rendered within one month of goods being forwarded, and must be accompanied by certificates or such other proof as the Commissioners may deem sufficient that the goods have been duly received at their destination.

AMOUNT OF REBATE.

Class.				Per Ton.	Class.				Per Ton.	
				<i>s. d.</i>					<i>s. d.</i>	
First	11	6	Third	...	...	27	1
Second			Fourth	...	...	30	0

NEW MACHINERY AND CAST-IRON PIPES FOR EXPORTATION.

New Machinery, Boilers, and Cast-iron Pipes, manufactured at up-country towns, and sent to Melbourne, Geelong, or Portland for exportation, or sent to Melbourne and thence to any station out of Melbourne, to be carried at a class lower than Classification rates. The higher rate (First, Second, Third, or Fourth Class, as the case may be) to be charged in the first instance, and rebate granted on proof of its having been exported or sent forward.
 Castings, New. (See Special Class B.)
 Pipes.—Miscellaneous Class to Special Class B.

BONDED PARCELS.

Parcels under 7 lbs. weight sent through Goods, on account of being under bond, to be charged minimum in each case, whether accompanied by other free goods or not, and no rebate, allowed on such parcels sent to Riverina.

GOODS CLASSIFICATION AND TARIFF.

RETURNED EMPTIES.

Not to be received unless prepaid. All carried at Owner's risk.

Bags and Chaff Bags (old) at Agricultural Produce rate, minimum 6d.
 Cases, Drums, Cans, Carboys, Crates, in pieces tied together: Fowl Coops; and Cases and Casks Empty Bottles, at Miscellaneous rate, minimum 6d., to be prepaid Returned Empty Fruit Cases, Special Class A rate, minimum 6d., to be prepaid.
 Crates (to be prepaid). Pipes, under 50 miles, 2s. each; over 50 and under 101 miles, 3s. each; over 101 miles, 4s. each.
 Tallow Puncheons, each, under 50 miles, 1s.; over 50 and under 101 miles, 1s. 6d.; over 101 miles, 2s.
 Hhds., under 10 miles, 6d. each; over 10 and under 50 miles, 9d. each; over 50 and under 101 miles, 1s. each; over 101 miles, 1s. 6d. each.
 Quarter Casks, Barrels, and Kilderkins, under 50 miles, 6d. each; over 50 and under 101 miles, 9d. each; over 101 miles, 1s. each.
 Fruit Buckets, 4d. per dozen by Passenger trains from Melbourne to Healesville and similar distances from Melbourne.
 Returned Empty Pork Wrappers, 1d. each by Passenger trains. To be prepaid by stamps.
 Colonial Beer Hogsheads, &c., Special Class B, no minimum. Melbourne and Geelong to Country stations.
 Kegs, Tubs, and Demijohns, under 101 miles, 6d. each; over 101 miles, 9d. each.
 Wine or Beer Casks need not be prepaid. Returned Empty Casks to be charged Miscellaneous Class less than R.E. rate.
 Fish Baskets.—As fresh fish is carried at the same rates by Passenger as by Goods trains, the returned Empties may be sent by Goods trains at the rates set forth in Clause 14 of the Parcels Rates, and may be prepaid by stamps. To be waybilled in the same manner as Empty Butter and Egg Boxes.
 Butter and Egg Boxes and Milk Cans by Goods trains, 1d. each up to 101 miles; 1d. each for every additional 100 miles or part thereof. To be prepaid in stamps.
 Fruit Cases or Casks between Melbourne and Adelaide, V. R. proportion, 1-ton lots, 11s. 3d. per ton; 6-ton lots, 9s. 6d. per ton.
 Bottles sent to be filled with Eucalyptus Oil, Special Class B, rates and conditions.
 Cartridge Cases to Footscray 1d. each

MILEAGE RATES FOR GOODS AT PER TON.

Miles.	Agricultural Produce Class.	Special Class A.	Special Class B.	Miscellaneous Class.	First Class.	Second Class.	Third Class.	Fourth Class.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1-10	0 2 0	0 2 6	0 3 0	0 3 6	0 3 6	0 4 0	0 5 0	0 6 0
11	0 3 0	0 3 0	0 3 0	0 4 0	0 4 0	0 4 6	0 5 6	0 6 6
12	0 3 0	0 3 0	0 3 0	0 4 0	0 4 0	0 5 0	0 6 0	0 7 0
13	0 3 0	0 3 0	0 3 0	0 4 0	0 4 6	0 5 6	0 6 6	0 7 6
14	0 3 0	0 3 0	0 3 6	0 4 6	0 4 6	0 6 0	0 7 0	0 8 0
15	0 3 0	0 3 0	0 3 6	0 5 0	0 5 0	0 6 6	0 7 6	0 9 0
16	0 3 0	0 3 0	0 3 6	0 5 0	0 5 6	0 6 6	0 8 0	0 9 6
17	0 3 0	0 3 0	0 4 0	0 5 6	0 5 6	0 7 0	0 8 6	0 10 0
18	0 3 0	0 3 6	0 4 0	0 5 6	0 6 0	0 7 6	0 9 0	0 10 6
19	0 3 0	0 3 6	0 4 0	0 6 0	0 6 6	0 8 0	0 9 6	0 11 0
20	0 3 0	0 3 6	0 4 6	0 6 0	0 6 6	0 8 6	0 10 0	0 11 6
21	0 3 0	0 3 6	0 4 6	0 6 6	0 7 0	0 9 0	0 10 6	0 12 6
22	0 3 0	0 4 0	0 4 6	0 6 6	0 7 6	0 9 0	0 11 0	0 13 0
23	0 3 0	0 4 0	0 5 0	0 7 0	0 7 6	0 9 6	0 11 6	0 13 6
24	0 3 6	0 4 0	0 5 0	0 7 0	0 8 0	0 10 0	0 12 0	0 14 0
25	0 3 6	0 4 0	0 5 0	0 7 6	0 8 6	0 10 6	0 12 6	0 14 6
26	0 3 6	0 4 6	0 5 6	0 7 6	0 8 6	0 11 0	0 13 0	0 15 0
27	0 3 6	0 4 6	0 5 6	0 8 0	0 9 0	0 11 6	0 13 6	0 16 0
28	0 3 6	0 4 6	0 5 6	0 8 0	0 9 6	0 11 6	0 14 0	0 16 6
29	0 3 6	0 4 6	0 6 0	0 8 6	0 9 6	0 12 0	0 14 6	0 17 0
30	0 4 0	0 5 0	0 6 0	0 8 6	0 10 0	0 12 6	0 15 0	0 17 6
31	0 4 0	0 5 0	0 6 0	0 9 0	0 10 6	0 13 0	0 15 6	0 18 0
32	0 4 0	0 5 0	0 6 6	0 9 0	0 10 6	0 13 6	0 16 0	0 18 6

GOODS CLASSIFICATION AND TARIFF.
MILEAGE RATES—continued.

Miles.	Agricultural Produce Class.	Special Class A.	Special Class B.	Miscellaneous Class.	First Class.	Second Class.	Third Class.	Fourth Class.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
33	0 4 0	0 5 0	0 6 6	0 9 6	0 11 0	0 14 0	0 16 6	0 19 6
34	0 4 0	0 5 6	0 6 6	0 9 6	0 11 6	0 14 0	0 17 0	1 0 0
35	0 4 6	0 5 6	0 7 0	0 10 0	0 11 6	0 14 6	0 17 6	1 0 6
36	0 4 6	0 5 6	0 7 0	0 10 0	0 12 0	0 15 0	0 18 0	1 1 0
37	0 4 6	0 5 6	0 7 0	0 10 6	0 12 6	0 15 6	0 18 6	1 1 6
38	0 4 6	0 6 0	0 7 6	0 10 6	0 12 6	0 16 0	0 19 0	1 2 0
39	0 4 6	0 6 0	0 7 6	0 11 0	0 13 0	0 16 6	0 19 6	1 3 0
40	0 5 0	0 6 0	0 7 6	0 11 0	0 13 6	0 16 6	1 0 0	1 3 6
41	0 5 0	0 6 0	0 8 0	0 11 6	0 13 6	0 17 0	1 0 6	1 4 0
42	0 5 0	0 6 6	0 8 0	0 11 6	0 14 0	0 17 6	1 1 0	1 4 6
43	0 5 0	0 6 6	0 8 0	0 12 0	0 14 6	0 18 0	1 1 6	1 5 0
44	0 5 0	0 6 6	0 8 6	0 12 0	0 14 6	0 18 6	1 2 0	1 5 6
45	0 5 6	0 6 6	0 8 6	0 12 6	0 15 0	0 19 0	1 2 6	1 6 0
46	0 5 6	0 7 0	0 8 6	0 12 6	0 15 6	0 19 6	1 3 0	1 7 0
47	0 5 6	0 7 0	0 9 0	0 13 0	0 15 6	0 19 6	1 3 6	1 7 6
48	0 5 6	0 7 0	0 9 0	0 13 0	0 16 0	1 0 0	1 4 0	1 8 0
49	0 5 6	0 7 0	0 9 0	0 13 6	0 16 6	1 0 6	1 4 6	1 8 6
50	0 5 6	0 7 6	0 9 6	0 13 6	0 16 6	1 1 0	1 5 0	1 9 0
51	0 6 0	0 7 6	0 9 6	0 14 0	0 17 0	1 1 6	1 5 6	1 10 0
52	0 6 0	0 7 6	0 9 6	0 14 0	0 17 6	1 1 6	1 6 0	1 10 6
53	0 6 0	0 7 6	0 10 0	0 14 6	0 17 6	1 2 0	1 6 6	1 11 0
54	0 6 0	0 8 0	0 10 0	0 14 6	0 18 0	1 2 6	1 7 0	1 11 6
55	0 6 0	0 8 0	0 10 0	0 15 0	0 18 6	1 3 0	1 7 6	1 12 0
56	0 6 6	0 8 0	0 10 6	0 15 0	0 18 6	1 3 6	1 8 0	1 12 6
57	0 6 6	0 8 0	0 10 6	0 15 6	0 19 0	1 4 0	1 8 6	1 13 0
58	0 6 6	0 8 6	0 10 6	0 15 6	0 19 6	1 4 0	1 9 0	1 14 0
59	0 6 6	0 8 6	0 11 0	0 16 0	0 19 6	1 4 6	1 9 6	1 14 6
60	0 6 6	0 8 6	0 11 0	0 16 0	1 0 0	1 5 0	1 10 0	1 15 0
61	0 6 6	0 8 6	0 11 0	0 16 6	1 0 6	1 5 6	1 10 6	1 15 6
62	0 7 0	0 9 0	0 11 6	0 16 6	1 0 6	1 6 0	1 11 0	1 16 0
63	0 7 0	0 9 0	0 11 6	0 17 0	1 1 0	1 6 6	1 11 6	1 17 0
64	0 7 0	0 9 0	0 11 6	0 17 0	1 1 6	1 6 6	1 12 0	1 17 6
65	0 7 0	0 9 0	0 12 0	0 17 6	1 1 6	1 7 0	1 12 6	1 18 0
66	0 7 0	0 9 6	0 12 0	0 17 6	1 2 0	1 7 6	1 13 0	1 18 6
67	0 7 6	0 9 6	0 12 0	0 18 0	1 2 6	1 8 0	1 13 6	1 19 0
68	0 7 6	0 9 6	0 12 6	0 18 0	1 2 6	1 8 6	1 14 0	1 19 6
69	0 7 6	0 9 6	0 12 6	0 18 6	1 3 0	1 9 0	1 14 6	2 0 0
70	0 7 6	0 10 0	0 12 6	0 18 6	1 3 6	1 9 6	1 15 0	2 0 6
71	0 7 6	0 10 0	0 13 0	0 19 0	1 3 6	1 9 6	1 15 6	2 1 0
72	0 8 0	0 10 0	0 13 0	0 19 0	1 4 0	1 10 0	1 16 0	2 1 6
73	0 8 0	0 10 6	0 13 6	0 19 6	1 4 6	1 10 6	1 16 6	2 2 0
74	0 8 0	0 10 6	0 13 6	0 19 6	1 4 6	1 11 0	1 17 0	2 2 6
75	0 8 0	0 10 6	0 13 6	1 0 0	1 5 0	1 11 6	1 17 6	2 3 0
76	0 8 0	0 10 6	0 13 6	1 0 0	1 5 6	1 11 6	1 18 0	2 3 6
77	0 8 6	0 11 0	0 14 0	1 0 6	1 5 6	1 12 0	1 18 6	2 4 0
78	0 8 6	0 11 0	0 14 0	1 0 6	1 6 0	1 12 6	1 19 0	2 4 6
79	0 8 6	0 11 0	0 14 6	1 1 0	1 6 6	1 13 0	1 19 6	2 5 0
80	0 8 6	0 11 0	0 14 6	1 1 0	1 6 6	1 13 6	2 0 0	2 5 6
81	0 8 6	0 11 6	0 14 6	1 1 6	1 7 0	1 14 0	2 0 6	2 6 0
82	0 8 6	0 11 6	0 14 6	1 1 6	1 7 6	1 14 0	2 1 0	2 6 6
83	0 9 0	0 11 6	0 15 0	1 2 0	1 7 6	1 14 6	2 1 6	2 7 0
84	0 9 0	0 11 6	0 15 0	1 2 0	1 8 0	1 15 0	2 2 0	2 7 6
85	0 9 0	0 11 6	0 15 0	1 2 6	1 8 6	1 15 6	2 2 6	2 8 0
86	0 9 0	0 12 0	0 15 6	1 2 6	1 8 6	1 16 0	2 3 0	2 8 6
87	0 9 0	0 12 0	0 15 6	1 3 0	1 9 0	1 16 6	2 3 6	2 9 0
88	0 9 6	0 12 0	0 15 6	1 3 0	1 9 6	1 16 6	2 4 0	2 9 6
89	0 9 6	0 12 0	0 16 0	1 3 6	1 9 6	1 17 0	2 4 6	3 0 0
90	0 9 6	0 12 6	0 16 0	1 3 6	1 10 0	1 17 6	2 5 0	3 0 6
91	0 9 6	0 12 6	0 16 0	1 4 0	1 10 6	1 18 0	2 5 6	3 1 0
92	0 9 6	0 12 6	0 16 6	1 4 0	1 10 6	1 18 6	2 6 0	3 1 6
93	0 9 6	0 12 6	0 16 6	1 4 6	1 11 0	1 19 0	2 6 6	3 2 0
94	0 10 0	0 13 0	0 16 6	1 4 6	1 11 6	1 19 6	2 7 0	3 2 6
95	0 10 0	0 13 0	0 17 0	1 5 0	1 11 6	1 19 6	2 7 6	3 3 0
96	0 10 0	0 13 0	0 17 0	1 5 0	1 12 0	2 0 0	2 8 0	3 3 6

GOODS CLASSIFICATION AND TARIFF.

MILEAGE RATES—continued.

Miles.	Agricultural Produce Class.	Special Class A.	Special Class B.	Miscellaneous Class.	First Class.	Second Class.	Third Class.	Fourth Class.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
97	0 10 0	0 13 0	0 17 0	1 5 6	1 12 6	2 0 6	2 8 6	2 16 6
98	0 10 0	0 13 6	0 17 6	1 5 6	1 12 6	2 1 0	2 9 0	2 17 0
99	0 10 6	0 13 6	0 17 6	1 6 0	1 13 0	2 1 6	2 9 6	2 18 0
100	0 10 6	0 13 6	0 17 6	1 6 0	1 13 6	2 1 6	2 10 0	2 18 6
101	0 10 6	0 13 7	0 17 8	1 6 6	1 13 6	2 2 0	2 10 6	2 19 0
102	0 10 6	0 13 8	0 17 9	1 6 6	1 14 0	2 2 6	2 11 0	2 19 6
103	0 10 6	0 13 9	0 17 11	1 7 0	1 14 6	2 3 0	2 11 6	3 0 0
104	0 11 0	0 13 10	0 18 0	1 7 0	1 14 6	2 3 6	2 12 0	3 0 6
105	0 11 0	0 13 11	0 18 2	1 7 6	1 15 0	2 4 0	2 12 6	3 1 0
106	0 11 0	0 14 0	0 18 3	1 7 6	1 15 6	2 4 0	2 13 0	3 2 0
107	0 11 0	0 14 1	0 18 5	1 8 0	1 15 6	2 4 6	2 13 6	3 2 6
108	0 11 0	0 14 2	0 18 6	1 8 0	1 16 0	2 5 0	2 14 0	3 3 0
109	0 11 0	0 14 3	0 18 8	1 8 6	1 16 6	2 5 6	2 14 6	3 3 6
110	0 11 6	0 14 4	0 18 9	1 8 6	1 16 6	2 6 0	2 15 0	3 4 0
111	0 11 6	0 14 5	0 18 11	1 9 0	1 17 0	2 6 6	2 15 6	3 5 0
112	0 11 6	0 14 6	0 19 0	1 9 0	1 17 6	2 6 6	2 16 0	3 5 6
113	0 11 6	0 14 7	0 19 2	1 9 6	1 17 6	2 7 0	2 16 6	3 6 0
114	0 11 6	0 14 8	0 19 3	1 9 6	1 18 0	2 7 6	2 17 0	3 6 6
115	0 12 0	0 14 9	0 19 5	1 10 0	1 18 6	2 8 0	2 17 6	3 7 0
116	0 12 0	0 14 10	0 19 6	1 10 0	1 18 6	2 8 6	2 18 0	3 7 6
117	0 12 0	0 14 11	0 19 8	1 10 6	1 19 0	2 9 0	2 18 6	3 8 0
118	0 12 0	0 15 0	0 19 9	1 10 6	1 19 6	2 9 6	2 19 0	3 9 0
119	0 12 0	0 15 1	0 19 11	1 11 0	1 19 6	2 9 6	2 19 6	3 9 6
120	0 12 6	0 15 2	1 0 0	1 11 0	2 0 0	2 10 0	3 0 0	3 10 0
121	0 12 6	0 15 3	1 0 2	1 11 6	2 0 6	2 10 6	3 0 6	3 10 6
122	0 12 6	0 15 4	1 0 3	1 11 6	2 0 6	2 11 0	3 1 0	3 11 0
123	0 12 6	0 15 5	1 0 5	1 12 0	2 1 0	2 11 6	3 1 6	3 12 0
124	0 12 6	0 15 6	1 0 6	1 12 0	2 1 6	2 11 6	3 2 0	3 12 6
125	0 12 6	0 15 7	1 0 8	1 12 6	2 1 6	2 12 0	3 2 6	3 13 0
126	0 13 0	0 15 8	1 0 9	1 12 6	2 2 0	2 12 6	3 3 0	3 13 6
127	0 13 0	0 15 9	1 0 11	1 13 0	2 2 6	2 13 0	3 3 6	3 14 0
128	0 13 0	0 15 10	1 1 0	1 13 0	2 2 6	2 13 6	3 4 0	3 14 6
129	0 13 0	0 15 11	1 1 2	1 13 6	2 3 0	2 14 0	3 4 6	3 15 0
130	0 13 0	0 16 0	1 1 3	1 13 6	2 3 6	2 14 0	3 5 0	3 15 6
131	0 13 6	0 16 1	1 1 5	1 14 0	2 3 6	2 14 6	3 5 6	3 16 0
132	0 13 6	0 16 2	1 1 6	1 14 0	2 4 0	2 15 0	3 6 0	3 16 6
133	0 13 6	0 16 3	1 1 8	1 14 6	2 4 6	2 15 6	3 6 6	3 17 0
134	0 13 6	0 16 4	1 1 9	1 14 6	2 4 6	2 16 0	3 7 0	3 17 6
135	0 13 6	0 16 5	1 1 11	1 15 0	2 5 0	2 16 6	3 7 6	3 18 0
136	0 14 0	0 16 6	1 2 0	1 15 0	2 5 6	2 16 6	3 8 0	3 19 0
137	0 14 0	0 16 7	1 2 2	1 15 6	2 5 6	2 17 0	3 8 6	4 0 0
138	0 14 0	0 16 8	1 2 3	1 15 6	2 6 0	2 17 6	3 9 0	4 0 6
139	0 14 0	0 16 9	1 2 5	1 16 0	2 6 6	2 18 0	3 9 6	4 1 0
140	0 14 0	0 16 10	1 2 6	1 16 0	2 6 6	2 18 6	3 10 0	4 1 6
141	0 14 0	0 16 11	1 2 8	1 16 6	2 7 0	2 19 0	3 10 6	4 2 0
142	0 14 6	0 17 0	1 2 9	1 16 6	2 7 6	2 19 6	3 11 0	4 3 0
143	0 14 6	0 17 1	1 2 11	1 17 0	2 7 6	2 19 6	3 11 6	4 3 6
144	0 14 6	0 17 2	1 3 0	1 17 0	2 8 0	3 0 0	3 12 0	4 4 0
145	0 14 6	0 17 3	1 3 2	1 17 6	2 8 6	3 0 6	3 12 6	4 4 6
146	0 14 6	0 17 4	1 3 3	1 17 6	2 8 6	3 1 0	3 13 0	4 5 0
147	0 15 0	0 17 5	1 3 5	1 18 0	2 9 0	3 1 6	3 13 6	4 5 6
148	0 15 0	0 17 6	1 3 6	1 18 0	2 9 6	3 1 6	3 14 0	4 6 0
149	0 15 0	0 17 7	1 3 8	1 18 6	2 9 6	3 2 0	3 14 6	4 6 6
150	0 15 0	0 17 8	1 3 9	1 18 6	2 10 0	3 2 6	3 15 0	4 7 0
151	0 15 0	0 17 9	1 3 11	1 18 8	2 10 3	3 2 6	3 15 6	4 7 6
152	0 15 2	0 17 10	1 4 0	1 18 10	2 10 6	3 3 2	3 15 10	4 8 0
153	0 15 2	0 17 11	1 4 2	1 19 0	2 10 9	3 3 6	3 16 3	4 9 0
154	0 15 2	0 18 0	1 4 3	1 19 2	2 11 0	3 3 10	3 16 8	4 9 6
155	0 15 2	0 18 1	1 4 5	1 19 4	2 11 3	3 4 2	3 17 1	4 10 0
156	0 15 4	0 18 2	1 4 6	1 19 6	2 11 6	3 4 6	3 17 6	4 10 6
157	0 15 4	0 18 3	1 4 8	1 19 8	2 11 9	3 4 10	3 17 11	4 11 0
158	0 15 4	0 18 4	1 4 9	1 19 10	2 12 0	3 5 2	3 18 4	4 11 6
159	0 15 4	0 18 5	1 4 11	2 0 0	2 12 3	3 5 6	3 18 9	4 12 0
160	0 15 6	0 18 6	1 5 0	2 0 2	2 12 6	3 5 10	3 19 2	4 12 6

GOODS CLASSIFICATION AND TARIFF.

MILEAGE RATES—continued.

Miles.	Agricultural Produce Class.	Special Class A.	Special Class B.	Miscel- laneous Class.	First Class.	Second Class.	Third Class.	Fourth Class.	
								£ s. d.	£ s. d.
161	0 15 6	0 18 7	1 5 2	2 0 4	2 12 9	3 6 2	3 19 7	4 13 0	
162	0 15 6	0 18 8	1 5 3	2 0 6	2 13 0	3 6 6	4 0 0	4 13 6	
163	0 15 6	0 18 9	1 5 5	2 0 8	2 13 3	3 6 10	4 0 5	4 14 0	
164	0 15 8	0 18 10	1 5 6	2 0 10	2 13 6	3 7 2	4 0 10	4 14 6	
165	0 15 8	0 18 11	1 5 8	2 1 0	2 13 9	3 7 6	4 1 3	4 15 0	
166	0 15 8	0 19 0	1 5 9	2 1 2	2 14 0	3 7 10	4 1 8	4 15 6	
167	0 15 8	0 19 1	1 5 11	2 1 4	2 14 3	3 8 2	4 2 1	4 16 0	
168	0 15 10	0 19 2	1 6 0	2 1 6	2 14 6	3 8 6	4 2 6	4 16 6	
169	0 15 10	0 19 3	1 6 2	2 1 8	2 14 9	3 8 10	4 2 11	4 17 0	
170	0 15 10	0 19 4	1 6 3	2 1 10	2 15 0	3 9 2	4 3 4	4 17 6	
171	0 15 10	0 19 5	1 6 5	2 2 0	2 15 3	3 9 6	4 3 9	4 18 0	
172	0 16 0	0 19 6	1 6 6	2 2 2	2 15 6	3 9 10	4 4 2	4 18 6	
173	0 16 0	0 19 7	1 6 8	2 2 4	2 15 9	3 10 2	4 4 7	4 19 0	
174	0 16 0	0 19 8	1 6 9	2 2 6	2 16 0	3 10 6	4 5 0	4 19 6	
175	0 16 0	0 19 9	1 6 11	2 2 8	2 16 3	3 10 10	4 5 5	4 20 0	
176	0 16 2	0 19 10	1 7 0	2 2 10	2 16 6	3 11 2	4 5 10	4 20 6	
177	0 16 2	0 19 11	1 7 2	2 3 0	2 16 9	3 11 6	4 6 3	4 21 0	
178	0 16 2	1 0 0	1 7 3	2 3 2	2 17 0	3 11 10	4 6 8	4 21 6	
179	0 16 2	1 0 1	1 7 5	2 3 4	2 17 3	3 12 2	4 7 1	4 22 0	
180	0 16 4	1 0 2	1 7 6	2 3 6	2 17 6	3 12 6	4 7 6	4 22 6	
181	0 16 4	1 0 3	1 7 8	2 3 8	2 17 9	3 12 10	4 7 11	4 23 0	
182	0 16 4	1 0 4	1 7 9	2 3 10	2 18 0	3 13 2	4 8 4	4 23 6	
183	0 16 4	1 0 5	1 7 11	2 4 0	2 18 3	3 13 6	4 8 9	4 24 0	
184	0 16 6	1 0 6	1 8 0	2 4 2	2 18 6	3 13 10	4 9 2	4 24 6	
185	0 16 6	1 0 7	1 8 2	2 4 4	2 18 9	3 14 2	4 9 7	4 25 0	
186	0 16 6	1 0 8	1 8 3	2 4 6	2 19 0	3 14 6	4 10 0	4 25 6	
187	0 16 6	1 0 9	1 8 5	2 4 8	2 19 3	3 14 10	4 10 5	4 26 0	
188	0 16 8	1 0 10	1 8 6	2 4 10	2 19 6	3 15 2	4 10 10	4 26 6	
189	0 16 8	1 0 11	1 8 8	2 5 0	2 19 9	3 15 6	4 11 3	4 27 0	
190	0 16 8	1 1 0	1 8 9	2 5 2	3 0 0	3 15 10	4 11 8	4 27 6	
191	0 16 8	1 1 1	1 8 11	2 5 4	3 0 3	3 16 2	4 12 1	4 28 0	
192	0 16 10	1 1 2	1 9 0	2 5 6	3 0 6	3 16 6	4 12 6	4 28 6	
193	0 16 10	1 1 3	1 9 2	2 5 8	3 0 9	3 16 10	4 12 11	4 29 0	
194	0 16 10	1 1 4	1 9 3	2 5 10	3 1 0	3 17 2	4 13 4	4 29 6	
195	0 16 10	1 1 5	1 9 5	2 6 0	3 1 3	3 17 6	4 13 9	4 30 0	
196	0 17 0	1 1 6	1 9 6	2 6 2	3 1 6	3 17 10	4 14 2	4 30 6	
197	0 17 0	1 1 7	1 9 8	2 6 4	3 1 9	3 18 2	4 14 7	4 31 0	
198	0 17 0	1 1 8	1 9 9	2 6 6	3 2 0	3 18 6	4 15 0	4 31 6	
199	0 17 0	1 1 9	1 9 11	2 6 8	3 2 3	3 18 10	4 15 5	4 32 0	
200	0 17 1	1 1 10	1 10 0	2 6 10	3 2 6	3 19 2	4 15 10	4 32 6	
201	0 17 1	1 1 11	1 10 1	2 7 0	3 2 9	3 19 6	4 16 3	4 33 0	
202	0 17 1	1 2 0	1 10 2	2 7 2	3 3 0	3 19 10	4 16 8	4 33 6	
203	0 17 1	1 2 1	1 10 3	2 7 4	3 3 3	4 0 2	4 17 1	4 34 0	
204	0 17 1	1 2 1	1 10 4	2 7 6	3 3 6	4 0 6	4 17 6	4 34 6	
205	0 17 2	1 2 2	1 10 5	2 7 8	3 3 9	4 0 10	4 17 11	4 35 0	
206	0 17 2	1 2 3	1 10 6	2 7 10	3 4 0	4 1 2	4 18 4	4 35 6	
207	0 17 2	1 2 4	1 10 7	2 8 0	3 4 3	4 1 6	4 18 9	4 36 0	
208	0 17 2	1 2 4	1 10 8	2 8 2	3 4 6	4 1 10	4 19 2	4 36 6	
209	0 17 3	1 2 5	1 10 9	2 8 4	3 4 9	4 2 2	4 19 7	4 37 0	
210	0 17 3	1 2 6	1 10 10	2 8 6	3 5 0	4 2 6	4 20 0	4 37 6	
211	0 17 3	1 2 7	1 10 11	2 8 8	3 5 3	4 2 10	4 20 5	4 38 0	
212	0 17 3	1 2 7	1 11 0	2 8 10	3 5 6	4 3 2	4 20 10	4 38 6	
213	0 17 4	1 2 8	1 11 1	2 9 0	3 5 9	4 3 6	4 21 3	4 39 0	
214	0 17 4	1 2 9	1 11 2	2 9 2	3 6 0	4 3 10	4 21 8	4 39 6	
215	0 17 4	1 2 10	1 11 3	2 9 4	3 6 3	4 4 2	4 22 1	4 40 0	
216	0 17 4	1 2 10	1 11 4	2 9 6	3 6 6	4 4 6	4 22 6	4 40 6	
217	0 17 5	1 2 11	1 11 5	2 9 8	3 6 9	4 4 10	4 23 1	4 41 0	
218	0 17 5	1 3 0	1 11 6	2 9 10	3 7 0	4 5 2	4 23 6	4 41 6	
219	0 17 5	1 3 1	1 11 7	2 10 0	3 7 3	4 5 6	4 24 0	4 42 0	
220	0 17 5	1 3 1	1 11 8	2 10 2	3 7 6	4 5 10	4 24 5	4 42 6	
221	0 17 6	1 3 2	1 11 9	2 10 4	3 7 9	4 6 2	4 25 0	4 43 0	
222	0 17 6	1 3 3	1 11 10	2 10 6	3 8 0	4 6 6	4 25 5	4 43 6	
223	0 17 6	1 3 4	1 11 11	2 10 8	3 8 3	4 6 10	4 26 0	4 44 0	
224	0 17 6	1 3 4	1 12 0	2 10 10	3 8 6	4 7 2	4 26 5	4 44 6	

GOODS CLASSIFICATION AND TARIFF.

MILEAGE RATES—continued.

Miles.	Agricultural Produce Class.	Special Class A.	Special Class B.	Miscel- laneous Class.	First Class.	Second Class.	Third Class.	Fourth Class.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
225	0 17 7	1 3 5	1 12 1	2 11 0	3 8 9	4 7 6	5 6 3	6 5 0
226	0 17 7	1 3 6	1 12 2	2 11 2	3 9 0	4 7 10	5 6 8	6 5 6
227	0 17 7	1 3 7	1 12 3	2 11 4	3 9 3	4 8 2	5 7 1	6 6 0
228	0 17 7	1 3 7	1 12 4	2 11 6	3 9 6	4 8 6	5 7 6	6 6 6
229	0 17 8	1 3 8	1 12 5	2 11 8	3 9 9	4 8 10	5 7 11	6 7 0
230	0 17 8	1 3 9	1 12 6	2 11 10	3 10 0	4 9 2	5 8 4	6 7 6
231	0 17 8	1 3 10	1 12 7	2 12 0	3 10 3	4 9 6	5 8 9	6 8 0
232	0 17 8	1 3 10	1 12 8	2 12 2	3 10 6	4 9 10	5 9 2	6 8 6
233	0 17 9	1 3 11	1 12 9	2 12 4	3 10 9	4 10 2	5 9 7	6 9 0
234	0 17 9	1 4 0	1 12 10	2 12 6	3 11 0	4 10 6	5 10 0	6 9 6
235	0 17 9	1 4 1	1 12 11	2 12 8	3 11 3	4 10 10	5 10 5	6 10 0
236	0 17 9	1 4 1	1 13 0	2 12 10	3 11 6	4 11 2	5 10 10	6 10 6
237	0 17 10	1 4 2	1 13 1	2 13 0	3 11 9	4 11 6	5 11 3	6 11 0
238	0 17 10	1 4 3	1 13 2	2 13 2	3 12 0	4 11 10	5 11 8	6 11 6
239	0 17 10	1 4 4	1 13 3	2 13 4	3 12 3	4 12 2	5 12 1	6 12 0
240	0 17 10	1 4 4	1 13 4	2 13 6	3 12 6	4 12 6	5 12 6	6 12 6
241	0 17 11	1 4 5	1 13 5	2 13 8	3 12 9	4 12 10	5 12 11	6 13 0
242	0 17 11	1 4 6	1 13 6	2 13 10	3 13 0	4 13 2	5 13 4	6 13 6
243	0 17 11	1 4 7	1 13 7	2 14 0	3 13 3	4 13 6	5 13 9	6 14 0
244	0 18 0	1 4 7	1 13 8	2 14 2	3 13 6	4 13 10	5 14 2	6 14 6
245	0 18 0	1 4 8	1 13 9	2 14 4	3 13 9	4 14 2	5 14 7	6 15 0
246	0 18 0	1 4 9	1 13 10	2 14 6	3 14 0	4 14 6	5 15 0	6 15 6
247	0 18 0	1 4 10	1 13 11	2 14 8	3 14 3	4 14 10	5 15 5	6 16 0
248	0 18 0	1 4 10	1 14 0	2 14 10	3 14 6	4 15 2	5 15 10	6 16 6
249	0 18 0	1 4 11	1 14 1	2 15 0	3 14 9	4 15 6	5 16 3	6 17 0
250	0 18 0	1 5 0	1 14 2	2 15 2	3 15 0	4 15 10	5 16 8	6 17 6
251	0 18 1	1 5 1	1 14 3	2 15 3	3 15 2	4 16 1	5 17 0	6 17 11
252	0 18 1	1 5 1	1 14 4	2 15 4	3 15 4	4 16 4	5 17 4	6 18 4
253	0 18 1	1 5 2	1 14 5	2 15 5	3 15 6	4 16 7	5 17 8	6 18 9
254	0 18 1	1 5 3	1 14 6	2 15 6	3 15 8	4 16 10	5 18 0	6 19 2
255	0 18 2	1 5 4	1 14 7	2 15 7	3 15 10	4 17 1	5 18 4	6 19 7
256	0 18 2	1 5 4	1 14 8	2 15 8	3 16 0	4 17 4	5 18 8	7 0 0
257	0 18 2	1 5 5	1 14 9	2 15 9	3 16 2	4 17 7	5 19 0	7 0 5
258	0 18 2	1 5 6	1 14 10	2 15 10	3 16 4	4 17 10	5 19 4	7 0 10
259	0 18 3	1 5 7	1 14 11	2 15 11	3 16 6	4 18 1	5 19 8	7 1 3
260	0 18 3	1 5 7	1 15 0	2 16 0	3 16 8	4 18 4	6 0 0	7 1 8
261	0 18 3	1 5 8	1 15 1	2 16 1	3 16 10	4 18 7	6 0 4	7 2 1
262	0 18 3	1 5 9	1 15 2	2 16 2	3 17 0	4 18 10	6 0 8	7 2 6
263	0 18 4	1 5 10	1 15 3	2 16 3	3 17 2	4 19 1	6 1 0	7 2 11
264	0 18 4	1 5 10	1 15 4	2 16 4	3 17 4	4 19 4	6 1 4	7 3 4
265	0 18 4	1 5 11	1 15 5	2 16 5	3 17 6	4 19 7	6 1 8	7 3 9
266	0 18 4	1 6 0	1 15 6	2 16 6	3 17 8	4 19 10	6 2 0	7 4 2
267	0 18 5	1 6 1	1 15 7	2 16 7	3 17 10	5 0 1	6 2 4	7 4 7
268	0 18 5	1 6 1	1 15 8	2 16 8	3 18 0	5 0 4	6 2 8	7 5 0
269	0 18 5	1 6 2	1 15 9	2 16 9	3 18 2	5 0 7	6 3 0	7 5 5
270	0 18 5	1 6 3	1 15 10	2 16 10	3 18 4	5 0 10	6 3 4	7 5 10
271	0 18 6	1 6 4	1 15 11	2 16 11	3 18 6	5 1 1	6 3 8	7 6 3
272	0 18 6	1 6 4	1 16 0	2 17 0	3 18 8	5 1 4	6 4 0	7 6 8
273	0 18 6	1 6 5	1 16 1	2 17 1	3 18 10	5 1 7	6 4 4	7 7 1
274	0 18 6	1 6 6	1 16 2	2 17 2	3 19 0	5 1 10	6 4 8	7 7 6
275	0 18 7	1 6 7	1 16 3	2 17 3	3 19 2	5 2 1	6 5 0	7 7 11
276	0 18 7	1 6 7	1 16 4	2 17 4	3 19 4	5 2 4	6 5 4	7 8 4
277	0 18 7	1 6 8	1 16 5	2 17 5	3 19 6	5 2 7	6 5 8	7 8 9
278	0 18 7	1 6 9	1 16 6	2 17 6	3 19 8	5 2 10	6 6 0	7 9 2
279	0 18 8	1 6 10	1 16 7	2 17 7	3 19 10	5 3 1	6 6 4	7 9 7
280	0 18 8	1 6 10	1 16 8	2 17 8	4 0 0	5 3 4	6 6 8	7 10 0
281	0 18 8	1 6 11	1 16 9	2 17 9	4 0 2	5 3 7	6 7 0	7 10 5
282	0 18 8	1 7 0	1 16 10	2 17 10	4 0 4	5 3 10	6 7 4	7 10 10
283	0 18 9	1 7 1	1 16 11	2 17 11	4 0 6	5 4 1	6 7 8	7 11 3
284	0 18 9	1 7 1	1 17 0	2 18 0	4 0 8	5 4 4	6 8 0	7 11 8
285	0 18 9	1 7 2	1 17 1	2 18 1	4 0 10	5 4 7	6 8 4	7 12 1
286	0 18 9	1 7 3	1 17 2	2 18 2	4 1 0	5 4 10	6 8 8	7 12 6
287	0 18 10	1 7 4	1 17 3	2 18 3	4 1 2	5 5 1	6 9 0	7 12 11
288	0 18 10	1 7 4	1 17 4	2 18 4	4 1 4	5 5 4	6 9 4	7 13 4

GOODS CLASSIFICATION AND TARIFF.

MILEAGE RATES—continued.

Miles.	Agricultural Produce Class.	Special Class A.	Special Class B.	Miscellaneous Class.	First Class.	Second Class.	Third Class.	Fourth Class.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
289	0 18 10	1 7 5	1 17 5	2 18 5	4 1 6	5 5 7	6 9 8	7 13 9
290	0 18 10	1 7 6	1 17 6	2 18 6	4 1 8	5 5 10	6 10 0	7 14 2
291	0 18 11	1 7 7	1 17 7	2 18 7	4 1 10	5 6 1	6 10 4	7 14 7
292	0 18 11	1 7 7	1 17 8	2 18 8	4 2 0	5 6 4	6 10 8	7 15 0
293	0 18 11	1 7 8	1 17 9	2 18 9	4 2 2	5 6 7	6 11 0	7 15 5
294	0 18 11	1 7 9	1 17 10	2 18 10	4 2 4	5 6 10	6 11 4	7 15 10
295	0 19 0	1 7 10	1 17 11	2 18 11	4 2 6	5 7 1	6 11 8	7 16 3
296	0 19 0	1 7 10	1 18 0	2 19 0	4 2 8	5 7 4	6 12 0	7 16 8
297	0 19 0	1 7 11	1 18 1	2 19 1	4 2 10	5 7 7	6 12 4	7 17 1
298	0 19 0	1 8 0	1 18 2	2 19 2	4 3 0	5 7 10	6 12 8	7 17 6
299	0 19 0	1 8 1	1 18 3	2 19 3	4 3 2	5 8 1	6 13 0	7 17 11
300	0 19 0	1 8 1	1 18 4	2 19 4	4 3 4	5 8 4	6 13 4	7 18 4
301	0 19 1	1 8 2	1 18 5	2 19 5	4 3 6	5 8 7	6 13 8	7 18 9
302	0 19 1	1 8 3	1 18 6	2 19 6	4 3 8	5 8 10	6 14 0	7 19 2
303	0 19 1	1 8 4	1 18 7	2 19 7	4 3 10	5 9 1	6 14 4	7 19 7
304	0 19 1	1 8 4	1 18 8	2 19 8	4 4 0	5 9 4	6 14 8	8 0 0
305	0 19 2	1 8 5	1 18 9	2 19 9	4 4 2	5 9 7	6 15 0	8 0 5
306	0 19 2	1 8 6	1 18 10	2 19 10	4 4 4	5 9 10	6 15 4	8 0 10
307	0 19 2	1 8 7	1 18 11	2 19 11	4 4 6	5 10 1	6 15 8	8 1 3
308	0 19 2	1 8 7	1 19 0	3 0 0	4 4 8	5 10 4	6 16 0	8 1 8
309	0 19 3	1 8 8	1 19 1	3 0 1	4 4 10	5 10 7	6 16 4	8 2 1
310	0 19 3	1 8 9	1 19 2	3 0 2	4 5 0	5 10 10	6 16 8	8 2 6
311	0 19 3	1 8 10	1 19 3	3 0 3	4 5 2	5 11 1	6 17 0	8 2 11
312	0 19 3	1 8 10	1 19 4	3 0 4	4 5 4	5 11 4	6 17 4	8 3 4
313	0 19 4	1 8 11	1 19 5	3 0 5	4 5 6	5 11 7	6 17 8	8 3 9
314	0 19 4	1 9 0	1 19 6	3 0 6	4 5 8	5 11 10	6 18 0	8 4 2
315	0 19 4	1 9 1	1 19 7	3 0 7	4 5 10	5 12 1	6 18 4	8 4 7
316	0 19 4	1 9 1	1 19 8	3 0 8	4 6 0	5 12 4	6 18 8	8 5 0
317	0 19 5	1 9 2	1 19 9	3 0 9	4 6 2	5 12 7	6 19 0	8 5 5
318	0 19 5	1 9 3	1 19 10	3 0 10	4 6 4	5 12 10	6 19 4	8 5 10
319	0 19 5	1 9 4	1 19 11	3 0 11	4 6 6	5 13 1	6 19 8	8 6 3
320	0 19 5	1 9 4	2 0 0	3 1 0	4 6 8	5 13 4	7 0 0	8 6 8
321	0 19 6	1 9 5	2 0 1	3 1 1	4 6 10	5 13 7	7 0 4	8 7 1
322	0 19 6	1 9 6	2 0 2	3 1 2	4 7 0	5 13 10	7 0 8	8 7 6
323	0 19 6	1 9 7	2 0 3	3 1 3	4 7 2	5 14 1	7 1 0	8 7 11
324	0 19 6	1 9 7	2 0 4	3 1 4	4 7 4	5 14 4	7 1 4	8 8 4
325	0 19 7	1 9 8	2 0 5	3 1 5	4 7 6	5 14 7	7 1 8	8 8 9
326	0 19 7	1 9 9	2 0 6	3 1 6	4 7 8	5 14 10	7 2 0	8 9 2
327	0 19 7	1 9 10	2 0 7	3 1 7	4 7 10	5 15 1	7 2 4	8 9 7
328	0 19 7	1 9 10	2 0 8	3 1 8	4 8 0	5 15 4	7 2 8	8 10 0
329	0 19 8	1 9 11	2 0 9	3 1 9	4 8 2	5 15 7	7 3 0	8 10 5
330	0 19 8	1 10 0	2 0 10	3 1 10	4 8 4	5 15 10	7 3 4	8 10 10
331	0 19 8	1 10 1	2 0 11	3 1 11	4 8 6	5 16 1	7 3 8	8 11 3
332	0 19 8	1 10 1	2 1 0	3 2 0	4 8 8	5 16 4	7 4 0	8 11 8
333	0 19 9	1 10 2	2 1 1	3 2 1	4 8 10	5 16 7	7 4 4	8 12 1
334	0 19 9	1 10 3	2 1 2	3 2 2	4 9 0	5 16 10	7 4 8	8 12 6
335	0 19 9	1 10 4	2 1 3	3 2 3	4 9 2	5 17 1	7 5 0	8 12 11
336	0 19 9	1 10 4	2 1 4	3 2 4	4 9 4	5 17 4	7 5 4	8 13 4
337	0 19 10	1 10 5	2 1 5	3 2 5	4 9 6	5 17 7	7 5 8	8 13 9
338	0 19 10	1 10 6	2 1 6	3 2 6	4 9 8	5 17 10	7 6 0	8 14 2
339	0 19 10	1 10 7	2 1 7	3 2 7	4 9 10	5 18 1	7 6 4	8 14 7
340	0 19 10	1 10 7	2 1 8	3 2 8	4 10 0	5 18 4	7 6 8	8 15 0
341	0 19 11	1 10 8	2 1 9	3 2 9	4 10 2	5 18 7	7 7 0	8 15 5
342	0 19 11	1 10 9	2 1 10	3 2 10	4 10 4	5 18 10	7 7 4	8 15 10
343	0 19 11	1 10 10	2 1 11	3 2 11	4 10 6	5 19 1	7 7 8	8 16 3
344	0 19 11	1 10 10	2 2 0	3 3 0	4 10 8	5 19 4	7 8 0	8 16 8
345	1 0 0	1 10 11	2 2 1	3 3 1	4 10 10	5 19 7	7 8 4	8 17 1
346	1 0 0	1 11 0	2 2 2	3 3 2	4 11 0	5 19 10	7 8 8	8 17 6
347	1 0 0	1 11 1	2 2 3	3 3 3	4 11 2	6 0 1	7 9 0	8 17 11
348	1 0 0	1 11 1	2 2 4	3 3 4	4 11 4	6 0 4	7 9 4	8 18 4
349	1 0 0	1 11 2	2 2 5	3 3 5	4 11 6	6 0 7	7 9 8	8 18 9
350	1 0 1	1 11 3	2 2 6	3 3 6	4 11 8	6 0 10	7 10 0	8 19 2
351	1 0 1	1 11 4	2 2 7	3 3 7	4 11 10	6 1 1	7 10 4	8 19 7
352	1 0 1	1 11 4	2 2 8	3 3 8	4 12 0	6 1 4	7 10 8	9 0 0

GOODS CLASSIFICATION AND TARIFF.

MILEAGE RATES—continued.

Miles.	Agricultural Produce Class.	Special Class A.	Special Class B.	Miscellaneous Class.	First Class.	Second Class.	Third Class.	Fourth Class.
353	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
354	1 0 1	1 11 5	2 2 9	3 3 9	4 12 2	6 1 7	7 11 0	9 0 5
355	1 0 2	1 11 6	2 2 10	3 3 10	4 12 4	6 1 10	7 11 4	9 0 10
356	1 0 2	1 11 7	2 2 11	3 3 11	4 12 6	6 2 1	7 11 8	9 1 3
357	1 0 2	1 11 7	2 3 0	3 4 0	4 12 8	6 2 4	7 12 0	9 1 8
358	1 0 3	1 11 8	2 3 1	3 4 1	4 12 10	6 2 7	7 12 4	9 2 1
359	1 0 3	1 11 9	2 3 2	3 4 2	4 13 0	6 2 10	7 12 8	9 2 6
360	1 0 3	1 11 10	2 3 3	3 4 3	4 13 2	6 3 1	7 13 0	9 2 11
361	1 0 3	1 11 10	2 3 4	3 4 4	4 13 4	6 3 4	7 13 4	9 3 4
362	1 0 3	1 11 11	2 3 5	3 4 5	4 13 6	6 3 7	7 13 8	9 3 9
363	1 0 4	1 12 0	2 3 6	3 4 6	4 13 8	6 3 10	7 14 0	9 4 2
364	1 0 4	1 12 1	2 3 7	3 4 7	4 13 10	6 4 1	7 14 4	9 4 7
365	1 0 4	1 12 1	2 3 8	3 4 8	4 14 0	6 4 4	7 14 8	9 5 0
366	1 0 4	1 12 2	2 3 9	3 4 9	4 14 2	6 4 7	7 15 0	9 5 5
367	1 0 5	1 12 3	2 3 10	3 4 10	4 14 4	6 4 10	7 15 4	9 5 10
368	1 0 5	1 12 4	2 3 11	3 4 11	4 14 6	6 5 1	7 15 8	9 6 3
369	1 0 5	1 12 4	2 4 0	3 5 0	4 14 8	6 5 4	7 16 0	9 6 8
370	1 0 5	1 12 5	2 4 1	3 5 1	4 14 10	6 5 7	7 16 4	9 7 1
371	1 0 6	1 12 6	2 4 2	3 5 2	4 15 0	6 5 10	7 16 8	9 7 6
372	1 0 6	1 12 7	2 4 3	3 5 3	4 15 2	6 6 1	7 17 0	9 7 11
373	1 0 6	1 12 7	2 4 4	3 5 4	4 15 4	6 6 4	7 17 4	9 8 4
374	1 0 6	1 12 8	2 4 5	3 5 5	4 15 6	6 6 7	7 17 8	9 8 9
375	1 0 7	1 12 9	2 4 6	3 5 6	4 15 8	6 6 10	7 18 0	9 9 2
376	1 0 7	1 12 10	2 4 7	3 5 7	4 15 10	6 7 1	7 18 4	9 9 7
377	1 0 7	1 12 10	2 4 8	3 5 8	4 16 0	6 7 4	7 18 8	9 10 0
378	1 0 7	1 12 11	2 4 9	3 5 9	4 16 2	6 7 7	7 19 0	9 10 5
379	1 0 8	1 13 0	2 4 10	3 5 10	4 16 4	6 7 10	7 19 4	9 10 10
380	1 0 8	1 13 1	2 4 11	3 5 11	4 16 6	6 8 1	7 19 8	9 11 3
381	1 0 8	1 13 1	2 5 0	3 6 0	4 16 8	6 8 4	8 0 0	9 11 8
382	1 0 8	1 13 2	2 5 1	3 6 1	4 16 10	6 8 7	8 0 4	9 12 1
383	1 0 9	1 13 3	2 5 2	3 6 2	4 17 0	6 8 10	8 0 8	9 12 6
384	1 0 9	1 13 4	2 5 3	3 6 3	4 17 2	6 9 1	8 1 0	9 12 11
385	1 0 9	1 13 4	2 5 4	3 6 4	4 17 4	6 9 4	8 1 4	9 13 4
386	1 0 9	1 13 5	2 5 5	3 6 5	4 17 6	6 9 7	8 1 8	9 13 9
387	1 0 10	1 13 6	2 5 6	3 6 6	4 17 8	6 9 10	8 2 0	9 14 2
388	1 0 10	1 13 7	2 5 7	3 6 7	4 17 10	6 10 1	8 2 4	9 14 7
389	1 0 10	1 13 7	2 5 8	3 6 8	4 18 0	6 10 4	8 2 8	9 15 0
390	1 0 10	1 13 8	2 5 9	3 6 9	4 18 2	6 10 7	8 3 0	9 15 5
391	1 0 11	1 13 9	2 5 10	3 6 10	4 18 4	6 10 10	8 3 4	9 15 10
392	1 0 11	1 13 10	2 5 11	3 6 11	4 18 6	6 11 1	8 3 8	9 16 3
393	1 0 11	1 13 10	2 6 0	3 7 0	4 18 8	6 11 4	8 4 0	9 16 8
394	1 1 0	1 13 11	2 6 1	3 7 1	4 18 10	6 11 7	8 4 4	9 17 1
395	1 1 0	1 14 0	2 6 2	3 7 2	4 19 0	6 11 10	8 4 8	9 17 6
396	1 1 0	1 14 1	2 6 3	3 7 3	4 19 2	6 12 1	8 5 0	9 17 11
397	1 1 0	1 14 1	2 6 4	3 7 4	4 19 4	6 12 4	8 5 4	9 18 4
398	1 1 1	1 14 2	2 6 5	3 7 5	4 19 6	6 12 7	8 5 8	9 18 9
399	1 1 1	1 14 3	2 6 6	3 7 6	4 19 8	6 12 10	8 6 0	9 19 2
400	1 1 1	1 14 4	2 6 7	3 7 7	4 19 10	6 13 1	8 6 4	9 19 7
	1 1 1	1 14 4	2 6 8	3 7 8	5 0 0	6 13 4	8 6 8	10 0 0

The minimum distance for First, Second, Third, Fourth, Special A, B, Miscellaneous, and Agricultural Produce Classes is 10 miles; less distances than 10 miles to be charged as 10 miles. Portions of a mile to be computed 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 quantity (if consigned) will be charged *pro rata*.

Trucks for Arden-street Sidings, Melbourne, will be subject to the By-laws for that traffic.

Packages under 7 lbs. weight, and packages wrapped in paper, must be forwarded as Parcels by Passenger Train.

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, embracing both Up and Down journeys, provided the total distance carried is not less than 100 miles.

GOODS CLASSIFICATION AND TARIFF.

WEIGHING.—At all dray weigh-bridges owned by the Department, except in Melbourne and Suburbs, the charges for weighing are 6d. for any load drawn by one horse, and 1s. for any load drawn by two or more horses.

and on Truck Weigh-bridges, 1s. per truck.

The Charges for weighing on Weigh-bridges owned by the Department, in Melbourne and Suburbs, will be as follows:—

One horse load (Firewood only) ...	3d.	Over 5 tons and under 8 tons ...	1s. 6d.
2 tons or under... ..	4d.	" 8 " " 10 " ...	2s. 6d.
Over 2 tons and under 5 tons ...	6d.	" 10 " " ...	5s.

And on Truck Weigh-bridges, 1s. per truck.

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 Melbourne Goods Sheds, during the months of April to December inclusive, will be allowed three days' free storage. For instance, Grain unloaded on a Monday, if removed on or before the following Thursday, will not be subject to any charge for storage. If not removed within the 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 of a week as a week.

During the months of January, February, and March in each year all Goods of the First, Second, Third, and Fourth Classes must be removed within forty-eight hours; and of the Grain and Flour, Special, Agricultural Produce, and Miscellaneous Classes, within twelve working hours after arrival. If not removed within the prescribed time, Storage will be charged, at the rate of One shilling per ton for the First day, Ninepence per ton the Second day, and Sixpence per ton for each succeeding day until removed from the Railway premises. Part of a ton to be charged as a ton, and part of a day as a whole day; or the Commissioners may send them to store, when authorized rates will be charged.

At Country Stations, Goods of the First, Second, Third, and Fourth, and of the Special, Agricultural, and Miscellaneous Classes, must be removed within three days, as above, after unloading. If not so removed, Storage will be charged as follows, viz:—

	First Day.	Second Day.	Each Succeeding Day.
5 cwt. and under	3d.	2d.	1½d.
Over 5 cwt. and not exceeding 10 cwt.	6d.	4½d.	3d.
Over 10 cwt. ,, ,, 20 cwt.	1s.	9d.	6d.

DEMURRAGE.—In all cases where, according to the Goods Classification, the loading may have to be performed by the owner, *two working hours* will be allowed for loading, and if not completed 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 done by the owner, *eight working hours* will 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 as an hour.

TARPAULINS.—Consignors of Potatoes at Firewood rates, Bark, Coal, and any other goods for which the Department does not provide Tarpaulins, may have their consignments covered on payment 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 goods if not taken delivery of within 12 hours of arrival at destination.

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 lowest method of computation must be chosen.

Goods to and from the Murray River and North-Eastern lines and the Williamstown line to be charged the actual mileage *vid* Footscray and North Melbourne respectively. Goods to and from Geelong and stations beyond Geelong and the Williamstown line to be charged rates as to Melbourne, excepting Grain and Flour, which are to be charged the exact mileage *vid* Newport when it costs less than the Melbourne rate. Goods *ex* 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 distance. Goods from country stations to Brighton, St. Kilda, Port Melbourne, or other Suburban Station, are charged actual mileage at Classification rates, subject to the authorized minimums.

GOODS CLASSIFICATION AND TARIFF.

Goods to and from Melbourne and the boroughs of Williamstown, Essendon, Port Melbourne, St. Kilda, or Brighton, 5s. per ton, without regard to classification, excepting Miscellaneous, Special, Agricultural Produce, Sawn Timber, and Firewood Classes, which have the benefit of the lower classification rates.

Goods *ex* ships at the Williamstown or Port Melbourne Pier, consigned to any station within the suburban residential area beyond Melbourne, to be charged the Tariff Rates, with the rates from the Piers to Melbourne, as a minimum.

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 Arden-street Sidings, are not affected by this By-law.

GENERAL CONDITIONS.

1. The Victorian Railways Commissioners will not be liable for loss of, or injury to, any articles, goods, or things in or about the receiving, forwarding, or delivering thereof, unless occasioned by the neglect or default of the Commissioners or their employés.

2. Nor for loss of or injury to any articles, goods, or things put into returned wrappers, boxes, packages, cases, or baskets marked, described, delivered, or represented as "Empties."

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 being improperly or insufficiently directed; nor for loss of 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 receiving note furnished to the Commissioners, or improperly 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 imperfect casks or cooerage; nor for loss, waste, or damage 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 articles, or from the same not being taken away forthwith 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 or forwarded by any particular train, or from delay or stoppage however occasioned. And such fruit, fish, meat, poultry, game, and other perishable articles, not taken away, or not paid for forthwith after arrival, if directed to be kept till called for, or to the 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 whom or where directed, may be forthwith sold by auction, or 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 respect of the carriage of the said goods and of all charges and 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 delicacy of construction, are more than ordinarily hazardous, unless 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. All produce liable to deteriorate, such as Potatoes, Chaff, &c., sent to store and unclaimed by the owner within three months will be sold by the Commissioners; but any of such articles showing signs of deterioration before the expiry of three months may be sold forthwith, and, after deducting what may be due for railway carriage, cartage, storage, and other charges (including expenses of sale), the Commissioners will pay over the surplus, if any, to the owner.

7. The Commissioners will consider themselves at liberty to deliver goods, and to charge for such delivery, in all cases in which the senders of the goods do not give notice to the Commissioners that the goods are to be taken from the station by the consignees.

8. No claim for deficiency, damage, or detention shall be allowed unless made within four days after delivery of the goods; nor for loss unless made within seven days after the time when they should have been delivered.

9. All Empties not taken away within one month after arrival will be sold, and after defraying expenses the overplus (if any) will be paid to the owner.

10. 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 conveyance be declared if required.

11. The Commissioners cannot pledge themselves to the times of starting or arrival of the Goods trains, nor do they guarantee to forward goods by any particular time or train...

12. No Station-master, Clerk, other officer, or employé of the Commissioners has any authority to dispense with or vary these conditions.

The Commissioners will not be liable (except only as bailees) for custody in respect of any damage, loss of, or injury to any articles, goods, or things safely carried by them to the place to which they have undertaken to carry the same, and discharged from the vehicles in which they were carried, from the time of such discharge until removed by the consignees thereof. Section 6, Act 1185.

GOODS CLASSIFICATION AND TARIFF.

GENERAL CONDITIONS—continued.

The Commissioners will not, except by special contract, receive for carriage any gunpowder, aquafortis, oil of vitriol, lucifer matches, or any other goods which, in the judgment of the Commissioners, their officers or employes, may be of a dangerous nature, or any explosive, inflammable, or corrosive articles, or any articles likely to create damage by or in consequence of fermentation; and persons knowingly sending such goods, and neglecting to mark distinctly their nature on the outside of the package, or otherwise give notice in writing to the Station-master or Bookkeeper, or other officer or employe with whom the same are left, will be liable to a penalty of £20. Section 10 and 35, Act 1135.

In default of payment on demand of any tolls, rates, or charges due to the Commissioners in respect of the carriage of any animals or goods, the Commissioners may detain 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 animals or goods within such premises belonging to the person liable 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 Commissioners, and all charges and expenses of such 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 thereto. Section 13, Act 1135.

WILLIAMSTOWN AND PORT MELBOURNE GOODS RATES TO OR FROM VESSELS AT THE PIERS.

Except where otherwise specified, tonnage is charged according to Bills of Lading.

INWARDS CARGOES.

	<i>s. d.</i>		<i>s. d.</i>
Cement and plaster ...	4 0	Opium ...	4 0
Cement—Port Melbourne Pier to Messrs. Gibbs, Bright, and Co.'s Siding, Spencer-street	4 6	Rails, tram ...	4 6
Earthenware and glassware ...	3 6	" Port Melbourne Pier to Spencer-street	5 0
Flax, from New Zealand ...	1 6	Rice ...	4 0
" from Singapore ...	1 0	" Port Melbourne Pier to Port Melbourne Siding	2 0
General cargo ...	5 0	Salt ...	4 0
General Goods from Port Melbourne Pier to Graham-street Siding ...	4 0	Saltpetre ...	See Special Class B.
Hollowware ...	4 0	Sawn timber ...	3 6
Indian and Chinese cargoes, all round, provided the whole of the cargo is sent by rail ...	3 6	Sulphur ...	See Special Class B.
Iron, bar, rod, and plate ...	4 6	Sugar ...	4 0
Iron, pig, and broken railway chairs ...	3 6	Tasmanian cargo ex Orient Steamers, on account Orient Steamship Co., Williamstown to Melbourne ...	3 6
Iron pipes ...	4 0	Tea ...	3 6
Kapok, hydraulic pressed ...	0 6	Wire netting ...	4 0
Minimums—		Britannia metal ...	} 5s. per ton of 40 c. ft., minimum, 4s. per case, cask, or package, when the value is £5 and upwards.
Not exceeding 8 ft. ...	1 0	Electro-plate ...	
Over 8 ft. and not exceeding 12 ft. ...	1 6	Mixed metal ...	
Over 12 ft. and not exceeding 20 ft. ...	2 6	Plated goods ...	
Over 20 ft. at the rate of 5s. per 40 ft.		Consignments may be forwarded to any suburban residential area station beyond Melbourne at Tariff rates, with the rates from Piers to Melbourne as a minimum.	
The same rates for corresponding proportions of a ton dead weight.			

OUTWARDS CARGOES.

	<i>s. d.</i>		<i>s. d.</i>
Antimony ...	4 0	Carriage from station to shipping	2 6
Bark, chopped, in bags ...	5 0	Copper ...	2 6
" ground ...	4 0	Flour and grain in quantities of not less than 5 tons	2 0
Basils and skins, average size and pressed ...	0 6	Flour and grain less than 5 tons	4 0
" " large size ...	1 6	Fruits, preserved, Colonial manufacture ...	4 0
" " unpressed ...	1 0	General cargo ...	5 0
Bone-dust ...	4 0		

GOODS CLASSIFICATION AND TARIFF.

OUTWARD CARGOES--continued.

	<i>s. d.</i>		<i>s. d.</i>
Gold	5 0	*Tallow	4 0 per ton.
Hides and calfskins ...	5 0	Tanks, empty	2 6 each.
Hhds. or barrels, empty ...	0 3	Tolls, pier—	
Horses and cattle ...	10 0	On cargo discharged into or taken from lighters	
Jewellery and silver plate ...	5 0	or other craft to or from Melbourne <i>via</i> the	
Leather	1 6	Yarra—	
Meat, frozen	15 0	General cargo... ..	1 0 per ton.
Pigs	1 6	Wool and leather	0 6 per bale.
Rags	1 6	On cargo discharged into or taken from lighters	
Sheep, colonial	1 6	or other craft to or from any other port or	
„ imported	2 6	place within the colony of Victoria—	
Ship's stores	2 6	General cargo	0 4 per ton.
Silver	2 6	Wool and leather	0 2 per bale.
Silver, in bars, in charge of		Transshipments across Pier	2 6 per ton.
owners, and at their risk ...	5 0	Vehicles, two-wheeled	7 6 each.
Sovereigns	1 3	„ four- „	10 0 „

* Tallow from Graham-street Siding to Port Melbourne Pier, 3s. per ton in truck loads. Owners to load.

SCALE UPON WHICH TONNAGE ON THE UNDERMENTIONED ARTICLES IS BASED.

Cement in casks... ..	Actual weight.	Horns	1,000 to the ton.
Cocoa-nuts, stripped or in		Infusorial earth (dead	
fibre	350 to the ton.	weight)	Double rate.
Coffee in bags	18 cwt. to the ton.	Laths	Actual measurement.
„ in casks	Actual measurement.	Osiers	80 feet to the ton.
Coir rope and coir fibre ...	Rate and a half.	Pepper in bags	16 cwt. to the ton.
Coke	Rate and a half.	Rattans	Double rate.
Fellocks	250 to the ton.	Spirits, wines, beer, and	
Gunny bags and sugar mats	500 to the ton.	vinegar, in bulk and case	Actual measurement.
Hay, hydraulic pressed ...	Rate and a half.	Sugar pockets, empty	750 to the ton.
„ loose	Double rate.	Tapioca in bags	Actual weight.
Hides and calfskins in casks	Actual measurement.	„ in cases... ..	Actual measurement.
Hides, wet	40 to the ton.	Timber	40 cubic feet to a ton.
Hoofs	Rate and a half.		

RE-CONSIGNED AGRICULTURAL PRODUCE.

Grain and Flour consigned to Melbourne, and re-consigned to Williamstown or Port Melbourne without being unloaded, or trucks detained, to be charged 1s. per ton carriage to either of these stations. Grain and Flour transferred from the Williamstown to the Port Melbourne Pier, or *vice versa*, to be charged 2s. per ton.

Grain and Flour consigned to, and unloaded in, the Melbourne Sheds, to be charged 1s. per ton for reloading and conveyance to the Australian Wharf for shipment.

RETURNED AND REJECTED AGRICULTURAL PRODUCE.

Grain and Flour consigned from up-country stations to the Piers direct, to be charged 1s. per ton for the return journey to Melbourne.

Wheat rejected at the Piers to be returned to the sidings at Kensington, Newmarket, or Moreland, at 1s. per ton.

Consignees of Grain and Flour for shipment must have some one at the ship's side to settle any objections raised as to condition, as, being carried at owner's risk, the Department is not responsible for condition.

Any detention of trucks caused by the absence of consignee's clerk or agent, or any other cause for which the Department is not liable, will be charged for at the demurrage rate of 10s. per truck per day or part of a day.

Trucks used for receipt of rejected Wheat, if not fully loaded and re-consigned in one day, will be charged 10s. per truck per day demurrage.

Wheat from Williamstown to North Melbourne, if previously sent from country, 1s. per ton.

CHARGES ON GRAIN DISCHARGED AT THE SHEDS OF THE DEPARTMENT AT THE WILLIAMSTOWN OR PORT MELBOURNE PIERS.

For discharging, weighing, sorting, and reloading when storage is not required ...	1s. per ton.
For stacking when storage is required	1s. „
For storage per week or part of a week	3d. „

These rates include running the Grain down to the ship's side when re-loaded.

Haulage of Cargo other than Wool or Grain from the Dumping Sheds at the Williamstown and Port Melbourne Piers to vessels loading at the Piers, or *vice versa* ... 6d. per ton.

GOODS CLASSIFICATION AND TARIFF.

Storage on Inwards Cargoes discharged at the Williamstown and Port Melbourne Piers, and conveyed by rail to Melbourne, is fixed as follows:—

Shed and Yard Storage.—After 10 days' free storage beyond the date when the delivery of each consignment from the ship to the shed or yard is completed, a charge at the rate of One shilling per ton per week for a further seven days will be made, and afterwards the charge will be at the rate of One shilling per ton per day.

Intercolonial Traffic.—No charge for storage will be made if consignments are re-exported within two days of ship's clearance.

PIER TOLLS—(EXCLUSIVE OF LABOUR).

		<i>s. d.</i>			<i>s. d.</i>
Horses	... ..	2 6	per head.	Pigs	... .. 0 3
Cattle	... ..	2 6	"	Vehicles	... .. 2 6
Sheep, colonial	... ..	2 6	per score.	Pianos	... .. 1 0
" imported	... ..	1 0	each.		

Goods not specified in this or any other By-law, per ton of 40 feet or 20 cwt. ... 1s per ton.

PORTERAGE RATES FOR LUGGAGE, ETC.

The undermentioned rates will be charged for portorage of Passengers' Luggage, &c., between the Port Melbourne Station and steam and sailing vessels of all kinds alongside the Port Melbourne Railway Pier:—

Packages under 56 lbs. each.		Packages 1 cwt. and under 2 cwt.	
Single package...	... 3d.	Single package...	... 6d.
Two or more packages for same person	... 2d. each pkg.	Two or more packages for same person	... 4d. each pkg.
Packages 56 lbs. and under 1 cwt.		Any number of packages for same person or family exceeding a ton, to be charged for at the rate of	
Single package...	... 4d.		3s. per ton.
Two or more packages for same person	... 3d. each pkg.		

Time allowed for discharging vessels at the Williamstown and Port Melbourne Railway Piers:—

Vessels with full cargoes on board will be allowed to occupy berths free of charge for the purpose of discharging cargo for periods in proportion to their registered tonnage, as follows (exclusive of Sundays and holidays):—

Vessels of 100 tons register and under	2 days.	Vessels from 400 to 500 tons register	... 9 days.
" from 100 to 150 tons register	... 3 "	" 500 " 600 "	... 10 "
" 150 " 200 "	... 4 "	" 600 " 700 "	... 11 "
" 200 " 250 "	... 5 "	" 700 " 800 "	... 12 "
" 250 " 300 "	... 6 "	" 800 " 900 "	... 13 "
" 300 " 350 "	... 7 "	" 900 " 1000 "	... 14 "
" 350 " 400 "	... 8 "		

and so on at the rate of one day for every additional 100 tons register. Vessels not having full cargoes on board shall be allowed time in proportion, to be ascertained and fixed by the Pier-master or any other officer whom the Traffic Manager may appoint. The same rule shall also apply to vessels taking in cargo.

