



# VICTORIA GOVERNMENT GAZETTE

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VICTORIAN RAILWAYS.

VICTORIAN RAILWAYS COMMISSIONERS.

## **BY-LAW No. 209.**

**T**HE Victorian Railways Commissioners, in pursuance of the powers conferred in that behalf by the Railways Acts, do hereby make the following By-law, and do hereby repeal all previous By-laws, Conditions, Practices, Instructions, Classifications, Rates, and Charges whatsoever as relate thereto or conflict therewith :—

The several Rates and Charges which shall be imposed in respect of the carriage of Goods, Wool, and Live Stock over the Victorian Railways, and the Classification and Conditions under which such Goods, Wool, and Live Stock will be carried, shall be as set forth in this By-law.

The provisions of this By-law shall become effective as from the 1st February, 1910.

1. The first part of the document discusses the importance of maintaining accurate records of all transactions and activities. It emphasizes that proper record-keeping is essential for transparency and accountability, particularly in financial matters. The text suggests that organizations should implement robust systems to track and document every aspect of their operations, from procurement to sales.

2. The second section addresses the challenges associated with data management and security. It highlights the need for organizations to protect sensitive information from unauthorized access and potential breaches. The text recommends the use of secure storage solutions and the implementation of strict access controls to ensure that data remains confidential and intact.

3. The third part of the document focuses on the importance of regular audits and reviews. It states that periodic assessments are necessary to identify areas of improvement and ensure that all processes are functioning as intended. The text encourages organizations to conduct both internal and external audits to maintain high standards of performance and compliance.

4. The fourth section discusses the role of technology in modern business operations. It notes that while technology offers numerous benefits, it also introduces new risks and complexities. The text advises organizations to stay updated on the latest technological advancements and to invest in training for their staff to ensure they can effectively utilize these tools.

5. The final part of the document provides a summary of the key points discussed and offers some concluding thoughts. It reiterates the importance of a proactive approach to risk management and the continuous improvement of organizational processes. The text concludes by stating that a commitment to excellence and a focus on the long-term success of the organization are essential for sustained growth and profitability.

## DEFINITIONS AND INTERPRETATIONS.

Wherever in the Goods Rates Book the following terms are used, such terms shall have the meaning prescribed in the definition or interpretation shown hereunder in respect of each such term :—

TERM.	DEFINITION OR INTERPRETATION.
COMMISSIONERS ... ..	The Victorian Railways Commissioners.
RAILWAYS ... ..	The lines of railway worked by the Victorian Railways Commissioners.
PIER ... ..	Any Railway Pier, Wharf, or Jetty, or any Railway Breakwater, if used as a Pier, vested in or under the jurisdiction of the Victorian Railways Commissioners.
PIERMASTER ... ..	Any Railway Piermaster, Acting or Assistant Piermaster, Station-master, Assistant Station-master, or other duly accredited employé in charge of a Pier vested in or under the jurisdiction of the Victorian Railways Commissioners.
EMPLOYE ... ..	Any officer, employé, or other person in the service of the Victorian Railways Commissioners.
CONSIGNOR ... ..	The company, firm, person, or persons consigning the goods or live stock for carriage.
CONSIGNEE ... ..	The company, firm, person, or persons to whom the goods or live stock are consigned.
CLASSIFICATION ... ..	The schedule in the Goods Rates Book specifying the various kinds and descriptions of goods and the classes in which they are placed.
CONSIGNMENT ... ..	Any parcels, goods, or live stock consigned by one <i>bond fide</i> consignor at the forwarding station to one <i>bond fide</i> consignee at the station of destination delivered on one and the same day to the Commissioners for carriage, and entered on one consignment note.
CONSIGNMENT NOTE ... ..	A form approved by the Commissioners to be used for consigning goods or live stock, and signed by the consignor or by some person authorized by him for the purpose.
LOT ... ..	Any quantity of goods of one or more classes consigned by one or more <i>bond fide</i> consignors at the same forwarding station to one <i>bond fide</i> consignee at the station of destination, and delivered to the Commissioners on one and the same day. A "Lot" may consist of one or more consignments or parts thereof.
GROUP ... ..	Any combination of two or more of the classes of goods which constitute a "Lot" or a consignment.
RATE ... ..	The charge fixed by the Commissioners for the carriage of a specified weight, number, quantity, or measurement of a specified kind or class of parcels, goods, or live stock for a specified distance, or between specified places, subject in every case to the "Conditions of Carriage" and the Classification.
TARIFF RATES ... ..	The whole of the rates prescribed in the Goods Rates Book or in any authorized amendment thereof or addition thereto.
MILEAGE RATES ... ..	Rates based on distance, irrespective of locality.
LOCAL RATES ... ..	The rates on new lines of Railways in respect of which it is provided that the rates to be charged thereon shall be as though such new line or lines of railway were detached and separate from other lines of railway.
DISTRICT RATES ... ..	Rates other than "mileage or local rates," applicable only between specified places.
COMMODITY RATES ... ..	Rates, other than "mileage," "local," or "package" rates, applicable only in respect of specified articles.
PACKAGE RATES ... ..	Rates applicable to single packages of specified descriptions.
THROUGH RATES ... ..	Rates covering carriage on the Victorian Railways, together with carriage on other railways, or by water or other means of conveyance.
SPECIAL RATES ... ..	Non-Tariff Rates, viz., Rates other than those prescribed in the Goods Rates Book or any authorized amendment thereof or addition thereto.
FREIGHT CHARGE ... ..	The amount due to the Victorian Railways Commissioners for the carriage of parcels, goods, or live stock.
RECONSIGNMENT ... ..	A change in the original destination-station of truck loads of goods made under the prescribed conditions.

## GENERAL CONDITIONS FOR THE CARRIAGE OF GOODS AND LIVE STOCK.

Supplementary conditions as follow are shown on the pages specified, viz. :—

Agricultural Shows, page 18.

Explosives, page 19.

Live Stock, page 111.

### 1. CONDITIONS TO BE ADHERED TO—

No employé of the Commissioners has any authority to dispense with or vary any of the provisions of the By-laws of the Commissioners.

All traffic is carried subject to the Railways Acts and to the By-laws of the Commissioners.

### 2. NON-LIABILITY OF THE COMMISSIONERS.

(a) The Commissioners will not be liable for the loss of, or injury to, any article or articles, or property of the descriptions following, that is to say:—Gold or silver coin of the realm or of 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, gold or silver ores, 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, 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, lace, or opium, or any of them, contained in any parcel or package which shall have been delivered for carriage by or to accompany the person of any passenger in the Victorian railways, when the value of such article or articles or property aforesaid shall exceed the sum of ten pounds, unless at the time of delivery thereof at the station or warehouse for the purpose of being carried or of accompanying the person of any passenger as aforesaid, the value and nature of such article or articles, or property, shall have been declared by the person sending or delivering the same, and the increased charges hereunder set forth (which are in addition to the freight charges) shall have been paid to and accepted by the employé duly authorized to receive the same. (See General Condition No. 22 for list of articles which are carried only by passenger train.)

(b) The following are the increased charges to be paid upon the said articles (which must be properly protected), the amount to be prepaid upon consignment of the goods :—

Distance in miles.	Per cent. on declared value above £10.	Minimum additional charge.
	s. d.	s. d.
1 to 101 miles ...	10 0	2 0
102 to 251 „ ...	20 0	4 0
Over 251 „ ...	30 0	6 0

### 3. The Commissioners will not, without negligence on their part, be responsible for—

(A) Loss or misdelivery of any goods improperly or insufficiently marked, directed, or described, nor for loss of, or damage to, any goods which are insufficiently or improperly packed or secured; nor will they be responsible for any loss or damage occurring to goods consisting of a variety of articles in the same package liable by breakage to damage each other or other articles, or arising from leakage due to bad vessels, or bad coooperation, or to fermentation.

(B) Nor for damage to any articles of a fragile or brittle nature, such as marble ornaments or statuary, musical instruments, furniture, or toys, which are more than ordinarily hazardous, unless they shall be declared in writing, and properly packed and protected, and the additional Risk rate be paid. Furniture and fragile articles, simply covered with canvas, or paper, or in frail skeleton frames, will be treated as unprotected.

(C) Nor for damage to fruit, fish, meat, poultry, game, and other perishable commodities arising from the perishable nature of such commodities, or from the same not being taken away forthwith on arrival at the destination station.

(D) Nor for the quantity or condition of goods loaded or unloaded by the consignor or consignee at private sidings, unattended stations or sidings, or stations or sidings in charge of women.

(E) Nor for any loss arising from delay in the delivery of goods which may have been occasioned by flood, storm, tempest, or other unforeseen cause, nor will they be liable for any loss or injury in connexion with the receipt, carriage, or delivery of goods, unless occasioned by the neglect or default of the Commissioners.

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

#### **4. ALTERNATIVE RATES FOR CARRIAGE AT OWNERS RISK OR CARRIERS RISK—**

(A) Goods classified under Classes M, AP, A, B, and C, and all other goods carried at rates less than Class 1, will be carried at the risk of the owner, unless it be declared on the Consignment Note that the goods are required to be carried at the risk of the Commissioners, and an additional charge (minimum 1s.) be paid of 5 per cent. of the freight charge specified in the Goods Rates Book in respect of such goods. Provided further that the minimum charge shall be 3d. per ton, and that in respect of traffic carried under the class A.P. and Potato Rates the additional charge shall be 3d. per ton for distances not exceeding 200 miles, and 4d. per ton for distances beyond 200 miles.

(B) Any goods in Classes 1, 2, and 3 specified in the Goods Rates Book to be carried at the risk of the owner, may (subject to the provisions of General Condition No. 2) be carried at the risk of the Commissioners, if it be so declared on the Consignment Note, and an additional charge (minimum 1s.) be paid of 10 per cent. of the freight charge specified in the Goods Rates Book in respect of such goods.

(C) The Commissioners shall be exempt from all liability in case of loss, detention, injury, delay, or damage in respect of goods carried at the risk of the owner, except upon proof that such loss, detention, injury, delay, or damage arose from the misconduct or negligence of the Commissioners.

(D) Provided that the Commissioners will not accept for carriage at their risk any frozen or chilled products, fresh meat, fruit, honeycomb, fish, poultry, game, or other perishable articles, or any explosives or goods of an inflammable, corrosive, or dangerous nature, neither will they accept any articles, which, on account of their fragile or brittle nature, are more than ordinarily hazardous, unless such goods are properly packed and protected. Furniture and fragile articles simply covered with canvas or paper, or in frail skeleton frames, will be treated as unprotected.

#### **5. CONTENTS OF PACKAGES TO BE SPECIFIED—**

The Commissioners will not be bound to receive or forward any packages, whether at their risk or at the risk of the owner, unless the contents thereof be specified if required at the time of delivery for carriage. The Commissioners reserve the right to refuse goods which they or their employés may adjudge to be unsafe or unfit for carriage or of a dangerous nature.

ATTENTION IS CALLED TO SUB-SECTION (3) OF SECTION 7 OF THE RAILWAYS ACT 1904, No. 1946, REPEATED HEREUNDER:—

"The Commissioners may test, gauge, or open any cask, case, package, parcel, or consignment whatsoever, of goods or merchandise delivered or offered to the Commissioners for transmission by railway, and may examine and inspect the contents thereof in order to ascertain and determine whether the description, value, quantity, number, nature, and character of such contents are correctly described in the consignment note, or invoice, or bill of lading, relating to such cask, case, package, parcel, or consignment."

#### **6. TIME OF ARRIVAL OR DELIVERY NOT GUARANTEED—**

The Commissioners do not guarantee under any circumstances the arrival or delivery of any goods (perishable or otherwise) at any particular time, by any particular train, or for any particular market; neither do they undertake to advise consignees of the arrival of goods.

#### **7. ADDRESSING—**

All goods must be fully and distinctly addressed, or either branded or marked with the designated Railway Station marks which are scheduled on pages 146 to 158 hereof.

#### **8. CONSIGNMENT NOTES—**

(A) All Goods delivered to the Commissioners for carriage shall be accompanied by a proper consignment note, in such one of the forms prescribed on pages 141 to 145 hereof, as may be required. Provided that if a satisfactory undertaking be given by any consignors on the form approved by the Commissioners, the consignment notes supplied by such consignors may, if considered suitable, be accepted in lieu of the consignment notes in the forms prescribed on pages 141 and 145 hereof.

(B) A full and accurate description of the goods so delivered shall be entered on the consignment note, which must be signed by the consignor, or by some person authorized by him for the purpose.

(C) The acceptance of a consignment note by or on behalf of the Commissioners shall not be regarded as evidence that the parcels, goods, or live stock specified therein have been received

by them, unless the whole of the consignment is delivered to them at the same time with the consignment note, and a receipt therefor has been given by the proper employé of the Commissioners.

(D) The Commissioners will not accept delivery of goods for carriage to any unattended station or siding unless the consignor, or some person authorized by him for the purpose, signs a special consignment note in the form shown on page 141 hereof, and pre-pays all charges in respect of such goods.

ATTENTION IS CALLED TO SUB-SECTIONS (1) AND (2) SECTION 7 OF THE RAILWAYS ACT 1904, NO. 1946, REPEATED HEREUNDER:—

"(1) If any person makes a false or misleading statement as to the description, value, quantity, number, measurement, or weight of live stock or goods delivered or offered for carriage or transit on any railway, or with respect to any consignment note or invoice or bill of lading, or refuses or neglects to give an account of any live stock or goods upon any railway, or to produce his consignment note, or invoice, or bill of lading to any officer or employé of the Commissioners demanding the same, or gives a false account or removes, interferes with, or conceals, or attempts to remove, interfere with, or conceal any part of such live stock or goods with intent in any such case to avoid the payment or to conceal the non-payment of any rates payable in respect thereof, every person so offending shall be liable, on conviction, to a penalty not exceeding Twenty pounds."

"(2) If any consignment note, or invoice, or bill of lading in connexion with live stock or goods is presented, having the value, measurement, quantity, number, or weight of such live stock or goods understated, or the description misstated to the prejudice of the Commissioners on such consignment note, or invoice, or bill of lading, the person responsible for the payment of the freight for such live stock or goods shall be liable to the payment of double the ordinary freight charges otherwise payable on such live stock or goods."

#### 9. CONSIGNEES REFUSING TO RECEIVE GOODS—

In the event of consignees refusing to receive goods invoiced to them, such goods will not be returned to the sending station until instructions have been obtained from the consignor, who will, if possible, be advised of the refusal.

#### 10. HOURS FOR RECEIPT AND DELIVERY OF GOODS—

Goods will be received and delivered at all stations open for goods business between the hours of 8 a.m. and 5 p.m. on days other than Saturdays, Sundays, and days declared by the Commissioners as holidays for goods sheds, and between the hours of 8 a.m. and 2 p.m. on Saturdays; but if it be necessary in order to avoid demurrage, consignees may be permitted to remove goods from 2 p.m. to 5 p.m. on Saturdays. (At Melbourne the hours on Saturdays will be 7 a.m. to 1 p.m.—For Suburban Wood Sidings see page 25.)

#### 11. DETERMINATION OF WEIGHT—

All goods shall, except otherwise provided, be charged at the actual gross weight computed at 2,240 lbs. to the ton, and wherever in the Goods Rates Book it is prescribed in respect of any goods that the weight thereof shall be computed by measurement or by a specified number of packages to the ton, the Commissioners reserve the right to charge at the actual gross weight if considered advisable. For exceptions see page 70.

#### 12. FRACTIONAL PARTS OF DAYS, HUNDREDWEIGHTS, PENCE, AND MILES—

The fractional parts of days, hundredweights, pence, and miles shall, unless otherwise specified, be charged as under:—

- (1) DAYS.—Any fractional part of a day as one day.
- (2) CWTs.—Any fractional part of 1 qr. less than 14 lbs. will not be charged for. 14 lbs. and over will be charged as 1 qr., provided that if goods in any class weigh less than 1 qr., they shall be charged as 1 qr., subject to the classification and the Tariff for "Smalls."
- (3) PENCE.—Fractions of one penny less than one half-penny will not be charged for; half-penny and over will be charged for as one penny.
- (4) MILES.—Any fractional part of a mile, in respect of State traffic, shall be charged as one mile; and in respect of inter-state traffic, fractions of a mile on each or either State's proportion of the through mileage shall be charged as one mile.

#### 13. CONSIGNEES TO GIVE RECEIPT—

A written receipt must be given by consignees for all goods received from the Commissioners. The Commissioners may demand proof of the right of the person applying for goods to receive the same or an indemnity-note signed by two approved sureties, if there be any reasonable doubt as to the person applying for the goods being entitled to receive same.

#### 14. DELIVERY OF GOODS—

The Commissioners reserve the right to deliver any goods at the address of the consignee, and to charge for such delivery, in all cases in which the consignor or the consignee of such goods does not give notice to the proper employé of the Commissioners that delivery will be taken at the railway station by the consignee.

**15. FREIGHT AND OTHER CHARGES TO BE PAID ON DEMAND—**

(A) The authorized charges on all goods must be paid on demand, and in default the Commissioners reserve the right to detain and sell the goods on which such charges are payable, or to detain and sell any other property which they may then or at any future time have in their possession belonging to the person by whom such charges are payable, in order to realize the amount due. If the amount realized be insufficient to cover all charges, the Commissioners may take legal proceedings to recover the deficiency.

(B) The Commissioners may require the charges in respect of any goods to be paid at the forwarding station, or they may permit the charges to be collected at the destination station.

(C) Credit for payment of freight and other charges will not be allowed except by special arrangement with the General Passenger and Freight Agent.

**16. CLASS WEIGHT MINIMUMS—**

The minimum weights which shall, except otherwise specified, be charged for the carriage of goods, are as follow:—

"Manures" Rates are applicable to truck loads of five tons and upwards and to consignments of two tons respectively. When "Manures" are consigned in quantities of less than five tons and not less than two tons the rates applicable to two ton lots shall be charged, and if less than two tons and not less than ten cwt. the rates applicable to class "A.P.," and if less than ten cwt., the rates applicable to class "A," provided that the charge shall not be more than as for five tons at the rates shown for five ton lots, two tons at the rates shown for two ton lots or ten cwt. at class "A.P." respectively.

"Firewood" rates are applicable to truck loads as specified in the loading scale on pages 72 and 73.

"Hardwood timber" rates are applicable to truck loads under the same tonnage conditions as prescribed for class "M," except as otherwise provided in the loading scale, pages 72 and 73.

"Coal" rates are applicable to truck loads as under:—

(a) For coal, the minimum truck loads to be charged for shall be for bogie trucks, eighteen (18) tons; for fifteen (15) ton trucks, thirteen (13) tons; for twelve (12) and ten (10) ton trucks, nine tons; and one ton less than the actual tonnage capacity of the truck when such is less than ten (10) tons.

(b) For coke and charcoal the tonnage conditions prescribed for class "M" shall be applicable.

Class "M" is applicable to truck loads of six tons and upwards—

When goods specified in Class "M" are consigned in quantities of less than six tons, and not less than two tons, the rates applicable to Class "A" shall be charged, and if less than two tons, the rates applicable to Class "B," provided that the charge shall not be more than as for six tons at Class "M," or two tons at Class "A" respectively.

Class "AP" is applicable to truck loads of six tons and upwards—

When goods specified in Class "AP" are consigned in quantities of less than six tons, and not less than three tons, the Special "AP" rates shall be charged, and if less than three tons, and not less than two tons, the rates applicable to Class "A," and if less than two tons the rates applicable to Class "B," provided that the charge shall not be more than as for six tons at Class "AP," three tons at the "Spl. AP" Rate, or two tons at Class "A," respectively.

Class "A" is applicable to consignments of two tons and upwards—

When goods specified in Class "A" are consigned in quantities of less than two tons, the rates applicable to Class "B" shall be charged, provided that the charge shall not be more than as for two tons at Class "A."

Class "B" is applicable to consignments of one ton and upwards—

When goods specified in Class "B" are consigned in quantities of less than one ton, the rates applicable to Class "C" shall be charged, provided that the charge shall not be more than as for one ton at Class "B."

Class "C" is applicable to consignments of one ton and upwards—

When goods specified in Class "C" are consigned in quantities of less than one ton, the rates applicable to Class 1 shall be charged, provided that the charge shall not be more than as for one ton at Class "C."

Class 1.—The charge shall be for the actual weight.

Class 2.—The charge shall be for the actual weight.

Class 3.—The charge shall be for the actual weight.

**17. MINIMUM CHARGE—**

In no case (except in respect of package rates or where a special minimum charge is specified in the classification) shall the freight charge on any consignment be less than as prescribed in the tariff for "Smalls."

**18. DIVIDED CONSIGNMENTS—**

Goods, with the exception of the undermentioned articles, consigned at one station by two or more consignors on the same day to the same consignee at the same destination station shall be treated as one consignment, provided the freight charge thereon be paid by such consignee, viz.:—

Butter, milk, cream, cheese, eggs, fruit, hides, skins, honey, poultry (live or dead), rabbits, hares, vealers, and porkers.

**19. CONSIGNMENTS CONSISTING OF GOODS IN TWO OR MORE CLASSES—**

(A) Subject to the provisions of Clause B of this condition, goods classified in two or more classes consigned to one consignee may, if it be cheaper than to charge separately for the goods in each class at the rates and conditions applicable to each class, be aggregated in one or more groups, and the total weight of each such group charged under the rates and conditions applicable to the goods in the highest class in each such group.

Provided that consignments which comprise goods specified in either or both of Classes M and AP or at the Potato Rate, in truck loads of not less than 6 tons per four-wheeled truck forwarded from one consignor at one station to one or more consignees at another station, shall be charged in respect of each consignment or portion thereof specified under such class at the 6 ton rate of the respective class.

(B) If any goods in Classes B, C, 1, 2, or 3 be reduced in class when consigned in specified quantities, or for any other reason, the rate of the class to which such goods are reduced shall be charged only when the specified quantity of such goods is consigned and any other reason under which such goods are reduced in class is complied with. Provided that when several kinds of goods classified under the same class are reduced to the next lower class when in specified large quantities they may all be charged together at the rate of such lower class, if their combined weight is equal to the highest specified weight for any one description of the goods so grouped, and they are of such character that they can be loaded in the same truck.

**20. TRUCK LOAD CONSIGNMENTS—**

(A) Wherever in the classification of goods it is provided in respect of any goods that a lower rate shall be charged if a specified minimum tonnage be consigned and loaded in one truck, the truck may be loaded with such goods up to its full carrying capacity, and the quantity, if any, so loaded in such truck in excess of the specified minimum tonnage shall be charged *pro rata*.

(B) Wherever in the conditions of carriage it is specified that goods chargeable in any class shall be carried in truck loads, the minimum weight which shall, except otherwise specified, be charged in respect of such goods shall be six tons for each four-wheeled truck, and twelve tons for each bogie truck, and if the consignment consist of more than six tons, or twelve tons respectively, the consignor will be required to, as far as practicable, load the trucks to their full carrying capacity.

**21. CONSIGNMENTS TO BE FOR ONE BONA FIDE CONSIGNEE—**

Wherever in the Goods Rates Book it is prescribed, in respect of any rate or class, that a specified minimum weight must be consigned, it means that such minimum weight must be forwarded for one *bona-fide* consignee only; and if the goods are intended for more than one *bona-fide* consignee at destination, then the Commissioners reserve the right to charge for the goods separately as if properly consigned in the first instance.

**22. CONSIGNMENTS, SMALL OR SPECIALLY VALUABLE—**

The Commissioners do not accept for carriage by Goods trains any consignment weighing less than 14 lbs., nor any consignment of gold or silver plate, gold or silver in a manufactured state, watches, jewellery, precious stones, gold and silver coin or bullion, bills, bank notes, orders, notes or securities, for the payment of money, stamps, or title deeds, but such consignments must be forwarded by Passenger trains at Parcels rates.

**23. MILEAGE RATES TO BE CHARGED UNLESS OTHERWISE PROVIDED—**

The mileage rates shall be charged in all cases except where other rates are published in the Goods Rates Book, or in authorized amendments thereof, or additions thereto, or except where otherwise authorized by the Commissioners.

**24. LONG ARTICLES—**

(A) Any article of such a length as to require more than one four-wheeled truck for its carriage will be subject to a minimum charge of 2 tons for each four-wheeled truck, whether such be used in carrying the load or as a safety truck, when it is necessary to supply additional trucks solely for the carriage of such long articles. Provided that if the trucks so used contain an average of 2 tons each of any kind of goods for the same consignee including such long articles, no extra charge in excess of the usual freight charge shall be imposed for the long articles.

(B) The foregoing does not, however, apply to long lengths of Hardwood Timber, Logs, &c., for which a minimum of 6 tons per four-wheeled truck will be applicable to the truck or trucks carrying the load and a minimum of 2 tons per four-wheeled truck for the use of any safety trucks in connexion therewith. Nor will any extra charge be imposed in respect of any trucks acting as safety trucks to timber or other articles not exceeding 24 feet in length which project over the end of the truck in which they are loaded.

(C) Bogie trucks shall be regarded as equal to two four-wheeled trucks when carrying this description of traffic.

(D) The loading of long articles must be done to the satisfaction of the proper employé of the Commissioners.

(E) No long article which requires for its carriage the use of more than four trucks shall be received and carried, except under special agreement.

#### 25. BULKY ARTICLES—

No person shall be entitled to have any article of goods carried by rail which, on account of its excessive bulk, would be inconvenient to transport, or which exceeds the measurements prescribed in the loading gauge (viz., 13 feet 6 inches in height from the rail level in the centre, and gradually rounded to 11 feet in height at the sides, not more than 8 feet 6 inches across, and not projecting more than 6 inches over the truck at each end). Such articles shall not be received and carried except under special agreement. (See page 96.)

#### 26. HEAVY ARTICLES—

The loading and unloading of heavy articles at stations or sidings unprovided with proper facilities therefor must be undertaken by the owners at their own risk and expense, and such articles will not be received for carriage from or to such stations or sidings unless satisfactory arrangements are made by the owners for loading or unloading, as the case may be.

No article weighing more than 10 tons, or the weight of which exceeds the lifting capacity of the cranes at the receiving and forwarding stations, or which requires for its carriage a specially constructed truck, or any alteration in a truck, shall be received and carried except under special agreement.

#### 27. CLAIMS—

Claims for detention or loss of, or damage to, goods will not be allowed unless lodged in writing with the Commissioners within fourteen days after the date on which such goods were or should have been delivered, and no claim will be allowed if lodged after the goods alleged to have been damaged have been removed from the premises of the Commissioners, and a clear receipt given.

#### 28. SALE OF GOODS—

Any goods on the railway premises, or stored elsewhere by the Commissioners, which are not claimed and removed by the owners may be sold by the Commissioners, after the expiration of the time hereinafter specified, and after deducting any amount which may be due thereon for freight, storage, and other charges, including the expenses of sale, the Commissioners will pay the surplus (if any) to the owner on demand:—

(A) Any goods likely to deteriorate may be sold forthwith.

(B) All empties may be sold after the expiration of seven days.

(C) All other goods may be sold after the expiration of six months.

#### 29. DEMURRAGE—

GENERAL TRAFFIC.—The following provisions, marked respectively with the figures 1, 2, 3, 4, 5, and 6, shall be applicable to all classes of traffic other than traffic for export, expressly referred to in this By-law under the heading "Export Traffic":—

1. A demurrage charge of 5s. per four-wheeled truck and 10s. per bogie truck shall be imposed and levied in respect of each day or part of a day of 24 consecutive hours, in every case in which any truck is detained, either for loading or unloading purposes, beyond the time hereinafter prescribed.
2. In every case in which it is prescribed in any By-law of the Commissioners for the time being in force that the loading of goods into trucks shall be performed and carried out by the owner or consignor, three working hours will be allowed for the loading of each such truck, and if such loading be not completed and the truck consigned within that time, demurrage at the rates specified shall be imposed and levied.
3. In every case in which it is prescribed in any By-law of the Commissioners for the time being in force that the unloading of goods from trucks shall be performed by the owner or consignee, eight working hours after arrival will, subject to the provisions of the following clause, be allowed for the unloading of each such truck, and if the unloading of goods from such trucks be not completed within that time, demurrage at the rates specified shall be imposed and levied.

4. Notwithstanding anything to the contrary herein contained (a) the proper employé of the Commissioners may direct, in writing, that certain specified trucks be unloaded within a prescribed period of less than eight working hours, and in the event of the refusal, neglect, or failure of the consignee thereof to comply with such direction, demurrage at the rates specified shall immediately become due in respect of such trucks; or (b) the Commissioners may at their option load or unload goods into or from trucks (as the case may be) at the risk of the owner, consignor, or consignee, and the goods so loaded or unloaded shall be subject to the cost of such loading or unloading, as the case may be, in addition to the freight and such other costs or charges as may be or as may become due.

5. For the purposes of the foregoing provisions the working hours of each day shall mean the hours from 8 a.m. until 12 noon, and from 1 p.m. until 5 p.m.

The operation of the foregoing provisions, marked respectively 1, 2, 3, 4, and 5, shall not be applicable to any Sunday, nor to any other day which may be declared by the Commissioners as a holiday for goods sheds.

EXPORT TRAFFIC.—The following provisions, marked respectively with the letters (A), (B), (C), and (D), shall be applicable to trucks containing goods for the Victoria Dock at Melbourne, Williamstown Pier, Port Melbourne Pier, Geelong Pier, Warrnambool Pier, Portland Pier, and Port Fairy Pier, delivered at such wharf, dock, or pier respectively, or at any siding or yard in connexion with the traffic to the said wharf, dock, or pier respectively:—

- (A) A demurrage charge of 5s. per four-wheeled truck and 10s. per bogie truck shall be imposed in respect of each day or part of a day of 24 consecutive hours in every case in which any truck is detained for unloading purposes beyond the time hereinafter prescribed.
- (B) Consignees will, subject to the provisions of Clause (C), be allowed time to unload trucks as described hereunder, viz.:—

The total number of trucks on hand for each of the places herein mentioned for each consignee shall be ascertained and computed at 7 a.m. daily, and the total number of trucks unloaded or re-consigned to another station by or on account of each such consignee during the succeeding 24 hours ending at 7 a.m. on the following day shall be deducted therefrom, and in respect of the balance, if any, demurrage at the rates specified shall be imposed and levied.

Provided always that in respect of any truck transferred, credit therefor shall only be given to the transferor and not to the transferee, and only in the event of the unloading of such truck prior to the hour of 7 a.m. next following the hour at which such transfer was effected.

#### EXAMPLE—

If there are 40 loaded trucks on hand for a consignee at 7 a.m. on Monday, and 30 trucks containing goods for that consignee are unloaded or re-consigned to another station during the 24 hours ending at 7 a.m. Tuesday, demurrage would then be due on 10 trucks.

- (C) Notwithstanding anything to the contrary herein contained (1) the proper employé of the Commissioners may direct, in writing, that certain specified trucks be unloaded within a prescribed period of less than the time herein prescribed, and in the event of the refusal, neglect, or failure of the consignee thereof to comply with such directions, demurrage at the rates specified shall immediately become due in respect of such trucks; or (2) the Commissioners may, at their option, at the risk of the owner or consignee, unload goods and, at the like option, store the same, and such goods shall be subject to the cost of such unloading and storage in addition to the freight, and such other costs and charges as may be or may become due.

The operation of so much of the foregoing provisions, marked respectively A, B, and C, as relates to export traffic shall not be applicable to any Sunday.

ALL TRAFFIC.—The following provisions shall be applicable to all classes of traffic, whether for export or otherwise:—

- (A) Any account rendered for demurrage, loading, unloading, storage, and such other costs and charges as may be imposed in respect of any goods shall be paid to the Commissioners within twenty-four hours of the time of rendering such account.
- (B) In default of payment within twenty-four hours the Commissioners may detain and sell such goods, or any part thereof, or, if the same shall have been removed from the premises of the Commissioners, they may detain and sell any goods within such premises belonging to the person liable to the payment of such charges, and out of the moneys arising from such sale may retain such charges, together with all charges and expenses arising out of or in consequence of the detention and sale of such goods, and shall render the surplus, if any, of the moneys arising from such sale and such of the goods as shall remain unsold to the person entitled thereto.

- (c) In the event of delay in the loading or unloading of goods from any truck owing to unfavorable weather conditions, the Commissioners will, on request, investigate and accord fair consideration to every claim for a refund of the demurrage charged which accrued during the period such unfavorable weather conditions prevailed.

### 30. LOADING AND UNLOADING CHARGES.—(See page 74.)

(A) Subject to the provisions of Clause (c) of this condition, the rates chargeable for goods in Classes 1, 2, and 3, and also for kerosene (other than in truck loads of eight tons), sugar, rice, beer in bulk, galvanized iron, wool, milk, and cream at the package rate, other single packages at the package rate, consignments subject to the tariff for "Smalls," and empties at a fixed rate per package shall include loading and unloading.

(B) The loading and unloading of goods in Classes M, A.P., A, B, and C, and all other goods not provided for in Clause (A) of this condition, should, unless otherwise specified, be performed by and at the risk of the consignor and consignee respectively. If this work be done by the Commissioners, a charge of 1s. per ton will be made for each service, which charge will include covering and lashing, if required, provided that the tariff rate, plus either or both of the loading and unloading charges, shall not exceed the rate applicable to Class 1. (For exceptions see page 74.)

(C) The loading and unloading of all goods at the places enumerated on pages 133 to 135 hereof, must be performed by or at the cost of the consignor or the consignee, as the case may be.

### 31. WEIGHING OF GOODS.—(See pages 10 and 70.)

(A) All grain, viz., wheat, oats, barley, rye, and maize consigned for delivery at Williamstown, Williamstown Pier, Geelong, Geelong Pier, Port Melbourne, Port Melbourne Pier, and the Victoria Dock at Melbourne, shall be weighed on truck weighbridges by sworn weighers appointed under the provisions of Section 6 of the *Railways Act 1904*, No. 1946.

A certificate of the total weight of the grain and of the bags containing the same as ascertained by the sworn weighers will on application being made therefor by the consignor or consignee, or both, be supplied by an officer of the Commissioners, who for the purpose of this arrangement shall be entitled "Weights Clerk." The charge for weighing grain (consigned for delivery as above) by sworn weighers and for the certificate of weight shall be 6d. for each four-wheeled truck, and 1s. for each bogie truck, and shall be paid by the consignor or consignee, or both, as the case may be.

(B) Subject to the provisions of Clause (A) of this condition, all goods for which the Commissioners require the weight in order to determine the freight charges, will be weighed by the Commissioners without charge.

(C) The Commissioners' Weighing Machines and Weighbridges at the forwarding or destination station may be used to ascertain the weight of any goods if so required by the consignor or consignee at the charges specified hereunder, and weighbridge tickets will be supplied, giving the desired information:—

#### 1. WEIGHING MACHINES—

When the labour is supplied by the Commissioners, 6d. per ton; minimum charge, 3d.  
When the consignor or consignee supplies the labour, 2d. per ton; minimum charge, 3d.

#### 2. CART WEIGHBRIDGES—

Firewood, coal, or coke, load not exceeding 2 tons	...	...	...	3d.
Goods (except firewood, coal, or coke), load not exceeding 2 tons	...	...	...	4d.
All goods, load over 2 tons, and not exceeding 5 tons	...	...	...	6d.
All goods, load over 5 tons	...	...	...	1s.

#### 3. TRUCK WEIGHBRIDGES—

Each four-wheeled truck	...	...	...	...	1s.
Each bogie truck	...	...	...	...	2s.

(D) If the consignor or consignee requires any goods to be weighed over a truck weighbridge at a station *en route*, such goods may be weighed at the charges specified hereunder, and weighbridge tickets will be supplied giving the desired information.

Each four-wheeled truck	...	...	...	...	2s. 6d.
Each bogie truck	...	...	...	...	5s.

(E) ATTENTION IS CALLED TO SECTION 6 OF THE RAILWAYS ACT 1904, NO. 1946, REPEATED HEREUNDER:—

"6. (1) The Commissioners may appoint sworn weighers to weigh goods and live stock carried or intended to be carried over the Victorian Railways."

"(2) Every person appointed a sworn weigher under this Act shall before entering upon the duties of his office take and subscribe before a Judge of the County Courts or a Police Magistrate an oath, or if he object to take an oath, an affirmation to the following effect:—

I do solemnly swear (or affirm) that I will faithfully, honestly, and truly, and to the best of my skill and ability, weigh all goods and live stock carried, or intended to be carried, on the Victorian Railways intrusted to me to weigh, and that I will record in every weighbridge book, form, or certificate kept, issued, or given by me in respect of such goods and live stock, no weight other than the true weights as ascertained by me (adding, if on oath, So help me God)."

"(3) The weight set out in every weighbridge book, form, or certificate, *bond fide* kept, given, or issued by a sworn weigher in respect of any goods or live stock intrusted for the purpose aforesaid to such weigher shall, for determining the question of weight in all transactions with the railways in respect of such goods or live stock, be accepted as the correct weight of such goods or live stock."

"(4) Every sworn weigher who is guilty of any nonfeasance, misfeasance, or malfeasance in the discharge of the duties of his office shall, in addition to any liability for damages that he may incur to any person prejudiced by his misconduct or default, be guilty of an offence, and shall, on conviction before a Court of Petty Sessions, be liable to imprisonment not exceeding one year, and to a penalty not exceeding Fifty pounds."

"(5) The Commissioners may at any time remove any sworn weigher from office."

"(6) The Commissioners shall, subject to the payment of such charges as may be fixed by by-law, weigh on a weighbridge all grain in truck-loads consigned for delivery at Williamstown Pier, Geelong Pier, Port Melbourne Pier, and the Victoria Dock at Melbourne, and at any other place the Commissioners may determine, and furnish a certificate of the total weight of the grain and of the bags containing the same, as so ascertained for both the consignor and the consignee of the grain."

### 32. STORAGE CHARGES—

At all stations not otherwise provided for, all goods must be removed within three days after unloading, otherwise storage charges as prescribed hereunder shall thereafter be imposed in respect of any of such goods stored in the sheds or warehouses, or on the platforms of the Commissioners, provided that no storage charges shall be imposed in respect of agricultural produce and artificial manure stored on the platforms when there is room therefor without interfering with the handling of other goods on such platforms. (Storage of artificial manure is not permitted in sheds).

Weight of Goods.	In Sheds or Warehouses.	On Platforms
	Per Day.	Per Day.
10 cwt. or under ... ..	2d.	1d.
Over 10 cwt.—per ton or part of a ton ... ..	4d.	3d.
Minimum charge ... ..	6d.	4d.

The Commissioners reserve the right, if deemed advisable, to impose storage charges as under in respect of any goods stored elsewhere on the railway premises; provided that any goods on which the freight has not been paid and delivery taken by the consignee shall be subject to these charges.

Weight of Goods	Per Day.	Minimum Charge.
10 cwt. or under ... ..	1d.	3d.
Over 10 cwt.—per ton or part of a ton ... ..	2d.	

No storage charges shall be imposed in respect of Sundays and days declared by the Commissioners as holidays for goods sheds. (For exceptions see page 75.)

### 33. TARPULINS—

(A) The Commissioners do not undertake to provide tarpaulins to cover any goods which from their character are not considered by the Commissioners or their employes to require such protection, such as:—

Asphalt	Contractor's Plant	Pipes
Ashes	Drays	Pyrites
Bark (other than Ground Bark)	Ferns	Roofing Slates
Boats	Firewood	Sand
Boilers	Gravel	Scrap Metals
Bones	Hardwood	Stable Manure
Bottles	Houses	Stone
Bricks	Limestone	Terra Cotta
Clay	Iron or Ironwork	Tiles
Coal	Mallee Roots	Wagons
Circus Material	Mining Timber	Wheelbarrows.
	Ores	

(B) If the Consignors desire that any goods of the nature of those described above be covered, a charge of 2s. 6d. for each tarpaulin used on the journey shall be made, and the Consignors must give an undertaking to pay 2s. 6d. demurrage per day for each tarpaulin used in covering the goods if delivery of the consignment be not taken within 12 hours after arrival at the destination station.

(c) When the Consignor is required to perform the loading of any goods for which tarpaulins are necessary, the covering of the truck must also be done to the satisfaction of the proper employé of the Commissioners, by or at the cost of the Consignor, who shall make good any damage to tarpaulins arising from goods insufficiently or negligently covered, secured, or protected. If the covering of the truck be done by the Commissioners, a charge of 6d. for each tarpaulin will be imposed.

(d) The Commissioners do not provide tarpaulins to cover barbed wire, agricultural implements, machinery, or other goods which from their character are likely to cause damage to the tarpaulins, unless such goods are so packed as to prevent any such damage.

#### 34. RE-CONSIGNMENT OF GOODS—

(A) The re-consignment of goods shall be made on the form prescribed by the Commissioners. It shall be limited to truck loads of goods re-consigned to the same consignee at another station, and shall be allowable only—

(1) When the truck is in transit, or

(2) When the truck has arrived at the destination station to which it was originally consigned, provided that the re-consigning order is lodged within two hours of arrival, and without extra shunting before the goods or any part thereof are unloaded or handled in any way.

(B) A re-consigning charge of 6d. per ton shall be imposed in respect of each such re-consignment in addition to the freight charges.

(C) The freight charges in respect of re-consigned goods shall be computed at the Tariff Rates for the actual continuous mileage the truck is hauled between the despatching station and the final destination station.

(D) Goods unloaded at the Melbourne sheds and consigned to another station afterwards shall be charged the full Tariff Rates for the second journey, and if hauled from the inwards shed to the outwards shed by the Commissioners, an additional charge of 1s. 6d. per ton, minimum 9d., shall be made and imposed on all lots of less than 6 tons for country stations, and on all lots of less than 2 tons for suburban stations.

Goods unloaded at any other station than Melbourne, which the consignees require forwarded to another station, shall be treated as an original consignment, and charged accordingly.

#### 35. LIMIT OF SIZE OF BAGS OF GRAIN, ETC.—

ATTENTION IS CALLED TO SECTION 8 OF THE RAILWAYS ACT 1904, No. 1946, WHICH PRESCRIBES THAT:—

"The Commissioners may decline to carry wheat, maize, barley, and peas, if contained in a bag having a greater capacity than a bag measuring 44 inches long by 26½ inches wide."

#### 36. EXPLOSIVES AND OTHER DANGEROUS GOODS—

The Commissioners do not undertake the duties of Common Carriers in respect of the carriage by rail of gunpowder and other explosives or of aquafortis, oil of vitriol, lucifer matches, or any other inflammable or corrosive article, or any article likely to create damage by or in consequence of fermentation, and will accept such goods for carriage by rail only under special contract. (See pages 19 to 25 for Explosives Regulations.)

ATTENTION IS CALLED TO SECTION 35 OF THE RAILWAYS ACT 1890, No. 1135, WHICH PRESCRIBES THAT:—

"If any person knowingly send by any railway any goods of a dangerous nature, and neglect at the time of so sending them to mark distinctly their nature on the outside of the package containing the same, or otherwise to give notice in writing to the bookkeeper or other officer or servant with whom the same are left, every person so offending shall forfeit a sum not exceeding Twenty pounds."

#### 37. COMPUTATION OF MILEAGE—

(1) The freight charges on all goods shall be computed as for the shortest mileage by which such goods may be hauled by goods or mixed trains irrespective of the route actually used, and the mileage which shall be charged in respect of any goods passing from one line to another shall be computed *via* the junction station. Except that goods between Melbourne and Ballarat East and stations beyond shall, unless otherwise specified, be charged the actual mileage *via* North Geelong.

(2) Goods between the Eastern lines and Melbourne and Arden-street, shall be charged the actual mileage to or from Spencer-street. In all other cases of goods passing over the Flinders-street viaduct one mile shall be added in computing the through mileage.

## CONDITIONS IN RESPECT OF THE CARRIAGE OF EXHIBITS FOR AGRICULTURAL SHOWS, ETC.

1. The undermentioned conditions shall be applicable in respect of agricultural machines and implements, machinery, produce, live stock (including dogs, poultry and other birds), buggies, drays, waggons, and other goods of a like nature, sent for exhibition to Agricultural Shows.

They may also, by special arrangement with the General Passenger and Freight Agent, be made operative in respect of:—

Agricultural machinery, sent for field trials.  
Ploughs, sent for ploughing matches.  
Horses, sent for horse parades.

2. The exhibits will, in the ordinary course, be carried in goods or cattle trucks, by goods or mixed trains; but valuable animals may be sent in horse boxes, providing they are available, per passenger trains, and charged the same as if loaded in cattle trucks by goods trains.

3. When the exhibits are consigned on the forward journey, the consignor will require to declare, on the consignment note therefor, that they are for exhibition, specifying the Show for which they are intended, and the waybill must be indorsed accordingly.

The ordinary freight charges shall be imposed and prepaid in respect of the forward journey in all cases, except that valuable animals carried by passenger trains in accordance with clause 2 will be charged goods train rates.

4. On the return journey any exhibits, or portion thereof, which are certified by the secretary of the Show as having been exhibited, and not sold, will be carried "free" to the station whence they were forwarded, provided the journey is completed at any time within one month from the date of despatch on the forward journey. A certificate in the approved form must be handed in when the exhibits are consigned, and such certificate must be attached to the waybill.

If a greater number of vehicles be used for the carriage of exhibits on the return journey than was used on the forward journey, ordinary freight charges will be imposed in respect of exhibits carried in the additional vehicles.

All exhibits, or part thereof, which have been sold, or are not accompanied by the aforesaid certificate, will be subject to the ordinary freight charges on the return journey, and such charges shall, in all cases, be made "to pay."

5. Exhibits, accompanied by the aforesaid certificate, may be forwarded on from one Show to another, subject to the freight charges, as prescribed in clause 3 of this division, being prepaid, and when the final destination is reached, they may be returned "free" to the original despatching station, conditionally on the observance of the provisions of clause 4 of this division. If, however, in proceeding to another Show, such exhibits be returned over any portion of the line in respect of which the full freight charges have been paid on the forward journey, the exhibits may be sent free over such portion of the line.

6. All exhibits are carried solely at the risk of the owner, and must be loaded and unloaded by or at the expense of the consignors or consignees.

7. Owners of stock going to and returning from shows may be allowed free carriage of fodder, as specified hereunder, if it be loaded in the trucks with the animals:—

2 cwt. for each head of cattle each way.  
2 cwt. for each horse each way.  
20 lbs. for each pig or sheep each way.

8. Exhibits from the Department of Agriculture, viz., wheat, straw in bulk, olive oil, wine, honey, &c., fruit (preserved), charts, &c., fibres, including flax, hemp (dressed and undressed), willows, manures, vegetable oil, eggs, also cider and flax-making, grading and levelling implements, and other machinery, including model silos, and the necessary marquees, poles and pegs, tables, trestles, and fittings forwarded for demonstration purposes at the various Agricultural Shows in the State, shall be charged Class "A" rate, subject to the tariff for "Smalls."

9. Consignors should give not less than four (4) days' notice to the station-master of the number and description of live-stock trucks, and 48 hours for other trucks, &c., required to load exhibits.

10. Judges appointed to act at Agricultural Shows will, on production of an approved certificate, be granted return tickets at Holiday Excursion Fares, and such certificate must be forwarded to the Auditor of Receipts, as the authority for the special issue.

11. If a full sheep-truck load of sheep, or a full cattle-truck load of horses, cattle, or pigs, has been paid for on the forward journey, and the whole of the stock has been returned "free," in accordance with the provisions of clause 4 of this division, one stock attendant in respect of each truck, will be granted a refund of the return fare paid by him. He must travel in the truck or in the van of a goods train with the stock, and must provide himself with a copy of form P69, duly completed by the station-masters at the forwarding and returning stations respectively. A receipt for the refund must be given on the certificate by the attendant, after which it must be forwarded to the Auditor of Receipts as a voucher.

11. (FORM P69.)

		Date	Station.
		190	
I hereby certify that Mr.		travelled in Truck No.	train,
with his Stock to	Agricultural Show.	fare.	Station-master.
			Station.
I hereby certify that Mr.		returned from	Agricultural
Show in Truck No.	train, with unsold exhibits.	fare.	Station-master.

(Station-masters to have supplies of this form always on hand.)

## CONDITIONS FOR THE CARRIAGE OF EXPLOSIVES AND OTHER DANGEROUS GOODS.

The term explosive means Gunpowder, Nitro-glycerine, Guncotton, Fulminate of any metal, coloured fires, and every other substance, whether similar to those above-mentioned or not, used or manufactured with a view to produce a practical effect by explosion or a pyrotechnic effect, and including Fog-signals, Fireworks, Fuses (except safety fuses), Rockets, Percussion-Caps, Detonators, Cartridges, Ammunition of all descriptions, and every adaptation or preparation of an explosive as above defined.

1. Goods of a dangerous nature will only be received and carried subject to the regulations made in accordance with the provisions of the *Explosives Act 1890*. The Commissioners are not common carriers of explosives, AquaFortis, Mineral Acids, Petroleum, Phosphorus, or Lucifer Matches, or any other goods which in their judgment may be of a dangerous character; and when the carriage of such goods is undertaken it must be distinctly understood that it is *entirely at the risk of the owner*.

The Commissioners are not 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.

2. 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 consignor thereof has obtained from the proper employé of the Commissioners and signed the special consignment note prescribed on page 143 hereof.

3. No person shall send to the railway station any consignment of explosive unless he has given to the proper employé of the Commissioners 48 hours previously a properly completed consignment note in the form prescribed on page 143 hereof, and has had an intimation in writing from the proper employé of the Commissioners that they are prepared to receive such consignment.

Any person bringing to a railway station, or leaving thereat, any package containing Gunpowder or other dangerous and explosive compounds not properly labelled and addressed, or without having received the necessary permission, shall be liable to a penalty of £20.

4. The Commissioners do 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 pay the whole charges incurred for carriage, back carriage, and demurrage*.

Attention is called to Section 13 of the *Explosives Act* 1890, No. 1030, repeated hereunder:—

"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 (i.e., *Explosives Act* 1890) 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."

5. Consignments of explosives shall be sent to the forwarding station, and shall be received only at such times during such hours between sunrise and sunset as the Commissioners may appoint; and every consignment and package containing any explosive proposed to be carried by rail shall immediately on the arrival thereof be delivered to and be received by the employees of the Commissioners authorized to receive dangerous goods, and by no other person whatsoever.

6. 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  $\frac{1}{2}$  inch minimum thickness; or in canisters made of tin, copper, zinc, or other suitable metal; or in cardboard boxes, strong and impervious to leakage, enclosed in wooden cases of  $\frac{1}{2}$  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 Commissioners may at any time during the conveyance 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.

Each keg or package must be plainly and fully addressed, and on the outside thereof shall be affixed a brand, label, or other mark specifying the contents and other particulars as prescribed in the provisions of the regulation under the *Explosives Act* 1890.

In the event of the senders neglecting to mark each package according to these regulations, the Commissioners may decline to carry the same, and direct the removal and storage of the packages at the cost of the owner.

Consignments of explosives will, unless otherwise expressly provided, be carried only in powder vans and by goods trains.

7. Explosives will except otherwise specified be received for carriage only at Laverton, and only on such days as may be appointed from time to time.

Consignors may ascertain, by inquiry of the station-master, at about what time their consignments will be despatched, and if they neglect to make such inquiries, or to advise the consignee, the Commissioners will not be liable for any loss or damage arising from such omission.

8. No explosive shall be loaded or unloaded on the railway premises except between sunrise and sunset.

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 explosives shall not be thrown or dropped down, but shall be carefully deposited and stowed.

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.

While the loading, unloading, or carriage of explosive is going on, all persons engaged in such loading, unloading, or carriage 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 carried, 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 carriage of such explosive, or of any other article carried therewith, and for preventing any other person from committing any such act; and any such other person who, after being warned, commits any such act shall be deemed to commit a breach of these by-laws.

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

## CARRIAGE OF FIREWORKS.

Fireworks classified in Division 2, of Class 7, under the Regulations of the *Explosives Act* 1890, may be carried in goods trucks by mixed and goods trains.

The following are the names of the different description of Fireworks forming Division 2:—

Amorces	Manufactured Fireworks
Bengal Lights	Socket Sound Signals
Crack Shots	Socket Distress Signals
Distress Signal Rockets	Sound Signal Rockets
Incendiary Stars	Socket Light Signals
Incendiary Shells	Throwdowns
Lightning Paper	Snaps for Bon Bon Crackers
Magic Candle Pin Crackers	Very Signal Cartridges

Imported Fireworks of Chinese manufacture, forming portion of Division 2, may be accepted and forwarded if in original packages, and other Fireworks in Division 2 may be accepted and forwarded if packed in strong wooden cases lined with tin, galvanized iron, or zinc, but the weight of Fireworks in any one package must not exceed 100 lbs.

Fireworks must not be loaded in the same truck as inflammable or other dangerous goods.

## CARRIAGE OF CERTAIN EXPLOSIVES IN PORTABLE MAGAZINES BY MIXED AND GOODS TRAINS.

When packed in approved portable magazines, Gunpowder or Nitrate mixtures belonging to classes 1 and 2, or any explosives included in the 1st and 2nd divisions of class 3, or in the 1st, 2nd, and 3rd Divisions of the 6th (Ammunition) class and of the 1st Division of the 7th (Fireworks) class as classified by the Regulations under the *Explosives Act* 1890 may be carried by mixed or goods trains together with ordinary goods in a truck or trucks not containing any article or substance liable to cause or communicate fire or explosion.

The explosives referred to are enumerated hereunder:—

Class 1—Blasting Powder; Blasting Pellets; Gunpowder; Sporting Powder.

Class 2—Chilworth Special Powder; Electronic, No. 2; Excelsior; Fortis Explosive.

Class 3—(Div. 1)—Amberite, No. 1; Ballistite; Bobbinite; Blasting Gelatine, Nos 1 and 2; Carbonite; Cordite; Cambrite; Dynamite, Nos. 1 and 2; Fracturite; Gelatine Dynamite, Nos. 1 and 2; Gelignite; Haylite, No. 1; Kallentite; Lanite; Nobel's Ammonia Powder; Stouite; Saxonite.

Class 3—(Div. 2)—Amberite, No. 2; Cannonite, Nos. 1 and 2; Collodion Cotton; Coopalls Powder; E.B. Powder; E.C. Powder, Sporting; E.C. Powder Co's, Rifle Powder; Empire Powder; Guncotton; Imperial Schultze; Nitrated Gun Cotton; Normal Sporting Powder; Picric Acid; Potentite; Rendite; Rifleite; Rifle Gun Cotton; Roburite, Nos. 1, 2, and 3; Ruby Powder; Sawdust and Guncotton Powder; Schultze Gunpowder; Schultze Blasting Powder, S.S. Smokeless; Smokeless Diamond; Tonite or Cotton Powder; Tom Thumb Powder.

Class 6—(Div. 1)—Safety Fuse; Percussion Caps; Pinfire Cartridges; Railway Fog Signals; Safety Cartridges; Safety Firing Tubes, No. 1; Tube Safety Fuse.

Class 6—(Div. 2)—Ammunition not containing its own means of ignition such as—Abel's Electric Fuses; Abel's Electric Tubes; Bickford's Patent Volley Firers; Brain's Electric Fuses; Cartridges for small arms which are not safety cartridges; Cartridges or charges for cannon, shells, mines, blasting, or other like purposes not containing their own means of ignition; Electric Fuses; Elswick Electric Tubes; Fuses for Shells; German Spills; Gunpowder Fuses; Guncotton Fuses; High Tension Electric Fuses; Instantaneous Fuses; Low Tension Electric Fuses; Low Tension Fuses; Miners Squibs; Pain's Instantaneous Protectin Fuses; Smith Patent Electric Fuses; Spon's Electric Fuses; Tubes for Firing Explosives; War Rockets.

Class 6—(Div. 3)—Ammunition containing its own means of ignition such as—Abel's Electric Detonator Fuses; Brain's Electric Detonator Fuses; Bornhard's Electric Detonator Fuses; Cartridges for small arms which are not safety cartridges; Colliery Safety Lighters; Detonators; Electric Detonator Fuses; Electric Detonators; Elswick Mechanical Tubes; Fuses for Shells; High Tension Electric Detonator Fuses; Low Tension Electric Detonator Fuses; Smith's Patent Electric Detonator Fuses; Spon's Patent Electric Detonator Fuses; Safety Firing Tubes, No. 2; Tubes for Firing Explosives.

Class 7—Fireworks:—(Div. 1)—Fireworks composition.

The portable magazines shall be square, galvanized-iron boxes of various sizes and approved design. They shall be painted RED and lettered in black with the classes of explosives they are authorized to carry.

## SPORTING GUNPOWDER AND SAFETY CARTRIDGES.

Sporting Powder.—Sporting Powder may be accepted at Melbourne goods sheds, Ballarat, and Geelong for despatch to country stations, and no other station except Laverton must receive consignments without authority. Portable magazines are used for the consignments from Melbourne, and the consignments from Ballarat and Geelong must be labelled "Sporting Powder only—in metal cases."

Safety Cartridges for sporting purposes may be sent by goods train as ordinary goods if securely packed in a substantial wooden case marked "Safety Cartridges—Explosives." Limited quantities similarly packed may also be sent from Spencer-street, Flinders-street, and Princes Bridge Parcels Offices to country stations by passenger trains.

## CONVEYANCE OF NITROUS OXIDE AND OXYGEN GASES BY PASSENGER AND MIXED TRAINS.

In cases of urgency, these gases may, when contained in approved cylinders, packed in strong wooden cases, be carried in limited quantities (maximum five cylinders) by passenger or mixed trains.

## CHARGES FOR THE CARRIAGE OF EXPLOSIVES.

## (A) In Powder Vans—

- (1) Consignments forwarded on the prescribed loading days to railway stations within the radius to which the Department provides a regular Explosive service, will be carried at class 3 rates, minimum 3 cwt. Provided that in no case shall the charge be less than 7s. 6d. for each consignment; except in respect of explosives forwarded from Laverton to Arden-street, when the minimum charge shall be 3s. 9d. for each consignment.
- (2) For consignments forwarded to all places not covered by the fixed radius, or to places within the fixed radius on other than the prescribed loading days, the charges shall be :—
  - (a) Where a regular goods train is run for the whole distance, as for a minimum quantity of one ton.
  - (b) Where a special goods train is necessary on any portion of the journey, the ordinary freight charge shall be imposed as for a minimum quantity of one ton up to the point the consignment can be carried by a regular goods train, thence an additional minimum charge including the freight charges of £2 10s. for every 25 miles or part thereof, for the distance carried by the special train, provided that if any consignment for a station not included in the fixed radius be forwarded on the prescribed loading day for the district and can be conveniently carried in the same powder van as consignments for places in the fixed radius, the ordinary charges and the ordinary minimums in respect of explosives shall be applied for the portion of the journey within the fixed radius.

The minimum charge for a special train between Wangaratta and Bright shall be £3, and between Woodend and Daylesford, £2 10s.
- (3) In respect of explosives forwarded from the Australian Explosives and Chemical Company's siding, the freight charges shall be computed as from Laverton, with the exception that consignments for the Western District shall be charged for the mileage from Sunshine, and a special charge of 20s. will be made in each case for the clearance of explosives vans from the siding.

## (B) In Portable Magazines—

- Explosives forwarded from Laverton in portable magazines shall be charged class 3 rates, minimum 1½ cwt., provided that in no case shall the charges be less than 3s. 9d. for each portable magazine. In all cases the weight of the magazines shall be charged for on the outward journey, but they will be returned free.
- (c) Fireworks sent from Melbourne, Geelong, and Ballarat shall be charged the mileage rates, subject to the Tariff for "Smalls."

- (d) Safety Cartridges, also Sporting Gunpowder, sent from Melbourne, Geelong, and Ballarat shall obtain the benefit of District Rates where such are in operation, subject to the Tariff for "Smalls," but in no other case shall any explosives consignments be given the benefit of any Tariff rates lower than the mileage rates.
- (e) Consignments of Explosives forwarded to the care of a carrier, or from one consignor to different consignees, shall be charged for separately. Consignments from different consignors to one consignee may, however, be treated and charged for as one consignment.

