

[2633]



SUPPLEMENT

TO THE

VICTORIA

GOVERNMENT GAZETTE

OF FRIDAY, JUNE 22, 1894.

Published by Authority.

No. 85.]

WEDNESDAY, JUNE 27.

[1894.

VICTORIAN RAILWAYS.

BY-LAW NO. 120.

THE ACTING VICTORIAN RAILWAYS COMMISSIONERS, in pursuance of the powers conferred by the Railways Acts, do hereby make the following By-law, and all previous By-laws conflicting therewith are hereby repealed:—

CHARGES ON GOODS ARE FIXED AS FOLLOWS:—

1. MERCHANDISE RATES.
2. LIVE STOCK RATES.
3. WOOL, ETC.

GENERAL CONDITIONS.

- Traffic subject to Act.**
Consignment notes, packing and addressing.
1. All traffic is carried subject to the provisions of the "Railways Acts."
2. The Commissioners are carriers only from and to the various stations on the said railways, and every consignment of goods, when delivered for transmission by railway, must be accompanied by a consignment note, signed by the sender or some person on his behalf. The goods must be well and securely packed, and plainly and legibly marked or addressed with the name of the consignee and the place of destination. The Commissioners reserve to themselves the right to refuse goods which their officers may consider unsafe for transit, and to inspect all goods before accepting them at their risk, in order to ascertain that they are in accordance with the declaration. For this purpose, if considered necessary, any package may be opened at the expense of the consignor.
- Contents of packages to be specified; dangerous goods.**
3. 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.
- 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. Sections 10 and 35, Act 1135.
- Liability for loss or injury.**
4. (a) The 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 employes.
- (b) 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."
- (c) 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 cooperage; nor for loss, waste, or damage by or in consequence of fermentation.
- (d) 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 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 at the place to whom or were 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.
- (e) 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.
- Extent of liability, insurance of goods.**
5. The Commissioners will not be liable for the loss of or injury to any article or articles or property of the following description when sent in packages above £10 in value, unless such goods are specially insured:—Gold or silver coin of this realm or any foreign State, or any gold or silver in a manufactured or unmanufactured state, or any precious stones, jewellery, watches, clocks, or time-pieces of any description, trinkets, bills, notes of any bank, orders, notes or securities for the payment of money, English, colonial, or foreign stamps, maps, writings, title deeds, paintings, engravings,

GENERAL CONDITIONS—*continued.*

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 hand-made lace.

6. The Department reserves the right to decline to either load or unload goods in the A, B, C, Wheat, Cereal, Hay and Straw, and 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.

Loading and unloading to be done by owners.

7. All goods in the Wheat, Cereal, Hay and Straw, Timber, A, B, and C, also Coal, Bricks, Terra Cotta classes, also Milk, Cream, and Butter and Eggs, charged at package rates, are carried at owner's risk.

Goods at owner's risk.

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:—

Additional charges on goods at Commissioners' risk.

Goods in the Wheat and Flour, Cereal, A, B, and C, and First and Second Classes, 10 per cent. added to the Tariff or By-law rates.

Goods in the Third 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 to be carried at the risk of the Commissioners.

8. 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.

Sale of goods.

9. 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.

Disposal of perishable goods.

10. 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.

Disposal of Empties.

11. A written receipt may be demanded from consignees for all goods received from the Department, and the Commissioners may demand proof of owner ship or an indemnity note, signed by two approved sureties, should there be any doubt as to the person applying for the goods being the actual consignee or owner.

Consignees to give receipts.

12. 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 1135.

Commissioners' liability only as bailees.

13. 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.

Delivery of goods.

14. 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.

Recovery of rates or charges due.

15. It is optional with the Commissioners to require the prepayment of freight charges, or allow goods to be forwarded "to pay." On goods of a highly perishable nature the freight charges must always be prepaid. Fractions of a penny are taken as a penny in calculating freight charges.

Freights and charges to be paid on demand.

16. 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.

Claims to be made within a specified time.

GENERAL CONDITIONS—continued.

- Dead weight to be charged. 17. 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. Fractions of 7 lbs. to be charged as 7 lbs.
- Packages under 7 lbs. weight. 18. Packages under 7 lbs. weight, and packages wrapped in paper, must be forwarded as Parcels by Passenger Train.
- Goods carried at a lower rate for through journeys. 19. 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.
- Minimum distances charged. 20. The minimum distance for First, Second, Third, A, B, C, and Cereal Classes is 10 miles; less distances than 10 miles to be charged as 10 miles. Portions of a mile to be computed a mile.
- Minimum weight in truck loads. 21. A truck load is computed 6 tons. When the rate is per truck load, and the carrying capacity of the truck exceeds 6 tons, the weight loaded over that quantity (if consigned) will be charged *pro ratâ*.
- Mixed consignments. 22. The actual weight of each item of mixed consignments (one consignor to one consignee) of A, B, C, Wheat, Cereal, 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.
- Minimum not to be charged. 23. The minimum is not to be charged on goods in the First, Second, and Third Classes when accompanied by goods for the same consignee paying the minimum in the other classes, excepting Milk, Butter, and Eggs, which are charged at the Package rates.
- Goods from different consignors. 24. Goods from different consignors to one consignee at the same time, one minimum to cover the lot.
- Long articles requiring safety trucks. 25. Long articles, requiring more than one four-wheeled truck, will be charged according to classification, with a minimum charge of 2 tons for each waggon, whether engaged in carrying the load or used as a safety only. Bogie trucks to be regarded as equal to two four-wheeled trucks when carrying this description of traffic.
- Heavy articles, loading and unloading of. 26. Heavy Articles.—At stations where there are no appliances or means of loading or unloading, such duties must be undertaken by owners at their own risk and expense. Heavy articles will not be accepted for conveyance unless satisfactory arrangements are made by owners for unloading. Articles weighing 10 tons and over, or requiring a specially constructed waggon or alteration in waggon, will only be received and carried under special agreement.
- Bulky articles to be loaded within the gauge. 27. Long and Bulky Articles.—No person shall be entitled to have any article of goods conveyed by railway which from its excessive bulk would be inconvenient to transport. At stations where there are no appliances for loading or unloading articles exceeding 2 tons in weight, the duty must be undertaken by the owner at his own risk, and in all cases the truck loads must be strictly limited to the gauge, viz., 13 feet from the rail, level in the centre, and be gradually rounded to 11 feet in height at the sides, and not more than 8ft. 6in. across, and not to project more than 6 inches over the truck at each end, and be in the opinion of the railway officers perfectly safe for transit.
- Re-consigned goods. 28. Goods, 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.
- Hours for receipt and delivery of goods. 29. Goods sheds will be open for the receipt and delivery of goods from Eight a.m. to Five p.m. (Saturdays, Sundays, and proclaimed holidays excepted). On Saturdays the hours will be from Eight a.m. to Two p.m.
- Weighing. 30. At all dray weighbridges 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 weighbridges, 1s. per truck. The charges for weighing on weighbridges owned by the Department, in Melbourne and Suburbs, will be as follows:—
- | | | | |
|--|-----|----------------------------------|---------|
| One-horse load (Firewood and Coal 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 weighbridges, 1s. per truck.
- Storage. 31. Charges for warehousing goods, to the extent to which the Department has storage accommodation, are as follow:—
- All goods of the First, Second, and Third 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

GENERAL CONDITIONS—*continued.*

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, and Third Classes must be removed within forty-eight hours; and of the Grain and Flour, Cereal, A, B, and C Classes, within twelve working hours after arrival. If not removed within the prescribed time, storage will be charged at the rate of 1s. per ton for the first day, 9d. per ton the second day, and 6d. 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, and Third, and of the Wheat, Cereal, A, B, and C 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.

32. 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 1s. per truck per hour or fractional part of an hour will be charged, maximum 4s. per truck per day; 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 1s. per truck per hour or fractional part of an hour will be charged, maximum 4s. per truck per day; or the Commissioners may load into, or discharge from the railway trucks such goods at the risk of the owner, consignee, 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.

33. The shunting charges for placing trucks in private sidings will be 1s. 3d. per four-wheeled truck; bogie trucks double rate. Sidings connected with a regular goods station to be exempt from this charge.

34. 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 twelve hours of arrival at destination.

35. 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 to or from Melbourne and Ballarat and stations beyond to be charged mileage *via* North Geelong.

36. Goods to and from the Murray River and North-Eastern lines and the Williamstown line to be charged the actual mileage *via* Footscray Junction 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.

37. No extra charge is made on through goods for the tramway between Spencer and Flinders streets, but 1 mile is added in calculating the distance. Goods from country to suburban stations are charged actual mileage at Classification rates, subject to the authorized minimums.

38. 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.

39. 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.

40. 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.

41. 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.

Demurrage.

Shunting charges.

Tarpaulins.

Geelong Special rates.

Actual mileage to be charged.

One mile to be added for viaduct, Flinders-street.

Goods *ex* ships at piers.

Time of forwarding not guaranteed.

Conditions to be adhered to.

Interpretation.

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

1. In order, as far as possible, to prevent accidents arising from the conveyance of Gunpowder or other explosive,* the Commissioners decline to receive any such goods except under the following conditions for the regulation of the loading, unloading, and conveyance of explosives:—

2. No person shall send to the railway station any consignment of explosive unless he has given to the Commissioners 48 hours' previous notice in writing of his intention to send such consignment, and stating the true name, description, and quantity of the explosive proposed to be conveyed and his own name and address, and also the name and address of the proposed consignee, by filling up an explosive consignment note, and has had an intimation in writing from the Commissioners that they are prepared to receive such consignment.

3. 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 received the necessary permission, shall be liable to a penalty of £20.

4. Consignments of explosive shall be sent to the forwarding station, and shall be received only at such times during the hours of daylight, that is to say, between sunrise and sunset, as the Commissioners may appoint: and every consignment and package containing any explosive proposed to be conveyed by rail shall immediately on the arrival thereof be delivered to and be received by the Commissioners' servants authorized to receive dangerous goods, and by no other person whatsoever.

5. No explosive shall be loaded or unloaded on the railway premises by the consignor or consignee thereof or their servants, except between sunrise and sunset.

6. When the stowing of explosive in any carriage or the loading or unloading of any explosive is undertaken by any person other than the Commissioners, all due precautions shall be taken by such person, by careful stowing and loading and unloading and otherwise, to prevent and secure such explosive from being brought into contact with or endangered by any other article or substance liable to cause fire or explosion.

7. In loading or unloading any explosive, the casks and packages containing the same shall, as far as practicable, be passed from hand to hand, and not rolled upon the ground, and in no case shall any such casks or packages be rolled, unless hides, cloths, or sheets have been previously laid down on the platform or ground over which the same are to be rolled. Casks or packages containing explosive shall not be thrown or dropped down, but shall be carefully deposited and stowed.

8. No person while employed in loading, stowing in any carriage, or unloading any explosive shall wear boots or shoes with steel or iron nails, steel or iron heels, or tips of any kind, or have about his person any lucifer match, explosive, or means of striking a light; and all persons employed in the loading, stowing, or unloading of any explosive shall, while such loading, stowing, or unloading are going on, abstain from smoking.

9. While the loading, unloading, or conveyance of explosive is going on, all persons engaged in such loading, unloading, or conveyance shall observe all due precautions for the prevention of accidents by fire or explosion, and for preventing unauthorized persons having access to the explosive so being loaded, unloaded, or conveyed, and shall abstain from any act whatever which tends to cause fire or explosion, and is not reasonably necessary for the purpose of loading, unloading, or conveyance of such explosive, or of any other article carried therewith, and for preventing any other person from committing any such act; and such other person who, after being warned, commits any such act shall be deemed to commit a breach of these by-laws.

10. The loading or unloading of explosive into or out of any carriage, when once begun, shall be proceeded with all due diligence until the same is completed.

11. 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.

12. Any such consignor, consignee, or other person who by his wilful act neglect or default, or by his improper refusal to accept delivery of such explosive from a carrier causes such carrier to violate the provisions of this part of this Act, shall himself be guilty of a violation of the provisions of this part of this Act, and shall on conviction forfeit a sum not exceeding £100.

13. 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 $\frac{3}{4}$ inch minimum thickness; or in cannisters made of tin, copper, zinc, or other suitable metal; or in cardboard boxes, strong and impervious to leakage, enclosed in wooden cases of $\frac{3}{4}$ inch thickness at the sides, and 1 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.

* The term explosive means:—(1) Gunpowder, Nitro-glycerine, Dynamite, Gun-cotton, Blasting Powder, Fulminate of Mercury or other Metals, Coloured Fires, Lithofracteur, Tente, and every other substance, whether similar to those mentioned or not, used or manufactured with a view to produce a practical effect by explosion or a pyrotechnic effect; and (2) includes Fog-signals, Fireworks, Fuses, Rockets, Percussion Caps, Detonators, Cartridges, Ammunition of all descriptions, and every adaptation or preparation of an explosive as above defined.

BY-LAWS FOR THE CARRIAGE OF GUNPOWDER, ETC.—*continued.*

14. The contents of each keg or package must be specified on the outside thereof in letters not less than 1 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.
15. 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.
16. The duties of common carriers in respect of explosive and dangerous 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 consequence arising from over-carriage, detention, or delay in, or in relation to the carriage or delivery thereof.
17. Goods of a dangerous nature will only be received and carried subject to the regulations of the *Explosives Act 1890*. The Railways Commissioners are not common carriers of Gunpowder, Blasting Powder, Gun-cotton, Dynamite, Lithofracteur, Fireworks, Cartridges, Aquafortis, Mineral Acids, Petroleum, Phosphor, or Lucifer Matches, or any other goods which in the judgment of themselves or their officers may be of a dangerous nature; and when the conveyance of such goods is undertaken it must be distinctly understood that it is entirely at the owner's risk.
18. 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.
19. 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.
20. 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.
21. 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.
22. Consignments will be carried at Third Class rates, minimum 3 cwt., provided the rate amounts to 7s. 6d., but in no case shall the charge be less than 7s. 6d. for each consignment. Blasting Powder manufactured at Golden-square to be charged Special Class B rate, minimum 2s. 6d. per consignment to Footscray.
23. Consignments from different consignors, or from one consignor to different consignees, though all to care of one carrier, will be charged for separately.
24. 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 in addition to the 48 hours previously specified, 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.
25. 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 acknowledgment 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.

The Department of Victorian Railways is requested to receive the goods undermentioned, and to carry them to Station, 189
 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.

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, if a certificate from the Secretary of the Society that they have been exhibited and not sold is handed in on consigning. If part of a consignment is sold the balance will be returned free. Certificate to be attached to the "free" way-bill.
 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, 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 receipted 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.
12. (FORM 15A.)
- | | | |
|----------------------------|------------------------------|-----------------|
| | Date | |
| I hereby certify Mr. _____ | 189 | Station. |
| with his Stock to _____ | travelled in Truck No. _____ | train, |
| | Agricultural Show. | fare. |
| | | Station-master. |
| | | Station. |
| I hereby certify Mr. _____ | returned from | Agricultural |
| Show in Truck No. _____ | train, with unsold exhibits. | fare. |
| | | Station-master. |
13. Station-masters to have the form (15A) specified in Clause 12 always on hand.
 14. Agricultural Implements and Machinery from Spottiswoode or Braybrook Junction to the Agricultural Show Grounds at Newmarket, minimum charge 15s. per truck.
 15. Firewood from Newmarket to the Agricultural Show Grounds, Newmarket, per truck 2s. 6d.
- NOTE.—Buggies, Drays, and Waggons for Agricultural Shows, and Ploughs sent for Ploughing Matches come under the operation of these By-laws.

MILEAGE RATES FOR GOODS AT PER TON.

Miles.	Cereal Rate. **	Wheat Rate. *	Class A. *	Class B. *	Class C. *	Class 1. †	Class 2. †	Class 3. †	Live Stock. †			
									Full Rate.	Off-day Rate for Sheep only.	Store Rate.	
1-10	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
11	0 2 0	0 2 0	0 2 9	0 3 4	0 3 10	0 3 10	0 4 5	0 6 0	1 3 1	1 1 0	1 1 0	0 17 10
12	0 3 0	0 3 0	0 3 4	0 3 4	0 4 5	0 4 5	0 5 0	0 6 8	1 3 1	1 1 0	1 1 0	0 17 10
13	0 3 0	0 3 0	0 3 4	0 3 4	0 4 5	0 4 5	0 5 0	0 7 3	1 3 1	1 1 0	1 1 0	0 17 10
14	0 3 0	0 3 0	0 3 4	0 3 4	0 4 5	0 4 5	0 5 0	0 7 10	1 3 1	1 1 0	1 1 0	0 17 10
15	0 3 0	0 3 0	0 3 4	0 3 4	0 4 5	0 4 5	0 5 0	0 8 6	1 3 1	1 1 0	1 1 0	0 17 10
16	0 3 0	0 3 0	0 3 4	0 3 4	0 4 5	0 4 5	0 5 0	0 9 1	1 3 1	1 1 0	1 1 0	0 17 10
17	0 3 0	0 3 0	0 3 4	0 3 4	0 4 5	0 4 5	0 5 0	0 9 8	1 3 1	1 1 0	1 1 0	0 17 10
18	0 3 0	0 3 0	0 3 4	0 3 4	0 4 5	0 4 5	0 5 0	0 10 3	1 3 1	1 1 0	1 1 0	0 17 10
19	0 3 0	0 3 0	0 3 11	0 4 5	0 6 8	0 6 8	0 8 3	0 10 11	1 3 1	1 1 0	1 1 0	0 17 10
20	0 3 10	0 3 10	0 3 11	0 5 0	0 6 8	0 6 8	0 9 5	0 12 1	1 3 1	1 1 0	1 1 0	0 17 10
21	0 3 10	0 3 10	0 3 11	0 5 0	0 7 2	0 7 2	0 9 11	0 12 5	1 3 1	1 1 0	1 1 0	0 17 10
22	0 3 10	0 3 10	0 4 5	0 5 0	0 7 2	0 7 2	0 9 11	0 13 4	1 3 1	1 1 0	1 1 0	0 17 10
23	0 3 10	0 3 10	0 4 5	0 5 0	0 7 9	0 7 9	0 10 6	0 13 11	1 3 1	1 1 0	1 1 0	0 17 10
24	0 3 16	0 3 16	0 4 5	0 5 6	0 7 9	0 7 9	0 11 0	0 14 6	1 3 1	1 1 0	1 1 0	0 17 10
25	0 3 16	0 3 16	0 4 5	0 5 6	0 8 3	0 8 3	0 11 7	0 15 1	1 3 1	1 1 0	1 1 0	0 17 10
26	0 3 16	0 3 16	0 5 0	0 6 1	0 8 3	0 8 3	0 12 2	0 15 9	1 3 1	1 1 0	1 1 0	0 17 10
27	0 3 16	0 3 16	0 5 0	0 6 1	0 8 10	0 8 10	0 12 8	0 16 4	1 3 8	1 1 6	1 1 6	0 18 3
28	0 3 16	0 3 16	0 5 0	0 6 1	0 8 10	0 8 10	0 12 8	0 16 11	1 4 2	1 2 10	1 2 10	0 18 8
29	0 3 16	0 3 16	0 5 0	0 6 8	0 9 5	0 9 5	0 13 3	0 17 6	1 5 2	1 2 11	1 2 11	0 19 5
30	0 4 0	0 4 0	0 5 6	0 6 8	0 9 5	0 9 5	0 13 19	0 18 2	1 5 9	1 3 5	1 3 5	0 19 10
31	0 4 0	0 4 0	0 5 6	0 6 8	0 9 11	0 9 11	0 14 4	0 18 9	1 6 19	1 4 4	1 4 4	1 0 7
32	0 4 0	0 4 0	0 5 6	0 7 2	0 9 11	0 9 11	0 14 11	0 19 4	1 7 4	1 4 10	1 4 10	1 1 0
33	0 4 0	0 4 0	0 5 6	0 7 2	0 10 6	0 10 6	0 15 5	0 19 11	1 8 4	1 5 9	1 5 9	1 1 9
34	0 4 0	0 4 0	0 6 11	0 7 2	0 10 6	0 10 6	0 15 5	0 20 7	1 8 11	1 6 3	1 6 3	1 2 2
35	0 4 6	0 4 6	0 6 1	0 7 9	0 11 0	0 11 0	0 16 6	0 21 2	1 9 11	1 7 7	1 7 7	1 2 11
36	0 4 6	0 4 6	0 6 1	0 7 9	0 11 0	0 11 0	0 16 6	0 21 9	1 10 5	1 7 7	1 7 7	1 3 4
37	0 4 6	0 4 6	0 6 8	0 8 3	0 11 7	0 11 7	0 17 8	0 22 4	1 11 6	1 8 7	1 8 7	1 4 6
38	0 4 6	0 4 6	0 6 8	0 8 3	0 11 7	0 11 7	0 17 8	0 23 0	1 12 0	1 9 0	1 9 0	1 4 6
39	0 4 6	0 4 6	0 6 8	0 8 3	0 12 2	0 12 2	0 18 2	0 23 7	1 13 1	1 10 0	1 10 0	1 5 4

* Not including loading and unloading. † The rates for Sheep loaded in Goods or Cattle Trucks are not shown above. Off-day or Store Rate is not to be charged without the Traffic Manager's special authority. The terminal charge is included in the foregoing mileage rates.

MILEAGE RATES—continued.

Miles.	Cereal Rate.*	Wheat Rate.*	Class A.*	Class B.*	Class C.*	Class 1.	Class 2.	Class 3.	Live Stock†		
									Full Rate.	Off-day Rate for Sheep only.	Stove Rate.
40	0 5 0	0 5 0	0 6 8	0 8 3	0 12 2	0 14 11	0 18 2	1 4 2	1 13 7	1 10 6	1 5 8
41	0 5 0	0 5 0	0 6 8	0 8 10	0 12 8	0 14 11	0 18 9	1 4 9	1 14 8	1 11 5	1 6 6
42	0 5 0	0 5 0	0 7 2	0 8 10	0 12 8	0 15 5	0 19 3	1 5 5	1 15 2	1 11 11	1 6 11
43	0 5 0	0 5 0	0 7 2	0 8 10	0 13 3	0 16 0	0 19 10	1 6 0	1 16 3	1 12 10	1 7 8
44	0 5 0	0 5 0	0 7 2	0 9 5	0 13 3	0 16 0	1 0 5	1 6 7	1 16 9	1 13 4	1 8 1
45	0 5 0	0 5 0	0 7 2	0 9 5	0 13 9	0 16 6	1 0 11	1 7 2	1 17 10	1 14 3	1 8 11
46	0 5 6	0 5 6	0 7 9	0 9 5	0 13 9	0 17 1	1 0 11	1 7 10	1 18 4	1 14 9	1 9 3
47	0 5 6	0 5 6	0 7 9	0 9 11	0 14 4	0 17 1	1 1 6	1 8 5	1 19 5	1 15 8	1 10 1
48	0 5 6	0 5 6	0 7 9	0 9 11	0 14 4	0 17 8	1 1 6	1 9 0	1 19 11	1 16 2	1 10 5
49	0 5 6	0 5 6	0 7 9	0 9 11	0 14 11	0 18 2	1 2 7	1 9 7	2 0 11	1 17 1	1 11 2
50	0 5 6	0 5 6	0 8 3	0 10 6	0 14 11	0 18 2	1 3 2	1 10 3	2 1 6	1 17 7	1 11 8
51	0 6 0	0 6 0	0 8 3	0 10 6	0 15 5	0 18 9	1 3 8	1 10 10	2 2 6	1 18 6	1 12 5
52	0 6 0	0 6 0	0 8 3	0 10 6	0 15 5	0 19 3	1 3 8	1 11 5	2 3 1	1 19 0	1 12 10
53	0 6 0	0 6 0	0 8 10	0 11 0	0 16 0	0 19 3	1 4 3	1 12 0	2 4 1	1 19 11	1 13 7
54	0 6 0	0 6 0	0 8 10	0 11 0	0 16 0	0 19 10	1 4 9	1 12 8	2 4 8	2 0 5	1 14 0
55	0 6 6	0 6 6	0 8 10	0 11 7	0 16 6	1 0 5	1 5 4	1 13 3	2 5 8	2 1 4	1 14 9
56	0 6 6	0 6 6	0 8 10	0 11 7	0 16 6	1 0 5	1 5 11	1 13 10	2 6 2	2 1 9	1 15 2
57	0 6 6	0 6 6	0 8 10	0 11 7	0 17 1	1 0 11	1 6 5	1 14 5	2 7 3	2 2 9	1 15 11
58	0 6 6	0 6 6	0 9 5	0 11 7	0 17 1	1 1 6	1 6 5	1 15 1	2 7 9	2 3 3	1 16 4
59	0 6 6	0 6 6	0 9 5	0 12 2	0 17 8	1 1 6	1 7 0	1 15 8	2 8 10	2 4 2	1 17 2
60	0 6 6	0 6 6	0 9 5	0 12 2	0 17 8	1 2 0	1 7 6	1 16 3	2 9 4	2 4 6	1 17 6
61	0 6 6	0 6 6	0 9 11	0 12 8	0 18 2	1 2 7	1 8 1	1 16 10	2 10 5	2 5 7	1 18 4
62	0 7 0	0 6 9	0 9 11	0 12 8	0 18 2	1 2 7	1 8 8	1 17 0	2 10 11	2 6 1	1 18 8
63	0 7 0	0 6 9	0 9 11	0 12 8	0 18 9	1 3 2	1 9 2	1 18 1	2 12 0	2 7 0	1 19 6
64	0 7 0	0 6 9	0 9 11	0 12 8	0 18 9	1 3 8	1 9 2	1 18 8	2 12 6	2 7 6	1 19 11
65	0 7 0	0 6 9	0 9 11	0 13 3	0 19 3	1 3 8	1 9 9	1 19 3	2 13 7	2 8 5	2 0 8
66	0 7 0	0 6 9	0 10 6	0 13 3	0 19 3	1 4 3	1 10 3	1 19 11	2 14 1	2 8 11	2 1 1
67	0 7 6	0 7 0	0 10 6	0 13 3	0 19 10	1 4 9	1 10 10	2 0 6	2 15 2	2 9 11	2 1 11
68	0 7 6	0 7 0	0 10 6	0 13 9	0 19 10	1 4 9	1 11 5	2 1 1	2 15 8	2 10 4	2 2 3
69	0 7 6	0 7 0	0 10 6	0 13 9	1 0 5	1 5 4	1 11 11	2 1 8	2 16 8	2 11 3	2 3 0

* Not including loading and unloading.—† The rates for Sheep loaded in Cows or Cattle Trucks are not shown above. Off-day or Stove Rate is not to be charged without the Traffic Manager's special authority. The terminal charge is included in the foregoing mileage rates.

MILEAGE RATES—continued.

Miles.	Cereal Rate.	Wheat Rate.	Class A. £ s. d.	Class B. £ s. d.	Class C. £ s. d.	Class 1. £ s. d.	Class 2. £ s. d.	Class 3. £ s. d.	Live Stock.		
									Full Rate.	Off-day Rate for Sheep only.	Store Rate.
70	0 7 6	0 7 0	0 11 0	0 13 9	1 0 5	1 5 11	1 11 11	2 2 4	2 17 3	2 11 9	2 3 5
71	0 7 6	0 7 0	0 11 0	0 14 4	1 0 11	1 5 11	1 12 6	2 2 11	2 18 3	2 12 8	2 4 2
72	0 8 0	0 7 6	0 11 0	0 14 4	1 0 11	1 6 5	1 13 0	2 3 6	2 18 10	2 13 2	2 4 8
73	0 8 0	0 7 6	0 11 0	0 14 4	1 1 6	1 7 0	1 13 7	2 4 1	2 19 10	2 14 1	2 5 5
74	0 8 0	0 7 6	0 11 7	0 14 11	1 1 6	1 7 6	1 14 2	2 4 9	3 0 5	2 15 7	2 5 10
75	0 8 0	0 7 6	0 11 7	0 14 11	1 2 0	1 7 6	1 14 8	2 5 4	3 1 1	2 15 6	2 6 7
76	0 8 0	0 7 6	0 11 7	0 14 11	1 2 0	1 8 1	1 14 8	2 5 11	3 1 1	2 15 11	2 6 11
77	0 8 0	0 7 6	0 11 7	0 15 5	1 2 7	1 8 1	1 15 3	2 6 6	3 3 0	2 16 11	2 7 9
78	0 8 6	0 8 0	0 12 2	0 15 5	1 3 2	1 8 8	1 15 9	2 7 2	3 3 6	2 17 5	2 8 2
79	0 8 6	0 8 0	0 12 2	0 15 5	1 3 2	1 9 2	1 16 4	2 7 9	3 4 7	2 18 4	2 8 11
80	0 8 6	0 8 0	0 12 2	0 16 0	1 3 8	1 9 2	1 16 11	2 8 4	3 5 1	2 18 10	2 9 4
81	0 8 6	0 8 0	0 12 2	0 16 0	1 3 8	1 9 9	1 17 5	2 8 11	3 6 2	2 19 9	2 10 2
82	0 8 6	0 8 0	0 12 8	0 16 0	1 3 8	1 10 3	1 17 5	2 9 7	3 6 8	3 0 3	2 10 6
83	0 9 0	0 8 4	0 12 8	0 16 6	1 4 3	1 10 3	1 18 0	2 10 2	3 7 9	3 1 2	2 11 4
84	0 9 0	0 8 4	0 12 8	0 16 6	1 4 3	1 10 10	1 18 6	2 10 9	3 8 3	3 1 8	2 11 8
85	0 9 0	0 8 4	0 12 8	0 16 6	1 4 9	1 11 5	1 19 1	2 11 4	3 9 4	3 2 8	2 12 6
86	0 9 0	0 8 4	0 13 3	0 17 1	1 4 9	1 11 5	1 19 8	2 12 0	3 9 10	3 3 1	2 12 11
87	0 9 0	0 8 4	0 13 3	0 17 1	1 5 4	1 11 11	2 0 2	2 12 7	3 10 11	3 4 1	2 13 8
88	0 9 6	0 8 8	0 13 3	0 17 8	1 5 4	1 12 6	2 0 2	2 13 2	3 11 5	3 4 6	2 14 1
89	0 9 6	0 8 8	0 13 3	0 17 8	1 5 11	1 12 6	2 0 9	2 13 9	3 12 5	3 5 5	2 14 10
90	0 9 6	0 8 8	0 13 9	0 17 8	1 5 11	1 13 0	2 1 3	2 14 5	3 13 0	3 5 11	2 15 3
91	0 9 6	0 8 8	0 13 9	0 17 8	1 6 5	1 13 7	2 1 10	2 15 0	3 14 0	3 6 10	2 16 0
92	0 9 6	0 8 8	0 13 9	0 18 2	1 6 5	1 13 7	2 2 5	2 15 7	3 14 7	3 7 4	2 16 5
93	0 9 6	0 8 8	0 13 9	0 18 2	1 7 0	1 14 2	2 2 11	2 16 2	3 15 7	3 8 3	2 17 2
94	0 10 0	0 9 0	0 14 4	0 18 2	1 7 0	1 14 8	2 2 11	2 16 10	3 16 2	3 8 9	2 17 8
95	0 10 0	0 9 0	0 14 4	0 18 9	1 7 6	1 14 8	2 3 6	2 17 5	3 17 2	3 9 8	2 18 5
96	0 10 0	0 9 0	0 14 4	0 18 9	1 7 6	1 15 3	2 4 0	2 18 0	3 17 8	3 10 2	2 18 9
97	0 10 0	0 9 0	0 14 4	0 18 9	1 8 1	1 15 3	2 4 7	2 18 7	3 18 9	3 11 1	2 19 7
98	0 10 0	0 9 0	0 14 11	0 19 3	1 8 1	1 15 9	2 5 2	2 19 3	3 19 3	3 11 7	2 19 11
99	0 10 6	0 9 4	0 14 11	0 19 3	1 8 8	1 16 4	2 5 8	2 19 10	4 0 4	3 12 6	3 0 9

* Not including loading and unloading. † The rates for Sheep loaded in Goods or Cattle Trucks are not shown above. Off-day or Store Rate is not to be charged without the Traffic Manager's special authority. The terminal charge is included in the foregoing mileage rates.

MILEAGE RATES—continued.

Miles.	Cereal Rate. 1*	Wheat Rate. 2*	Class A. 3*	Class B. 4*	Class C. 5*	Class 1. 6*	Class 2. 7*	Class 3. 8*	Live Stock. ^f		
									Full Rate.	Off-day Rate for Sheep only.	Store Rate.
100	£ s. d. 0 10 6	£ s. d. 0 9 4	£ s. d. 0 14 11	£ s. d. 0 19 3	£ s. d. 1 8 8	£ s. d. 1 16 11	£ s. d. 2 5 8	£ s. d. 3 0 5	£ s. d. 4 0 10	£ s. d. 3 13 0	£ s. d. 3 1 2
101	0 10 6	0 9 4	0 15 0	0 19 6	1 9 2	1 16 11	2 6 3	3 1 0	4 1 11	3 13 11	3 1 11
102	0 10 6	0 9 4	0 15 1	0 19 7	1 9 2	1 17 5	2 6 9	3 1 8	4 1 11	3 13 11	3 1 11
103	0 10 6	0 9 4	0 15 2	0 19 9	1 9 9	1 18 0	2 7 4	3 2 3	4 2 5	3 14 5	3 2 4
104	0 11 0	0 9 8	0 15 4	0 19 10	1 9 9	1 18 6	2 7 11	3 2 10	4 2 5	3 14 5	3 2 4
105	0 11 0	0 9 8	0 15 3	0 19 10	1 10 3	1 18 6	2 8 5	3 3 5	4 2 11	3 14 10	3 2 8
106	0 11 0	0 9 8	0 15 4	0 19 10	1 10 3	1 18 6	2 8 5	3 3 5	4 2 11	3 14 10	3 2 8
107	0 11 0	0 9 8	0 15 5	0 19 11	1 10 3	1 19 1	2 9 0	3 4 1	4 3 6	3 15 5	3 3 2
108	0 11 0	0 9 8	0 15 6	0 19 11	1 10 4	1 19 1	2 9 0	3 4 8	4 3 6	3 15 5	3 3 2
109	0 11 0	0 9 8	0 15 7	0 19 11	1 10 5	1 19 8	2 9 6	3 5 3	4 4 0	3 15 5	3 3 6
110	0 11 6	0 10 0	0 15 9	0 19 11	1 11 5	2 0 2	2 10 1	3 5 10	4 4 0	3 15 10	3 3 6
111	0 11 6	0 10 0	0 15 10	0 19 11	1 11 5	2 0 2	2 10 8	3 6 6	4 4 0	3 15 10	3 3 6
112	0 11 6	0 10 0	0 15 11	0 19 11	1 11 11	2 0 9	2 11 2	3 7 1	4 4 6	3 16 3	3 3 11
113	0 11 6	0 10 0	0 16 0	0 19 11	1 11 11	2 1 3	2 11 2	3 7 8	4 4 6	3 16 3	3 3 11
114	0 11 6	0 10 0	0 16 1	0 19 11	1 11 11	2 1 3	2 11 9	3 8 3	4 5 1	3 16 10	3 4 4
115	0 12 0	0 10 4	0 16 2	0 19 11	1 12 6	2 1 10	2 12 3	3 8 11	4 5 1	3 16 10	3 4 4
116	0 12 0	0 10 4	0 16 3	0 19 11	1 13 0	2 2 5	2 12 10	3 9 6	4 5 7	3 17 3	3 4 8
117	0 12 0	0 10 4	0 16 4	0 19 11	1 13 0	2 2 5	2 13 5	3 10 1	4 5 7	3 17 3	3 4 8
118	0 12 0	0 10 4	0 16 5	0 19 11	1 13 7	2 2 11	2 13 11	3 10 8	4 6 1	3 17 9	3 5 1
119	0 12 0	0 10 4	0 16 6	0 19 11	1 13 7	2 3 6	2 13 11	3 11 4	4 6 1	3 17 9	3 5 1
120	0 12 6	0 10 8	0 16 8	0 19 11	1 14 2	2 3 6	2 14 6	3 11 11	4 6 8	3 18 3	3 5 6
121	0 12 6	0 10 8	0 16 9	0 19 11	1 14 2	2 4 0	2 15 0	3 12 6	4 6 8	3 18 3	3 5 6
122	0 12 6	0 10 8	0 16 10	0 19 11	1 14 8	2 4 7	2 15 7	3 13 1	4 7 2	3 18 8	3 5 11
123	0 12 6	0 10 8	0 16 11	0 19 11	1 14 8	2 4 7	2 16 2	3 13 9	4 7 2	3 18 8	3 5 11
124	0 12 6	0 10 8	0 17 0	0 19 11	1 15 3	2 5 2	2 16 8	3 14 4	4 7 8	3 19 2	3 6 3
125	0 12 6	0 10 8	0 17 1	0 19 11	1 15 3	2 5 8	2 16 8	3 14 4	4 7 8	3 19 2	3 6 3
126	0 13 0	0 11 0	0 17 2	0 19 11	1 15 9	2 5 8	2 16 8	3 14 11	4 8 2	3 19 2	3 6 3
127	0 13 0	0 11 0	0 17 3	0 19 11	1 15 9	2 6 3	2 17 3	3 15 6	4 8 2	3 19 7	3 6 8
128	0 13 0	0 11 0	0 17 4	0 19 11	1 16 4	2 6 9	2 17 9	3 16 2	4 8 2	3 19 7	3 6 8
129	0 13 0	0 11 0	0 17 5	0 19 11	1 16 4	2 6 9	2 18 4	3 16 9	4 8 9	4 0 1	3 7 1
	0 13 0	0 11 0	0 17 7	0 19 11	1 16 11	2 7 4	2 19 5	3 17 11	4 8 9	4 0 1	3 7 1
	0 13 0	0 11 0	0 17 7	0 19 11	1 16 11	2 7 4	2 19 5	3 17 11	4 9 3	4 0 7	3 7 5

* Not including loading and unloading. The rates for Sheep loaded in Goods or Cattle Trunks are not shown above. Off-day or Store Rate is not to be charged without the Traffic Manager's special authority. The terminal charge is included in the foregoing mileage rates.

MILEAGE RATES--continued.