Any vessel continuing to occupy a berth after the regulated days as above specified have expired, unless with the consent in writing of the Traffic Manager or Pier-master acting under his authority, shall pay a toll of Threepence (3d.) per ton register per diem until the removal of such vessel from the Pier.

Nothing in this By-law shall prevent the Pier-master from removing any vessel at any time in terms of the Statute on the subject.

Goods to and from the Murray River and North-Eastern lines and the Williamstown line to be charged the actual mileage *via* Footscray and North Melbourne respectively. Goods to and from Geelong and stations beyond Geelong and the Williamstown line to be charged rates as to Melbourne, excepting Grain and Flour, which are to be charged the exact mileage *via* Newport when it costs less than the Melbourne rate. Goods *ex* vessels at the Williamstown and Port Melbourne Piers to Geelong, 5s. per ton, according to Bill of Lading, without regard to classification.

Goods to and from Melbourne and the boroughs of Williamstown, Essendon, Port Melbourne, St. Kilda, or Brighton, 5s. per ton, without regard to classification, excepting Miscellaneous, Special, Agricultural Produce, Sawn Timber, and Firewood Classes, which have the benefit of the lower classification rates.

Goods *ex* ships at the Williamstown or Port Melbourne Pier, consigned to any station within the suburban residential area beyond Melbourne, to be charged the Tariff Rates, with the rates from the Piers to Melbourne, as a minimum.

WOOL RATES

RATES PER BALE, NOT OVER 4 CWT.

	<i>s.</i>	<i>d.</i>	
20 miles and under	1	0	
26 " " " " " " " " " "	1	3	
35 " " " " " " " " " "	1	8	
45 " " " " " " " " " "	2	0	
Over 45 and up to 60 miles	0	4	} per bale for every 5 miles or part of 5 miles cumulative in each instance on preceding rate.
" 60 " 100 " " " " " " " "	0	3	
" 100 " 160 " " " " " " " "	0	2	
" 160 " " " " " " " " " "	0	1	

The above mileage rates do not apply to the Williamstown or Port Melbourne lines, or to wool consigned from country stations direct to the Williamstown or Port Melbourne Piers, upon which 6d. per bale in addition to the above rates will be charged.

An allowance of 15 per cent. will be made on the above rates for all wool properly dumped.

Wool arriving at Albury by teams will be charged 9d. per bale added to the Wodonga rate for conveyance from Albury to Melbourne, Williamstown, or Port Melbourne.

The following SPECIAL RATES will be charged upon wool the clip of stations as under:—

	Per Bale.	
	To Melbourne, Williamstown, or Port Melbourne.†	
	Not over 300 lbs.	Not over 4 cwt.
	<i>s.</i>	<i>d.</i>
From Echuca—		
Wool river-borne to Echuca from any station on the Murray below the Murrumbidgee Junction, and from any station on the *Darling or Murrumbidgee Rivers or their tributaries	4	0
Dumped wool will be charged 3d. less than the 300-lb. rates.		
From Wodonga, Wahgunyah, Echuca, Yarrawonga, or Numurkah—		
Wool by teams or by rail to Wodonga, Wahgunyah, Echuca, Cobram, Yarrawongah, Strathmerton, Yarrawonga, or Numurkah, the clip of any stations north of, or intersected by, an imaginary line drawn straight from Jingellie on the Murray to Gerogery on the N.S.W. line; thence to the south-east corner of Coree Station; the following stations forming the southern boundary, viz.:— Table Top, Gerogery, Burgunderi, Burrumbuttock, Goombar-gama, Mahonga, Coreen, Wongamong, Narrow Plains, Barrigan-Momalong, and Booroobarilly; thence in a northerly direction to Burrabogie blocks, to include in that line Coree, Moonbria, Steam Plains, Willurah, Warwillah, Wargam, and Nyanga Stations; thence in a westerly direction along the south boundary of the River back-blocks to the intersection of the Murrumbidgee River at Balranald	5	0
5 0	5	6
From Swan Hill—		
Ditto, ditto	6	6
6 6	7	0
From Echuca, Wodonga, or Wahgunyah—		
Wool by river, teams, or rail to Echuca, Wodonga, or Wahgunyah, the clip of any station in the district bounded by the Murrumbidgee in the south and longitude 144° in the west	4	0
4 0	4	6
From Swan Hill—		
Ditto, ditto	5	6
5 6	6	0
Dumped wool will be charged 1s. 3d. less than the 300-lb. rates.		
*An allowance of 6d. per bale will be made on all consignments of Darling wool from one consignor, amounting in the aggregate to 1,000 bales, during one season; and an allowance of 5 per cent. will be made on consignments from Hay or above Hay on the Murrumbidgee, amounting in the aggregate to 10,000 bales, during one season from one consignor.		
†To Geelong, 9d. per bale added to these rates.		
NOTE.—To insure these Special Rates, the name of the station of which the wool is the produce must be entered on the consignment note along with the brands of the bales.		

Wool to the Williamstown or Port Melbourne Piers may be consigned direct from country stations, provided that the name of the vessel it is intended for be given on the consignment note. If the vessel is not at the Pier, or not ready to ship the bales on their arrival, then the trucks may be brought back to Melbourne and unloaded there, all at the cost and risk of the owner.

Wool consigned from country stations to Melbourne, and then re-consigned to Williamstown or Port Melbourne without being removed from the sheds or trucks, will be charged 4d. per bale for warehousing in addition to the storage charges mentioned underneath.

Bags of wool are charged First Class rates as per Goods Tariff, but will not be entitled to any rebates.

WILLIAMSTOWN AND PORT MELBOURNE LINES.

	<i>s.</i>	<i>d.</i>	
1. Melbourne to Williamstown or Port Melbourne	0	6	per bale.*
2. For the Carriage of Wool from the Pier to the Dumping Sheds and back to the ship, if the Wool is subject to Pier tolls	0	2	per bale.
3. For the Carriage of Wool from the Pier to the Dumping Sheds and back to the ship, if free of Pier tolls	0	4	per bale.
4. For the Carriage of Dumped Wool from the Dumping Sheds at Williamstown to the ship	0	1	per bale.
5. Port Melbourne to Williamstown, or <i>vice versa</i>	1	3	per bale.

* NOTE.—This rate is net cash without discount. Vessels loading will be required to take Wool or other cargo from trucks in preference to lighters or other craft. If from delay in this respect, or from any cause not due to the Commissioners, the vessel is not ready to receive Wool or general cargo within twelve hours after the arrival of the trucks, demurrage will be strictly enforced at the rate of 10s. per truck per diem until the trucks are unloaded by the consignee, or until the Commissioners, at the cost and risk of the consignee, unload the trucks and send the goods to store. Wool consigned for shipment, and requiring to be dumped, will be deliverable at the Dumping Sheds, where a receipt must be given on behalf of the ship.

Wool from Goods Sheds or Brougham-street Crossing, Geelong, to local Railway Pier, 6d. per bale.
Wool from Melbourne to Collingwood, if re-consigned, 6d. per bale.

Wool from Melbourne to the New Zealand Loan and Mercantile Agency Co.'s Siding, Kensington, 6d. per bale.

Wool from Portland Station to Jetty, 6d. per bale.

Wool for Scouring, New Zealand Loan and Mercantile Agency Co.'s Siding to Collingwood, 6d. per bale, and on being re-consigned to Piers, 6d. per bale.

Wool ex Coastal Vessels, on account of New Zealand Loan and Mercantile Agency Co., from Melbourne to Company's Siding at Kensington, 4d. per bale, and on being re-consigned to Melbourne for shipment, 4d. per bale.

A Special Train may be engaged to convey wool from Melbourne to Williamstown Pier, at a minimum cost of £2 10s., in addition to the ordinary freight charge.

GENERAL CONDITIONS.

Bales over 4 cwt. will be charged 25 per cent. additional upon the rate for a 4-cwt. bale for every cwt. or portion of a cwt. in excess.

The above rates are subject to minimum charges, as per By-law 28, dated 1st July, 1885.

Twelve hours will be allowed for the removal of Wool after arrival of the trucks. From that time storage will be charged, and strictly enforced, at the rate of One penny per bale per diem, until the Wool is removed by the consignee, or sent to store by the Commissioners at the consignee's cost and risk. All Wool is carried at owner's risk as to condition, and will be signed for accordingly. If detailed Weight Lists are furnished by the Commissioners for the use of consignees, the charge for weighing will be Fourpence per bale; if weighed by the owners, One penny per bale will be charged for the use of the scales. Consignors requiring Weight Lists must pay for same at sending Station. Unless Rebate Sheets are rendered within two months of date on which Wool is consigned, no claim will be recognised.

LIVE STOCK RATES.

SHEEP.

Sheep Trucks.

1 to 101 miles	9d. per truck per mile.
Over 101 miles 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.

Goods Trucks.

1 to 101 miles	6d. per truck per mile.
Over 101 miles and up to 150 miles	3d. per truck per mile added to the 101 mile rate.
Over 150 miles	5d. per truck per mile for the whole journey.

In the event of the Commissioners not being able to supply Sheep Trucks, they do not undertake to provide Goods Trucks for the carriage of Sheep.

The Minimum Charge for a Sheep Truck is 20s., and for a Goods Truck, or half a Truck, 20s., exclusive of a terminal charge of 2s. per Truck for Sheep Trucks, and 1s. per Truck for Goods Trucks, to be added to the above rate in all cases. Over three and up to ten sheep or lambs, Half Sheep-Truck rate, whether sent in Sheep or Goods Trucks; over ten, Full Sheep or Goods Truck rate, according to order.

During the summer season, Sheep, for which the Commissioners cannot supply Trucks on a Monday, will be carried on an "Off day"—that is, a Wednesday, Thursday, Friday, or Saturday, at the option of the Commissioners—at a reduction of 20 per cent. on the Ordinary Rates; and Sheep carried in Goods or Cattle Trucks, in consignments of not less than two Trucks at a time, will be charged at a reduction of one-half the Sheep Truck Rates during the same period. Full terminal.

Sheep between Victorian and South Australian railway stations are conveyed at Victorian rates on the Victorian lines.

Sheep from Deniliquin to Woodend, mileage rate.

CATTLE, ETC.

Cattle or Pigs, 1 to 101 miles—9d. per truck per mile.

Over 101 miles 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.

The Minimum Charge for a Cattle Truck is 20s., exclusive of a terminal charge of 2s. per truck to be added to the above rate in all cases.

Single Cattle the same rate as Horses, and one or more Bulls the same rate as a Truck Load of Cattle, or as Entire Horses if sent in Horse-boxes, but no terminal for single animals. Over 3 Goats or Pigs, and up to 15, not exceeding 100 lbs. each, Half Truck, and over 15, or over 100 lbs. each, Full Truck rates. Goats and Calves at Cattle rates.

Single Pigs, Sheep, Calves, or Goats, in crates or cases, by Goods Trains, to be charged and carried under Fourth Class Goods rates, subject to a minimum charge as for 2½ cwt. per package.

Pigs in sheep-trucks, both tiers loaded, rate and a half.

Minimum: Half-truck of goats or pigs, 10s. Terminal, 2s. Number of animals, 15.

Cattle between Victorian and South Australian railway stations, V. R. rates on Victorian lines.

STORE SHEEP AND CATTLE.

Store Sheep, in lots of not less than one truck load, to be carried from Newmarket to country stations, and from Sandhurst, Ballarat, and Geelong to stations *down the lines* at two-thirds the published rates, and Store Cattle or Horses in lots of not less than one truck load at one-half the published rates, but full terminal, provided always that the trucks are required to load again from the line to which such Store Sheep and Cattle are consigned.

Store sheep, cattle, and horses may be forwarded from stations on one line to stations on another line at the Store rates as set forth in the Goods Tariff for the whole journey, provided always that the trucks are required to load again from the line to which such store sheep, cattle, and horses are consigned. This rate will not, however, apply unless the stock is consigned to and discharged at stations 18 miles distant from Melbourne, and 30 miles distant from Sandhurst, Ballarat, or Geelong.

SINGLE ANIMALS BY PASSENGER TRAINS.

For every Sheep, Lamb, Goat, Pig, or yearling Calf (not exceeding 100 lbs. each), in Van of Passenger or Mixed Trains, 2d. per mile; minimum, 4s. each.
 Over 100 lbs. and not exceeding 150 lbs. each, rate and a half; over 150 lbs., double rate.
 Performing Bears—Single Sheep or Pig rate.
 Any of the foregoing sent in Vans of Passenger or Mixed Trains must be in skeleton cases, and weight of skeleton cases to be included in the weight of the animals. All skeleton cases must be of a reasonable size, so as not to occupy too much room in the Vans, and the Commissioners may refuse any case deemed too bulky, when the sender must supply one of the required dimensions.
 Any animal over 200 lbs. will not be taken in Van of Passenger or Mixed Trains, but must be sent in ordinary truck by Goods Train at Goods rates.

HORSES.

For each Mare, Gelding, or Filly, or Entire under 2 years, 6d. per mile; minimum, 20s. each.
 For each Entire Horse, 2 years and over 1s. per mile; minimum, 20s. each.
 Two Entire Horses, 2 years and over (from different owners) in one horse-box, 9d. per mile each; minimum, 20s. each.
 Horse-box 1s. 3d. per mile. Minimum, 40s. A horse-box carries three horses.
 Two small Ponies occupying one stall to be charged as one horse.
 Horses, including Entires, in Goods Trucks and by Passenger Trains, 1s. 6d. per truck per mile. By Goods Trains, at Cattle rates.
 Horses from Gippsland, unsold at Melbourne, returned at proportionate rate.
 Ponies used in Polo Matches, in full horse-box or truck loads, single rate for the double journey.
 Horses to Military parades, single rate for the double journey.
 Not more than eight Horses or Heavy Bullocks to be put in each truck. For each Mare, with 6 months' Foal at foot, rate and a half.
 The minimum charge for a truck with Horses is 20s., exclusive of a terminal charge of 2s. per truck to be added to the above rate in all cases, except where single animals are sent in trucks.

RACE-HORSES.

Race-horses kept solely for racing, and not used for any other purpose whatsoever, will be charged 6d. each per mile, minimum 20s., 3 race-horses for the same owner in one horse-box, 1s. 3d. per mile, minimum £2, to race meetings, but returned free to the station from which they were sent on compliance with the following conditions, viz.:-
 A consignment on the proper form (No. 89) must be made out and signed by owner on consigning to the meeting, the name and age of horse being duly given.
 This same consignment note must be presented and given up when booking for the return journey, and must be accompanied by a certificate from the Secretary of the Racing Club that the horse was entered for one or more races during the meeting.
 Should any doubt arise as to what constitutes a Race Meeting, the point will be decided by the Committee of the Victoria Racing Club.
 Horses must be at the station one hour before train-starting time.
 No refunds will be made in the event of the foregoing conditions not being complied with.
 The journey may be broken with Race-horses on any line either going to or returning from races, but before resuming the journey a certificate must be produced from the Secretary of each Racing Club showing that the horses have raced in the locality where the journey was broken.

HORSES BETWEEN MELBOURNE AND SYDNEY.

	£	s.	d.	V. R. Proportion.		
	£	s.	d.	£	s.	d.
One Horse	9	9	5	3	2	0
Two Horses	15	19	2	5	4	7
Three Horses or one Stallion	20	14	10	6	15	10

Live Stock between Albury and Wodonga, 3s. per truck.

HORSES BETWEEN MELBOURNE AND ADELAIDE.

One Horse, 6d. per mile, and each additional horse in the same box for the same owner; 1½d. per mile. One Entire, 9d. per mile.

DOGS.

Dogs will be charged for at the rate of One halfpenny per mile, and must be provided with chains or other sufficient means to secure them, otherwise the Commissioners will not be responsible for their safety. Minimum charge for each Dog, Sixpence. They must in all cases be prepaid, and must bear the address in full if unaccompanied by a passenger.

Dogs, in truck loads, 1s. per truck per mile; minimum, 20s.

Dogs, from and to Melbourne and Adelaide, 10s. each, V. R. proportion, 7s.

GENERAL CONDITIONS.

1. In calculating the above rates, part of a mile will be charged for as a whole mile. In calculating all of the foregoing rates for Truck loads, odd pence are to be added on to make the even Sixpence.

2. The Commissioners undertake no responsibility as to number of Sheep, Cattle, or Horses; but a Second Class Free Pass will be issued at the sending station to men in charge—two passes for every train, or one pass for less than a train load, one truck of sheep, or three horse-boxes, or one truck of cattle, being the minimum. These passes will be for the single journey, and the men must travel in the same train as the stock under their charge. When the number of trucks or horse-boxes does not entitle to a pass, men in charge must pay Second Class Fare.

3. By the 7th section of Act 1135 the liability of the Commissioners is limited as follows, viz.:—For any Horse, £50; for any Neat Cattle, per head, £20; for any Sheep, Pig, or other small animal, per head, £1. Any person forwarding animals of a higher value than as above mentioned, and declaring their value at the time of booking, will be charged Five pounds per centum upon the value so declared above the respective sums so limited as aforesaid, and which percentage shall be paid in addition to the ordinary rate of charge.

4. No Horses, Cattle, or other animals are to be brought to Railway Stations except on the terms that the owner takes upon himself all risk of injury on the premises not arising from gross negligence on the part of the Commissioners or their employés. And the Commissioners are to be held free from all risk and responsibility in respect of any loss or damage arising on the loading or unloading, or from suffocation, or from being trampled on, bruised, or otherwise injured in transit, or from fire, or from any other cause whatsoever not arising from such gross negligence as aforesaid, or where the loss or injury arises wholly or partially from fear or restiveness; and all fastening in either horse-boxes or trucks must be done by the consignor, who will take the whole responsibility.

5. Horses, Cattle, or other animals to be carried must be at the stations One Hour before the departure of the train by which they are intended to be forwarded. And the Commissioners do not undertake to forward Horses, Cattle, or other animals at or by any particular time or train. Not less than twenty-four hours' notice must be given when a Horse-box is required, and 50 per cent. of the fare must be deposited when making the requisition. Such deposit to be forfeited if the Horse or other animal does not arrive in time to be forwarded by the train appointed.

6. Rugs, Bridles, Saddles, or other trappings forwarded with Horses or other animals are carried entirely at the risk of the owner, unless previously looked and paid for as Parcels; and in any case the Commissioners accept no responsibility for damage done to these articles.

BY-LAWS FOR THE CARRIAGE OF GUNPOWDER OR OTHER DANGEROUS AND EXPLOSIVE COMPOUNDS.

1. Gunpowder or other dangerous and explosive compounds will not be received for carriage by Railway unless packed in kegs or barrels closely bound or hooped without any iron about them, of quarter, half-quarter, or whole barrel sizes, the staves to be of half-inch minimum thickness; or in canisters made of tin, copper, zinc, or other suitable metal; or in cardboard boxes, strong and impervious to leakage, enclosed in wooden cases of half-inch thickness at the sides, and one inch thickness at the ends; or in metallic cylinders of pattern similar in construction and security to those used by the Imperial Government for the conveyance of small quantities of powder by Railway; or in packages made otherwise so strong and secure that no part of the contents can become scattered in the handling or removal thereof.
2. The contents of each keg or package must be specified on the outside thereof in letters not less than one inch in length; and *the package must be fully and plainly addressed*. A written or printed label must also be affixed describing how the contents are packed.
3. In the event of senders neglecting to mark each package according to these By-laws, the Commissioners may decline to carry the same, and direct the removal and storage of the packages at the cost of the owner.
4. Any person bringing to a Railway Station, or leaving thereat, any packages containing gunpowder or other dangerous and explosive compounds not labelled and addressed as aforesaid, or without having given written notice thereof to the porter or other employé of the Commissioners by delivery therewith of a consignment note of the said packages, filled up and signed according to the form and effect hereinafter mentioned, shall be liable to a penalty of Twenty pounds.
5. Consignors at any Railway Station may ascertain, by inquiry of the Station-master, at about what time their consignments will be despatched, and if they neglect to make such inquiry, or to advise the consignee, the Commissioners will not be liable for any loss or damage arising from such omission.
6. Consignments will be carried by powder van only (rifle cartridges for the Government of Victoria, and sporting cartridges and sporting powder in flasks excepted), and, if practicable, in the same van throughout, and they will not be received at Footscray or any Railway Station save on certain days.
7. The days appointed for receiving Gunpowder and other dangerous and explosive compounds at Railway Stations will be subject from time to time to such alterations as the current Time Table may render necessary, and may be ascertained on application to the various Station-masters.
8. The Commissioners will not guarantee to despatch gunpowder and other dangerous and explosive compounds at any particular time or by any particular train, nor will they allow consignments, whether carried or to be carried, to remain on the Railway premises longer than is absolutely necessary. And if a package carried by Railway be not accepted and removed by the consignee it will be *immediately sent to the nearest Powder Magazine at the owner's risk and expense, or returned to the sender, who will be required to remove it at once from the premises and to pay the whole charges incurred for carriage, back carriage, and demurrage*.
9. The Commissioners may at any time during the carriage of such goods, or while they are on the premises of the Commissioners, detain, and stop the further handling and delivery of packages which appear defective. And the Commissioners may remove, repair, repack, and store such packages at the cost and risk of the owner.
10. Consignments will be carried at Fourth Class rates, minimum 3 cwt., provided the rate amounts to Seven shillings and sixpence, but in no case shall the charge be less than Seven shillings and sixpence for each consignment. Blasting Powder manufactured at Golden Square to be charged Special Class B rate, minimum 2s. 6d. per consignment to Footscray.
11. Consignments from different consignors, or from one consignor to different consignees, though all to care of one carrier, will be charged for separately.
12. A powder van will be run to any station, beyond the regular circuit of Powder Trains, by the first available Goods or Special Train, subject to 24 hours' notice, and provided that the Railway freight from Footscray of the consignment amounts to or exceeds £2 10s. for every 25 miles or part thereof so run. When two vans are run, one for Powder and one for Dynamite, &c., the one minimum of £2 10s. will cover both.
13. The duties of common carriers in respect of goods carried under this agreement are not undertaken by the Commissioners; nor are the Commissioners to be subject to any risk of loading, stowage, or unloading; nor are they to be answerable for loss or damage actual or consequential; nor for discrepancy in the delivery as to either quantity, number, or weight; nor for the condition of articles so carried; nor for any consequences arising from overcarriage, detention, or delay in, or in relation to the carriage or delivery thereof.

14. No employé of the Commissioners is authorized to receive or undertake the carriage of gunpowder or other dangerous or explosive compounds, or to give any receipt or acknowledgement for such goods, unless the sender or person bringing them to a Railway Station has required from the Department and signed a special consignment note, setting forth in form as follows, that such goods are carried solely upon the conditions hereinbefore mentioned, which are printed on the back thereof:—

VICTORIAN



RAILWAYS.

CONSIGNMENT NOTE FOR GUNPOWDER AND OTHER DANGEROUS AND EXPLOSIVE COMPOUNDS.

Station, 189

The Department of Victorian Railways is requested to receive the goods undermentioned, and to carry them to Railway Station, subject to the Conditions of the By-laws printed on the back hereof, to all of which hereby agree.

† Signature—

Address—

* No. of		Name of Compound.	Name and Address of Sender.	Name and Address of Consignee.	Description of Package.	Number of Packages.	Marks.	Weight.			Charges paid on.	
Truck.	Invoice.							t.	c.	q. lb.	£	s.	d.

* These columns will be filled in by the Department.

† Person bringing goods to the Railway station.

RATES FOR GOLD DUST AND GOLD AND SILVER COIN.

GOLD DUST.			GOLD COIN.			SILVER COIN.		
Distance.	Per 100 oz.	Every 26 oz., or part thereof.	Distance.	Per £100.	Every £25, or part thereof.	Distance.	Per £100.	Every £25, or part thereof.
Miles.	s. d.	s. d.	Miles.	s. d.	s. d.	Miles.	s. d.	s. d.
10 to 60	3 0	0 9	10 to 60	1 0	0 3	10 to 60	3 0	0 9
61 „ 100	5 0	1 3	61 „ 100	1 8	0 5	61 „ 100	5 0	1 3
101 „ 150	8 0	2 0	101 „ 150	2 8	0 8	101 „ 150	8 0	2 0
151 „ 200	10 0	2 6	151 „ 200	3 4	0 10	151 „ 200	10 0	2 6

The minimum charge shall be for 100 oz. or £100 in each case.

The above charges are made and the Gold Dust or Coin will be carried on condition of its being in charge of owners or persons bringing the same, and at their risk, and that the Department will not be responsible for any loss or damage thereto, unless arising by reason of any defect or insufficiency in the carriage or truck provided by the Department.

Gold and Silver Bullion and Coin between Melbourne and Adelaide, 3s. per £100 value, V.R. proportion, 1s. 9d. per £100.

Gold for the Joint Stock Bank, Ballarat, or City of Melbourne Bank, 4s. per 100 oz. from any station to Melbourne or Ballarat.

Gold Coin, Melbourne to Sydney, 3s. per £100.

CONDITIONS ON WHICH EXHIBITS, JUDGES, AND ATTENDANTS FOR AGRICULTURAL SHOWS WILL BE CONVEYED.

AGRICULTURAL MACHINES AND IMPLEMENTS, LIVE STOCK, AND PRODUCE.

1. On consigning to the Show, the consignor must declare on consignment note that they are for exhibition, naming the Show, and they must be way-billed accordingly. They will then be charged full rates to the place of exhibition, but will be conveyed back to the station whence they were sent free, and, in addition, the exhibitor will be entitled to a refund of one-half the amount paid if a certificate from the Secretary of the Society that they have been exhibited and not sold is handed in on consigning. Certificate to be attached to the "free" way-bill. If part of a consignment is sold the balance will be returned free, but no portion of the freight to the Show will be refunded.
2. The foregoing applies to exhibits conveyed in Cattle or Goods waggons and by Goods trains; valuable animals may, however, be conveyed in horse-boxes by Passenger trains under these conditions at Goods rates, provided there is rolling-stock available.
3. For all exhibits which may have been sold, full rates will be charged for the return journey.
4. Exhibits may be sent from one Show to another on the same line or branch of same line, provided a "Not Sold" certificate is presented and freight prepaid at each station. When final destination is reached they will be returned to starting station and refund granted, as per Clause 1.
5. Judges to be carried at single fare for the return journey when on official duty.
6. Poultry, dogs, canaries, and pigeons for Shows will be returned free if the usual Show conditions for stock are complied with.
7. Attendants on Stock before starting to a Show must furnish themselves with a certificate duly filled up and signed as per Clause 12, and pay full fare to and from the place of exhibition; but after returning with their exhibits, if a full truck has been paid for, and if provided with a certificate that the Stock exhibited has not been sold, and also with the second part of certificate as per Clause 12 duly filled up and signed, a refund of both fares will be made. This applies only to attendants who travel in the trucks or in vans of Goods trains with the Stock. Only one attendant to be allowed to each truck. The certificate must be received by the attendant, and sent by the Station-master to the Traffic Audit Office as a voucher.
8. All exhibits to be loaded and unloaded by consignors and consignees, and to be carried and signed for at owner's risk.
9. Exhibits unaccompanied by a certificate from the Secretary of the Show will be charged full rates both ways.
10. To insure despatch, forty-eight hours' notice should be given to the Station-master of the number and description of vehicles required.
11. All freight to be "Prepaid" in first instance, and made "To Pay" (if charged) on return journey; and original sending station only to make refunds.
12. (FORM 15A.)

I hereby certify Mr. _____ Date _____ Station.
with his Stock to _____ travelled in Truck No. _____ 189
Agricultural Show. _____ fare. _____ train,
Station-master.

I hereby certify Mr. _____ returned from _____ Station.
Show in Truck No. _____ train, with unsold exhibits. _____ fare. _____ Agricultural
Station-master.

13. All applications for refunds will have to be made within one month from the termination of the Show, otherwise they will not be entertained.

14. Station-masters to have the form (15A) specified in Clause 12 always on hand.

NOTE.—Buggies, Drays, and Waggons for Agricultural Shows, and Ploughs sent for Ploughing Matches come under the operation of these By-laws.

BY-LAWS FOR THE CONDUCT OF TRAFFIC AT ARDEN-STREET SIDINGS, MELBOURNE.

1. The unloading of trucks will be performed solely by the employés of the Victorian Railways Commissioners, and the unloading will proceed in the order the trucks arrive, and as soon thereafter as practicable, at the following scale of charges per truck load :—

	s.	d.
Per Truck Load of over 5 tons—Firewood	1	6
" " 5 tons	1	0
" " Sawn Timber } Bogie or Q Trucks	4	0
" " Logs and Piles }	4	0
" " Other Timber } All other Trucks	2	0

2. Storage will be charged upon all consignments allowed to remain on the ground over twelve hours after the truck is unloaded, and payment of the said storage at the rate hereinafter mentioned will be required on demand before the consignments are removed off the ground, but it shall be lawful for the Commissioners to lease any portion or portions of the Sidings, upon such terms as to rent as may in writing be agreed upon, and the payment of the said rent under agreement shall be in lieu of the storage rate hereinafter mentioned chargeable under this By-law.

3. The area of the Sidings is divided into allotments. Upon allotments for which terms may in accordance with preceding clause be from time to time agreed, hereinafter termed "Store Allotments," the Commissioners will require payment of rent monthly in advance. The limits of each Store Allotment, or of contiguous Store Allotments held by one and the same person, will be marked on the ground by a post fixed at each of the four corners of the area.

4. The rate of storage applicable to all consignments deposited upon other than Store Allotments, and upon which rent is not payable monthly in advance as aforesaid—is 1s. 6d. per diem per allotment of 25 feet frontage. Any portion of a day exceeding twelve working hours after a truck has been unloaded is to be computed a day, and any portion of an allotment to be computed as an allotment. And this charge applies to each foot of frontage which at any portion of its depth is occupied by consignments—that is to say, this charge for storage will not be increased or reduced by reason that the cubic capacity for stacking on the said frontage may or may not be made fully available.

5. Upon other than Store Allotments a space of 4 feet from the rails must always be kept clear by the consignee immediately a truck is discharged, or in his default the work will be done by the employés of the Commissioners, at a cost to the consignee of 1s. per hour per man for the time so employed; and if necessary for the quick and economical discharge of trucks, the work of stacking up or levelling down consignments must also be done by the consignee.

6. A receipt must be given for each truck load or consignment when the truck is at its place of discharge. Should the lessee or the consignee not be present by himself or his agent to give a receipt, the unloading of each truck shall nevertheless proceed, and the lessee who is not present, or neglects to give a receipt within twelve hours after the truck is discharged, shall be held as infringing the conditions of his lease. And upon other than Store Allotments consignments for which no receipts have been given, or for which the railway charges have not been paid on demand, or which have not been removed from the ground within twelve hours after the truck is discharged, shall be liable to the storage charges aforesaid, or to be warehoused, or to be sold at the cost and risk of the said consignee. And no claims shall be recognised by the Commissioners on account of trucks unloaded for which no receipts have been given; and after receipts have been given the lessee or consignee shall be bound to observe the conditions as to Gate Passes.

SPECIAL RATES, ETC.

Animals, Fish, Ova, &c., for Acclimatisation Societies, free carriage.
 Bluestone, Malmesbury, to Melbourne, for exportation, 5s. 6d. per ton.
 Bottles, empty, from Melbourne to Stawell, to be filled with Law's Balsam, Miscellaneous Class rates and conditions.

Bricks, Blackburn to Toorak, 11 miles rate.
 Bricks, Box Hill to Glen Iris, 11 miles radius.
 Bricks, Box Hill to Oakleigh, 11 miles radius.
 Bricks, Box Hill to Toorak, 11 miles radius.
 Bricks, Box Hill to Windsor, 11 miles radius.
 Bricks, Brunswick South to Caulfield, 11 miles radius.
 Bricks, Bunyip to Newmarket, 51 miles radius.
 Bricks, Geelong West to Camperdown, 80 miles radius.
 Bricks, Hyde's Siding to Dandenong, 1s. 6d. per ton.
 Bricks, Langwarrin to St. Albans, 41 miles radius.
 Bricks, Preston (Bell-street) to Bridge-street, Port Melbourne, 11 miles radius.
 Bullion, Middle Footscray to Port Melbourne, 5s. per ton, owner's risk.
 Bullion, Middle Footscray to Port Melbourne, 5s. 6d. per ton, Department's risk.
 Coke, for the Hon. J. A. Wallace, Bethanga, from Melbourne to Wodonga, 1d. per ton per mile in full truck loads.
 Compressed Grass, Reeds, Sedges, &c., in bales for paper-making, between Portland and Geelong, Firewood rates.
 Drums, empty, Melbourne to Dimboola, 5-gallon, 2d. each; 10-gallon, 4d. each.
 Firewood and Sawn Timber, Ballan Road to Kingston, 13 miles minimum.
 Firewood and Sawn Timber, Leonard's Hill to Allendale, 13 miles minimum.
 Firewood, Lilydale to Mitchell's Siding, 5s. per truck.
 Firewood, Raywood to Golden Square, 20 miles minimum.
 Firewood, Wychitella to Charlton, 13 miles minimum.
 Flour, Talbot to Clunes, 10 miles rate.
 Flowers and Plants, for Charitable Institutions, free carriage.
 Freestone, Grampian, to Melbourne, 1d. per ton per mile.
 Freestone, Trafalgar, to Melbourne, 1d. per ton per mile.
 Geelong to Colac, 50 miles radius.
 Geelong to Winchelsea, 25 miles radius.
 Granite, Harcourt, to Melbourne or piers, for exportation, 7s. per ton.
 Gravel, for Victoria Racing Club, Chewton to Flemington Race-course, 20s. per truck.
 Gravel, for Victoria Amateur Turf Club, Chewton to Caulfield, 40s. per truck.
 Kerosene, for the Beechworth Gas Company, Miscellaneous Class rate and conditions.
 Life Buoys, for Victorian Humane Society, free carriage.
 Lime, Bairnsdale to Melbourne, 15s. per ton.
 Lime, Lilydale to Melbourne, 18s. per truck of 5 tons.
 Lime, Parwan to Melbourne, 29 miles rate.
 Lime, Rosedale to Melbourne, 11s. 6d. per ton.
 Lime, Sale to Melbourne, 13s. per ton.
 Lime, for the Hon. J. A. Wallace, Bethanga, from Melbourne to Wodonga, 1d. per ton per mile in full truck loads.
 Limestone, Leigh Road to Lal Lal, Firewood rate.
 Live Stock, for the Aquarium, Melbourne, free.
 Melbourne to Daylesford, 75 miles radius, for small packages of goods.
 Milk, Dandenong to Hawksburn, 15 miles radius.
 Milk, Korong Vale to Sandhurst, 50 miles radius.
 Petroleum, for the Beechworth Gas Company, Third Class rate, in truck loads.
 Pitchers and Undressed Stone, Mambourin to Melbourne, or any Station not over 36 miles from Mambourin, 3s. per ton.
 Plant for Deniliquin and Moama Railway Company, 1½d. per ton per mile.
 Raspberries, for Mr. W. Randall, Yarra Glen to Melbourne, 20s. per truck.
 Screenings, Albion Quarry to Windsor and Toorak, 13 miles rate.
 Soda Crystals, Castlemaine to Melbourne, in lots of not less than 4 tons, Special Class B rate.
 Stevedoring at Echuca—Wool, 2d. per bale; Goods, 1s. per ton; Sleepers, 1s. per ton; Logs, and Sawn Timber, 1s. 3d. per ton; Bricks, 2s. 6d. per ton.
 Waggon, Ballast, lent to contractors, 5s. each per working day.
 Wattle Tops, Little River to Melbourne, Firewood rates.
 Wheat, St. Arnaud to Maryborough, 50 miles radius.
 Wheat, St. Arnaud to Talbot, 55 miles rate.
 Wheat, St. James to Goorambat, 10 miles rate.
 Wool, Elaine to Geelong, 35 miles rate.
 Wool, Mortlake to Geelong, 105 miles radius.
 Wool, Mortlake to Melbourne, 150 miles radius.

By-Laws.

(To be posted conspicuously at all Stations.)

1. Melbourne time is to be observed at all stations.
2. No passenger will be allowed to enter any railway carriage, or to travel therein, unless furnished with a ticket or a free pass entitling him to enter or travel therein. Each passenger, on paying his fare, will be furnished with a ticket, and he must show it and allow it to be marked when required; and every ticket (whether single, return, or periodical) must be delivered up upon demand of any station-master, guard, porter, ticket-collector, or other authorized employé of the Commissioners. *Should a passenger be found travelling without a ticket, or fail or refuse to deliver up his ticket as aforesaid, he shall be required to pay the fare from the station whence the train originally started to the end of his journey; but if any passenger fraudulently attempts to travel without a ticket, he shall on conviction forfeit a sum not exceeding Twenty pounds.* Melbourne time to be observed. Passengers to have tickets, to show and deliver them up when required.
3. Tickets are the property of the Commissioners, and are not transferable. A ticket can only be used by the person to whom it may be issued. Any person using or attempting to use a transferred single, return, or periodical ticket shall be liable to a penalty not exceeding Five pounds. A Penalty for transferring tickets.
4. Any person using or attempting to use a ticket on any day for which such ticket is not available, or altering a ticket, or travelling on a ticket which was previously used and was not available for the journey then taken, shall be liable to a penalty not exceeding Twenty pounds. Punishment for attempt to defraud.
5. Any person who, with intent to defraud, travels in a railway carriage of a superior class to that for which his ticket was issued shall be liable to a penalty not exceeding Ten pounds, and in addition be liable to pay the extra fare according to the class of carriage in which he was travelling from the station whence the train originally started. Travelling in a superior class than warranted by ticket punishable.
6. Any person, except the employés of the Commissioners, who shall attempt to get into or upon or quit any railway carriage when the train of which the carriage forms part is in motion shall be liable to a penalty not exceeding Ten pounds. Getting into or quitting carriage when train is in motion.
7. Tickets, whether single or return, shall be available and shall be used by passengers only to convey them to the stations named thereon, or to any station short of that destination, provided the passenger by so using a ticket derives no advantage as regards fare. In no case, however, shall the "cheap" or "excursion" tickets be used at or for any other station than those named thereon. *Any passenger using or attempting to use a ticket for any other station than that for which it is available will be required to pay the difference between the sum actually paid and the fare between the stations from and to which the passenger has travelled, or, at the option of the Commissioners, the fare from the station to which he was booked to the end of his journey.* Return tickets available only at certain stations.
8. No ticket will be recognised by any officer or employé of the Commissioners unless the number, date, and names of the stations printed on such ticket are perfectly legible. The holder of any ticket which may be wilfully defaced or rendered illegible in any of the above particulars will be regarded as not having paid his fare, and will be liable to a penalty not exceeding Five pounds. Penalty for defacing tickets.
9. Any person, not being duly authorized in that behalf by the Commissioners, who shall sell or offer for sale or parts or attempts to part with the possession of any free pass, ticket, or portion of a return ticket, in order to enable any other person to travel therewith, shall be liable to a penalty not exceeding Twenty pounds, and any person purchasing such free pass, ticket, or portion of a return ticket, or travelling or attempting to travel therewith, shall be liable to pay the fare which he would have been liable to pay for the journey, and shall, in addition thereto, be subjected to a penalty not exceeding Twenty pounds. Penalty for selling return tickets, &c.
10. No passenger shall be entitled to re-book or take a ticket at any intermediate station for the purpose of continuing his journey in the same train as that in which he shall have arrived at such station. Passengers not to re-book by same train.
11. No male passenger will be allowed to enter or remain in any waiting-room or carriage set apart for the accommodation of females, and any person persisting in remaining in any such room or carriage, after being warned to leave the same, may be removed therefrom, and, in addition, shall be liable to a penalty not exceeding Ten pounds. Ladies' waiting-rooms and carriages to be kept private.
12. Any person who shall let himself in or out of any railway carriage by getting through the window, or, after the carriage doors have been duly locked, by the use of a private key or other instrument, shall be liable to a penalty not exceeding Ten pounds. Punishment for opening locked carriage doors or getting through window.

- Punishment for attempting to travel outside.** 13. No person shall be permitted to travel outside of any railway carriage, truck, or van, under any circumstances whatever; and no person, except the guard of the train, shall get into or upon or quit any railway carriage when the train is in motion; and any person committing a breach of this by-law shall be liable to a penalty not exceeding Ten pounds.
- Smoking prohibited.** 14. Smoking tobacco or any other substance is strictly prohibited in any of the railway sheds, yards, offices, or waiting-rooms, or on any platform, pier, or wharf, in respect of which notice is given that smoking is prohibited; and any person found so smoking on or in any such platform, shed, yard, office, pier, wharf, waiting-room, or premises, after being warned to desist by any officer or employé of the Commissioners, shall be liable to a penalty not exceeding Two pounds, and, in addition, may be removed therefrom.
- Punishment for abusive language.** 15. Any person found in a state of intoxication, or making use of obscene or blasphemous language in any railway carriage, or at or upon any railway station, shed, waiting-room, yard, pier, wharf, platform, or premises of the Commissioners, or any person making use of insulting or abusive language to any officer or employé of the Commissioners while in the execution of his duty, shall be liable to a penalty not exceeding Ten pounds, and shall immediately, or, if a passenger, at the first opportunity, be removed from the premises of the Commissioners.
- Dogs.** 16. No dog or other animal will be allowed to accompany any passenger into any railway carriage except under the conditions imposed for the conveyance of such animals, and any person taking a dog or other animal into any railway passenger carriage, except the conditions referred to have been complied with, shall be liable to a penalty not exceeding Five pounds.
- Gratuities forbidden.** 17. No gratuity is, under any circumstances, allowed to be received by any officer or employé of the Commissioners; and any such officer or employé receiving a gratuity may be immediately dismissed. Any person giving or offering a gratuity to any such officer or employé shall be liable to a penalty not exceeding Five pounds.
- Lost property.** 18. Any officer or employé of the Commissioners or any person finding any lost property or documents upon any railway station or premises, or in or upon any carriage of the Commissioners, shall immediately hand over the same to the station-master of the railway station at or nearest where such property or documents were found; and any person committing a breach of this by-law will be liable to a penalty not exceeding Twenty pounds.
- Persons with or without vehicles plying for hire, &c.** 19. No person shall, either with or without any vehicle of any description, unless licensed by the Commissioners in that behalf, come or be upon any railway stations, land, pier, or premises vested in the Commissioners for the purpose of plying for hire, or touting or soliciting custom or hire, or for the purpose of removing passengers or their luggage for reward, or for the purpose of touting or soliciting custom for any licensed house, coffee palace, boarding-house, lodging-house, or house of accommodation for travellers, or for the purpose of removing passengers or their luggage who are or are about to become customers, guests, or lodgers of any licensed person, proprietor of any coffee palace, boarding-house keeper, lodging-house keeper, or keeper of any house of accommodation for travellers, unless by permission of the station-master or pier-master in charge of such station, land, pier, yard, or premises; and any person evading, or attempting to evade, or being guilty of a breach of this by-law, or refusing or neglecting to quit the premises of the Commissioners when thereto required by an officer or employé of the Commissioners, shall be liable to a penalty not exceeding Ten pounds.
- Penalty for crossing the line when train is in sight.** 20. Any person riding or driving, or attempting to ride or drive, any animal or animals, with or without any vehicle, across any line of railway, at any place when a train is in sight and in motion coming towards such place, and when warned not to do so by any railway gatekeeper or crossing keeper, shall be liable to a penalty not exceeding Ten pounds.
- Drivers of vehicles must be in attendance.** 21. The driver of every vehicle allowed to come within or stand for hire upon the premises of the Commissioners must be constantly in attendance on his conveyance, and shall not at any time be more than three yards distant from it; and such driver shall not tout or solicit custom or hire; and such driver shall obey the reasonable directions of the officers and employés of the Commissioners, and shall stand in the place directed by the station-master or pier-master (as the case may be). Any person guilty of a breach of this by-law shall be liable to a penalty not exceeding Ten pounds.
- Horses must be driven at a walking pace.** 22. Any person driving any horse or horses attached to any vehicle through, into, or out of any railway station, yard, or premises of the Commissioners, except at a walking pace, shall be liable to a penalty not exceeding Ten pounds.

23. Any person or persons wilfully driving or negligently allowing any cattle, horses, sheep, or other animals to stray on any railway or any railway lands or premises of the Commissioners, shall be liable to a penalty not exceeding Twenty pounds; and the Commissioners will not, under any circumstances, be liable to make or grant compensation to the owner or owners of any such cattle, horses, sheep, or other animals, if killed or injured by engines or rolling-stock, or by the wilful action of an agent of the Commissioners. Penalty for allowing cattle to stray, &c.
24. Any person, except the servants of the Commissioners, who shall open any carriage door when the train of which the carriage forms part is in motion, shall be liable to a penalty not exceeding Ten pounds. Opening carriage door, train in motion.
25. Any passenger by any train provided with means of communication between the passengers and the servants of the Commissioners in charge of such train, who makes use of the said means of communication without reasonable and sufficient cause, shall be liable for each offence to a penalty not exceeding Twenty pounds. Communication between passengers and the Commissioners' servants.
26. Any person, unless with the permission of the Commissioners, who shall hold any sale on any railway premises, shall be liable to a penalty not exceeding Ten pounds. Penalty for holding sale.
27. No person shall come or remain upon any railway pier, jetty, station, or other premises of the Commissioners for the purpose of selling or offering for sale any fruit, pastry, confectionery, newspaper, book, pamphlet, or other article of merchandise, unless licensed in that behalf by the Commissioners; and any person committing a breach of this by-law shall be liable to a penalty not exceeding Ten pounds. Persons not allowed to sell fruit, newspapers, &c., unless licensed.
28. Any person, unless duly authorized by the Commissioners, who shall be found posting or sticking bills or placards, or assisting in posting or sticking same, within or upon any railway fence, wall, building, property, or premises, shall be subject to a penalty not exceeding Five pounds. Bill-sticking prohibited.
29. Every person, unless duly authorized by the Commissioners, writing, drawing, scratching, or cutting any letter, word, or figure upon any of the railway carriages, stations, or premises of the Commissioners, shall, on conviction, be liable to a penalty not exceeding Ten pounds; and any person who wilfully cuts or tears any lining or window strap, or curtain, removes or defaces any number-plate of a carriage used on the railway, or who otherwise, except by unavoidable accident, damages, defaces, or injures any such carriage, or any station or other property of the Commissioners, shall be liable to a penalty not exceeding Ten pounds, in addition to the amount of damage for which he may be liable. Scratching or drawing upon stations prohibited.
30. Any person bathing in or swimming dogs in any of the railway reservoirs or tanks, or in any way fouling or polluting the water in any of such railway reservoirs or tanks, shall be subject to a penalty not exceeding Ten pounds. Bathing in reservoirs prohibited.
31. No person shall be allowed to fish in or shoot in or on the railway reservoirs of the Commissioners, or within the fences enclosing such reservoirs, without the consent of the Commissioners; and any person committing a breach of this by-law shall be liable to a penalty not exceeding Ten pounds. Fishing or shooting in reservoirs not allowed.
32. Any person putting or placing any poison, or any poisoned meat, grain, or any poisoned substance whatsoever, on or upon any railway, railway station, or railway reserve, save with the authority of the Commissioners, shall be liable to a penalty not exceeding Ten pounds. Poison not to be placed on railway station, &c.
33. Any person suffering from small-pox, scarlatina, measles, typhoid fever, diphtheria, whooping cough, or erysipelas, shall not travel in any railway carriage, except in such carriage (if any) as may be set apart for that purpose; and any person committing a breach of this by-law, or knowingly or negligently causing, procuring, or assisting any person to commit a breach of this by-law, shall be liable to a penalty not exceeding Twenty pounds. Persons suffering from contagious diseases not to travel.
34. No person shall willingly, knowingly, or negligently drive or attempt to drive, or allow to stray into any railway station, yard, shed, or premises, or upon any lands, or within any railway fences, any sheep, cattle, horses, or live stock having or suffering from any disease whatsoever; and any person committing a breach of this by-law shall be liable to a penalty for every such offence not exceeding Twenty pounds. Punishment for driving diseased cattle on railway premises.
35. No sheep, cattle, horses, or live stock which, in the judgment of the Commissioners, their officers or employes, may be infected with any disease, shall be carried on any railway, and the Commissioners, their officers, or employes may refuse to take any sheep, cattle, horses, or live stock suspected by them to be diseased. Any Board not required to carry diseased cattle or sheep.

- person causing or procuring any diseased sheep, cattle, horses, or live stock to be carried upon or along any railway shall be liable to a penalty not exceeding Twenty pounds.
- Penalty for sewage or drainage nuisance.** 36. Any person who shall at any time cause or suffer to be emptied any sewage or drainage on to any of the railways, or on to any lands, stations, buildings, piers, wharves, or jetties vested in the Commissioners, shall forfeit for every such offence the sum of Ten pounds. Such penalty may be recovered by the Commissioners in a summary manner before any two justices, but shall not be recovered unless it be sued for during the continuance of the offence or within six months after it shall have ceased.
- Penalty for allowing continuance of nuisance.** 37. In addition to the said penalty of Ten pounds—and whether such penalty shall have been recovered or not—the person so offending shall forfeit the sum of Five pounds (to be recovered in the like manner) for each day during which such sewage or drainage shall continue to be emptied as aforesaid after the expiration of twenty-four hours from the time when notice of the offence shall have been served on such person by the Commissioners, or by one of their officers duly authorized to serve such notice.
- Checks to be issued for passengers' luggage.** 38. The Commissioners will not undertake any liability in respect to passengers' luggage unless the by-laws in reference thereto made or to be made by the Commissioners shall have been complied with by the passenger.
- Board not responsible for articles left by passengers at stations, &c.** 39. The Commissioners will not be responsible for articles left by passengers at any station unless the same be duly registered, for which a charge per article will be made, and a ticket given; and no article will be given up without the production of such ticket, or satisfactory evidence of the ownership and the loss of such ticket. The article will be delivered to the bearer of the ticket unless notice to the contrary be given by the owner.
- Live stock to be removed immediately.** 40. All live stock must be removed from the railway premises immediately after the arrival of the train, or, if left, they will remain at the owner's risk and expense, and may be sent to agistment or livery, the cost of which shall be paid by the owner, and such costs must be paid on demand as part of the authorized charges; and such stock, if not removed within seven days, may be sold by auction by the Commissioners, and the proceeds thereof applied in payment of all expenses incurred, and the balance thereof handed over to the owner.
- Sale of goods.** 41. All goods, merchandise, and luggage, except perishable articles, unclaimed by the owner for the space of six calendar months will be sold by the Commissioners; but unclaimed perishable articles may, if the Commissioners think fit, be sold by them forthwith, and, after deducting what may be due to them for railway carriage, storage, and charges (including expenses of sale), they will pay over the surplus (if any) to the owner.
- Demurrage.** 42. In all cases where, in accordance with the goods classification and scale of charges, the loading is to be performed by the owner, two working hours will be allowed for loading, and if not completed within that time, demurrage at the rate of One shilling per truck per hour or fractional part of an hour will be charged; and where unloading is to be done by the owner, eight working hours after arrival will be allowed, and if not completed within that time demurrage at the rate of One shilling per truck per hour or fractional part of an hour will be charged; or the Commissioners may load into discharge from the railway trucks such goods at the risk of the owner, consignor, or consignee, and such goods shall be subject to the cost of such loading or unloading, as the case may be, in addition to the freight and to such other costs or charges as may become due under the next preceding by-law.
- Increase of rate for valuable parcels.** 43. Upon every parcel or package containing any of the articles mentioned beneath (and also in the first section of the Innkeepers and Carriers Act) brought or delivered either to be carried for hire or to accompany the person of any passenger, and its value and contents declared, as in the said section is mentioned, and where such value shall exceed the sum of Ten pounds, there shall be paid an increased rate of charge, that is to say, double parcels or excess luggage rate if the declared value be over Ten pounds and under Fifty pounds, and quadruple parcels or excess luggage rate if the value exceed Fifty pounds, as a compensation for the greater risk and care to be taken for the safe custody or conveyance, as the case may be, of such valuable articles, or any precious stones, jewellery watches, clocks, or time-pieces of any description; trinkets, bills, notes of any bank in Her Majesty's dominions, or of any foreign banks; order notes or securities for payment of money, whether foreign or otherwise; stamps, maps, writings, title deeds, paintings, engravings, pictures, gold or silver plate, or plated articles; glass, china, silks in a manufactured or unmanufactured state, and whether wrought up or not wrought up with other materials; furs, or lace, or any of them, contained in any parcel or package delivered either to be carried for hire or to accompany the person of any passenger.

44. The percentage or increased rate of charge to be paid in respect of any horse declared to be above the value of Fifty pounds, any head of neat cattle above the value of Twenty pounds, any sheep, pig, or other small animal above the value of One pound, shall be at the rate of five per centum upon the value so declared above the respective sums so limited as aforesaid, and which percentage shall be paid in addition to the ordinary rate of charge.

Increase of rate of valuable animals.

45. No officer or employé of the Commissioners has any authority to waive, dispense with, or vary these by-laws or conditions or any of them.

Conditions not to be waived.

46. When and so soon as the discharge of the cargo of any vessel at the pier shall have been completed, and whether or not such discharge shall happen within the period fixed therefor, the master of the vessel whose discharge shall have been completed shall immediately thereafter cause to be taken on board thereof such sand or stone ballast as may be required to steady such vessel, and shall thereupon leave the pier and anchor such vessel outside of the buoys laid down by the Railway Department: Provided always that such vessel is not receiving or about to receive loading from the pier or the waggons or the trucks belonging to the Commissioners. Any person guilty of a breach of this by-law shall be liable to a penalty not exceeding Twenty pounds.

Vessels to remove from pier when cargo is discharged.

47. Every vessel, whether about to receive loading or not, shall be removed by the master thereof from the pier within twelve hours after written notice shall have been left on board by the pier-master requiring the removal of such vessel, and any master failing to remove his vessel within the period aforesaid shall pay to the Commissioners a sum of Twenty pounds per day for every day or fractional part of a day thereafter during which such vessel may occupy a berth at the said pier.

Vessels to be removed when notice is given by pier-master.

48. The master of any vessel arriving at the pier shall cause the discharge thereof to be proceeded with beyond the usual working hours—that is to say, in the summer from six o'clock in the morning until six o'clock in the evening, and in winter from seven o'clock in the morning until five o'clock in the evening—If so required by the pier-master. And if the master of any vessel, when so required, shall neglect or refuse to cause the discharge of his vessel to be proceeded with accordingly, he shall be liable to a penalty not exceeding Twenty pounds for every such neglect or refusal.

Vessels to discharge cargo beyond working hours.

49. The Commissioners may at any time order that any vessel shall be discharged by stevedores, and such stevedores shall be employed by and at the expense of the master or agents of such vessel, and not by or behalf of the Commissioners.

To be discharged at expense of agent or master.

50. Trucks shall be loaded or unloaded, as the case may be, within twelve hours after the same have been placed on the pier in a position accessible for such purpose; and the master of any ship or vessel, or the stevedore thereof, not loading or unloading any such truck within such time shall be liable to a demurrage charge of Ten shillings a truck for every day or part of a day that the truck is not loaded or unloaded as aforesaid.

Demurrage charge for detaining trucks.

51. No person not authorized by the Commissioners to supply ballast to vessels lying at the pier will be allowed to come upon such pier with ballast for any vessel. Any person guilty of a breach of this by-law shall be liable to a penalty not exceeding Ten pounds.

No person to supply ballast unless authorized.

52. The time allowed for goods to remain on the pier or approach thereto shall be two hours, and no ship's spars, boats, hencoops, empty casks or cases, or other things belonging or appertaining to any ship or vessel lying at the pier, shall be placed or left lying on any part of the pier without the permission in writing of the pier-master. Any person committing, permitting, or causing a breach of this by-law shall be liable to a penalty not exceeding Twenty pounds.

Spars, &c., not to be placed or left on pier.

53. No boatman, waterman, or other person will be allowed to ply for hire to or from the pier unless licensed by the Commissioners to do so; and any person infringing this by-law will be liable to a penalty not exceeding Ten pounds.

No boats to ply from pier without license.

54. No ship or vessel of any kind or description whatsoever shall be moored or fastened to the pier or attached to any ship or vessel of any kind or description whatsoever so moored or fastened without the consent in writing of the pier-master; and the master or other person causing any such ship or vessel to be so moored or fastened or attached without such consent as aforesaid shall be liable to a penalty not exceeding Ten pounds; and should the pier-master not have given his consent to the mooring or fastening of such vessel he may proceed to remove the vessel in the manner prescribed by section 17, Act 1135.

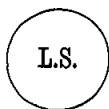
No vessel to be moored without authority.

55. Any person hindering, preventing, or obstructing the pier-master in the execution of his duty shall be liable to a penalty not exceeding Twenty pounds.

Pier-master not to be hindered in the execution of duty.

- Tolls on vessels.** 56. The tolls to be paid to the Commissioners by every vessel using the pier shall be at the rate of 1s. for every ton of goods and 6d. for every bale of wool taken from or brought to such vessel while lying alongside the pier by lighter or other craft.
- Interpretation.** 57. The words "the pier" in these by-laws shall mean any railway pier or jetty, or any railway breakwater if used as a pier, vested in the Commissioners; the word "pier master," any railway pier-master for the time being in the Victorian Railway Department, and any acting or assistant pier-master in the Victorian Railway Department; the word "Commissioners" shall mean the Victorian Railways Commissioners; and the word "officer" or "employé" shall mean an officer or employé of the Commissioners employed in the Victorian Railway Department.

The Common Seal of the Victorian Railways Commissioners was hereunto affixed this fourteenth day of August, One thousand eight hundred and ninety-one, in the presence of—



R. SPEIGHT, Chairman.

R. FORD, Commissioner.

W. H. GREENE, Commissioner.

Confirmed by the Governor in Council
the 17th August, 1891.

G. WILSON BROWN,
Clerk of the Executive Council.

VICTORIAN RAILWAYS.

BY-LAW No. 90.

THE Victorian Railways Commissioners, in pursuance of the powers conferred by the *Railways Act 1890* (No. 1135), section 105, do hereby make the following By-laws, and all previous By-laws conflicting therewith are hereby repealed:—

PASSENGER FARES, ALL STATIONS; PARCELS AND GOLD RATES; WITH BY-LAWS AS TO PASSENGERS, LUGGAGE, ETC., ETC.

MILEAGE TO AND FROM MELBOURNE AND THE UNDERMENTIONED STATIONS, VIZ:—

Stations.	Miles.	Stations.	Miles.	Stations.	Miles.
Melbourne and Echuca Line.		WOODEND AND BALLARAT LINE—continued.		SWAN HILL LINE—continued.	
North Melbourne ...	1½	Lyonville ...	67½	South Kerang ...	174½
Footscray ...	3½	Bullarto ...	69½	Kerang ...	179½
Footscray West ...	4½	Musk Creek ...	72½	Reedy Lake ...	184½
Tottenham ...	5½	Daylesford ...	75½	Lake Charm ...	190½
Braybrook Junction ...	7½	Daylesford Junction ...	75½	Mystic Park ...	196½
Albion ...	9½	Woodburn ...	78½	Lake Boga ...	205
St. Albans ...	11½	Sailors' Falls ...	80½	Swan Hill ...	214½
Sydenham ...	15	Leonard's Hill ...	81½		
Diggersrest ...	20½	Wombat ...	85	Maldon Line.	
Sunbury ...	23½	Rocky Lead ...	86	Maldon Junction ...	79
Lancefield Junction ...	31½	Newlyn ...	89½	Muckieford ...	84½
Riddell's Creek ...	35½	Kingston ...	93	Maldon ...	89½
Gisborne ...	40	Allendale ...	95	Wedderburn Line.	
Macedon ...	43½	Broomfield ...	97	Wedderburn Junction ...	146
Woodend ...	48½	North Creswick ...	98½	Wedderburn ...	150½
Carlsruhe ...	53	Creswick ...	100	Sandhurst and Kilmore.	
Kyneton ...	56½	Bald Hills ...	103½	Kilmore Junction ...	33½
Redesdale Junction ...	60	Sulky ...	104½	Leslie ...	36
Malmesbury ...	63½	Ballarat ...	111½	Bylands ...	38½
Taradale ...	67½	Maryborough, Dunolly, and Inglewood Line.		Kilmore ...	42½
Elphinstone ...	70½	Painswick ...	130	Willowmavin ...	46
Chewton ...	75	Laurie ...	132½	Morandang ...	50
Castlemaine ...	78	Tarnagulla ...	136	High Camp Plain ...	52½
Harcourt ...	82½	Llanelly ...	138½	Pyalong ...	56½
Ravenswood ...	90½	Arnold's Bridge ...	141½	Tooborac ...	63
Kangaroo Flat ...	97½	Bullabul ...	147	Melvor-road ...	69
Golden Square ...	99½	Inglewood ...	150½	South Heathcote ...	71½
Sandhurst ...	100½	Sandhurst and Wyche- proof Line.		Heathcote ...	73½
Huntly ...	108	Eaglehawk ...	105½	Derrinal ...	78½
Bagshot ...	111½	Marong ...	112½	Knowsley ...	83
Wellsford ...	115½	Leichardt ...	117½	Axedale ...	89½
Goornong ...	117½	Derby ...	121½	Axe Creek ...	93
South Elmore ...	124½	Bridgewater ...	126½	Strathfieldsaye ...	96½
Elmore ...	128½	Inglewood ...	130½	Sandhurst ...	102½
Rochester ...	138½	Kurting ...	134½	Boort Line.	
Echuca ...	156	Glenalbyn ...	139½	Borong ...	156½
Moama } D. & M. {	157	Wedderburn Junction ...	146	Mysia ...	160½
Mathoura } ...	179	Korong Vale ...	151	Boort ...	169
Deniliquin } ...	201	Wychitella ...	159½	Castlemaine and Donald Line.	
Redesdale Line.		Buckrabanyule ...	164½	Campbell's Creek ...	80½
Kyneton ...	56½	Barakee ...	168½	Guildford ...	84½
Redesdale Junction ...	60	Charlton ...	173½	Newstead ...	92½
De Graves ...	61½	Teddywaddy ...	178½	Joyce's Creek ...	95½
Edgecombe ...	62½	Glenloth ...	183	Moolort ...	100½
Green Hills ...	64½	Fairview ...	186½	Carisbrook ...	107½
Metcalf East ...	66½	Wycheproof ...	190	Maryborough ...	112
Metalcalfe East ...	69½	Swan Hill Line.		Simsons ...	116
Emberton ...	71½	Sydney Flat ...	111½	Havelock ...	118
Barfold ...	71½	Sebastian ...	115½	Bet Bet ...	121
Redesdale ...	76	Raywood ...	119½	Dunolly ...	125½
Lancefield Line.		Tandara ...	127	Goldsborough ...	129½
Bolinda ...	35	Dingee ...	131½	Bealiba ...	137½
Monegatta ...	36½	Prairie ...	136	Emu ...	145
Monegatta North ...	38½	Mitiamo ...	142½	Carapooee ...	152½
Romsey ...	40½	Mologa ...	146½	St. Arnaud ...	158½
Lancefield ...	45½	Pyramid Hill ...	154½	Sutherland ...	165½
Woodend and Ballarat Line.		Mincha ...	159	Swanwater ...	170
Tylden ...	56½	Macorna ...	165	Cope Cope ...	175
Fern Hill ...	59½	Tragowel ...	170½	Laen Siding ...	178½
Treutham ...	63½			Donald ...	182½

MILEAGE to and from Melbourne and the undermentioned Stations—*continued.*

Stations.	Miles.	Stations.	Miles.	Stations.	Miles.
Avoca and Ararat Line.					
Adelaide Lead ...	115½	MELBOURNE AND SERVICE- TON LINE—<i>continued.</i>		MELBOURNE & BALLARAT via GEELONG LINE—<i>con- tinued.</i>	
Bung Bong ...	119½	Tarranginnie ...	255½	Laverton ...	13½
Homebush ...	123½	Diapur ...	259	Werribee ...	19½
Avoca ...	127	Miram Piram ...	266½	Little River ...	29½
Amphitheatre ...	135½	Kaniva ...	272½	Lara ...	35½
Elmhurst ...	144½	Lillimur ...	278½	Cowie's Creek ...	39½
Eversley ...	150	Leor ...	283½	North Geelong ...	43
Crowlands ...	153½	Serviceton ...	286½	Geelong ...	45
Dunneworthy ...	156½	Bordertown ...	299½	Moorabool ...	47½
Warra Yadin ...	161½	Adelaide ...	482½	Gheringhap ...	51½
Ararat ...	166½	Warrnambool and Port Fairy Line.		Leigh-road ...	55½
Melbourne and Serviceton Line.					
North Melbourne ...	1½	South Geelong ...	46	Lethbridge ...	61½
Middle Footscray ...	3½	Queenscliff Junction ...	47	Meredith ...	70½
Footscray West ...	4½	Breakwater ...	48½	Elaine ...	76½
Tottenham ...	5½	Connawarre ...	49½	Lal Lal ...	83½
Braybrook Junction ...	7½	Germantown ...	51	Yendon ...	86½
Deer Park ...	11	Pettavel-road ...	56½	Navigators ...	89½
Rockbank ...	18½	Mount Moriac ...	60½	Warrenheip ...	92
Melton ...	23	Buckley's-road ...	64½	Ballarat East ...	95½
Staughton's Siding ...	26½	Winchelsea ...	70½	Ballarat ...	96½
Parwan ...	29½	Birregurra ...	83½	Wensleydale Line.	
Bacchus Marsh ...	31½	Warrncoort ...	87	Layard ...	64½
Rowswley ...	34½	Irrewarra ...	92	Gherang ...	66½
Ingliston ...	45	Colac ...	95½	Wornbeto ...	69
Baltan ...	49½	Lapent ...	100½	Wensleydale ...	71½
Bradshaw's Creek ...	52	Pirron Yallock ...	104½	Queenscliff Line.	
Gordons ...	56½	Stoneyford ...	111	South Geelong ...	46
Millbrook ...	59	Pomborneit ...	113½	Queenscliff Junction ...	47
Wallace ...	61½	Weerite ...	117½	Moolap ...	50
Bungaree Junction ...	64	Camperdown ...	123½	Leopold ...	52
Dunstown ...	67½	Booran ...	131½	Scarborough ...	55½
Warrenheip ...	69½	Terang ...	137½	Drysdale ...	57½
Ballarat East ...	73½	Garvoc ...	144½	Mannerim ...	61
Ballarat ...	74	Panmure ...	150½	Ocean Grove ...	62
Dowling Forest ...	80½	Cudgee ...	155	Queenscliff ...	67½
Windermere ...	83½	Allansford ...	159	Mortlake Line.	
Burrumbeet ...	87	Warrnambool ...	166	Mortlake ...	150½
Trawalia ...	97½	Dennington ...	169	Ballarat and Linton Line.	
Beaufort ...	102½	Illowa ...	172	Scarsdale Junction ...	77
Middle Creek ...	112½	Koroit ...	175½	Cardigan ...	79
Buangor ...	116½	Crossley ...	177½	Trunk Lead ...	82½
Dobies ...	125½	Kirkstall ...	179	Haddon ...	84½
Ararat ...	131	Rosebrook ...	184½	Nintingbool ...	86½
Armstrongs ...	136½	Port Fairy ...	186½	Smythesdale ...	88½
Great Western ...	141½	Forest Line.		Scarsdale ...	91
Stawell ...	149½	Whoorel ...	87½	Newton ...	93
Deep Lead ...	144½	Deau's Marsh ...	90½	Happy Valley ...	97½
Glenorchy ...	162½	Arlett's Corner ...	93	Linton ...	99
Walwal ...	169	Murroon ...	95½	Buninyong Line.	
Lubeck ...	175	Dewing's Creek ...	98½	Canadian ...	77
Hopefield ...	180	Gerangamete ...	100	Mount Clear ...	79
Murtoa ...	185½	Barwon Downs ...	102½	Buninyong ...	82
Jung Jung ...	191½	Yangher ...	103½	Koroit and Hamilton Line.	
Dooen ...	198½	Melbourne and Ballarat via Geelong Line.		Warrong ...	179
Horsham ...	203½	North Melbourne ...	1½	Woolsthorpe ...	185
Pimpinio ...	213½	Footscray ...	3½	Hawksdale ...	189½
Wail ...	219	Yarraville ...	4½	Minhamite ...	196½
Dimboola ...	224½	Spottiswoode ...	5½	Purdeet ...	201½
Gerang Gerung ...	234½	Newport ...	6½	Peushurst ...	208½
Kinta ...	239½	Newport Meat Siding ...	7½		
Salisbury ...	242	Hatherley ...	8½		
Nhill ...	248				