THE UNDERMENTIONED GOODS WILL NOT BE RECEIVED FOR CARRIAGE UNLESS  
PACKED AS PRESCRIBED, VIZ:—

INFLAMMABLE LIQUIDS—GROUP A.

(Vapour inflammable at less than 73 deg. Fahrenheit.)

Each package to have label attached, printed in conspicuous characters, bearing the words "Highly Inflammable" and stating the contents and name and address of consignor.

Name of Article.	To be packed in.
Acetone .. .. .	(A) In casks, iron drums or strong cans, strongly made and securely closed, so as to prevent all possibility of leakage; or
Benzoline .. .. .	
Carburine .. .. .	
Enamel Anti-fouling Composition .. .. .	
*Naphtha .. .. .	(B) In hermetically sealed tins or bottles, packed in sawdust in cases
Petroleum .. .. .	
Rubber Solution and all other solutions partly composed of Naphtha or other highly inflammable liquids	(A) In iron drums, strongly made and securely closed, so as to prevent all possibility of leakage
Toluol .. .. .	
Wood Naphtha or Wood Spirit .. .. .	
Hydro-Carbon, from Oil Gas manufacture .. .. .	
Benzine Collas .. .. .	(A) In hermetically sealed tins or bottles, packed in sawdust, in cases not exceeding 56 lbs. each package
Collodion .. .. .	
Ether .. .. .	(A) In approved iron drums, hermetically sealed; or
	(B) In hermetically sealed tins or bottles, packed in sawdust, in cases not exceeding 56 lbs. each package
Gasoline .. .. .	(A) In hermetically sealed tins or bottles, packed in cases not exceeding 84 lbs. each package; or
	(B) In approved iron drums, hermetically sealed
Pentane .. .. .	(A) In hermetically sealed tins or bottles, packed in sawdust in cases not exceeding 84 lbs. each package
	(B) In approved steel or wrought-iron drums, gross weight not to exceed 5 cwt. for each drum. If the weight of the drum exceed 1 cwt. it must be securely placed in wooden cradles, in three sections, and protected at each end by wooden bars, to prevent concussion during transit
Bisulphide of Carbon .. .. .	(A) In metal bottles or tubes, packed in sawdust in cases
Liquid Ammonia .. .. .	
Carbonic Acid .. .. .	
Oxygen Gas and Laughing Gas .. .. .	
Carbide of Calcium .. .. .	
Anhydrous Ammonia .. .. .	In metal tubes packed in cases
	In hermetically sealed tins
	In metal tubes

\* Mineral naphtha may be accepted if contained in original tins (hermetically sealed) and cases.

INFLAMMABLE LIQUIDS.—GROUP B.

(Vapour inflammable between 73 deg. and 150 deg. Fahrenheit.)

When the following come under the above definition they may be received for conveyance in casks, cans, tins, or iron drums, viz:—

Paraffin Oil, and Petroleum Oil, Naphtha, Wood Naphtha, or Wood Spirit, Turpentine (Spirit of), Turpentine Substitute, Terebine or Sun Dryers, Turpentine Varnish, Methylated Spirit, Spirit of Wine, and Spirit Varnish.

## DANGEROUS OR CORROSIVE CHEMICALS.

Name of Article.	To be packed in.
Muriatic Acid .. ..	In glass carboys, or in bottles packed in cases or hampers, or in bottles packed in sawdust in cases; or in jars packed with bagging and enclosed in cases or crates.
Bromide .. ..	In glass carboys, or in bottles packed in cases or hampers, or in bottles packed in sawdust in cases.
Hydrochloric Acid or .. ..	In glass carboys, or in bottles packed in cases or hampers, or in bottles packed in sawdust in cases.
Spirit of Salt .. ..	In guttapercha bottles.
Fluoric Acid .. ..	In bottles packed in sawdust in cases; in carboys; in glass carboys, or in bottles packed in cases or hampers; or in lead cisterns, hermetically sealed and enclosed in wooden cases, containing not more than 1 cwt. of acid; or in jars packed with bagging and enclosed in cases or crates.
Oil of Vitriol .. ..	In glass carboys, or in bottles packed in cases or boxes, or in stoneware jars protected by wickerwork.
Sulphuric Acid .. ..	In iron drums, hermetically sealed.
Nitric Acid or .. ..	In hermetically sealed tins, each not exceeding 14 lbs. in weight, packed in strongly-bound wooden cases, all of sufficient strength to prevent either the escape of the peroxide of sodium from the package, or the admission of moisture to the peroxide of sodium. The contents of any one package not to exceed 112 lbs. in weight.
Aquafortis .. ..	(A)—In iron drums, hermetically sealed; or
Potassium .. ..	(B)—In tins of sufficient strength, hermetically sealed and properly packed in sawdust in wooden cases.
Sodium .. ..	In glass carboys, or in bottles packed in cases or hampers.
Sulphuric Anhydride or .. ..	(A)—In glass carboys, or in bottles packed in cases or hampers; or
Sulphuric Acid Crystals .. ..	(B)—In carboys, or in casks or iron drums.
Peroxide of Sodium .. ..	In jars or carboys.
Phosphorus .. ..	In carboys, earthenware jars, tins, or casks.
Bleaching Liquids, Corrosive .. ..	In iron drums, hermetically sealed.
Chloride of Sulphur .. ..	In carboys, earthenware jars, tins, or casks.
Perchloride of Iron .. ..	In jars or carboys, or in bottles packed in cases.
Chromic Acid, Liquid .. ..	In casks.
Painters' Solution, Corrosive .. ..	(A)—In casks.
Reake's Vulcan Soldering Fluid .. ..	(B)—In glass bottles (not carboys), packed in hampers.
Sodium Amalgam .. ..	In tins, drums, or casks.
Solderine .. ..	
Tin Solution .. ..	
Disencrusting Fluids .. ..	
Sulphurous Acid .. ..	
Acetic or Wood Acid .. ..	
Arsenic Acid .. ..	
Carbolic Acid .. ..	
Chloride or Muriate of Zinc .. ..	
Iron Liquor, or Muriate of Iron, or .. ..	
Chloride of Iron .. ..	
Nitrate of Iron .. ..	
Tin Liquor .. ..	

Nitric Acid and Sulphuric Acid must not be enclosed in the same package or loaded with other chemicals, nor must they be packed together; and bottles containing Nitric Acid must be packed in sand or other material on which the acid has no chemical action.

Ammonia Liquid must not be enclosed in the same package or loaded with Acids or Bromine.

## LUCIFER MATCHES, WAX MATCHES, AND SAFETY MATCHES.

Cases not exceeding 2 cwt. gross, to consist of wood at the sides, top, and bottom,  $\frac{3}{4}$  of an inch thick, ends  $\frac{1}{2}$  of an inch thick, to be strengthened with two battens across the lid outside, and two battens at each end outside, battens to be not less than  $2\frac{1}{2}$  inches wide, and  $\frac{1}{2}$  an inch thick.

Cases, the gross weight of which exceeds 2 cwt., and does not exceed 3 cwt.; the sides, top, and bottom to consist of wood  $\frac{3}{4}$  of an inch thick, and the ends  $\frac{1}{2}$  of an inch thick, and to be strengthened by battens of the same width and thickness, and in the same position, as the 2-cwt. case.

Where the cases are composed of wood thicker than the description mentioned above, battens need not be used.

As regards size and thickness of wood these regulations do not apply to imported matches sent forward in the same cases in which they were originally imported.

Each case must have the contents labelled or branded on it in legibly written or printed characters.

#### VESUVIANS, FUSEES, AND GAS LIGHTING EXPLOSIVE.

These must be securely packed in strong boxes, the sides, bottoms, and lids of which must be of a thickness not less than  $\frac{1}{2}$  an inch, and the ends not less than  $\frac{3}{4}$  of an inch. The ends of the case must each be strengthened on the outer face by two battens not less than  $2\frac{1}{2}$  inches wide by  $\frac{1}{2}$  an inch thick, and nailed to the sides. A piece of iron hoopsing, or twisted wire, must be nailed all round each end of the case.

Where Vesuvians or Fusees are mixed with matches the cases as above described for Vesuvians must be used.

#### OIL OF MYRRHANE AND CHLORATE OF POTASH.

These two articles must not be accepted for carriage in the same truck unless the Chlorate of Potash is packed in a case lined with strong zinc or tinned iron to prevent the possibility of their becoming mixed.

### CONDITIONS FOR THE CONDUCT OF TRAFFIC AT SUBURBAN FIREWOOD SIDINGS.

1. In every instance in which the area abutting on sidings is divided into allotments, the limit of each allotment, or of contiguous allotments held by one and the same person, will be marked by a post fixed at each of the four corners of the area.

The rents of allotments will require to be paid monthly in advance.

2. Storage at the rate of 1s. 6d. per diem per allotment of 25 feet frontage will be charged upon all consignments allowed to remain on the ground on other than leased allotments over twelve hours after the truck is unloaded, and payment will be required on demand before the consignments are removed off the ground.

Any portion of a day exceeding twelve working hours after a truck has been unloaded is to be computed as one day, and any portion of an allotment to be computed as an allotment. 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.

3. On all allotments abutting on the siding, 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 Commissioners, at a cost to the consignee of 1s. per hour per man for the time so employed.

4. A receipt must be given for each truck or consignment when the truck is placed at the proper discharging point. 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 leased 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 claim 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, where such are necessary.

5. The standard height to which firewood may be stacked on any allotment is nine (9) feet, and a charge of 1s. per truck will be made for any firewood stacked above that height.

If necessary for the quick and economical discharge of trucks, the consignee must stack up or level down consignments placed on allotments, and must also trim stacks if required by the Commissioners.

A charge of 1s. per hour per man will be made for trimming stacks, if it be done by the Commissioners, and consignees will be informed prior to the work of trimming being commenced.

6. Arden-street and all Suburban Wood Sidings will be open for the removal of firewood and coal between the hours of 8 a.m. and 5 p.m. on days other than Saturdays, Sundays, and days declared by the Commissioners as holidays for Goods Sheds. On Saturdays the hours will be from 7 a.m. to 1 p.m. Firewood and coal must not be removed from these sidings after 1 p.m. on Saturdays. Any person, however, who may have commenced to load a vehicle before 1 p.m., and is unable to finish by that hour, will of course be allowed to complete his loading, and leave with it as soon as practicable afterwards. The unloading of wood and coal on Saturday afternoons after 1 p.m. is not prohibited.

7. For loading and unloading charges see page 74.

## ALPHABETICAL CLASSIFICATION OF GOODS.

o.r. means "Owner's Risk."

n.o.s. means "Not Otherwise Specified."

Article.	Class.	Article.	Class.
<b>A.</b>		<b>Agricultural Implements and</b>	
Acetate of Lime, "Smalls" minimum	B	Machines, parts of, including	
" " in truck loads of 6 tons	A	castings and mouldings, in the	
Acetone ... ..	2	rough, and not machined or polished, n.o.s. ... ..	C
Acids, n.o.s. (in cases and carboys), o.r.	3	Agricultural Implements and	
Acid, Sulphuric and Muriatic, o.r. ...	1	Machines, parts of, including castings and mouldings, in the rough and not machined or polished, n.o.s., in truck loads of 6 tons ...	C, less 20 p. c.
" " in truck loads of 6 tons	C	Agricultural Implements and	
" Acetic and Tartaric, o.r. ...	2	Machines (see pages 93 and 96).	
" Acetic, in truck loads of 6 tons	C	Agricultural Produce, n.o.s. ...	A.P.
" Lactic ... ..	A	Agricultural, Grass, and Vegetable	
Acid Jars, returned empty, in cases	B	Seeds, n.o.s. ... ..	A.P.
Advertising Plates, tin or iron ...	1	Ale, Beer, and Porter, bulk (see page 71) ... ..	C
Aegyptio (flooring material) ...	B	Ale, Beer, and Porter, bulk, in truck loads of 6 tons (see page 71) ...	B
Aerated Waters ... ..	B	Ale, Beer, and Porter, certified by Customs Department to be unfit for consumption ... ..	M
Agricultural Implements, as under, o.r. ... ..	1	Ale, Beer, and Porter, n.o.s., bottled, in casks, cases, and covered crates, o.r. (see page 71) ... ..	2
Cultivators (plain)		Ale, Beer, and Porter, bottled, in uncovered crates, o.r. ... ..	3
Disc Harrows		Ale, Beer, and Porter, n.o.s., bottled, in casks, cases, and covered crates, in truck loads of 6 tons, o.r. ...	1
Disc Ploughs		Ale, Beer, and Porter, bottled, produce of the Commonwealth ...	1
Earth Scoops		Ale, Beer, and Porter, bottled, produce of the Commonwealth, in truck loads 6 tons ... ..	C
Harrows		Ale, Bux, Crystal, Cartona, Dandelion, Ginger, Hop, Horonda, Malt, Nera, Tonic, and similar kinds in casks, cases, and covered crates ...	B
Hand Drills		Ale, Bux, Crystal, Cartona, Dandelion, Ginger, Hop, Horonda, Malt, Nera, Tonic, and similar kinds in uncovered crates ... ..	1
Hand Sowers		Almonds, n.o.s. ... ..	2
Hay Rakes		" (produce of Commonwealth) on up journey, "Smalls" minimum (see page 44) ...	A
Hay Tedders		Alpinite (for packing walls) ...	1
Land Rollers		Alum and Alum Cake ... ..	C
Ploughs		Ammonia liquid, o.r. ... ..	3
Scufflers		" liquor, o.r. ... ..	2
Agricultural Machines, as under, o.r.,	1	" sulphate of ... ..	Manure 3
Baggers		Ammunition ... ..	
Chaff Cutters		" Boxes, empty (see page 64).	
Clod Crushers		Anchors and Chain Cable ... ..	1
Corn Crushers		Anvils ... ..	1
Corn Shellers and Screens		Animals (see Live Stock, page 111).	
Cultivators (with grain boxes)		Anti-friction and Axle Grease ...	C
Disc and Hoe Drills		Apple Juice, produce of the Commonwealth, "Smalls" minimum...	A
Farm Water Carts		Antimony (see Ores).	
Harvesters			
Hay Presses			
Horseworks			
Land Graders			
Mowers			
Reapers			
Reapers and Binders			
Seed Cleaners			
Seed Drills			
Strippers			
Threshers (see page 99)			
Winnowers			
Agricultural Motors ... ..	2		
Agricultural Implements and			
Machines, old, on statutory declaration of having been in use 3 years and upwards; declaration to be made on Form GF.104 ...	C		
Agricultural Implements and			
Machines, parts of, including castings and mouldings, finished, n.o.s., o.r. ... ..	1		

## ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Architraves, Mouldings, and Skirt- ings, common wood, not gilded ...	C	Bark, stringy, in sheets for roofing	M
Arkilite (cement composition) ...	A	"  extract of ...	A
"  in truck loads of 6 tons ...	A, less 25 p c.	Barley ...	A.P.
Arrowroot, manufactured ...	2	"  Meal ...	A.P.
"  unmanufactured ...	B	"  Barmenit, food preservative	2
Arsenic, in kegs (see page 93) ...	2	Barrels, empty (see page 65) ...	2
"  Crude (see page 93) ...	A	Barrows and Barrow Wheels ...	3
"  in truck loads of 6 tons ...	A, less 25 p c.	Barry's Tricopheros, o.r. ...	3
Artificial Manures ...	Manure	Baskets and Basketware, o.r. ...	3
Art, Works of, n.o.s., in cases, o.r., rate and half ...	3	"  Fish, empty (see page 65) ...	1
"  "  loose, o.r., double rate ...	3	Bathbricks ...	2
Asphalt, in bags ...	M	Baths, wooden, or metal, o.r. ...	2
Asphalt, in blocks ...	A	Bath Heaters ...	2
"  tiles ...	A	Beams and Scales, o.r. ...	2
Asbestos, flake ...	A	Beans, n.o.s. ...	A.P.
"  fire lumps ...	2	Bedsteads, in cases ...	2
"  and Silicate Cotton for Steam Pipe Covering ...	C	"  loose, or in packages, o.r. ...	3
Ashes, n.o.s. (see page 71) ...	M	Bedding ...	3
Ashes, Wood ...	Manure	Beef and Pork, salted, in casks, smalls minimum ...	C
Ayer's Hair Vigor, o.r. ...	3	Beehives, with or without bees, o.r. "  in pieces, in bundles ...	2
Axe Handles, in bundles or cases ...	1	"  in truck loads of 3 tons or under, &c., 1s. per mile; minimum, 20s. Ex- cess weight above 3 tons to be charged <i>pro rata</i> , whether one or more trucks used. Minimum rate per ton, 6s. 8d., with "Smalls" minimum, o.r. ...	1
Axes, in cases or secure packages ...	3	Beer (see Ale). "  engines, o.r. ...	3
"  loose, o.r. ...	1	Beeswax ...	1
Axle Arms and Boxes ...	C	Beet-root ...	A.P.
"  Grease ...	C	Bellows, o.r. ...	2
<b>B.</b>		Bells, of all kinds, o.r. ...	2
Bacon and Hams (see page 68). "  Hams, and Lard ...	B	Belting, leather and rubber, o.r. ...	1
Bagatelle and Billiard Tables ...	3	Benches, Carpenters ...	1
"  "  "  when un- packed, o.r. ...	3	Bench Gauge ...	1
Bagging, Rags, and Rope, old, for paper-making ...	A	Benzine ...	1
Bags, Bagging, Brattice Cloth, and Cornacks, new, empty, in bales and bundles ...	B	Bicarbonate of Soda ...	B
Bags and Cornacks, new, empty, in truck loads of 6 tons ...	A	Bicycles, and Tricycles, in cases, o.r. "  "  loose, o.r., double rate ...	3
Bags and Cornacks, second-hand, empty, whether returns or other- wise, also Hessian Wrappers re- turned, minimum 6d. ...	A	Billiard and Bagatelle Tables ...	3
Bags, Paper (see Paper). "  Calico ...	1	"  "  "  when un- packed, o.r. ...	3
Bag Lifters ...	2	Bilz, sparkling ...	1
Bakerine ...	1	Birds, in boxes ...	2
Baking Powder ...	2	Biscuits, o.r. ...	2
Bananas, in cases and crates, "  Smalls" minimum ...	A	"  minimum, 2 tons, o.r. ...	1
Bananas, loose, or in bundles ...	A	Bitters, in bulk, o.r. ...	2
Bark, bundled, or in sheets, n.o.s. ...	B	"  bottled, in cases, o.r. ...	3
"  "  in truck loads of 5 tons ...	A	Bisulphide of Carbon, o.r. ...	3
"  "  (see page 93). cut-soap ...	2	"  "  for rabbit killing, on declaration, o.r. ...	1
"  ground, in bags ...	B	Bisulphite of Lime ...	1
"  "  in truck loads of 6 tons ...	A	Bitumen ...	C
		Blackening ...	2
		"  in bulk, in sacks ...	1
		Blacklead ...	C
		Blanketta ...	1
		Blankets, Flannels and Woollens, pro- duce of Commonwealth ...	2
		Blankets, Flannels and Woollens, n.o.s.	2

## ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Bleaching Liquids and Powders ...	C	Brandy, in bulk, demijohns, or bottled, n.o.s., o.r. ...	3
Blinds, Venetian, in cases ...	3	Brass, Burnish ...	2
" " in packages, o.r. ...	3	" Rods ...	2
" Bamboo, o.r. ...	3	" Sheet ...	2
Blocks and Pulleys ...	1	" Tubing, lacquered ...	2
Blue ...	2	" Wire ...	2
Bluestone, in kegs and cases ...	1	Bread, o.r. ...	1
Boats, 6d. per four-wheeled truck per mile; minimum, 20s.; bogie trucks, 9d. per mile; minimum, 30s.; additional 4-wheeled trucks, 3d. per mile; minimum, 10s., o.r. Boats loaded on trucks fully loaded with other goods, half the above rates, o.r.		Bricks, Air, metal ...	2
Boats for regattas at convenience of the Commissioners; above rates on forward journey, subject to rebate to half rates on proof that full crew travelled by rail, o.r. On production of certificate from Secretary of Regatta Committee that they have competed in at least one race, the boats may be returned free.		Bricks, Air, n.o.s., and Fire ...	A
Boiler Tubes ...	1	" " in truck loads of 6 tons ...	A, less 25 p.c.
Boilers, Steam, o.r. ...	1	Bricks, Fire, on up journey ...	M
" " old, on statutory declaration of their having been in use 3 years and upwards (declaration to be made on Form G.F. 104) ...	C	" " Ordinary (see page 71) ...	M
" " new, for export, &c. (see page 96) ...	C	Britannia-metal Goods, o.r. ...	2
" Kitchen, Washing, &c., n.o.s., o.r. ...	2	Brooms, in cases, bales and bundles	2
Bone Ash, used in assaying of gold ...	1	Brooms, manufactured in Commonwealth, on up journey, in cases, bales, or bundles ...	B
Bones ...	M	Broom, Corn ...	A.P.
Bones, crushed for case hardening ...	M	Brunswick Black ...	2
Bone Cutters and Crushers ...	2	Brushware ...	2
Bones, Bottles and Scrap Metals, (mixed lots) ...	M	Buckets and Tubs, wooden or metal, in nests, o.r. ...	2
Bone-dust ...	Manure	" " fruit, empty (see page 65) ...	2
Bonemeal ...	Manure	" " Mining ...	1
Books, in cases (see page 93) ...	3	Buggies (see Vehicles, page 60) ...	2
Boot Cream and Gloss ...	2	Buggy Rims ...	2
" Hampers and Trunks, returned empty ...	1	Bullock Drays (see Vehicles, page 60) ...	B
" Hampers and Trunks, not returned empty ...	2	Bungs, wooden ...	3
Boots and Shoes, in trunks and cases ...	2	Bungs (sausage skins) ...	3
Bottles, empty ...	M	Butchers' Small Goods, viz., sausages, saveloys, frankfurts, germans, black and white puddings, heads and feet, and corned beef "Smalls" minimum ...	C
" " small lots (must be in bags, crates, or cases), smalls minimum ...	A	Butter ...	B
Borax ...	1	" " in single packages (see p. 68) ...	
Boxes, cardboard, in crates and cases ...	3	" " &c., for export (see page 93) ...	
" " cardboard, folded and packed in cases or crates ...	2	" " Boxes, Kegs, and Tubs (see pages 64 and 71) ...	B
" " empty, for luggage ...	2	Butterine ...	
" " Steel or Leather, Hat ...	2	Butter making, &c., plant (see page 35) ...	
" " empty, n.o.s. (see page 64) ...	1	Butterworkers and Printers ...	1
Brackets, iron, for telegraph poles ...	A.P.	Butts, empty (see page 65) ...	
Bran (see pages 94 and 100) ...	2	Butter Barrells (empty, see page 64) ...	
Brands, iron ...	C		
Brandy, in bulk, demijohns, or bottled, produce of Commonwealth "smalls" minimum ...	C		

## C.

Cables, chain ...	1
" " electric, minimum 3 tons ...	1
Cages, bird, in cases, o.r. ...	3
" " loose, double rate, o.r. ...	3
" " mining ...	1
Calcium Carbide ...	1
" " Chloride ...	1
" " Chloride in truck loads of 6 tons ...	C
Camp Equipment ...	2
Candles ...	1
Canes and Rattans ...	2
Cannon, on carriages and otherwise ...	1

## ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article	Class	Article	Class
Canoes, half Boat rates (see Boats).		Chicory Roots ... ..	A.P.
Cans, empty (see page 64).		" dried (see page 82) ... ..	C
Cantilevers, for verandahs ... ..	2	Chicory, manufactured ... ..	2
Canvas, in bales and bolts ... ..	2	Chinaware, n.o.s., o.r. ... ..	2
" hose ... ..	2	Chimney Pots, Earthenware ... ..	C
Capsules ... ..	3	" Tops, iron ... ..	2
Carbolized Sanitary Sawdust ... ..	A	Chlorate of Potash ... ..	1
Carboys, acid, returned, empty ... ..	B	Chloride of Lime ... ..	1
" new or not returned empty ... ..	C	" " in truck loads of 6	
Carbonic Gas, in iron cylinders, o.r. ... ..	3	tons ... ..	C
" cylinders, empty, minimum 6d. (see page 64).	C	Chocolate ... ..	3
Carbon Balls ... ..	1	Chrome Ore ... ..	M
Cardboard Boxes (see Boxes)		Churns, o.r. ... ..	1
" Mounts for photographs ... ..	3	Chutney ... ..	2
Carnauba ... ..	1	Cider and Perry, in bulk or bottled,	
Carpeting ... ..	2	n.o.s. ... ..	C
Carraway Seeds ... ..	2	Cider and Perry, in bulk or bottled,	
Carriages (see Vehicles, page 69).		produce of Commonwealth (same	
Carrots ... ..	A.P.	rate as Colonial Wine. See pages	
Carrots, in small quantities, "Small's"		44 and 68).	
minimum ... ..	A	Cigars and Cigarettes, o.r. ... ..	3
Cartoons, in cases ... ..	2	Cinnamon ... ..	2
Cartridges, sporting and rifle, metal		Circus Material and Merry-go-rounds	
cased (see page 22) ... ..	3	— Four-wheeled trucks, 6d. per mile;	
Cartridges, sporting and rifle, not		minimum, 10s.; bogie trucks, double	
metal cased (as Explosives, p. 22).		rates and minimum.	
Carts (see Vehicles, page 69).		Citrus Health Saline Powder ... ..	2
Cases, empty (see page 64).		Clay or Kaolin (see page 70) ... ..	M
Casks, empty (see page 65).		" Retorts and Crucibles for	
Castings (see Iron).		mining ... ..	C
Cattle tips ... ..	B	Cleanso (Soap) ... ..	1
Cattle and Poultry Food, liquid or		" " in truck loads of 6 tons	C
dry, n.o.s. ... ..	A	Clippings, in bales ... ..	C
Caustic Soda ... ..	A	Clocks, in cases, o.r. ... ..	3
Ceilings, fibrous or infibrous plaster,		Closets, and Closet-pans ... ..	2
packed, o.r. ... ..	2	Clothes Lines, hempen or wire ... ..	1
" loose, o.r. ... ..	3	" Pegs ... ..	1
" and Walls, metal, packed, o.r.		Clothing, manufactured and piled ... ..	2
" loose, o.r. ... ..	1	Cloves ... ..	2
Cement (see page 71) ... ..	B	Coal (see page 94) ... ..	Coal
" in truck loads of 6 tons ... ..	A	Cocoa ... ..	3
" Pipes (see Pipes) ... ..		Cocoonut, desiccated ... ..	1
" Blocks, for building purposes		" Fibre ... ..	1
" " in truck loads of 6 tons		Cocoonuts (same as Fresh Fruit, see	
Chaff ... ..	A, less	page 31).	
Chain Cables and Anchors ... ..	25 p.c.	Coffee or Coffee Essence ... ..	3
Chains, n.o.s. ... ..	A.P.	" Beans ... ..	3
Chairs, Invalid, on wheels ... ..	1	Coke ... ..	Coal
" in pieces, in cases ... ..	2	Colours and Paints, n.o.s., in secure	
Chalk and Ochre ... ..	3	packages ... ..	2
Chandeliers and Gasaliers, o.r. ... ..	A	Columns, Iron and Steel (see Iron).	
Charcoal, in bags (see page 70) ... ..	2	Commercial Travellers' Samples, o.r.	3
Cheese, boxed ... ..	Coal	Compo. Board, o.r. ... ..	1
" loose, "Small's" minimum		Composition, non-conducting, for	
" in single packages (see	C	boilers and steam-pipes ... ..	C
page 68).		Condimental Food for Stock and	
" for export (see page 93).		Poultry ... ..	A
Chemicals, n.o.s., o.r. ... ..	3	Confectionery, o.r. ... ..	2
Cherry Pectoral, o.r. ... ..	2	" minimum, 2 tons, o.r.	1
Chestnuts, n.o.s. ... ..	1	Congo (roofing) ... ..	1
" produce of Commonwealth,		Construction material (see page 94).	
on up journey, "Small's" minimum	A	Contractors' and Builders' Plant, not	
Chevalier (Cooking Mixture) ... ..	1	new, consisting of mixed consign-	
Chicken Food ... ..	A	ments of appliances used for the	
		carrying out of contracts for Rail-	
		way Works, Buildings, &c. ... ..	C

## ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Contractors' and Builders' Plant, not new, consisting of mixed consignments of appliances used for the carrying out of contracts for Railway Works, Buildings, &c., in truck loads of 5 tons ...	B	D.	
Coops, empty (see page 64).	Manure	Dairy Produce, n.o.s. (see page 68)...	
Copi, for manure, on declaration ...	2	Damp Course ...	C
Copper, Nails, Rivets, and Rods ...	A	Dangerous Acids and Compounds, n.o.s. o.r. (see list, pages 23 and 24)	C
" Ore ...	A, less 25 p.c.	Dates, in boxes or packages ...	3
" in truck loads of 6 tons ...	2	Demijohns, empty, in wickerwork, o.r.	2
" Plates ...	M	" " earthenware or glass, o.r.	2
" Regulus ...	A	" " returned (see page 65).	3
" Scrap ...	2	Dextrine... ..	2
" Sheet, Ingot, and Bar ...	1	Diamond Drills ...	1
" Sulphate of, in kegs and cases	2	" " in truck loads of 6 tons ...	C
" Wire, Tubing, and Piping ...	1	Disc Plates, for Drills, Harrows, and Ploughs ...	1
Copperas, packed ...	1	Disinfectants, n.o.s. ...	3
Cordage, Hempen ...	1	Dobblins (see Vehicles, page 69).	2
" " for mining, in truck loads of 6 tons ...	C	Distillery Apparatus, o.r. ...	3
Cordials, in bulk or bottled (such as Raspberry Vinegar, Cloves, Peppermint, Lime Juice, Quinine Wine, Ginger Wine, &c.), o.r. ...	2	Door Fittings ...	2
Cork, Granulated, and Cork Shavings, "Smalls" minimum ...	C	" Frames, set up ...	3
" Sheet ...	3	Doors, Furnace ...	2
Corks, Cut ...	M	" Wooden and Wire ...	2
Coring, Stone ...	2	" Glazed, o.r. ...	3
Corn Flour ...	2	Drapery, packed ...	2
" Sacks (as Bags).		Drays (see Vehicles, page 69).	B
Cornices, Poles, Centre Pieces, n.o.s. packed, o.r. ...	3	Dripping, in casks, kegs and cases ...	3
" fibrous or infibrous plaster, packed, o.r. ...	2	Drugs, Chemicals, and Medicines, n.o.s., o.r. ...	3
" fibrous or infibrous plaster, loose, o.r. ...	3	Drums, empty, minimum 6d. (see page 65)	C
Cornish Stone, ground, and Ground Flint, for pottery making ...	A	Dumb Plates ...	2
Cotton, Raw ...	C	Dyes ...	C
" Waste ...	1	Dynamos, o.r. ...	3
" Yarn ...	C	E.	
Counter and Shop Fittings ...	3	Earth ...	M
Crab Winches ...	2	Earthen, Stone, and Crockery Ware, in crates, casks, cases, and semi-hogsheads, o.r.	2
" " (see page 96).	A	Earthenware (see page 98).	B
Cracklings ...	C	Eggs, smalls, minimum ...	C
Cranes, Derrick ...	1	" in single packages (see page 68).	A
Crates, empty (see page 64).	2	Egg Preservative, liquid, n.o.s. ...	C
Cream (see page 67).	2	" " produce of commonwealth on "Up" journey	A
" of Tartar ...	2	" " commonwealth on "Up" journey	C
Crockeryware (see Earthenware).	1	" " commonwealth on "Up" journey	2
Crowbars ...	2	Electric Light Fittings, o.r. ...	2
Crucibles, n.o.s., o.r. ...	C	Empties (see page 64).	2
" and Clay retorts for mining	2	Emulsion of Turpentine and Beeswax produce of commonwealth on "Up" journey	A
Currents, dried } Same as Fruit (see fresh } page 31).	2	Engines, Beer, Fire, Garden, and n.o.s., o.r.	3
Curry ...	1	" Donkey ...	C
Cutch ...	2	" Gas, oil or steam, stationary, o.r.	2
Cutlery ...	1	" Hop washing, o.r. ...	2
Cyanide of Potassium ...	1	" Oil or Steam, Portable ...	C
" Sodium ...	1	" Traction ...	C
Cylinders, mineral water, returned empty, minimum 6d. (see page 64)	A		
Cylinders, iron (see Iron).			

## ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Engine Packing, ... ..	2	Fittings, Electric Light, packed, o.r.	2
Engravings, Paintings, Pictures and Photographs, n.o.s., in cases, or otherwise securely packed, o.r.	3	„ Gas, packed, o.r.	2
„ „ Loose, o.r., double rate	3	„ Shop and Counter	3
Ensilage ... ..	A.P.	Flagging (see Stone).	
Envelopes, Straw, for bottles	1	Flax Straw ... ..	A.P.
Essence, Coffee ... ..	3	„ Fibre ... ..	A
Essences, Culinary ... ..	2	„ Yarn ... ..	B
Eucalaqua (Boiler Disencrustant), on „Up” journey, minimum 10 cwt.	B	Flock ... ..	3
Eucalyptus Oil, n.o.s., o.r.	1	„ Dust ... ..	M
„ „ On „Up” journey...	C	Floorcloths and Linoleums, o.r.	2
„ leaves ... ..	C	Flour, white and brown (see pages 94 and 100)	A.P.
Exhibits for Shows (see page 18).		„ Aerated, self-raising, Presto, &c.	A
„ from Agricultural Department (see page 94).		Flower Pots, Earthenware	C
Explosives (see Special Regulations, page 19).		„ Seeds, Roots, and Bulbs	2
		Fly Wheels ... ..	A.P.
		Fodder, green or compressed	2
		Foods, grain, patent, n.o.s.	2
		„ Infants' ... ..	2
		Footlights, Glass, for pavements and floors, o.r.	1
		Forges, Portable ... ..	2
		Forgings, Rough (see Iron).	
		Forks, Hay and Garden ... ..	2
		Formalin (disinfectant) ... ..	1
		Frames, Door and Window, set up, o.r.	3
		„ Picture, o.r., in bundles	3
		„ „ set up, o.r., double rate	3
		Fruit, Dried, Canned, Bottled, and Preserved, n.o.s.	2
		„ Dried, Canned, Bottled, and Preserved, produce of Commonwealth, on „Up” journey, (see page 44)	A
		„ Dried, consigned direct to distillers and accompanied by a declaration that it is to be used for distilling purposes	A
		„ Dried, &c., for Export (see page 95)	
		„ Fresh, in cases or bags— „Smalls” minimum	A
		„ „ „ buckets, casks, crates, or tubs— „Smalls” minimum	B
		„ Fresh, in baskets, o.r.	1
		„ „ consigned direct, for export	A.P.
		„ in single packages (see page 68).	
		„ (Inter-State Traffic, see page 95)	
		„ Pulp, „Smalls” minimum	A
		„ Stoves, n.o.s.	2
		„ Cases, empty (see page 64).	
		Fuller's Earth ... ..	3
		„ „ for scouring purposes	C
		Funnels, Engine ... ..	2
		Fungusine ... ..	1
		Furniture and Upholstery, n.o.s., o.r.	3
		„ and Household Effects, including sewing machines, pianos, organs, perambulators, and go-carts, second-hand, o.r.	2

## F.

Farina, in casks or cases ... ..	2
Fat and Tallow ... ..	B
Feathers ... ..	3
Felloes and Spokes, Rough	H.T.
Felloes and Spokes, dressed	C
„ „ dressed, in truck loads of 6 tons	B
Felt or Paper, Roofing and Insulating, in bundles ... ..	1
Fenders and Fireirons, packed	2
„ „ „ loose, o.r.	3
Ferns, Tree ... ..	M
Fibrina ... ..	2
Fibro—Cement Slates and Sheets, packed in crates	1
Firearms, n.o.s. ... ..	3
Fire Beaters ... ..	1
Fire Blocks, Bars and Bearers (see Iron)	
Fireirons (see Fenders).	
Fire Lumps ... ..	A
Firewood, Mallee Roots, Mining Slabs, Mining Laths, and Mining Props (see page 72)	Firewood
Firewood (see page 95).	
Fireworks (see Explosives).	
Firekillers ... ..	1
Fish Pastes ... ..	2
„ preserved, tinned	2
„ dried, salted, and in brine	2
„ fresh, smoked, and dried, produce of Commonwealth, also oysters and other shell fish, fresh (see page 66).	
„ Baskets and Boxes, empty (see page 65).	
Fishing Nets ... ..	3
Fittings, Door ... ..	2

## ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Furniture and Household Effects, including sewing machines, pianos, organs, perambulators and go-carts, second-hand, in truck loads of 3 tons, 1s. per mile; minimum, 20s. Any excess quantity, <i>pro rata</i> , o.r. ...		Grass Seeds ...	A.P.
" in vans (see page 95).		Grates, packed in cases ...	2
" Springs ...	2	" loose, o.r. ...	2
Furs, o.r. ...	3	Gratings ...	2
Fuze Cotton ...	2	Grave Railings, o.r. ...	2
" Tape ...	2	Gravestones, dressed, polished or carved, in cases, o.r. ...	1
" Safety ...	3	Gravestones, dressed, polished or carved, loose, o.r. ...	2
" Tape colouring ...	1	Gravel (see pages 70 and 96) ...	M
		Grease, axle and antifriction ...	C
<b>G.</b>		Grindery, n.o.s. ...	2
Gambier ...	A	Grindstones, o.r. ...	1
Game, Dead, n.o.s., o.r. ...	1	Groats ...	2
Garden Rollers and Mowers ...	2	Groceries, n.o.s. ...	2
" Seats ...	2	Grubbing Machines ...	1
" Seeds ...	2	Guano ...	Manure
" Produce, in single packages (see page 68).		Gum, dry, Wattle ...	1
Garlic ...	A	" liquid red and Shellac ...	2
Gasaliers and Chandoliers, o.r. ...	2	Gunmetal ...	2
Gas Fittings, packed, o.r. ...	2	" scrap ...	A
" (Coal or Oil), Manufacturing Plant, o.r. ...	2	Guttering, Dipping, Ridging, and Spouting, galvanized iron, tin, or zinc, o.r. ...	2
" Acetylene, Manufacturing Plant, o.r. ...	3	Gypsum (see page 71) ...	M
Gates, Iron and Wood ...	2	" for manure, on declaration	Manure
Gelatine ...	3		
Germes ...	2	<b>H.</b>	
Ginger, dry or preserved ...	2	Hair, Builders', and n.o.s. ...	2
Ginger, green, as fruit, "Smalls" minimum ...	A	" Pigs ...	1
Girders (see Iron).		" Upholsterers' ...	3
Glass, plate or window, o.r. ...	3	Hams and Bacon (see Bacon, page 27)	
" preserving jars ...	B	Hames and Chains ...	2
" broken ...	M	Hand Carts ...	2
Glassware, packed, o.r. ...	3	Handles, Wooden, in bundles or cases	1
Gloss, boot ...	2	" Hardwood, in bundles or cases, on "Up" journey	A
Glucose ...	A	Hardware, n.o.s. ...	2
Glue ...	1	Hares, dead, minimum 5 cwt ...	A
" pieces in bales ...	1	" for export (see page 93).	1
Glycerine, crude ...	1	Haricot Beans ...	3
" pure ...	3	Harness and Saddlery, n.o.s., o.r. ...	3
" nitro (see Explosives, page 19).		Hay, in bundles or bales ...	A.P.
Golden Syrup, Treacle, and Molasses, in casks and cases, o.r. ...	1	Hearthstones ...	A
" in jars and tins, loose, o.r. ...	3	Hemp ...	A
Goods, n.o.s., o.r. ...	3	" Yarn ...	C
Grain, n.o.s. (see pages 94 and 100) ..	A.P.	Herbs ...	2
" Foods, patent, n.o.s. ...	2	Hessian, in bales and bolts ...	2
Granite, see page (41) ...	2	Hides (see page 83) ...	B
Grape Nuts ...	M	" for country tanneries ...	A
" Skins, crushed ...	C	Hiderow ...	M
" Spirit, "Smalls" minimum ...	1	Hinges and Locks ...	2
Graphite ...	A.P.	Hogsheads, empty (see page 65).	2
Grass and Rushes for brickmaking and thatching ...	A.P.	Hollowware, n.o.s., o.r. ...	2
" Rope, twisted ...	A.P.	Honey, in tins, cases, or casks, minimum, 10 cwt ...	B
		" in single packages (see p. 68).	
		" for export (see page 93).	
		" (see page 71).	
		" Tins, empty (see page 65).	2
		Hooks, reaping ...	C
		Hops, in packages, min. 10 cwt. ...	B
		Horns and Hoofs ...	A
		" in truck loads of 5 tons	1
		Horseshoes ...	2
		Hose Reels—minimum, 5 cwt. each, o.r. ...	2

## ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Houses or Offices, Wooden (including Cooling Chambers) whole or in packages ...	R	<b>Iron and Steel—continued.</b>	
Hurdles, Wooden or Iron ...	2	Channel to Country Foundries ...	C
<b>I.</b>		" " in truck loads of 6 tons ...	B
Ice, in waterproof cases or sacks, "Smalls" minimum ...	B	Chimney Tops ...	2
" in waterproof cases or sacks, in truck loads of 6 tons ...	A	Columns, wrought or cast ...	2
" (see page 96).		Corrugated, galvanized, or sheet iron, in cases or packages ...	C
Ice Chds.s ...	3	Corrugated iron, loose ...	2
Ink, in casks, drums, or tins ...	2	Galvanized or sheet iron, loose ...	1
" in bottles, in cases, minimum out ton ...	2	Crabwinches ...	2
" in bottles, in cases, n.o.s. ...	3	Crowbars ...	1
Indiarubber Goods, o.r. ...	3	Cylinders, turned and polished, o.r. rough ...	2
" old ...	C	Disc Plates for Drills; Harrows, and Ploughs ...	1
Insecticide and Insectilane ...	2	Gates ...	2
Instruments, Musical, Optical, Scientific, Surgical, and n.o.s.; o.r. ...	3	Girders ...	2
Insulators for telegraph poles ...	2	" in truck loads of 6 tons ...	1
<b>IRON AND STEEL.</b>		Gratings ...	2
Anchor's ...	1	Grave Railings, o.r. ...	2
Anvils ...	1	Hoop ...	C
Axle Arms and Boxes ...	1	" in truck loads of 6 tons ...	B
Bar, Rod, Plate, and Angle ...	C	" used in the manufacture of Hogsheads; Cream and Milk Cans, on declaration ...	A
Bar, Rod, Plate, and Angle, in truck loads of 6 tons ...	B	Hurdles ...	1
Bearers, also floor, sole, and bed-plates ...	2	Lathes ...	2
Boilers, Steam, o.r. ...	1	Lathing Steel, interlocking ...	1
" Old, on statutory declaration being furnished of their having been in use 3 years and upwards; the declaration to be made on form GF.104 ...	C	Lattice Bars, Struts, and Ties ...	2
Bolts ...	1	Magnet ...	M
Brackets, for telegraph poles ...	1	Mining Cages, Screens, and Tips ...	1
Buckets, Mining ...	1	Nails and Spikes ...	1
Cables, Chain ...	1	Nuts ...	M
" Electric, minimum 3 tons ...	1	Ore ...	2
Cages, Mining ...	1	Pickaxes, loose ...	1
Canilevers ...	2	" in cases ...	M
Castings and Forgings, Rough; and not machined or polished, or light and fragile, including Stamper Heads, Shoes and Cams, Hammered Shafts, Stamper Boxes and Fire Blocks, Bars and Bearers ...	C	Pig ...	
" in truck loads of 6 tons (see page 95).	C; less 20 p.c.	Piles, screw and other, for bridge-building ...	1
" in cases, o.r. ...	2	Pipes, Black or galvanized, $\frac{1}{2}$ inch and upwards ...	1
" machined and polished, or light and fragile, loose, o.r. ...	3	Pipes, Cast Iron, for Water Supply services, including T Bends and junctions ...	B
Chains, n.o.s. ...	2	" Cast Iron, Gas, including T bends and junctions ...	C
Channels and Rolled Joists, n.o.s. ...	1	" Down, Cast Iron, o.r. ...	2
Channels and Rolled Joists, in truck loads of 6 tons ...	C	" Wrought Iron, riveted, not exceeding 12 inches ...	1
		" Wrought Iron, riveted, exceeding 12 inches ...	2
		Pipes for Water Trusts and Shires (see page 93) ...	
		Piping, galvanized, o.r. ...	2
		Ploughshares and Mouldboards, o.r. ...	1
		Plough Wheels, o.r. ...	1
		Posts, Lamp and Verandah ...	2
		Pulleys and Blocks ...	1
		Rails, Chairs and Fishplates, Railway and tram ...	C
		Rails, Chairs and Fishplates, Railway and tram; in truck loads of 6 tons (see page 98) ...	B

## ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
<b>Iron and Steel—continued.</b>		<b>Iron and Steel—continued.</b>	
Railings, o.r. ....	2	Wire, &c., as above, in truck loads of 6 tons ....	C, less 20 p.c.
Retorts, o.r. ....	2	Wire, &c., as above, in lots of 10 tons and upwards ....	A
Ridging, galvanized, o.r. ....	2	Wire Netting ....	J I M
Rivets, n.o.s. ....	2	Wire, Bright, o.r. ....	1
Rivets, for Boilers ....	1	„ for Wire Mattresses ....	1
„ „ when forming part of a 6-ton truck load with Bar, Rod, Plate, Hoop, and Angle Iron and Steel ....	B	„ Insulated ....	1
Roofwork ....	2	„ Strainers and Cutters ....	1
Ropes, Wire and Steel ....	1	Ironmongery, n.o.s. ....	CV212 2
„ for mining, on declaration, in truck loads of 6 tons ....	C	Isinglass ....	3
Safes ....	2	<b>J.</b>	
Sash Weights ....	1	Jadoo Fibre ....	Manure
Scrap ....	M	Jams and Jellies, n.o.s., o.r. ....	2
Screws and Washers ....	1	„ „ produce of Commonwealth, on up journey (see page 44) ....	A
Shafting ....	2	Japan Wax ....	1
Sheet Iron (See Corrugated). „ Steel ....	1	Japanned Ware, o.r. ....	3
Sole and Floor Plates ....	2	Jars, preserving, glass ....	B
Spokes for Agricultural Machines Spouting, Galvanized, o.r. ....	1	Jars, confectionery, in cases, "Smalls" minimum ....	C
Springs, Carriage, Dray, and Truck Standards for fencing ....	2	Jars, empty returns (see page 65). Joinery, n.o.s., o.r. ....	3
Steel or Metal expanded— „ In cases or bundles ....	1	Jute, Yarn ....	B
Loose ....	2	<b>K.</b>	
Polished ....	2	Kaolin (see page 70) ....	M
Trunks ....	2	Kapok, in bales, pressed ....	2
Tacks ....	2	„ „ unpressed ....	3
Tanks, iron, empty, n.o.s.— „ Up to 400 gallons, o.r. ....	3	Kassina ....	1
Over 400 gallons and not exceeding 1,000 gallons, o.r., rate and a half ....	3	Kauri Edgings (see Timber). Kegs, empty (see page 65). Kellofuge ....	C
Over 1,000 gallons, o.r., double rate ....	3	Kerbing (see Stone). Kerosene, in bulk, in owners' trucks, minimum 6 tons per truck ....	B
Tanks or Vats, corrugated— „ Up to 1,000 gallons, o.r., rate and a half ....	3	„ in cases and in bulk, also in approved tins or drums, uncased ....	C
Over 1,000 gallons, o.r., double rate ....	3	„ in cases and in bulk, also in approved tins or drums, uncased, minimum 8 tons per truck... „ taps, metal ....	B 2
Tanks, filled. Tanks as above; contents as per classification ....	1	(see pages 71 and 80). Kilderkins, empty (see page 65). Klingon, roofing composition ....	1
Telegraph Poles ....	1	<b>L.</b>	
Troughing, o.r. ....	2	Lactofarina ....	A
Trucks and Skips, Mining, and Timber ....	1	Ladders, up to 18 feet in length, rate and half ....	3
Tubing for Diamond Drills ....	2	„ over 18 feet in length, double rate ....	3
Tyres ....	1	Lamp Black ....	2
„ in truck loads of 6 tons ....	C		
Tyre Setters ....	C		
Valves ....	2		
Verandah posts ....	2		
Vyces ....	2		
Weights ....	1		
Wheels, Fly, Truck and Barrow o.r. „ n.o.s., o.r. ....	3		
Wire, fencing, woven (for fencing) and barbed, in bundles, also droppers, staples, clamps, standards, strainers and wedges ....	C		

## ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Lamps, Hall and Street, packed, o.r.	3	<b>M.</b>	
" " " loose, o.r.,	3	<b>Machinery and Machines—</b>	
" " " rate and a half	3	Agricultural Machines (see pages	
Lamp posts ... ..	2	26, 93, and 96).	
Lampware, in cases, o.r. ...	3	Bag Lifters ... ..	2
Land Graders ... ..	1	Bone Cutters and Crushers ...	2
Lard, in casks, kegs, and cases (see		Brick Making and Scooping ...	1
Bacon and Ham, page 27).		" " in truck loads of 6 tons	C
Lasts ... ..	2	Butter Making and Dairy Cooling	
Lathes (see Iron).	2	Plant (including Vats), also	
Lead and Compo. Piping ...	2	Milking Machinery, o.r. ...	1
" Ore ... ..	A	Cheese Presses ... ..	1
" Pig ... ..	C	Cream Separators, o.r. ...	1
" Red and White ... ..	2	Diamond Drills ... ..	1
" Scrap ... ..	A	" " in truck loads of 6 tons	C
" Sheet ... ..	1	Distillery Apparatus, o.r. ...	3
" Sugar of ... ..	2	Drilling ... ..	2
" as orchard pests specific, on		Fire Fighting ... ..	2
declaration ... ..	A	Flour Dressing, o.r. ... ..	1
" Tea ... ..	A	Grape Crushers ... ..	2
Leaf, Gold, and Silver, o.r. ...	3	Grubbing ... ..	1
Leather, Plain and Patent, also Basils	1	Hay Steamers ... ..	1
" " " produce of		Heavy, n.o.s., including Sole Plates	
" Commonwealth," on up journey		and Fly Wheels (see page 96) ...	2
(see page 44) ... ..	A	Hop Sulphurating ... ..	2
Leather, Fancy and Bookbinders', o.r.	3	Irrigation ... ..	1
Leatherware, o.r. ... ..	3	Mangles, o.r. ... ..	2
Leather, compounds used in manu-		Mining ... ..	1
facture of ... ..	B	" " in truck loads of 6 tons ...	C
Lentils ... ..	1	New, for export, &c. (see page 96)	
Lestout Foyers (orchard posts specific)	A	Not otherwise specified, o.r. ...	3
Lignite ... ..	M	File Driving ... ..	C
Lime and Hair (Tanners' refuse) ...	Manure	Printing ... ..	2
" Carbonate of ... ..	Manure	Pulpers ... ..	2
" Chloride of ... ..	1	Rabbit Exterminating ... ..	1
" " in truck loads of		Rabbit Poisoning ... ..	1
6 tons ... ..	C	Refrigerating ... ..	1
" in bags, minimum 3 tons (see		Road Graders ... ..	1
pages 70 and 71) ... ..	A	Sausage, o.r. ... ..	2
" in bags, in truck loads of 6 tons		Saw Milling ... ..	1
on declaration (see pages 70		Sheep Shearing ... ..	1
and 71) ... ..	M	Spraying Machines and Pumps ...	1
" water in casks ... ..	Manure	Stone Breaking ... ..	2
Limejuice and Limella, o.r. ...	1	Stump Grubbing, or Lifting Jacks	1
Limestone ... ..	M	Water Boring ... ..	1
Linoleum ... ..	2	Wine and Wool Presses ...	2
" cork ... ..	2	<b>Machinery and Machines—</b>	
Linseed ... ..	A P.	Old, on statutory declaration of	
" Meal, in bags ... ..	A	having been in use 3 years and	
" " in cases ... ..	1	upwards; declaration to be made	
Liquids, Inflammable, n.o.s., o.r. ...	3	on Form G F 104 ... ..	C
Liquors, in bulk or bottled, n.o.s., o.r.	3	Mabor, used in assaying of gold ...	1
Liquorice ... ..	1	Macaroni ... ..	2
Litharge, used in assaying of gold ...	1	Magic Wash ... ..	1
Live Stock (see page 111)		Magnesia, Fluid ... ..	2
Loam ... ..	M	Magnet Iron ... ..	M
Locks and Hinges ... ..	2	Maizena ... ..	2
Logwood ... ..	1	Maize ... ..	A.P.
Logs (see Timber).		Malt and Malt Comblings ...	A.P.
Lollies, o.r. ... ..	2	" Extract ... ..	2
" minimum 2 tons, o.r. ...	1	Malt for Export (see page 97).	Fire-
Lorries (see Vehicles, page 69).		Mallee Roots (see page 72) ...	wood
Luggage, o.r. ... ..	3	Malthoid ... ..	1
" with Second-hand Furniture,		Manganese ... ..	C
o.r. ... ..	2	" Ore ... ..	A
Lupins (Agric. Seed) ... ..	A.P.		

## ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Mangel Wurzel ... ..	A.P.	Melons, small lots, as Vegetables.	
Manures, Artificial ... ..		Merry-go-rounds (see "Circus Material").	
" Ammonia, sulphate of ... ..		Metal or Steel, Expanded, in cases or bundles ... ..	1
" Bonedust ... ..		Metal, loose ... ..	2
" Bonemeal ... ..		Metal, old, comprising Castings, Zinc, Old Quicksilver Bottles, Lead, and Scrap, n.o.s. (see Bones, page 28) ...	A
" Carbonate of Lime ... ..		Metal, Road (see pages 68, 71, and 96) ... ..	M
" Copi, on declaration ... ..		Meters, Water and Gas, o.r. ... ..	2
" Cyano ... ..		Milk, Preserved and Concentrated ...	1
" Gypsum, on declaration ... ..		" Concentrated and Condensed, produce of the Commonwealth	B
" Jute Fibre ... ..		" Fresh (see page 66).	
" Lime, on declaration (see pages 70 and 71).		Millstones, o.r. ... ..	2
" Lime and Hair (Tanners' Refuse) ... ..		Millet ... ..	A.P.
" Muriate of Potash ... ..	Manure.	Mineral Naptha ... ..	1
" Night-soil, deodorized ... ..		" Waters, "Smalls" minimum	C
" Nitrate of Potash ... ..		" Waters, in bottles, packed in cases in truck loads of 6 tons	B
" Soda ... ..		Mining Props, Laths and Slabs (see page 73) ... ..	Firew'd
" Nitre Cake ... ..		" Buckets, Trucks, Cages, Tips, Screens, and Skips; Iron ... ..	1
" Phoscal ... ..		Mirrors and Looking Glasses, in cases, o.r. ... ..	3
" Phosphatic Rock ... ..		Mirrors and Looking Glasses in skeleton cases, o.r., rate and half ... ..	3
" Salt, on declaration ... ..		Mirrors and Looking Glasses, unpacked, o.r., double rate ... ..	3
" Tobacco Plant Refuse ... ..		Molascuit (Cattle Food) ... ..	A.P.
" Wood Ashes ... ..		Molasses, in casks, cases, and tins (see Golden Syrup).	
" Street Sweepings, minimum 6 tons per truck		" and Treacle, for cattle food, on declaration ... ..	A.P.
" Stable Manure (see page 97)		Monier Plates, Flags, and Curb-pieces ... ..	M
Mantel-pieces, o.r. ... ..	3	" Pipes (see Pipes).	
Marble (see page 41).		" Cattle Troughs ... ..	A
" Fenders, o.r. ... ..	3	Moss, in bags ... ..	1
Margarine, in casks, kegs, and cases	C	Moss Fern ... ..	A
Marl ... ..	M	Motor Cars (see Vehicles, page 69).	
Marline ... ..	1	Motor Spirit ... ..	1
Matches, Vestas, and Vesuvians, o.r. ... ..	-3	Mouldboards ... ..	1
Material, Railway, Old (see page 94).		Mouldings, Architraves, and Skirtings, common wood, not gilded ... ..	C
Mats, old straw ... ..	C	Mouldings, gilt, and n.o.s., o.r. ... ..	3
Mattresses ... ..	3	Mulsine ... ..	2
Matting, Chinese ... ..	2	Muntz Metal ... ..	2
" and Mats, Cocoa-nut, Coir, and Jute ... ..	2	Mungo ... ..	1
" and Mats, n.o.s. ... ..	3	Murato ... ..	1
Meal, n.o.s. ... ..	A.P.	Mustard ... ..	2
" Wheaten, for bread making ...	A	" Musthita ... ..	1
" Wheaten, n.o.s. ... ..	A	" in truck loads of 6 tons ... ..	C
" Pease, Barley, Oat, Maize, and Linseed, in bags	A	Myrabolams ... ..	A
Meal, Pease, Barley, Oats, Maize, and Linseed, in cases	1	" Extract of ... ..	1
" Bone ... ..	Manure		
Meat Fresh, including Veal and Pork, "Smalls" minimum	C		
" in louver trucks, minimum 5 tons ... ..	A		
" (see page 97).			
" and Rabbits, Frozen; in 1 trucks, 104d. per truck of 8 tons per mile, minimum 33s. Extra weight <i>pro rata</i> (see pages 93 and 97).			
" Pastes ... ..	2		
Meats, Extract of and Preserved, n.o.s.	2		
Meats, Extract of and Preserved, produce of the Commonwealth on up journey ... ..	B		
Medicines, n.o.s., o.r. ... ..	3		
Melons ... ..	M		

## ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Naves, Turned and Mortised ...	C	Oils, Salad, o.r. ...	2
" loads of 6 tons " in truck	A	" Shale ...	A
" turned only ...	H.T.	" Turpentine, o.r. ...	2
Nets, Fishing ...	3	" n.o.s., o.r. ...	3
Nightsoil, Deodorized ...	Manure	" red in casks or cases for spray-	
Nitrate of Potash ...	Manure	ing purposes as orchard pests,	
" Soda ...	Manure	specific ...	A
Nitre Cake ...	Manure	Oil-cake for cattle food ...	A.P.
No Dust (floor sweeping preparation)	1	Oilcloth (floor) ...	2
Normissa ...	1	Oiled Clothing, o.r. ...	2
" in truck loads of 6 tons ...	C	Onions (see page 70) ...	A.P.
Nutmegs ...	2	" Small quantities ("Smalls"	
Nuts, Edible, n.o.s. ...	2	minimum) ...	A
" (see Iron).		Opium, o.r., double rate ...	3
<b>O.</b>		Orchard Pests Specifics, n.o.s., in	
Oakum ...	2	casks ...	A
Oak Planking ...	C	Ores, Clays, and Mineral Earths,	
Oars, Boat ...	3	n.o.s. ...	A
Oats ...	A.P.	Ore, Antimony ...	A
" Rolled John Bull ...	A	" partly smelted ...	B
" Tam O'Shanter ...		" smelted ...	1
" Excelsior, in sacks or bags		" Chrome ...	M
" in cases ...	1	" Copper ...	A
" Quaker, in cases ...	2	" in truck loads of 6 tons ..	A, less
Oatmeal, including Flaked and Emo,		" Iron ...	25 p.c.
in bags or sacks ...	A	" Lead, Manganese and Tin ...	A
in cases ...	1	Ornaments, n.o.s., o.r. ...	3
Ochre and Chalk ...	B	Oxide of Iron, Oxide spent for weed	
Oils, Crude, for Gas-making, in tins or		killing, &c., Oxide Red ...	A
drums ...	C	Ovens, Camp and Colonial, loose, o.r.	2
" in truck		" in cases ...	2
" loads of 8 tons	B	Oysters and other Shell Fish, fresh,	
" used directly for fuel, also for		in bags (see page 66).	
road making, on declaration	M	Oysters and other Shell Fish, bottled	2
" Kerosene, in cases and in bulk,		<b>P.</b>	
also in approved tins		Paints and Colours, in secure pack-	
or drums, uncased	C	ages, n.o.s. ...	2
" in cases and in bulk,		Paintings (see Engravings).	
minimum 8 tons per	B	Packing (Engine) ...	2
truck ...		Palings (see Timber).	
" in bulk, in owners'		Paper, Paper Bags, n.o.s., Wrapping	
trucks, minimum 6	B	Paper, Pulpboard,	
tons per truck ...		and Leather-	
(see pages 71 and 80).		board, in packages	1
" Lubricating, in casks, drums,		" Paper Bags, &c., in truck loads	
and tins, o.r.	1	of 6 tons ...	C
" in truck loads of 6 tons	C	" Bags, produce of the Common-	
in casks, drums, and tins, n.o.s.,		wealth, on "Up" journey ...	B
o.r. ...	2	" Emery, Glass, and Sand ...	2
" Castor, in bottles, o.r. ...	3	" Fly ...	2
" Chinese ...	2	" Giant Building (for roofing) ...	1
" Cocoa-nut, Oleine, or Palm, in		" Hangings ...	2
bulk, Eucalyptus and Batch-		" Patterns ...	3
ing, o.r. ...	1	" Roofing and Insulating ...	1
" in truck		" Waste and Old, for paper-	
loads of 6 tons ...	C	making or packing ...	A
" Eucalyptus, on "Up" journey	C	" For lining Strawboard ...	A
Fish, including Cod (unrefined),		" Writing ...	3
Seal and Whale ...	1	Paraffin ...	2
" Neatsfoot, o.r. ...	2	Paroid ...	1
" Olive, n.o.s., o.r. ...	2	Pastes, Meat or Fish ...	2
" produce of Common-		Patterns, Wooden, for Castings ...	3
wealth, on "Up" journey	C	Pavers (Large Bricks) ...	M
" Petrol and Petrolatum ...	1	Peach Stones. "Smalls" minimum	A

## ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Peanuts ... ..	2	Plumbago, ... ..	3
Pearl Barley ... ..	1	Plumbago, in bulk, in sacks ...	1
Pease (see page 70) ... ..	A.P.	Ploughs, Ploughshares, and Plough	
" Meal, in bags ... ..	A	Wheels, o.r. ... ..	1
" " in cases ... ..	1	Pollite, for roofing ... ..	1
" Split ... ..	1	Poles, composite telegraph, rough or	1
Peat ... ..	M	finished, in truck loads of 6 tons ...	A
" Dust ... ..	C	Poles, Shafts and Bars, waggon and	
Peel, Candied ... ..	2	dray, o.r. ... ..	2
Pegmol ... ..	2	Poles, Shafts and Bars, gig and car-	
Pepper, Ground and Whole, also		riage, n.o.s., o.r. ... ..	3
Cayenne ... ..	2	Poles, Shafts and Bars, gig and car-	
Perambulators and Go-Carts, in boxes		riage, unfinished and in the rough	2
and nests ... ..	3	Poles, Telegraph and Scaffolding,	
" loose, o.r., double rate	3	wooden (see Timber). ... ..	2
Perfumery, o.r. ... ..	3	Polish, Knife and Metal ... ..	2
Petrol (see Oils). ... ..		" Universal Cleanser ... ..	A.P.
Phoscal ... ..	Manure	Pollard (see pages 94 and 100) ...	
Phosphatic Rock ... ..	Manure	Pork and Beef, salted, in casks or	
Photographs (see Engravings). ...		bags "Smalls" minimum ... ..	C
Pianos and Organs, new or second-		Porter (see Ale). ... ..	
hand, n.o.s., o.r. ... ..	3	Posts, Lamp and Verandah, iron	2
" " secondhand, accom-		Posts, Verandah, hardwood, dressed	A
panying second-		Posts, Verandah, softwood ... ..	C
hand furniture		Posts and Rails, hardwood (see	
(see pages 31 and		timber) (see also page 73). ...	
95). ... ..		Potash ... ..	1
Pickeyes, loose ... ..	2	" in truck loads of 6 tons ... ..	C
" in cases ... ..	1	" Muriate of ... ..	Manure
Pickles, n.o.s. ... ..	2	" Permanganate of ... ..	1
" produce of Commonwealth,		Pots, Flower, Earthenware ... ..	C
" "Up" journey ... ..	A	" Chimney ... ..	C
Pictures (see Engravings). ... ..		Potatoes (see pages 67 and 70). ...	
Pig Feed (see page 67). ... ..		Potteryware, packed, n.o.s. ... ..	C
Piles (see Timber). ... ..		" loose, n.o.s., o.r. ... ..	2
Pipes—Brass and Copper ... ..	2	" in truck loads of 5 tons	A
" Unglazed Earthenware, for		(see page 98). ... ..	
agricultural purposes ... ..	M	Poultry, living, in crates, coops, and	
" Cement and Monier, for water		cases, "Smalls" minimum ... ..	C
supply services ... ..	B	" dead, o.r. ... ..	1
" Glazed Earthenware, Cement,		" for export (see page 93). ...	
or Monier, n.o.s. ... ..	A	" food, n.o.s. ... ..	A
" Dp., exceeding 18" diameter,		Powder, Sporting, o.r. ... ..	3
in truck loads of 6 tons ...	A, less	Powders, Baking ... ..	2
" Empty (see page 65). ... ..	25 p.c.	" Culinary ... ..	2
" Iron or Galvanized (see Iron).		" Medicinal, n.o.s. ... ..	3
" Water Wooden for irrigation		" Soap ... ..	2
" " for water	A	" Washing ... ..	2
supply services ... ..	B	Preservatives and Compounds used in	
" Smoking, clay or wood ... ..	2	manufacture of Cheese, Butter, and	
" Stove ... ..	3	Meat, &c., Preserves ... ..	1
Piping, Gutting, Ridging, and		Preserves, n.o.s., o.r. ... ..	3
Spouting, galvanized iron,		Presses, Cheese ... ..	1
tin, or zinc, o.r. ... ..	2	" Copying, o.r. ... ..	2
" Lead and Compo. ... ..	2	" Wine ... ..	2
Pitch and Tar ... ..	C	" Wool ... ..	2
Plants and Shrubs, o.r. ... ..	2	Pulleys, Blocks, and Pulley Wheels	1
" " in truck loads of 6		Pumicestone ... ..	C
tons ... ..	C	Pumpkins ... ..	A.P.
Plaster of Paris ... ..	B	" in small	
" " and Cement Ornaments,		quantities. ... ..	A
packed, o.r. ... ..	3	" "Smalls" minimum ... ..	2
" " " loose, o.r.,		Pumps, n.o.s., o.r. ... ..	1
double rate ... ..	3	" Spraying ... ..	1
Plated Ware, o.r. ... ..	3	Punchons, empty (see page 65). ...	2
Plates, floor, sole and bed ... ..	2	Putty ... ..	M
		Pyrites ... ..	C
		" Colour ... ..	

## ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Pyrites, Colour, in truck loads of 6 tons	B	Rollers, Road	C
„ Paint	C	roofing Compositions, n.o.s.	1
<b>Q.</b>		Roofwork, Iron (see Iron).	
Quaker Oats, in cases	2	Roots and Seeds, Agricultural, Grass,	A.P.
Quartz and Quartz Tailings	M	and Vegetable, n.o.s.	A
Quicksilver, o.r.	2	„ Medicinal	
Quinine Wine (as Cordials).		Rope, Bagging, and Rags, old, for	
Quinces in crates, "Smalls" minimum	A	paper-making, on declaration	A
<b>R.</b>		„ Hempen, wire and steel	1
Rabbits, Dead, minimum 5 cwt.	A	„ Do., for Mining, on declaration,	C
„ (see pages 71, 93 and 98).		in truck loads of 6 tons	M
„ for export (see page 93).		Rubble (see page 71)	2
„ Canned	B	Rugs	B
„ Canned, in truck loads of	A	Runners, undressed (on up journey)	A
6 tons.		Rushes, Green or Dried, n.o.s.	A.P.
„ Frozen (see Frozen Meat).		Rye (see page 70)	1
Rabbit poisoning machines	1	Rubroid	
„ poisons, n.o.s.	1	<b>S.</b>	
„ poles, minimum 6 ft.	A	Saddlery (see Harness).	2
„ Traps	2	Saddlers' Ironmongery, n.o.s.	2
Radiators, o.r.	2	Safes, Iron	2
Raffia	C	„ n.o.s., o.r.	2
Rags, in bags or bales	C	Sago	
„ Old, for paper or flock-making,	A	Salt, refined, in bags, or in butter boxes	A
on declaration		„ in cases	1
Rails, Iron (see Iron).		„ Rock	A
„ Wooden (see Timber).		„ unrefined	A.P.
Railway material, old (see page 94).		„ unrefined, for manure, on	Manure
Raisins. Same as Fruit (see page 31).		declaration	1
Raisit (crushed malt)	1	Salts, Epsom, crude	2
Rakes, Hand and Garden	2	„ „ in packets (Druggists)	1
Raspberry Juice, "Smalls" minimum	A	Saltpetre, n.o.s.	
Rattans and Canes	2	„ to powder factories, on de-	B
Reaping Hooks	2	claration	A
Red Venetian	B	Salvitis Specifics	M
„ Raddle	B	Sand, Arsenical, in bags or casks	M
Reels, Hose, minimum 5 cwt. each, o.r.	2	„ Black	M
Refuse from Gold Smelting	3	„ Ordinary (see pages 71 and 93)	2
Refuse from Rabbit Canning Fac-	A	Sandpaper	
tories		Sanitary ware (see page 98).	2
Resin	A	Sarsaparilla, o.r.	3
Retorts, Clay	C	Sashes, Window, set up, o.r.	
„ Iron, o.r.	A	Sash Weights (see Iron).	2
„ old	C	Sauces, n.o.s.	
Rice, in bags	1	„ produce of Commonwealth,	A
„ Palm or Flaked, in cases	M	„ Up journey	C
„ Sweepings	2	Sausages, "Smalls" minimum	1
Ridging (see Piping).		Sausage skins and hog casings	2
Rins, Buggy	1	Saws, o.r.	2
Rivets, Iron, for boilers	B	Saw Benches	M
Rivets, Iron, for boilers, when form-	2	Sawdust	2
ing part of a 6-ton truck load,		Scales and Beams, o.r.	M
with Bar, Rod, Plate, Hoop, and		Scrap Metals, Bones and Bottles	
Angle Iron and Steel	M	(mixed lots)	A
Rivets, Screws, and Tacks, n.o.s.	1	Scrap Lead, Copper, Brass, and Gun	M
Road Metal (see pages 68, 71, and 96)		Metal	M
Rock Drills	A	Scrap Tin	
„ in truck loads of 6 tons	2	Screenings, Stone (see pages 68, 71,	
„ Salt	1	and 96)	M
Rods, Brass and Copper	1	„ Coke	M
Rollers, Land	1	„ Tarred, in bags	1
„ Mill, o.r.	2	Screws and Washers, iron	2
„ „ for repairs, half rate on		„ n.o.s.	2
return journey, on de-		Screwjacks	2
claration, o.r.			

## ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Scrub Exterminator ... ..	A	Sleepers, Hardwood (see Timber).	1
Scythe Blades, o.r. ... ..	2	Slick, for cleansing purposes ...	1
„ Stones, o.r. ... ..	2	Snow White (washing solution) ...	C
Seats, wooden, for chairs ... ..	1	Snow White, in truck loads of 6 tons	3
„ Church, in pieces ... ..	1	Snuff, o.r. ... ..	3
Seaweed ... ..	A.P.	Soap, Fancy ... ..	2
Seeds and Roots, Agricultural, Grass,	A.P.	„ Foam, extract of ... ..	2
and Vegetable, n.o.s. ... ..	2	„ Hudson's Extract of ... ..	C
„ Garden and Flower ... ..	A.P.	„ Household and Soft, and Ex-	tract of Common Household
„ Sunflower ... ..	C	„ Household, and Soft, and Ex-	tract of Common House-
Seed, prepared for Birds ... ..	2	hold, in truck loads of 5 tons	B
Seidlitz Powders ... ..	2	„ Lye Refuse ... ..	M
Semolina ... ..	2	Soda Ash ... ..	A
Shafts (see Poles).	A	„ Bicarbonate of ... ..	B
Shale, Oil ... ..	M	„ Caustic ... ..	A
„ other than Oil Shale (see page	A.P.	„ Crystals ... ..	B
71) ... ..	C	„ Hypo-Sulphate of ... ..	B
Sharps (see pages 94 and 100)	C	„ Nitrate of ... ..	Manure
Shavings for packing "Snalls" min.	B	„ Silicate, of ... ..	A
Sheep Branding Commodities ...	1	Sodium, Sulphate of ... ..	1
Sheep Dip ... ..	2	Soil ... ..	M
Sheep Shearing Machines ... ..	M	Solder ... ..	1
Sheepwash Tobacco, in casks ...	M	Sole Plates (see Iron).	M
Shells, gravel ... ..	2	Spalls (see pages 68, 71, and 96)	1
Shell Grit ... ..	C	Spanish Clay, for wine-finishing	A
Shingles (see Timber).	1	Spice, Condition, for stock ...	2
Shot, packed ... ..	2	Spices, culinary ... ..	3
„ and Shell, Cannon, not Loaded	C	Spirits in bulk, demijohns, or bottled,	C
Shovels and Spades, in cases ...	1	n.o.s., o.r. (see page 99) ...	1
„ in bundles ... ..	2	Spirit, Grape, "Smalls" minimum..	1
Shrubs (see Plants).	3	Spirit, Motor ... ..	1
Sieves, o.r. ... ..	A	Spirits of Salts, o.r. ... ..	C
Sign-boards, up to 18 feet in length	A	„ in truck loads of 6 tons	C
„ over 18 feet in length,	A	Spirits, for fortifying wine ...	
rate and a half ... ..	A	(Certificate from Customs Depart-	
Silex (Weed eradicator) ... ..	C	ment to accompany consignment	
Silicate of Soda ... ..	C	note).	
Silos Steel Frame in sections ...	B	Spirits, Methylated, o.r. ... ..	2
Skewers, Wooden ... ..	3	„ of Tar, o.r. ... ..	3
Skins, Sheep, Rabbit, and Hare,	C	„ of Wine, o.r. ... ..	3
loose or in bundles ... ..	1	Spokes (see Felloes).	
Skins, Sheep, Rabbit, and Hare,	2	Spouting (see Piping).	
small lots, in bundles—"Snalls"	2	„ Down, Cast Iron, o.r. ... ..	2
min. ... ..	2	Springs, Carriage, Dray, and Truck	
Skins, Sheep, Rabbit, and Hare,	2	Stable and Street Sweepings (see	
small lots, loose (see pages 83 and	2	Manure) ... ..	
99) ... ..	2	Standards, Iron, fencing (see Iron) ...	2
NOTE.—When loose Sheepskins are	2	Starch ... ..	3
required to be tallied an extra	2	Stationery, n.o.s. (see page 93)	
charge of 1s. per ton to be	2	Staves, Hardwood, rough, including	H.T.
made.	2	American oak (see page 72) ...	C
Skins, Sheep (see page 83).	2	Staves, Softwood ... ..	
Skins, Kangaroo, Wallaby, Op. ssun,	2	Staves, Hoops, hoopiron, and cask-	
Fox, and Goat ... ..	2	heads, in casks or pack-	
„ Sausage ... ..	2	ages, for the manufacture	
Skirtings, Common Wood (see	2	of casks, hogsheds, &c.,	
Mouldings).	2	on declaration ... ..	A
Slates and Pencils, School, in packages	2	„ Hoops and caskheads, n.o.s.	C
„ „ School, in cases ...	2	Stearine ... ..	B
„ fibro cement, packed in crates	2	Steel (see Iron).	
„ Roofing ... ..	2	Stilts and Spurs for Pottery making	1
Slate Slabs, for billiard-tables, packed,	2	Stone Ballast (see page 68)	M
o.r. (see page 71) ... ..	2	„ Coring ... ..	M
„ for paving, flooring,	2	„ Flagging ... ..	M
building, and graves	2		
(see page 71) ... ..	2		

## ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Stone Granite, Marble, and other stone Dressed for buildings and foundations for monuments, grave railings or head stones, but not polished or carved either wholly or par- tially ...	A	Syphons, Sodawater, as bottles.	1
" " Marble, and other stone—Dressed and only partially pol- ished or carved, or wholly polished on only one side ...	C	Syrup, golden, in casks and cases, o.r.	3
" " Marble, and other stone—Wholly pol- ished or carved, in cases, o.r. ...	1	" " in jars and tins, loose, o.r.	3
" " Marble, and other stone—Wholly pol- ished or carved, loose, o.r. ...	2	" n.o.s. ...	3
" Grave (see Gravestones.)	M	<b>T.</b>	
" Kerbing, for street paving ...	B	Tacks ...	2
" Marble Chips ...	M	Tallow and Fat ...	B
" " Rough blocks ...	M	Tan, Spent ...	M
" Metal, road (see pages 68, 71, and 96).	M	Tanning Compounds, n.o.s. ...	B
" Pitchers (see page 71) ...	M	Tanks, Iron, n.o.s. empty, up to 400 gallons, o.r. ...	3
" Rubble (see page 71) ...	M	" over 400 gallons and not exceeding 1,000 gallons, o.r., rate and a half ...	3
" Slate Slabs, for Billiard Tables, packed, o.r. (see page 71) ...	1	" over 1,000 gallons, o.r., double rate ...	3
" " for paving, flooring, building, and graves (see page 71) ...	A	" or Vats, corrugated iron, up to 1,000 gallons, o.r., rate and a half ...	3
" Undressed, n.o.s. (see page 71)	M	" over 1,000 gallons, o.r., double rate ...	3
Stone dust (see pages 68 and 96) ...	M	" filled—tanks as above. Con- tents as per classification.	2
Stoneware (see Earthenware).	2	Tapioca ...	2
Stoves, n.o.s., and Stovepipes, o.r.	2	Taps, metal or wooden ...	C
Stoves, in cases ...	2	Tar and Pitch ...	1
Stump Grubbing and Lifting Jacks ...	1	Targets ...	2
Straw, in bundles or bales ...	A.P.	Tarpaulins ...	3
Strawboard, and paper for lining same in truck loads of 6 tons ...	C	Tea ...	1
Stringybark, in sheets, for roofing ...	A	Telegraph poles, iron ...	2
Sundries, n.o.s., o.r. ...	3	Tents ...	M
Sugar (see pages 71 and 80) ...	C	Terra Cotta Lumber, Kerbing, and Channelling ...	M
" in truck loads of 3 tons ...	B plus 25 %	Theatrical Scenery and Luggage, o.r. ...	3
" Loaf, o.r. ...	2	Theatrical Scenery and Luggage, when accompanying theatrical companies, four-wheeled trucks 6d. per mile, minimum 20s.; bogie trucks 9d. per mile, minimum 30s.; o.r.	
Sugar Baskets (see page 64).		Thistle Eradicator ...	A
Sulkies (see Vehicles, page 69).		Tiles, Asphalt ...	A
Sulphate of Ammonia ...	Manure	" Common Paving ...	A
" Copper in kegs and cases ...	1	" Drain, Roofing, and Edging ...	A
" Iron ...	B	" Ornamental and Tesselated, in cases ...	2
" Sodium ...	B	Timber, Softwood ...	C
Sulphur ...	B	" not including Architraves, Mouldings and Skirtings, in truck loads of 4 tons ...	B
Sunmach ...	A	" cut to sizes and dressed, for wire mattresses ...	C
Sunflower Seeds ...	A.P.	" Architraves, Mouldings, and Skirtings, common wood, not gilded ...	C
Swing-boats ...	3	" cut to sizes for case or box making, in shooks, "Smalls" minimum ...	A
Swingle bars and whippie trees of iron	2	" White Pine, cut to sizes for tallow casks ...	B

## ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Timber, Sawn Hardwood, including Jarrah (not exceeding 9 in. x 9 in. in depth and width), also Sleepers, sawn or hewn, 30 cubic feet to the ton (see page 99) ...	Hardwood Timber, H.T.	Tools, loose o.r. ...	3
„ Gong Gong Pine, Murray Pine, and Pinus Insignis, locally grown, sawn, not exceeding 9 in. x 9 in. in depth and width, 40 cubic feet to the ton ...		Toppings, Stone (see pages 68 and 96) ...	M
„ Rough Hardwood, including Battens, Droppers, Palings, Paving Blocks, Pickets, Posts, Rails, Shingles, Staves, Stocks, Vine Stakes, and Split Blackwood. (See loading scale, pages 72 and 73) ...		Toxa ...	1
„ Felloes, Naves, and Spokes (rough) ...		Toys, o.r. ...	3
„ Kauri Edgings ...		Tram Cars (see Vehicles, page 69) ...	1
„ Sawn Hardwood, including Jarrah, exceeding 9 in. x 9 in. in depth and width, 30 cubic feet to the ton ...		Trays, Fire, for fruit ...	1
„ Murray Pine, Gong Gong Pine and Pinus Insignis, locally grown, sawn, exceeding 9 in. x 9 in. in depth and width, 40 cubic feet to the ton ...		Treacle (see Golden Syrup) ...	
„ Piles, Beams, and Logs, Scaffolding Poles, Telegraph Poles (without arms) sawn, hewn, squared or rough, see page 71 ...		„ and Molasses, for cattle food, on declaration ...	A
„ Hardwood, cut to approved sizes for case or box making, at actual weight ...		Trees, Fruit, Fruit Cuttings, and Shelter Trees, in bundles ...	1
„ Hardwood, dressed, including Pinus Insignis, locally grown, Gong Gong Pine and Murray Pine ...		„ in truck loads of 6 tons ...	C
„ Props, Slabs, and Laths, undressed, for mining (see loading scale, page 73) ...	Hardwood Timber, L	„ Fruit and Shelter Trees, in boxes ...	2
„ Firewood and Mallee Roots (see loading scale, page 72) ...		Tree Ferns ...	M
Telegraph Poles, with arms ...		Trellis, Wooden, Collapsible ...	1
Tin foil ...		Tricycles (see Bicycles) ...	
Tin Ore ...		Troughing, o.r. ...	2
„ Scrap ...		Trucks, Hand ...	2
„ Plate, n.o.s. ...		„ and Skips, Iron, Mining, and Timber ...	1
„ „ in truck loads of 6 tons ...		Trunks, steel ...	2
„ Plates to Country Factories ...		Tryambro (Fruit Dessert) ...	2
„ in Cakes, Bars and Ingots ...		„ produce of Commonwealth on up journey ...	B
Tins, empty (see page 65) ...	Hardwood Timber, H.T.	Tubs, Fruit, empty (see page 65) ...	
Tinware, n.o.s., o.r. ...		„ Tin or other metal, in nests, o.r. ...	2
Tobacco Leaf and Stalks, in bales ...		„ Wooden ...	2
„ Smoking ...		Tubes, Boiler ...	1
„ Sheepwash, in casks ...		Tubing, Brass, Lacquered ...	2
„ Plant refuse ...		„ for Diamond Drills ...	2
Tomato Pulp, „ Smalls,” min. ...		Turnery, o.r. ...	3
Tools, in chests or packages ...		Turnery, rough ...	2
		Turnips ...	A. P.
		„ in small quantities, „Smalls” minimum ...	A
	Firewood	Turpentine, o.r. ...	2
		Twine and Lines, n.o.s. ...	2
		„ Reaper and Binder ...	1
		Type, Printing, o.r. ...	2
		Tyres, finished ...	2
		„ unfinished ...	1
		„ „ in truck loads of 6 tons ...	C
		„ setters ...	C
		U.	
		Upholstery o.r. ...	3
	Firewood	Universal Cleanser Polish ...	2
		Uralite ...	1
		V.	
		Vacrome ...	2
		Valonia ...	A
		Varnish ...	2
		Vats, wine, empty (see page 65) ...	
		„ Galvanized (see Tanks) ...	
		„ for Butter or Cream Separating Plants ...	1
		Vegetables, compressed, in cases ...	1
	Manure	„ fresh, in bags, crates, or cases, „Smalls” minimum ...	A
		„ in single packages (see page 68) ...	
		„ Inter-State traffic (see page 95) ...	

## ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Vegetables, loose, in truck loads, minimum 4 tons ...	A	Wine, n.o.s., in bulk or bottled, o.r. ...	3
„ preserved, n.o.s. ...	2	„ produce of Commonwealth, in single packages (see page 68). ...	A
„ preserved, produce of Commonwealth, on „Up” journey ...	A. P.	„ produce of Commonwealth, „Smalls” minimum ...	A
Vegetable Seeds ...	A. P.	„ produce of the Commonwealth, consigned direct for export finings ...	A. P.
Vehicles (see page 69). ...	3	„ off, previously carried by rail, returned to vigneron at the original forwarding station, shall be charged under Class „A” conditions, but at half of Class „A” rates. Declaration to be furnished with consignment note.	3
Venetian Blinds, in cases ...	3	Wine off, forwarded to distilleries for distillation, and so declared on the consignment note, shall be charged under Class „A” rates and conditions in the first instance, and on production of a certificate from the Customs officer that the identical wine has been distilled the charges may be reduced to Class „M” rates and conditions.	
„ in packages, o.r. ...	3	Wine Lees, „Smalls” minimum ...	B
Verandah posts (see Posts). ...	2	„ „ in truck loads of 6 tons ...	A
Vermicelli ...	3	„ Spirits of, o.r. ...	3
Vestas, Matches, and Vesuvians, o.r. ...	C	„ Spirit, produce of the Commonwealth, smalls minimum ...	C
Vine Cuttings, in bundles or cases ...	1	Wind-mills, in packages, o.r. ...	3
Vinegar, in bulk, o.r., n.o.s. ...	2	„ set up, o.r. ...	
„ in jars or cases, o.r., n.o.s. ...	A	Wire, Fencing and Netting, also Droppers and Staples (see Iron). ...	1
„ produce of Commonwealth, on „Up” journey ...	A	„ Bright, o.r. ...	2
Vine Stakes (see Timber). ...	A	„ Copper and Brass ...	2
Vineyard Waste Products, in truck loads of 6 tons ...	1	„ Cloth, o.r. ...	1
Vinex ...	C	„ Insulated ...	1
„ in truck load of 6 tons ...	A	„ Mattress-making ...	
Vulcana (Cattle Spice) ...		„ Rope (see Rope). ...	
Vyces (see Iron). ...		„ Stands and Frames, rate and a half, o.r. ...	3
W.		„ Strainers and Cutters ...	1
Waggons (see Vehicles, page 69). ...		„ Woodenware, n.o.s., o.r. ...	2
Walker's Eclipse Compound, for boilers ...	C	Wooden Seats for chairs ...	1
Walnuts, n.o.s. ...	2	Wooden Trellis, collapsible ...	1
„ produce of Commonwealth, on „Up” journey, „Smalls” minimum (see page 44) ...	A	Woodwool ...	C
Washing Boards ...	1	Woollen Fibre, teased, in bales ...	C
Wash Easy ...	1	Wool, in bales, bags, or fadges (see pages 100 to 110) ...	
„ in 6-ton truck loads ...	C	Woolpacks (see page 71) ...	B
Water (see page 99) ...	M	„ in truck loads of 6 tons ...	A
Wattle Tops and Leaves ...	B	„ empty return, minimum 6d. ...	A
Wax, Bees, Japan, Paraffin, Ceresine, and Rangoon ...	1	Wool-presses ...	2
„ Mineral ...	B	Wringers ...	1
„ n.o.s. ...	3	Wyandotte ...	
Weights (see Iron). ...		Y.	
Wheat (see pages 94 and 100) ...	A. P.	Yeast, o.r. ...	3
„ poisoned, for rabbit-killing ...	A. P.	Yokes, Bullock ...	1
Wheelbarrows ...	2		
Wheels, Barrow ...	2		
„ Fly, o.r. ...	2		
„ Cart, Dray and Waggon, o.r. ...	3		
„ Gig and Carriage, o.r. ...			
„ Iron, for mining and timber trucks and traction engines ...	1		
„ Iron, attached to axles ...	2		
„ n.o.s., o.r. ...	3		
Whips ...	3		
Whipple-trees of Iron ...	2		
White Oxide ...	2		
Whiting ...	B		
Wickerware, o.r. ...	3		
Willows for basket-making ...	C		
Window glass, o.r. ...	3		
„ Sashes and frames, set up, o.r. ...	3		

ALPHABETICAL CLASSIFICATION OF GOODS—*continued.*

Article.	Class.	Article.	Class.
Yarn, Hemp ... ..	C	<b>Z.</b>	
" Jute ... ..	B	Zinc, in casks and cases ... ..	2
" Flax ... ..	B	" old, melted into cakes or ingots ... ..	A
" Cotton ... ..	C	" perforated, o.r. ... ..	3
" Coir ... ..	I	" Scrap, in bags ... ..	A
		" Shavings ... ..	2
		" " used in assaying of gold ... ..	1
		" Sheet ... ..	2

Note 1.—All goods not specified in this Classification shall be charged Class 3 rates.

2.—Wherever in the foregoing Classification "Up journey" rates are specified, they shall apply only for the mileage on the direct up journey from the forwarding station, but shall not be operative in respect of goods carried by sea to ports and railed thence on the up journey.

3.—Wherever in the preceding Classification an entry is made after any article thus, "Minimum 6d.," it means that the actual weight of such article shall be charged for at the rate shown, subject only to the minimum charge stated, and irrespective of the tariff for "Small's."

## MILEAGE RATES PER TON FOR GOODS.

(For Rates other than Mileage Rates see pages 70 to 85.)

Miles.	Coal Rate. * * *	Firewood Rate. * * *	Hardwood Timber Rates.		Manure Rates.		Class M. * * *	Class A. P. * * *	Special A. P. Rate. * * *	Class A. * * *	Class B. * * *	Class C. * * *	Class 1. * * *	Class 2. * * *	Class 3. * * *
			H.T. * * *	L. * * *	5 ton lots. * * *	2 ton lots. * * *									
1-6	£ s. d. 0 2 0 0 2 3 0 2 3 0 2 6	£ s. d. 0 2 0 0 2 3 0 2 3 0 2 6	£ s. d. 0 2 11 0 2 11 0 2 11 0 2 11	£ s. d. 0 2 11 0 2 11 0 2 11 0 2 11	£ s. d. 0 1 6 0 1 6 0 1 6 0 1 6	£ s. d. 0 1 6 0 1 6 0 1 6 0 1 6	£ s. d. 0 2 6 0 2 6 0 2 6 0 2 6	£ s. d. 0 2 6 0 2 6 0 2 6 0 2 6	£ s. d. 0 2 6 0 2 6 0 2 6 0 2 6	£ s. d. 0 3 0 0 3 0 0 3 0 0 3 0	£ s. d. 0 3 0 0 3 0 0 3 0 0 3 0	£ s. d. 0 3 0 0 3 0 0 3 0 0 3 0	£ s. d. 0 4 0 0 4 0 0 4 0 0 4 0	£ s. d. 0 4 0 0 4 0 0 4 0 0 4 0	£ s. d. 0 4 0 0 4 0 0 4 0 0 4 0
7	0 2 0	0 2 0	0 2 11	0 2 11	0 1 6	0 1 6	0 2 6	0 2 6	0 2 6	0 3 0	0 3 0	0 3 0	0 4 0	0 4 0	0 4 0
8	0 2 3	0 2 3	0 2 11	0 2 11	0 1 6	0 1 6	0 2 6	0 2 6	0 2 6	0 3 0	0 3 0	0 3 0	0 4 0	0 4 0	0 4 0
9	0 2 3	0 2 3	0 2 11	0 2 11	0 1 6	0 1 6	0 2 6	0 2 6	0 2 6	0 3 0	0 3 0	0 3 0	0 4 0	0 4 0	0 4 0
10	0 2 6	0 2 6	0 2 11	0 2 11	0 1 6	0 1 6	0 2 6	0 2 6	0 2 6	0 3 0	0 3 0	0 3 0	0 4 0	0 4 0	0 4 0
11	0 2 6	0 2 6	0 2 11	0 2 11	0 1 6	0 1 6	0 2 6	0 2 6	0 2 6	0 3 0	0 3 0	0 3 0	0 4 0	0 4 0	0 4 0
12	0 2 6	0 2 6	0 2 11	0 2 11	0 1 6	0 1 6	0 2 6	0 2 6	0 2 6	0 3 0	0 3 0	0 3 0	0 4 0	0 4 0	0 4 0
13	0 2 6	0 2 6	0 2 11	0 2 11	0 1 6	0 1 6	0 2 6	0 2 6	0 2 6	0 3 0	0 3 0	0 3 0	0 4 0	0 4 0	0 4 0
14	0 2 6	0 2 6	0 2 11	0 2 11	0 1 6	0 1 6	0 2 6	0 2 6	0 2 6	0 3 0	0 3 0	0 3 0	0 4 0	0 4 0	0 4 0
15	0 2 6	0 2 6	0 2 11	0 2 11	0 1 6	0 1 6	0 2 6	0 2 6	0 2 6	0 3 0	0 3 0	0 3 0	0 4 0	0 4 0	0 4 0
16	0 2 6	0 2 6	0 2 11	0 2 11	0 1 6	0 1 6	0 2 6	0 2 6	0 2 6	0 3 0	0 3 0	0 3 0	0 4 0	0 4 0	0 4 0
17	0 2 6	0 2 6	0 2 11	0 2 11	0 1 6	0 1 6	0 2 6	0 2 6	0 2 6	0 3 0	0 3 0	0 3 0	0 4 0	0 4 0	0 4 0
18	0 2 6	0 2 6	0 2 11	0 2 11	0 1 6	0 1 6	0 2 6	0 2 6	0 2 6	0 3 0	0 3 0	0 3 0	0 4 0	0 4 0	0 4 0
19	0 2 6	0 2 6	0 2 11	0 2 11	0 1 6	0 1 6	0 2 6	0 2 6	0 2 6	0 3 0	0 3 0	0 3 0	0 4 0	0 4 0	0 4 0
20	0 2 6	0 2 6	0 2 11	0 2 11	0 1 6	0 1 6	0 2 6	0 2 6	0 2 6	0 3 0	0 3 0	0 3 0	0 4 0	0 4 0	0 4 0
21	0 2 6	0 2 6	0 2 11	0 2 11	0 1 6	0 1 6	0 2 6	0 2 6	0 2 6	0 3 0	0 3 0	0 3 0	0 4 0	0 4 0	0 4 0
22	0 2 6	0 2 6	0 2 11	0 2 11	0 1 6	0 1 6	0 2 6	0 2 6	0 2 6	0 3 0	0 3 0	0 3 0	0 4 0	0 4 0	0 4 0
23	0 2 6	0 2 6	0 2 11	0 2 11	0 1 6	0 1 6	0 2 6	0 2 6	0 2 6	0 3 0	0 3 0	0 3 0	0 4 0	0 4 0	0 4 0
24	0 2 6	0 2 6	0 2 11	0 2 11	0 1 6	0 1 6	0 2 6	0 2 6	0 2 6	0 3 0	0 3 0	0 3 0	0 4 0	0 4 0	0 4 0
25	0 2 6	0 2 6	0 2 11	0 2 11	0 1 6	0 1 6	0 2 6	0 2 6	0 2 6	0 3 0	0 3 0	0 3 0	0 4 0	0 4 0	0 4 0
26	0 2 6	0 2 6	0 2 11	0 2 11	0 1 6	0 1 6	0 2 6	0 2 6	0 2 6	0 3 0	0 3 0	0 3 0	0 4 0	0 4 0	0 4 0
27	0 2 6	0 2 6	0 2 11	0 2 11	0 1 6	0 1 6	0 2 6	0 2 6	0 2 6	0 3 0	0 3 0	0 3 0	0 4 0	0 4 0	0 4 0
28	0 2 6	0 2 6	0 2 11	0 2 11	0 1 6	0 1 6	0 2 6	0 2 6	0 2 6	0 3 0	0 3 0	0 3 0	0 4 0	0 4 0	0 4 0
29	0 2 6	0 2 6	0 2 11	0 2 11	0 1 6	0 1 6	0 2 6	0 2 6	0 2 6	0 3 0	0 3 0	0 3 0	0 4 0	0 4 0	0 4 0

\* Not including loading and unloading.

## GOODS MILEAGE RATES—continued.

Miles.	Coal Rate.	Firewood Rate.	Hardwood Timber Rates.		Manure Rates.		Class M.	Class A. P.	Special A. P. Rate.	Class A.	Class B.	Class C.	Class 1.	Class 2.	Class 3.
			H.T.		L.										
			£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
30	0 2 9	0 2 9	0 2 9	0 3 0	0 1 10	0 2 9	0 2 9	0 3 6	0 4 2	0 5 6	0 6 8	0 8 9	0 10 6	0 12 9	0 16 0
31	0 2 10	0 2 10	0 2 10	0 3 1	0 1 11	0 2 10	0 2 10	0 3 9	0 4 6	0 5 6	0 6 8	0 9 0	0 11 3	0 13 3	0 16 6
32	0 2 11	0 2 11	0 2 11	0 3 2	0 2 0	0 2 10	0 2 11	0 3 9	0 4 6	0 5 6	0 6 8	0 9 3	0 11 6	0 13 9	0 17 0
33	0 3 0	0 3 0	0 3 0	0 3 3	0 2 1	0 2 11	0 3 0	0 3 9	0 4 6	0 5 6	0 6 8	0 9 6	0 11 9	0 14 6	0 17 6
34	0 3 1	0 3 1	0 3 1	0 3 4	0 2 2	0 3 0	0 3 1	0 3 9	0 4 6	0 5 6	0 6 8	0 9 9	0 12 0	0 14 6	0 18 0
35	0 3 2	0 3 2	0 3 2	0 3 5	0 2 2	0 3 1	0 3 2	0 4 3	0 5 1	0 6 1	0 7 9	0 10 0	0 12 3	0 15 0	0 18 6
36	0 3 3	0 3 3	0 3 3	0 3 6	0 2 2	0 3 2	0 3 3	0 4 3	0 5 1	0 6 1	0 7 9	0 10 3	0 12 6	0 15 3	0 19 0
37	0 3 4	0 3 4	0 3 4	0 3 7	0 2 3	0 3 3	0 3 4	0 4 6	0 5 5	0 6 1	0 7 9	0 10 6	0 13 0	0 15 9	0 19 6
38	0 3 5	0 3 5	0 3 5	0 3 8	0 2 3	0 3 4	0 3 5	0 4 6	0 5 5	0 6 8	0 8 3	0 10 9	0 13 3	0 16 3	0 20 0
39	0 3 6	0 3 6	0 3 6	0 3 11	0 2 4	0 3 5	0 3 6	0 4 6	0 5 5	0 6 8	0 8 3	0 11 0	0 13 6	0 16 6	0 20 6
40	0 3 6	0 3 6	0 3 6	0 4 0	0 2 4	0 3 6	0 3 6	0 4 9	0 5 8	0 6 8	0 8 3	0 11 3	0 14 0	0 17 0	0 21 0
41	0 3 7	0 3 7	0 3 7	0 4 1	0 2 5	0 3 7	0 3 7	0 4 9	0 5 8	0 6 8	0 8 10	0 11 6	0 14 3	0 17 6	0 21 6
42	0 3 8	0 3 8	0 3 8	0 4 2	0 2 6	0 3 8	0 3 8	0 4 9	0 5 8	0 7 2	0 8 10	0 11 9	0 14 6	0 18 0	0 22 0
43	0 3 9	0 3 9	0 3 9	0 4 3	0 2 6	0 3 9	0 3 9	0 5 0	0 6 0	0 7 2	0 8 10	0 12 0	0 15 0	0 18 3	0 22 6
44	0 3 10	0 3 10	0 3 10	0 4 4	0 2 7	0 3 10	0 3 10	0 5 0	0 6 0	0 7 2	0 9 5	0 12 3	0 15 3	0 18 9	0 23 0
45	0 3 11	0 3 11	0 3 11	0 4 5	0 2 8	0 3 11	0 3 11	0 5 3	0 6 4	0 7 9	0 9 5	0 12 6	0 15 6	0 19 0	0 23 6
46	0 4 0	0 4 0	0 4 0	0 4 6	0 2 8	0 3 11	0 4 0	0 5 3	0 6 4	0 7 9	0 9 5	0 13 0	0 16 0	0 19 6	0 24 0
47	0 4 1	0 4 1	0 4 1	0 4 7	0 2 8	0 3 11	0 4 1	0 5 3	0 6 4	0 7 9	0 9 11	0 13 3	0 16 3	0 20 0	0 24 6
48	0 4 2	0 4 2	0 4 2	0 4 8	0 2 10	0 3 11	0 4 2	0 5 3	0 6 4	0 7 9	0 9 11	0 13 6	0 16 6	0 20 6	0 25 0
49	0 4 3	0 4 3	0 4 3	0 4 11	0 2 10	0 3 10	0 4 3	0 5 6	0 6 7	0 7 9	0 9 11	0 13 6	0 17 0	0 20 9	0 25 6
50	0 4 3	0 4 3	0 4 3	0 5 0	0 2 10	0 3 10	0 4 3	0 5 6	0 6 7	0 8 3	0 10 6	0 13 9	0 17 3	0 20 9	0 26 0
51	0 4 4	0 4 4	0 4 4	0 5 1	0 2 11	0 3 11	0 4 4	0 5 9	0 6 11	0 8 3	0 10 6	0 14 0	0 17 6	0 21 6	0 26 6
52	0 4 5	0 4 5	0 4 5	0 5 2	0 3 0	0 4 0	0 4 5	0 5 9	0 6 11	0 8 3	0 10 6	0 14 3	0 18 0	0 22 0	0 27 0
53	0 4 6	0 4 6	0 4 6	0 5 3	0 3 0	0 4 0	0 4 6	0 5 9	0 6 11	0 8 3	0 11 0	0 14 6	0 18 3	0 22 6	0 27 6
54	0 4 7	0 4 7	0 4 7	0 5 4	0 3 1	0 4 1	0 4 7	0 6 0	0 7 2	0 8 10	0 11 0	0 14 9	0 18 6	0 23 0	0 28 0
55	0 4 8	0 4 8	0 4 8	0 5 5	0 3 2	0 4 2	0 4 8	0 6 0	0 7 2	0 8 10	0 11 3	0 15 0	0 19 0	0 23 3	0 28 6
56	0 4 9	0 4 9	0 4 9	0 5 6	0 3 2	0 4 2	0 4 9	0 6 3	0 7 6	0 8 10	0 11 7	0 15 3	0 19 3	0 23 9	0 29 0
57	0 4 10	0 4 10	0 4 10	0 5 7	0 3 3	0 4 3	0 4 10	0 6 3	0 7 6	0 8 10	0 11 7	0 15 6	0 19 6	0 24 0	0 29 6
58	0 4 11	0 4 11	0 4 11	0 5 8	0 3 3	0 4 3	0 4 11	0 6 3	0 7 6	0 8 10	0 11 7	0 15 9	0 19 6	0 24 6	0 30 0
59	0 4 11	0 4 11	0 4 11	0 5 10	0 3 4	0 4 4	0 4 11	0 6 3	0 7 6	0 9 5	0 11 7	0 16 0	0 20 0	0 24 6	0 30 6



## GOODS MILEAGE RATES—continued.

Miles.	Coal Rate.	Firewood Rate.	Hardwood Timber Rates.		Manure Rates.		Class M.	Class A. P.	Special A. P. Rate.	Class A.	Class B.	Class C.	Class 1.	Class 2.	Class 3.
			H.T.	L.	5 ton lots.	2 ton lots.									
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
100	0 8 4	0 7 6	0 7 6	0 10 0	0 5 7	0 6 4	0 8 4	0 8 9	0 10 10	0 14 11	0 19 3	1 6 3	1 14 0	2 2 0	2 11 0
101	0 8 5	0 7 7	0 7 7	0 10 1	0 5 7	0 6 4	0 8 5	0 8 9	0 10 10	0 15 0	0 19 6	1 6 6	1 14 3	2 2 6	2 11 6
102	0 8 6	0 7 8	0 7 8	0 10 2	0 5 7	0 6 5	0 8 6	0 8 9	0 10 10	0 15 1	0 19 7	1 6 9	1 14 6	2 2 9	2 12 0
103	0 8 7	0 7 9	0 7 9	0 10 3	0 5 7	0 6 6	0 8 7	0 8 9	0 10 10	0 15 2	0 19 9	1 7 0	1 15 0	2 3 3	2 12 6
104	0 8 8	0 7 10	0 7 10	0 10 4	0 5 10	0 6 6	0 8 8	0 8 9	0 10 10	0 15 3	0 19 10	1 7 3	1 15 3	2 3 8	2 13 0
105	0 8 9	0 7 11	0 7 11	0 10 5	0 5 10	0 6 7	0 8 9	0 8 9	0 11 1	0 15 4	1 0 0	1 7 6	1 15 6	2 4 0	2 13 6
106	0 8 10	0 7 12	0 7 12	0 10 6	0 5 10	0 6 8	0 8 10	0 8 9	0 11 1	0 15 5	1 0 1	1 7 9	1 16 0	2 4 6	2 14 0
107	0 8 11	0 7 13	0 7 13	0 10 7	0 5 10	0 6 8	0 8 11	0 8 9	0 11 1	0 15 6	1 0 4	1 8 0	1 16 3	2 5 0	2 14 6
108	0 8 12	0 7 14	0 7 14	0 10 8	0 5 10	0 6 9	0 8 12	0 8 9	0 11 1	0 15 7	1 0 5	1 8 3	1 16 6	2 5 3	2 15 0
109	0 8 13	0 7 15	0 7 15	0 10 9	0 5 10	0 6 10	0 9 0	0 8 9	0 11 1	0 15 9	1 0 7	1 8 6	1 17 0	2 5 9	2 15 6
110	0 8 14	0 7 16	0 7 16	0 10 10	0 6 0	0 6 10	0 9 1	0 8 9	0 11 1	0 15 10	1 0 8	1 8 9	1 17 3	2 6 3	2 16 0
111	0 8 15	0 7 17	0 7 17	0 10 11	0 6 0	0 6 11	0 9 2	0 8 9	0 11 1	0 15 11	1 0 10	1 9 0	1 17 6	2 6 6	2 16 6
112	0 8 16	0 7 18	0 7 18	0 10 12	0 6 0	0 6 12	0 9 3	0 8 9	0 11 1	0 15 12	1 0 11	1 9 3	1 18 0	2 7 0	2 17 0
113	0 8 17	0 7 19	0 7 19	0 10 13	0 6 0	0 6 13	0 9 4	0 8 9	0 11 1	0 15 13	1 0 12	1 9 6	1 18 3	2 7 3	2 17 6
114	0 8 18	0 7 20	0 7 20	0 10 14	0 6 0	0 6 14	0 9 5	0 8 9	0 11 1	0 15 14	1 0 13	1 9 9	1 18 6	2 7 6	2 18 0
115	0 8 19	0 7 21	0 7 21	0 10 15	0 6 0	0 6 15	0 9 6	0 8 9	0 11 1	0 15 15	1 0 14	1 10 2	1 19 0	2 8 0	2 18 6
116	0 8 20	0 7 22	0 7 22	0 10 16	0 6 0	0 6 16	0 9 7	0 8 9	0 11 1	0 15 16	1 0 15	1 10 5	1 19 3	2 8 3	2 19 0
117	0 8 21	0 7 23	0 7 23	0 10 17	0 6 0	0 6 17	0 9 8	0 8 9	0 11 1	0 15 17	1 0 16	1 10 8	1 19 6	2 8 6	2 19 6
118	0 8 22	0 7 24	0 7 24	0 10 18	0 6 0	0 6 18	0 9 9	0 8 9	0 11 1	0 15 18	1 0 17	1 11 0	1 19 9	2 9 0	2 20 0
119	0 8 23	0 7 25	0 7 25	0 10 19	0 6 0	0 6 19	0 9 10	0 8 9	0 11 1	0 15 19	1 0 18	1 11 3	2 0 0	2 9 3	2 20 6
120	0 8 24	0 7 26	0 7 26	0 10 20	0 6 0	0 6 20	0 9 11	0 8 9	0 11 1	0 15 20	1 0 19	1 11 6	2 0 3	2 9 6	2 21 0
121	0 8 25	0 7 27	0 7 27	0 10 21	0 6 0	0 6 21	0 9 12	0 8 9	0 11 1	0 15 21	1 0 20	1 11 9	2 0 6	2 10 0	2 21 6
122	0 8 26	0 7 28	0 7 28	0 10 22	0 6 0	0 6 22	0 9 13	0 8 9	0 11 1	0 15 22	1 0 21	1 12 0	2 0 9	2 10 3	2 22 0
123	0 8 27	0 7 29	0 7 29	0 10 23	0 6 0	0 6 23	0 9 14	0 8 9	0 11 1	0 15 23	1 0 22	1 12 3	2 1 0	2 10 6	2 22 6
124	0 8 28	0 7 30	0 7 30	0 10 24	0 6 0	0 6 24	0 9 15	0 8 9	0 11 1	0 15 24	1 0 23	1 12 6	2 1 3	2 10 9	2 23 0
125	0 8 29	0 7 31	0 7 31	0 10 25	0 6 0	0 6 25	0 9 16	0 8 9	0 11 1	0 15 25	1 0 24	1 12 9	2 1 6	2 11 0	2 23 6
126	0 8 30	0 7 32	0 7 32	0 10 26	0 6 0	0 6 26	0 9 17	0 8 9	0 11 1	0 15 26	1 0 25	1 13 0	2 1 9	2 11 3	2 24 0
127	0 8 31	0 7 33	0 7 33	0 10 27	0 6 0	0 6 27	0 9 18	0 8 9	0 11 1	0 15 27	1 0 26	1 13 3	2 2 0	2 11 6	2 24 6
128	0 8 32	0 7 34	0 7 34	0 10 28	0 6 0	0 6 28	0 9 19	0 8 9	0 11 1	0 15 28	1 0 27	1 13 6	2 2 3	2 11 9	2 25 0
129	0 8 33	0 7 35	0 7 35	0 10 29	0 6 0	0 6 29	0 9 20	0 8 9	0 11 1	0 15 29	1 0 28	1 13 9	2 2 6	2 12 0	2 25 6

• Not including loading and unloading.

## GOODS MILEAGE RATES—continued.

Miles.	Coal Rate.	Firewood Rate.	Hardwood Timber Rates.		Manure Rates.		Class M.	Class A. P.	Special A. P. Rate.	Class A.	Class B.	Class C.	Class 1.	Class 2.	Class 3.
			H.T.	L.	5 ton lots.	2 ton lots.									
170	f. s. d.	f. s. d.	f. s. d.	f. s. d.	f. s. d.	f. s. d.	f. s. d.	f. s. d.	f. s. d.	f. s. d.	f. s. d.	f. s. d.	f. s. d.	f. s. d.	f. s. d.
171	0 11 6	0 10 4	0 11 8	0 16 4	0 7 10	0 9 4	0 13 0	0 10 9	0 13 2	1 1 4	1 8 11	2 2 6	2 15 6	3 9 6	4 4 6
172	0 11 7	0 10 5	0 11 9	0 16 5	0 7 11	0 9 5	0 13 1	0 10 9	0 13 2	1 1 5	1 9 1	2 2 9	2 15 9	3 9 9	4 4 9
173	0 11 7	0 10 5	0 11 11	0 16 6	0 7 11	0 9 4	0 13 2	0 10 9	0 13 2	1 1 6	1 9 2	2 3 0	2 16 0	3 10 3	4 5 3
174	0 11 7	0 10 5	0 12 0	0 16 7	0 7 11	0 9 4	0 13 3	0 10 9	0 13 2	1 1 7	1 9 3	2 3 0	2 16 0	3 10 6	4 5 9
175	0 11 8	0 10 6	0 12 0	0 16 8	0 7 11	0 9 5	0 13 4	0 10 9	0 13 2	1 1 8	1 9 6	2 3 1	2 16 6	3 10 9	4 6 0
176	0 11 8	0 10 6	0 12 1	0 16 9	0 8 0	0 9 5	0 13 5	0 11 0	0 13 6	1 1 9	1 9 8	2 3 6	2 16 9	3 11 3	4 6 6
177	0 11 9	0 10 7	0 12 2	0 16 10	0 8 0	0 9 6	0 13 6	0 11 0	0 13 6	1 1 11	1 9 11	2 3 9	2 17 0	3 11 6	4 7 0
178	0 11 9	0 10 7	0 12 3	0 16 10	0 8 0	0 9 6	0 13 7	0 11 0	0 13 6	1 1 11	1 9 11	2 3 9	2 17 0	3 11 6	4 7 0
179	0 11 9	0 10 7	0 12 4	0 16 11	0 8 0	0 9 6	0 13 8	0 11 0	0 13 6	1 1 2	1 10 2	2 4 3	2 17 9	3 12 3	4 7 3
180	0 11 10	0 10 8	0 12 4	0 17 0	0 8 0	0 9 6	0 13 8	0 11 0	0 13 6	1 1 2	1 10 3	2 4 3	2 18 0	3 12 9	4 8 6
181	0 11 10	0 10 8	0 12 5	0 17 1	0 8 2	0 9 6	0 13 9	0 11 0	0 13 6	1 1 2	1 10 6	2 4 6	2 18 3	3 13 3	4 9 0
182	0 11 11	0 10 9	0 12 6	0 17 2	0 8 2	0 9 6	0 13 10	0 11 0	0 13 6	1 1 2	1 10 7	2 4 9	2 18 6	3 13 6	4 9 6
183	0 11 11	0 10 9	0 12 7	0 17 3	0 8 2	0 9 7	0 13 11	0 11 0	0 13 6	1 1 2	1 10 9	2 5 0	2 18 9	3 13 9	4 9 9
184	0 11 11	0 10 9	0 12 7	0 17 3	0 8 2	0 9 7	0 13 11	0 11 0	0 13 6	1 1 2	1 10 9	2 5 0	2 18 9	3 13 9	4 9 9
185	0 12 0	0 10 10	0 12 7	0 17 4	0 8 2	0 9 7	0 14 0	0 11 3	0 13 10	1 1 2	1 11 0	2 5 0	2 19 0	3 14 3	4 10 3
186	0 12 0	0 10 10	0 12 8	0 17 5	0 8 3	0 9 7	0 14 1	0 11 3	0 13 10	1 1 2	1 11 1	2 5 3	2 19 3	3 14 6	4 10 9
187	0 12 1	0 10 11	0 12 9	0 17 6	0 8 3	0 9 8	0 14 2	0 11 3	0 13 10	1 1 2	1 11 1	2 5 6	2 19 6	3 14 9	4 11 0
188	0 12 1	0 10 11	0 12 10	0 17 6	0 8 3	0 9 8	0 14 3	0 11 3	0 13 10	1 1 2	1 11 1	2 5 9	2 19 9	3 15 3	4 11 6
189	0 12 1	0 10 11	0 12 11	0 17 7	0 8 3	0 9 8	0 14 4	0 11 3	0 13 10	1 1 3	1 11 7	2 6 0	3 0 3	3 15 6	4 12 0
190	0 12 2	0 10 11	0 12 11	0 17 8	0 8 3	0 9 8	0 14 4	0 11 3	0 13 10	1 1 3	1 11 8	2 6 3	3 0 6	3 16 3	4 12 3
191	0 12 2	0 10 11	0 13 0	0 17 9	0 8 4	0 9 8	0 14 5	0 11 6	0 14 1	1 1 3	1 11 10	2 6 6	3 0 9	3 16 6	4 13 3
192	0 12 3	0 11 0	0 13 1	0 17 10	0 8 4	0 9 8	0 14 6	0 11 6	0 14 1	1 1 3	1 11 11	2 6 9	3 1 0	3 16 9	4 13 6
193	0 12 3	0 11 0	0 13 2	0 17 10	0 8 4	0 9 9	0 14 7	0 11 6	0 14 1	1 1 3	1 11 11	2 6 9	3 1 0	3 16 9	4 13 6
194	0 12 3	0 11 0	0 13 2	0 17 11	0 8 4	0 9 9	0 14 8	0 11 6	0 14 1	1 1 3	1 11 11	2 6 9	3 1 0	3 16 9	4 13 6
195	0 12 4	0 11 1	0 13 2	0 18 0	0 8 4	0 9 9	0 14 8	0 11 6	0 14 1	1 1 3	1 12 3	2 7 0	3 1 6	3 17 3	4 14 0
196	0 12 4	0 11 1	0 13 3	0 18 1	0 8 4	0 9 10	0 14 9	0 11 6	0 14 1	1 1 3	1 12 3	2 7 0	3 1 6	3 17 3	4 14 0
197	0 12 5	0 11 2	0 13 4	0 18 2	0 8 6	0 9 10	0 14 9	0 11 6	0 14 1	1 1 3	1 12 3	2 7 0	3 1 6	3 17 3	4 14 0
198	0 12 5	0 11 2	0 13 5	0 18 2	0 8 6	0 9 10	0 14 10	0 11 6	0 14 1	1 1 3	1 12 8	2 7 3	3 2 0	3 18 3	4 15 3
199	0 12 5	0 11 2	0 13 5	0 18 3	0 8 6	0 9 10	0 14 11	0 11 6	0 14 1	1 1 3	1 12 9	2 7 6	3 2 3	3 18 6	4 15 6

200	012 6	011 3	013 7	018 5	018 4	08 7	09 10	015 0	011 8	014 5	1 4	1 13 1	2 8 8	0 3 3	3 3 6	0 3 19 6	4 17 0
201	012 6	011 3	013 7	018 5	018 4	08 7	09 10	015 0	011 8	014 5	1 4	1 13 1	2 8 8	0 3 3	3 3 6	0 3 19 6	4 17 0
202	012 7	011 4	013 8	018 6	018 5	08 7	09 11	015 3	011 8	014 5	1 4	1 13 3	2 8 9	0 3 3	3 3 6	0 3 19 6	4 17 0
203	012 7	011 4	013 8	018 6	018 5	08 7	09 11	015 3	011 8	014 5	1 4	1 13 3	2 8 9	0 3 3	3 3 6	0 3 19 6	4 17 0
204	012 8	011 5	013 9	018 7	018 6	08 7	09 11	015 4	011 8	014 5	1 4	1 13 4	2 8 9	0 3 3	3 3 6	0 3 19 6	4 17 0
205	012 8	011 5	013 9	018 7	018 6	08 7	09 11	015 4	011 8	014 5	1 4	1 13 4	2 8 9	0 3 3	3 3 6	0 3 19 6	4 17 0
206	012 8	011 5	013 9	018 7	018 6	08 7	09 11	015 4	011 8	014 5	1 4	1 13 4	2 8 9	0 3 3	3 3 6	0 3 19 6	4 17 0
207	012 9	011 6	013 10	018 8	018 7	08 7	09 11	015 5	011 8	014 5	1 4	1 13 5	2 8 9	0 3 3	3 3 6	0 3 19 6	4 17 0
208	012 9	011 6	013 10	018 8	018 7	08 7	09 11	015 5	011 8	014 5	1 4	1 13 5	2 8 9	0 3 3	3 3 6	0 3 19 6	4 17 0
209	012 9	011 6	013 10	018 8	018 7	08 7	09 11	015 5	011 8	014 5	1 4	1 13 5	2 8 9	0 3 3	3 3 6	0 3 19 6	4 17 0
210	012 10	011 7	014 1	019 0	019 0	08 7	09 10	015 8	011 8	014 5	1 4	1 13 11	2 9 9	0 3 3	3 3 6	0 3 19 6	4 17 0
211	012 10	011 7	014 1	019 0	019 0	08 7	09 10	015 8	011 8	014 5	1 4	1 13 11	2 9 9	0 3 3	3 3 6	0 3 19 6	4 17 0
212	012 10	011 7	014 1	019 0	019 0	08 7	09 10	015 8	011 8	014 5	1 4	1 13 11	2 9 9	0 3 3	3 3 6	0 3 19 6	4 17 0
213	012 11	011 8	014 2	019 1	019 1	08 8	09 10	015 10	011 11	014 8	1 4	1 14 1	2 10 0	0 3 3	3 3 6	0 3 19 6	4 17 0
214	012 11	011 8	014 2	019 1	019 1	08 8	09 10	015 10	011 11	014 8	1 4	1 14 1	2 10 0	0 3 3	3 3 6	0 3 19 6	4 17 0
215	013 0	011 8	014 3	019 2	019 2	08 8	09 10	015 11	011 11	014 8	1 4	1 14 2	2 10 0	0 3 3	3 3 6	0 3 19 6	4 17 0
216	013 0	011 8	014 3	019 2	019 2	08 8	09 10	015 11	011 11	014 8	1 4	1 14 2	2 10 0	0 3 3	3 3 6	0 3 19 6	4 17 0
217	013 0	011 8	014 3	019 2	019 2	08 8	09 10	015 11	011 11	014 8	1 4	1 14 2	2 10 0	0 3 3	3 3 6	0 3 19 6	4 17 0
218	013 1	011 9	014 4	019 3	019 3	08 8	09 10	015 12	011 11	014 8	1 4	1 14 3	2 11 0	0 3 3	3 3 6	0 3 19 6	4 17 0
219	013 1	011 9	014 4	019 3	019 3	08 8	09 10	015 12	011 11	014 8	1 4	1 14 3	2 11 0	0 3 3	3 3 6	0 3 19 6	4 17 0
220	013 2	011 10	014 5	019 4	019 4	08 8	09 10	015 13	011 11	014 8	1 4	1 14 4	2 11 0	0 3 3	3 3 6	0 3 19 6	4 17 0
221	013 2	011 10	014 5	019 4	019 4	08 8	09 10	015 13	011 11	014 8	1 4	1 14 4	2 11 0	0 3 3	3 3 6	0 3 19 6	4 17 0
222	013 3	011 11	014 6	019 5	019 5	08 9	09 10	015 14	011 11	014 8	1 4	1 14 5	2 11 0	0 3 3	3 3 6	0 3 19 6	4 17 0
223	013 3	011 11	014 6	019 5	019 5	08 9	09 10	015 14	011 11	014 8	1 4	1 14 5	2 11 0	0 3 3	3 3 6	0 3 19 6	4 17 0
224	013 3	011 11	014 6	019 5	019 5	08 9	09 10	015 14	011 11	014 8	1 4	1 14 5	2 11 0	0 3 3	3 3 6	0 3 19 6	4 17 0
225	013 4	012 0	014 7	019 6	019 6	08 9	09 10	015 15	011 11	014 8	1 4	1 14 6	2 11 0	0 3 3	3 3 6	0 3 19 6	4 17 0
226	013 4	012 0	014 7	019 6	019 6	08 9	09 10	015 15	011 11	014 8	1 4	1 14 6	2 11 0	0 3 3	3 3 6	0 3 19 6	4 17 0
227	013 5	012 1	014 8	019 7	019 7	08 9	09 10	015 16	011 11	014 8	1 4	1 14 7	2 11 0	0 3 3	3 3 6	0 3 19 6	4 17 0
228	013 5	012 1	014 8	019 7	019 7	08 9	09 10	015 16	011 11	014 8	1 4	1 14 7	2 11 0	0 3 3	3 3 6	0 3 19 6	4 17 0
229	013 5	012 1	014 8	019 7	019 7	08 9	09 10	015 16	011 11	014 8	1 4	1 14 7	2 11 0	0 3 3	3 3 6	0 3 19 6	4 17 0
230	013 6	012 2	014 9	019 8	019 8	08 10	09 10	015 17	012 2	015 0	1 6	1 15 8	2 13 3	0 3 3	3 3 6	0 3 19 6	4 17 0
231	013 6	012 2	014 9	019 8	019 8	08 10	09 10	015 17	012 2	015 0	1 6	1 15 8	2 13 3	0 3 3	3 3 6	0 3 19 6	4 17 0
232	013 7	012 3	014 10	019 9	019 9	08 10	09 10	015 18	012 4	015 2	1 6	1 15 9	2 13 3	0 3 3	3 3 6	0 3 19 6	4 17 0
233	013 7	012 3	014 10	019 9	019 9	08 10	09 10	015 18	012 4	015 2	1 6	1 15 9	2 13 3	0 3 3	3 3 6	0 3 19 6	4 17 0
234	013 7	012 3	014 10	019 9	019 9	08 10	09 10	015 18	012 4	015 2	1 6	1 15 9	2 13 3	0 3 3	3 3 6	0 3 19 6	4 17 0
235	013 8	012 4	014 11	019 10	019 10	08 11	09 10	015 19	012 4	015 2	1 6	1 16 0	2 14 0	0 3 3	3 3 6	0 3 19 6	4 17 0
236	013 8	012 4	014 11	019 10	019 10	08 11	09 10	015 19	012 4	015 2	1 6	1 16 0	2 14 0	0 3 3	3 3 6	0 3 19 6	4 17 0
237	013 9	012 5	014 12	019 11	019 11	08 11	09 10	015 20	012 4	015 2	1 6	1 16 1	2 14 0	0 3 3	3 3 6	0 3 19 6	4 17 0
238	013 9	012 5	014 12	019 11	019 11	08 11	09 10	015 20	012 4	015 2	1 6	1 16 1	2 14 0	0 3 3	3 3 6	0 3 19 6	4 17 0
239	013 9	012 5	014 12	019 11	019 11	08 11	09 10	015 20	012 4	015 2	1 6	1 16 1	2 14 0	0 3 3	3 3 6	0 3 19 6	4 17 0

Thence S.A.P. rate.