Miles.	Cereal Rate. * £ s. d.	Wheat Rate. * £ s. d.	Class A. * £ s. d.	Class B. * £ s. d.	Class C. * £ s. d.	Class 1. £ s. d.	Class 2. £ s. d.	Class 3. £ s. d.	Live Stock †		
									Full Rate. £ s. d.	Off-day Rate for Sheep only. £ s. d.	Store Rate. £ s. d.
130	0 13 0	0 11 0	0 17 8	1 3 5	1 16 11	2 7 11	2 19 5	3 18 7	4 9 3	4 0 7	3 7 15
131	0 13 6	0 11 4	0 17 9	1 3 7	1 17 5	2 7 11	3 0 6	3 19 2	4 9 9	4 1 0	3 7 10
132	0 13 6	0 11 4	0 17 10	1 3 8	1 17 5	2 8 5	3 0 6	3 19 9	4 9 9	4 1 0	3 7 10
133	0 13 6	0 11 4	0 17 11	1 3 10	1 18 0	2 9 0	3 1 8	4 0 4	4 10 4	4 1 6	3 8 3
134	0 13 6	0 11 4	0 18 0	1 4 0	1 18 0	2 9 0	3 1 8	4 1 0	4 10 4	4 1 6	3 8 3
135	0 13 6	0 11 4	0 18 1	1 4 2	1 18 6	2 9 6	3 2 2	4 1 7	4 10 10	4 2 0	3 8 8
136	0 14 0	0 11 8	0 18 2	1 4 3	1 18 6	2 10 1	3 2 2	4 2 2	4 10 10	4 2 0	3 8 8
137	0 14 0	0 11 8	0 18 3	1 4 5	1 19 1	2 10 1	3 2 9	4 2 9	4 11 4	4 2 5	3 9 0
138	0 14 0	0 11 8	0 18 4	1 4 6	1 19 1	2 10 8	3 3 3	4 3 5	4 11 4	4 2 5	3 9 0
139	0 14 0	0 11 8	0 18 6	1 4 8	1 19 8	2 11 2	3 3 10	4 4 0	4 11 11	4 3 0	3 9 15
140	0 14 0	0 11 8	0 18 7	1 4 9	1 19 8	2 11 2	3 4 5	4 4 7	4 11 11	4 3 0	3 9 5
141	0 14 0	0 11 8	0 18 8	1 5 0	2 0 2	2 11 9	3 4 11	4 5 2	4 12 5	4 3 5	3 9 10
142	0 14 6	0 12 0	0 18 9	1 5 1	2 0 2	2 12 3	3 4 11	4 5 10	4 12 5	4 3 5	3 9 10
143	0 14 6	0 12 0	0 18 10	1 5 3	2 0 9	2 12 3	3 5 6	4 6 5	4 12 11	4 3 10	3 10 2
144	0 14 6	0 12 0	0 18 11	1 5 4	2 0 9	2 12 10	3 6 0	4 7 0	4 12 11	4 3 10	3 10 2
145	0 14 6	0 12 0	0 19 0	1 5 6	2 1 3	2 13 5	3 6 7	4 7 7	4 13 5	4 4 4	3 10 7
146	0 14 6	0 12 0	0 19 1	1 5 7	2 1 3	2 13 5	3 7 2	4 8 3	4 13 5	4 4 4	3 10 7
147	0 15 0	0 12 4	0 19 2	1 5 10	2 1 10	2 13 11	3 7 8	4 8 10	4 14 0	4 4 10	3 11 0
148	0 15 0	0 12 4	0 19 3	1 5 11	2 1 10	2 14 6	3 7 8	4 9 5	4 14 0	4 4 10	3 11 0
149	0 15 0	0 12 4	0 19 5	1 6 1	2 2 5	2 14 6	3 8 3	4 10 0	4 14 6	4 5 3	3 11 5
150	0 15 0	0 12 4	0 19 6	1 6 2	2 2 5	2 15 0	3 8 9	4 10 8	4 14 6	4 5 3	3 11 5
151	0 15 0	0 12 4	0 19 7	1 6 4	2 2 7	2 15 4	3 9 4	4 11 2	4 15 0	4 5 9	3 12 2
152	0 15 2	0 12 8	0 19 8	1 6 5	2 2 9	2 15 7	3 9 6	4 11 9	4 15 7	4 6 3	3 12 2
153	0 15 2	0 12 8	0 19 9	1 6 7	2 3 1	2 15 10	3 9 11	4 12 3	4 16 1	4 6 9	3 12 7
154	0 15 2	0 12 8	0 19 10	1 6 9	2 3 1	2 16 2	3 10 3	4 12 9	4 16 7	4 7 2	3 12 11
155	0 15 2	0 12 8	0 19 11	1 6 11	2 3 1	2 16 5	3 10 7	4 13 3	4 17 2	4 7 8	3 13 5
156	0 15 4	0 13 0	0 19 11	1 7 0	2 3 6	2 16 8	3 11 0	4 13 10	4 17 8	4 8 2	3 13 9
157	0 15 4	0 13 0	0 19 12	1 7 2	2 3 8	2 17 0	3 11 4	4 14 4	4 18 8	4 9 0	3 14 6
158	0 15 4	0 13 0	0 19 13	1 7 3	2 3 10	2 17 3	3 11 9	4 14 10	4 19 3	4 9 7	3 14 11
159	0 15 4	0 13 0	0 19 14	1 7 5	2 4 0	2 17 6	3 12 1	4 15 4	4 19 9	4 10 0	3 15 4

* Not including loading and unloading. † The rates for Sheep loaded in Goods or Cattle Trucks are not shown above. Off-day or Store Rate is not to be charged without the Traffic Manager's special authority. The terminal charge is included in the foregoing mileage rates.

MILEAGE RATES—continued.

Miles.	Cereal Rate. £ s. d.	Wheat Rate. £ s. d.	Class A.*	Class B.*	Class C.*	Class 1.	Class 2.	Class 3.	Live Stock†	
									Full Rate. £ s. d.	Off-day Rate for Sheep only. £ s. d.	Store Rate. £ s. d.
160	0 15 6	0 13 4	1 0 5	1 7 6	2 4 3	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
161	0 15 6	0 13 4	1 0 6	1 7 9	2 4 3	3 12 5	3 12 5	4 15 11	4 10 6	3 15 8
162	0 15 6	0 13 4	1 0 7	1 7 10	2 4 3	3 12 6	3 12 6	4 10 5	4 11 0	3 10 6
163	0 15 6	0 13 4	1 0 8	1 8 0	2 4 7	3 13 2	3 13 2	4 10 11	4 11 5	3 10 6
164	0 15 8	0 13 8	1 0 9	1 8 1	2 4 9	3 13 7	3 13 7	4 17 5	4 12 5	3 17 4
165	0 15 8	0 13 8	1 0 10	1 8 1	2 4 9	3 13 11	3 13 11	4 18 0	4 12 10	3 17 8
166	0 15 8	0 13 8	1 0 11	1 8 4	2 5 2	3 14 3	3 14 3	4 18 5	4 13 4	3 18 1
167	0 15 8	0 13 8	1 1 0	1 8 4	2 5 2	3 14 8	3 14 8	4 19 0	4 13 9	3 18 5
168	0 15 8	0 13 8	1 1 1	1 8 7	2 5 6	3 15 0	3 15 0	4 19 6	4 14 3	3 18 11
169	0 15 10	0 14 0	1 1 1	1 8 8	2 5 8	3 15 5	3 15 5	5 0 1	4 14 9	3 19 3
170	0 15 10	0 14 0	1 1 3	1 8 10	2 5 10	3 15 9	3 15 9	5 0 7	4 15 9	4 0 1
171	0 15 10	0 14 0	1 1 4	1 8 11	2 6 1	3 16 1	3 16 1	5 1 1	4 16 3	4 0 6
172	0 16 0	0 14 4	1 1 5	1 9 1	2 6 3	3 16 6	3 16 6	5 1 7	4 16 8	4 0 11
173	0 16 0	0 14 4	1 1 6	1 9 2	2 6 5	3 16 10	3 16 10	5 2 8	4 17 2	4 1 3
174	0 16 0	0 14 4	1 1 7	1 9 4	2 6 7	3 17 3	3 17 3	5 2 8	4 17 7	4 1 8
175	0 16 0	0 14 4	1 1 8	1 9 6	2 6 9	3 17 7	3 17 7	5 3 2	4 18 0	4 2 0
176	0 16 2	0 14 8	1 1 9	1 9 8	2 7 0	3 17 11	3 17 11	5 3 8	4 19 0	4 2 10
177	0 16 2	0 14 8	1 1 10	1 9 9	2 7 2	3 18 4	3 18 4	5 4 3	4 19 6	4 3 2
178	0 16 2	0 14 8	1 1 11	1 9 11	2 7 4	3 18 8	3 18 8	5 4 9	5 0 0	4 3 7
179	0 16 2	0 14 8	1 2 0	1 10 0	2 7 6	3 19 1	3 19 1	5 5 3	5 0 5	4 4 0
180	0 16 4	0 15 0	1 2 2	1 10 2	2 7 8	3 19 5	3 19 5	5 5 9	5 0 11	4 4 5
181	0 16 4	0 15 0	1 2 3	1 10 3	2 7 11	3 19 9	3 19 9	5 6 4	5 1 4	4 4 9
182	0 16 4	0 15 0	1 2 4	1 10 6	2 8 1	4 0 2	4 0 2	5 6 10	5 2 4	4 5 7
183	0 16 4	0 15 0	1 2 5	1 10 7	2 8 3	4 0 6	4 0 6	5 7 4	5 2 9	4 5 11
184	0 16 6	0 15 4	1 2 6	1 10 9	2 8 5	4 0 11	4 0 11	5 7 10	5 3 3	4 6 4
185	0 16 6	0 15 4	1 2 7	1 10 10	2 8 7	4 1 3	4 1 3	5 8 5	5 3 9	4 6 9
186	0 16 6	0 15 4	1 2 8	1 11 0	2 8 10	4 1 7	4 1 7	5 8 11	5 4 2	4 7 2
187	0 16 6	0 15 4	1 2 9	1 11 1	2 9 0	4 2 0	4 2 0	5 9 5	5 4 8	4 7 6
188	0 16 8	0 15 8	1 2 10	1 11 4	2 9 2	4 2 4	4 2 4	5 9 11	5 5 7	4 8 4
189	0 16 8	0 15 8	1 2 11	1 11 5	2 9 4	4 2 9	4 2 9	5 10 6	5 6 1	4 8 8
190	0 16 8	0 15 8	1 3 1	1 11 7	2 9 6	4 3 1	4 3 1	5 11 0	5 6 7	4 9 2

* Not including loading and unloading. † The rates for Sheep loaded in Goods or Cattle Trucks are not shown above. Off-day or Store Rate if not to be charged without the Traffic Manager's special authority. The terminal charge is included in the foregoing mileage rates.

MILEAGE RATES—continued.

Miles.	Cereal Rate.*	Wheat Rate.*	Class A.*	Class B.*	Class C.*	Class 1.	Class 2.	Class 3.	Live Stock.†		
									Full Rate.	Off-day Rate for Sheep only.	Store Rate.
190	£ s. d. 0 16 8	£ s. d. 0 15 8	£ s. d. 1 3 2	£ s. d. 1 11 8	£ s. d. 2 9 9	£ s. d. 3 6 0	£ s. d. 4 3 5	£ s. d. 5 11 6	£ s. d. 5 18 8	£ s. d. 5 7 0	£ s. d. 4 9 6
191	0 16 8	0 15 8	1 3 3	1 11 10	2 9 11	3 6 4	4 3 10	5 12 0	5 19 2	5 7 11	4 9 11
192	0 16 10	0 16 0	1 3 4	1 11 11	2 10 1	3 6 7	4 4 2	5 12 7	5 19 8	5 7 11	4 10 3
193	0 16 10	0 16 0	1 3 5	1 12 1	2 10 3	3 6 10	4 4 7	5 13 1	6 0 9	5 8 11	4 11 1
194	0 16 10	0 16 0	1 3 6	1 12 3	2 10 5	3 7 2	4 4 11	5 13 7	6 1 3	5 9 4	4 11 5
195	0 16 10	0 16 0	1 3 7	1 12 5	2 10 8	3 7 5	4 5 3	5 14 1	6 1 10	5 9 11	4 11 11
196	0 17 0	0 16 4	1 3 8	1 12 6	2 10 10	3 7 8	4 5 8	5 14 8	6 2 4	5 10 4	4 12 3
197	0 17 0	0 16 4	1 3 9	1 12 8	2 11 0	3 8 0	4 6 0	5 15 2	6 2 10	5 10 9	4 12 8
198	0 17 0	0 16 4	1 3 10	1 12 9	2 11 2	3 8 3	4 6 3	5 15 8	6 3 5	5 11 4	4 13 1
199	0 17 0	0 16 4	1 4 0	1 12 11	2 11 4	3 8 6	4 6 9	5 16 2	6 4 5	5 12 3	4 13 10
200	0 17 0	0 16 4	1 4 1	1 13 0	2 11 7	3 8 9	4 7 1	5 16 9	6 4 11	5 12 8	4 14 2
201	0 17 1	0 16 8	1 4 2	1 13 1	2 11 9	3 9 1	4 7 6	5 17 3	6 5 6	5 13 2	4 14 8
202	0 17 1	0 16 8	1 4 3	1 13 3	2 11 11	3 9 4	4 7 10	5 17 9	6 6 0	5 13 8	4 15 0
203	0 17 1	0 16 8	1 4 4	1 13 4	2 12 1	3 9 7	4 8 3	5 18 3	6 6 6	5 14 1	4 15 5
204	0 17 1	0 16 8	1 4 5	1 13 5	2 12 3	3 9 11	4 8 7	5 18 10	6 7 1	5 14 7	4 15 10
205	0 17 2	0 17 0	1 4 6	1 13 6	2 12 6	3 10 2	4 8 11	5 19 4	6 8 1	5 15 6	4 16 7
206	0 17 2	0 17 0	1 4 7	1 13 7	2 12 8	3 10 5	4 9 4	5 19 10	6 8 8	5 16 0	4 17 0
207	0 17 2	0 17 0	1 4 7	1 13 8	2 12 10	3 10 9	4 9 8	6 0 4	6 9 2	5 16 6	4 17 5
208	0 17 2	0 17 0	1 4 7	1 13 9	2 13 0	3 11 0	4 10 1	6 0 11	6 9 8	5 16 11	4 17 9
209	0 17 3	0 17 3	1 4 8	1 13 10	2 13 2	3 11 3	4 10 5	6 1 5	6 10 2	5 17 5	4 18 2
210	0 17 3	0 17 3	1 4 9	1 13 11	2 13 5	3 11 6	4 10 9	6 1 11	6 10 9	5 17 11	4 18 7
211	0 17 3	0 17 3	1 4 11	1 14 1	2 13 7	3 11 10	4 11 6	6 2 5	6 11 9	5 18 10	4 19 4
212	0 17 3	0 17 3	1 4 11	1 14 2	2 13 9	3 12 1	4 11 6	6 3 0	6 12 4	5 19 4	4 19 9
213	0 17 4	0 17 4	1 5 0	1 14 3	2 13 11	3 12 4	4 11 11	6 3 6	6 12 10	5 19 9	5 0 2
214	0 17 4	0 17 4	1 5 1	1 14 4	2 14 1	3 12 8	4 12 3	6 4 0	6 13 4	6 0 3	5 0 6
215	0 17 4	0 17 4	1 5 2	1 14 5	2 14 4	3 12 11	4 12 7	6 4 6	6 13 11	6 0 9	5 0 11
216	0 17 4	0 17 4	1 5 2	1 14 6	2 14 6	3 13 2	4 13 0	6 5 1	6 14 5	6 1 3	5 1 4
217	0 17 5	0 17 5	1 5 3	1 14 7	2 14 8	3 13 6	4 13 4	6 5 7	6 15 5	6 2 1	5 2 1
218	0 17 5	0 17 5	1 5 4	1 14 8	2 14 10	3 13 9	4 13 9	6 6 1	6 16 0	6 2 8	5 2 6
219	0 17 5	0 17 5	1 5 5	1 14 9	2 15 0	3 14 0	4 14 1	6 6 7	6 16 6	6 3 1	5 3 11

* Not including loading and unloading. † The rates for Sheep loaded in Closets or Cattle Trenches are not shown above. Off-day or Store Rate is not to be charged without the Traffic Manager's special authority. The terminal charge is included in the foregoing mileage rates.

MILEAGE RATES—continued.

Miles.	Cereal Rate.	Wheat Rate.	Class A.	Class B.	Class C.	Class 1.	Class 2.	Class 3.	Live Stock.			
									Full Rate.	Off-day Rate for Sheep only.	Store Rate.	
220	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
221	0 17 5	0 17 5	1 5 5	1 14 10	2 15 3	3 14 3	4 14 5	6 7 2	6 17 0	6 3 6	5 3 3	5 3 3
222	0 17 6	0 17 6	1 5 6	1 15 0	2 15 5	3 14 7	4 14 10	6 7 8	6 17 7	6 4 1	5 3 8	5 3 8
223	0 17 6	0 17 6	1 5 7	1 15 1	2 15 7	3 14 10	4 15 2	6 8 2	6 18 1	6 4 6	5 4 1	5 4 1
224	0 17 6	0 17 6	1 5 8	1 15 2	2 15 9	3 15 1	4 15 7	6 8 8	6 19 2	6 5 6	5 4 1	5 4 1
225	0 17 6	0 17 6	1 5 8	1 15 3	2 15 11	3 15 3	4 15 11	6 9 3	6 19 8	6 5 11	5 5 3	5 5 3
226	0 17 7	0 17 7	1 5 10	1 15 4	2 16 2	3 15 8	4 16 3	6 9 3	7 0 2	6 6 5	5 5 3	5 5 3
227	0 17 7	0 17 7	1 5 11	1 15 5	2 16 4	3 15 11	4 16 8	6 10 3	7 0 8	6 6 10	5 6 0	5 6 0
228	0 17 7	0 17 7	1 6 0	1 15 6	2 16 6	3 16 3	4 17 0	6 10 9	7 1 3	6 7 4	5 6 5	5 6 5
229	0 17 8	0 17 8	1 6 1	1 15 7	2 16 8	3 16 6	4 17 5	6 11 4	7 1 9	6 7 10	5 6 10	5 6 10
230	0 17 8	0 17 8	1 6 2	1 15 8	2 16 10	3 16 9	4 17 9	6 11 10	7 2 10	6 8 9	5 7 8	5 7 8
231	0 17 8	0 17 8	1 6 3	1 15 9	2 17 1	3 17 0	4 18 1	6 12 4	7 3 4	6 9 3	5 8 0	5 8 0
232	0 17 8	0 17 8	1 6 4	1 15 11	2 17 3	3 17 4	4 18 6	6 12 10	7 3 10	6 9 8	5 8 5	5 8 5
233	0 17 9	0 17 9	1 6 5	1 16 0	2 17 5	3 17 7	4 18 10	6 13 5	7 4 5	6 10 3	5 8 10	5 8 10
234	0 17 9	0 17 9	1 6 5	1 16 1	2 17 7	3 17 10	4 19 3	6 13 11	7 4 11	6 11 1	5 9 2	5 9 2
235	0 17 9	0 17 9	1 6 6	1 16 2	2 17 9	3 18 2	4 19 7	6 14 5	7 5 5	6 11 1	5 9 7	5 9 7
236	0 17 9	0 17 9	1 6 6	1 16 3	2 18 0	3 18 5	4 19 11	6 14 11	7 6 6	6 12 1	5 10 5	5 10 5
237	0 17 10	0 17 10	1 6 7	1 16 4	2 18 2	3 18 8	5 0 4	6 15 6	7 7 0	6 12 6	5 10 9	5 10 9
238	0 17 10	0 17 10	1 6 7	1 16 5	2 18 4	3 19 0	5 0 8	6 16 0	7 7 6	6 13 0	5 11 2	5 11 2
239	0 17 10	0 17 10	1 6 10	1 16 7	2 18 8	3 19 6	5 1 5	6 16 6	7 8 1	6 13 6	5 11 7	5 11 7
240	0 17 10	0 17 10	1 6 10	1 16 8	2 18 11	3 19 9	5 1 9	6 17 0	7 8 7	6 14 0	5 11 11	5 11 11
241	0 17 11	0 17 11	1 6 11	1 16 10	2 19 1	3 19 9	5 1 9	6 17 7	7 9 1	6 14 5	5 12 4	5 12 4
242	0 17 11	0 17 11	1 7 0	1 16 11	2 19 3	4 0 4	5 2 2	6 18 1	7 10 2	6 15 5	5 13 2	5 13 2
243	0 17 11	0 17 11	1 7 1	1 17 0	2 19 5	4 0 7	5 2 6	6 18 7	7 10 8	6 15 10	5 13 6	5 13 6
244	0 18 0	0 18 0	1 7 1	1 17 1	2 19 7	4 0 11	5 3 3	6 19 1	7 11 2	6 16 3	5 13 11	5 13 11
245	0 18 0	0 18 0	1 7 2	1 17 2	2 19 10	4 1 2	5 3 7	6 19 8	7 11 9	6 16 10	5 14 4	5 14 4
246	0 18 0	0 18 0	1 7 3	1 17 3	3 0 0	4 1 5	5 4 0	6 19 2	7 12 3	6 17 3	5 14 8	5 14 8
247	0 18 0	0 18 0	1 7 4	1 17 4	3 0 2	4 1 9	5 4 4	7 1 2	7 12 9	6 17 9	5 15 1	5 15 1
248	0 18 0	0 18 0	1 7 4	1 17 5	3 0 4	4 2 0	5 4 4	7 1 2	7 13 10	6 18 8	5 15 11	5 15 11
249	0 18 0	0 18 0	1 7 5	1 17 6	3 0 6	4 2 3	5 5 1	7 1 9	7 14 4	6 19 2	5 16 3	5 16 3

* Not including loading and unloading. The rates for Sheep loaded in Goods or Cattle Trucks are not shown above. Off-day or Store Rate is not to be charged without the Traffic Manager's special authority. The terminal charge is included in the foregoing mileage rates.

MILEAGE RATES—continued.

Miles.	Cereal Rate.*	Wheat Rate.*	Class A.*	Class B.*	Class C.*	Class 1.	Class 2.	Class 3.	Live Stock.†		
									Full Rate.	Off-day Rate for Sheep only.	Store Rate.
250	0 18 0	0 18 0	1 7 6	1 17 7	3 0 9	4 2 6	5 5 5	7 2 9	7 15 5	7 0 1	5 17 0
251	0 18 1	0 18 1	1 7 8	1 17 9	3 0 10	4 2 9	5 5 8	7 3 2	7 15 11	7 0 7	5 17 5
252	0 18 1	0 18 1	1 7 8	1 17 9	3 0 11	4 2 11	5 5 9	7 3 8	7 15 11	7 1 0	5 17 8
253	0 18 1	0 18 1	1 7 9	1 17 11	3 1 0	4 3 1	5 6 0	7 4 1	7 16 5	7 2 0	5 18 8
254	0 18 1	0 18 1	1 7 10	1 18 0	3 1 1	4 3 1	5 6 7	7 4 6	7 17 0	7 2 5	5 19 0
255	0 18 2	0 18 2	1 7 11	1 18 1	3 1 2	4 3 3	5 6 10	7 4 11	7 18 0	7 3 0	5 19 5
256	0 18 2	0 18 2	1 7 11	1 18 2	3 1 3	4 3 5	5 7 1	7 5 5	7 18 7	7 3 5	5 19 10
257	0 18 2	0 18 2	1 8 0	1 18 3	3 1 4	4 3 10	5 7 5	7 5 10	7 19 7	7 3 10	6 0 2
258	0 18 2	0 18 2	1 8 1	1 18 4	3 1 5	4 4 0	5 7 8	7 6 3	7 19 7	7 4 5	6 0 8
259	0 18 3	0 18 3	1 8 2	1 18 5	3 1 7	4 4 2	5 7 11	7 6 8	8 1 2	7 5 3	6 1 5
260	0 18 3	0 18 3	1 8 2	1 18 6	3 1 8	4 4 4	5 8 2	7 7 2	8 1 8	7 5 9	6 1 9
261	0 18 3	0 18 3	1 8 3	1 18 8	3 1 9	4 4 7	5 8 6	7 7 7	8 2 3	7 6 3	6 2 2
262	0 18 3	0 18 3	1 8 4	1 18 9	3 1 10	4 4 9	5 8 9	7 8 0	8 2 9	7 6 9	6 2 7
263	0 18 4	0 18 4	1 8 5	1 18 10	3 1 11	4 4 11	5 9 0	7 8 5	8 3 0	7 7 2	6 2 11
264	0 18 4	0 18 4	1 8 5	1 18 11	3 2 0	4 5 1	5 9 7	7 8 11	8 3 13	7 7 8	6 3 5
265	0 18 4	0 18 4	1 8 7	1 19 0	3 2 1	4 5 3	5 9 7	7 9 4	8 3 11	7 8 7	6 4 2
266	0 18 4	0 18 4	1 8 8	1 19 1	3 2 2	4 5 6	5 9 10	7 9 9	8 4 10	7 8 7	6 4 7
267	0 18 5	0 18 5	1 8 9	1 19 2	3 2 3	4 5 8	5 10 2	7 10 2	8 5 5	7 9 1	6 4 11
268	0 18 5	0 18 5	1 8 9	1 19 3	3 2 4	4 5 10	5 10 5	7 10 8	8 5 11	7 9 7	6 4 11
269	0 18 5	0 18 5	1 8 10	1 19 4	3 2 6	4 6 0	5 10 8	7 11 1	8 6 11	7 10 6	6 5 8
270	0 18 5	0 18 5	1 8 11	1 19 5	3 2 7	4 6 2	5 10 11	7 11 6	8 7 6	7 11 0	6 6 2
271	0 18 6	0 18 6	1 9 0	1 19 7	3 2 8	4 6 5	5 11 3	7 11 11	8 8 6	7 11 11	6 6 11
272	0 18 6	0 18 6	1 9 0	1 19 8	3 2 9	4 6 7	5 11 6	7 12 5	8 9 1	7 12 5	6 7 4
273	0 18 6	0 18 6	1 9 1	1 19 9	3 2 10	4 6 9	5 11 9	7 12 10	8 9 7	7 12 10	6 7 8
274	0 18 6	0 18 6	1 9 2	1 19 10	3 2 11	4 6 11	5 12 0	7 13 3	8 10 1	7 13 4	6 8 1
275	0 18 7	0 18 7	1 9 3	1 19 11	3 3 0	4 7 1	5 12 4	7 13 8	8 10 8	7 13 10	6 8 6
276	0 18 7	0 18 7	1 9 3	2 0 0	3 3 1	4 7 4	5 12 7	7 14 2	8 11 2	7 14 3	6 8 11
277	0 18 7	0 18 7	1 9 4	2 0 1	3 3 2	4 7 6	5 12 11	7 14 7	8 12 2	7 15 2	6 9 8
278	0 18 7	0 18 7	1 9 6	2 0 2	3 3 3	4 7 8	5 13 2	7 15 0	8 12 9	7 15 9	6 10 1
279	0 18 8	0 18 8	1 9 7	2 0 3	3 3 5	4 7 10	5 13 5	7 15 5	8 13 3	7 16 2	6 10 5

* Not including loading and unloading. † The rates for Sheep loaded in Goods or Cattle Trucks are not shown above. Off-day or Store Rate is not to be charged without the Traffic Manager's special authority. The terminal charge is included in the foregoing mileage rates.

MILEAGE RATES—continued.

Miles.	Cereal Rate.*	Wheat Rate.*	Class A.*	Class B.*	Class C.*	Class 1.	Class 2.	Class 3.	Live Stock.†			
									Full Rate.	Off-day Rate for Sheep only.	Store Rate.	
280	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
281	0 18 8	0 18 8	1 9 7	2 0 4	3 3 6	4 8 0	5 13 8	7 15 11	8 13 9	7 16 7	6 10 10	6 11 3
282	0 18 8	0 18 8	1 9 8	2 0 7	3 3 8	4 8 3	5 14 3	7 16 9	8 14 4	7 17 7	6 11 8	6 12 5
283	0 18 8	0 18 8	1 9 9	2 0 8	3 3 9	4 8 5	5 14 6	7 17 2	8 14 7	7 18 0	6 12 10	6 13 2
284	0 18 9	0 18 9	1 9 10	2 0 9	3 3 10	4 8 9	5 14 10	7 17 8	8 16 5	7 19 0	6 12 11	6 13 7
285	0 18 9	0 18 9	1 9 11	2 0 10	3 3 11	4 8 11	5 15 1	7 18 1	8 16 11	7 19 6	6 13 2	6 14 0
286	0 18 9	0 18 9	1 10 0	2 0 11	3 3 12	4 9 2	5 15 4	7 18 6	8 17 5	8 0 0	6 13 7	6 14 5
287	0 18 10	0 18 10	1 10 1	2 1 0	3 3 13	4 9 4	5 15 8	7 19 1	8 18 0	8 0 5	6 14 0	6 15 2
288	0 18 10	0 18 10	1 10 2	2 1 1	3 3 14	4 9 6	5 16 11	7 19 5	8 18 6	8 0 11	6 14 5	6 15 7
289	0 18 10	0 18 10	1 10 3	2 1 2	3 3 15	4 9 8	5 16 2	7 19 10	8 19 7	8 1 10	6 15 2	6 16 5
290	0 18 10	0 18 10	1 10 4	2 1 3	3 3 16	4 9 10	5 16 5	8 0 3	9 0 1	8 2 4	6 15 7	6 16 5
291	0 18 11	0 18 11	1 10 5	2 1 4	3 3 17	4 10 1	5 16 9	8 0 8	9 0 7	8 2 9	6 15 11	6 16 5
292	0 18 11	0 18 11	1 10 6	2 1 5	3 3 18	4 10 3	5 17 0	8 1 2	9 1 2	8 3 3	6 16 5	6 17 2
293	0 18 11	0 18 11	1 10 7	2 1 6	3 3 19	4 10 5	5 17 3	8 1 7	9 1 8	8 3 9	6 16 9	6 17 2
294	0 18 11	0 18 11	1 10 8	2 1 7	3 3 20	4 10 7	5 17 7	8 2 0	9 2 2	8 4 2	6 17 2	6 17 11
295	0 19 0	0 19 0	1 10 9	2 1 8	3 3 21	4 10 9	5 17 10	8 2 5	9 2 2	8 5 2	6 17 11	6 18 4
296	0 19 0	0 19 0	1 10 10	2 1 9	3 3 22	4 11 0	5 18 1	8 2 11	9 3 3	8 5 2	6 18 4	6 18 8
297	0 19 0	0 19 0	1 10 11	2 1 10	3 3 23	4 11 1	5 18 5	8 3 4	9 3 9	8 6 1	6 18 8	6 19 2
298	0 19 0	0 19 0	1 10 12	2 1 11	3 3 24	4 11 2	5 18 8	8 3 9	9 4 3	8 6 7	6 19 2	6 19 6
299	0 19 0	0 19 0	1 10 13	2 1 12	3 3 25	4 11 4	5 18 11	8 4 2	9 5 4	8 7 0	6 19 6	6 19 11
300	0 19 0	0 19 0	1 10 14	2 2 1	3 3 26	4 11 6	5 19 2	8 4 8	9 5 10	8 7 6	6 19 11	7 0 8
301	0 19 1	0 19 1	1 11 0	2 2 2	3 3 27	4 11 8	5 19 6	8 5 1	9 6 11	8 8 6	7 0 8	7 1 1
302	0 19 1	0 19 1	1 11 1	2 2 3	3 3 28	4 11 11	5 19 9	8 5 6	9 7 5	8 9 4	7 1 5	7 1 5
303	0 19 1	0 19 1	1 11 2	2 2 4	3 3 29	4 12 1	6 0 0	8 5 11	9 7 11	8 9 11	7 1 11	7 1 11
304	0 19 1	0 19 1	1 11 3	2 2 5	3 3 30	4 12 3	6 0 4	8 6 5	9 8 6	8 10 4	7 2 3	7 2 3
305	0 19 1	0 19 1	1 11 4	2 2 6	3 3 31	4 12 5	6 0 7	8 6 10	9 9 0	8 10 9	7 2 8	7 3 5
306	0 19 2	0 19 2	1 11 5	2 2 7	3 3 32	4 12 7	6 1 0	8 7 3	9 9 6	8 10 9	7 3 5	7 3 10
307	0 19 2	0 19 2	1 11 6	2 2 8	3 3 33	4 12 10	6 1 1	8 7 8	9 10 7	8 11 9	7 3 10	7 4 3
308	0 19 2	0 19 2	1 11 7	2 2 9	3 3 34	4 13 0	6 1 5	8 8 2	9 11 1	8 12 3	7 4 3	7 4 3
309	0 19 3	0 19 3	1 11 8	2 3 0	3 3 35	4 13 4	6 1 8	8 8 7	9 11 8	8 12 9	7 4 3	7 4 3

* Not including loading and unloading. † The rates for Sheep loaded in Goods or Cattle Trucks are not shown above. Off-day or Store Rate is not to be charged without the Traffic Manager's special authority. The terminal charge is included in the foregoing mileage rates.

MILEAGE RATES--continued.

Miles.	Cereal Rate. *	Wheat Rate. *	Class A. *	Class B. *	Class C. *	Class 1. *	Class 2. *	Class 3. *	Live Stock †		
									Full Rate.	Off-day Rate for Sheep only.	Store Rate.
310	£ s. d. 0 19 3	£ s. d. 0 19 3	£ s. d. 1 11 8	£ s. d. 2 3 1	£ s. d. 3 6 3	£ s. d. 4 13 6	£ s. d. 6 1 11	£ s. d. 8 9 0	£ s. d. 9 12 2	£ s. d. 8 13 2	£ s. d. 7 4 8
311	0 19 3	0 19 3	1 11 9	2 3 3	3 6 4	4 13 9	6 2 3	8 9 5	9 12 8	8 13 8	7 5 0
312	0 19 3	0 19 3	1 11 9	2 3 4	3 6 5	4 13 11	6 2 6	8 10 4	9 13 2	8 14 1	7 5 5
313	0 19 4	0 19 4	1 11 10	2 3 5	3 6 6	4 14 1	6 2 9	8 10 4	9 14 3	8 15 1	7 6 2
314	0 19 4	0 19 4	1 11 11	2 3 6	3 6 7	4 14 3	6 3 1	8 10 9	9 14 9	8 15 6	7 6 7
315	0 19 4	0 19 4	1 11 11	2 3 7	3 6 8	4 14 5	6 3 4	8 11 2	9 15 4	8 16 0	7 7 0
316	0 19 4	0 19 4	1 12 0	2 3 8	3 6 9	4 14 8	6 3 7	8 11 8	9 15 10	8 16 6	7 7 5
317	0 19 5	0 19 5	1 12 1	2 3 9	3 6 10	4 14 10	6 3 11	8 12 1	9 16 4	8 16 11	7 7 9
318	0 19 5	0 19 5	1 12 2	2 3 10	3 6 11	4 14 12	6 4 2	8 12 6	9 16 11	8 17 6	7 8 2
319	0 19 5	0 19 5	1 12 3	2 3 11	3 7 1	4 15 2	6 4 5	8 12 11	9 17 11	8 18 4	7 8 11
320	0 19 5	0 19 5	1 12 4	2 4 0	3 7 2	4 15 4	6 4 8	8 13 5	9 18 5	8 18 10	7 9 4
321	0 19 6	0 19 6	1 12 5	2 4 2	3 7 3	4 15 7	6 5 0	8 13 10	9 19 6	8 19 4	7 9 9
322	0 19 6	0 19 6	1 12 6	2 4 3	3 7 4	4 15 9	6 5 3	8 14 3	9 19 6	8 19 9	7 10 2
323	0 19 6	0 19 6	1 12 7	2 4 4	3 7 5	4 15 11	6 5 6	8 14 8	10 0 0	9 0 3	7 10 6
324	0 19 6	0 19 6	1 12 7	2 4 5	3 7 6	4 16 1	6 5 10	8 15 2	10 0 7	9 0 9	7 10 11
325	0 19 7	0 19 7	1 12 8	2 4 6	3 7 7	4 16 3	6 6 1	8 15 7	10 1 7	9 1 8	7 11 8
326	0 19 7	0 19 7	1 12 9	2 4 7	3 7 8	4 16 6	6 6 4	8 16 0	10 2 2	9 2 2	7 12 2
327	0 19 7	0 19 7	1 12 10	2 4 8	3 7 9	4 16 8	6 6 8	8 16 5	10 2 8	9 2 8	7 12 6
328	0 19 7	0 19 7	1 12 10	2 4 9	3 7 10	4 16 10	6 6 11	8 16 11	10 3 2	9 3 1	7 12 11
329	0 19 8	0 19 8	1 12 11	2 4 10	3 8 0	4 17 0	6 7 3	8 17 4	10 3 8	9 3 6	7 13 3
330	0 19 8	0 19 8	1 13 0	2 4 11	3 8 1	4 17 2	6 7 6	8 17 9	10 4 3	9 4 1	7 13 8
331	0 19 8	0 19 8	1 13 2	2 5 1	3 8 2	4 17 5	6 7 9	8 18 2	10 5 3	9 5 0	7 14 5
332	0 19 8	0 19 8	1 13 3	2 5 2	3 8 3	4 17 7	6 8 0	8 18 8	10 5 10	9 5 6	7 14 11
333	0 19 9	0 19 9	1 13 3	2 5 3	3 8 4	4 17 9	6 8 3	8 19 1	10 6 4	9 6 11	7 15 3
334	0 19 9	0 19 9	1 13 4	2 5 4	3 8 5	4 17 11	6 8 7	8 19 6	10 6 10	9 6 5	7 15 8
335	0 19 9	0 19 9	1 13 5	2 5 5	3 8 6	4 18 1	6 8 10	8 19 11	10 7 5	9 6 11	7 16 1
336	0 19 9	0 19 9	1 13 5	2 5 6	3 8 7	4 18 4	6 9 1	9 0 5	10 7 11	9 7 4	7 16 5
337	0 19 10	0 19 10	1 13 6	2 5 7	3 8 8	4 18 6	6 9 5	9 0 10	10 8 11	9 8 3	7 17 2
338	0 19 10	0 19 10	1 13 7	2 5 8	3 8 9	4 18 8	6 9 8	9 1 3	10 9 6	9 8 9	7 17 8
339	0 19 10	0 19 10	1 13 8	2 5 9	3 8 11	4 18 10	6 9 11	9 1 8	10 10 0	9 9 3	7 18 0

* Not including loading and unloading. ---† The rates for Sheep loaded in Goods or Cattle Trucks are not shown above. Off-day or Store Rate is not to be charged without the Traffic Manager's special authority. The terminal charge is included in the foregoing mileage rates.