MILEAGE to and from Melbourne and the undermentioned Stations—*continued.*

Stations.	Miles.	Stations.	Miles.	Stations.	Miles.
KOROIT AND HAMILTON LINE—<i>continued.</i>		Ballarat and Maryborough Line.		MANSFIELD LINE—<i>continued.</i>	
Croxton East ...	215	Waubra Junction ...	79½	Alexandra-road ...	97½
Tarrington ...	220½	Sulky ...	80½	Kanumbra ...	101½
Hamilton ...	227½	Bald Hills ...	82½	Merton ...	108½
Warracknabeal Line.		Creswick ...	85½	Woodfield ...	114½
Coromby ...	190½	North Creswick ...	86½	Bonnie Doon ...	118
Minyip ...	198½	Australasia Coy.'s Siding ...	87½	Mairdample ...	122½
Nullan ...	202½	Tourello ...	93	Goulburn Valley Line.	
Sheep Hills ...	206½	Clunes ...	96½	Mangalore ...	67½
Kellalac ...	212½	Talbot ...	107½	Tablik ...	74
Warracknabeal ...	216½	Daisy Hill ...	111½	Naganbie ...	78½
Portland Line.		Maryborough ...	116½	Wahring ...	84½
Maroona ...	144	North-Eastern Line.		Dargalong ...	86
Wickliffe-road ...	154½	North Melbourne ...	1½	Murchison East ...	91½
Glen Thompson ...	167½	Kensington ...	2	Arcadia ...	98
Dunkeld ...	178½	Newmarket ...	2½	Toolamba ...	103
Moutajup ...	184½	Ascot Vale ...	3½	Mooroopna ...	109½
Hamilton ...	197½	Moonee Ponds ...	4	Shepparton ...	112½
Branxholme ...	213½	Essendon ...	5	Congupna-road ...	118½
Coodah ...	221½	Essendon North ...	6½	Tallygaroopna ...	123½
Myamyn ...	224½	Pascoe Vale ...	7	Wunghnu ...	129
Milltown ...	227½	Glenroy ...	9	Numurkah ...	133½
Heywood ...	235½	Broadmeadows ...	10½	Wana ...	140
Portland ...	250½	Somerton ...	13½	Nathalia ...	147½
Portland Pier ...	251½	Craigieburn ...	16½	Rushworth Line.	
Beeac Line.		Donnybrook ...	20½	Murchison ...	93
Ondit ...	96½	Beveridge ...	26	Waranga ...	99
Beeac ...	100½	Wallan ...	29½	Rushworth ...	104½
Coleraine Line.		Kilmore Junction ...	33½	Merton Line.	
Bochara ...	205	Wandong ...	34½	Yarek ...	97
Wannon ...	210½	Kilmore East ...	39½	Kanumbra ...	101½
Hilguy ...	215½	Broadford ...	46½	Merton ...	108½
Coleraine ...	221½	Tallarook ...	56	Tatura and Echuca Line.	
Casterton Line.		Seymour ...	61½	Tatura ...	110
Murndal ...	218	Mangalore ...	67½	Baldwynsville ...	113
Grassdale ...	222½	Avenel ...	72	Merrigum ...	117½
Merino ...	231½	Monea ...	76	Kyabram ...	123½
Henty ...	236½	Burnt Creek ...	79½	Tongala ...	130½
Sandford ...	242½	Longwood ...	84½	Koyuga ...	134½
Casterton ...	245½	Creighton ...	89	Echuca ...	144½
Waubra Line.		Euroa ...	93½	Yarrowonga Line.	
Pisgah ...	81½	Balmattum ...	98½	Goorambat ...	131½
Minersrest ...	82½	Violet Town ...	105	Nooramunga ...	134
Mount Blowhard ...	85	Baddaginnie ...	113½	Devenish ...	137½
Learmonth ...	88½	Benalla ...	121½	St. James ...	141½
North Learmonth ...	89½	Winton ...	127	Tungamah ...	149½
Addington ...	92½	Glenrowan ...	135½	Telford ...	154½
Waubra ...	95½	Wangaratta ...	145½	Yarrowonga ...	161½
Rupanyup Line.		Beechworth Junction ...	148½	Yackandandah Line.	
Lubeck ...	175	Springhurst ...	160	Beechworth Junction ...	148½
Jackson ...	180	Chiltern ...	168½	Londrigans ...	152½
Rupanyup ...	184½	Barnawartha ...	174	Tarravingee ...	157½
Noradjuha Line.		Wodonga ...	187	Everton ...	161
Vectis East ...	211½	Albury (N.S.W.) ...	190½	Lee's Crossing ...	168½
Natimuk ...	217½	Mansfield Line.		Beechworth ...	171½
Noradjuha ...	223½	Traawool ...	62½	Wooragee ...	179
		Kerrisdale ...	68½	Yackandandah ...	184½
		Homewood ...	74½	Bright Line.	
		Yea ...	79½	Brookfield ...	164½
		Cheviot ...	83½	Bowman's Forest ...	169
		Balham ...	86½	Palmerston ...	173½
		Molesworth ...	90½	Myrtleford ...	177½
		Cathkin ...	93½		
		Yarek ...	97		

MILEAGE to and from Melbourne and the undermentioned Stations—*continued.*

Stations.	Miles.	Stations.	Miles.	Stations.	Miles.
BRIGHT LINE—<i>continued.</i>		Whittlesea Line.		GIPPSLAND LINE—<i>con-</i>	
Ovens Lake ...	180½	North Melbourne ...	1½	Garfield ...	45½
Eurobin ...	187½	Macaulay-road ...	2	Bunyip ...	48
Porepunkah ...	192½	Flemington-bridge ...	2½	Longwarry ...	51
Bright ...	196	Royal Park ...	3½	Drouin ...	56
Wahgunyah Line.		North Carlton ...	4½	Warragul ...	61
Lilliput ...	165	North Fitzroy ...	5	Bloomfield ...	63
Rutherglen ...	169½	Northcote ...	5½	Darnum ...	65
Wahgunyah ...	174	Middle Northcote ...	6½	Yarragon ...	68½
Dookie and Katamatite.		Croxton ...	6½	Trafalgar ...	73½
Pine Lodge ...	120½	Thornbury ...	7½	Moe ...	80
Cosgrove ...	126½	Preston (Bell-street) ...	8	Horne's Oak ...	85½
Dookie ...	129½	Preston (Murray-road) ...	8½	Morwell ...	88½
Yabba South ...	39	Preston (Regent-street) ...	9½	Traralgon ...	97
Yabba North ...	8½	Preston (Reservoir) ...	10	Loy Yang ...	101
Younamite ...	12	Thomastown ...	12½	Flynn's Creek ...	106
Katamatite ...	17	Epping ...	14½	Rosedale ...	111
Cobram Line.		South Morang ...	18½	Fulham ...	123½
Katunga ...	139½	South Yan Yean ...	21½	Sale ...	127½
Strathmerton ...	145½	Yan Yean ...	23½	Sale Wharf ...	128½
Yarroweyah ...	150	Whittlesea ...	27½	Montgomery ...	133
Cobram ...	155	Heidelberg Line.		Stratford ...	138
Tallangatta Line.		North Fitzroy ...	5	Munro ...	144½
East Wodonga ...	190½	Clifton Hill ...	6½	Fernbank ...	153
Bonegilla ...	193½	Collingwood ...	7	Lindenow ...	159½
Bethanga-road ...	195½	Northcote South ...	8½	Hillside ...	163½
Huon Lane ...	201½	Fairfield Park ...	9½	Bairnsdale ...	170½
Bolga ...	207½	Alphington ...	10	Bairnsdale Wharf ...	171½
Tallangatta ...	212½	Ivanhoe ...	11½	Lilydale and Healesville	
Williamstown Line.		Heidelberg ...	12½	Line.	
North Melbourne ...	1½	Fitzroy Line.		Richmond ...	1½
Kensington South ...	2½	North Fitzroy ...	5	East Richmond ...	2
Footscray ...	3½	Fitzroy ...	6	Burnley ...	2½
Yarraville ...	4½	Essendon Line.		Hawthorn ...	3½
Spottiswoode ...	5½	North Melbourne ...	1½	Glenferrie ...	4½
Newport ...	6½	Kensington ...	2	Auburn ...	4½
North Williamstown ...	7½	Newmarket ...	2½	Camberwell ...	5½
Beach ...	8½	Ascot Vale ...	3½	Canterbury ...	6½
Williamstown Race-course	8½	Moonee Ponds ...	4	Surrey Hills ...	7½
Platform ...	8½	Essendon ...	5	Mont Albert ...	8½
Williamstown ...	9½	Essendon North ...	6½	Box Hill ...	9½
Williamstown Pier ...	9½	Gippsland Line.		Blackburn ...	10½
Brooklyn <i>via</i> Newport ...	9½	Hawksburn ...	3	Tunstall ...	12½
Brooklyn <i>via</i> Braybrook	10	Toorak ...	4	Mitcham ...	13½
Junction ...		Armadale ...	4½	Ringwood ...	15½
Coburg and Somerton Line.		Malvern ...	5½	Croydon ...	18½
North Melbourne ...	1½	Caulfield ...	6½	Mooroolbark ...	20½
Macaulay-road ...	2	Rosstown ...	7½	Lilydale ...	23½
Flemington Bridge ...	2½	Murrumbeena ...	8	Coldstream ...	26
Royal Park (Zoological	3½	Oakleigh ...	9½	Yering ...	28½
Gardens) ...		Clayton's-road ...	12	Yarra Glen ...	30½
South Brunswick ...	4	Spring Vale ...	14½	Tarrawarra ...	34
Brunswick ...	4½	Dandenong ...	18½	Healesville ...	38½
Moreland ...	5½	Hallam's-road ...	22½	Great Southern Line.	
Coburg ...	6½	Narre Warren ...	24½	Dandenong ...	18½
Bell Park ...	7	Berwick ...	26½	Lyndhurst ...	23
Coburg North ...	7½	Beaconsfield ...	28	Cranbourne ...	27½
Fawkner ...	8½	Officer ...	30½	Clyde ...	30½
Campbellfield ...	10½	Pakenham ...	35	Tooradin ...	35½
Campbellfield North ...	11½	Nar-nar-noon ...	39½	Koo-wee-rup West ...	37½
Somerton ...	13½	Tynong ...	43	Koo-wee-rup ...	41
				Monomeith ...	43

MILEAGE to and from Melbourne and the undermentioned Stations—*continued.*

Stations.	Miles.	Stations.	Miles.	Stations.	Miles.
GREAT SOUTHERN LINE— continued.		Mordialloc and Stony Point Line.		Kew Line.	
Caldermeade	45	Caulfield	6½	Hawthorn	3½
Lang Lang	47½	Glen Huntly	7½	Barker's-road	4½
Nyora	55½	North-road	8½	Kew	4½
Loch	58½	McKinnon	9		
Jeetho	61½	East Brighton	9½	Glen Iris Line.	
Bena	65	South Brighton	10½	Burnley	2½
Whitelaw	66½	Highbett	11½	Heyington	3½
Korumburra	68½	Cheltenham	13½	Kooyong	4½
		Mentone	14½	Tooronga	5½
		Mordialloc	16½	Gardiner	6
		Carrum	21½	Glen Iris	6½
Jindivick Line.		Frankston	26½	Darling	7½
Lilloo	64	Langwarrin	29½	Waverley-road	8½
Bulu Bulu	66½	Mornington Junction	31½	Oakleigh	9½
Brayington	68	Somerville	33½		
Jindivick	69½	Tyabb	36½	Outer Circle Line.	
		Hastings	39½	Camberwell	5½
		Bittern	41½	Riversdale	6½
Thorpdale Line.		Crib Point	44½	Hartwell	8
Coalville	85½	Stony Point	45½	Ashburton	8½
Narracan	87½			Waverley-road	10½
Thorpdale	91½			Oakleigh	12
		Mornington Line.		Camberwell	5½
		Moorooduc	34½	Shenley	7½
		Mornington	39	Deep Dene	8½
		Ferntree Gully Line.		Kew East	9
		Ringwood	15½	Willsmere	9½
		Bayswater	18½	Fulham Grange	11½
		Lower Ferntree Gully	21½		
		Upper Ferntree Gully	22½	St. Kilda Line.	
				South Melbourne	1½
		Sandringham Line.		Albert Park	1½
		Richmond	1½	Middle Park	2½
		South Yarra	2½	St. Kilda	3½
		Prahran	3½		
		Windsor	4	Port Melbourne Line.	
		Balaclava	5	Montague	1½
		Elsternwick	6	Port Melbourne North	1½
		North Brighton	7½	Graham-street	2
		Middle Brighton	8½	Port Melbourne	2½
		Brighton Beach	9	Port Melbourne Pier	2½
		Hampton	10½		
		Sandringham	11		
Briarolong Line.					
Boisdale	138				
Bushy Park	140				
Briarolong	143½				

NOTE.—In reckoning the distance from any station Melbourne side of Geelong to any other station Ballarat side of Geelong, or *vice versa*, four miles (being the distance from the North Geelong Junction to the Geelong Station, in and out) must be deducted: thus, Melbourne to Ballarat is only to be reckoned as 96½ miles.

PASSENGER FARES--(Suburban Lines Excepted).

Miles.	ORDINARY.				HOLIDAY EXCURSION.		Miles.	ORDINARY.				HOLIDAY EXCURSION.	
	Single.		Return.		Return.			Single.		Return.		Return.	
	1st.	2nd.	1st.	2nd.	1st.	2nd.		1st.	2nd.	1st.	2nd.	1st.	2nd.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
1	0 3	0 2	0 5	0 3	0 4	0 3	62	10 3	7 0	15 6	10 6	13 0	7 9
2	0 4	0 3	0 6	0 4	0 5	0 4	63	10 6	7 0	15 9	10 6	13 3	8 0
3	0 6	0 4	0 9	0 6	0 8	0 5	64	10 9	7 3	16 3	11 0	13 6	8 3
4	0 8	0 5	1 0	0 8	0 10	0 6	65	10 9	7 3	16 3	11 0	13 6	8 3
5	1 0	0 7	1 3	0 11	1 1	0 8	66	11 0	7 3	16 6	11 0	13 9	8 3
6	1 0	0 8	1 6	1 0	1 3	0 9	67	11 3	7 6	17 0	11 3	14 0	8 6
7	1 2	0 9	1 9	1 3	1 6	1 0	68	11 3	7 6	17 0	11 3	14 3	8 6
8	1 4	0 11	2 0	1 6	1 9	1 0	69	11 6	7 9	17 3	11 9	14 6	8 9
9	1 6	1 0	2 3	1 6	2 0	1 3	70	11 9	7 9	17 9	11 9	14 6	8 9
10	1 8	1 1	2 6	1 9	2 0	1 3	71	11 9	8 0	17 9	12 0	14 9	9 0
11	1 10	1 3	2 9	2 0	2 3	1 6	72	12 0	8 0	18 0	12 0	15 0	9 0
12	2 0	1 4	3 0	2 0	2 6	1 6	73	12 3	8 3	18 6	12 6	15 3	9 3
13	2 2	1 5	3 3	2 3	2 9	1 9	74	12 3	8 3	18 6	12 6	15 6	9 3
14	2 4	1 7	3 6	2 6	3 0	1 9	75	12 6	8 3	18 9	12 6	15 9	9 6
15	2 6	1 8	3 9	2 6	3 3	2 0	76	12 9	8 6	19 3	12 9	15 9	9 6
16	2 8	1 9	4 0	2 9	3 3	2 0	77	12 9	8 6	19 3	12 9	16 0	9 9
17	2 10	1 11	4 3	3 0	3 6	2 3	78	13 0	8 9	19 6	13 3	16 3	9 9
18	3 0	2 0	4 6	3 0	3 9	2 3	79	13 3	8 9	20 0	13 3	16 6	10 0
19	3 2	2 1	4 9	3 3	4 0	2 6	80	13 3	9 0	20 0	13 6	16 9	10 0
20	3 4	2 3	5 0	3 6	4 3	2 6	81	13 6	9 0	20 3	13 6	17 0	10 3
21	3 6	2 4	5 3	3 6	4 6	2 9	82	13 9	9 3	20 9	14 0	17 0	10 3
22	3 8	2 5	5 6	3 9	4 6	2 9	83	13 9	9 3	20 9	14 0	17 3	10 6
23	3 10	2 7	5 9	4 0	4 9	3 0	84	14 0	9 3	21 0	14 0	17 6	10 6
24	4 0	2 8	6 0	4 0	5 0	3 0	85	14 3	9 6	21 6	14 3	17 9	10 9
25	4 2	2 9	6 3	4 3	5 3	3 3	86	14 3	9 6	21 6	14 3	18 0	10 9
26	4 4	2 11	6 6	4 6	5 6	3 3	87	14 6	9 9	21 9	14 9	18 3	11 0
27	4 6	3 0	6 9	4 6	5 9	3 6	88	14 9	9 9	22 3	14 9	18 3	11 0
28	4 8	3 1	7 0	4 9	5 9	3 6	89	14 9	10 0	22 3	15 0	18 6	11 3
29	4 10	3 3	7 3	5 0	6 0	3 9	90	15 0	10 0	22 6	15 0	18 9	11 3
30	5 0	3 4	7 6	5 0	6 3	3 9	91	15 3	10 3	23 0	15 6	19 0	11 6
31	5 2	3 5	7 9	5 3	6 6	4 0	92	15 3	10 3	23 0	15 6	19 3	11 6
32	5 4	3 7	8 0	5 6	6 9	4 0	93	15 6	10 3	23 3	15 6	19 6	11 9
33	5 6	3 8	8 3	5 6	7 0	4 3	94	15 9	10 6	23 9	15 9	19 6	11 9
34	5 8	3 9	8 6	5 9	7 0	4 3	95	15 9	10 6	23 9	15 9	19 9	12 0
35	5 10	3 11	8 9	6 0	7 3	4 6	96	16 0	10 9	24 0	16 3	20 0	12 0
36	6 0	4 0	9 0	6 0	7 6	4 6	97	16 3	11 9	24 6	16 3	20 3	12 3
37	6 3	4 3	9 6	6 6	7 9	4 9	98	16 3	11 0	24 6	16 6	20 6	12 3
38	6 6	4 3	9 6	6 6	8 0	4 9	99	16 6	11 0	24 9	16 6	20 9	12 6
39	6 6	4 3	9 9	6 6	8 3	5 0	100	16 9	11 3	25 3	17 0	20 9	12 6
40	6 9	4 6	10 3	6 9	8 3	5 0	101	16 9	11 3	25 3	17 0	21 0	12 9
41	6 9	4 6	10 3	6 9	8 6	5 3	102	17 0	11 3	25 6	17 0	21 3	12 9
42	7 0	4 9	10 6	7 3	8 9	5 3	103	17 3	11 6	26 0	17 3	21 6	13 0
43	7 3	4 9	11 0	7 3	9 0	5 6	104	17 3	11 6	26 0	17 3	21 9	13 0
44	7 3	5 0	11 0	7 6	9 3	5 6	105	17 6	11 9	26 3	17 9	22 0	13 3
45	7 6	5 0	11 3	7 6	9 6	5 9	106	17 9	11 9	26 9	17 9	22 0	13 3
46	7 9	5 3	11 9	8 0	9 6	5 9	107	17 9	12 0	26 9	18 0	22 3	13 6
47	7 9	5 3	11 9	8 0	9 9	6 0	108	18 0	12 0	27 0	18 0	22 6	13 6
48	8 0	5 3	12 0	8 0	10 0	6 0	109	18 3	12 3	27 6	18 6	22 9	13 9
49	8 3	5 6	12 6	8 3	10 3	6 3	110	18 3	12 3	27 6	18 6	23 0	13 9
50	8 3	5 6	12 6	8 3	10 6	6 3	111	18 6	12 3	27 9	18 6	23 3	14 0
51	8 6	5 9	12 9	8 9	10 9	6 6	112	18 9	12 6	28 3	18 9	23 3	14 0
52	8 9	5 9	13 3	8 9	10 9	6 6	113	18 9	12 6	28 3	18 9	23 6	14 3
53	8 9	5 9	13 3	9 0	11 0	6 9	114	19 0	12 9	28 6	19 3	23 9	14 3
54	9 0	6 0	13 6	9 0	11 3	6 9	115	19 3	12 9	29 0	19 3	24 0	14 6
55	9 3	6 3	14 0	9 6	11 6	7 0	116	19 3	13 0	29 0	19 6	24 3	14 6
56	9 3	6 3	14 0	9 6	11 9	7 0	117	19 6	13 0	29 3	19 6	24 6	14 9
57	9 6	6 3	14 3	9 6	12 0	7 3	118	19 9	13 3	29 9	20 0	24 6	14 9
58	9 9	6 6	14 9	9 9	12 0	7 3	119	19 9	13 3	29 9	20 0	24 9	15 0
59	9 9	6 6	14 9	9 9	12 3	7 6	120	20 0	13 3	30 0	20 0	25 0	15 0
60	10 0	6 9	15 0	10 3	12 6	7 6	121	20 3	13 6	30 6	20 3	25 3	15 3
61	10 3	6 9	15 6	10 3	12 9	7 9	122	20 3	13 6	30 6	20 3	25 6	15 3

PASSENGER FARES—(Suburban Lines Excepted)—continued.

Miles.	ORDINARY.				HOLIDAY EXCURSION.		Miles.	ORDINARY.				HOLIDAY EXCURSION.													
	Single.		Return.		Return.			Single.		Return.		Return.													
	1st.	2nd.	1st.	2nd.	1st.	2nd.		1st.	2nd.	1st.	2nd.	1st.	2nd.												
	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.											
123	20	6	13	9	30	9	20	9	25	9	15	6	184	30	9	20	6	46	3	30	9	38	3	23	0
124	20	9	13	9	31	3	20	9	25	9	15	6	185	30	9	20	6	46	3	30	9	38	6	23	3
125	20	9	14	0	31	3	21	0	26	0	15	9	186	31	0	20	9	46	6	31	3	38	9	23	3
126	21	0	14	0	31	6	21	0	26	3	15	9	187	31	3	20	9	47	0	31	3	39	0	23	6
127	21	3	14	3	32	0	21	6	26	6	16	0	188	31	3	21	0	47	0	31	6	39	3	23	6
128	21	3	14	3	32	0	21	6	26	6	16	0	189	31	6	21	0	47	3	31	6	39	6	23	9
129	21	6	14	3	32	3	21	6	27	0	16	3	190	31	9	21	3	47	9	32	0	39	6	23	9
130	21	9	14	6	32	9	21	9	27	0	16	3	191	31	9	21	3	47	9	32	0	39	9	24	0
131	21	9	14	6	32	9	21	9	27	3	16	6	192	32	0	21	3	48	0	32	0	40	0	24	0
132	22	0	14	9	33	0	22	3	27	6	16	6	193	32	3	21	6	48	6	32	3	40	3	24	3
133	22	3	14	9	33	6	22	3	27	9	16	9	194	32	3	21	6	48	6	32	3	40	6	24	3
134	22	3	15	0	33	6	22	6	28	0	16	9	195	32	6	21	9	48	9	32	9	40	9	24	6
135	22	6	15	0	33	9	22	6	28	3	17	0	196	32	9	21	9	49	3	32	9	40	9	24	6
136	22	9	15	3	34	3	23	0	28	3	17	0	197	32	9	22	0	49	3	33	0	41	0	24	9
137	22	9	15	3	34	3	23	0	28	6	17	3	198	33	0	22	0	49	6	33	0	41	3	24	9
138	23	0	15	3	34	6	23	0	28	9	17	3	199	33	3	22	3	50	0	33	6	41	6	25	0
139	23	3	15	6	35	0	23	3	29	0	17	6	200	33	3	22	3	50	0	33	6	41	9	25	0
140	23	3	15	6	35	0	23	3	29	3	17	6	201	33	6	22	3	50	3	33	6	42	0	25	3
141	23	6	15	9	35	3	23	9	29	6	17	9	202	33	9	22	6	50	9	33	9	42	0	25	3
142	23	9	15	9	35	9	23	9	29	6	17	9	203	33	9	22	6	50	9	33	9	42	3	25	6
143	23	9	16	0	35	9	24	0	29	9	18	0	204	34	0	22	9	51	0	34	3	42	6	25	6
144	24	0	16	0	36	0	24	0	30	0	18	0	205	34	3	22	9	51	6	34	3	42	9	25	9
145	24	3	16	3	36	6	24	6	30	3	18	3	206	34	3	23	0	51	6	34	6	43	0	25	9
146	24	3	16	3	36	6	24	6	30	6	18	3	207	34	6	23	0	51	9	34	6	43	3	26	0
147	24	6	16	6	36	9	24	6	30	9	18	6	208	34	9	23	3	52	3	35	0	43	3	26	0
148	24	9	16	6	37	3	24	9	31	0	18	6	209	34	9	23	3	52	3	35	0	43	6	26	3
149	24	9	16	6	37	3	24	9	31	3	18	9	210	35	0	23	6	53	0	35	3	44	0	26	6
150	25	0	16	9	37	6	25	3	31	3	18	9	211	35	3	23	6	53	3	35	3	44	3	26	6
151	25	3	16	9	38	0	25	6	31	6	19	0	212	35	3	23	9	53	3	35	9	44	6	26	9
152	25	3	17	0	38	0	25	6	31	9	19	0	213	35	6	23	9	53	3	35	9	44	6	26	9
153	25	6	17	0	38	3	25	6	32	0	19	3	214	35	9	23	9	53	9	35	9	44	6	27	0
154	25	9	17	3	38	9	26	0	32	0	19	3	215	35	9	24	0	53	9	36	0	44	9	27	0
155	25	9	17	3	38	9	26	0	32	3	19	6	216	36	0	24	0	54	0	36	0	45	0	27	0
156	26	0	17	3	39	0	26	0	32	6	19	6	217	36	3	24	3	54	6	36	6	45	3	27	3
157	26	3	17	6	39	6	26	3	32	9	19	9	218	36	3	24	3	54	6	36	6	45	6	27	3
158	26	3	17	6	39	6	26	3	33	0	19	9	219	36	6	24	3	54	9	36	6	45	9	27	6
159	26	6	17	9	39	9	26	9	33	3	20	0	220	36	9	24	6	55	3	36	9	45	9	27	6
160	26	9	17	9	40	3	26	9	33	3	20	0	221	36	9	24	6	55	3	36	9	46	0	27	9
161	26	9	18	0	40	3	27	0	33	6	20	3	222	37	0	24	9	55	6	37	3	46	3	27	9
162	27	0	18	0	40	6	27	0	33	9	20	3	223	37	3	24	9	56	0	37	3	46	6	28	0
163	27	3	18	3	41	0	27	6	34	0	20	6	224	37	3	25	0	56	3	37	6	46	9	28	0
164	27	3	18	3	41	0	27	6	34	3	20	6	225	37	6	25	0	56	3	37	6	47	0	28	3
165	27	6	18	3	41	3	27	6	34	6	20	9	226	37	9	25	3	56	9	38	0	47	3	28	3
166	27	9	18	6	41	9	27	9	34	6	20	9	227	37	9	25	3	56	9	38	0	47	6	28	6
167	27	9	18	6	41	9	27	9	34	9	21	0	228	38	0	25	3	57	0	38	0	47	6	28	6
168	28	0	18	9	42	0	28	3	35	0	21	0	229	38	3	25	6	57	6	38	3	47	9	28	9
169	28	3	18	9	42	6	28	3	35	3	21	3	230	38	3	25	6	57	6	38	3	48	0	28	9
170	28	3	19	0	42	6	28	6	35	6	21	3	231	38	6	25	9	57	9	38	9	48	3	29	0
171	28	6	19	0	42	9	28	6	35	9	21	6	232	38	9	25	9	58	3	38	9	48	3	29	0
172	28	9	19	3	43	3	29	0	35	9	21	6	233	38	9	26	0	58	3	39	0	48	6	29	3
173	28	9	19	3	43	3	29	0	36	0	21	9	234	39	0	26	0	58	6	39	0	48	9	29	3
174	29	0	19	3	43	6	29	0	36	3	21	9	235	39	3	26	3	59	0	39	6	49	0	29	6
175	29	3	19	6	44	0	29	3	36	6	22	0	236	39	3	26	3	59	0	39	6	49	3	29	6
176	29	3	19	6	44	0	29	3	36	9	22	0	237	39	6	26	3	59	3	39	6	49	6	29	9
177	29	6	19	9	44	3	29	9	37	0	22	3	238	39	9	26	6	59	9	39	9	49	6	29	9
178	29	9	19	9	44	9	29	9	37	0	22	3	239	39	9	26	6	59	9	39	9	49	9	30	0
179	29	9	20	0	44	9	30	0	37	3	22	6	240	40	0	26	9	60	0	40	3	50	0	30	0
180	30	0	20	0	45	0	30	0	37	6	22	6	241	40	3	26	9	60	6	40	3	50	3	30	3
181	30	3	20	3	45	6	30	6	37	9	22	9	242	40	3	27	0	60	6	40	6	50	6	30	3
182	30	3	20	3	45	6	30	6	38	0	22	9	243	40	6	27	0	60	9	40	6	50	9	30	6
183	30	6	20	3	45	9	30	6	38	3	23	0	244	40	9	27	3	61	3	41	0	50	9	30	6

PASSENGER FARES—(Suburban Lines Excepted)—continued.

Miles.	ORDINARY.						HOLIDAY EXCURSION.		Miles.	ORDINARY.						HOLIDAY EXCURSION.									
	Single.		Return.				Return.			Single.		Return.				Return.									
	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.		1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.								
	s.	d.	s.	d.	s.	d.	s.	d.		s.	d.	s.	d.	s.	d.	s.	d.								
245	40	9	27	3	61	3	41	0	51	0	30	9	298	49	9	33	3	74	9	50	0	62	0	37	3
246	41	0	27	3	61	6	41	0	51	3	30	9	299	49	9	33	3	74	9	50	0	62	3	37	6
247	41	3	27	6	62	0	41	3	51	6	31	0	300	50	0	33	3	75	0	50	0	62	6	37	6
248	41	3	27	6	62	0	41	3	51	9	31	0	301	50	3	33	6	75	6	50	3	62	9	37	9
249	41	6	27	9	62	3	41	9	52	0	31	3	302	50	3	33	6	75	6	50	3	63	0	37	9
250	41	9	27	9	62	9	41	9	52	0	31	3	303	50	6	33	9	75	9	50	9	63	3	38	0
251	41	9	28	0	62	9	42	0	52	3	31	6	304	50	9	33	9	76	3	50	9	63	3	38	0
252	42	0	28	0	63	0	42	0	52	6	31	6	305	50	9	34	0	76	6	51	0	63	6	38	3
253	42	3	28	3	63	6	42	6	52	9	31	9	306	51	0	34	0	76	6	51	0	63	9	38	3
254	42	3	28	3	63	6	42	6	53	0	31	9	307	51	3	34	3	77	0	51	6	64	0	38	6
255	42	6	28	3	63	9	42	6	53	3	32	0	308	51	3	34	3	77	0	51	6	64	3	38	6
256	42	9	28	6	64	3	42	9	53	3	32	0	309	51	6	34	3	77	3	51	6	64	6	38	9
257	42	9	28	6	64	3	42	9	53	6	32	3	310	51	9	34	6	77	9	51	9	64	6	38	9
258	43	0	28	9	64	6	43	3	53	9	32	3	311	51	9	34	6	77	9	51	9	64	9	39	0
259	43	3	28	9	65	0	43	3	54	0	32	6	312	52	0	34	9	78	0	52	3	65	0	39	0
260	43	3	29	0	65	0	43	6	54	3	32	6	313	52	3	34	9	78	6	52	3	65	3	39	3
261	43	6	29	0	65	3	43	6	54	6	32	9	314	52	3	35	0	78	6	52	6	65	6	39	3
262	43	9	29	3	65	9	44	0	54	6	32	9	315	52	6	35	0	78	9	52	6	65	9	39	6
263	43	9	29	3	65	9	44	0	54	9	33	0	316	52	9	35	3	79	3	53	0	65	9	39	6
264	44	0	29	3	66	0	44	0	55	0	33	0	317	52	9	35	3	79	3	53	0	66	0	39	9
265	44	3	29	6	66	6	44	3	55	3	33	3	318	53	0	35	3	79	6	53	0	66	3	39	9
266	44	3	29	6	66	6	44	3	55	6	33	3	319	53	3	35	6	80	0	53	3	66	6	40	0
267	44	6	29	9	66	9	44	9	55	9	33	6	320	53	3	35	6	80	0	53	3	66	9	40	0
268	44	9	29	9	67	3	44	9	55	9	33	6	321	53	6	35	9	80	3	53	9	67	0	40	3
269	44	9	30	0	67	3	45	0	56	0	33	9	322	53	9	35	9	80	3	53	9	67	3	40	3
270	45	0	30	0	67	6	45	0	56	3	33	9	323	53	9	36	0	80	9	53	9	67	6	40	6
271	45	3	30	3	68	0	45	6	56	6	34	0	324	54	0	36	0	81	0	54	0	67	6	40	6
272	45	3	30	3	68	0	45	6	56	9	34	0	325	54	3	36	3	81	6	54	6	67	9	40	9
273	45	6	30	6	68	3	45	9	57	0	34	3	326	54	3	36	3	81	6	54	6	68	0	40	9
274	45	9	30	6	68	9	45	9	57	0	34	3	327	54	6	36	3	81	9	54	6	68	3	41	0
275	45	9	30	6	68	9	45	9	57	3	34	6	328	54	9	36	6	82	3	54	9	68	3	41	0
276	46	0	30	9	69	0	46	3	57	6	34	6	329	54	9	36	6	82	3	54	9	68	6	41	3
277	46	3	30	9	69	6	46	3	57	9	34	9	330	55	0	36	9	82	6	55	3	68	9	41	3
278	46	3	31	0	69	6	46	6	58	0	34	9	331	55	3	36	9	82	6	55	3	69	0	41	6
279	46	6	31	0	69	9	46	6	58	3	35	0	332	55	3	37	0	83	0	55	6	69	3	41	6
280	46	9	31	3	70	3	47	0	58	3	35	0	333	55	6	37	0	83	3	55	6	69	6	41	9
281	46	9	31	3	70	3	47	0	58	6	35	3	334	55	9	37	3	83	9	56	0	69	6	41	9
282	47	0	31	3	70	6	47	0	58	9	35	3	335	55	9	37	3	83	9	56	0	69	9	42	0
283	47	3	31	6	71	0	47	3	59	0	35	6	336	56	0	37	3	84	0	56	0	70	0	42	0
284	47	3	31	6	71	0	47	3	59	3	35	6	337	56	3	37	6	84	6	56	3	70	3	42	3
285	47	6	31	9	71	3	47	9	59	6	35	9	338	56	3	37	6	84	6	56	3	70	6	42	3
286	47	9	31	9	71	9	47	9	59	6	35	9	339	56	6	37	9	84	9	56	9	70	9	42	6
287	47	9	32	0	71	9	48	0	59	9	36	0	340	56	9	37	9	85	3	56	9	70	9	42	6
288	48	0	32	0	72	0	48	0	60	0	36	0	341	56	9	38	0	85	3	57	0	71	0	42	9
289	48	3	32	3	72	6	48	6	60	3	36	3	342	57	0	38	0	85	6	57	0	71	3	42	9
290	48	3	32	3	72	6	48	6	60	6	36	3	343	57	3	38	3	86	0	57	6	71	6	43	0
291	48	6	32	6	72	9	48	9	60	9	36	6	344	57	3	38	3	86	0	57	6	71	9	43	0
292	48	9	32	6	73	3	48	9	60	9	36	6	345	57	6	38	6	86	3	57	6	72	0	43	3
293	48	9	32	6	73	3	48	9	61	0	36	9	346	57	9	38	9	86	9	57	9	72	3	43	3
294	49	0	32	9	73	6	49	3	61	3	36	9	347	57	9	38	9	86	9	57	9	72	6	43	6
295	49	3	32	9	74	0	49	3	61	6	37	0	348	58	0	38	9	87	0	58	3	72	6	43	6
296	49	3	33	0	74	0	49	6	61	9	37	0	349	58	3	38	9	87	6	58	3	72	9	43	9
297	49	6	33	0	74	3	49	6	62	0	37	3	350	58	3	39	0	87	6	58	6	73	0	43	9

In calculating the distance from one station to another, $\frac{1}{2}$ mile to be dropped; $\frac{1}{4}$ and $\frac{3}{4}$ mile to be made 1 mile: thus, Melbourne to Macedon being $4\frac{1}{4}$ miles is to be reckoned 43 miles; Melbourne to Malmesbury and Taradale being respectively $6\frac{3}{4}$ and $6\frac{7}{8}$ miles is to be reckoned 64 and 68 miles.

PERIODICAL FARES—(Suburban Lines Excepted)—*continued.*

Miles.	FIRST CLASS.				SECOND CLASS.			
	Monthly.	Quarterly.	Half-Yearly.	Yearly.	Monthly.	Quarterly.	Half-Yearly.	Yearly.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
23	2 9 0	6 5 0	11 5 0	21 7 6	1 14 0	4 6 6	7 15 6	14 15 6
24	2 10 6	6 9 0	11 12 0	22 1 0	1 15 0	4 9 6	8 1 0	15 6 0
25	2 12 0	6 12 6	11 18 6	22 13 0	1 16 0	4 12 0	8 5 6	15 14 6
26	2 13 6	6 16 6	12 5 6	23 6 6	1 17 0	4 14 6	8 10 0	16 3 0
27	2 15 0	7 0 6	12 13 0	24 0 6	1 18 0	4 17 0	8 14 6	16 11 6
28	2 16 6	7 4 0	12 19 0	24 12 0	1 19 0	4 19 6	8 19 0	17 0 0
29	2 18 0	7 8 0	13 6 6	25 6 6	2 0 0	5 2 0	9 3 6	17 8 6
30	2 19 6	7 11 6	13 12 6	25 18 0	2 1 0	5 4 6	9 8 0	17 17 0
31	3 1 0	7 15 6	14 0 0	26 12 0	2 2 0	5 7 0	9 12 6	18 6 0
32	3 2 6	7 19 6	14 7 0	27 5 6	2 3 0	5 9 6	9 17 0	18 14 6
33	3 4 0	8 3 0	14 13 6	27 17 6	2 4 0	5 12 0	10 1 6	19 3 0
34	3 5 6	8 7 0	15 0 6	28 11 0	2 5 0	5 15 0	10 7 0	19 13 6
35	3 7 0	8 11 0	15 8 0	29 5 0	2 6 0	5 17 6	10 11 6	20 2 0
36	3 8 6	8 14 6	15 14 0	29 16 6	2 7 0	6 0 0	10 16 0	20 10 6
37	3 10 0	8 18 6	16 1 6	30 11 0	2 8 0	6 2 6	11 0 6	20 18 6
38	3 11 6	9 2 6	16 8 6	31 4 0	2 9 0	6 5 0	11 5 0	21 7 6
39	3 13 0	9 6 0	16 15 0	31 16 6	2 10 0	6 7 6	11 9 6	21 16 0
40	3 14 6	9 10 0	17 2 0	32 10 0	2 11 0	6 10 0	11 14 0	22 4 6
41	3 16 0	9 14 0	17 9 0	33 3 0	2 12 0	6 12 6	11 18 6	22 13 0
42	3 17 6	9 17 6	17 15 6	33 15 6	2 13 0	6 15 0	12 3 6	23 2 6
43	3 19 0	10 1 6	18 2 6	34 9 0	2 14 0	6 17 6	12 7 6	23 10 6
44	4 0 6	10 5 6	18 10 0	35 3 0	2 15 0	7 0 6	12 13 0	24 0 6
45	4 2 0	10 9 0	18 16 0	35 14 6	2 16 0	7 3 0	12 17 6	24 9 6
46	4 3 6	10 13 0	19 3 6	36 8 6	2 17 0	7 5 6	13 2 0	24 18 0
47	4 5 0	10 17 0	19 10 6	37 2 0	2 18 0	7 8 0	13 6 6	25 6 6
48	4 6 6	11 0 6	19 17 0	37 14 6	2 19 0	7 10 6	13 11 0	25 15 0
49	4 8 0	11 4 6	20 4 0	38 7 6	3 0 0	7 13 0	13 15 6	26 3 6
50	4 9 6	11 8 0	20 10 6	39 0 6	3 1 0	7 15 6	14 0 0	26 12 0
51	4 10 3	11 10 0	20 14 0	39 6 6	3 1 6	7 17 0	14 2 6	26 17 0
52	4 11 0	11 12 0	20 17 6	39 13 6	3 2 0	7 18 0	14 4 6	27 0 6
53	4 11 9	11 14 0	21 1 0	40 0 0	3 2 6	7 19 6	14 7 0	27 5 6
54	4 12 6	11 16 0	21 5 6	40 8 6	3 3 0	8 0 6	14 9 0	27 9 0
55	4 13 3	11 18 0	21 8 6	40 14 0	3 3 6	8 2 0	14 11 6	27 14 0
56	4 14 0	11 19 6	21 11 0	40 19 0	3 4 0	8 3 0	14 13 6	27 17 6
57	4 14 9	12 1 6	21 14 6	41 5 6	3 4 6	8 4 6	14 16 0	28 2 6
58	4 15 6	12 3 6	21 18 6	41 13 0	3 5 0	8 6 0	14 19 0	28 8 0
59	4 16 3	12 5 6	22 2 0	42 0 0	3 5 6	8 7 0	15 0 6	28 11 0
60	4 17 0	12 7 6	22 5 6	42 6 6	3 6 0	8 8 6	15 3 6	28 16 6
61	4 17 9	12 9 6	22 9 0	42 13 0	3 6 6	8 9 6	15 5 0	28 19 6
62	4 18 6	12 11 0	22 12 0	42 19 0	3 7 0	8 11 0	15 8 0	29 5 0
63	4 19 3	12 13 0	22 15 6	43 1 6	3 7 6	8 12 0	15 9 6	29 8 0
64	5 0 0	12 15 0	22 19 0	43 12 0	3 8 0	8 13 6	15 12 6	29 14 0
65	5 0 9	12 17 0	23 2 6	43 19 0	3 8 6	8 14 6	15 14 0	29 16 6
66	5 1 6	12 19 0	23 6 0	44 5 6	3 9 0	8 16 0	15 17 0	30 2 6
67	5 2 3	13 0 6	23 9 6	44 11 0	3 9 6	8 17 0	15 18 6	30 5 0
68	5 3 0	13 2 6	23 12 6	44 18 0	3 10 0	8 18 6	16 1 6	30 11 0
69	5 3 9	13 4 6	23 16 0	45 4 6	3 10 6	9 0 0	16 4 0	30 15 6
70	5 4 6	13 6 6	23 19 6	45 11 0	3 11 0	9 1 0	16 6 0	30 19 6
71	5 5 3	13 8 6	24 3 6	45 18 6	3 11 6	9 2 6	16 8 6	31 4 0
72	5 6 0	13 10 6	24 7 0	46 5 6	3 12 0	9 3 6	16 10 6	31 8 0
73	5 6 9	13 12 0	24 9 6	46 10 0	3 12 6	9 5 0	16 13 0	31 12 6
74	5 7 6	13 14 0	24 13 0	46 16 6	3 13 0	9 6 0	16 15 0	31 16 6
75	5 8 3	13 16 0	24 17 0	47 4 6	3 13 6	9 7 6	16 17 6	32 1 6
76	5 9 0	13 18 0	25 0 6	47 11 0	3 14 0	9 8 6	16 19 6	32 5 0
77	5 9 9	14 0 0	25 4 0	47 17 6	3 14 6	9 10 0	17 2 0	32 10 0
78	5 10 6	14 2 0	25 7 6	48 4 6	3 15 0	9 11 6	17 4 6	32 14 6
79	5 11 3	14 3 6	25 10 6	48 10 0	3 15 6	9 12 6	17 6 6	32 18 6
80	5 12 0	14 5 6	25 14 0	48 16 6	3 16 0	9 14 0	17 9 0	33 3 0
81	5 12 9	14 7 6	25 17 6	49 4 6	3 16 6	9 15 0	17 11 0	33 7 0
82	5 13 6	14 9 6	26 1 0	49 10 0	3 17 0	9 16 6	17 13 6	33 11 6
83	5 14 3	14 11 6	26 4 6	49 16 6	3 17 6	9 17 6	17 15 6	33 15 6

PERIODICAL FARES—(Suburban Lines Excepted)—continued.

Miles.	FIRST CLASS.				SECOND CLASS.			
	Monthly.	Quarterly.	Half-Yearly.	Yearly.	Monthly.	Quarterly.	Half-Yearly.	Yearly.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
84	5 15 0	14 13 6	26 8 6	50 4 0	3 18 0	9 19 0	17 18 0	34 0 0
85	5 15 9	14 15 0	26 11 0	50 9 0	3 18 6	10 0 0	18 0 0	34 4 0
86	5 16 6	14 17 0	26 14 6	50 15 6	3 19 0	10 1 6	18 2 6	34 9 0
87	5 17 3	14 19 0	26 18 0	51 2 0	3 19 6	10 2 6	18 4 6	34 12 6
88	5 18 0	15 1 0	27 2 0	51 10 0	4 0 0	10 4 0	18 7 0	34 17 6
89	5 18 9	15 3 0	27 5 6	51 16 6	4 0 6	10 5 6	18 10 0	35 3 0
90	5 19 6	15 4 6	27 8 0	52 1 0	4 1 0	10 6 6	18 11 6	35 6 0
91	6 0 3	15 6 6	27 11 6	52 8 0	4 1 6	10 8 0	18 14 6	35 11 6
92	6 1 0	15 8 6	27 15 6	52 15 6	4 2 0	10 9 0	18 16 0	35 14 6
93	6 1 9	15 10 6	27 19 0	53 2 0	4 2 6	10 10 6	18 19 0	36 0 0
94	6 2 6	15 12 6	28 2 6	53 9 0	4 3 0	10 11 6	19 0 6	36 3 0
95	6 3 3	15 14 6	28 6 0	53 15 6	4 3 6	10 13 0	19 3 6	36 8 6
96	6 4 0	15 16 0	28 9 0	54 1 0	4 4 0	10 14 0	19 5 0	36 11 6
97	6 4 9	15 18 0	28 12 6	54 8 0	4 4 6	10 15 6	19 8 0	36 17 0
98	6 5 6	16 0 0	28 16 0	54 14 6	4 5 0	10 17 0	19 10 6	37 2 0
99	6 6 3	16 2 0	28 19 6	55 1 0	4 5 6	10 18 0	19 12 6	37 6 0
100	6 7 0	16 4 0	29 3 0	55 7 6	4 6 0	10 19 6	19 15 0	37 10 6
101	6 7 9	16 6 0	29 7 0	55 15 6	4 6 6	11 0 6	19 17 0	37 14 6
102	6 8 6	16 7 6	29 9 6	56 0 0	4 7 0	11 2 0	19 19 6	37 19 0
103	6 9 3	16 9 6	29 13 0	56 6 6	4 7 6	11 3 0	20 1 6	38 3 0
104	6 10 0	16 11 6	29 16 6	56 13 6	4 8 0	11 4 6	20 4 0	38 7 6
105	6 10 9	16 13 6	30 0 6	57 1 0	4 8 6	11 5 6	20 6 0	38 11 6
106	6 11 6	16 15 6	30 4 0	57 7 6	4 9 0	11 7 0	20 8 6	38 16 0
107	6 12 3	16 17 0	30 6 6	57 12 6	4 9 6	11 8 0	20 10 6	39 0 0
108	6 13 0	16 19 0	30 10 0	57 19 0	4 10 0	11 9 6	20 13 0	39 4 6
109	6 13 9	17 1 0	30 14 0	58 6 6	4 10 6	11 11 0	20 16 0	39 10 6
110	6 14 6	17 3 0	30 17 6	58 13 6	4 11 0	11 12 0	20 17 6	39 13 6
111	6 15 3	17 5 0	31 1 0	59 0 0	4 11 6	11 13 6	21 0 6	39 19 0
112	6 16 0	17 7 0	31 4 6	59 6 6	4 12 0	11 14 6	21 2 0	40 2 0
113	6 16 9	17 8 6	31 7 6	59 12 6	4 12 6	11 16 0	21 5 0	40 7 6
114	6 17 6	17 10 6	31 11 0	59 19 0	4 13 0	11 17 0	21 6 6	40 10 6
115	6 18 3	17 12 6	31 14 6	60 5 6	4 13 6	11 18 6	21 9 6	40 16 0
116	6 19 0	17 14 6	31 18 0	60 12 0	4 14 0	11 19 6	21 11 0	40 19 0
117	6 19 9	17 16 6	32 1 6	60 19 0	4 14 6	12 1 0	21 14 0	41 4 6
118	7 0 6	17 18 6	32 5 6	61 6 6	4 15 0	12 2 6	21 16 6	41 9 6
119	7 1 3	18 0 0	32 8 0	61 11 0	4 15 6	12 3 6	21 18 6	41 13 0
120	7 2 0	18 2 0	32 11 6	61 18 0	4 16 0	12 5 0	22 1 0	41 18 0
121	7 2 9	18 4 0	32 15 0	62 4 6	4 16 6	12 6 0	22 3 0	42 1 6
122	7 3 6	18 6 0	32 19 0	62 12 0	4 17 0	12 7 6	22 5 6	42 6 6
123	7 4 3	18 8 0	33 2 6	62 19 0	4 17 6	12 8 6	22 7 6	42 11 6
124	7 5 0	18 10 0	33 6 0	63 5 6	4 18 0	12 10 0	22 10 0	42 15 6
125	7 5 9	18 11 6	33 8 6	63 10 0	4 18 6	12 11 0	22 12 0	42 19 0
126	7 6 6	18 13 6	33 12 6	63 18 0	4 19 0	12 12 6	22 14 6	43 3 6
127	7 7 3	18 15 6	33 16 0	64 4 6	4 19 6	12 13 6	22 16 6	43 7 6
128	7 8 0	18 17 6	33 19 6	64 11 0	5 0 0	12 15 0	22 19 0	43 12 0
129	7 8 9	18 19 6	34 3 0	64 17 6	5 0 6	12 16 6	23 1 6	43 17 0
130	7 9 6	19 1 0	34 6 0	65 3 6	5 1 0	12 17 6	23 3 6	44 0 6
131	7 10 3	19 3 0	34 9 6	65 10 0	5 1 6	12 19 0	23 6 0	44 5 6
132	7 11 0	19 5 0	34 13 0	65 16 6	5 2 0	13 0 0	23 8 0	44 9 0
133	7 11 9	19 7 0	34 16 6	66 3 6	5 2 6	13 1 6	23 10 6	44 14 0
134	7 12 6	19 9 0	35 0 0	66 10 0	5 3 0	13 2 6	23 12 6	44 18 0
135	7 13 3	19 11 0	35 4 0	66 17 6	5 3 6	13 4 0	23 15 0	45 2 6
136	7 14 0	19 12 6	35 6 6	67 2 6	5 4 0	13 5 0	23 17 0	45 6 6
137	7 14 9	19 14 6	35 10 0	67 9 0	5 4 6	13 6 6	23 19 6	45 11 0
138	7 15 6	19 16 6	35 13 6	67 15 6	5 5 0	13 8 0	24 2 6	45 17 0
139	7 16 3	19 18 6	35 17 6	68 3 6	5 5 6	13 9 0	24 4 0	45 19 6
140	7 17 0	20 0 6	36 1 0	68 10 0	5 6 0	13 10 6	24 7 0	46 5 6
141	7 17 9	20 2 6	36 4 6	68 16 6	5 6 6	13 11 6	24 8 6	46 8 0
142	7 18 6	20 4 0	36 7 0	69 1 6	5 7 0	13 13 0	24 11 6	46 14 0
143	7 19 3	20 6 0	36 11 0	69 9 0	5 7 6	13 14 0	24 13 0	46 16 6
144	8 0 0	20 8 0	36 14 6	69 15 6	5 8 0	13 15 6	24 16 0	47 2 6

PERIODICAL FARES—(Suburban Lines Excepted)—*continued.*

Miles.	FIRST CLASS.				SECOND CLASS.			
	Monthly.	Quarterly.	Half-Yearly.	Yearly.	Monthly.	Quarterly.	Half-Yearly.	Yearly.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
145	8 0 9	20 10 0	36 18 0	70 2 0	5 8 6	13 16 6	24 17 6	47 5 6
146	8 1 6	20 12 0	37 1 6	70 9 0	5 9 0	13 18 0	25 0 6	47 11 0
147	8 2 3	20 13 6	37 4 6	70 14 6	5 9 6	13 19 0	25 2 0	47 14 0
148	8 3 0	20 15 6	37 8 0	71 1 0	5 10 0	14 0 0	25 5 0	47 19 6
149	8 3 9	20 17 6	37 11 6	71 8 0	5 10 6	...	25 7 6	48 4 6
150	8 4 6	20 19 6	37 15 0	71 14 6	5 11 0	...	25 9 6	48 8 0
151	8 5 3	21 0 0	37 18 6	72 1 0	5 11 6	...	25 12 0	48 13 0
152	8 6 0	...	38 2 6	72 9 0	5 12 0	...	25 14 0	48 16 6
153	8 6 9	...	38 5 0	72 13 6	5 12 6	...	25 16 6	49 1 6
154	8 7 6	...	38 8 6	73 0 0	5 13 0	...	25 18 6	49 5 0
155	8 8 3	...	38 12 0	73 7 0	5 13 6	...	26 1 0	49 10 0
156	8 9 0	...	38 16 0	73 14 6	5 14 0	...	26 3 0	49 13 6
157	8 9 9	...	38 19 6	74 1 0	5 14 6	...	26 5 6	49 18 6
158	8 10 6	...	39 3 0	74 7 6	5 15 0	...	26 8 6	50 0 0
159	8 11 3	...	39 5 6	74 12 6	5 15 6	...	26 10 0	...
160	8 12 0	...	39 9 6	75 0 0	5 16 0	...	...	...
161	8 12 9	...	39 13 0	...	5 16 6	...	...	...
162	8 13 6	...	39 16 6	...	5 17 0	...	...	...
163	8 14 3	...	40 0 0	...	5 17 6	...	...	...

PERIODICAL FARES FROM MELBOURNE TO THE FOLLOWING STATIONS BEYOND THE SUBURBAN RESIDENTIAL AREA:—

Hallam's Road, Narre Warren, Berwick, Beaconsfield, Carrum, Frankston, Croydon, Mooroolbark, Lilydale, Bayswater, Lower Fern Tree Gully, Upper Fern Tree Gully, St. Albans, Sydenham, Deer Park, Thomastown, Epping, South Morang, South Yan Yean, Yan Yean, and Whittlesea.

Miles.	FIRST CLASS.				SECOND CLASS.			
	Monthly.	Quarterly.	Half-Yearly.	Yearly.	Monthly.	Quarterly.	Half-Yearly.	Yearly.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
10	1 1 6	2 15 0	4 19 0	9 8 0	0 16 0	2 1 0	3 14 0	7 0 6
11	1 3 0	2 18 6	5 5 6	10 0 6	0 17 0	2 3 6	3 18 6	7 9 0
12	1 4 6	3 2 6	5 12 6	10 14 0	0 18 0	2 6 0	4 3 0	7 17 6
13	1 6 0	3 6 6	5 19 6	11 7 0	0 19 0	2 8 6	4 7 6	8 6 6
14	1 7 6	3 10 0	6 6 0	11 19 6	1 0 0	2 11 0	4 12 0	8 15 0
15	1 9 0	3 14 0	6 13 0	12 12 6	1 1 0	2 13 6	4 16 6	9 3 6
16	1 10 6	3 18 0	7 0 6	13 7 0	1 2 0	2 16 0	5 1 0	9 12 0
17	1 12 0	4 1 6	7 6 6	13 18 6	1 3 0	2 18 6	5 5 6	10 0 6
18	1 13 6	4 5 6	7 14 0	14 13 0	1 4 0	3 1 0	5 10 0	10 9 0
19	1 15 0	4 9 6	8 1 0	15 6 0	1 5 0	3 4 0	5 15 0	10 18 6
20	1 16 6	4 13 0	8 7 6	15 18 6	1 6 0	3 6 6	5 19 6	11 7 0
21	1 18 0	4 17 0	8 14 6	16 11 6	1 7 0	3 9 0	6 4 0	11 15 6
22	1 19 6	5 0 6	9 1 0	17 4 0	1 8 0	3 11 6	6 8 6	12 4 0
23	2 1 0	5 4 6	9 8 0	17 17 0	1 9 0	3 14 0	6 13 0	12 12 6
24	2 2 6	5 8 6	9 15 6	18 11 6	1 10 0	3 16 6	6 17 6	13 1 6
25	2 4 0	5 12 0	10 1 6	19 3 0	1 11 0	3 19 0	7 2 0	13 10 0
26	2 5 6	5 16 0	10 9 0	19 17 0	1 12 0	4 1 6	7 6 6	13 18 6
27	2 7 0	6 0 0	10 16 0	20 10 6	1 13 0	4 4 0	7 11 0	14 7 0
28	2 8 6	6 3 6	11 2 6	21 3 0	1 14 0	4 6 6	7 15 6	14 15 6

NOTE.—In calculating Periodical Fares to and from intermediate stations within the suburban residential area and the above-mentioned stations, 1s. 6d. per mile 1st Class and 1s. per mile 2nd Class to be added to the amount of the Periodical Fare to the terminal station of the suburban residential area.

* Fares between Ballarat and Creswick.

	Daily.		Monthly.	
	1st Return.	2nd Return.	1st Class.	2nd Class.
	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
Ballarat and Sulky	1 6	1 3	18 0	14 0
Ballarat and Bald Hills	2 0	1 6	20 0	15 0
Ballarat and Creswick or North Creswick	2 6	1 8	25 0	20 0
Sulky and Creswick or North Creswick	1 0	0 9	...	...

* Fares between Ballarat and Scarsdale—Daily.

	1st Return.	2nd Return.
	<i>s. d.</i>	<i>s. d.</i>
Ballarat and Cardigan	1 0	0 8
Ballarat and Trunk Lead	1 9	1 0
Ballarat and Haddon	2 0	1 3
Ballarat and Nintingbool	2 3	1 6
Ballarat and Smythesdale	3 3	2 0
Ballarat and Scarsdale	3 6	2 3

* Return tickets issued on Saturday available for return till Monday.

† Fares between Ballarat and Buninyong.

	Daily.		Monthly.	
	1st Return.	2nd Return.	1st Class.	2nd Class.
	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
Ballarat and Ballarat East	0 4	0 3	7 0	5 0
Ballarat and Canadian	0 4 $\frac{1}{2}$	0 3	9 0	7 0
Ballarat and Mount Clear	0 7 $\frac{1}{2}$	0 6	15 0	10 0
Ballarat and Buninyong	1 0	0 9	20 0	15 0

† Return tickets are available for day of issue only.

DAILY AND PERIODICAL FARES.

SUBURBAN LINES.

South Suburban Residential Area.—Table of Daily and Periodical Fares.

STATIONS.	Miles.	DAILY.				PERIODICAL.																										
		Single.		Return.		Monthly.		Quarterly.		Half-Yearly.		Yearly.																				
		1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.																			
		s.	d.	s.	d.	s.	d.	s.	d.	£	s.	£	s.	£	s.	d.																
Melbourne(Flinders-street) to																																
Montague ...	1½	0	2	0	1½	0	4	0	3	7	0	5	0	0	18	0	0	13	0	1	12	6	1	3	6	3	2	0	2	4	6	
Pt. Melbourne N.	1½	0	3	0	2	0	4½	0	3	8	0	6	0	1	0	6	0	15	6	1	17	0	1	8	0	3	10	6	2	13	6	
Graham-street	2	0	3	0	2	0	4½	0	3	8	0	6	0	1	0	6	0	15	6	1	17	0	1	8	0	3	10	6	2	13	6	
Fort Melbourne	2½	0	3	0	2	0	4½	0	3	9	0	7	0	1	3	0	0	18	0	2	1	6	1	12	6	3	19	0	3	2	0	
S. Melbourne ...	1½	0	2	0	1½	0	4	0	3	7	0	5	0	0	18	0	0	13	0	1	12	6	1	3	6	3	2	0	2	4	6	
Albert Park ...	1½	0	3	0	2	0	4½	0	3	8	0	6	0	1	0	6	0	15	6	1	17	0	1	8	0	3	10	6	2	13	6	
Middle Park ...	2½	0	3	0	2	0	4½	0	3	9	0	7	0	1	3	0	0	18	0	2	1	6	1	12	6	3	19	0	3	2	0	
St. Kilda ...	3½	0	4	0	3	0	6	0	4½	12	0	8	0	1	10	6	1	0	6	2	15	0	1	17	0	5	4	6	3	10	6	
Richmond ...	1½	0	3	0	2	0	4½	0	3	8	0	6	0	1	0	6	0	15	6	1	17	0	1	8	0	3	10	6	2	13	6	
South Yarra ...	2½	0	3	0	2	0	4½	0	3	9	0	7	0	1	3	0	0	18	0	2	1	6	1	12	6	3	19	0	3	2	0	
Prahran ...	3½	0	4	0	3	0	6	0	4½	11	0	8	0	1	9	6	1	0	6	2	13	0	1	17	0	5	0	6	3	10	6	
Windsor ...	4	0	4	0	3	0	6	0	4½	12	0	8	0	1	10	6	1	2	0	2	15	0	1	19	6	5	4	6	3	15	0	
Balaclava ...	5	0	5	0	4	0	7½	0	6	14	0	10	0	1	15	5	1	7	0	3	4	0	2	8	6	6	1	6	4	12	0	
Elsternwick ...	6	0	6	0	5	0	9	0	7½	16	0	12	0	2	1	0	1	12	0	3	4	0	2	17	6	7	0	6	5	9	6	
North Brighton	7½	0	8	0	6	1	0	0	9	20	0	15	0	2	11	0	1	18	6	4	12	0	3	9	6	8	15	0	6	12	0	
Middle Brighton	8½	0	8	0	6	1	0	0	9	20	0	15	0	2	11	0	1	18	6	4	12	0	3	9	6	8	15	0	6	12	0	
Brighton Beach	9	0	8	0	6	1	0	0	9	20	0	15	0	2	11	0	1	18	6	4	12	0	3	9	6	8	15	0	6	12	0	
Hampton ...	10½	0	10	0	8	1	0	3	1	0	21	6	16	0	2	15	0	2	1	0	4	19	0	3	14	0	9	8	0	7	0	6
Sandringham ...	11	0	11	0	8	1	4½	1	0	23	0	17	0	2	18	6	2	3	6	5	5	6	3	18	6	10	0	6	7	9	0	
Melbourne(Prince's-bridge) to																																
Richmond ...	1½	0	3	0	2	0	4½	0	3	8	0	6	0	1	0	6	0	15	6	1	17	0	1	8	0	3	10	6	2	13	6	
East Richmond	2	0	3	0	2	0	4½	0	3	8	0	6	0	1	0	6	0	15	6	1	17	0	1	8	0	3	10	6	2	13	6	
Burnley ...	2½	0	3	0	2	0	4½	0	3	9	0	7	0	1	3	0	0	18	0	2	1	6	1	12	6	3	19	0	3	2	0	
Hawthorn ...	3½	0	4	0	3	0	6	0	4½	12	0	8	0	1	10	6	1	0	6	2	15	0	1	17	0	5	4	6	3	10	6	
Barker's Road...	4½	0	5	0	4	0	7½	0	6	13	6	9	0	1	14	6	1	3	0	3	2	0	2	1	6	5	18	0	3	19	0	
Kew ...	4½	0	5	0	4	0	7½	0	6	14	0	9	0	1	15	6	1	4	6	3	4	0	2	4	0	6	1	6	4	3	6	
Glenferrie ...	4½	0	4	0	3	0	6	0	4½	13	6	9	0	1	14	6	1	3	0	3	2	0	2	1	6	5	18	0	3	19	0	
Auburn ...	4½	0	5	0	4	0	7½	0	6	14	0	9	0	1	15	6	1	4	6	3	4	0	2	4	0	6	1	6	4	3	6	
Camberwell ...	5½	0	6	0	5	0	9	0	7½	15	0	10	0	1	18	6	1	5	6	3	9	6	2	6	0	6	12	0	4	7	6	
Canterbury ...	6½	0	7	0	5	0	10½	0	7½	18	0	14	0	2	6	0	1	15	6	4	3	0	3	4	0	7	18	0	6	1	6	
Surrey Hills ...	7½	0	8	0	6	1	0	0	9	20	0	15	0	2	11	0	1	18	6	4	12	0	3	9	6	8	15	0	6	12	0	
Mont Albert ...	8½	0	8	0	6	1	0	0	9	20	0	15	0	2	11	0	1	18	6	4	12	0	3	9	6	8	15	0	6	12	0	
Box Hill ...	9½	0	9	0	6	1	0	0	9	20	0	15	0	2	11	0	1	18	6	4	12	0	3	9	6	8	15	0	6	12	0	
Blackburn ...	10½	0	11	0	8	1	4½	1	0	23	0	17	0	2	18	6	2	3	6	5	5	6	3	18	6	10	0	6	7	9	0	
Tunstall ...	12½	1	0	0	9	1	6	1	1½	24	6	18	0	3	2	6	2	6	0	5	12	6	4	3	0	10	14	0	7	17	6	
Mitcham ...	13½	1	1	0	10	1	7½	1	3	26	0	19	0	3	6	6	2	8	6	5	19	6	4	7	6	11	7	0	8	6	6	
Ringwood ...	15½	1	3	0	11	1	10½	1	4½	29	0	21	0	3	14	0	2	13	6	6	13	0	4	16	6	12	12	6	9	3	6	
South Yarra ...	2½	0	3	0	2	0	4½	0	3	9	0	7	0	1	3	0	0	18	0	2	1	6	1	12	6	3	19	0	3	2	0	
Hawksburn ...	3	0	3	0	2	0	4½	0	3	10	0	8	0	1	5	6	1	0	6	2	6	0	1	17	0	4	7	6	3	10	6	
Toorak ...	4	0	4	0	3	0	6	0	4½	13	0	8	0	6	1	13	0	1	2	0	2	19	6	1	19	6	5	13	0	3	15	0
Armadae ...	4½	0	5	0	4	0	7½	0	6	13	6	9	0	1	14	6	1	3	0	3	2	0	2	1	6	5	18	0	3	19	0	
Malvern ...	5½	0	5	0	4	0	7½	0	6	15	0	10	0	1	18	6	1	5	6	3	9	6	2	6	0	6	12	0	4	7	6	
Caulfield ...	6½	0	6	0	5	0	9	0	7½	16	0	12	0	2	1	0	1	12	0	3	4	0	2	17	6	7	0	6	5	9	6	
Rosstown ...	7½	0	8	0	6	1	0	0	9	20	0	15	0	2	11	0	1	18	6	4	12	0	3	9	6	8	15	0	6	12	0	
Murrumbeena...	8	0	8	0	6	1	0	0	9	20	0	15	0	2	11	0	1	18	6	4	12	0	3	9	6	8	15	0	6	12	0	
Oakleigh, via																																
Caulfield ...	9½	0	9	0	6	1	0	0	9	20	0	15	0	2	11	0	1	18	6	4	12	0	3	9	6	8	15	0	6	12	0	
Clayton's Road	12	1	0	0	9	1	6	1	1½	24	6	18	0	3	2	6	2	6	0	5	12	6	4	3	0	10	14	0	7	17	6	
Spring Vale ...	14½	1	2	0	11	1	9	1	4½	27	6	20	0	3	10	0	2	11	0	6	0	4	12	0	11	19	6	8	15	0		
Dandenong ...	18½	1	6	1	1	2	3	1	7½	33	6	24	0	4	5	6	3	1	0	7	14	0	5	10	0	14	13	0	10	9	0	

Table of Daily and Periodical Fares—continued.

STATIONS.	Miles.	DAILY.				PERIODICAL.																										
		Single.		Return.		Monthly.		Quarterly.		Half-Yearly.		Yearly.																				
		1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.																			
		s.	d.	s.	d.	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.													
Glen Huntly ...	7½	0	8	0	6	1	0	0	9	20	0	15	0	2	11	0	1	18	6	4	12	0	3	9	6	8	15	0	6	12	0	
North Road ...	8½	0	9	0	6	1	0	0	9	20	0	15	0	2	11	0	1	18	6	4	12	0	3	9	6	8	15	0	6	12	0	
McKinnon ...	9	0	9	0	6	1	0	0	9	20	0	15	0	2	11	0	1	18	6	4	12	0	3	9	6	8	15	0	6	12	0	
East Brighton...	9½	0	9	0	6	1	0	0	9	20	0	15	0	2	11	0	1	18	6	4	12	0	3	9	6	8	15	0	6	12	0	
South Brighton	10½	0	11	0	8	1	4	1	0	23	0	17	0	2	18	6	2	3	6	5	5	6	3	18	6	10	0	6	7	9	0	
Highbett ...	11½	1	0	0	9	1	6	1	1	24	6	18	0	3	2	6	2	6	0	5	12	6	4	3	0	10	14	0	7	17	6	
Cheltenham ...	13½	1	1	0	10	1	7	1	3	26	0	19	0	3	6	6	2	8	6	5	19	6	4	7	6	11	7	0	8	6	6	
Mentone ...	14½	1	2	0	11	1	9	1	4	27	6	20	0	3	10	0	2	11	0	6	6	0	4	12	0	11	19	6	8	15	0	
Mordialloc ...	16½	1	5	1	1	2	1	1	7	32	0	23	0	4	1	6	2	18	6	7	6	6	5	5	6	13	18	6	10	0	6	
Heyington ...	3½	0	4	0	3	0	6	0	4	12	0	8	0	1	10	6	1	0	6	2	15	0	1	17	0	5	4	6	3	10	6	
Kooyong ...	4½	0	5	0	4	0	7	0	6	14	0	9	0	6	1	15	6	1	4	6	3	4	0	2	4	6	1	6	4	3	6	
Tooronga ...	5½	0	5	0	4	0	7	0	6	15	0	10	0	6	1	18	6	1	5	6	3	9	6	2	6	6	12	0	4	7	6	
Gardiner ...	6	0	6	0	5	0	9	0	7	16	0	12	0	6	2	1	0	1	12	0	3	14	0	2	17	6	7	0	6	5	9	6
Glen Iris ...	6½	0	7	0	5	0	10	0	7	18	0	14	0	6	2	6	0	1	15	6	4	3	0	3	4	7	18	0	6	1	6	
Darling ...	7½	0	7	0	5	0	10	0	7	20	0	15	0	6	2	11	0	1	18	6	4	12	0	3	9	6	8	15	0	6	12	0
Waverley-road, via Burnley ...	8½	0	8	0	6	1	0	0	9	20	0	15	0	2	11	0	1	18	6	4	12	0	3	9	6	8	15	0	6	12	0	
Riversdale ...	6½	0	7	0	5	0	10	0	7	18	0	14	0	6	2	6	0	1	15	6	4	3	0	3	4	7	18	0	6	1	6	
Hartwell ...	8	0	8	0	6	1	0	0	9	20	0	15	0	2	11	0	1	18	6	4	12	0	3	9	6	8	15	0	6	12	0	
Ashburton ...	8½	0	9	0	6	1	0	0	9	20	0	15	0	2	11	0	1	18	6	4	12	0	3	9	6	8	15	0	6	12	0	
Waverley-road, via Camberwell	10½	0	11	0	8	1	4	1	0	23	0	17	0	2	18	6	2	3	6	5	5	6	3	18	6	10	0	6	7	9	0	
Oakleigh, via Burnley ...	9½	0	9	0	6	1	0	0	9	20	0	15	0	2	11	0	1	18	6	4	12	0	3	9	6	8	15	0	6	12	0	
Oakleigh, via Camberwell ...	12	1	0	0	9	1	6	1	1	24	6	18	0	3	2	6	2	6	0	5	12	6	4	3	0	10	14	0	7	17	6	

SOUTH SUBURBAN LINES.—Fares to Stations.