\* Not including loading and unloading.

## GOODS MILEAGE RATES—continued.

Miles.	Coal Rate.	Firewood Rate.	Hardwood Timber Rates.		Manure Rates.		Class M.	Class A. P.	Special A. P. Rate.	Class A.	Class B.	Class C.	Class 1.	Class 2.	Class 3.
			H.T.	L.	5 ton lots.	2 ton lots.									
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
240	0 13 10	0 12 5	1 1 0	0 8 11	0 10 8	0 17 8	0 12 4	0 15 2	1 6 10	1 16 10	1 16 8	2 15 3	3 13 0	4 12 9	5 13 6
241	0 13 10	0 12 5	1 1 1	0 9 0	0 10 9	0 17 9	0 12 6	0 15 4	1 6 11	1 16 11	1 16 9	2 15 6	3 13 3	4 13 2	5 14 0
242	0 13 11	0 12 6	1 1 2	0 9 0	0 10 9	0 17 10	0 12 6	0 15 4	1 7 0	1 16 11	1 16 10	2 15 9	3 13 6	4 13 6	5 14 6
243	0 13 11	0 12 6	1 1 2	0 9 0	0 10 10	0 17 11	0 12 6	0 15 4	1 7 1	1 17 0	1 17 0	2 16 0	3 13 9	4 13 9	5 14 9
244	0 13 11	0 12 6	1 1 3	0 9 0	0 10 10	0 17 11	0 12 6	0 15 4	1 7 1	1 17 0	1 17 0	2 16 0	3 14 0	4 14 0	5 15 0
245	0 14 0		1 1 4	0 9 0	0 10 10	0 18 0	0 12 6	0 15 4	1 7 2	1 17 1	1 17 1	2 16 3	3 14 3	4 14 3	5 15 3
246	0 14 0		1 1 5	0 9 0	0 10 10	0 18 0	0 12 6	0 15 4	1 7 3	1 17 2	1 17 2	2 16 6	3 14 6	4 14 6	5 15 6
247	0 14 1		1 1 6	0 9 0	0 10 10	0 18 0	0 12 6	0 15 4	1 7 4	1 17 3	1 17 3	2 16 9	3 14 9	4 15 0	5 16 0
248	0 14 1		1 1 6	0 9 0	0 10 10	0 18 0	0 12 6	0 15 4	1 7 4	1 17 4	1 17 4	2 16 9	3 15 0	4 15 0	5 16 0
249	0 14 1		1 1 7	0 9 0	0 10 11	0 18 0	0 12 6	0 15 4	1 7 5	1 17 5	1 17 5	2 17 0	3 15 3	4 15 3	5 17 3
250	0 14 2		1 1 8	0 9 0	0 10 11	0 18 0	0 12 6	0 15 4	1 7 6	1 17 6	1 17 6	2 17 3	3 15 6	4 16 3	5 17 9
251	0 14 2		1 1 8	0 9 2	0 11 1	0 18 1	0 12 8	0 15 7	1 7 8	1 17 8	1 17 8	2 17 6	3 15 9	4 16 6	5 18 0
252	0 14 3		1 1 9	0 9 2	0 11 1	0 18 1	0 12 8	0 15 7	1 7 8	1 17 8	1 17 8	2 17 6	3 16 0	4 16 9	5 18 6
253	0 14 3		1 1 9	0 9 2	0 11 2	0 18 1	0 12 8	0 15 7	1 7 9	1 17 9	1 17 9	2 17 6	3 16 0	4 17 0	5 18 9
254	0 14 3		1 1 10	0 9 2	0 11 2	0 18 2	0 12 8	0 15 7	1 7 10	1 18 0	1 18 0	2 17 9	3 16 3	4 17 3	5 19 0
255	0 14 4		1 1 10	0 9 2	0 11 2	0 18 2	0 12 8	0 15 7	1 7 11	1 18 1	1 18 1	2 17 9	3 16 6	4 17 6	5 19 6
256	0 14 4		1 1 10	0 9 2	0 11 2	0 18 2	0 12 8	0 15 7	1 7 11	1 18 1	1 18 1	2 17 9	3 16 6	4 17 6	5 19 6
257	0 14 4		1 1 11	0 9 2	0 11 2	0 18 2	0 12 8	0 15 7	1 8 0	1 18 2	1 18 2	2 18 0	3 16 9	4 18 0	5 19 9
258	0 14 5		1 1 11	0 9 2	0 11 2	0 18 2	0 12 8	0 15 7	1 8 1	1 18 3	1 18 3	2 18 0	3 17 0	4 18 3	5 20 0
259	0 14 5		1 1 2	0 9 2	0 11 2	0 18 3	0 12 8	0 15 7	1 8 2	1 18 4	1 18 4	2 18 0	3 17 0	4 18 6	5 20 9
260	0 14 6		1 2 0	0 9 2	0 11 2	0 18 3	0 12 8	0 15 7	1 8 2	1 18 4	1 18 4	2 18 0	3 17 0	4 18 9	5 21 0
261	0 14 6		1 2 0	0 9 2	0 11 3	0 18 3	0 12 10	0 15 9	1 8 3	1 18 5	1 18 5	2 18 3	3 17 3	4 19 0	5 21 6
262	0 14 7		1 2 1	0 9 2	0 11 3	0 18 3	0 12 10	0 15 9	1 8 4	1 18 5	1 18 5	2 18 3	3 17 6	4 19 3	5 21 9
263	0 14 7		1 2 1	0 9 2	0 11 3	0 18 4	0 12 10	0 15 9	1 8 5	1 18 6	1 18 6	2 18 6	3 17 9	4 19 6	5 22 0
264	0 14 7		1 2 2	0 9 2	0 11 3	0 18 4	0 12 10	0 15 9	1 8 5	1 18 6	1 18 6	2 18 6	3 18 0	4 19 9	5 22 6
265	0 14 8		1 2 2	0 9 2	0 11 4	0 18 4	0 12 10	0 15 9	1 8 7	1 19 0	1 19 0	2 18 9	3 18 3	4 20 0	5 23 0
266	0 14 8		1 2 2	0 9 2	0 11 4	0 18 4	0 12 10	0 15 9	1 8 7	1 19 0	1 19 0	2 18 9	3 18 3	4 20 0	5 23 0
267	0 14 9		1 2 3	0 9 2	0 11 4	0 18 5	0 12 10	0 15 9	1 8 9	1 19 2	1 19 2	2 18 9	3 18 6	4 20 6	5 23 6
268	0 14 9		1 2 3	0 9 2	0 11 4	0 18 5	0 12 10	0 15 9	1 8 9	1 19 2	1 19 2	2 18 9	3 18 6	4 20 6	5 23 6
269	0 14 9		1 2 4	0 9 2	0 11 4	0 18 5	0 12 10	0 15 9	1 8 10	1 19 3	1 19 3	2 19 0	3 18 9	4 21 0	5 24 0

\* Not including loading and unloading.

## GOODS MILEAGE RATES—continued.

Miles.	Coal Rate.	Firewood Rate.	Hardwood Timber Rates.		Manure Rates.		Class M.	Class A. P.	Special A. P. Rate.	Class A.	Class B.	Class C.	Class 1.	Class 2.	Class 3.
			H.T.	L.	5 ton lots.	2 ton lots.									
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
310	0 16 2		1 3 8		0 9 6	0 12 3	0 19 3	0 13 6	0 16 7	1 11 8	2 3 1	3 2 9	4 5 6	5 11 3	6 17 9
311	0 16 3		1 3 9		0 9 6	0 12 4	0 19 3	0 13 8	0 16 9	1 11 9	2 3 3	3 3 0	4 5 9	5 11 6	6 18 0
312	0 16 3		1 3 9		0 9 6	0 12 4	0 19 3	0 13 8	0 16 9	1 11 9	2 3 3	3 3 0	4 5 9	5 11 6	6 18 0
313	0 16 3		1 3 9		0 9 6	0 12 4	0 19 3	0 13 8	0 16 9	1 11 9	2 3 3	3 3 0	4 5 9	5 11 6	6 18 0
314	0 16 3		1 3 10		0 9 6	0 12 4	0 19 4	0 13 8	0 16 9	1 11 10	2 3 3	3 3 0	4 5 9	5 11 6	6 18 0
315	0 16 4		1 3 10		0 9 6	0 12 4	0 19 4	0 13 8	0 16 9	1 11 10	2 3 3	3 3 0	4 5 9	5 11 6	6 18 0
316	0 16 4		1 3 10		0 9 6	0 12 4	0 19 4	0 13 8	0 16 9	1 11 10	2 3 3	3 3 0	4 5 9	5 11 6	6 18 0
317	0 16 5		1 3 11		0 9 6	0 12 4	0 19 5	0 13 8	0 16 9	1 12 1	2 3 3	3 3 0	4 5 9	5 11 6	6 18 0
318	0 16 5		1 4 0		0 9 6	0 12 5	0 19 5	0 13 8	0 16 9	1 12 1	2 3 3	3 3 0	4 5 9	5 11 6	6 18 0
319	0 16 5		1 4 0		0 9 6	0 12 5	0 19 5	0 13 8	0 16 9	1 12 1	2 3 3	3 3 0	4 5 9	5 11 6	6 18 0
320	0 16 6		1 4 0		0 9 6	0 12 5	0 19 5	0 13 8	0 16 9	1 12 1	2 3 3	3 3 0	4 5 9	5 11 6	6 18 0
321	0 16 6		1 4 0		0 9 6	0 12 5	0 19 5	0 13 8	0 16 9	1 12 1	2 3 3	3 3 0	4 5 9	5 11 6	6 18 0
322	0 16 7		1 4 1		0 9 6	0 12 5	0 19 6	0 13 10	0 16 11	1 12 2	2 3 3	3 3 0	4 5 9	5 11 6	6 18 0
323	0 16 7		1 4 1		0 9 6	0 12 5	0 19 6	0 13 10	0 16 11	1 12 2	2 3 3	3 3 0	4 5 9	5 11 6	6 18 0
324	0 16 7		1 4 2		0 9 6	0 12 6	0 19 6	0 13 10	0 16 11	1 12 2	2 3 3	3 3 0	4 5 9	5 11 6	6 18 0
325	0 16 8		1 4 2		0 9 6	0 12 6	0 19 7	0 13 10	0 16 11	1 12 2	2 3 3	3 3 0	4 5 9	5 11 6	6 18 0
326	0 16 8		1 4 2		0 9 6	0 12 6	0 19 7	0 13 10	0 16 11	1 12 2	2 3 3	3 3 0	4 5 9	5 11 6	6 18 0
327	0 16 9		1 4 2		0 9 6	0 12 6	0 19 7	0 13 10	0 16 11	1 12 2	2 3 3	3 3 0	4 5 9	5 11 6	6 18 0
328	0 16 9		1 4 2		0 9 6	0 12 6	0 19 7	0 13 10	0 16 11	1 12 2	2 3 3	3 3 0	4 5 9	5 11 6	6 18 0
329	0 16 9		1 4 2		0 9 6	0 12 6	0 19 7	0 13 10	0 16 11	1 12 2	2 3 3	3 3 0	4 5 9	5 11 6	6 18 0
330	0 16 10		1 4 4		0 9 8	0 12 8	0 19 8	0 13 10	0 16 11	1 12 11	2 3 3	3 3 0	4 5 9	5 11 6	6 18 0
331	0 16 10		1 4 4		0 9 8	0 12 8	0 19 8	0 13 10	0 16 11	1 12 11	2 3 3	3 3 0	4 5 9	5 11 6	6 18 0
332	0 16 11		1 4 5		0 9 8	0 12 9	0 19 8	0 14 0	0 17 2	1 13 2	2 3 3	3 3 0	4 5 9	5 11 6	6 18 0
333	0 16 11		1 4 5		0 9 8	0 12 9	0 19 9	0 14 0	0 17 2	1 13 2	2 3 3	3 3 0	4 5 9	5 11 6	6 18 0
334	0 16 11		1 4 6		0 9 8	0 12 9	0 19 9	0 14 0	0 17 2	1 13 2	2 3 3	3 3 0	4 5 9	5 11 6	6 18 0
335	0 17 0		1 4 6		0 9 8	0 12 9	0 19 9	0 14 0	0 17 2	1 13 2	2 3 3	3 3 0	4 5 9	5 11 6	6 18 0
336	0 17 0		1 4 7		0 9 8	0 12 10	0 19 9	0 14 0	0 17 2	1 13 2	2 3 3	3 3 0	4 5 9	5 11 6	6 18 0
337	0 17 1		1 4 7		0 9 8	0 12 10	0 19 10	0 14 0	0 17 2	1 13 2	2 3 3	3 3 0	4 5 9	5 11 6	6 18 0
338	0 17 1		1 4 8		0 9 8	0 12 10	0 19 10	0 14 0	0 17 2	1 13 2	2 3 3	3 3 0	4 5 9	5 11 6	6 18 0
339	0 17 1		1 4 8		0 9 8	0 12 10	0 19 10	0 14 0	0 17 2	1 13 2	2 3 3	3 3 0	4 5 9	5 11 6	6 18 0

\* Not including loading and unloading.

## GOODS MILEAGE RATES—continued.

Miles.	Coal Rate. * £ s. d.	Firewood Rate. * £ s. d.	Hardwood Timber Rates.		Manure Rates.		Class M. * £ s. d.	Class A. P. * £ s. d.	Special A. P. 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.
			H.T. * £ s. d.	L. * £ s. d.	5 ton lots. * £ s. d.	2 ton lots. * £ s. d.									
380	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
381															
382															
383															
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406															
407															
408															
409															



## GOODS MILEAGE RATES—continued.

Miles.	Coal Rate.	Firewood Rate.	Hardwood Timber Rates.		Manure Rates.		Class M.	Class A. P.	Special A. P. Rate.	Class A.	Class B.	Class C.	Class 1.	Class 2.	Class 3.
			H.T.	L.	5 ton lots.	2 ton lots.									
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
450			1 8 4	1 8 4	0 10 4	0 15 2	1 2 2	0 15 10	0 19 4	2 1 2	2 16 0	3 15 0	5 9 0	7 6 3	9 4 6
451			1 8 4	1 8 4	0 10 6	0 15 2	1 2 2	0 16 0	0 19 7	2 1 3	2 16 2	3 15 9	5 9 0	7 6 6	9 4 9
452			1 8 5	1 8 5	0 10 6	0 15 3	1 2 2	0 16 0	0 19 7	2 1 3	2 16 3	3 15 9	5 9 0	7 6 9	9 5 0
453			1 8 5	1 8 5	0 10 6	0 15 3	1 2 3	0 16 0	0 19 7	2 1 5	2 16 4	3 15 9	5 9 6	7 7 0	9 5 6
454			1 8 5	1 8 5	0 10 6	0 15 3	1 2 3	0 16 0	0 19 7	2 1 5	2 16 4	3 15 9	5 9 6	7 7 0	9 5 6
455			1 8 6	1 8 6	0 10 6	0 15 4	1 2 3	0 16 0	0 19 7	2 1 6	2 16 5	3 16 0	5 9 9	7 7 3	9 5 9
456			1 8 6	1 8 6	0 10 6	0 15 4	1 2 3	0 16 0	0 19 7	2 1 7	2 16 7	3 16 0	5 10 0	7 7 6	9 6 0
457			1 8 7	1 8 7	0 10 6	0 15 4	1 2 4	0 16 0	0 19 7	2 1 8	2 16 8	3 16 3	5 10 0	7 7 8	9 6 9
458			1 8 7	1 8 7	0 10 6	0 15 4	1 2 4	0 16 0	0 19 7	2 1 9	2 16 9	3 16 3	5 10 3	7 8 3	9 7 0
459			1 8 8	1 8 8	0 10 6	0 15 4	1 2 4	0 16 0	0 19 7	2 1 10	2 16 10	3 16 3	5 10 6	7 8 6	9 7 6
460			1 8 8	1 8 8	0 10 6	0 15 4	1 2 4	0 16 0	0 19 7	2 1 10	2 16 11	3 16 6	5 10 6	7 8 9	9 7 9
461			1 8 8	1 8 8	0 10 6	0 15 5	1 2 5	0 16 2	0 19 9	2 1 11	2 17 1	3 16 6	5 10 9	7 9 0	9 8 0
462			1 8 9	1 8 9	0 10 6	0 15 5	1 2 5	0 16 2	0 19 9	2 2 0	2 17 2	3 16 9	5 11 0	7 9 3	9 8 6
463			1 8 9	1 8 9	0 10 6	0 15 5	1 2 5	0 16 2	0 19 9	2 2 1	2 17 3	3 16 9	5 11 0	7 9 6	9 8 9
464			1 8 10	1 8 10	0 10 6	0 15 6	1 2 6	0 16 2	0 19 9	2 2 2	2 17 4	3 16 9	5 11 3	7 9 9	9 9 0
465			1 8 10	1 8 10	0 10 6	0 15 6	1 2 6	0 16 2	0 19 9	2 2 2	2 17 5	3 17 0	5 11 6	7 10 0	9 9 6
466			1 8 10	1 8 10	0 10 6	0 15 6	1 2 6	0 16 2	0 19 9	2 2 3	2 17 5	3 17 0	5 11 6	7 10 3	9 9 9
467			1 8 11	1 8 11	0 10 6	0 15 6	1 2 6	0 16 2	0 19 9	2 2 4	2 17 7	3 17 0	5 11 9	7 10 6	9 10 0
468			1 8 11	1 8 11	0 10 6	0 15 6	1 2 6	0 16 2	0 19 9	2 2 5	2 17 8	3 17 3	5 12 0	7 10 9	9 10 6
469			1 9 0	1 9 0	0 10 6	0 15 6	1 2 7	0 16 2	0 19 9	2 2 6	2 17 9	3 17 3	5 12 0	7 11 0	9 10 9
470			1 9 0	1 9 0	0 10 6	0 15 7	1 2 7	0 16 2	0 19 9	2 2 6	2 17 10	3 17 6	5 12 3	7 11 3	9 11 0
471			1 9 0	1 9 0	0 10 6	0 15 7	1 2 7	0 16 4	1 0 0	2 2 7	2 18 0	3 17 6	5 12 6	7 11 6	9 11 6
472			1 9 1	1 9 1	0 10 6	0 15 7	1 2 7	0 16 4	1 0 0	2 2 8	2 18 1	3 17 6	5 12 6	7 11 9	9 11 9
473			1 9 1	1 9 1	0 10 6	0 15 8	1 2 8	0 16 4	1 0 0	2 2 9	2 18 2	3 17 9	5 12 9	7 12 0	9 12 0
474			1 9 2	1 9 2	0 10 6	0 15 8	1 2 8	0 16 4	1 0 0	2 2 9	2 18 3	3 17 9	5 13 0	7 12 3	9 12 6
475			1 9 2	1 9 2	0 10 6	0 15 8	1 2 8	0 16 4	1 0 0	2 2 10	2 18 4	3 17 9	5 13 0	7 12 6	9 12 9
476			1 9 3	1 9 3	0 10 8	0 15 8	1 2 9	0 16 4	1 0 0	2 2 11	2 18 5	3 18 0	5 13 3	7 12 9	9 13 0
477			1 9 3	1 9 3	0 10 8	0 15 8	1 2 9	0 16 4	1 0 0	2 2 11	2 18 5	3 18 0	5 13 3	7 13 0	9 13 6
478			1 9 3	1 9 3	0 10 8	0 15 9	1 2 9	0 16 4	1 0 0	2 2 12	2 18 7	3 18 0	5 13 6	7 13 3	9 13 9
479			1 9 4	1 9 4	0 10 8	0 15 9	1 2 9	0 16 4	1 0 0	2 2 12	2 18 8	3 18 3	5 13 9	7 13 6	9 14 0

• Not including loading and unloading.



	S.A.P. rate.	A.P. rate.	S.A.P. rate.	
550	1 11 8	0 11 2	0 17 3	1 4 3
551	1 11 8	0 11 2	0 17 3	1 4 3
552	1 11 9	0 11 2	0 17 3	1 4 3
553	1 11 10	0 11 2	0 17 4	1 4 4
554	1 11 10	0 11 2	0 17 4	1 4 4
555	1 11 10	0 11 2	0 17 5	1 4 4
556	1 11 10	0 11 2	0 17 5	1 4 4
557	1 11 11	0 11 2	0 17 5	1 4 5
558	1 11 11	0 11 2	0 17 5	1 4 5
559	1 12 0	0 11 2	0 17 5	1 4 5
560	1 12 0	0 11 2	0 17 5	1 4 5
561	1 12 0	0 11 2	0 17 5	1 4 5
562	1 12 1	0 11 2	0 17 6	1 4 6
563	1 12 1	0 11 2	0 17 6	1 4 6
564	1 12 2	0 11 2	0 17 7	1 4 7
565	1 12 2	0 11 2	0 17 7	1 4 7
566	1 12 2	0 11 2	0 17 7	1 4 7
567	1 12 3	0 11 2	0 17 7	1 4 7
568	1 12 3	0 11 2	0 17 7	1 4 7
569	1 12 4	0 11 2	0 17 7	1 4 8
570	1 12 4	0 11 2	0 17 8	1 4 8
571	1 12 4	0 11 2	0 17 8	1 4 8
572	1 12 5	0 11 2	0 17 8	1 4 9
573	1 12 5	0 11 2	0 17 9	1 4 9
574	1 12 6	0 11 2	0 17 9	1 4 9
575	1 12 6	0 11 2	0 17 9	1 4 9
576	1 12 6	0 11 2	0 17 9	1 4 9
577	1 12 7	0 11 2	0 17 9	1 4 10
578	1 12 7	0 11 2	0 17 10	1 4 10
579	1 12 8	0 11 2	0 17 10	1 4 10
580	1 12 8	0 11 2	0 17 11	1 4 10
581	1 12 8	0 11 2	0 17 11	1 4 11
582	1 12 9	0 11 2	0 17 11	1 4 11
583	1 12 9	0 11 2	0 17 11	1 4 11
584	1 12 10	0 11 2	0 17 11	1 4 11
585	1 12 10	0 11 2	0 17 11	1 5 0
586	1 12 10	0 11 2	0 17 11	1 5 0
587	1 12 11	0 11 2	0 17 11	1 5 0
588	1 12 11	0 11 2	0 17 11	1 5 0
589	1 13 0	0 11 2	0 17 11	1 5 1

\* Not including loading and unloading.

## GOODS MILEAGE RATES—continued.

Miles.	Coal Rate. •	Firewood Rate. •	Hardwood Timber Rates.		Manure Rates.		Class M. •	Class A. P. •	Special A. P. Rate. •	Class A. •	Class B. •	Class C. •	Class 1. •	Class 2. •	Class 3. •
			H.T.	L.	5 ton lots.	2 ton lots.									
590	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
591	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
592	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
593	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
594	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
595	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
596	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
597	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
598	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
599	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
600	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.

• Not including loading and unloading.

## TARIFF FOR "SMALLS."

(a) All goods shall, unless otherwise provided, be charged under the rates and conditions governing the carriage of goods for their respective classes, subject to a minimum charge for *each* class in accordance with the Tariff for "Smalls" as specified hereunder.

The Tariff for "Smalls" is computed only up to 3 cwt., and above that weight the tonnage rates shall be charged, subject to a minimum charge as for 3 cwt. at the Tariff for "Smalls."

(b) When, however, goods classified in two or more classes are forwarded by one or more *bona fide* consignors from the same forwarding station on the same day to one *bona fide* consignee at the same station of destination, such goods, if it be cheaper than to charge each class separately at the Tariff for "Smalls," may be placed in one or more groups, and the total weight of each such group charged under the rates and conditions for the goods of the highest class in each such group, subject to a minimum charge for each group, in accordance with the Tariff for "Smalls."

(c) The charges under the Tariff for "Smalls" for particular packages must not exceed the charges under the Parcels Rates.

The rates at the head of the columns represent the TONNAGE RATES.

Weight not over—	Above 5s. 7s. 6d. over 5s. 7s. 6d.	Above 10s. and not over 10s. 12s. 6d. over 10s. 12s. 6d.	Above 12s. 6d. and not over 12s. 6d. 17s. 6d. over 12s. 6d. 17s. 6d.	Above 17s. 6d. and not over 17s. 6d. 22s. 6d. over 17s. 6d. 22s. 6d.	Above 22s. 6d. and not over 22s. 6d. 28s. 6d. over 22s. 6d. 28s. 6d.	Above 28s. 6d. and not over 28s. 6d. 35s. 6d. over 28s. 6d. 35s. 6d.	Above 35s. 6d. and not over 35s. 6d. 40s. 6d. over 35s. 6d. 40s. 6d.	Above 40s. 6d. and not over 40s. 6d. 45s. 6d. over 40s. 6d. 45s. 6d.	Above 45s. 6d. and not over 45s. 6d. 50s. 6d. over 45s. 6d. 50s. 6d.	Above 50s. 6d. and not over 50s. 6d. 55s. 6d. over 50s. 6d. 55s. 6d.	Above 55s. 6d. and not over 55s. 6d. 60s. 6d. over 55s. 6d. 60s. 6d.	Above 60s. 6d. and not over 60s. 6d. 65s. 6d. over 60s. 6d. 65s. 6d.	Above 65s. 6d. and not over 65s. 6d. 70s. 6d. over 65s. 6d. 70s. 6d.	Above 70s. 6d. and not over 70s. 6d. 75s. 6d. over 70s. 6d. 75s. 6d.	Above 75s. 6d. and not over 75s. 6d. 80s. 6d. over 75s. 6d. 80s. 6d.	Above 80s. 6d. and not over 80s. 6d. 85s. 6d. over 80s. 6d. 85s. 6d.	Above 85s. 6d. and not over 85s. 6d. 90s. 6d. over 85s. 6d. 90s. 6d.	Above 90s. 6d. and not over 90s. 6d. 95s. 6d. over 90s. 6d. 95s. 6d.	Above 95s. 6d. and not over 95s. 6d. 100s. 6d. over 95s. 6d. 100s. 6d.	For every 10s. or part thereof over 100s.	Weight not over—	
c. qr. s. d.	c. qr. s. d.	c. qr. s. d.	c. qr. s. d.	c. qr. s. d.	c. qr. s. d.	c. qr. s. d.	c. qr. s. d.	c. qr. s. d.	c. qr. s. d.	c. qr. s. d.	c. qr. s. d.	c. qr. s. d.	c. qr. s. d.	c. qr. s. d.	c. qr. s. d.	c. qr. s. d.	c. qr. s. d.	c. qr. s. d.	c. qr. s. d.	c. qr. s. d.	c. qr. s. d.	
0 1	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	0 2	0 1
0 2	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	0 3	0 2
0 3	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	0 5	0 3
1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	0 6	1 0
1 1	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	0 8	1 1
1 2	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	0 9	1 2
1 3	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	0 11	1 3
2 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	2 0
2 1	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 2	2 1
2 2	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 3	2 2
2 3	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 5	2 3
3 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 6	3 0

# RATES FOR THE CARRIAGE OF EMPTIES.

All carried at Owner's Risk.

Those marked \* to be prepaid. Prepayment to be made in cash or freight stamps, at the option of the Commissioners.

Description.	Rate.
Acid jars, returned empty in cases ... ..	Class "B."
*Ammunition boxes, with or without spent cartridge cases ... ..	Up to 101 miles 1d. each; for each succeeding 100 miles or part thereof 1d. each additional.
Ammunition Chests account Defence Department ... ..	Class 1.
Bacon Boxes or Cases (new or returned) ... ..	Class "A." Minimum 6d.
Bags, secondhand, whether returns or otherwise (see page 27)	
Bags, flat sugar or mats ... ..	Class "A." Minimum 6d.
*Baskets, round, sugar, returned ... ..	Same as coops or crates.
Baskets, cut sugar ... ..	Class "C." Minimum 6d.
Boot hampers and trunks returned ... ..	Class 1.
" " not returned ... ..	Class 2.
*Bottled beer casks ... ..	Class "C." Minimum 6d.
Bottles, empty, loose, or otherwise ... ..	Class "M."
" small lots, must be in bags, crates, or cases ... ..	Class "A." "Smalls," Minimum
Boxes, empty, for luggage ... ..	Class 2.
*Boxes, empty, returned, n.o.s. ... ..	Class "A." Minimum 6d.
Boxes, empty, new, n.o.s. ... ..	Class "C." Minimum 6d.
Boxes, soap, empty, new ... ..	Class "B." "Smalls," Minimum.
Boxes, soap, in shooks ... ..	Class "A." "Smalls," Minimum.
*Boxes, Butter, new or returned (including wrapping-paper up to 1 lb.) not exceeding 28 lbs. each	Up to 101 miles 1d. each; for each succeeding 100 miles or part thereof 1d. each additional;
*Butter kegs and tubs, new or returned, not exceeding 28 lbs. each	over 28 lbs. weight double rate.
Butter barrels, &c., new or returned ... ..	Class "B." Minimum 6d. shall be charged when cheaper.
	Double butter box rates or Class "B." minimum 6d., when cheaper.
	Same as butter boxes.
*Cans, milk and cream, new or returned empty (50-quart cans to be charged the 28-lb. rate), also small mineral water cans, returned	
Carbonic gas cylinders ... ..	Class "C." Minimum 6d.
Carboys, acid, returned ... ..	Class "B."
" new or not returned ... ..	Class "C."
Cases, fruit, raisin, and cheese, also sweat boxes, and drying trays, new	Class "A." Minimum 6d.
*Cases, fruit, raisin, and cheese, also sweat boxes, returned ...	Class "A." Minimum 6d.
*Cases, empty, returned, n.o.s. ... ..	Class "A." Minimum 6d.
Cases, " new, n.o.s. ... ..	Class "C." Minimum 6d.
*Cases, kerosene, empty returned ... ..	Class "A." Minimum 6d.
*Coops and crates (poultry) returned, not exceeding 17 cubic feet in measurement	Not over 101 miles, 3d. each; 102 to 150 miles, 6d. each; over 150 miles, 9d. each; or Class "B," minimum 6d., when cheaper.
*Coops and Crates (poultry), returned, exceeding 17 cubic feet in measurement	Not over 101 miles 6d. each; 102 to 150 miles, 9d. each; over 150 miles, 1s. each; or Class "B," minimum 6d., when cheaper.
*Coops and crates (poultry) returned, not exceeding 6½ cubic feet in measurement	Class "B." Minimum 6d., if cheaper than package rate.
*Coops and crates, new, sent to the country to be filled for return journey	Same as empty returns.
Crates, beer, and cordial, new or returned ... ..	Class "B." Minimum 6d.
Crates for tinware, new or returned ... ..	Class "C." Minimum 6d.
Crates and Coops, collapsible, wooden and wire, in packages	Class "C." Minimum 6d.
*Crates, for fruit and honey, new or returned ... ..	Class "A." Minimum 6d.
Crates, pottery, new or returned ... ..	Class "C." Minimum 6d.
*Crates, vegetable, and sheep, returned ... ..	Not over 50 miles 6d. each; over 50 and not over 101 miles 1s. each; over 101 and not over 150 miles 1/6 each; over 150 miles 2s. each.

## EMPTIES—continued.

Description.	Rate.
Crates, rabbit, for export ... ..	Class "A." Minimum 6d.
*Crates, rabbit, n.o.s., new or returned ... ..	Same as butter boxes.
Crates and coops, new, n.o.s. ... ..	Class 3.
Drums, new or returned... ..	Class "C." Minimum 6d.
*Egg boxes, new or returned (including fillers) ... ..	Same as butter boxes.
*Fish baskets, new or returned, in packages, for each 28 lbs. or part thereof	Up to 101 miles, 1d.; for each succeeding 100 miles or part thereof 1d. additional.
*Fish boxes, new or returned, irrespective of weight, each box	Class "C." Minimum 6d.
Fruit Cardboard boxes in crates ... ..	Class "B." Minimum 6d.
Fruit Tubs and Buckets, also barrels for fruit pulp ... ..	Class "C." "Smalls" Minimum.
Jars, confectionery, empty, returned ... ..	Free.
Magazines, portable, explosive, returned ... ..	Class "A." Minimum 6d.
Mineral water cylinders, returned ... ..	1d. each per 100 miles; or, if cheaper, 4d. per dozen per 100 miles; or Class "B." Minimum 6d.
*Raspberry buckets, returned ... ..	Same as bottles.
Syphons, sodawater ... ..	Class "B." Minimum 6d.
*Tins—Biscuit, confectionery, honey, kerosene, motor spirit, butter, tea, or for other preserves, new or returned in bundles, or loose in truck loads	Class "A." Minimum 6d.
" Condensed or concentrated milk ... ..	Class 1
" Biscuit, confectionery, honey, kerosene, motor spirit, butter, tea, or for other preserves, new or returned, loose	Class "C." Minimum 6d.
" empty, n.o.s. ... ..	Class "A." Minimum 6d.
" fruit, empty, in cases, crates, or bags ... ..	Class "A." Minimum 6d.
" empty, new or returned, in cases ... ..	Class "A." Minimum 6d.
Woolpacks, returned ... ..	Class "C." "Smalls" Minimum.
Butts, vats, pipes (other than wine) and casks, in packages	Class 2.
" " " " " set up, not over 100 gallons capacity	Class 2. Rate and half.
" " " " " set up, over 100 and not exceeding 400 gallons capacity	Class "C." "Smalls" Minimum.
" " " " " set up, over 400 gallons capacity	Maximum charge for wine hogsheads 2s. each.
Barrels, quarter-casks, kilderkins, octaves, kegs, hogsheads, tallow puncheons, new or not returned empty	Class "C." "Smalls" Minimum.
Barrels, quarter-casks, demijohns, kilderkins, octaves, kegs, hogsheads, tallow pipes and puncheons, new or not returned empty, shall be charged at same rate as empty returns, when consigned to the country to be filled for return full by rail	Class "C." "Smalls" Minimum.
Puncheons, Wine ... ..	Class "C." Minimum 6d.
Vegetable Baskets and Hampers ... ..	

  

Returned Empty.	Up to 101 Miles.	From 102 to 201 Miles.	Over 201 Miles.	
	each. s. d.	each. s. d.	each. s. d.	
Barrels ... ..	0 6	0 9	1 0	} Or Class "C" "Smalls" Minimums if cheaper.
Quarter-casks ... ..				
Kilderkins ... ..				
Octaves ... ..				
Demijohns and single Acid Jars, loose	0 3	0 3	0 6	
Kegs, not over 10 gallons, and Fruit Tubs	0 9	1 0	1 6	
Hogsheads ... ..				
Tallow Pipes and Puncheons ... ..				
Wine Pipes, not exceeding 112 gallons capacity	1 0	1 6	2 0	
*Egg, Crockery, and Fish Casks, large				

# RATES FOR THE CARRIAGE OF FISH, FRESH, SMOKED, OR DRIED (PRODUCE OF THE COMMONWEALTH), ALSO OYSTERS AND OTHER SHELL FISH, FRESH.

From 1 to 100 miles	...	3d. per ton per mile.
" 101 ,, 200 "	...	2d. " " additional.
Over 200 miles	...	1d. " " "

1s. per ton terminal shall be added and the charge shall be subject to the tariff for "Smalls."

When sent in consignments of 3 tons or over a reduction of 20 per cent. may be allowed off the foregoing rates provided the fish be loaded in the least possible number of trucks.

This traffic is carried at the risk of the owner. Consignments must be delivered at the station 30 minutes prior to the starting time of the train by which they are to be forwarded, and must be consigned on Form G.F.1.

Fish from Queenscliff, Drysdale, Marcus and Leopold to Melbourne shall be charged 11s. 9d. per ton.

Fish consigned from one consignor at one station (who prepays the freight charges) to various consignees at the same destination station shall be treated and charged as one consignment.

## RATES FOR THE CARRIAGE OF MILK.

Miles.	Per Can, 100 lbs.		Per Can, 126 lbs.		Per Can, 168 lbs.	
	Passenger Train.	Goods and Mixed Trains	Passenger Train.	Goods and Mixed Trains	Passenger Train.	Goods and Mixed Trains
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
1 to 15	0 4	0 3	0 5	0 4	0 7	0 5
16 ,, 30	0 7	0 5	0 8	0 6	0 10.	0 8
31 ,, 50	0 10	0 7	0 11	0 8	1 2.	0 10
51 ,, 70	1 1	0 10	1 2	0 11	1 6.	1 2
71 ,, 100	1 4	1 1	1 5	1 2	1 9.	1 6
101 ,, 150	1 6	1 3	1 7	1 4	2 0.	1 8
151 ,, 200	1 8	1 5	1 9	1 6	2 3.	1 10

When milk is sent in larger packages, or if it be cheaper, the rates which shall be charged for carriage by Passenger trains shall be half parcels rate, minimum 1s.; and for carriage by Mixed and Goods trains Class "B" rate, and in truck loads of 4 tons Class "A" rate.

When milk is sent by Mixed trains on branch lines, thence by Passenger or fast Mixed trains on main lines, passenger train rate shall be charged for the whole distance.

Butter Milk for pigs' feed, sour milk, and skimmed milk, previously carried by rail, shall be charged half rates if returned from factories to the original consignors.

Sample Milk Test Boxes shall be charged Milk rates when full, and Returned Empty Can rates on the return journey.

Milk from Deer Park and Parwan to Melbourne and suburban stations by the 7.10 p.m. Up shall be charged Goods train rate.

Milk from Deer Park and Melton by the Up Express to Melbourne and Suburban stations shall be charged Goods train rate.

Milk from Weerite, Pomboineit and Colac to Melbourne and suburban stations by Passenger train, shall be charged Goods train rate.

When Milk sent to Melbourne or Suburban passenger stations is charged Goods train rate on the forward journey, the empty cans shall be charged the Empty Return Goods rates (see page 64), whether sent by Passenger or Goods train.

Milk carried on Sundays by Passenger or Goods trains shall be charged the Ordinary Milk rates, with the exception that milk from stations outside a radius of 10 miles from Melbourne shall be charged Goods rates, plus 50 per cent.

Milk from stations on the Healesville, Warburton, and Ferntree Gully Lines on week days shall be charged Goods rate by Passenger trains.

Milk from Clyde to Melbourne shall be charged the 30-mile rate.

All milk is carried at the risk of the owners.

### RATES FOR THE CARRIAGE OF CREAM, O.R.

Cream, in Cans, by Goods and Mixed trains, shall be charged under Class "B" rates and conditions subject to the following charges for distances not exceeding 90 miles being applied if cheaper, viz. :—

Miles.	Per Can, not exceeding 120 lbs.	
	<i>s. d.</i>	<i>s. d.</i>
1 to 30 ... ..	0 6	
31 ,, 50 ... ..	0 9	
51 ,, 70 ... ..	1 0	
71 ,, 90 ... ..	1 3	

Sample Cream, or Cream and Milk, Test Boxes shall be charged Cream rates when full, and Returned Empty Can rates on the return journey.

Sample Milk Test Boxes when sent with cream, shall be charged Class "C" rate, subject to minimum weight of 1 qr.

Cream, in Cans, by Passenger trains, shall be charged half Parcels rates, minimum 1s.

### RATES FOR THE CARRIAGE OF POTATOES AND PIG FEED.

When in truck loads of 6 tons the following rates shall be charged for distances from 1 to 100 miles inclusive, and for distances beyond 100 miles Class A.P. rates shall apply.

Miles.	Rate per ton.	Miles.	Rate per ton.	Miles.	Rate per ton.	Miles.	Rate per ton.
	<i>s. d.</i>		<i>s. d.</i>		<i>s. d.</i>		<i>s. d.</i>
<b>1-6</b>	2 0	<b>30</b>	3 0	53	4 9	77	6 8
7	2 3	31	3 1	54	4 10	78	6 9
8	2 3	32	3 2	55	4 11	79	6 10
9	2 6	33	3 3	56	5 0		
		34	3 4	57	5 1	<b>80</b>	6 11
<b>10</b>	2 6	35	3 5	58	5 2	81	7 3
11	2 6	36	3 6	59	5 3	82	7 4
12	2 6	37	3 7			83	7 5
13	2 6	38	3 8	<b>60</b>	5 3	84	7 6
14	2 6	39	3 9	61	5 4	85	7 7
15	2 6			62	5 5	86	7 8
16	2 6			63	5 6	87	7 9
17	2 6	<b>40</b>	3 9	64	5 7	88	7 10
18	2 6	41	3 10	65	5 8	89	7 11
19	2 6	42	3 11	66	5 9		
		43	4 0	67	5 10	<b>90</b>	8 0
<b>20</b>	2 6	44	4 1	68	5 11	91	8 1
21	2 6	45	4 2	69	6 0	92	8 2
22	2 6	46	4 3			93	8 3
23	2 6	47	4 4	<b>70</b>	6 1	94	8 4
24	2 7	48	4 5	71	6 2	95	8 5
25	2 8	49	4 6	72	6 3	96	8 6
26	2 9			73	6 4	97	8 7
27	2 10	<b>50</b>	4 6	74	6 5	98	8 8
28	2 11	51	4 7	75	6 6	99	8 9
29	3 0	52	4 8	76	6 7	<b>100</b>	8 10

When in smaller consignments Potatoes shall be charged S.A.P. rates, otherwise Class "A" rates, subject to the tariff for "Smalls"; and Pigs' Feed shall be charged S.A.P. rates, otherwise Class "A" rates and conditions.

The foregoing rates do not include loading or unloading.

### METAL, METAL SCREENINGS, AND SPALLS.

The following rates shall, subject to the conditions of Class M, be charged for the carriage of metal, metal screenings, stone dust, toppings, and spalls, n.o.s.

Miles.	Metal, Metal Screenings, Stone dust and Toppings, per ton.	Spalls, per ton.	Miles.	Metal, Metal Screenings, Stone dust and Toppings, per ton.	Spalls, per ton.
	s. d.	s. d.		s. d.	s. d.
1 to 6	1 9	1 9	17	2 2	1 11
7	1 9	1 9	18	2 3	2 0
8	1 9	1 9	19	2 4	2 1
9	1 9	1 9	20	2 5	2 2
10	1 9	1 9	21	2 6	2 4
11	1 9	1 9	22	2 6	2 5
12	1 9	1 9	23	2 6	2 6
13	1 10	1 9	24	2 6	2 6
14	1 11	1 9	25	2 6	2 6
15	2 0	1 9	26	2 6	2 6
16	2 1	1 10	27 and beyond, Class M rate.		

See page 96 for special rate for gravel, metal, &c., supplied to City, Town, Borough, and Shire Councils

### SPECIAL CHEAP RATE FOR SINGLE PACKAGES OF COUNTRY PRODUCE AS UNDER.

Per Package not exceeding 60 lbs.—Prepaid—Owner's risk—

Distance.	Fruit (Fresh or Dried) and Vegetables.	Cider and Perry, Colonial Wine, Honey, Butter, Eggs, Cream, Cheese, Ham and Bacon.
	s. d.	s. d.
Up to 25 miles ...	0 6	0 6
26 " 50 " ...	0 9	0 9
51 " 101 " ...	0 9	1 0
102 " 150 " ...	1 0	1 3
151 " 200 " ...	1 3	1 6
201 " 250 " ...	1 6	1 9
251 " 300 " ...	1 9	2 0
301 " 400 " ...	2 0	2 3

Consignments may be forwarded by Goods or Mixed Trains between any stations open for goods traffic.

Should there be more than one package in a consignment, each package may be charged as above if cheaper than the Tariff rate.

Packages from stations on lines where "Local" rates are in force shall be charged the above rates for up journey traffic, but double rates shall be charged for packages from such lines to stations on other lines on the down journey.

**Delivery in Melbourne and Suburbs.**—Single packages, fully addressed, and consigned to the Melbourne Goods Sheds, will be delivered at any address in the undermentioned places on prepayment of an additional charge of 4d. per package :—

Albert Park	Camberwell	Footscray	Middle Park	Richmond
Armadale	Caulfield	Glenferrie	Moonee Ponds	South Melbourne
Ascot Vale	Clifton Hill	Hawthorn	Newmarket	Spotswood
Auburn	Coburg	Kensington	Newport	St. Kilda
Balaclava	Collingwood	Kew	Northcote	Toorak
Brighton	Elsternwick	Malvern	North Melbourne	Williamstown
Brunswick	Essendon	Melbourne	Port Melbourne	Windsor
Carlton	Fitzroy		Prahran	Yarraville

### CARRIER'S CHARGES FOR DELIVERY OF SMALL CONSIGNMENTS OF GOODS IN MELBOURNE OR SUBURBS.

Consignments of goods for Melbourne or suburbs, fully addressed and marked "For delivery per carrier," will be delivered at the premises of the consignee by the Departmental Contractor, at the undermentioned scale of charges. These delivery charges may be prepaid if required:—

Small Goods.	Within the City bounded by Flinders, Spring, Victoria, Adderley, and Spencer streets.	From the City Boundary outwards to all places within a radius of 6 miles from the General Post Office, Melbourne.	To the following places within a radius exceeding six miles, but not exceeding ten miles from the General Post Office, Melbourne, viz.:—Newport, North Williamstown, Beach, Williamstown, Coburg, Canterbury, Surrey Hills, Mount Albert, Box Hill, Caulfield, Garden Vale, North Brighton, Middle Brighton and Brighton Beach.
	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
For each consignment, whether consisting of one or more packages			
28 lbs.	0 6	0 6	0 6
56 "	0 6	0 6	0 6
1 cwt.	0 6	1 0	1 0
2 "	1 0	1 6	1 6
5 "	1 6	3 0	3 6
10 "	2 0	4 0	5 0
15 "	2 6	4 6	6 0
20 "	3 0	5 0	7 6

### CHARGES FOR THE CARRIAGE OF VEHICLES IN GOODS TRUCKS BY GOODS TRAINS.

ALL CARRIED AT OWNER'S RISK.

Class of Vehicle.	Rate.			Minimum Charge.
	1-150 Miles.	151-200 Miles (additional).	Over 200 Miles (additional)	
1. Vehicles as under, weighing not more than 16 cwt., on wheels or in pieces —				<i>£ s. d.</i>
(a) Carriages, Motor Cars, Buggies, Gigs, Drays, and two-wheeled Street Scrapers, Street Sweepers, Sanitary Carts and Waggon, also similar vehicles	4d. per mile	3d. per mile	2d. per mile	0 12 6
(b) Any two of above-named vehicles for one owner, on one four-wheeled truck	7d. per mile	5d. per mile	3d. per mile	1 0 0
(c) Any three of above-named vehicles for one owner, on one four-wheeled truck	9d. per mile	6d. per mile	4d. per mile	1 0 0
2. (a) Any of above vehicles weighing over 16 cwt., also four-wheeled street Watering Carts, Bullock Drays, Dobbins, Heavy Waggon, Lorries, and Tram Cars, loaded on one four-wheeled truck	6d. per mile	5d. per mile	4d. per mile	0 15 0
(b) Two or three vehicles, set up or in pieces, each weighing over 16 cwt., loaded in one four-wheeled truck for one owner				
Two Vehicles ... ..	9d. per mile	7d. per mile	5d. per mile	1 10 0
Three Vehicles ... ..	1s. per mile	9d. per mile	7d. per mile	1 10 0

## CHARGES FOR THE CARRIAGE OF VEHICLES IN GOODS TRUCKS BY GOODS TRAINS—continued.

Class of Vehicle.	Rate.			Minimum Charge.
	1-150 Miles.	151-200 Miles (additional).	Over 200 Miles (additional).	
3. (a) Two-wheeled vehicles weighing up to 4 cwt., on wheels or in pieces, if loaded with other goods and not requiring a separate truck	1½d. per mile	1½d. per mile	1d. per mile	£ s. d. 0 10 0
(b) Four-wheeled vehicles weighing not more than 7 cwt., and two-wheelers weighing over 4 cwt. and not more than 7 cwt., on wheels or in pieces, if loaded with other goods and not requiring a separate truck	2½d. per mile	2d. per mile	1½d. per mile	0 10 0
4. Furniture Vans returned empty, after having been previously sent full by rail	3d. per mile	3d. per mile	...	0 10
5. Contractors' Trucks, loaded on railway trucks	6d. per mile	6d. per mile	...	1 0 0

Carriages, Buggies, Gigs, Drays, Waggons, and similar vehicles, when unpainted and in the rough, if in pieces loose or in cases, shall be charged under Class 3 rates.

Small vehicles weighing not more than 7 cwt., when in pieces packed in cases, will be charged for the actual weight at Class 3 rates.

## COMPUTATION OF WEIGHT OF GOODS.

See General Conditions, Numbers 11 and 31.

1. Except otherwise provided, all goods shall be carefully weighed on shed or platform scales or on cart or truck weighbridges in order to determine the correct weight on which to base the freight charges.

2. The weight of the descriptions of goods enumerated hereunder shall, where possible, be obtained by weighing, either on cart or truck weighbridges at the forwarding or destination station, or on truck weighbridges *ex route*, viz. :—

Asphalt	Diamond Drills	Maize	Refuse from Live
Bark	Felloes	Melons	Stock Trucks
Barley	Flagging	Naves	Rye
Beans	Furniture and Effects	Oats	Skins
Bones	Flax Straw	Old Machinery	Softwood Timber
Boilers	Gravel	Old Metals	Spokes
Bottles	Hay, Pressed	Onions	Stone Slabs
Chaff	Hides	Ores	Straw, Pressed
Charcoal	Hoofs	Paving Blocks	Street Sweepings
Chicory	Horns	Peas	Tar
Clay	Kaolin	Pumpkins	Wheat (see clause 7)
Coal	Limestone	Potatoes	Wheat Screenings
Coke	Lime, n.o.s.	Piles and Logs	Wire Netting
Contractors' Plant	Malt	Pyrites	Wool
Coring			

3. When the following descriptions of goods cannot be weighed on truck or cart weighbridges at the forwarding or destination station, the weight thereof may be computed on the basis specified hereunder in each case—

Apples, Apricots, Grapes, Peaches, Plums, Pears, Lemons, and Oranges, packed in standard size hardwood bushel cases of following dimensions:—19 in. x 14½ in. x 9½ in., or 28 in. x 14½ in. x 6½ in., 40 cases to ton.

When softwood cases are used, 44 cases to the ton.

Ashes, 44 cubic feet to the ton.

Barbed Wire, 1cwt. 0q. 4lbs. per spool.

Beer in bulk.—

Gallons.	Cwt.	qrs.	lbs.
54	...	5	3 14
36	...	3	3 21
27	...	3	0 0
18	...	2	0 7
9	...	1	0 14

Bricks, 9 x 4½ x 3, 3½ tons per 1,000.

Pavers (large bricks), 7 tons per 1,000.

Butter (ordinary export boxes), 67 lbs. per box.

Butter (wire-bound export boxes), 62 lbs. per box.

Cement, 3cwt. 2qrs. 7lbs. per cask.

Empty Butter Boxes (ordinary export), 9 cwt. per 100.

Empty Butter Boxes (wire bound), 5 cwt. per 100.

	cwt.	qrs.	lbs.
Fish, Large Boxes	...	0	3 7
" Medium Boxes	...	0	2 7
" Small Boxes	...	0	1 7
" Large Baskets Murray	...	...	...
" Cod and Perch	...	1	0 0
" Medium Scoops Barracouta	...	0	2 7
" Medium Baskets other Fish	...	0	2 21
" Small Baskets all kinds	...	...	...
" Fish	...	0	1 0

Gypsum, 40 cubic feet to the ton.

Honey, 63 lbs. per kerosene tin.

Imported Ale and Stout, 1cwt. 3qrs. 14lbs. per case.

Kerosene Oil, 3 qrs. per case.

Lime, *ex* Bacchus Marsh, 16 bags to the ton.

Lime, *ex* Lilydale, 12½ bags to the ton.

Lime, *ex* Moriac, 16 bags to the ton.

Cement, *ex* Burnley, 190 lbs. per bag.

Rabbits (22 pairs), 1cwt. 1qr. per crate.

Sand, 25 cubic feet to the ton.

Shale, 13½ " " "

Sugar, 70 lbs. per bag, 32 bags to the ton.

Woolpacks, 5cwt. 1qr. 7lbs. per bale.

4. When the following descriptions of goods cannot be weighed on truck or cart weighbridges at the forwarding or destination station, or on truck weighbridges *en route*, the weight thereof may be computed on the basis specified hereunder in each case:—

Poles, Logs, and Telegraph Poles (without arms), rough, 25 c. feet to ton.

Piles, Beams, Logs, and Poles (sawn, hewn, or squared), 30 c. feet to ton.

Logs, *Pinus Insignis*, 40 cubic feet to the ton.

Scaffolding poles, 30 c. feet to ton.

Blackwood Logs (rough, or squared), 30 c. feet to ton.

#### STONE—

	c. ft.	to the ton.
Bluestone, rough (longest measurement)	14	
" dressed "	13	
Freestone (Waurm Ponds)	18	
" (Barrabool)	16	
" (Stawell)	15	
Granite rough	11	
" dressed "	13	
Gravel	22	
Pitchers	19	
Road Metal	23	
Rubble	22	
Screenings	20½	
Slate, Flagging and Slabs	14	
Spalls (Lilydale)	22	
" (Basalt)	25½	

5. Firewood and Victorian timber of all descriptions, unless otherwise provided, will not be weighed, but will be carried at the weights specified in the loading scale, page 72, or the classification, page 42.

6. The weights of grain, chaff, potatoes, onions, carrots, turnips, and similar classes of goods as ascertained over the truck weighbridges at Melbourne, shall be the basis for determining the freight charges thereon.

7. In the case of wheat consigned for delivery at Williamstown, Williamstown Pier, Geelong, Geelong Pier, Port Melbourne, Port Melbourne Pier, or the Victoria Dock at Melbourne, the freight charges shall be computed on the actual weight of the wheat, and of the bags containing the same as ascertained by the Sworn Weighers at those places. In cases where the actual weight of other wheat cannot be obtained at the forwarding or destination station or over a truck weighbridge *en route* without undue inconvenience or detention, nor ascertained under declaration from specified consignees, the tonnage may be computed on the basis of a certain number of bags of the old standard size, viz., 44 inches in length by 26½ inches in width, and a certain number of bags of the new standard size, viz., 41 in. in length x 23 in. in width, which will be notified each year immediately subsequent to the determination of the Melbourne Chamber of Commerce as to the fair average quality of wheat for the season. The number of old and new standard bags to be so used until further notice is 8.8 and 12 respectively.