MILEAGE RATES—continued.

Miles.	Cereal Rate.*	Wheat Rate.*	Class A.*	Class B.*	Class C.*	Class 1.	Class 2.	Class 3.	Live Stock.†		
									Full Rate.	Off-day Rate for Sheep only.	Store Rate.
340	£ s. d. 0 19 10	£ s. d. 1 13 8	£ s. d. 3 9 0	£ s. d. 2 5 10	£ s. d. 3 9 0	£ s. d. 4 19 0	£ s. d. 6 10 2	£ s. d. 9 2 2	£ s. d. 10 10 6	£ s. d. 9 9 8	£ s. d. 7 18 5
341	0 19 11	1 13 9	3 9 1	2 5 0	3 9 1	4 19 3	6 10 6	9 2 7	10 11 1	9 10 3	7 18 10
342	0 19 11	1 13 10	3 9 2	2 6 1	3 9 2	4 19 5	6 10 9	9 3 0	10 11 7	9 10 8	7 19 2
343	0 19 11	1 13 11	3 9 3	2 6 2	3 9 3	4 19 7	6 11 0	9 3 5	10 12 8	9 11 8	8 0 0
344	0 19 11	1 13 11	3 9 4	2 6 3	3 9 4	4 19 9	6 11 4	9 3 11	10 13 2	9 12 1	8 0 5
345	1 0 0	1 14 1	3 9 5	2 6 4	3 9 5	4 19 11	6 11 7	9 4 4	10 13 8	9 12 6	8 0 9
346	1 0 0	1 14 2	3 9 6	2 6 5	3 9 6	5 0 2	6 11 10	9 4 0	10 14 2	9 13 0	8 1 2
347	1 0 0	1 14 3	3 9 7	2 6 6	3 9 7	5 0 4	6 12 2	9 5 2	10 14 9	9 13 6	8 1 7
348	1 0 0	1 14 3	3 9 8	2 6 7	3 9 8	5 0 6	6 12 5	9 5 8	10 15 3	9 14 0	8 1 11
349	1 0 0	1 14 4	3 9 10	2 6 8	3 9 10	5 0 8	6 12 8	9 6 1	10 16 4	9 14 11	8 2 9
350	1 0 1	1 14 5	3 9 11	2 6 9	3 9 11	5 0 10	6 12 11	9 6 6	10 16 10	9 15 5	8 3 2
351	1 0 1	1 14 6	3 10 0	2 6 11	3 10 0	5 1 1	6 13 3	9 6 11	10 17 4	9 15 10	8 3 6
352	1 0 1	1 14 7	3 10 1	2 7 0	3 10 1	5 1 3	6 13 6	9 7 5	10 17 11	9 16 4	8 3 11
353	1 0 2	1 14 8	3 10 2	2 7 1	3 10 2	5 1 5	6 13 9	9 7 10	10 18 5	9 16 10	8 4 4
354	1 0 2	1 14 9	3 10 3	2 7 2	3 10 3	5 1 7	6 14 1	9 8 3	10 18 11	9 17 3	8 4 8
355	1 0 2	1 14 9	3 10 4	2 7 3	3 10 4	5 1 9	6 14 4	9 8 8	11 0 0	9 18 3	8 5 6
356	1 0 2	1 14 9	3 10 5	2 7 4	3 10 5	5 2 0	6 14 7	9 9 2	11 0 6	9 18 8	8 5 11
357	1 0 2	1 14 10	3 10 6	2 7 5	3 10 6	5 2 2	6 14 11	9 9 7	11 1 0	9 19 2	8 6 3
358	1 0 3	1 15 0	3 10 7	2 7 6	3 10 7	5 2 4	6 15 2	9 10 0	11 1 7	9 19 8	8 6 8
359	1 0 3	1 15 1	3 10 9	2 7 7	3 10 9	5 2 6	6 15 5	9 10 5	11 2 1	10 0 1	8 7 1
360	1 0 3	1 15 1	3 10 10	2 7 8	3 10 10	5 2 8	6 15 8	9 11 11	11 2 7	10 0 7	8 7 5
361	1 0 4	1 15 2	3 10 11	2 7 10	3 10 11	5 2 11	6 16 0	9 11 4	11 3 8	10 1 6	8 8 3
362	1 0 4	1 15 3	3 11 0	2 7 11	3 11 0	5 3 1	6 16 3	9 11 9	11 4 2	10 1 10	8 8 8
363	1 0 4	1 15 4	3 11 1	2 8 0	3 11 1	5 3 3	6 16 6	9 12 2	11 4 8	10 2 5	8 9 0
364	1 0 4	1 15 4	3 11 2	2 8 1	3 11 2	5 3 5	6 16 10	9 12 8	11 5 3	10 2 10	8 9 5
365	1 0 4	1 15 5	3 11 3	2 8 2	3 11 3	5 3 7	6 17 1	9 13 1	11 5 9	10 3 5	8 9 10
366	1 0 5	1 15 6	3 11 4	2 8 3	3 11 4	5 3 10	6 17 4	9 13 6	11 6 3	10 3 10	8 10 2
367	1 0 5	1 15 7	3 11 5	2 8 4	3 11 5	5 4 0	6 17 8	9 13 11	11 7 4	10 4 10	8 11 0
368	1 0 5	1 15 7	3 11 6	2 8 5	3 11 6	5 4 2	6 17 11	9 14 5	11 7 10	10 5 3	8 11 5
369	1 0 5	1 15 8	3 11 8	2 8 6	3 11 8	5 4 4	6 18 2	9 14 10	11 8 4	10 5 9	8 11 9

* Not including loading and unloading. —† The rates for Sheep loaded in Goods or Cattle Trucks are not shown above. Off-day or Store Rate is not to be charged without the Traffic Manager's special authority. The terminal charge is included in the foregoing mileage rates.

MILEAGE RATES—continued.

Miles.	Cereal rate.	Wheat rate.	Class A.	Class B.	Class C.	Class 1.	Class 2.	Class 3.	Live Stock.		
									Full Rate.	Off-day Rate for Sheep only.	Store Rate.
370	£ s. d. 1 0 6	£ s. d. 1 15 9	£ s. d. 3 11 9	£ s. d. 2 8 7	£ s. d. 5 4 6	£ s. d. 6 18 5	£ s. d. 9 15 3	£ s. d. 11 8 11	£ s. d. 10 6 3	£ s. d. 8 12 2	£ s. d. 8 12 2
371	£ s. d. 1 0 6	£ s. d. 1 15 11	£ s. d. 3 11 10	£ s. d. 2 8 9	£ s. d. 5 4 9	£ s. d. 6 18 8	£ s. d. 9 15 8	£ s. d. 11 9 5	£ s. d. 10 6 9	£ s. d. 8 12 7	£ s. d. 8 12 7
372	£ s. d. 1 0 6	£ s. d. 1 15 11	£ s. d. 3 11 11	£ s. d. 2 8 10	£ s. d. 5 4 11	£ s. d. 6 19 0	£ s. d. 9 16 2	£ s. d. 11 9 11	£ s. d. 10 7 2	£ s. d. 8 12 11	£ s. d. 8 12 11
373	£ s. d. 1 0 6	£ s. d. 1 16 0	£ s. d. 3 12 0	£ s. d. 2 8 11	£ s. d. 5 5 1	£ s. d. 6 19 3	£ s. d. 9 16 7	£ s. d. 11 10 2	£ s. d. 10 8 2	£ s. d. 8 13 9	£ s. d. 8 13 9
374	£ s. d. 1 0 7	£ s. d. 1 16 1	£ s. d. 3 12 1	£ s. d. 2 9 0	£ s. d. 5 5 3	£ s. d. 6 19 7	£ s. d. 9 17 0	£ s. d. 11 10 6	£ s. d. 10 8 7	£ s. d. 8 14 2	£ s. d. 8 14 2
375	£ s. d. 1 0 7	£ s. d. 1 16 2	£ s. d. 3 12 2	£ s. d. 2 9 1	£ s. d. 5 5 5	£ s. d. 6 19 10	£ s. d. 9 17 5	£ s. d. 11 11 1	£ s. d. 10 9 1	£ s. d. 8 14 7	£ s. d. 8 14 7
376	£ s. d. 1 0 7	£ s. d. 1 16 3	£ s. d. 3 12 3	£ s. d. 2 9 2	£ s. d. 5 5 8	£ s. d. 7 0 1	£ s. d. 9 18 1	£ s. d. 11 12 7	£ s. d. 10 9 7	£ s. d. 8 14 11	£ s. d. 8 14 11
377	£ s. d. 1 0 8	£ s. d. 1 16 3	£ s. d. 3 12 4	£ s. d. 2 9 3	£ s. d. 5 5 10	£ s. d. 7 0 5	£ s. d. 9 18 4	£ s. d. 11 13 1	£ s. d. 10 10 0	£ s. d. 8 15 4	£ s. d. 8 15 4
378	£ s. d. 1 0 8	£ s. d. 1 16 4	£ s. d. 3 12 5	£ s. d. 2 9 4	£ s. d. 5 6 0	£ s. d. 7 0 8	£ s. d. 9 18 9	£ s. d. 11 13 8	£ s. d. 10 10 6	£ s. d. 8 15 9	£ s. d. 8 15 9
379	£ s. d. 1 0 8	£ s. d. 1 16 5	£ s. d. 3 12 7	£ s. d. 2 9 5	£ s. d. 5 6 2	£ s. d. 7 0 11	£ s. d. 9 19 2	£ s. d. 11 14 8	£ s. d. 10 11 5	£ s. d. 8 16 6	£ s. d. 8 16 6
380	£ s. d. 1 0 8	£ s. d. 1 16 5	£ s. d. 3 12 8	£ s. d. 2 9 6	£ s. d. 5 6 4	£ s. d. 7 1 2	£ s. d. 9 19 8	£ s. d. 11 15 2	£ s. d. 10 11 11	£ s. d. 8 16 11	£ s. d. 8 16 11
381	£ s. d. 1 0 8	£ s. d. 1 16 6	£ s. d. 3 12 9	£ s. d. 2 9 8	£ s. d. 5 6 7	£ s. d. 7 1 6	£ s. d. 10 0 1	£ s. d. 11 15 9	£ s. d. 10 12 5	£ s. d. 8 17 4	£ s. d. 8 17 4
382	£ s. d. 1 0 9	£ s. d. 1 16 7	£ s. d. 3 12 10	£ s. d. 2 9 9	£ s. d. 5 6 9	£ s. d. 7 1 9	£ s. d. 10 0 6	£ s. d. 11 16 3	£ s. d. 10 12 5	£ s. d. 8 17 8	£ s. d. 8 17 8
383	£ s. d. 1 0 9	£ s. d. 1 16 8	£ s. d. 3 12 11	£ s. d. 2 9 10	£ s. d. 5 6 11	£ s. d. 7 2 0	£ s. d. 10 0 11	£ s. d. 11 16 9	£ s. d. 10 13 4	£ s. d. 8 18 1	£ s. d. 8 18 1
384	£ s. d. 1 0 9	£ s. d. 1 16 8	£ s. d. 3 12 11	£ s. d. 2 9 11	£ s. d. 5 7 1	£ s. d. 7 2 4	£ s. d. 10 1 5	£ s. d. 11 17 4	£ s. d. 10 13 9	£ s. d. 8 18 6	£ s. d. 8 18 6
385	£ s. d. 1 0 9	£ s. d. 1 16 10	£ s. d. 3 13 1	£ s. d. 2 10 0	£ s. d. 5 7 3	£ s. d. 7 2 7	£ s. d. 10 1 10	£ s. d. 11 18 4	£ s. d. 10 14 9	£ s. d. 8 19 2	£ s. d. 8 19 2
386	£ s. d. 1 0 10	£ s. d. 1 16 11	£ s. d. 3 13 2	£ s. d. 2 10 1	£ s. d. 5 7 6	£ s. d. 7 2 10	£ s. d. 10 2 3	£ s. d. 11 18 11	£ s. d. 10 15 3	£ s. d. 8 19 8	£ s. d. 8 19 8
387	£ s. d. 1 0 10	£ s. d. 1 17 0	£ s. d. 3 13 3	£ s. d. 2 10 2	£ s. d. 5 7 8	£ s. d. 7 3 2	£ s. d. 10 2 8	£ s. d. 11 19 5	£ s. d. 10 15 9	£ s. d. 9 0 1	£ s. d. 9 0 1
388	£ s. d. 1 0 10	£ s. d. 1 17 0	£ s. d. 3 13 4	£ s. d. 2 10 3	£ s. d. 5 7 10	£ s. d. 7 3 5	£ s. d. 10 3 2	£ s. d. 11 19 11	£ s. d. 10 16 2	£ s. d. 9 0 5	£ s. d. 9 0 5
389	£ s. d. 1 0 10	£ s. d. 1 17 1	£ s. d. 3 13 6	£ s. d. 2 10 4	£ s. d. 5 8 0	£ s. d. 7 3 8	£ s. d. 10 3 7	£ s. d. 12 0 5	£ s. d. 10 16 7	£ s. d. 9 0 10	£ s. d. 9 0 10
390	£ s. d. 1 0 11	£ s. d. 1 17 1	£ s. d. 3 13 7	£ s. d. 2 10 5	£ s. d. 5 8 2	£ s. d. 7 3 11	£ s. d. 10 4 0	£ s. d. 12 1 0	£ s. d. 10 17 2	£ s. d. 9 1 3	£ s. d. 9 1 3
391	£ s. d. 1 0 11	£ s. d. 1 17 3	£ s. d. 3 13 8	£ s. d. 2 10 7	£ s. d. 5 8 5	£ s. d. 7 4 3	£ s. d. 10 4 5	£ s. d. 12 2 0	£ s. d. 10 18 0	£ s. d. 9 2 0	£ s. d. 9 2 0
392	£ s. d. 1 0 11	£ s. d. 1 17 3	£ s. d. 3 13 9	£ s. d. 2 10 8	£ s. d. 5 8 7	£ s. d. 7 4 6	£ s. d. 10 4 11	£ s. d. 12 2 7	£ s. d. 10 18 7	£ s. d. 9 2 5	£ s. d. 9 2 5
393	£ s. d. 1 0 11	£ s. d. 1 17 4	£ s. d. 3 13 10	£ s. d. 2 10 9	£ s. d. 5 8 9	£ s. d. 7 4 9	£ s. d. 10 5 4	£ s. d. 12 3 1	£ s. d. 10 19 0	£ s. d. 9 2 10	£ s. d. 9 2 10
394	£ s. d. 1 0 11	£ s. d. 1 17 5	£ s. d. 3 13 11	£ s. d. 2 10 10	£ s. d. 5 8 11	£ s. d. 7 5 1	£ s. d. 10 5 9	£ s. d. 12 3 7	£ s. d. 10 19 6	£ s. d. 9 3 3	£ s. d. 9 3 3
395	£ s. d. 1 0 11	£ s. d. 1 17 6	£ s. d. 3 14 0	£ s. d. 2 10 11	£ s. d. 5 9 1	£ s. d. 7 5 4	£ s. d. 10 6 2	£ s. d. 12 4 2	£ s. d. 11 0 0	£ s. d. 9 3 8	£ s. d. 9 3 8
396	£ s. d. 1 0 11	£ s. d. 1 17 6	£ s. d. 3 14 1	£ s. d. 2 11 0	£ s. d. 5 9 4	£ s. d. 7 5 7	£ s. d. 10 6 8	£ s. d. 12 4 8	£ s. d. 11 0 5	£ s. d. 9 4 0	£ s. d. 9 4 0
397	£ s. d. 1 0 11	£ s. d. 1 17 7	£ s. d. 3 14 2	£ s. d. 2 11 1	£ s. d. 5 9 6	£ s. d. 7 5 11	£ s. d. 10 7 1	£ s. d. 12 5 8	£ s. d. 11 1 4	£ s. d. 9 4 9	£ s. d. 9 4 9
398	£ s. d. 1 0 11	£ s. d. 1 17 7	£ s. d. 3 14 3	£ s. d. 2 11 2	£ s. d. 5 9 8	£ s. d. 7 6 2	£ s. d. 10 7 6	£ s. d. 12 6 3	£ s. d. 11 1 10	£ s. d. 9 5 2	£ s. d. 9 5 2
399	£ s. d. 1 0 11	£ s. d. 1 17 10	£ s. d. 3 14 5	£ s. d. 2 11 3	£ s. d. 5 9 10	£ s. d. 7 6 5	£ s. d. 10 7 11	£ s. d. 12 6 9	£ s. d. 11 2 4	£ s. d. 9 5 7	£ s. d. 9 5 7
400	£ s. d. 1 0 11	£ s. d. 1 17 10	£ s. d. 3 14 6	£ s. d. 2 11 4	£ s. d. 5 10 0	£ s. d. 7 6 8	£ s. d. 10 8 5	£ s. d. 12 7 3	£ s. d. 11 2 9	£ s. d. 9 5 11	£ s. d. 9 5 11

* Not including loading and unloading. The rates for Sheep loaded in Goods or Cattle Trucks are not shown above. Off-day or Store Rate is not to be charged without the Traffic Manager's special authority. The terminal charge is included in the foregoing mileage rates.

ALPHABETICAL CLASSIFICATION.

MERCHANDISE RATES, LIVE STOCK, WOOL, ETC.

Abbreviations.—WR, Wheat Rate; P&L, Piles and Logs; F, Firewood; 1, First Class; 2, Second Class; 3, Third Class.

The class minimum charges of the First, Second, and Third Classes, except where otherwise specified, are:—From 1 to 25 miles, 1s.; 26 to 50 miles, 1s. 6d.; 51 to 75 miles, 2s.; 75 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.

Except where otherwise specified, the undermentioned classes are subject to the following minimum charges:—

Class.	For Distances.								Otherwise charged.
	Up to Miles.	Minimum.	From to Miles.	Minimum.	Under Miles.	Minimum.	Miles and upwards.	Minimum.	
Wheat	10	10s.	11 to 71	15s.	...	...	72	2 tons	B class rate
Cereal	67	15s.	67	2 "	B "
A	52	15s.	52	2 "	B "
B	47	17s. 6d.	47	2 "	C "
C	56	20s.	56	2 "	1 "

} Or class minimum.

The references to trucks in this classification apply in all cases to four-wheeled trucks only.

	Class		Class
A.			
Acid, Acetic	2	Air Bricks, metal	2
" Sulphuric, owner's risk	1	Almonds, Imported	2
" " in truck loads of 6 tons, owner's risk	C	" " Victorian grown, minimum 1s. any distance	A
" Tartaric	2	Alum, in casks	1
" in cases and carboys, owner's risk	3+60%	Ammunition (see Explosives)	3
" in 5-ton lots	3	Antimony Ore	A
Aerated Waters, class minimum	C	" " partially smelted, in bags	B
" " in casks and cases not exceeding ten dozen each full or empty—Up to 101 miles, 1s. 6d. per cask or case; over 101 miles, 6d. for each succeeding 50 miles or part thereof additional		" " Smelted	1
" Flour	C	Anchors	1
" " in 5-ton lots	B	Animals, living, in crates or cases (see Live Stock)	
Agricultural Implements and Machines, owner's risk, not otherwise specified	1	Anti-friction Grease	1
" Seeds, minimum 3s. 9d. under 67 miles; 10 cwt., 67 miles and upwards	Cereal	Anvils	1
		Apples, Dried	2
		Arrowroot	2
		" " Victorian grown, on the Up journey	C
		" " unmanufactured	B
		Arms, Fire	3
		Art, Works of, in cases, owner's risk	3+60%
		" " loose, double rate, owner's risk	3
		Artists' Materials, owner's risk	3
		Artificial Manures, colonial manufacture, minimum 3s. 9d. up to 72 miles; 10 cwt. over 72 miles	WR
		" Flowers, owner's risk	3

Abbreviations.—WR, Wheat Rate; P&L, Piles and Logs; F, Firewood; 1, First Class; 2, Second Class; 3, Third Class.

	Class		Class
Arsenic, Crude, in truck loads of 6 tons, otherwise C Class rates	A	Bicarbonate of Soda ...	2
„ in kegs ...	2	Bicycles, complete, loose, double rate, owner's risk	3
Asbestos and Silicate cotton steam-pipe covering	2	„ in pieces, packed in cases, owner's risk	3
„ raw ...	A	„ complete, packed in cases or skeleton cases, owner's risk	3+50%
Ashes, Coke (see page)...	F	Bird Cages, loose, double rate, owner's risk	3
Asphalts ...	1	„ cased, owner's risk ...	3
„ in 6-ton truck loads ...	C	Biscuits ...	2
„ Screenings ...	A	Bisulphide of Carbon, owner's risk ...	3
Axles and Arms ...	2	„ „ for rabbit-killing, owner's risk	1
Axle Grease ...	1		
B.			
Bacon, Colonial ...	1	Bitters, bottled, owner's risk ...	3
„ Imported ...	2	„ in bulk, owner's risk ...	2
Bags, (see Empties)		Blackening ...	2
„ Paper ...	2	Black Lead ...	2
„ „ in 5-ton lots ...	C	„ Sand, in truck loads of 6 tons (see page)	F
Bagging, old, for paper-making ...	A	Blankets and Flannels ...	2
Bagatelle or Billiard Tables as furniture, if loose, owner's risk	3	Blasting Powder ...	3
Baking Powder ...	2	„ „ made at Golden Square	B
Barrenit, food preservative ...	1	„ Gelatine ...	3
Banners and Flags, owner's risk ...	3	Bleaching Powder ...	2
Bars and Shafts, Dray ...	2	Blinds, Venetian, in cases ...	3
Barley*	Cereal	„ „ in packages, owner's risk	3
„ Pearl or Groat, in casks ...	2	„ „ in packages, owner's risk	3
„ „ Victorian grown ...	C	„ Bamboo, owner's risk ...	3
Bark, Extract of ...	C	Blue ...	2
„ in less than truck loads ...	B	Bluestone, in kegs and cases ...	2
„ in truck loads of 4½ tons ...	A	Boilers, Kitchen, Washing, or other, open, copper or iron, owner's risk	3
Barrels (see Empties)		„ Steam, owner's risk ...	1
Barrows, Wheel ...	2	„ „ old, on statutory declaration being furnished of their having been in use three years and upwards. The declaration must be made on From 100	C
Baskets and Basketware, owner's risk	3	Boiler Fluid, owner's risk ...	2
„ Fish (see Empties)		Bolts and Nuts ...	1
Baths, Wooden, lined with tin or zinc, owner's risk	3	Bonnets, fancy and trimmed, owner's risk	3
„ Metal, Plunge, or Shower, owner's risk	3	Bones* ...	Cereal
Battens, softwood, dead weight ...	C	Bone-dust* ...	Cereal
Beams and Scales, owner's risk ...	3	Boots and Shoes, in cases and trunks	3
Beans* ...	Cereal	Books, Printed, in cases ...	3
Bedsteads ...	2	Bookbinders' and Fancy Leather, owner's risk	3
Beef, Salted, in casks ...	1	Borax ...	3
Bells, of all kinds, owner's risk ...	3	Bottles for Aerated Waters (see Empties)	
Bellows, owner's risk ...	3	„ in casks, crates, cases, and bags	B
Belting, Leather and Rubber, owner's risk	2	„ in casks, crates, cases, and bags, in 6-ton truck loads	A
Benzole, owner's risk ...	3	„ loose, loaded and unloaded by owner, in 6-ton truck loads	A
Berries, Juniper ...	3	„ Druggists', in casks or cases, owner's risk	3
Beet-root* ...	Cereal		
Beehives ...	3		
„ in pieces, in bundles ...	1		
Beeswax ...	3		
„ Colonial ...	1		
Beer Engines, owner's risk ...	3		
„ bottled, in casks or cases, owner's risk	2		
„ in truck loads of 6 tons, owner's risk	1		
„ in bulk, colonial ...	B		
„ „ imported ...	C		

* When trucks are loaded to their full carrying capacity, an allowance of 6d. per ton on weight over 6 tons per truck will be made.

Abbreviations.—WR; Wheat Rate; P&L, Piles and Logs; F, Firewood; 1, First Class; 2, Second Class; 3, Third Class.

	Class		Class
Bottles, empty, to be filled with Eucalyptus Oil	B	Boats— <i>continued</i> .	
Boxes, Ammunition (see Empties)		Canoes, half Boat rate	2
„ Butter, new (see Empties)		Oars	3
„ „ returned empty (see Empties)		Swing Boats	3
„ Cardboard, folded and packed in cases	2	Building Materials of Metal—	
„ Hat, double rate, owner's risk	3	Boilers, Kitchen, Washing, or other, open, copper or iron, owner's risk	3
„ and Trunks, empty, not returned empty (see Empties)		Bolts and Nuts	1
Boxwood, Firewood, 55 feet to the ton in full truck loads (see page)	F	Brass Tubing, lacquered	3
Bran*	WR	„ Sheet, Rods	2
„ or Oats or Hay or Straw, mixed consignments, class minimum	C	„ Nails, Wire	2
Brass, Burnish	3	Bricks, Air, metal	2
„ Tubing, lacquered	3	Camp or Colonial Ovens, owner's risk	3
„ Sheet	2	Castings, Iron and Steel, light and fragile, or turned and polished	3
„ Rods	2	Chandeliers, owner's risk	3
„ Nails	2	Columns, iron or steel, wrought or cast	2
„ Wire	2	Contractors' Plant and Material not otherwise specified, 1s. per truck load of 6 tons per mile, minimum 20s.	
Bread, owner's risk	1	„ Waggon, on wheels, 6d. per mile each	
„ Safes, owner's risk	3	Copper, Sheet	2
Breeze (see Coal)		„ Wire, Nails, Rods	2
Bricks, Air, metal	2	„ Piping	2
„ Bath	1	Crab Winches	2
„ Common, in truck loads of 6 tons—Up to 15 miles, 1s. 6d. per ton; over 15 miles, 3d. per ton additional for each succeeding 5 miles or part thereof, otherwise A class rates and conditions		Cranes, Derrick (see page)	P & L
„ Fire	A	Crowbars	1
Britannia Metal Goods, owner's risk	3	Cylinders, Rough Iron	1
Broken Glass, in truck loads of 6 tons (see page)	F	„ Turned and Polished	2
Brushware	2	Door Fittings	2
Brooms, in bales and bundles	2	Electric Light Fittings, owner's risk	3
„ in cases	1	Fencing Wire	C
Buckets and Tubs, tin or other metal, in nests, owner's risk	3	„ in truck loads of 6 tons	B
„ Wooden	3	Fenders, Grates, and Fireirons, owner's risk	3
„ and Tubs, raspberry, returned empty (see Empties)		Gas and Water Meters	3
„ Iron, mining	2	Gas-pipes	C
Buggies (see Vehicles)		Gas-fittings, owner's risk	3
Butts, Wine, owner's risk (see Empties)		Gasaliers, owner's risk	3
Butter; minimum 10 cwt.	C	House and Garden Gates, Iron, owner's risk	3
Basketware—		Hurdles, Iron	1
Baskets, owner's risk	3	Iron, Bar and Rod	C
Basketware, owner's risk	3	„ in truck loads of 6 tons	B
Canes and Rattans	2	„ Corrugated, in cases	1
Cocconut Fibre	2	„ „ in truck loads of 6 tons	C
Rushes, green and dried	C	„ „ loose	2
Wickerware	3	„ Galvanized, in cases	1
Willows	C	„ „ in truck loads of 6 tons	C
Boats—		„ „ loose	2
6d. per truck per mile, minimum 20s.; additional trucks, 3d. per mile, minimum 10s.; on trucks fully loaded one-half the above rates, owner's risk		„ „ Guttering, Spouting, and Ridging	2
Boats for regattas (see page)		„ Girders, H rolled	2
		„ „ in truck loads of 6 tons	1
		„ Posts, Lamp, and Verandah, owner's risk	2

* When trucks are loaded to their full carrying capacity, an allowance of 6d. per ton on weight over 6 tons per truck will be made.

Abbreviations.—WR, Wheat Rate; P&L, Piles and Logs; F, Firewood; 1, First Class; 2, Second Class; 3, Third Class.

	Class		Class
Building Materials of Metal—contd.		Build. Materials of Stone, &c.—contd.	
Iron, Cast Pipes, gas and water, including T bends and junctions	C	Gravel, in truck loads of 6 tons (see page)	F
„ Railings	2	Gravestones, Finished, owner's risk	3
„ Sheet	2	„ „ Rough, owner's risk	2
„ Cast, Spouting and Guttering	2	Hair, Builders'	2
„ Sash Weights	1	Hearthstones	2
Lead and Compo. Piping	2	Lime	A
„ Sheet	2	„ in truck loads of 6 tons, for manure	Cereal
„ „ in 6-ton truck loads ...	1	Marble, Polished, loose, owner's risk	3
Nails, Rivets, and Screws, Iron, in kegs and bags	1	„ „ in cases, owner's risk	2
Pipes, Down, Galvanized Iron, owner's risk	2	„ Slabs, rough, owner's risk	2
„ „ Cast Iron, owner's risk	2	„ Tiles, owner's risk	2
„ Cast Iron, gas and water, including T bends and junctions	C	„ „ loose, owner's risk ...	3
„ Wrought Iron, not exceeding 12 inches	C	„ Slabs, in packages, cemented	1
„ exceeding 12 inches	1	„ Rough blocks	A
„ Iron, Black and Galvanized, water and gas, ½ inch and upwards	1	Plaster of Paris	2
Screw Jacks	2	Plaster	C
Stoves and Stove-pipes	3	„ in truck loads of 6 tons ...	B
Tacks	3	Road Metal (see page)	F
Tools, in chests	2	Roofing Tiles	A
„ loose	3	Sand, Building, in truck loads of 6 tons (see page)	F
Tubing, Copper and Brass	2	Screenings, Coke and Metal, tarred and untarred, in truck loads of 6 tons (see Coal)	
„ Lacquered Brass	3	„ „ Asphalt, in truck loads of 6 tons	A
Wheelbarrows	2	Shells, in truck loads of 6 tons (see page)	F
Zinc, Perforated	3	Slate Slabs for tanks, owner's risk	2
„ Sheet	2	Slates, Roofing	C
Building Materials of Stone, &c.—		„ „ in truck loads of 6 tons	B
Asphalte	1	Stone, Building, Carved, owner's risk	2
„ in truck loads of 6 tons	C	„ Grave, Finished, owner's risk	3
Building Sand, in truck loads of 6 tons (see page)	F	„ „ Rough, owner's risk	2
Bricks, Common, in truck loads of 6 tons—Up to 15 miles, 1s. 6d. per ton; for each succeeding 5 miles or part thereof 3d. per ton additional		„ Kerb, Building, or Flagging, in truck loads of 6 tons	Cereal
„ Fire	A	Spalls, in truck loads of 6 tons (see page)	F
Cement	C	Terra Cotta Lumber, Kerbing and Channelling, in truck loads of 6 tons—Up to 10 miles, 2s. per ton; over 10 miles, 6d. per ton for each additional 10 miles or part thereof	
„ in truck loads of 6 tons ...	B	Tiles, Marble, in cases, owner's risk	2
Chimney Pieces, owner's risk ...	3	„ „ loose, owner's risk	3
„ Pots, owner's risk	2	„ Common Paving	A
Clay, Fire, in truck loads of 6 tons (see page)	F	„ Drain	A
Coring, in truck loads of 6 tons 1d. per ton per mile, minimum 2s. per ton, otherwise A Class rate and conditions		„ Roofing	A
Drain Pipes and Tiles	A	Baths, Wooden, lined with tin or zinc	3
Felt Sheeting, for roofing	1	„ Metal, plunge and shower, owner's risk	3
Flagging, Kerb, Building Stone, dressed or otherwise, in truck loads of 6 tons	Cereal	Battens, Softwood, dead weight ...	C
Granite, Polished, in cases, owner's risk	1	Blinds, Venetian, owner's risk ...	3
„ „ loose	B	„ Bamboo, owner's risk	3
„ „ Rough, in truck loads of 6 tons	Cereal	Canvas	2
		Chimney Pieces	3
		Closets, Earth	3

Abbreviations.—WR, Wheat Rate; P&L, Piles and Logs; F, Firewood; 1, First Class; 2, Second Class; 3, Third Class.

	Class		Class
Build. Materials of Stone, &c.— <i>contd.</i>		Build. Materials of Stone, &c.— <i>contd.</i>	
Colours and Paints ...	2	Shingles, in truck loads of 6 tons (see page)	F
Cornices and Centre-pieces ...	3	Signboards ...	3
Counters and Shop-fittings ...	3	Sleepers, in truck loads of 6 tons (see page)	F
Doors, Wooden, owner's risk ...	2	Softwood Timber, dead weight ...	C
" Glass, owner's risk ...	3	Stakes, Vine, in truck loads of 6 tons (see page)	F
Fencing, Sawn Timber, in truck loads of 6 tons (see page)	F	Troughing ...	2
Fireplaces, portable ...	3	Turnery ...	3
Footlights, Glass ...	1		
Frames, Door and Window ...	3	C.	
Garden Gates ...	3	Cabinet Organs, owner's risk ...	3
Glue ...	2	Calves, living, in crates or cases (see Live Stock)	
Grindstones ...	1	Cables, Chain ...	1
Hair, Builders' ...	2	Cages, Bird, loose, double rate, owner's risk	3
Hardwood, in truck loads of 6 tons (see page)	F	" cased, owner's risk	3
Houses, Wooden, in packages ...	2	Camp or Colonial Ovens, owner's risk	3
" or Offices, 6d. per truck per mile, minimum 25s.	P&L	Candles ...	2
Hurdles, Wooden ...	1	" in truck loads of 6 tons ...	1
Joinery ...	3	Canes and Rattans ...	2
Ladders, by measurement—Under 16 feet long, 60 feet; over 16 feet long, 40 feet to the ton	3	Cannon, on carriages or otherwise ...	1
Laths, in bundles ...	C	" Shot ...	C
Lead, White and Red ...	1	" Shell, loaded (see Explosives)	3
Logs and Piles, sawn or hewn, 30 feet to ton (see page)	P&L	" " not loaded ...	C
" " rough, 25 feet per ton (see page)	P&L	Canoes, half Boat rate	
Mining Props and Laths (see page)	F	Cans, returned empty (see Empties)	
Mouldings and Skirtings ...	C	" Milk and Cream, returned empty (see Empties)	
Murray Pine, rough, in truck loads of 6 tons (see page)	F	Canvas, in bales and bolts ...	2
Oak Planking ...	B	Caps, Percussion (see Explosives) ...	3
Ornaments, Plaster of Paris, in cases, owner's risk	3	Carbon for rabbit-killing ...	1
" " loose, double rate, owner's risk	3	" Bisulphide of ...	3
Paints ...	2	Carboys, returned empty (see Empties)	
Palings, in truck loads of 6 tons (see page)	F	Cardboard Boxes, in cases ...	2
Paper, Sand ...	3	Carpeting, Printed Felt ...	3
Pickets, split or sawn, in truck loads of 6 tons (see page)	F	" Felting, Floor-cloths, and Druggeting	3
Pitch and Tar, in truck loads of 6 tons	C	" Rugs and Woollen Mats	3
Poles, Telegraph, in truck loads of 6 tons (see page)	P&L	Carriages (see Vehicles)	
" Scaffold, in truck loads of 6 tons (see page)	P&L	Carriages, Waggon, and similar vehicles in pieces, unpainted and in the rough (see Vehicles)	
Post and Rails, in truck loads of 6 tons (see page)	F	Carriage and Gig Bodies (see Vehicles)	
" Lamp and Verandah, wooden	2	Carrots and Turnips*	Cereal
Redgum Blocks, in truck loads of 6 tons (see page)	F	Cartridges, Sporting and Rifle ...	3
Sashes, Window, owner's risk ...	3	" metal cased. If not metal cased consignments are subject to Explosives by-laws	
Sawn Timber, in truck loads of 6 tons (see page)	F	Cans, Milk and Cream (see Empties)	
Sawdust, in truck loads of 6 tons (see page)	F	Cartoons, in cases ...	2
Schools, Portable ...	2	Carved Building Stone ...	2
		Cases (see Empties)	
		Casks (see Empties)	
		Castings, in cases, owner's risk ...	2
		" Iron, and Steel, turned and polished or light and fragile, owner's risk	3

* When trucks are loaded to their full carrying capacity, an allowance of 6d. per ton on weight over 6 tons per truck will be made.

Abbreviations.—WR, Wheat Rate; P&L, Pills and Logs; F, Firewood; 1, First Class; 2, Second Class; 3, Third Class.