STATIONS.	MELBOURNE (Flinders-street).						MONTAGUE.						PORT MELBOURNE NORTH.						GRAHAM STREET.						FOUR MILEBOURNE.							
	Single.			Return.			Single.			Return.			Single.			Return.			Single.			Return.			Single.			Return.				
	1st.	2nd.	s. d.	1st.	2nd.	s. d.	1st.	2nd.	s. d.	1st.	2nd.	s. d.	1st.	2nd.	s. d.	1st.	2nd.	s. d.	1st.	2nd.	s. d.	1st.	2nd.	s. d.	1st.	2nd.	s. d.	1st.	2nd.	s. d.		
Melbourne	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Montague	11	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0
Port Melbourne North	11	0	3	0	2	0	4	0	3	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0
Graham-street	2	0	3	0	2	0	4	0	3	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0
Port Melbourne	2	0	3	0	2	0	4	0	3	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0
South Melbourne	1	0	2	0	1	0	4	0	3	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0
Albert Park	1	0	2	0	1	0	4	0	3	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0
Middle Park	1	0	2	0	1	0	4	0	3	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0
St. Kilda	2	0	3	0	2	0	4	0	3	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0
Richmond	1	0	2	0	1	0	4	0	3	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0
South Yarra	1	0	2	0	1	0	4	0	3	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0
Frazeran ...	3	0	3	0	2	0	4	0	3	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0
Windsor	3	0	3	0	2	0	4	0	3	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0
Balaclava	4	0	4	0	3	0	6	0	4	0	3	0	11	0	4	0	3	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0
Elsternwick	5	0	5	0	4	0	7	0	5	0	4	0	11	0	4	0	3	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0
North Brighton	6	0	6	0	5	0	8	0	6	0	5	0	11	0	4	0	3	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0
Middle Brighton	7	0	7	0	6	0	9	0	7	0	6	0	11	0	4	0	3	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0
Brighton Beach	8	0	8	0	7	0	10	0	8	0	7	0	11	0	4	0	3	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0
Hampton	9	0	9	0	8	0	11	0	9	0	8	0	11	0	4	0	3	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0
Sandringham.	10	0	10	0	9	0	12	0	10	0	9	0	11	0	4	0	3	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0
East Richmond	11	0	11	0	10	0	13	0	11	0	10	0	11	0	4	0	3	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0
Burnley ..	2	0	3	0	2	0	4	0	3	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0
Hawthorn	3	0	3	0	2	0	4	0	3	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0
Barker's Road	4	0	4	0	3	0	6	0	4	0	3	0	11	0	4	0	3	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0
Kew ...	4	0	5	0	4	0	7	0	5	0	4	0	11	0	4	0	3	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0
Glenferrie	4	0	5	0	4	0	7	0	5	0	4	0	11	0	4	0	3	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0
Anbura ...	4	0	5	0	4	0	7	0	5	0	4	0	11	0	4	0	3	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0
Canberwell	4	0	5	0	4	0	7	0	5	0	4	0	11	0	4	0	3	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0
Canterbury	6	0	7	0	6	0	9	0	7	0	6	0	11	0	4	0	3	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0
Surrey Hills	7	0	8	0	7	0	10	0	8	0	7	0	11	0	4	0	3	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0
Mont. Albert	8	0	8	0	7	0	10	0	8	0	7	0	11	0	4	0	3	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0
Box Hill...	9	0	9	0	8	0	11	0	9	0	8	0	11	0	4	0	3	0	2	0	11	0	4	0	3	0	2	0	11	0	4	0

SOUTH SUBURBAN LINES.—FARES TO STATIONS—continued.

STATIONS.	No. of Station.	SOUTH MELBOURNE.				ALBERT PARK.				MIDDLE PARK.				ST. KILDA.				RICHMOND.			
		Single.		Return.		Single.		Return.		Single.		Return.		Single.		Return.		Single.		Return.	
		1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.
Melbourne ...	—	0 20	1 10	0 4	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3
Montague ...	279	0 30	2 0	0 4 1/2	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3
Port Melbourne ... North ...	1	0 30	2 0	0 4 1/2	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3
Graham Street ...	420	0 30	2 0	0 4 1/2	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3
Port Melbourne ...	2	0 40	3 0	0 6	0 4 1/2	0 4	0 3	0 6	0 4 1/2	0 4	0 3	0 6	0 4 1/2	0 4	0 3	0 6	0 4 1/2	0 4	0 3	0 6	0 4 1/2
South Melbourne ...	3	0 20	1 10	0 4	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3
Albert Park ...	0	0 20	1 10	0 4	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3
Middle Park ...	278	0 30	2 0	0 4 1/2	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3
St. Kilda ...	4	0 30	2 0	0 4 1/2	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3	0 3
Richmond ...	5	0 40	3 0	0 6	0 4 1/2	0 4	0 3	0 6	0 4 1/2	0 4	0 3	0 6	0 4 1/2	0 4	0 3	0 6	0 4 1/2	0 4	0 3	0 6	0 4 1/2
South Yarra ...	6	0 50	4 0	0 7 1/2	0 6	0 5	0 4	0 7 1/2	0 6	0 5	0 4	0 7 1/2	0 6	0 5	0 4	0 7 1/2	0 6	0 5	0 4	0 7 1/2	0 6
Frahan ...	7	0 50	4 0	0 7 1/2	0 6	0 5	0 4	0 7 1/2	0 6	0 5	0 4	0 7 1/2	0 6	0 5	0 4	0 7 1/2	0 6	0 5	0 4	0 7 1/2	0 6
Windsor ...	8	0 50	4 0	0 7 1/2	0 6	0 5	0 4	0 7 1/2	0 6	0 5	0 4	0 7 1/2	0 6	0 5	0 4	0 7 1/2	0 6	0 5	0 4	0 7 1/2	0 6
Balaclava ...	9	0 60	5 0	0 9	0 7 1/2	0 6	0 5	0 9	0 7 1/2	0 6	0 5	0 9	0 7 1/2	0 6	0 5	0 9	0 7 1/2	0 6	0 5	0 9	0 7 1/2
Elsterwick ...	10	0 70	6 0	0 10 1/2	0 7 1/2	0 6	0 5	0 10 1/2	0 7 1/2	0 6	0 5	0 10 1/2	0 7 1/2	0 6	0 5	0 10 1/2	0 7 1/2	0 6	0 5	0 10 1/2	0 7 1/2
North Brighton ...	11	0 90	8 0	0 12	0 9	0 8	0 6	0 12	0 9	0 8	0 6	0 12	0 9	0 8	0 6	0 12	0 9	0 8	0 6	0 12	0 9
Middle Brighton ...	12	0 100	8 0	0 13	0 10	0 8	0 8	0 13	0 10	0 8	0 8	0 13	0 10	0 8	0 8	0 13	0 10	0 8	0 8	0 13	0 10
Brighton Beach ...	13	0 100	8 0	0 13	0 10	0 8	0 8	0 13	0 10	0 8	0 8	0 13	0 10	0 8	0 8	0 13	0 10	0 8	0 8	0 13	0 10
Hanilton ...	169	0 100	8 0	0 13	0 10	0 8	0 8	0 13	0 10	0 8	0 8	0 13	0 10	0 8	0 8	0 13	0 10	0 8	0 8	0 13	0 10
Middle Brighton ...	370	0 100	8 0	0 13	0 10	0 8	0 8	0 13	0 10	0 8	0 8	0 13	0 10	0 8	0 8	0 13	0 10	0 8	0 8	0 13	0 10
Sandringham ...	14	0 30	2 0	0 4 1/2	0 3	0 3	0 3	0 4 1/2	0 3	0 3	0 3	0 4 1/2	0 3	0 3	0 3	0 4 1/2	0 3	0 3	0 3	0 4 1/2	0 3
East Richmond ...	16	0 40	3 0	0 6	0 4 1/2	0 4	0 3	0 6	0 4 1/2	0 4	0 3	0 6	0 4 1/2	0 4	0 3	0 6	0 4 1/2	0 4	0 3	0 6	0 4 1/2
Barnley ...	15	0 50	4 0	0 7 1/2	0 6	0 5	0 4	0 7 1/2	0 6	0 5	0 4	0 7 1/2	0 6	0 5	0 4	0 7 1/2	0 6	0 5	0 4	0 7 1/2	0 6
Hawthorn ...	40	0 60	5 0	0 9	0 7 1/2	0 6	0 5	0 9	0 7 1/2	0 6	0 5	0 9	0 7 1/2	0 6	0 5	0 9	0 7 1/2	0 6	0 5	0 9	0 7 1/2
Barker's Road ...	50	0 60	5 0	0 9	0 7 1/2	0 6	0 5	0 9	0 7 1/2	0 6	0 5	0 9	0 7 1/2	0 6	0 5	0 9	0 7 1/2	0 6	0 5	0 9	0 7 1/2
Kew ...	17	0 60	5 0	0 9	0 7 1/2	0 6	0 5	0 9	0 7 1/2	0 6	0 5	0 9	0 7 1/2	0 6	0 5	0 9	0 7 1/2	0 6	0 5	0 9	0 7 1/2
Glenferrie ...	18	0 60	5 0	0 9	0 7 1/2	0 6	0 5	0 9	0 7 1/2	0 6	0 5	0 9	0 7 1/2	0 6	0 5	0 9	0 7 1/2	0 6	0 5	0 9	0 7 1/2
Auburn ...	19	0 70	6 0	0 10 1/2	0 7 1/2	0 6	0 5	0 10 1/2	0 7 1/2	0 6	0 5	0 10 1/2	0 7 1/2	0 6	0 5	0 10 1/2	0 7 1/2	0 6	0 5	0 10 1/2	0 7 1/2
Camberwell ...	226	0 80	7 0	0 12	0 9	0 8	0 6	0 12	0 9	0 8	0 6	0 12	0 9	0 8	0 6	0 12	0 9	0 8	0 6	0 12	0 9
Canterbury ...	227	0 90	8 0	0 13	0 10	0 8	0 8	0 13	0 10	0 8	0 8	0 13	0 10	0 8	0 8	0 13	0 10	0 8	0 8	0 13	0 10
Surrey Hills ...	604	0 100	8 0	0 13	0 10	0 8	0 8	0 13	0 10	0 8	0 8	0 13	0 10	0 8	0 8	0 13	0 10	0 8	0 8	0 13	0 10
Mont Albert ...	604	0 100	8 0	0 13	0 10	0 8	0 8	0 13	0 10	0 8	0 8	0 13	0 10	0 8	0 8	0 13	0 10	0 8	0 8	0 13	0 10

SOUTH SUBURBAN LINES.—FARES TO STATIONS—continued.

STATIONS.	NORTH BRIGHTON.				MIDDLE BRIGHTON.				BRIGHTON BEACH.				HAMPTON.				SANDRINGHAM.				
	Single.		Return.		Single.		Return.		Single.		Return.		Single.		Return.		Single.		Return.		
	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	
Melbourne	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8
Montague	0 9	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8
Port Melbourne North	0 9	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8
Graham Street	0 10	0 8	1 3	1 0	0 10	0 8	1 3	1 0	0 11	0 8	1 3	1 0	0 11	0 8	1 3	1 0	0 11	0 8	1 3	1 0	0 11
Port Melbourne	0 9	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8
South Melbourne	0 9	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8
Albert Park	0 10	0 8	1 3	1 0	0 10	0 8	1 3	1 0	0 11	0 8	1 3	1 0	0 11	0 8	1 3	1 0	0 11	0 8	1 3	1 0	0 11
Middle Park	0 9	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8
St. Kilda	0 11	0 8	1 4	1 1	0 11	0 8	1 4	1 1	0 10	0 8	1 4	1 1	0 10	0 8	1 4	1 1	0 10	0 8	1 4	1 1	0 10
Richmond	0 6	0 5	0 9	0 7	0 6	0 5	0 9	0 7	0 6	0 5	0 9	0 7	0 6	0 5	0 9	0 7	0 6	0 5	0 9	0 7	0 6
South Yarra	0 5	0 4	0 7	0 6	0 5	0 4	0 7	0 6	0 5	0 4	0 7	0 6	0 5	0 4	0 7	0 6	0 5	0 4	0 7	0 6	0 5
Prahran	0 4	0 3	0 6	0 4	0 4	0 3	0 6	0 4	0 3	0 4	0 3	0 6	0 4	0 3	0 4	0 3	0 6	0 4	0 3	0 4	0 3
Windsor	0 3	0 2	0 4	0 3	0 3	0 2	0 4	0 3	0 2	0 3	0 2	0 4	0 3	0 2	0 3	0 2	0 4	0 3	0 2	0 3	0 2
Balaclava	0 3	0 2	0 4	0 3	0 3	0 2	0 4	0 3	0 2	0 3	0 2	0 4	0 3	0 2	0 3	0 2	0 4	0 3	0 2	0 3	0 2
Elsternwick	0 2	0 1	0 3	0 2	0 2	0 1	0 3	0 2	0 1	0 2	0 1	0 3	0 2	0 1	0 2	0 1	0 3	0 2	0 1	0 2	0 1
North Brighton	0 3	0 2	0 4	0 3	0 3	0 2	0 4	0 3	0 2	0 3	0 2	0 4	0 3	0 2	0 3	0 2	0 4	0 3	0 2	0 3	0 2
Brighton Beach	0 3	0 2	0 4	0 3	0 3	0 2	0 4	0 3	0 2	0 3	0 2	0 4	0 3	0 2	0 3	0 2	0 4	0 3	0 2	0 3	0 2
Hampton	0 4	0 3	0 6	0 4	0 4	0 3	0 6	0 4	0 3	0 4	0 3	0 6	0 4	0 3	0 4	0 3	0 6	0 4	0 3	0 4	0 3
Sandringham	0 7	0 5	0 10	0 7	0 7	0 5	0 10	0 7	0 6	0 5	0 10	0 7	0 6	0 5	0 10	0 7	0 6	0 5	0 10	0 7	0 6
East Richmond	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8
Burnley	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8
Hawthorn	0 9	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8
Barker's Road	0 9	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8
Kew	0 9	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8
Glentferrie	0 9	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8
Auburn	0 9	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8
Canterbury	0 10	0 8	1 3	1 0	0 10	0 8	1 3	1 0	0 11	0 8	1 3	1 0	0 11	0 8	1 3	1 0	0 11	0 8	1 3	1 0	0 11
Canterbury	0 11	0 8	1 4	1 1	0 11	0 8	1 4	1 1	0 10	0 8	1 4	1 1	0 10	0 8	1 4	1 1	0 10	0 8	1 4	1 1	0 10
Surrey Hills	0 10	0 9	1 6	1 1	0 10	0 9	1 6	1 1	0 11	0 9	1 6	1 1	0 11	0 9	1 6	1 1	0 11	0 9	1 6	1 1	0 11
Mont Albert	0 10	0 9	1 6	1 1	0 10	0 9	1 6	1 1	0 11	0 9	1 6	1 1	0 11	0 9	1 6	1 1	0 11	0 9	1 6	1 1	0 11

SOUTH SUBURBAN LINES—FARES TO STATIONS—continued.

STATIONS.	EAST RICHMOND.				BURNLEY.				BURSWICK (via Glen Iris).				BUNDEY (via Outer Circle).				HAWTHORN.					
	Single.		Return.		Single.		Return.		Single.		Return.		Single.		Return.		Single.		Return.			
	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.		
	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
Melbourne	0	3	0	2	0	4	0	3	0	3	0	2	0	4	0	3	0	3	0	6	0	4
Montague	0	3	0	2	0	4	0	3	0	4	0	3	0	4	0	3	0	4	0	5	0	4
Port Melbourne North	0	4	0	3	0	6	0	4	0	4	0	3	0	6	0	4	0	5	0	7	0	6
Graham Street	0	4	0	3	0	6	0	4	0	4	0	3	0	6	0	4	0	5	0	7	0	6
Port Melbourne	0	4	0	3	0	6	0	4	0	4	0	3	0	6	0	4	0	5	0	7	0	6
South Melbourne	0	4	0	3	0	6	0	4	0	4	0	3	0	6	0	4	0	5	0	7	0	6
Albert Park	0	4	0	3	0	6	0	4	0	4	0	3	0	6	0	4	0	5	0	7	0	6
Middle Park	0	4	0	3	0	6	0	4	0	4	0	3	0	6	0	4	0	5	0	7	0	6
Richmond	0	5	0	4	0	7	0	5	0	4	0	6	0	7	0	5	0	6	0	8	0	7
St. Klida	0	5	0	4	0	7	0	5	0	4	0	6	0	7	0	5	0	6	0	8	0	7
Richmond	0	6	0	5	0	9	0	7	0	6	0	5	0	8	0	6	0	7	0	9	0	8
South Yarra	0	2	0	1	0	4	0	3	0	2	0	1	0	4	0	3	0	2	0	4	0	3
Prabran	0	3	0	2	0	4	0	3	0	3	0	2	0	4	0	3	0	3	0	4	0	3
Windsor	0	3	0	2	0	4	0	3	0	3	0	2	0	4	0	3	0	3	0	4	0	3
Balaclava	0	4	0	3	0	6	0	4	0	4	0	3	0	6	0	4	0	5	0	7	0	6
Elsternwick	0	4	0	3	0	6	0	4	0	4	0	3	0	6	0	4	0	5	0	7	0	6
North Brighton	0	5	0	4	0	7	0	5	0	6	0	5	0	7	0	5	0	6	0	8	0	7
Middle Brighton	0	7	0	5	0	9	0	7	0	8	0	6	0	9	0	7	0	8	0	10	0	9
Brighton Beach	0	7	0	5	0	9	0	7	0	8	0	6	0	9	0	7	0	8	0	10	0	9
Hampden	0	8	0	6	0	10	0	8	0	9	0	7	0	10	0	8	0	9	0	11	0	10
Saundersham	0	8	0	6	0	10	0	8	0	9	0	7	0	10	0	8	0	9	0	11	0	10
East Richmond	0	10	0	8	0	12	0	10	0	11	0	9	0	12	0	10	0	11	0	13	0	12
Burnley	0	2	0	1	0	4	0	3	0	2	0	1	0	4	0	3	0	2	0	4	0	3
Hawthorn	0	3	0	2	0	4	0	3	0	3	0	2	0	4	0	3	0	3	0	4	0	3
Barker's Road	0	3	0	2	0	4	0	3	0	3	0	2	0	4	0	3	0	3	0	4	0	3
Kew	0	3	0	2	0	4	0	3	0	3	0	2	0	4	0	3	0	3	0	4	0	3
Glentferrie	0	3	0	2	0	4	0	3	0	3	0	2	0	4	0	3	0	3	0	4	0	3
Auburn	0	3	0	2	0	4	0	3	0	3	0	2	0	4	0	3	0	3	0	4	0	3
Camberwell	0	4	0	3	0	6	0	4	0	4	0	3	0	6	0	4	0	5	0	7	0	6
Camberbury	0	5	0	4	0	7	0	5	0	6	0	5	0	7	0	5	0	6	0	8	0	7
Surrey Hills	0	6	0	5	0	9	0	7	0	8	0	6	0	9	0	7	0	8	0	10	0	9
Mont Albert	0	6	0	5	0	9	0	7	0	8	0	6	0	9	0	7	0	8	0	10	0	9

SOUTH SUBURBAN LINES.—FARES TO STATIONS.—continued.

STATIONS.	Kew.				Kew (incl Glen Iris).				Kew (incl Outer Circle).				Glenferrie.				Glenferrie (incl Glen Iris).			
	Single.		Return.		Single.		Return.		Single.		Return.		Single.		Return.		Single.		Return.	
	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.
Melbourne	0 5	0 4	0 7½	0 6	0 5	0 4	0 7½	0 6	0 5	0 4	0 7½	0 6	0 5	0 4	0 7½	0 6	0 5	0 4	0 7½	0 6
Montague	0 6	0 5	0 9	0 7½	0 6	0 5	0 9	0 7½	0 6	0 5	0 9	0 7½	0 6	0 5	0 9	0 7½	0 6	0 5	0 9	0 7½
Port Melbourne North	0 7	0 5	0 10½	0 7½	0 6	0 5	0 10½	0 7½	0 6	0 5	0 10½	0 7½	0 6	0 5	0 10½	0 7½	0 6	0 5	0 10½	0 7½
Port Melbourne	0 6	0 5	0 9	0 7½	0 6	0 5	0 9	0 7½	0 6	0 5	0 9	0 7½	0 6	0 5	0 9	0 7½	0 6	0 5	0 9	0 7½
South Melbourne	0 6	0 5	0 9	0 7½	0 6	0 5	0 9	0 7½	0 6	0 5	0 9	0 7½	0 6	0 5	0 9	0 7½	0 6	0 5	0 9	0 7½
Albert Park	0 7	0 5	0 10½	0 7½	0 6	0 5	0 10½	0 7½	0 6	0 5	0 10½	0 7½	0 6	0 5	0 10½	0 7½	0 6	0 5	0 10½	0 7½
Middle Park	0 7	0 5	0 10½	0 7½	0 6	0 5	0 10½	0 7½	0 6	0 5	0 10½	0 7½	0 6	0 5	0 10½	0 7½	0 6	0 5	0 10½	0 7½
St. Kilda	0 8	0 6	1 0	0 9	0 7	0 5	1 0	0 9	0 6	0 4	0 7	0 5	1 0	0 9	0 8	0 6	1 0	0 9	0 7	0 5
Richmond	0 3	0 2	0 4½	0 3	0 2	0 4	0 3	0 2	0 4	0 3	0 2	0 4	0 3	0 2	0 4	0 3	0 2	0 4	0 3	0 2
South Yarra	0 5	0 4	0 7½	0 6	0 4	0 3	0 7½	0 6	0 4	0 3	0 7½	0 6	0 4	0 3	0 7½	0 6	0 4	0 3	0 7½	0 6
Prabon	0 5	0 4	0 7½	0 6	0 4	0 3	0 7½	0 6	0 4	0 3	0 7½	0 6	0 4	0 3	0 7½	0 6	0 4	0 3	0 7½	0 6
Windsor	0 6	0 5	0 9	0 7½	0 6	0 5	0 9	0 7½	0 6	0 5	0 9	0 7½	0 6	0 5	0 9	0 7½	0 6	0 5	0 9	0 7½
Balaclava	0 7	0 5	0 10½	0 7½	0 6	0 5	0 10½	0 7½	0 6	0 5	0 10½	0 7½	0 6	0 5	0 10½	0 7½	0 6	0 5	0 10½	0 7½
Elsternwick	0 8	0 6	1 0	0 9	0 7	0 5	1 0	0 9	0 6	0 4	0 7	0 5	1 0	0 9	0 8	0 6	1 0	0 9	0 7	0 5
North Brighton	0 10	0 8	1 3	1 0	0 9	0 7	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9
Middle Brighton	0 11	0 8	1 4½	1 0	0 9	0 7	1 0	0 9	0 10	0 8	1 1	0 8	1 0	0 9	0 10	0 8	1 1	0 8	1 0	0 9
Brighton Beach	1 0	0 8	1 3	1 0	0 9	0 7	1 0	0 9	1 0	0 8	1 1	0 8	1 0	0 9	1 0	0 8	1 1	0 8	1 0	0 9
Hampton	1 0	0 9	1 3	1 0	0 8	1 1	0 9	1 0	1 0	0 9	1 3	1 0	0 8	1 1	0 9	1 0	0 9	1 0	1 3	1 0
Sandringham	1 0	0 9	1 3	1 0	0 8	1 1	0 9	1 0	1 0	0 9	1 3	1 0	0 8	1 1	0 9	1 0	0 9	1 0	1 3	1 0
East Richmond	0 3	0 2	0 4½	0 3	0 2	0 4	0 3	0 2	0 3	0 2	0 4	0 3	0 2	0 3	0 2	0 4	0 3	0 2	0 3	0 2
Burnley	0 2	0 1½	0 4	0 3	0 2	0 1½	0 4	0 3	0 2	0 1½	0 4	0 3	0 2	0 1½	0 4	0 3	0 2	0 1½	0 4	0 3
Hawthorn	0 2	0 1½	0 4	0 3	0 2	0 1½	0 4	0 3	0 2	0 1½	0 4	0 3	0 2	0 1½	0 4	0 3	0 2	0 1½	0 4	0 3
Barker's Road	0 2	0 1½	0 4	0 3	0 2	0 1½	0 4	0 3	0 2	0 1½	0 4	0 3	0 2	0 1½	0 4	0 3	0 2	0 1½	0 4	0 3
Kew	0 3	0 2	0 4½	0 3	0 2	0 4	0 3	0 2	0 3	0 2	0 4	0 3	0 2	0 3	0 2	0 4	0 3	0 2	0 3	0 2
Glenferrie	0 3	0 2	0 4½	0 3	0 2	0 4	0 3	0 2	0 3	0 2	0 4	0 3	0 2	0 3	0 2	0 4	0 3	0 2	0 3	0 2
Auburn	0 3	0 2	0 4½	0 3	0 2	0 4	0 3	0 2	0 3	0 2	0 4	0 3	0 2	0 3	0 2	0 4	0 3	0 2	0 3	0 2
Canterbury	0 5	0 4	0 7½	0 6	0 4	0 3	0 7½	0 6	0 4	0 3	0 7½	0 6	0 4	0 3	0 7½	0 6	0 4	0 3	0 7½	0 6
Surrey Hills	0 6	0 5	0 9	0 7½	0 6	0 5	0 9	0 7½	0 6	0 5	0 9	0 7½	0 6	0 5	0 9	0 7½	0 6	0 5	0 9	0 7½
Mont Albert	0 6	0 5	0 9	0 7½	0 6	0 5	0 9	0 7½	0 6	0 5	0 9	0 7½	0 6	0 5	0 9	0 7½	0 6	0 5	0 9	0 7½

SOUTH SUBURBAN LINES.—FARES TO STATIONS—continued.

STATIONS	CAMBERWELL (Mid Outer Circle).			CANTERBURY.			CANTERBURY (Mid Outer Circle).			SURREY HILLS.			SURREY HILLS (Mid Outer Circle).		
	Single.		Return.	Single.		Return.	Single.		Return.	Single.		Return.	Single.		Return.
	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	
Melbourne	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	
Montague	0 7	0 5	0 10	0 7	0 8	0 6	0 10	0 7	0 8	0 6	0 10	0 7	0 8	0 6	
Port Melbourne North	0 8	0 6	0 11	0 9	0 9	0 6	0 11	0 9	0 9	0 6	0 11	0 9	0 9	0 6	
Graham Street	0 9	0 6	0 11	0 9	0 9	0 6	0 11	0 9	0 9	0 6	0 11	0 9	0 9	0 6	
Port Melbourne	0 9	0 6	0 11	0 9	0 9	0 6	0 11	0 9	0 9	0 6	0 11	0 9	0 9	0 6	
South Melbourne	0 8	0 6	0 11	0 9	0 8	0 6	0 11	0 9	0 8	0 6	0 11	0 9	0 8	0 6	
Albert Park	0 9	0 6	0 11	0 9	0 9	0 6	0 11	0 9	0 9	0 6	0 11	0 9	0 9	0 6	
Middle Park	0 9	0 6	0 11	0 9	0 9	0 6	0 11	0 9	0 9	0 6	0 11	0 9	0 9	0 6	
St. Kilda	0 10	0 8	0 11	0 9	0 10	0 8	0 11	0 9	0 10	0 8	0 11	0 9	0 10	0 8	
Richmond	0 5	0 4	0 10	0 7	0 5	0 4	0 10	0 7	0 5	0 4	0 10	0 7	0 5	0 4	
South Yarra	0 7	0 5	0 10	0 7	0 7	0 5	0 10	0 7	0 7	0 5	0 10	0 7	0 7	0 5	
Windsor	0 8	0 6	0 11	0 9	0 8	0 6	0 11	0 9	0 8	0 6	0 11	0 9	0 8	0 6	
Prahran	0 8	0 6	0 11	0 9	0 8	0 6	0 11	0 9	0 8	0 6	0 11	0 9	0 8	0 6	
Balaclava	0 10	0 8	0 11	0 9	0 10	0 8	0 11	0 9	0 10	0 8	0 11	0 9	0 10	0 8	
North Brighton	0 11	0 8	0 11	0 9	0 11	0 8	0 11	0 9	0 11	0 8	0 11	0 9	0 11	0 8	
Brighton Beach	1 0	0 9	1 1	0 11	1 0	0 9	1 1	0 11	1 0	0 9	1 1	0 11	1 0	0 9	
Hampden	1 0	0 9	1 1	0 11	1 0	0 9	1 1	0 11	1 0	0 9	1 1	0 11	1 0	0 9	
Sandringham	1 2	0 11	1 10	1 4	1 2	0 11	1 10	1 4	1 2	0 11	1 10	1 4	1 2	0 11	
East Richmond	1 3	0 11	1 10	1 4	1 3	0 11	1 10	1 4	1 3	0 11	1 10	1 4	1 3	0 11	
Burley	0 5	0 4	0 10	0 7	0 5	0 4	0 10	0 7	0 5	0 4	0 10	0 7	0 5	0 4	
Hawthorn	0 4	0 3	0 10	0 6	0 4	0 3	0 10	0 6	0 4	0 3	0 10	0 6	0 4	0 3	
Barker's Road	0 3	0 2	0 10	0 6	0 3	0 2	0 10	0 6	0 3	0 2	0 10	0 6	0 3	0 2	
Kew	0 5	0 4	0 10	0 6	0 5	0 4	0 10	0 6	0 5	0 4	0 10	0 6	0 5	0 4	
Glenside	0 3	0 2	0 10	0 6	0 3	0 2	0 10	0 6	0 3	0 2	0 10	0 6	0 3	0 2	
Auburn	0 3	0 2	0 10	0 6	0 3	0 2	0 10	0 6	0 3	0 2	0 10	0 6	0 3	0 2	
Camberwell	0 2	0 1	0 10	0 6	0 2	0 1	0 10	0 6	0 2	0 1	0 10	0 6	0 2	0 1	
Surrey Hills	0 2	0 1	0 10	0 6	0 2	0 1	0 10	0 6	0 2	0 1	0 10	0 6	0 2	0 1	
Canterbury	0 2	0 1	0 10	0 6	0 2	0 1	0 10	0 6	0 2	0 1	0 10	0 6	0 2	0 1	
Mont Albert	0 2	0 1	0 10	0 6	0 2	0 1	0 10	0 6	0 2	0 1	0 10	0 6	0 2	0 1	

SOUTH SUBURBAN LINES.—FARES TO STATIONS—continued.

STATIONS.	BLACKBURN. (via Outer Circle).				TUNSTALL. (via Outer Circle).				MITCHAM.			
	Single.		Return.		Single.		Return.		Single.		Return.	
	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.
Melbourne	0 11	0 8	1 4 ¹	1 0	1 0	0 9	1 6	1 1 ¹	1 1	0 10	1 7 ¹	1 3
Montague	1 0	0 9	1 6	1 1 ¹	1 2	0 11	1 9	1 4 ¹	1 3	0 11	1 10 ¹	1 4 ¹
Port Melbourne North	1 0	0 9	1 6	1 1 ¹	1 2	0 11	1 9	1 4 ¹	1 3	0 11	1 10 ¹	1 4 ¹
Graham Street	1 0	0 9	1 7 ¹	1 3	1 3	0 11	1 9	1 4 ¹	1 3	0 11	1 10 ¹	1 4 ¹
Port Melbourne	1 0	0 9	1 7 ¹	1 3	1 3	0 11	1 9	1 4 ¹	1 3	0 11	1 10 ¹	1 4 ¹
South Melbourne	1 0	0 9	1 6	1 1 ¹	1 2	0 11	1 9	1 4 ¹	1 3	0 11	1 10 ¹	1 4 ¹
Albert Park	1 0	0 9	1 7 ¹	1 3	1 3	0 11	1 9	1 4 ¹	1 3	0 11	1 10 ¹	1 4 ¹
Middle Park	1 0	0 9	1 7 ¹	1 3	1 3	0 11	1 9	1 4 ¹	1 3	0 11	1 10 ¹	1 4 ¹
St. Kilda	1 0	0 9	1 7 ¹	1 3	1 3	0 11	1 9	1 4 ¹	1 3	0 11	1 10 ¹	1 4 ¹
Richmond	0 9	0 6	1 0	0 9	1 4	0 8	1 6	1 1	1 5	0 8	1 6	1 1
South Yarra	0 11	0 8	1 4 ¹	1 0	1 6	1 1	1 6	1 1	1 8	1 1	1 7 ¹	1 3
Prahran	0 11	0 8	1 4 ¹	1 0	1 6	1 1	1 6	1 1	1 8	1 1	1 7 ¹	1 3
Windsor	1 0	0 9	1 6	1 1 ¹	1 1	0 10	1 7 ¹	1 3	1 8	1 1	1 7 ¹	1 3
Balaclava	1 0	0 9	1 6	1 1 ¹	1 1	0 10	1 7 ¹	1 3	1 8	1 1	1 7 ¹	1 3
Elsternwick	1 2	0 11	1 9	1 4 ¹	1 3	0 11	1 9	1 4 ¹	1 3	0 11	1 10 ¹	1 4 ¹
North Brighton	1 3	0 11	1 10 ¹	1 4 ¹	1 5	1 1	1 2	1 3	1 7 ¹	1 4	1 1	1 6
Middle Brighton	1 4	0 10	1 2	0 1 6	1 6	1 1	1 2	1 3	1 7 ¹	1 7	1 1	1 9
Brighton Beach	1 5	1 1	1 2	1 1 7 ¹	1 6	1 1	1 2	1 3	1 7 ¹	1 7	1 1	1 9
Hampton	1 6	1 1	1 2	1 1 7 ¹	1 8	1 1	1 2	1 3	1 7 ¹	1 9	1 1	1 9
Sandringham	1 7	1 1	1 2	1 1 7 ¹	1 8	1 1	1 2	1 3	1 7 ¹	1 10	1 1	1 9
East Richmond	0 9	0 6	1 0	0 9	1 0	0 8	1 6	1 1	1 10 ¹	1 10	0 8	1 4
Burnley	0 7	0 5	0 10 ¹	0 7 ¹	0 9	0 6	1 0	0 9	0 9	0 8	1 1	1 0
Hawthorn	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9	0 9	0 8	1 1	1 0
Barker's Road	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9	0 9	0 8	1 1	1 0
Kew	0 7	0 5	0 10 ¹	0 7 ¹	0 8	0 6	1 0	0 9	0 9	0 8	1 1	1 0
Glenferrie	0 6	0 4	0 10 ¹	0 7 ¹	0 8	0 6	1 0	0 9	0 9	0 8	1 1	1 0
Auburn	0 5	0 4	0 9	0 7 ¹	0 7	0 5	0 10 ¹	0 7 ¹	0 8	0 6	1 0	0 9
Canterbury	0 4	0 3	0 8	0 6	0 6	0 5	0 9	0 7 ¹	0 7	0 5	0 10 ¹	0 7 ¹
Surrey Hills	0 3	0 2	0 7 ¹	0 5	0 5	0 4	0 8	0 6	0 7 ¹	0 6	0 9	0 7 ¹
Mont Albert	0 3	0 2	0 7 ¹	0 5	0 4	0 3	0 6	0 5	0 6	0 5	0 7 ¹	0 6

SOUTH SUBURBAN LINES.—FARES TO STATIONS.—continued.

STATIONS.	ARMADALE.			MALVERN.			CAULFIELD.			ROSTOVN.			MURCHESONA.				
	Single.		Return.	Single.		Return.	Single.		Return.	Single.		Return.	Single.		Return.		
	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.			
	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	
Melbourne	0	4	0	7	0	6	0	5	0	8	0	6	0	8	0	0	9
Montague	0	6	0	9	0	7	0	8	0	9	0	6	0	9	0	0	9
Port Melbourne North	0	6	0	5	0	7	0	8	0	9	0	6	0	9	0	0	9
Graham Street	0	7	0	5	0	7	0	8	0	9	0	6	0	9	0	0	9
Port Melbourne	0	7	0	5	0	7	0	8	0	9	0	6	0	9	0	0	9
South Melbourne	0	6	0	5	0	7	0	8	0	9	0	6	0	9	0	0	9
Albert Park	0	6	0	5	0	7	0	8	0	9	0	6	0	9	0	0	9
Middle Park	0	7	0	5	0	7	0	8	0	9	0	6	0	9	0	0	9
St. Kilda	0	8	0	6	0	8	0	9	0	10	0	7	0	10	0	0	11
Richmond	0	3	0	2	0	4	0	3	0	4	0	3	0	4	0	3	4
South Yarra	0	3	0	2	0	4	0	3	0	4	0	3	0	4	0	3	4
Prabran	0	3	0	2	0	4	0	3	0	4	0	3	0	4	0	3	4
Windsor	0	3	0	2	0	4	0	3	0	4	0	3	0	4	0	3	4
Balaclava	0	4	0	3	0	5	0	4	0	5	0	4	0	5	0	4	5
Elsternwick	0	5	0	4	0	6	0	5	0	6	0	5	0	6	0	5	6
North Brighton	0	7	0	5	0	7	0	8	0	9	0	7	0	8	0	7	9
Middle Brighton	0	7	0	5	0	7	0	8	0	9	0	7	0	8	0	7	9
Brighton Beach	0	8	0	6	0	8	0	9	0	10	0	8	0	9	0	8	10
Hampton	0	9	0	6	0	8	0	9	0	10	0	8	0	9	0	8	10
Sandringham	0	10	0	8	0	9	0	10	0	11	0	9	0	10	0	9	11
East Richmond	0	4	0	3	0	5	0	4	0	5	0	4	0	5	0	4	5
Burley	0	4	0	3	0	5	0	4	0	5	0	4	0	5	0	4	5
Hawthorn	0	5	0	4	0	6	0	5	0	6	0	5	0	6	0	5	6
Barker's Road	0	6	0	5	0	7	0	6	0	7	0	6	0	7	0	6	7
Kew	0	6	0	5	0	7	0	6	0	7	0	6	0	7	0	6	7
Glenferrie	0	6	0	5	0	7	0	6	0	7	0	6	0	7	0	6	7
Auburn	0	7	0	5	0	7	0	8	0	9	0	7	0	8	0	7	9
Canterbury	0	8	0	6	0	8	0	9	0	10	0	8	0	9	0	8	10
Surrey Hills	0	9	0	6	0	8	0	9	0	10	0	8	0	9	0	8	10
Mont Albert	0	10	0	8	0	9	0	10	0	11	0	9	0	10	0	9	11

SOUTH-SUBURBAN LINES.—FARES TO STATIONS—continued.

STATIONS.	OAKLEIGH (via Burnley).				OAKLEIGH (via Camberwell).				OAKLEIGH (via Caulfield).				OAKLEIGH (via Eumley).				CHAYTON'S ROAD (via Camberwell).					
	Single.		Return.		Single.		Return.		Single.		Return.		Single.		Return.		Single.		Return.			
	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.		
Melbourne	0 9	0 6	1 0	0 9	0 9	0 6	1 0	0 9	0 9	0 9	0 6	1 0	0 9	0 9	0 9	0 6	1 0	0 9	0 9	0 9	0 6	1 0
Montague	0 11	0 8	1 4	1 0	0 11	0 8	1 4	1 0	0 11	0 8	1 4	1 0	0 11	0 8	1 4	1 0	0 11	0 8	1 4	1 0	0 11	0 8
Fort Melbourne North	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9
Graham Street	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9
Fort Melbourne	0 11	0 8	1 4	1 0	0 11	0 8	1 4	1 0	0 11	0 8	1 4	1 0	0 11	0 8	1 4	1 0	0 11	0 8	1 4	1 0	0 11	0 8
South Melbourne	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9
Albert Park	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9
Middle Park	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9
St. Kilda	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9
Richmond	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9
South Yarra	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9
Windsor	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9
Elsternwick	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9
Balaclava	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9
North Brighton	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9
Middle Brighton	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9
Brighton Beach	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9
Hampton	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9
Sandringham	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9
East Richmond	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9
Burnley	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9
Hawthorn	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9
Barker's Road	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9
Kew	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9
Glenferrie	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9
Anburn	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9
Camberwell	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9
Camberbury	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9
Surrey Hills	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9
Mont Albert	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9	1 4	1 0	1 0	0 9

SOUTH SUBURBAN LINES.—FARES TO STATIONS—continued.

STATIONS.	CLAREMONT ROAD (end Caulfield).		SPRING VALLE (end Burnley).		SPRING VALLE (end Camberwell).		SPRING VALLE (end Camberwell).		DANDENONG (end Burnley).		
	Return.		Return.		Return.		Return.		Return.		
	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	
Melbourne	0 9	1 6	0 11	1 10 1/2	1 4 1/2	1 5	1 2 1/2	1 7 1/2	1 7	2 4 1/2	1 9
Montague	0 10	1 7 1/2	1 4	1 0 2	1 6	1 6	1 1	1 7 1/2	1 8	2 6	1 10 1/2
Port Melbourne North	1 2	0 11	1 4	1 0	1 6	1 7	1 2	1 4 1/2	1 8	2 6	1 10 1/2
Graham Street	1 2	0 11	1 5	1 2 1/2	1 7 1/2	1 7	1 2	1 4 1/2	1 9	2 7 1/2	2 0
Port Melbourne	1 2	0 11	1 5	1 2 1/2	1 7 1/2	1 7	1 2	1 4 1/2	1 9	2 7 1/2	2 0
South Melbourne	1 1	0 10	1 7 1/2	1 1	1 0 2	1 6	1 1	1 7 1/2	1 8	2 6	1 10
Albert Park	1 2	0 11	1 9	1 4 1/2	1 5	1 4	1 1	1 2 1/2	1 6	1 3	1 10
Middle Park	1 3	0 11	1 10 1/2	1 1	1 2 1/2	1 7 1/2	1 1	1 3 1/2	1 9	1 4	1 10
St. Kilda	1 4	1 0 2	1 10 1/2	1 1	1 2 1/2	1 7 1/2	1 1	1 3 1/2	1 9	1 4	1 10
Richmond	0 11	0 8	1 4 1/2	1 3	1 4	1 4	1 0	1 2 1/2	1 5	1 1	1 7 1/2
South Yarra	0 10	0 6	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0
Prashan	0 10	0 8	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0
Windsor	0 11	0 8	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0
Belclara	1 0	0 9	1 6	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1
Elsternwick	1 1	0 10	1 7 1/2	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1
North Brighton	1 2	0 11	1 9	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1
Brighton Beach	1 3	0 11	1 10 1/2	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1
Hampton	1 4	1 0 2	1 10 1/2	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1
Sandringham	1 5	1 1	1 2 1/2	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1
East Richmond	0 11	0 8	1 4 1/2	1 3	1 4	1 4	1 0	1 2 1/2	1 5	1 1	1 7 1/2
Burnley	1 0	0 9	1 6	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1
Hawthorn	1 1	0 10	1 7 1/2	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1
Barker's Road	1 2	0 11	1 9	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1
Kew	1 1	0 10	1 7 1/2	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1
Glenferrie	1 2	0 11	1 9	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1
Auburn	1 3	0 11	1 10 1/2	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1
Camberwell	1 4	1 0 2	1 10 1/2	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1
Canterbury	1 5	1 1	1 2 1/2	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1
Surrey Hills	1 1	1 1	1 2 1/2	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1
Mont Albert	1 5	1 1	1 2 1/2	1 1	1 1	1 1	1 1	1 1	1 1	1 1	1 1

SOUTH SUBURBAN LINES.—FARES TO STATIONS—continued.

STATIONS.	DANDENONG (via Camberwell).				GLAXE HONTER.				NORTH ROAD.				MCKENNON.				
	Single.		Return.		Single.		Return.		Single.		Return.		Single.		Return.		
	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	
Melbourne	1 9	1 4	2 7	2 0	1 6	1 1	2 3	1 7	1 0	0 9	0 6	1 0	0 9	0 9	0 6	1 0	0 9
Montague	1 10	1 5	2 9	2 1	1 7	1 2	3 1	2 4	1 1	0 8	1 0	0 8	1 0	0 8	1 0	0 8	1 0
Port Melbourne North	1 11	1 5	2 10	2 1	1 8	1 3	2 6	1 10	0 9	0 6	1 0	0 8	1 0	0 8	1 0	0 8	1 0
Graham Street	1 11	1 5	2 10	2 1	1 8	1 3	2 6	1 10	0 9	0 6	1 0	0 8	1 0	0 8	1 0	0 8	1 0
Port Melbourne	1 11	1 5	2 10	2 1	1 8	1 3	2 6	1 10	0 9	0 6	1 0	0 8	1 0	0 8	1 0	0 8	1 0
South Melbourne	1 10	1 5	2 9	2 1	1 8	1 3	2 6	1 10	0 9	0 6	1 0	0 8	1 0	0 8	1 0	0 8	1 0
Albert Park	1 11	1 5	2 10	2 1	1 8	1 3	2 6	1 10	0 9	0 6	1 0	0 8	1 0	0 8	1 0	0 8	1 0
Middle Park	2 0	1 6	3 0	2 3	1 9	1 4	2 7	2 0	1 0	0 8	1 0	0 8	1 0	0 8	1 0	0 8	1 0
St. Kilda	2 1	1 7	3 1	2 4	1 10	1 5	2 9	2 1	1 1	0 8	1 0	0 8	1 0	0 8	1 0	0 8	1 0
Richmond	1 8	1 3	2 6	1 10	1 5	1 1	2 4	1 11	0 7	0 5	0 7	0 5	0 7	0 5	0 7	0 5	0 7
South Yarra	1 4	1 0	2 0	1 6	1 2	0 1	1 6	1 0	0 6	0 4	0 6	0 4	0 6	0 4	0 6	0 4	0 6
Prabran	1 4	1 0	2 0	1 6	1 2	0 1	1 6	1 0	0 6	0 4	0 6	0 4	0 6	0 4	0 6	0 4	0 6
Windsor	1 5	1 1	2 1	1 7	1 3	0 2	1 7	1 1	0 6	0 4	0 6	0 4	0 6	0 4	0 6	0 4	0 6
Balaclava	1 6	1 1	2 1	1 7	1 3	0 2	1 7	1 1	0 6	0 4	0 6	0 4	0 6	0 4	0 6	0 4	0 6
Elsternwick	1 7	1 2	2 1	1 7	1 3	0 2	1 7	1 1	0 6	0 4	0 6	0 4	0 6	0 4	0 6	0 4	0 6
North Brighton	1 8	1 3	2 2	1 8	1 4	0 3	1 8	1 2	0 7	0 5	0 7	0 5	0 7	0 5	0 7	0 5	0 7
Middle Brighton	1 9	1 4	2 3	1 9	1 5	0 4	1 9	1 3	0 8	0 6	0 8	0 6	0 8	0 6	0 8	0 6	0 8
Brighton Beach	1 10	1 5	2 4	2 0	1 6	1 1	2 0	1 4	0 9	0 7	0 9	0 7	0 9	0 7	0 9	0 7	0 9
Hampson	1 11	1 6	2 5	2 1	1 7	1 2	2 1	1 5	0 9	0 7	0 9	0 7	0 9	0 7	0 9	0 7	0 9
East Richmond	1 11	1 6	2 5	2 1	1 7	1 2	2 1	1 5	0 9	0 7	0 9	0 7	0 9	0 7	0 9	0 7	0 9
Sandringham	1 7	1 2	2 1	1 7	1 3	0 2	1 7	1 1	0 6	0 4	0 6	0 4	0 6	0 4	0 6	0 4	0 6
Burnley	1 7	1 2	2 1	1 7	1 3	0 2	1 7	1 1	0 6	0 4	0 6	0 4	0 6	0 4	0 6	0 4	0 6
Hawthorn	1 6	1 1	2 3	1 7	1 2	0 1	1 7	1 0	0 5	0 3	0 5	0 3	0 5	0 3	0 5	0 3	0 5
Barker's Road	1 7	1 2	2 1	1 7	1 3	0 2	1 7	1 1	0 6	0 4	0 6	0 4	0 6	0 4	0 6	0 4	0 6
Kew	1 7	1 2	2 1	1 7	1 3	0 2	1 7	1 1	0 6	0 4	0 6	0 4	0 6	0 4	0 6	0 4	0 6
Glenferrie	1 5	1 0	2 0	1 6	1 1	0 1	1 6	1 0	0 5	0 3	0 5	0 3	0 5	0 3	0 5	0 3	0 5
Auburn	1 4	1 0	2 0	1 6	1 1	0 1	1 6	1 0	0 5	0 3	0 5	0 3	0 5	0 3	0 5	0 3	0 5
Camberwell	1 4	1 0	2 0	1 6	1 1	0 1	1 6	1 0	0 5	0 3	0 5	0 3	0 5	0 3	0 5	0 3	0 5
Camberbury	1 5	1 1	2 1	1 7	1 2	0 1	1 7	1 1	0 6	0 4	0 6	0 4	0 6	0 4	0 6	0 4	0 6
Surrey Hills	1 6	1 1	2 1	1 7	1 2	0 1	1 7	1 1	0 6	0 4	0 6	0 4	0 6	0 4	0 6	0 4	0 6
Mont Albert	1 6	1 1	2 1	1 7	1 2	0 1	1 7	1 1	0 6	0 4	0 6	0 4	0 6	0 4	0 6	0 4	0 6

SOUTH SUBURBAN LINES.—FARES TO STATIONS—continued.

STATIONS.	EAST BROMFORD			SOUTH BROMFORD.			HONNET.			CHESTERHAM.			MERTON.				
	Single.		Return.	Single.		Return.	Single.		Return.	Single.		Return.	Single.		Return.		
	1st.	2nd.	1st. 2nd.	1st.	2nd.	1st. 2nd.	1st.	2nd.	1st. 2nd.	1st.	2nd.	1st. 2nd.	1st.	2nd.	1st. 2nd.		
Meibourne	0 9	0 6	1 0	0 8	1 4	1 0	0 9	1 6	0 11	1 1	1 0	1 7	1 3	1 2	0 11	1 9	1 4
Montague	0 11	0 8	1 1	0 9	1 6	1 1	1 0	1 7	1 3	1 2	1 0	1 7	1 3	1 2	0 11	1 9	1 4
Fort Melbourne North	0 11	0 8	1 1	0 9	1 6	1 1	1 0	1 7	1 3	1 2	1 0	1 7	1 3	1 2	0 11	1 9	1 4
Grahamstreet	1 0	0 9	1 6	1 1	1 3	1 2	0 11	1 9	1 4	1 3	1 2	1 0	1 7	1 3	1 2	0 11	1 9
Fort Melbourne	1 0	0 9	1 6	1 1	1 3	1 2	0 11	1 9	1 4	1 3	1 2	1 0	1 7	1 3	1 2	0 11	1 9
South Melbourne	0 11	0 8	1 1	0 9	1 6	1 1	1 0	1 7	1 3	1 2	1 0	1 7	1 3	1 2	0 11	1 9	1 4
Albert Park	0 11	0 8	1 1	0 9	1 6	1 1	1 0	1 7	1 3	1 2	1 0	1 7	1 3	1 2	0 11	1 9	1 4
Middle Park	1 0	0 9	1 6	1 1	1 3	1 2	0 11	1 9	1 4	1 3	1 2	1 0	1 7	1 3	1 2	0 11	1 9
St. Kilda	1 0	0 9	1 6	1 1	1 3	1 2	0 11	1 9	1 4	1 3	1 2	1 0	1 7	1 3	1 2	0 11	1 9
Richmond	0 8	0 6	1 0	0 7	1 4	1 0	0 8	1 3	1 0	0 9	0 8	1 3	1 0	0 9	0 8	1 3	1 0
South Yarra	0 8	0 6	1 0	0 7	1 4	1 0	0 8	1 3	1 0	0 9	0 8	1 3	1 0	0 9	0 8	1 3	1 0
Frahan	0 8	0 6	1 0	0 7	1 4	1 0	0 8	1 3	1 0	0 9	0 8	1 3	1 0	0 9	0 8	1 3	1 0
Windsor	0 9	0 6	1 0	0 7	1 4	1 0	0 8	1 3	1 0	0 9	0 8	1 3	1 0	0 9	0 8	1 3	1 0
Balaclava	0 10	0 8	1 1	0 9	1 6	1 1	1 0	1 7	1 3	1 2	1 0	1 7	1 3	1 2	0 11	1 9	1 4
Elsternwick	1 0	0 9	1 6	1 1	1 3	1 2	0 11	1 9	1 4	1 3	1 2	1 0	1 7	1 3	1 2	0 11	1 9
North Brighton	1 0	0 9	1 6	1 1	1 3	1 2	0 11	1 9	1 4	1 3	1 2	1 0	1 7	1 3	1 2	0 11	1 9
Middle Brighton	1 1	1 0	1 7	1 3	1 2	1 0	1 7	1 3	1 2	1 0	1 7	1 3	1 2	1 0	1 7	1 3	1 2
Brighton Beach	1 1	1 0	1 7	1 3	1 2	1 0	1 7	1 3	1 2	1 0	1 7	1 3	1 2	1 0	1 7	1 3	1 2
Hampton	1 2	1 1	1 8	1 4	1 3	1 2	1 0	1 7	1 3	1 2	1 0	1 7	1 3	1 2	1 0	1 7	1 3
Sandringham	0 9	0 6	1 0	0 7	1 4	1 0	0 8	1 3	1 0	0 9	0 8	1 3	1 0	0 9	0 8	1 3	1 0
East Richmond	0 10	0 8	1 1	0 9	1 6	1 1	1 0	1 7	1 3	1 2	1 0	1 7	1 3	1 2	0 11	1 9	1 4
Burnley	0 11	0 8	1 1	0 9	1 6	1 1	1 0	1 7	1 3	1 2	1 0	1 7	1 3	1 2	0 11	1 9	1 4
Hawthorn	0 11	0 8	1 1	0 9	1 6	1 1	1 0	1 7	1 3	1 2	1 0	1 7	1 3	1 2	0 11	1 9	1 4
Barker's Road	0 11	0 8	1 1	0 9	1 6	1 1	1 0	1 7	1 3	1 2	1 0	1 7	1 3	1 2	0 11	1 9	1 4
Kew	0 11	0 8	1 1	0 9	1 6	1 1	1 0	1 7	1 3	1 2	1 0	1 7	1 3	1 2	0 11	1 9	1 4
Glenferrie	0 11	0 8	1 1	0 9	1 6	1 1	1 0	1 7	1 3	1 2	1 0	1 7	1 3	1 2	0 11	1 9	1 4
Anburn	1 0	0 9	1 6	1 1	1 3	1 2	0 11	1 9	1 4	1 3	1 2	1 0	1 7	1 3	1 2	0 11	1 9
Cambarwell	1 0	0 9	1 6	1 1	1 3	1 2	0 11	1 9	1 4	1 3	1 2	1 0	1 7	1 3	1 2	0 11	1 9
Canterbury	1 1	1 0	1 7	1 3	1 2	1 0	1 7	1 3	1 2	1 0	1 7	1 3	1 2	1 0	1 7	1 3	1 2
Surrey Hills	1 1	1 0	1 7	1 3	1 2	1 0	1 7	1 3	1 2	1 0	1 7	1 3	1 2	1 0	1 7	1 3	1 2
Mont Albert	1 3	0 11	1 8	1 4	1 3	1 2	1 0	1 7	1 3	1 2	1 0	1 7	1 3	1 2	1 0	1 7	1 3

Box Hill ...	1	4	1	0	2	6	1	6	1	1	2	3	1	7	1	8	1	3	2	6	1	10	1	9	1	4	1	2	7	1	2	1	1	0	
Blackburn ...	1	5	1	1	2	2	4	1	1	9	1	1	3	2	6	1	10	1	9	1	4	2	7	2	1	10	1	5	1	6	1	1	1	0	
Trunbull ...	1	7	1	1	2	4	1	1	10	1	1	4	2	7	2	10	1	1	1	5	2	10	2	1	10	1	1	6	1	3	0	1	1	0	
Mitcham ...	1	8	1	1	3	2	6	1	10	1	1	4	2	7	2	10	1	1	1	5	2	10	2	1	10	1	1	6	1	3	0	1	1	0	
Ringwood ...	1	10	1	1	3	2	6	1	10	1	1	4	2	7	2	10	1	1	1	5	2	10	2	1	10	1	1	6	1	3	0	1	1	0	
Hawksburn ...	0	7	0	5	0	10	0	7	0	7	0	10	0	7	0	7	0	10	0	7	0	7	0	10	0	7	0	10	0	7	0	10	0	7	0
Toorak ...	0	6	0	4	0	9	0	7	0	7	0	10	0	7	0	7	0	10	0	7	0	7	0	10	0	7	0	10	0	7	0	10	0	7	0
Armadale ...	0	5	0	3	0	6	0	4	0	6	0	9	0	4	0	6	0	9	0	4	0	6	0	9	0	4	0	6	0	9	0	4	0	6	0
Caulfield ...	0	3	0	2	0	4	0	3	0	4	0	6	0	3	0	4	0	6	0	3	0	4	0	6	0	3	0	4	0	6	0	3	0	4	0
Rosstown ...	0	5	0	4	0	7	0	4	0	7	0	10	0	7	0	7	0	10	0	7	0	7	0	10	0	7	0	10	0	7	0	10	0	7	0
Murrumbidgee ...	0	6	0	5	0	8	0	5	0	8	0	11	0	8	0	11	0	8	0	11	0	8	0	11	0	8	0	11	0	8	0	11	0	8	0
Oakleigh (via Caulfield)	0	9	0	8	0	11	0	8	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0
Clayton's Road ...	0	11	0	10	0	13	0	10	0	13	0	16	0	13	0	16	0	13	0	16	0	13	0	16	0	13	0	16	0	13	0	16	0	13	0
Spring Vale ...	0	11	0	10	0	13	0	10	0	13	0	16	0	13	0	16	0	13	0	16	0	13	0	16	0	13	0	16	0	13	0	16	0	13	0
Dandenong ...	0	13	0	12	0	15	0	12	0	15	0	18	0	15	0	18	0	15	0	18	0	15	0	18	0	15	0	18	0	15	0	18	0	15	0
Glen Huntly ...	0	3	0	2	0	4	0	3	0	4	0	6	0	3	0	6	0	3	0	6	0	3	0	6	0	3	0	6	0	3	0	6	0	3	0
North Road ...	0	2	0	1	0	3	0	2	0	3	0	4	0	2	0	4	0	2	0	4	0	2	0	4	0	2	0	4	0	2	0	4	0	2	0
McKinnon ...	0	2	0	1	0	3	0	2	0	3	0	4	0	2	0	4	0	2	0	4	0	2	0	4	0	2	0	4	0	2	0	4	0	2	0
East Brighton ...	0	2	0	1	0	3	0	2	0	3	0	4	0	2	0	4	0	2	0	4	0	2	0	4	0	2	0	4	0	2	0	4	0	2	0
South Brighton ...	0	2	0	1	0	3	0	2	0	3	0	4	0	2	0	4	0	2	0	4	0	2	0	4	0	2	0	4	0	2	0	4	0	2	0
Highbury ...	0	3	0	2	0	4	0	3	0	4	0	6	0	3	0	6	0	3	0	6	0	3	0	6	0	3	0	6	0	3	0	6	0	3	0
Cheltenham ...	0	4	0	3	0	5	0	4	0	5	0	7	0	4	0	7	0	4	0	7	0	4	0	7	0	4	0	7	0	4	0	7	0	4	0
Mentone ...	0	5	0	4	0	6	0	5	0	6	0	8	0	5	0	8	0	5	0	8	0	5	0	8	0	5	0	8	0	5	0	8	0	5	0
Mordialloc ...	0	7	0	6	0	8	0	7	0	8	0	10	0	7	0	10	0	7	0	10	0	7	0	10	0	7	0	10	0	7	0	10	0	7	0
Heyington ...	0	10	0	9	0	11	0	10	0	11	0	13	0	10	0	13	0	10	0	13	0	10	0	13	0	10	0	13	0	10	0	13	0	10	0
Kooyong ...	0	11	0	10	0	12	0	11	0	12	0	14	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0
Tooronga ...	0	11	0	10	0	12	0	11	0	12	0	14	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0
Gardiner ...	0	11	0	10	0	12	0	11	0	12	0	14	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0
Glen Iris ...	0	11	0	10	0	12	0	11	0	12	0	14	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0
Darling ...	0	11	0	10	0	12	0	11	0	12	0	14	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0
Waverley Road (via Burnley)	1	3	0	11	0	10	0	12	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0
Oakleigh (via Burnley)	1	4	0	11	0	10	0	12	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0
Riversdale ...	1	1	0	10	0	11	0	12	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0
Hartwell ...	1	1	0	10	0	11	0	12	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0
Ashburton ...	1	3	0	11	0	10	0	12	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0
Waverley Road (via Camberwell)	1	3	0	11	0	10	0	12	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0
Oakleigh (via Camberwell)	1	5	0	11	0	12	0	11	0	12	0	14	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0	14	0	11	0

SOUTH SUBURBAN LINES.—FARES TO STATIONS—continued.

STATIONS.	MORNINGTON.				HEATHCOTE (old Gaileigh).				KERTONG (old Burreley).				KERTONG (old Gaileigh).			
	Single.		Return.		Single.		Return.		Single.		Return.		Single.		Return.	
	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.
...	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
...	1	2	1	7	0	4	0	3	0	4	0	6	0	4	0	7
...	1	2	1	7	0	5	0	4	0	7	0	6	0	5	0	7
...	1	6	1	2	3	1	7	0	5	0	4	0	7	0	6	0
...	1	7	1	3	2	4	1	10	0	6	0	7	0	5	0	9
...	1	7	1	3	2	4	1	10	0	6	0	7	0	5	0	9
...	1	6	1	2	3	1	7	0	5	0	4	0	7	0	6	0
...	1	6	1	2	3	1	7	0	5	0	4	0	7	0	6	0
...	1	7	1	3	2	4	1	10	0	6	0	7	0	5	0	9
...	1	7	1	3	2	4	1	10	0	6	0	7	0	5	0	9
...	1	8	1	3	2	6	1	10	0	7	0	8	0	6	0	10
...	1	3	0	11	1	10	1	4	0	3	0	4	0	3	0	4
...	1	3	0	11	1	10	1	4	0	3	0	4	0	3	0	4
...	1	3	0	11	1	10	1	4	0	3	0	4	0	3	0	4
...	1	4	1	0	2	0	1	6	0	5	0	7	0	6	0	8
...	1	5	1	2	1	1	7	0	7	0	5	0	10	0	9	0
...	1	7	1	2	4	1	9	0	9	0	6	1	0	0	9	0
...	1	7	1	2	4	1	9	0	9	0	6	1	0	0	9	0
...	1	8	1	3	2	6	1	10	0	8	1	3	1	0	10	0
...	1	9	1	4	2	7	2	0	11	0	8	1	4	1	0	11
...	1	10	1	5	2	9	2	1	1	0	9	1	6	1	1	1
...	1	4	1	0	2	0	1	6	0	5	0	7	0	6	0	8
...	1	5	1	1	2	1	7	0	7	0	5	0	10	0	9	0
...	1	5	1	2	1	7	0	9	0	6	1	0	0	9	0	11
...	1	7	1	2	4	1	9	0	9	0	6	1	0	0	9	0
...	1	8	1	3	2	6	1	10	0	10	0	8	1	3	1	0
...	1	9	1	4	2	7	2	0	11	0	9	1	4	1	0	11
...	1	10	1	5	2	9	2	1	1	0	10	1	5	1	1	1
...	1	4	1	0	2	0	1	6	0	5	0	7	0	6	0	8
...	1	5	1	1	2	1	7	0	7	0	5	0	10	0	9	0
...	1	5	1	2	1	7	0	9	0	6	1	0	0	9	0	11
...	1	6	1	1	2	3	1	7	0	3	0	4	0	3	0	4
...	1	6	1	1	2	3	1	7	0	3	0	4	0	3	0	4
...	1	6	1	1	2	3	1	7	0	3	0	4	0	3	0	4
...	1	6	1	1	2	3	1	7	0	3	0	4	0	3	0	4
...	1	7	1	2	4	1	9	0	4	0	3	0	4	0	3	0
...	1	8	1	3	2	6	1	10	0	5	0	6	0	4	0	5
...	1	9	1	4	2	7	2	0	11	0	6	0	5	0	6	0
...	1	10	1	5	2	9	2	1	1	0	7	0	5	0	7	0

SOUTH SUBURBAN LINES.—FARES TO STATIONS—continued.

STATIONS.	WATERLOO ROAD (via Oakleigh).				RIVERDALE (via Camberwell).				RIVERDALE (via Oakleigh).				HARTWELL (via Camberwell).				HARTWELL (via Oakleigh).				
	Single.		Return.		Single.		Return.		Single.		Return.		Single.		Return.		Single.		Return.		
	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	
Melbourne	0 11	0 8	1 4 1/2	1 0	1 0	7	0 5	0 10 1/2	0 7 1/2	1 3	0 11	1 10 1/2	1 4 1/2	0 8	0 6	1 0	0 9	1 1	1 0 10	1 7 1/2	1 3
Montague	1 0	0 9	1 6	1 1 1/2	1 0	8	0 6	1 0	0 9	1 4	1 0	2 0	1 6	0 9	0 6	1 0	0 9	1 1	1 0	1 0 10	1 4 1/2
Port Melbourne North	1 1	1 0	1 6	1 1 1/2	1 0	8	0 6	1 0	0 9	1 4	1 0	2 0	1 6	0 9	0 6	1 0	0 9	1 1	1 0	1 0 10	1 4 1/2
Graham Street	1 1	1 0	1 6	1 1 1/2	1 0	9	0 6	1 0	0 9	1 5	1 1	2 1 1/2	1 7 1/2	1 0	0 8	1 1	1 0	1 1	1 0 10	1 4 1/2	1 4 1/2
Port Melbourne	1 1	1 0	1 6	1 1 1/2	1 0	8	0 6	1 0	0 9	1 5	1 1	2 1 1/2	1 7 1/2	1 0	0 8	1 1	1 0	1 1	1 0 10	1 4 1/2	1 4 1/2
South Melbourne	1 1	1 0	1 6	1 1 1/2	1 0	8	0 6	1 0	0 9	1 4	1 0	2 0	1 6	0 9	0 6	1 0	0 9	1 1	1 0 10	1 4 1/2	1 4 1/2
Albert Park	1 1	1 0	1 6	1 1 1/2	1 0	8	0 6	1 0	0 9	1 4	1 0	2 0	1 6	0 9	0 6	1 0	0 9	1 1	1 0 10	1 4 1/2	1 4 1/2
Middle Park	1 1	1 0	1 6	1 1 1/2	1 0	8	0 6	1 0	0 9	1 5	1 1	2 1 1/2	1 7 1/2	1 0	0 8	1 1	1 0	1 1	1 0 10	1 4 1/2	1 4 1/2
St. Kilda	1 2	0 11	1 9	1 0	0 9	0 5	0 4	0 7 1/2	0 6 1/2	1 6	1 1	2 3	1 7 1/2	1 0	0 7	1 0	0 9	1 1	1 0 10	1 4 1/2	1 4 1/2
Richmond	0 9	0 6	1 0	0 9	0 9	0 7	0 5	0 10 1/2	0 7 1/2	1 0	1 0	1 0	1 7 1/2	1 0	0 8	1 1	1 0	1 1	1 0 10	1 4 1/2	1 4 1/2
South Yarra	0 8	0 6	1 0	0 9	0 9	0 7	0 5	0 10 1/2	0 7 1/2	1 0	1 0	1 0	1 7 1/2	1 0	0 8	1 1	1 0	1 1	1 0 10	1 4 1/2	1 4 1/2
Prabran	0 9	0 6	1 0	0 9	0 9	0 7	0 5	0 10 1/2	0 7 1/2	1 0	1 0	1 0	1 7 1/2	1 0	0 8	1 1	1 0	1 1	1 0 10	1 4 1/2	1 4 1/2
Windsor	0 9	0 6	1 0	0 9	0 9	0 7	0 5	0 10 1/2	0 7 1/2	1 0	1 0	1 0	1 7 1/2	1 0	0 8	1 1	1 0	1 1	1 0 10	1 4 1/2	1 4 1/2
Balclutha	0 11	0 8	1 3	1 0	0 9	0 8	0 6	1 0	0 9	1 1	1 1	2 1 1/2	1 7 1/2	1 0	0 8	1 1	1 0	1 1	1 0 10	1 4 1/2	1 4 1/2
Elsternwick	1 1	1 0	1 6	1 1 1/2	1 0	8	0 6	1 0	0 9	1 2	0 11	1 10 1/2	1 4 1/2	0 9	0 6	1 0	0 9	1 1	1 0 10	1 4 1/2	1 4 1/2
North Brighton	1 2	0 11	1 9	1 0	0 9	0 8	0 6	1 0	0 9	1 3	0 11	1 10 1/2	1 4 1/2	0 9	0 6	1 0	0 9	1 1	1 0 10	1 4 1/2	1 4 1/2
Middle Brighton	1 2	0 11	1 9	1 0	0 9	0 8	0 6	1 0	0 9	1 3	0 11	1 10 1/2	1 4 1/2	0 9	0 6	1 0	0 9	1 1	1 0 10	1 4 1/2	1 4 1/2
Brighton Beach	1 2	0 11	1 9	1 0	0 9	0 8	0 6	1 0	0 9	1 3	0 11	1 10 1/2	1 4 1/2	0 9	0 6	1 0	0 9	1 1	1 0 10	1 4 1/2	1 4 1/2
Hampton	1 4	1 0	2 0	1 6	1 3	0 11	0 9	1 2 1/2	1 0 1/2	1 8	1 3	2 6	1 10 1/2	1 0	0 8	1 1	1 0	1 1	1 0 10	1 4 1/2	1 4 1/2
Sandringham	1 4	1 0	2 0	1 6	1 3	0 11	0 9	1 2 1/2	1 0 1/2	1 8	1 3	2 6	1 10 1/2	1 0	0 8	1 1	1 0	1 1	1 0 10	1 4 1/2	1 4 1/2
East Richmond	1 4	1 0	2 0	1 6	1 3	0 11	0 9	1 2 1/2	1 0 1/2	1 8	1 3	2 6	1 10 1/2	1 0	0 8	1 1	1 0	1 1	1 0 10	1 4 1/2	1 4 1/2
Burley	1 4	1 0	2 0	1 6	1 3	0 11	0 9	1 2 1/2	1 0 1/2	1 8	1 3	2 6	1 10 1/2	1 0	0 8	1 1	1 0	1 1	1 0 10	1 4 1/2	1 4 1/2
Hawthorn	1 4	1 0	2 0	1 6	1 3	0 11	0 9	1 2 1/2	1 0 1/2	1 8	1 3	2 6	1 10 1/2	1 0	0 8	1 1	1 0	1 1	1 0 10	1 4 1/2	1 4 1/2
Barker's Road	1 4	1 0	2 0	1 6	1 3	0 11	0 9	1 2 1/2	1 0 1/2	1 8	1 3	2 6	1 10 1/2	1 0	0 8	1 1	1 0	1 1	1 0 10	1 4 1/2	1 4 1/2
Kew	1 4	1 0	2 0	1 6	1 3	0 11	0 9	1 2 1/2	1 0 1/2	1 8	1 3	2 6	1 10 1/2	1 0	0 8	1 1	1 0	1 1	1 0 10	1 4 1/2	1 4 1/2
Glenferrie	1 4	1 0	2 0	1 6	1 3	0 11	0 9	1 2 1/2	1 0 1/2	1 8	1 3	2 6	1 10 1/2	1 0	0 8	1 1	1 0	1 1	1 0 10	1 4 1/2	1 4 1/2
Auburn	1 4	1 0	2 0	1 6	1 3	0 11	0 9	1 2 1/2	1 0 1/2	1 8	1 3	2 6	1 10 1/2	1 0	0 8	1 1	1 0	1 1	1 0 10	1 4 1/2	1 4 1/2
Camberwell	1 4	1 0	2 0	1 6	1 3	0 11	0 9	1 2 1/2	1 0 1/2	1 8	1 3	2 6	1 10 1/2	1 0	0 8	1 1	1 0	1 1	1 0 10	1 4 1/2	1 4 1/2
Canterbury	1 4	1 0	2 0	1 6	1 3	0 11	0 9	1 2 1/2	1 0 1/2	1 8	1 3	2 6	1 10 1/2	1 0	0 8	1 1	1 0	1 1	1 0 10	1 4 1/2	1 4 1/2
Surrey Hills	1 4	1 0	2 0	1 6	1 3	0 11	0 9	1 2 1/2	1 0 1/2	1 8	1 3	2 6	1 10 1/2	1 0	0 8	1 1	1 0	1 1	1 0 10	1 4 1/2	1 4 1/2
Mont Albert	1 4	1 0	2 0	1 6	1 3	0 11	0 9	1 2 1/2	1 0 1/2	1 8	1 3	2 6	1 10 1/2	1 0	0 8	1 1	1 0	1 1	1 0 10	1 4 1/2	1 4 1/2

SOUTH SUBURBAN LINES.—FARES TO STATIONS—continued.