8. In respect of all other grain (that is—oats, barley, rye, and maize), when the actual weight of the grain, and of the bags containing the same, is not obtainable at the forwarding station, approximated weights shall be used, and the freight charges computed accordingly, subject to adjustment based on the actual weight as may be subsequently ascertained on the Departmental weighbridges. When consigned for delivery at Williamstown, Williamstown Pier, Geelong, Geelong Pier, Port Melbourne, Port Melbourne Pier, and the Victoria Dock at Melbourne, the weight of such other grain, and of the bags containing the same, as ascertained by the sworn weighers, shall be the basis for determining the freight charges thereon, irrespective of the weight which may have been previously arrived at by any other means.

9. When the forwarding station is unable to ascertain the correct weight of any goods (other than those specified in clauses 3, 5, and 7 of this division), the weight must be approximated in the best manner possible; but, in respect of goods shown in the classification or conditions of carriage, as being carried at a minimum weight per truck, not less than such minimum weight must be entered on the waybill. In every case the waybill must be indorsed as follows:—

“Weight obtained on scales,” or “weight obtained on cart or truck weighbridge,” or  
“estimated weight,” or “approximated weight,”—as the case may be.

### LOADING SCALE FOR FIREWOOD AND TIMBER, N.O.S.

Class of Truck.	Loaded as under.	Tonnage to be Charged.		
		Firewood—Redgum and Box.	Firewood—All other kinds, rough, (including American oak), stocks, and vine-stakes.	Mallee Roots.
H trucks, small .. ..	To height of 2' 9" .. ..	5	5	3½
„ large .. ..	„ 2' 9" .. ..	6	6	4
Cattle trucks, small .. ..	„ 3' 1" from battens	6	6	4
„ large .. ..	„ 2' 10" from battens	6	6	4
Mediums, 14' 8½" x 7' 8½" .. ..	To water level .. ..	5	5	3½
„ 8 tons capacity .. ..	„ .. ..	6	6	4
„ 10 and 12 tons capacity .. ..	To height of 3' 9" .. ..	*6½	*6½	—
„ .. ..	To water level .. ..	6	6	4
„ 15 tons capacity (all types) .. ..	To height of 5' .. ..	*8½	*8½	—
„ .. .. (high sided) .. ..	To water level .. ..	10	10	6½
„ .. .. (drop door) .. ..	To height of 5' .. ..	*9½	*9½	—
„ .. .. (swing door) .. ..	To height of 5' .. ..	*12½	*12½	—
„ QR Bogies .. ..	To height of 5' .. ..	*12	*12	—
„ .. ..	To water level .. ..	13	12	8
„ R Bogies .. ..	To height of 5' .. ..	*17½	*17½	—
„ .. ..	To water level .. ..	11	11	7½
„ S Bogies .. ..	To height of 4' .. ..	*13½	*13½	—
„ .. ..	„ 3' 6" .. ..	11½	—	—
„ 12 tons capacity .. ..	„ 3' 9" .. ..	—	*10½	8
„ 16 tons capacity .. ..	„ 5' .. ..	—	*13½	10½
Hopper trucks, large .. ..	To water level .. ..	6½	6	4
„ small .. ..	„ .. ..	5½	5	3½

\* Long firewood only.

## LOADING SCALE FOR FIREWOOD AND TIMBER—continued.

Class of Truck.	Loaded as under.	Tonnage to be Charged.			
		*Mining Laths.	Droppers and *Palings.	Mining Props, *Mining Slabs, Battens, Shingles, and Pickets.	Blackwood Billets.
Mediums, 8, 10, and 12 tons capacity	To water level ..	6	7	7	6½
" " 15 tons capacity	" " ..	6½	12	12	11
QR " Bogie trucks	" " ..	12	14	14	13

\* Mining laths and slabs and palings with least possible number standing up.

No margin is allowed in respect of any of the foregoing measurements.

Where the prescribed measurements are exceeded the excess quantity must be removed by or at the cost of the consignor, or, at the option of the Commissioners, it may, provided a separate truck is not required, be forwarded and charged *pro rata*.

## POSTS AND RAILS.

Posts.			No. of Posts or Rails to ton.	Posts.			No. of Posts or Rails to ton.
Length.	Depth.	Width.		Length.	Depth.	Width.	
ft. in.	inches.	inches.		ft. in.	inches.	inches.	
5 6	8	3	52	6 6	6	3	44
5 6	5	4	47	6 6	5	4	40
5 6	6	4	39	6 6	6	4	33
5 6	7	4	34	6 6	7	3	38
5 9	6	3	50	6 6	7	4	28
5 9	5	4	45	6 6	7½	3½	30
5 9	6	4	38	6 6	8	4	25
5 9	7	4	32	7 0	8	4	23
6 0	6	3	48	RAILS.			
6 0	5	4	43				
6 0	6	4	36				
6 0	7	4	31	9 0	7	2½ to 1½	40
6 0	8	4	27	9 0	9	3 to 1½	26

This traffic is subject to the tonnage conditions applicable to Class M, and if posts and rails of greater or less measurement be carried, a proportionate decrease or increase in the number per ton shall be allowed.

Posts, Round, not exceeding 10 feet in length, Hardwood Timber "H T" Rates to be charged and weight calculated by measurement on the basis of 25 cubic feet to the ton. If exceeding 10 feet in length Hardwood Timber "L." rates to be charged on the actual weight if ascertainable, otherwise at 25 cubic feet per ton.

## LOCAL RATES.

(See pages 157 and 158.)

Except as provided hereunder, Local Rates shall be charged on the following lines of railway, and all traffic on such lines shall be carried entirely at the risk of the owners, viz. :—

Colac and Beech Forest.  
 Heidelberg and Eltham.  
 East Natimuk and Goroke.  
 Upper Fern Tree Gully and Gembrook.  
 Wangaratta and Whitfield.  
 Ultima and Chillingollah.  
 Rupanyup and Marnoo.

The following descriptions of traffic shall be exempt from the operation of local rates, and shall be charged the continuous mileage as though such traffic were carried on an ordinary line of railway, and the charges shall be credited to the old and new lines in proportion to the respective mileages, viz. :—

- (A) Fencing posts, palings, poles (telegraph and scaffolding), fencing rails, pickets, staves (hardwood), logs, firewood, piles, mining laths, props, and slabs, sawn hardwood, and all other locally grown Timber.
- (B) Consignments subject to the Tariff for "Smalls" and packages at the special cheap rate forwarded from the Branch lines specified.
- (C) Lime from Kewarren.
- (D) Sand from Greensborough.

Attention is called to section 77 of the *Railways Land Acquisition Act 1893*, No. 1288, repeated hereunder :—

(1) When any newly constructed line of railway is opened for traffic the amount of fares for passengers and rates for live stock, goods, and merchandise carried thereon shall, in all cases, be calculated as though such line of railway were detached and separate from other lines of railway, and, so far as such line of railway is concerned, no reduction shall be made in the fares and rates chargeable in respect of passengers, live stock, goods, or merchandise carried over such railway by reason of their being carried over other railways vested in the Victorian Railways Commissioner.

(2) Whenever it appears that the traffic receipts from any such new line of railway have paid for the cost of working such line from the date of the opening of the same for traffic, and have also paid full interest at the rate of Four pounds per centum per annum on cost of construction, and of rolling stock, and on the sum (if any) paid by the constructing authority as purchase money or compensation, then, if it appears from any report of the Victorian Railways Commissioner that the traffic receipts on such new line are likely to continue in the future to pay such interest and such cost of working, the Governor in Council may direct that the provisions of sub-section (1) of this section shall cease to apply to such line of railway.

### CHARGES FOR TRANSFER OF GOODS TO AND FROM NARROW GAUGE LINES.

	Colac.	Upper Ferntree	Gully.	Wangaratta.
Firewood	6d. per ton.	6d. per ton.	6d. per ton.	6d. per ton.
Sawn and other hardwood timber	6d. "	6d. "	6d. "	6d. "
Grain and other produce, in bags	6d. "	6d. "	6d. "	6d. "
Goods not otherwise specified	6d. "	6d. "	6d. "	6d. "
Live stock	1s. 6d. per truck	2s. per truck.		

Small consignments of goods shall, in all cases, be subject to a minimum of one penny each.

The charges for the transfer service shall in all cases be credited on the Way Bills to the New Lines proportion of the freight charges.

### LOADING AND UNLOADING CHARGES.

Supplementary to General Condition 30, page 15.

#### 1. MELBOURNE—

- (A) Full truck loads, for one consignee, of ashes, asphalt, bark, bones, bone dust, bottles, bricks, clay, coal, loose or in bags, coke, fellos, fuller's earth, gravel, gypsum, hay, hides, horns, lime, manure, old metal, road metal, pitchers, sand, scrap iron, screenings, skins, straw, slates, tallow, vegetables loose, tiles, may be loaded and unloaded by the owners; if done by the Commissioners, a charge of 6d. per ton for each service will be made.
- (B) No charge will be made for loading or unloading kerosene, other than in 8 ton truck loads, sugar, rice, beer in bulk, galvanized iron, wool, milk and cream at package rates, single packages at special cheap rates, consignments subject to the Tariff for "Smalls" and empties at a fixed rate per package.
- (C) All goods, other than those specified in Clauses A and B, will be loaded and unloaded by the Commissioners, and a charge of 6d. per ton for each service will be made in respect of goods carried at rates less than Class 1.

#### 2. PORT MELBOURNE PIER, WILLIAMSTOWN PIER, VICTORIA DOCK, GEELONG, BALLARAT, BALLARAT EAST, BENDIGO, AND ECHUCA.

The Commissioners reserve the right to load and unload all goods at these stations, and when the work is performed by the Commissioners a charge of 6d. per ton for each service will be made in respect of all goods which should be loaded and unloaded by or at the cost of the owners.

Goods in Class C received at Ballarat from or forwarded from Ballarat to Melbourne or Geelong will be unloaded or loaded, as the case may be, at Ballarat by the Commissioners without charge.

### 3 ARDEN STREET—

Consignees are permitted to unload firewood up to 3 p.m. daily; trucks which are not cleared by 3 p.m. daily will be unloaded by the Commissioners at the following scale of charges:—

	s.	d.
Firewood, each 8, 10, or 12-ton medium truck, loaded to water level	1	6
" " 15-ton truck, loaded to water level	2	6
" " bogie " " " " " "	3	0
Palings, each 8, 10, or 12-ton medium truck	1	6
" " 15-ton truck	2	6
" " bogie truck	3	0
Piles, Logs, Sawn and other Timber, each 8, 10, or 12-ton medium truck	2	0
" " 15-ton truck	3	0
" " bogie truck	4	0

### 4. TOORAK AND MALVERN—

Firewood and timber will be unloaded by the Commissioners at the following scale of charges:—

	s.	d.
Firewood, each 8, 10, or 12-ton medium truck, loaded to water level	1	3
" " 15-ton truck, loaded to water level	2	0
" " bogie " " " " " "	2	6
Palings, each 8, 10, or 12-ton medium truck	1	6
" " 15-ton truck	2	6
" " bogie truck	3	0
Sawn and other Timber, each 8, 10, or 12-ton medium truck	2	0
" " 15-ton truck	3	0
" " bogie " " " " " "	4	0

## STORAGE CHARGES.

Supplementary to General Condition 32, page 16.

### MELBOURNE—

- Unless otherwise specially provided all goods unloaded into the Melbourne Goods Sheds will, if it can be conveniently arranged, be allowed free storage (exclusive of the day of discharging) for the time specified hereunder:—

During months April to December, both inclusive	Chaff	...	...	1 working day
	Potatoes and Onions	...	...	3 working days
	All other goods	...	...	2 working days
During months January to March inclusive, and at other times when storage space is heavily taxed	Chaff	...	...	1 working day
	Potatoes and Onions	...	...	3 working days
	All other goods	...	...	1 working day

- If any goods be not removed within the prescribed time, storage charges will thereafter be imposed as follows until the goods are removed from the railway premises:—  
(a) Grain, Chaff, Potatoes, &c.—During the months of January, February, and March, 1s. per ton for the first day, 9d. per ton for the second day, and 6d. per ton for each succeeding day.

During the months from April to December, both inclusive, 6d. per ton per week.

Part of a ton to be charged as a ton.

(b) General Traffic—	Not exceeding 2 cwt.	Over 2 cwt., and not exceeding 5 cwt.	Over 5 cwt., and not exceeding 10 cwt.	Per ton or part thereof, over 10 cwt.
During the months of—				
January, February, and March	First day ... 3d.	4d.	6d.	1s.
	Second day ... 2d.	3d.	4d.	8d.
	Each succeeding day ... 1d.	2d.	3d.	6d.
April to December (both inclusive)	Per week ... 1d.	2d.	3d.	6d.

- If it be inconvenient to store the goods in the sheds of the Commissioners, such goods may be removed for storage in an authorized warehouse, and charged such rates as may be in force.

4. For Storage on Wool and Imports see pages 110 and 122.

WILLIAMSTOWN PIER.—See page 122.

CONTRACTORS' PLANT.—The charges for the storage of contractors' engines and trucks shall be 1s. and 6d. respectively each per month.

**DISTRICT RATES.****GENERAL INSTRUCTION GOVERNING THE APPLICATION OF DISTRICT RATES.**

1. When District rates are charged between any Station and Melbourne the application of such rates, in respect of Suburban Stations within 12 miles of Melbourne, shall, except otherwise specified, be as follows:—

(A) If the Suburban Station be of equal or less distance than Melbourne the same rates shall be charged as between Melbourne and such other station if less than the Mileage rates.

(B) If the Suburban Station be of greater distance than Melbourne, the rates as between Melbourne and such other station shall be charged, plus the difference between the Mileage rates between Melbourne and such other station, and the Mileage rates between the Suburban Station and such other station, if the combined rates be less than the Mileage rates for the whole distance.

2. In all other cases where District rates are in operation the rates between any two stations shall, except otherwise specified, be based upon the sum of the combined District rates, plus 1s. per ton, or the combined District and Mileage rates plus 1s. per ton, if less than the Mileage rates for the whole distance.

3. Unless otherwise expressly provided, the Mileage rates shall apply.

**1.—SOUTH WESTERN DISTRICT.****A) MELBOURNE AND GEELONG LINE, AT PER TON.**

	Class M.*	Class A.P.*	S.A.P. Rate.*	Class A.*	Class B.*	Class C.*	Class 1.	Class 2.	Class 3.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
<b>Between Melbourne and—</b>									
Laverton ... ..	2 6	2 6	3 0	3 4	3 4	4 6	5 0	5 9	7 6
Werribee ... ..	2 6	2 9	3 4	3 11	5 0	6 3	7 3	8 9	11 0
Little River ... ..	2 9	3 6	4 2	5 6	6 8	8 9	10 6	12 0	14 6
Lara ... ..	3 3	4 3	5 1	6 1	7 9	8 9	9 0	9 6	11 0
North Geelong ... ..	3 10	5 0	5 0	5 0	5 0	5 0	5 0	7 6	10 0
Geelong ... ..	3 11	5 0	5 0	5 0	5 0	5 0	5 0	7 6	10 0
<b>Between Geelong and—</b>									
North Geelong ... ..	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	6 0
Lara ... ..	2 6	2 6	3 0	3 0	3 4	3 9	4 0	4 6	6 0
Little River ... ..	2 6	2 6	3 0	3 4	3 11	5 3	6 0	7 0	9 0
Werribee ... ..	2 6	3 3	3 11	5 0	6 1	7 9	9 3	11 3	14 0
Laverton ... ..	2 11	3 9	4 6	5 6	7 2	9 3	10 3	13 9	18 0
Melbourne ... ..	3 11	5 0	5 0	5 0	5 0	5 0	5 0	7 6	10 0

\* Not including loading and unloading.

## DISTRICT RATES—continued.

(B) BETWEEN MELEOURNE AND COLAC AND BEEAC, ALSO  
BETWEEN GEELONG AND COLAC AND BEEAC, AT PER TON.

	Between Melbourne and—		Between Geelong and—	
	Colac.	Beeac.	Colac.	Beeac.
	s. d.	s. d.	s. d.	s. d.
Beer, bottled; Wines and Spirits, } in bulk and bottled, Groceries, as } per list hereunder†	18 6	18 6	15 6	15 6
Class A* ... ..	14 3	14 10	8 3	8 10
Class B* ... ..	16 6	17 7	10 6	11 7
Class C* ... ..	17 0	18 3	14 0	15 3
Class 1 ... ..	20 6	22 3	17 6	19 3
Class 2, goods not specified above	24 6	26 9	21 6	23 9
Class 3 „ „ „	29 6	32 0	26 6	29 0

The rates between Melbourne or Geelong and Colac shall be the rates for traffic between Melbourne or Geelong and intervening stations, if less than the Tariff rates.

†Groceries, viz.:—Acetic acid, almonds, apples (dried), arrowroot, baking powder, pearl barley, bicarbonate of soda, black lead, blacking, blue, candied peel, castor oil, and salad oil (bottled), chicory, chocolate, citrus health-saline powder, cinnamon, cocoa, coffee, coffee essence, cream of tartar, culinary essences, currants, custard powder, dates, Epsom salts (in packets), figs, ling fish, tinned fish, dried fruits, fluid magnesia, groats, Hudson's extract of soap, jams and jellies, jelly crystals, ginger, preserved ginger, liquorice, malt extract, matches, mustard, nuts, paper, paperbags, peanuts, pepper, pickles, prunes, preserves, preserved meat, raisins, sago, sauces, Seidlitz powders, soap (fancy), split peas, starch, tapioca, tea, tobacco, and vinegar.

## (C) GEELONG AND STATIONS BEYOND MELBOURNE.

Goods in Classes A, B, C, 1, 2, and 3, forwarded between Geelong and Stations beyond Melbourne shall be charged the mileage rates unless it be cheaper to charge—

(a) The tariff rates between Geelong and Melbourne, plus the tariff rates between Melbourne and stations beyond, or

(b) 3s. per ton between Geelong and Melbourne, plus the tariff rates between Melbourne and stations beyond, provided that this clause shall be operative only for stations 50 miles beyond Melbourne.

(D) BETWEEN WARRNAMBOOL, PORT FAIRY, PORTLAND, AND THE  
UNDERMENTIONED STATIONS—AT PER TON.

And—	Between Warrnambool Station or Pier Port Fairy Station or Wharf.				Between Portland Station or Pier			
	Class C.*	Class 1.	Class 2.	Class 3.	Class C.*	Class 1.	Class 2.	Class 3.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Koroit ... ..	...	...	...	5 0	...	...	...	...
Penshurst ... ..	12 0	15 0	15 0	20 0	...	...	...	...
Tabor ... ..	13 6	17 0	17 6	25 0	...	...	...	...
Yatchaw ... ..	15 0	17 6	17 6	25 0	...	...	...	...
Hamilton ... ..	16 9	17 6	17 6	25 0	14 9	17 6	17 6	25 0
Wannon ... ..	19 6	23 6	24 3	33 6	17 9	22 6	24 3	33 6
Gritjurk ... ..	21 0	25 6	26 9	36 6	19 0	24 3	26 9	36 6
Coleraine ... ..	22 3	27 0	28 9	39 0	20 6	26 3	28 9	39 0
Braxholme ... ..	...	...	...	...	11 0	13 6	16 6	20 6
Grassdale ... ..	...	...	...	...	13 3	16 6	20 3	25 0
Merino ... ..	...	...	...	...	15 6	19 6	21 6	28 0
Henty ... ..	...	...	...	...	16 9	21 3	23 9	30 6
Sandford ... ..	...	...	...	...	18 3	23 3	26 6	33 6
Casterton ... ..	...	...	...	...	19 0	24 3	27 6	35 0
Strathkellar ... ..	18 0	23 0	24 3	31 6	16 3	20 6	23 0	31 0
Moutajup ... ..	20 0	23 0	24 3	31 6	18 0	23 0	24 3	31 6
Dunkeld ... ..	21 6	23 0	24 3	31 6	19 6	23 0	24 3	31 6
Glen Thompson ... ..	...	28 6	30 6	39 6	...	28 6	30 6	39 6
Stavely ... ..	...	30 3	32 9	42 0	...	30 3	32 9	42 0
Willaura ... ..	...	32 6	35 6	45 6	...	32 6	35 6	45 6
Maroona ... ..	...	36 3	40 3	51 0	...	36 3	40 3	51 0

\*Not including loading and unloading.

## DISTRICT RATES—continued.

(E) BETWEEN MELBOURNE AND THE UNDERMENTIONED STATIONS  
IN THE WESTERN DISTRICT—AT PER TON.

Between Melbourne and—	Class A.*	Class B.*	Class C.*	Class 1.	Class 2.	Class 3.	Bar, Galvanized, and Sheet Iron, Fencing Wire, Wire Netting, Kerosene, Soft- wood, and Sugar. *Min. 2 tons.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Camperdown ...	17 1	20 7	26 3	31 6	35 6	38 0	
Boorcan ...	17 10	22 3	28 3	33 0	35 6	38 0	
Terang ...	18 4	23 4	29 9	33 0	35 6	38 0	
Garvoc ...	19 0	25 0	31 6	33 0	35 6	38 0	
Panmure ...	19 7						
Cudgee ...	19 11						
Allansford ...	20 4						
Warrnambool ...	20 11						
Dennington ...	21 3						
Illova ...	21 6	25 6	31 6	33 0	35 6	38 0	
Koroit ...	21 10						
Crossley ...	22 0						
Kirkstall ...	22 2						
Moyne ...	22 5						
Port Fairy ...	22 6						
Naroghid ...	17 10	23 1	28 3	34 0	40 0	45 0	
Cobden ...	18 2	23 4	29 6	35 0	40 0	45 0	
Glenfyne ...	18 10	24 5	31 0	35 0	40 0	45 0	
Timboon ...	19 6	25 6	33 0	35 0	40 0	45 0	
Mortlake ...	19 7	25 6	31 0	35 0	37 6	40 0	
Warrong ...	22 2						
Woolthorpe ...	22 8						
Hawkesdale ...	23 2						
Minhamite ...	23 9	28 0	34 0	40 0	42 6	45 0	
Purdeet ...	24 3						
Penshurst ...	24 8						
Tabor ...	25 2						
Yatchaw ...	25 6						
Hamilton ...							
Braxholme ...							
Condah ...							
Myamyn ...	25 6	28 0	34 0	42 6	45 0	50 0	30 0
Milltown ...							
Heywood ...							
Gorae ...							
Portland ...							
Wannon ...							
Gritjurk ...	25 6	28 0	34 0	45 0	47 6	52 6	
Coleraine ...							
Grassdale ...							
Merino ...							
Henty ...	25 6	28 0	34 0	45 0	50 0	52 6	
Sandford ...							
Casterton ...							
Strathkellar ...	25 2	32 4	38 9	47 6	50 6	57 0	35 6
Moutajup ...	24 7	32 6	39 6	48 6	51 9	58 6	35 6
Dunkeld ...	24 3	33 3	41 0	48 6	51 9	58 6	37 0
Glen Thompson ...	23 2	31 8	43 9	54 0	58 0	66 6	40 0
Stavely ...	22 8	31 0	42 6	52 3	60 3	69 0	42 6
Willaura ...	22 0	30 0	40 6	49 6	61 3	72 6	40 6

\*Not including loading and unloading.

## BETWEEN GEELONG AND THE ABOVE-MENTIONED STATIONS.

The above rates, less 3s. per ton, shall be charged between Geelong and the stations specified, if less than the Mileage rates.

## DISTRICT RATES—continued.

## 2.—NORTH-WESTERN DISTRICT.

(A) BETWEEN MELBOURNE AND BALLARAT, AND GEELONG AND BALLARAT—  
AT PER TON.

	Between Melbourne and Ballarat.	Between Geelong and Ballarat.
	s. d.	s. d.
Beer, bottled; wines and spirits, in bulk and bottled ...	21 0 per ton	18 0 per ton
Groceries, as per list hereunder† ...		
Sugar in 20 ton lots ...	15 6 "	8 10 "
Class A* ...	11 7 "	11 0 "
Class B* ...	14 11 "	15 0 "
Class C ...	18 0 "	18 0 "
Class 1 ...	21 0 "	23 3 "
Class 2, goods not specified above ...	26 3 "	28 6 "
Class 3 " " " ...	31 6 "	

The rates between Melbourne or Geelong and Ballarat shall be the rates for Traffic—(a) between Melbourne or Ballarat and intervening stations on either the Geelong or Bacchus Marsh route; or (b) between Geelong and intervening stations on the direct route, if less than the Tariff rates.

† Groceries, viz.:—Acetic Acid, Almonds, Apples (dried), Arrowroot, Baking Powder, Pearl-Barley, Bicarbonate of Soda, Black Lead, Blacking, Blue, Candied Peel, Castor Oil and Salad Oil (bottled), Chicory, Chocolate, Citrus Health-Saline Powder, Cinnamon, Cocoa, Coffee, Coffee Essence, Cream of Tartar, Culinary Essences, Currants, Custard Powder, Dates, Epsom Salts (in packets), Figs, Ling Fish, Tinned Fish, Dried Fruits, Fluid Magnesia, Hudson's Extract of Soap, Jams and Jellies, Jelly Crystals, Ginger, Preserved Ginger, Groats, Liquorice, Malt Extract, Matches, Mustard, Nuts, Paper, Paper Bags, Peanuts, Pepper, Pickles, Prunes, Preserves, Preserved Meat, Raisins, Sago, Sauces, Seidlitz Powders, Soap (fancy), Split Peas, Starch, Tapioca, Tea, Tobacco, and Vinegar.

\* Not including loading and unloading.

(B) BETWEEN MELBOURNE AND THE UNDERMENTIONED STATIONS IN THE  
NORTH-WESTERN DISTRICT—NET RATES, AT PER TON.

Between Melbourne and—	Class C.*	Class 1.	Class 2.	Class 3.
	s. d.	s. d.	s. d.	s. d.
Wail .. ..	54 0	69 0	88 0	105 0
Dimboola .. ..	54 0	69 0	88 0	105 0
Gerang .. ..	54 0	69 0	88 0	105 0
Kiata .. ..	54 0	69 0	88 0	105 0
Salisbury .. ..	54 0	69 0	88 0	105 0
Nhill .. ..	54 0	69 0	89 0	105 3
Tarranginnie .. ..	54 0	72 3	93 3	111 6
Diapur .. ..	54 0	74 0	96 0	114 3
Miram .. ..	54 0	77 3	99 9	120 6
Kaniva .. ..	54 3	79 6	103 0	125 6
Lillimur .. ..	55 6	81 6	106 0	130 3
Leoor .. ..	58 3	84 0	108 6	133 6
Serviceton .. ..	58 3	84 6	109 3	134 9

\* Not including loading and unloading.

The above rates shall be the respective net rates between the stations specified and intermediate stations on the direct line from Melbourne *via* either Geelong or Bacchus Marsh, if less than the Tariff rates.

## DISTRICT RATES—continued.

## 3.—NORTHERN DISTRICT.

## (A) BETWEEN MELBOURNE AND DAYLESFORD, CASTLEMAINE, BENDIGO, AND EAGLEHAWK—AT PER TON.

	Between Melbourne and Daylesford.	Between Melbourne and Castlemaine.	Between Melbourne and Bendigo.	Between Melbourne and Eaglehawk.
Beer, bottled; Wines and Spirits, } in bulk and bottled ..	32/-	32/-	36/-	38/-
Groceries, as per list hereunder † }				
Goods in Class 1 ..	..	..	33/-	35/-
Sugar in 20 ton lots ..	..	..	21/-	..

The above rates shall be the rates for such traffic between Melbourne and intervening stations, if less than the Mileage rates.

† Groceries, viz., acetic acid, almonds, apples (dried), arrowroot, baking powder, bicarbonate of soda, black lead, blacking, blue, candied peel, castor oil and salad oil (bottled), chicory, chocolate, citrus health saline powder, cinnamon, cocoa, coffee, coffee essence, cream of tartar, culinary essences, currants, custard powder, dates, Epsom salts (in packets), figs, ling fish, tinned fish, dried fruits, fluid magnesia, groats, Hudson's extract of soap, jams and jellies, jelly crystals, ginger, preserved ginger, liquorice, malt extract, matches, mustard, nuts, paper, paper bags, peanuts, pepper, pickles, prunes, preserves, preserved meats, raisins, sago, sauces, Seidlitz powders, soap (fancy), starch, tapioca, tea, tobacco, and vinegar.

## (B) BETWEEN MELBOURNE AND THE FOLLOWING STATIONS ON THE MILDURA LINE—AT PER TON.

Between Melbourne and—	Class B.*	Class C.*	Class 1.	Class 2.	Class 3.	Sugar. Min., 5 tons.	Kerosene, Fencing Wire,* and Wire Netting.* Min., 2 tons.
Ouyen ..	..	..	80/-	94/6	111/6	..	..
Hattah ..	..	..	72/9	85/6	100/6	..	..
Irymple ..	43/6	52/6	57/6	67/-	78/-	37/-	43/6
Mildura ..	43/6	52/6	57/6	67/-	78/-	37/-	43/6

The above rates shall be the rates between stations on the direct line from Melbourne, on either the Ballarat or Castlemaine route, and Ouyen, Hattah, Irymple, and Mildura respectively, if less than the Tariff rates. The rates for all classes of traffic between Mildura and Irymple and Bendigo shall be the same as between Mildura and Melbourne when cheaper than the Tariff rates.

\*Not including loading and unloading.

## DISTRICT RATES—continued.

## 4.—EASTERN DISTRICT.

## (A) BETWEEN MELBOURNE AND THE UNDERMENTIONED STATIONS ON THE EASTERN AND SOUTH-EASTERN LINES—AT PER TON.

Between Melbourne and—	Class A.	Class B.	Class C.	Class 1.	Class 2.	Class 3.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Traralgon ...	14 11	19 3	26 0	33 6	41 6	45 0
Loy Yang ...	15 2	19 9	27 0	35 0	42 0	44 0
Flynn ...	15 6	20 4	28 0	36 3	40 0	43 0
Rosedale ...	16 1	21 1	28 3	35 9	40 0	42 0
Nambrok Siding ...	16 10	22 3	28 3	35 9	40 0	40 0
Fulham ...	17 2	22 9	28 3	35 9	40 0	40 0
Sale ...	15 0	18 9	28 3	35 9	40 0	40 0
Montgomery ...	17 0	18 9	28 3	35 9	40 0	40 0
Stratford ...	17 0	18 9	28 3	35 9	40 0	40 0
Munro ...	17 0	18 9	28 3	35 9	40 0	40 0
Fernbank ...	16 0	18 9	28 3	35 9	40 0	40 0
Lindenow ...	15 0	18 9	28 3	35 9	40 0	40 0
Hillside ...	15 0	18 9	28 3	35 9	40 0	40 0
Bairnsdale ...	15 4	20 0	27 6	35 6	44 0	50 0
Glengarry ...	15 10	20 8	28 3	35 0	43 0	50 0
Toongabbie ...	16 3	21 5	28 3	35 9	40 0	47 6
Cowwarr ...	16 6	21 9	28 3	35 9	40 0	45 0
Dawson ...	16 11	22 4	28 3	35 9	49 0	42 6
Heyfield ...	17 5	21 0	28 3	35 9	49 0	42 6
Tinamba ...	17 11	20 0	28 3	35 9	40 0	40 0
Maffra ...	18 7	21 0	28 3	35 9	40 0	42 6
Boisdale ...	18 8	21 0	28 3	35 9	40 0	42 6
Bushy Park ...	19 0	22 0	28 3	35 9	40 0	42 6
Briarolong ...	14 4	18 9	25 3	32 6	40 0	44 0
Buffalo ...	14 11	19 3	26 0	33 6	40 0	42 6
Boys ...	15 0	19 6	26 6	34 3	40 0	41 0
Fish Creek ...	15 3	19 10	27 3	35 3	40 0	40 0
Hoddle Range ...	15 9	20 7	28 3	35 9	40 0	40 0
Foster ...	16 0	20 11	28 3	35 9	40 0	40 0
Bennison ...	16 3	21 5	28 3	35 9	40 0	40 0
Toora ...	16 6	20 0	28 3	35 9	40 0	40 0
Agnes ...	16 10	18 9	28 3	35 9	40 0	40 0
Welshpool ...	17 2	18 9	28 3	35 9	40 0	40 0
Hedley ...	17 9	18 9	28 3	35 9	40 0	40 0
Gelliondale ...	18 0	18 9	28 3	35 9	40 0	40 0
Alberton ...	18 4	18 9	28 3	35 9	40 0	40 0
Port Albert ...						

## (B) BETWEEN MELBOURNE AND THE FOLLOWING STATIONS ON THE MORNINGTON AND STONY POINT LINE—AT PER TON.

Between Melbourne and—	Class M.	Class A.P.	S.A.P. Rate.	Class A.	Class B.	Class C.	Class 1.	Class 2.	Class 3.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Mornington ...	3 7	4 9	5 8	6 8	8 3	10 0	10 0	12 6	12 6
Tyabb ...	3 5	4 6	5 5	6 8	8 3	10 9	13 3	16 3	19 6
Hastings ...	3 7	4 9	5 8	6 8	8 10	11 6	14 3	17 6	19 6
Bittern ...	3 9	5 0	6 0	7 2	8 10	12 0	15 0	18 0	19 6
Crib Point ...	4 0	5 3	6 4	6 6	6 6	11 0	11 0	13 6	13 6
Stony Point ...	4 0	5 3	5 6	5 6	5 6	10 0	10 0	12 6	12 6

\* Not including loading and unloading.

## DISTRICT RATES—continued.

THROUGH TRAFFIC BETWEEN MELBOURNE AND PHILLIP ISLAND, SAN REMO, AND ADJACENT DISTRICTS, CARRIED BY RAIL BETWEEN MELBOURNE AND STONY POINT, THENCE BY STEAMER "GENESTA."

## 1. FOR CONSIGNMENTS WEIGHING NOT LESS THAN ONE TON.

	Chicory. Rail Minimum 10 cwt.*	Rice, Salt, Sugar, Gall. &c. consigned Softwood or mixed consignments there- of Rail Min. 1 ton.	Butter.	Class N. Rail Minimum, 2 tons.	Class A.P. Rail Minimum, 2 tons.	Class A. Rail Minimum, 1 ton.	Class B. Rail Minimum, 1 ton.	Class C.	Class 1.	Class 2.	Class 3.
	s. d. 9 6	s. d. 9 6	13/6 per ton. For lots less than 1 ton—10/- per ton, plus 3d. per box.	s. d. 8 0	s. d. 9 3	s. d. 9 6	s. d. 9 6	s. d. 14 0	s. d. 14 0	s. d. 16 6	s. d. 16 6
Rail propor- tion	5 6	5 6	5 6	4 0	5 3	5 6	5 6	10 0	10 0	12 6	12 6
Steamer pro- portion	4 0	4 0	8 0	4 0	4 0	4 0	4 0	4 0	4 0	4 0	4 0
Total through charge per ton	9 6	9 6	13 6	8 0	9 3	9 6	9 6	14 0	14 0	16 6	16 6

\* Otherwise Class 1 Rates.

## 2. FOR CONSIGNMENTS (CHICORY EXCEPTED) WEIGHING LESS THAN ONE TON.

The following charges shall be added to the rail proportion of the through charge instead of the steamer proportion as shown in Clause 1.

Weight not over 3 lbs. ... 4d.	Weight not over 10 cwt. ... 3s. 3d.
" " 28 lbs. ... 6d.	" " 15 cwt. ... 4s.
" " 1 cwt. ... 9d.	Cream, large cans ... 1s. 3d.
" " 2 cwt. ... 1s.	Cream, small cans ... 1s.
" " 3 cwt. ... 1s. 3d.	Box Butter (single) ... 6d.
" " 5 cwt. ... 1s. 9d.	Porkers and Vealers, per cwt. ... 1s.

## 3. FOR SPECIAL CONSIGNMENTS AS UNDER:—

The following charges shall be added to the rail proportion of the through charge instead of the steamer proportion as shown in Clause 1.

Single packages exceeding 5 cwt. 7s. 6d.	Cart Horses and Brood Mares each 12s. 6d.
" " 10 cwt. 10s.	Stallions ... 15s.
" " 15 cwt. 12s. 6d.	Buggies and Jinkers (light) ... 5s.
" " 1 ton Special arrangement	Buggies (heavy) ... 7s. 6d.
Horses and cows ... each 10s.	Bicycles and Perambulators ... 1s.
	Dogs ... 1s.

4.—Goods consigned to or from Phillip Island, San Remo, and adjacent districts per s.s. *Genesta* shall be waybilled through on separate waybills, showing Rail and Steamer charges separately and abstracted accordingly. New and old lines waybills and abstract forms to be used.

5.—The through charges on consignments weighing under 3 cwt. forwarded to Stony Point for carriage thence by the steamer *Genesta* must be prepaid in all cases.

## DISTRICT RATES—continued.

## EUSTON AND DARLING RIVER DISTRICT.

During the periods of the year in which the River Murray is open for navigation between Morgan and the junction of the Rivers Murray and Darling, the net rates per ton for the carriage between Melbourne and Echuca, Kerang, Swan Hill, or Mildura, or between Geelong and Mildura, of goods forwarded to or from Euston or any place in the Darling River District shall be as prescribed in the Schedule hereunder. The full Tariff rates shall be charged in the first instance, and rebates to the net rates as specified hereunder will subsequently be allowed on production of certified bills of lading or a certificate or such other proof as the Commissioners may require as conclusive evidence—

(a) that such goods are absolutely for use in Euston or the Darling River District, and have been duly delivered at the destination specified in the Consignment Note ;

(b) or were duly forwarded from Euston or the Darling River District.

No claims for rebates will be recognised unless they are lodged with the proper employé of the Commissioners within one month of the date of the consignment of the goods.

## NET RATES.

Description of Goods.	EUSTON DISTRICT.				DARLING RIVER DISTRICT.			
	Via Echuca.	Via Kerang.	Via Swan Hill.	Via Mildura.	Via Echuca.	Via Kerang.	Via Swan Hill.	Via Mildura.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Class B * ...	...	...	...	...	...	...	...	40 0
" C * ...	...	...	48 0	...	25 6	38 0	38 0	40 0
" 1 ...	42 6	52 6	52 6	...	25 6	38 0	38 0	40 0
" 2 ...	55 0	62 6	62 6	...	30 0	42 6	42 6	45 0
" 3 ...	62 6	72 6	72 6	...	35 0	50 0	50 0	52 6
Softwood* † ...	21 0	32 6	32 6	...	21 0	32 6	32 6	...
Sugar † ...	25 6	38 0	38 0	...	15 0	27 6	27 6	...
Kerosene † ...	25 6	38 0	38 0	...	...	...	...	40 0 †
Galvanized Iron * ...	25 6	38 0	38 0	...	...	...	...	...
Fencing Wire * † ...	25 6	38 0	38 0	...	23 0	36 0	36 0	40 0 †
Wire Netting * † ...	25 6	38 0	38 0	...	19 0	22 3	25 2	40 0 †
Wool Packs * ...	...	...	...	...	15 0	27 6	27 6	...

\* Not including loading and unloading.

† If cheaper than the Tariff Rate.

‡ Minimum 2 tons.

Hides and Skins from the Darling River District to Melbourne via Mildura shall be charged 27s 6d. per ton.

## INTER-STATE THROUGH GOODS RATES.

The following shall be the through rates for General Goods Traffic between Melbourne and Sydney, Melbourne and Adelaide, and Sydney and Adelaide respectively, provided that the exceptional through rates for specified commodities as quoted hereunder shall be maintained :—

## 1.—BETWEEN MELBOURNE AND SYDNEY.

	Class A	B	C	1	2	3	Minimum Charge per Consignment.
	50s.	67s. 6d.	90s.	110s.	130s.	150s.	5s.
	PROPORTIONS.						
Victoria	16s. 2d.	21s. 10d.	29s. 2d.	35s. 7d.	42s. 1d.	48s. 7d.	1s. 7d.
New South Wales	33s. 10d.	45s. 8d.	60s. 10d.	74s. 5d.	87s. 11d.	101s. 5d.	3s. 5d.

## 2. BETWEEN MELBOURNE AND ADELAIDE.

	Class A	B	C	1	2	3	Minimum Charge per Consignment.
	40s.	52s. 6d.	75s.	90s.	115s.	140s.	5s.
	PROPORTIONS.						
Victoria	24s. 5d.	32s. 1d.	45s. 10d.	55s.	70s. 4d.	85s. 7d.	3s. 1d.
South Australia	15s. 7d.	20s. 5d.	29s. 2d.	35s.	44s. 8d.	54s. 5d.	1s. 11d.

## 3.—BETWEEN SYDNEY AND ADELAIDE.

	Class A	B	C	1	2	3	Minimum Charge per Consignment.
	90s.	120s.	165s.	200s.	245s.	290s.	10s.
	PROPORTIONS.						
New South Wales	33s. 10d.	45s. 8d.	60s. 10d.	74s. 5d.	87s. 11d.	101s. 5d.	3s. 5d.
Victoria	40s. 7d.	53s. 11d.	75s.	90s. 7d.	112s. 5d.	134s. 2d.	4s. 8d.
South Australia	15s. 7d.	20s. 5d.	29s. 2d.	35s.	44s. 8d.	54s. 5d.	1s. 11d.

4. The classification of goods existing in each State shall apply in respect of the portion of the through journey within the respective States.

5. The various class tonnage minimums prescribed in Victoria and South Australia shall not apply in respect of the above rates for the portions of the through journeys in South Australia and Victoria, and such rates are in these States subject only to the minimum charge of 5s. per consignment.

The ordinary tonnage minimums prescribed in New South Wales will have application for the portion of the through journey within that State.

6. Exceptional through rates are prescribed as specified hereunder :—

## BETWEEN MELBOURNE AND SYDNEY—

Fruit and Vegetables ... .. see page 95.

## BETWEEN MELBOURNE AND ADELAIDE—

Agricultural and other machinery ... .. see page 93.  
Fruit, fresh or dried ... .. see page 95.

## INTER-STATE TRAFFIC BETWEEN VICTORIA AND NEW SOUTH WALES.

The following are the JUNCTION CHARGES for carriage between Wodonga and Albury, and shall operate in every case, except where through rates are quoted :—

	Proportions.	
	Vict.	N.S.W.
(1). All goods in classes 1, 2, and 3, 2s. 6d. per ton ... ..	6d.	2s.
All other goods (wool, live stock, empty returns, and vehicles excepted), 1s. 6d. per ton ... ..	6d.	1s.
Minimum charge for each consignment ... ..	6d.	1s.
(2) Empty returns, 1s. per ton ... ..	4d.	8d.
Minimum charge, 3d. ... ..	1d.	2d.

(3) No Junction Charge is made on wool, and the charge for haulage of wool from Albury to Victorian stations shall be the Victorian mileage rate, the whole of which shall be payable to the Victorian Railways Commissioners.

(4) The Junction Charge for vehicles between Wodonga and Albury, for which the rate per mile operates, shall be 1s. 6d. per vehicle; proportion, 9d. to each State.

(5) For Live Stock charges see page 111.

## RATES FOR GOODS, ETC., APPLICABLE AT THE UNDER- MENTIONED STATIONS.

### ALEXANDRA—

One shilling (1/-) per ton shall be added to the mileage rates for all goods, including wool, and Four Shillings (4/-) per truck for Live Stock carried by rail to or from Alexandra.

### ALTONA BAY—

Sand from the Altona Bay Colliery Company's Siding, situated on the Williamstown Race-course Extension, 11½ miles from Melbourne, shall be charged 1s. 7d. per ton when forwarded to Melbourne and to intermediate stations. Sand forwarded to other stations shall be charged as prescribed in Clauses B and C, and the whole of this traffic shall be subject to the conditions of Clause D, under Sand, page 99.

Brown coal in full truck loads from Altona to Melbourne, Williamstown Pier, and intermediate stations shall be charged 1s. 9d. per ton, and an additional charge of One penny per ton per mile shall be made for haulage on other lines, unless it be cheaper to charge the "Coal" rates for the total distance.

The following special conditions shall apply in respect of sand and brown coal, also stone :—

- (A) A minimum of 10 loaded trucks shall be provided for each special trip run from Newport.
- (B) A charge of 3s. shall be imposed in respect of each loaded truck short of 10, bogie trucks to be counted as two.
- (C) Trucks standing at Altona shall be subject to the ordinary demurrage regulations.

### ASPENDALE—

Goods in truck loads may be forwarded to Aspendale. The actual mileage rates shall be charged, and in addition a shunting charge of 1/6 for each four-wheeled truck and 3/- for each bogie truck, whether loaded or empty, placed on the siding.

### BAIRNSDALE STATION and WHARF—

Goods between Bairnsdale station and the Wharf shall be charged the mileage rates.

Goods for or after water carriage between other stations and the Wharf shall be charged for 1 mile in addition to the mileage to or from Bairnsdale.

Leather, tallow, and skins received at the Wharf for despatch by rail at the convenience of the Department shall be charged 1s. per ton—minimum, 5s. per four-wheeled truck—in addition to the tariff rate from Bairnsdale.

RATES FOR GOODS, ETC., APPLICABLE AT THE UNDERMENTIONED STATIONS—  
*continued.*

**BALLARAT—**

**(a) Show Grounds Platform—**

Goods consigned to or from Messrs. Joe White and Co. may be forwarded to or from the Show Grounds Platform, Ballarat.

All consignments shall be charged as for the actual mileage, subject to an additional charge of 5s. for each trip made by an engine to place trucks, whether loaded or empty, on the siding. Stationmaster, Ballarat, to raise debits.

Inward consignments to be way-billed to Ballarat, and trucks carded "Show Grounds Platform, Ballarat."

**(b) Cargeeg's and Selkirk's Sidings—**

Consignments for Messrs. Radley and Dunstan and Selkirk respectively, shall be charged as for the actual mileage, subject to an additional charge of 5s. for each trip made by an engine to place trucks, whether loaded or empty, on the sidings. Stationmaster, Ballarat, to raise debits. In the event of an engine being used to place trucks in both Cargeeg's and Selkirk's Sidings on the one trip only one charge of 5s. shall be imposed (in addition to freight) for such trip, and half of the amount shall be debited to each firm concerned. Consignments of logs forwarded to Cargeeg's Siding to be cut into firewood shall be subject to the same charges and loading scale as for firewood.

**BEECH FOREST (Devitt Brothers' Siding)—**

Open only for outwards sawn timber traffic in truck loads. The freight charges shall be calculated as from Beech Forest. A special charge of 10s. per hour or portion thereof shall be made for the time occupied on each occasion of the engine being sent from Beech Forest to place or remove trucks. Guard in charge, Beech Forest, to raise debits.

**BENDIGO—**

**(a) Shell Transport Co.'s Siding—**

A shunting charge of 1s. 6d. per four-wheeled truck and 3s. per bogie truck shall be made for all trucks, whether loaded or empty, placed on the siding.

**(b) Fruit Growers' Siding—**

No shunting charge shall be made for haulage of goods in truck loads from Bendigo to the Fruit Growers' Siding; but a charge of 1s. 6d. per truck shall be made on small consignments sent out to the siding.

**(c) Electric Supply Company's Siding—**

The siding is situated 1 mile on the Down side of Bendigo. The actual mileage shall be charged in respect of all goods forwarded to the siding, subject to an additional shunting charge of 1s. 6d. for each four-wheeled truck, and 3s. for each bogie truck, whether loaded or empty, placed on the siding.

**(d) Gas Company's Siding—**

Each trip made to place trucks, whether loaded or empty, shall be subject to a minimum of nine trucks (each bogie truck to count as two), and any deficiency shall be charged for at the rate of 1s. 6d. per truck. Stationmaster, Bendigo, to raise debit.

**(e) Humme and Iser—**

Timber for this firm is delivered at the Old Cattle Yards platform, and an extra charge of 2s. for each four-wheeled truck and of 4s. for each bogie truck shall be made for each truck so delivered.

**(f) Lansell's Bendigo Hardware Company's Siding—**

This siding is open only for traffic in truck loads. Inward trucks must be loaded direct to the siding, and outwards loaded trucks must contain not less than two tons. All smaller lots, both inwards and outwards, to be dealt with at the Goods Sheds. No charge shall be made for placing or removing loaded or empty trucks.

**(g) Bendigo Brick and Tile Company's Siding—**

The siding is situated 102½ miles from Melbourne, between Bendigo and Eaglehawk, and is open for bricks and tiles outwards in full truck loads, and for inwards goods in truck loads of not less than two tons consigned direct to the siding. The actual mileage shall be charged in respect of all goods forwarded to and from the siding, subject to an additional charge of 5s. for each trip to place trucks on the siding, whether loaded or empty. Stationmaster, Bendigo, to raise debits.

**BROADFORD (McDougall's Siding)—**

Goods in truck loads may be forwarded to McDougall's Siding for private consignees (having the owner's consent.) No charge shall be made for placing or removing loaded or empty trucks. Actual mileage shall be charged.

RATES FOR GOODS, ETC., APPLICABLE AT THE UNDERMENTIONED STATIONS—  
*continued.*

**BURNLEY (Gillespie and Co.'s Siding)—**

Consignments shall be charged as to or from Burnley. A shunting charge of 1s. 6d. per four-wheeled truck and 3s. per bogie truck shall be made for all trucks, whether loaded or empty, placed on the Siding.

**CORIO (Geelong Freezing Company's Works)—**

- (a) Fresh meat carried between the Works and Geelong, or between the Works and North Geelong, shall be charged 12s. 6d. per truck; minimum, 50s. per special trip.
- (b) Frozen meat carried between the Works and Geelong, or between the Works and North Geelong, shall be charged 18s. 9d. per T truck; minimum, 75s. per special trip.
- (c) Ordinary traffic between Geelong and the Works, or between North Geelong and the Works, shall be charged the Tariff rates, subject to a minimum charge of 12s. 6d. per truck; minimum per special trip, 25s.
- (d) All traffic from any other station to the Works, and *vice versa*, shall be charged the Tariff rates for the actual mileage to or from North Geelong, with an additional charge of 3s. per truck. This additional charge is subject to a minimum of 15s. for special trips arranged by Geelong.
- (e) T trucks specially sent from Melbourne or Suburban stations to carry frozen produce between the Works and Geelong, or between the Works and North Geelong, shall be charged 16s. 3d. each for the empty running from Melbourne.
- (f) Special trips with empties, or to remove empties, engine running light one way, shall be charged 15s. Special trips with mixed lot of trucks are subject to the minimum of the highest class consignment carried on the trip.
- (g) Not more than thirty minutes' time is allowed the engine at the Works free; extra time shall be charged 6s. 3d. per half-hour or part of half-hour, and if one trip is required to place the trucks at the Works and another trip to remove them, both trips are to be paid for. Eight working hours are allowed for discharging trucks of general loading, and twenty minutes for each truck of live stock.

If empties are required so urgently that the time allowed cannot be given, and it is necessary to run to the Freezing Works for empty live-stock trucks before sufficient time has been allowed to discharge the full number on hand there, the trip so run is not to be charged for unless it brings away all the trucks that were loaded in. This means that, providing the trucks are discharged within the time allowed, only one trip for removing empties is to be charged for. Further, the special charge for removing empties is not to be imposed if within 24 hours after the loaded trucks were placed another trip is run to place more loaded trucks.

**DANDENONG (Rogers's Fibres Manufacturing Company)—**

Trucks placed opposite the company's works are to be charged for at the rate of 1s. 6d. per four-wheeled and 3s. per bogie truck. Stationmaster, Dandenong, to raise debits.

**DEEP LEADS ELECTRIC TRANSMISSION COY. LTD. (MOOLORT)—**

The spur line from the mine junctions with the Castlemaine and Maryborough Line 103½ miles from Melbourne.

Firewood and goods for the Company shall be charged the mileage rates from other stations to the junction, and an additional charge of 6d. per ton for firewood and mining timber and 1s. per ton for other goods, for haulage on the spur line; but such additional charges for haulage on the spur line shall be subject to a minimum charge of £2 10s. for each special train run on the spur line between the junction and the mine, which minimum charge shall be adjusted by the S.M., Maryborough. Trucks for the Company may be held at Maryborough or at Carisbrook for 48 hours in order to accumulate a train load; but if any trucks be detained longer than 48 hours at either or both places, the Company must either pay demurrage thereon or order a special train, and pay the minimum charge therefor as prescribed above.

**DENILQUIN AND MOAMA RAILWAY CO.—**

CHARGES FOR USE OF STOCK, ETC.

- Permanent-way plant for above company to be charged 1½d. per ton per mile.
- Insulated trucks—Company to be charged 3s. each per return trip; but no charge to be made when used for ordinary traffic.
- Live Stock trucks—Company to be charged 2s. 3d. each per return trip.
- Carriage trucks and Horse-boxes—Company to be charged 3s. each per return trip.
- Passenger vehicles—Company to be charged 12s. 6d. each per day.
- Vans—Company to be charged 6s. each per day, except when run for convenience of Department.
- Couplings—Company to be charged 1½d. each per return trip.
- Water supplied at Echuca for Company's engine, £18 per annum to be charged.

RATES FOR GOODS, ETC., APPLICABLE AT THE UNDERMENTIONED STATIONS—  
*continued.*

VICTORIAN RAILWAY CHARGES FOR HAULAGE.

Wheat, flour, chaff, and bran from Echuca to Deniliquin and Moama line, and *vice versa*, 9d. per ton respectively.

General goods from Echuca to Deniliquin and Moama line, and *vice versa*, 1s. 6d. per ton.

Timber from Echuca to Deniliquin and Moama line, and *vice versa*, 6d. per ton.

ECHUCA STATION and WHARF—

(a) The Stevedoring charge at the wharf shall be 6d. per ton on all classes of traffic.

(b) Grain, from the wharf to the station or to the local mills, shall be charged 6d. per ton, in truck loads.

(c) All goods river borne to and from Echuca Wharf and despatched by rail between the wharf and stations other than Echuca shall, unless otherwise specified, be charged for 1 mile in addition to the mileage to and from Echuca.

(d) Murray River Saw-mill Company, W. Nicholas, and Milo Bacon Company's Siding.

Consignments shall be charged as to or from Echuca subject to an additional Shunting charge of 1s. 6d. per four-wheeled truck, and 3s. per bogie truck in the case of the Murray River Saw-mill Company's Siding, and 2s. 6d. per four-wheeled truck and 5s. per bogie truck in the case of Nicholas and the Milo Bacon Company's Sidings.

Firewood from Nicholas' Saw-mill Siding to the Loco. Sheds shall be charged 2s. 6d. per four-wheeled and 5s. per bogie truck; and to Stratton & Co.'s Flour mill Siding 6d. per ton, minimum 3s. per four-wheeled truck and 6s. per bogie truck, plus 2s. 6d. and 5s. respectively.

EMERALD (NOBELIUS) SIDING—

No charge shall be made for placing or removing loaded or empty trucks.

Any regular train may stop at this siding for the purpose of picking up or discharging goods in quantities of 5 cwt. or over without extra charge; or on payment by Mr. Nobelius of 1s., in addition to the freight, any regular train may stop for the purpose of picking up or discharging goods in quantities of less than 5 cwt., and, in the event of the train being stopped in either case, passengers holding tickets for the next station (longer mileage) may be allowed to join or to alight.

Any train may be stopped at the siding for passengers when there are no goods to pick up, provided that Mr. Nobelius pays the sum of 1s. in each instance, and that each passenger holds a ticket for the next station (longer mileage).

The extra charge is to be raised by the Guard-in-charge and shewn on a paid waybill issued to Fern Tree Gully.

**EUREKA**—Eureka is open for the receipt and despatch of goods in truck loads account J. E. Cowley, and pigs in truck loads account G. Farmer. Goods in less than truck loads for J. E. Cowley must be waybilled to Ballarat East. The haulage charge from Ballarat East to Eureka shall be 5s. for each trip made by an engine to place trucks whether loaded or empty on the siding; S.M. Ballarat to raise debits. In the event of an engine being used to place trucks for both Cowley and Farmer in the one trip, only one charge of 5s. shall be imposed (in addition to freight) for such trip, and half of the amount shall be debited to each firm concerned.

FEDERAL MANURE COMPANY'S SIDING (SUNSHINE)—

The siding is situated 10 miles from Melbourne. The mileage rates shall be charged in respect of all goods carried to or from the siding. For each special trip run, at the request of the company, between Sunshine and the siding, for explosives a charge of 20s. shall be made, and for each special trip for other goods a charge of 10s. shall be made, and a further charge of 5s. shall be made for each period of fifteen minutes' engine detention at the siding after the first such period.

FOOTSCRAY (Angliss' Siding)—

(a) *Inwards Traffic*.—Goods or live stock forwarded to the siding shall be subject to a special charge of 5s. per truck—minimum £1 for each special trip—in addition to the tariff rates from the forwarding station.

(b) *Outwards Traffic*.—Meat, see page 97. Tallow and skins forwarded from the siding to Port Melbourne Pier or Williamstown Pier shall be charged the ordinary rates, subject to a minimum of four (4) trucks per special trip between Melbourne and the siding. If tallow or skins be forwarded by a special trip run for meat, the minimum of four trucks will not be enforced. Blood manure from the siding to any station by a special trip run for meat, tallow, or skins, and in those conditions only, shall be charged the ordinary rates. Hares and rabbits same rates as from City Market (see page 93).

GEELONG STATION and PIER—

HAULAGE CHARGES.

1. All goods not otherwise specified, between Station and Pier, 1s. per ton.

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

3. Coke, from Gas Company's siding, to Huddart, Parker, and Co.'s siding, 1s. per ton in truck loads.

Coal, from Pier to Huddart, Parker, and Co.'s coal gears, 1s. per ton in truck loads.

**RATES FOR GOODS, ETC., APPLICABLE AT THE UNDERMENTIONED STATIONS—**  
*continued.*

Coal from Pier to Crossing, 1s. per ton in truck loads.

Coal from Pier to Gas Co.'s Siding, 2s. per ton in truck loads.

Coal consigned from the Pier to the Crossing for Huddart, Parker, and Co.'s Siding, to be bagged and subsequently dispatched to country stations, shall be subject to a shunting charge of 2s. 6d. per four-wheeled truck and 5s. per bogie truck, in addition to the mileage rate from the Pier to the destination station. When, however, the loaded trucks are placed on the Crossing for the convenience of the Department the shunting charge will not be made.

4. All goods between other stations and Geelong Pier shall be charged  $\frac{1}{2}$  of a mile in addition to the mileage to or from Geelong.

5. (a) Grain consigned to the Geelong Pier, and on which the through freight to such Pier is paid, may, if temporarily stored at stacking sites or sheds at North Geelong or Geelong pending shipment, be carried from such place of temporary storage to the Geelong Pier free of charge.

(b) Grain rejected at the ship's side and forwarded from the Pier to Geelong or North Geelong, or to any sheds or stacking sites thereat, shall be charged 6d. per ton, minimum 3s. per four-wheeled truck.

(c) Grain between any two of the following places, viz.:—Geelong, North Geelong, Messrs. Dennys, Lascelles, and Company's Siding, the Crossing, and the Pier shall, except as provided for in clause (a) hereof, be charged 6d. per ton, minimum 3s. per four-wheeled truck.

**GRAMPIANS TRAMWAY—**

Special Goods Trains are arranged by the Stationmaster, Stawell, as may be required, provided that no such train shall be run for less than seven (7) trucks. The ordinary freight charges shall be made.

**INGHAM**—Mileage rates shall be charged on all trucks forwarded from or to Ingham, but in respect of those for persons other than Mr. Ingham, an extra charge shall be made of 2s. per four-wheeled truck and 4s. per bogie truck for outwards trucks only.