	Class		Class
Castings, Rough, including Stamper Heads, Shoes and Cams, Hammered Shafts, and Stamper Boxes	C	Coke, in not less than 5-ton lots ...	A
Cattle (see Live Stock)		„ Ashes, in truck loads of 6 tons (see page)	F
„ Food, liquid ...	B	„ Screenings, tarred and untarred (see Coal)	
Caustic Soda and Potash ...	1	Colours and Paints, in kegs, casks, and tins	2
Chaff,* to be unloaded by owner ...	Cereal	„ Dry, in kegs, casks, and tins	2
Chain Cables ...	1	Columns, Iron or Steel, wrought or cast	2
Chairs, Iron, railway ...	C	Composition, Non-conducting ...	2
Chalk or Ochre ...	1	„ „ colonial manufacture	A
Chandeliers and Gasaliers, owner's risk	3	Compressed Fodder ...	Cereal
Charcoal (see Coal)		Confectionery, owner's risk ...	2
Chemicals and Drugs, owner's risk...	3	Coops, Fowl (see Empties)	
Cheese, Colonial, class minimum ...	C	Copper, Colonial, Up journey only...	C
„ „ in truck loads of 5 tons an allowance of 5 per cent. will be made	C	„ Plates and Tubing for Locomotives	2
„ Imported, owner's risk ...	1	Copperas ...	2
„ Presses, owner's risk ...	1	Copper, Ore ...	A
Chicory, Manufactured ...	2	„ Sheet ...	2
„ Dried ...	C	„ Wire ...	2
„ Roots † ...	Cereal	„ Nails ...	2
Chimney Pieces, owner's risk ...	3	„ Rods ...	2
„ Pots, owner's risk ...	2	„ Tubing and Piping	2
Chinese Matting ...	3	„ Regulus ...	Cereal
„ Preserves ...	3	Copying Presses ...	3
Chlorate of Potash ...	1	Cordage, Hempen ...	2
Chocolate ...	3	„ Steel Wire ...	2
Churns ...	2	Cordials, bottled ...	3
Cider and Perry, bottled ...	2	„ in bulk ...	2
„ bulk ...	1	Corrugated Iron (see Iron)	
Cigars, owner's risk ...	3	Cork, Granulated, class minimum ...	C
Cigarettes, owner's risk ...	3	„ Sheet ...	3
Circus Specials, M, R, and S trucks, 1s. per mile each; minimum, 20s. G, H, and K trucks, 6d. per mile each; minimum, 10s.		Corks, cut ...	3
Clay, Fire and other, in truck loads of 6 tons (see page)	F	Cornices and Poles ...	3
„ Retorts ...	2	Corn Flour and Maizena ...	2
Clocks, in cases, owner's risk ...	3	Corn Sacks, new, in bales ...	B
Clod Crushing Machines ...	1	„ „ 5-ton lots	A
Closets, Earth ...	3	Cotton Fabrics ...	2
Cloths, Floor ...	3	„ Raw ...	2
„ Wire ...	3	„ Waste ...	1
„ Oil ...	3	„ Gun (see Explosives)	3
Clothing, manufactured, in cases ...	3	Counters and Shop-fittings	3
„ Oiled ...	3	Crab Winches ...	2
Coal, in full truck loads, 1d. per ton per mile, minimum 2s. per ton; minimum charge per truck, 12s., otherwise A class and conditions		Crucibles ...	2
„ Victorian, in full truck loads, 4d. per ton per mile, minimum 2s. per ton; minimum charge per truck 12s.		Cranes, Derrick (see page)	P&L
„ Dust (see Coal)		Crowbars ...	1
„ and Charcoal, ground (see Coal)		Cutch ...	C
Cocoa ...	3	Currants ...	2
„ Nut Fibre ...	2	Culinary Essences ...	2
Coffee, Beans ...	2	Cutlery, owner's risk ...	3
„ Roasted and Ground ...	3	Crates (see Empties)	
Coir and Jute Matting and Mats ...	2	Cream (see page)	
Coke, in bags ...	C	„ of Tartar ...	2
		Cylinders, Iron, rough ...	1
		„ „ turned or polished	2
		Cereals—	
		Barley † ...	Cereal
		Bran † ...	WR
		Flour † ...	WR
		Grain, not otherwise specified ...	Cereal
		Maize † ...	WR
		Oats † ...	Cereal
		Pease † ...	Cereal

* For all weight over 3 tons per truck an allowance of 6d. per ton will be made.—† When trucks are loaded to their full carrying capacity, an allowance of 6d. per ton on weight over 6 tons per truck will be made.

Abbreviations.—WR, Wheat Rate; P&L, Piles and Logs; F, Firewood; 1, First Class; 2, Second Class; 3, Third Class.

	Class		Class
Cereals— <i>continued.</i>		Distillers' and Brewers' Goods— <i>contd.</i>	
Pollard *	WR	Distillery Apparatus, double rate, owner's risk	3
Sharps	WR	Glucose	1
Wheat *	WR	Hops, in bales and pockets, owner's risk	2
		" Victorian grown, minimum 10-cwt. lots, under 52 miles minimum charge 7s. 6d.	A
D.		Isinglass	3
Dairy Produce, not otherwise specified	1	Malt	B
Dead Hares and Game	1	Pipes, Wine (see Empties)	C
Demijohns, in wickerwork	2	Shooks	3
" Earthenware or Glass	3	Spirits, bottled, owner's risk	2+20%
" returned empty (see Empties)	P&L	" in bulk, owner's risk	1
Derrick Cranes (see page)	3	" Colonial, in bulk, distiller's certificate required	3
Detonators (see Explosives)	F	" of Wine	1
Deodorized Night-soil (see page)... ..	2	Straw Envelopes for Bottles	1
Diamond Drill Machinery	1	Sugar... ..	1
Disinfectant	1	" in truck loads of 6 tons	C
Distillery Apparatus, double rate, owner's risk	3	Tin Foil	3
Dogs (see Live Stock)		Vats, Wine (see Empties)	C
" Sporting (see Live Stock)		Vineyard Waste Product	1
Doors, Wooden, owner's risk	2	Whiting	3
" Glass, owner's risk... ..	3	Wines, in cases, imported, owner's risk	2+20%
" Furnace	2	" in bulk or in bond, imported, owner's risk	C
" Fittings, owner's risk	2	" Colonial, in cases and demijohns, minimum 1s. up to 101 miles; 1s. 6d. over 101 and up to 150 miles; 2s. over 150 and up to 200 miles; 2s. 6d. over 200 miles	A
Donkey Engines, owner's risk	2	" " " in full truck loads*	A
Drain Pipes	A	Yeast	3
" Tiles	A		
" Pipes, Agricultural, without faucets or spigots, in truck loads of 6 tons	Cereal	DRUGGISTS AND CHEMISTS—	
Drapery, owner's risk	3	Acid, Acetic	2
Dray Bodies (see Vehicles)		" Sulphuric	1
" Harness	2	" " in 6-ton lots, owner's risk	C
" Shafts and Wheels	2	" " in cases and carboys, owner's risk	3+50%
Dripping	1	" " in 5-ton lots	3
Drugs and Chemicals, owner's risk	3	Alum, in casks	1
Drugging and Carpeting	3	Arsenic, in kegs	2
Druggists' Bottles	3	Bark, Extract of	C
Drums, returned empty (see Empties)		Bisulphide of Carbon, owner's risk	3
Duck	3	" " for rabbit-killing	1
Dumb Plates	2	Bluestone	2
Dyes	3	Boiler Fluid, owner's risk	2
Dynamite (see Explosives)		Borax	3
DISTILLERS' AND BREWERS' GOODS—		Chlorate of Potash	1
Acid, Tartaric		Corks, cut	3
Barrels, empty (see Empties)	3	" sheet	3
Berries, Juniper	3	Disinfectant	1
Bitters, bottled, owner's risk	3		
" in bulk	2		
Butts, Wine (see Empties)			
Cider and Perry, bottled	2		
" " in bulk	1		
Casks, empty (see Empties)			
" returned empty (see Empties)	3		
Cordials, bottled	2		
" in bulk	2		
Demijohns, Earthenware or Glass	3		
" in Wickerwork	2		
" returned empty (see Empties)			

* When trucks are loaded to their full carrying capacity, an allowance of 6d. per ton on weight over 6 tons per truck will be made.

Abbreviations.—WR, Wheat Rate; P&L, Piles and Logs; F, Firewood; 1, First Class; 2, Second Class; 3, Third Class.

	Class		Class
Druggists and Chemists— <i>continued.</i>		Earthen or Stone Ware, in casks and cases, owner's risk	3
Drugs and Chemicals	3	Eggs (see also Package rate, page)	1
Dyes	3	„ Boxes, returned empty (see Empties)	
Eucalyptus Oil	2+20%	Electric Light Fittings, owner's risk	3
Extract of Myrabolams	C	Engine Wheels, owner's risk ...	1
Foot-rot Preparation	2	Engines, Beer, owner's risk ...	3
Fuller's Earth	3	„ Donkey, owner's risk ...	2
Gelatine	3	„ Fire, owner's risk ...	3
Glycerine, Pure	3	„ Garden, owner's risk ...	3
Gum, Shellac	2	„ Portable, with or without Steam Roller, owner's risk	C
Herbs	2	„ Traction, with or without Steam Roller, owner's risk	C
Insecticide	2	„ not otherwise specified ...	3
Instruments, Surgical, owner's risk	3	Engravings and Paintings, in cases, owner's risk	3
„ Optical, owner's risk	3	„ „ loose, owner's risk, double rate	3
Liquorice	3	Ensilage*	Cereal
Logwood	C	Envelopes, Straw, for bottles ...	1
Medicines, Patent	3	Empty Trunks (see Empties)	
Nitrate of Soda, to country powder factories	B	Eradicator, Thistle	A
Non-conducting Composition, colonial manufacture	A	Essences, Culinary	2
Oils, Medicinal	3	Essential Oils	3
„ Eucalyptus	2+20%	Eucalyptus Oil	2+20%
Opium, prepared, double rate ...	3	Extract of Myrabolams	C
Perfumery	3	„ Bark	C
Plumbago	3	EXPLOSIVES, owner's risk (see page)—	
Powders, Culinary	2	Ammunition	3
Quicksilver	3	Blasting Powder	3
Roots, Medicinal, in bags, not otherwise specified	Cereal	„ „ made at Golden Square	B
Scab Specific	2	Cartridges, Rifle	3
Soda, Caustic and Potash	1	„ Sporting	3
„ Crystals	1	Caps, Percussion	3
„ Potash	1	Cotton, Gun	3
„ Washing	1	Detonators	3
„ Ash	1	Dynamite	3
Spirits, Methylated	3	Fulminate of Mercury	3
„ of Wine	3	Fireworks	3
Sponges, double rate	3	„ Fuse	3
Sulphur	B	Gelatine, Blasting	3
Sumach	2	Glycerine, Nitro	3
Thistle Eradicator	A	Lithofracteur	3
Valonia	C	Shell, Cannon, loaded	3
		Tonite	3
E.			
Earth-closets	3		
Earthen or Stone Ware, in crates, owner's risk	2		

EMPTIES.

Returns to be prepaid. All carried at owner's risk.

Aerated Water Bottles, in casks and cases not exceeding ten dozen each—Up to 100 miles, 1s. 6d. per cask or case; for each succeeding 50 miles or part thereof 6d. per cask or case additional.

Bags, old, Cereal rate, minimum 6d.
 Boxes, Butter, empty, new } Up to 101 miles, 1d. each; and 1d. each additional for every
 „ „ returned empty } 100 miles or part thereof.
 „ and Trunks, empty, at Second Class rate.
 „ Ammunition, empty, 1d. each, any distance.
 Cases, Cheese, new, empty, A class, minimum 6d.

* When trucks are loaded to their full carrying capacity, an allowance of 6d. per ton on weight over 6 tons per truck will be made.

EMPTIES—continued.

Cases, Fruit, new, empty, A Class, minimum 6d.
 " " returned empty, A Class, minimum 6d.
 " " empty, at Second Class rate.
 " " returned empty, A Class, minimum 6d.
 Cans, Milk and Cream, new, Second Class rate.
 " " " returned empty—Up to 101 miles, 1d. each; and for every 100 miles or part thereof 1d. each additional.
 Coops, Fowl, new, Second Class rate.
 " " empty, Second Class rate.
 " " returned empty—Under 50 miles, 3d. each; not over 101 miles, 6d. each; not over 150 miles, 9d. each; over 150 miles, 1s. each.
 Crates, in pieces tied together, A Class, minimum 6d.
 " new, Second Class.
 " empty, Second Class.
 " returned empty, A Class, minimum 6d.
 Drums, new, Second Class.
 " returned empty, A Class, minimum 6d.
 Egg Boxes, empty, new } Up to 101 miles, 1d. each; and for every 100 miles or part thereof
 " returned empty } 1d. each additional.
 Fish Baskets, new } Not over 25 lbs.—Up to 101 miles, 1d.; for each succeeding 100
 " returned empty } miles or part thereof 1d. additional; and for each 25 lbs. or
 part thereof 1d. additional.
 Mineral Water Cylinders—Up to 100 miles, 3d. each; and 3d. each for every 100 miles or part thereof additional.
 Pork Wrappers, old, 1d. each any distance.
 Trunks, empty, Second Class.
 Barrels, Butts (Wine), Casks, Carboys, Fruit Tubs, Kilderkins, Kegs, Puncheons, Quarter-casks, Tallow Puncheons, Vats (Wine), and Wine Pipes, new and empty, C Class rate, with class minimums.

Returned Empty.	Under 10 Miles.	From 10 to 50 Miles.	From 51 to 101 Miles.	From 102 Miles.	
	each.	each.	each.	each.	
	s. d.	s. d.	s. d.	s. d.	
Barrels	0 6	0 9	1 0	} Or C Class with class minimums if cheaper.
Quarter-casks	0 3	0 6	0 9	
Kilderkins	0 6	0 9	1 0	
Demijohns	2 0	3 0	4 0	
Kegs and Tubs (Fruit)	1 0	1 6	2 0	
Hogsheads	
Pipes	
Tallow Puncheons	

Colonial Beer Hogsheads, &c., Special Class B, no minimum, Melbourne and Geelong to Country Stations.

Wine and Beer Casks need not be prepaid.

Abbreviations.—WR, Wheat Rate; P&L, Piles and Logs; F, Firewood; 1, First Class; 2, Second Class; 3, Third Class.

F.	Class		Class
Fancy Goods, owner's risk ...	3	Felloes, Spokes, and Naves, in 5-ton lots manufactured, otherwise. First Class	B
" and Bookbinders' Leather, owner's risk ...	3	Felloes, Spokes, and Naves, in less than 5-ton lots	1
Farina, in bags ...	1	Felt, in bundles, for roofing ...	F
" in casks or cases ...	2	Fencing, sawn timber, in truck loads of 6 tons (see page)	C
Fat and Tallow ...	C	" Wire ...	C
" Puncheons (see Empties)		" " in truck loads of 6 tons	B
Feathers, Ornamental, and Plumes, owner's risk	3	Fenders, Grates, and Fireirons, if loose, owner's risk	3
Felloes, Spokes, and Naves, Rough (see page)	F		

Abbreviations.—WR, Wheat Rate; P&L, Piles and Loss; F, Firewood; 1, First Class; 2, Second Class; 3, Third Class.

	Class		Class
Ferns, Tree, in truck loads of 6 tons (see page)	F	Fresh Meat— <i>continued.</i>	
Fibro, Coconut	2	per truck per mile added to the	
Fire Bricks	A	101-mile rate; over 150 miles, 7d.	
„ Blocks, Bars, and Bearers ...	1	per truck per mile for the whole	
„ Places, portable	3	journey, with 2s. per truck terminal	
„ Arms	3	added in all cases; minimum,	
„ Works (see Explosives) ...	3	22s. per truck, including terminal.	
„ Wood, 60 feet to the ton (see	F	Five per cent. in all cases to be	
page)		added to the foregoing truck rates.	
„ „ redgum and box, 55 feet	F	To be carried strictly at owner's	
to the ton (see page)		risk, and consigned on Form S6A,	
„ Irons, Grates, and Fenders, if	3	otherwise Second Class rates to be	
loose, owner's risk		charged. Less than truck loads to	
Fish, Fresh (see page)		be charged as truck loads, or else	
„ in brine	2	First Class rates. Loading and	
„ Dried	2	unloading to be done by owners	
„ Colonial, smoked (see page)		Fruit, Fresh, in cases, minimum 1s.	A
„ Salted	2	„ „ in buckets, casks, or	B
„ Shell (see page)		tubs, minimum 1s.	
„ Preserved, tinned	2	„ Colonial, dried, canned, and	B
„ Plates	C	bottled	
„ Baskets (see Empties)		„ Imported, dried, canned, and	2
Fishing Nets	3	bottled	
Fittings, Door, owner's risk ...	2	Material such as sugar, tin	
„ Gas, owner's risk	3	plates, cases, &c., sent to country	
„ Shop and Counter	3	factories, when returned manufact-	
„ Electric Light, owner's risk	3	ured or enclosing manufactured	
Flags and Banners, if loose, owner's	3	goods, will be allowed a rebate to	
risk		B Class on production of a statu-	
Flagging, Kerb, and Building Stone,	Cereal	tory declaration from the manager	
dressed or otherwise, in truck		or secretary that it has been pre-	
loads of 6 tons (see page)		viously carried over the Victorian	
Flannels and Blankets	2	Railways	
Flax	A	Fulminate of Mercury (see Explo-	3
Flock	3	sives)	
„ Dust, in truck loads of 6 tons	F	Fuller's Earth	3
(see page)		Furniture and Upholstery, owner's	3
Floorcloths	3	risk	
Flour, and Sharps (see page)*	WR	„ in cases, owner's risk ...	3
„ Aerated	C	„ in skeleton cases, owner's	3
„ „ in truck loads of 5 tons	B	risk	
„ Dressing Machine (see Ma-		„ in vans, minimum 2 tons	3
chinery)		gross weight of van and	
„ Corn and Maizeua	2	furniture	
Flowers, Artificial, owner's risk ...	3	„ loose, owner's risk ...	3
Flower Pots, owner's risk	2	„ Marble topped, owner's	3
„ Seeds	3	risk, double rate	
Flues, Shell, owner's risk	3	„ and Household Effects,	
Food, Cattle, liquid, owner's risk ...	B	secondhand, 1s. per	
Foot-rot Preparation	2	truck per mile, not	
Fodder, Green*	Cereal	exceeding 3 tons per	
„ Compressed	Cereal	truck, <i>pro rata</i> over	
Forks, Hay	1	3 tons. Minimum, 20s.	
„ (Garden	1	To be available for	
Fowl Coops (see Empties)		inspection if required	
Frames, Door and Window, owner's	3	„ Vans, returned empty ...	1
risk		„ Secondhand	2
„ Picture, double rate, owner's	3	„ Springs	3
risk		Furs, Hatters'	3
Frozen Meat, in Tr trucks, 1s. 2d.		Fuse (see Explosives)	3
per truck of 10 tons per mile (see			
page)		FOODS, CATTLE—	
Fresh Meat, minimum 1s.	1	Bran*	WR
in truck loads, of 5 tons 9d. per		„ or Oats or Hay or Straw,	C
truck per mile up to 101 miles;		mixed consignments, class	
over 101 and up to 150 miles 3d.		minimum	
		Carrots and Turnips*	Cereal

* When trucks are loaded to their full carrying capacity, an allowance of 6d. per ton on weight over 6 tons per truck will be made.

Abbreviations.—WR, Wheat Rate; P&L, Piles and Logs; F, Firewood; 1, First Class; 2, Second Class; 3, Third Class.

	Class		Class
Foods, Cattle—continued.		Meat, Fresh—continued.	
Cattle Food, liquid, owner's risk ...	B	miles, 7d. per truck	
Chaff, * to be handled by owner ...	Cereal	per mile for the	
Ensilage † ...	Cereal	whole journey,	
Green Fodder † ...	Cereal	with 2s. per truck	
Hay, Hydraulic pressed ...	Cereal	terminal added in	
„ loose (see page)		all cases; mini-	
Linseed Cake ...	B	imum, 22s. per	
Maize † ...	WR	truck, including	
Mangold Wurzel † ...	Cereal	terminal. Five per	
Molasses ...	A	cent. in all cases to	
Oats or Bran or Hay or Straw, mixed	C	be added to the	
consignments, class minimum		foregoing truck	
Oats † ...	Cereal	rates. To be carried	
Oil Cake ...	Cereal	strictly at owner's	
Pease † ...	Cereal	risk, and consigned	
Pollard † ...	WR	on Form 86A, other-	
Rice, Meal, for pigs' feed	WR	wise Second Class	
Skins, Grape, crushed ...	Cereal	rates to be charged.	
Straw, hydraulic pressed ...	Cereal	Less than truck	
„ loose (see page)		loads to be charged	
		as truck loads, or	
		else First Class	
		rates. Loading and	
		unloading to be	
		done by owners	
FOODS, GRAIN—		Meat, Frozen, in Tr trucks, 1s. 2d.	
Barley, Pearl or Groat, in casks ...	2	per truck of 10 tons per	
„ „ Victorian grown,	C	mile (see page)	
class minimum		„ Preserved, in cases, Victo-	B
Beans † ...	Cereal	rian manufacture	
Bread, owner's risk ...	1	„ Preserved, imported ...	2
Corn Flour ...	2	Pork, Fresh, minimum 1s. ...	2
Farina, in bags ...	1	„ Salted, in casks ...	1
„ in casks or cases ...	2	Poultry, Killed ...	1
Flour † ...	WR	Rabbits, Canned ...	B
„ and Sharps (see page)		„ Dead, by passenger train	1
„ Aërated ...	C	from November	
„ in truck loads of 5 tons	B	to April inclu-	
Grain, not otherwise specified ...	Cereal	sive	
Groats, in casks ...	2	„ „ by goods train,	B
Maize † ...	WR	minimum 1s. ...	
„ Meal ...	A	Sausages ...	2
Maizena ...	2	Veal, Fresh, carcass, minimum 1s. ...	2
Meal, not otherwise specified ...	2		
„ Pease ...	A	FUEL—	
„ Wheat ...	A	Ashes, Coke, in truck loads of 6	F
Oatmeal ...	A	tons (see page)	
Peas, Split ...	2	Breeze, in truck loads of 6 tons	
„ Meal ...	A	1d. per ton per mile, minimum	
Sharps and Flour ...	WR	2s. per ton	
Wheat † ...	WR	Charcoal, in truck loads of 6 tons	A
„ Meal ...	A	Coal, in truck loads of 6 tons 1d.	
		per ton per mile, minimum	
FOODS, MEAT—		2s. per ton; minimum	
Bacon, Colonial ...	1	charge per truck, 12s.	
„ Imported ...	2	„ Victorian, in full truck loads,	
Beef, Fresh ...	1	‡d. per ton per mile, mini-	
„ Salted, in casks ...	1	imum charge 2s. per ton;	
Game, Dead, owner's risk ...	1	minimum charge 12s. per	
Ham, Colonial ...	1	truck	
„ Imported ...	2	„ Dust, in truck loads of 6 tons	
Meat, Fresh, minimum 1s. ...	1	(see Coal)	
„ in truck loads of 5		Coke, in bags ...	C
tons, 9d. per truck		„ in not less than 5-ton lots...	A
per mile up to 101		„ Ashes, in truck loads of 6	F
miles; over 101 and		tons (see page)	
up to 150 miles 3d.			
per truck per mile			
added to the 101			
mile rate; over 150			

* In truck loads of 3 tons an allowance of 6d. per ton will be made.—† When trucks are loaded to their full carrying capacity, an allowance of 6d. per ton on weight over 6 tons per truck will be made.

Abbreviations.—WR, Wheat Rate; P&L, Piles and Logs; F, Firewood; 1, First Class; 2, Second Class; 3, Third Class.

	Class		Class
Fuel—continued.		Furniture—continued.	
Coke Screenings (see Coal)		Mirrors, Looking Glasses, in cases, owner's risk	3
Ferns, Tree, in truck loads of 6 tons (see page)	F	" " loose, double rate, owner's risk	3
Firewood, 60 cubic feet per ton, not exceeding 20 cwt. (see page)	F	Mats	3
" " Box, 55 cubic feet per ton (see page)	F	Matting and Mats, Coir and Jute	2
Lignite, in truck loads of 6 tons (see page)	F	" " Chinese	3
Mallee Roots, in truck loads of 6 tons (see page)	F	Mattresses	3
FURNITURE—		Organs, Cabinet, owner's risk	3
Art, Works of, in cases, owner's risk	3+50%	Paintings and Engravings, loose, owner's risk, double rate	3
" " loose, owner's risk, double rate	3	Paintings and Engravings, owner's risk	3
Bagatelle or Billiard Tables, if loose, owner's risk	3	Scenery, Theatrical	3
Bedsteads, in cases	2	Scientific Instruments, owner's risk	3
Blinds, Venetian, in packages, owner's risk	3	Specimens of Natural History, owner's risk	3
" " in cases	3	G.	
" " Bamboo, owner's risk	3	Galvanized Iron, in cases	1
Clocks	3	" " in truck loads of 6 tons	C
Coir Matting and Mats	2	" " loose	2
Cornices and Poles	3	" " Spouting, Guttering, and Ridging	2
Counters and Shop-fittings	3	Game, Dead, owner's risk	1
Fancy Goods, owner's risk	3	Gambier	1
Fenders, Grates, and Fireirons	3	Garden Rollers	3
Frames, Picture, double rate, owner's risk	3	" " Seats, owner's risk	3
Flock	3	" " Gates, owner's risk	3
Floorcloths	3	Gas and Water Meters, owner's risk	3
Furniture and Upholstery, in cases, owner's risk	3	" " Manufacturing Plant	1
" " in skeleton cases, owner's risk	3	" " Pipes	C
" " Vans, minimum, 2 tons gross weight of van and furniture	3	Gasaliers, owner's risk	3
" " loose, owner's risk	3	Gasoline, owner's risk	3
" " Marble Top, owner's risk, double rate	3	Gates, Garden, owner's risk	3
" " and Household Effects, secondhand 1s. per truck per mile not exceeding 3 tons per truck. Pro rata over 3 tons. Minimum 20s. To be available for inspection if required	1	Gelatine, Blasting (see Explosives)	3
" " Vans, returned empty	2	" "	3
" " Secondhand	2	Gig and Carriage Bodies (see Vehicles)	2
Harmoniums and Pianos, owner's risk	3	" " Poles and Shafts	2
Hair, Upholsterers'	3	Ginger	3
Hobbyhorses, owner's risk	3	Girders, Rolled	2
Instruments, Musical, owner's risk	3	" " in truck loads of 6 tons	1
" " Scientific, owner's risk	3	Glass, Broken, in truck loads of 6 tons (see page)	F
Iron safes	3	" " Looking, and Mirrors, owner's risk	3
Jewellery (see page)		" " not packed, double rate, owner's risk	3
Kapok, hydraulic pressed, in bales	2	" " Paper	3
" " not hydraulic pressed, in bales	3	" " Window, owner's risk	3
Luggage and Effects	3	" " Footlights	1
		" " Plate, owner's risk	3
		Glassware, owner's risk	3
		Gloves, owner's risk	3
		Glue, pieces in bales	1
		Glucose	1
		Glycerine, Pure	3
		" " Crude	1
		" " Nitro (see Explosives)	3
		Goats, living, in crates or cases (see Live Stock)	
		Gold (see page)	
		" " Gratings and Tin Plates	2
		" " Leaf	3

Abbreviations.—WR, Wheat Rate; F&L, Piles and Logs; F, Firewood; 1, First Class; 2, Second Class; 3, Third Class.

	Class		Class
Golden Syrup, in tins packed in cases	1	GROceries—	
„ in casks	1	Acid, Tartaric	2
„ in bottles, jars and tins, loose	2	Almonds, imported	2
Grain, not otherwise specified	Cereal	Arrowroot	2
Granite, polished, in cases, owner's risk	1	„ Victorian grown, on Up journey	C
„ „ loose	B	Bacon, Colonial	1
„ „ rough	Cereal	„ Imported	2
Granulated Cork, class minimum	C	Baking Powder	2
Grass and Rushes, for brick-making	A	Biscuits	2
„ Rope, twisted	B	Blacking	2
„ Seeds, minimum 3s. 9d. under 67 miles; 10 cwt. over 67 miles	Cereal	Bleaching Powder	2
Gravel (see page)	F	Blue	2
Grates, Fenders, and Fireirons, if loose, owner's risk	3	Brushware	2
Gravestones, finished, loose, owner's risk	3	Brooms, in bales and bundles	2
„ „ rough, owner's risk	2	„ in cases	1
Grease, Axle	1	Butter, minimum 10 cwt.	C
„ Anti-friction	1	Candles	2
Green Fodder*	Cereal	„ in truck loads of 6 tons	1
Grindery, not otherwise specified	3	Cheese, Colonial, packed, class minimum	C
Grindstones	1	„ in truck loads of 5 tons and allowances of 5 per cent. will be made	C
Groats, in casks	2	„ Imported, owner's risk	1
Grubbers, Tree	1	Chicory, manufactured	2
Guano and Artificial Manures, colonial manufacture, minimum 3s. 9d. up to 72 miles; over 72 miles, 10 cwt.	WR	Chocolate	3
Gum, Shellac	2	Cigars, owner's risk	3
Gypsum	B	Cocoa	3
GLASS AND EARTHENWARE—		Coffee, Roasted and Ground	3
Bottles, in casks, crates, and bags	B	„ Beans	2
„ in casks, crates, and bags, in 6-ton truck loads	A	Confectionery	2
„ loose, loaded and unloaded by owner, in 6-ton lots	A	Corn, Flour, and Maizena	2
„ Druggists', in casks or cases, owner's risk	3	Currants	2
„ empty, to be filled with Eucalyptus Oil	B	Eggs (see also Package rate, page)	1
Earthen or Stone Ware, in crates, owner's risk	2	Essences, Culinary	2
Earthen or Stone Ware, in casks and cases, owner's risk	3	Essential Oils	3
Flower Pots, owner's risk	2	Farina, in bags	1
Footlights, Glass	1	„ in casks or cases	2
Glass, Broken, in truck loads of 6 tons (see page)	F	Fish, in brine	2
„ Mirrors, owner's risk	3	„ Dried	2
„ „ not packed, double rate, owner's risk	3	„ Fresh (see page)	2
„ Window, owner's risk	3	„ Salted	2
„ Plate, owner's risk	3	„ Preserved, tinned	2
Glassware, cut and uncut, owner's risk	3	Flour, Aërated	C
Lampware, Glass, owner's risk	3	„ in 5-ton lots	B
Potteryware, loose, in 5-ton lots	A	Fruit, Imported, Bottled, Dried, and Canned	2
„ not otherwise specified	C	„ Colonial, Bottled, Canned, and Dried	B
Retorts, Clay	2	Ginger	3
Syphons, Sodawater, owner's risk	3	Golden Syrup, in tins in cases	1
		„ in bottles, jars, and tins loose	2
		„ in casks	1
		Groats, in casks	2
		Hams, Colonial	1
		„ Imported	2
		Honey, in kegs, jars, bottles, and tins, owner's risk	2
		„ in casks and hogsheads	C
		„ Victorian, in tins or packed in cases, minimum 1s. any distance	C
		Isinglass	3
		Jams and Jellies, Imported	2

* When trucks are loaded to their full carrying capacity, an allowance of 6d. per ton on weight over 6 tons per truck will be made.

Abbreviations.—WR, Wheat Rate; P&L, Piles and Logs; F, Firewood; 1, First Class; 2, Second Class; 3, Third Class.

	Class		Class
Groceries— <i>continued.</i>		H.	
Jams and Jellies, Colonial ...	B	Haberdashery, owner's risk ...	3
Liquorice ...	3	Hair, Builders' ...	2
Macaroni ...	2	„ Upholsterers' ...	3
Maizena ...	2	Hall Lamps, owner's risk ...	3+50%
Matches and Vestas ...	3	Ham or Bacon, Colonial ...	1
Meal, not otherwise specified ...	2	„ Imported ...	2
Meat, Imported, preserved in cases	2	„ Handles, Wooden ...	2
„ Preserved, Victorian manu-	B	Hand Trucks and Barrows ...	2
„ „ „ „ „ „		„ Rakes ...	2
Milk, Preserved, in tins, imported	2	Hangings, Paper ...	3
„ „ „ „ „ „	C	Hardware, not otherwise specified ...	3
„ „ „ „ „ „		Hardwood, in truck loads of 6 tons	F
Molasses and Treacle, in casks ...	1	(see page)	
Mustard ...	2	Hares, dead, owner's risk ...	1
Pearl Barley or Groats ...	2	Harmoniums, owner's risk ...	3
Peas, Split ...	2	Harness and Saddlery, owner's risk	3
Pepper, Ground ...	2	Hats, of all kinds, owner's risk ...	3
„ Whole ...	2	Hat Shapes ...	3
Pickles, Imported ...	2	„ Boxes, double rate, owner's risk	3
„ Colonial ...	C	Hay, hydraulic pressed ...	Cereal
Pipes, Smoking, Clay, or Wooden	3	„ and Straw, loose (see page)	
Powder, Baking ...	2	„ or Straw or Oats and Bran,	C
„ Culinary ...	2	mixed consignments	
„ Bleaching ...	2	Hearthstones, owner's risk ...	2
„ Soap ...	2	Hemp ...	Cereal
„ Washing ...	2	Hempen or Wire Rope, owner's risk	2
Preserves, Chinese ...	3	Herbs ...	2
„ India ...	3	Hessian ...	3
„ in cases, not otherwise	3	Hides ...	B
„ specified		Hobbyhorses, owner's risk ...	3
Rabbits, Canned ...	B	Hogsheads (see Empties)	
Rice ...	2	Hosiery, owner's risk ...	3
„ in truck loads of 6 tons ...	1	Hollowware, owner's risk ...	3
Sago ...	2	Honey, in kegs, jars, and tins, owner's	2
Salt, in cases ...	C	„ risk	
„ Victorian, in bags ...	B	„ in casks and hogsheads ...	C
„ Rock ...	B	„ Victorian, in tins, or packed	C
Sauces ...	2	„ in cases or casks, minimum	
„ Victorian ...	B	1s. any distance	
Semolina ...	2	„ or Treacle in bottles, owner's	2
Snuff ...	3	„ risk	
Soap, Fancy ...	3	Hoop Iron ...	C
„ Household ...	C	„ in truck loads of 6 tons...	B
„ „ in 5-ton lots, Up	B	Hops, in bales and pockets, owner's	2
„ „ „ „ „ „		„ risk	
„ Powder ...	2	„ Victorian grown, minimum	A
Soda, Washing ...	1	10 cwt., under 52 miles	
„ Bicarbonate of ...	2	minimum charge of 7s. 6d.	
Spices, Ground ...	3	Horses (see Live Stock)	
Starch, Imported ...	3	„ Race (see Live Stock)	
„ Victorian ...	2	„ Shoes ...	1
Sugar ...	1	Horns and Hoofs ...	C
„ in truck loads of 6 tons	C	Hose Reels (see Vehicles) ...	2
„ Loaf, broken for manufac-	2	Houses, Wooden, in packages ...	2
„ „ „ „ „ „		„ „ or Offices, 6d. per	P&L
„ Lump ...	2	„ „ „ „ „ „	
Tanks, filled—tanks, Third Class,		minimum 25s.	
and contents as per Classification		Hurdles, wooden or iron ...	1
Tapioca ...	2		
Tea, owner's risk ...	3	HARDWARE—	
Tobacco, Smoking, owner's risk ...	3	Baths, wooden, lined with tin or	3
„ Sheepwash, in casks ...	2	zinc, owner's risk	
Treacle, in casks, cases, or tins ...	1	„ metal, plunge or shower,	3
„ in bottles ...	2	owner's risk	
Vermicelli ...	2	Beehives ...	3
Vinegar, bottled ...	2	„ in pieces, in bundles ...	1
„ in bulk ...	1	Bells, of all kinds, owner's risk ...	3
Whiting ...	1		

Abbreviations.—WR, Wheat Rate; P&L, Piles and Logs; F, Firewood; 1, First Class; 2, Second Class; 3, Third Class.

	Class		Class
Hardware— <i>continued.</i>		Hardware— <i>continued.</i>	
Bellows, owner's risk ...	3	Ladders, by measurement—Under	3
Bird Cages, loose, double rate,	3	16 feet long, 60 feet; over 16 feet	
owner's risk		long, 40 feet to the ton	
„ cased, owner's risk...	3	Lamps, Hall, owner's risk ...	3+50%
Boilers, open, washing and kitchen	3	Lampware, in cases, owner's risk	3
and other, owner's risk		Lasts ...	2
Brass Tubing, lacquered ...	3	Lead and Compo. Piping ...	2
„ Sheet ...	2	„ Sheet ...	2
„ Rods ...	2	Leather Belting, owner's risk ...	2
„ Nails ...	2	Leatherware ...	3
„ Wire ...	2	Meters, Water and Gas, owner's	3
Bread Safes, owner's risk ...	3	risk	
Bricks, Air (metal) ...	2	Millstones ...	2
Britannia Metal Goods, owner's risk	3	Nails, Rivets and Screws, Iron,	1
Buckets, tin or other metal, in	3	in kegs and bags	
nests, owner's risk		Netting, Wire ...	C
Buckets, Wooden ...	3	Oars, Boat ...	2
Camp or Colonial Ovens, owner's	3	Oakum ...	2
risk		Ovens, owner's risk ...	3
Chandeliers, owner's risk ...	3	Patterns, Wooden, for castings ...	3
Chimney Pieces, owner's risk ...	3	Piping, Lead or Compo. ...	2
Churns ...	2	Pitch and Tar ...	1
Cloth, Wire ...	3	„ in 6-ton truck loads	C
Copper Tubing for locomotives ...	2	Platedware, owner's risk ...	3
„ Sheet ...	2	Pumps ...	3
„ Wire ...	2	Rakes, Garden ...	2
„ Nails ...	2	Reaping Hooks ...	2
„ Rods ...	2	Rivets and Nails, Bootmakers' ...	1
„ Tubing and piping ...	2	Rod, Brass ...	2
Cordage, Hempen and Wire ...	2	„ Copper ...	2
Cork, granulated, class mini-	C	Ropes, Hempen ...	2
mum		„ Wire ...	2
Crucibles ...	2	Sacks, Corn and Flour, in 5-ton lots	A
Cutlery ...	3	Saddlers' Ironmongery ...	3
Door Fittings, owner's risk ...	2	Safes, Meat, Milk and Bread,	3
Electric Light Fittings, owner's	3	owner's risk	
risk		Saws ...	3
Engines, Beer, owner's risk ...	3	Scales and Beams ...	3
„ Donkey, owner's risk ...	2	Screws and Rivets ...	1
„ Fire, owner's risk ...	3	Screw Jacks ...	2
„ Garden, owner's risk ...	3	Seythe Stones... ..	2
Fenders, Grates, and Fireirons,	3	„ Blades ...	2
owner's risk		Staves, owner's risk ...	3
Firearms ...	3	Shell, Cannon, loaded (see Explo-	3
Fittings, Gas, owner's risk ...	3	sives)	
„ Shop and Counter ...	3	„ „ not loaded ...	C
Forks, Garden... ..	1	Shot ...	2
„ Hay ...	1	Shovels and Spades, in bundles ...	2
Furniture Springs ...	3	„ in cases ...	1
Garden Rollers ...	3	Spouting, Guttering, and Ridging,	2
„ Seats, owner's risk ...	3	galvanized and cast iron	
Gas and Water Meters, owner's	3	Springs, Carriage ...	2
risk		„ Truck ...	2
Gasaliers, owner's risk ...	3	„ Furniture ...	3
Gold Gratings... ..	2	Stoves and Stove-pipes, owner's	3
Grates, owner's risk ...	3	risk	
Grindery, not otherwise specified	3	Sundries, in casks and cases, not	3
Grindstones ...	1	otherwise specified	
Handles, Wooden ...	2	Syphons, Sodawater, owner's risk	3
Hand Trucks ...	2	Tacks ...	3
Hardware, not otherwise specified	3	Tin Plates ...	2
Hollowware ...	3	Tinware ...	3
Horse Shoes ...	1	Tools, in chests ...	2
Hose Reels ...	2	loose ...	3
Hurdles, Wooden ...	1	„ Hand ...	2
India-rubber Belting ...	2	„ Barrows ...	2
„ Goods, owner's risk ...	3	Tubing, lacquered, Brass ...	3
Japannedware, owner's risk ...	3	„ Copper ...	2

Abbreviations.—WR, Wheat Rate; P&L, Piles and Logs; F, Firewood; 1, First Class; 2, Second Class; 3, Third Class.