STATIONS.	ASHBURTON (via Camberwell).				ASHBURTON (via Oakleigh).			
	Single.		Return.		Single.		Return.	
	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.
Melbourne	0 9	0 6	1 0	0 9	1 1	0 10	1 7½	1 3
Montague	0 10	0 8	1 3	1 0	1 2	0 11	1 9	1 4½
Port Melbourne North	0 11	0 8	1 4½	1 0	1 3	0 11	1 10½	1 4½
Graham Street	0 11	0 8	1 4½	1 0	1 3	0 11	1 10½	1 4½
Port Melbourne	0 10	0 8	1 4½	1 0	1 2	0 11	1 9	1 4½
South Melbourne	0 11	0 8	1 4½	1 0	1 2	0 11	1 9	1 4½
Albert Park	0 11	0 8	1 4½	1 0	1 2	0 11	1 9	1 4½
Middle Park	0 7	0 5	1 0	0 7½	1 4	1 0	2 0	1 6
St. Kilda	0 9	0 6	1 0	0 9	1 1	0 8	1 4½	1 0
Richmond	0 9	0 6	1 0	0 9	1 1	0 8	1 4½	1 0
South Yarra	0 10	0 8	1 3	1 0	1 1	0 11	1 4½	1 0
Prabran	0 11	0 8	1 4½	1 0	1 3	0 11	1 4½	1 0
Windsor	0 10	0 8	1 4½	1 0	1 2	0 11	1 4½	1 0
Bakelava	0 10	0 8	1 4½	1 0	1 2	0 11	1 4½	1 0
Elsternwick	1 0	0 9	1 6	1 1½	1 1	0 10	1 6	1 1½
North Brighton	1 2	0 11	1 9	1 4½	1 3	0 11	1 10½	1 4½
Middle Brighton	1 4	1 0	2 0	1 6	1 4	0 11	1 10½	1 4½
Brighton Beach	1 4	1 0	2 0	1 6	1 4	0 11	1 10½	1 4½
Hampden	1 5	1 1	2 1½	1 7½	1 6	1 1	2 1½	1 7½
Sandringham	0 7	0 5	1 0	0 7½	1 1	0 10	1 3	1 0
East Richmond	0 6	0 5	0 9	0 7½	1 1	0 10	1 3	1 0
Burnley	0 6	0 5	0 9	0 7½	1 1	0 10	1 3	1 0
Hawthorn	0 6	0 5	0 9	0 7½	1 1	0 10	1 3	1 0
Barker's Road	0 7	0 5	0 9	0 7½	1 1	0 10	1 3	1 0
Kew	0 5	0 4	0 7	0 6	1 0	0 9	1 2	0 6
Glenferrie	0 4	0 3	0 6	0 4½	0 8	0 7	1 1	0 4½
Auburn	0 3	0 2	0 4½	0 3	0 6	0 5	0 9	0 4½
Camberwell	0 6	0 4	0 7½	0 6	1 0	0 9	1 2	0 6
Canterbury	0 6	0 5	0 9	0 7½	1 1	0 10	1 3	1 0
Surrey Hills	0 6	0 5	0 9	0 7½	1 1	0 10	1 3	1 0
Mont Albert	0 6	0 5	0 9	0 7½	1 1	0 10	1 3	1 0

KEW SUBURBAN LINE.—Monthly Fares.

Miles.	STATIONS.	BARKER'S ROAD.		KEW.	
		1st.	2nd.	1st.	2nd.
—	Prince's-bridge	<i>s. d.</i> 13 6	<i>s. d.</i> 9 0	<i>s. d.</i> 14 0	<i>s. d.</i> 9 6
1½	Richmond	10 0	8 0	12 0	8 0
2	East Richmond	9 0	7 0	9 0	7 0
2½	Burnley	8 0	6 0	9 0	7 0
3½	Hawthorn	7 0	5 0	7 0	5 0
4½	Glenferrie	8 0	6 0	8 0	6 0
4½	Auburn	9 0	7 0	9 0	7 0
5½	Camberwell	10 0	8 0	12 0	8 0
6½	Canterbury	12 0	8 0	15 0	10 0
7½	Surrey Hills	15 0	10 0	16 0	12 6
8½	Mont Albert	16 0	12 6	16 0	12 6
9½	Box Hill	18 0	14 0	18 0	14 0
10½	Blackburn	20 0	15 0	20 0	15 0
12½	Tunstall	21 6	16 0	21 6	16 0
13½	Mitcham	23 0	17 0	23 0	17 0
15½	Ringwood	26 0	19 0	26 0	19 0
4½	Barker's Road ... ..	...	...	7 0	5 0
4½	Kew	7 0	5 0	...	...

DAILY FARES between Stations within the Suburban Residential Area, &c.—continued.

STATIONS.	LILYDALE.				COLDSTREAM.				YERING.				YARRA GLEN.				
	Single.		Return.		Single.		Return.		Single.		Return.		Single.		Return.		
	1st.	2nd.	s. d.	s. d.	1st.	2nd.	s. d.	s. d.	1st.	2nd.	s. d.	s. d.	1st.	2nd.	s. d.	s. d.	
Prince's-bridge	2 7	1 10	3 11	2 9	4 4	2 11	6 6	4 6	4 8	3 1	7 0	4 6	4 6	5 2	3 5	7 9	5 3
Richmond	2 6	1 10	3 8	2 8	4 2	2 9	6 3	4 3	4 6	3 0	6 9	4 6	4 6	5 2	3 5	7 9	5 3
East Richmond	2 5	1 9	3 8	2 8	4 0	2 8	6 0	4 0	4 4	2 11	6 6	4 6	4 6	5 2	3 5	7 9	5 3
Burnley...	2 4	1 8	3 6	2 6	3 10	2 8	6 0	4 0	4 4	2 11	6 6	4 6	4 6	5 2	3 5	7 9	5 3
Hawthorn	2 3	1 7	3 5	2 5	3 8	2 7	5 9	4 0	4 2	2 8	6 0	4 4	4 4	5 0	3 3	6 9	4 6
Glenferrie	2 3	1 7	3 5	2 5	3 8	2 7	5 9	4 0	4 2	2 8	6 0	4 4	4 4	5 0	3 3	6 9	4 6
Auburn...	2 3	1 7	3 5	2 5	3 8	2 7	5 9	4 0	4 2	2 8	6 0	4 4	4 4	5 0	3 3	6 9	4 6
Camberwell	2 2	1 7	3 5	2 5	3 6	2 4	5 3	3 6	3 8	2 5	5 6	3 9	4 0	4 2	2 9	6 3	4 3
Canterbury	2 1	1 5	3 2	2 2	3 2	2 1	4 9	3 3	3 6	2 4	5 3	3 6	3 6	4 0	2 8	6 0	4 0
Surrey Hills	2 0	1 5	3 0	2 2	3 0	2 0	4 6	3 0	3 2	2 1	4 9	3 3	3 3	3 6	2 7	5 9	4 0
Mont Albert	1 11	1 4	2 11	2 0	3 0	2 0	4 3	2 6	3 0	2 1	4 9	3 3	3 3	3 6	2 7	5 9	4 0
Box Hill	1 10	1 4	2 9	2 0	2 10	1 11	4 3	2 6	3 0	2 1	4 9	3 3	3 3	3 6	2 7	5 9	4 0
Blackburn	1 9	1 3	2 8	1 11	2 6	1 8	3 9	2 6	3 0	2 0	4 6	3 0	3 0	3 3	2 5	6 3	3 9
Tunstall	1 7	1 1	2 5	1 8	2 4	1 7	3 6	2 6	2 8	1 9	4 0	2 9	2 9	3 2	2 1	4 9	3 3
Mitcham	1 7	1 1	2 5	1 8	2 2	1 5	3 3	2 3	2 6	1 8	3 9	2 9	2 9	3 2	2 0	4 6	3 3
Ringwood	1 4	0 11	2 0	1 6	1 10	1 3	2 9	2 0	2 2	1 5	3 3	2 3	2 3	2 8	1 9	4 0	2 9
Raywater	2 0	1 4	3 0	2 0	2 4	1 7	3 6	2 6	2 8	1 9	4 0	2 9	2 9	3 2	2 1	4 9	3 3
Ferree Gully	2 6	1 8	3 9	2 6	2 10	1 11	4 3	3 0	3 2	2 1	4 9	3 3	3 3	3 8	2 5	6 3	3 9
Lower Ferree Gully	2 8	1 9	4 0	2 9	3 0	2 0	4 6	3 0	3 6	2 4	5 3	3 6	3 6	4 0	2 7	5 7	4 0
Upper	0 10	0 7	1 3	0 11	1 4	0 11	2 0	1 6	1 8	1 1	2 6	1 9	2 0	2 0	1 4	3 0	2 0
Croydon	0 6	0 4	0 9	0 6	0 10	0 7	1 3	0 11	1 4	0 11	2 0	1 6	1 8	1 8	1 1	2 6	1 9
Mooroobark	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Lilydale	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Coldstream	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Yering	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Yarra Glen	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

Miles.

MONTHLY FARES between Stations on the Glen Iris Line.

Miles	STATIONS.	HEWINGTON.		KOOTONG.		TOORONGA.		GARDINER.		GLEN IRIS.		DARLING.		WAVERLEY.		OAKLEIGH.	
		1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.
—	Melbourne (Prince's-bridge)	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
1½	Richmond	12 0	8 0	14 0	9 6	15 0	10 0	16 0	12 6	18 0	14 0	20 0	15 0	20 0	15 0	20 0	15 0
2	East Richmond	8 6	6 0	8 6	6 0	12 0	8 0	15 0	10 0	15 0	10 0	16 0	12 6	18 0	14 0	20 0	15 0
2½	Burnley	8 6	6 0	8 6	6 0	8 6	6 0	12 0	8 0	15 0	10 0	16 0	12 6	18 0	14 0	20 0	15 0
3½	Heyington	7 0	5 0	8 6	6 0	8 6	6 0	12 0	8 0	12 0	8 0	15 0	10 0	16 0	12 6	18 0	14 0
4½	Kooyong	...	...	7 0	5 0	8 6	6 0	8 6	6 0	8 6	6 0	12 0	8 0	15 0	10 0	16 0	12 6
5½	Toorong	...	...	...	...	7 0	5 0	8 6	6 0	8 6	6 0	8 6	6 0	12 0	8 0	15 0	10 0
6	Gardiner	...	...	...	...	...	...	7 0	5 0	7 0	5 0	8 6	6 0	8 6	6 0	15 0	10 0
6½	Glen Iris	...	...	...	...	...	...	...	...	7 0	5 0	7 0	5 0	8 6	6 0	12 0	8 0
7½	Darling	...	...	...	...	...	...	...	...	...	...	7 0	5 0	8 6	6 0	8 6	6 0
8½	Waverley	...	...	...	...	...	...	...	...	...	...	...	...	7 0	5 0	8 6	6 0
9½	Oakleigh	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8 6	6 0

NORTH SUBURBAN LINES.—Daily and Periodical Fares.

Miles.	STATIONS.	DAILY.				PERIODICAL.									
		Single.		Return.		Monthly.		Quarterly.		Half-Yearly.		Yearly.			
		1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.		
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
1 1/4	Melbourne and North Melbourne	0 2	0 1 1/2	0 4	0 3	7 0	5 0	0 18	0 13	0 12	0 1	0 3	0 2	0 4	0 6
2 1/4	Kensington Sth.	0 3	0 2	0 4 1/2	0 3	8 6	6 0	1 2	0 15	0 19	0 1	0 8	0 3	0 15	0 2 13
3 1/4	Footscray and Mid. Footscray	0 4	0 3	0 6	0 4 1/2	12 0	8 0	1 10	0 6	2 15	0 1	0 17	0 5	0 4	0 6
4 1/4	Yarraville	0 5	0 4	0 7 1/2	0 6	13 0	8 6	1 13	0 1	2 0	2 19	0 1	0 19	0 5	0 13
5 1/4	Spottiswoode	0 6	0 5	0 9	0 7 1/2	16 0	12 6	2 1	0 12	0 3	0 14	0 2	0 17	0 7	0 6
6 1/4	Newport	0 7	0 5	0 10 1/2	0 7 1/2	18 0	14 0	2 6	0 15	0 6	4 3	0 3	0 4	0 7	0 18
7 1/4	N. Williamstown Beach	0 8	0 6	1 0	0 9	20 0	15 0	2 11	0 1	18 6	4 12	0 3	0 9	0 8	0 15
8 1/4	Williamstown	0 9	0 6	1 0	0 9	20 0	15 0	2 11	0 1	18 6	4 12	0 3	0 9	0 8	0 15
9 1/4	Hatherley	0 9	0 6	1 0	0 9	20 0	15 0	2 11	0 1	18 6	4 12	0 3	0 9	0 8	0 15
10 1/4	Laverton	1 1	0 10	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
11 1/4	Werribee	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
12 1/4	Footscray West	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
13 1/4	Tottenham	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
14 1/4	Braybrook Junc.	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
15 1/4	Albion	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
16 1/4	St. Albans	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
17 1/4	Kensington	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
18 1/4	Newmarket	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
19 1/4	Ascot Vale	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
20 1/4	Moonee Ponds	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
21 1/4	Essendon	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
22 1/4	Essendon North	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
23 1/4	Pascoe Vale	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
24 1/4	Glenroy	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
25 1/4	Broadmeadows	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
26 1/4	Macaulay Road	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
27 1/4	Flemington-brdg.	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
28 1/4	Royal Park	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
29 1/4	S. Brunswick	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
30 1/4	Brunswick	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
31 1/4	Moreland	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
32 1/4	Coburg	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
33 1/4	Bell Park	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
34 1/4	North Coburg	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
35 1/4	Fawkner	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
36 1/4	Campbellfield	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
37 1/4	Campbellfield N.	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
38 1/4	Somerton	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
39 1/4	North Carlton	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
40 1/4	North Fitzroy	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
41 1/4	Northcote	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
42 1/4	Mid. Northcote	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
43 1/4	Croxton	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
44 1/4	Thornbury	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
45 1/4	Preston, Bell-st.	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
46 1/4	„ Murray-rd.	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
47 1/4	„ Regent-st.	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
48 1/4	„ Reservoir	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
49 1/4	Clifton Hill	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
50 1/4	Collingwood	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
51 1/4	Northcote South	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
52 1/4	Fairfield Park	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
53 1/4	Alphington	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
54 1/4	Ivanhoe	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
55 1/4	Heidelberg	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8
56 1/4	Fitzroy	1 1	0 11	1 7 1/2	1 3	26 0	19 0	3 6	0 6	2 8	6 5	0 19	0 6	11 7	0 8

NORTH SUBURBAN LINES.—Fares to Stations.

Miles.	STATIONS.	NORTH MELBOURNE.				KENSINGTON SOUTH.				FOOTSCRAY.			
		Single.		Return.		Single.		Return.		Single.		Return.	
		1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
—	Melbourne	0 2	0 1½	0 4	0 3	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½
1½	North Melbourne	...	...	...	...	0 2	0 1½	0 4	0 3	0 3	0 2	0 4½	0 3
2½	Kensington South	0 2	0 1½	0 4	0 3	...	...	...	...	0 3	0 2	0 4½	0 3
3½	Footscray	0 3	0 2	0 4½	0 3	0 3	0 2	0 4½	0 3	...	...	...	...
4½	Yarraville	0 4	0 3	0 6	0 4½	0 3	0 2	0 4½	0 3	0 2	0 1½	0 4	0 3
5½	Spottiswoode	0 5	0 4	0 7½	0 6	0 4	0 3	0 6	0 4½	0 3	0 2	0 4½	0 3
6½	Newport	0 6	0 5	0 9	0 7½	0 5	0 4	0 7½	0 6	0 3	0 2	0 4½	0 3
7½	N. Williamstown	0 7	0 5	0 10½	0 7½	0 6	0 5	0 9	0 7½	0 4	0 3	0 6	0 4½
8½	Beach	0 7	0 5	0 10½	0 7½	0 6	0 5	0 9	0 7½	0 5	0 4	0 7½	0 6
9½	Williamstown	0 8	0 6	1 0	0 9	0 7	0 5	0 10½	0 7½	0 6	0 5	0 9	0 7½
10½	Hatherley	0 7	0 5	0 10½	0 7½	0 6	0 5	0 9	0 7½	0 5	0 4	0 7½	0 6
11½	Laverton	1 0	0 9	1 6	1 1½	0 11	0 8	1 4½	1 0	0 10	0 8	1 3	1 0
12½	Werribce	1 7	1 2	2 4½	1 9	1 6	1 1	2 3	1 7½	1 4	1 0	2 0	1 6
13½	Footscray West	0 3	0 2	0 4½	0 3	0 3	0 2	0 4½	0 3	0 2	0 1½	0 4	0 3
14½	Tottenham	0 5	0 4	0 7½	0 6	0 4	0 3	0 6	0 4½	0 3	0 2	0 4½	0 3
15½	Braybrook Junc.	0 6	0 5	0 9	0 7½	0 5	0 4	0 7½	0 6	0 4	0 3	0 6	0 4½
16½	Albion	0 10	0 8	1 3	1 0½	0 9	0 7	1 1½	0 11	0 8	0 6	1 0	0 9½
17½	St. Albans	1 2	0 10	1 9	1 3	1 1	0 9	1 7½	1 2	1 0	0 8	1 6	1 0
18½	Kensington	0 2	0 1½	0 4	0 3	0 3	0 2	0 4½	0 3	0 3	0 2	0 4½	0 3
19½	Newmarket	0 2	0 1½	0 4	0 3	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½
20½	Ascot Vale	0 3	0 2	0 4½	0 3	0 3	0 2	0 4½	0 3	0 5	0 4	0 7½	0 6
21½	Moonee Ponds	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½	0 5	0 4	0 7½	0 6
22½	Essendon	0 4	0 3	0 6	0 4½	0 5	0 4	0 7½	0 6	0 6	0 5	0 9	0 7½
23½	Essendon North	0 5	0 4	0 7½	0 6	0 6	0 5	0 9	0 7½	0 8	0 6	1 0	0 9
24½	Pascoe Vale	0 6	0 5	0 9	0 7½	0 7	0 5	0 10½	0 7½	0 8	0 6	1 0	0 9
25½	Glenroy	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0
26½	Broadmeadows	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0	0 9	1 6	1 1½	1 0
27½	Macaulay-road	0 2	0 1½	0 4	0 3	0 3	0 2	0 4½	0 3	0 3	0 2	0 4½	0 3
28½	Flemington-bridge	0 2	0 1½	0 4	0 3	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½
29½	Royal Park	0 3	0 2	0 4½	0 3	0 3	0 2	0 4½	0 3	0 5	0 4	0 7½	0 6
30½	South Brunswick	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½	0 5	0 4	0 7½	0 6
31½	Brunswick	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½	0 6	0 5	0 9	0 7½
32½	Moreland	0 4	0 3	0 6	0 4½	0 5	0 4	0 7½	0 6	0 7	0 5	0 10½	0 7½
33½	Coburg	0 5	0 4	0 7½	0 6	0 6	0 5	0 9	0 7½	0 8	0 6	1 0	0 9
34½	Bell Park	0 6	0 5	0 9	0 7½	0 7	0 5	0 10½	0 7½	0 8	0 6	1 0	0 9
35½	Coburg North	0 7	0 5	0 10½	0 7½	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9
36½	Fawkner	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0
37½	Campbellfield	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0	0 9	1 6	1 1½	1 0
38½	Campbellfield Nth.	0 11	0 8	1 4½	1 0	1 0	0 9	1 6	1 1½	1 0	1 0	1 7½	1 3
39½	Somerton	1 1	0 10	1 7½	1 3	1 2	0 11	1 9	1 4½	1 3	1 1	1 10½	1 4½
40½	Carlton North	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½	0 6	0 5	0 9	0 7½
41½	Fitzroy North	0 4	0 3	0 6	0 4½	0 5	0 4	0 7½	0 6	0 6	0 5	0 9	0 7½
42½	Northcote	0 5	0 4	0 7½	0 6	0 6	0 5	0 9	0 7½	0 7	0 5	0 10½	0 7½
43½	Northcote Middle	0 5	0 4	0 7½	0 6	0 6	0 5	0 9	0 7½	0 8	0 6	1 0	0 9
44½	Croxton	0 6	0 5	0 9	0 7½	0 7	0 5	0 10½	0 7½	0 8	0 6	1 0	0 9
45½	Thornbury	0 6	0 5	0 9	0 7½	0 7	0 5	0 10½	0 7½	0 9	0 6	1 0	0 9
46½	Preston—Bell-st.	0 7	0 5	0 10½	0 7½	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9
47½	" Murray-rd.	0 7	0 5	0 10½	0 7½	0 8	0 6	1 0	0 9	0 10	0 8	1 3	1 0
48½	" Regent-st.	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9	0 11	0 8	1 4½	1 0
49½	" Reservoir	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0	0 11	0 8	1 4½	1 0
50½	Clifton Hill	0 5	0 4	0 7½	0 6	0 6	0 5	0 9	0 7½	0 8	0 6	1 0	0 9
51½	Collingwood	0 6	0 5	0 9	0 7½	0 7	0 5	0 10½	0 7½	0 8	0 6	1 0	0 9
52½	Northcote South	0 6	0 5	0 9	0 7½	0 7	0 5	0 10½	0 7½	0 8	0 6	1 0	0 9
53½	Fairfield Park	0 7	0 5	0 10½	0 7½	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9
54½	Alphington	0 7	0 5	0 10½	0 7½	0 8	0 6	1 0	0 9	0 10	0 8	1 3	1 0
55½	Ivanhoe	0 8	0 6	1 0	0 9	0 10	0 8	1 3	1 0	0 11	0 8	1 4½	1 0
56½	Heidelberg	0 10	0 8	1 3	1 0	0 11	0 8	1 4½	1 0	1 0	0 9	1 6	1 1½
57½	Fitzroy	0 5	0 4	0 7½	0 6	0 6	0 5	0 9	0 7½	0 7	0 5	0 10	0 7½

NORTH SUBURBAN LINES.—FARES TO STATIONS—continued.

STATIONS.	YARRAVILLE.				SPOTTISWOODE.				NEWPORT.				
	Single.		Return.		Single.		Return.		Single.		Return.		
	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	
Melbourne ...	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
North Melbourne ...	0 5	0 4	0 7	0 6	0 6	0 5	0 9	0 7	0 7	0 5	0 10	0 7	0 7
Kensington South ...	0 3	0 2	0 4	0 3	0 4	0 3	0 6	0 4	0 6	0 5	0 9	0 7	0 6
Footscray ...	0 2	0 1	0 4	0 3	0 3	0 2	0 4	0 3	0 3	0 2	0 4	0 3	0 3
Yarraville ...	...	...	...	...	...	...	...	...	...	...	...	...	...
Spottiswoode ...	0 2	0 1	0 4	0 3	...	...	...	...	0 2	0 1	0 4	0 3	0 3
Newport ...	0 3	0 2	0 4	0 3	0 2	0 1	0 4	0 3	...	...	...	...	...
N. Williamstown ...	0 3	0 2	0 4	0 3	0 3	0 2	0 4	0 3	0 2	0 1	0 4	0 3	0 3
Beach ...	0 4	0 3	0 6	0 4	0 3	0 2	0 4	0 3	0 3	0 2	0 4	0 3	0 3
Williamstown ...	0 5	0 4	0 7	0 6	0 4	0 3	0 6	0 4	0 3	0 2	0 4	0 3	0 3
Hatherley ...	0 4	0 3	0 6	0 4	0 3	0 2	0 4	0 3	0 3	0 2	0 4	0 3	0 3
Laverton ...	0 9	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 7	0 5	1 0	0 7	0 7
Werribee ...	1 3	0 11	1 10	1 4	1 2	0 11	1 9	1 4	1 1	0 10	1 7	1 3	1 3
Footscray West ...	0 3	0 2	0 4	0 3	0 3	0 2	0 4	0 3	0 4	0 3	0 6	0 4	0 4
Tottenham ...	0 3	0 2	0 4	0 3	0 4	0 3	0 6	0 4	0 5	0 4	0 7	0 6	0 6
Braybrook Junc. ...	0 5	0 4	0 7	0 6	0 6	0 5	0 9	0 7	0 7	0 5	1 0	0 7	0 7
Albion ...	0 9	0 7	1 1	0 11	0 10	0 8	1 3	1 0	0 11	0 8	1 4	1 0	1 0
St. Albans ...	1 1	0 9	1 7	1 2	1 2	0 10	1 9	1 3	1 3	0 10	1 10	1 3	1 3
Kensington ...	0 4	0 3	0 6	0 4	0 5	0 4	0 7	0 6	0 6	0 5	0 9	0 7	0 7
Newmarket ...	0 5	0 4	0 7	0 6	0 6	0 5	0 9	0 7	0 7	0 5	1 0	0 7	0 7
Ascot Vale ...	0 6	0 5	0 9	0 7	0 7	0 5	1 0	0 7	0 8	0 6	1 0	0 9	0 9
Moonee Ponds ...	0 6	0 5	0 9	0 7	0 7	0 5	1 0	0 7	0 8	0 6	1 0	0 9	0 9
Essendon ...	0 7	0 5	1 0	0 7	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9	0 9
Essendon North ...	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0	0 11	0 8	1 4	1 0	1 0
Pascobe Vale ...	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0	0 11	0 8	1 4	1 0	1 0
Glenroy ...	0 11	0 8	1 4	1 0	1 0	0 9	1 6	1 1	0 10	0 10	1 7	1 3	1 3
Broadmeadows ...	1 1	0 10	1 7	1 3	1 2	0 11	1 9	1 4	1 3	0 11	1 10	1 4	1 4
Macaulay-road ...	0 4	0 3	0 6	0 4	0 5	0 4	0 7	0 6	0 6	0 5	0 9	0 7	0 7
Flemington-bridge ...	0 5	0 4	0 7	0 6	0 6	0 5	0 9	0 7	0 7	0 5	1 0	0 7	0 7
Royal Park ...	0 6	0 5	0 9	0 7	0 7	0 5	1 0	0 7	0 8	0 6	1 0	0 9	0 9
South Brunswick ...	0 6	0 5	0 9	0 7	0 7	0 5	1 0	0 7	0 8	0 6	1 0	0 9	0 9
Brunswick ...	0 7	0 5	1 0	0 7	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9	0 9
Moreland ...	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0	1 0
Coburg ...	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0	0 11	0 8	1 4	1 0	1 0
Bell Park ...	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0	0 11	0 8	1 4	1 0	1 0
Coburg North ...	0 10	0 8	1 3	1 0	0 11	0 8	1 4	1 1	0 10	0 9	1 6	1 1	1 1
Fawkner ...	0 11	0 8	1 4	1 0	1 0	0 9	1 6	1 1	0 10	0 10	1 7	1 3	1 3
Campbellfield ...	1 1	0 10	1 7	1 3	1 2	0 11	1 9	1 4	1 3	0 11	1 10	1 4	1 4
Campbellfield North ...	1 2	0 11	1 9	1 4	1 3	0 11	1 10	1 4	1 4	1 0	2 0	1 6	1 6
Somerton ...	1 4	1 0	2 0	1 6	1 5	1 2	1 1	1 7	1 6	1 1	2 3	1 7	1 7
Carlton North ...	0 7	0 5	1 0	0 7	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9	0 9
Fitzroy North ...	0 7	0 5	1 0	0 7	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9	0 9
Northcote ...	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0	1 0
Northcote Middle ...	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0	0 11	0 8	1 4	1 0	1 0
Croxton ...	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0	0 11	0 8	1 4	1 0	1 0
Thorbury ...	0 10	0 8	1 3	1 0	0 11	0 8	1 4	1 1	0 10	0 9	1 6	1 1	1 1
Preston—Bell-st. ...	0 10	0 8	1 3	1 0	0 11	0 8	1 4	1 1	0 10	0 9	1 6	1 1	1 1
" Murray-rd. ...	0 11	0 8	1 4	1 0	0 10	0 9	1 6	1 1	0 10	0 10	1 7	1 3	1 3
" Regent-st. ...	1 0	0 9	1 6	1 1	1 1	1 0	1 7	1 3	1 2	0 11	1 9	1 4	1 4
" Reservoir ...	1 0	0 9	1 6	1 1	1 1	1 0	1 7	1 3	1 2	0 11	1 9	1 4	1 4
Clifton Hill ...	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0	0 11	0 8	1 4	1 0	1 0
Collingwood ...	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0	0 11	0 8	1 4	1 0	1 0
Northcote South ...	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0	0 11	0 8	1 4	1 0	1 0
Fairfield Park ...	0 10	0 8	1 3	1 0	0 11	0 8	1 4	1 1	0 10	0 9	1 6	1 1	1 1
Alphington ...	0 11	0 8	1 4	1 0	1 0	0 9	1 6	1 1	0 10	1 7	1 3	1 3	1 3
Ivanhoe ...	1 0	0 9	1 6	1 1	1 1	1 0	1 7	1 3	1 2	0 11	1 9	1 4	1 4
Heidelberg ...	1 1	0 10	1 7	1 3	1 2	0 11	1 9	1 4	1 3	0 11	1 10	1 4	1 4
Fitzroy ...	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0	1 0

NORTH SUBURBAN LINES.—FARES TO STATIONS—continued.

STATIONS.	NORTH WILLIAMSTOWN.				BRACH.				WILLIAMSTOWN.			
	Single.		Return.		Single.		Return.		Single.		Return.	
	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Melbourne ...	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9	0 9	0 6	1 0	0 9
North Melbourne ...	0 7	0 5	0 10	0 7	0 7	0 5	0 10	0 7	0 8	0 6	1 0	0 9
Kensington South ...	0 6	0 5	0 9	0 7	0 6	0 5	0 9	0 7	0 7	0 5	0 10	0 7
Footscray ...	0 4	0 3	0 6	0 4	0 5	0 4	0 7	0 6	0 6	0 5	0 9	0 7
Yarraville ...	0 3	0 2	0 4	0 3	0 4	0 3	0 6	0 4	0 4	0 4	0 4	0 6
Spottiswoode ...	0 3	0 2	0 4	0 3	0 3	0 2	0 4	0 3	0 4	0 3	0 6	0 4
Newport ...	0 2	0 1	0 4	0 3	0 3	0 2	0 4	0 3	0 3	0 2	0 4	0 3
N. Williamstown ...	...	...	...	...	0 2	0 1	0 4	0 3	0 3	0 2	0 4	0 3
Beach ...	0 2	0 1	0 4	0 3	...	...	...	...	...	0 2	0 1	0 4
Williamstown ...	0 3	0 2	0 4	0 3	0 2	0 1	0 4	0 3	...	...	...	...
Hatherley ...	0 3	0 2	0 4	0 3	0 3	0 2	0 4	0 3	0 4	0 3	0 6	0 4
Laverton ...	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9
Werribee ...	1 2	0 11	1 9	1 4	1 3	0 11	1 10	1 4	1 4	1 0	2 0	1 6
Footscray West ...	0 5	0 4	0 7	0 6	0 5	0 4	0 7	0 6	0 6	0 5	0 9	0 7
Tottenham ...	0 6	0 5	0 9	0 7	0 7	0 5	0 10	0 7	0 8	0 6	1 0	0 9
Braybrook Junc. ...	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9
Albion ...	1 0	0 9	1 6	1 2	1 0	0 9	1 6	1 2	1 1	0 9	1 6	1 2
St. Albans ...	1 4	0 11	2 0	1 5	1 4	0 11	2 0	1 5	1 4	0 11	2 0	1 5
Kensington ...	0 7	0 5	0 10	0 7	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9
Newmarket ...	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9
Ascot Vale ...	0 9	0 6	1 0	0 9	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0
Moonee Ponds ...	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0	0 11	0 8	1 4	1 0
Essendon ...	0 10	0 8	1 3	1 0	0 11	0 8	1 4	1 0	1 0	0 9	1 6	1 3
Essendon North ...	1 0	0 9	1 6	1 1	1 0	0 9	1 6	1 1	1 1	1 0	1 7	1 3
Pascoe Vale ...	1 0	0 9	1 6	1 1	1 1	0 10	1 7	1 3	1 2	0 11	1 9	1 4
Glenroy ...	1 2	0 11	1 9	1 4	1 3	0 11	1 10	1 4	1 4	1 0	2 0	1 6
Broadmeadows ...	1 4	1 0	2 0	1 6	1 4	1 0	2 0	1 6	1 5	1 1	2 1	1 7
Macaulay-road ...	0 7	0 5	0 10	0 7	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9
Flemington-bridge ...	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9
Royal Park ...	0 9	0 6	1 0	0 9	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0
South Brunswick ...	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0	0 11	0 8	1 4	1 0
Brunswick ...	0 10	0 8	1 3	1 0	0 10	0 8	1 3	1 0	0 11	0 8	1 4	1 0
Moreland ...	0 11	0 8	1 4	1 0	0 11	0 8	1 4	1 0	1 0	0 9	1 6	1 3
Coburg ...	1 0	0 9	1 6	1 1	1 0	0 9	1 6	1 1	1 1	1 0	1 7	1 3
Bell Park ...	1 0	0 9	1 6	1 1	1 1	0 10	1 7	1 3	1 2	0 11	1 9	1 4
Coburg North ...	1 1	0 10	1 7	1 3	1 2	0 11	1 9	1 4	1 3	0 11	1 10	1 4
Fawkner ...	1 2	0 11	1 9	1 4	1 3	0 11	1 10	1 4	1 4	1 0	2 0	1 6
Campbellfield ...	1 4	1 0	2 0	1 6	1 4	1 0	2 0	1 6	1 5	1 1	2 1	1 7
Campbellfield North ...	1 5	1 1	2 1	1 7	1 5	1 1	2 1	1 7	1 7	1 2	2 4	1 9
Somerton ...	1 7	1 2	2 4	1 9	1 8	1 3	2 6	1 10	1 9	1 4	2 7	2 0
Carlton North ...	0 10	0 8	1 3	1 0	0 10	0 8	1 3	1 0	0 11	0 8	1 4	1 0
Fitzroy North ...	0 10	0 8	1 3	1 0	0 11	0 8	1 4	1 0	1 0	0 9	1 6	1 3
Northcote ...	0 11	0 8	1 4	1 0	1 0	0 9	1 6	1 1	1 1	1 0	1 7	1 3
Northcote Middle ...	1 0	0 9	1 6	1 1	1 0	0 9	1 6	1 1	1 1	1 0	1 7	1 3
Croxton ...	1 0	0 9	1 6	1 1	1 0	1 0	1 7	1 3	1 2	0 11	1 9	1 4
Thornbury ...	1 1	0 10	1 7	1 3	1 1	0 11	1 7	1 3	1 2	0 11	1 9	1 4
Preston—Bell-st. ...	1 1	0 10	1 7	1 3	1 2	0 11	1 9	1 4	1 3	0 11	1 10	1 4
" Murray-rd. ...	1 2	0 11	1 9	1 4	1 2	0 11	1 9	1 4	1 3	0 11	1 10	1 4
" Regent-st. ...	1 3	0 11	1 10	1 4	1 3	0 11	1 10	1 4	1 4	1 0	2 0	1 6
" Reservoir ...	1 3	0 11	1 10	1 4	1 4	1 0	2 0	1 6	1 5	1 1	2 1	1 7
Clifton Hill ...	1 0	0 9	1 6	1 1	1 0	0 9	1 6	1 1	1 1	1 0	1 7	1 3
Gollingwood ...	1 0	0 9	1 6	1 1	1 0	1 0	1 7	1 3	1 2	0 11	1 9	1 4
Northcote South ...	1 0	0 9	1 6	1 1	1 0	1 0	1 7	1 3	1 2	0 11	1 9	1 4
Fairfield Park ...	1 1	0 10	1 7	1 3	1 2	0 11	1 9	1 4	1 3	0 11	1 10	1 4
Alphington ...	1 2	0 11	1 9	1 4	1 2	0 11	1 9	1 4	1 3	0 11	1 10	1 4
Ivanhoe ...	1 3	0 11	1 10	1 4	1 4	1 0	2 0	1 6	1 5	1 1	2 1	1 7
Heidelberg ...	1 4	1 0	2 0	1 6	1 5	1 1	2 1	1 7	1 6	1 1	2 3	1 7
Fitzroy ...	0 11	0 8	1 4	1 0	1 0	0 9	1 6	1 1	1 1	1 0	1 7	1 3

NORTH SUBURBAN LINES.—FARES TO STATIONS—continued.

STATIONS.	HATHERLEY.				LAVERTON.				WERRIBEE.					
	Single.		Return.		Single.		Return.		Single.		Return.			
	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.		
	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.		
Melbourne ...	0	9	0	6	1	0	0	9	1	1	0	10	1	7 1/2
North Melbourne ...	0	7	0	5	0	10 1/2	0	7 1/2	1	0	0	9	1	6
Kensington South ...	0	6	0	5	0	9	0	7 1/2	0	11	0	8	1	4 1/2
Footscray ...	0	5	0	4	0	7 1/2	0	6	0	10	0	8	1	3
Yarraville ...	0	4	0	3	0	6	0	4 1/2	0	9	0	6	1	0
Spottiswoode ...	0	3	0	2	0	4 1/2	0	3	0	8	0	6	1	0
Newport ...	0	3	0	2	0	4 1/2	0	3	0	7	0	5	0	10 1/2
N. Williamstown ...	0	3	0	2	0	4 1/2	0	3	0	8	0	6	1	0
Beach ...	0	3	0	3	0	4 1/2	0	3	0	8	0	6	1	0
Williamstown ...	0	4	0	3	0	6	0	4 1/2	0	9	0	6	1	0
Hatherley ...	0	5	0	4	0	7 1/2	0	6	0	5	0	4	0	7 1/2
Laughton ...	0	5	0	4	0	7 1/2	0	6	0	5	0	4	0	7 1/2
Laughton ...	0	5	0	4	0	7 1/2	0	6	0	5	0	4	0	7 1/2
Werribee ...	0	11	0	8	1	4 1/2	1	0	0	7	0	5	0	10 1/2
Footscray West ...	0	6	0	5	0	9	0	7 1/2	0	10	0	8	1	3
Tottenham ...	0	7	0	5	0	10 1/2	0	7 1/2	1	0	0	9	1	6
Braybrook Junc. ...	0	9	0	6	1	0	0	9	1	1	0	10	1	7 1/2
Albion ...	1	1	0	9	1	6	1	2	1	5	1	1	2	1 1/2
St. Albans ...	1	5	0	11	2	0	1	5	1	9	1	3	2	7 1/2
Kensington ...	0	8	0	6	1	0	0	9	1	1	0	10	1	7 1/2
Newmarket ...	0	9	0	6	1	0	0	9	1	1	0	10	1	7 1/2
Ascot Vale ...	0	9	0	6	1	0	0	9	1	2	0	11	1	9
Moonee Ponds ...	0	10	0	8	1	3	1	0	1	3	0	11	1	10 1/2
Essendon ...	0	11	0	8	1	4 1/2	1	0	1	4	1	0	2	0
Essendon North ...	1	0	0	9	1	6	1	1 1/2	1	5	1	1	2	1 1/2
Pascoe Vale ...	1	1	0	10	1	7 1/2	1	3	1	6	1	1	2	3
Glenroy ...	1	3	0	11	1	10 1/2	1	4 1/2	1	8	1	3	2	6
Broadmeadows ...	1	5	1	1	2	1 1/2	1	7 1/2	1	9	1	4	2	7 1/2
Macaulay-road ...	0	8	0	6	1	0	0	9	1	1	0	10	1	7 1/2
Flemington-bridge ...	0	9	0	6	1	0	0	9	1	1	0	10	1	7 1/2
Royal Park ...	0	10	0	8	1	3	1	0	1	2	0	11	1	9
South Brunswick ...	0	10	0	8	1	3	1	0	1	3	0	11	1	10 1/2
Brunswick ...	0	11	0	8	1	4 1/2	1	0	1	3	0	11	1	10 1/2
Moreland ...	1	0	0	9	1	6	1	1 1/2	1	4	1	0	2	0
Coburg ...	1	0	0	9	1	6	1	1 1/2	1	5	1	1	2	1 1/2
Bell Park ...	1	1	0	10	1	7 1/2	1	3	1	6	1	1	2	3
Coburg North ...	1	2	0	11	1	9	1	4 1/2	1	7	1	2	4 1/2	2
Fawkner ...	1	3	0	11	1	10 1/2	1	4 1/2	1	8	1	3	2	6
Campbellfield ...	1	4	1	0	2	0	1	6	1	9	1	4	2	7 1/2
Campbellfield North ...	1	6	1	1	2	3	1	7 1/2	1	11	1	6	2	10 1/2
Somerton ...	1	8	1	3	2	6	1	10 1/2	2	1	1	7	3	1 1/2
Carlton North ...	0	10	0	8	1	3	1	0	1	3	0	11	1	10 1/2
Fitzroy North ...	0	11	0	8	1	4 1/2	1	0	1	4	1	0	2	0
Northcote ...	1	0	0	9	1	6	1	1 1/2	1	5	1	1	2	1 1/2
Northcote Middle ...	1	1	0	10	1	7 1/2	1	3	1	6	1	1	2	3
Croxton ...	1	1	0	10	1	7 1/2	1	3	1	6	1	1	2	3
Thornbury ...	1	2	0	11	1	9	1	4 1/2	1	6	1	1	2	4 1/2
Preston—Bell-st. ...	1	2	0	11	1	9	1	4 1/2	1	7	1	2	4 1/2	2
„ Murray-rd. ...	1	3	0	11	1	10 1/2	1	4 1/2	1	7	1	2	4 1/2	2
„ Regent-st. ...	1	3	0	11	1	10 1/2	1	4 1/2	1	8	1	3	2	6
„ Reservoir ...	1	4	0	11	1	11	1	5	1	4	1	4	2	7 1/2
Clifton Hill ...	1	0	0	9	1	6	1	1 1/2	1	5	1	1	2	3
Collingwood ...	1	1	0	10	1	7	1	3	1	6	1	1	2	3
Northcote South ...	1	1	0	10	1	7 1/2	1	3	1	6	1	1	2	3
Fairfield Park ...	1	2	0	11	1	9	1	4 1/2	1	7	1	2	4 1/2	2
Alphington ...	1	3	0	11	1	10 1/2	1	4 1/2	1	7	1	2	4 1/2	2
Ivanhoe ...	1	4	1	0	2	0	1	6	1	9	1	4	2	6
Heidelberg ...	1	5	1	1	2	1 1/2	1	7 1/2	1	10	1	5	2	7 1/2
Fitzroy ...	1	0	0	9	1	6	1	1 1/2	1	5	1	1	2	3

NORTH SUBURBAN LINES.—FARES TO STATIONS—continued.

STATIONS.	FOOTSCRAY WEST.				TOTTENHAM.				BRAYBROOK JUNCTION.			
	Single.		Return.		Single.		Return.		Single.		Return.	
	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Melbourne	0 5	0 4	0 7½	0 6	0 6	0 5	0 9	0 7½	0 8	0 6	1 0	0 9
North Melbourne	0 3	0 2	0 4½	0 3	0 5	0 4	0 7½	0 6	0 6	0 5	0 9	0 7½
Kensington South	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½	0 5	0 4	0 7½	0 6
Footscray	0 2	0 1½	0 4	0 3	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½
Yarraville	0 3	0 2	0 4½	0 3	0 3	0 2	0 4½	0 3	0 5	0 4	0 7½	0 6
Spottiswoode	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½	0 6	0 5	0 9	0 7½
Newport	0 4	0 3	0 6	0 4½	0 5	0 4	0 7½	0 6	0 7	0 5	0 10½	0 7½
N. Williamstown	0 5	0 4	0 7½	0 6	0 6	0 5	0 9	0 7½	0 8	0 6	1 0	0 9
Beach	0 5	0 4	0 7½	0 6	0 7	0 5	0 10½	0 9	0 8	0 6	1 0	0 9
Williamstown	0 6	0 5	0 9	0 7½	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9
Hatherley	0 6	0 5	0 9	0 7½	0 7	0 5	0 10½	0 9	0 9	0 6	1 0	0 9
Laverton	0 10	0 8	1 3	1 0	1 0	0 9	1 6	1 1½	1 1	1 0	1 7½	1 3
Werribee	1 5	1 1	2 1½	1 7½	1 6	1 1	2 3	1 7½	1 8	1 3	2 6	1 10½
Footscray West	...	...	...	...	...	...	...	...	...	...	...	...
Tottenham	0 2	0 1½	0 4	0 3	...	...	...	...	0 3	0 2	0 4½	0 3
Braybrook Junc.	0 3	0 2	0 4½	0 3	0 3	0 2	0 4½	0 3	...	...	...	...
Albion	0 7	0 5	0 10½	0 8	0 7	0 5	0 10½	0 8	0 4	0 3	0 6	0 5
St. Albans	0 11	0 7	1 4½	0 11	0 11	0 7	1 4½	0 11	0 8	0 5	1 0	0 8
Kensington	0 4	0 3	0 6	0 4½	0 5	0 4	0 7½	0 6	0 7	0 5	0 10½	0 7½
Newmarket	0 5	0 4	0 7½	0 6	0 6	0 5	0 9	0 7½	0 8	0 6	1 0	0 9
Ascot Vale	0 5	0 4	0 7½	0 6	0 7	0 5	0 10½	0 7½	0 8	0 6	1 0	0 9
Moonce Ponds	0 6	0 5	0 9	0 7½	0 7	0 5	0 10½	0 7½	0 9	0 6	1 0	0 9
Essendon	0 7	0 5	0 10½	0 7½	0 8	0 6	1 0	0 9	0 10	0 8	1 3	1 0
Essendon North	0 8	0 6	1 0	0 9	0 10	0 8	1 3	1 0	0 11	0 8	1 4½	1 0
Pascoe Vale	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0	1 0	0 9	1 6	1 1½
Glenroy	0 11	0 8	1 4½	1 0	1 0	0 9	1 6	1 1½	1 2	0 11	1 9	1 4½
Broadmeadows	1 1	0 10	1 7½	1 3	1 2	0 11	1 9	1 4½	1 4	1 0	2 0	1 6
Macaulay-road	0 4	0 3	0 6	0 4½	0 5	0 4	0 7½	0 6	0 7	0 5	0 10½	0 7½
Flemington-bridge	0 5	0 4	0 7½	0 6	0 6	0 5	0 9	0 7½	0 8	0 6	1 0	0 9
Royal Park	0 6	0 5	0 9	0 7½	0 7	0 5	0 10½	0 7½	0 9	0 6	1 0	0 9
South Brunswick	0 6	0 5	0 9	0 7½	0 7	0 5	0 10½	0 7½	0 9	0 6	1 0	0 9
Brunswick	0 7	0 5	0 10½	0 7½	0 8	0 6	1 0	0 9	0 10	0 8	1 3	1 0
Moreland	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9	0 11	0 8	1 4½	1 0
Coburg	0 8	0 6	1 0	0 9	0 10	0 8	1 3	1 0	0 11	0 8	1 4½	1 0
Bell Park	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0	1 0	0 9	1 6	1 1½
Coburg North	0 10	0 8	1 3	1 0	0 11	0 8	1 4½	1 0	1 1	0 10	1 7½	1 3
Fawkner	0 11	0 8	1 4½	1 0	1 0	0 9	1 6	1 1½	1 2	0 11	1 9	1 4½
Campbellfield	1 0	0 9	1 6	1 1½	1 2	0 11	1 9	1 4½	1 3	0 11	1 10½	1 4½
Campbellfield North	1 2	0 11	1 9	1 4½	1 3	0 11	1 10½	1 4½	1 5	1 1	2 1½	1 7½
Somerton	1 4	1 0	2 0	1 6	1 5	1 2	1 1½	1 7½	1 7	1 2	2 4½	1 9
Carlton North	0 6	0 5	0 9	0 7½	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9
Fitzroy North	0 7	0 5	0 10½	0 7½	0 8	0 6	1 0	0 9	0 10	0 8	1 3	1 0
Northcote	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9	0 11	0 8	1 4½	1 0
Northcote Middle	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0	1 0	0 9	1 6	1 1½
Croxton	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0	1 0	0 9	1 6	1 1½
Thornbury	0 10	0 8	1 3	1 0	0 11	0 8	1 4½	1 0	1 1	0 10	1 7½	1 3
Preston—Bell-st.	0 10	0 8	1 3	1 0	0 11	0 8	1 4½	1 0	1 1	0 10	1 7½	1 3
" Murray-rd.	0 11	0 8	1 4½	1 0	1 0	0 9	1 6	1 1½	1 2	0 11	1 9	1 4½
" Regent-st.	0 11	0 8	1 4½	1 0	1 1	0 10	1 7½	1 3	1 2	0 11	1 9	1 4½
" Reservoir	1 0	0 9	1 6	1 1½	1 1	0 10	1 7½	1 3	1 3	0 11	1 10½	1 4½
Clifton Hill	0 8	0 6	1 0	0 9	0 10	0 8	1 3	1 0	0 11	0 8	1 4½	1 0
Collingwood	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0	1 0	0 9	1 6	1 1½
Northcote South	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0	1 0	0 9	1 6	1 1½
Fairfield Park	0 10	0 8	1 3	1 0	0 11	0 8	1 4½	1 0	1 1	0 10	1 7½	1 3
Alphington	0 11	0 8	1 4½	1 0	1 0	0 9	1 6	1 1½	1 2	0 11	1 9	1 4½
Ivanhoe	1 0	0 9	1 6	1 1½	1 1	0 10	1 7½	1 3	1 3	0 11	1 10½	1 4½
Heidelberg	1 1	0 10	1 7½	1 3	1 2	0 11	1 9	1 4½	1 4	1 0	2 0	1 6
Fitzroy	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9	0 11	0 8	1 4½	1 0

NORTH SUBURBAN LINES.—FARES TO STATIONS—continued.

STATIONS.	ALBION.				ST. ALBANS.				KENNINGTON.																
	Single.		Return.		Single.		Return.		Single.		Return.														
	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.													
	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.													
Melbourne	1	0	0	9	1	6	1	2	1	4	0	11	2	0	1	5	0	3	0	2	0	4	0	3	
North Melbourne	0	10	0	9	1	3	1	0	1	2	0	10	1	9	1	3	0	2	0	1	1	0	4	0	3
Kensington South	0	9	0	7	1	1	0	11	1	1	0	9	1	7	1	2	0	3	0	2	0	4	0	3	
Footscray	0	8	0	6	1	0	0	9	1	0	0	8	1	6	1	0	0	3	0	2	0	4	0	3	
Yarraville	0	9	0	7	1	1	0	11	1	1	0	9	1	7	1	2	0	4	0	3	0	6	0	4	
Spottiswoode	0	10	0	8	1	3	1	0	1	2	0	10	1	9	1	3	0	5	0	4	0	7	0	6	
Newport	0	11	0	8	1	4	1	0	1	3	0	10	1	10	1	3	0	6	0	5	0	9	0	7	
N. Williamstown	1	0	0	9	1	6	1	2	1	4	0	11	2	0	1	5	0	7	0	5	0	10	0	7	
Beach	1	0	0	9	1	6	1	2	1	4	0	11	2	0	1	5	0	8	0	6	1	0	0	9	
Williamstown	1	1	0	11	1	6	1	2	1	4	0	11	2	0	1	5	0	9	0	6	1	0	0	9	
Hatherley	0	7	0	5	0	10	0	8	1	5	1	1	2	0	1	5	0	5	0	4	0	7	0	6	
Laverton	1	5	1	1	2	1	1	8	1	9	1	3	2	7	1	11	1	1	0	10	1	7	1	3	
Werribee	2	0	1	6	3	0	2	3	2	4	1	8	3	6	2	6	1	7	1	2	2	4	1	9	
Footscray West	0	7	0	5	0	10	0	8	0	11	0	7	1	4	0	11	0	4	0	3	0	6	0	4	
Tottenham	1	1	0	9	1	6	1	2	0	11	0	7	1	4	0	11	0	8	0	6	1	0	0	9	
Braybrook Junc.	0	4	0	3	0	6	0	5	0	8	0	5	1	0	0	8	0	7	0	5	0	10	0	7	
Albion	0	4	0	3	0	6	0	5	0	4	0	3	0	6	0	5	0	11	0	8	1	4	1	0	
St. Albans	0	4	0	3	0	6	0	5	0	4	0	3	0	6	0	5	0	11	0	8	1	4	1	0	
Kensington	0	11	0	8	1	4	1	0	1	3	0	10	1	10	1	3	0	2	0	1	1	0	4	0	3
Newmarket	1	0	0	9	1	6	1	2	1	4	0	11	2	0	1	5	0	2	0	1	1	0	4	0	3
Ascot Vale	1	0	0	9	1	6	1	2	1	4	0	11	2	0	1	5	0	3	0	2	0	4	0	3	
Moonee Ponds	1	1	0	9	1	6	1	2	1	5	0	11	2	0	1	5	0	3	0	2	0	4	0	3	
Essendon	1	2	0	11	1	9	1	5	1	6	1	1	2	3	1	8	0	3	0	2	0	4	0	3	
Essendon North	1	3	0	11	1	10	1	5	1	7	1	1	2	4	1	8	0	4	0	3	0	6	0	4	
Pascoe Vale	1	4	1	0	2	0	1	6	1	8	1	2	2	6	1	9	0	5	0	4	0	7	0	6	
Glenroy	1	6	1	2	2	3	1	9	1	10	1	4	2	9	2	0	7	0	5	0	10	0	7		
Broadmeadows	1	8	1	3	2	6	1	11	2	0	1	5	3	0	2	2	0	9	0	6	1	0	0	9	
Macaulay-road	0	11	0	8	1	4	1	0	1	3	0	10	1	10	1	3	0	3	0	2	0	4	0	3	
Flemington-bridge	1	0	0	9	1	6	1	2	1	4	0	11	2	0	1	5	0	3	0	2	0	4	0	3	
Royal Park	1	1	0	9	1	6	1	2	1	5	0	11	2	0	1	5	0	3	0	2	0	4	0	3	
South Brunswick	1	1	0	9	1	6	1	2	1	5	0	11	2	0	1	5	0	4	0	3	0	6	0	4	
Brunswick	1	2	0	11	1	9	1	5	1	6	1	1	2	3	1	8	0	4	0	3	0	6	0	4	
Moreland	1	3	0	11	1	10	1	5	1	7	1	1	2	4	1	8	0	5	0	4	0	7	0	6	
Coburg	1	3	0	11	1	10	1	5	1	7	1	1	2	4	1	8	0	6	0	5	0	9	0	7	
Bell Park	1	4	1	0	2	0	1	6	1	8	1	2	2	6	1	9	0	7	0	5	0	10	0	7	
Coburg North	1	5	1	1	2	1	1	8	1	9	1	3	2	7	1	11	0	8	0	6	1	0	0	9	
Fawkner	1	6	1	2	2	3	1	9	1	10	1	4	2	9	2	0	0	8	0	7	1	0	0	9	
Campbellfield	1	7	1	2	2	4	1	9	1	11	1	4	2	10	2	0	0	10	0	8	1	3	1	0	
CampbellfieldNorth	1	9	1	4	2	7	2	0	2	1	6	3	1	1	2	3	0	11	0	8	1	4	1	0	
Somerton	1	11	1	5	2	10	2	2	2	3	1	7	3	4	2	5	1	1	0	10	1	7	1	3	
Carlton North	1	1	0	9	1	6	1	2	1	5	0	11	2	0	1	5	0	4	0	3	0	6	0	4	
Fitzroy North	1	2	0	11	1	9	1	5	1	6	1	1	2	3	1	8	0	5	0	4	0	7	0	6	
Northcote	1	3	0	11	1	10	1	5	1	7	1	1	2	4	1	8	0	5	0	4	0	7	0	6	
Northcote Middle	1	4	1	0	2	0	1	6	1	8	1	2	2	6	1	9	0	6	0	5	0	9	0	7	
Croxton	1	4	1	0	2	0	1	6	1	8	1	2	2	6	1	9	0	6	0	5	0	9	0	7	
Thornbury	1	5	1	1	2	1	1	8	1	9	1	3	2	7	1	11	0	7	0	5	0	10	0	7	
Preston—Bell-st.	1	5	1	1	2	1	1	8	1	9	1	3	2	7	1	11	0	8	0	6	1	0	0	9	
" Murray-rd.	1	6	1	2	2	3	1	9	1	10	1	4	2	9	2	0	0	8	0	6	1	0	0	9	
" Regent-st.	1	6	1	2	2	3	1	9	1	10	1	4	2	9	2	0	0	9	0	6	1	0	0	9	
" Reservoir	1	7	1	2	2	4	1	9	1	11	1	4	2	10	2	0	0	10	0	8	1	3	1	0	
Clifton Hill	1	3	0	11	1	10	1	5	1	7	1	1	2	4	1	8	0	6	0	5	0	9	0	7	
Collingwood	1	4	1	0	2	0	1	6	1	8	1	2	2	6	1	9	0	7	0	5	0	10	0	7	
Northcote South	1	4	1	0	2	0	1	6	1	8	1	2	2	6	1	9	0	6	0	5	0	9	0	7	
Fairfield Park	1	5	1	1	2	1	1	8	1	9	1	3	2	7	1	11	0	7	0	5	0	10	0	7	
Alphington	1	6	1	2	2	3	1	9	1	10	1	4	2	9	2	0	0	8	0	6	1	0	0	9	
Ivanhoe	1	7	1	2	2	4	1	9	1	11	1	4	2	10	2	0	0	9	0	6	1	0	0	9	
Heidelberg	1	8	1	3	2	6	1	11	2	0	1	5	3	0	2	2	0	10	0	8	1	3	1	0	
Fitzroy	1	3	0	11	1	10	1	5	1	7	1	1	2	4	1	8	0	5	0	4	0	9	0	7	

NORTH SUBURBAN LINES.—FARES TO STATIONS—*continued.*

STATIONS.	NEWMARKET.				ASCOT VALE.				MOONEE PONDS.			
	Single.		Return.		Single.		Return.		Single.		Return.	
	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Melbourne ...	0 3	0 2	0 4½	0 3	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½
North Melbourne ...	0 2	0 1½	0 4	0 3	0 3	0 2	0 4½	0 3	0 3	0 2	0 4½	0 3
Kensington South ...	0 3	0 2	0 4½	0 3	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½
Footscray ...	0 4	0 3	0 6	0 4½	0 5	0 4	0 7½	0 6	0 5	0 4	0 7½	0 6
Yarraville ...	0 5	0 4	0 7½	0 6	0 6	0 5	0 9	0 7½	0 6	0 5	0 9	0 7½
Spottiswoode ...	0 6	0 5	0 9	0 7½	0 7	0 5	10½	0 7½	0 7	0 5	10½	0 7½
Newport ...	0 7	0 5	0 10½	0 7½	0 8	0 6	10	0 9	0 8	0 6	10	0 9
N. Williamstown ...	0 8	0 6	1 0	0 9	0 9	0 6	10	0 9	0 9	0 6	1 0	0 9
Beach ...	0 8	0 6	1 0	0 9	0 9	0 6	10	0 9	0 10	0 8	1 3	1 0
Williamstown ...	0 9	0 6	1 0	0 9	0 10	0 8	11	0 11	0 11	0 8	1 4½	1 0
Hatherley ...	0 9	0 6	1 0	0 9	0 9	0 6	10	0 9	0 10	0 8	1 3	1 0
Laverton ...	1 1	0 10	1 7½	1 3	1 2	1 1	1 9	1 4½	1 3	1 1	1 10½	1 4
Werribee ...	1 8	1 3	2 6	1 10½	1 9	1 4	2 7½	2 0	1 9	1 4	2 7½	2 0
Footscray West ...	0 5	0 4	0 7½	0 6	0 5	0 4	0 7½	0 6	0 6	0 5	0 9	0 7½
Tottenham ...	0 6	0 5	0 9	0 7½	0 7	0 5	10½	0 7½	0 7	0 5	10½	0 7½
Braybrook Junc. ...	0 8	0 6	1 0	0 9	0 8	0 6	10	0 9	0 9	0 6	1 0	0 9
Albion ...	1 0	0 9	1 6	1 0	1 2	1 0	1 6	1 2	1 1	0 9	1 6	1 2
St. Albans ...	1 4	0 11	2 0	1 5	1 4	0 11	2 0	1 5	1 5	0 11	2 0	1 5
Kensington ...	0 2	0 1½	0 4	0 3	0 2	0 1½	0 4	0 3	0 3	0 2	0 4½	0 3
Newmarket ...	...	...	...	...	...	...	...	...	...	...	...	...
Ascot Vale ...	0 2	0 1½	0 4	0 3	...	...	...	...	...	...	...	...
Moonee Ponds ...	0 3	0 2	0 4½	0 3	0 2	0 1½	0 4	0 3	...	...	...	...
Essendon ...	0 3	0 2	0 4½	0 3	0 3	0 2	0 4½	0 3	0 2	0 1½	0 4	0 3
Basendon North ...	0 4	0 3	0 6	0 4½	0 3	0 2	0 4½	0 3	0 3	0 2	0 4½	0 3
Pascoe Vale ...	0 5	0 4	0 7½	0 6	0 4	0 3	0 6	0 4½	0 3	0 2	0 4½	0 3
Glenroy ...	0 7	0 5	0 10½	0 7½	0 6	0 5	0 9	0 7½	0 5	0 4	0 7½	0 6
Broadmeadows ...	0 8	0 6	1 0	0 9	0 7	0 5	10½	0 7½	0 7	0 5	10½	0 7½
Macaulay-road ...	0 3	0 2	0 4½	0 3	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½
Flemington-bridge ...	0 3	0 2	0 4½	0 3	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½
Royal Park ...	0 4	0 3	0 6	0 4½	0 4	0 3	0 6	0 4½	0 5	0 4	0 7½	0 6
South Brunswick... ..	0 4	0 3	0 6	0 4½	0 5	0 4	0 7½	0 6	0 6	0 5	0 9	0 7½
Brunswick ...	0 5	0 4	0 7½	0 6	0 5	0 4	0 7½	0 6	0 6	0 5	0 9	0 7½
Moreland ...	0 6	0 5	0 9	0 7½	0 6	0 5	0 9	0 7½	0 7	0 5	10½	0 7½
Coburg ...	0 6	0 5	0 9	0 7½	0 7	0 5	10½	0 7½	0 8	0 6	1 0	0 9
Bell Park ...	0 7	0 5	0 10	0 7½	0 8	0 6	10	0 9	0 9	0 6	1 0	0 9
Coburg North ...	0 8	0 6	1 0	0 9	0 9	0 6	10	0 9	0 9	0 6	1 0	0 9
Fawcner ...	0 9	0 6	1 0	0 9	0 10	0 8	11	0 10	0 8	0 10	0 8	1 0
Campbellfield ...	0 10	0 8	1 3	1 0	0 11	0 8	11	0 10	0 10	0 9	1 6	1 1½
Campbellfield North ...	1 0	0 9	1 6	1 1½	1 1	0 10	1 7½	1 3	1 1	0 10	1 7½	1 3
Somerton ...	1 2	0 11	1 9	1 4½	1 3	0 11	1 10½	1 4½	1 3	0 11	1 10½	1 4½
Carlton North ...	0 4	0 3	0 6	0 4½	0 5	0 4	0 7½	0 6	0 6	0 5	0 9	0 7½
Fitzroy North ...	0 5	0 4	0 7½	0 6	0 6	0 5	0 9	0 7½	0 7	0 5	0 10½	0 7½
Northcote ...	0 6	0 5	0 9	0 7½	0 7	0 5	10½	0 7½	0 7	0 5	10½	0 7½
Northcote Middle... ..	0 7	0 5	0 10½	0 7½	0 7	0 5	10½	0 7½	0 8	0 6	1 0	0 9
Croxton ...	0 7	0 5	0 10½	0 7½	0 8	0 6	10	0 9	0 8	0 6	1 0	0 9
Thornbury ...	0 8	0 6	1 0	0 9	0 8	0 6	10	0 9	0 9	0 6	1 0	0 9
Preston—Bell-st. ...	0 8	0 6	1 0	0 9	0 9	0 6	10	0 9	0 10	0 8	1 3	1 0
" Murray-rd. ...	0 9	0 6	1 0	0 9	0 9	0 6	10	0 9	0 10	0 8	1 3	1 0
" Regent-st. ...	0 9	0 6	1 0	0 9	0 10	0 8	11	0 10	0 11	0 8	1 4½	1 0
" Reservoir... ..	0 10	0 8	1 3	1 0	0 11	0 8	11	0 10	0 10	0 9	1 6	1 1½
Clifton Hill ...	0 6	0 5	0 9	0 7½	0 7	0 5	10½	0 7½	0 8	0 6	1 0	0 9
Collingwood ...	0 7	0 5	0 10½	0 7½	0 8	0 6	10	0 9	0 9	0 6	1 0	0 9
Northcote South ...	0 7	0 5	0 10½	0 7½	0 8	0 6	10	0 9	0 8	0 6	1 0	0 9
Fairfield Park ...	0 8	0 6	1 0	0 9	0 9	0 6	10	0 9	0 9	0 6	1 0	0 9
Alphington ...	0 9	0 6	1 0	0 9	0 9	0 6	10	0 9	0 10	0 8	1 3	1 0
Ivanhoe ...	0 10	0 8	1 3	1 0	0 11	0 8	11	0 10	0 11	0 8	1 4½	1 0
Heidelberg ...	0 11	0 8	1 4½	1 0	1 0	0 9	11	0 10	1 1	0 9	1 6	1 1½
Fitzroy ...	0 6	0 5	0 9	0 7½	0 7	0 5	10½	0 7½	0 8	0 6	1 0	0 9

NORTH SUBURBAN LINES.—FARES TO STATIONS—*continued.*

STATIONS.	ESSENDON.				ESSENDON NORTH.				PASCOE VALE.			
	Single.		Return.		Single.		Return.		Single.		Return.	
	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Melbourne	0 5	0 4	0 7½	0 6	0 6	0 5	0 9	0 7½	0 7	0 5	0 10½	0 7½
North Melbourne	0 4	0 3	0 6	0 4½	0 5	0 4	0 7½	0 6	0 6	0 5	0 9	0 7½
Kensington South	0 5	0 4	0 7½	0 6	0 6	0 5	0 9	0 7½	0 7	0 5	0 10½	0 7½
Footscray	0 6	0 5	0 9	0 7½	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9
Yarraville	0 7	0 5	0 10½	0 7½	0 9	0 6	1 0	0 9	0 9	0 6	1 0	0 9
Spottiswoode	0 8	0 6	1 0	0 9	0 10	0 8	1 3	1 0	0 10	0 8	1 3	1 0
Newport	0 9	0 6	1 0	0 9	0 11	0 8	1 4½	1 0	0 11	0 8	1 4½	1 0
N. Williamstown	0 10	0 8	1 3	1 0	1 0	0 9	1 6	1 1½	1 0	0 9	1 6	1 1½
Beach	0 11	0 8	1 4½	1 0	1 0	0 9	1 6	1 1½	1 0	0 10	1 7½	1 3
Williamstown	1 0	0 9	1 6	1 1½	1 1	0 10	1 7½	1 3	1 2	0 11	1 9	1 4½
Hatherley	0 11	0 8	1 4½	1 0	1 0	0 9	1 6	1 1½	1 0	0 10	1 7½	1 3
Laverton	1 4	1 0	2 0	1 6	1 5	1 1	2 1½	1 7½	1 6	1 2	3 1	2 3
Werribee	1 10	1 5	2 9	2 1½	2 0	1 6	3 0	2 3	2 0	1 6	3 0	2 3
Footscray West	0 7	0 5	0 10½	0 7½	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9
Tottenham	0 8	0 6	1 0	0 9	0 10	0 8	1 3	1 0	0 10	0 8	1 3	1 0
Braybrook Junc.	0 10	0 8	1 3	1 0	0 11	0 8	1 4½	1 0	0 10	0 9	1 6	1 1½
Albion	1 2	0 11	1 9	1 5	1 3	0 11	1 10½	1 5	1 4	1 0	2 0	1 6½
St. Albans	1 6	1 1	2 3	1 8	1 7	1 1	2 4½	1 8	1 8	1 2	2 6	1 9½
Kensington	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½	0 5	0 4	0 7½	0 6
Newmarket	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½	0 5	0 4	0 7½	0 6
Ascot Vale	0 3	0 2	0 4½	0 3	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½
Moonee Ponds	0 2	0 1½	0 4	0 3	0 3	0 2	0 4½	0 3	0 3	0 2	0 4½	0 3
Essendon	...	...	...	...	0 2	0 1½	0 4	0 3	0 3	0 2	0 4½	0 3
Essendon North	0 2	0 1½	0 4	0 3	...	...	...	...	0 2	0 1½	0 4	0 3
Pascoe Vale	0 3	0 2	0 4½	0 3	0 2	0 1½	0 4	0 3	...	...	...	...
Glenroy	0 4	0 3	0 6	0 4½	0 3	0 2	0 4½	0 3	0 3	0 2	0 4½	0 3
Broadmeadows	0 6	0 5	0 9	0 7½	0 4	0 3	0 6	0 4½	0 4	0 3	0 6	0 4½
Macaulay-road	0 5	0 4	0 7½	0 6	0 6	0 5	0 9	0 7½	0 7	0 5	0 10½	0 7½
Flemington-bridge	0 5	0 4	0 7½	0 6	0 6	0 5	0 9	0 7½	0 7	0 5	0 10½	0 7½
Royal Park	0 6	0 5	0 9	0 7½	0 7	0 5	0 10½	0 7½	0 8	0 6	1 0	0 9
South Brunswick...	0 7	0 5	0 10½	0 7½	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9
Brunswick	0 7	0 5	0 10½	0 7½	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9
Moreland	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0
Coburg	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0	0 11	0 8	1 4½	1 0
Bell Park	0 10	0 8	1 3	1 0	0 11	0 8	1 4½	1 0	0 10	0 9	1 6	1 1½
Coburg North	0 10	0 8	1 3	1 0	1 0	0 9	1 6	1 1½	1 0	0 9	1 6	1 1½
Fawkner	0 11	0 8	1 4½	1 0	1 1	0 10	1 7½	1 3	1 1	0 10	1 7½	1 3
Campbellfield	1 1	0 10	1 7½	1 3	1 2	0 11	1 9	1 4½	1 3	0 11	1 10½	1 4½
Campbellfield North	1 2	0 11	1 9	1 4½	1 4	1 0	2 0	1 6	1 4	1 0	2 0	1 6
Somerton	1 4	1 0	2 0	1 6	1 6	1 1	2 3	1 7½	1 6	1 1	2 3	1 7½
Carlton North	0 7	0 5	0 10½	0 7½	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9
Fitzroy North	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0
Northcote	0 8	0 6	1 0	0 9	0 10	0 8	1 3	1 0	0 10	0 8	1 3	1 0
Northcote Middle...	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0	0 11	0 8	1 4½	1 0
Croxton	0 9	0 6	1 0	0 9	0 11	0 8	1 4½	1 0	0 11	0 8	1 4½	1 0
Thornbury	0 10	0 8	1 3	1 0	0 11	0 8	1 4½	1 0	0 10	0 9	1 6	1 1½
Preston—Bell-st.	0 11	0 8	1 4½	1 0	1 0	0 9	1 6	1 1½	1 0	0 10	1 7½	1 3
" Murray-rd.	0 11	0 8	1 4½	1 0	1 0	0 9	1 6	1 1½	1 0	0 10	1 7½	1 3
" Regent-st.	1 0	0 9	1 6	1 1½	1 1	0 10	1 7½	1 3	1 2	0 11	1 9	1 4½
" Reservoir	1 1	0 10	1 7½	1 3	1 2	0 11	1 9	1 4½	1 3	0 11	1 10½	1 4½
Clifton Hill	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0	0 11	0 8	1 4½	1 0
Collingwood	0 10	0 8	1 3	1 0	0 11	0 8	1 4½	1 0	0 10	0 9	1 6	1 1½
Northcote South	0 9	0 6	1 0	0 9	0 11	0 8	1 4½	1 0	0 11	0 8	1 4½	1 0
Fairfield Park	0 10	0 8	1 3	1 0	0 9	0 9	1 6	1 1½	1 0	0 9	1 6	1 1½
Alphington	0 11	0 8	1 4½	1 0	1 0	0 9	1 6	1 1½	1 0	0 10	1 7½	1 3
Ivanhoe	1 0	0 9	1 6	1 1½	1 2	0 11	1 9	1 4½	1 2	0 11	1 9	1 4½
Heidelberg	1 1	0 10	1 7½	1 3	1 3	0 11	1 10½	1 4½	1 3	0 11	1 10½	1 4½
Fitzroy	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0	0 11	0 8	1 4½	1 0

NORTH SUBURBAN LINES.—FARES TO STATIONS—continued.