**KERANG (Water and Kerang Mill Coy's Siding)—**

(a) Wheat ex the Koondrook Tramway hauled from Kerang to the Siding in the Commissioners trucks by the Tramway engine shall be charged 1s. per ton, but if hauled in the Tramway trucks by the Tramway engine no charge will be made.

(b) Except as provided in Clause A above, all consignments to or from the Siding shall be charged as to or from Kerang, subject to an additional shunting charge of 1s. 6d. per four-wheeled and 3s. per bogie truck, whether loaded or empty, placed on the siding. Stationmaster, Kerang, to raise debit.

Grain from Grain Stores in the Railway Yard to the Kerang Flour Mill Siding shall be charged 2s. 6d. per four-wheeled and 5s. per bogie truck.

**LILY**—One Shilling (1s.) per ton shall be added to the mileage rates for all goods, including Wool, and Four Shillings (4s.) per truck for Live Stock carried by rail to or from Lily.

**LODDON**—This siding is 99 $\frac{1}{2}$  miles from Melbourne, and is open for inwards and outwards goods consigned in lots of not less than two (2) tons, which must be way-billed to or from Moolort, but the actual mileage to and from the siding shall be charged. Smaller quantities of inwards goods must be taken delivery of at Moolort and charged the mileage to that station.

**MELBOURNE—**

**(a) Lysacht Galvanized Iron Coy's Siding—**

Consignments shall be charged as to or from Melbourne subject to an additional Shunting charge of 1s. 6d. per four-wheeled truck and 3s. per bogie truck.

**(b) Piggott-street Siding (near Victoria Dock).—**Consignments of wheat and other grain, also flour, may, by special arrangement with the General Superintendent of Transportation, be accepted for delivery at the above siding, and the charge for haulage thereto shall be 6d. per ton additional on the rate to Melbourne.

Stone from Suburban Stations to this siding shall be charged the same rates as to Melbourne.

**(c) Shipping Shed and Victoria Dock.**—Manures hauled from the Shipping Shed to the Victoria Dock shall be charged 1s. 6d. per four-wheeled truck and 3s. per bogie truck—minimum, 10s. per trip—with an additional charge of 3d. per ton freight.

**(d)** Wool or Grain forwarded from the Exhibition Shed to the Victorian Stevedoring Shed or the Victoria Dock shall be charged 1s. per ton, subject to a minimum of 10s. if a special trip is required.

Truck loads of empty boxes loaded at the Victorian Freezing Works Siding for the Victoria Dock shall be charged 1s. per ton, minimum 10s. per special trip.

**(e) Victoria Freezing and Export Coy.'s Siding.** See pages 91 and 93.

**(f) Victoria Dock.** See pages 91 and 94.

**NEWMARKET, KENSINGTON, AND SOUTH KENSINGTON—**

Consignments for Dalgety and Co. Limited, Newmarket; New Zealand Loan and Mercantile Agency Co. Limited, the Australian Mortgage, Land and Finance Co., Minifie and Coy., Ryan Goulding and Co., South Kensington; and Messrs. W. S. Kimpton and Son, Younghusband, Row, and Co., Ryan Goulding and Co., and J. A. Boyd, Kensington, shall be charged the same rates as to Melbourne. No consignments shall be accepted for Kensington and South Kensington for persons or firms other than those above mentioned.

For outwards traffic, the actual mileage shall be charged for, unless otherwise specified.

RATES FOR GOODS, ETC., APPLICABLE AT THE UNDERMENTIONED STATIONS—  
*continued.*

**NEWMARKET AGRICULTURAL SHOW GROUNDS—**

1. Agricultural Implements and Machinery from Spotswood Sunshine and West Footscray to the Agricultural Show Grounds at Newmarket shall be charged the mileage rates subject to a minimum freight charge of 15s. per four-wheeled truck, and 30s. per bogie truck.
2. Firewood from Newmarket Station to the Agricultural Show Grounds shall be charged 2s. 6d. per four-wheeled truck, and 5s. per bogie truck.

**NEWPORT—**

Goods to or from W. C. Thomas' siding (late Friedlander's) shall be charged for 1 mile in addition to the mileage to or from Newport. Wheat from this siding to Thomas' mill siding at Newport shall be charged 1s. per ton in 30 ton lots.

**McKelvey's Siding (Newport)—**The mileage rates shall be charged subject to an additional shunting charge of 1s. 6d. for each four-wheeled truck, and 3s. for each bogie truck, loaded or empty, placed on the siding by Newport. Minimum for each special trip 5s., and maximum 10s.

**NORTH GEELONG (Oriental Timber Corporation Works Siding)—**

The following rates and charges shall apply in respect of inwards and outwards traffic in truck loads:—

- (a) Sawn Timber from the Works to Geelong Pier shall be charged 2s. per ton if for Interstate ports, and 3s. 4d. per ton if for Melbourne.
- (b) Sawn Timber from the works to Melbourne shall be charged 5s. per ton.
- (c) Goods not included in clauses (a) or (b) shall be charged ordinary tariff rates on North Geelong mileage.
- (d) All traffic including that covered by Clauses (a) and (b) shall be subject to the following special conditions:—
  - (1) Trucks shall be placed by the Department at or removed from the Siding once daily at a convenient hour, and if not less than 10 trucks are placed or removed in any one trip, no shunting charge shall be made for such trip, but should the number placed or removed be less than 10 trucks a charge of 6s. for the special trip shall be imposed.
  - (2) The time allowed for shunting at the Works in respect of any one trip whether such trip is being charged for specially or otherwise, is 30 minutes and a charge of 6s. 3d. for each half hour or part thereof during which the engine is detained beyond the 30 minutes shall be imposed.
  - (3) The Company shall be allowed 24 hours (that is from one regular trip to another), to load trucks and in the event of a trip not being run on the day following the placing of the empties the Company shall be allowed a further period of 24 hours during which no demurrage charges shall be imposed, but subject to this exception the usual demurrage charges shall apply.
- (e) S.M., North Geelong, to raise debit.

**NHILL—**

Noske's 2 Sidings.—Consignments for Noske Bros. shall be charged as to or from Nhill subject to an additional shunting charge of 1s. 6d. per four-wheeled truck and 3s. per bogie truck, whether loaded or empty, placed on each siding, with a maximum charge as for 2 trucks in respect of each trip. S.M., Nhill, to raise debit.

**PORT FAIRY STATION—**

All goods, except fish and rabbits, between country stations and the Wharf at Port Fairy shall, unless otherwise provided, be charged 3d. per ton in addition to the rate to or from Port Fairy station.

**PORTLAND STATION AND PIER—**

1. Goods for stations inland despatched by rail from the old pier to Portland Station, and not sent thence by rail, shall be charged 1s. per ton; minimum 6 tons per truck.
  2. Rates to and from Portland Freezing Coy.'s siding—
    - (a) Goods between the Siding and Stations other than Portland shall be charged 2s. 6d. per four-wheeled truck, and 5s. per bogie truck, with a minimum charge of 5s. per trip, in addition to the Portland mileage rate.
    - (b) Frozen Meat and Produce and Preserved Meats between the Siding and Portland Station or Pier shall be charged—
 

Per TH Truck of 8 tons, 15s.	} Excess tonnage to be charged <i>pro rata</i> .
Per T Truck of 8 tons, 18s. 9d.	
Per TT Truck of 12 tons, 25s.	
- Minimum per trip, six (6) trucks, which may be made up of frozen produce and general goods. To be consigned at owner's risk, and loaded and unloaded by owners.

**RATES FOR GOODS, ETC., APPLICABLE AT THE UNDERMENTIONED STATIONS—**  
*continued.*

- (c) Goods between Portland Station or Pier and the Siding shall be charged at the rate of 15s. per four-wheeled truck, irrespective of weight or class of goods.
- (d) Live stock consigned to the Siding shall be charged mileage rates as to Portland.
- (e) Trucks sent from Melbourne to Portland for the purpose of making special trips with Frozen Produce shall be charged 4½d. each per mile, one way only.
- (f) When the services of the local engine are required by the company between the hours of 10 p.m. and 7.25 a.m. for the purpose of hauling trucks from the siding to pier, or *vice versa*, the charge for such service shall be at the rate of 15s. per hour, in addition to the haulage charges as per clause (b).
- (g) When a special engine has to be brought from Ararat in connexion with the company's traffic, a charge of £15 shall be imposed to cover the journey between Ararat and Portland. No charge shall be made while the engine is at Portland, unless it be occupied for more than twelve hours, after which time the rate for each working hour or part thereof shall be 15s., in addition to the haulage charges as per clause (b).

**PORT MELBOURNE AND PIER—**

Consignments for Swallow and Ariell's factory shall be charged for the mileage as to Port Melbourne.

**SALE STATION AND WHARF—**

Goods between Sale Station and the Wharf shall be charged the mileage rates.  
 Goods for or after water carriage between other Stations and the Wharf shall be charged for 1 mile in addition to the mileage to or from Sale.

**SOUTH KENSINGTON (City Abbatoir's Siding)—**

(A) *Inwards* traffic.—Goods or Live Stock forwarded to the Siding shall be subject to a special charge of 5s. per truck—minimum, £1 for each special trip—in addition to the tariff rates from the forwarding station.

(B) *Outwards* traffic.—Meat, see page 97.

**SPRINGVALE (Necropolis)—**

Goods forwarded to or from the Necropolis, Spring Vale, shall be charged "Local Line Rates."  
 Monumental stone and railings from Melbourne to the Necropolis in bogie trucks will be charged for at 5s. 6d. per ton, minimum 10 tons per truck, plus loading charge of 6d. per ton.

**STRANGWAY—**

Goods to or from Strangway and stations on "Up" side shall be charged rates as to or from Newstead; and to or from stations on "Down" side as to or from Guildford.

**TOOBORAC (McIvor Siding)—**

The siding is situated 63½ miles from Melbourne, and is open for outwards goods in truck loads and for inwards goods in lots of not less than two tons for the McIvor Timber Co. Mileage rates shall be charged to or from the Siding. Trucks used on the Company's tramway shall be charged for at the rate of:—2s. for each four-wheeled truck, except 15-ton trucks; 3s. for each 15-ton truck; 4s. for each bogie truck; and in addition demurrage charges as per agreement in force.

Trucks loaded at the saw-mill near the railway line are subject to ordinary demurrage regulations.

**VICTORIA DOCK—**

Charges for Goods carried to and from vessels lying at berths accessible by rail.

**INWARDS TRAFFIC** (from all stations other than Melbourne)—

Grain, Hay, and Straw, 2d. per ton, wool and all other Goods, unless otherwise specified, 6d. per ton, in addition to the tariff rate to Melbourne.

For Frozen Meat see page 97, also see page 97 for rates from Melbourne to Victoria Dock.

**OUTWARDS TRAFFIC** (to all stations other than Melbourne)—

Coal, under 10 miles from Spencer-street or Flinders-street, nil; over 10 miles, 3d. per ton; manures, 3d. per ton; scrap iron, 6d. per ton; and all other goods 1s. per ton in addition to the tariff rate from Melbourne.

Coal in truck loads from the Victoria Dock to the Victoria Freezing Works, also Coke and Grain in truck loads from the Victoria Dock to Spencer-street shall be charged 1s. per ton.

**WARBURTON. LA LA EXTENSION**—The La La Extension is situated 26 chains beyond the station limit, and goods in truck loads may be loaded or delivered at this point.

Warburton mileage rates shall be charged on all consignments, and, in addition, a special charge of 1s. 6d. per 4-wheeled truck and 3s. per bogie truck shall be imposed in respect of each truck placed for delivery or loaded on the extension, except that if the consignee of any truck loaded with inwards goods load such truck with outwards goods only one shunting charge will be made.

For outward trucks, S.M. Warburton shall raise debit for the special charge on the outward goods waybills, latter to be endorsed "Ex. La La" as a guidance to receiving stations, and in respect of inward consignments debit shall be raised at Warburton in the Miscellaneous Debits Book.

WARRNAMBOOL STATION AND PIER.—

Haulage charges from Warrnambool Station to the Pier—

Beer, in casks and cases, 3d. per package.	Tallow, in hogsheads, 6d. each.
"    hogsheads, 6d. each.	"    pipes, 9d. each.
Bottles, in bags or cases, actual weight.	Wool, in bags, 1d. each.
Lye, in drums, 9d. each.	"    fades, 6d. each.
Skins, in bales, not over 4 cwt., 6d. each.	"    in bales, not over 4 cwt., 6d. each.
"    in bundles, 9d. each.	Goods n.o.s., 1s. 6d. per ton.
Tallow, in casks, 3d. each.	

**Haulage charges from the Pier to Warrnambool Station—**

Wharfage charges from the Pier to Warrnambool Station—	
Agricultural machinery, n.o.s., 1s. 6d. per ton measurement	2 Fish in cases, 2d. each.
Butter boxes and cheese cases (owners to unload), 4d. each.	Hides, loose, 1d. each.
1 Coal, in bags (owners to unload), 1s. 6d. per ton.	Flows, single, 6d. each; double, 1s. each
„ loose (owners to unload), 1s. per ton.	Reapers and Binders, 3s. each
Cultivators and Seed Drills, 1s. 6d. each	Timber (owners to unload), 1s. per ton.
Empty hogsheds and casks, 1½d. each.	Vehicles, 3s. each.
„ Tallow pipes and lye drums, 3d. each.	2 Goods n.o.s., 1s. 6d. per ton.
3 Fish, in baskets, 1d. each.	Drain pipes, and bags in bales and bundles, 1s. 6d. per ton actual weight

Goods from other stations to Warrnambool Pier and *vice versa* shall, except otherwise provided, be charged 6d. per ton actual weight in addition to the rates to Warrnambool.

Western Meat Preserving Company's Works and McGennan's Siding.—Consignments shall be charged as to or from Warrnambool, subject to an additional charge of 1s. 6d. per truck in the case of McGennan's Siding, and 6d. per truck (inwards only) in the case of

NOTES.

- NOTES.
1. For coal in bags receipt to be given to ship for the number of bags received and similar receipt obtained from consignee on delivery.
2. For fish the minimum charge shall be 2s. 6d. per truck unless a special trip is required, in which case the minimum charge shall be 5s. per truck.
3. Except otherwise provided, the weight of goods shall be computed at actual weight of 2,240 lbs. or measurement of 40 cubic feet to the ton at the option of the Commissioners. The charges shall, except otherwise provided, be subject to the following minimums:—1 cwt. and under, 3d.; over 1 cwt. and up to 5 cwt. or 10 cubic feet, 6d.; over 5 cwt. or 10 cubic feet, and up to 10 cwt., or 20 cubic feet, 9d.; over 10 cwt. or 20 cubic feet as one ton.

WELSHPOOL STATION AND JETTY—

General Goods, Fish, and Parcels will be carried under the usual conditions, except that all traffic shall be at owner's risk, and only such packages as can be conveniently carried on the trolleys will be received.

The following are the rates which shall be charged:—

Fish, from Jetty to Welshpool (large boxes)	...	7d. each
" " " (medium boxes)	...	5d. "
" " " (small boxes)	...	3d. "
Crayfish in Bags	...	7d. per bag
Empty Fish Boxes and Bags, from Welshpool to Jetty	...	Free.
Ice and Coal, from Welshpool to Jetty	...	3s. per ton
Goods in Classes 1, 2, and 3, in either direction	...	7s. 6d. "
Empty Butter Boxes	...	1d. each
All other goods (including timber) in either direction	...	5s. per ton
Firewood to Jetty, per tram load	...	4s. per load

### MINIMUM CHARGES.

Any package not exceeding 28 lbs.	...	...	...	...	3d.
" " " 56 lbs.	...	...	...	...	6d.
Any consignment over 56 lbs.	...	...	...	...	9d.

The above charges will include transfer at Welshpool if required.

Way-bills and Abstract Forms must be used, showing the Welshpool and Jetty Line proportion of charges separately from the charges for the other portion of the journey.

## COMMODITY RATES.

**AGRICULTURAL AND OTHER MACHINES AND AGRICULTURAL IMPLEMENTS** carried between Melbourne and Adelaide, and between Ballarat and Adelaide, shall be charged as follows, minimum 5 cwt. :—

Between Melbourne or Sunshine and Adelaide—				Per Ton.	Victorian Proportion.	South Australian Proportion.
				£ s. d.	£ s. d.	£ s. d.
Set up	...	...	...	3 10 0	2 2 9	1 7 3
In cases	...	...	...	3 0 0	1 16 8	1 3 4
Between Ballarat and Adelaide—						
Set up	...	...	...	3 10 0	1 16 5	1 13 7
In cases	...	...	...	3 0 0	1 11 3	1 8 9

**ARSENIC**, in kegs and drums, from Ballarat and Bendigo to Melbourne and Port Melbourne, or from Spotswood and Yarraville to Port Melbourne Pier, shall be charged Class B rates, in truck loads of 6 tons.

**ARSENIC, CRUDE**, from Bethanga to Port Melbourne or Spotswood shall be charged 15s. per ton, in truck loads of 6 tons.

**BARK—**

Bark from Sale to Melbourne, Burnley, Footscray, Victoria Park, and Croxton shall be charged 12s. 6d. per ton—minimum, 5 tons per truck.

Bark from Casterton, Sandford and Merino to Melbourne and Footscray shall be charged 22s. 4d. per ton, and from the same stations to Geelong, 19s. 4d. per ton—minimum, 5 tons per truck.

**BOOKS AND PRINTED SHEETS—**

Books, and printed sheets to be bound into books, forwarded between Melbourne and Warburton on account The Echo Publishing Company shall be charged under Class 2.

**BUTTER, CHEESE, HONEY, FRUIT, POULTRY, RABBITS, AND HARES FOR EXPORT—**

(A) Butter, cheese, honey, and fruit for export sent from Country Stations to the City Market and the Victoria Freezing and Export Company's Siding shall be charged 1s. per ton in addition to the tariff rate to Melbourne. Unloading to be done by owners.

(B) Poultry, rabbits, and hares, from Country Stations to the City Market, shall be charged 6d. per package, in addition to the tariff rate to Melbourne.

(C) Butter, cheese, honey, and fruit from the City Market and the Victoria Freezing and Export Company's Siding to Port Melbourne or Williamstown Pier, shall be charged 4s. per ton, with a minimum charge of 10s. per four-wheeled truck. Loading to be done by owners. The same charges shall apply in respect of similar traffic forwarded in insulated trucks from Melbourne to Port Melbourne or Williamstown Pier and *vice versa*.

(D) Hares and poultry, from the City Market, Melbourne, Victoria Freezing and Export Company's Siding, or Newport Freezing Works, shall be charged 2d. per crate not exceeding  $3\frac{1}{2}$  cubic feet; 4d. per crate over  $3\frac{1}{2}$  and not exceeding 7 cubic feet; and 5d. per crate over 7 and not exceeding 9 cubic feet in measurement. Rabbits shall be charged 1½d. per crate not exceeding  $3\frac{1}{2}$  cubic feet; 3½d. per crate over  $3\frac{1}{2}$  and not exceeding 7 cubic feet; 4½d. per crate over 7 and not exceeding 9 cubic feet. The minimum charge per truck shall be 10s., and the maximum charge 30s. per four-wheeled truck and 37s. 6d. per six-wheeled truck.

(E) Mixed consignments of Butter, Rabbits, Hares, Poultry, and Meat from the City Market, Melbourne, Victoria Freezing and Export Company's Siding, or Melbourne to Port Melbourne Pier shall be charged as follows :—

Butter and meat 4s. per ton; rabbits, hares, and poultry, at per crate as shown in clause D. Subject to a minimum charge of 10s. for each four-wheeled truck.

In each case loading to be done by owners.

(F) Produce Shut out of Vessels at the Piers.—Hares and rabbits will be carried back to Melbourne at half of the above rates.

Butter, fruit, and frozen produce, other than rabbits and meat, will be carried back to Melbourne at the rate of 2s. 6d. per ton.

In each case the consignments will be forwarded back to the pier for export free.

(G) The whole of the foregoing traffic is carried at the risk of the owners. The freight must also be prepaid except on consignments to the Victorian Freezing and Export Company's Siding, which may be waybilled to pay.

(H) Consignments of butter, cheese, honey, poultry, and game for export will not be accepted at country stations for carriage direct to any vessels at the piers, except by special arrangement with the General Superintendent of Transportation.

(I) For charges in respect of Frozen Meat, also special trains, see page 97.

COMMODITY RATES—*continued.***CHAFF, HAY, STRAW, AND RETURNED BAGS—**

Chaff, hay, straw, and returned bags forwarded between Addington, Blowhard, Burrumbeet, Ballarat, Clunes, Creswick, Learmonth, Midas, North Creswick, North Learmonth, Sulky, Talbot, Turrello, Waubra, Windermere, and Melbourne and suburbs and any station beyond Melbourne, shall be charged the rates for the mileage *via* Bacchus Marsh.

**COAL—**

(A) In respect of coal forwarded by rail on the Up journey from any coal-field direct to any station, the rate for the haulage of such coal over the whole or any part of the line from the coal-field to Melbourne shall be  $\frac{1}{2}$ d. per ton per mile (of which  $\frac{1}{4}$ d. per ton per mile shall be paid by the consignee or consignor, and  $\frac{1}{4}$ d. per ton per mile shall be paid to the Commissioners out of the Consolidated Revenue, in accordance with the direction of His Excellency the Governor in Council, dated 7th January, 1905), and the rate for the haulage of such coal on any other line shall be the difference between the "Coal" rate for the mileage journey from the coal-field to Melbourne or any portion of such journey over which the coal has been hauled and the "Coal" rate for the total mileage from the coal-field to the station of destination, provided that the minimum charge to be paid by the consignor or consignee shall be 2s. per ton for distances up to and inclusive of 6 miles; 2s. 3d. per ton for distances over 6 and up to and inclusive of 8 miles, and 2s. 6d. per ton for distances beyond 8 miles; and that the freight charge to be paid by the consignor or consignee for the carriage of coal from the coal-field to any station on any other line shall not be less than the mileage rate from Melbourne to such station. The "Coal" mileage rate may be charged if in any instance it be cheaper than to compute the freight charges as prescribed in the preceding parts of this clause.

(B) Coal from the Eastern and South Eastern lines to Ballarat and stations beyond shall be charged the rates for the mileage *via* Bacchus Marsh.

(C) Coal *ex* the Victoria Dock or Williamstown Pier.—Coal in 400-ton lots forwarded from the Victoria Dock to any station within a radius of six (6) miles thereof, or from Williamstown Pier to any station within a radius of six (6) miles thereof, shall be charged 1s. 6d. per ton, subject to the usual truck-load conditions.

**CONSTRUCTION MATERIAL** (that is, material for works charged to capital) shall, as arranged for by the Department, be charged  $\frac{1}{2}$ d. per ton per mile in truck loads of 8 tons for four-wheeled trucks, and 16 tons for bogie trucks; less quantities to be charged 1d. per ton per mile, unless it be cheaper to charge  $\frac{1}{2}$ d. per ton per mile as for 8 tons and 16 tons respectively. Minimum rate, 1s. per ton, and minimum charge 1s., and this traffic shall not be subject to haulage charges.

The above rates shall also be charged for old material sold by or on behalf of the Commissioners.

**DUNKELD FREESTONE—**

Dunkeld freestone forwarded on the "Up" journey shall be charged for the mileage *via* Bacchus Marsh.

**EXHIBITS FROM THE DEPARTMENT OF AGRICULTURE—**

Exhibits from the Department of Agriculture, viz., wheat, straw in bulk, olive oil, wine, honey, &c., fruit (preserved), charts, &c., fibres, including flax, hemp (dressed and undressed), willows, manures, vegetable oil, eggs, cider and flax making, grading, levelling implements, other machinery, and model silos, also the necessary marquees, poles and pegs, tables, trestles, and fittings forwarded to the various Agricultural Shows in the State, shall be charged Class "A" rate, subject to the tariff for "Smalls."

**EXPORT GRAIN, FLOUR, BRAN, POLLARD, AND COMPRESSED FODDER IN 30-TON CONSIGNMENTS—**

(A) Export grain, previously carried by rail, loaded at Melbourne, South Kensington, Kensington, Newmarket, Moreland, Thomas' Mill and Store, Newport, North Carlton, Fitzroy, North Fitzroy, and Victoria Park, for Williamstown Pier, Port Melbourne Pier, or the Victoria Dock; also export grain transferred between Williamstown Pier, Port Melbourne Pier, and the Victoria Dock, will (subject to the conditions of Clause D) be charged 1s. per ton.

(B) Export flour, bran, and pollard, also compressed fodder, manufactured from grain or produce previously carried by rail, loaded at Melbourne, Kensington, South Kensington, Burnley, Arden-street, Newport, Fitzroy, and Victoria Park, for Williamstown Pier, Port Melbourne Pier, or the Victoria Dock, or loaded at Williamstown Pier, Port Melbourne Pier, or the Victoria Dock for either of these latter three places will (subject to the provisions of Clause D) be charged 1s. per ton.

(C) At the close of the export grain season each year, grain may be forwarded from Williamstown Pier or Port Melbourne Pier to Melbourne or Suburban Stations within a radius of 10 miles of Melbourne at the rate of 1s. per ton (subject to the provisions of Clause D).

## COMMODITY RATES—continued.

(d) In respect of Clauses (A), (B), and (C), the rate quoted in each case will be granted, only on condition that the grain or the flour, bran, and pollard, or the compressed fodder, is forwarded in consignments of not less than 30 tons at a time, and in full truck loads, and that they are carried entirely at the risk of the owner, and that the loading and unloading are performed by the owners. If the loading or unloading be performed by the Commissioners, an additional charge of 6d. per ton will be made for each service.

NOTE.—The above rates will not be granted in respect of agricultural produce rejected at the shipping ports during the currency of the export grain season.

## FIREWOOD—

Firewood forwarded to Ballarat East from stations on the down side of Ballarat shall be charged the same rates as to Ballarat.

Firewood from Musk Creek, Lyonville, Bullarto, and Trentham to Ballarat and Ballarat East shall be charged 2d. per ton less than the tariff rates to Ballarat.

## FRUIT AND VEGETABLES BETWEEN NEW SOUTH WALES AND VICTORIA—

(1) Between Melbourne, Merrigum, Kyabram, Mooroopna, and Sydney (Darling Harbor):—

FRUIT. O. R.			Per ton.	Victorian proportion.
In 4-wheeled truck loads of 6 tons	...	...	£1 10 0	£0 10 0
In smaller quantities, min. 1 ton	...	...	2 5 2	0 14 10
In consignments of less than 1 ton	...	...	2 10 0	0 16 3
VEGETABLES. O. R.			Per ton.	Victorian proportion.
In 4-wheeled truck loads of 4 tons	...	...	£2 3 2	£0 12 10
In smaller quantities, min. 1 ton	...	...	2 5 2	0 14 10
In consignments of less than 1 ton	...	...	2 10 0	0 16 3

(2) The above fruit rates shall also be charged for fruit between Melbourne, Richmond, Echu Plains, Liverpool, Hawkesbury River, Milson's Point, and intermediate stations.

(3) Consignments between stations beyond Melbourne and the above-named New South Wales stations shall be charged the above rates plus the tariff rates between Melbourne and stations beyond.

(4) When more than 6 tons of fruit or 4 tons of vegetables are forwarded in one truck, the excess weight shall be charged *pro rata* at the above rates.

(5) Consignments from different consignors to one consignee on the same day shall be treated as one consignment.

(6) Fruit forwarded from Box Hill to Melbourne for despatch thence to Sydney shall be subject to a minimum charge of 15s. per truck, as between Box Hill and Melbourne.

(7) When waybilling fruit to New South Wales a charge of 1s. per ton for the transfer service at Albury, subject to a minimum charge of 1s. for each consignment of less than 1 ton, is to be included on the waybills as a portion of the New South Wales charges.

## FRUIT, FRESH OR DRIED, BETWEEN MELBOURNE, WERRIBEE, BALLARAT MOUNT GAMBIER, COONAWARRA, AND ADELAIDE. O. R.—

			Per ton.	V.R. proportion.
Ten-cwt. consignments	...	...	£2 0 0	£1 4 5
Three-ton consignments	...	...	1 10 0	0 18 4

Returned Empties, half the above rates.

Consignments from different consignors to one consignee on the same day shall be treated as one consignment.

## FRUIT DRIED FOR EXPORT—

Fruit, dried, canned, bottled or preserved, produce of the Commonwealth, on the Up journey in consignments of 6 tons, loaded in one four-wheeled truck, shall be charged 10 per cent. less than Class "A" rates when consigned direct for export beyond the Commonwealth, and provided that it be forwarded on a continuous rail journey from the point of production to the point of shipment.

## FURNITURE—

Furniture and household effects, including sewing machines, pianos, organs, perambulators, and go-carts, loaded in vans on wheels or in van bodies or sling vans, shall be charged as follows, viz. :—

- (a) In vans on wheels, minimum 2 tons gross weight of van and contents—Class "2."
- (b) In van bodies or sling vans, without wheels—1s. per four-wheeled truck per mile for quantities of 3 tons, minimum charge 20s. Any weight in excess of 3 tons to be charged *pro rata*. The weight of the van body or sling van to be included.
- (c) In van bodies or sling vans without wheels—Class "2," minimum 2 tons, otherwise Class "3" on the gross weight of van and furniture if cheaper than under sub-clause (b).
- (d) Vans or sling vans sent as above on or off wheels returned empty—3d. per mile, minimum 10s.
- (e) Sling vans sent as above returned in sections—Class "B" and conditions.

## COMMODITY RATES—continued.

**FURNITURE, IMPLEMENTS, ETC., AND LIVE STOCK FOR SETTLERS—**

Persons settling permanently on any Crown lands or on any lands acquired under the provisions of the Closer Settlement or Small Holdings Act shall, subject to such regulations and certificates as may be fixed by the Commissioners from time to time, have such furniture, implements, drays, &c., as they possessed immediately prior to the date of their application for the land, carried by rail at one-half the tariff rates; and under the same conditions their live stock, provided it be not more than sufficient for the land acquired, shall be carried at "Store" Rates.

**GOODS CARRIED IN BOILER TRUCK (No. 1 QB) AND PLATE GLASS TRUCK (NO. 7 Q)—**

Goods of exceptional dimensions, which require to be carried in the boiler or plate glass truck, shall be charged the tariff rates, plus 10s. for the use of the special truck.

**GRAVEL, METAL, METAL SCREENINGS (DRY), STONE DUST, TOPPINGS, AND SPALLS FOR CITY, TOWN, BOROUGH AND SHIRE COUNCILS—**

The above-mentioned road-making materials will, when consigned to City, Town, Borough and Shire Councils, be carried at the rates specified hereunder. The trucks should be loaded as far as possible to the full carrying capacity, and the minimum charge will be as for 6 tons per 4-wheeled truck.

Miles.	Per ton.	Miles.	Per ton.	Miles.	Per ton.
	s. d.		s. d.		s. d.
1 to 15	1 9	31 to 35	2 1	51 to 55	2 5
16 to 20	1 10	36 to 40	2 2	56 to 60	2 6
21 to 25	1 11	41 to 45	2 3		
26 to 30	2 0	46 to 50	2 4		
				Thence $\frac{1}{2}$ d. per ton per mile.	

**ICE.**—Ice supplied for the purpose of cooling fish carried by rail shall be charged under Class "A" rate, subject to the tariff for smalls, provided that it be supplied for that purpose. The maximum charge for any distance shall be 10s. per ton if cheaper than the tariff rate, and that it is forwarded to destination in empty trucks going down for fish or butter. Station-masters must see that ice carried at this rate is applied for the sole purpose of Fish Refrigerating. When sent in VANS of Passenger, Mixed, or Goods Trains the tariff rates shall be charged. When the ice is supplied by the Commissioners, £1 per ton shall be charged on the waybill for the ice, in addition to the freight charge as above.

Ice from Melbourne to Stony Point shall be charged 6s. 8d. per ton, subject to the tariff for "Smalls."

**ICE FOR REFRESHMENT ROOMS—**

Ice supplied by the Department to the lessees of refreshment rooms shall, when forwarded on the Down journey in T trucks being used in the butter traffic, be charged the rate of 2s. 6d. per block (about 1 cwt.), including freight.

**LIME FOR MANURE PURPOSES—**

Slacked lime may be forwarded at the manure rate on receipt of a declaration from the consignor that it is to be used for manure purposes. Unslacked lime which is used for manure purposes may also be charged the manure rate, but in this case the lime must, in the first place, be charged under the ordinary classification, and, if a satisfactory declaration be given to the Station-master at the destination station by the consignee, the charges may then be reduced to the manure rates. In the former case, the consignor's declaration must be attached to the waybill, and in the latter case the consignee's declaration must be attached to the over-charge sheet.

**LIMESTONE—**

Limestone to be used in the manufacture of cement forwarded from Pettavel and Lara to Burnley, shall be charged 3s. 9d. and 2s. 6d. per ton respectively, subject to class "M" conditions.

**MACHINERY, MACHINES (NEW), MANUFACTURED IN THE COMMONWEALTH FOR EXPORT, ETC—**

The following new articles, viz., machinery, agricultural implements and machines, boilers, sole plates, crab winches, and fly wheels; also castings and forgings, rough, manufactured in the Commonwealth, and sent by rail to Melbourne.

The following new articles, viz., machinery, agricultural implements and machines, boilers, sole plates, crab winches, and fly wheels; also castings and forgings, rough, manufactured in the Commonwealth, and sent by rail to Melbourne, Geelong, or Portland from the place of

## COMMODITY RATES—continued.

manufacture for export, or sent from country stations to any station not less than 50 miles from Melbourne, shall be charged half the tariff rates, subject to the following conditions:—

- (A) In respect of machinery, &c., intended for export, the full Tariff rates shall be charged in the first instance, and rebate to half rates granted on satisfactory proof of export being furnished.
- (B) In respect of machinery, &c., sent from country stations to stations distant 50 miles or more from Melbourne, the reduced rates from the forwarding station to the destination station shall be computed *via* Melbourne, and shall not be less than the full tariff rates from Melbourne to the destination station.
- (C) In respect of machinery, &c., sent from country stations to stations within 50 miles of Melbourne, the rates shall not be more than the rates computed as per Clause A from the forwarding station to a station 50 miles from Melbourne.
- (D) The Tariff for "Smalls," where applicable, shall be applied on the actual tonnage rate charged.

(This provision does not affect the special rate for Pipes quoted on page 98.)

## MALT FOR EXPORT—

(A) Barley consigned by rail from any station direct to any country malt house, and there manufactured and re-consigned thence by rail in the shape of malt to the sea-board for export shall, subject to the provisions of sub-clause (b), be charged the mileage rate for the total distance from the forwarding station to the destination station, plus 1s. per ton.

(B) The mileage rate for each portion of the journey shall be charged in the first instance and rebate to the amount of the charges as prescribed in sub-clause (a) will, on satisfactory proof of export being furnished, be afterwards granted on a tonnage of malt equivalent to 80 per cent. of the tonnage of barley consigned by rail from any station direct to the malt house.

(C) In determining the amount of the rebate due, the quantity of barley sent by rail from the most distant despatching station direct to the malt house, and the quantity of malt forwarded to the most distant port for export, will first be taken into account, and then the quantity forwarded over lesser distances until the full quantity is exhausted.

## MANURE, STABLE—

Manure, stable, will be carried under the "Manure" rates, but the minimum tonnage to be charged for shall be six (6) tons for medium trucks of 8, 10, or 12 tons capacity, and ten (10) tons for medium trucks of 15 tons capacity.

## MEAT, FRESH AND FROZEN—

All carried at owner's risk. Owners to load and unload.

(1) MEAT, FRESH (Melbourne and Suburbs)—	Per Louvre	TT	Minimum per
	Truck.	Truck.	Special Trip.
From Newport, Borthwick's Siding, Newmarket, Angliss' Siding, The City Abattoirs, or other suburban station within 9 miles of Melbourne to Port Melbourne Pier ...	18s. 9d.	28s. 2d.	75s.
From Newport, Borthwick's Siding, Newmarket, Angliss' Siding, The City Abattoirs, or other suburban station within 9 miles of Melbourne to City Market, Victoria Dock, or Melbourne ...	12s. 6d.	...	50s.
From Newmarket, Angliss' Siding, The City Abattoirs, or other suburban station within 9 miles of Melbourne (Newport excepted) to Williamstown Pier ...	18s. 9d.	...	75s.
From Angliss' Siding or The City Abattoirs to Victoria Freezing Company's Works ...	18s. 9d.	...	75s.
From Newport and Borthwick's Siding to Williamstown Pier ...	12s. 6d.	...	50s.
Per 4-wheeled Per 6-wheeled Minimum per			
Truck. Truck. Special Trip.			
s. d. s. d. £ s. d.			
(2) MEAT, FROZEN (Melbourne and Suburbs)—			
Between Melbourne, City Market, Angliss' Siding, The City Abattoirs, or Suburban Freezing Works within 9 miles of Melbourne and the Victoria Dock, Newport, or the Port Melbourne and Williamstown Piers ...	18 9	27 6	3 15 0
From Port Melbourne Siding to Port Melbourne Pier ...	...	15s. per truck.	
(3) MEAT, FROZEN (Echuca to Melbourne or Piers)—			
The Tariff rates shall be charged subject to a minimum of 15 T trucks for each special train.			
(4) SPECIAL TRIPS NOT OTHERWISE PROVIDED FOR—			
(a) Frozen Produce loaded at The City Market, Victoria Freezing and Export Company's Siding, or Melbourne (No. 16 Road), shall be conveyed to Port Melbourne or Williamstown by ordinary trains under the ordinary tariff rates if loaded and ready for despatch as under (subject to alteration from time to time):—			
For Port Melbourne—			
At 3 a.m. and 1 p.m. daily.			
For Williamstown—			
At 3 a.m. and 10.30 a.m. daily.			
consignors to notify the Superintendent of Melbourne Yards at least two hours before time of clearance.			

COMMODITY RATES—*continued.*

- (b) The Commissioners shall not be under obligation to remove trucks loaded with frozen produce from the City Market, Victoria Freezing and Export Company's siding, or Melbourne (No. 16 Road), at hours other than those specified in the preceding clause, or forward such trucks to Port Melbourne or Williamstown (as the case may be), by special train unless there is at the place requiring clearance a minimum of four fully loaded trucks, or the freight charge on the goods is at least £3 15s.; but if it is desired that frozen produce in any quantity less than the stated minimum be forwarded by a special train already arranged to run and notice of at least two hours is given to the Superintendent of Melbourne Yards accordingly, such produce may be cleared and forwarded by such train subject to a charge of 10s. in each instance to cover the cost of the special clearance.
- (c) For special trips not otherwise specified for, a minimum charge shall be imposed as may be arranged by the General Passenger and Freight Agent.
- (5) FROZEN MEAT SHUT OUT OR REJECTED AT PIERS—  
Frozen meat shut out or rejected at the Piers and returned to Melbourne or Suburban Sidings, to be subsequently railed back to the Piers for shipment, shall be charged half rate for both journeys, provided full rate has been charged on the first journey to the Piers.

## PIPES—

Wrought-iron and Galvanized Water pipes consigned to country Waterworks Trusts or Shire Councils or by the Government in connexion with the erection or maintenance of waterworks, shall be charged for at the rate specified for the next lower class to that prescribed in the classification for the particular kind of pipes forwarded.

## POTATOES AND VEGETABLES (from Carrum, Mordialloc, and Mentone to Melbourne)—

	Potatoes per ton.	Vegetables per ton
	s. d.	s. d.
Carrum to Melbourne	2 2	4 5
Mordialloc to Melbourne	1 10	3 4
Mentone to Melbourne	1 10	3 4

Minimum charge, 1s. per consignment.

## POTTERYWARE, EARTHENWARE, AND SANITARY WARE—

Potteryware, Earthenware, and Sanitary ware from Epsom to Melbourne shall be charged 12s. per ton, and from Epsom to Yarraville, 12s. 5d. per ton; minimum, 5 tons per truck.

## RABBITS—

Rabbits sent by trains from which delivery is given at the passenger station at Spencer-street shall, unless otherwise specified, be charged Passenger Train rate.

Rabbits forwarded by No. 12 Up train from Port Fairy, Koroit, and Illowa to Melbourne shall be charged Goods rates to Geelong, plus one-third Parcels rates thence to Melbourne.

Rabbits from stations Campbell to Birchip and Avoca inclusive, consigned to Melbourne, and forwarded by Mixed or Goods trains to Castlemaine, thence by Passenger train to Melbourne, shall be charged Goods rates to Castlemaine, and one-third Parcels rates thence to Melbourne.

Rabbits from stations beyond Bendigo, consigned to Melbourne, and forwarded by Mixed or Goods trains to Bendigo, thence by Passenger train to Melbourne, shall be charged Goods rates to Bendigo, and one-third Parcels rates thence to Melbourne.

In any of the above cases where one-third Parcels rate for the full journey is cheaper than the combined Goods and one-third Parcels rates the former rate shall be charged.

Parcels Waybills should be used.

Consignments of rabbits in lots of 5 cwt. or more consigned by one consignor to one consignee, irrespective of the marks or brands on crates, may be treated as one consignment and charged accordingly.

## RAILS—

Old Iron and Steel Rails (other than those obtained from the Railway Department), which are intended for use in the construction of timber tramways running into railway stations, will be carried in full truck loads at the rate of 3d. per ton per mile. This reduced rate will, however, be granted only when specially authorized by the General Passenger and Freight Agent.

## REFRESHMENT ROOMS AND FRUIT STALLS AT STATIONS—

Fruit and other urgent and perishable goods for Lessces of Refreshment Rooms and Fruit Stalls at stations may be carried by passenger trains at goods rates provided that the maximum quantity in any one consignment per passenger train be not more than 3 cwt.

## SAND—SPECIAL RATES APPLICABLE ON THE UP JOURNEY ONLY—

- (A) Sand from Frankston Sand Siding, or from any station or siding on the Up side thereof, or from Sandringham, St. Kilda, Port Melbourne, Newmarket, or Greensborough, or from any station on the Up side thereof, to Melbourne, or any station intermediate thereto ... 1s. 7d. per ton.
- Sand from Cranbourne or Lyndhurst to Melbourne or any station intermediate thereto ... 1s. 10d. per ton.
- Sand from Garfield to Melbourne or any station intermediate thereto, if less than class "M" rates ... 2s. 11d. per ton.
- Sand from Pylong to Melbourne or any station intermediate thereto, if less than class "M" rates ... 3s. 6d. per ton.
- Sand from Altona. (See page 85.)

COMMODITY RATES—*continued.*

- (b) Sand forwarded from above stations to any stations beyond Melbourne shall be charged the rate to Melbourne, plus 1d. per ton per mile, for the distance beyond Melbourne, if less than Class "M" rate for the whole distance.
- (c) Sand forwarded from above stations to any junction station on the Up side thereof, thence to any station on the Down journey, shall be charged the rate to Melbourne, plus 1d. per ton per mile for the mileage on the Down journey beyond the junction station, if less than Class "M" rate for the whole distance.
- (d) In each case the trucks shall be loaded to their full carrying capacity, and charged for accordingly.

**SKINS AND LEATHER—**

Skins and leather in bales from Kensington, South Kensington, and Newmarket to Williamstown or Port Melbourne Piers, shall be charged the same rates as from Melbourne.

**SPIRITS IN BULK—**

Spirits in bulk from Geelong to Dunnstown shall be charged 22s. 6d. per ton.

**STAWELL FREESTONE—**

Stawell freestone, forwarded on the Up journey shall be charged the rates for the mileage *vid* Bacchus Marsh. (See page 71.)

**SUGAR—**

Sugar in 20-ton lots from Yarraville to Ballarat shall be charged 15s. 6d. per ton, and from Yarraville to Bendigo 20s. 6d. per ton.

**TELEGRAPH POLES, SPECIAL TRAINS FOR DISCHARGING—****(A) Service of Special train.**

5s. per mile shall be charged for the forward journey, and 2s. 6d. per mile for the return journey, minimum charge, £2 10s.

**(B) Freight Charge.**

In addition to the special service charge, the ordinary freight charges shall be imposed for the full mileage that each loaded truck is hauled on the forward journey, and, if it is impracticable owing to train arrangements to complete the distribution of the poles on the forward journey, and part of the work has to be done on the return journey, no further freight charge shall be made.

**THRESHING PLANTS—**

Threshing plants consisting of engine, threshing machine, and tank, forwarded by rail to any station, and subsequently returned by rail to the original sending station, may be charged Class "C" rate on the forward journey, and half Class "C" rate on return.

The Tariff rate shall be charged for both directions in the first instance, and rebate, as above, granted on satisfactory proof being furnished of the completion of the journey.

**TIMBER, HARDWOOD (SAWN), POLES, PILES, AND LOGS—**

Timber, hardwood (sawn), poles, piles and logs, and all other Timber carried at Hardwood Timber rates, also mining laths, mining props, and mining slabs, carried under Firewood rates from Arden-street, the North-Eastern District, and lines east of Melbourne to Ballarat and stations beyond, may be charged the rates for the mileage *vid* Bacchus Marsh; but the minimum distance which shall be charged by this route is 125 miles.

**WATER SUPPLIED TO SHIPS AT PIERS—**

(A) For water supplied to bay excursion steamers, *Hygeia* and *Ozone*, at Port Melbourne Pier, the charge shall be 1s. 6d. per 1,000 gallons.

For water supplied to other ships or steamers at Port Melbourne Pier or Williamstown Pier, the charge shall be 3s. per 1,000 gallons.

(B) In cases where water is supplied by train to dry districts, the following rates (which include the cost of the water) shall apply, but this scale of rates will not be put in effect without the authority of the General Passenger and Freight Agent.

For Distances.	Per Truck not exceeding 1,200 gallons.	Per Truck not exceeding 2,000 gallons.	Per Truck exceeding 2,000 gallons.
Up to 40 miles ...	10/-	12/6	15/-
From 41 to 60 miles ...	15/-	18/9	22/6
From 61 to 136 miles ...	21/-	26/3	31/6

## COMMODITY RATES—continued.

**WHEAT, FLOUR, BRAN, POLLARD, AND SHARPS—**

(1) Wheat, flour, bran, pollard, and sharps carried under the class "A.P." rates from Melbourne, or from any suburban station within a radius of ten (10) miles thereof, or from Geelong, to the following places shall be subject to a maximum charge as prescribed hereunder in respect of each place specified, viz :—

	From Melbourne or any Suburban Station within a radius of ten (10) miles thereof.	From Geelong.
	<i>s. d.</i>	<i>s. d.</i>
To Sale .. .. .	9 0 per ton	
To Bairnsdale .. .. .	9 0 "	12 0 per ton
To Alberton .. .. .	9 0 "	
To Port Albert .. .. .	9 0 "	

(2) Special rebates on wheat consigned to country flour-mills and reconsigned thence in the shape of flour, bran, pollard, or sharps will be allowed in accordance with the following provisions :—

- (a) Wheat consigned by rail from any country station for any flour-mill at any other country station, including Geelong, and there manufactured and reconsigned thence by rail in the shape of flour, bran, pollard, or sharps to Melbourne, or to any station situate within a radius of ten (10) miles thereof, or to Portland, Geelong, Warrnambool, or Port Fairy, or to any station intermediate between Geelong and Port Fairy, or to any station on the Queenscliff, Beac, Forrest, Beech Forest, Timboon, or Mortlake line shall, subject to the provisions of sub-clause (d), be charged the mileage rate for the total distance from the forwarding station to the destination station, plus 1s. per ton.
  - (b) Wheat consigned by rail from any country station for any flour-mill at any other country station, with the exception of Geelong which is provided for in sub-clause (c), and there manufactured and reconsigned thence by rail in the shape of flour, bran, pollard, or sharps to any station situate outside of a radius of ten (10) miles of Melbourne on the Eastern or South-Eastern line, or on any branch thereof, shall, subject to the provisions of sub-clause (d), be charged the mileage rate for the total distance from the forwarding station to the destination station, plus 1s. per ton.
  - (c) Wheat consigned by rail from any country station for any flour-mill at Melbourne, or at any station within a radius of ten (10) miles thereof, or at Geelong, and there manufactured and reconsigned thence by rail in the shape of flour, bran, pollard, or sharps to any station situate outside of a radius of ten (10) miles of Melbourne on the Eastern or South-Eastern line, or on any branch thereof, shall, subject to the provisions of sub-clause (d), be charged the mileage rate for the total distance from the forwarding station to the destination station, plus 2s. 6d. per ton.
  - (d) In respect to sub-clauses (a), (b), and (c), the mileage rate for each portion of the journey shall (subject to the provisions of clause 1) be charged in the first instance for the total quantity of flour, bran, pollard, and sharps consigned by rail from each flour-mill, and rebate to the amount of the charges computed as specified in sub-clauses (a), (b), and (c), respectively, will afterwards be granted on all or so much of the tonnage of the flour, bran, pollard, and sharps consigned by rail from the flour-mill to the stations prescribed in sub-clauses (a), (b), and (c) as does not exceed the tonnage of the wheat consigned by rail from any country station or stations for the flour-mill.
- In determining the amount of the rebate due, the quantity of wheat consigned by rail from the most distant despatching station to the flour-mill and the quantity of flour, bran, pollard, and sharps forwarded from the flour-mill to the most distant destination station will first be taken into account, and then the quantity of wheat similarly consigned from each succeeding despatching station and the quantity of flour, bran, pollard, and sharps forwarded to each destination station in the order of greatest distance.

Note.—The 10 miles radius of Melbourne will include Stations within 10 miles of Flinders-street.

## MILEAGE RATES PER TON FOR WOOL.

Including loading and unloading (except otherwise specified)—owner's risk.

Miles.	Greasy.	Scoured.	Miles.	Greasy.	Scoured.	Miles.	Greasy.	Scoured.
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
1 to 10	4 0	5 0	76	25 6	30 6	142	41 6	46 6
11	4 6	5 6	77	26 0	31 0	143	41 9	46 9
12	4 9	5 9	78	26 3	31 3	144	41 9	46 9
13	5 0	6 0	79	26 6	31 6	145	42 0	47 0
14	5 6	6 9	80	27 0	32 0	146	42 3	47 3
15	5 9	7 0	81	27 3	32 3	147	42 6	47 6
16	6 0	7 3	82	27 6	32 6	148	42 6	47 6
17	6 6	8 0	83	27 9	32 9	149	42 9	47 9
18	6 9	8 3	84	28 3	33 3	150	43 0	48 0
19	7 0	8 6	85	28 6	33 6	151	43 3	48 3
20	7 6	9 0	86	28 9	33 9	152	43 3	48 3
21	7 9	9 6	87	29 0	34 0	153	43 6	48 6
22	8 0	9 9	88	29 6	34 6	154	43 6	48 6
23	8 3	10 0	89	29 9	34 9	155	43 9	48 9
24	8 9	10 6	90	30 0	35 0	156	43 9	48 9
25	9 0	11 0	91	30 6	35 6	157	44 0	49 0
26	9 3	11 3	92	30 9	35 9	158	44 0	49 0
27	9 6	11 6	93	31 0	36 0	159	44 3	49 3
28	10 0	12 0	94	31 6	36 6	160	44 3	49 3
29	10 3	12 6	95	31 9	36 9	161	44 6	49 6
30	10 6	12 9	96	32 0	37 0	162	44 6	49 6
31	11 0	13 3	97	32 6	37 6	163	44 9	49 9
32	11 3	13 6	98	32 9	37 9	164	44 9	49 9
33	11 6	14 0	99	33 0	38 0	165	45 0	50 0
34	12 0	14 6	100	33 6	38 6	166	45 0	50 0
35	12 3	14 9	101	33 9	38 9	167	45 3	50 3
36	12 6	15 0	102	34 0	39 0	168	45 3	50 3
37	13 0	15 9	103	34 3	39 3	169	45 6	50 6
38	13 3	16 0	104	34 3	39 3	170	45 6	50 6
39	13 6	16 3	105	34 6	39 6	171	45 9	50 9
40	14 0	17 0	106	34 9	39 9	172	46 0	51 0
41	14 3	17 3	107	35 0	40 0	173	46 0	51 0
42	14 6	17 6	108	35 0	40 0	174	46 0	51 0
43	14 9	17 9	109	35 3	40 3	175	46 3	51 3
44	15 3	18 6	110	35 6	40 6	176	46 3	51 3
45	15 6	18 9	111	35 9	40 9	177	46 6	51 6
46	15 9	19 0	112	36 0	41 0	178	46 6	51 6
47	16 0	19 3	113	36 0	41 0	179	46 9	51 9
48	16 6	20 0	114	36 3	41 3	180	46 9	51 9
49	16 9	20 3	115	36 6	41 6	181	47 0	52 0
50	17 0	20 6	116	36 6	41 6	182	47 0	52 0
51	17 6	21 0	117	36 9	41 9	183	47 3	52 3
52	17 9	21 6	118	37 0	42 0	184	47 3	52 3
53	18 0	21 9	119	37 0	42 0	185	47 6	52 6
54	18 6	22 3	120	37 3	42 3	186	47 6	52 6
55	18 9	22 6	121	37 6	42 6	187	47 9	52 9
56	19 0	23 0	122	37 9	42 9	188	47 9	52 9
57	19 6	23 6	123	38 0	43 0	189	48 0	53 0
58	19 9	23 9	124	38 0	43 0	190	48 0	53 0
59	20 0	24 0	125	38 3	43 3	191	48 3	53 3
60	20 6	24 9	126	38 6	43 6	192	48 3	53 3
61	20 9	25 0	127	38 9	43 9	193	48 6	52 6
62	21 0	25 3	128	38 9	43 9	194	48 6	52 6
63	21 3	25 6	129	39 0	44 0	195	48 9	53 9
64	21 9	26 3	130	39 3	44 3	196	48 9	53 9
65	22 0	26 6	131	39 6	44 6	197	49 0	54 0
66	22 3	26 9	132	39 9	44 9	198	49 0	54 0
67	22 6	27 0	133	39 9	44 9	199	49 3	54 3
68	23 0	27 9	134	40 0	45 0	200	49 3	54 3
69	23 3	28 0	135	40 3	45 3	201	49 6	54 6
70	23 6	28 3	136	40 3	45 3	202	49 6	54 6
71	24 0	29 0	137	40 6	45 6	203	49 9	54 9
72	24 3	29 3	138	40 9	45 9	204	49 9	54 9
73	24 6	29 6	139	40 9	45 9	205	50 0	55 0
74	25 0	30 0	140	41 0	46 0	206	50 0	55 0
75	25 3	30 3	141	41 3	46 3	207	50 3	55 3

## MILEAGE RATES PER TON FOR WOOL—continued.

Miles.	Greasy.	Scoured.	Miles.	Greasy.	Scoured.	Miles.	Greasy.	Scoured.
	s. d.	s. d.		s. d.	s. d.		s. d.	s. d.
208	50 3	55 3	273	58 6	63 6	338	66 6	71 6
209	50 6	55 6	274	58 6	63 6	339	66 9	71 9
210	50 6	55 6	275	58 9	63 9	340	66 9	71 9
211	50 9	55 9	276	58 9	63 9	341	67 0	72 0
212	50 9	55 9	277	59 0	64 0	342	67 0	72 0
213	51 0	56 0	278	59 0	64 0	343	67 3	72 3
214	51 0	56 0	279	59 3	64 3	344	67 3	72 3
215	51 3	56 3	280	59 3	64 3	345	67 6	72 6
216	51 3	56 3	281	59 6	64 6	346	67 6	72 6
217	51 6	56 6	282	59 6	64 6	347	67 9	72 9
218	51 6	56 6	283	59 9	64 9	348	67 9	72 9
219	51 9	56 9	284	59 9	64 9	349	68 0	73 0
220	51 9	56 9	285	60 0	65 0	350	68 0	73 0
221	52 0	57 0	286	60 0	65 0	351	68 3	73 3
222	52 0	57 0	287	60 3	65 3	352	68 3	73 3
223	52 3	57 3	288	60 3	65 3	353	68 6	73 6
224	52 3	57 3	289	60 6	65 6	354	68 6	73 6
225	52 6	57 6	290	60 6	65 6	355	68 9	73 9
226	52 6	57 6	291	60 9	65 9	356	68 9	73 9
227	52 9	57 9	292	60 9	65 9	357	69 0	74 0
228	52 9	57 9	293	61 0	66 0	358	69 0	74 0
229	53 0	58 0	294	61 0	66 0	359	69 3	74 3
230	53 0	58 0	295	61 3	66 3	360	69 3	74 3
231	53 3	58 3	296	61 3	66 3	361	69 6	74 6
232	53 3	58 3	297	61 6	66 6	362	69 6	74 6
233	53 6	58 6	298	61 6	66 6	363	69 9	74 9
234	53 6	58 6	299	61 9	66 9	364	69 9	74 9
235	53 9	58 9	300	61 9	66 9	365	70 0	75 0
236	53 9	58 9	301	62 0	67 0	366	70 0	75 0
237	54 0	59 0	302	62 0	67 0	367	70 3	75 3
238	54 0	59 0	303	62 3	67 3	368	70 3	75 3
239	54 3	59 3	304	62 3	67 3	369	70 6	75 6
240	54 3	59 3	305	62 6	67 6	370	70 6	75 6
241	54 6	59 6	306	62 6	67 6	371	70 9	75 9
242	54 6	59 6	307	62 9	67 9	372	70 9	75 9
243	54 9	59 9	308	62 9	67 9	373	71 0	76 0
244	54 9	59 9	309	63 0	68 0	374	71 0	76 0
245	55 0	60 0	310	63 0	68 0	375	71 3	76 3
246	55 0	60 0	311	63 3	68 3	376	71 3	76 3
247	55 3	60 3	312	63 3	68 3	377	71 6	76 6
248	55 3	60 3	313	63 6	68 6	378	71 6	76 6
249	55 6	60 6	314	63 6	68 6	379	71 9	76 9
250	55 6	60 6	315	63 9	68 9	380	71 9	76 9
251	55 9	60 9	316	63 9	68 9	381	72 0	77 0
252	55 9	60 9	317	64 0	69 0	382	72 0	77 0
253	56 0	61 0	318	64 0	69 0	383	72 3	77 3
254	56 0	61 0	319	64 3	69 3	384	72 3	77 3
255	56 3	61 3	320	64 3	69 3	385	72 6	77 6
256	56 3	61 3	321	64 6	69 6	386	72 6	77 6
257	56 6	61 6	322	64 6	69 6	387	72 9	77 9
258	56 6	61 6	323	64 9	69 9	388	72 9	77 9
259	56 9	61 9	324	64 9	69 9	389	73 0	78 0
260	56 9	61 9	325	65 0	70 0	390	73 0	78 0
261	57 0	62 0	326	65 0	70 0	391	73 3	78 3
262	57 0	62 0	327	65 3	70 3	392	73 3	78 3
263	57 3	62 3	328	65 3	70 3	393	73 6	78 6
264	57 3	62 3	329	65 6	70 6	394	73 6	78 6
265	57 6	62 6	330	65 6	70 6	395	73 9	78 9
266	57 6	62 6	331	65 9	70 9	396	73 9	78 9
267	57 9	62 9	332	65 9	70 9	397	74 0	79 0
268	57 9	62 9	333	66 0	71 0	398	74 0	79 0
269	58 0	63 0	334	66 0	71 0	399	74 3	79 3
270	58 0	63 0	335	66 3	71 3	400	74 3	79 3
271	58 3	63 3	336	66 3	71 3	401	74 6	79 6
272	58 3	63 3	337	66 6	71 6	402	74 6	79 6

## WOOL RATES.

RATES PER TON FOR WOOL, INCLUDING LOADING AND UNLOADING,  
OWNER'S RISK.