	Class		Class
Hardware—continued.		Iron, Ore	A
Tubs, Tin or other metal, in nests, owner's risk	3	" Oxide of, for purifying purposes	A
" Wooden, owner's risk	3	" " " " " "	C
Turnery	3	" Pig	A
Twine and Lines	2	" Pipes, cast iron, Water and Gas, T bends and junctions	C
" Reaper and Binder	2	" Plate, Boiler	C
Vyces	2	" " in truck loads of 6 tons	B
Wire, Bright	1	" Posts, Lamp and Verandah, owner's risk	2
" Cloth, owner's risk	3	" Pots, loose	3
" Brass	2	" Retorts	2
" Copper	2	" Railings	2
" Fencing	C	" Rails, Railway and Tram	C
" " in 6-ton truck loads	B	" Safes	3
Woodenware, owner's risk	3	" Scrap, in truck loads of 6 tons (see page)	F
Woolpacks, in bales	C	" Sheet	2
Yokes, Bullock	1	" Standards, fencing	1
Zinc, Perforated	3	" Weights	1
" Sheet	2	" Window Sash	1
" in casks and cases	2	" Tanks, up to 400 gallons, owner's risk	3
I.		" " over 400 gallons, owner's risk	3+50%
Ice, in cases, by Passenger trains if in waterproof cases, owner's risk	1	" Wire, in bundles	C
" in 5-ton lots	A	" " in truck loads of 6 tons	B
Implements and Machines, Agricultural, not otherwise specified, owner's risk	1	" Netting	C
Insecticide	2	" " in truck loads of 6 tons	B
India, Preserves	3	Ironmongery, Saddlers'	3
" Rubber Goods, owner's risk	3	Irrigation Machinery	C
" Belting	2	Isinglass	3
Ink, Printing	2	J.	
" Writing, owner's risk	3	Jams and Jellies, Imported	2
Instruments, Musical, owner's risk	3	" Colonial	B
" Optical, owner's risk	3	Japannedware, owner's risk	3
" Scientific, owner's risk	3	Jewellery (see page)	
" Surgical, owner's risk	3	Joinery, owner's risk	3
Iron, Bar and Rod	C	Juniper Berries	3
" " in truck loads of 6 tons	B	K.	
" Boilers, Kitchen or Washing, open, owner's risk	3	Kangaroo Skins	C
" Bolts and Nuts	1	Kaolin, in truck loads of 6 tons (see page)	F
" Buckets and Trucks, Mining	2	Kapok, hydraulic pressed, in bales	2
" Castings, turned and polished	3	" in bales, not hydraulic pressed	3
" " in cases	2	Kerb Flagging and Building Stone, in truck loads of 6 tons (see page)	Cereal
" rough	C	Kegs (see Empties)	
" Corrugated, in cases	1	Kerosene	1
" " in 6-ton truck loads	C	" in truck loads of 4 tons	C
" loose	2	" Shale	A
" Galvanized, in cases	1	Kilderkins (see Empties)	
" " in truck loads of 6 tons	C	L.	
" loose	2	Ladders, by measurement—Under 16 feet long, 60 feet; over 16 feet long, 40 feet to the ton	3
" Guttering and Spouting	2	Lambs, living, in cases or skeleton cases (See Live Stock)	
" Girders, rolled	2		
" " in truck loads of 6 tons	1		
" Grates, Stoves, and Stove-pipes, owner's risk	3		
" Hoop	C		
" in truck loads of 6 tons	B		
" Hurdles	1		

Abbreviations.—WR, Wheat Rate; P&L, Piles and Logs; F, Firewood; 1, First Class; 2, Second Class; 3, Third Class.

	Class		Class
Lamps, Hall, loose, owner's risk ...	3+50%	Liquors— <i>continued.</i>	
„ Street, loose, owner's risk ...	3+50%	Beer, bottled, owner's risk ...	2
„ Ware, in cases, owner's risk ...	3	„ „ in 6-ton truck loads, owner's risk ...	1
Lamp Black ...	2	„ in bulk, Imported ...	C
Lard, in casks, kegs, and cases ...	1	„ „ Colonial ...	B
Lasts ...	2	Bitters, bottled, owner's risk ...	3
Laths, in bundles ...	C	„ in bulk ...	2
Lead Ore ...	A	Cider and Perry, bottled ...	2
„ Pig ...	C	„ in bulk ...	1
„ and Compo. Piping ...	2	Cordials, bottled, owner's risk ...	3
„ Sheet ...	2	„ in bulk, owner's risk ...	2
„ in 6-ton truck loads ...	1	Demijohns, full ...	3
„ White and Red ...	1	Lime Juice, bottled ...	2
Leaf, Gold ...	3	„ in bulk ...	1
„ Silver ...	3	Liquors, bottled, not otherwise specified ...	3
„ Tobacco, in bales ...	A	„ in bulk, not otherwise specified ...	2+20%
Leaves, Wattle, in 5-ton lots ...	A	Mineral Waters, Victorian, no minimum ...	C
Leather, in bales ...	C	Spirits, bottled ...	3
„ for export, minimum 1 ton ...	B	„ in bulk ...	2+20%
„ Belting, owner's risk ...	2	„ Colonial, in bulk ...	1
Leatherware ...	2	Water, in truck loads of 6 tons (see page) ...	F
Leather ...	C	Wine, in jars and cases, imported ...	3
„ Fancy or Bookbinders' owner's risk ...	3	„ in bulk, imported ...	2+20%
„ Cutting Machines ...	3	„ Colonial, in cases and demi- johns, minimum 1s. up to 101 miles; 1s. 6d. over 101 and up to 150 miles; 2s. over 150 and up to 200 miles; 2s. 6d. over 200 miles ...	A
Lignite (see page) ...	F	„ „ in bulk, class mini- mum ...	Cereal
Lime ...	A	Wines, Colonial, in bulk, in full truck loads* ...	C
„ for manure, in 5-ton lots and upwards ...	Cereal	Wine, Butts, Pipes, and Vats, class minimum ...	C
„ Juice, in casks ...	1	Live Stock (see page)	
„ „ in cases ...	2		
Linseed ...	Cereal		
„ Cake, for cattle food ...	B	M.	
Linen Fabrics ...	3	Macaroni ...	2
Liquors, in glass, not otherwise specified, owner's risk ...	3	MACHINERY—	
„ in bulk, not otherwise specified, owner's risk ...	2+20%	Boilers, Steam, owner's risk ...	1
Liquorice ...	3	„ „ old, on statutory declara- tion of having been in use three years and up- wards. The declaration must be made on Form 100 ...	C
Lithofracteur (see Explosives) ...	3	Cranes, Derrick (see page) ...	P&L
Logs and Piles, sawn or hewn, 30 feet to the ton (see page)	P&L	Diamond Drills (see page) ...	2
„ „ rough, 25 feet to the ton (see page)	P&L	Distillery Apparatus, double rate, owner's risk ...	3
Logwood ...	C	Engines, Donkey, owner's risk ...	2
Luggage ...	3	„ „ Portable, with or with- out Steam Roller, owner's risk ...	C
Lumber, Terra Cotta, in truck loads of 6 tons.—Up to 10 miles, 2s. per ton; over 10 miles, 6d. per ton for each additional 10 miles or part thereof, otherwise A class rate and conditions			
LIQUORS—			
Aéerated Waters, class minimums	C		
„ in casks and cases, not exceeding ten dozen each, full or empty for dis- tances up to 101 miles, 1s. 6d. per cask or case; and for each 50 miles or part thereof 6d. per cask or case additional			

* When trucks are loaded to their full carrying capacity, an allowance of 6d. per ton on weight over 6 tons per truck will be made.

Abbreviations.—WR, Wheat rate; P&L, Piles and Logs; F, Firewood; 1, First Class; 2, Second Class; 3, Third Class.

	Class		Class
Machinery— <i>continued.</i>		Meat, Fresh— <i>continued.</i>	
Engines, Traction, with or without Steam Roller, owner's risk	C	cases to be added to the foregoing truck rates. To be carried 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 First Class rates. Loading and unloading to be done by owners	
„ not otherwise specified	3	Meat, Frozen, in Tr trucks, 1s. 2d. per truck of 10 tons per mile	
Flour-milling ...	1	„ Imported, preserved, in cases	2
Gas-making Plant ...	1	„ Preserved, Victorian manufacture	B
Heavy, in cases ...	2	„ Safes ...	3
Irrigation ...	C	Medicines, Patent ...	3
Leather-cutting ...	3	Merry-go-rounds, 10d per truck per mile; minimum 15s. for one truck; additional trucks each 7d. per mile, minimum, 12s. 6d.	
Light and Fragile ...	3	Metal, Road (see page)...	F
Machinery and Machines, old, on statutory declaration of having been in use three years and upwards. The declaration must be made on Form 100	C	„ Baths, plunge or shower, owner's risk	3
Machines, not otherwise specified	3	Metals, old, comprising castings, zinc, lead, empty quicksilver bottles	A
Mangles ...	3	Meters, Water, owner's risk ...	3
Pile-driving (see page) ...	P&L	Methylated Spirits ...	3
Printing ...	3	Millet (see page)	
Road Rollers ...	C	Millinery, in cases, owner's risk ...	3
Sewing, owner's risk ...	3	Millstones ...	2
Sodawater ...	3	Milk, Fresh (see page)	
Stone-breaking ...	3	„ Preserved, in tins, imported ...	2
Weighbridge ...	3	„ „ Victorian manufacture	C
Water-boring ...	2	„ Safes ...	3
Maize*	WR	„ and Cream Cans (see Empties)	
„ Meal ...	A	Mining Props and Laths (see page)	F
Maizena... ..	2	„ Buckets, iron ...	2
Mallee Roots (see page)		Mineral Waters, Victorian, no minimum	C
Malt ...	B	„ „ Cylinders, returned empty (see Empties)	
Manganese ...	1	Molasses and Treacle, in casks, cases, and tins	1
Mangold Wurzel* ...	Cereal	„ for cattle food ...	A
Marble, polished, loose, owner's risk	3	„ in bottles ...	2
„ „ in cases, owner's risk	2	Mouldings and Skirtings ...	C
„ Slabs, rough, owner's risk ...	2	Moss, in bags ...	1
„ „ in packages, cemented, owner's risk	1	Murray Pine, rough, in truck loads of 6 tons (see page)	F
„ Tiles, in cases, owner's risk	2	Musical Instruments, owner's risk ...	3
„ „ loose, owner's risk ...	3	Mustard ...	2
„ rough blocks ...	A	Myrabolams ...	C
Matches ...	3	„ Extract of ...	C
Mats ...	3	MANURES—	
„ Coir ...	2	Manure, stable, in truck loads of 6 tons—Up to 50 miles, 3d. per ton per mile; over 50 miles, 4d. per ton per mile additional, minimum 10s.	
Matting and Mats, Coir and Jute ...	2		
„ „ Chinese ...	3		
Mattresses, in bundles ...	3		
Meal, not otherwise specified	2		
„ Pease, Wheat, Oat, or Maize	A		
„ Rice, for pigs' feed ...	WR		
Meat, Fresh, minimum 1s. ...	1		
„ „ in truck loads of 5 tons, 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. Five per cent. in all			

* When trucks are loaded to their full carrying capacity, an allowance of 6d. per ton on weight over 6 tons per truck will be made.

Abbreviations.—WR, Wheat Rate; P&L, Piles and Logs; F, Firewood; 1, First Class; 2, Second Class; 3, Third Class.

	Class		Class
Manures—continued.			
Artificial Manures, Colonial manufacture, minimum 3s. 9d. up to 72 miles; 10 cwt. over 72 miles	WR	N.	
Bones*	Cereal	Nails, Rivets, and Screws, Iron, in kegs and bags	1
Bone-dust	Cereal	„ Brass, Copper, and Wire	2
Guano, minimum 3s. 9d. up to 72 miles; 10 cwt. over 72 miles	WR	Naves, rough (see page)	F
Lime for manure, in 5-ton lots and upwards	Cereal	„ manufactured, in 5-ton lots, otherwise First Class	B
Manures, Artificial, imported	Cereal	Natural History Specimens, owner's risk	3
Salt Manure, Colonial	WR	Nets, Fishing	3
Night-soil, deodorized, in truck loads of 6 tons (see page)	F	Netting, Wire	C
Sea-weed, in 5-ton lots	A	Nitrate of Soda, to powder factories	B
		Night-soil, Deodorized, in truck loads of 6 tons (see page)	F
		Non-conducting Composition, Colonial manufacture	A
		Nuts and Bolts	1
METALS—			
Antimony, partly Smelted, in bags	B	O.	
„ „ Smelted	1	Oak Planking	B
Copper, Colonial, on Up journey only	C	Oakum	2
Lead	C	Oars, Boat	2
Metals, old, comprising castings, zinc, lead, and empty quicksilver bottles	A	Oats*	Cereal
Quicksilver	3	„ or Bran and Hay, or Straw, mixed consignments, class minimum	C
Tin, Colonial, in cakes, ingots, and bars, Up journey only	C	Oatmeal	A
Tin, ingot and bar	2	Ochre or Chalk	1
Zinc, old, melted into cakes and ingots	A	Offices, Wooden, 6d. per truck per mile, minimum 25s.	P&L
		Oil, in casks, cases, and tins, not otherwise specified, owner's risk	3
		„ Benzole	3
MINERALS—			
Antimony Ore	A	„ Cake	Cereal
Arsenic, crude, in 6-ton lots	A	„ Cod	C
Asbestos, raw	A	„ Eucalyptus	2+20%
„ in silicate cotton for steam-pipe covering	2	„ Kerosene	1
Black Sand, in truck loads of 6 tons (see page)	F	„ „ in truck loads of 4 tons	C
Clay, Fire, in truck loads of 6 tons (see page)	F	„ Mineral	3
Copperas	2	„ Medicinal	3
Copper Ore	A	„ Naphtha, owner's risk	3
Iron Ore	A	„ Petroleum, owner's risk	3
Lead Ore	A	Oilmen's Stores	2
Manganese	1	Oiled Clothing	3
Ores, Copper	A	Old Rope, for paper-making	A
„ Tin	A	Onions*	Cereal
„ Iron	A	Opium, prepared, double rate, owner's risk	3
Oxide of Iron	C	Optical Instruments, owner's risk	3
„ „ for purifying purposes	A	Ore, Antimony	1
Pyrites, minimum weight 2 tons; minimum charge 12s. (see page)	F	Ores, Clays, and Mineral Earths	A
Quartz, in truck loads of 6 tons (see page)	F	Ore, Copper	A
„ Tailings, in truck loads of 6 tons (see page)	F	„ Lead	A
Refuse from gold-smelting	3	„ Tin	A
Sulphate of Iron	C	Organs, Cabinet, and Pianos, owner's risk	3
Shale	A	Ornamental Feathers and Plumes, owner's risk	3
		Ornaments, Plaster of Paris, in case, owner's risk	3
		„ loose, double rate, owner's risk	3

* When trucks are loaded to their full carrying capacity, an allowance of 6d. per ton on weight over 6 tons per truck will be made.

Abbreviations.—WR, Wheat Rate; P&L, Piles and Logs; F, Firewood; 1, First Class; 2, Second Class; 3, Third Class.

	Class		Class
Ovens, Camp and Colonial, owner's risk	3	Paper, Patterns ...	3
Oysters (see page)		" Sand ...	3
Oxide of Iron ...	C	" Waste ...	A
" " for purifying purposes	A	" in bales and reams	2
		" " " in 5-ton lots	C
OIL & COLOUR MERCHANTS—		Parasols, and Umbrellas, owner's risk	3
Artists' Materials, owner's risk ...	3	Patterns, Paper ...	3
Brass, Burnish... ..	3	" " Wooden, for castings ...	3
Brushware	2	Pease*	Cereal
Canvas	2	" Meal	A
Chalk or Ochre	1	" Split	2
Colours and Paints	2	Pearl Barley	2
Glass, Window, owner's risk ...	3	Pepper, Ground	2
" " Plate, owner's risk ...	3	" Whole	2
Glue	2	Perambulators, in boxes ...	3
Grease, Axle and Anti-friction ...	1	" " loose, double rate,	3
Gum, Shellac	2	owner's risk	
Gold Leaf	3	" in nests, owner's risk	3
Hangings, Paper	3	Percussion Caps (see Explosives) ...	3
Hessian	3	Perfumery	3
Lamp Black	2	Perforated Zinc	3
Lead, Red and White	1	Pianos, owner's risk	3
Oils, in casks, cases, drums, and tins, not otherwise specified, owner's risk	3	Picture Frames, double rate, owner's risk	3
" Benzole, owner's risk ...	3	Pickles, Colonial... ..	C
" Kerosene... ..	1	" Imported	2
" " in truck loads of 4 tons	C	Pickets, split or sawn (see page)	F
" Mineral, owner's risk ...	3	Pigs, Sheep, Goats, or Calves, living, in cases or skeleton cases (see Live Stock)	
" Naphtha, owner's risk ...	3	Pig Iron	A
" Petroleum, owner's risk ...	3	" Lead	C
Paints and Colours, mixed ready for use	2	Piles and Logs, rough, 25 feet per ton (see page)	P&L
Paperhangings... ..	3	" " squared, 30 feet per ton (see page)	P&L
Paper, Emery, Sand, or Glass ...	3	Pile-driving Machines (see page)	P&L
Polish	3	Pipes, Brass	2
Putty	2	" Iron, black or galvanized, ½ inch and upwards	1
Pumice Stone	2	" Cast iron, Gas and Water, T bends and junctions	C
Resin... ..	1	" Down, galvanized or cast iron	2
Soda, Caustic and Potash	1	" Lead and Compo.	2
Silver Leaf	3	" Smoking, clay or wood ...	3
Tar and Pitch	1	" Stove, owner's risk	3
" " in 6-ton lots	C	" Wrought iron, riveted, not exceeding 12 inches	C
Turpentine, owner's risk ...	3	" Wrought iron, riveted, exceeding 12 inches	1
Varnish, owner's risk ...	3	" Wine (see Empties)	
P.		Pitch and Tar	1
Paints and Colours, in kegs, casks, and tins, owner's risk	2	" " 6-ton truck loads ...	C
Paint, Pyrites, minimum 1 ton ...	C	Plants, Trees, and Shrubs, in pots ...	2
Paintings and Engravings, in cases, owner's risk	3	" loose, in 5-ton lots ...	C
" " loose, double rate, owner's risk	3	Planking, Oak	B
		Ploughs and Ploughshares ...	1
Palings, in truck loads of 6 tons (see page)	F	Plaster of Paris Ornaments, owner's risk	3
Paper, Writing	3	" " " loose, double rate, owner's risk	3
" Printing	2	Plaster	C
" Wrapping	2	" in truck loads of 6 tons ...	B
" Bags	2	Platedware, owner's risk ...	3
" " in 5-ton lots	C	Plumbago	3
" Hangings	3		

* When trucks are loaded to their full carrying capacity, an allowance of 6d. per ton on weight over 6 tons per truck will be made.

Abbreviations.—WR, Wheat Rate; P&L, Piles and Legs; F, Firewood; 1, First Class; 2, Second Class; 3, Third Class.

	Class		Class
Poles, Telegraph (see page) ...	P&L	Produce, Dairy— <i>continued.</i>	
„ Scaffold (see page) ...	P&L	Cheese, Imported, owner's risk ...	1
„ Waggon and Buggy ...	2	Cream (see page) ...	
Pollard and Bran* ...	WR	Dripping ...	1
Pork, Fresh Carcass, minimum ls. ...	2	Eggs (see page) ...	1
„ or Beef, salted, in casks ...	1	Hams, Colonial ...	1
„ Wrappers (see Empties) ...		„ Imported ...	2
Portable Engines, owner's risk ...	C	Lard ...	1
Ponies (see Live Stock) ...		Milk, Fresh (see page) ...	
Posts and Rails, in truck loads of	F	Poultry, Dead ...	1
6 tons (see page) ...		„ Living, in crates or cases ...	1
„ Lamp and Verandah, wooden	2	Pork, Fresh Carcass, minimum ls. ...	2
owner's risk ...		Veal, Fresh Carcass, minimum ls. ...	2
„ „ „ iron, owner's	2	Wax, Bees ...	3
risk ...			
Potatoes, New, in cases, minimum ls.	A	PRODUCE, FARM & GARDEN—	
„ in bags ...	Cereal	Arrowroot, Victorian grown, on Up	C
„ in 5-ton lots, when cheaper	F	journey ...	
(see page) ...		„ unmanufactured ...	B
Potteryware, loose, in 5-ton lots ...	A	Agricultural and Vegetable Seeds,	Cereal
„ not otherwise specified ...	C	minimum, 3s. 9d. under 67 miles;	
Poultry, living, in crates or cases ...	1	10 cwt. 67 miles and upwards	
„ dead ...	1	Barley* ...	Cereal
Powders, Baking ...	2	Beeswax ...	3
„ Culinary ...	2	„ Colonial ...	1
„ Bleaching ...	2	Beet-root* ...	Cereal
„ Blasting, made at Golden-	B	Carrots and Turnips* ...	Cereal
square ...		Chicory, Roots* ...	Cereal
„ Soap ...	2	„ Dried ...	C
„ Sporting, in flasks (see Ex-		Ensilage* ...	Cereal
plosives) ...		Ferns, Tree, in truck loads of 6	F
„ Washing ...	2	tons (see page) ...	
Preparation, Foot-rot ...	2	Flax ...	A
Presses, Cheese ...	1	Flower Seeds ...	3
„ Copying ...	3	Fruit—Cocoanuts ...	2
„ Wool ...	2	„ Dried, Imported ...	2
Preserves, Chinese ...	3	„ Colonial ...	B
„ India ...	3	„ Fresh and New Potatoes,	A
„ in cases, not otherwise	3	minimum ls. ...	
specified ...		„ Nuts ...	2
Printing Machines, owner's risk ...	3	„ Almonds, Victorian	A
„ Type ...	2	grown, minimum	
„ Ink ...	2	ls. any distance	
„ Paper ...	2	„ Walnuts, Victorian grown,	A
Produce, Dairy, not otherwise	1	minimum ls. any dis-	
specified ...		tance	
Props and Laths, Mining, in truck	F	„ in buckets, tubs, and casks	B
loads of 6 tons (see page) ...		minimum ls. ...	
Pumice Stone ...	2	Grain, not otherwise specified ...	Cereal
Pumps ...	3	Grass and Rushes, for brick-making	A
Puncheons, Tallow, returned empty		„ Rope, twisted ...	B
(see Empties) ...		Hay and Straw (see page) ...	
Putty ...	2	Hemp ...	Cereal
Pyrites, minimum weight, 2 tons;	F	Herbs ...	2
minimum charge 12s. (see		Hides ...	B
page) ...		Honey, in kegs, jars, and tins,	2
„ Paint, minimum 1 ton ...	C	owner's risk ...	
		„ in casks and hogsheads ...	C
PRODUCE, DAIRY—		„ Victorian, in tins, or	C
Bacon, Colonial ...	1	packed in cases and	
„ Imported ...	2	casks, minimum ls. any	
Butter, minimum 10 cwt. ...	C	distance	
Cheese, Colonial ...	C	Hops, owner's risk ...	2
„ „ in 5-ton truck loads	C	„ Victorian grown, minimum	A
an allowance will		10 cwt.—Under 52 miles,	
be made of 5 per		minimum charge of 7s. 6d.	
cent.		Horns and Hoofs ...	C

* When trucks are loaded to their full carrying capacity, an allowance of 8d. per ton on weight over 6 tons per truck will be made.

Abbreviations.—WR, Wheat Rate; P&L, Piles and Logs; F, Firewood; 1, First Class; 2, Second Class; 3, Third Class.

	Class		Class
Salt Manure, Colonial, minimum 3s. 9d.; up to 72 miles; over 72 miles 10 cwt.	WR	Shot	2
Saltpetre	1	,, Cannon, not loaded	C
,, to powder factories	B	,, ,, loaded (see Explosives)	3
Salt Pork or Beef, in casks	1	Shop and Counter Fittings	3
Samples, Commercial Travellers', owner's risk	3	Shovels and Spades, in cases	1
Sand, Black, in truck loads of 6 tons (see page)	F	,, ,, in bundles	2
,, Building, in truck loads of 6 tons (see page)	F	Shrubs and Trees, in packages	2
Sashes, Window	3	,, ,, loose, in 5-ton lots	C
,, Weights	1	Silk Goods, in cases, owner's risk	3
Sauces	2	Silver (see page)	
,, Victorian	B	,, Leaf	3
Sausages	2	Signboards	3
,, Skins	2	Skins, Sheep	C
Saws	3	,, Kangaroo, Rabbit, Opossum	C
Sawn Timber, in truck loads of 6 tons (see page)	F	,, Grape, crushed	Cereal
,, Fencing Timber, in truck loads of 6 tons (see page)	F	Skirtings and Mouldings, Wooden	C
Sawdust, in truck loads of 6 tons (see page)	F	Slates, Roofing	C
Scab Specific	2	,, in truck loads of 6-ton	B
Scaffolding Poles, in truck loads of 6 tons (see page)	P&L	,, School and Pencils, in cases	2
Scales and Beams	3	,, ,, in packages	3
Scenery, Theatrical, owner's risk	3	,, Slabs, for tanks	2
Schools, Portable	2	Sleepers, in truck loads of 6 tons (see page)	F
Scientific Instruments, owner's risk	3	Smoking Tobacco, owner's risk	3
Scrap Iron, in truck loads of 6 tons (see page)	F	Snuff	3
Screenings, metal and coke, tarred and untarred, in truck loads of 6 tons (see Coal)		Soap, Fancy	3
,, Asphalt (see Coal)		,, Household	C
Screws and Rivets	1	,, ,, in 5-ton lots on Up journey	B
,, Jacks	2	,, Powder	2
Scythe Blades	2	Soda, Ash	1
,, Stones	2	,, Caustic and Potash	1
Seaweed, in 5-ton truck loads	A	,, Bicarbonate of	2
Seeds, Agricultural, minimum 3s. 9d. under 67 miles; 10 cwt. 67 miles and upwards	Cereal	,, Crystals	1
Sewing Machines, owner's risk	3	,, Nitrate of, to country powder factories	B
Sieves, owner's risk	3	,, Potash	1
Semolina	2	,, Washing	1
Sharps	WR	,, Water Machines	3
Shafts and Bars, Dray	2	Softwood Timber, dead weight	C
,, ,, Gig and Carriage	2	Spalls (see page)	F
Shale	A	Specie, Gold (see page)	
Shapes, Hat	3	,, Silver (see page)	
Sheep (see Live Stock)		,, Copper (see page)	
,, Store (see Live Stock)		Specimens, Natural History, owner's risk	3
,, Wash, Tobacco	2	Spent Tan (see page)	F
Shell Fish (see page)		Spices, Ground	3
Shell, Cannon, loaded (see Explosives)	3	Spirits, bottled, owner's risk	3
,, ,, not loaded	C	,, in bulk, owner's risk	2+20
Sheet, Zinc	2	,, Colonial, in bulk, distiller's certificate required	1
,, Iron	2	,, of Tar	3
,, Brass and Copper	2	,, Methylated	3
,, Lead	2	,, of Wine	3
Shingles, in truck loads of 6 tons (see page)	F	Spokes, Felloes, and Naves, manufactured, in 5-ton lots, otherwise First class	B
Shoes and Boots	3	Sponges, double rate	3
Shooks	C	Sporting Cartridges (see Explosives)	3
		,, Powder in flasks (see Explosives)	3
		Spouting, galvanized, and cast iron	2
		,, Guttering, Ridging, galvanized iron	2
		Springs, Carriage	2
		,, Truck	2
		,, Furniture	3
		Stakes, Vine (see page)	F

Abbreviations.—WR, Wheat Rate; P&L, Piles and Logs; F, Firewood; 1, First Class; 2, Second Class; 3, Third Class.

	Class		Class
Stamper Heads and Boxes ...	C	Softgoods— <i>continued.</i>	
Starch, Imported ...	3	Boots and Shoes ...	3
" Victorian ...	2	Boxes, Hat, double rate ...	3
Stationery, owner's risk ...	3	Canvas, in bales and bolts ...	2
Staves, in truck loads of 6 tons (see page)	F	Carpeting, Printed, felt ...	3
Steel, plate, bar, and rod... ..	C	" Felting ...	3
" in truck loads of 6 tons ...	B	" Floorecloths ...	3
" Castings, rough ...	C	" and Drugging ...	3
" " turned and polished, light and fragile	3	" Rugs and Wool Mats ...	3
" Cordage ...	2	Clothing, manufactured, owner's risk	3
" Sheet ...	2	" Oiled, owner's risk ...	3
Stone-breaking Machines ...	3	Coir Matting ...	2
Stone, Building, Carved, owner's risk	2	Cotton Fabrics ...	2
" Grave, finished, owner's risk	3	Drapery, owner's risk ...	3
" " rough, owner's risk ...	2	Duck ...	3
" Kerb, Building, and Flagging, in truck loads of 6 tons (see page)	Cereal	Fancy Goods, owner's risk ...	3
" Pumice ...	2	Feathers and Ornamental Plumes, owner's risk	3
" Ware, in casks and cases	3	Flock ...	3
" " in crates ...	2	Gloves, owner's risk ...	3
Stocks, undressed, in truck loads of 6 tons (see page)	F	Haberdashery, owner's risk ...	3
Store Cattle and Sheep (see Live Stock)		Hats of all kinds, owner's risk ...	3
Stoves and Stove-pipes, owner's risk	3	Hat Shapes ...	3
Straw (see page)		Hosiery, owner's risk ...	3
Strawboard, 5-ton lots ...	C	Kapok, hydraulic pressed ...	2
Straw Envelopes for bottles ...	1	" not hydraulic pressed ...	3
" and Hay, loose (see page)		Linen Fabrics ...	3
" " hydraulic pressed	Cereal	Mats ...	3
Sugar ...	1	" Coir ...	2
" in truck loads of 6 tons	C	Matting, Coir and Jute ...	2
" Loaf, broken, in bags, for manufacturing purposes	2	" Chinese ...	3
" Lump ...	2	Millinery, in cases, owner's risk ...	3
Sulphur... ..	B	Quilts, Cosies, &c. ...	3
Sulphate of Iron ...	C	Rugs, Waterproof ...	3
Sulkies (see Vehicles) ...		" Horse Clothing ...	3
Sumach ...	2	Silk Goods, owner's risk ...	3
Sundries, in cases, casks, and packages, contents not otherwise specified	3	Tarpaulins ...	2
Syphons, Sodawater, owner's risk ...	3	Tents ...	2
SADDLERS' GOODS—		Toys ...	3
Dray Harness ...	2	Umbrellas and Parasols, owner's risk	3
Duck ...	3	Upholsterers' and Coach Trimmings	3
Fibre, Coconut ...	2	Woolen Fabrics ...	3
Grindery ...	3	STATIONERY—	
Hair, Upholsterers' ...	3	Bags, Paper ...	2
Harness and Saddlery ...	3	" " in 5-ton lots ...	C
Leather, in bales ...	C	Bagging, old, for paper-making ...	A
" Fancy or Bookbinders', owner's risk	3	Boxes, Cardboard, folded and packed in cases	2
Rugs, Waterproof, horse clothing	3	Books, Printed, in cases ...	3
Saddle-trees ...	3	Bookbinders' and Fancy Leathers	3
Saddlers' Ironmongery ...	3	Cartoons ...	2
Whips ...	3	Copying Presses ...	3
SFTGOODS—		Ink, Writing, owner's risk ...	3
Artificial Flowers, owner's risk ...	3	" Printing ...	2
Banners and Flags, owner's risk	3	Old Rope for paper-making ...	A
Bedding ...	3	Paper, Writing ...	3
Blankets and Flannels ...	2	" Printing ...	2
Bonnets, Fancy and Trimmed, owner's risk	3	" Wrapping ...	2
		" Patterns ...	3
		" in bales and reams ...	2
		" " " in 5-ton lots	C
		" Waste ...	A
		Rags, in bales ...	C
		School Slates and Pencils, in cases	2

Abbreviations.—WR, Wheat Rate; P&L, Piles and Logs; F., Firewood; 1, First Class; 2, Second Class; 3, Third Class.

	Class		Class
Stationery— <i>continued.</i>		Toys, owner's risk ...	3
Stationery, not otherwise specified	3	Toxa ...	1
owner's risk		Traction Engines ...	C
Strawboard, in 5-ton lots ...	C	Trays, Raisin ...	B
Type, Printing, owner's risk ...	2	Treacle, in casks, cases, and tins ...	1
		" in bottles ...	2
T.		Trees and Shrubs, in packages ...	2
Tables, Billiard or Bagatelle, owner's	3	" " loose, in 5-ton lots ...	C
risk		Tree Ferns, in truck loads of 6 tons	F
Tacks ...	3	(see page)	
Tailings, Quartz, in truck loads of	F	" Grubbers ...	1
6 tons (see page)		Tricycles, double rate, owner's risk ...	3
Tallow and Fat ...	C	Troughing ...	2
Tallow Puncheons, returned empty		Trucks, Hand ...	2
(see Empties)		" Barrows ...	2
Tan, Spent, in truck loads of 6 tons	F	" Mining, iron ...	2
(see page)		Trunks, empty ...	2
Tanks, corrugated iron, over 400	3+60%	Tubing, Copper and Brass ...	2
gallons, owner's risk		" Brass, lacquered ...	3
" corrugated iron, up to 400	3	" for diamond drills and	2
gallons, owner's risk		boilers	
" Portable, School ...	3	Tubs, Tin or other metals, in nests,	3
" Filled—tanks Third Class,		owner's risk	
contents as per Classification		" Wooden, owner's risk ...	3
Tapioca ...	2	" returned empty (see Empties)	
Tar ...	1	Turpentine, owner's risk ...	3
" in 6-ton lots ...	C	Turnery ...	3
Tartar, Cream of ...	2	Twine and Lines ...	2
Tartaric Acid ...	2	" Reaper and Binder ...	2
Tarpaulins ...	2	Type, Printing, owner's risk ...	2
Tea ...	3		
Tents ...	2	TANNERS' GOODS—	
Terra Cotta Lumber, Kerbing and		Bark, in truck loads of 4½ tons ...	A
Channelling, in truck loads of		" in less than truck loads ...	B
6 tons—Up to 10 miles, 2s. per		" Extract of ...	C
ton; over 10 miles, 6d. per ton		Cutch ...	C
additional for each succeeding 10		Cod Oil ...	C
miles or part thereof		Extract of Myrabolams ...	C
Theatrical Scenery, owner's risk ...	3	Furs, Hatters', undressed ...	3
Thistle Eradicator ...	A	Gambier ...	1
Tiles, Marble, loose, owner's risk ...	3	Hides ...	B
" " in cases, owner's risk ...	2	Kangaroo and Rabbit Skins ...	C
" Common Paving ...	A	Leather, Bookbinders' and Fancy,	3
" Drain ...	A	owner's risk	
" Roofing ...	A	" forexport, minimum 1 ton	B
Timber, Hardwood, in truck loads of	F	" in bales ...	C
6 tons (see page)		Logwood ...	C
" Softwood, dead weight ...	C	Myrabolams ...	C
" Sawn, Fencing, in truck		Skins, Sheep, Kangaroo, and	C
loads of 6 tons (see		Rabbit	
page)		Sumach ...	2
" Murray Pine, rough, in	F	Tan, Spent, in truck loads of	F
truck loads of 6 tons (see		6 tons (see page)	
page)		Valonia ...	C
Tin, Colonial, in cakes, ingots, and	C	Wattle Leaves, in 5-ton lots ...	A
bars, on Up journey only		" Bark, in truck loads of 5	A
" Bar and Ingot ...	2	tons	
" Foil ...	3		
" Ore ...	A	U.	
" Plates ...	2	Umbrellas and Parasols, owner's risk	3
" Ware ...	3	Undressed Furs ...	3
Tobacco, Smoking, owner's risk ...	3	" Pickets, in truck loads of	F
" Leaf, in bales ...	A	6 tons (see page)	
" Sheepwash, in casks ...	2	" Stocks, in truck loads of	F
Tonite (see Explosives) ...	3	6 tons (see page)	
Tools, in chests ...	2	Upholsterers' and Coach Trimmings	3
" loose ...	3	" Hair ...	3
		Upholstery and Furniture ...	3

Abbreviations.—WR, Wheat Rate; P&L, Piles and Logs; F, Firewood; 1, First Class; 2, Second Class; 3, Third Class.