STATIONS.	GLENROY.				BROADMEADOWS.				MACAULAY-ROAD.			
	Single.		Return.		Single.		Return.		Single.		Return.	
	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Melbourne	0 9	0 6	1 0	0 9	0 11	0 8	1 4 1/2	1 0	0 3	0 2	0 4 1/2	0 3
North Melbourne	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 0	0 2	0 1 1/2	0 4	0 3
Kensington South	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0	0 3	0 2	0 4 1/2	0 3
Footscray	0 10	0 8	1 3	1 0	1 0	0 9	1 6	1 1 1/2	0 3	0 2	0 4 1/2	0 3
Yarraville	0 11	0 8	1 4 1/2	1 0	1 1	0 10	1 7 1/2	1 3	0 4	0 3	0 6	0 4 1/2
Spottiswoode	1 0	0 9	1 6	1 1 1/2	1 2	0 11	1 9	1 4 1/2	0 5	0 4	0 7 1/2	0 6
Newport	1 1	0 10	1 7 1/2	1 3	1 3	0 11	1 10 1/2	1 4 1/2	0 6	0 5	0 9	0 7 1/2
N. Williamstown	1 2	0 11	1 9	1 4 1/2	1 4	1 0	1 2	0 1	0 6	0 7	0 10 1/2	0 7 1/2
Beach	1 3	0 11	1 10 1/2	1 4 1/2	1 4	1 0	2 0	1 6	0 8	0 6	1 0	0 9
Williamstown	1 4	1 0	2 0	1 6	1 5	1 1	2 1 1/2	1 7 1/2	0 9	0 6	1 0	0 9
Hatherley	1 3	0 11	1 10 1/2	1 4 1/2	1 5	1 1	2 1 1/2	1 7 1/2	0 8	0 6	1 0	0 9
Laverton	1 8	1 3	2 6	1 10 1/2	1 9	1 4	2 7 1/2	2 0	1 1	0 10	1 7 1/2	1 3
Werribee	2 2	1 8	3 3	2 6	2 4	1 9	3 6	2 7 1/2	1 7	1 2	2 4 1/2	1 9
Footscray West	0 11	0 8	1 4 1/2	1 0	1 1	0 10	1 7 1/2	1 3	0 4	0 3	0 6	0 4 1/2
Tottenham	1 0	0 9	1 6	1 1 1/2	1 2	0 11	1 9	1 4 1/2	0 5	0 4	0 7 1/2	0 6
Braybrook Junc.	1 2	0 11	1 9	1 4 1/2	1 4	1 0	2 0	1 6	0 7	0 5	0 10 1/2	0 7 1/2
Albion	1 6	1 2	2 3	1 9 1/2	1 8	1 3	2 6	1 11	0 11	0 8	1 4 1/2	1 0 1/2
St. Albans	1 10	1 4	2 9	2 0 1/2	2 0	1 5	3 0	2 2	1 3	0 10	1 10 1/2	1 3 1/2
Kensington	0 7	0 5	0 10 1/2	0 7 1/2	0 9	0 6	1 0	0 9	0 3	0 2	0 4 1/2	0 3
Newmarket	0 7	0 5	0 10 1/2	0 7 1/2	0 8	0 6	1 0	0 9	0 3	0 2	0 4 1/2	0 3
Ascot Vale	0 6	0 5	0 9	0 7 1/2	0 7	0 5	0 10 1/2	0 7 1/2	0 3	0 2	0 4 1/2	0 3
Moonee Ponds	0 5	0 4	0 7 1/2	0 6	0 7	0 5	0 10 1/2	0 7 1/2	0 4	0 3	0 6	0 4 1/2
Essendon	0 4	0 3	0 6	0 4 1/2	0 6	0 5	0 9	0 7 1/2	0 5	0 4	0 7 1/2	0 6
Essendon North	0 3	0 2	0 4 1/2	0 3	0 4	0 3	0 6	0 4 1/2	0 6	0 5	0 9	0 7 1/2
Pascoe Vale	0 3	0 2	0 4 1/2	0 3	0 4	0 3	0 6	0 4 1/2	0 7	0 5	0 10 1/2	0 7 1/2
Glenroy	...	...	...	...	0 3	0 2	0 4 1/2	0 3	0 9	0 6	0 10	0 9
Broadmeadows	0 3	0 2	0 4 1/2	0 3	...	...	...	...	0 10	0 8	1 3	1 0
Macauley-road	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0	...	...	...	...
Flemington-bridge	0 9	0 6	1 0	0 9	0 11	0 8	1 4 1/2	1 0	0 2	0 1 1/2	0 4	0 3
Royal Park	0 10	0 8	1 3	1 0	1 0	0 9	1 6	1 1 1/2	0 3	0 2	0 4 1/2	0 3
South Brunswick	0 11	0 8	1 4 1/2	1 0	1 0	0 9	1 6	1 1 1/2	0 3	0 2	0 4 1/2	0 3
Brunswick	0 11	0 8	1 4 1/2	1 0	1 1	0 10	1 7 1/2	1 3	0 3	0 2	0 4 1/2	0 3
Moreland	1 0	0 9	1 6	1 1 1/2	1 2	0 11	1 9	1 4 1/2	0 4	0 3	0 6	0 4 1/2
Coburg	1 1	0 10	1 7 1/2	1 3	1 2	0 11	1 9	1 4 1/2	0 4	0 3	0 6	0 4 1/2
Bell Park	1 2	0 11	1 9	1 4 1/2	1 3	0 11	1 10 1/2	1 4 1/2	0 5	0 4	0 7 1/2	0 6
Coburg North	1 2	0 11	1 9	1 4 1/2	1 4	1 0	2 0	1 6	0 6	0 5	0 9	0 7 1/2
Fawkner	1 3	0 11	1 10 1/2	1 4 1/2	1 5	1 1	2 1 1/2	1 7 1/2	0 7	0 5	0 10 1/2	0 7 1/2
Campbellfield	1 5	1 1	2 1 1/2	1 7 1/2	1 6	1 1	2 3	1 7 1/2	0 8	0 6	1 0	0 9
Campbellfield North	1 6	1 1	2 3	1 7 1/2	1 8	1 3	2 6	1 10 1/2	0 10	0 8	1 3	1 0
Somerton	1 8	1 3	2 6	1 10 1/2	1 10	1 5	2 9	2 1 1/2	1 0	0 9	1 6	1 1 1/2
Carlton North	0 11	0 8	1 4 1/2	1 0	1 0	0 9	1 6	1 1 1/2	0 3	0 2	0 4 1/2	0 3
Fitzroy North	1 0	0 9	1 6	1 1 1/2	1 1	0 10	1 7 1/2	1 3	0 3	0 2	0 4 1/2	0 3
Northcote	1 0	0 9	1 6	1 1 1/2	1 2	0 11	1 9	1 4 1/2	0 4	0 3	0 6	0 4 1/2
Northcote Middle	1 1	0 10	1 7 1/2	1 3	1 3	0 11	1 10 1/2	1 4 1/2	0 5	0 4	0 7 1/2	0 6
Croxton	1 1	0 10	1 7 1/2	1 3	1 3	0 11	1 10 1/2	1 4 1/2	0 5	0 4	0 7 1/2	0 6
Thornbury	1 2	0 11	1 8	1 4 1/2	1 4	1 0	2 0	1 6	0 6	0 5	0 9	0 7 1/2
Preston—Bell-st.	1 3	0 11	1 10 1/2	1 4 1/2	1 4	1 0	2 0	1 6	0 6	0 5	0 9	0 7 1/2
" Murray-rd.	1 3	0 11	1 10 1/2	1 4 1/2	1 5	1 1	2 1 1/2	1 7 1/2	0 7	0 5	0 10 1/2	0 7 1/2
" Regent-st.	1 4	1 0	2 0	1 6	1 5	1 1	2 1 1/2	1 7 1/2	0 7	0 5	0 10 1/2	0 7 1/2
" Reservoir	1 5	1 1	2 1 1/2	1 7 1/2	1 6	1 1	2 3	1 7 1/2	0 8	0 6	1 0	0 9
Clifton Hill	1 1	0 10	1 7 1/2	1 3	1 2	0 11	1 0	1 4 1/2	0 4	0 3	0 6	0 4 1/2
Collingwood	1 2	0 11	1 9	1 4 1/2	1 3	0 11	1 10 1/2	1 4 1/2	0 5	0 4	0 7 1/2	0 6
Northcote South	1 1	0 10	1 7 1/2	1 3	1 3	0 11	1 10 1/2	1 4 1/2	0 5	0 4	0 7 1/2	0 6
Fairfield Park	1 2	0 11	1 9	1 4 1/2	1 4	1 0	2 0	1 6	0 6	0 5	0 9	0 7 1/2
Alphington	1 3	0 11	1 10 1/2	1 4 1/2	1 5	1 1	2 1 1/2	1 7 1/2	0 7	0 5	0 10 1/2	0 7 1/2
Ivanhoe	1 4	1 0	2 0	1 6	1 6	1 1	2 3	1 7 1/2	0 8	0 6	1 0	0 9
Heidelberg	1 5	1 1	2 1 1/2	1 7 1/2	1 7	1 2	2 4 1/2	1 9	0 9	0 6	1 0	0 9
Fitzroy	1 1	0 10	1 7 1/2	1 3	1 2	0 11	1 9	1 4 1/2	0 4	0 3	0 6	0 4 1/2

NORTH SUBURBAN LINES.—FARES TO STATIONS—continued.

	FLEMINGTON-BRIDGE.				ROYAL PARK.				SOUTH BRUNSWICK.			
	Single.		Return.		Single.		Return.		Single.		Return.	
	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Melbourne ...	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½	0 4	0 3	0 6	0 4½
North Melbourne ...	0 2	0 1½	0 4	0 3	0 3	0 2	0 4½	0 3	0 3	0 2	0 4½	0 3
Kensington South ...	0 3	0 2	0 4½	0 3	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½
Footscray ...	0 4	0 3	0 6	0 4½	0 5	0 4	0 7½	0 6	0 5	0 4	0 7½	0 6
Yarraville ...	0 5	0 4	0 7½	0 6	0 6	0 5	0 9	0 7½	0 6	0 5	0 9	0 7½
Spottiswoode ...	0 6	0 5	0 9	0 7½	0 7	0 5	0 10½	0 7½	0 7	0 5	0 10½	0 7½
Newport ...	0 7	0 5	0 10½	0 7½	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9
N. Williamstown ...	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9	0 9	0 6	1 0	0 9
Beach ...	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9	1 0	0 8	1 1	0 9
Williamstown ...	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0	1 1	0 8	1 4½	1 0
Hatherley ...	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0	1 0	0 8	1 3	1 0
Laverton ...	1 1	0 10	1 7½	1 3	1 2	0 11	1 9	1 4½	1 3	0 11	1 10½	1 4½
Werrisbee ...	1 8	1 3	2 6	1 10½	1 9	1 4	2 7½	2 0	1 9	1 4	2 7½	2 0
Footscray West ...	0 5	0 4	0 7½	0 6	0 6	0 5	0 9	0 7½	0 6	0 5	0 9	0 7½
Tottenham ...	0 6	0 5	0 9	0 7½	0 7	0 5	0 10½	0 7½	0 7	0 5	0 10½	0 7½
Braybrook Junc. ...	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9	0 9	0 6	1 0	0 9
Albion ...	1 0	0 9	1 6	1 2	1 1	0 9	1 6	1 2	1 1	0 9	1 6	1 2
St. Albans ...	1 4	0 11	2 0	1 5	1 5	0 11	2 0	1 5	1 5	0 11	2 0	1 5
Kensington ...	0 3	0 2	0 4½	0 3	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½
Newmarket ...	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½	0 4	0 3	0 6	0 4½
Ascot Vale ...	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½	0 5	0 4	0 7½	0 6
Moonee Ponds ...	0 4	0 3	0 6	0 4½	0 5	0 4	0 7½	0 6	0 6	0 5	0 9	0 7½
Essendon ...	0 5	0 4	0 7½	0 6	0 6	0 5	0 9	0 7½	0 7	0 5	0 10½	0 7½
Essendon North ...	0 6	0 5	0 9	0 7½	0 7	0 5	0 10½	0 7½	0 8	0 6	1 0	0 9
Pascoe Vale ...	0 7	0 5	0 10½	0 7½	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9
Glenroy ...	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0	1 1	0 8	1 4½	1 0
Broadmeadows ...	0 11	0 8	1 4½	1 0	1 0	0 9	1 6	1 1½	1 0	0 9	1 6	1 1½
Macaulay-road ...	0 2	0 1½	0 4	0 3	0 3	0 2	0 4½	0 3	0 3	0 2	0 4½	0 3
Flemington-bridge ...	...	...	...	...	0 2	0 1½	0 4	0 3	0 3	0 2	0 4½	0 3
Royal Park ...	0 2	0 1½	0 4	0 3	...	...	...	...	...	...	...	...
South Brunswick ...	0 3	0 2	0 4½	0 3	0 2	0 1½	0 4	0 3	...	...	...	...
Brunswick ...	0 3	0 2	0 4½	0 3	0 2	0 1½	0 4	0 3	0 2	0 1½	0 4	0 3
Moreland ...	0 3	0 2	0 4½	0 3	0 3	0 2	0 4	0 3	0 3	0 2	0 4½	0 3
Coburg ...	0 4	0 3	0 6	0 4½	0 3	0 2	0 4	0 3	0 3	0 2	0 4½	0 3
Bell Park ...	0 5	0 4	0 7½	0 6	0 4	0 3	0 6	0 4½	0 3	0 2	0 4½	0 3
Coburg North ...	0 5	0 4	0 7½	0 6	0 4	0 3	0 6	0 4½	0 4	0 3	0 6	0 4½
Fawkner ...	0 6	0 5	0 9	0 7½	0 5	0 4	0 7½	0 6	0 5	0 4	0 7½	0 6
Campbellfield ...	0 8	0 6	1 0	0 9	0 7	0 5	0 10½	0 7½	0 6	0 5	0 9	0 7½
Campbellfield North ...	0 9	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9
Somerton ...	0 11	0 8	1 4½	1 0	0 10	0 8	1 3	1 0	1 0	0 8	1 3	1 0
Carlton North ...	0 3	0 2	0 4½	0 3	0 2	0 1½	0 4	0 3	0 2	0 1½	0 4	0 3
Fitzroy North ...	0 3	0 2	0 4½	0 3	0 3	0 2	0 4½	0 3	0 3	0 2	0 4½	0 3
Northcote ...	0 3	0 2	0 4½	0 3	0 3	0 2	0 4½	0 3	0 3	0 2	0 4½	0 3
Northcote Middle... ..	0 4	0 3	0 6	0 4½	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½
Croxton ...	0 4	0 3	0 6	0 4½	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½
Thornbury ...	0 5	0 4	0 7½	0 6	0 4	0 3	0 6	0 4½	0 5	0 4	0 7½	0 6
Preston—Bell-st. ...	0 6	0 5	0 9	0 7½	0 5	0 4	0 7½	0 6	0 5	0 4	0 7½	0 6
„ Murray-rd. ...	0 6	0 5	0 9	0 7½	0 5	0 4	0 7½	0 6	0 5	0 4	0 7½	0 6
„ Regent-st. ...	0 7	0 5	0 10½	0 7½	0 6	0 5	0 9	0 7½	0 6	0 5	0 9	0 7½
„ Reservoir... ..	0 8	0 6	1 0	0 9	0 7	0 5	0 10½	0 7½	0 7	0 5	0 10½	0 7½
Clifton Hill ...	0 4	0 3	0 6	0 4½	0 3	0 2	0 4½	0 3	0 3	0 2	0 4½	0 3
Collingwood ...	0 4	0 3	0 6	0 4½	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½
Northcote South ...	0 4	0 3	0 6	0 4½	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½
Fairfield Park ...	0 5	0 4	0 7½	0 6	0 4	0 3	0 6	0 4½	0 5	0 4	0 7½	0 6
Alphington ...	0 6	0 5	0 9	0 7½	0 5	0 4	0 7½	0 6	0 6	0 5	0 9	0 7½
Ivanhoe ...	0 7	0 5	0 10½	0 7½	0 6	0 5	0 9	0 7½	0 7	0 5	0 10½	0 7½
Heidelberg ...	0 8	0 6	1 0	0 9	0 7	0 5	0 10½	0 7½	0 8	0 6	1 0	0 9
Fitzroy ...	0 4	0 3	0 6	0 4½	0 3	0 2	0 4½	0 3	0 3	0 2	0 4½	0 3

NORTH SUBURBAN LINES.—FARES TO STATIONS—continued.

STATIONS.	BRUNSWICK.				MORELAND.				COBURG.			
	Single.		Return.		Single.		Return.		Single.		Return.	
	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.
Melbourne ...	0 4	0 3	0 6	0 4½	0 6	0 5	0 9	0 7½	0 6	0 5	0 9	0 7½
North Melbourne ...	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½	0 5	0 4	0 7½	0 6
Kensington South ...	0 4	0 3	0 6	0 4½	0 5	0 4	0 7½	0 6	0 6	0 5	0 9	0 7½
Footscray ...	0 6	0 5	0 9	0 7½	0 7	0 5	0 10½	0 7½	0 8	0 6	1 0	0 9
Yarraville ...	0 7	0 5	0 10½	0 7½	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9
Spottiswoode ...	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9	1 0	0 8	1 3	1 0
Newport ...	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0	1 1	0 8	1 4½	1 0
N. Williamstown ...	0 10	0 8	1 3	1 0	0 11	0 8	1 4½	1 0	1 0	0 9	1 6	1 1½
Beach ...	0 10	0 8	1 3	1 0	0 11	0 8	1 4½	1 0	1 0	0 9	1 6	1 1½
Williamstown ...	0 11	0 8	1 4½	1 0	1 0	0 9	1 6	1 1½	1 1	0 10	1 7½	1 3
Hatherley ...	0 11	0 8	1 4½	1 0	1 0	0 9	1 6	1 1½	1 0	0 9	1 6	1 1½
Laverton ...	1 3	0 11	1 10½	1 4½	1 4	1 0	2 0	1 6	1 5	1 1	2 1½	1 7½
Werribee ...	1 10	1 5	2 9	2 1½	1 11	1 5	2 10½	2 1½	2 0	1 6	3 0	2 3
Footscray West ...	0 7	0 5	0 10½	0 7½	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9
Tottenham ...	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9	1 0	0 8	1 3	1 0
Braybrook June ...	0 10	0 8	1 3	1 0	0 11	0 8	1 4½	1 0	1 1	0 8	1 4½	1 0
Albion ...	1 2	0 11	1 9	1 5	1 3	0 11	1 10½	1 5	1 3	0 11	1 10½	1 5
St. Albans ...	1 6	1 1	2 3	1 8	1 7	1 1	2 4½	1 8	1 7	1 1	2 4½	1 8
Kensington ...	0 4	0 3	0 6	0 4½	0 5	0 4	0 7½	0 6	0 6	0 5	0 9	0 7½
Newmarket ...	0 5	0 4	0 7½	0 6	0 6	0 5	0 9	0 7½	0 7	0 5	0 9	0 7½
Ascot Vale ...	0 5	0 4	0 7½	0 6	0 6	0 5	0 9	0 7½	0 7	0 5	0 9	0 7½
Moonee Ponds ...	0 6	0 5	0 9	0 7½	0 7	0 5	0 10½	0 7½	0 8	0 6	1 0	0 9
Essendon ...	0 7	0 5	0 10½	0 7½	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9
Essendon North ...	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9	1 0	0 8	1 3	1 0
Pascoe Vale ...	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0	1 1	0 8	1 4½	1 0
Glenroy ...	0 11	0 8	1 4½	1 0	1 0	0 9	1 6	1 1½	1 1	0 10	1 7½	1 3
Broadmeadows ...	1 1	0 10	1 7½	1 3	1 2	0 11	1 9	1 4½	1 2	0 11	1 9	1 4½
Macaulay-road ...	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½	0 4	0 3	0 6	0 4½
Flemington-bridge ...	0 3	0 2	0 4½	0 3	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½
Royal Park ...	0 2	0 1½	0 4	0 3	0 3	0 2	0 4½	0 3	0 3	0 2	0 4½	0 3
South Brunswick ...	0 2	0 1½	0 4	0 3	0 3	0 2	0 4½	0 3	0 3	0 2	0 4½	0 3
Brunswick ...	...	...	...	...	0 2	0 1½	0 4	0 3	0 3	0 2	0 4½	0 3
Moreland ...	0 2	0 1½	0 4	0 3	...	...	...	...	...	...	...	...
Coburg ...	0 3	0 2	0 4½	0 3	0 2	0 1½	0 4	0 3	...	...	...	...
Bell Park ...	0 3	0 2	0 4½	0 3	0 3	0 2	0 4½	0 3	0 2	0 1½	0 4	0 3
Coburg North ...	0 3	0 2	0 4½	0 3	0 3	0 2	0 4½	0 3	0 3	0 2	0 4½	0 3
Fawkner ...	0 4	0 3	0 6	0 4½	0 3	0 2	0 4½	0 3	0 3	0 2	0 4½	0 3
Campbellfield ...	0 6	0 5	0 9	0 7½	0 5	0 4	0 7½	0 6	0 4	0 3	0 6	0 4½
Campbellfield North ...	0 7	0 5	0 10½	0 7½	0 6	0 5	0 9	0 7½	0 6	0 5	0 9	0 7½
Somerton ...	0 9	0 6	1 0	0 9	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9
Carlton North ...	0 3	0 2	0 4½	0 3	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½
Fitzroy North ...	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½	0 4	0 3	0 6	0 4½
Northcote ...	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½	0 5	0 4	0 7½	0 6
Northcote Middle ...	0 4	0 3	0 6	0 4½	0 5	0 4	0 7½	0 6	0 6	0 5	0 9	0 7½
Croxton ...	0 4	0 3	0 6	0 4½	0 5	0 4	0 7½	0 6	0 6	0 5	0 7	0 7½
Thornbury ...	0 5	0 4	0 7½	0 6	0 6	0 5	0 9	0 7½	0 7	0 5	1 0½	0 7½
Preston—Bell-st. ...	0 6	0 5	0 9	0 7½	0 7	0 5	0 10½	0 7½	0 7	0 5	0 10½	0 7½
Murray-rd. ...	0 6	0 5	0 9	0 7½	0 7	0 5	0 10½	0 7½	0 8	0 6	1 0	0 9
Regent-st. ...	0 7	0 5	0 10½	0 7½	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9
Reservoir ...	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9	0 9	0 6	1 0	0 9
Clifton Hill ...	0 4	0 3	0 6	0 4½	0 5	0 4	0 7½	0 6	0 6	0 5	0 9	0 7½
Collingwood ...	0 4	0 3	0 6	0 4½	0 5	0 4	0 7½	0 6	0 6	0 5	0 9	0 7½
Northcote South ...	0 4	0 3	0 6	0 4½	0 5	0 4	0 7½	0 6	0 6	0 5	0 9	0 7½
Fairfield Park ...	0 5	0 4	0 7½	0 6	0 6	0 5	0 9	0 7½	0 7	0 5	0 10½	0 7½
Alphington ...	0 6	0 5	0 9	0 7½	0 7	0 5	0 10½	0 7½	0 8	0 6	1 0	0 9
Ivanhoe ...	0 7	0 5	0 10½	0 7½	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9
Heidelberg ...	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9	1 0	0 8	1 3	1 0
Fitzroy ...	0 4	0 3	0 6	0 4½	0 5	0 4	0 7½	0 6	0 5	0 4	0 7½	0 6

NORTH SUBURBAN LINES.—FARES TO STATIONS—continued.

STATIONS.	BELL PARK.				COBURG NORTH.				FAWKNER.							
	Single.		Return.		Single.		Return.		Single.		Return.					
	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.				
	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.		
Melbourne ...	0	7	0	5	0	10	0	7	0	8	0	6	1	0	0	9
North Melbourne ...	0	6	0	5	0	9	0	7	0	7	0	5	0	10	0	7
Kensington South ...	0	7	0	5	0	10	0	7	0	8	0	6	1	0	0	9
Footscray ...	0	8	0	6	1	0	0	9	0	9	0	6	1	0	0	9
Yarraville ...	0	9	0	6	1	0	0	9	0	10	0	8	1	0	0	11
Spottiswoode ...	0	10	0	8	1	0	0	9	0	10	0	8	1	0	0	11
Newport ...	0	11	0	8	1	0	0	10	0	11	0	9	1	0	0	12
N. Williamstown ...	1	0	0	9	1	0	0	10	1	0	0	9	1	0	0	11
Beach ...	1	1	0	10	1	0	0	11	1	1	0	10	1	0	0	12
Williamstown ...	1	2	0	11	1	0	0	12	1	2	0	11	1	0	0	13
Hatherley ...	1	1	0	10	1	0	0	11	1	1	0	10	1	0	0	12
Laverton ...	1	6	1	1	2	3	0	2	1	7	1	2	4	1	0	3
Werribee ...	2	0	1	6	3	0	2	3	2	0	1	6	3	0	2	3
Footscray West ...	0	9	0	6	1	0	0	9	0	10	0	8	1	0	0	11
Tottenham ...	0	10	0	8	1	0	0	11	0	11	0	9	1	0	0	12
Braybrook Junc. ...	1	0	0	9	1	0	0	10	1	0	0	9	1	0	0	11
Albion ...	1	4	1	0	2	0	1	6	1	5	1	1	2	1	1	2
St. Albans ...	1	8	1	2	2	6	1	9	1	3	2	7	1	1	1	2
Kensington ...	0	7	0	5	0	10	0	7	0	8	0	6	1	0	0	9
Newmarket ...	0	7	0	5	0	10	0	7	0	8	0	6	1	0	0	9
Ascot Vale ...	0	8	0	6	1	0	0	9	0	9	0	6	1	0	0	10
Moonee Ponds ...	0	9	0	6	1	0	0	9	0	10	0	8	1	0	0	11
Essendon ...	0	10	0	8	1	0	0	10	0	11	0	9	1	0	0	12
Essendon North ...	0	11	0	8	1	0	0	11	0	12	0	10	1	0	0	13
Pascoe Vale ...	1	0	0	9	1	0	0	10	1	0	0	9	1	0	0	11
Glenroy ...	1	2	0	11	1	0	0	12	1	2	0	11	1	0	0	13
Broadmeadows ...	1	3	0	11	1	0	0	12	1	3	0	11	1	0	0	14
Macaulay-road ...	0	5	0	4	0	7	0	6	0	5	0	4	0	7	0	6
Flemington-bridge ...	0	5	0	4	0	7	0	6	0	5	0	4	0	7	0	6
Royal Park ...	0	4	0	3	0	6	0	5	0	4	0	3	0	6	0	5
South Brunswick ...	0	3	0	2	0	4	0	3	0	3	0	2	0	4	0	3
Brunswick ...	0	3	0	2	0	4	0	3	0	3	0	2	0	4	0	3
Moreland ...	0	3	0	2	0	4	0	3	0	3	0	2	0	4	0	3
Coburg ...	0	2	0	1	0	3	0	2	0	2	0	1	0	3	0	2
Bell Park ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Coburg North ...	0	2	0	1	0	3	0	2	0	2	0	1	0	3	0	2
Fawkner ...	0	3	0	2	0	4	0	3	0	3	0	2	0	4	0	3
Campbellfield ...	0	3	0	2	0	4	0	3	0	3	0	2	0	4	0	3
Campbellfield North ...	0	5	0	4	0	7	0	6	0	4	0	3	0	6	0	5
Somerton ...	0	7	0	5	0	10	0	7	0	6	0	5	0	9	0	8
Carlton North ...	0	4	0	3	0	6	0	5	0	4	0	3	0	6	0	5
Fitzroy North ...	0	5	0	4	0	7	0	6	0	5	0	4	0	7	0	6
Northcote ...	0	6	0	5	0	9	0	7	0	6	0	5	0	8	0	7
Northcote Middle... ..	0	7	0	5	0	10	0	7	0	6	0	5	0	9	0	8
Croxton ...	0	7	0	5	0	10	0	7	0	6	0	5	0	9	0	8
Thornbury ...	0	8	0	6	1	0	0	9	0	8	0	6	1	0	0	9
Preston—Bell-st. ...	0	8	0	6	1	0	0	9	0	9	0	6	1	0	0	9
„ Murray-rd. ...	0	9	0	6	1	0	0	9	0	9	0	6	1	0	0	9
„ Regent-st. ...	0	9	0	6	1	0	0	9	0	10	0	8	1	0	0	9
„ Reservoir ...	0	10	0	8	1	0	0	11	0	11	0	8	1	0	0	9
Clifton Hill ...	0	6	0	5	0	9	0	7	0	5	0	4	0	7	0	6
Collingwood ...	0	7	0	5	0	10	0	7	0	6	0	5	0	9	0	8
Northcote South ...	0	7	0	5	0	10	0	7	0	6	0	5	0	9	0	8
Fairfield Park ...	0	8	0	6	1	0	0	9	0	9	0	6	1	0	0	9
Alphington ...	0	9	0	6	1	0	0	9	0	9	0	6	1	0	0	9
Ivanhoe ...	0	10	0	8	1	0	0	11	0	11	0	8	1	0	0	9
Heidelberg ...	0	11	0	8	1	0	0	11	0	12	0	9	1	0	0	9
Fitzroy ...	0	6	0	5	0	9	0	7	0	5	0	4	0	7	0	6

NORTH SUBURBAN LINES.—FARES TO STATIONS—continued.

STATIONS.	CAMPBELLFIELD.				CAMPBELLFIELD NORTH.				SOMERTON.			
	Single.		Return.		Single.		Return.		Single.		Return.	
	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.
Melbourne ...	0 10	0 8	1 3	1 0	1 0	0 9	1 6	1 1 1/2	1 2	0 11	1 9	1 4 1/2
North Melbourne...	0 9	0 6	1 0	0 9	0 11	0 8	1 4 1/2	1 0	1 1	0 10	1 7 1/2	1 3
Kensington South...	1 10	0 8	1 3	1 0	1 0	0 9	1 6	1 1 1/2	1 2	0 11	1 9	1 4 1/2
Footscray ...	1 0	0 9	1 6	1 1 1/2	1 1	0 10	1 7 1/2	1 3	1 3	0 11	1 10 1/2	1 4 1/2
Yarraville ...	1 1	0 10	1 7 1/2	1 3	1 2	0 11	1 9	1 4 1/2	1 4	1 0	2 0	1 6
Spottiswoode ...	1 2	0 11	1 9	1 4 1/2	1 3	0 11	1 10 1/2	1 4 1/2	1 5	1 1	2 1 1/2	1 7 1/2
Newport ...	1 3	0 11	1 10 1/2	1 4 1/2	1 4	1 0	1 6	1 6	1 6	1 1	2 3	1 7 1/2
N. Williamstown ...	1 4	1 0	2 0	1 6	1 5	1 1	2 1 1/2	1 7 1/2	1 7	1 2	2 4 1/2	1 9
Beach ...	1 4	1 0	2 0	1 6	1 5	1 1	2 1 1/2	1 7 1/2	1 8	1 3	2 6	1 10 1/2
Williamstown ...	1 5	1 1	2 1 1/2	1 7 1/2	1 7	1 2	2 4 1/2	1 9	1 9	1 4	2 7 1/2	2 0
Hatherley ...	1 4	1 0	2 0	1 6	1 6	1 1	2 3	1 7 1/2	1 3	1 3	3 1 1/2	2 4 1/2
Laverton ...	1 9	1 4	2 7 1/2	2 0	1 11	1 6	2 10 1/2	2 3	2 1	1 7	3 1 1/2	2 4 1/2
Werribee ...	2 4	1 9	3 6	2 7 1/2	2 5	1 10	3 7 1/2	2 9	2 7	1 11	3 10 1/2	2 10 1/2
Footscray West ...	1 0	0 9	1 6	1 1 1/2	1 2	0 11	1 9	1 4 1/2	1 4	1 0	2 0	1 6
Tottenham ...	1 2	0 11	1 9	1 4 1/2	1 3	0 11	1 10 1/2	1 4 1/2	1 5	1 1	2 1 1/2	1 7 1/2
Braybrook Juuc. ...	1 3	0 11	1 10 1/2	1 4 1/2	1 5	1 1	2 1 1/2	1 7 1/2	1 7	1 2	2 4 1/2	1 9
Albion ...	1 7	1 2	2 4 1/2	1 9 1/2	1 9	1 4	2 7 1/2	2 0 1/2	1 11	1 5	2 10 1/2	2 2 1/2
St. Albans ...	1 11	1 4	2 10 1/2	2 0 1/2	2 1	1 6	3 1 1/2	2 3 1/2	2 3	1 7	3 4 1/2	2 5
Kensington ...	0 10	0 8	1 3	1 0	0 11	0 8	1 4 1/2	1 0	1 1	0 10	1 7 1/2	1 3
Newmarket ...	0 10	0 8	1 3	1 0	0 10	0 9	1 6	1 1 1/2	1 2	0 11	1 9	1 4 1/2
Ascot Vale ...	0 11	0 8	1 4 1/2	1 0	1 1	0 10	1 7 1/2	1 3	1 3	0 11	1 10 1/2	1 4 1/2
Moonee Ponds ...	1 0	0 9	1 6	1 1 1/2	1 1	0 10	1 7 1/2	1 3	1 3	0 11	1 10 1/2	1 4 1/2
Essendon ...	1 1	0 10	1 7 1/2	1 3	1 2	0 11	1 9	1 4 1/2	1 4	1 0	2 0	1 6
Essendon North ...	1 2	0 11	1 9	1 4 1/2	1 4	1 0	2 0	1 6	1 6	1 1	2 3	1 7 1/2
Pascoe Vale ...	1 3	0 11	1 10 1/2	1 4 1/2	1 4	1 0	2 0	1 6	1 6	1 1	2 3	1 7 1/2
Glenroy ...	1 5	1 1	2 1 1/2	1 7 1/2	1 6	1 1	2 3	1 7 1/2	1 8	1 3	2 6	1 10 1/2
Broadmeadows ...	1 6	1 1	2 3	1 7 1/2	1 8	1 3	2 6	1 10 1/2	1 10	1 5	2 9	2 1 1/2
Macaulay-road ...	0 8	0 6	1 0	0 9	0 10	0 8	1 3	1 0	1 0	0 10	1 6	1 1 1/2
Flemington-bridge	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9	0 11	0 8	1 4 1/2	1 0
Royal Park ...	0 7	0 5	1 0 1/2	0 7 1/2	0 8	0 6	1 0	0 9	0 10	0 8	1 3	1 0
South Brunswick...	0 6	0 5	0 9	0 7 1/2	0 8	0 6	1 0	0 9	0 10	0 8	1 3	1 0
Brunswick ...	0 6	0 5	0 9	0 7 1/2	0 7	0 5	0 10 1/2	0 7 1/2	0 9	0 6	1 0	0 9
Morcland ...	0 5	0 4	0 7 1/2	0 6	0 6	0 5	0 9	0 7 1/2	0 8	0 6	1 0	0 9
Coburg ...	0 4	0 3	0 6	0 4 1/2	0 6	0 5	0 9	0 7 1/2	0 8	0 6	1 0	0 9
Bell Park ...	0 3	0 2	0 4 1/2	0 3	0 5	0 4	0 6	0 6	0 7	0 5	0 10 1/2	0 7 1/2
Coburg North ...	0 3	0 2	0 4 1/2	0 3	0 4	0 3	0 6	0 4 1/2	0 6	0 5	0 9	0 7 1/2
Fawkner ...	0 3	0 2	0 4 1/2	0 3	0 3	0 2	0 4 1/2	0 3	0 5	0 4	0 6	0 6
Campbellfield ...	0 3	0 2	0 4 1/2	0 3	0 3	0 2	0 4 1/2	0 3	0 4	0 3	0 6	0 4 1/2
Campbellfield North	0 3	0 2	0 4 1/2	0 3	0 3	0 2	0 4 1/2	0 3	0 3	0 2	0 4 1/2	0 3
Somerton ...	0 4	0 3	0 6	0 4 1/2	0 3	0 2	0 4 1/2	0 3	0 3	0 2	0 4 1/2	0 3
Carlton North ...	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9	0 11	0 8	1 4 1/2	1 0
Fitzroy North ...	0 8	0 6	1 0	0 9	0 10	0 8	1 3	1 0	1 1	0 10	1 6	1 1 1/2
Northcote ...	0 9	0 6	1 0	0 9	0 11	0 8	1 4 1/2	1 0	1 1	0 10	1 7 1/2	1 3
Northcote Middle...	0 10	0 8	1 3	1 0	0 11	0 8	1 4 1/2	1 0	1 2	0 11	1 9	1 4 1/2
Croxton ...	0 10	0 8	1 3	1 0	1 0	0 9	1 6	1 1 1/2	1 2	0 11	1 9	1 4 1/2
Thornbury ...	0 11	0 8	1 4 1/2	1 0	1 0	0 9	1 6	1 1 1/2	1 2	0 11	1 9	1 4 1/2
Preston—Bell-st. ...	0 11	0 8	1 4 1/2	1 0	1 1	0 10	1 7 1/2	1 3	1 3	0 11	1 10 1/2	1 4 1/2
„ Murray-rd. ...	1 0	0 9	1 6	1 1 1/2	1 1	0 10	1 7 1/2	1 3	1 3	0 11	1 10 1/2	1 4 1/2
„ Regent-st. ...	1 1	0 10	1 7 1/2	1 3	1 2	0 11	1 9	1 4 1/2	1 4	1 0	2 0	1 6
„ Reservoir ...	1 1	0 10	1 7 1/2	1 3	1 3	0 11	1 10 1/2	1 4 1/2	1 5	1 1	2 1 1/2	1 7 1/2
Clifton Hill ...	0 10	0 8	1 3	1 0	0 11	0 8	1 4 1/2	1 0	1 1	0 10	1 7 1/2	1 3
Collingwood ...	0 10	0 8	1 3	1 0	1 0	0 9	1 6	1 1 1/2	1 2	0 11	1 9	1 4 1/2
Northcote South ...	0 10	0 8	1 3	1 0	1 0	0 9	1 6	1 1 1/2	1 2	0 11	1 9	1 4 1/2
Fairfield Park ...	0 11	0 8	1 4 1/2	1 0	1 1	0 10	1 7 1/2	1 3	1 3	0 11	1 10 1/2	1 4 1/2
Alphington ...	1 0	0 9	1 6	1 1 1/2	1 1	0 10	1 7 1/2	1 3	1 3	0 11	1 10 1/2	1 4 1/2
Ivanhoe ...	1 1	0 10	1 7 1/2	1 3	1 3	0 11	1 10 1/2	1 4 1/2	1 5	1 1	2 1 1/2	1 7 1/2
Heidelberg ...	1 2	0 11	1 9	1 4 1/2	1 4	1 0	2 0	1 6	1 6	1 1	2 3	1 7
Fitzroy ...	0 9	0 6	1 0	0 9	0 11	0 8	1 4 1/2	1 0	1 1	0 10	1 7 1/2	1 3

NORTH SUBURBAN LINES.—FARES TO STATIONS—continued.

STATIONS.	CARLTON NORTH.				FITZROY NORTH.				NORTHCOTE.					
	Single.		Return.		Single.		Return.		Single.		Return.			
	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.		
	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
Melbourne ...	0	4	0	6	0	4	0	7	0	6	0	5	0	9
North Melbourne ...	0	3	0	4	0	3	0	4	0	4	0	4	0	5
Kensington South ...	0	4	0	5	0	4	0	5	0	5	0	5	0	6
Footscray ...	0	6	0	7	0	6	0	7	0	7	0	7	0	8
Yarraville ...	0	7	0	8	0	7	0	8	0	8	0	8	0	9
Spottiswoode ...	0	8	0	9	0	8	0	9	0	9	0	9	0	10
Newport ...	0	9	0	10	0	9	0	10	0	10	0	10	0	11
N. Williamstown ...	0	10	0	11	0	10	0	11	0	11	0	11	0	12
Beach ...	0	10	0	11	0	10	0	11	0	11	0	11	0	12
Williamstown ...	0	11	0	12	0	11	0	12	0	12	0	12	0	13
Hatherley ...	0	10	0	11	0	10	0	11	0	11	0	11	0	12
Laverton ...	1	3	1	4	1	4	1	5	1	4	1	5	1	6
Werribee ...	1	10	1	11	1	10	1	11	1	11	1	12	1	13
Footscray West ...	0	6	0	7	0	7	0	8	0	7	0	8	0	9
Tottenham ...	0	8	0	9	0	8	0	9	0	9	0	10	0	11
Braybrook Junc. ...	0	9	0	10	0	9	0	10	0	10	0	11	0	12
Albion ...	1	1	1	2	1	2	1	3	1	2	1	3	1	4
St. Albans ...	1	5	1	6	1	6	1	7	1	6	1	7	1	8
Kensington ...	0	4	0	5	0	5	0	6	0	5	0	6	0	7
Newmarket ...	0	4	0	5	0	4	0	5	0	5	0	6	0	7
Ascot Vale ...	0	5	0	6	0	6	0	7	0	6	0	7	0	8
Moonee Ponds ...	0	6	0	7	0	7	0	8	0	7	0	8	0	9
Essendon ...	0	7	0	8	0	8	0	9	0	8	0	9	0	10
Essendon North ...	0	8	0	9	0	9	0	10	0	9	0	10	0	11
Pascoe Vale ...	0	9	0	10	0	10	0	11	0	10	0	11	0	12
Glenroy ...	0	11	0	12	0	11	0	12	0	11	0	12	0	13
Broadmeadows ...	1	0	1	1	1	1	1	2	1	1	1	2	1	3
Macaulay-road ...	0	3	0	4	0	3	0	4	0	3	0	4	0	5
Flemington-bridge ...	0	3	0	4	0	3	0	4	0	3	0	4	0	5
Royal Park ...	0	2	0	3	0	2	0	3	0	2	0	3	0	4
South Brunswick ...	0	2	0	3	0	2	0	3	0	2	0	3	0	4
Brunswick ...	0	3	0	4	0	3	0	4	0	3	0	4	0	5
Moreland ...	0	3	0	4	0	3	0	4	0	3	0	4	0	5
Coburg ...	0	4	0	5	0	4	0	5	0	4	0	5	0	6
Bell Park ...	0	4	0	5	0	4	0	5	0	4	0	5	0	6
Coburg North ...	0	5	0	6	0	5	0	6	0	5	0	6	0	7
Fawkner ...	0	6	0	7	0	6	0	7	0	6	0	7	0	8
Campbellfield ...	0	8	0	9	0	8	0	9	0	8	0	9	0	10
Campbellfield North ...	0	9	0	10	0	9	0	10	0	9	0	10	0	11
Somerton ...	0	11	0	12	0	11	0	12	0	11	0	12	0	13
Carlton North ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Fitzroy North ...	0	2	0	3	0	2	0	3	0	2	0	3	0	4
Northcote ...	0	3	0	4	0	3	0	4	0	3	0	4	0	5
Northcote Middle ...	0	3	0	4	0	3	0	4	0	3	0	4	0	5
Croxton ...	0	3	0	4	0	3	0	4	0	3	0	4	0	5
Thorndun ...	0	3	0	4	0	3	0	4	0	3	0	4	0	5
Preston—Bell-st. ...	0	4	0	5	0	4	0	5	0	4	0	5	0	6
" Murray-rd. ...	0	4	0	5	0	4	0	5	0	4	0	5	0	6
" Regent-st. ...	0	5	0	6	0	5	0	6	0	5	0	6	0	7
" Reservoir ...	0	6	0	7	0	6	0	7	0	6	0	7	0	8
Clifton Hill ...	0	3	0	4	0	3	0	4	0	3	0	4	0	5
Collingwood ...	0	3	0	4	0	3	0	4	0	3	0	4	0	5
Northcote South ...	0	3	0	4	0	3	0	4	0	3	0	4	0	5
Fairfield Park ...	0	4	0	5	0	4	0	5	0	4	0	5	0	6
Alphington ...	0	4	0	5	0	4	0	5	0	4	0	5	0	6
Ivanhoe ...	0	5	0	6	0	5	0	6	0	5	0	6	0	7
Heidelberg ...	0	7	0	8	0	6	0	7	0	6	0	7	0	8
Fitzroy ...	0	3	0	4	0	3	0	4	0	3	0	4	0	5

NORTH SUBURBAN LINES.—FARES TO STATIONS—continued.

STATIONS.	NORTHCOTE MIDDLE.				CROXTON.				THORNBURY.									
	Single.		Return.		Single.		Return.		Single.		Return.							
	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.						
	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.						
Melbourne	0	7	0	5	0	10	0	7	0	10	0	8	0	6	1	0	0	9
North Melbourne	0	5	0	4	0	7	0	6	0	6	0	5	0	9	0	0	0	7
Kensington South	0	6	0	5	0	9	0	7	0	10	0	7	0	7	0	0	0	10
Footscray	0	8	0	6	1	0	0	9	0	8	0	6	1	0	0	0	0	9
Yarraville	0	9	0	6	1	0	0	9	0	6	1	0	0	9	0	10	0	8
Spottiswoode	0	10	0	8	1	3	1	0	0	10	0	8	1	3	1	0	0	11
Newport	0	11	0	8	1	4	1	0	0	11	0	8	1	4	1	0	0	9
N. Williamstown	1	0	0	9	1	6	1	1	1	0	0	9	1	6	1	1	1	0
Beach	1	0	0	9	1	6	1	1	1	0	0	9	1	6	1	1	1	0
Williamstown	1	1	0	10	1	7	1	3	1	2	0	11	1	9	1	4	1	2
Hatherley	1	1	0	10	1	7	1	3	1	1	0	10	1	7	1	3	1	2
Laverton	1	5	1	2	1	1	1	2	1	6	1	1	2	3	1	7	1	6
Werrisbee	2	0	1	6	3	0	2	3	2	0	1	6	3	0	2	3	2	1
Footscray West	0	9	0	6	1	0	0	9	0	6	1	0	0	9	0	10	0	8
Tottenham	0	10	0	8	1	3	1	0	0	10	0	8	1	3	1	0	0	11
Braybrook Junc.	1	0	0	9	1	6	1	1	1	0	0	9	1	6	1	1	1	0
Albion	1	4	1	0	2	0	1	6	1	4	1	0	2	0	1	6	1	4
St. Albans	1	8	1	2	2	6	1	9	1	2	2	6	1	9	1	2	2	6
Kensington	0	6	0	5	0	9	0	7	0	6	0	5	0	9	0	7	0	6
Newmarket	0	7	0	5	0	10	0	7	0	5	0	10	0	7	0	5	0	10
Ascot Vale	0	7	0	5	0	10	0	7	0	5	0	10	0	7	0	5	0	10
Moonee Ponds	0	8	0	6	1	0	0	9	0	8	0	6	1	0	0	0	0	9
Essendon	0	9	0	6	1	0	0	9	0	6	1	0	0	9	0	10	0	8
Essendon North	0	10	0	8	1	3	1	0	0	11	0	8	1	4	1	0	0	11
Pascoe Vale	0	11	0	8	1	4	1	0	0	11	0	8	1	4	1	0	0	9
Glenroy	1	1	0	10	1	7	1	3	1	1	0	10	1	7	1	3	1	2
Broadmeadows	1	3	0	11	1	10	1	4	1	3	0	11	1	10	1	4	1	3
Macaulay-road	0	5	0	4	0	7	0	6	0	5	0	4	0	7	0	6	0	5
Flemington-bridge	0	4	0	3	0	6	0	4	0	3	0	6	0	4	0	3	0	6
Royal Park	0	3	0	2	0	4	0	3	0	2	0	4	0	3	0	2	0	4
South Brunswick	0	4	0	3	0	6	0	4	0	3	0	6	0	4	0	3	0	6
Brunswick	0	4	0	3	0	6	0	4	0	3	0	6	0	4	0	3	0	6
Moreland	0	5	0	4	0	7	0	6	0	5	0	4	0	7	0	6	0	5
Coburg	0	6	0	5	0	9	0	7	0	6	0	5	0	9	0	7	0	6
Bell Park	0	7	0	5	0	10	0	7	0	5	0	10	0	7	0	5	0	10
Coburg North	0	7	0	5	0	10	0	7	0	5	0	10	0	7	0	5	0	10
Fawkner	0	8	0	6	1	0	0	9	0	6	1	0	0	9	0	6	1	0
Campbellfield	0	10	0	8	1	3	1	0	0	10	0	8	1	3	1	0	0	10
Campbellfield North	0	11	0	8	1	4	1	0	0	11	0	8	1	4	1	0	0	9
Somerton	1	1	0	10	1	7	1	3	1	2	0	11	1	9	1	4	1	2
Carlton North	0	3	0	2	0	4	0	3	0	2	0	4	0	3	0	2	0	4
Fitzroy North	0	3	0	2	0	4	0	3	0	2	0	4	0	3	0	2	0	4
Northcote	0	2	0	1	0	4	0	3	0	2	0	1	0	4	0	3	0	2
Northcote Middle	0	2	0	1	0	4	0	3	0	2	0	1	0	4	0	3	0	2
Croxton	0	2	0	1	0	4	0	3	0	2	0	1	0	4	0	3	0	2
Thornbury	0	2	0	1	0	4	0	3	0	2	0	1	0	4	0	3	0	2
Preston--Bell-st.	0	3	0	2	0	4	0	3	0	2	0	1	0	4	0	3	0	2
" Murray-rd.	0	3	0	2	0	4	0	3	0	2	0	1	0	4	0	3	0	2
" Regent-st.	0	3	0	2	0	4	0	3	0	2	0	1	0	4	0	3	0	2
" Reservoir	0	4	0	3	0	6	0	4	0	3	0	2	0	4	0	3	0	6
Clifton Hill	0	3	0	2	0	4	0	3	0	2	0	1	0	4	0	3	0	2
Collingwood	0	3	0	2	0	4	0	3	0	2	0	1	0	4	0	3	0	2
Northcote South	0	3	0	2	0	4	0	3	0	2	0	1	0	4	0	3	0	2
Fairfield Park	0	4	0	3	0	6	0	4	0	3	0	2	0	4	0	3	0	6
Alphington	0	5	0	4	0	7	0	6	0	5	0	4	0	7	0	6	0	5
Ivanhoe	0	6	0	5	0	9	0	7	0	6	0	5	0	9	0	7	0	6
Heidelberg	0	7	0	5	0	10	0	7	0	6	0	5	0	10	0	7	0	6
Fitzroy	0	3	0	2	0	4	0	3	0	2	0	1	0	4	0	3	0	2

NORTH SUBURBAN LINES.—FARES TO STATIONS—continued.

STATIONS.	PRESTON—RESERVOIR.				CLIFTON HILL.				COLLINGWOOD.			
	Single.		Return.		Single.		Return.		Single.		Return.	
	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Melbourne	0 10	0 8	1 3	1 0	0 6	0 5	0 9	0 7	0 7	0 5	0 10	0 7
North Melbourne	0 9	0 6	1 0	0 9	0 5	0 4	0 7	0 6	0 6	0 5	0 9	0 7
Kensington South	0 10	0 8	1 3	1 0	0 6	0 5	0 9	0 7	0 7	0 5	0 10	0 7
Footscray	0 11	0 8	1 4	1 0	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9
Yarraville	1 0	0 9	1 6	1 1	0 9	0 6	1 0	0 9	0 9	0 6	1 0	0 9
Spottiswoode	1 1	0 10	1 7	1 3	0 10	0 8	1 3	1 0	1 0	0 8	1 3	1 0
Newport	1 2	0 11	1 9	1 4	0 11	0 8	1 4	1 0	1 1	0 8	1 4	1 0
N. Williamstown	1 3	0 11	1 10	1 4	1 0	0 9	1 6	1 1	1 0	0 9	1 6	1 1
Beach	1 4	1 0	2 0	1 6	1 0	0 9	1 6	1 1	1 0	0 10	1 7	1 3
Williamstown	1 5	1 1	2 1	1 7	1 1	0 10	1 7	1 3	1 2	0 11	1 9	1 4
Hatherley	1 4	1 0	2 0	1 6	1 0	0 9	1 6	1 1	1 0	0 10	1 7	1 3
Laverton	1 9	1 4	2 7	2 0	1 5	1 1	2 1	1 7	1 6	1 1	2 3	1 7
Werribee	2 3	1 8	3 4	2 6	2 0	1 6	3 0	2 3	2 0	1 6	3 0	2 3
Footscray West	1 0	0 9	1 6	1 1	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9
Tottenham	1 1	0 10	1 7	1 3	0 10	0 8	1 3	1 0	1 0	0 8	1 3	1 0
Braybrook Junc.	1 3	0 11	1 10	1 4	0 11	0 8	1 4	1 0	1 0	0 9	1 6	1 1
Albion	1 7	1 2	2 4	1 9	1 3	0 11	1 10	1 5	1 4	1 0	2 0	1 6
St. Albans	1 11	1 4	2 10	2 0	1 7	1 1	2 4	1 8	1 8	1 2	2 6	1 9
Kensington	0 10	0 8	1 3	1 0	0 6	0 5	0 9	0 7	0 7	0 5	0 10	0 7
Newmarket	0 10	0 8	1 3	1 0	0 6	0 5	0 9	0 7	0 7	0 5	0 10	0 7
Ascot Vale	0 11	0 8	1 4	1 0	0 7	0 5	0 10	0 7	0 8	0 5	0 10	0 7
Moonee Ponds	1 0	0 9	1 6	1 1	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9
Essendon	1 1	0 10	1 7	1 3	0 9	0 6	1 0	0 9	0 10	0 6	1 0	0 9
Essendon North	1 2	0 11	1 9	1 4	0 10	0 8	1 3	1 0	1 1	0 8	1 4	1 0
Pascoe Vale	1 3	0 11	1 10	1 4	0 11	0 8	1 4	1 0	1 0	0 9	1 6	1 1
Glenroy	1 5	1 1	2 1	1 7	1 1	0 10	1 7	1 3	1 2	0 11	1 9	1 4
Broadmeadows	1 6	1 1	2 3	1 7	1 2	0 11	1 9	1 4	1 3	0 11	1 10	1 4
Macaulay-road	0 8	0 6	1 0	0 9	0 4	0 3	0 6	0 4	0 5	0 4	0 7	0 6
Flemington-bridge	0 8	0 6	1 0	0 9	0 4	0 3	0 6	0 4	0 5	0 4	0 7	0 6
Royal Park	0 7	0 5	0 10	0 7	0 3	0 2	0 4	0 3	0 3	0 2	0 4	0 3
South Brunswick	0 7	0 5	0 10	0 7	0 3	0 2	0 4	0 3	0 4	0 3	0 6	0 4
Brunswick	0 8	0 6	1 0	0 9	0 4	0 3	0 6	0 4	0 5	0 4	0 7	0 6
Moreland	0 9	0 6	1 0	0 9	0 5	0 4	0 7	0 6	0 5	0 4	0 7	0 6
Coburg	0 9	0 6	1 0	0 9	0 6	0 5	0 9	0 7	0 6	0 5	0 9	0 7
Bell Park	0 10	0 8	1 3	1 0	0 6	0 5	0 9	0 7	0 7	0 5	0 10	0 7
Coburg North	0 11	0 8	1 4	1 0	0 7	0 5	0 10	0 7	0 8	0 6	1 0	0 9
Fawkner	1 0	0 9	1 6	1 1	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9
Campbellfield	1 1	0 10	1 7	1 3	0 10	0 8	1 3	1 0	1 0	0 8	1 3	1 0
Campbellfield North	1 3	0 11	1 10	1 4	0 11	0 8	1 4	1 0	1 0	0 9	1 6	1 1
Somerton	1 5	1 1	2 1	1 7	1 1	0 10	1 7	1 3	1 2	0 11	1 9	1 4
Carlton North	0 6	0 5	0 9	0 7	0 3	0 2	0 4	0 3	0 3	0 2	0 4	0 3
Fitzroy North	0 5	0 4	0 7	0 6	0 2	0 1	0 4	0 3	0 3	0 2	0 4	0 3
Northcote	0 4	0 3	0 6	0 4	0 3	0 2	0 4	0 3	0 3	0 2	0 4	0 3
Northcote Middle	0 4	0 3	0 6	0 4	0 3	0 2	0 4	0 3	0 3	0 2	0 4	0 3
Croxton	0 3	0 2	0 4	0 3	0 3	0 2	0 4	0 3	0 3	0 2	0 4	0 3
Thornbury	0 3	0 2	0 4	0 3	0 3	0 2	0 4	0 3	0 4	0 3	0 6	0 4
Preston—Bell-st.	0 3	0 2	0 4	0 3	0 4	0 3	0 6	0 4	0 5	0 4	0 7	0 6
„ Murray-rd.	0 3	0 2	0 4	0 3	0 4	0 3	0 6	0 4	0 5	0 4	0 7	0 6
„ Regent-st.	0 2	0 1	0 4	0 3	0 5	0 4	0 7	0 6	0 6	0 5	0 9	0 7
„ Reservoir.	...	...	...	...	...	...	...	...	...	...	...	...
Clifton Hill	0 6	0 5	0 9	0 7	...	...	...	...	...	...	...	...
Collingwood	0 7	0 5	0 10	0 7	0 2	0 1	0 4	0 3	0 2	0 1	0 4	0 3
Northcote South	0 7	0 5	0 10	0 7	0 2	0 1	0 4	0 3	0 2	0 1	0 4	0 3
Fairfield Park	0 8	0 6	1 0	0 9	0 3	0 2	0 4	0 3	0 3	0 2	0 4	0 3
Alphington	0 9	0 6	1 0	0 9	0 3	0 2	0 4	0 3	0 3	0 2	0 4	0 3
Ivanhoe	0 10	0 8	1 3	1 0	0 3	0 2	0 4	0 3	0 3	0 2	0 4	0 3
Heidelberg	0 11	0 8	1 4	1 0	0 5	0 4	0 7	0 6	0 4	0 5	0 7	0 6
Fitzroy	0 6	0 5	0 9	0 7	0 3	0 2	0 4	0 3	0 3	0 2	0 4	0 3

NORTH SUBURBAN LINES.—FARES TO STATIONS—continued.

STATIONS.	NORTHCOTE SOUTH.				FAIRFIELD PARK.				ALPHINGTON.			
	Single.		Return.		Single.		Return.		Single.		Return.	
	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Melbourne	0 7	0 5	0 10	0 7	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9
North Melbourne	0 6	0 5	0 9	0 7	0 7	0 5	0 10	0 7	0 7	0 5	0 10	0 7
Kensington South	0 7	0 5	0 10	0 7	0 8	0 6	1 0	0 9	0 8	0 6	1 0	0 9
Footscray	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0
Yarraville	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0	0 11	0 8	1 4	1 0
Spottiswoode	0 10	0 8	1 3	1 0	0 11	0 8	1 4	1 0	0 10	0 9	1 6	1 1
Newport	0 11	0 8	1 4	1 0	1 0	0 9	1 6	1 1	1 1	1 0	1 7	1 3
N. Williamstown	1 0	0 9	1 6	1 1	1 1	1 0	1 7	1 3	1 2	1 1	1 9	1 4
Beach	1 1	0 10	1 7	1 3	1 2	0 11	1 9	1 4	1 2	0 11	1 9	1 4
Williamstown	1 2	0 11	1 9	1 4	1 3	0 11	1 10	1 4	1 3	0 11	1 10	1 4
Hatherley	1 1	0 10	1 7	1 3	1 2	0 11	1 9	1 4	1 3	0 11	1 10	1 4
Laverton	1 6	1 1	2 3	1 7	1 7	1 2	2 4	1 9	1 7	1 2	2 4	1 9
Werribee	2 0	1 6	3 0	2 3	2 1	1 7	3 1	2 4	2 2	1 8	3 3	2 6
Footscray West	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0	0 11	0 8	1 4	1 0
Tottenham	0 10	0 8	1 3	1 0	0 11	0 8	1 4	1 0	1 0	0 9	1 6	1 1
Braybrook Junc.	1 0	0 9	1 6	1 1	1 1	0 10	1 7	1 3	1 2	0 11	1 9	1 4
Albion	1 4	1 0	2 1	1 6	1 5	1 1	2 1	1 8	1 6	1 2	2 3	1 9
St. Albans	1 8	1 2	2 6	1 9	1 9	1 3	2 7	1 11	1 10	1 4	2 9	2 0
Kensington	0 6	0 5	0 9	0 7	0 7	0 5	0 10	0 7	0 8	0 6	1 0	0 9
Newmarket	0 7	0 5	0 10	0 7	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9
Ascot Vale	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9	0 9	0 6	1 0	0 9
Moonee Ponds	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0
Essendon	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0	0 11	0 8	1 4	1 0
Essendon North	0 11	0 8	1 4	1 0	1 0	0 9	1 6	1 1	1 0	0 9	1 6	1 1
Pascoe Vale	0 11	0 8	1 4	1 0	1 0	0 9	1 6	1 1	1 0	1 0	1 7	1 3
Glenroy	1 1	0 10	1 7	1 3	1 2	0 11	1 9	1 4	1 3	0 11	1 10	1 4
Broadmeadows	1 3	0 11	1 10	1 4	1 4	1 0	2 0	1 6	1 5	1 1	2 1	1 7
Macaulay-road	0 5	0 4	0 7	0 6	0 6	0 5	0 9	0 7	0 7	0 5	0 10	0 7
Flemington-bridge	0 4	0 3	0 6	0 4	0 5	0 4	0 7	0 6	0 6	0 5	0 9	0 7
Royal Park	0 3	0 2	0 4	0 3	0 4	0 3	0 6	0 4	0 4	0 3	0 6	0 4
South Brunswick	0 4	0 3	0 6	0 4	0 5	0 4	0 7	0 6	0 6	0 5	0 9	0 7
Brunswick	0 4	0 3	0 6	0 4	0 5	0 4	0 7	0 6	0 6	0 5	0 9	0 7
Moreland	0 5	0 4	0 7	0 6	0 6	0 5	0 9	0 7	0 7	0 5	0 10	0 7
Coburg	0 6	0 5	0 9	0 7	0 7	0 5	0 10	0 7	0 8	0 6	1 0	0 9
Bell Park	0 7	0 5	0 10	0 7	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9
Coburg North	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9	0 9	0 6	1 0	0 9
Fawkner	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0	0 10	0 8	1 3	1 0
Campbellfield	0 10	0 8	1 3	1 0	0 11	0 8	1 4	1 0	1 0	0 9	1 6	1 1
Campbellfield North	1 0	0 9	1 6	1 1	1 1	0 10	1 7	1 3	1 1	1 0	1 7	1 3
Somerton	1 2	0 11	1 9	1 4	1 3	0 11	1 10	1 4	1 3	0 11	1 10	1 4
Carlton North	0 3	0 2	0 4	0 3	0 4	0 3	0 6	0 4	0 4	0 3	0 6	0 4
Fitzroy North	0 3	0 2	0 4	0 3	0 3	0 2	0 4	0 3	0 4	0 3	0 6	0 4
Northcote	0 3	0 2	0 4	0 3	0 4	0 3	0 6	0 4	0 4	0 3	0 6	0 4
Northcote Middle	0 3	0 2	0 4	0 3	0 4	0 3	0 6	0 4	0 5	0 4	0 7	0 6
Croxton	0 4	0 3	0 6	0 4	0 5	0 4	0 7	0 6	0 5	0 4	0 7	0 6
Thornbury	0 4	0 3	0 6	0 4	0 5	0 4	0 7	0 6	0 6	0 5	0 9	0 7
Preston—Bell-st.	0 5	0 4	0 7	0 6	0 6	0 5	0 9	0 7	0 7	0 5	0 10	0 7
" Murray-rd.	0 6	0 5	0 9	0 7	0 7	0 5	0 10	0 7	0 8	0 6	1 0	0 9
" Regent-st.	0 7	0 5	0 10	0 7	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9
" Reservoir	0 2	0 1	0 4	0 3	0 3	0 2	0 4	0 3	0 3	0 2	0 4	0 3
Clifton Hill	0 2	0 1	0 4	0 3	0 3	0 2	0 4	0 3	0 3	0 2	0 4	0 3
Collingwood	0 2	0 1	0 4	0 3	0 3	0 2	0 4	0 3	0 3	0 2	0 4	0 3
Northcote South	0 2	0 1	0 4	0 3	0 2	0 1	0 4	0 3	0 3	0 2	0 4	0 3
Fairfield Park	0 2	0 1	0 4	0 3	0 2	0 1	0 4	0 3	0 2	0 1	0 4	0 3
Alphington	0 3	0 2	0 4	0 3	0 3	0 2	0 4	0 3	0 2	0 1	0 4	0 3
Ivanhoe	0 3	0 2	0 4	0 3	0 3	0 2	0 4	0 3	0 3	0 2	0 4	0 3
Heidelberg	0 4	0 3	0 6	0 4	0 3	0 2	0 4	0 3	0 3	0 2	0 4	0 3
Fitzroy	0 3	0 2	0 4	0 3	0 4	0 3	0 6	0 4	0 5	0 4	0 7	0 6

NORTH SUBURBAN LINES.—FARES TO STATIONS—continued.