From —	To Melbourne, Kensington, South Kensington, and Newmarket.		To Geelong.		From —	To Melbourne, Kensington, South Kensington, and Newmarket.		To Geelong.	
	Greasy	Scoured.	Greasy	Scoured		Greasy	Scoured	Greasy	Scoured.
	s. d.	s. d.	s. d.	s. d.		s. d.	s. d.	s. d.	s. d.
Albury † ...	48 3	53 3	51 3	56 3	Bochara ...	39 0	44 0	36 0	41 0
Addington ...	27 6	32 6	24 6	29 6	Boigbeat ...	53 6	58 6	54 0	59 0
Agnes ...	32 6	37 6	35 6	40 6	Boisdale ...	26 0	31 0	29 0	34 0
Alberton ...	25 0	30 0	28 0	33 0	Bolga ...	50 3	55 3	53 3	58 3
Alexandra ...	35 0	40 0	38 0	43 0	Boiinda ...	12 3	14 9	15 3	18 6
Allansford ...	33 0	38 0	30 0	35 0	Bonnie Doon ...	37 0	42 0	40 0	45 0
Allendale ...	27 0	32 0	24 0	29 0	Boolarra ...	34 0	39 0	37 0	42 0
Amphitheatre ...	40 3	45 3	37 6	42 6	Boorcan ...	27 6	32 6	24 6	29 6
Antwerp ...	56 9	61 9	51 6	56 6	Boort ...	45 6	50 6	46 0	51 0
Arapiles ...	42 0	47 0	39 0	44 0	Borung ...	43 9	48 9	44 6	49 6
Ararat ...	33 0	38 0	30 0	35 0	Bowman ...	45 6	50 6	48 6	53 6
Arcadia ...	32 9	37 9	25 9	30 9	Boys ...	33 0	38 0	36 0	41 0
Armstrong ...	37 0	42 0	34 0	39 0	Braxholme ...	39 0	44 0	36 0	41 0
Arnold ...	41 0	46 0	38 9	43 9	Brayington ...	23 6	28 3	26 6	31 6
Avenel ...	24 3	29 3	27 3	32 3	Briagolong ...	26 0	31 0	29 0	34 0
Avoca ...	38 9	43 9	36 0	41 0	Bridgewater ...	38 9	43 9	41 0	46 0
Axedale ...	30 0	35 0	33 0	38 0	Bright ...	48 9	53 9	51 9	56 9
Bacchus Marsh ...	11 3	13 6	14 3	17 3	Brim ...	55 9	60 9	50 6	55 6
Baddaginnie ...	36 3	41 3	39 3	44 3	Broadford ...	16 0	19 3	19 0	23 0
Bagshot ...	36 0	41 0	39 0	44 0	Brookfield ...	45 0	50 0	48 0	53 0
Bairnsdale ...	25 0	30 0	28 0	33 0	Buangor ...	30 0	35 0	27 0	32 0
Ballan ...	17 0	20 6	20 0	24 0	Buckley ...	10 6	12 9	7 6	9 0
Ballarat ...	21 9	26 3	18 9	22 6	Buckrabanyule ...	45 0	50 0	45 6	50 6
Ballarat East ...	21 6	26 0	18 6	22 3	Buffalo ...	32 0	37 0	35 0	40 0
Balmattam ...	43 0	48 0	36 0	41 0	Bullabul ...	40 3	45 3	39 9	44 9
Bannockburn ...	7 0	8 6	4 0	5 0	Bullarto ...	23 6	28 3	26 6	31 6
Banyena ...	52 0	58 0	49 0	55 0	Bulu Bulu ...	23 0	27 9	26 0	31 0
Barfold ...	24 3	29 3	27 3	32 3	Bungaree ...	21 9	26 3	19 6	23 6
Barnawartha ...	46 0	51 0	49 0	54 0	Bung Bong ...	37 3	42 3	34 6	39 6
Barrakee ...	45 6	50 6	46 0	51 0	Buninyong ...	24 0	29 0	21 0	25 3
Barraport ...	46 6	51 6	47 3	52 3	Bunyip ...	17 0	20 6	20 0	24 0
Barwon ...	21 6	26 0	18 6	22 3	Burrum ...	52 0	58 0	49 0	55 0
Bayswater ...	7 6	9 0	10 6	12 9	Burrumbet ...	26 0	31 0	23 0	27 9
Beaconsfield ...	10 6	12 9	13 6	16 3	Bushy Park ...	26 0	31 0	29 0	34 0
Bealiba ...	40 9	45 9	38 0	43 0	Bylands ...	13 6	16 3	16 0	20 0
Beaufort ...	23 0	28 0	25 0	30 0	Byrneside ...	36 0	41 0	39 0	44 0
Becac ...	20 0	24 0	17 0	20 6	Caldermeade ...	16 0	19 3	19 0	23 0
Beech Forest ...	30 0	35 0	27 0	32 0	Camperdown ...	22 6	27 0	19 6	23 6
Beechworth ...	45 9	50 9	48 9	53 9	Cannic ...	49 3	54 3	49 9	54 9
Beechworth Junction ...	42 9	47 9	45 9	50 9	Carapooee ...	43 6	48 6	40 9	45 9
Bena ...	22 3	26 9	25 3	30 3	Carisbrook ...	35 0	40 0	34 0	39 0
Benalla ...	37 9	42 9	40 9	45 9	Carlsruhe ...	18 0	21 9	21 0	25 3
Bendigo ...	33 9	38 9	36 9	41 9	Carrum ...	8 3	10 0	11 3	13 6
Bennison ...	36 0	41 0	39 0	44 0	Casterton ...	39 0	44 0	36 0	41 0
Berriwillock ...	52 6	57 6	53 3	58 3	Castlemaine ...	26 3	31 3	29 3	34 3
Berwick ...	10 0	12 0	13 0	15 9	Cathkin ...	31 6	36 6	34 6	39 6
Bet Bet ...	37 6	42 6	34 9	39 9	Charlton ...	46 0	51 0	46 9	51 9
Bethunga ...	48 9	53 9	51 9	56 9	Cheviot ...	28 3	33 3	31 3	36 3
Beulah ...	57 0	62 0	51 9	56 9	Chewton ...	25 3	30 3	28 3	33 3
Beveridge ...	9 3	11 3	12 3	14 9	Chillingollah ...	59 9	66 6	60 3	67 0
Birchip ...	51 3	56 3	49 3	54 3	Chiltern ...	45 6	50 6	43 6	53 6
Birregurra ...	16 6	20 0	13 6	16 3	Clunes ...	29 3	34 3	26 3	31 3
Bittern ...	14 9	17 9	17 9	21 6	Clyde ...	11 3	13 6	14 3	17 3
Bloomfield ...	22 0	26 6	25 0	30 0	Coalville ...	29 0	34 0	32 0	37 0
Blowhard ...	25 3	30 3	22 3	26 9	Cobden ...	28 6	33 6	25 6	30 6
					Cobram ...	43 9	48 9	46 9	51 9
					Colac ...	19 6	23 6	16 6	20 6

† No junction charge on wool. The whole of the rates shown is payable to Victoria.

## WOOL RATES—continued.

From—	To Melbourne, Kensington, South Kensington, and Newmarket.				To Geelong.				From—	To Melbourne, Kensington, South Kensington, and Newmarket.				To Geelong.			
	Greasy.		Scoured.		Greasy.		Scoured.			Greasy.		Scoured.		Greasy.		Scoured.	
	s.	d.	s.	d.	s.	d.	s.	d.		s.	d.	s.	d.	s.	d.	s.	d.
Coldstream ...	9	6	11	6	12	6	15	0	Elmore ...	39	0	44	0	42	0	47	0
Coleraine ...	39	0	44	0	36	0	41	0	Elphinstone ...	24	0	29	0	27	0	32	0
Coodah ...	36	6	41	6	33	6	38	6	Emberton ...	23	6	28	3	26	6	31	6
Congupna Road ...	37	3	42	3	40	3	45	3	Emu ...	42	3	47	3	39	6	44	6
Cope Cope ...	46	3	51	3	44	3	49	3	Epping ...	5	6	6	9	8	6	10	3
Coromby ...	48	9	53	9	45	9	50	9	Euroa ...	31	6	36	6	34	6	39	6
Cosgrove ...	38	9	43	9	41	9	46	9	Eurobin ...	47	9	52	9	50	9	55	9
Cowwarr ...	30	0	35	0	33	0	38	0	Eversley ...	39	6	44	6	36	6	41	6
Craigieburn ...	6	6	8	0	9	6	11	6	Everton ...	44	6	49	6	47	6	52	6
Cranbourne ...	10	3	12	6	13	3	16	0	Fairview ...	47	9	52	9	48	3	53	3
Creighton ...	29	9	34	9	32	9	37	9	Fernbank ...	25	0	30	0	28	0	33	0
Creswick ...	25	6	30	6	22	6	27	0	Fern Hill ...	20	6	24	9	23	6	28	3
Crossley ...	33	0	38	0	30	0	35	0	Fish Creek ...	33	9	38	9	36	9	41	9
Crossover ...	25	0	30	0	28	0	33	0	Flynn ...	31	0	36	0	34	0	39	0
Crowland ...	38	0	43	0	35	0	40	0	Forrest ...	23	0	27	9	20	0	24	0
Crib Point ...	15	9	19	0	18	9	22	6	Foster ...	35	3	40	3	38	3	43	3
Croydon ...	7	6	9	0	10	6	12	9	Frankston ...	10	0	12	0	13	0	15	9
Cudjee ...	33	0	38	0	30	0	35	0	Fulham ...	26	0	31	0	29	0	34	0
Curyo ...	52	9	57	9	51	0	56	0	Gama ...	56	0	61	0	54	3	59	3
Dandenong ...	7	6	9	0	10	6	12	9	Galacuil ...	56	6	61	6	51	3	56	3
Darlimurla ...	35	0	40	0	38	0	43	0	Garfield ...	16	0	19	3	19	0	23	0
Darwin ...	22	6	27	0	25	6	30	6	Garvoc ...	31	0	36	0	28	0	33	0
Dawson ...	29	0	34	0	32	0	37	0	Geelong* ...	5	0	6	0	...	...	...	...
Daylesford ...	25	6	30	6	28	6	33	6	Gelliondale ...	26	0	31	0	29	0	34	0
Dean Marsh ...	18	9	22	6	15	9	19	0	Gembrook ...	15	6	18	9	18	6	22	3
Deep Lead ...	43	3	48	3	40	3	45	3	Gerang ...	54	3	59	3	51	3	56	3
Deer Park ...	4	6	5	6	7	6	9	0	Gerangamete ...	21	9	26	3	18	9	22	6
Dennington ...	31	0	36	0	28	0	33	0	Gheringhap ...	7	0	8	6	4	0	5	0
Derby ...	37	9	42	9	40	9	45	9	Gisborne ...	14	0	17	0	17	0	20	6
Derrinal ...	26	6	31	6	29	6	34	6	Glenalbyn ...	41	0	46	0	41	9	46	9
Devenish ...	40	9	45	9	43	9	48	9	Glenfyne ...	30	6	35	6	27	6	32	6
Diapur ...	57	3	62	3	54	3	59	3	Glenгарry ...	32	0	37	0	35	0	40	0
Digger's Rest ...	7	9	9	6	10	9	13	0	Glenloth ...	47	3	52	3	47	9	52	9
Diaboola ...	53	0	58	0	50	0	55	0	Glenorchy ...	44	9	49	9	41	9	46	9
Dingee ...	39	9	44	9	42	9	47	9	Glenrowan ...	40	3	45	3	43	3	48	3
Dobie ...	33	0	38	0	30	0	35	0	Glen Thompson ...	37	0	42	0	34	0	39	0
Donald ...	47	3	52	3	45	3	50	3	Golden Square ...	33	6	38	6	36	6	41	6
Donnybrook ...	7	9	9	6	10	9	13	0	Goldsborough ...	39	3	44	3	36	6	41	6
Dooen ...	46	0	51	0	43	0	48	0	Goorambat ...	39	9	44	9	42	9	47	9
Dookie ...	39	3	44	3	42	3	47	3	Goorong ...	37	0	42	0	40	0	45	0
Drouin ...	19	9	23	9	22	9	27	3	Gorne ...	36	6	41	6	33	6	38	6
Drysdale ...	8	0	9	5	5	0	6	0	Gordon ...	19	6	23	6	21	9	26	3
Dumosa ...	49	6	54	6	50	0	55	0	Goroket ...	42	0	47	0	19	0	44	0
Dunkeld ...	35	0	40	0	32	0	37	0	Gowan ...	56	0	62	0	56	6	62	6
Dunnstown ...	21	0	25	3	18	0	21	9	Goyura ...	58	3	63	3	53	0	58	0
Dunolly ...	38	6	43	6	35	9	40	9	Grassdale ...	39	6	44	0	36	0	41	0
Dunneworthy ...	37	6	42	6	34	6	39	6	Great Western ...	37	9	42	9	34	9	39	9
Eaglehawk ...	34	9	39	9	37	9	42	9	Gredgwin ...	47	0	52	0	47	6	52	6
East Metcalfe ...	22	6	27	0	25	6	30	6	Gritjurk ...	39	0	44	0	36	0	41	0
Echuca ...	42	0	47	0	45	0	50	0	Guildford ...	28	6	33	6	31	6	36	6
Edgecombe ...	21	3	25	6	24	3	29	3	Gymbowen ...	42	0	47	0	39	0	44	0
Elaine ...	15	3	18	6	12	3	14	9	Haddon ...	25	0	30	0	22	0	26	6
Ellam ...	59	0	64	0	53	9	58	9	Hamilton ...	36	6	41	6	33	6	38	6
Elmhurst ...	41	6	46	0	38	0	43	0	Hammond ...	32	6	37	6	35	6	40	6
									Harcourt ...	27	9	32	9	30	9	35	9

\* The rates from Geelong to Melbourne shall also apply to wool from Geelong to Williamstown Pier, Port Melbourne Pier, Victoria Dock, and Victoria Park.

† On wool forwarded from the stations on the Goroke Line the amounts computed at the wool mileage scale for the local mileage, with "Small's" minimum, shall be credited to the Goroke Line as its proportion of the revenue.

## WOOL RATES—continued.

From—	To Melbourne, Kensington, South Kensington, and Newmarket.				To Geelong.				From—	To Melbourne, Kensington, South Kensington, and Newmarket.				To Geelong.			
	Greasy.		Scoured.		Greasy.		Scoured.			Greasy.		Scoured.		Greasy.		Scoured.	
	s.	d.	s.	d.	s.	d.	s.	d.		s.	d.	s.	d.	s.	d.	s.	d.
Hastings	14	3	17	3	17	3	20	9	Lalbert	50	0	55	0	50	9	55	9
Hattah	63	3	68	3	61	3	66	3	Lal Lal	17	6	21	0	14	6	17	0
Havelock	37	0	42	0	34	3	39	3	Lancefield	15	9	19	0	18	9	12	0
Hawkesdale	33	0	38	0	30	0	35	0	Lancefield Junction	11	3	13	6	14	3	17	3
Hazelwood	31	6	36	6	34	6	39	6	Lang Lang	16	9	20	3	19	9	23	9
Healesville	14	0	17	0	17	0	20	6	Langwarrin	11	0	13	3	14	0	17	0
Heathcote	25	0	30	0	23	0	33	0	Lara	12	6	15	0	4	0	5	0
Hedley	28	0	33	0	31	0	36	0	Larpet	22	0	26	6	19	0	24	0
Henty	39	0	44	0	36	0	41	0	Lascelles	55	6	60	6	53	6	58	6
Heyfield	28	0	33	0	31	0	36	0	Laurie	39	9	44	9	37	0	42	0
Heywood	36	6	41	6	33	6	38	6	Laverton	5	0	6	0	11	3	18	6
High Camp	17	9	21	6	20	9	25	0	Learnmonth	26	6	31	6	23	6	28	3
Hillside	25	0	30	0	28	0	33	0	Leichardt	37	0	42	0	40	0	45	0
Hoddle Range	34	3	39	3	37	3	42	3	Leonard	27	9	32	9	28	6	33	6
Homebush	38	0	43	0	35	3	40	3	Leongatha	26	6	31	6	29	6	34	6
Homewood	25	3	30	3	28	3	33	3	Leslie	12	6	15	0	15	6	18	9
Hopetoun	59	0	64	0	53	9	58	9	Lethbridge	10	6	12	9	7	6	9	0
Horsham	46	0	51	0	43	0	48	0	Lillico	22	3	26	9	25	3	30	3
Huntly	35	0	40	0	33	0	43	0	Lillimur	59	9	64	9	56	6	61	9
Huon	49	6	54	6	52	6	57	6	Lilliput	45	0	50	0	48	0	53	0
Ilwaco	31	0	36	0	28	0	33	0	Lily	33	9	38	9	36	9	41	9
Inglewood	39	6	44	6	40	3	45	3	Lilydale	9	0	11	0	12	6	14	6
Inglisdon	15	6	18	9	18	6	22	3	Lindenow	25	0	30	0	28	6	33	0
Irrewarra	19	0	23	0	16	0	19	3	Linton	27	0	32	0	24	0	29	0
Irymple	50	0	55	0	50	0	55	0	Litchfield	48	3	53	3	46	6	51	6
Jeetho	21	3	25	6	24	3	29	3	Little River	10	6	12	9	6	6	7	3
Jeparit	58	3	63	3	53	0	58	0	Llanely	40	9	45	9	38	9	43	0
Joyce's Creek	32	0	37	0	35	0	40	0	Locksley	27	0	32	0	30	6	35	0
Jumbunna	25	0	30	0	28	0	33	0	Loch	20	6	24	9	23	6	28	3
Jung	45	0	51	0	43	0	48	0	Londrigan	43	6	48	6	46	6	51	6
Keneira	51	6	56	6	52	0	57	0	Longlen	31	0	36	0	34	0	39	0
Kangaroo	32	9	37	9	35	9	40	9	Longwarry	17	9	21	6	20	9	25	0
Kaniva	59	0	64	0	56	0	61	0	Longwood	28	6	33	6	31	6	36	6
Kanumbra	34	0	39	0	37	0	42	0	Lower Ferntree G.	8	3	10	0	11	3	13	6
Kardella	24	6	29	6	27	6	32	6	Loy Yang	32	0	37	0	35	0	40	0
Karyrie	52	0	57	0	50	0	55	0	Lubeck	46	0	51	0	43	0	48	0
Katamatite	42	6	47	6	45	6	50	6	Lyonville	23	0	27	9	26	0	31	0
Katunga	41	3	46	3	44	3	49	3	Lyndhurst	8	9	10	6	11	3	14	3
Kerang	46	9	51	9	49	9	54	9	Macedon	15	3	18	6	18	3	22	0
Kerrisdale	23	3	28	0	26	3	31	3	Macorna	45	0	50	0	48	0	53	0
Kiata	55	0	60	0	52	0	57	0	Maffra	26	0	31	0	29	9	34	0
Kilmore	14	9	17	9	17	9	21	6	Maindample	38	0	43	0	41	0	46	0
Kilmore East	14	0	17	0	17	0	20	6	Maldon	29	9	34	9	32	9	37	9
Kingston	27	6	32	6	24	6	29	6	Malsbury	21	9	26	3	24	9	29	3
Kinnabulla	52	6	57	6	50	6	55	6	Mangalore	23	0	27	9	26	0	31	0
Kirkstall	33	0	38	0	30	0	35	0	Mannerim	9	0	11	0	6	6	7	3
Knowsley	27	9	32	9	30	9	35	9	Mansfield	39	9	44	9	42	9	47	9
Koonwarra	28	3	33	3	31	3	36	3	Marnoo	54	0	60	3	51	0	57	3
Kooweerup	14	6	17	6	17	6	21	0	Marong	36	0	41	0	39	0	44	0
Kooweerup West	13	6	16	3	16	6	20	0	Maroona	35	0	40	0	32	0	37	0
Koroit	31	0	36	0	28	0	33	0	Marshall	7	0	8	6	4	0	5	0
Korong Vale	43	3	48	3	43	9	48	9	Maryborough	36	0	41	0	32	6	37	6
Korumburra	23	6	28	3	26	6	31	6	Massey	49	0	54	0	47	3	52	3
Koyuga	40	3	45	3	43	3	48	3	Meatman	51	0	56	0	51	6	56	6
Kurling	40	3	45	3	41	0	46	0	Meenyan	29	9	34	9	32	9	37	9
Kyabram	38	0	43	0	41	0	46	0	Mellis	52	6	57	6	48	6	53	6
Kyneton	19	6	23	6	22	6	27	0	Melton	8	9	10	6	11	9	14	3
Lah	55	3	60	3	50	0	55	0	Meredith	13	3	16	0	10	3	12	6
Lake Boga	50	0	55	0	53	0	58	0	Merrigum	37	0	42	0	40	0	45	0
Lake Buloke	47	9	52	9	46	0	51	0	Merino	39	0	44	0	36	0	41	0
Lake Charm	48	3	53	3	51	3	56	3	Merton	35	3	40	3	38	3	43	3

## WOOL RATES—continued.

From—	To Melbourne, Kensington, South Kensington, and Newmarket.				To Geelong.				From—	To Melbourne, Kensington, South Kensington, and Newmarket.				To Geelong.			
	Greasy.		Scoured.		Greasy.		Scoured.			Greasy.		Scoured.		Greasy.		Scoured.	
	s.	d.	s.	d.	s.	d.	s.	d.		s.	d.	s.	d.	s.	d.	s.	d.
Midas ...	24	9	29	9	21	9	26	3	North Mirboo ...	35	6	40	6	38	6	43	6
Middle Creek ...	30	0	35	0	27	0	32	0	„ Monegetta ...	13	6	16	3	16	6	20	0
Mildura ...	50	0	55	0	50	0	55	0	Nullan ...	50	3	55	3	47	3	52	3
Millbrook ...	20	0	24	0	21	0	25	3	Nullawil ...	50	3	55	3	50	9	55	9
Milltown ...	36	6	41	6	33	6	38	6	Numurkah ...	40	0	45	0	43	0	48	0
Mincha ...	44	3	49	3	47	3	52	3	Nyora ...	19	6	23	6	22	6	27	0
Minhamite ...	33	0	38	0	30	0	35	0	Oakvale ...	47	6	52	6	48	0	53	0
Minyip ...	49	9	54	9	46	9	51	9	Officer ...	11	3	13	6	14	3	17	3
Miram ...	58	3	63	3	55	3	60	3	Ondit ...	20	0	24	0	17	0	20	6
Mitiamo ...	41	9	46	9	44	9	49	9	Outtrim ...	26	0	31	0	29	0	34	0
Mitre Lake ...	42	0	47	0	39	0	44	0	Ouyen ...	60	6	65	6	58	6	63	6
Moe ...	27	6	32	6	30	6	35	6	Pakenham ...	13	0	15	9	16	0	19	3
Mologa ...	42	6	47	6	45	6	50	6	Painswick ...	39	6	44	6	36	6	41	6
Molesworth ...	30	6	35	6	33	6	38	6	Palmerston ...	46	0	51	0	49	0	54	0
Monea ...	25	6	30	6	28	6	33	6	Panmure ...	33	0	38	0	30	0	35	0
Monegetta ...	13	0	15	9	16	0	19	3	Parwan ...	10	6	12	9	13	6	16	3
Monameith ...	15	3	18	6	18	3	22	0	Pennyroyal ...	19	6	23	6	16	6	20	0
Montgomery ...	26	0	31	0	29	0	34	0	Penshurst ...	34	0	39	0	31	0	36	0
Moolort ...	33	9	38	9	35	3	40	3	Pettavel ...	7	9	9	6	4	9	5	9
Moorabool ...	7	0	8	6	4	0	5	0	Picola ...	43	9	48	9	46	9	51	9
Moorooduc ...	12	6	15	0	15	6	18	9	Pimpinio ...	50	6	55	6	47	6	52	6
Mooroolbark ...	8	0	9	9	11	0	13	3	Piea Lodge ...	37	6	42	6	40	6	45	6
Mooroopna ...	35	6	40	6	38	6	43	6	Pirron Yallock ...	22	6	27	0	19	6	23	6
Morandig ...	17	0	20	6	20	0	24	0	Pomborneit ...	22	6	27	0	19	6	23	6
Mordialloc ...	6	9	8	3	9	9	11	9	Porepunkah ...	48	6	53	6	51	6	56	6
Moriac ...	8	9	10	6	5	9	7	0	Portland ...	36	6	41	6	33	6	38	6
Mornington ...	14	3	17	3	17	3	20	9	Port Albert ...	25	0	30	0	28	0	33	0
Mornington Jn. ...	11	6	14	0	14	6	17	6	Port Fairy ...	33	0	38	0	30	0	35	0
Mortlake ...	29	0	34	0	26	0	31	0	Prairie ...	40	6	45	6	43	6	48	6
Morton Plains ...	50	3	55	3	48	6	53	6	Pullat ...	59	6	64	6	54	3	59	3
Morwell ...	30	0	35	0	33	0	38	0	Purdeet ...	33	0	38	0	30	0	35	0
Moutajup ...	36	6	41	6	33	6	38	6	Pyalong ...	19	6	23	6	22	6	27	0
Moynce ...	33	0	38	0	30	0	35	0	Pyramid ...	43	9	48	9	46	9	51	9
Munro ...	25	0	30	0	28	0	33	0	Quambatook ...	48	3	53	3	48	9	53	9
Murchison ...	31	6	36	6	34	6	39	6	Queenscliff ...	11	3	13	6	8	3	10	0
Murchison East ...	30	9	35	9	33	9	38	9	Rainbow ...	60	6	65	6	55	3	60	3
Murroon ...	20	6	24	9	17	6	21	0	Ravenswood ...	30	6	35	6	33	6	38	6
Murtoa ...	46	0	51	0	43	0	48	0	Raywood ...	37	3	42	3	40	3	45	3
Musk ...	24	6	29	6	27	6	32	6	Redesdale Junction ...	20	6	24	9	23	6	28	3
Myamyn ...	36	6	41	6	33	6	38	6	Redesdale ...	26	0	31	0	29	0	34	0
Myrtleford ...	46	6	51	6	49	6	54	6	Reedy Lake ...	47	6	52	6	50	6	55	6
Mysia ...	44	6	49	6	45	0	50	0	Remlaw ...	46	0	51	0	43	0	48	0
Mystic Park ...	49	0	54	0	52	0	57	0	Riddell ...	12	6	15	0	15	6	18	9
Nagambie ...	26	6	31	6	29	6	34	6	Ringwood ...	6	6	8	0	9	6	11	6
Nambrok ...	28	0	33	0	31	0	36	0	Rockbank ...	7	0	8	6	10	0	12	0
Nar Nar Goon ...	14	3	17	3	17	3	20	9	Rocky Lead ...	29	0	34	0	27	3	32	3
Naroghid ...	27	6	32	6	24	6	29	6	Rochester ...	40	9	45	9	43	9	48	9
Narracann ...	29	9	34	9	32	9	37	9	Rokeby ...	24	0	29	0	27	0	32	0
Narre Warren ...	9	3	11	3	12	3	14	9	Romsey ...	14	3	17	3	17	3	20	9
Nathalia ...	42	6	47	6	45	6	50	6	Rosebery ...	58	0	63	0	52	9	57	9
Natimuk ...	46	0	51	0	43	0	48	0	Rosedale ...	28	0	33	0	31	0	36	0
Neerim South ...	25	6	30	6	28	6	33	6	Rowsley ...	12	3	14	9	15	3	18	6
Newlyn ...	29	0	34	0	26	0	31	0	Ruby ...	25	6	30	6	28	6	33	6
Newstead ...	31	0	36	0	34	0	39	0	Rupanyup ...	48	0	53	0	45	0	50	0
Newtown ...	27	0	32	0	24	0	29	0	Rushworth ...	34	6	39	6	37	6	42	6
Nhill ...	56	6	61	6	53	0	58	0	Rutherglen ...	45	6	50	6	48	6	53	6
Nooramunga ...	40	3	45	3	43	3	48	3	Sailors Falls ...	27	3	32	3	29	0	34	0
Noradjuha ...	42	0	47	0	39	0	44	0	Sale ...	25	0	30	0	28	0	33	0
North Creswick ...	26	0	31	0	23	0	27	9	Salisbury ...	56	0	61	0	52	3	57	3
„ Geelong ...	5	0	6	0	...	...	...	...									

## WOOL RATES—continued.

From—	To Melbourne, Kensington, South Kensington, and Newmarket.				To Geelong.				From—	To Melbourne, Kensington, South Kensington, and Newmarket.				To Geelong.			
	Greasy.		Scoured.		Greasy.		Scoured.			Greasy.		Scoured.		Greasy.		Scoured.	
	s.	d.	s.	d.	s.	d.	s.	d.		s.	d.	s.	d.	s.	d.	s.	d.
Sandford ...	39	0	44	0	36	0	41	0	Toora ...	34	6	39	6	37	6	42	6
Scarsdale ...	27	0	32	0	24	0	29	0	Tooradin ...	13	0	15	9	16	0	19	6
Sea Lake ...	54	0	59	0	54	9	59	9	Tourello ...	28	0	33	0	25	0	30	0
Sebastian ...	36	6	41	6	39	6	44	6	Traawool ...	21	3	25	6	24	3	29	3
Serviceton ...	60	6	65	6	57	9	62	9	Trafalgar ...	25	3	30	3	28	3	33	3
Seymour ...	21	0	25	3	24	0	29	0	Tragowel ...	45	9	50	9	48	9	53	9
Sheephills ...	50	9	55	9	47	9	52	9	Traralgon ...	33	0	38	0	36	0	41	0
Shelbourne ...	33	6	38	6	36	6	41	6	Trawalla ...	28	0	33	0	25	0	30	0
Shepparton ...	36	0	41	0	39	0	44	0	Urentnam ...	21	9	26	3	24	9	29	9
Smythesdale ...	26	6	31	6	23	6	28	3	Tungamah ...	43	0	48	0	46	0	51	0
Somerville ...	12	3	14	9	15	3	18	6	Turrit ...	57	0	62	0	55	0	60	0
South Elmore ...	38	3	43	3	41	3	46	3	Tyabb ...	13	3	16	0	16	3	19	6
South Geelong ...	7	0	8	6	4	0	5	0	Tylden ...	19	6	23	6	22	6	27	0
South Heathcote ...	24	3	29	3	27	3	32	3	Tynong ...	15	6	18	9	18	6	22	3
South Morang ...	6	9	8	3	9	9	11	9	Ultima ...	52	0	57	0	52	6	57	6
South Yan Yean ...	7	9	9	6	10	9	13	0	Up. Fern T. Gully ...	8	9	10	6	11	9	14	6
Speed ...	57	6	62	6	55	6	60	6	Veetis ...	46	0	51	0	43	0	48	0
Springhurst ...	44	3	49	3	47	3	52	3	Violet Town ...	34	9	39	9	37	9	42	9
St. Arnaud ...	44	3	49	3	41	9	46	9	Wahgunyah ...	46	0	51	0	49	0	54	0
Stavelly ...	37	0	42	0	34	0	39	0	Wahring ...	28	6	33	6	31	6	36	6
Stawell ...	39	6	44	6	36	6	41	6	Waaia ...	41	3	46	3	44	3	49	3
Stoneyford ...	22	6	27	0	19	6	23	6	Wail ...	52	3	57	3	49	3	54	3
Stratford ...	26	0	31	0	29	0	34	0	Waite ...	57	0	63	0	57	6	63	0
Strathkellar ...	36	6	41	6	33	6	38	6	Wallace ...	21	0	25	3	20	0	24	0
Strathmerton ...	42	3	47	3	45	3	50	3	Wallan ...	8	9	11	0	11	9	14	6
St. James ...	41	6	46	6	44	6	49	6	Wal Wal ...	46	0	51	0	43	0	48	0
Stony Creek ...	30	6	35	6	33	6	38	6	Wandong ...	12	3	14	9	15	3	18	6
Stony Point ...	8	6	11	9	11	6	15	3	Wangaratta ...	42	3	47	3	45	3	50	3
Sunbury ...	8	9	10	6	11	9	14	3	Wannon ...	39	0	44	0	36	0	41	0
Sutherland ...	45	0	50	0	43	3	48	3	Waranga ...	33	6	38	6	36	6	41	6
Swan Hill ...	51	3	56	3	54	3	59	3	Warburton ...	16	9	20	3	19	9	23	9
Swanwater ...	45	9	50	9	43	9	48	9	Warncoort ...	17	6	21	0	14	6	17	6
Sydenham ...	5	9	7	0	8	9	10	6	Warne ...	51	0	56	0	49	0	54	0
Tabilk ...	25	0	30	0	28	0	33	0	Warracknabeal ...	54	3	59	3	49	0	54	0
Tabor ...	35	0	40	0	32	0	37	0	Warragul ...	21	3	25	6	24	3	29	3
Talbot ...	32	9	37	9	29	9	34	9	Warra Yadin ...	37	0	42	0	34	0	39	0
Tallangatta ...	51	0	56	0	54	0	59	0	Warrenheip ...	20	6	24	9	17	6	21	0
Tallarook ...	19	0	23	0	22	0	26	6	Warrnambool ...	31	0	36	0	28	0	33	0
Tallygaroopna ...	38	0	43	0	41	0	46	0	Warrong ...	32	0	37	0	29	0	34	0
Tandara ...	38	9	43	9	41	9	46	9	Watchem ...	49	9	54	9	47	9	52	9
Taradale ...	23	0	27	9	26	0	31	0	Watchupga ...	53	9	58	9	51	9	56	6
Tarnagulla ...	40	6	45	6	37	9	42	9	Waubra ...	28	6	33	6	25	0	30	6
Tarranginnie ...	57	0	62	0	54	1	59	0	Wedderburn ...	43	3	48	3	43	9	48	9
Tarranyurk ...	57	6	62	6	52	3	57	3	Wedderburn Jn. ...	42	3	47	3	43	3	48	3
Tarrawarra ...	12	3	14	9	15	3	18	6	Weerite ...	22	6	27	0	19	6	23	6
Tarrawingee ...	44	0	49	0	47	0	52	0	Welshpool ...	30	0	35	0	33	0	38	0
Tarwin ...	29	6	34	6	32	6	37	6	Werribee ...	7	6	9	0	9	3	11	3
Tatura ...	35	6	40	6	38	6	43	6	Whitelaw ...	23	0	27	9	26	0	31	0
Teddywaddy ...	46	9	51	9	47	3	52	3	Whittlesea ...	9	6	11	6	12	6	15	0
Telford ...	43	9	48	9	46	9	51	9	Willaura ...	37	0	42	0	34	0	39	0
Terang ...	29	0	34	0	26	0	31	0	Willowmavin ...	15	9	19	0	18	9	22	6
Thomastown ...	4	9	5	9	7	9	9	9	Winchelsea ...	12	3	14	9	9	3	11	3
Thorpdale ...	31	0	36	0	34	0	39	0	Windermere ...	25	0	30	0	22	0	26	6
Timboon ...	32	6	37	6	29	6	34	6	Winton ...	38	9	43	9	41	9	46	9
Tinauba ...	27	0	32	0	30	0	35	0	Wodonga ...	47	9	52	9	50	9	55	9
Tocumwal ...	44	0	49	0	47	0	52	0	Wombat ...	28	6	33	6	27	6	32	6
Tongala ...	39	6	44	6	42	6	47	6	Woodend ...	16	9	20	3	19	9	23	9
Tooborac ...	21	3	25	6	24	3	29	3	Woodfield ...	36	6	41	6	39	6	44	6
Tooolamba ...	34	3	39	3	37	3	42	3	Woolsthorpe ...	32	0	37	0	29	0	34	0
Toongabbie ...	31	0	36	0	34	0	39	0	Woomelang ...	54	6	59	6	52	9	57	9

## WOOL RATES—continued.

From—	To Melbourne, Kensington, South Kensington, and Newmarket.				To Geelong				From—	To Melbourne, Kensington, South Kensington, and Newmarket.				To Geelong.			
	Greasy.		Scoured.		Greasy.		Scoured.			Greasy.		Scoured.		Greasy.		Scoured.	
	s.	d.	s.	d.	s.	d.	s.	d.		s.	d.	s.	d.	s.	d.	s.	d.
Wooragee ...	46	9	51	9	49	9	54	9	Yarragon ...	23	6	28	3	26	6	31	6
Wunghnu ...	39	3	44	3	42	3	47	3	Yarrowonga ...	44	6	49	6	47	6	52	6
Wycheproof ...	48	3	53	3	48	9	53	9	Yarroweyah ...	43	3	48	3	46	3	51	3
Wychitella ...	44	3	49	3	45	0	50	0	Yatchaw ...	36	0	41	0	33	0	38	0
Yabba North ...	40	9	45	9	43	9	48	9	Yea ...	27	0	32	0	30	0	35	0
Yabba South ...	40	0	45	0	43	6	48	0	Yering ...	10	6	12	9	13	6	18	3
Yackandandah ...	47	3	52	3	50	3	55	3	Yendon ...	18	9	22	6	15	9	19	0
Yan Yean ...	8	3	10	0	11	3	13	6	Yinnar ...	32	9	37	9	35	9	40	9
Yarek ...	32	6	37	6	35	6	40	6	Younmille ...	41	6	46	6	44	6	49	6
Yarra Glen ...	11	3	13	6	14	3	17	3									

NOTE.—Wool forwarded to the Victoria Dock from stations other than Melbourne shall be charged 6d. per ton in addition to the rates to Melbourne.

# RATES FOR WOOL FROM STATIONS AS UNDER TO WESTERN DISTRICT PORTS.

## RATES PER TON.

From--	To Portland Station or Pier.		To Port Fairy.		To Warrnambool Station or Pier.	
	Greasy.	Scoured.	Greasy.	Scoured.	Greasy.	Scoured.
	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
Allansford ...	...	...	10 0	12 0	4 0	5 0
Bochara ...	17 0	20 6	17 0	20 6	17 0	20 6
Boorcan ...	...	...	19 0	23 0	12 3	14 9
Branxholme ...	13 6	16 3	...	...	...	...
Camperdown ...	...	...	21 9	26 3	14 9	17 9
Casterton ...	18 0	21 9	...	...	...	...
Cobden ...	...	...	23 0	27 9	16 6	20 0
Coleraine ...	18 0	21 9	18 0	21 9	18 0	21 9
Coudah ...	11 0	13 3	...	...	...	...
Crossley ...	...	...	4 0	5 0	4 9	5 9
Cudgee ...	...	...	11 3	13 6	4 6	5 6
Dennington ...	...	...	6 9	8 3	4 0	5 0
Dunkeld ...	18 0	21 9	18 0	21 9	18 0	21 9
Garvoc ...	...	...	14 6	17 6	8 0	9 9
Glen Thompson ...	20 0	24 0	20 0	24 0	20 0	24 0
Grassdale ...	16 6	20 0	...	...	...	...
Gritjurk ...	17 0	20 6	18 0	21 9	18 0	21 9
Hamilton ...	14 0	17 6	15 0	18 0	15 0	18 0
Hawkesdale ...	...	...	8 6	10 3	8 6	10 3
Henty ...	17 0	20 6	...	...	...	...
Heywood ...	6 6	8 0	...	...	...	...
Illova ...	...	...	5 9	7 0	4 0	5 0
Kirkatall ...	...	...	4 0	5 0	5 0	6 0
Koroit ...	...	...	4 6	5 6	4 0	5 0
Maroona ...	25 0	30 0	25 0	30 0	25 0	30 0
Merino ...	17 0	20 6	...	...	...	...
Milltown ...	8 9	10 6	...	...	...	...
Minhamite ...	...	...	11 0	13 3	11 0	13 3
Mortlake ...	...	...	17 0	20 6	10 0	12 0
Moutajup ...	18 0	21 9	18 0	21 9	18 0	21 9
Myamyn ...	9 6	11 6	...	...	...	...
Panmure ...	...	...	12 6	15 0	6 0	7 3
Penshurst ...	18 9	22 6	13 0	15 9	13 0	15 9
Port Fairy ...	...	...	...	...	7 9	9 6
Purdeet ...	...	...	12 0	14 6	12 0	14 6
Sandford ...	18 0	21 9	...	...	...	...
Strathkellar ...	18 0	21 9	18 0	21 9	18 0	21 9
Tabor ...	17 0	20 6	15 0	18 0	15 0	18 0
Terang ...	...	...	17 0	20 6	10 0	12 0
Wannon ...	17 0	20 6	17 0	20 6	17 0	20 6
Warrnambool ...	...	...	7 9	9 6	...	...
Warrong ...	...	...	5 9	7 0	5 0	6 0
Willaura ...	22 6	27 0	22 6	27 0	22 6	27 0
Woolsthorpe ...	...	...	7 0	8 6	7 0	8 6
Yatchaw ...	16 0	19 3	15 0	18 0	15 0	18 0

### RATES PER TON FOR WOOL FROM EUSTON AND THE DARLING RIVER DISTRICT.

The rates per ton for the carriage from Echuca, Kerang, Swan Hill, or Mildura, of wool from Euston, and the Darling River District shall be as prescribed hereunder:—

The brands of the bales and the name of the holding from which they are forwarded shall be entered on the consignment notes, and such other information shall be supplied as may be required by the Commissioners as evidence that such wool has been duly forwarded from Euston or the Darling River District:—

	Via Echuca.		Via Kerang.		Via Swan Hill.		Via Mildura.	
	To Melbourne, Kensington, South Kensington, and Newmarket.	To Geelong.	To Melbourne, Kensington, South Kensington, and Newmarket.	To Geelong.	To Melbourne, Kensington, South Kensington, and Newmarket.	To Geelong.	To Melbourne, Kensington, South Kensington, and Newmarket.	To Geelong.
Wool, Greasy	s. d. 25 0	s. d. 28 0	s. d. 30 0	s. d. 33 0	s. d. 35 0	s. d. 38 0	s. d. 40 0	s. d. 40 0
Wool, Scoured	30 0	33 0	35 0	38 0	40 0	43 0	45 0	45 0

### WILLIAMSTOWN AND PORT MELBOURNE LINES.

1. Melbourne, South Kensington, Kensington, and Newmarket to Williamstown Pier or Port Melbourne Pier, and *vice versa* .. 0 6 per bale.
2. Port Melbourne Pier to Williamstown Pier, or *vice versa* ... 0 9 "
3. Dumped wool from the Dumping Sheds at Williamstown to ships at Williamstown Pier shall be charged (including Tallying) 0 1½ "

Wool may be consigned direct from country stations to the Williamstown or Port Melbourne Piers, provided that the name of the vessel it is intended for is stated on the consignment note.

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

### GEE LONG.

Dumped wool from Dumping Sheds at Geelong to Corio Bay Sidings shall be charged 2s. per ton.

### GREASY WOOL TO SCOURING ESTABLISHMENTS.

Greasy wool forwarded from Melbourne or Geelong to Country Wool-washing Establishments to be scoured shall be charged under Class A rate in truck loads of not less than six (6) tons.

### GENERAL.

1. The minimum charges shall, in all cases, be in accordance with the Tariff for "Smalls."
2. Wool placed in the Commissioners' sheds for storage will be charged for at the rate of 1d. 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, and if so sent to store by the Commissioners the consignee shall pay such storage and other charges as may be in force.
3. All wool is carried at owner's risk as to condition, and will be received by the Commissioners accordingly.
4. If detailed weight lists are furnished by the Commissioners for the use of consignees, the charge for weighing will be 4d. per bale. Consignors requiring weight lists must pay for same at the forwarding station.
5. When rates less than the mileage rates are charged between any other station and Melbourne the application of such rates, in respect of suburban stations within 12 miles of Melbourne, shall, except otherwise specified, be as follows:—
  - (A) If the suburban station be of equal or less distance than Melbourne the same rates shall be charged as between Melbourne and such other station if less than the mileage rates.
  - (B) If the suburban station be of greater distance than Melbourne, the rates as between Melbourne and such other station shall be charged, plus the difference between the mileage rates between Melbourne and such other station, and the mileage rates between the suburban station and such other station, if the combined rates be less than the mileage rates for the whole distance.

Unless otherwise expressly provided, the mileage rates shall apply.

## LIVE STOCK.

CONDITIONS FOR THE CARRIAGE OF LIVE STOCK.—SUPPLEMENTARY TO  
THE GENERAL CONDITIONS OF CARRIAGE. (See page 8).

1. The Commissioners will not be liable for the loss of or injury to any horses, cattle, or other animals in excess of the amounts specified hereunder, unless at the time of delivery thereof at the station or siding for the purpose of being carried, the value of such horses, cattle, or other animals shall have been declared by the consignor thereof, and the increased charges hereunder set forth (which are in addition to the freight charges), shall have been paid to and accepted by the employé duly authorized to receive the same.

On horses, cattle, or other animals insured at the risk of the Commissioners, power is reserved to them to regulate the number of animals which shall be carried in each truck, and the Commissioners will not be responsible for any loss or injury which may occur to any live stock during the loading or unloading, or during transit, when such loss or injury arises from fear or restiveness, or through such live stock being suffocated or trampled upon, and without negligence on the Commissioners' part.

The Commissioners' liability 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.

The increased charges are as under, and must be prepaid upon consignment of the stock:—

Distance in Miles.	Per cent. on the Declared Value in excess of the Commissioners' liability	Minimum Additional Charges.	
		Horses and Cattle, including Bulls.	Pigs, Sheep (including Rams), Dogs, or other small animals.
	£ s. d.	£ s. d.	£ s. d.
From 1 to 150 miles ...	4 0 0	1 0 0	0 2 6
" 151 to 200 " ...	5 0 0	1 10 0	0 5 0
" 201 to 300 " ...	6 0 0	2 0 0	0 10 0
" 301 to 400 " ...	7 0 0	2 0 0	0 10 0
" 401 to 500 " ...	8 0 0	2 0 0	0 10 0
" 501 to 600 " ...	9 0 0	2 0 0	0 10 0

Provided that in all cases any animal exceeding in value £100, shall be insured only under special agreement.

2. The Commissioners may decline to receive live stock for carriage on Sunday, Good Friday, Christmas Day, or on any proclaimed holiday, or on any day immediately preceding such Sunday or holiday, when through transit cannot be provided.

3. The Commissioners will not be bound to receive any live stock for carriage to or from any railway station which is not equipped with platforms, yards, and other suitable facilities for loading and unloading live stock, provided that, at the option of the Commissioners, live stock may be received for carriage to or from such places if the owners accept all risk and undertake the loading and unloading, and sign the special requisition form prescribed on page 134 hereof.

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

5. No live stock shall be brought to any railway station except on the condition that the owner accepts all risk of injury to such live stock on the premises not arising from negligence on the part of the Commissioners, and the Commissioners shall be held free from all risk and responsibility, in respect of loss or damage to such live stock arising in connexion with loading or unloading, or from suffocation, or being trampled on, bruised or otherwise injured in transit, or from fire, or where the loss or injury arises from fear or restiveness, or from any other cause whatsoever, not arising from negligence as aforesaid; and all fastenings in either horse boxes or trucks must be made secure by the consignor, upon whom shall rest the sole responsibility therefor.

The Commissioners will not be responsible for any particular number of live stock specified as being loaded into any truck for carriage by rail.

6. The Commissioners do not guarantee, under any circumstances, the arrival or delivery of live stock at any particular time, by any particular train, or for any particular market, neither do they undertake to advise consignees of the arrival of live stock.

7. All live stock must be removed from the railway premises immediately after it is unloaded; or if left will remain at the owner's risk and expense, and may be sent to agistment or livery. The cost of such sending and of such agistment or livery shall be paid by the owner, and such cost 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 order of the Commissioners, and the proceeds applied in payment of all expenses incurred, and the balance thereof handed over to the owner on demand.

8. Rugs, bridles, saddles, or other trappings forwarded with horses, or other animals, are carried entirely at the risk of the owner, and the Commissioners accept no responsibility for damage done to these articles, unless forwarded and charged for as goods.

9. When a truck is only partly occupied by a consignment, the Commissioners reserve the right to fill it up to its full carrying capacity with other stock, if full truck has not been paid for.

10. Requisitions for the carriage of live stock by rail shall be made on the form prescribed on page 136 hereof, unless it be necessary to requisition therefor by telegram or letter, or through an employé of the Commissioners at any station or siding, when such requisition shall be subject to the same conditions as if made on the prescribed form.

The acceptance of any requisition or cash deposit by any employé of the Commissioners at any station or siding, shall not be taken to imply that the required trucks will be supplied until such acceptance is confirmed by the proper employé of the Commissioners.

11. Requisitions for the carriage of live stock must be lodged with the Commissioners not less than four clear days (Sundays excluded) before the date on which the live stock is to be loaded, and such requisitions must be accompanied by a cash deposit of 20s., for each live stock truck, and 10s. for each 4-wheeled goods truck so requisitioned, or by the actual amount of the freight charge if it be less than the deposit specified, provided that no requisition for the carriage of live stock will be received on any date in excess of 21 days prior to the date on which the live stock is to be loaded.

In respect of recognised agents, a fixed deposit, or a guarantee in the form approved by the Commissioners may be accepted in lieu of the cash deposit for each truck prescribed in the foregoing.

12. Any requisition for the carriage of live stock which has been lodged with and accepted by the Commissioners cannot be withdrawn, neither can the required number of trucks be reduced, nor the specified destination station altered, except as follows, viz. :—

(A) When notice is given of any desired withdrawal, reduction or alteration, not less than three clear days (excluding Sundays) before the date specified for such live stock to be loaded, the requisition can be cancelled or modified as desired, conditionally on the forfeiture of the cash deposit lodged in respect of each truck so withdrawn, reduced or altered.

(B) But if less than three clear days' notice (excluding Sundays) be given, the full amount of the freight charges to the specified destination station in excess of the cash deposit lodged shall be paid in respect of each truck so withdrawn, reduced, or altered.

13. Live stock must be yarded in sufficient time to be loaded for and despatched by the trains specified by the proper employé of the Commissioners. If such live stock be not loaded in accordance with the arrangement, the Commissioners will retain the cash deposit lodged in respect of any truck not so loaded, and, in addition, will charge the person who lodged the requisition the difference (if any) between the amount of the deposit on the trucks not loaded and the freight charges thereon to the destination station specified on the requisition; and the Commissioners also reserve the right to remove or otherwise use the trucks supplied for the purpose.

In respect of requisitions for 14 trucks and upwards, one truck in every 14 shall be exempt from the foregoing provisions.

14. Mixed stock will, at the request of the consignor, be carried together in the same truck, provided the whole consignment belongs to one person, and the Commissioners are specially relieved of all responsibility occasioned thereby.

15. The Commissioners may refuse to carry any horse, cattle, sheep, swine, bird, or other live stock, which they reasonably believe to be diseased. No person shall wilfully or negligently drive or bring, or cause, or permit to be driven or brought upon or into any station yard, shed, or premises of the Commissioners any horse, cattle, sheep, swine, bird, or other live stock, having or suffering from any disease whatsoever. Any person guilty of a breach of this by-law shall be liable to a penalty not exceeding £20.

16. Consignors will not, owing to the danger of fire arising through sparks from the engine, be permitted to place straw in sheep trucks.

17. Horse boxes are subject to the same regulations in respect of penalties as are prescribed in Condition No. 12 for live stock trucks.

Requisitions for horse boxes may be lodged with a Stationmaster, but such requisitions should be lodged not less than 48 hours prior to the time at which the loading is required to be done. A cash deposit of £1, or the actual amount of the freight charge if it be less than the deposit specified, must be lodged when the requisition is made. The consignors must ascertain whether or not the horse boxes can be provided before bringing the animals to the station to be loaded, as the acceptance of the deposit will not be held to imply that the horse boxes requisitioned for can be supplied.



*Single Animals in Trucks.*

**One Horse,** Half the rate for cattle in full truck loads. Minimum, 7s. 6d. Foal not over six months old at mare's foot free.

**One Stallion or Bull,** two years and over, 7d. per mile. Minimum, 12s. 6d. The rate for cattle in full truck loads must not be exceeded.

**One Stallion or Bull,** under two years old, half the rate for cattle in full truck loads. Minimum, 7s. 6d.

**One Head of Cattle, Pig, Sheep, Calf, or Goat** in truck, 3d. per mile. Minimum 7s. 6d. Calf not over three months old at cow's foot, free.

**No terminal charge will be made for Single Animals.**

*In Horse Boxes.*

Animals carried by Goods Trains in Horse Boxes will be charged the same rates as by passenger trains.

*Small Animals in Crates or Cases.*

**Pigs, Sheep, Calves, Goats, or Dogs,** in crates or cases, not exceeding 4 cwt. per crate or case in vans of Goods trains shall be charged Class 3 goods mileage rate, but the minimum charge shall be as for 2½ cwt. per crate or case, subject to the Tariff for "Smalls." Any case or crate weighing over 4 cwt. shall be charged under Class 3 plus 50 %.

**One Pig, Sheep, Goat, Calf, Monkey, Kangaroo, or Bear,** in crate or case, in van of Goods train, and not exceeding 200 lbs. gross weight, shall be charged ½d. per mile. Minimum, 1s. If the gross weight exceed 200 lbs., and does not exceed 4 cwt., the consignment shall be charged Class 3 goods mileage rate, but the minimum charge shall be as for 2½ cwt. per crate or case, subject to the Tariff for "Smalls."

The charge for **Goats in crates** sent per vans of Goods trains must not exceed Passenger train rate.

**Wallabies,** in crates or boxes, shall be charged Class 3 goods mileage rates, subject to the Tariff for "Smalls."

**Note.—The Mileage Rates shall be charged for Live Stock in all cases.**

*Hunters' Horses, O.R.*

(a) Hunters' Horses carried by Goods or Mixed trains at the ordinary rates will be returned free at the convenience of the Commissioners on production of a certificate from the Master of the Hunt at any time within the Hunting Season, (which extends from May to the end of September) showing that the horses took part in Hunting.

(b) Hunters' Horses by Passenger trains will be carried in Horse Boxes at 6d. per mile for each horse on the forward journey, minimum 10s. each horse, or at the convenience of the Commissioners, they may be carried by Passenger trains in Cattle trucks at Goods train rates.

In both cases they may be returned free as shown in Clause (a).

(Racehorse Consignment Note, Form PL. 11, must be used and altered to suit requirements.)

*Police Horses to and from Public Demonstrations, O.R.*

Police Horses carried by rail for the purpose of being used in connexion with public demonstrations will be charged half rates each way on production of a certificate from the Police Department showing that the horses are travelling to or returning from the demonstration.

(Racehorse Consignment Note, PL. 11, must be used and altered to suit requirements.)

*Polo Ponies, O.R.*

(a) Ponies, used in Polo Matches, forwarded by Goods or Mixed trains at the ordinary rates will be returned free at the convenience of the Commissioners on production of a certificate from the Secretary of the Polo Club showing that the Ponies took part in the Match.

(b) Polo Ponies may be forwarded in Horse Boxes (when such are available) by Passenger trains at the convenience of the Commissioners, and when so forwarded they are to be charged for as if loaded in Cattle trucks by Goods trains, (1 "F," or each three-stalls in "FF" or "FFF" boxes to be regarded as equivalent to one full Cattle truck), or the Ponies may, at the convenience of the Commissioners be carried in Cattle trucks by Passenger trains at Goods train rates. The minimum charge to be:—

One Pony	...	...	...	...	...	10s.
Two Ponies	...	...	...	...	...	15s.
Three Ponies	...	...	...	...	...	20s.

In each case the Ponies may be returned free as shown in Clause (a).

(Racehorse Consignment Note, Form PL. 11, must be used and altered to suit requirements.)

*Horses to and from Military Parades O.R.*

Horses to and from Military Parades will be charged half rates each way on production of a certificate from the Commanding Officer showing that the horses are travelling to or returning from Parade.

## RATES FOR LIVE STOCK OTHER THAN ORDINARY RATES, O.R.

1. **During the busy Season Sheep** for market for which trucks cannot be supplied on a Monday may, at the option of the Commissioners, be carried on a Tuesday, Wednesday, Thursday, or Friday—at "Off-day" rates. Full terminal.

When "Off-day" rates are in operation they will apply to Sheep for freezing intended for shipment, also Sheep sent for boiling-down purposes.

2. **Live stock** carried by Goods trains between Melbourne and Ballarat and stations beyond Ballarat shall be charged for the mileage *via* North Geelong. Live stock in horse-boxes, and dogs carried by Passenger trains between Melbourne and Ballarat and stations beyond Ballarat, shall be charged for the actual mileage, according to the route by which they are forwarded.

3. **Austral Meat Siding, Newport.**—Sheep consigned to the Austral Meat Siding, Newport, from the Northern and North-Eastern districts shall be charged for the actual mileage *via* Melbourne.

4. **Bendigo Cattle Siding.**—Two Shillings per truck for Sheep in sheep trucks and Cattle in cattle trucks and 1s. per truck for sheep in goods or cattle trucks shall be added to the mileage rates to or from Bendigo; for haulage to or from the Cattle siding. No additional charge shall, however, be made for Pigs which are discharged at the Bendigo Station.

5. **Ballarat Cattle Siding.**—Live stock forwarded to or from the Ballarat Cattle Siding shall be charged for 6 miles in addition to the mileage to or from Ballarat.

6. **Eureka Siding.**—Pigs for Eureka Siding shall be charged the mileage rates, plus 1s. 6d per truck.

7. **Alexandra.**—Live stock forwarded to or from Alexandra shall be charged the mileage rates, plus 4s. per truck.

8. **Mildura.**—Sheep in sheep trucks, and Horses and Cattle in cattle trucks, forwarded from Mildura to Newmarket or *vice versa*, shall be charged the "Off-day" rate in all cases.

9. **Horses forwarded from Newmarket** to Port Melbourne and Williamstown in consignments of six or not exceeding ten trucks shall be charged £6 for the lot, and each additional truck shall be charged 12s. If forwarded in consignments of less than six trucks, the charge shall be 22s. per truck. Charges to be prepaid.

10. **Horses in truck loads from Port Melbourne** to ship's side at the Pier shall be charged 12s. per truck. Charges to be prepaid.

11. **Horses and other Live Stock** forwarded from country stations to the Victoria Dock, Port Melbourne Pier, or Williamstown Pier, for shipment, and discharged from the trucks at the ship's side, shall be charged 2s. per truck in addition to the rates to Melbourne, Port Melbourne, or Williamstown respectively. Charges to be prepaid.

12. **Store Sheep, sent for fattening or breeding purposes, or Store Cattle, and Horses** forwarded for fattening purposes, or dry Cows or springers for dairying purposes, Store Sheep and Cattle, or dry Cows or Springers, forwarded to *bona fide* Store Stock or Dairy Stock sales may, at the option of the Commissioners, be carried on the "Down" journey or from one line to another, comprising both "Up" and "Down" journey, at the following rates:—

(a) In consignments of one full truck and under twenty trucks, at three-fourths the full mileage rates, but the total charge shall not be less than the charge computed at the full mileage rates for the "Up" portion of the journey.

(b) In consignments of twenty trucks and upwards sent a minimum distance of 150 miles, 4d. per truck per mile, but the total charge shall not be less than the charge computed at the full mileage rates for the "Up" portion of the journey.

These concessions will not apply to stock consigned to and discharged at stations within a radius of 20 miles of Ballarat or Bendigo. Full terminal charges will be enforced in all cases.

**Stallions, Working Horses, Bulls, Working Bullocks, Milking Cows, Rams, and Pigs** will not be carried at these rates.

13. **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, and **Bulls, Cows, and Ewes** travelling for breeding purposes at any time, shall be charged ordinary rates for the outward journey, whether sent in horse-boxes or live stock trucks, but will be returned free on condition that before commencing the outward journey and previous to commencing the return journey a certificate shall be furnished when looking the animals. Forms of certificate may be obtained from station-masters. No charge will be made for Foals not over three months old 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, but Bulls, Cows, and Ewes must be returned within three months of the outward journey. It should be understood that animals must be returned in the same number and class of trucks as used on the outward journey, otherwise ordinary rates will be charged for the return journey.