	Class		Class
V.		Vehicles—continued.	
Valonia	C	... miles, 5d. per mile additional;	
Varnish, owners' risk	3	over 200 miles, 4d. per mile	
Vats, Wine (see Empties)		additional, minimum 15s.	3
Veal, Fresh, minimum 1s. 6d.	2	Carriages, Buggies, Gigs, Drays,	
Vegetables, Fresh, minimum 1s.	A	Waggons, and similar vehicles,	
Vegetable, Seeds, minimum 3s. 9d.	Cereal	in pieces, in cases, and loose, un-	
under 67 miles; 10 cwt., 67 miles		painted and in the rough	
and upwards		Sulkies, in packages, half Buggy	
Velocipedes, owner's risk	3	rates	
Venetian Blinds, owner's risk	3	Furniture Vans, returned empty...	1
Vermicelli	2	Contractors' Waggons, 6d. per mile	
Vestas and Matches, owners' risk	3	each	
Vine Cuttings, in bundles	C		
„ Yard Waste Products, class	C		
minimum		W.	
Vinegar, bottled	2	Waggons, Waggonettes, and Buggies	
„ in bulk	1	(see Vehicles)	
Vycas	2	„ without Springs (see Ve-	
		hicles)	
		„ and Buggy Poles	2
VEHICLES—		Walnuts, Victorian grown, minimum	A
Axles and Arms	2	1s. any distance	
Bicycles, complete, loose, double	3	Washing and Kitchen Boilers, open,	3
rate, owner's risk		owner's risk	
„ complete, packed in cases	3+50%	Waste, Cotton	1
or skeleton cases,		Water, in truck loads of 6 tons (see	F
owner's risk		page)	
„ in pieces, packed in cases	3	„ Mineral, Victorian, no mini-	C
Dray Shafts and Wheels	2	mum	
Felloes, Naves, and Spokes, rough	F	Wattle Leaves, for tanning, in 5-ton	A
(see page)		lots; otherwise, C class	
„ „ „ manufactured	B	rates and conditions	
Gig and Carriage Shafts, Poles,	2	„ Bark, in truck loads of 5 tons	A
and Wheels		Weighing Machines, owner's risk	3
Hose Reels and Carriages, mini-	2	Weights, Iron, Window Sash	1
mum 5 cwt.		„ „ „	1
Perambulators, boxed	3	Wheat* „	WR
„ in nests or bundles	3	„ Poisoned, for Rabbit-killing	WR
„ loose, double rate,	3	„ Meal	A
owner's risk		Wheels, Railway, rough, engine,	1
Poles, Waggon and Buggy	2	car, and waggon	
Shafts and Bars, Dray, Gig, and	2	„ bored and tired	2
Carriage		„ unbored and tired	2
Tricycles, double rate, owner's risk	3	„ Dray	2
Velocipedes, owner's risk	3	„ Fly	2
Wheels, bored and tired	2	„ Gig and Carriage...	3
„ unbored or tired	2	Wheelbarrows	2
„ Dray	2	Whips	3
„ Gig and Carriage	3	White and Red Lead	1
„ Perambulator	3	Whiting, owner's risk	1
Carriages, Buggies, Gigs, Drays,		Wickerware	3
Waggons, and similar vehicles		Willows	C
on wheels or in pieces, and in-		Window Glass, owner's risk	3
cluding shafts and wheels, in		„ Sashes	3
goods trucks by Goods train—		Wind-mills (see page)	P&L
Up to 150 miles, 4d. per mile ;		Wine Butts, Pipes, and Vats,	
over 150 to 200 miles, 3d. per		class minimum (see Emp-	
mile additional; over 200 miles,		ties)	
2d. per mile additional, mini-		„ in cases, imported, owner's	3
mum 12s. 6d.		risk	
Bullock Drays, Dobbins, Heavy		„ in bulk, imported, owner's	2+20%
Waggons, and Lorries not re-		risk	
quiring more than one four-		„ Colonial, in bulk, class mini-	A
wheeled truck—Up to 150 miles,		mum	
6d. per mile; over 150 to 200			

* When trucks are loaded to their full carrying capacity, an allowance of 6d. per ton on weight over 6 tons per truck will be made.

ERRATA.

The first-class quarterly, half-yearly, and yearly fares to Footscray and Middle Footscray should read £1 14s., £3 4s., and £6 5s. respectively (*see* p. 2718).

Pages 2654 and 2660, Acid in 5-ton lots, should read 2-ton lots.

Page 2670, Wines, Colonial, in bulk, in full truck loads should be A class, not Cereal.

Pages 2678 and 2679, Wattle Bark, should read in truck loads of $4\frac{1}{2}$ tons instead of 5 tons.

Page 2680, Wine, Colonial, should read in cases and demijohns, minimum 1s. 6d. over 101 and up to 150 miles.

SPECIAL RATES.

- All Goods—**
 Between Melbourne and Geelong—3s. per ton, except Agricultural Machines, 5s. per ton ;
 Furniture, including Pianos and Drapery, 10s. 6d. per ton.
 From Melbourne to Toongabbie—First Class, 36s. per ton ; Second Class, 39s. 10d. per ton ;
 Third Class, 46s. per ton.
- All Goods, except Galvanized Iron, Fencing Wire, Wire Netting, Salt, Cornsacks, Softwood, Iron,
 Steel (Bar, Rod, and Plate), Cement, Sugar, Rice, Bulk Beer, and Kerosene—**
 From Melbourne to Sale—40s. per ton.
 From Melbourne to Bairnsdale—40s. per ton.
- All Goods, except Agricultural Produce and Sugar—**
 From Serviceton to Stawell and intermediate stations—50 per cent. additional on Classification
 rates. Sugar—Third Class.
 From Warrnambool to Allansford—2s. 6d. per ton ; minimum charge 1s.
- A Class Goods—**
 From Warrnambool to Mortlake—6s. 6d. per ton.
- All Goods—**
 From Geelong to Camperdown and stations to Terang inclusive—23s. per ton ; minimum 3 tons.
 From Melbourne to Mortlake—30s. per ton ; minimum 3 tons.
 From Melbourne to Camperdown and stations to Terang inclusive—26s. per ton ; minimum
 3 tons.
 From Geelong to Colac—50-mile minimum.
 From Geelong to Winchelsea—25-mile minimum.
 From Melbourne A or all stations to Australian Wharf—6d. per ton added to the Melbourne
 rate.
- All Goods—**
 To lessees of V. R. Refreshment Rooms carried by Passenger train at Goods rates.
- All Goods in small packages—**
 From Melbourne to Daylesford—75 miles minimum.
- All Goods used in connexion with the Preserving Works—**
 From Port Fairy to Hamilton—12s. per ton, Class minimum.
- All Goods, in truck loads—**
 From Broadford to McDougall's Siding to private consignees (having Mr. McDougall's consent)
 —2s. 6d. per truck.
- Animals, Fish Ova, &c., for Acclimatisation Societies—Free.**
- B Class Goods—**
 From Warrnambool to Mortlake—8s. per ton.
- Baggage—**
 Between Queenscliff and Melbourne for Defence Department—50s. per ton.
- Bags, Empty, Return—**
- | | | | | | | | | | | | | | | | | | |
|---|--|--------------|---------------|-------------|-----------|-------------|--------------|----------|-------------------|-------------------|--------------------|----------|-----------|-------------|-----------|---------------|---|
| From Melbourne and
suburban stations | <table border="0"> <tr><td>To Addington</td></tr> <tr><td>To Burrumbeet</td></tr> <tr><td>To Ballarat</td></tr> <tr><td>To Clunes</td></tr> <tr><td>To Creswick</td></tr> <tr><td>To Learmonth</td></tr> <tr><td>To Midas</td></tr> <tr><td>To Mount Blowhard</td></tr> <tr><td>To North Creswick</td></tr> <tr><td>To North Learmonth</td></tr> <tr><td>To Sulky</td></tr> <tr><td>To Talbot</td></tr> <tr><td>To Tourello</td></tr> <tr><td>To Waubra</td></tr> <tr><td>To Windermere</td></tr> </table> | To Addington | To Burrumbeet | To Ballarat | To Clunes | To Creswick | To Learmonth | To Midas | To Mount Blowhard | To North Creswick | To North Learmonth | To Sulky | To Talbot | To Tourello | To Waubra | To Windermere | } To be charged mileage <i>via</i> Bacchus Marsh
if cheaper. |
| To Addington | | | | | | | | | | | | | | | | | |
| To Burrumbeet | | | | | | | | | | | | | | | | | |
| To Ballarat | | | | | | | | | | | | | | | | | |
| To Clunes | | | | | | | | | | | | | | | | | |
| To Creswick | | | | | | | | | | | | | | | | | |
| To Learmonth | | | | | | | | | | | | | | | | | |
| To Midas | | | | | | | | | | | | | | | | | |
| To Mount Blowhard | | | | | | | | | | | | | | | | | |
| To North Creswick | | | | | | | | | | | | | | | | | |
| To North Learmonth | | | | | | | | | | | | | | | | | |
| To Sulky | | | | | | | | | | | | | | | | | |
| To Talbot | | | | | | | | | | | | | | | | | |
| To Tourello | | | | | | | | | | | | | | | | | |
| To Waubra | | | | | | | | | | | | | | | | | |
| To Windermere | | | | | | | | | | | | | | | | | |
- Bark—**
 From Sale to Melbourne or Collingwood, on account of McLean Bros.—10s. per ton, minimum
 5½ tons.
- Barley and Oats—**
 From Bairnsdale to Melbourne—10s. per ton, in 6-ton truck loads.
 From Sale to Melbourne—10s. per ton, in 6-ton truck loads.
- Beans—**
 From Bairnsdale, Sale, Lindenow, Hillside, Fernbank, Maffra, and Busby Park to Melbourne—
 10s. per ton in truck loads of 6 tons.

SPECIAL RATES—*continued.*

- Beer in Bulk—
From Melbourne to Bairnsdale—20s. per ton.*
From Melbourne to Sale—20s. per ton.*
- Bluestone, for Export—
Malmesbury to Melbourne—5s. 6d. per ton.
- Bottled Beer—
From Geelong to Ballarat—19s. 6d. per ton.
From Melbourne to Ballarat—22s. 6d. per ton.
From Geelong to Beac—13s. 6d. per ton.
From Geelong to Colac—13s. 6d. per ton.
From Melbourne to Beac—16s. 6d. per ton.
From Melbourne to Colac—16s. 6d. per ton.
From Geelong to Camperdown—25s. per ton.
From Melbourne to Camperdown—28s. per ton.
From Beechworth to Melbourne, in truck loads of 5 tons—C Class rates and conditions.
- Bottles, Empty—
From Melbourne to Stawell, to be filled with Law's Balsam—C Class rates and conditions.
- Boxes—
Empty, new, in pieces, for preserving companies—B Class; minimum 2 tons.
Gold, for Associated Banks, returned empty—Free.
- Bran—
In lots of not less than 5-truck loads at a time—1s. per ton.†
- Bullion—
From Middle Footscray to Port Melbourne, owner's risk—5s. per ton. Department's risk—5s. 6d. per ton.
- Butter—
From Alberton to Melbourne—30s. per ton.
From Port Fairy Line to Melbourne or Piers—C Class, minimum 10 cwt.; maximum charge, 30s. per ton.
- C Class Goods—
From Warrnambool to Mortlake—11s. 6d. per ton.
From Portland to Casterton line stations—17s. 11d. per ton.
- C, First, and Second Class Goods—
From Port Fairy to Hamilton—15s. per ton
From Warrnambool to Hamilton—15s. per ton
From Port Fairy to Peshurst—13s. per ton
From Portland to Hamilton—13s. per ton
From Portland to Casterton—17s. 11d. per ton } Stations on the Coleraine line to have the benefit of these rates, added to the local mileage from Hamilton.
- Candles—
From Geelong to Ballarat—19s. 6d. per ton; 16s. per ton if in 6-ton truck loads.
From Melbourne to Ballarat—22s. 6d. per ton; 17s. per ton if in 6-ton truck loads.
From Melbourne to Camperdown—28s. per ton.
From Geelong to Camperdown—25s. per ton.
From Melbourne to Beac—16s. 6d. per ton.
From Melbourne to Colac—16s. 6d. per ton.
From Geelong to Beac—13s. 6d. per ton.
From Geelong to Colac—13s. 6d. per ton.
- Carrots—
From Drysdale to Melbourne—5s. per ton in truck loads of 5 tons. Stations beyond Melbourne also obtain the benefit of this rate.
- Cases, Empty, Return, Kerosene—
From Beechworth Oil Gas Co. to Melbourne and suburban stations—B rate in full truck loads.
- Cement—
From Melbourne to Bairnsdale—20s. per ton.*
From Melbourne to Sale—20s. per ton.*
- Cereal Class Goods—
From Warrnambool to Mortlake—5s. per ton.

* These rates will also apply to Boisdale, Bushy Park, Briagolong, Cowwarr, Dawson, Fernbank, Flynn's Creek, Fulham, Glengarry, Heyfield, Hillside, Lindenow, Loy Yang, Maffra, Muoro, Rosedale, Stratford, and Tinamba, with the ordinary mileage rates from Sale or Bairnsdale added if cheaper than at Classification rates.

† These rates will apply when goods are sent between Melbourne, Arden-street, Moreland, Collingwood, Kensington, Newmarket, South Kensington, Williamstown Pier, Australian Wharf, or Port Melbourne Pier; also rejects from piers and wharf to any of these places irrespective of quantity.

SPECIAL RATES—continued.

- Chaff—**
 From Bairnsdale, Sale, Lindenow, Hillside, Fernbank, Maffra, or Bushy Park to Melbourne—
 10s. per ton in full truck loads.
 From Addington
 From Burrumbet
 From Ballarat
 From Clunes
 From Creswick
 From Learmonth
 From Midas
 From Mount Blowhard
 From North Creswick
 From North Learmonth
 From Sulky
 From Talbot
 From Tourello
 From Waubra
 From Windermere
 } to Melbourne—To be charged *via* Bacchus Marsh.
- Chicory—**
 From Bairnsdale, Sale, Lindenow, Hillside, Fernbank, Maffra, or Bushy Park, to Melbourne—
 10s. per ton in 6-ton truck loads.
- Clay—**
 From Marong to Geelong—10s. per ton ; minimum, 6 tons per truck.
 From Marong to Melbourne—7s. per ton ; minimum, 6 tons per truck.
- Clay, Fire—**
 From Morwell to all stations— $\frac{3}{4}$ d. per ton per mile.
- Coal—**
 From Gippsland line to all stations— $\frac{3}{4}$ d. per ton per mile ; minimum, 2s. per ton ; minimum
 charge, 12s. per truck.
 From Gippsland line to Ballarat and stations beyond—Mileage *via* Bacchus Marsh.
 From mines in Gippsland and South Gippsland to be charged One halfpenny per ton per mile—
 Minimum 2s. per ton, 6 tons per truck. On the last day of each month sending stations
 will, however, require to take a debit with each receiving station by "To Pay" way-bill
 charging the Hon. the Treasurer at the rate of One farthing per ton per mile on all coal
 sent at above rate during such month. Receiving station to check same carefully and
 re-charge to Melbourne "A" without delay for collection, the re-charge way-bill being
 dated for same month if possible.
 For distances under 48 miles, where the actual mileage at $\frac{3}{4}$ d. per ton per mile is
 covered by the minimum charge, no debit is to be raised against the Hon. the Treasurer;
 and where it casts out over 2s. and less than 3s., only the difference between such amount
 and the minimum is to be so debited.
- Coke—**
 From Melbourne to Bendigo, for Gas Company—1d. per ton per mile, to be in cattle truck loads.
 From Melbourne to Bendigo, for Tram Company—7s. 6d. per ton, to be in cattle truck loads.
 From Melbourne to Wodonga or Bethanga Road, for Hon. J. A. Wallace, Bethanga—1d. per ton
 per mile, in full truck loads.
 From Melbourne to Spottiswoode, for T. Robinson and Co.—2s. per ton, First Class minimum.
- Corn Sacks—**
 From Melbourne to Bairnsdale—20s. per ton.*
 From Melbourne to Sale—20s. per ton.*
- Cylinders—**
 From Melbourne to Dimboola—10 gallons, 5d. each.
- Drain Pipes—**
 From Epsom to Melbourne (Prince's-bridge)—14s. 1d. per ton ; minimum, 2 tons.
- Drums, Empty—**
 From Melbourne to Dimboola—5 gallons, 2d. each ; 10 gallons, 4d. each.
- Electric Light Poles—**
 From Bairnsdale to Melbourne—Exempt from percentage charges on long lengths.
- Fencing Wire—**
 From Melbourne to Bairnsdale—20s. per ton.*
 From Melbourne to Sale—20s. per ton.*
- Firewood—**
 From all stations to Ballarat and Ballarat East—5d. per ton less than Classification rates.
- Firewood, Stringy-bark—**
 From all stations to Geelong—5d. per ton less than Classification rates.

* These rates will also apply to Bolisale, Bushy Park, Briangolong, Cowwarr, Dawson, Fernbank, Flyon's Creek, Fulham, Glengarry, Heyfield, Hillside, Lindenow, Loy Yang, Maffra, Munro, Rosedale, Stratford, and Tinamba, with the ordinary mileage rates from Sale or Bairnsdale added if cheaper than at Classification rates.

SPECIAL RATES—*continued.*

- Firewood, in 5-ton truck loads—
 From Sailor's Falls to Allendale—10s. 10d. per truck.
 From Mairdample to Melbourne or suburban stations of equal or lesser distances—8s. 9d. per ton. For suburban stations of greater distance, ordinary rates for the extra mileage to be added.
 From Tarnagulla to Carisbrook—To be charged at the 28 mile rate.
 From Dunolly to Maryborough—To be charged at the 13-mile rate.
 From Laurie to Maryborough—To be charged at the 20-mile rate.
 From Sailor's Falls to Kingston—To be charged at the 13-mile rate.
 From Leonard's Hill to Allendale—To be charged at the 13-mile rate.
 From Lilydale to Mitchell's Siding—To be charged 5s. per truck.
 From Raywood to Golden Square—To be charged at the 20-mile rate.
 From Wychitella to Charlton—To be charged at the 13-mile rate.
- First Class Goods—
 From Warrnambool to Mortlake—14s. per ton.
 From Portland to Casterton—19s. 1d. per ton.
 From Portland to Casterton line stations—19s. 1d. per ton.
- Flour—
 From Kerang to Melbourne—179-mile rate.
 From Maffra to Sale—2s. per ton in truck loads of 6 tons.
 In lots of not less than 5-truck loads at a time—1s. per ton.†
 From Talbot to Clunes—To be charged at the 10-mile rate.
 From Donald to mill siding—6d. per ton.
 From Elmore to Rochester—2s. per ton.
- Flowers—
 For Charitable Institutions—Free.
- Freestone—
 From Grampians to Melbourne—1d. per ton per mile.
 From Trafalgar to Melbourne—1d. per ton per mile.
- Fruit—
 To lessees of V.R. fruit stalls, carried by passenger train, at Goods rates.
- Goods, carried at Firewood rate—
 From Sailor's Falls to Creswick—To be charged at the 20-mile rate.
- Grain—
 In lots of not less than 5-truck loads at a time—1s. per ton.†
- Granite, for Export—
 From Harcourt to Melbourne or Piers—7s. per ton.
- Grass, compressed in bales, for Paper-making—
 From Portland to Geelong—To be charged Firewood rates.
- Gravel—
 From Pyalong to Melbourne—4s. 3d. per ton in full truck loads.
 From Chewton to Flemington Race-course, for Victorian Racing Club—4s. per ton in full truck loads.
 From Chewton to Caulfield, for Victorian Amateur Turf Club—8s. per ton in full truck loads.
- Hay, Hydraulic Pressed—
 From Addington
 From Burrumbeet
 From Ballarat
 From Clunes
 From Creswick
 From Learmonth
 From Midas
 From Mount Blowhard
 From North Creswick
 From North Learmonth
 From Sulky
 From Talbot
 From Tourello
 From Waubra
 From Wandermere
 } to Melbourne—Mileage via Bacchus Marsh.

* These rates will also apply to Holsdale, Bushy Park, Briagolong, Cowwarr, Dawson, Fernbank, Flynn's Creek, Fulham, Glengarry, Heyfield, Hillside, Lundenow, Low Yang, Madra, Munro, Rosedale, Stratford, and Tinamba, with the ordinary mileage rates from Sale or Bairnsdale added if cheaper than at Classification rates.

† These rates will apply when goods are sent between Melbourne, Arden-street, Moreland, Collingwood, Kensington, Newmarket, South Kensington, Williamstown Pier, Australian Wharf, or Port Melbourne Pier; also rejects from piers and wharf to any of these places irrespective of quantity.

SPECIAL RATES—continued.

- Hides—**
From Melbourne or Collingwood to Sale, on account of McLean Bros.—12s. 6d. per ton, with Class minimum.
- Iron, Bar, Plate, Rod, Galvanized—**
From Melbourne to Bairnsdale—20s. per ton.*
From Melbourne to Sale—20s. per ton.*
From Melbourne to Bendigo—29s. 2d. per ton.
From Melbourne to Camperdown—28s. per ton.
From Geelong to Camperdown—25s. per ton.
From Geelong to Ballarat—17s. per ton; in 6-ton truck loads, 15s. per ton.
From Melbourne to Ballarat—20s. per ton; in 6-ton truck loads, 17s. per ton.
From Melbourne to Beacac—16s. 6d. per ton.
From Melbourne to Colac—16s. 6d. per ton.
From Melbourne to Bendigo—29s. 2d. per ton, in 2-ton lots.
From Melbourne to Eaglehawk—30s. 8d. per ton, in 2-ton lots.
From Melbourne to Maryborough—35s. per ton, in 2-ton lots.
From Geelong to Beacac—13s. 6d. per ton.
From Geelong to Colac—13s. 6d. per ton.
From Melbourne to Spottiswoode, on account of T. Robinson and Co.—3s. per ton, First Class minimum.
- Kerosene—**
From Geelong to Ballarat—19s. 6d. per ton; in truck loads of 4 tons, 16s. per ton.
From Melbourne to Ballarat—22s. 6d. per ton; in truck loads of 4 tons, 17s. per ton.
From Melbourne to Beacac—16s. 6d. per ton.
From Melbourne to Colac—16s. 6d. per ton.
From Geelong to Beacac—13s. 6d. per ton.
From Geelong to Colac—13s. 6d. per ton.
From Melbourne to Camperdown—28s. per ton.
From Geelong to Camperdown—25s. per ton.
From Melbourne to Bairnsdale—20s. per ton.*
From Melbourne to Sale—20s. per ton.*
For the Beechworth Gas Co.—C Class rate and conditions.
- Kerbing—**
From Brooklyn to Flinders-street—to be charged the 10 mile rate.
- Leather—**
From Bairnsdale to Melbourne—20s. per ton, class minimum.
From Sale to Melbourne or Collingwood, on account of McLean Bros.—20s. per ton, with Class minimum.
- Life Buys—**
For Victorian Humane Society—free.
- Lime—**
From Bairnsdale to Melbourne—10s. per ton. Minimum 2 tons.
From Sale to Melbourne—10s. per ton. Minimum 2 tons.
From Lilydale to Melbourne—18s. per truck of 5 tons.
From Parwan to Melbourne—to be charged the 25-mile rate.
From Rosedale to Melbourne—11s. 6d. per ton.
From Melbourne to Wodonga or Bethanga Road, on account of Hon. J. A. Wallace—1d. per ton per mile, in full truck loads.
From Mornington to Somerville—to be charged the 10-mile rate.
- Limestone—**
From Leigh Road to Lal Lal—Firewood rates.
- Live Stock—**
For Aquarium, Melbourne—free.
- Maize—**
From Bairnsdale, Sale, Lindenow, Hillside, Fernbank, Bushy Park, and Maffra, to Melbourne—10s. per ton, in 6-ton truck loads.
- Mallee Roots—**
From Inglewood to Melbourne and suburban stations—8s. per ton, in 6-ton truck loads.
- Meats, Preserved—**
From Hamilton to Port Fairy—10s. per ton, class minimum.
- Metal—**
From Lethbridge to Queenscliff—3s. 6d. per ton. Minimum 6 tons.

* These rates will also apply to Botsdale, Bushy Park, Bridgolong, Cowwarr, Dawson, Fernbank, Flynn's Creek, Fulham, Glengarry, Heyfield, Hillside, Lindenow, Loy Yang, Maffra, Munro, Rosedale, Stratford, and Thumba, with the ordinary mileage rates from Sale or Bairnsdale added if cheaper than at Classification rates.

SPECIAL RATES—*continued.*

- Milk—**
 From Korong Vale to Bendigo—to be charged the 50-mile rate.
 From Springfield to Melbourne—to be charged the 56-mile rate.
 From Dandenong to Hawksburn—to be charged the 15-mile rate.
- Oil—**
 From Melbourne or Collingwood to Sale, on account of McLean Bros.—12s. 6d. per ton, with Class minimum.
- Oilmen's Stores, which include—**Almonds, Apples (dried), Arrowroot, Bacon and Ham (colonial or imported), Baking Powder, Pearl Barley, Beeswax, Bicarbonate of Soda, Black Lead, Bleaching Powder, Blue, Bath Bricks, Candied Peel, Candy Sugar, Castor Oil, Chicory, Chocolate, Cinnamon, Cocoa, Cordials, Coffee, Cream of Tartar, Currants, Dates, Figs, Ling Fish, Dried Fruits, Ginger, Preserved Ginger, Groats, Honey, Liquorice, Matches, Condensed Milk, Molasses, Mustard, Nuts, Paper, Paper Bags, Split Peas, Pepper, Pickles, Prunes, Preserves, Preserved Meat, Raisins, Sago, Salt, Sauces, Soap (fancy), Starch, Syrup, Tapioca, Tea, Tobacco, Treacle, Vinegar, Whiting—
 From Geelong to Ballarat—19s. 6d. per ton.
 From Melbourne to Ballarat—22s. 6d. per ton.
 From Melbourne to Beac—16s. 6d. per ton.
 From Melbourne to Colac—16s. 6d. per ton.
 From Geelong to Beac—13s. 6d. per ton.
 From Geelong to Colac—13s. 6d. per ton.
 From Melbourne to Camperdown—28s. per ton.
 From Geelong to Camperdown—25s. per ton.
- Onions—**
 From Drysdale to Melbourne—5s. per ton in truck loads of 5 tons. Stations beyond Melbourne also obtain the benefit of this rate.
 From Bairnsdale, Sale, Lindenow, Hillside, Fernbank, Maffra, and Bushy Park to Melbourne—10s. per ton in truck loads of 6 tons.
- Ore—**
 From Bairnsdale to Melbourne—10s. per ton, in truck loads of 6 tons.
- Paint, Roof Cooling—**
 From Tynong to Melbourne—13s. 3d. per ton. Minimum 1 ton.
- Pelts—**
 From Echuca *ex* Euston to Melbourne—20s. per ton.
- Petroleum—**
 For Beechworth Gas Co.—92s. 7d. per ton in truck loads.
- Plants—**
 For Charitable Institutions—free.
- Plant—**
 For Deniliquin and Moama Railway Co.—1½d. per ton per mile.
- Pitchers—**
 From Lethbridge to Geelong—2s. 1d. per ton. Minimum 6 tons.
- Plaster of Paris—**
 From Lake Boga to Melbourne—14s. 11d. per ton. Minimum 6 tons.
- Plates, Tin—**
 From Port Fairy to Hamilton—12s. per ton, class minimum.
 From Melbourne to Beac—16s. 6d. per ton.
 From Melbourne to Colac—16s. 6d. per ton.
 From Geelong to Beac—13s. 6d. per ton.
 From Geelong to Colac—13s. 6d. per ton.
 From Geelong to Ballarat—19s. 6d. per ton.
 From Melbourne to Ballarat—22s. 6d. per ton.
 From Melbourne to Camperdown, 28s. per ton.
 From Melbourne to Euroa—C Class rates and conditions, also includes solder.
 From Geelong to Camperdown—25s. per ton.
- Pollard—**
 In lots of not less than 5 truck loads at a time—1s. per ton.*
- Potatoes—**
 From Bairnsdale to Melbourne—10s. per ton in 6-ton truck loads.
 From Lindenow, Hillside, Fernbank, Maffra, and Bushy Park to Melbourne—10s. per ton, in truck loads of 6 tons.
 From Sale to Melbourne—10s. per ton.

* These rates will apply when goods are sent between Melbourne, Arden-street, Moreland, Collingwood, Kensington, Newmarket, South Kensington, Williamstown Pier, Australian Wharf, or Port Melbourne Pier. Also rejects from piers and wharf to any of these places irrespective of quantity.

SPECIAL RATES—*continued.*Potatoes—*continued.*

- From Kirkstall to Melbourne—11s. per ton in truck loads, and to suburban stations the ordinary mileage rates from Melbourne added.
- From Crossley to Melbourne—11s. per ton in truck loads of 6 tons, and to suburban stations the ordinary mileage rates from Melbourne added.
- From Koroit to Melbourne—11s. per ton in truck loads, and to suburban stations the ordinary mileage rates from Melbourne added.
- From stations, Illova to Terang inclusive, to Melbourne—10s. per ton in truck loads, and to suburban stations the ordinary mileage rates from Melbourne added.
- Stored at Upper and Lower Ferntree Gully—to be charged 6d. per ton per week.

Pottery—

- From Epsom to Melbourne—14s. per ton in truck loads of 5 tons.
- From South Brunswick to Bendigo—13s. 6d. per ton in truck loads of 5 tons.

Potteryware—

- From Bendigo to Melbourne, from the Bendigo Pottery Co.—13s. 7d. per ton, in 5-ton truck loads.

Raspberries—

- From Yarra Glen to Melbourne, from Mr. W. Randall—20s. per truck.

Reeds, Compressed, in bales for Paper-making—

- From Portland to Geelong—Firewood rates.

Rice—

- From Melbourne to Bairnsdale—20s. per ton.*
- From Melbourne to Sale—20s. per ton.*
- From Geelong to Ballarat—17s. per ton, if in 6 ton truck loads 16s. per ton.
- From Geelong to Beeac—13s. 6d. per ton.
- From Geelong to Colac—13s. 6d. per ton.
- From Melbourne to Beeac—16s. 6d. per ton.
- From Melbourne to Colac—16s. 6d. per ton.
- From Melbourne to Ballarat—20s. per ton, in truck loads of 6 tons 17s. per ton.
- From Melbourne to Bendigo—25s. per ton, First Class minimum.
- From Melbourne to Maryborough—30s. per ton, First Class minimum.
- From Melbourne to Camperdown—28s. per ton.
- From Geelong to Camperdown—25s. per ton.

Road Metal—

- From the Penal Department, Coburg— $\frac{1}{2}$ d. per ton per mile in full truck loads; minimum 10s.

Salt—

- From Melbourne to Bairnsdale—20s. per ton.*
- From Melbourne to Sale—20s. per ton.*
- From Moolap to Melbourne—3s. 6d. per ton.

Sand—

- From Frankston to Melbourne and suburban stations not over 36 miles distant—1s. 7 $\frac{1}{2}$ d. per ton, in lots of 10 full truck loads.
- Pyalong to Melbourne—4s. 3d. per ton in full truck loads.

Second Class Goods—

- From Warrnambool to Mortlake—17s. 6d. per ton.
- From Portland to Casterton—20s. 9d. per ton.
- From Portland to Casterton Line Stations—20s. 9d. per ton.

Sedges, Compressed, in bales for Paper-making—

- From Portland to Geelong—Firewood rates.

Shooks—

- From Footscray to Albany—A Class rates and conditions.
- From Footscray to Echuca—A Class rates and conditions.
- From Melbourne to Albany—A Class rates and conditions.
- From Melbourne to Echuca—A Class rates and conditions.

Skins—

- From Echuca *ex* Riverina to Melbourne, South Kensington, Newmarket, Port Melbourne, and Williamstown Piers—30s. per ton.
- From Hamilton to Port Fairy—10s. per ton.
- From Wahgunyah *ex* Riverina to Melbourne, South Kensington, Newmarket, Port Melbourne, and Williamstown Piers—36s. per ton.
- From Wodonga *ex* Riverina to Melbourne, South Kensington, Newmarket, Port Melbourne, and Williamstown Piers—38s. 9d. per ton.
- From Yarroweyah *ex* Riverina to Melbourne, South Kensington, Newmarket, Port Melbourne, and Williamstown Piers—31s. per ton.

* These rates will also apply to Botsdale, Bushy Park, Brigolong, Cowwarr, Dawson, Fernbank, Flynn's Creek, Fulham, Glengarry, Heyfield, Hillside, Lindenow, Loy Yang, Maffra, Munro, Rosedale, Stratford, and Tinamba, with the ordinary mileage rates from Sale or Bairnsdale added if cheaper than at Classification rates.

SPECIAL RATES—continued.

- Skins—continued.**
 From Kerang *ex Riverina* to Melbourne, South Kensington, Newmarket, Port Melbourne, and Williamstown Piers—38s. per ton.
 From Sale to Melbourne or Collingwood, for McLean Bros.—20s. per ton, class minimum.
- Skins, Rabbit—**
 From Preserving Factory, Euroa, to Melbourne or Suburban Stations—B Class rates and conditions.
 From Preserving Factory, Stonyford, to Melbourne or Suburban Stations—B Class rates and conditions.
 From Preserving Factory, Hamilton, to Port Fairy—10s. per ton, class minimum.
- Soap—**
 From Sale to Bairnsdale—10s. per ton, with First Class minimum.
- Soda, Caustic; Resin, Silicate of Soda, Ash—**
 From Melbourne to Wangaratta—C Class, in truck loads of 6 tons.
 From Melbourne to Echuca—C Class, in truck loads of 6 tons.
- Soda Crystals—**
 From Castlemaine to Melbourne in 4-ton lots—B Class rates and conditions.
- Spirits in case and bulk—**
 From Geelong to Ballarat—19s. 6d. per ton.
 From Geelong to Beac—13s. 6d. per ton.
 From Geelong to Colac—13s. 6d. per ton.
 From Melbourne to Beac—16s. 6d. per ton.
 From Melbourne to Colac—16s. 6d. per ton.
 From Melbourne to Camperdown—28s. per ton.
 From Geelong to Camperdown—25s. per ton.
 From Melbourne to Ballarat—22s. 6d. per ton.
- Steel—**
 From Melbourne to Spottiswoode, for T. Robinson and Co.—3s. per ton, class minimum.
- Stevedoring—**
 Charges at Echuca—Wool, 2d. per bale; goods, 1s. per ton; sleepers, 1s. per ton; logs and sawn timber, 1s. 3d. per ton.
- Stone, Dressed—**
 From Brooklyn to Flinders-street—10-mile rate.
- Stone, Undressed—**
 From Epping to Melbourne—2s. 6d. per ton.
- Straw, Pressed—**
 From Warrnambool to Melbourne—12s. 4d. per ton in truck loads of 5 tons.
- Sugar—**
 From Geelong to Ballarat—17s. per ton; in truck loads of 6 tons, 16s. per ton.
 From Geelong to Camperdown—25s. per ton.
 From Melbourne to Camperdown—28s. per ton.
 From Geelong to Beac—13s. 6d. per ton.
 From Geelong to Colac—13s. 6d. per ton.
 From Melbourne to Beac—16s. 6d. per ton.
 From Melbourne to Colac—16s. 6d. per ton.
 From Melbourne or Yarraville to Ballarat—20s. per ton; in truck loads of 6 tons, 17s. per ton.
 From Melbourne and Yarraville to Bendigo—25s. per ton, with Class minimum.
 From Melbourne and Yarraville to Maryborough—30s. per ton, with Class minimum.
 From Serviceton to Stawell and intermediate stations—Third Class rates.
 From Melbourne to Bairnsdale—20s. per ton.*
 From Melbourne to Sale—20s. per ton.*
- Sundry Fellmongers' Goods—**
 From Melbourne or Collingwood to Sale, for Messrs. McLean Bros.—12s. 6d. per ton, Class minimum.
- Tallow—**
 From Eaglehawk to Melbourne, South Kensington, Newmarket, Williamstown, and Port Melbourne Piers—26s. per ton; minimum, 2 tons.
 From Bendigo to Melbourne, South Kensington, Newmarket, Williamstown, and Port Melbourne Piers—25s. per ton; minimum, 2 tons.
 From Echuca *ex Euston* to Melbourne, South Kensington, Newmarket, Williamstown, and Port Melbourne Piers—20s. per ton; minimum, 2 tons.
 From Echuca *ex Riverina* to Melbourne, South Kensington, Newmarket, Williamstown, and Port Melbourne Piers—30s. per ton; minimum, 2 tons.

* These rates will also apply to Boldsdale, Bushy Park, Briarolong, Cowwarr, Dawson, Fernbank, Flynn's Creek, Fulham, Glengarry, Heyfield, Hillside, Lindenow, Loy Yang, Maffra, Munro, Rosedale, Strarford, and Tinnaba, with the ordinary mileage rates from Sale or Bairnsdale added if cheaper than at Classification rates.

SPECIAL RATES—continued.

Tallow—continued.

- From Wahgunyah *ex* Riverina to Melbourne, South Kensington, Newmarket, Williamstown, and Port Melbourne Piers—36s. per ton; minimum, 2 tons.
- From Wodonga *ex* Riverina to Melbourne, South Kensington, Newmarket, Williamstown, and Port Melbourne Piers—38s. 9d. per ton; minimum, 2 tons.
- From Yarrawong *ex* Riverina to Melbourne, South Kensington, Newmarket, Williamstown, and Port Melbourne Piers—31s. per ton; minimum, 2 tons.
- From Kerang *ex* Riverina to Melbourne, South Kensington, Newmarket, Williamstown, and Port Melbourne Piers—38s. per ton; minimum, 2 tons.
- From Geelong to Australian Wharf—3s. 6d. per ton.
- From Williamstown to Australian Wharf—3s. 6d. per ton.
- From Sale to Melbourne or Collingwood, for Messrs. McLean Bros.—12s. 6d. per ton, class minimum.

Tea—

- From Geelong to Ballarat—19s. 6d. per ton.
- From Geelong to Camperdown—25s. per ton.
- From Melbourne to Camperdown—28s. per ton.
- From Melbourne to Beac—16s. 6d. per ton.
- From Melbourne to Colac—16s. 6d. per ton.
- From Geelong to Beac—13s. 6d. per ton.
- From Geelong to Colac—13s. 6d. per ton.
- From Melbourne to Ballarat—22s. 6d. per ton.

Terra Cotta Lumber—

- From Yarrawong to Melbourne—9s. 6d. per ton in truck loads of 6 tons.

Timber, Hardwood, Sawn—

- From Wandong to Ballarat and stations beyond—Mileage *via* Bacchus Marsh; minimum distance, 125 miles.
- From Gippsland lines to Ballarat and stations beyond—Mileage *via* Bacchus Marsh; minimum distance, 125 miles.

Timber, Softwood—

- From Geelong to Ballarat—17s. per ton; in truck loads of 4 tons, 16s. per ton.
- From Geelong to Beac—13s. 6d. per ton.
- From Geelong to Colac—13s. 6d. per ton.
- From Geelong to Camperdown—25s. per ton.
- From Melbourne to Camperdown—28s. per ton.
- From Melbourne to Beac—16s. 6d. per ton.
- From Melbourne to Ballarat—20s. per ton; in truck loads of 4 tons, 17s. per ton.
- From Melbourne to Bendigo—25s. per ton, in lots of 2 tons.
- From Melbourne to Eaglehawk—26s. 3d. per ton, in lots of 2 tons.
- From Melbourne to Maryborough—27s. 6d. per ton, in lots of 2 tons.
- From Melbourne to Colac—16s. 6d. per ton.
- From Melbourne to Alberton—30s. per ton; minimum, 1 ton.
- From Melbourne to Bairnsdale—20s. per ton.*
- From Melbourne to Sale—20s. per ton.*

Timber, Sawn—

- From Sailor's Falls to Kingston—13 miles rate.
- From Leonard's Hill to Allendale—13 miles rate.

Tin Oxide—

- From Bairnsdale, Sale, Hillside, Lindenow, Fernbank, Maffra, and Bushy Park to Melbourne or Footscray—10s. per ton in truck loads of 5 tons.