STATIONS.	IVANHOE.				HEIDELBERG.				FITZROY.			
	Single.		Return.		Single.		Return.		Single.		Return.	
	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.
Melbourne ...	0 10	0 8	1 3	1 0	0 11	0 8	1 4½	1 0	0 6	0 5	0 9	0 7½
North Melbourne ...	0 8	0 6	1 0	0 9	0 10	0 8	1 3	1 0	0 5	0 4	0 7½	0 6
Kensington South ...	0 10	0 8	1 3	1 0	0 11	0 8	1 4½	1 0	0 6	0 5	0 9	0 7½
Footscray ...	0 11	0 8	1 4½	1 0	1 0	0 9	1 7½	1 1½	0 7	0 5	0 10½	0 7½
Yarraville ...	1 0	0 9	1 6	1 1½	1 1	0 10	1 7½	1 3	0 8	0 6	1 0	0 9
Spottiswoode ...	1 1	0 10	1 7½	1 3	1 2	0 11	1 9	1 4½	0 9	0 6	1 0	0 9
Newport ...	1 2	0 11	1 9	1 4½	1 3	0 11	1 10½	1 4½	0 10	0 8	1 3	1 0
N. Williamstown ...	1 3	0 11	1 10½	1 4½	1 4	1 0	2 0	1 6	0 11	0 8	1 4½	1 0
Beach ...	1 4	1 0	2 0	1 6	1 5	1 1	2 1½	1 7½	1 0	0 9	1 6	1 1½
Williamstown ...	1 5	1 1	2 1½	1 7½	1 6	1 1	2 3	1 7½	1 1	0 10	1 7½	1 3
Hatherley ...	1 4	1 0	2 0	1 6	1 5	1 0	2 1½	1 7½	1 0	0 9	1 6	1 1½
Laverton ...	1 9	1 4	2 7½	2 0	1 10	1 5	2 9½	2 1½	1 5	1 1	2 1½	1 7½
Werribee ...	2 3	1 8	3 4½	2 6	2 4	1 9	3 6	2 7½	1 11	1 5	2 10½	2 1½
Footscray West ...	1 0	0 9	1 6	1 1½	1 1	0 10	1 7½	1 3	0 8	0 6	1 0	0 9
Tottenham ...	1 1	0 10	1 7½	1 3	1 2	0 11	1 9	1 4½	0 9	0 6	1 0	0 9
Braybrook Junc. ...	1 3	0 11	1 10½	1 4½	1 4	1 0	2 0	1 6	0 11	0 8	1 4½	1 0
Albion ...	1 7	1 2	2 4½	1 9	1 8	1 3	2 6	1 11	1 3	0 11	1 10½	1 5
St. Albans ...	1 11	1 4	2 10½	2 0	2 0	1 5	3 0	2 2	1 7	1 1	2 4½	1 8
Kensington ...	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0	0 6	0 5	0 9	0 7½
Newmarket ...	0 10	0 8	1 3	1 0	0 11	0 8	1 4½	1 0	0 6	0 5	0 9	0 7½
Ascot Vale ...	0 11	0 8	1 4½	1 0	1 0	0 9	1 6	1 1½	0 7	0 5	0 10½	0 7½
Moonee Ponds ...	0 11	0 8	1 4½	1 0	1 0	0 9	1 6	1 1½	0 8	0 6	1 0	0 9
Essendon ...	1 0	0 9	1 6	1 1½	1 1	0 10	1 7½	1 3	0 9	0 6	1 0	0 9
Essendon North ...	1 2	0 11	1 9	1 4½	1 3	0 11	1 10½	1 4½	0 10	0 8	1 3	1 0
Pascoe Vale ...	1 2	0 11	1 9	1 4½	1 3	0 11	1 10½	1 4½	0 11	0 8	1 4½	1 0
Glenroy ...	1 4	1 0	2 0	1 6	1 5	1 1	2 1½	1 7½	1 1	0 10	1 7½	1 3
Broadmeadows ...	1 6	1 1	2 3	1 7½	1 7	1 2	2 4½	1 9	1 2	0 11	1 9	1 4½
Macaulay-road ...	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9	0 4	0 3	0 6	0 4½
Flemington-bridge ...	0 7	0 5	0 10½	0 7½	0 8	0 6	1 0	0 9	0 4	0 3	0 6	0 4½
Royal Park ...	0 6	0 5	0 9	0 7½	0 7	0 5	0 10½	0 7½	0 3	0 2	0 4½	0 3
South Brunswick ...	0 7	0 5	0 10½	0 7½	0 8	0 6	1 0	0 9	0 3	0 2	0 4½	0 3
Brunswick ...	0 7	0 5	0 10½	0 7½	0 8	0 6	1 0	0 9	0 4	0 3	0 6	0 4½
Moreland ...	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9	0 5	0 4	0 7½	0 6
Coburg ...	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0	0 5	0 4	0 7½	0 6
Bell Park ...	0 10	0 8	1 3	1 0	0 11	0 8	1 4½	1 0	0 6	0 5	0 9	0 7½
Coburg North ...	0 11	0 8	1 4½	1 0	1 0	0 9	1 6	1 1½	0 7	0 5	0 10½	0 7½
Fawkner ...	1 0	0 9	1 6	1 1½	1 1	0 10	1 7½	1 3	0 8	0 6	1 0	0 9
Campbellfield ...	1 1	0 10	1 7½	1 3	1 2	0 11	1 9	1 4½	0 9	0 6	1 0	0 9
Campbellfield North ...	1 3	0 11	1 10½	1 4½	1 4	1 0	2 0	1 6	0 11	0 8	1 4½	1 0
Somerton ...	1 5	1 1	2 1½	1 7½	1 6	1 1	2 3	1 7½	1 1	0 10	1 7½	1 3
Carlton North ...	0 5	0 4	0 7½	0 6	0 7	0 5	0 10½	0 7½	0 3	0 2	0 4½	0 3
Fitzroy North ...	0 5	0 4	0 7½	0 6	0 6	0 5	0 9	0 7½	0 2	0 1½	0 4	0 3
Northcote ...	0 6	0 5	0 9	0 7½	0 7	0 5	0 10½	0 7½	0 2	0 1½	0 4	0 3
Northcote Middle ...	0 6	0 5	0 9	0 7½	0 7	0 5	0 10½	0 7½	0 3	0 2	0 4½	0 3
Croxton ...	0 7	0 5	0 10½	0 7½	0 8	0 6	1 0	0 9	0 3	0 2	0 4½	0 3
Thorubury ...	0 7	0 5	0 10½	0 7½	0 8	0 6	1 0	0 9	0 3	0 2	0 4½	0 3
Preston—Bell-st. ...	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9	0 4	0 3	0 6	0 4½
" Murray-rd. ...	0 8	0 6	1 0	0 9	0 9	0 6	1 0	0 9	0 4	0 3	0 6	0 4½
" Regent-st. ...	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0	0 5	0 4	0 7½	0 6
" Reservoir ...	0 10	0 8	1 3	1 0	0 11	0 8	1 4½	1 0	0 6	0 5	0 9	0 7½
Clifton Hill ...	0 3	0 2	0 4½	0 3	0 5	0 4	0 7½	0 6	0 3	0 2	0 4½	0 3
Collingwood ...	0 4	0 3	0 6	0 4½	0 5	0 4	0 7½	0 6	0 3	0 2	0 4½	0 3
Northcote South ...	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½	0 3	0 2	0 4½	0 3
Fairfield Park ...	0 3	0 2	0 4½	0 3	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½
Alphington ...	0 2	0 1½	0 4	0 3	0 3	0 2	0 4½	0 3	0 5	0 4	0 7½	0 6
Ivanhoe ...	...	...	...	...	...	...	...	...	...	...	...	...
Heidelberg ...	0 2	0 1½	0 4	0 3	...	...	...	...	0 7	0 5	0 9	0 7½
Fitzroy ...	0 6	0 5	0 9	0 7½	0 7	0 5	0 10½	0 7½	...	...	...	...

WILLIAMSTOWN LINE.—Monthly Fares.

Miles.	STATIONS.	NORTH MELBOURNE.		KENSINGTON SOUTH.		FOOTSCRAY.		YARRAVILLE.	
		1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.
		<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
—	Melbourne ...	7 0	5 0	8 6	6 0	12 0	8 0	13 0	8 6
1½	North Melbourne ...	...	...	7 0	5 0	10 0	7 0	12 0	8 0
2½	Kensington South ...	...	...	...	...	7 0	5 0	8 6	6 0
3½	Footscray ...	...	...	...	...	...	...	8 0	6 0
4½	Yarraville ...	...	...	...	...	...	...	...	...
5½	Spottiswoode ...	...	...	...	...	...	...	...	...
6½	Newport ...	...	...	...	...	...	...	...	...
7½	North Williamstown ...	...	...	...	...	...	...	...	...
8½	Beach ...	...	...	...	...	...	...	...	...
9½	Williamstown ...	...	...	...	...	...	...	...	...

—	—	SPOTTISWOODE.		NEWPORT.		NTH. WILLIAMSTOWN.		BEACH.	
		1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.
		<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
—	Melbourne ...	16 0	12 6	18 0	14 0	20 0	15 0	20 0	15 0
1½	North Melbourne ...	15 0	10 0	17 6	12 6	20 0	15 0	20 0	15 0
2½	Kensington South ...	9 0	7 0	13 0	8 6	16 0	12 6	16 0	12 6
3½	Footscray ...	10 0	7 0	12 0	8 0	15 0	10 0	15 0	10 0
4½	Yarraville ...	8 0	6 0	10 0	7 0	12 0	8 0	12 0	8 0
5½	Spottiswoode ...	...	...	8 0	6 0	10 0	7 0	10 0	7 0
6½	Newport ...	...	...	...	...	8 0	6 0	8 0	6 0
7½	North Williamstown ...	...	...	...	...	...	...	7 0	5 0
8½	Beach ...	...	...	...	...	...	...	...	...
9½	Williamstown ...	...	...	...	...	...	...	...	...

—	—	WILLIAMSTOWN.		WILLIAMSTOWN PIER.					
		1st.	2nd.	1st.	2nd.				
		<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>				
—	Melbourne ...	20 0	15 0	20 0	15 0				
1½	North Melbourne ...	20 0	15 0	20 0	15 0				
2½	Kensington South ...	18 0	14 0	20 0	15 0				
3½	Footscray ...	17 6	12 6	17 6	12 6				
4½	Yarraville ...	15 0	10 0	15 0	10 0				
5½	Spottiswoode ...	12 0	8 0	12 0	8 0				
6½	Newport ...	10 0	7 0	10 0	7 0				
7½	North Williamstown ...	8 0	6 0	8 0	6 0				
8½	Beach ...	8 0	6 0	8 0	6 0				
9½	Williamstown ...	...	...	...	...

MELBOURNE TO WERRIBEE AND ST. ALBANS.—Monthly Fares.

Miles.	STATIONS.	HATHERLEY.		LAVERTON.		WERRIBEE.		FOOTSCRAY WEST.	
		1st.		2nd.		1st.		2nd.	
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
—	Melbourne ...	20 0	15 0	26 0	19 0	36 6	26 0	13 0	8 6
1 1/2	North Melbourne ...	20 0	15 0	24 6	18 0	33 6	24 0	12 0	8 0
2 1/2	Kensington South ...	16 0	12 6	23 0	17 0	33 6	24 0	8 6	6 0
3 1/2	Footscray ...	13 0	8 6	20 0	15 0	30 6	22 0	7 0	5 0
4 1/2	Yarraville ...	12 0	8 0	20 0	15 0	29 0	21 0	...	...
5 1/2	Spottiswoode ...	9 0	7 0	20 0	15 0	27 6	20 0	...	...
6 1/2	Newport ...	8 6	6 0	18 0	14 0	26 0	19 0	...	...
8 1/2	Hatherley ...	...	...	13 0	8 6	23 0	17 0	...	...
13 1/2	Laverton ...	...	...	...	...	18 0	14 0	...	...
19 1/2	Werribee ...	...	...	...	...	...	...	...	...
4 1/2	Footscray West ...	...	...	...	...	...	...	...	...
5 1/2	Tottenham ...	...	...	...	...	...	...	...	...
7 1/2	Braybrook Junction ...	...	...	...	...	...	...	...	...
9 1/2	Albion ...	...	...	...	...	...	...	...	...
11 1/2	St. Albans ...	...	...	...	...	...	...	...	...

Miles.	STATIONS.	TOTTENHAM.		BRAYBROOK JUNCTION.		ALBION.		ST. ALBANS.	
		1st.		2nd.		1st.		2nd.	
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
—	Melbourne ...	16 0	12 6	20 0	15 0	20 0	15 0	23 0	17 0
1 1/2	North Melbourne ...	13 0	8 6	16 0	12 6	20 0	15 0	21 6	16 0
2 1/2	Kensington South ...	9 0	7 0	15 0	10 0	20 0	15 0	21 6	16 0
3 1/2	Footscray ...	8 6	6 0	12 0	8 0	16 0	12 6	20 0	15 0
4 1/2	Yarraville ...	...	...	...	...	...	...	...	...
5 1/2	Spottiswoode ...	...	...	...	...	...	...	...	...
6 1/2	Newport ...	...	...	...	...	...	...	...	...
8 1/2	Hatherley ...	...	...	...	...	...	...	...	...
13 1/2	Laverton ...	...	...	...	...	...	...	...	...
19 1/2	Werribee ...	...	...	...	...	...	...	...	...
4 1/2	Footscray West ...	7 0	5 0	10 0	8 0	15 0	10 0	16 0	12 0
5 1/2	Tottenham ...	...	...	8 6	6 0	12 0	8 0	16 0	12 6
7 1/2	Braybrook Junction ...	...	...	...	...	8 6	6 0	13 0	8 6
9 1/2	Albion ...	...	...	...	...	...	...	8 6	6 0
11 1/2	St. Albans ...	...	...	...	...	...	...	...	...

DAILY FARES between Stations within the Suburban Residential Area and Deer Park, St. Albans, and Sydenham.

Miles.	STATIONS.	DEER PARK.				ST. ALBANS.				SYDENHAM.			
		Single.		Return.		Single.		Return.		Single.		Return.	
		1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
—	Melbourne ...	1 4	0 11	2 0	1 5	1 4	0 11	2 0	1 5	1 10	1 3	2 9	1 11
1 1/2	North Melbourne ...	1 2	0 10	1 9	1 3	1 2	0 10	1 9	1 3	1 8	1 2	2 6	1 9
3 1/2	Footscray ...	1 0	0 8	1 6	1 0	1 0	0 8	1 6	1 0	1 6	1 0	2 3	1 6
4 1/2	Footscray West ...	0 11	0 7	1 4 1/2	0 11	0 11	0 7	1 4 1/2	0 11	1 7	1 1	2 4 1/2	1 9
7 1/2	Braybrook Junction ...	0 8	0 5	1 0	0 8	0 8	0 5	1 0	0 8	1 4	0 11	2 0	1 6

MONTHLY FARES between Stations on the Coburg and Somerton Lines.

Miles.	STATIONS.	BELL PARK.		NORTH COBURG.		FAWKNER.		CAMPBELLFIELD.	
		1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
—	Melbourne	18 0	14 0	20 0	15 0	20 0	15 0	21 6	16 0
1½	North Melbourne	16 0	12 6	18 0	14 0	20 0	15 0	20 0	15 0
2	Macaulay-road	15 0	10 0	16 0	12 6	18 0	14 0	20 0	15 0
2½	Flemington-bridge	14 0	9 6	15 0	10 0	16 0	12 6	20 0	15 0
3½	Royal Park (Zoological Gardens)	13 0	8 6	13 6	9 0	15 0	10 0	18 0	14 0
4	South-Brunswick	10 0	7 0	12 0	8 0	14 0	9 6	16 0	12 6
4½	Brunswick	9 0	6 0	10 0	7 0	13 6	9 0	15 0	10 0
5½	Moreland	8 6	6 0	9 0	7 0	12 0	8 0	14 0	9 6
6½	Coburg	7 0	5 0	8 0	6 0	9 0	7 0	13 0	8 6
7	Bell Park ... ..	...	...	7 0	5 0	8 0	6 0	10 0	7 0
7½	North Coburg ... ..	...	...	...	...	7 0	5 0	9 0	6 0
8½	Fawkner ... ..	...	...	...	...	...	...	8 0	6 0
10½	Campbellfield ... ..	...	...	...	...	...	...	...	...
11½	Campbellfield North ... ..	...	...	...	...	...	...	...	...
13½	Somerton ... ..	...	...	...	...	...	...	...	...

		CAMPBELLFIELD NORTH.		SOMERTON.					
		1st.	2nd.	1st.	2nd.				
		s. d.	s. d.	s. d.	s. d.				
—	Melbourne	24 6	18 0	27 6	20 0				
1½	North Melbourne	23 0	17 0	26 0	19 0				
2	Macaulay-road	21 6	16 0	24 6	18 0				
2½	Flemington-bridge	20 0	15 0	23 0	17 0				
3½	Royal Park (Zoological Gardens)	20 0	15 0	21 6	16 0				
4	South Brunswick	20 0	15 0	20 0	15 0				
4½	Brunswick	18 0	14 0	20 0	15 0				
5½	Moreland	16 0	12 6	20 0	15 0				
6½	Coburg	15 0	10 0	20 0	15 0				
7	Bell Park	14 0	9 6	18 0	14 0				
7½	North Coburg	13 0	8 6	16 0	12 6				
8½	Fawkner	10 0	8 0	14 0	10 6				
10½	Campbellfield	8 0	6 0	12 0	8 0				
11½	Campbellfield North ... ..	...	...	8 6	6 0				
13½	Somerton ... ..	...	...	...	...

MONTHLY FARES between Stations on the Collingwood, Heidelberg, and Fitzroy Lines.

Miles.	STATIONS.	NORTH CARLTON.		NORTH FITZROY.		CLIFTON HILL.		COLLINGWOOD.		NORTHCOTE SOUTH.	
		1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
—	Melbourne ...	13 0	8 6	15 0	10 0	16 0	12 6	18 0	14 0	18 0	14 0
1 1/4	North Melbourne ...	12 0	7 6	12 6	8 0	15 0	10 0	15 0	10 0	15 0	10 0
2	Macaulay-road ...	9 0	7 0	12 0	7 6	13 0	8 6	15 0	10 0	15 0	10 0
2 1/2	Flemington-bridge ...	8 6	6 0	9 0	7 0	12 6	8 0	13 0	8 6	13 0	8 6
3 1/2	Royal Park ...	7 0	5 0	7 0	5 0	12 0	7 6	12 0	8 0	12 0	8 0
4 1/4	North Carlton ...	...	...	7 0	5 0	8 6	6 0	9 0	7 0	9 0	7 0
5	North Fitzroy ...	...	...	...	...	7 0	5 0	8 6	6 0	8 6	6 0
6	Fitzroy ...	...	...	...	...	...	...	...	...	...	...
6 1/4	Clifton Hill ...	...	...	...	...	...	...	7 0	5 0	7 0	5 0
7	Collingwood ...	...	...	...	...	...	...	...	...	7 0	5 0
6 1/2	Northcote South ...	...	...	...	...	...	...	...	...	...	...
7 1/2	Fairfield Park ...	...	...	...	...	...	...	...	...	...	...
8 1/2	Alphington ...	...	...	...	...	...	...	...	...	...	...
9 1/2	Ivanhoe ...	...	...	...	...	...	...	...	...	...	...
10 1/2	Heidelberg ...	...	...	...	...	...	...	...	...	...	...

Miles.	STATIONS.	FAIRFIELD PARK.		ALPHINGTON.		IVANHOE.		HEIDELBERG.		FITZROY.	
		1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
—	Melbourne ...	20 0	15 0	20 0	15 0	20 0	15 0	23 0	17 0	16 0	12 6
1 1/4	North Melbourne ...	18 0	14 0	20 0	15 0	20 0	15 0	20 0	15 0	15 0	10 0
2	Macaulay-road ...	16 0	12 6	18 0	14 0	20 0	15 0	20 0	15 0	13 0	8 6
2 1/2	Flemington-bridge ...	15 0	10 0	16 0	12 6	20 0	15 0	20 0	15 0	12 0	8 0
3 1/2	Royal Park ...	13 0	8 6	15 0	10 0	16 0	12 6	20 0	15 0	9 0	7 0
4 1/4	North Carlton ...	12 0	8 0	13 0	8 6	15 0	10 0	18 0	14 0	7 0	5 0
5	North Fitzroy ...	12 0	7 6	12 0	8 0	13 0	8 6	16 0	12 6	7 0	5 0
6	Fitzroy ...	...	...	...	...	...	...	...	...	...	...
6 1/4	Clifton Hill ...	7 0	5 0	9 0	7 0	12 0	8 0	13 0	8 6	9 0	7 0
7	Collingwood ...	8 6	6 0	10 0	7 6	12 0	8 0	15 0	10 0	12 0	7 6
6 1/2	Northcote South ...	7 0	5 0	7 0	5 0	12 0	7 6	13 0	8 6	12 0	7 6
7 1/2	Fairfield Park ...	...	...	7 0	5 0	7 0	5 0	12 0	7 6	12 0	8 0
8 1/2	Alphington ...	...	...	...	...	7 0	5 0	9 0	7 0	13 0	8 6
9 1/2	Ivanhoe ...	...	...	...	...	...	...	7 0	5 0	15 0	10 0
10 1/2	Heidelberg ...	...	...	...	...	...	...	...	...	18 0	14 0

MONTHLY FARES between Stations on the Collingwood, Fitzroy, and Whittlesea Lines as far as Preston (Reservoir).

Miles.	STATIONS.	NORTHCOTE.		MIDDLE NORTHCOTE.		CROXTON.		THORNBURY.	
		1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
—	Melbourne ...	15 0	10 0	18 0	14 0	18 0	14 0	20 0	15 0
1 1/4	North Melbourne ...	13 0	8 6	15 0	10 0	15 0	10 0	16 0	12 6
2	Macaulay-road ...	12 0	8 0	13 0	8 6	15 0	10 0	15 0	10 0
2 1/2	Flemington-bridge ...	12 0	8 0	13 0	8 6	13 0	8 6	15 0	10 0
3 1/2	Royal Park ...	9 0	7 0	12 0	8 0	12 0	8 0	13 0	8 6
4 1/2	North Carlton ...	8 6	6 0	9 0	7 0	9 0	7 0	12 0	8 0
5	North Fitzroy ...	7 0	5 0	8 6	6 0	8 6	6 0	9 0	7 0
5 1/2	Northcote ...	...	...	7 0	5 0	7 0	5 0	8 6	6 0
6 1/2	Middle Northcote ...	...	...	...	...	7 0	5 0	7 0	5 0
6 3/4	Croxtton ...	...	...	...	...	...	...	7 0	5 0
7 1/2	Thornbury ...	...	...	...	...	...	...	...	...
8	Preston—Bell-street ...	...	...	...	...	...	...	...	...
8 1/2	" Murray-road ...	...	...	...	...	...	...	...	...
9 1/2	" Regent-street ...	...	...	...	...	...	...	...	...
10	" Reservoir ...	...	...	...	...	...	...	...	...
6 1/2	Clifton Hill ...	8 6	6 0	9 0	7 0	9 0	7 0	12 0	8 0
7	Collingwood ...	9 0	7 0	12 0	8 0	12 0	8 0	13 0	8 6
6	Fitzroy ...	7 0	5 0	8 6	6 0	9 0	7 0	12 0	8 0

Miles.	STATIONS.	PRESTON—BELL-STREET.		PRESTON—MURRAY-ROAD.		PRESTON—REGENT-STREET.		PRESTON—RESERVOIR.	
		1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
—	Melbourne ...	20 0	15 0	20 0	15 0	20 0	15 0	21 6	16 0
1 1/4	North Melbourne ...	18 0	14 0	20 0	15 0	20 0	15 0	20 0	15 0
2	Macaulay-road ...	16 0	12 6	18 0	14 0	20 0	15 0	20 0	15 0
2 1/2	Flemington-bridge ...	15 0	10 0	16 0	12 6	18 0	14 0	20 0	15 0
3 1/2	Royal Park ...	13 0	8 6	15 0	10 0	15 0	10 0	18 0	14 0
4 1/2	North Carlton ...	12 0	8 0	13 0	8 6	15 0	10 0	16 0	12 6
5	North Fitzroy ...	9 0	7 0	12 0	8 0	13 0	8 6	15 0	10 0
5 1/2	Northcote ...	9 0	7 0	9 0	7 0	12 0	8 0	13 0	8 6
6 1/2	Middle Northcote ...	8 6	6 0	8 6	6 0	9 0	7 0	12 0	8 0
6 3/4	Croxtton ...	7 0	5 0	8 6	6 0	9 0	7 0	12 0	8 0
7 1/2	Thornbury ...	7 0	5 0	7 0	5 0	8 6	6 0	9 0	7 0
8	Preston—Bell-street ...	...	...	7 0	5 0	7 0	5 0	8 6	6 0
8 1/2	" Murray-road ...	...	...	...	...	7 0	5 0	8 6	6 0
9 1/2	" Regent-street ...	...	...	...	...	...	...	7 0	5 0
10	" Reservoir ...	...	...	...	...	...	...	...	...
6 1/2	Clifton Hill ...	12 0	8 0	13 0	8 6	15 0	10 0	16 0	12 6
7	Collingwood ...	13 0	8 6	15 0	10 0	16 0	12 6	18 0	14 0
6	Fitzroy ...	12 0	8 0	13 0	8 6	15 0	10 0	15 0	10 0

FARES BETWEEN STATIONS ON THE COLLINGWOOD, FITZROY, AND WHITTLESEA LINES.

Miles	STATIONS.	THOMASOWN.						EPPING.						SOUTH MORANG.					
		Single.		Return.		Holiday Excursion.		Single.		Return.		Holiday Excursion.		Single.		Return.		Holiday Excursion.	
		1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.
1 1/2	Melbourne ...	1 4	1 0	2 0	1 6	1 11	1 5	1 3	2 6	1 11	2 4	1 8	2 2	1 7	3 3	2 6	2 11	2 0	2 0
2	North Melbourne ...	1 2	0 10	1 11	1 3	1 8	1 2	1 7	1 1	1 8	2 1	1 5	2 0	1 5	3 2	2 2	2 8	1 9	1 9
2 1/2	Macaulay-road ...	1 2	0 10	1 9	1 3	1 8	1 2	1 6	1 1	1 8	2 1	1 5	2 0	1 5	3 0	2 2	2 8	1 9	1 9
3 1/2	Flemington-bridge ...	1 1	0 9	1 8	1 2	1 6	1 0	1 5	1 0	1 6	1 1	1 3	1 11	1 4	2 11	2 0	2 7	1 8	1 8
4 1/2	Royal Park ...	1 0	0 8	1 6	1 2	1 5	1 0	1 4	1 0	1 5	1 0	1 3	1 10	1 4	2 9	2 0	2 5	1 8	1 8
5 1/2	North Carlton ...	0 11	0 8	1 5	1 0	1 3	0 11	1 3	0 11	1 5	1 1	1 1	1 9	1 3	2 8	1 11	2 4	1 6	1 6
6 1/2	Northcote ...	0 10	0 7	1 3	0 11	1 2	0 9	1 2	0 10	1 9	1 3	1 7	1 0	1 8	2 6	1 9	2 2	1 5	1 5
6 3/4	Middle Northcote ...	0 9	0 6	1 2	0 9	1 0	0 8	1 1	0 9	1 8	1 2	1 5	0 11	1 7	2 5	1 8	2 1	1 3	1 3
7 1/4	Croxton ...	0 9	0 6	1 2	0 9	1 0	0 8	1 1	0 9	1 8	1 2	1 5	0 11	1 7	2 5	1 8	2 1	1 3	1 3
8 1/4	Thornbury ...	0 9	0 6	1 2	0 9	1 0	0 8	1 1	0 9	1 8	1 2	1 5	0 11	1 7	2 5	1 8	2 1	1 3	1 3
8 3/4	Preston—Bell-street ...	0 9	0 6	1 2	0 9	1 0	0 8	1 1	0 9	1 8	1 2	1 5	0 11	1 7	2 5	1 8	2 1	1 3	1 3
9 1/4	Murray-road ...	0 9	0 6	1 2	0 9	1 0	0 8	1 1	0 9	1 8	1 2	1 5	0 11	1 7	2 5	1 8	2 1	1 3	1 3
9 3/4	Regent-street ...	0 8	0 5	1 0	0 8	0 11	0 7	1 0	0 8	1 6	1 0	1 5	0 11	1 6	2 3	1 8	2 0	1 3	1 3
10 1/4	Reservoir ...	0 6	0 4	0 9	0 6	0 8	0 5	0 4	0 3	0 6	0 5	0 5	0 3	0 8	1 0	0 8	1 0	0 9	0 6
12 1/4	Thomasown ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14 1/4	Epping ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18 1/4	South Morang ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21 1/4	South Yan Yean ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23 1/4	Yan Yean ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
27 1/4	Whittlesea ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6 1/2	Clifton Hill ...	1 0	0 9	1 6	1 2	1 5	1 0	1 4	1 0	1 6	1 10	1 3	1 10	1 4	2 9	2 0	2 5	1 8	1 8
7	Collingwood ...	1 1	0 9	1 8	1 2	1 6	1 0	1 5	1 0	2 2	1 6	1 11	1 3	1 11	1 4	2 11	2 0	2 7	1 8
6	Fitzroy ...	1 0	0 9	1 6	1 2	1 5	1 0	1 4	1 0	1 6	1 10	1 3	1 10	1 4	2 9	2 0	2 5	1 8	1 8

FARES BETWEEN STATIONS ON THE COLLINGWOOD, FITZROY, AND WHITTLESEA LINES—continued.

Miles.	STATIONS.	SOUTH YAN YEAN.						YAN YEAN.						WHITTLESEA.					
		Single.		Return.		Holiday Excursion.		Single.		Return.		Holiday Excursion.		Single.		Return.		Holiday Excursion.	
		1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
14	Melbourne ...	2 10	2 0	4 3	3 0	3 9	2 6	3 2	2 3	4 9	3 6	4 2	2 9	3 8	2 7	5 6	4 0	4 10	3 2
2	North Melbourne ...	2 9	1 10	4 2	2 9	3 6	2 3	3 1	2 1	4 8	3 3	3 11	2 6	3 7	2 5	5 3	3 8	4 7	2 11
21	Macaulay-road ...	2 8	1 10	4 0	2 9	3 6	2 3	3 0	2 1	4 6	3 2	3 11	2 6	3 6	2 5	5 3	3 8	4 7	2 11
21	Flemington-bridge ...	2 7	1 9	3 11	2 8	3 5	2 2	2 11	2 0	4 5	3 0	3 10	2 5	3 5	2 4	5 2	3 6	4 5	2 9
33	Royal Park ...	2 6	1 9	3 11	2 8	3 3	2 2	2 10	2 0	4 3	3 0	3 8	2 5	3 4	2 4	5 0	3 6	4 4	2 9
44	North Carlton ...	2 5	1 8	3 8	2 6	3 2	2 0	2 9	1 11	4 2	2 11	3 7	2 3	3 3	2 3	4 11	3 5	4 2	2 8
5	Fitzroy ...	2 4	1 7	3 6	2 5	3 0	1 11	2 8	1 10	4 0	2 9	3 5	2 2	3 2	2 2	4 9	3 3	4 1	2 6
58	Northcote ...	2 4	1 7	3 6	2 5	3 0	1 11	2 8	1 10	4 0	2 9	3 5	2 2	3 2	2 2	4 9	3 3	4 1	2 6
64	Middle Northcote ...	2 3	1 6	3 5	2 3	2 11	1 9	2 7	1 9	3 11	2 8	3 4	2 0	3 1	2 1	4 8	3 2	3 11	2 5
64	Croxton ...	2 3	1 6	3 5	2 3	2 11	1 9	2 7	1 9	3 11	2 8	3 4	2 0	3 1	2 1	4 8	3 2	3 11	2 5
74	Thornbury ...	2 3	1 6	3 5	2 3	2 11	1 9	2 7	1 9	3 11	2 8	3 4	2 0	3 1	2 1	4 8	3 2	3 11	2 5
8	Preston—Bell-street ...	2 3	1 6	3 5	2 3	2 11	1 9	2 7	1 9	3 11	2 8	3 4	2 0	3 1	2 1	4 8	3 2	3 11	2 5
84	" Murnay-road ...	2 2	1 6	3 3	2 3	2 10	1 9	2 6	1 9	3 9	2 5	2 11	1 9	2 10	1 11	4 3	3 0	3 6	2 3
10	" Regent-street ...	2 0	1 4	3 0	2 0	2 6	1 6	2 4	1 7	3 6	2 5	2 11	1 9	2 6	1 8	3 9	2 6	3 3	2 0
124	Reservoir ...	1 6	1 0	2 3	1 6	2 0	1 3	1 10	1 3	2 9	2 0	2 2	1 6	2 2	1 5	3 3	2 3	2 9	1 9
144	Thornston ...	1 2	0 9	1 9	1 3	1 6	1 0	1 6	1 0	2 3	1 6	1 1	1 0	1 6	1 0	2 3	1 6	2 0	1 3
184	Epping ...	0 6	0 4	0 9	0 6	0 8	0 5	0 4	0 3	0 6	0 5	0 5	0 3	0 8	0 5	1 0	0 8	1 0	0 6
214	South Morang ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
234	South Yan Yeon ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
274	Whittlesea ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
64	Clifton Hill ...	2 6	1 9	3 9	2 8	3 3	2 2	2 10	2 0	4 3	3 0	3 8	2 5	3 4	2 4	5 0	3 6	4 4	2 9
7	Collingwood ...	2 7	1 9	3 11	2 8	3 5	2 2	2 11	2 0	4 5	3 0	3 10	2 5	3 5	2 4	5 2	3 6	4 5	2 9
6	Fitzroy ...	2 6	1 9	3 9	2 8	3 3	2 2	2 10	2 0	4 3	3 0	3 8	2 5	3 4	2 4	5 0	3 6	4 4	2 9

DAILY FARES to and from Stations on Outer Circle Line.

Mileage.	STATIONS.	COLLINGWOOD.				CLIFTON HILL.				NORTHCOTE SOUTH.														
		Single.		Return.		Single.		Return.		Single.		Return.												
		1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.											
		s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.											
—	Melbourne	0	7	0	10	0	7	0	6	0	5	0	9	0	7	0	5	0	10	0	7			
1 1/2	North Melbourne	0	6	0	5	0	9	0	7	0	5	0	4	0	7	0	6	0	5	0	9	0	7	
2	Macaulay-road ...	0	5	0	4	0	7	0	6	0	4	0	3	0	6	0	4	0	5	0	4	0	7	
2 1/2	Flemington-bridge	0	4	0	3	0	6	0	4	0	3	0	6	0	4	0	3	0	4	0	3	0	6	
3 1/2	Royal Park	0	3	0	2	0	4	0	3	0	2	0	4	0	3	0	2	0	4	0	3	0	4	
4 1/2	North Carlton	0	3	0	2	0	4	0	3	0	2	0	4	0	3	0	2	0	4	0	3	0	4	
5	North Fitzroy	0	3	0	2	0	4	0	3	0	2	0	4	0	3	0	2	0	4	0	3	0	4	
6 1/2	Clifton Hill	0	2	0	1	0	4	0	3	0	2	0	4	0	3	0	2	0	4	0	3	0	4	
7	Collingwood	0	2	0	1	0	4	0	3	0	2	0	4	0	3	0	2	0	4	0	3	0	4	
6 1/2	Northcote South	0	2	0	1	0	4	0	3	0	2	0	4	0	3	0	2	0	4	0	3	0	4	
7 1/2	Fairfield Park	0	3	0	2	0	4	0	3	0	2	0	4	0	3	0	2	0	4	0	3	0	4	
8 1/2	Alphington	0	3	0	2	0	4	0	3	0	2	0	4	0	3	0	2	0	4	0	3	0	4	
9 1/2	Ivanhoe	0	4	0	3	0	6	0	4	0	3	0	2	0	4	0	3	0	2	0	4	0	3	
10 1/2	Heidelberg	0	5	0	4	0	7	0	6	0	5	0	4	0	7	0	6	0	5	0	4	0	7	
—	Melbourne	1	2	0	11	1	9	1	4	1	1	0	10	1	7	1	3	1	1	0	10	1	7	
1 1/2	(Prince's-bridge)	1	1	0	10	1	7	1	3	1	0	9	1	6	1	1	0	11	0	8	1	4	1	0
2	Richmond	1	0	0	9	1	6	1	1	0	11	0	8	1	4	1	0	11	0	8	1	4	1	0
2 1/2	East Richmond	1	0	0	9	1	6	1	1	0	11	0	8	1	4	1	0	11	0	8	1	4	1	0
3 1/2	Burnley	1	0	0	9	1	6	1	1	0	11	0	8	1	4	1	0	11	0	8	1	4	1	0
4 1/2	Hawthorn	1	0	0	9	1	6	1	1	0	11	0	8	1	4	1	0	11	0	8	1	4	1	0
5 1/2	Barker's-road	1	0	0	9	1	6	1	1	0	11	0	8	1	4	1	0	11	0	8	1	4	1	0
6 1/2	Kew	1	0	0	9	1	6	1	1	0	11	0	8	1	4	1	0	11	0	8	1	4	1	0
7 1/2	Glenferrie	1	0	0	9	1	6	1	1	0	11	0	8	1	4	1	0	11	0	8	1	4	1	0
8 1/2	Auburn	1	0	0	9	1	6	1	1	0	11	0	8	1	4	1	0	11	0	8	1	4	1	0
9 1/2	Camberwell	1	0	0	9	1	6	1	1	0	11	0	8	1	4	1	0	11	0	8	1	4	1	0
5 1/2	Camberwell	0	9	0	6	1	0	0	9	0	8	0	6	1	0	0	9	0	8	0	6	1	0	9
5 1/2	Camberwell	0	9	0	6	1	0	0	9	0	8	0	6	1	0	0	9	0	8	0	6	1	0	9
5 1/2	Camberwell	0	9	0	6	1	0	0	9	0	8	0	6	1	0	0	9	0	8	0	6	1	0	9
5 1/2	Camberwell	0	9	0	6	1	0	0	9	0	8	0	6	1	0	0	9	0	8	0	6	1	0	9
5 1/2	Camberwell	0	9	0	6	1	0	0	9	0	8	0	6	1	0	0	9	0	8	0	6	1	0	9
5 1/2	Camberwell	0	9	0	6	1	0	0	9	0	8	0	6	1	0	0	9	0	8	0	6	1	0	9
5 1/2	Camberwell	0	9	0	6	1	0	0	9	0	8	0	6	1	0	0	9	0	8	0	6	1	0	9
5 1/2	Camberwell	0	9	0	6	1	0	0	9	0	8	0	6	1	0	0	9	0	8	0	6	1	0	9
5 1/2	Camberwell	0	9	0	6	1	0	0	9	0	8	0	6	1	0	0	9	0	8	0	6	1	0	9
5 1/2	Camberwell	0	9	0	6	1	0	0	9	0	8	0	6	1	0	0	9	0	8	0	6	1	0	9
5 1/2	Camberwell	0	9	0	6	1	0	0	9	0	8	0	6	1	0	0	9	0	8	0	6	1	0	9
5 1/2	Camberwell	0	9	0	6	1	0	0	9	0	8	0	6	1	0	0	9	0	8	0	6	1	0	9
5 1/2	Camberwell	0	9	0	6	1	0	0	9	0	8	0	6	1	0	0	9	0	8	0	6	1	0	9
5 1/2	Camberwell	0	9	0	6	1	0	0	9	0	8	0	6	1	0	0	9	0	8	0	6	1	0	9
5 1/2	Camberwell	0	9	0	6	1	0	0	9	0	8	0	6	1	0	0	9	0	8	0	6	1	0	9
5 1/2	Camberwell	0	9	0	6	1	0	0	9	0	8	0	6	1	0	0	9	0	8	0	6	1	0	9
5 1/2	Camberwell	0	9	0	6	1	0	0	9	0	8	0	6	1	0	0	9	0	8	0	6	1	0	9
5 1/2	Camberwell	0	9	0	6	1	0	0	9	0	8	0	6	1	0	0	9	0	8	0	6	1	0	9
5 1/2	Camberwell	0	9	0	6	1	0	0	9	0	8	0	6	1	0	0	9	0	8	0	6	1	0	9
5 1/2	Camberwell	0	9	0	6	1	0	0	9	0	8	0	6	1	0	0	9	0	8	0	6	1	0	9
5 1/2	Camberwell	0	9	0	6	1	0	0	9	0	8	0	6	1	0	0	9	0	8	0	6	1	0	9
5 1/2	Camberwell	0	9	0	6	1	0	0	9	0	8	0	6	1	0	0	9	0	8	0	6	1	0	9
5 1/2	Camberwell	0	9	0	6	1	0	0	9	0	8	0	6	1	0	0	9	0	8	0	6	1	0	9
5 1/2	Camberwell	0	9	0	6	1	0	0	9	0	8	0	6	1	0	0	9	0	8	0	6	1	0	9
5 1/2	Camberwell	0	9	0	6	1	0	0	9	0	8	0	6	1	0	0	9	0	8	0	6	1	0	9
5 1/2	Camberwell	0	9	0	6	1	0	0	9	0	8	0	6	1	0	0	9	0	8	0	6	1	0	9
5 1/2	Camberwell	0	9	0	6	1	0	0	9	0	8	0	6	1	0	0	9	0	8	0	6	1	0	9
5 1/2	Camberwell	0	9	0	6	1	0	0	9	0	8	0	6	1	0	0	9	0	8	0	6	1	0	9
5 1/2	Camberwell	0	9	0	6	1	0	0	9	0	8	0	6	1	0	0	9	0	8	0	6	1	0	9
5 1/2	Camberwell	0	9	0	6	1	0	0	9	0	8	0	6	1	0	0	9	0	8	0	6	1	0	9
5 1/2	Camberwell	0	9	0	6	1	0	0	9	0	8	0	6	1	0	0	9	0	8	0	6	1	0	9
5 1/2	Camberwell	0	9	0	6	1	0	0	9	0	8	0	6	1	0	0	9	0	8	0	6	1	0	9
5 1/2	Camberwell	0	9	0	6	1	0	0	9	0	8	0	6	1	0	0	9	0	8	0	6	1	0	9
5 1/2	Camberwell	0	9	0	6	1	0	0	9	0	8	0	6	1	0	0	9	0	8	0	6	1	0	9
5 1/2	Camberwell	0	9	0	6	1	0	0	9	0	8	0	6	1	0	0	9	0	8	0	6	1	0	9
5 1/2	Camberwell	0	9	0	6	1	0	0	9	0	8	0	6	1	0	0	9	0	8	0	6	1	0	9
5 1/2	Camberwell	0	9	0	6	1	0	0	9	0	8	0	6	1	0	0	9	0	8	0	6	1	0	9
5 1/2	Camberwell	0	9	0	6	1	0	0	9	0	8	0	6	1	0	0	9	0	8	0	6	1	0	9
5 1/2	Camberwell	0	9	0	6	1	0	0	9	0	8	0	6	1	0	0	9	0	8	0	6	1	0	9
5 1/																								

DAILY FARES TO AND FROM STATIONS ON OUTER CIRCLE LINE—continued.

STATIONS.	WAVRELEY-ROAD.				OAKLEIGH.								
	Single.		Return.		Single.		Return.						
	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.					
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.				
Melbourne (Spencer-street)	1 5	1 1	2 1½	1 7½	1 7	1 2	2 4½	1 9					
North Melbourne ...	1 4	1 0	2 0	1 6	1 5	1 1	2 1½	1 7½					
Macaulay-road ...	1 3	0 11	1 10½	1 4½	1 5	1 1	2 1½	1 7½					
Flemington-bridge ...	1 3	0 11	1 10½	1 4½	1 4	1 0	2 0	1 6					
Royal Park ...	1 2	0 11	1 9	1 4½	1 3	0 11	1 10½	1 4½					
North Carlton ...	1 1	0 10	1 7½	1 3	1 2	0 11	1 9	1 4½					
North Fitzroy ...	1 0	0 9	1 6	1 1½	1 2	0 11	1 9	1 4½					
Clifton Hill ...	0 11	0 8	1 4½	1 0	1 0	0 9	1 6	1 1½					
Collingwood ...	1 0	0 9	1 6	1 1½	1 1	0 10	1 7½	1 2					
Northcote South ...	0 10	0 8	1 3	1 0	1 0	0 9	1 6	1 1½					
Fairfield Park ...	0 9	0 6	1 0	0 9	0 11	0 8	1 4½	1 0					
Alphington ...	0 10	0 8	1 3	1 0	1 0	0 9	1 6	1 1½					
Ivanhoe ...	0 11	0 8	1 4½	1 0	1 1	0 10	1 7½	1 3					
Heidelberg ...	1 0	0 9	1 6	1 1½	1 2	0 11	1 9	1 4½					
Melbourne (Prince's-bridge)	0 11	0 8	1 4½	1 0	1 0	0 9	1 6	1 1½					
Richmond ...	0 9	0 6	1 0	0 9	0 11	0 8	1 4½	1 0					
East Richmond ...	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0					
Burnley ...	0 8	0 6	1 0	0 9	0 10	0 8	1 3	1 0					
Hawthorn ...	0 7	0 5	0 10½	0 7½	0 9	0 6	1 0	0 9					
Barker's-road ...	0 8	0 6	1 0	0 9	0 10	0 8	1 3	1 0					
Kew ...	0 8	0 6	1 0	0 9	0 10	0 8	1 3	1 0					
Glenferrie ...	0 6	0 5	0 9	0 7½	0 8	0 6	1 0	0 9					
Auburn ...	0 6	0 5	0 9	0 7½	0 7	0 5	0 10½	0 7½					
Camberwell ...	0 5	0 4	0 7½	0 6	0 7	0 5	0 10½	0 7½					
<i>From Coltingwood—</i>													
Fulham Grange ...	0 9	0 6	1 0	0 9	0 10	0 8	1 3	1 0					
Willsmere ...	0 7	0 5	0 10½	0 7½	0 9	0 6	1 0	0 9					
East Kew ...	0 7	0 5	0 10½	0 7½	0 8	0 6	1 0	0 9					
Deepdene ...	0 6	0 5	0 9	0 7½	0 7	0 5	0 10½	0 7½					
Shenley ...	0 5	0 4	0 7½	0 6	0 6	0 5	0 9	0 7½					
Riversdale ...	0 4	0 3	0 6	0 4½	0 6	0 5	0 9	0 7½					
Hartwell ...	0 3	0 2	0 4½	0 3	0 4	0 3	0 6	0 4½					
Ashburton ...	0 3	0 2	0 4½	0 3	0 3	0 2	0 4½	0 3					
Waverley-road ...	...	...	...	...	...	...	...	...
Oakleigh ...	...	...	...	...	...	...	...	...

RATES, ETC., FOR PASSENGERS ON OTHER THAN SUBURBAN LINES.

School of Mines, &c., Students.

Students attending the Schools of Mines at Ballarat, Maryborough, Castlemaine, Stawell, Creswick, Clunes, St. Arnaud, Daylesford, or Sandhurst, the School of Design, Sale, the Working Men's College, Melbourne, the Gordon Technical College, Geelong*, or the Kyneton Technical School, can travel second class at the following Return Fares:—

Up to 12 miles	0s. 6d.	Over 25 and up to 45 miles	1s. 6d.
Over 12 and up to 25 miles ...	1s. 0d.	Over 45 and up to 60 miles	2s. 0d.

Tickets are to be obtained from the Registrars, &c., of the respective schools, &c., and are available for one week from date of issue. No parcel or luggage beyond school requisites is to be taken by students.

* Tickets at these fares may be used to take pupils once a week from the College to the country to study Geology, Mineralogy, or Botany, under the guidance of a Professor or Teacher.

Through Passengers by Mail Steamers.

Through Passengers by Mail Steamers during their stay in port can travel to country stations at Single Fares for the double journey, on production of voucher from the agents.

Scholars.

Periodical Tickets will be issued to persons over 16 years and up to any age attending School, College, or University, at two-thirds adult rate; under 16 years half such rate, provided they are not in receipt of any remuneration whatsoever from any situation, on production of the usual certificate, signed by the Principal or Registrar.

Students over 16 years of age attending College or University may have return tickets to go home once a week, beyond the Suburban Residential area only, under the same conditions, at two-thirds adult rate.

Weekly Boarders.

Weekly boarders, attending school at a distance, will be allowed return tickets at the following rates once a week for the purpose of visiting their homes, viz.:—Pupils under 16 years of age, half fare; 16 to 20, two-thirds; over 20, full rate.

Scholars Travelling in One Direction only.

Monthly Tickets at half school rates will be issued to school children, to be used for the journey in one direction only.

Monthly Tickets to Children not attending Schools, &c.

Monthly Tickets at half rates may be issued to children above four and under twelve years of age, who are neither at school nor attending business, on production of a note from their parents certifying to their age.

Holiday Excursion Tickets to Students, Scholars, and Others.

Holiday Excursion Tickets are issued as undermentioned:—To students attending the Melbourne University and to Boarding School Pupils proceeding home for the Christmas, Easter, Mid-winter, or Michaelmas Holidays, available for return at the expiry of the vacation. Over 16 years of age, full fare. Under 16 years, half-fare. These tickets will not, however, be issued to school pupils unless the school they are attending has been previously registered, by application, on the proper form, obtainable from the Traffic Manager.

To Sandhurst or Ballarat Schools of Mines students visiting Melbourne for examination by Pharmacy Board, on presentation of a certificate signed by the President of the Board, available for six days.

To Pupils attending Dookie Farm proceeding on their holidays, on production of a certificate signed by the Superintendent:—Up to 16 years of age, half-fare; over 16 years, full fare.

(a) Athletic Clubs.

To a full team or crew belonging to cricket, football (15), lacrosse, hurling, boating, quoit, and bowling clubs, available for three days, unless otherwise arranged.

(b) University Examinations.—To Students attending any Examination at the University.

In each case the requisite certificate must be presented at the booking-office, signed by the University Registrar, the head master, or the captain or secretary of the club, as may be required.

(c) Religious Bodies, Friendly Societies, &c.

Representatives of Religious Bodies attending Annual Intercolonial Conferences to be granted return tickets between Melbourne and Adelaide at half ordinary First class Return fares.

Holiday Excursion Tickets are also issued to Delegates of Religious Bodies and Friendly and other Societies to attend assemblies or conferences, on production of the necessary credentials.

Clergymen will be carried both ways at half single fare on their returning to preach, on any Sunday during the sittings of the assembly or conference.

(d) Pleasure parties of not less than twelve (12) persons on special application to the Traffic Manager.

(e) To Non-commissioned Officers and Gunners of the Victorian Artillery, from Queenscliff to Melbourne, during the winter on production of a voucher signed by the Commanding Officer, available for 3 days.

Return Tickets.

Return Tickets, First and Second class, will be issued daily, except on Sundays, to and from all Stations (Suburban and undermentioned stations excepted), available for return for one month. For example, a ticket issued on the 15th January will be available for return on the 15th February, and should the final day fall on a Sunday the ticket will be available on the following day. The journey must be commenced on the day the ticket is issued, and may be broken either going or returning.

Return Tickets are issued to and from Melbourne and intermediate Stations and Hallam's-road, Narre Warren, Berwick, and Beaconsfield, on the Gippsland Line; Carrum and Frankston, on the Frankston Line; Croydon, Mooroolbark and Lilydale, on the Lilydale line; Bayswater, Ferntree Gully, Lower and Upper, on the Ferntree Gully line; St. Albans and Sydenham, on the Melbourne and Echuca Line; and Deer Park, on the Bacchus Marsh Line; Thomastown, Epping, Morang South, Yan Yean South, Yan Yean, and Whittlesea, available for return for three days, excluding Sundays, and the journey may be broken either going or returning.

Return Tickets are issued daily (Sundays excepted) on the Seardsdale line, and between Ballarat, Sulky, Bald Hills, Creswick, and North Creswick, available only on the day of issue; but the tickets issued on Saturdays are available for return until the following Mondays.

Melbourne, Tarnagulla, Llanely, via Arnold's Bridge.

Return Tickets between these places *via* Inglewood are available for return *via* Maryborough, and those *via* Maryborough for return *via* Inglewood.

Kilmore and Kilmore East.

Return Tickets issued at these places are available for return to either station.

Melbourne and Echuca, via Toolamba.

Return Tickets between these stations are available for return *via* Sandhurst.

Melbourne, Beeac, Irrewarra, and Ondit.

The tickets issued to passengers by the 4.5 p.m. express train between these places are available *via* Colac.

Melbourne and Sandhurst, via Heathcote.

Return Tickets between these stations are available for either the Murray River or North-Eastern line.

Circular Tickets—Melbourne, Ballarat, and Sandhurst.

Tickets are issued for the round journey from Melbourne to Sandhurst, thence to Ballarat *via* Castlemaine and Maryborough, Ballarat to Melbourne *via* Geelong or Bacchus Marsh. Also for the reverse route. They may also be used from Melbourne to Sandhurst, thence to Ballarat *via* Carlsruhe and Daylesford, thence to Melbourne *via* Geelong or Bacchus Marsh, and *vice versa*, without extra payment.

The journey may be broken on these tickets, and they will be available for one month, same as ordinary return tickets. Fares—First class, 37s. 3d.; Second class, 24s. 9d.; Holiday Excursion, First class, 30s. 9d.; Second class, 18s. 6d.

Return tickets between Melbourne and Ballarat are available *via* Geelong or Bacchus Marsh.

Melbourne and Hamilton.

Tickets are issued for the journey from Melbourne to Hamilton, *via* Ballarat and Ararat returning *via* Koroit, Warrnambool, and Geelong, or for the reverse route. Fares—First class, 53s. 3d.; Second class, 35s. 9d.; Holiday Excursion, First class, 44s. 6d.; Second class, 26s. 9d.

Melbourne and Peshurst.

Passengers from Melbourne to Peshurst and *vice versa* are to be charged the mileage *via* Dunkeld, and tickets will be available either *via* Dunkeld or Warrnambool.

Travelling by Goods Train.

Any passenger holding a First class Periodical Ticket, First class Return Ticket, or paying First class Single fare, may be allowed to travel in the van of a Goods Train (Powder and Live Stock trains excepted) on signing the required guarantee, provided the train is to stop on railway business at the station from and to which the passenger desires to travel.

Holders of First class Holiday Excursion Tickets who may wish to travel by Goods Train on the return journey will be allowed to do so on paying the difference between half the price of the Excursion Ticket and a First class Single fare.

Holders of Second Class Tickets desiring to travel First Class Returning:

Passengers holding Second class Excursion Tickets who may wish to travel First class on the return journey will be allowed to do so on paying the difference between the single fares of the two classes.

Through Railway and Coach Travelling.

Passengers travelling on Through Return Tickets to or from any place where a through railway system of booking exists in connexion with Cobb & Co. will be allowed to break their journey at any roadside station going or returning. The tickets on arrival will be retained by the Station-master until the railway journey is resumed.

Reserved Compartments.

Compartments may be reserved, provided there be room in the train, on the following terms:—
First class: On payment of six fares, entitling two persons to travel. Second class: On payment of eight fares, entitling two persons to travel.

Suburban Passengers not Booked by Country Trains.

Passengers will not be booked by any of the country trains for journeys between stations in the suburbs of Melbourne, or to and from Melbourne and any suburban station.

Tickets not Issued after the Arrival of Train.

Tickets will not be issued at any station after the arrival of any train.

Excursion Trains.—Second Class. (Suburban Lines Excepted.)

School Excursions.

Distance.	Scholars not Exceeding 16 Years.	* All over 16 Years.	Guarantee Per Train.
Not over 12 miles ...	6d.	1s.	£6.
" 25 " ...	9d.	2s.	£12 10s.
Over 25 " ...	{ 1d. for every 5 miles or part thereof added to 25-mile rate.	{ ½d. for every mile } added to 25-mile rate. }	10s. per mile.

* Senior Scholars from 16 to 23 years, and Teachers in the proportion of 1 to 10 children, 25 per cent. off these rates.

School Excursions to Mordialloc, numbering not less than 500, will be charged the 12-mile rates.

School Excursions 2nd class on Suburban Lines—Half 1st class single fare for the return journey for Scholars up to 16 years of age.

Creswick and North Creswick School Excursions to Ballarat Gardens and from Sandhurst to Axedale Race-course will be charged the 12-mile rate.

Adult Excursions.

Distance.	Adults.		Children under 15 years.		Guarantee per Train.
	1st Class.	2nd Class.	1st Class.	2nd Class.	
Miles.	s. d.	s. d.	s. d.	s. d.	} £9. 15s. per mile for all distances over 18 miles. The Department does not undertake to provide First class accommodation beyond the carriages which may be available.
1 to 12 ...	2 0	1 0	1 6	0 9	
13 to 15 ...	2 6	1 3	1 10	0 11	
16 to 18 ...	3 0	1 6	2 0	1 0	
19 to 21 ...	3 6	1 9	2 4	1 2	
22 to 24 ...	4 0	2 0	2 6	1 3	
25 to 28 ...	4 6	2 3	2 10	1 5	
29 to 32 ...	5 0	2 6	3 0	1 6	
33 to 36 ...	5 6	2 9	3 2	1 7	
37 to 40 ...	6 0	3 0	3 4	1 8	
41 to 44 ...	6 6	3 3	3 6	1 9	
45 to 48 ...	7 0	3 6	3 8	1 10	
49 to 52 ...	7 6	3 9	3 10	1 11	
53 to 56 ...	8 0	4 0	4 0	2 0	
For every additional 4 miles or part thereof	0 6	0 3	0 2	0 1	

TOURISTS' TICKETS.

15TH DECEMBER TO 30TH APRIL.

Not available for breaking journey between starting and first terminating Station, but the Return Journey may be broken at the Stations as shown below.

Starting from—	Terminating at—	Returning from—	Journey may be Broken on Return at—	Fares.	
				1st Class.	2nd Class.
Melbourne ...	Yea ...	Healesville ...	... ..	£ s. d.	£ s. d.
" ...	Healesville ...	Yea ...	... ..	0 13 6	0 9 0
" ...	Sale or Heyfield ...	Yea ...	Kilmore ...	0 13 6	0 9 0
" ...	Yea ...	Heyfield or Sale ...	Rosedale, Traralgon, and Bunyip	1 4 0	0 16 0
" ...	Myrtleford ...	Sale ...	Rosedale, Traralgon, and Bunyip	1 4 0	0 16 0
" ...	Sale ...	Myrtleford ...	Wangaratta, Benalla, and Seymour	1 13 6	1 3 0
" ...	Beechworth ...	Wodonga, Chiltern, or Wahgunyah	Wangaratta, Benalla, and Seymour	1 15 0	1 3 6
" ...	Wahgunyah ...	Wodonga, Chiltern, or St. James	Wangaratta, Benalla, and Seymour	1 15 0	1 3 6
" ...	Wodonga ...	Sale ...	Rosedale, Traralgon, and Bunyip	1 15 0	1 3 6
" ...	Sale ...	Wodonga ...	Wangaratta, Benalla, and Seymour	1 15 0	1 3 6
" ...	Echuca ...	Shepparton ...	Murchison, Seymour, and Kilmore East	1 10 0	0 19 6
" ...	Shepparton ...	Echuca ...	Sandhurst, Castlemaine, and Kyneton	1 10 0	0 19 6
" ...	Kerang ...	Echuca ...	Sandhurst, Castlemaine, and Kyneton	1 13 0	1 2 6
" ...	Echuca ...	Kerang ...	Sandhurst, Castlemaine, and Kyneton	1 13 0	1 2 6
Melbourne, via Castlemaine	Avoca ...	Ararat ...	Beaufort, Ballarat, and Geelong	1 9 0	0 19 0
Melbourne ...	Ararat ...	Avoca ...	Maryborough, Castlemaine, and Kyneton	1 9 0	0 19 0
" ...	Melton ...	Gordons ...	Ballarat and Geelong	0 19 0	0 13 0
" ...	Gordons ...	Melton ...	... ..	0 19 0	0 13 0
" ...	Lancefield ...	Woodend ...	Gisborne ...	0 9 0	0 6 0
" ...	Woodend ...	Lancefield ...	Sunbury ...	0 9 0	0 6 0
" ...	Daylesford ...	Creswick ...	Ballarat and Geelong	1 0 0	0 13 6
" ...	Creswick ...	Daylesford ...	Woodend and Gisborne	1 0 0	0 13 6
" ...	Leigh-road ...	Scarsdale ...	Ballarat and Geelong	1 1 0	0 14 0
" ...	Dandenong ...	Dandenong ...	... ..	0 3 3	0 2 3
" ...	Lilydale ...	Lilydale ...	... ..	0 4 9	0 3 3
" ...	Gisborne ...	Gisborne ...	... ..	0 10 0	0 6 9
" ...	Macedon ...	Macedon ...	... ..	0 10 9	0 7 0
" ...	Yea ...	Yea ...	... ..	0 19 6	0 13 6
Ballarat ...	Avoca ...	Ararat ...	Beaufort ...	0 10 6	0 7 0
" ...	Ararat ...	Avoca ...	Maryborough, Talbot, and Clunes	0 10 6	0 7 0
" ...	Gordons ...	Melton ...	Melbourne and Geelong	0 19 0	0 13 0
" ...	Dunolly ...	Inglewood or Maldon	Sandhurst and Castlemaine	1 1 0	0 14 0
" ...	Gordons ...	Gordons ...	... ..	0 4 0	0 2 9
" ...	Warrenheip ...	Warrenheip ...	... ..	0 1 0	0 0 8
" ...	Burrumbeet ...	Burrumbeet ...	... ..	0 3 3	0 2 3
Ballarat, via Melbourne	Melton ...	Gordons ...	... ..	0 19 0	0 13 0
Ballarat, via Melbourne	Daylesford ...	Creswick ...	... ..	1 0 0	0 13 6
Ballarat ...	Creswick ...	Daylesford ...	Gisborne and Melbourne	1 0 0	0 13 6
Geelong ...	Gordons ...	Melton ...	Melbourne and Werribee	0 19 0	0 13 0
Geelong, via Melbourne	Melton ...	Gordons ...	Ballarat ...	0 19 0	0 13 0

TOURISTS' TICKETS—continued.

Starting from—	Terminating at—	Returning from—	Journey may be Broken on Return at—	Fares.	
				1st Class.	2nd Class.
				£ s. d.	£ s. d.
Geelong, <i>via</i> Ballarat	Maryborough	Maryborough ...	Castlemaine, Kyneton, and Melbourne	1 9 6	0 19 6
Geelong, <i>via</i> Melbourne	Castlemaine ...	Castlemaine ...	Maryborough, Talbot, and Ballarat	1 9 6	0 19 6
Geelong ...	Creswick ...	Daylesford ...	Gisborne and Melbourne ...	1 0 0	0 13 6
" ...	Daylesford ...	Creswick ...	Ballarat ...	1 0 0	0 13 6
" ...	Dunolly ...	Inglewood or Mal- don	Sandhurst or Castlemaine	1 1 0	0 14 0
" ...	Inglewood ...	Dunolly ...	Maryborough and Castle- maine	1 1 0	0 14 0
Sandhurst ...	Echuca ...	Kerang ...	Raywood ...	0 14 6	0 9 6
" ...	Kerang ...	Echuca ...	Elmore ...	0 14 6	0 9 6
" ...	Kerang ...	Boort or Wyche- proof	Charlton and Inglewood ...	0 17 0	0 11 6
" ...	Wycheproof or Boort	Kerang ...	Raywood ...	0 17 0	0 11 6
" ...	Wycheproof ...	Donald ...	St. Arnaud, Dunolly, and Maryborough	1 3 6	0 15 6
" ...	Donald ...	Wycheproof ...	Charlton and Inglewood ...	1 3 6	0 15 6
" ...	Inglewood ...	Dunolly ...	Maryborough and Castle- maine	0 13 0	0 8 6
" ...	Dunolly ...	Inglewood or Mal- don	Castlemaine ...	0 13 0	0 8 6
" ...	Ravenswood ...	Ravenswood ...	... ..	0 2 6	0 1 9
" ...	Macedon ...	Macedon ...	... ..	0 14 0	0 9 6
Castlemaine ...	Macedon ...	Macedon ...	... ..	0 8 6	0 6 0
Maryborough	Avoca ...	Avoca ...	... ..	0 3 9	0 2 6

SEA-SIDE EXCURSION TICKETS.

From the 15th November until the 30th April, Passengers will be booked by the Ordinary Trains for the Return Journey, either First or Second Class, as follows:—

TABLE OF FARES.

STATIONS.	GEELONG.		QUEENSLIFF.*		DIRREGURRA.		PORTLAND.		FRANKSTON.		SALE.	
	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.
From—	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Ararat	...	...	22 6	15 0	25 6	17 0	20 0	13 6	37 0	24 6	47 0	31 6
Ballarat	...	...	13 0	9 0	16 0	10 6	29 6	20 0	22 0	15 6	34 0	22 6
Bairnsdale	36 6	24 0	40 0	26 6	42 6	28 6	74 6	49 6	38 6	25 6	...	...
Beechworth	36 6	24 6	40 0	27 0	43 0	28 6	74 6	49 6	41 0	27 6	50 0	33 6
Benalla	28 0	18 6	31 6	21 0	34 6	23 0	66 0	44 0	30 0	20 0	41 6	28 0
Branxholms	...	...	36 6	24 6	27 0	18 0	6 6	4 6	54 0	36 0	60 6	40 6
Briargolong	31 6	21 0	35 6	23 6	38 0	25 6	70 0	46 6	32 6	22 0	...	...
Camperdown	...	...	17 6	11 6	7 0	4 6	26 6	17 6	31 0	21 0	42 0	28 0
Castlemaine	20 6	14 0	24 6	16 6	27 0	18 0	42 6	28 6	21 6	14 6	34 6	23 0
Casterton	...	...	42 0	28 0	32 6	21 6	12 0	8 0	61 0	41 0	66 0	44 0
Chiltern	36 0	24 0	39 6	26 6	42 6	28 0	74 0	49 0	40 0	27 0	49 6	33 0
Cobram	33 6	22 6	37 0	25 0	40 0	26 6	71 6	48 0	37 0	25 0	47 0	31 6
Colac	...	...	12 6	8 6	2 0	1 6	31 0	21 0	25 0	17 0	37 6	25 0
Coleraine	...	...	38 0	25 6	28 0	18 6	13 6	9 0	55 6	38 0	62 0	41 6
Daylesford	20 6	13 6	24 0	16 0	27 0	18 0	50 6	33 6	21 0	14 0	34 0	23 0
Dimboola	...	...	38 6	25 6	41 0	27 6	35 6	24 0	56 6	37 6	62 6	42 0
Donald	...	...	32 0	21 6	34 6	23 0	48 6	32 6	42 6	29 0	51 6	34 6
Dunolly	...	...	22 6	15 0	25 0	17 0	39 0	26 0	31 0	21 0	42 6	28 6
Echuca	33 6	22 6	37 6	25 0	40 0	26 6	55 6	37 0	37 6	25 0	47 6	31 6
Geelong	...	...	4 0	3 0	6 6	4 6	39 0	26 0	14 6	9 6	29 0	19 6
Hamilton	...	...	34 0	22 6	24 0	16 0	9 0	6 0	51 0	34 0	58 0	39 0
Heyfield	27 6	18 6	31 6	21 0	34 0	22 6	65 6	43 6	28 6	19 0	...	...
Horsham	...	...	35 0	23 6	37 6	25 0	32 0	21 6	52 0	35 0	59 0	39 6
Inglewood	29 6	19 6	33 0	22 0	36 0	24 0	51 0	34 0	32 0	21 6	43 0	29 0
Kyneton	17 0	11 6	21 0	14 0	23 6	15 6	46 0	30 6	17 0	11 6	31 0	20 6
Kerang	37 6	25 0	41 0	27 6	44 0	29 6	59 6	39 6	42 0	28 6	51 0	34 6
Kilmore East	14 6	9 6	18 0	12 0	21 0	14 0	52 6	35 6	13 6	9 0	28 0	19 0
Lancefield	15 6	10 6	19 0	13 0	22 0	14 6	53 6	35 6	14 6	10 0	29 0	19 6
Lilydale	...	...	14 6	10 0	17 6	11 6	49 0	32 6	9 0	6 6	24 6	16 6
Lubeck	...	...	30 0	20 0	32 0	21 6	27 6	18 6	46 0	29 6	54 0	36 6
Maryborough	...	...	20 6	13 6	23 0	15 6	36 6	24 6	28 6	19 0	40 0	27 0
Melbourne	...	...	11 6	7 6	14 0	9 6	45 6	30 6	4 8	3 3	21 6	14 6
Murchison	23 0	15 6	26 6	18 0	29 6	19 6	61 0	40 6	24 0	16 6	36 6	24 6
Myrtleford	37 6	25 0	41 0	27 6	44 0	29 0	75 6	50 0	42 0	28 6	51 0	34 0
Nhill	...	...	42 6	28 0	45 0	30 0	39 6	26 6	61 6	40 6	66 6	44 6
Numurkah	30 0	20 0	33 6	22 6	36 6	24 0	68 0	45 0	32 6	22 0	43 6	29 0
Rupanyup	...	...	31 0	21 0	33 6	22 6	30 0	20 0	48 6	31 6	56 0	37 6
Sale	29 0	19 6	32 6	22 0	35 6	23 6	67 0	44 6	29 6	20 0	...	...
Sandhurst	24 6	16 6	28 0	19 0	31 0	20 6	46 0	31 0	26 0	17 6	38 0	25 6
Serviceton	...	...	48 0	32 0	50 6	33 6	46 0	31 0	69 0	43 0	73 0	48 6
Seymour	18 0	12 0	21 6	14 6	24 6	16 0	56 0	37 0	17 6	12 0	31 6	21 0
Shepparton	26 6	17 6	30 0	20 0	33 0	22 0	64 6	43 0	28 6	19 0	40 0	27 0
St. Arnaud	...	...	28 0	18 6	30 6	20 6	44 6	29 6	38 6	26 0	48 0	32 0
Stawell	...	...	26 0	17 6	28 6	19 0	23 6	15 6	41 0	27 6	50 0	33 6
St. James	31 6	21 0	35 0	23 6	38 0	25 0	69 6	46 0	34 6	23 6	45 0	30 0
Traralgon	24 0	16 0	27 6	18 6	30 6	20 0	62 0	41 0	23 6	16 0	...	...
Wahgunyah	36 6	24 6	40 6	27 0	43 0	28 6	74 6	49 6	41 6	27 6	50 6	33 6
Wangaratta	32 0	21 6	35 6	24 0	38 6	25 6	70 0	46 6	35 0	24 0	45 6	30 6
Warracknabeal	...	...	37 0	25 0	39 0	26 6	34 6	23 6	55 0	35 0	61 0	41 0
Warragul	18 0	12 0	21 6	14 6	24 6	16 0	56 0	37 0	16 0	11 0	...	...
Wodonga	39 0	26 0	42 6	28 6	45 6	30 0	77 0	51 0	44 0	29 6	52 6	35 0
Wycheproof	39 6	26 6	43 0	29 0	46 0	30 6	61 0	40 6	44 6	30 0	53 0	35 6
Yarrawonga	34 6	23 0	38 6	25 6	41 0	27 6	73 0	48 6	39 0	25 6	48 6	32 6
Yea	21 0	14 0	24 6	16 6	27 6	18 6	59 0	39 6	21 6	14 6	34 6	23 6

Passengers must travel by the shortest route unless where otherwise specified.
 * Holders of tickets for Queenscliff may make Drysdale or Ocean Grove their destination instead.
 † 1/4 Chaffield.