Third Class Goods—

- Warrnambool to Mortlake—21s. per ton.
- Portland to Casterton—27s. 9d. per ton.
- From Portland to Casterton Line Stations—26s. 10d. per ton.
- From Port Fairy to Hamilton—20s. per ton.
- From Warrnambool to Hamilton—20s. per ton.
- From Port Fairy to Penshurst—17s. 6d. per ton.
- From Portland to Hamilton—17s. 6d. per ton.

Vinegar, in casks—

- From Geelong to Camperdown—25s. per ton.
- From Melbourne to Camperdown—28s. per ton.
- From Geelong to Ballarat—19s. 6d. per ton.

* These rates will also apply to Boladale, Bushy Park, Briagolong, Cowwarr, Dawson, Fernbank, Flynn's Creek, Fulham, Glangarry, Heyfield, Hillside, Lindenow, Loy Yang, Maffra, Munro, Rosedale, Stratford, and Tinamba, with the ordinary mileage rates from Sale or Bairnsdale added if cheaper than at Classification rates.

SPECIAL RATES—continued.

Vinegar, in casks—continued.

- From Melbourne to Ballarat—22s. 6d. per ton.
- From Melbourne to Beac—16s. 6d. per ton.
- From Melbourne to Colac—16s. 6d. per ton.
- From Geelong to Beac—13s. 6d. per ton.
- From Geelong to Colac—13s. 6d. per ton.

Waggons, Ballast—

- Lent to Contractors—5s. each per working day.

Water—

- Supplied to Messrs. Huddart, Parker, and Co. at *Hygeia* pier, Port Melbourne—1s. 6d. per 1,000 gallons.
- Supplied at Port Melbourne or Williamstown Piers—3s. per 1,000 gallons.

Wattle Bark—

- From Alberton to Melbourne—16s. per ton
 - From Boisdale to Melbourne—16s. per ton
 - From Bushy Park to Melbourne—16s. per ton
 - From Briagolong to Melbourne—16s. per ton
 - From Munro to Melbourne—16s. per ton
 - From Stratford to Melbourne—16s. per ton
 - From Bairnsdale to Melbourne—15s. per ton
 - From Hillside to Melbourne—15s. per ton
 - From Lindenow to Melbourne—15s. per ton
 - From Maffra to Melbourne—16s. per ton
 - From Fernbank to Melbourne—16s. per ton
 - From Casterton line stations to Melbourne—23s. per ton
 - From Casterton line stations to Geelong—20s. per ton
- } Minimum, 5 tons.

Wattle Tops—

- Little River to Melbourne, firewood rate.

Weighing Charges—

- At Mount Blowhard, drays or waggons—6d. each.
- At Mount Blowhard, chaff—6d. per ton.
- At Ballarat, chaff—1s. per 100 bags (when cheaper).

Wheat—

- From St. Arnaud to Maryborough—50-mile rate.
- From St. Arnaud to Talbot—55-mile rate.
- From St. James to Georambat—10-mile rate.
- From Donald to mill siding—6d. per ton.
- From Elmore to Rochester—2s. per ton.
- From Moreland to Williamstown Pier—2s. per ton.
- From Koondrook to Water and Kerang Mills Co.'s siding, hauled in the Company's truck by the Company's engine, no charge is made; if in Departmental trucks by the Company's engine, 1s. per ton.
- From Bairnsdale, Sale, Bushy Park, Hillside, Fernbank, Lindenow, Maffra to Melbourne—10s. per ton in truck loads of 6 tons.
- Wheat grown in New South Wales sent from Wodonga, Wahgunyah, Yarrawonga, Cobram, Yarroweyah, Strathmerton, or Echuca to Melbourne, Port Melbourne Pier, or Williamstown Pier, and exported thence to places outside of Victoria will be allowed rebate as under:—
- If grown within 15 miles north of the River Murray, 3s. per ton; over 15 miles, 4s. per ton.
- In the case of Strathmerton and Yarroweyah the distance from the north will be computed as from the respective stations.
- All claims for rebate to be sent to Traffic Auditor, accompanied by declarations as to where grown and usual proofs of export.

Wheat or Other Grain—

- From Dimboola or any intermediate station to Leoor, to Serviceton, or any station in South Australia—B Class rates and conditions.

White Pine—

- From Melbourne to Kyneton, for butter-box making, for Mr. Sutherland—12s. 6d. per ton.
- Minimum 2 tons.

Wines, in case and bulk—

- From Geelong to Ballarat—19s. 6d. per ton.
- From Geelong to Camperdown—25s. per ton.
- From Melbourne to Camperdown—28s. per ton.
- From Geelong to Beac—13s. 6d. per ton.
- From Geelong to Colac—13s. 6d. per ton.
- From Melbourne to Beac—16s. 6d. per ton.
- From Melbourne to Colac—16s. 6d. per ton.
- From Melbourne to Ballarat—22s. 6d. per ton.

SPECIAL RATES—continued.

Wine Casks for New South Wales—

From Geelong to Albury—B Class rates and conditions.
 From Geelong to Wahgunyah—B Class rates and conditions.
 From Melbourne to Albury—B Class rates and conditions.
 From Melbourne to Wahgunyah—B Class rates and conditions.

Wire Netting—

From Melbourne to Bairnsdale—20s. per ton.*
 From Melbourne to Sale—20s. per ton.*

Wool—

From Beac to Geelong—55-mile rate.
 From Elaine to Geelong—35-mile rate.
 From Elphinstone to Melbourne—70-mile rate.
 From Mortlake to Geelong—105-mile rate.
 From Mortlake to Melbourne—150-mile rate.

REBATES ON GOODS FOR RIVERINA.

Goods forwarded from Melbourne, Williamstown, or Port Melbourne to Echuca, Wodonga, Wahgunyah, Rutherglen, Chiltern, Yarrowonga, Cobram, Kerang, 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 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.	Kerang.	Swan Hill.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
A Class ...	0 1 9	0 2 1	0 2 0	0 2 0	0 2 0	0 1 11	0 1 10	0 2 1	0 2 4
B Class ...	0 2 4	0 2 11	0 2 9	0 2 8	0 2 8	0 2 7	0 2 6	0 2 9	0 3 2
C Class ...	0 3 9	0 4 6	0 4 3	0 4 3	0 4 2	0 4 1	0 4 0	0 4 5	0 5 0
First Class ...	0 4 11	0 6 0	0 5 8	0 5 6	0 5 6	0 5 4	0 5 2	0 5 9	0 6 8
Second Class ...	0 6 1	0 19 0	0 14 3	0 12 9	0 12 5	0 9 10	0 7 3	0 3 3	0 16 3
Third Class ...	1 4 3	2 6 7	1 19 10	1 17 9	1 17 3	1 13 7	1 9 11	1 10 0	2 8 2
Wire Netting	1 4 0	—	—	—	—	—	—	—	—

Cement, Plaster, Iron (Rod and Bar), Boiler Plates, Hoop Iron, Iron Standards, Slates, Steel (Bar, Rod, and Plate), if in lots of 4 tons and upwards, will be allowed rebate to net B Class rate, instead of the rebate shown for C Class rate.

Cotton, Woollen, and Silk Goods, Carpets, Rugs, and Woollen Mats will be allowed rebate to net Second Class rate.

Sugar sent *via* Echuca for Balranald or any place on the Murrumbidgee River, thence towards Narandera, will be allowed rebate of 20s. 11d. per ton if originally charged Class 1 rate, or 8s. 9d. per ton if charged C Class rate; or if sent *via* Swan Hill will be allowed rebate of 27s. 5d. and 8s. 10d. respectively.

Goods of the First, Second, and Third Classes, from Melbourne to Echuca for Balranald, will be allowed a rebate to 40s. per ton on production of the usual certificate.

* These rates will also apply to Boisdale, Bushy Park, Brlagolong, Cowwarr, Dawson, Fernbank, Flynn's Creek, Fulham, Glengarry, Heyfield, Hillside, Lindenow, Loy Yang, Maffra, Munro, Rosedale, Stratford, and Tinamba, with the ordinary mileage rates from Sale or Bairnsdale added if cheaper than at Classification rates.

REBATES ON GOODS FOR RIVERINA—continued.

Goods forwarded from Melbourne, Williamstown, or Port Melbourne to Echuca or Swan Hill, and conveyed thence by river, rail, or teams to any station on the Edwards River between Moulamein and the Wakool Junction, 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. Amount of rebate:—Echuca: A Class, 1s. 9d.; B Class, 2s. 4d.; C Class, 3s. 9d.; First Class, 4s. 11d.; Second Class, 6s. 1d.; Third Class, 2s. 3d. Kerang: A Class, 2s. 1d.; B Class, 2s. 9d.; C Class, 4s. 5d.; First Class, 5s. 9d.; Second Class, 7s. 3d.; Third Class, 30s. Swan Hill: A Class, 2s. 4d.; B Class, 3s. 2d.; C Class, 5s.; First Class, 6s. 8d.; Second Class, 16s. 3d.; Third Class, 48s. 2d.

Cement, Plaster, Iron (Rod and Bar), Boiler Plates, Hoop Iron, Iron Standards, Slates, Steel (Bar, Rod, and Plate), if in lots of 4 tons and upwards, will be allowed rebate to net B Class rate, instead of the rebate shown for C Class rate.

Cotton, Woollen, and Silk Goods, Carpets, Rugs, and Woollen Mats will be allowed rebate to net Second Class rate.

Goods forwarded from Melbourne, Williamstown, or Port Melbourne to Echuca, Kerang, or Swan Hill, and conveyed thence by river, rail, or teams to Euston, or to any destination on the Murray at or below Mildura or on the River Darling, 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.

AMOUNT OF REBATE.

Class.	Echuca.		Kerang.		Swan Hill.	
	Euston and Mildura.	Darling.	Euston and Mildura.	Darling.	Euston and Mildura.	Darling.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
A Class	0 1 11	0 1 11	0 2 1	0 2 1	0 2 4	0 2 4
B Class and Cement	0 2 4	0 3 0	0 2 9	0 2 9	0 3 2	0 3 2
C Class	0 11 3	0 18 9	0 4 11	0 12 5	0 11 4	0 18 10
First Class	1 3 5	1 10 11	1 0 3	1 7 9	1 9 11	1 17 5
Second Class	1 16 7	2 4 1	1 16 9	2 4 3	2 9 7	2 17 1
Third Class	2 17 7	3 5 1	3 3 4	3 10 10	4 1 6	4 9 0
Fencing Wire, if charged C Class	0 18 9	1 0 9	0 12 5	0 14 5	0 18 10	1 0 10
Fencing Wire, if charged B Class	0 3 0	0 5 0	...	...	...	0 0 11
Sugar, if charged Class 1	1 10 11	2 1 8	1 7 9	1 18 6	1 17 5	2 8 2
Sugar, if charged C Class	0 18 9	1 9 6	0 12 5	1 3 2	0 18 10	1 9 7
Wire Netting, if charged C Class	0 18 9	...	0 12 5	...	0 18 10	—
Wire Netting, if charged B Class	0 3 0	...	...	...	0 3 2	—
Softwood Timber, if charged C Class	1 2 9	1 2 9	0 17 11	0 17 11	1 4 4	1 4 4
Softwood Timber, if charged B Class	0 7 0	0 7 0	0 0 3	0 0 3	0 4 5	0 4 5
Kerosene, if charged Class 1	1 10 11	...	1 7 9	...	1 17 5	—
Kerosene, if charged C Class	0 18 9	...	0 12 5	...	0 18 10	—
Galvanized Iron, in cases, if charged Class 1	1 10 11	...	1 7 9	...	1 17 5	—
Galvanized Iron, in cases, if charged C class	0 18 9	...	0 12 5	...	0 18 10	—

Plaster, Iron (Rod and Bar), Boiler Plates, Hoop Iron, Iron Standards, Slates, Steel (Bar, Rod, and Plate), in lots of 4 tons and upwards, will be allowed rebate to net B Class rate, instead of the rebate shown for C Class rate.

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.
Cereal Class	19 0	Class C and Sheep Dip	51 8
Class A, Marble Slabs unmanufactured; and Wire Netting	25 4	First	68 9
Class B and Wine Casks	33 10	Second	85 10
		Third	96 10

When any goods of the First, Second, or Third Classes are consigned to any station on the New South Wales lines beyond Albury, the rates will be 67s. 9d. per ton for First Class, 84s. 10d. per ton for Second Class, and 95s. 10d. per ton for Third Class.

REBATES ON GOODS FOR RIVERINA—*continued.*

The minimum of the Cereal, A, B, and C Classes will be 2 tons; and of the First, Second, and Third 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 Cereal, A, B, C, 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, and Third 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, and Third 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 Boorobarilly; 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>
A Class ...	2 11	First ...	6 0
B Class ...	2 11	Second ...	19 0
C Class ...	4 6	Third ...	30 0

Cement, Plaster, Iron (Rod and Bar), Boiler Plates, Hoop Iron, Iron Standards, Slates, Steel (Bar, Rod, and Plate), if in lots of 4 tons and upwards, will be allowed rebate to net B Class rate, instead of the rebate shown for C Class rate.

Cotton, Woollen, and Silk Goods, Carpets, Rugs, and Woollen Mats, will be allowed rebate to net Second Class rate.

Sugar sent *via* Albury to Narandera, or any place thence to Hay or Balranald inclusive, will be allowed rebate of 31s. 3d. per ton if originally charged Class 1 rate, or 14s. 2d. per ton if charged C Class rate.

BOATS, FOR REGATTAS.

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

Boats having competed at a regatta, and having paid full freight 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., 1½d. per truck per mile; under 2 tons, full rates. Form 86A to be used.

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.

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.
Under 75 miles	s. d.	s. d.	s. d.
" 125 "	1 0	1 0	1 6
" Above 125 "	1 6	2 0	2 6
	2 6	3 0	3 6

Flour, Bran, Pollard, and Sharps forwarded from stations in the Northern, Western, and North-Eastern Districts to stations in the Eastern District or vice versa, to be charged the mileage rates to Melbourne added to the mileage rates from Melbourne to destination.

WEIGHTS OF GRAIN AND OTHER AGRICULTURAL PRODUCE.

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.

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 1s. any distance. Must be at the station half-an-hour before train-starting time, and be consigned on Form 86A.

FROZEN MEAT.

	Per Louvre Truck.	Per Tr Truck.
	s. d.	£ s. d.
From Newport to the Corporation Markets, Melbourne ...	12 6	1 5 0
" " Piers	12 6	1 5 0
From the Corporation Markets, Melbourne, to the Piers ...	12 6	1 5 0

The minimum charge for a special train to or from any of the above-mentioned places is £2 10s.

FIREWOOD, SAWN TIMBER, ETC.

Firewood—per 5 tons—up to 75 miles	5d. per mile.	} Subject to minimum as under.
" " " over 75 " "	4d. " "	
Sawn Timber " up to 75 " "	5d. " "	
" " over 75 " "	4d. " "	
" " " 150 " "	3d. " "	

CONDITIONS.

- 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.
- First Class rate to be charged for all excess weight, when the quantity is found to be in excess of that consigned.
- For distances up to 13 miles, 10s. per 5 tons; 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 5 tons per mile. Less than a truck load to be charged as a truck load or Special Class B rate.
- The Firewood rate applies to Lignite, Palings, Pickets, split or sawn, Posts and Rails, Shingles, Felloes and Spokes rough, Vine Stakes, Sleepers, Stocks undressed, Mallee Roots (carried at an allowance of 20 per cent. off Firewood rate), Mining Props and Laths, Naves (rough), Staves, Sawdust, and Murray Pine, rough; also to *Pyrites, Road Metal, Spalls, Gravel, Sand, 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, Glass (broken), and Sea Shells in full truck loads.
- Sawn Timber in lengths requiring two trucks to be charged 10 per cent. additional; three trucks, 15 per cent.; and four 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, provided the timber is for one consignee.

* Pyrites in less than truck loads, minimum 2 tons, Firewood Rates; minimum charge, 12s.

FIREWOOD, SAWN TIMBER, ETC.—continued.

The minimum truck loads are—

Ordinary trucks, 6 tons; Q and R trucks, 10 tons; QR trucks, 12 tons; two SBK trucks, 10 tons.

The following measurements are allowed per ton:—

Firewood	60 cubic feet.	} If the dead weight does not exceed 20 cwt.
Redgum and Box	...	...	55 "
Sawn Timber	...	...	30 "
Sawn Fencing Timber	...	...	30 "
Sleepers	...	...	30 "
Mining Props	...	...	30 "
Rails	...	...	40 to the ton.
Posts	...	...	30 "
Shingles	2,000 "	

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 class minimum.

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:—

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

Charges for unloading at Toorak—

Firewood, per 5-ton truck	...	...	...	s. d.
" 6 "	...	...	...	1 0
" 7½ "	...	...	...	1 3
" R "	...	...	...	1 6
" S "	...	...	...	2 6
" M "	...	...	...	3 0
Sawn Timber—Medium trucks	...	...	...	1 6
" Bogie "	...	...	...	2 0
" " "	...	...	...	4 0

The above amounts for unloading to be added to the freight in way-billing in every instance.

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

PILES, LOGS, ETC.

6d. per 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.

FILES, LOGS, ETC.—*continued.*

3. All timber in lengths requiring two trucks to be charged 10 per cent. additional; three trucks, 15 per cent.; and four 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 minimum truck loads are—

Ordinary trucks, 6 tons; Q and R trucks, 10 tons; QR trucks, 12 tons; two SBK trucks, 10 tons.

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.
Blackwood Logs, 30 feet to the ton.

Derrick Cranes.

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

Wind-mills, 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.

SCALE OF FIREWOOD LOADING.

H or Small Box Waggon—14ft. 6in. x 7ft. 5in.—To a depth of 2ft. 9in. for 5 tons.
" Large " " 17ft. 2in. x 7ft. 6in.—To a depth of 2ft. 9in. for 6 tons.
M Old Cattle Waggon, Nos. 1 to 318—17ft. 6in. x 7ft. 6in.—To a depth of 2ft. 9in. for 6 tons.
M New Cattle Waggon, Nos. 319 and upwards—19ft. 9in. x 7ft. 4in.—To a depth of 2ft. 6in. for 6 tons.

I Medium Trucks—14ft. 7in. x 7ft. 7in.—To water level for 5 tons.

" " 17ft. x 7ft. 8in. } To water level for 6 tons.
" " 17ft. 6in. x 7ft. 6in. }

Above measurements apply to all classes of short wood. Long wood to be loaded in these trucks as per diagram in circular AB 8/103, and above weights charged for.

QR Medium Bogies—34ft. 8in. x 8 feet.—To water level for Redgum and Box, 13 tons.

To water level for other wood, 12 tons.

R Medium Bogies—33ft. 8in. x 7ft. 10in.—To water level for Redgum and Box, 12 tons.

To water level for other wood, 11 tons.

S Box Bogies—27ft. 8in. x 7ft. 8in.—To a depth of 3ft. 2in. for Redgum and Box, 12 tons.

To a depth of 3ft. 5in. for other wood, 12 tons.

O Hopper Trucks (large)—To water level, Redgum and Box, 6½ tons.

" " To water level, other wood, 6 tons.

O Hopper Trucks (small)—To water level, Redgum and Box, 5½ tons.

" " To water level, other wood, 5 tons.

No margin is allowed on any of the above measurements.

Consignors must load trucks to their full capacity, as shown above, as the charge will be made whether they do so or not. Sending stations to check measurements, and in any cases of overloading to request sender to rectify same. If he fail to do so it is to be done at his expense, cost being added to way-bill charges.

(In cattle trucks the standing portion may be placed opposite the door if found more convenient.)

BRICKS, STONE, SAND, GRAVEL, ETC.

The following cubic measurements are allowed for purposes of charging freight:—

	Number of Cubic Feet per Ton.	
Bluestone, rough, longest measurements to be taken	14	
" dressed	13	
" spalls	25½	
" road metal and screenings	23	
" pitchers	19	
Freestone, Geelong (Wauru Ponds)	} when actual weight not obtainable	
" " (Barrabool)		18
" " Stawell		16
Granite, rough	} actual weight to be ascertained and charged but longest measurements not to exceed	
" dressed		14
Gravel, natural	13	
Sand	22	
Slate—flagging and slabs	25	
	14	

Bricks, ordinary size (9 inches x 4½ inches x 3 inches) to be charged 3 tons per 1,000.

GRAVEL, ROAD METAL, PITCHERS (IN SUBURBAN AREA), SAND, SCREENINGS, STONE BALLAST, SPALLS.

The following rates are charged for Gravel, Road Metal, Pitchers (in Suburban area), Sand, Screenings, Stone Ballast, and Spalls:—

	s.	d.	
For distances up to 7 miles	1	0	per ton
" 8 "	1	1	"
" 9 "	1	2	"
" 10 "	1	3	"
" 11 "	1	4	"
" 12 "	1	5	"
" 13 "	1	6	"
" 14 "	1	7	"
" 15 "	1	8	"
" 16 "	1	9	"
" 17 "	1	10	"
" 18 "	1	11	"
" 19 and 20 miles	2	0	"
" 21 miles	2	1	"
" 22 "	2	2	"
" 23, 24, 25, 26, 27, and 28 miles	2	3	"
" 29 miles	2	4	"
" 30 "	2	5	"
" 31, 32, 33, 34, 35, and 36 miles	2	6	"

Over 36 miles—Firewood rates and conditions.

The following are the measurements allowed to the ton:—

Spalls	25½	cubic feet
Road Metal, Screenings, and Stone Ballast	23	"
Sand	25	"

UNDRESSED BUILDING STONE (SUBURBAN AREA ONLY).

	s.	d.	
For distances up to 10 miles	2	0	per ton
" 23 "	2	6	"
" 36 "	3	0	"

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 :—

	<i>s.</i>	<i>d.</i>
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.

7. The standard height to which Firewood may be stacked to be nine (9) feet. A charge of 1s. per truck will be made for any firewood stacked above the standard height.

A charge of 1s. per hour per man will be made for trimming stacks. Consignees to be informed prior to the work of trimming being commenced.

HAY AND STRAW RATES.

Miles.	In Truck Loads of 4 Tons.		Miles.	In Truck Loads of 4 Tons.	
	Straw, Loose.	Hay and Millet, Loose.		Straw, Loose.	Hay and Millet, Loose.
	£ s. d.	£ s. d.		£ s. d.	£ s. d.
Up to 20 ...	0 12 6	0 14 6	Over 140 and up to 150	2 10 6	2 12 6
Over 20 and up to 25	0 14 0	0 16 0	150 " 160	2 13 0	2 15 0
" 25 " 30	0 16 0	0 18 0	" 160 " 170	2 15 6	2 17 6
" 30 " 36	0 18 0	1 0 0	" 170 " 180	2 18 0	3 0 0
" 36 " 42	1 1 0	1 3 0	" 180 " 190	3 0 6	3 2 6
" 42 " 48	1 4 0	1 6 0	" 190 " 200	3 3 0	3 5 0
" 48 " 56	1 7 0	1 9 0	" 200 " 210	3 5 6	3 7 6
" 56 " 62	1 10 0	1 12 0	" 210 " 220	3 8 0	3 10 0
" 62 " 70	1 12 0	1 14 0	" 220 " 230	3 10 6	3 12 6
" 70 " 80	1 14 0	1 16 0	" 230 " 240	3 13 0	3 15 0
" 80 " 90	1 16 0	1 18 0	" 240 " 250	3 15 6	3 17 6
" 90 " 100	1 18 0	2 0 0	" 250 " 260	3 18 0	4 0 0
" 100 " 110	2 0 6	2 2 6	" 260 " 270	4 0 6	4 2 6
" 110 " 120	2 3 0	2 5 0	" 270 " 280	4 3 0	4 5 0
" 120 " 130	2 5 6	2 7 6	" 280 " 290	4 5 6	4 7 6
" 130 " 140	2 8 0	2 10 0	" 290 " 300	4 8 0	4 10 0

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

Part of a truck to be chaged as a full truck. Loading and unloading to be done by owner. If not unloaded within 24 hours after arrival, demurrage at the rate of 4s. per truck per day of 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 *pro rata*.

Small quantities to be charged C Class with class minimum.

Hay and Straw, hydraulic pressed, Cereal rate.

Hay and Straw mixed consignments, C class rate, with class minimums.

Twisted Grass Rope for pipe-packing in truck loads, Straw rates, otherwise B Class with class minimum.

INTERCOLONIAL RATES.

Through rates for carriage of Fresh Fish and Dead Game by passenger and mixed trains between South Australian and Victorian stations.

	Charge for each 28 lbs. or part thereof.
Adelaide, Milang, and Goolwa to—	s. d.
Horsham ...	1 4
Stawell ...	1 5
Ararat ...	1 6
Hamilton ...	1 7
Ballarat ...	1 7
Melbourne ...	1 8
Echuca ...	1 9
Murray Bridge and Coonalpyn to—	
Horsham ...	1 1
Stawell ...	1 2
Ararat ...	1 3
Hamilton ...	1 4
Ballarat ...	1 4
Melbourne ...	1 5

Minimum charge as for 1 cwt.

FRUIT AND VEGETABLES BETWEEN STATIONS IN NEW SOUTH WALES AND MELBOURNE AND GEELONG.

From Blacktown, Paramatta, Seven Hills, and Sydney—in 1-ton lots—39s. per ton.
 " " " " " in 6-ton lots—26s. 8d. per ton.
 From Carlingford, Clarendon, Douglas Siding, Pymble } in 1-ton lots—41s. 2d. per ton.
 Richmond, Wentworthville, and Windsor ... } in 6-ton lots—29s. per ton.
 From any of the above-named stations, to Geelong, 3s. per ton to be added to these rates.
 Fruit Trees from Ryde to Melbourne to be charged First Class rates.

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

Ten-cwt. lots	...	...	...	...	...	...	...	...	38s. per ton.
Six-ton lots	...	...	...	...	...	...	...	...	32s. "

Terminal, 2s. per ton added.

Returned Empties, half the above rates.

JUNCTION CHARGES VICTORIA AND NEW SOUTH WALES.

All Goods per ton, 2s. 6d.; Victorian proportion, 9d.
 All Goods, minimum charge, 1s. 6d.; Victorian proportion, 6d.
 Wool, Wodonga to Albury per ton, 3s. 6d.; Victorian proportion, 9d.
 Wool, Wodonga to Albury, minimum charge, 1s. 6d.; Victorian proportion, 6d.
 Wool, Albury to Wodonga, per bale, 6d.; Victorian proportion, 2d.
 Live Stock per truck, 3s., of which amount the colony doing the haulage obtains 2s.

MALLEE LINES RATES.

Goods and Live Stock to and from the stations on the Mallee lines are to be charged the local mileage as per the Merchandise Rate Book to and from Boort, Dimboola, Donald, and Warracknabeal, as the case may be, added to the mileage rates to or from the sending station to the stations above mentioned.

All Goods and Live Stock are carried over the Mallee lines entirely at the owner's risk.

DOOKIE AND KATAMATITE TRAMWAY RATES.

Goods to and from Yabba South, Yabba North, and Youanmite are to be waybilled to and from Dookie.

The local rates charged in addition to the mileage rates as per the Merchandise Rate Book are—

				<i>s.</i>	<i>d.</i>	
Wheat	...	...	1 to 10 miles	2	0	per ton.
"	...	...	11 to 15 "	2	3	"
"	...	...	16 to 17 "	2	6	"
Barley and Oats	...	...	1 to 5 "	2	0	"
"	...	...	6 to 10 "	2	4	"
"	...	...	11 to 15 "	2	8	"
"	...	...	16 to 17 "	3	0	"
Cereal and A Classes	...	...	1 to 17 "	3	0	"
B Class	...	...	1 to 10 "	3	6	"
"	...	...	11 to 17 "	4	0	"
Wool	...	...	1 to 17 "	1	2	per bale.
C Class and First Class	...	...	1 to 12 "	5	0	per ton.
"	...	...	13 to 17 "	5	6	"
Second Class	...	...	1 to 12 "	6	6	"
"	...	...	13 to 17 "	7	0	"
Third Class	...	...	1 to 12 "	7	6	"
"	...	...	13 to 17 "	8	6	"

Live Stock, Sheep, and Cattle, 15s. per truck. Sheep in goods trucks, 7s. 6d. per truck.

LIVE STOCK RATES.

SHEEP, CATTLE, HORSES, AND PIGS.

In Truck Loads.

1 to 101 miles	9d. per truck per mile	} With
Over 101 miles and up to 150 miles—3d.	per truck per mile added to the 101-mile rate	} 5 per cent.
Over 150 miles	7d. per truck per mile for the whole journey	} added.

Terminal, 2s. per truck ; minimum, 23s. 1d. per truck, including terminal charge.

Sheep in Goods or Cattle Trucks.

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

Terminal, 1s. per truck ; minimum, 16s. per truck, including terminal charge.

The Commissioners reserve the right to supply goods or cattle trucks for the conveyance of Sheep when sheep trucks are not available, and in such cases two goods or cattle trucks will be charged as one sheep truck.

During the busy season, Sheep, for which the Commissioners cannot supply trucks on a Monday, will be carried on an "Off day"—that is, a Tuesday, Wednesday, Thursday, Friday, or Saturday, at the option of the Commissioners—at a reduction of 10 per cent. on the Ordinary rates. Full terminal.

In calculating the rates per truck for Sheep carried in goods or cattle trucks, odd pence are to be added on to make the even Sixpence.

Not more than three Cattle, or two Horses, or twenty-five Pigs, Sheep, or Goats, Two-thirds Full Truck rate. Terminal, 1s. per truck. Minimum charge 15s., including terminal.

Not more than two Cattle, or fifteen Pigs, or Sheep, or Goats, Half Full Truck rate. Terminal, 1s. per truck. Minimum charge 10s., including terminal.

Horses in trucks, per Passenger trains, 1s. 3d. per truck per mile. Terminal 2s. Minimum 35s.

Horses to Military Parades, Single rate for the double journey.

Hunters' Horses in horse-boxes, Single rate for the double journey. Minimum 12s. 6d.

One Horse in truck, Half Full Truck rate. Minimum 10s.

One Horse in horse-box, 6d. per mile. Minimum 12s. 6d.

Two small Ponies occupying one stall to be charged as one Horse.

Two Horses in horse-box, 9d. per mile. Minimum 22s. 6d.

Three Horses in horse-box, 1s. per mile. Minimum 30s.

Foal at Mare's foot is carried free.

Ponies used in Polo, Matches, in full horse-box or truck loads, Single rate for the double journey.

One Stallion or Bull in horse-box—Under two years old, 6d. per mile. Minimum 12s. 6d.

One Stallion or Bull in horse-box—Over two years old, 9d. per mile. Minimum 20s.

Two Stallions for different owners in one box, 7½d. each per mile.

One Stallion or Bull in truck—Under two years old, Half Full Truck rate. Minimum 10s.

One Stallion or Bull in truck—Over two years old, 7d. per mile. Minimum 15s.

One Head of Cattle, 3d. per mile. Minimum 7s. 6d. Calf at foot free.

No terminal charge will be made for single animals.

All animals, except Dogs, sent in vans of trains must be in skeleton cases, and weight of such cases to be included in the weight of the animals. All 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. Animals over 300 lbs. will not be taken in van of Passenger or Mixed trains.

Pigs loaded in both tiers of sheep trucks; rate and a half. Terminal 2s. per truck.

Pigs, Sheep, Calves, or Goats, in crates or cases, maximum weight 4 cwt., in vans of Goods trains, Third Class Goods rate. Minimum charge as for 2½ cwt.

One Pig, Sheep, Calf, Monkey, or Bear, in crate or case, in van of Goods train, and not exceeding 200 lbs. weight, ¾d. per mile. Over 200 lbs. weight, Third Class Goods rate. Minimum charge as for 2½ cwt. Minimum 1s.

SHEEP, CATTLE, HORSES, AND PIGS—*continued.*

One Pig, Sheep, Calf, Monkey, or Bear, in crate or case, in van of Passenger train—

Not exceeding 100 lbs. weight, 1½d. per mile.
Over 100 lbs. weight, 2d. per mile. Minimum 2s. 6d.

Dogs or Goats—Up to 12 miles, 6d. each.

Over 12 miles and up to 24 miles, 1s. each.
 " 24 " " 50 " 1s. 6d. "
 " 50 " " 75 " 2s. "
 " 75 " " 100 " 3s. "
 " 100 " " 150 " 4s. "
 " 200 " 5s. each.

Sporting Dogs, Rate and a Half for the return journey. Minimum 9d. each.

Dogs in truck loads, 1s. per truck per mile. Minimum 20s.

Dogs must be provided with chains or other sufficient means to secure them, otherwise the Commissioners will not be responsible for their safety. They must in all cases be prepaid, and must bear the address in full if unaccompanied by a passenger.

Puppies not over six months old, and Sucking Pigs in cases or cages per vans of Passenger trains, will be charged 50 per cent. additional on ordinary parcels rates.

Poultry in crates or cases, by Passenger trains, Ordinary Parcels rates.

HORSES BETWEEN MELBOURNE AND SYDNEY.

	£	s.	d.
One Horse	8	10	0
Two Horses	14	6	5
Three Horses or one Stallion	18	12	3
Live Stock between Albury and Wodonga, per truck	0	3	0

HORSES, SHEEP, CATTLE, AND DOGS BETWEEN MELBOURNE AND ADELAIDE.

One Horse, 6d. per mile.

Each additional Horse in the same box for the same owner, 1½d. per mile.

One Entire, 9d. per mile.

Sheep and Cattle, 6d. per truck per mile. Terminal, 2s. per truck.

Dogs, 10s. each.

RACE-HORSES.

Race-horses kept solely for racing, and not used for any other purpose whatsoever, will be charged one horse 6d. per mile, minimum 12s. 6d.; two horses 9d. per mile, minimum 22s. 6d.; three horses 1s. per mile, minimum 30s., 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.

GENERAL CONDITIONS.

1. In calculating the above rates, part of a mile will be charged for as a whole mile.
2. The Commissioners undertake no responsibility as to the number of Sheep, Cattle, Pigs, or Horses forwarded.

The following concessions are granted to attendants accompanying :—

- (a) Not less than three full truck loads of Live Stock or three horse-boxes, one second class free pass for the single journey.
- (b) For every train load of Live Stock, two second class free passes for the single journey.
- (c) Less than three full truck loads of Live Stock, return tickets at single fares, available for return for one month.
- (d) Less than three horse-boxes or one full truck of Stock, the privilege of travelling in vans of Goods trains at second class fares.

In all cases the attendants must travel on the outward journey by the same train as the stock.

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, Dog, 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 £5 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. The Commissioners do not undertake to forward Horses, Cattle, or other animals at or by any particular time or train, or to deliver them at any stated time or for any stated market.

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

7. 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.

8. No Sheep, Cattle, Horses, or Live Stock, which, in the judgment of the Commissioners, their officers or employés, may be infected with any disease, shall be carried on any railway, and the Commissioners, their officers, or employés may refuse to take any Sheep, Cattle, Horses, or Live Stock suspected by them to be diseased. Any 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 £20.

9. When a truck is only partly occupied by a consignment, the Railways Commissioners reserve the right to fill it up to its full carrying capacity with other stock.

10. Mixed Stock will be carried together in the same truck, provided the whole consignment belongs to one person, and the Railways Commissioners are relieved of all responsibility.

11. The number of animals must be so limited that the gross weight in any one truck shall not exceed its weight carrying capacity.

12. All orders for the conveyance of Live Stock per Goods or Stock trains are to be made to the Traffic Manager on the printed form provided for that purpose. Those sent by telegram, letter, or through a station-master or other railway officer will be subject to the same conditions as if made on the printed form.

13. Every order must be accompanied with a deposit of 20s. or actual freight when less than that amount for each truck. Recognised agents can lodge a sufficient sum to cover the extent of their orders in hand at any one time, or give a written guarantee that they will be answerable for any penalties that may be imposed if these conditions are not complied with.

14. No order can be accepted or taken till within twenty-one days of the date on which the Stock is to be conveyed.

15. An order once lodged and accepted can only be withdrawn, or number of trucks reduced at any time, not being less than three clear days before the date of conveyance, by forfeiting the amount of deposit for each truck so withdrawn.

16. No order can be withdrawn or reduced or altered within three clear days of date of conveyance, except on payment of full freight of trucks from station to station shown on the order.

GENERAL CONDITIONS—*continued*.

17. All trucks ordered under fourteen in one order, and not used on the date and at the station specified in the order, will be charged for as if used. In orders of fourteen trucks and upwards a margin of one truck to every fourteen will be allowed.

18. Live Stock must be yarded in ample time to be loaded and despatched by trains specified by Traffic Manager or Station-master. If not loaded as arranged, the Commissioners reserve the right to remove the trucks and charge full rate for them.

19. Sundays are not included in the number of days to be reckoned.

20. Horse-boxes are subject to the same regulations regarding penalties, but orders for these vehicles may be lodged with a station-master. A deposit of £1 or the actual freight, when less than that amount, must be lodged when application is made.

The acceptance of the deposit will not necessarily imply that horse-boxes ordered will be supplied. Before bringing animals forward senders will require to ascertain from the station-master that the vehicles are available. Not less than 24 hours' notice should be given when horse-boxes are required.

21. "Off-day" or Store rate is not to be charged without the Traffic Manager's special authority.

SPECIAL RATES FOR LIVE STOCK.

1. Two Shillings per truck for Sheep and Cattle and 1s. per truck for goods or cattle trucks of Sheep is to be added to the ordinary rates to Bendigo for haulage to the Cattle siding. No additional charge is to be made for Pigs which are discharged at the Bendigo Station.

Sheep consigned to Newport from the Northern and North-Eastern districts are to be charged the actual mileage *via* Melbourne.

2. On consignments of not less than 350 head of Cattle from Bourke to Newmarket, a reduction of 20 per cent. on ordinary rate is made for the whole journey. Consignments may be divided at Wodonga and sent on from there in two lots of not less than fourteen trucks at a time, the second lot must, however, be forwarded within a fortnight after arrival at Wodonga.

3. Sheep for freezing and intended for shipment will be carried at "Off-day" rate. On Mondays full rate will be charged.

Sheep sent to Newport for boiling-down purposes will be charged 20 per cent. less than ordinary Full Truck rates.

4. Race-horses sent from Caulfield to Mentone, Epsom, Aspendale, or Sandown Park race-courses for private trials, will be charged single rate for the double journey; they must, however, be returned on the same day and in the same horse-boxes.

5. Store Sheep, Cattle, Pigs, and Horses in lots of not less than one truck load will be carried from Newmarket to country stations, and from Bendigo, Ballarat, and Geelong to stations *down the lines*, at three-fourths of the published rates, but the full terminal is charged. The same concession will be allowed for store stock forwarded from stations on one line to stations on another line, provided the stock is consigned to and discharged at stations not less than 18 miles distant from Melbourne and 30 miles distant from Ballarat, Bendigo, and Geelong.