SEA-SIDE EXCURSION TICKETS—continued.

Stations.	BAIRNSDALE.		MORNINGTON OR HASTINGS.		STONT POINT.		WARRENAMBOOL.		PORT FAIRY.	
	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.	1st.	2nd.
<i>From—</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
Ararat	54 0	36 0	40 6	24 6	41 6	25 0	21 6	14 6	22 0	14 6
Ballarat	41 0	27 6	25 0	14 6	26 0	15 6	30 0	20 0	33 6	22 6
Bairnsdale	...	...	44 0	26 6	45 6	27 6	56 6	37 6	60 0	40 0
Beechworth	57 6	38 6	44 0	26 6	45 6	27 6	56 6	38 0	60 0	40 6
Benalla	49 0	32 6	33 6	20 6	34 9	21 0	48 0	32 0	51 6	34 6
Branxholme	68 0	45 6	57 6	34 6	59 0	35 6	13 6	9 0	13 6	9 0
Briagolong	...	...	38 6	23 0	39 6	24 0	52 0	34 6	15 6	37 0
Camperdown	49 6	33 0	34 0	20 6	35 6	21 6	...	...	...	...
Castlemaine	41 6	28 0	24 6	15 0	26 0	15 6	41 0	27 6	44 6	30 0
Casterton	73 6	49 0	64 0	38 6	65 6	39 6	18 6	12 6	18 6	12 6
Chiltern	57 0	38 0	43 6	26 6	45 0	27 0	56 0	37 6	59 6	40 0
Cobram	54 6	36 6	40 6	24 6	42 0	25 6	53 6	36 0	57 0	38 6
Colac	44 6	30 0	28 6	17 0	29 6	18 0	12 0	8 6	15 6	11 0
Coleraine	69 6	46 6	59 0	35 6	60 6	36 6	14 6	10 0	14 6	10 0
Daylesford	41 6	27 6	24 0	14 6	25 6	15 6	40 6	27 0	44 0	29 6
Dimboola	70 0	46 6	60 0	36 0	61 0	37 0	37 0	25 0	37 0	25 0
Donald	59 0	39 6	46 6	28 0	47 6	28 6	58 0	40 0	61 6	42 6
Dunolly	49 6	33 0	34 6	21 0	36 0	21 6	49 0	32 6	52 6	35 0
Echuca	54 6	36 0	41 0	24 6	42 0	25 6	54 0	36 0	57 6	38 6
Geelong	36 0	24 0	18 0	11 0	19 0	11 6	...	...	...	...
Hamilton	65 6	43 0	54 0	32 6	55 6	33 6	10 6	7 0	10 6	7 0
Heyfield	...	...	33 6	20 0	34 6	21 0	48 0	32 0	51 6	34 6
Horsham	66 6	44 6	55 6	33 6	56 6	34 0	34 0	22 6	34 0	22 6
Inglewood	50 6	33 6	35 6	21 6	37 0	22 6	49 6	33 0	53 0	35 6
Kyneton	38 0	25 6	20 6	12 6	21 6	13 0	37 6	25 0	41 0	27 6
Kerang	58 6	39 0	45 6	27 6	47 0	28 6	57 6	38 6	61 0	41 0
Kilmore East	35 6	23 6	16 6	10 0	18 0	11 0	34 6	23 0	38 0	25 6
Lancefield	36 6	24 6	18 0	11 0	19 0	11 6	35 6	24 0	39 0	26 6
Lilydale	32 0	21 6	12 0	7 6	13 6	8 6	30 6	20 6	34 0	23 0
Lubeck	61 6	41 0	49 6	30 0	50 6	30 6	29 0	19 6	29 0	19 6
Maryborough	47 6	31 6	31 6	19 0	33 0	20 0	36 0	24 0	39 6	26 6
Melbourne	28 6	19 0	9 9	6 6	11 6	7 6	28 0	18 6	31 6	21 0
Murchison	44 0	29 6	27 6	16 6	28 6	17 6	43 0	29 0	46 6	31 6
Myrtleford	58 6	39 0	45 6	27 6	46 6	28 0	57 6	38 6	61 0	41 0
Nhill	74 0	49 0	65 0	39 0	66 0	46 0	41 0	27 6	41 0	27 6
Numurkah	51 0	34 0	36 0	22 0	37 6	22 6	50 0	33 6	53 6	36 0
Rupanyup	63 0	42 0	51 6	31 0	53 0	32 0	31 0	20 6	31 0	20 6
Sale	...	...	35 0	21 0	36 6	22 0	49 0	33 0	52 6	35 6
Sandhurst	45 6	30 6	29 6	18 0	30 6	18 6	44 6	30 0	48 0	32 6
Serviceton	80 0	53 6	73 0	44 0	74 0	44 6	47 6	32 0	47 6	32 0
Seymour	39 0	26 0	21 0	13 0	22 6	13 6	38 0	25 6	41 6	28 0
Shepparton	47 6	31 6	32 0	19 6	33 0	20 0	46 6	31 0	50 0	33 6
St. Arnaud	55 0	37 0	41 6	25 0	43 0	26 0	54 6	36 6	58 0	39 0
Stawell	57 6	38 6	44 0	26 6	45 6	27 6	25 0	16 6	25 0	16 6
St. James	52 6	35 0	38 0	23 0	39 0	23 6	51 6	34 6	55 0	37 0
Traralgon	...	...	28 6	17 6	30 0	18 0	44 0	29 6	47 6	32 0
Wahgunyah	57 6	38 6	44 6	27 0	46 0	27 6	57 0	38 0	60 6	40 6
Wangaratta	53 0	35 6	39 0	23 6	40 0	24 0	52 0	35 0	55 6	37 6
Warracknabeal	68 6	46 0	58 0	35 0	59 6	36 0	36 0	24 6	36 0	24 6
Warragul	...	...	21 0	13 0	22 6	13 6	38 0	25 6	41 6	28 0
Wodonga	60 0	40 0	47 6	28 6	48 6	29 6	59 0	39 6	62 6	42 0
Wycheproof	60 0	40 6	48 0	29 0	49 0	29 6	59 6	40 0	63 0	42 6
Yarrowonga	55 6	37 0	42 0	25 6	43 6	26 0	55 0	36 6	58 6	39 0
Yea	42 0	28 0	25 0	15 0	26 6	16 0	41 0	27 6	44 6	30 0

† Via Caulfield. ‡ Via Hamilton. § Either via Ararat or Geelong.

The Return Journey may be made at any time within a month. Where not less than four tickets are taken out, a fifth ticket (for which four of the above fares will be charged) may at the same time be issued to the head of a family, enabling him to travel to and fro during the month. The fare charged in every case is for transit by railway, and does not include coach or steamboat charges. The tickets are not available for breaking the journey, and will not be recognised at intermediate stations, but passengers making a long journey, such as from Stawell to Sale or Bairnsdale, may break their journey for three days in Melbourne, either going or returning. Passengers at intermediate stations may book at ordinary rates to the nearest station at which Excursion tickets are issued, and re-book there. The tickets must also be presented to be stamped at the booking office of the station from which they are available, before starting on the Return Journey; and no tickets will be recognised unless they have first been so stamped. The head-of-family ticket must be so presented and stamped every time it is intended to be used for the Return Journey. Messrs. Thos. Cook and Son, Collins-street, are agents for the sale of tickets in Melbourne.

RACE MEETINGS.

The Fares by Special Trains at Race Meetings shall be as follow :—

	FIRST CLASS.		SECOND CLASS.	
	Single.	Return.	Single.	Return.
	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
Ballarat to Ballarat Race-course...	1 6	2 0	0 9	1 0
Echuca to Echuca Race-course ...	1 6	2 0	0 9	1 0
Geelong to Geelong Race-course	1 6	2 0	0 9	1 0
Melbourne and Avoca ...	...	25 0	...	...
" to Bacchus Marsh Race-course	...	7 6	...	4 6
" and Ballarat	...	22 6	...	...
" and Frankston	...	6 6	...	4 0
" and Beaconsfield	...	4 3	...	2 11
" and Carisbrook	...	20 0	...	...
" to Caulfield Race-course	1 6	2 0	0 9	1 0
" and Cranbourne	...	5 9	...	3 6
" to Dandenong Race-course	2 0	3 0	1 6	2 0
" Yarra Glen	...	6 6	...	...
" and Flemington Race-course	2 0	2 6	1 6	1 6
" and Geelong	...	12 0	...	7 6
" and Kyneton	...	12 0	...	10 0
" to Mentone Race-course	2 0	3 0	1 6	2 0
" to Mordialloc Race-course	2 0	3 0	1 6	2 0
" and Sandhurst	...	25 6	...	...
" and Sale	...	25 0	...	...
" to Spring Vale Race-course	2 0	3 0	1 6	2 0
" to Werribee Race-course	3 0	4 0	2 0	3 0
" to Williamstown Race-course	2 0	3 0	1 6	2 0
" and Wodonga for Wagga and other meetings	...	40 0	...	...
Newport, Footscray, and Williamstown Race-course	1 0	1 6	...	...
Sandhurst to Sandhurst Race-course	1 6	2 0	0 9	1 0
Williamstown and Williamstown Race-course	...	1 6	...	...
Coursing Specials—Melbourne and Diggerrest for Waterloo Cup Meeting	...	3 6	...	...

Hunt meetings, 1s. per mile return journey for horse and rider, minimum, 15s.; rider, First class.
 Hunt meetings, Ballarat to Trawalla and back, horse and rider, 20s.; rider, First class.
 Hunt meetings, Melbourne and Deer Park and back, horse and rider, 10s.; rider, First class.
 For conveyance of members of the Victoria Racing Club between Melbourne and Flemington at race meetings, £95 per annum.
 For conveyance of members of the Victorian Amateur Turf Club between Melbourne and Caulfield at race meetings, £40 per annum.
 For conveyance of members of the Williamstown Racing Club from Melbourne or Williamstown to the race-course, £40 per annum.

SPECIAL FARES, ETC.

Fire Brigades Annual Demonstrations.—Special Trains, 4s. per mile. Firemen to be charged Holiday Excursion Fares, either when travelling in connexion with such demonstration, or on duty, on production of the necessary warrant.
 Licensed Victuallers' Annual Excursion, Ballarat to Geelong.—First class return, 6s.
 The charge for the use of Lavatories at any Station where a person is specially appointed to attend to them may be Twopence, and for the use of men's closets One penny.
 Members of the press, on presentation of the usual requisition, half ordinary rates.
 Sandhurst and Eaglehawk Citizens' Annual Excursion to Williamstown.—First class return, 10s.
 Theatrical Companies travelling in Victoria, ten persons and upwards, First class tickets at Second class fares, also half fare extra if returning by the same route.
 Theatrical Companies travelling between Melbourne and Sydney are allowed similar concessions irrespective of numbers.
 Theatrical Companies travelling between Melbourne and Adelaide are allowed Holiday Excursion fares irrespective of number of persons.
 Sleeping Berths between Melbourne and Portland, 6s. each.

National Agricultural Show.—Melbourne and Flemington—1st class, single, 3d.; 1st class, return, 6d.

Judges to Agricultural Shows.—Judges to be carried at single fare for the return journey when on official duty.

Macedon Building Tickets.—£12 for six months, or £6 6s. for three months, between Melbourne and Macedon to persons building a house valued at not less than £600.

SUBURBAN LINES.

Yearly Tickets.

First class Yearly Tickets for all stations on either the North or South Suburban Lines within a radius of 9½ miles from Melbourne are issued at £13 each; for all stations on both the North and South Suburban Lines within a radius of 9¼ miles from Melbourne, at £15 each; for all stations within either the North or South Suburban Residential Area, at £20 each; and for all stations on both the North and South Suburban Residential Area, at £26 10s. each.

Second class Tickets are issued at a fourth less than above rates.

Tickets for Two Lines.

Periodical Tickets will be issued between any station on one line to any station on another line on payment of the full rate to Melbourne from the station where the charge is the higher of the two, and 20 per cent. of the rate from the other station to Melbourne.

Tickets for Three Lines.

Tickets will also be issued for three lines on payment of the full rate to Melbourne from the station where the fare is the highest, with 20 per cent. of the next highest, and 10 per cent. of the lowest rate to Melbourne for such stations added.

Tickets for More than Three Lines.

Tickets for more than three lines will be issued on payment of 10 per cent. additional to the foregoing rates for each line, calculated as under:—

	£	s.	d.
Say a Half-yearly First class ticket is required between Brighton, Hawthorn, Albert Park, Port Melbourne, and Melbourne, the full rate between Brighton and Melbourne is ... ..	...	4	12
Add 20 per cent. of £2 15s., Hawthorn rate ... ..	...	0	11
10 " " £2 1s. 6d., Port Melbourne ... ..	...	0	4
10 " " £1 17s., Albert Park ... ..	...	0	3
Gives total cost of ticket as ... ..	...	£5	10 11

Youths, Females in Business, and Scholars' Tickets.

Yearly, Half-yearly, Quarterly, and Monthly Tickets will be issued at two-thirds of adult rates to youths under 20 years, and to females of any age who are earning under £65 per annum; also to youths above 16 years of age attending school. Scholars under 16 years of age, and Youths under 12 years of age, earning under £65 per annum, half-fare.

All persons claiming the benefit of these concessions will be required to sign a declaration on a form to be obtained at each Booking Office.

The power to cancel or to decline to issue any Periodical Ticket is reserved by the Department.

Railway Employes and their Children.

Officers and Employes are allowed Periodical Tickets at half-fares. Youths whose pay does not exceed £65 per annum, half of two-thirds rate. Children attending school, half the ordinary Scholars' rate.

At Country Stations where there is no school, employes' children are allowed free monthly tickets to the nearest State school.

Labourers employed in the Railway Goods Sheds for an average of 20 days of each of the preceding 6 months are allowed Monthly Tickets at half-rate to and from their homes and work if they live within the suburban radius.

Deposits on Tickets.

A deposit of 1s. is to be made on Quarterly and 2s. 6d. on Yearly and Half-yearly Tickets. The Tickets must be returned within seven days after expiry, or the Deposit will be forfeited.

Tickets which can be Exchanged.

A Periodical Ticket may be exchanged for another one available between other stations on the holder paying the difference in fare, if any, for the unexpired time for which the ticket first taken out is available and the cost of a new ticket.

Renewal of Monthly Tickets.

Monthly Tickets may be renewed 48 hours prior to the first of each month, but the ticket then current must be given up. New applicants for such tickets can only obtain them on and after the first of each month. Any applicant for renewal of a Monthly Ticket being unable to produce it will be charged 1s. for the lost ticket.

Workmen's Tickets.

Workmen's Tickets will be issued at 4d. and 6d. for two journeys by certain trains, and at 1s. 9d. and 2s. 6d. per dozen. Such tickets must be presented at the Booking Offices to be dated before the holder can proceed on his journey. Any person found travelling on an undated ticket shall be liable to a penalty not exceeding £5.

Miners' Tickets.

Miners' Tickets are issued for the following sections, at the rates set opposite to each:—

Ballarat to Sulky	6d. per pair	5s. 6d. per dozen.
Sulky to Creswick or North Creswick	6d. "	5s. 6d. "
Creswick or North Creswick to Allendale	6d. "	5s. 6d. "
Allendale to Newlyn	6d. "	5s. 6d. "
Newlyn to Wombat	6d. "	5s. 6d. "
Wombat to Sailor's Falls	6d. "	5s. 6d. "
Sailor's Falls to Daylesford	6d. "	5s. 6d. "
Allendale to Clunes	1s. 0d. "	11s. 0d. "
Allendale to Maryborough	2s. 6d. "	27s. 6d. "
North Creswick to Talbot	1s. 9d. "	19s. 3d. "
Allendale to Talbot	2s. 3d. "	24s. 9d. "
Allendale to Homebush	4s. 0d. "	44s. 0d. "
Ballarat to Scarsdale	1s. 9d. "	19s. 3d. "
Ballarat and Clunes	2s. 0d. "	22s. 0d. "
Ballarat and Smythesdale	1s. 6d. "	16s. 6d. "
Ballarat to Gordons	1s. 9d. "	19s. 3d. "
Ballarat to Haddon	1s. 0d. "	11s. 0d. "
Talbot to Maryborough	1s. 0d. "	11s. 0d. "
Maryborough to Dunolly	1s. 6d. "	16s. 6d. "
Dunolly to Goldsborough	6d. "	5s. 6d. "
Goldsborough to Bealiba	1s. 0d. "	11s. 0d. "
Homebush to Maryborough	1s. 0d. "	11s. 0d. "
Ballarat to Meredith	2s. 3d. "	24s. 9d. "
Sulky to Clunes	1s. 0d. "	11s. 0d. "
Sulky to Talbot	2s. 3d. "	24s. 9d. "
Sulky to Maryborough	2s. 6d. "	27s. 6d. "
Sulky to Homebush	4s. 0d. "	44s. 0d. "
Ballarat to Newton	2s. 0d. "	22s. 0d. "
Ballarat to Happy Valley	2s. 3d. "	24s. 9d. "
Ballarat to Linton	2s. 3d. "	24s. 9d. "

These tickets may be used for the Up or Down journey indiscriminately, but they must be presented at the Booking Office to be dated before the commencement of each journey, otherwise they will be treated as informal. They are available by any train, on presentation of a card signed by the Secretaries of the Miners' Association, Creswick, Dunolly, Homebush, Avoca, or Ballarat; or the Secretaries of the Engine-drivers' Association of Ballarat or North Creswick. The tickets for the Ballarat and Creswick section may be used between Ballarat and Miner's Rest.

Lost Tickets.

When a Monthly, Quarterly, Half-yearly, or Yearly Ticket is lost, the person to whom it was issued can obtain a duplicate on handing to the Station-master a declaration made before a Justice of the Peace, stating how, when, and where the ticket was lost, and paying 10 per cent. on the value of the unexpired time the ticket could have been used.

Daily Tickets.

Return Tickets are issued daily on the Brighton, Box Hill, Kew, St. Kilda, Port Melbourne, Williams-town, Essendon, Coburg, Oakleigh, Heidelberg, Collingwood, Fitzroy, Preston, Glen Iris, Outer Circle, and Dandenong and Mordialloc Suburban Lines, and as far as Werribee on the Ballarat Line, Braybrook Junction on the Melbourne and Echuca Line, Broadmeadows on the North-Eastern Line, and Ringwood on the Lilydale Line, available only on the day of issue.

On the Suburban lines, where the fares from one station to two others adjoining each other on the same line are alike, passengers may travel to and from either station provided they do not break the journey.

Return Tickets between Melbourne, Montague, the Beach, and Williamstown, issued *via* Flinders-street and the *Gem* Steamer, or by Spencer-street, will be available for return by either route.

Return or Periodical Tickets to Kensington or Newmarket are available for return from Macaulay-road or Flemington-bridge. (See also page 95). Periodical tickets available.

Return tickets issued from Kew to Melbourne, or *vice versa*, are available for return to or from Glenferrie.

Melbourne, Sandringham, and Cheltenham.

Daily tickets are issued for the journey from Melbourne to Sandringham, *via* Beaumaris Tramway to Cheltenham, and rail to Prince's-bridge or *vice versa*, at 2s. each. (V.R. proportion, 1s. 4d.) Tickets issued on Saturdays and Sundays are available for return on the following Mondays.

Monthly Tickets	... £1 10 0	V.R. proportion	... £1 0 0
Quarterly Tickets	... 3 16 6	V.R. proportion	... 2 11 0
Half-yearly Tickets	... 6 17 6	V.R. proportion	... 4 11 8

Youths, Females in business, and Scholars' Periodical Tickets at the rates as shown on page 93.

Melbourne and Doncaster.

Only the Box Hill and Doncaster Tramway Company issue First-class Return tickets between Doncaster and Melbourne, available for tram and rail journey.

Entering Stations.

No person will be allowed to enter any station on the Suburban Lines unless provided with a proper ticket, which will be examined as passengers enter, and collected as they leave.

Platform Tickets.

Platform tickets will not be issued for these lines.

Booking Office Windows.

The Booking Office windows will be open continuously.

Journey cannot be Broken.

Passengers will not be allowed to break the journey on single or return tickets on Suburban Lines, nor within the Suburban Residential Area on either Country Tickets or on the Tickets issued to and from stations just beyond the Suburban Residential Area available for three days.

PASSENGERS.

The Department does not guarantee the times, or that connexion between the trains will be kept, neither is any responsibility undertaken for delay, but every effort will be made to insure punctuality. In the event of circumstances occurring during or prior to the journey which may render it inexpedient for trains to proceed, the Department will return the fare paid, but does not undertake to forward the passengers.

Passengers can be booked at stations only on condition that there is room in the carriages. The tickets furnished to passengers on payment of their fares will be required to be produced or given up whenever demanded by any Victorian Railway officer or employé, it being distinctly understood that the tickets remain the property of the Railway Department, and are *not sold* to passengers. Any passenger unable or refusing to produce the required ticket shall be required to pay the fare from the station whence the train originally started to the end of his journey, but should any passenger fraudulently attempt to travel without a ticket he shall, on conviction, forfeit a sum not exceeding £20. These tickets are not transferable, but are available only for the parties to whom they are issued. Passengers on all lines (Suburban excepted) holding Single Tickets will be allowed to break their journey at any station or stations between the stations named on the ticket, and such privilege will be available for seven days, including the day of issue of the tickets. These tickets are not available for return for any portion of the journey, but can only be used between stations in the same direction as the journey was commenced, and must be given up on arrival at destination, whether the time for which they are available has expired or not. They must also be given up if the time for which they are available has expired before destination is reached. No claim will be entertained for loss or detention arising from the neglect or inability of passengers to complete their journey on the day of issue, but before taking a ticket, passengers should refer to the *Time Table and ascertain whether they can go through*. Periodical Ticket holders will be required to produce their tickets when called upon to do so by any of the officers or employés of the Department. Passengers will not be allowed to travel without a ticket.

Tickets Lost or Mislaid.

The Department does not undertake to refund money or make allowance for tickets of any kind (Single, Return, or Periodical) alleged to have been lost or mislaid.

Any person seeking renewal of a Monthly Ticket, and being unable to produce it, will be charged 1s. for the lost ticket.

Children.

Children under four (4) years of age travel free. Above four (4) and under twelve (12), half fare.

Periodical Tickets, when Issued.

Quarterly, Half-Yearly, and Yearly Tickets are issued on 1st January, 1st April, 1st July, and 1st October. They will, however, be issued during the currency of a quarter upon payment of the full charge for a quarterly, half-yearly, or yearly ticket, from the first of the ensuing quarter, and a *pro rata* charge for the unexpired portion of the current quarter. Monthly tickets are issued on the 1st of the month and during the currency of a month. In the latter case full payment is required from the 1st of the ensuing month, and a *pro rata* charge for the unexpired portion of the current month.

Periodical Tickets Available.

Periodical Tickets are only available to and from and between the stations for which they are issued, except those to Kensington or Newmarket, which are available to return from Macaulay-road or Fleming-ton-bridge; those between Melbourne and Glenferrie or Melbourne and Barker's-road, which are available to return by either route; and those between Melbourne and Broadmeadows, which are available to return to Campbellfield.

Over-Travelling.

Holders of Periodical or Daily Tickets journeying to a station beyond the place to which they are entitled to travel by such tickets will be allowed to pay excess fare for the additional distance, unless an evident attempt at fraud is intended.

Periodical Tickets must be Shown.

Periodical Ticket holders must pay the ordinary fare for travelling whenever they cannot produce their tickets to the railway employés, and the fares so paid will not be refunded.

Conditions under which Tickets are Issued.

All Periodical Tickets are issued subject to any alteration which may be made in the trains during the currency of such tickets, and no allowance or compensation will be made to the ticket holders on account of any change in the time or reduction in the number of trains.

Tickets to be Given Up on Expiry.

All tickets must be given up on expiry of the time for which they were available.

Tickets not Used.

No allowance or extension of time will be made on account of any ticket not having been used through absence, sickness, death, or any other cause, during the period or any portion of the period for which it was issued.

Interim Passes.

Interim passes, available for six days, will be issued only to persons who for the first time take out Half-yearly or Yearly Tickets. These passes must be given up when the tickets are issued.

Tickets Out of Date.

Tickets issued by the Department, that are afterwards found out of date, may be at any time claimed by its officers or employés.

Passengers to have Tickets Ready.

To insure punctuality in the arrival and departure of trains, passengers are required to have their tickets in readiness when required to show them.

Gratuities Forbidden.

Any officer or employé accepting a gratuity from the public is liable to dismissal.

Smoking Prohibited.

Smoking is strictly prohibited, except in the carriages set apart for the purpose.

Excess Luggage.

Passengers having excess luggage must send it to the Booking Office fifteen minutes before the train by which it is to be conveyed starts, so as to give sufficient time to have it weighed and stowed.

The Department will not be responsible for any package which is not fully and legibly addressed; nor for any luggage which may be left by passengers accidentally, or for their own convenience.

Special Trains.

Special Trains will be run for single journeys at 7s. 6d. per mile for six persons. The minimum charge for each such train is £5.

Should the number of passengers exceed six, First class fare will be charged for every additional passenger.

If the train returns within twenty-four hours of the first journey having been commenced, rate and a-half, *i.e.*, 11s. 3d. per mile, will be charged for the two journeys.

Non-liability of Department.

The Department will not be accountable for any article conveyed upon the railway unless it be entered and signed for as received by the proper officer; nor will the Department be responsible for the loss, or damage done to, money in cash, or bills, or promissory notes, or securities for money or jewellery, bullion, plate, clocks, watches, trinkets, rings, marbles, lace, furs, writings, prints, paintings, or other valuables, nor for damage done to china, glass, wearing apparel, musical instruments, furniture, toys, or any hazardous or brittle articles, in packages or otherwise, unless the same be insured according to their value and paid for at the time of delivery; nor for the loss or damage of any goods put into returned packages; nor for any goods left until called for or to order, or left or warehoused for the convenience of the parties to whom they are consigned; nor for the loss or damage of any packages insufficiently or improperly packed, marked, directed, or described, or containing a variety of articles liable by breaking to damage each other; nor for leakage.

The Department will not be answerable for the loss or damage of any goods while in its warehouses or sheds, arising from fire, civil commotion, tempest, or act of God. The Department will not carry aquafortis, oil of vitriol, gunpowder, lucifer and congreve matches, or other goods of a dangerous quality, unless by special agreement; and any person sending the same, without giving written notice to the Department, is liable under section 35 Act 1135 to a penalty of £20, which will be strictly enforced. No claim for loss or damage will be allowed unless made immediately after the delivery of the goods.

All goods from whomsoever received, or to whomsoever belonging, for the purpose of being carried, will be considered as subject to a general lien, and held for money due for the carriage of such goods, and also for the general balance owing by the owners or public carriers of such goods to the Department.

Reporting Irregularities, &c.

It is particularly requested that any irregularity, incivility, or misconduct on the part of the Traffic Branch employes may be notified to the Traffic Manager, Spencer-street, Melbourne.

Naval and Military Forces.

Non-commissioned officers and men of the Naval and Military Forces under Section 12 of Act 777 shall travel Second class, and any such non-commissioned officer or man travelling in a carriage of a superior class shall be liable to a penalty not exceeding £10.

LUGGAGE.

1. The Commissioners will not undertake any liability in respect to the loss, miscarriage, detention, or non-delivery of passengers' luggage, carried or to be carried by railway free or at excess rates, unless the owner thereof has complied with the following By-laws:—

2. No parcels, boxes, carpet-bags, portmanteaus, or other packages or luggage shall be received or carried, free or at excess rates, at the risk of the Commissioners, unless fifteen minutes before the time of starting the luggage has been delivered to the station porter, to be weighed, paid for, and labelled accordingly, if the luggage is in excess; also to be labelled to the passenger's destination, and that the person paying such excess rates may obtain a receipt for the same; or if the luggage is carried free, that he may require from the said porter a numbered check or checks for the said luggage, one check for each parcel, according to the description of the checks here following; and the Commissioners will not be liable for any loss, detention, miscarriage, or damage through the neglect by passengers of these By-laws, whether such neglect arise through insufficiency of time or other cause not attributable to the default of the Commissioners.

3. A luggage-check complete, and when not in use, consists of a leather tie, about half-an-inch broad and from 6 to 10 inches long, with a slit at each end, in which is fastened a disc or check of brass. Both checks are stamped with the same number. When in use, the passenger is in possession of one of the checks, and the other is attached to his portmanteau or other free luggage, which will not be delivered except to the person giving up the check of the same number as that attached to the luggage.

4. Railway employes, on receiving luggage from passengers, will first ascertain and require payment for the excess weight, if any, attaching in such case to each parcel the "excess label," as also the yellow label showing the destination, and hand at the same time to the passenger a receipt for the excess rates showing the total number of packages. If the luggage is carried free, the porter receiving it will hand to the passenger a numbered check, as before mentioned, for each parcel. No check is required for excess luggage, nor is it to be issued for free luggage until the yellow label showing the passenger's destination has been affixed; and from the time that the passenger obtains a receipt for excess rates, or receives a check or checks for free luggage, it is entirely at the risk of the Commissioners, and if carried free, it is the duty of the porter to attach to each parcel a check correspondingly numbered. Finally, the station porter will see that the luggage thus labelled and checked is placed in the proper van in charge of the guard.

5. Luggage checked as above will be carried at the risk of the Commissioners to the place of destination, but it will devolve upon the passenger to claim it there, and to prove the ownership by giving up the numbered check or checks for the same. The duplicate check or checks will then be detached from the luggage prior to delivery. Luggage put out of the van on to the platform will be delivered, if carried free, as checks are presented, and if carried at excess rates, upon the presentation of the receipt for the same. All luggage unclaimed will be held by the station-master, and be forwarded to Melbourne if not claimed within one month.
6. After checks are issued for luggage about to be carried free, no package or parcel is to be delivered, even temporarily, at any station to the owner thereof, unless he has returned the check or checks for the same; and it is the duty of the porter on delivering the said luggage, and after removing the checks therefrom, to fasten the two checks of the same number upon the leather tie, one at each end, as above mentioned, so that the check is complete and ready for future use.
7. No officer or employé of the Commissioners has authority to undertake any charge or responsibility in respect of luggage left temporarily at a station unless the same has been booked at cloak-room charges; or to place luggage in the van at the risk of the Commissioners, or to take any responsibility in respect of the same, unless it has been checked or paid for at excess rates, as above mentioned.
8. These By-laws do not apply to parcels taken by passengers with them in the carriage at their own risk. But no luggage will be allowed in the carriages unless of such a size that it can be placed under or over the seat without inconvenience to other passengers.
9. A supply of checks will be issued to each station, and all officers and employés using the same are enjoined to see that the two discs or checks of the same number for each fastening are properly secured thereon when not in use. If luggage is delivered without the passenger giving up his disc, or without detaching the corresponding disc from the luggage, the check becomes incomplete and useless. For every disc lost, 2s. 6d. will require to be paid by the officer or employé responsible for such loss.
10. For all purposes of ownership or delivery of luggage, free or at excess rates, the checks issued represent the parcels carried free, one check for each, and receipts for excess rates represent excess luggage; but both checks and receipts are transferable, and passengers are not bound to see in person after their luggage, either in paying for it, checking it before it is put in the van, or in obtaining delivery. Passengers may do this through any person not an officer or employé of the Commissioners; but luggage will not be carried in the van at the risk of the Commissioners unless these By-laws have been complied with, nor, except as hereinafter provided, will luggage be delivered unless the checks or receipts for excess rates are produced; but any person producing them will receive the luggage as and for the owner.
11. Any passenger losing his checks or receipts for excess rates may be required, before he can obtain his luggage, to make a declaration to that effect, giving the numbers of the checks and a description of the luggage; also to guarantee the Commissioners against any loss or claim from wrong delivery. And should the evidence as to ownership appear to the Commissioners insufficient, it will be in the power of the Commissioners to detain the said luggage.
12. No officer or employé of the Commissioners is authorized to act as agent of the passengers, in collecting checks or "excess" receipts at a station, to obtain luggage from the guard. The passengers, personally or by their agents, must give up the same and claim delivery.
13. All unclaimed luggage kept at a station twelve hours after its carriage by railway will be charged cloak-room rates for each package, and the Commissioners will sell the same if unclaimed after six months.
14. When a disc or check is lost, the one remaining must be forwarded to the Traffic Manager with a report. The number on the check forwarded will be altered by the addition of A or B, &c., and a fresh check similarly numbered will be supplied, the altered number to take the place of that previously used. This may be done monthly, or as often as required by the Traffic Manager.
15. Passengers with luggage breaking their journey will do so at their own risk as to any delay in delivery thereof, unless they have directed the luggage to be labelled accordingly, since guards can only be guided by the label as to the arrangement of luggage in the van. If a passenger from Melbourne to Sandhurst, for example, has his luggage labelled and checked thereto, yet breaks journey at Castlemaine, the Commissioners will not be responsible to put out his luggage there. Passengers who intend to break their journey should have their luggage labelled and checked accordingly before starting.
16. Guards, porters, and others must be careful in handling luggage neither to injure labels nor to detach checks. The leather tie is not to be nailed or tacked to luggage; but when there is no handle or attachment, a cord must be used for that purpose round the parcel.
17. Officers and employés must report, without delay, to the Traffic Manager, any loss by passengers of their checks or of receipts for excess rates, so that delivery may be stopped to any other holder. Should wrong delivery be made before the loss is known, the Commissioners will not be responsible.
18. Receipts given to passengers for payment of excess luggage rates must invariably specify the number of parcels making up the luggage. Any infringement of this condition to be reported to the Traffic Manager.
19. It is optional with passengers to require checks according to these By-laws; but should they delay or omit to do so, luggage will be entirely at the passenger's risk, whether lost, carried, or left behind.
20. First-class passengers are allowed to carry 84 lbs., Second-class passengers 56 lbs., free of charge, the same to consist of *bona fide luggage only*, and to be contained in a bag, carpet-bag, trunk, box, portmanteau, or valise, or any other package commonly used for its carriage. If in chests of drawers, cases, or other packages which usually contain merchandise, they will be charged as parcels. All excess above that weight will be charged at the undermentioned "Excess Luggage" rates. Passengers having luggage must deliver it to the station porter fifteen minutes before the starting of the train, so as to give sufficient time to have it weighed (if in excess), checked, and stowed. No luggage will be allowed to be placed in the carriages unless of such size that it can be placed under or over the seat, without inconvenience to other passengers; but the Commissioners do not hold themselves liable for the loss of luggage, whether free or at excess rates, unless the By-laws for the carriage of the same, exhibited at all stations, have been complied with.

Geelong to Winchelsea	25 miles.	} radius.
Geelong to Colac	...	...	...	...	50 "
Melbourne to Beac	...	...	...	...	100 "
Melbourne	} to Eaglehawk	...	...	...	101 "
Melbourne North, and Footscray		...	...	...	...

Hawkers' Baskets by passenger trains outside of the Suburban Residential Area are to be charged for at Stamped Parcels Rates.

NEWSPAPER PARCELS RATES.

Miles.	At the risk of the Owner.— Stamped.						At the risk of the Carrier.— Not Stamped, and under £10 in value.					
	Not over—					For every 28 lbs. or portion thereof additional.	Not over—					For every 28 lbs. or portion thereof additional.
	7 lbs.	14 lbs.	28 lbs.	56 lbs.	112 lbs.		7 lbs.	14 lbs.	28 lbs.	56 lbs.	112 lbs.	
Any distance (one journey) ...	s. d. 0 1	s. d. 0 1½	s. d. 0 3	s. d. 0 6	s. d. 1 0	s. d. 0 2	s. d. 0 2	s. d. 0 3	s. d. 0 6	s. d. 1 0	s. d. 2 0	s. d. 0 4

2. Newspaper Parcels under 7 lbs. in weight can be forwarded any distance on being stamped with a Halfpenny stamp (freight or postage) for each paper they contain, if it is to the advantage of the sender to do so.

3. Press Parcels or Despatches not exceeding 1 lb. each can be forwarded any distance on being stamped with one Penny stamp. Stereotype Plates from the General Press Agency, Melbourne, to country newspapers, to be carried at Newspaper Parcels Rates.

4. Single Newspaper, 3s. 3d. per quarter, payable in advance.

5. Packed Parcels in hampers, crates, bags, cases, or other packages, to be charged quadruple the above rates, and the onus of proving that parcels are not packed to rest with consignors or consignees.

6. All stamps affixed to parcels must bear the signature of the sender as agreeing to the conditions of carriage, otherwise the stamps will be treated as informal and cancelled, and the parcels will be way-billed at unstamped parcels rates.

7. When two or more parcels are consigned to one person, the above rates are charged on each parcel separately.

Despatches of Newspaper Correspondents, and Exchange Newspapers, i.e., single copies from one newspaper proprietor to another, are to be carried free.

Books, Money, and Correspondence for the Victorian Railways General Library, single copies and parcels of *The Railway Signal* for the Victorian Railways Christian Union, letters to and from the Secretary of the Victorian Railways Annual Mutual Benefit Society, and parcels (from all stations to Echuca) for the Cumeroogunga Aboriginal Mission, are also to be carried free.

PERISHABLES.

(To be prepaid.)

8. Fish, fruit, butter, eggs, milk (see also Goods Classification), dead game or poultry, fresh rabbit skins, ice (see also Goods Classification), and vegetables to be charged the above rates, stamped or not stamped, as the case may be, or 4th class goods rates (except fish, which is charged as per Clause 8A) if carried at owners' risk and consigned on owners' risk notes (Form 86A), and 9d. per ton per mile if carried at the risk of the carrier. The minimums as per goods tariff to be enforced. All perishables carried at either of these rates to be prepaid in cash or stamps, and waybilled on the usual parcels waybill, and must be at the station half-an-hour before train starting time.

Ice in waterproof cases by Passenger trains, 2nd class Goods rate.

8A. Fresh fish by Passenger or Goods trains to be charged as follows on all lines, Suburban excepted, viz.:—

For the first 100 miles	...	...	...	3d. per ton per mile.
„ every mile over 100, and not exceeding 200	...	...	...	2d. „ „
„ „ „ 200	...	...	...	1d. „ „

With 1s. per ton terminal added—Minimum 3s. for any distance. Must be at the station half-an-hour before train starting time, and be consigned on Form 86A.

9. Bicycles, feathers, furniture, glass, hats, bonnet or hat boxes, cases of millinery, straw bonnets, mirrors (loose), musical instruments, perambulators, sulkies in pieces, pictures, sewing machines, wickerwork, puppies not over six months old in cases or cages, live sucking pigs in cases, wire cages (loose), or other articles light or fragile are considered admeasurement goods, and will be charged 50 per cent. additional on the above rates. Unstamped parcels containing articles and property of a description not mentioned or specified in the first section of the Act of the Parliament of Victoria numbered 78, such articles and property being over £10 in value, shall, in addition to the amount chargeable by the foregoing scale of rates, be charged a further sum equal to one per centum upon the declared value thereof.

BOOKS LENT TO FREE OR PUBLIC LIBRARIES.

10. Books lent to Free or Public Libraries having paid full parcels rates one way will be returned free. A declaration that they have paid full rates, and giving the date, must accompany each consignment.

BOOKS ON HIRE.

11. Parcels of books on hire from circulating libraries having paid full stamped parcels rates one way will be returned free. To obtain this concession, however, proprietors of libraries must enter into a bond that their parcels will contain nothing besides books for hire, and must adopt a distinctive label to be approved of by the Commissioners.

12. Carriers' Stationery Parcels pay ordinary rates.

13. Consignee's Letters 1d. each, prepaid by freight stamp.

14. Returned empties by passenger trains, if prepaid, will be carried according to the following scale, but only provided the station-master is satisfied that the packages have been previously sent at parcels rates by passenger trains, and that they are unlocked or open for inspection when brought for carriage, and remain so until they are discharged from the van. If not prepaid either by stamps or cash, ordinary parcels rates will be charged.

RATES FOR RETURNED EMPTIES—PREPAID.

Miles.	At Owner's Risk.— Stamped.		At Carrier's Risk.— Not Stamped.	
	Not over 25 lbs.	For every 25 lbs., or for any portion thereof, additional.	Not over 25 lbs.	For every 25 lbs., or for any portion thereof, additional.
	<i>s.</i> <i>d.</i>	<i>s.</i> <i>d.</i>	<i>s.</i> <i>d.</i>	<i>s.</i> <i>d.</i>
Not over 101 miles	0 1	0 1	0 2	0 4
Not over 201 miles	0 2	0 2	0 4	0 8
For every 100 miles, or for any portion thereof, additional ...	0 1	0 1	0 2	0 4

Returned Empty Fruit Buckets, 4d. per dozen.

Returned Empty Pork Wrappers, 1d. each, to be prepaid in stamps.

15. The stamps to be used for the prepayment of parcels freight are in number and value as follows:—

- | | | | | |
|---------------|----------------|------------------|---------------------|---------------------|
| 1. One penny. | 3. Threepence. | 5. Ninepence. | 7. Two shillings. | 9. Four shillings. |
| 2. Twopence. | 4. Sixpence. | 6. One shilling. | 8. Three shillings. | 10. Five shillings. |

16. The freight stamp should be affixed, as nearly as possible, in the same relative position on the parcel as is the postage stamp on a letter, that is on the right-hand side and close to the address. Where the package, being such as meat, a bag, a crate, a cage, &c., does not admit of this, the freight stamp should be attached on a separate and secure label.

17. In regard to stamped parcels upon which, when brought to a station to be carried by railway, charges have been already incurred, the Commissioners will not recognise such charges in any way, either by cash payment thereof, or by account as "paid on."

18. Newspapers in packages and press parcels must be open at the sides, so that the contents can be ascertained. Packages entirely covered, or covered so that the contents cannot be ascertained, will be carried at the rates for ordinary parcels. Milk cans must be legibly stamped with the name of the station from which they are sent, so as to facilitate the punctual return of empty cans. The labels should be durable, made of wood or metal, and distinctly addressed. "Money Parcels," whether stamped or not, must be so addressed, and if over the value of £10 such value must be declared.

19. The Commissioners will not be common carriers of live poultry, nor are they to be received if tied by the legs; they must be in coops, cases, or crates.

20. The rates for perishables do not include loading or unloading, in which the servants of the senders and consignees must assist if required. These rates are strictly conditional that the By-laws in reference thereto are complied with; in default thereof the rates for ordinary parcels will be charged.

21. All parcels, whether stamped or not, must be at the station at least fifteen minutes before the time fixed for the departure of the train they are to be sent by.

22. The delivery of stamped parcels, after they have been carried by railway, may be made irrespectively of the ownership thereof, to the person who, from his description of the parcel or other evidence, appears to represent the owner or his agent, or to any licensed carrier.

23. Every care will be taken for the delivery of parcels stamped, but without responsibility, as per condition set forth on the stamps, as the rates in Clause 1 are strictly conditional that stamped parcels, to whomsoever delivered, are solely at the risk of the owner.

24. A receipt will be given, if demanded, for parcels not stamped, carried at the rates provided by Clause 1, and for perishables carried at goods rates.

25. Receipt will be given for stamped parcels only on the form approved by the Commissioners.

26. Each stamped parcel must be securely covered and addressed to its destination irrespectively of the writing upon the freight stamp. Separate parcels which are merely tied together must each be stamped. Returned empties, if securely tied together, may be prepaid by one or more stamps of the required value on the outside package.

27. When the freight stamps affixed are not of full value for the weight or distance, and the sender omits or refuses to affix the additional stamps necessary, the stamps will be cancelled, and the parcel forwarded at unstamped parcels rates.

28. Freight stamps will be sold at all stations, and also by licensed vendors.

29. The parcels clerk on receiving a stamped parcel for carriage will mark the freight stamp thereon with the name of the station. This mark is to be made on the right-hand side of the freight stamp. The receiving station will also mark the stamp on the left-hand side of the freight stamp.

30. Nothing in these By-laws affects the rate for gold, live stock, wool, dangerous goods, horses, dogs, and the exceptions provided by the Act of Parliament of Victoria numbered 78.

31. Unstamped parcels containing any of the articles mentioned in the first section of the Act of Parliament of Victoria numbered 78 shall be charged the following increased rates, viz. :—Over £10 and under £50 in value, double; and over £50 in value, quadruple unstamped parcel rates, as shown above.

32. Nothing in these rates affects the parcels rates now in force on the suburban lines.

33. Corpses, under 40 miles, 20s. each; above 40 miles, 6d. per mile. Corpses will not be forwarded unless a certificate is produced from the medical attendant at time of decease, setting forth that death was not caused by any contagious or infectious disease.

PARCELS RATES.

Suburban Residential Area.

The Rates for Parcels carried on the above-mentioned lines will be according to the rates here following:—

AT THE RISK OF THE OWNER, STAMPED.—ORDINARY PARCELS.

	Not over—						For every 28 lbs., or for any portion thereof, additional.
	7 lbs.	14 lbs.	28 lbs.	56 lbs.	84 lbs.	112 lbs.	
	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
Not over 9½ miles	0 2	0 3	0 4	0 6	0 8	1 0	0 3
Not over 20 miles	0 2	0 3	0 6	1 0	1 6	2 0	0 6

AT THE RISK OF THE CARRIER, NOT STAMPED, AND UNDER £10 IN VALUE.—ORDINARY PARCELS.

	Not over—						For every 28 lbs., or for any portion thereof, additional.	Consignments from 3 cwt. to 10 cwt. 5s. od. Over 10 cwt. must be forwarded by Goods Trucks at Goods Rates.
	7 lbs.	14 lbs.	28 lbs.	56 lbs.	84 lbs.	112 lbs.		
	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	
Not over 9½ miles	0 3	0 4	0 6	0 9	1 0	1 3	0 6	
Not over 20 miles	0 3	0 4	0 8	1 4	2 0	2 8	0 8	

For Newspaper Parcels Rates see General Parcels Rates.

Hawkers' baskets, 28lbs. and under, 3d. each; 56lbs. and under, 6d. each.

Bicycles, feathers, furniture, glass, hats, bonnet or hat boxes, cases of millinery, straw bonnets, mirrors (loose), musical instruments, perambulators, sulkies in pieces, pictures, sewing machines, wicker-work, puppies, not over 6 months old, in cases or cages, live sucking-pigs in cases, wire cages (loose), or other articles light or fragile, are considered admeasurement goods, and will be charged 50 per cent. additional on the above rates. Unstamped parcels containing articles and property of a description not mentioned or specified in the first section of the Act of the Parliament of Victoria, numbered 78, such articles and property being over £10 in value, shall, in addition to the amount chargeable by the foregoing scale of rates, be charged a further sum equal to one per centum upon the declared value thereof.

Returned empties by passenger trains, if prepaid, will be carried according to the following scale, but only provided the station-master is satisfied that the packages have been previously sent at parcels rates by passenger trains, and that they are unlocked or open for inspection when brought for carriage, and remain so until they are discharged from the van. If not prepaid either by stamps or cash, ordinary parcel rates will be charged.

Rates for Returned Empties.—Prepaid.

At Owner's Risk.—Stamped.		At Carrier's Risk.—Not Stamped.	
Not over 25 lbs.	<i>s. d.</i> 0 1	Not over 25 lbs.	<i>s. d.</i> 0 2
For every 25 lbs., or for any portion thereof, additional	0 1	For every 25 lbs., or for any portion thereof, additional	0 4

All the conditions relating to parcels, stamped and not stamped, contained in the General Parcels Rates, are hereby made applicable to parcels carried within the Suburban Residential Area, except so far as they may be altered by the above-mentioned conditions.

RATES FOR CONVEYANCE OF HORSES AND DOGS.

Horses.

For each mare, gelding, or filly, or entire under 2 years 6d. per mile; minimum, 20s. each
 For each entire horse, 2 years and over 1s. per mile; minimum, 20s. each
 Horse-box, 1s. 3d. per mile; minimum, 40s. A horse-box has space for three horses.
 Two entire horses, 2 years and over, in one horse-box for different owners, 9d. per mile each; minimum, 20s. each.
 Two small ponies occupying one stall to be charged as one horse.
 Horses, including entires, in goods trucks and by passenger trains, 1s. 6d. per truck per mile. By goods trains, at cattle rates.
 Not more than eight horses or heavy bullocks to be put in each truck. For each mare with 6 months' foal at foot, rate and a half.
 The minimum charge for a truck with horses is 20s., exclusive of a terminal charge of 2s. per truck to be added to the above rate in all cases, except where single animals are sent in trucks.

Dogs.

Dogs, under 12 miles, Sixpence each; above 12 miles, One halfpenny per mile.
 Dogs must in every instance be prepaid.
 Dogs in truck loads, 1s. per truck per mile; minimum, 20s.
 Sporting dogs between other than Suburban stations, return tickets at fare and a-half, available during the currency of their owners' tickets.
 Persons in charge of Dogs may have a Second-class compartment reserved for them by Passenger trains, provided there is sufficient accommodation in the train, on payment of Five Second-class fares (which will entitle any number of attendants up to five to travel), and the ordinary rates for the Dogs. Any attendants over five to pay ordinary fares.
 Where there is an unoccupied Second-class compartment, owners of Dogs may be allowed to take them into it on payment of ordinary fares for themselves and the dogs, and without regard to the minimum of five fares above stipulated, but in all cases the convenience of passengers must be first consulted. When a compartment is reserved, the five fares must be paid.

The Commissioners do not undertake to forward Horses by any particular time or train; but when required to be sent 24 hours' notice should be given, and they must be at the forwarding station one hour before the departure of the train. Dogs must be provided with collars and chains or other sufficient means to secure them, without which the Commissioners will not be responsible for their safety, and if unaccompanied by a passenger, must have the address in full firmly attached to the collar. In any case the Commissioners are only liable to the extent of One pound (£1) unless value is declared and paid for.

RATES FOR CONVEYANCE OF CARRIAGES.

Carriages, gigs, dog-carts, and vehicles of a similar description, will be charged for at the rate of 6d. per mile, subject, however, that the sum of £1 shall be the minimum charge in any case. Two vehicles belonging to the same owner, and loaded on one truck, 9d. per truck per mile, if owner accepts all risks. Three vehicles, on same terms, 1s. per truck per mile; minimum, Twenty shillings. For vehicles sent for repair, return tickets, available for four weeks, will be issued at 50 per cent. additional on these rates.
 Carriages, gigs, dog-carts, and vehicles of a similar description not taken delivery of within 24 hours after arrival will be charged storage at the rate of 2s. 6d. each for the first day, 2s. for the second day, and 1s. 6d. for each succeeding day or part of a day until removed from the railway premises.
 The Commissioners do not undertake to forward Carriages by any particular time or train, but when required to be sent, 24 hours' notice should be given, and they must be at the forwarding station one hour before the departure of the train.

RATES FOR GOLD DUST AND GOLD AND SILVER COIN.

GOLD DUST.			GOLD COIN.			SILVER COIN.		
Distance.	Per 100 oz.	Every 25 oz., or part thereof.	Distance.	Per £100.	Every £25, or part thereof.	Distance.	Per £100.	Every £25, or part thereof.
Miles.	s. d.	s. d.	Miles.	s. d.	s. d.	Miles.	s. d.	s. d.
10 to 60	3 0	0 9	10 to 60	1 0	0 3	10 to 60	3 0	0 9
61 ,, 100	5 0	1 3	61 ,, 100	1 8	0 5	61 ,, 100	5 0	1 3
101 ,, 150	8 0	2 0	101 ,, 150	2 8	0 8	101 ,, 150	8 0	2 0
151 ,, 200	10 0	2 6	151 ,, 200	3 4	0 10	151 ,, 200	10 0	2 6

The minimum charge shall be for 100 ozs. or £100 in each case.
 Gold Dust, and Silver in bars, Melbourne to Williamstown or Port Melbourne, 5s. per 1,000 ozs.
 The above charges are made, and the Gold Dust or Coin will be carried on condition of its being in charge of owners or persons bringing the same, and at their risk, and that the Commissioners will not be responsible for any loss or damage thereto, unless arising by reason of any defect or insufficiency in the carriage or truck provided by the Commissioners.

COMMERCIAL TRAVELLERS' SAMPLES.

Travellers travelling on First-class tickets will be allowed 1½ cwt., and on Second-class annual ticket 1 cwt.; samples free. Anything over that weight will be carried at "Half Excess Luggage" rates minimum, 1 cwt. and maximum 12½ cwt. Over 12½ cwt. a carriage truck must be employed, at 6d. per truck per mile—minimum, 20 miles, and maximum weight, 50 cwt.

Travellers must produce an authority from the firms they represent.
 They can forward their samples by any ordinary train at these rates, notwithstanding they do not accompany them, on signing Risk Note Form (86d).

Samples can be booked through and the journey may be broken for a period not exceeding fourteen days. They must be way-billed through to final destination by the station of original departure, the remark "journey broken," being made on way-bill and signed by way-billing clerk. One of the forms (91) must, at the same time, be filled up and handed to the traveller, who must present it at each station he stops at, where he will sign for his samples on taking delivery. On presenting them again for transmission, the form to be handed to the station-master, who will enter the next destination on it, initial it, and hand it back to the traveller.

Samples sent under these By-laws must be fully prepaid.
 These rates will also apply to samples in excess of the quantity included in a periodical ticket, provided it is booked beforehand. *If found in excess at the conclusion of a journey, full parcels rates to be charged.*

Travellers holding annual tickets for their samples as well as themselves, are allowed the privilege of twenty-four hours' free cloak-room, and of their samples preceding or following them *one train*, without being required to sign Risk Note Form (86d).

Samples must be properly booked at the Parcels Office at least fifteen minutes before the train departure time, every information being given as to whether the traveller accompanies them or not, and the proper forms filled up and signed.

Samples must be contained in tins or leather packages of a handy size, and must have the firm's name or initials legibly painted on them; but if contained in cases or other packages in which merchandise for sale is generally packed, ordinary parcels rate will be charged.

Samples cannot be booked from one main line to another, with the journey to be broken at Melbourne. If it is intended to break the journey at Melbourne, they cannot be booked beyond that station, and must be booked afresh on resuming the journey.

Travellers must claim their samples on arrival at destination; and if they do not wish to take immediate delivery, must properly book them at the cloak-room, otherwise they will be treated as overlanded, and charged full parcels rates.

Any samples not booked in accordance with the foregoing By-laws will be charged as ordinary parcels.

BICYCLES.

A bicycle accompanied by the owner in the same train, he having no other luggage and accepting all risks, to be charged as follows, viz. :—

Not exceeding 25 miles	...	...	...	...	...	...	1s. 0d.
" 50 "	...	...	...	...	...	...	1s. 6d.
" 75 "	...	...	...	...	...	...	2s. 0d.
" 101 "	...	...	...	...	...	...	2s. 6d.

And 6d. for every additional 25 miles, or part thereof.

PERAMBULATORS.

Perambulators, accompanying passengers, are not to be classed as luggage, but must pay the following rates, viz.:-

Not exceeding 25 miles	...	...	...	...	...	...	0s. 6d. each
" 50 "	...	...	...	...	...	...	0s. 9d. "
" 75 "	...	...	...	...	...	...	1s. 0d. "
" 101 "	...	...	...	...	...	...	1s. 3d. "

And 3d. for every additional 25 miles or part thereof.

TABLE OF FARES

For Waggonettes running in connexion with Victorian Railways, Spencer-street, Melbourne.

ORDINARY JOURNEY.

To or from Spencer-street and Flinders-street Stations, either by Flinders or Collins-street route	...	...	...	...	...	0s. 6d.
To or from Spencer-street and Post Office, either by Collins or Bourke-street route	...	...	...	...	...	0s. 6d.
To or from Spencer-street and the corner of Elizabeth and Victoria streets, either by Collins, Bourke, Lonsdale, Latrobe, or Victoria-street route	...	...	...	...	...	0s. 6d.
And to or from Spencer-street Station and any point in any street within and including the following boundaries, viz.:- Spencer-street on the west, Flinders-street on the south, Elizabeth-street east, and Victoria-street on the north	...	...	...	...	...	0s. 6d.

BY THE HOUR.

For half-an-hour	...	...	...	...	...	2s. 0d.
First hour	...	...	...	...	...	3s. 0d.
For every subsequent 15 minutes	...	...	...	...	...	0s. 9d.

BY DISTANCE.

To be computed from the place of hiring to the most distant point of the journey therefrom.

1.—For Hiring Party not exceeding Three Persons.

Any distance not exceeding two miles	...	...	...	...	...	1s. 0d.
Every mile beyond two miles, if the hiring party do not return in the vehicle, 3d. per mile additional as back fare, equalling for the portion of the outward journey beyond two miles	...	...	...	...	...	1s. 3d.
And if the hiring party do return in the vehicle, 6d. per mile additional as back fare, equalling for the portion of the outward journey beyond two miles	...	...	...	...	...	1s. 6d.

2.—For Hiring Party exceeding Three Persons.

Any distance not exceeding one mile	...	...	...	...	...	2s. 0d.
For two or any greater number of miles	...	...	...	...	...	1s. 6d.
(No back fare to be charged unless the hiring party return in the vehicle.)						
If the outward journey be two or more miles, and the hiring party return in the vehicle, 6d. per mile of the outward journey additional as back fare, equalling	...	...	...	...	...	2s. 0d.
Half-miles commenced surplus to the last completed mile to be in each case charged for proportionately.						
Any person calling or sending for any carriage or cab, and not further employing the same, shall pay	...	...	...	...	...	1s. 0d.
Or, at the option of the driver, the fare from stand or place where the carriage or cab may be engaged.						

FOR DETENTION.

Five minutes' detention to be allowed without charge.
For every subsequent fifteen minutes' (or part thereof) detention 0s. 6d.

No extra charge to be made for luggage not exceeding 50 lbs. in weight; or, when the carriage is occupied by fewer than the number of persons for which the fare is prescribed, 100 lbs. in weight. For every 50 lbs., or part thereof, surplus in each case, a charge of 1s. may be made.
An addition of one-half to the above fares may be charged between midnight and five o'clock in the morning.

INTERCOLONIAL PASSENGER FARES.

	FARES.				V.R. PROPORTION.				HOLIDAY EXCURSION FARES.		V.R. PROPORTION.	
	1st Class.		2nd Class.		1st Class.		2nd Class.		1st Class.	2nd Class.	1st Class.	2nd Class.
	Single.	Return.	Single.	Return.	Single.	Return.	Single.	Return.				
Melbourne and Sydney, <i>via</i> Southern route	s. d. 81 0	s. d. 121 0	s. d. 60 8	s. d. 91 0	s. d. 26 8	s. d. 39 11	s. d. 19 11	s. d. 29 10	s. d. 106 6	s. d. 81 0	s. d. 35 0	s. d. 26 8
Ballarat and Sydney, <i>via</i> Southern route	97 0	145 6	71 0	107 0	42 8	63 11	30 3	45 10				
Ballarat and Sydney, <i>via</i> Harden and Blayney	101 0	151 6	74 6	111 6	47 6	71 4½	31 5	47 6				
Sandhurst and Sydney, <i>via</i> Southern route	97 6	146 6	71 6	108 0	43 2	64 11	30 0	46 10				
Sandhurst and Sydney, <i>via</i> Harden and Blayney	101 6	152 6	75 0	112 6	48 0	72 4½	31 11	48 6				
Melbourne and Sydney, <i>via</i> Harden and Blayney	85 0	127 6	64 0	95 6	31 6	47 4½	20 11	31 6				
Melbourne and Newcastle, <i>via</i> Harden and Blayney	97 6	146 0	72 0	107 6	31 6	47 4½	20 11	31 6				
Melbourne and Newcastle, <i>via</i> Southern route	93 0	140 0	68 0	102 0	28 8	39 11	19 11	29 10				
Melbourne and Hay ..	..	..	..	..	22 9	33 1	16 6	24 10				
Melbourne and Carathool	..	..	..	..	24 8	35 10	17 11	25 10				
Melbourne and Jerilderie	55 0	80 0	40 0	60 0	25 1	36 6	18 3	27 4				
Melbourne and Narandera	..	..	..	..	25 1	36 6	18 3	27 4				
Melbourne and Adelaide	75 0	112 6	45 0	67 6	44 7	66 10	26 9	40 1.	84 5	50 8	60 2	84 3
Melbourne and Brisbane	160 0	240 0	110 0	165 0	23 3	34 11	16 0	24 0	200 0	137 6	29 1	20 0
Melbourne and Brisbane (Cook's)	..	160 0	..	100 0	..	23 3	..	14 6				
Adelaide and Brisbane ..	200 0	300 0	130 0	195 0	63 5	80 1	34 8	52 1				
Adelaide and Sydney ..	117 0	175 6	79 3	119 0	52 6	75 10	35 7	53 5	146 3	99 0	85 8	44 5
Adelaide and Sydney (Special)	..	120 0	..	80 0	..	63 11	..	35 11				
Adelaide and Sydney (Cook's)	..	130 9	..	90 6	..	68 9	..	40 8				
<i>Mail and Ocean Steamer (Passengers).</i>												
Adelaide and Brisbane ..	180 0	270 0	117 0	175 6	48 1	72 1	31 3	46 10				
Adelaide and Melbourne	50 0	75 0	30 0	45 0	29 9	44 7	17 10	28 9				
Adelaide and Sydney ..	104 0	156 0	70 8	105 9	46 8	70 1	31 8	47 6				
Melbourne and Sydney	64 0	81 0	40 6	60 8	17 9	26 8	13 3	19 11				
<i>Cheap Excursions.</i>												
Melbourne and Adelaide	..	40 0	..	25 0	..	23 9	..	14 10				
Melbourne and Sydney	..	60 0	..	40 0	..	19 8	..	13 1				

Children under 3 years of age, travel free; over 3 and under 12 years, half-fare; 12 years and over, full fare.

University Students and Scholars.

Tickets at half ordinary fares for the return journey (available for return for two months) are issued at Melbourne, Geelong, and Ballarat to University students and scholars not exceeding 18 years of age returning home to Adelaide for the Christmas, Easter, Midwinter, or Michaelmas holidays. The requisite certificate must be presented at the Booking Office, signed by the University Registrar or Head-master.

Tickets at the following fares for the return journey, available for return for two months, are issued at Melbourne to University students and scholars returning home to Sydney, Hay, and Jerilderie for the Christmas, Easter, Midwinter, and Michaelmas Holidays, viz.:—Not exceeding 16 years of age, at half single fares; over 16 years of age, to Sydney, half-holiday excursion fares; over 16 years of age, to Hay and Jerilderie, half ordinary return fares. The requisite certificate must be presented at the Booking Office, signed by the University Registrar or Head-master.

PERIODICAL TICKETS BETWEEN WODONGA AND ALBURY.

	1st Class.	2nd Class.
Monthly	£0 17 0	£0 11 6
Quarterly	2 3 3	1 9 3
Half-yearly	3 17 9	2 12 6
Yearly	7 7 9	4 19 0

Periodical Tickets from other Victorian Stations to Albury to be charged according to mileage to the Murray (Wodonga to Murray reckoned 2 miles), and one half of above rates for New South Wales, proportion.

ATHLETIC CLUBS.

Tickets may be issued to a full team or crew belonging to bowling, cricket, football, lacrosse, and boating clubs from Melbourne to Adelaide and back, or *vice versa*, and to a full team or crew belonging to bowling, cricket, football, and boating clubs from Melbourne to Sydney and back, or *vice versa*, at half the ordinary return fare.

NOTE.—See page 109 for Religious Bodies and Friendly Societies.

PARCELS, ETC., RATES TO SYDNEY AND ALBURY.

Parcels are booked through between Melbourne and Sydney at following rates, viz.:—

	s.	d.	V.R. Proportion.
Not exceeding 3 lbs.	2	0	0 8
" " 7 "	3	0	1 0
" " 14 "	4	6	1 6
" " 28 "	6	0	2 0
" " 56 "	10	0	3 4
" " 84 "	12	0	4 0
" " 112 "	14	6	4 10

And 2s. 6d. for every additional 28 lbs., or part thereof.

Press Parcels one-fourth the above rates.

Commercial Travellers' Samples pay full rates, and the journey cannot be broken with them.

Excess Luggage is charged the same rates as Parcels.

Stamps cannot be used in prepayment of these Parcels.

PARCELS, HORSE, CARRIAGE, AND DOG RATES TO ALBURY.

PARCELS.

The ordinary Victorian rates will be charged, with the following New South Wales rates added:—

	s.	d.	
Not exceeding 3 lbs.	0	3	And 3d. for every additional 28 lbs. or part thereof.
" " 7 "	0	4	
" " 14 "	0	6	
" " 28 "	0	8	
" " 56 "	0	10	
" " 84 "	1	0	
" " 112 "	1	2	

Stamps may be used for prepayment of the Victorian portion of the charges, but the New South portion must either be paid in cash or charged forward.

Excess Luggage and Commercial Travellers' Samples will be charged the ordinary Victorian rates, with the above New South Wales rates added.

The Victorian mileage for Parcels or Excess Luggage consigned to Albury is 189 miles.

Parcels consigned from Wodonga to Albury only are charged the above rates.

Clauses, 5, 7, 9, and 31 of the General Parcels Rates apply to all Parcels to Sydney as well as to Albury.

Commercial Travellers' Samples between Wodonga and Albury are carried at the rate of 6d. for every 5 cwt. or portion thereof.

HORSES, CARRIAGES, AND DOGS.

The ordinary Victorian rates to Wodonga will be charged, with the following additional rates, for conveyance between Wodonga and Albury:—

	s.	d.
One Horse	1	6
Two Horses	2	3
Three Horses, belonging to the same owner	3	0
Carriages, Gigs, Dog Carts, and vehicles of a similar description	1	6 each.
Corpses	4	0
Dogs	0	6

Carriages or Dogs for Sydney, or any other stations on the New South Wales lines, must be booked at Albury.

Carriages, Gigs, Dog-Carts, and vehicles of a similar description can be booked through between Melbourne and Sydney, at £9 9s. 6d. each. Two vehicles belonging to the same owner and loaded on the same truck to be charged £15 19s. 2d. if owner accepts all risks. V.R. proportion £3 2s. and £5 4s. 7d. respectively.

RATES FOR HORSES BETWEEN MELBOURNE AND SYDNEY.

Rates between Melbourne and Sydney:—		£	s.	d.	£	s.	d.
One Horse ...	...	9	9	5	3	2	0
Two Horses	...	15	19	2	5	4	7
Three Horses or one Stallion...	...	20	14	10	6	15	0

V. R. Proportion.

Horses for any other station than Sydney on the New South Wales Line must be re-booked at Albury.

PARCELS, ETC., RATES BETWEEN MELBOURNE AND ADELAIDE.

Parcels are booked through between Melbourne and Adelaide at following rates, viz. :—

Weight.	Rate.	Victorian Proportion.	Weight.	Rate.	Victorian Proportion.
lbs.	s. d.	s. d.	lbs.	s. d.	s. d.
7	1 6	0 11	168	16 0	9 6
14	2 6	1 6	196	18 0	10 8
28	4 6	2 8	224	20 0	11 11
56	8 6	5 1	252	22 0	13 1
84	11 0	6 6	280	24 0	14 3
112	13 0	7 2	308	26 0	15 5
140	14 0	8 4	336	28 0	16 8

And 2s. for every additional 28lbs. or part thereof.

Newspapers.—Same rates as to Victorian Stations.

Parcels, Horses, and Dogs can also be booked from any other station in Victoria to any other station in South Australia, the two local rates being charged; but in the case of stations on the direct route between Melbourne and Adelaide the through rates not to be exceeded. Dogs between Melbourne and Adelaide 10s. each. V.R. proportion 7s.

Horses between Melbourne and Adelaide.—One Horse, 6d. per mile, and each additional Horse in the same box for the same owner, 1½d. per mile. One Entire to be charged 9d. per mile.

THROUGH PARCELS RATES BETWEEN SYDNEY AND ADELAIDE.

		s.	d.	s.	d.
Not exceeding 7 lbs.	...	3	0	1	4
Over 7 lbs., but not exceeding 14 lbs.	...	5	6	2	6
" 14 " " 28 "	...	10	0	4	6
" 28 " " 56 "	...	14	0	6	3
" 56 " " 84 "	...	17	6	7	10
" 84 " " 112 "	...	21	0	9	5
And 3s. 6d. for every additional 28lbs. or part thereof	...			1	7

V.R. Proportion.

Carriages to be booked through in the same manner as intermediate Parcels.

Luggage.—The weight allowed for the whole journey to First-class passengers is 112 lbs.; Second class, 84 lbs. The charges upon excess will be according to general practice in the forwarding colony.

The Common Seal of the Victorian Railways Commissioners was herewith affixed this fourteenth day of August, One thousand eight hundred and ninety-one, in the presence of—



R. SPEIGHT, Chairman.
R. FORD, Commissioner.
W. H. GREENE, Commissioner.

Confirmed by the Governor in Council
the 17th August, 1891.

G. WILSON BROWN,
Clerk of the Executive Council.