6. Brood Mares and Stallions, also Grooms' Ponies accompanying Stallions, travelling for breeding purposes during the months of July, August, September, October, November, December, and January, are to be charged ordinary rates for the outward journey, whether sent in horse-boxes or cattle trucks, but will be returned free on condition that before commencing the outward journey and previous to commencing the return journey a certificate for each animal shall be furnished when hooking the animals. Forms of certificate may be obtained from station-masters. No charge to be made for Foals at Mares' feet. Entire and Grooms' Ponies may be allowed to break their journey. The homeward journey must be completed before the end of January.

7. Horses in lots of not less than ten trucks are charged 10s. per truck from Newmarket to Port Melbourne.

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.

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, or Third 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.

BUTTER AND EGGS.

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.	} For every 56 lbs. or part thereof over 112 lbs., half the 112 lbs. rate to be added.
31 " 50 " ...	3d.	5d.	8d.	10d.	
51 " 70 " ...	4d.	8d.	1s. 0d.	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.	

C Class, minimum 10 cwt., otherwise First Class rate for Butter, and First Class rate for Eggs to be charged when less than the Package 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 rates shown in previous clause for each consignment, subject to the Class minimum.

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 Class minimum. When cheaper, such freight is to be sent at Class rates, one minimum to cover the lot.

MILK AND CREAM.

Milk and Cream, in Cans, by Passenger trains—

	PER CAN.			
	49 lbs.	84 lbs.	126 lbs.	144 lbs.
1 to 15 miles ...	Os. 3d.	Os. 4d.	Os. 5d.	Os. 6d.
16 " 30 " ...	Os. 4d.	Os. 7d.	Os. 8d.	Os. 9d.
31 " 50 " ...	Os. 5d.	Os. 10d.	Os. 11d.	1s. 0d.
51 " 70 " ...	Os. 7d.	1s. 1d.	1s. 2d.	1s. 3d.
71 " 100 " ...	Os. 8d.	1s. 4d.	1s. 5d.	1s. 6d.
101 " 150 " ...	Os. 9d.	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, Third Class rate, owner's risk or 9d. per ton per mile, Department's risk, prepaid, with class minimum.

MILK AND CREAM—continued.

Milk and Cream, in Cans, by Goods and Mixed trains—

PER CAN.

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

Over 150 miles for each succeeding 50 miles, or part thereof, 2d. per can additional.

One-fourth to be added for every 28 lbs., or part thereof, over 144 lbs. $\frac{1}{4}$ d. to be dropped, and $\frac{1}{2}$ d. to be charged as 1d.

When cheaper, C Class rate, with class minimum.

Milk skimmed, returned from factories to original senders, half rate.

Butter Milk for pigs' feed, Wheat rate.

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 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.

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

The Associated Banks (The Australasia, Victoria, London Bank, Colonial, National, New South Wales, Union, and Commercial) pay an annual sum for the carriage of their Gold and Treasure on all lines. All Gold and Treasure in charge of representatives of these banks is to be passed free. The clerks will pay the ordinary passenger fares, but no compartment is to be reserved for them. Returned empty Gold boxes for these banks to be carried free by either Goods or Passenger trains.

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 ten 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 ten 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 Chief Mechanical Engineer 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 1 mile and does not exceed 5 miles.

For distances exceeding 5 miles and not exceeding 20 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 1 mile.

RATES AT BAIRNSDALE STATION.

One mile additional to be added to Classification rates for all goods from the Bairnsdale Station to the Wharf which have been or are about to be carried by rail. Local goods to be charged as per Classification rates. Coal 1s. per ton.

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. To Crossing 9d. per ton in truck loads.

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

RATES AT SALE STATION.

One mile additional to be added to the Classification rates for all goods from the Sale Station to the Wharf which have been, or are about to be carried by rail. Local goods to be charged as per Classification rates. Coal 1s. per ton.

RATES AT WARRNAMBOOL STATION.

Between Station and Wharf—* Outwards Goods, 1s. 6d. per ton. Wool 3d. per bale.

Between Station and Wharf—* Inwards Goods, 1s. 6d. per ton. Fish in baskets, 1d. each basket, in cases 2d. per case. Minimum 5s. per truck.

From Wharf to Shed—Coal, Owners to unload, 1s. per ton.

From Wharf to Shed—Tasmanian rails, wood, 50 to a ton. Timber, 1s. per ton.

* Minimum—50 lbs. and under, 3d.; over 50 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— $\frac{1}{4}$ miles.

WOOL RATES.

RATES PER BALE, NOT OVER 4 CWT.

		s. d.			s. d.
20 miles and under	...	1 2	170 miles and under	...	7 11
26 "	"	1 5	175 "	"	8 0
35 "	"	1 10	180 "	"	8 1
45 "	"	2 2	185 "	"	8 2
50 "	"	2 7	190 "	"	8 3
55 "	"	2 11	195 "	"	8 4
60 "	"	3 4	200 "	"	8 5
65 "	"	3 7	205 "	"	8 7
70 "	"	3 10	210 "	"	8 8
75 "	"	4 2	215 "	"	8 9
80 "	"	4 5	220 "	"	8 10
85 "	"	4 8	225 "	"	8 11
90 "	"	5 0	230 "	"	9 0
95 "	"	5 3	235 "	"	9 1
100 "	"	5 6	240 "	"	9 2
105 "	"	5 8	245 "	"	9 3
110 "	"	5 11	250 "	"	9 4
115 "	"	6 1	255 "	"	9 6
120 "	"	6 4	260 "	"	9 7
125 "	"	6 5	265 "	"	9 8
130 "	"	6 7	270 "	"	9 9
135 "	"	6 10	275 "	"	9 10
140 "	"	7 0	280 "	"	9 11
145 "	"	7 2	285 "	"	10 0
150 "	"	7 4	290 "	"	10 1
155 "	"	7 6	295 "	"	10 2
160 "	"	7 9	300 "	"	10 3
165 "	"	7 10			

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, and an allowance of 20 per cent. will be made on all bales not over 3½ cwt. or exceeding 23 cubic feet in measurement.

Wool arriving at Albury by teams will be charged 6d. per bale added to the Wodonga rate for conveyance from Albury to Melbourne, Williamstown, or Port Melbourne.

Wool Albury to Wodonga, 6d. per bale, Victorian proportion 2d.

Wool Wodonga to Albury, 3s. 6d. per ton, Victorian proportion 9d.

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.
From Echuca—	s. d.	s. d.
Wool river-borne or by rail from any station on the Edwards River between Moulmein and the Wakool Junction ...	5 6	6 0
Wool river-borne to Echuca from any station on the Murray below the Murrumbidgee Junction, and from any station on the Murrumbidgee River or its tributaries ...	4 0	4 6
Wool, river-borne to Echuca from Euston and from any station on the *Darling or its tributaries ...	3 6	4 0
Dumped wool will be charged 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.		

SPECIAL RATES—continued.

	Per Bale.	
	To Melbourne, Williamstown, or Port Melbourne.†	
	Not over 300 lbs.	Not over 4 cwt.
	s. d.	s. d.
From Kerang—		
Wool river-borne to Koondrook from any station on the Murray below the Murrumbidgee Junction, or from any station on the Murrumbidgee River or its tributaries	4 9	5 3
Wool river-borne to Koondrook from Euston, or from any station on the Darling or its tributaries	4 3	4 9
From Wodonga, Wahgunyah, Echuca, Yarrawonga, or Numurkah—		
Wool by teams or by rail to Wodonga, Wahgunyah, Echuca, Cobram, Yarraweyah, Strathmerton, Yarrawonga, or Numurkah, the clip of any stations north of, or intersected by, an imaginary line drawn straight from Jingellic 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, Goombargama, 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 6
From Swan Hill—		
Ditto, ditto	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 6
From Swan Hill—		
Ditto, ditto	5 6	6 0
From Swan Hill and Echuca to Melbourne—		
Wool from any station on the Murray River below Swan Hill including Murray Downs Station—		
Swan Hill		7 11
Echuca		6 6
Dumped wool will be charged 1s. 3d. less than the 300-lb. rates.		
NOTE.—To insure these Special Rates, the name of the station of which the wool is the produce must be entered on consignment note along with the brands of the bales.		
† To Geelong, 9d. per bale added to these rates.		

GIPPSLAND SPECIAL RATES.

The rate per bale not over 4 cwt. to Melbourne, Newmarket, South Kensington, Port Melbourne Pier, or Williamstown Pier, from stations, Sale, Tinamba, Dawson, Heyfield, Cowwarr, and Briagolong to Bairnsdale inclusive, will be 4s. 6d.

WESTERN DISTRICT SPECIAL RATES.

RATES PER BALE NOT OVER 4 CWT.

Station.	To Geelong.	To Melbourne.	To Portland.	To Port Fairy.	To Warrnambool
	s. d.	s. d.	s. d.	s. d.	s. d.
Ararat	5 2	5 8	...	...	...
Maroona	4 0	4 6	3 0	3 0	3 0
Wickliffe-road	4 4	4 10	3 0	3 0	3 0

WESTERN DISTRICT SPECIAL RATES—continued.

RATES PER BALE NOT OVER 4 CWT.

Stations.	To Geelong.	To Melbourne.	To Portland.	To Port Fairy.	To Warrnambool.
	s. d.	s. d.	s. d.	s. d.	s. d.
Glenthompson	4 8	5 2	3 0	3 0	3 0
Dunkeld	5 0	5 4	3 0	3 0	3 0
Hamilton	7 4	7 8	2 8	2 8	2 8
Branxholme	7 7	7 11	2 0	...	...
Condah	7 9	8 1	1 8	...	...
Myamyn	7 10	8 1	1 8	...	...
Milltown	7 10	8 2	1 3	...	...
Heywood	8 0	8 4	1 0	...	...
Portland	8 3	8 7	...	...	...
Grassdale	7 9	8 1	2 4	...	...
Merino	7 11	8 3	3 0	...	...
Henty	8 0	8 4	3 0	3 0	3 0
Sandford	8 1	8 5	3 0	3 0	3 0
Casterton	8 2	8 6	3 0	3 0	3 0
Bochara	7 6	7 9	3 0	3 0	3 0
Wannon	7 7	7 11	3 0	3 0	3 0
Gritjurk	7 8	8 0	3 0	3 0	3 0
Coleraine	7 9	8 1	3 0	3 0	3 0
Mortlake	4 0	4 6	...	2 6	2 0
Camperdown	3 6	5 2	7 0	3 3	2 0
Boorcan	4 0	5 5	6 10	3 0	1 8
Terang	4 2	5 7	6 6	2 4	1 8
Garvoc	4 5	5 9	6 4	2 0	1 3
Panmure	4 8	6 0	6 2	2 0	1 0
Cudgee	4 8	6 0	6 0	1 8	1 0
Allansford	4 10	6 2	5 10	1 8	1 0
Warrnambool	5 2	6 4	5 6	1 3	...
Dennington	5 2	6 4	5 6	1 0	1 0
Hlowa	5 3	6 4	5 4	1 0	1 0
Koroit	5 5	6 5	5 4	1 0	1 0
Crossley	5 5	6 5	...	1 0	1 0
Kirkatall	5 5	6 5	...	1 0	1 0
Rosebrook	5 7	6 6	...	1 0	1 0
Port Fairy	5 9	6 7	...	...	1 3
Yatchaw	6 5	7 1	3 0	3 0	2 8
Croxton East	6 4	6 11	3 0	2 8	2 4
Penshurst	6 3	6 11	3 0	2 0	2 0
Purdeet	6 2	6 10	...	2 0	2 0
Minhamite	6 0	6 9	...	1 8	1 8
Hawkesdale	5 9	6 7	...	1 3	1 3
Woolsthorpe	5 7	6 6	...	1 3	1 0
Warrong	5 5	6 5	...	1 0	1 0

An allowance of 20 per cent. will be made on all bales not over 3½ cwt. or exceeding 23 cubic feet in measurement sent to Geelong, Melbourne, or Stawell from stations in the Western and North-Western Districts beyond Geelong, including the Ararat and Avoca line as far as Bung Bong; Ararat, Maroona, Wickliffe road, Glenthompson, Dunkeld, and Mortlake excepted.

Bales not over 3½ cwt. will be charged 3s. 8d. each Mortlake to Geelong.

The Camperdown Special Rates to Geelong and Melbourne will be the maximum for consignments to these places from any intermediate station, Beeac line included.

On all bales not exceeding 3½ cwt. sent to Portland, Port Fairy, or Warrnambool from stations shown in above list an allowance of 6d. per bale will be made when the freight exceeds 2s. per bale, and of 3d. when the freight is 2s. or under; minimum rate, however, to be 1s. per bale.

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 be 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	„
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	„
4. For the Carriage of Dumped Wool from the Dumping Sheds at Williamstown to the ship	0	1	„
5. Port Melbourne to Williamstown, or <i>vice versa</i>	0	9	„

* Note.—This rate is net cash. 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, and to Dalgety and Co.'s Siding, Newmarket, 6d. per bale.

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

Wool for Scouring, New Zealand Loan and Mercantile Agency Co.'s Siding and Dalgety and 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. and Dalgety and Co. from Melbourne to their Sidings at Kensington and Newmarket, 4d. per bale, and on being re-consigned to Melbourne for shipment, 4d. per bale.

Wool from No. 4 Dumping Shed, Spencer-street to Williamstown or Port Melbourne Piers, 1½d. per bale, in addition to rate between Melbourne and Piers.

Wool from No. 4 Dumping Shed, Spencer-street to the Australian Wharf to be charged 2½d. per bale.

A Special Train may be engaged to convey wool from Melbourne to Williamstown or Port Melbourne 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 89, dated 14th August, 1891.

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.

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.</i>	<i>d.</i>		<i>s.</i>	<i>d.</i>
Cement and Plaster ...	4	0	per ton.		
Earthenware and glassware ...	3	6	"		
Flax, from New Zealand ...	1	6	per bale.		
" from Singapore ...	1	0	"		
General cargo ...	5	0	per ton.		
General Goods from Port Mel- bourne Pier to Graham-street Siding ...	4	0	"		
Hollowware ...	4	0	"		
Indian and Chinese cargoes, all round, provided the whole of the cargo is sent by rail ...	3	6	"		
Iron, bar, hoop, rod, and plate	4	6	"		
Iron, pig, and broken Railway Chairs ...	3	6	"		
Iron pipes ...	4	0	"		
Kapok, hydraulic pressed ...	0	6	per bale.		
Minimums—					
Not exceeding 8 ft. ...	1	0			
Over 8 ft. and not exceeding 12 ft. ...	1	6			
Over 12 ft. and not exceeding 20 ft. ...	2	6			
Over 20 ft. at the rate of 5s. per 40 ft.					
The same rates for corresponding proportions of a ton dead weight.					
Opium ...	4	0	per pkg.		
Rails, tram ...	4	6	per ton.		
" Port Melbourne Pier to Spencer-street ...	5	0	"		
Rice ...	4	0	"		
" Port Melbourne Pier to Port Melbourne Siding ...	2	0	"		
Salt ...	4	0	"		
Sawn Timber ...	3	6	per ton.		
Sugar ...	4	0	per ton.		
Tea ...	3	6	"		
Wire Netting ...	4	0	"		
Britannia Metal ...	5s.		per ton of 40 c. ft., mini-		
Electro-plate ...			mium, 4s. per case, cask, or		
Mixed Metal ...			package, when the value		
Plated Goods ...			is £5 and upwards.		

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.

Consignees to be allowed a discount of 5 per cent. on their freight accounts, to be increased to 10 per cent. if their bills of lading are made out "Deliverable at the Railway Pier, Williamstown or Port Melbourne."

Agents of sailing vessels discharging general cargoes of merchandise at the Port Melbourne or Williamstown Piers will be allowed a rebate of 10 per cent. on the total freight from the Piers to Melbourne.

Vessels having discharged their cargoes elsewhere than at a Railway Pier, on seeking a berth to load at a Railway Pier to pay 6d. per ton register pier toll for the accommodation.

Intercolonial cargoes, inwards and outwards, taken up the Yarra by steamers and sent down by lighters are exempt from pier tolls.

OUTWARDS CARGOES.

	<i>s.</i>	<i>d.</i>		<i>s.</i>	<i>d.</i>
Antimony and other Ores ...	4	0	per ton.		
Bark, chopped, in bags ...	5	0	"		
" ground ...	4	0	"		
Basils and Skins, average size and pressed ...	0	6	per bale.		
" " large size ...	1	6	"		
" " unpressed ...	1	0	"		
Bone dust ...	4	0	per ton.		
Carriage from station to shipping	2	6	"		
Copper Coin ...	2	6	per £25.		
Flour and Grain in quantities of not less than 5 tons ...	2	0	per ton.		
Flour and Grain less than 5 tons	4	0	"		
Fruits, preserved, Colonial manufacture ...	4	0	"		
General cargo ...	5	0	"		
Gold ...	5	0	per 1,000oz.		
Hides and Calfskins ...	5	0	per ton.		
Hhds. or barrels, empty ...	0	3	each.		
Horses and Cattle ...	10	0	"		
Jewellery and Silver Plate ...	5	0	per case.		
Leather ...	1	6	per bale.		
Meat, Frozen ...	12	6	per truck		
Pigs ...	1	6	each		
Rags ...	1	6	per bale.		
Sheep, Colonial ...	1	6	each.		
" imported ...	2	6	"		
Ship's stores ...	2	6	per ton.		
Silver ...	2	6	per £500.		
Silver, in bars, in charge of owners, and at their risk ...	5	0	per 1,000oz.		
Sovereigns ...	1	3	per £1,000.		

WILLIAMSTOWN AND PORT MELBOURNE GOODS RATES, ETC.—*continued.*

OUTWARDS CARGOES—*continued.*

<p>Tallow* 4 0 per ton. Tanks, empty 2 6 each. Tolls, pier— On cargo discharged into or taken from lighters or other craft to or from Melbourne via the Yarra— General cargo... .. 2 0 per ton. Wool and Leather ... 1 0 per bale.</p>	<p>Tolls, pier—<i>continued</i>— On cargo discharged into or taken from lighters or other craft to or from any other port or place within the colony of Victoria— General cargo ... 0 4 per ton. Wool and Leather ... 0 2 per bale. Transhipments across Pier ... 2 6 per ton. Vehicles, two-wheeled ... 7 6 each. „ four-wheeled ... 10 0 „</p>
---	--

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

Scrap Iron, not for shipment, Melbourne to Williamstown Pier, 2s. per ton.

Coal from Graham-street or Bridge-street to Port Melbourne Pier, 2s. per ton, including weighing.

SCALE UPON WHICH TONNAGE ON THE UNDERMENTIONED ARTICLES IS BASED.

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

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.

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 4s. 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 4s. per truck per day demurrage.

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

For discharging, weighing, sorting, and re-loading 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 Williams-town and Port Melbourne Piers to vessels loading at the Piers, or *vice versa* ... 6d. per ton.

WILLIAMSTOWN AND PORT MELBOURNE GOODS RATES, ETC.—*continued.*

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 ten 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 each.
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 50 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 50 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 Geelong, 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.

BY-LAWS FOR RAILWAY PIERS.

- Vessels to remove from pier when cargo is discharged.
1. 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 persons guilty of a breach of this by-law shall be liable to a penalty not exceeding Twenty pounds.
- Vessels to be removed when notice is given by pier-master.
2. 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 discharge cargo beyond working hours.
3. 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.
- To be discharged at expense of agent or master.
4. 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 on behalf of the Commissioners.
- Demurrage charge for detaining trucks.
5. 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.
- No person to supply ballast unless authorized.
6. 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.
- Spars &c. not to be placed or left on pier.
7. 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.
- Charges for licences to ply for hire.
8. The tolls to be paid by boats and steamers plying for hire to and from the railway piers are fixed as follows:—
- (a) For every boat propelled by oars only, 5s. per annum.
 - (b) For every sailing boat licensed to carry ten passengers, 10s. per annum
 - (c) For every steam-boat, £10 per annum.
- No boats to ply from pier without licence.
9. 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.

BY-LAWS FOR RAILWAY PIERS—*continued.*

10. 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.

11. 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.

12. The tolls to be paid to the Commissioners by every vessel using the pier shall be at the rate of 2s. for every ton of goods and 1s. for every bale of wool or leather taken from or brought to such vessel while lying alongside the pier by lighter or other craft for or from Melbourne and the Yarra, and 4d. for every ton of goods and 2d. for every bale of wool or leather for or from any other port or place within the colony of Victoria.

Tolls on vessels.

13. 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.

Interpretation.

The common seal of the Victorian Railways Commissioners was hereunto affixed this 25th day of June, 1894, in the presence of—

(SEAL)

JAMES SYDER, Chairman.

T. H. WOODROFFE, Commissioner.

R. LOCHHEAD, Commissioner.

} Acting.

Confirmed by the Governor in Council
the 25th June, 1894.

THOS. BRISBANE,
Acting Clerk of the Executive Council.

VICTORIAN RAILWAYS.

BY-LAW No. 121.

THE ACTING VICTORIAN RAILWAYS COMMISSIONERS, in pursuance of the powers conferred by the Railways Acts, do hereby make the following By-law, and all previous By-laws conflicting therewith are hereby repealed:—

FARES AND RATES FOR CONVEYANCE BY PASSENGER TRAINS ARE FIXED AS FOLLOWS:—

- 1. Suburban Fares.
2. Fish Hawkers' Baskets.

SUBURBAN FARES.

Table with columns: STATIONS, Miles, DAILY FARES (Single/Return), MONTHLY FARES, QUARTERLY FARES, HALF-YEARLY FARES, YEARLY FARES. Rows include Melbourne (Spencer-street), Macaulay-road, Flemington-bridge, Royal Park, South Brunswick, Brunswick, Moreland, Coburg, Bell Park, North Coburg, Fawkner, Campbellfield, Campbellfield North, Somerton, Kensington, Newmarket, Ascot Vale, Moonee Ponds, Essendon, Essendon North, Pascoe Vale, Glenroy, Broadmeadows, North Melbourne, Kensington South, Footscray and Middle Footscray, Yarraville, Spottswoode, Newport, North Williamstown, Bench, Williamstown, Hatherley, Laverton, Werribee, Footscray West, Tottenham, Braybrook Junction, Albion, St. Albans, North Carlton, North Fitzroy, Northcote, Middle Northcote, Croxton, Thornbury, Preston (Bell-street), Preston (Murray-road), Preston (Regent-street), Preston (Reservoir), Clifton Hill, Collingwood, Northcote South, Fairfield Park, Alphington, Ivanhoe, Heidelberg.

SUBURBAN FARES—continued.

STATIONS.	Miles.	DAILY FARES.				MONTHLY FARES.		QUARTERLY FARES.		HALF-YEARLY FARES.		(YEARLY FARES.	
		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.	£ s. d.	£ s. d.	£ s. d.
Melbourne (Flinders-street) to—													
Montague ...	1 1/4	0 3 0	2 0 4 1/2	0 3 0	7 0 0	5 0 0	0 19 0	0 13 6	1 16 0	1 6 0	3 10 6	2 10 0	
Port Melbourne North	1 1/2	0 3 0	2 0 4 1/2	0 3 0	8 0 0	6 0 0	0 1 1 6	0 16 6	2 1 0	1 11 0	4 0 0	3 0 6	
Graham-street ...	2	0 3 0	2 0 4 1/2	0 3 0	8 0 0	6 0 0	0 1 1 6	0 16 6	2 1 0	1 11 0	4 0 0	3 0 6	
Port Melbourne	2 1/4	0 3 0	2 0 4 1/2	0 3 0	9 0 0	7 0 0	0 1 4 6	0 19 0	2 6 6	1 16 0	4 11 0	3 10 6	
South Melbourne	1 1/2	0 3 0	2 0 4 1/2	0 3 0	7 0 0	5 0 0	0 19 0	0 13 6	1 16 0	1 6 0	3 10 6	2 10 0	
Albert Park ...	1 1/2	0 3 0	2 0 4 1/2	0 3 0	8 0 0	6 0 0	0 1 1 6	0 16 6	2 1 0	1 11 0	4 0 0	3 0 6	
Middle Park ...	2 1/4	0 3 0	2 0 4 1/2	0 3 0	9 0 0	7 0 0	0 1 4 6	0 19 0	2 6 6	1 16 0	4 11 0	3 10 6	
St. Kilda ...	3 1/2	0 3 0	2 0 4 1/2	0 3 0	11 0 0	8 0 0	0 1 10 0	0 1 6 2	1 7 0	2 1 0	5 11 0	4 0 0	
Richmond ...	1 1/2	0 3 0	2 0 4 1/2	0 3 0	8 0 0	6 0 0	0 1 1 6	0 16 6	2 1 0	1 11 0	4 0 0	3 0 6	
South Yarra ...	2 1/4	0 3 0	2 0 4 1/2	0 3 0	9 0 0	7 0 0	0 1 4 6	0 19 0	2 6 6	1 16 0	4 11 0	3 10 6	
Prahran ...	3 1/4	0 3 0	2 0 4 1/2	0 3 0	11 0 0	8 0 0	0 1 10 0	0 1 6 2	1 7 0	2 1 0	5 11 0	4 0 0	
Windsor ...	4	0 4 0	3 0 6 0	1 0 4 1/2	12 0 0	9 0 0	0 1 12 6	0 13 0	3 0 3	1 6 2	4 0 6	4 5 6	
Balaclava ...	5	0 5 0	4 0 7 1/2	1 0 6	14 0 0	10 0 0	0 1 18 0	0 1 8 6	3 12 0	2 14 0	7 0 6	5 5 6	
Elsternwick ...	6	0 6 0	5 0 9 0	1 0 7 1/2	16 0 0	12 0 0	0 2 3 6	0 14 0	4 2 0	3 4 0	8 0 6	5 5 6	
North Brighton ...	7 1/2	0 8 0	6 1 0 0	0 9 1	1 0 0	15 0 0	0 2 14 0	0 2 0	6 5 3	0 3 17 0	10 0 0	7 10 6	
Middle Brighton	8 1/2	0 8 0	6 1 0 0	0 9 1	1 0 0	15 0 0	0 2 14 0	0 2 0	6 5 3	0 3 17 0	10 0 0	7 10 6	
Brighton Beach	9	0 8 0	6 1 0 0	0 9 1	1 0 0	15 0 0	0 2 14 0	0 2 0	6 5 3	0 3 17 0	10 0 0	7 10 6	
Hampton	10 1/2	0 10 0	8 1 3 0	1 0 1	1 6 0	16 0 0	0 2 18 0	0 2 3	6 5 10	6 4 2	10 15 6	8 0 0	
Saundersham	11	0 11 0	8 1 4 1/2	1 0 1	1 3 0	17 0 0	0 3 2 6	0 2 6	6 5 19	0 4 7 6	11 12 0	8 10 0	
Melbourne (Prince's-bridge) to—													
Hawksburn ...	3	0 3 0	2 0 4 1/2	0 3 0	10 0 0	8 0 0	0 1 7 0	0 1 1 6	2 11 6	2 1 0	5 0 6	4 0 0	
Toorak ...	4	0 4 0	3 0 6 0	1 0 4 1/2	13 0 0	8 0 0	0 1 15 0	0 1 3 0	3 0 3	0 2 4 0	6 10 0	4 5 6	
Armadale ...	4 1/2	0 5 0	4 0 7 1/2	0 6 0	14 0 0	9 0 0	0 1 18 0	0 1 6 0	3 12 0	0 2 9 0	7 0 6	4 15 6	
Malvern ...	5 1/2	0 5 0	4 0 8 1/2	0 7 0	15 0 0	10 0 0	0 2 2 0	0 1 8 6	4 0 0	2 14 6	7 16 0	5 5 6	
Caulfield ...	6 1/2	0 6 0	5 0 10 0	0 8 1/2	17 0 0	13 0 0	0 2 6 6	0 1 16 6	5 7 0	3 9 6	8 10 0	6 15 6	
Rosstown ...	7 1/2	0 8 0	6 1 0 0	0 9 1	1 0 0	15 0 0	0 2 14 0	0 2 0	6 5 3	0 3 17 0	10 0 0	7 10 6	
Murrumbeena	8	0 8 0	6 1 0 0	0 9 1	1 0 0	15 0 0	0 2 14 0	0 2 0	6 5 3	0 3 17 0	10 0 0	7 10 6	
Onkleigh	9 1/2	0 9 0	6 1 0 0	0 9 1	1 0 0	15 0 0	0 2 14 0	0 2 0	6 5 3	0 3 17 0	10 0 0	7 10 6	
Clayton	12	1 0 0	9 1 7 1/2	1 2 1/2	1 5 0	19 0 0	0 3 9 0	0 2 11 0	6 6 11 0	4 17 6	12 15 6	9 10 6	
Spring Vale	14 1/2	1 2 0	1 1 1 1/2	1 10 1 5 1/2	1 8 6	1 1 0	0 3 17 0	0 2 17 0	7 6 6	5 8 0	14 5 0	10 10 6	
Dandenong	18 1/2	1 6 0	1 1 1 1/2	2 4 1 8 1/2	1 4 6	1 5 0	0 4 13 0	0 3 7 6	8 17 0	6 8 6	17 5 0	12 10 6	
Glen Huntly	7 1/2	0 8 0	6 1 0 0	0 9 1	1 0 0	15 0 0	0 2 14 0	0 2 0	6 5 3	0 3 17 0	10 0 0	7 10 6	
North-road	8 1/2	0 9 0	6 1 0 0	0 9 1	1 0 0	15 0 0	0 2 14 0	0 2 0	6 5 3	0 3 17 0	10 0 0	7 10 6	
McKinnon	9	0 9 0	6 1 0 0	0 9 1	1 0 0	15 0 0	0 2 14 0	0 2 0	6 5 3	0 3 17 0	10 0 0	7 10 6	
East Brighton	9 1/2	0 9 0	6 1 0 0	0 9 1	1 0 0	15 0 0	0 2 14 0	0 2 0	6 5 3	0 3 17 0	10 0 0	7 10 6	
South Brighton	10 1/2	0 10 0	8 1 3 0	1 0 1	1 3 0	17 0 0	0 3 2 6	0 2 6	6 5 19 0	4 7 6	11 12 0	8 10 0	
Highett	11 1/2	1 0 0	9 1 6 1 1/2	1 1 1/2	4 6 0	18 0 0	0 3 6 0	0 2 9 0	6 6 5 6	4 12 6	12 4 6	9 0 0	
Cheltenham	13 1/2	1 1 0	10 1 8 1 1/4	1 4 1 7 0	1 0 1	0 3 13 0	0 2 14 0	0 6 18	6 5 3	0 13 10 0	13 6 0	10 0 6	
Mentone	14 1/2	1 2 0	10 1 1 1/2	1 5 1 1 1/2	1 8 6	1 1 0	0 3 17 0	0 2 17 0	7 6 6	5 8 0	14 6 0	10 10 6	
Mordialloc	16 1/2	1 5 0	1 1 1 1/2	2 2 1 8 1/2	1 13 0	4 0 0	0 4 9 0	0 3 5 0	8 9 0	6 3 6	16 10 0	12 0 6	
Heyington	3 1/2	0 4 0	3 0 6 0	0 4 1/2	12 0 0	8 0 0	0 1 12 6	0 1 6 3	1 6 2	1 0 6	6 0 0	4 0 0	
Kooyong	4 1/2	0 5 0	4 0 7 1/2	0 6 0	14 0 0	9 0 0	0 1 18 0	0 1 6 0	3 12 0	0 2 9 0	7 0 6	4 15 6	
Tooronga	5 1/2	0 5 0	4 0 8 1/2	0 7 0	15 0 0	10 0 0	0 2 2 0	0 1 8 6	4 0 0	2 14 6	7 16 0	5 5 6	
Gardiner	6	0 6 0	5 0 10 0	0 8 1/2	17 0 0	13 0 0	0 2 6 0	0 1 16 6	5 7 6	3 9 6	8 10 0	6 15 6	
Glen Iris	6 1/2	0 7 0	5 0 11 1/2	0 8 1/2	18 0 0	14 0 0	0 2 10 0	0 1 19 0	6 4 15	0 3 14 0	9 5 6	7 4 6	
Darling	7 1/2	0 7 0	5 0 11 1/2	0 8 1/2	1 0 0	15 0 0	0 2 14 0	0 2 0	6 5 3	0 3 17 0	10 0 0	7 10 6	
Waverley-road	8 1/2	0 8 0	6 1 0 0	0 9 1	1 0 0	15 0 0	0 2 14 0	0 2 0	6 5 3	0 3 17 0	10 0 0	7 10 6	
Riversdale	8 1/2	0 7 0	5 0 10 0	0 7 1/2	18 0 0	14 0 0	0 2 10 0	0 1 19 0	6 4 15	0 3 14 0	9 5 6	7 4 6	
Hartwell	8	0 8 0	6 1 0 0	0 9 1	1 0 0	15 0 0	0 2 14 0	0 2 0	6 5 3	0 3 17 0	10 0 0	7 10 6	
Ashburton	8 1/2	0 9 0	6 1 0 0	0 9 1	1 0 0	15 0 0	0 2 14 0	0 2 0	6 5 3	0 3 17 0	10 0 0	7 10 6	
East Richmond	2	0 3 0	2 0 4 1/2	0 3 0	8 0 0	6 0 0	0 1 1 6	0 16 6	2 1 0	1 11 0	4 0 0	3 0 6	
Burnley	2 1/2	0 3 0	2 0 4 1/2	0 3 0	9 0 0	7 0 0	0 1 4 6	0 19 0	2 6 6	1 16 0	4 11 0	3 10 6	
Hawthorn	3 1/2	0 4 0	3 0 6 0	0 4 1/2	12 0 0	8 0 0	0 1 12 6	0 1 6 3	1 6 2	1 0 6	6 0 0	4 0 0	
Barker's-road	4 1/2	0 4 0	3 0 6 0	0 5 1/2	13 0 0	9 0 0	0 1 16 6	0 1 4 6	3 9 6	2 6 6	6 15 6	4 11 0	
Kew	4 1/2	0 5 0	4 0 7 1/2	0 6 0	14 0 0	9 0 0	0 1 18 0	0 1 6 0	3 12 0	0 2 9 0	7 0 6	4 15 6	
Glenferrie	4 1/2	0 4 0	3 0 6 0	0 7 0	15 0 0	10 0 0	0 1 16 6	0 1 4 6	3 9 6	2 6 6	6 15 6	4 11 0	
Auburn	4 1/2	0 5 0	4 0 8 1/2	0 7 0	14 0 0	10 0 0	0 1 19 0	0 1 7 0	3 14 0	0 2 11 6	7 4 6	5 0 0	
Camberwell	5 1/2	0 6 0	5 0 9 0	0 7 1/2	16 0 0	11 0 0	0 2 3 6	0 1 10 0	4 2 0	2 17 0	8 0 0	5 11 0	
Canterbury	6 1/2	0 7 0	5 0 10 0	0 7 1/2	18 0 0	14 0 0	0 2 10 0	0 1 19 0	6 4 15	0 3 14 0	9 5 6	7 4 6	
Surrey Hills	7 1/2	0 8 0	6 1 0 0	0 9 1	1 0 0	15 0 0	0 2 14 0	0 2 0	6 5 3	0 3 17 0	10 0 0	7 10 6	
Mont Albert	8 1/2	0 8 0	6 1 0 0	0 9 1	1 0 0	15 0 0	0 2 14 0	0 2 0	6 5 3	0 3 17 0	10 0 0	7 10 6	
Box Hill	9 1/2	0 9 0	6 1 0 0	0 9 1	1 0 0	15 0 0	0 2 14 0	0 2 0	6 5 3	0 3 17 0	10 0 0	7 10 6	
Blackburn	10 1/2	0 11 0	8 1 5 1 1/2	1 1 1 4 0	1 4 0	18 0 0	0 3 5 0	0 2 9 0	6 6 3	6 4 12 6	12 0 6	9 0 6	
Tunstall	12 1/2	1 0 0	9 1 7 1 1/2	1 2 1 1 5 6	1 5 6	19 0 0	0 3 9 0	0 2 11 6	6 6 1	0 4 17 6	12 15 6	9 10 6	
Mitcham	13 1/2	1 1 0	10 1 8 1 1/4	1 4 1 7 0	1 0 0	0 3 13 0	0 2 14 0	0 6 18	6 5 3	0 13 10 0	13 6 0	10 0 0	
Ringwood	15 1/2	1 3 0	11 1 11 1 1/2	1 5 1 10 0	1 1 0	0 2 4 0	0 2 19 0	6 7 14	0 5 13 0	0 15 0	11 0 0		

The fares between the stations named in the margin and any other intermediate stations towards Melbourne are in no case to exceed the through fares as now shown above. Where the present daily fares between two Suburban Stations on different lines are greater than the amount a passenger would pay by re-booking, either at Melbourne or the Junction Station, then the lesser amount is to be charged.

Current ticket-holders are not entitled to a rebate.

June 27, 1894.

2720

FISH HAWKERS' BASKETS.
(Within the Suburban Residential Area.)

28 lbs. and under 3d. each
56 lbs. and under 6d. each

The common seal of the Victorian Railways Commissioners was hereunto affixed this 25th day of June, 1894, in the presence of—

(SEAL)

JAMES SYDER, Chairman.
T. H. WOODROFFE, Commissioner. } Acting.
R. LOCHHEAD, Commissioner.

Confirmed by the Governor in Council
the 25th June, 1894.

THOS. BRISBANE,
Acting Clerk of the Executive Council.

Private Advertisement.

THE UNITED COOLGARDIE GOLD MINING AND PROSPECTING SYNDICATE NO LIABILITY.

NOTICE is hereby given that the Statutory General Meeting of Shareholders of The United Coolgardie Gold Mining and Prospecting Syndicate No Liability will be held at the Mercantile Mutual Chambers, 118 Pitt-street, on the 27th day of June, 1894, at Twelve o'clock noon.

Business :

To confirm rules and regulations of the syndicate.
To elect seven directors in the place of Sir Joseph P. Abbott, Messrs. E. Reading, W. Shenstone, J. O'Brien, J. E. Scantlebury, W. Macleod, and Captain J. Broomfield, all of whom retire in terms of rules and regulations, but are eligible, and have given necessary notice that they are candidates, for re-election.

By order of the Board,

D. P. DICKSON, Manager.

6 Post Office Chambers, Pitt-street, Sydney.

1397