14. **Loading and Unloading Live Stock at more than one station.**—When arrangements are made for the loading or unloading of any truck of Live Stock to be distributed over more than one station the waybill must be prepared at the starting point, and the rate for a full truck load charged for the total distance from the starting station to the final destination station, with an additional charge of 2s. for each occasion on which Stock is booked to be picked up or set down at intermediate points. No debit will be raised at intermediate stations, but the latter will require to indorse on the waybill the number of animals loaded or unloaded at each place.

15. **Rates for Stock to Agricultural Shows** (see page 18).

16. **Rates for Stock for Settlers on Crown Lands, &c.** (see page 96).

### JUNCTION CHARGES FOR LIVE STOCK BETWEEN ALBURY AND WODONGA.

	£	s.	d.
In Live Stock trucks, per truck	...	0	3 0
In New South Wales "D" trucks, per truck	...	0	2 0

The State which performs the haulage shall be allotted 2s. and 1s. 4d. respectively of the foregoing charges.

### HIRE OF STOCK-YARDS.

Sales of Live Stock may at the option of the Commissioners be conducted in Railway Stocks yards at towns where there are no private or municipal sale-yards—provided that trucking arrangements or railway traffic are not interfered with—on payment of the following charges:—

Horses and Fat Cattle, 4d. per head	...	...	...
Store Cattle, 2d. per head	...	...	...
Pigs, 1d. per head	...	...	...
Sheep and Goats, ½d. per head	...	...	...

Minimum charge, 10s.  
Maximum charge, 50s.

The yards must not be occupied for a longer period than 24 hours.

Travelling mobs of cattle, horses, and sheep may be camped or drafted in Railway yards entirely at the risk of the owner, provided that they do not interfere with trucking arrangements or other railway traffic, on payment of the following charges:—

Cattle or Horses, 2d. per head for each 24 hours or part thereof	...	...	...
Sheep, ½d. per head for each 24 hours or part thereof	...	...	...

Minimum, 5s.  
Maximum, 25s.

### CONCESSIONS TO OWNERS OR THEIR DROVERS.

The following concessions are granted to Owners, or *bona fide* Drovers acting for them, travelling in charge of Live Stock:—

- One second class return Drover's pass will be issued for not less than three full truck-belonging to one owner sent at one time, and two return passes for fourteen trucks, or a train load of not less than fourteen trucks, available for return for seven days. Each Owner or Drover travelling on a pass may take two dogs with him free of charge.
- A return ticket at Holiday Excursion fare will be issued to Owner or Drover in charge of not less than one full truck load, available for return for seven days; Form P159 to be filled in, Goods Train Guarantee Form not required.
- Owner or Drover in charge of less than one full truck will be allowed the privilege of travelling in van of Goods train at second-class fare; Goods Train Guarantee Form to be signed.

In all cases Owners or Drovers who obtain above concessions must travel by the same train as the stock under their care, otherwise they will require to pay ordinary fares.

### LIVE STOCK RATES PER PASSENGER TRAINS.

See Passenger Fares Book.

# MILEAGE RATES PER TRUCK FOR LIVE STOCK CARRIED BY GOODS OR MIXED TRAINS—OWNER'S RISK.

These rates include the Terminal charge.

"Off-day" and "Store" rates must not be charged without special authority from the General Passenger and Freight Agent.

Miles.	Full Rate. Sheep in Sheep Trucks, Cattle and Horses in Cattle Trucks.	Off-day Rate for Sheep in Sheep Trucks.	Store Rate. Sheep and Cattle Trucks.	Goods and Cattle Truck Rate for Sheep only.	Miles	Full Rate. Sheep in Sheep Trucks, Cattle and Horses in Cattle Trucks.	Off-day Rate for Sheep in Sheep Trucks.	Store Rate. Sheep and Cattle Trucks.	Goods and Cattle Truck Rate for Sheep only.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.
1	1 0 0	0 18 2	0 15 6	0 10 0	50	1 18 0	1 14 5	1 9 0	1 5 0
2	1 0 0	0 18 2	0 15 6	0 10 0	51	1 18 6	1 14 10	1 9 4	1 5 6
3	1 0 0	0 18 2	0 15 6	0 10 0	52	1 19 6	1 15 9	1 10 1	1 6 0
4	1 0 0	0 18 2	0 15 6	0 10 0	53	2 0 0	1 16 2	1 10 6	1 6 6
5	1 0 0	0 18 2	0 15 6	0 10 0	54	2 0 6	1 16 8	1 10 10	1 7 0
6	1 0 0	0 18 2	0 15 6	0 10 0	55	2 1 6	1 17 7	1 11 7	1 7 6
7	1 0 0	0 18 2	0 15 6	0 10 0	56	2 2 0	1 18 0	1 12 0	1 8 0
8	1 0 0	0 18 2	0 15 6	0 10 0	57	2 3 0	1 18 11	1 12 9	1 8 6
9	1 0 0	0 18 2	0 15 6	0 10 0	58	2 3 6	1 19 4	1 13 1	1 9 0
10	1 0 0	0 18 2	0 15 6	0 10 0	59	2 4 6	2 0 3	1 13 10	1 9 6
11	1 0 0	0 18 2	0 15 6	0 10 0	60	2 5 0	2 0 8	1 14 3	1 9 6
12	1 0 0	0 18 2	0 15 6	0 10 0	61	2 5 6	2 1 1	1 14 7	1 10 0
13	1 0 0	0 18 2	0 15 6	0 10 0	62	2 6 6	2 2 1	1 15 4	1 10 6
14	1 0 0	0 18 2	0 15 6	0 10 0	63	2 7 0	2 2 6	1 15 9	1 11 0
15	1 0 0	0 18 2	0 15 6	0 10 0	64	2 8 0	2 3 5	1 16 6	1 11 6
16	1 0 0	0 18 2	0 15 6	0 10 0	65	2 8 6	2 3 10	1 16 10	1 12 0
17	1 0 0	0 18 2	0 15 6	0 10 0	66	2 9 6	2 4 9	1 17 7	1 12 6
18	1 0 0	0 18 2	0 15 6	0 10 0	67	2 10 0	2 5 2	1 18 0	1 13 0
19	1 0 0	0 18 2	0 15 6	0 10 0	68	2 10 6	2 5 8	1 18 4	1 13 6
20	1 0 0	0 18 2	0 15 6	0 10 6	69	2 11 6	2 6 7	1 19 1	1 14 0
21	1 0 0	0 18 2	0 15 6	0 11 0	70	2 12 0	2 7 0	1 19 6	1 14 6
22	1 0 0	0 18 2	0 15 6	0 11 6	71	2 13 0	2 7 11	2 0 3	1 15 0
23	1 0 0	0 18 2	0 15 6	0 12 0	72	2 13 6	2 8 4	2 0 7	1 15 6
24	1 0 0	0 18 2	0 15 6	0 12 6	73	2 14 0	2 8 10	2 1 0	1 16 0
25	1 0 0	0 18 2	0 15 6	0 13 0	74	2 15 0	2 9 8	2 1 9	1 16 6
26	1 1 0	0 19 1	0 16 3	0 13 6	75	2 15 6	2 10 2	2 2 1	1 17 0
27	1 1 6	0 19 7	0 16 8	0 14 0	76	2 16 6	2 11 1	2 2 10	1 17 6
28	1 2 0	1 0 0	0 17 0	0 14 6	77	2 17 0	2 11 6	2 3 3	1 18 0
29	1 3 0	1 0 11	0 17 9	0 15 0	78	2 18 0	2 12 5	2 4 0	1 18 6
30	1 3 6	1 1 4	0 18 1	0 15 6	79	2 18 6	2 12 10	2 4 4	1 19 0
31	1 4 6	1 2 3	0 18 10	0 16 0	80	2 19 0	2 13 4	2 4 9	1 19 6
32	1 5 0	1 2 8	0 19 3	0 16 6	81	3 0 0	2 14 2	2 5 6	1 19 6
33	1 5 6	1 3 2	0 19 7	0 17 0	82	3 0 6	2 14 8	2 5 10	2 0 0
34	1 6 6	1 4 1	1 0 4	0 17 6	83	3 1 6	2 15 7	2 6 7	2 0 6
35	1 7 0	1 4 6	1 0 9	0 18 0	84	3 2 0	2 16 0	2 7 0	2 1 0
36	1 8 0	1 5 5	1 1 6	0 18 6	85	3 3 0	2 16 11	2 7 9	2 1 6
37	1 8 6	1 5 10	1 1 10	0 19 0	86	3 3 6	2 17 4	2 8 1	2 2 0
38	1 9 6	1 6 9	1 2 7	0 19 6	87	3 4 0	2 17 10	2 8 6	2 2 6
39	1 10 0	1 7 2	1 3 0	1 0 0	88	3 5 0	2 18 8	2 9 3	2 3 0
40	1 10 6	1 7 8	1 3 4	1 0 0	89	3 5 6	2 19 2	2 9 7	2 3 6
41	1 11 6	1 8 7	1 4 1	1 0 6	90	3 6 6	3 0 1	2 10 4	2 4 0
42	1 12 0	1 9 0	1 4 6	1 1 0	91	3 7 0	3 0 6	2 10 9	2 4 6
43	1 13 0	1 9 11	1 5 3	1 1 6	92	3 8 0	3 1 5	2 11 6	2 5 0
44	1 13 6	1 10 4	1 5 7	1 2 0	93	3 8 6	3 1 10	2 11 10	2 5 6
45	1 14 6	1 11 3	1 6 4	1 2 6	94	3 9 0	3 2 4	2 12 3	2 6 0
46	1 15 0	1 11 8	1 6 9	1 3 0	95	3 10 0	3 3 2	2 13 0	2 6 6
47	1 15 6	1 12 2	1 7 1	1 3 6	96	3 10 6	3 3 8	2 13 4	2 7 0
48	1 16 6	1 13 1	1 7 10	1 4 0	97	3 11 6	3 4 7	2 14 1	2 7 6
49	1 17 0	1 13 6	1 8 3	1 4 6	98	3 12 0	3 5 0	2 14 6	2 8 0
					99	3 13 0	3 5 11	2 15 3	2 8 6

## LIVE STOCK MILEAGE RATES—continued.

Miles	Full Rate, Sheep in Sheep Trucks, Cattle and Horses in Cattle Trucks.	Off-day Rate for Sheep in Sheep Trucks.	Store Rate, Sheep and Cattle Trucks.	Goods and Cattle Truck Rate for Sheep only.	Miles	Full Rate, Sheep in Sheep Trucks, Cattle and Horses in Cattle Trucks.	Off-day Rate for Sheep in Sheep Trucks.	Store Rate, Sheep and Cattle Trucks.	Goods and Cattle Truck Rate for Sheep only.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.
100	3 13 6	3 6 4	2 15 7	2 8 6	160	4 11 0	4 2 1	3 8 9	3 4 6
101	3 14 0	3 6 10	2 16 0	2 9 0	161	4 11 6	4 2 7	3 9 1	3 5 0
102	3 14 6	3 7 3	2 16 4	2 9 6	162	4 12 0	4 3 0	3 9 6	3 5 6
103	3 14 6	3 7 3	2 16 4	2 9 6	163	4 12 6	4 3 5	3 9 10	3 5 6
104	3 15 0	3 7 8	2 16 9	2 10 0	164	4 13 0	4 3 11	3 10 3	3 6 0
105	3 15 0	3 7 8	2 16 9	2 10 0	165	4 13 6	4 4 4	3 10 7	3 6 6
106	3 15 6	3 8 2	2 17 1	2 10 6	166	4 14 0	4 4 10	3 11 0	3 7 0
107	3 15 6	3 8 2	2 17 1	2 10 6	167	4 15 0	4 5 8	3 11 9	3 7 6
108	3 16 0	3 8 7	2 17 6	2 11 0	168	4 15 6	4 6 2	3 12 1	3 7 6
109	3 16 0	3 8 7	2 17 6	2 11 0	169	4 16 0	4 6 7	3 12 6	3 8 0
110	3 16 6	3 9 1	2 17 10	2 11 6	170	4 16 6	4 7 1	3 12 10	3 8 6
111	3 16 6	3 9 1	2 17 10	2 11 6	171	4 17 0	4 7 6	3 13 3	3 9 0
112	3 17 0	3 9 6	2 18 3	2 12 0	172	4 17 6	4 7 11	3 13 7	3 9 6
113	3 17 0	3 9 6	2 18 3	2 12 0	173	4 18 0	4 8 5	3 14 0	3 9 6
114	3 17 6	3 9 11	2 18 7	2 12 6	174	4 18 6	4 8 10	3 14 4	3 10 0
115	3 17 6	3 9 11	2 18 7	2 12 6	175	4 19 0	4 9 4	3 14 9	3 10 6
116	3 18 0	3 10 5	2 19 0	2 13 0	176	5 0 0	4 10 2	3 15 6	3 11 0
117	3 18 0	3 10 5	2 19 0	2 13 0	177	5 0 6	4 10 8	3 15 10	3 11 6
118	3 18 0	3 10 5	2 19 0	2 13 0	178	5 1 0	4 11 1	3 16 3	3 11 6
119	3 18 6	3 10 10	2 19 4	2 13 6	179	5 1 6	4 11 7	3 16 7	3 12 0
120	3 18 6	3 10 10	2 19 4	2 13 6	180	5 2 0	4 12 0	3 17 0	3 12 6
121	3 19 0	3 11 4	2 19 9	2 14 0	181	5 2 6	4 12 5	3 17 4	3 13 0
122	3 19 0	3 11 4	2 19 9	2 14 0	182	5 3 0	4 12 11	3 17 9	3 13 6
123	3 19 6	3 11 9	3 0 1	2 14 6	183	5 3 6	4 13 4	3 18 1	3 13 6
124	3 19 6	3 11 9	3 0 1	2 14 6	184	5 4 0	4 13 10	3 18 6	3 14 0
125	4 0 0	3 12 2	3 0 6	2 15 0	185	5 4 6	4 14 3	3 18 10	3 14 6
126	4 0 0	3 12 2	3 0 6	2 15 0	186	5 5 6	4 15 2	3 19 7	3 15 0
127	4 0 6	3 12 8	3 0 10	2 15 6	187	5 6 0	4 15 7	4 0 0	3 15 0
128	4 0 6	3 12 8	3 0 10	2 15 6	188	5 6 6	4 16 1	4 0 4	3 15 6
129	4 1 0	3 13 1	3 1 3	2 16 0	189	5 7 0	4 16 6	4 0 9	3 16 0
130	4 1 0	3 13 1	3 1 3	2 16 0	190	5 7 6	4 16 11	4 1 1	3 16 6
131	4 1 6	3 13 7	3 1 7	2 16 6	191	5 8 0	4 17 5	4 1 6	3 17 0
132	4 1 6	3 13 7	3 1 7	2 16 6	192	5 8 6	4 17 10	4 1 10	3 17 0
133	4 2 0	3 14 0	3 2 0	2 17 0	193	5 9 0	4 18 4	4 2 3	3 17 6
134	4 2 0	3 14 0	3 2 0	2 17 0	194	5 9 6	4 18 9	4 2 7	3 18 0
135	4 2 6	3 14 5	3 2 4	2 17 6	195	5 10 6	4 19 8	4 3 4	3 18 6
136	4 2 6	3 14 5	3 2 4	2 17 6	196	5 11 0	5 0 1	4 3 9	3 19 0
137	4 2 6	3 14 5	3 2 4	2 18 0	197	5 11 6	5 0 7	4 4 1	3 19 0
138	4 3 0	3 14 11	3 2 9	2 18 0	198	5 12 0	5 1 0	4 4 6	3 19 6
139	4 3 0	3 14 11	3 2 9	2 18 0	199	5 12 6	5 1 5	4 4 10	4 0 0
140	4 3 6	3 15 4	3 3 1	2 18 6	200	5 13 0	5 1 11	4 5 3	4 0 6
141	4 3 6	3 15 4	3 3 1	2 18 6	201	5 13 6	5 2 4	4 5 7	4 1 0
142	4 4 0	3 15 10	3 3 6	2 19 0	202	5 14 0	5 2 10	4 6 0	4 1 0
143	4 4 0	3 15 10	3 3 6	2 19 0	203	5 14 6	5 3 3	4 6 4	4 1 6
144	4 4 6	3 16 3	3 3 10	2 19 6	204	5 15 6	5 4 2	4 7 1	4 2 0
145	4 4 6	3 16 3	3 3 10	2 19 6	205	5 16 0	5 4 7	4 7 6	4 2 6
146	4 5 0	3 16 8	3 4 3	3 0 0	206	5 16 6	5 5 1	4 7 10	4 3 0
147	4 5 0	3 16 8	3 4 3	3 0 0	207	5 17 0	5 5 6	4 8 3	4 3 0
148	4 5 6	3 17 2	3 4 7	3 0 6	208	5 17 6	5 5 11	4 8 7	4 3 6
149	4 5 6	3 17 2	3 4 7	3 0 6	209	5 18 0	5 6 5	4 9 0	4 4 0
150	4 6 0	3 17 7	3 5 0	3 1 0	210	5 18 6	5 6 10	4 9 4	4 4 6
151	4 6 0	3 17 7	3 5 0	3 1 0	211	5 19 0	5 7 4	4 9 9	4 4 6
152	4 6 6	3 18 1	3 5 4	3 1 6	212	5 19 6	5 7 9	4 10 1	4 5 0
153	4 7 0	3 18 6	3 5 9	3 2 0	213	6 0 6	5 8 8	4 10 10	4 5 6
154	4 7 6	3 18 11	3 6 1	3 2 0	214	6 1 0	5 9 1	4 11 3	4 6 0
155	4 8 0	3 19 5	3 6 6	3 2 6	215	6 1 6	5 9 7	4 11 7	4 6 6
156	4 8 6	3 19 10	3 6 10	3 3 0	216	6 2 0	5 10 0	4 12 0	4 6 6
157	4 9 0	4 0 4	3 7 3	3 3 6	217	6 2 6	5 10 5	4 12 4	4 7 0
158	4 10 0	4 1 2	3 8 0	3 4 0	218	6 3 0	5 10 11	4 12 9	4 7 6
159	4 10 6	4 1 8	3 8 4	3 4 0	219	6 3 6	5 11 4	4 13 1	4 8 0

## LIVE STOCK MILEAGE RATES—continued.

Miles.	Full Rate, Sheep in Sheep Trucks, Cattle and Horses in Cattle Trucks.	Off-day Rate for Sheep in Trucks.	Store Rate, Sheep and Cattle Trucks.	Goods and Cattle Truck Rate for Sheep only.	Miles.	Full Rate, Sheep in Sheep Trucks, Cattle and Horses in Cattle Trucks.	Off-day Rate for Sheep in Trucks.	Store Rate, Sheep and Cattle Trucks.	Goods and Cattle Truck Rate for Sheep only.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.
220	6 4 0	5 11 10	4 13 6	4 8 6	280	7 17 6	7 1 11	5 18 7	5 12 0
221	6 4 6	5 12 3	4 13 10	4 8 6	281	7 18 0	7 2 5	5 19 0	5 12 6
222	6 5 6	5 13 2	4 14 7	4 9 0	282	7 18 6	7 2 10	5 19 4	5 13 0
223	6 6 0	5 13 7	4 15 0	4 9 6	283	7 19 0	7 3 4	5 19 9	5 13 6
224	6 6 6	5 14 1	4 15 4	4 10 0	284	7 19 6	7 3 9	6 0 1	5 13 6
225	6 7 0	5 14 6	4 15 9	4 10 6	285	8 0 0	7 4 2	6 0 6	5 14 0
226	6 7 6	5 14 11	4 16 1	4 10 6	286	8 0 6	7 4 8	6 0 10	5 14 6
227	6 8 0	5 15 5	4 16 6	4 11 0	287	8 1 6	7 5 7	6 1 7	5 15 0
228	6 8 6	5 15 10	4 16 10	4 11 6	288	8 2 0	7 6 0	6 2 0	5 15 0
229	6 9 0	5 16 4	4 17 3	4 12 0	289	8 2 6	7 6 5	6 2 4	5 15 6
230	6 9 6	5 16 9	4 17 7	4 12 6	290	8 3 0	7 6 11	6 2 9	5 16 0
231	6 10 0	5 17 2	4 18 0	4 12 6	291	8 3 6	7 7 4	6 3 1	5 16 6
232	6 11 0	5 18 1	4 18 9	4 13 0	292	8 4 0	7 7 10	6 3 6	5 17 0
233	6 11 6	5 18 7	4 19 1	4 13 6	293	8 4 6	7 8 3	6 3 10	5 17 6
234	6 12 0	5 19 0	4 19 6	4 14 0	294	8 5 0	7 8 8	6 4 3	5 18 0
235	6 12 6	5 19 5	4 19 10	4 14 6	295	8 5 6	7 9 2	6 4 7	5 18 6
236	6 13 0	5 19 11	5 0 3	4 14 6	296	8 6 6	7 10 1	6 5 4	5 19 0
237	6 13 6	6 0 4	5 0 7	4 15 0	297	8 7 0	7 10 6	6 5 9	5 19 6
238	6 14 0	6 0 10	5 1 0	4 15 6	298	8 7 6	7 10 11	6 6 1	5 19 6
239	6 14 6	6 1 3	5 1 4	4 16 0	299	8 8 0	7 11 5	6 6 6	5 19 6
240	6 15 0	6 1 8	5 1 9	4 16 0	300	8 8 6	7 11 10	6 6 10	6 0 0
241	6 16 0	6 2 7	5 2 6	4 16 6	301	8 9 0	7 12 4	6 7 3	6 0 6
242	6 16 6	6 3 1	5 2 10	4 17 0	302	8 9 6	7 12 9	6 7 7	6 1 0
243	6 17 0	6 3 6	5 3 3	4 17 6	303	8 10 0	7 13 2	6 8 0	6 1 6
244	6 17 6	6 3 11	5 3 7	4 18 0	304	8 10 6	7 13 8	6 8 4	6 1 6
245	6 18 0	6 4 5	5 4 0	4 18 0	305	8 11 0	7 14 1	6 8 9	6 2 0
246	6 18 6	6 4 10	5 4 4	4 18 6	306	8 12 0	7 15 0	6 9 6	6 2 6
247	6 19 0	6 5 4	5 4 9	4 19 0	307	8 12 6	7 15 5	6 9 10	6 2 6
248	6 19 6	6 5 9	5 5 1	4 19 6	308	8 13 0	7 15 11	6 10 3	6 3 0
249	7 0 0	6 6 2	5 5 6	5 0 0	309	8 13 6	7 16 4	6 10 7	6 3 6
250	7 1 0	6 7 1	5 6 3	5 0 0	310	8 14 0	7 16 10	6 11 0	6 4 0
251	7 1 6	6 7 7	5 6 7	5 0 6	311	8 14 6	7 17 3	6 11 4	6 4 6
252	7 2 0	6 8 0	5 7 0	5 1 0	312	8 15 0	7 17 8	6 11 9	6 4 6
253	7 2 6	6 8 5	5 7 4	5 1 6	313	8 15 6	7 18 2	6 12 1	6 5 0
254	7 3 0	6 8 11	5 7 9	5 2 0	314	8 16 0	7 18 7	6 12 6	6 5 6
255	7 3 6	6 9 4	5 8 1	5 2 0	315	8 17 0	7 19 6	6 13 3	6 6 0
256	7 4 0	6 9 10	5 8 6	5 2 3	316	8 17 6	7 19 11	6 13 7	6 6 6
257	7 4 6	6 10 3	5 8 10	5 3 0	317	8 18 0	8 0 5	6 14 0	6 6 6
258	7 5 0	6 10 8	5 9 3	5 3 6	318	8 18 6	8 0 10	6 14 4	6 7 0
259	7 6 0	6 11 7	5 10 0	5 3 6	319	8 19 0	8 1 4	6 14 9	6 7 6
260	7 6 6	6 12 1	5 10 4	5 4 0	320	8 19 6	8 1 9	6 15 1	6 8 0
261	7 7 0	6 12 6	5 10 9	5 4 6	321	9 0 0	8 2 2	6 15 6	6 8 6
262	7 7 6	6 12 11	5 11 1	5 5 0	322	9 0 6	8 2 8	6 15 10	6 8 6
263	7 8 0	6 13 5	5 11 6	5 5 6	323	9 1 0	8 3 1	6 16 3	6 9 0
264	7 8 6	6 13 10	5 11 10	5 5 6	324	9 2 0	8 4 0	6 17 0	6 9 6
265	7 9 0	6 14 4	5 12 3	5 6 0	325	9 2 6	8 4 5	6 17 4	6 10 0
266	7 9 6	6 14 9	5 12 7	5 6 6	326	9 3 0	8 4 11	6 17 9	6 10 6
267	7 10 0	6 15 2	5 13 0	5 7 0	327	9 3 6	8 5 4	6 18 1	6 10 6
268	7 10 6	6 15 8	5 13 4	5 7 6	328	9 4 0	8 5 10	6 18 6	6 11 0
269	7 11 6	6 16 7	5 14 1	5 7 6	329	9 4 6	8 6 3	6 18 10	6 11 6
270	7 12 0	6 17 0	5 14 6	5 8 0	330	9 5 0	8 6 8	6 19 3	6 12 0
271	7 12 6	6 17 5	5 14 10	5 8 6	331	9 5 6	8 7 2	6 19 7	6 12 0
272	7 13 0	6 17 11	5 15 3	5 9 0	332	9 6 0	8 7 7	7 0 0	6 12 6
273	7 13 6	6 18 4	5 15 7	5 9 6	333	9 7 0	8 8 6	7 0 9	6 13 0
274	7 14 0	6 18 10	5 16 0	5 9 6	334	9 7 6	8 8 11	7 1 1	6 13 6
275	7 14 6	6 19 3	5 16 4	5 10 0	335	9 8 0	8 9 5	7 1 6	6 14 0
276	7 15 0	6 19 8	5 16 9	5 10 6	336	9 8 6	8 9 10	7 1 10	6 14 0
277	7 15 6	7 0 2	5 17 1	5 11 0	337	9 9 0	8 10 4	7 2 3	6 14 6
278	7 16 6	7 1 1	5 17 10	5 11 6	338	9 9 6	8 10 9	7 2 7	6 15 0
279	7 17 0	7 1 6	5 18 3	5 11 6	339	9 10 0	8 11 2	7 3 0	6 15 6

## LIVE STOCK MILEAGE RATES—continued.

Miles.	Full Rate, Sheep in Sheep Trucks, Cattle and Horses in Cattle Trucks.	Off-day Rate for Sheep in Sheep Trucks.	Store Rate, Sheep and Cattle Trucks.	Goods and Cattle Truck Rate for Sheep only.	Miles.	Full Rate, Sheep in Sheep Trucks, Cattle and Horses in Cattle Trucks.	Off-day Rate for Sheep in Sheep Trucks.	Store Rate, Sheep and Cattle Trucks.	Goods and Cattle Truck Rate for Sheep only.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.
340	9 10 6	8 11 8	7 3 4	6 16 0	400	11 4 0	10 1 10	8 8 6	7 19 6
341	9 11 0	8 12 1	7 3 9	6 16 0	401	11 4 6	10 2 3	8 8 11	8 0 0
342	9 12 0	8 13 0	7 4 6	6 16 6	402	11 5 0	10 2 9	8 9 3	8 0 6
343	9 12 6	8 13 5	7 4 10	6 17 0	403	11 5 6	10 3 2	8 9 8	8 0 6
344	9 13 0	8 13 11	7 5 3	6 17 6	404	11 6 0	10 3 8	8 10 0	8 1 0
345	9 13 6	8 14 4	7 5 7	6 18 0	405	11 6 6	10 4 1	8 10 5	8 1 6
346	9 14 0	8 14 10	7 6 0	6 18 0	406	11 7 0	10 4 6	8 10 9	8 2 0
347	9 14 6	8 15 3	7 6 4	6 18 6	407	11 7 6	10 5 0	8 11 2	8 2 6
348	9 15 0	8 15 8	7 6 9	6 19 0	408	11 8 6	10 5 11	8 11 11	8 2 6
349	9 15 6	8 16 2	7 7 1	6 19 6	409	11 9 0	10 6 4	8 12 3	8 3 0
350	9 16 0	8 16 7	7 7 6	7 0 0	410	11 9 6	10 6 9	8 12 8	8 3 6
351	9 16 6	8 17 1	7 7 10	7 0 0	411	11 10 0	10 7 3	8 13 0	8 4 0
352	9 17 6	8 17 11	7 8 7	7 0 6	412	11 10 6	10 7 8	8 13 5	8 4 6
353	9 18 0	8 18 5	7 9 0	7 1 0	413	11 11 0	10 8 2	8 13 9	8 4 6
354	9 18 6	8 18 10	7 9 4	7 1 6	414	11 11 6	10 8 7	8 14 2	8 5 0
355	9 19 0	8 19 4	7 9 9	7 1 6	415	11 12 0	10 9 0	8 14 6	8 5 6
356	9 19 6	8 19 9	7 10 1	7 2 0	416	11 12 6	10 9 6	8 14 11	8 6 0
357	10 0 0	9 0 2	7 10 6	7 2 6	417	11 13 6	10 10 5	8 15 8	8 6 0
358	10 0 6	9 0 8	7 10 10	7 3 0	418	11 14 0	10 10 10	8 16 0	8 6 6
359	10 1 0	9 1 1	7 11 3	7 3 6	419	11 14 6	10 11 3	8 16 5	8 7 0
360	10 1 6	9 1 7	7 11 7	7 3 6	420	11 15 0	10 11 9	8 16 9	8 7 6
361	10 2 6	9 2 5	7 12 4	7 4 0	421	11 15 6	10 12 2	8 17 2	8 8 0
362	10 3 0	9 2 11	7 12 9	7 4 6	422	11 16 0	10 12 8	8 17 6	8 8 0
363	10 3 6	9 3 4	7 13 1	7 5 0	423	11 16 6	10 13 1	8 17 11	8 8 6
364	10 4 0	9 3 10	7 13 6	7 5 6	424	11 17 0	10 13 6	8 18 3	8 9 0
365	10 4 6	9 4 3	7 13 10	7 5 6	425	11 17 6	10 14 0	8 18 8	8 9 6
366	10 5 0	9 4 8	7 14 3	7 6 0	426	11 18 0	10 14 5	8 19 0	8 10 0
367	10 5 6	9 5 2	7 14 7	7 6 6	427	11 19 0	10 15 4	8 19 9	8 10 0
368	10 6 0	9 5 7	7 15 0	7 7 0	428	11 19 6	10 15 9	9 0 2	8 10 6
369	10 6 6	9 6 1	7 15 4	7 7 6	429	12 0 0	10 16 3	9 0 6	8 11 0
370	10 7 6	9 6 11	7 16 1	7 7 6	430	12 0 6	10 16 8	9 0 11	8 11 6
371	10 8 0	9 7 5	7 16 6	7 8 0	431	12 1 0	10 17 2	9 1 3	8 12 0
372	10 8 6	9 7 10	7 16 10	7 8 6	432	12 1 6	10 17 7	9 1 8	8 12 0
373	10 9 0	9 8 4	7 17 3	7 9 0	433	12 2 0	10 18 0	9 2 0	8 12 6
374	10 9 6	9 8 9	7 17 7	7 9 6	434	12 2 6	10 18 6	9 2 5	8 13 0
375	10 10 0	9 9 2	7 18 0	7 9 6	435	12 3 0	10 18 11	9 2 9	8 13 6
376	10 10 6	9 9 8	7 18 4	7 10 0	436	12 4 0	10 19 10	9 3 6	8 14 0
377	10 11 0	9 10 1	7 18 9	7 10 6	437	12 4 6	11 0 3	9 3 11	8 14 0
378	10 11 6	9 10 7	7 19 1	7 11 0	438	12 5 0	11 0 9	9 4 3	8 14 6
379	10 12 6	9 11 5	7 19 10	7 11 0	439	12 5 6	11 1 2	9 4 8	8 15 0
380	10 13 0	9 11 11	8 0 3	7 11 6	440	12 6 0	11 1 8	9 5 0	8 15 6
381	10 13 6	9 12 4	8 0 7	7 12 0	441	12 6 6	11 2 1	9 5 5	8 15 6
382	10 14 0	9 12 10	8 1 0	7 12 6	442	12 7 0	11 2 6	9 5 9	8 16 0
383	10 14 6	9 13 3	8 1 4	7 13 0	443	12 7 6	11 3 0	9 6 2	8 16 6
384	10 15 0	9 13 8	8 1 9	7 13 0	444	12 8 0	11 3 5	9 6 6	8 17 0
385	10 15 6	9 14 2	8 2 1	7 13 6	445	12 9 0	11 4 4	9 7 3	8 17 6
386	10 16 0	9 14 7	8 2 6	7 14 0	446	12 9 6	11 4 9	9 7 8	8 17 6
387	10 16 6	9 15 1	8 2 10	7 14 6	447	12 10 0	11 5 3	9 8 0	8 18 0
388	10 17 0	9 15 6	8 3 3	7 15 0	448	12 10 6	11 5 8	9 8 5	8 18 6
389	10 18 0	9 16 5	8 4 0	7 15 0	449	12 11 0	11 6 2	9 8 9	8 19 0
390	10 18 6	9 16 10	8 4 4	7 15 6	450	12 11 6	11 6 7	9 9 2	8 19 6
391	10 19 0	9 17 4	8 4 9	7 16 0	451	12 12 0	11 7 0	9 9 6	8 19 6
392	10 19 6	9 17 9	8 5 1	7 16 6	452	12 12 6	11 7 6	9 9 11	9 0 0
393	11 0 0	9 18 2	8 5 6	7 17 0	453	12 13 0	11 7 11	9 10 3	9 0 6
394	11 0 6	9 18 8	8 5 10	7 17 0	454	12 14 0	11 8 10	9 11 0	9 1 0
395	11 1 0	9 19 1	8 6 3	7 17 6	455	12 14 6	11 9 3	9 11 5	9 1 6
396	11 1 6	9 19 7	8 6 7	7 18 0	456	12 15 0	11 9 9	9 11 9	9 1 6
397	11 2 0	10 0 0	8 7 0	7 18 6	457	12 15 6	11 10 2	9 12 2	9 2 0
398	11 3 0	10 0 11	8 7 9	7 18 6	458	12 16 0	11 10 8	9 12 6	9 2 6
399	11 3 6	10 1 4	8 8 1	7 19 0	459	12 16 6	11 11 1	9 12 11	9 3 0

# CHARGES FOR THE CARRIAGE OF GOODS TO AND FROM THE PORT MELBOURNE AND WILLIAMSTOWN PIERS.

## INWARDS CARGOES

TO MELBOURNE FROM PORT MELBOURNE OR WILLIAMSTOWN PIERS—	s. d.
General cargo, n.o.s. ...	3 0 per ton.
Coin and Bullion ...	Same as Outwards.
Jewellery and Silver-plate..	2 6 per case.
Britannia Metal } 3s. per ton of 40 cubic feet,	
Electro-plate } minimum 2s. 6d. per case,	
Mixed Metal } cask, or package when the	
Plated Goods } value is £5 and upwards.	
Opium ...	2 6 per pkg.
Vehicles, two-wheeled ...	7 6 each.
„ four-wheeled ...	10 0 „
Goods in Class AP shall be carried at the rates and conditions applicable to that class.	

## TO GEELONG FROM PORT MELBOURNE OR WILLIAMSTOWN PIERS—

General cargo, n.o.s. ...	5 0 per ton.
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TO GRAHAM-STREET SIDING FROM PORT MELBOURNE PIER—	s. d.
General cargo, n.o.s. ...	2 6 per ton.

## TO WILLIAMSTOWN SIDINGS OR SHEDS FROM WILLIAMSTOWN PIER—

Coal ...	1 0 „
Artificial manures ...	1 0 „

## TO OTHER STATIONS FROM PORT MELBOURNE OR WILLIAMSTOWN PIERS—

The Tariff Rates and conditions shall be applicable subject to the rates from the piers to Melbourne as a minimum.

## OUTWARDS CARGOES.

## FROM MELBOURNE TO PORT MELBOURNE OR WILLIAMSTOWN PIERS—

General cargo, n.o.s. ...	3 0 per ton.
Basils and Skins pressed, not exceeding 4 cwt. ...	0 6 per bale.
Basils and Skins pressed, over 4 and not exceeding 8 cwt. ...	1 0 „
Basils and Skins unpressed or exceeding 8 cwt. ...	1 6 „
Coin and Bullion in charge of owners and at their risk—	
Copper Coin ...	1 3 per £25 sterling.
Gold Coin ...	1 3 per £1,000 sterling.
„ Bullion ...	2 6 per 1,000 ozs. sterling.
Silver, Coin ...	2 6 per £1,000 sterling.
„ Bullion ...	2 6 per 1,000 ozs.
Drums returned empty ...	0 1 each.
Feathers, n.o.s. ...	1 3 per bale.
„ dumped, not exceeding 2 cwt. ...	0 6 „
Hair, dumped ...	0 6 „
„ undumped ...	1 0 „
Hogsheads or Barrels, empty	0 3 each.
Leather, in bales not exceeding 8 cwt. ...	1 3 per bale.
Leather, in bales over 8 and not exceeding 12 cwt. ...	1 9 „
Meat, Frozen (see page 90).	
Rags, in bales not exceeding 4 cwt. ...	1 0 „
Rags, in bales over 4 and not exceeding 8 cwt. ...	1 6 „
Ship's Stores ...	2 6 per ton.
Tanks, empty ...	2 6 each.
Vehicles ...	Same as Inwards.
Goods in Class AP from Melbourne to Port Melbourne or Williamstown Piers shall be carried at the rates and conditions applicable to that class.	

## FROM PORT MELBOURNE OR WILLIAMSTOWN SIDINGS AND SHEDS TO THE PIERS AT PORT MELBOURNE AND WILLIAMSTOWN RESPECTIVELY—

General cargo, n.o.s. ...	2 6 per ton.
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## FROM GRAHAM-STREET OR BRIDGE-STREET SIDINGS TO PORT MELBOURNE PIER—

Coal, n.o.s., including weighing, owners to load and unload ...	2 0 „
Coal, for steamers <i>Hygeia</i> and <i>Ozone</i> , including weighing, owners to load and unload ...	1 0 „
Tallow, in truck loads, owners to load ...	2 6 „

## FROM GEELONG TO PORT MELBOURNE AND WILLIAMSTOWN PIERS—

General cargo, n.o.s. ...	5 0 „
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## FROM OTHER STATIONS TO PORT MELBOURNE OR WILLIAMSTOWN PIERS—

The Tariff rates and conditions shall be applicable subject to the rates from Melbourne to the Piers as a minimum

(NOTE.—See also pages 99 and 110 for rates for manures, skins and leather, and wool.)

## GENERAL

1. The Minimum Charges which shall be imposed in respect of the traffic to and from the Piers are as under:—

	s.	d.
Not exceeding 10 cubic feet or 5 cwt. ....	1	0
Over 10 cubic feet or 5 cwt. and not exceeding 20 cubic feet or 10 cwt. ....	1	6
Over 20 cubic feet or 10 cwt. at the rate of 3s. per 40 cubic feet or ton.		

2. Cargo landed in mistake from Inward vessels forwarded to Melbourne, and subsequently railed back to the Piers for shipment, shall be charged half rate for both journeys.

Cargo shut out of Outward vessels, and returned to Melbourne to be subsequently railed back to the Piers for shipment, shall be charged half rate for both journeys, provided full rate has been charged on the first journey to the Piers.

For frozen meat see page 97.

3. If any single package exceeds 2 tons dead weight, a charge of 1s. per ton in addition to the freight will be made to cover the extra cost of loading or unloading.

4. All goods shall, except as provided hereunder, be charged according to dead weight of 2,240 lbs. or measurement of 40 cubic feet to the ton at the option of the Commissioners, viz.:—

Cocoa Nuts, stripped or in fibre	...	...	...	350 to the ton.
Coir Rope and Fibre	...	...	...	10 cwt. to the ton.
Felloes	...	...	...	250 to the ton.
Hides, wet	...	...	...	40 to the ton.
India Rubber Cuttings	...	...	...	10 cwt. to the ton.
Infusorial Earth	...	...	...	10 cwt. to the ton.
Rattans	...	...	...	10 cwt. to the ton.
Slates	...	...	...	13½ cwt. to the ton.
Sugar Pockets, empty (Loose)	...	...	...	750 to the ton.
Tiles, roofing	...	...	...	13½ cwt. to the ton.
Timber, softwood	...	...	...	40 cubic feet to the ton.
„ hardwood	...	...	...	30 cubic feet to the ton.

## HAULAGE OF GRAIN, FODDER AND ARTIFICIAL MANURES AT WILLIAMSTOWN PIER.

(a) Agricultural produce discharged into the sheds and then manufactured, pressed, or repacked shall be charged 6d. per ton, minimum 3s. per truck for haulage from the sheds to the piers.

(b) Except as provided in clause (a) all agricultural produce discharged into sheds or transferred from one pier to another pier will be hauled from the sheds to the piers, or from one pier to another pier, without charge.

(c) Agricultural produce rejected at the ship's side shall be charged 6d. per ton, minimum 3s. per truck for haulage from the piers to the shed.

(d) Agricultural produce hauled from one shed to another shed shall be charged 6d. per ton, minimum 3s. per truck.

(e) Artificial manures hauled from the piers to local sheds shall be charged 1s. per ton.

## HAULAGE OF TIMBER, WILLIAMSTOWN PIER.

Timber for lining vessels or dunnage purposes forwarded from the local sidings at Williamstown Pier to ship's side shall be charged 1s. per ton, minimum 6 tons per four-wheeled truck. Timber (old sleepers) forwarded from one grain site or shed to another grain site or shed at Williamstown Pier shall be charged 6d. per ton, minimum 3s. per four-wheeled truck.

Haulage of grain and fruit at Port Melbourne Pier, grain and fruit from the pier to the old Dumping Shed, or vice versa shall be charged 6d. per ton. If the grain or fruit be loaded or unloaded by the Department, an additional charge of 6d. per ton shall be made for each service.

## ARTIFICIAL MANURES.

Artificial manures forwarded from Williamstown Pier or Port Melbourne Pier shall be charged the tariff rates subject to a minimum charge of 1s. per ton.

## STORAGE AT MELBOURNE.

Storage on Inwards Cargoes discharged at the Williamstown and Port Melbourne Piers, and conveyed by rail to Melbourne, shall be allowed 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 1s. per ton for a further seven days or part thereof will be made, and afterwards the charge will be at the rate of 1s. per ton per day.

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

## CHARGES FOR STORAGE, ETC., AT WILLIAMSTOWN PIER.

The following charges and conditions will apply to all grain and cereals placed in the Commissioners' sheds prior to shipment:—

*Storage.*—Threepence per ton per week or part thereof. Minimum charge, 1s.

For use of the Commissioners' sheds for unloading, weighing, sorting, and reloading grain, consigned to find labour, and storage not required, 1d. per ton.

## PORTERAGE RATES FOR LUGGAGE, ETC., AT PORT MELBOURNE PIER.

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 berthed alongside the Port Melbourne Railway Pier :—

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

## GENERAL BY-LAWS FOR RAILWAY PIERS.

No vessel to be  
moored without  
authority.

(1.) No ship or vessel of any kind or description whatsoever shall be moored or fastened to any pier or attached to any ship or vessel of any kind or description whatsoever so moored or fastened without the prior 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 under the provisions of section 17 of the Railways Act 1135.

Vessels to take  
on board ballast  
or cargo to  
steady such  
vessels.

(2.) When and so soon as the discharge of the cargo of any vessel at any pier shall have been completed, and irrespective of whether such discharge shall have been carried out within the period fixed therefor, the master of such vessel the unloading of which shall have been completed shall immediately thereafter cause to be taken on board thereof such sand, stone, or other ballast or such cargo as may be required to steady such vessel.

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

(3.) Every vessel shall be removed by the master thereof from any pier to such a position as will not obstruct any other vessel or vessels from reaching, leaving, or using such pier within three 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 so remove such vessel within the period aforesaid prescribed shall be liable to a penalty not exceeding One pound per hour for each and every hour thereafter during which such vessel may not be so removed.

Discharging and  
loading to be  
proceeded with  
by day and  
night if  
required.

(4.) The master of any vessel which occupies a berth at any pier, if so required by the pier-master by written notice left on board of such vessel, shall cause the discharge and the loading thereof both of ballast and of cargo to be proceeded with vigorously during the whole 24 hours of every day except Sundays, and shall render the usual assistance and provide the usual facilities, rigging, and equipment to permit of such expeditious discharge and loading. In the event of the neglect, refusal, or failure of the master of any such vessel when so required to cause such discharge or loading of his vessel to be so proceeded with, or should such master neglect or refuse or fail to render the usual assistance or provide the usual facilities, rigging, and equipment, he shall be liable to a penalty not exceeding One pound for each and every hour during which any such neglect or refusal or failure may continue, with the exception of Sundays and any period during which the weather conditions may, in the opinion of the pier-master, be such as to render it impracticable to carry on the work of discharging or loading or such as to cause damage to the cargo while being discharged or loaded.

(5.) In addition to any other toll or penalty which may be or may become due under this or any other by-law for the time being in force, a charge shall be paid in respect of every vessel during the time such vessel uses any pier at Port Melbourne or Williamstown of one twenty-fourth of one halfpenny per ton of the net register tonnage (British standard) of such vessel for every hour of the first 144 hours, during which such vessel uses any such pier, and one twenty-fourth of one farthing per ton of such net register tonnage for every hour in excess of such 144 hours subject to a minimum charge at Port Melbourne or Williamstown respectively of one halfpenny per ton of such net register tonnage provided that—

- (a) If any vessel without having left the Port of Melbourne in the interim shall first use any wharf of the Melbourne Harbor Trust and subsequently any pier at Port Melbourne or Williamstown for more than 144 hours in the aggregate, the charge which shall be paid for any time such vessel uses any pier at Port Melbourne or Williamstown in excess of such 144 hours in the aggregate, shall be one twenty-fourth of one farthing per ton of such net register tonnage per hour, subject to a minimum charge at Port Melbourne or Williamstown respectively of one halfpenny per ton of such net register tonnage.
- (b) Subject to the minimum charges hereinbefore mentioned, in computing the charges due under the provisions of this clause, any part of an hour, thirty minutes or less, shall not be charged for, and any part of an hour over thirty minutes shall be charged for as one hour.
- (c) A vessel lying in tier outside a vessel moored to or alongside the pier shall be liable to the foregoing charges as if such vessel were moored directly to such pier.
- (d) Sundays and any other days which may be declared by the Commissioners as holidays at the pier at Port Melbourne or the piers at Williamstown shall be excluded from the operation of this by-law.
- (e) This clause shall not apply in respect of any boat, tug, launch, lighter, hulk, or other vessel licensed under Clause 10 of this by-law, nor to any vessel unloading or loading a full cargo of coal or other materials for the Commissioners during the time the unloading or loading of such coal or materials is in progress.

(6.) The pier-master may at any time direct that any vessel be discharged or loaded by stevedores, and such stevedores shall be employed by and at the risk and expense of the master or agents of such vessel, and not by or on behalf of the Commissioners.

To be discharged or loaded at expense of agent or master.

(7.) No person unless duly authorized by the pier-master to supply ballast to or remove ballast from any vessel lying at any pier shall come upon such pier with ballast for or from any vessel, and any person guilty of a breach of this provision shall be liable to a penalty not exceeding Ten pounds in respect of each and every such breach.

Pier not to be used for removal of ballast without authority.

(8.) Any person who continues to weigh or sample grain, wool, or other goods on the pier, or on trucks or other vehicles standing on the pier, after notice in writing from the pier-master has been served on him to discontinue such weighing or sampling, shall be liable to a penalty not exceeding One pound for each and every hour during which such weighing or sampling continues after the service of such notice.

Weighing and sampling.

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

(9.) 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 not be placed or left lying on any part of any pier without the prior permission in writing of the pier-master. Any person who commits, permits, or causes a breach of this provision shall be liable to a penalty not exceeding Ten shillings for each and every hour during which such breach continues.

Charges for  
licences to ply  
for hire.

(10.) Tolls shall be paid in respect of any boat or steamer plying for hire to and from any pier not exceeding the tolls specified in the following scale :—

- (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 vessels or  
boats to ply  
from pier  
without licence.

(11.) No boatman, waterman, master of any vessel, or other person shall ply for hire to or from any pier unless duly licensed by the Commissioners; and any person who infringes this provision shall be liable to a penalty not exceeding Ten pounds in respect of each and every such infringement.

Tolls on goods  
and live stock  
taken along the  
piers to or from  
vessels at piers.

(12.) Tolls shall be paid on goods and animals not forwarded by rail which may be received at or delivered upon or from any pier, as follows; and in every case the consent of the pier-master to the receipt at or delivery upon or from such pier of such goods and animals shall be first obtained. All handling shall be done by the owner, consignee, or consignee, who shall also accept all risks :—

Horses .. .. .	2s. 6d. per head.
Cattle .. .. .	2s. 6d. per head.
Sheep, exported .. .. .	2s. 6d. per score.
Sheep, imported .. .. .	1s. each.
Pigs .. .. .	3d. each.
Vehicles .. .. .	2s. 6d. each.
Goods not otherwise specified, per ton of 40 cubic feet or 20 cwt. ..	1s. per ton, min. 3d.
Pianos .. .. .	1s. each.
Bicycles, tricycles, and perambu- lators .. .. .	3d. each.
Packages not exceeding 56 lbs. weight .. .. .	2d. each.

Tolls on goods  
brought to or  
taken from  
vessels at piers  
by water.

(13.) Tolls shall be paid in respect of any Railway pier at Williamstown and Port Melbourne on goods brought to or taken from any vessel using any such pier by lighter or other vessel in accordance with the under specified scale :—

(a) Where such goods are taken to or brought from Melbourne *via* the River Yarra—

For every ton of general cargo ..	2s. per ton.
For every bale of wool ..	1s. per bale.
For every bale of leather ..	1s. per bale.

(b) In all cases other than the above—

For every ton of general cargo ..	4d. per ton.
For every bale of wool ..	2d. per bale.
For every bale of leather ..	2d. per bale.

Tolls shall be paid in respect of any Railway pier situated elsewhere than at Williamstown and Port Melbourne, on goods brought to or taken from any vessel using such pier by lighter or other vessel, in accordance with the under specified scale :—

For every ton of general cargo	..	4d. per ton.
For every bale of wool	..	2d. per bale.
For every bale of leather	..	2d. per bale.

All tolls as aforesaid shall be primarily payable by the owner or other person for the time being entitled to the earnings of the lighter or other vessel bringing the goods to or taking the goods from any vessel using any such pier; and in the event of the non-payment of such toll or tolls by such owner or other person within fourteen days after demand from such owner or other person, the said toll or tolls may be sued for and recovered by the Commissioners from the consignors or consignees of the said goods, or from the vessel to or from which such goods were taken or brought.

(14.) 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. Power to remove vessel,

(15.) Any person who hinders, prevents, or obstructs the pier-master in the execution of his duty shall be liable to a penalty not exceeding Ten pounds in respect of each and every such offence. Pier-master not to be hindered in the execution of his duty.

*Extracts from the Railways Act 1890 No. 1135.*

15. The collector of rates may, either alone or with any other person, enter into any vessel berthed or lying at or moored to any pier, wharf, or jetty in order to ascertain the tolls payable in respect of such vessel or of any goods therein. Collector may enter on vessels to ascertain rates payable.

16. The master of every registered vessel berthed or moored at any such pier wharf, or jetty shall, on demand, produce the certificate of the registry of such vessel to the collector of rates. Master of vessel to produce certificate of registry.

17. If the master of any vessel at any pier, wharf, or jetty respectively shall not moor, unmoor, place, or remove the same vessel according to the directions of the pier, wharf, or jetty master, or if there be no person on board of any such vessel to attend to such directions, the pier, wharf, or jetty master may cause such vessel to be moored, unmoored, placed, or removed as he shall think fit, and for that purpose may cast off, unloose, or cut the rope, or unshackle or break the chain by which any such vessel is moored or fastened; (a) and the mooring, unmooring, placing, or removing of such vessel shall be deemed to be work done by the Commissioner or company for and at the request of the owner or master of such vessel, and may be recovered accordingly. Pier-master's directions may be executed at cost of vessels.

18. Every vessel at any pier, wharf, or jetty shall have substantial hawsers, tow-lines, and fasts fixed to the mooring posts when required by the pier, wharf, or jetty master. Vessels at piers or jetties to be properly secured.

26. If any vessel be at any pier, wharf, or jetty without substantial hawsers, tow-lines, or fasts fixed to the mooring posts as hereinbefore directed, after notice from the pier, wharf, or jetty master to the master of such vessel to furnish or fix the same, such master shall for every such offence be liable to a penalty not exceeding Ten pounds. Penalty for vessel insecurely moored.

27. If any person other than the pier, wharf, or jetty master, acting under the power hereinbefore given to him in that behalf, wilfully cut, break, or destroy the mooring or fastening of any vessel lying at the pier, wharf, or jetty, he shall for every such offence be liable to a penalty not exceeding Twenty pounds. Penalty for wilfully cutting moorings.

28. If the master of any vessel or the owner of any goods evade, or attempt to evade, the payment of the tolls payable to the Commissioner or company in respect of such vessel or goods, or any part thereof, he shall pay to the Commissioner or company three times the amount of the tolls of which he shall so have evaded or attempted to evade the payment; and the same shall be recovered from such master or owner respectively either summarily before two justices or by action in any court of competent jurisdiction. Penalty for evasion of tolls.

# LIST OF STATIONS, ETC., OPEN FOR THE RECEIPT OR DELIVERY OF GOODS.

(SUBJECT TO ALTERATION FROM TIME TO TIME.)

## REFERENCES—

(a) Stations marked thus (a) are open for goods not requiring shed accommodation, such as sawn timber, firewood, stone, oats, chaff, &c., in truck loads at owner's risk.—(e) Goods Inwards must be prepaid; all Outwards to pay.—(L.G.) Stations marked thus (L.G.) are open for light goods not requiring crane power. No package sent to such stations must exceed 5 cwt. in weight.—(G.) Stations marked thus (G.) are open for goods of all descriptions.

ADDINGTON—L. G. (e)	Barwo—Parcels and Van Goods (e)	Brookfield—Parcels and Van Goods (e)
Agnes—L. G. (e)	Barwon—G. (e)	Broomfield—L. G. (e)
Alberton—G.	Bayswater—L. G.	Brunswick—(a) in, L. G. out.
Albion Stone Siding—Stone out.	Beaconsfield—L. G.	Buangor—L. G.
Albury—G.	Bealiba—G.	Buckley—L. G. (e)
Alexandra—G. (a)	Beaufort—G.	Buckrabanyule—G.
Allansford—L. G.	Becac—G.	Buffalo—L. G. (e)
Allendale—G.	Beech Forest—L. G. (e)	Bullabul—L. G. (e)
Alphington—(a) in, L. G. out. (e)	Beechworth—G.	Bullarto—G.
Amphitheatre—L. G. (e)	Beechworth Junction—L. G.	Bulu Bulu—L. G. (e)
Antwerp—L. G. (e)	Belgrave—L. G. (e)	Bungaree—G.
Arapiles—L. G. (e)	Bell—L. G.	Bung Bong—L. G. (e)
Ararat—G.	Bena—L. G.	Buninyong—G.
Arcadia—L. G.	Benalla—G.	Bunyip—L. G.
Aspendale (a)—Inwards only	Bendigo—G.	Burnley—(a)
Arden-street North Melbourne—(a), firewood, timber, coal, grain, &c., certain consignees only; firewood, timber, and coal, for any consignee; grain, account Messrs. T. Brunton and Co.; also consignments in truck loads, account Messrs. Lloyd Bros. and Maginnis, Mr. M. F. Gleeson, and The Fidelity Storage Coy.	Bennison—L. G. (e)	Burrum—L. G. (e) consignments must not exceed 10 cwt.
Armstrong—L. G.	Bentleigh—L. G.	Burrumbet—L. G.
Arnold—L. G. (e)	Berriwillcock—G. (e)	Bushy Park—L. G. (e)
Aura—L. G. (e)	Berwick—L. G.	Bylands—L. G. (e)
Austral Gypsum Siding—Gypsum outwards.	Bet Bet—L. G. (e)	Byrneside—L. G. (e)
Avenel—G.	Bethanga—G.	
Avoca—G.	Beulah—G.	
Axedale—G.	Beveridge—L. G. (e)	
	Birchip—G.	CAELLI'S SIDING—Firewood out.
BACCHUS MARSH—G.	Birregurra—L. G.	Caldermeade—L. G. (e)
Baddaginnie—L. G.	Bittern—L. G.	California Gully—L. G.
Bagshot—L. G. (e)	Blackburn—L. G. (a) out.	Camberwell—G.
Bairnsdale—G.	Bloomfield—L. G.	Campbell—L. G. (e)
Bairnsdale Wharf—G.	Blowhard—L. G. (e)	Camperdown—G.
Bald Hills—Parcels and Van Goods (e)	Boigbeat—L. G. (e)	Canadian—L. G. (e)
Ballan—G.	Boisdale—L. G. (e)	Cannie—L. G. (e)
Ballarat—G.	Bolga—L. G. (e)	Canterbury—(a)
Ballarat East—G.	Bolinda—L. G. (e)	Carapooce—L. G. (e)
Balmattum—L. G. (e)	Bonegilla—Parcels and Van Goods (e)	Cargeeg's Siding—Chaff out.
Bannockburn—G.	Bonnie Doon—G.	Carisbrook—G.
Banool—L. G. (e)	Boolarra—G.	Carlsruhe—L. G.
Banyeen—L. G. (e)	Boorcan—L. G. (e)	Carrum—L. G.
Barfold—L. G. (e)	Boort—G.	Casterton—G.
Barker's Creek—L. G. (e)	Borung—L. G.	Castlemaine—G.
Barnawartha—G.	Bowman—L. G. (e)	Cathkin—L. G.
Barongarook—L. G. (e)	Box Hill—L. G.	Caulfield—(a)
Barrakee—L. G. (e)	Boyle's Siding—Timber out.	Cave Hill Siding—Lime out.
Barraport—L. G. (e)	Boys—L. G. (e)	Charlton—G.
	Bradford—Parcels and Van Goods (e)	Cheltenham—L. G.
	Bradshaw—Parcels and Van Goods (e)	Cheviot—G. (e)
	Branxholme—L. G.	Chewton—G.
	Bravington—L. G. (e)	Chillingollah—L. G. (e)
	Briagolong—G. (e)	Chiltern—G.
	Bridgewater—G.	Clayton—L. G. (e)
	Bright—G.	Clunes—G.
	Brighton—L. G.	Clyde—L. G.
	Brim—G.	Coalville—L. G. (e)
	Britannia—(a) (e)	Cobden—L. G. (e)
	Broadford—G.	Cobram—G.
	Broadmeadows—L. G.	Coburg—G.
		Cockatoo—L. G. (e)
		Colac—G.

LIST OF STATIONS, ETC., OPEN FOR THE RECEIPT OR DELIVERY OF GOODS—  
continued.

Coldstream—L. G. (e)	Ellam—L. G. (e)	Glenrowan—G.
Coleraine—G.	Elmhurst—G.	Glenroy—(a)
Condah—L. G.	Elmore—G.	Glen Thompson—J. G.
Congupna Road—L. G. (e)	Elphinstone—G.	Golden Square—G.
Cope Cope—G.	Elsternwick—(a) in and out,	Goldsborough—G. (e)
Cornish's Siding—Timber out	L. G. out	Goorambat—L. G.
Coromby—L. G. (e)	Eltham—L. G. (e)	Goorong—G.
Cosgrove—L. G. (e)	Emberton—L. G. (e)	Gorae—(a)
Cowwarr—L. G.	Emerald—L. G. (e)	Gordon—G.
Craigieburn—L. G.	Emu—L. G.	Goroke—G. (e)
Cranbourne—L. G.	Epping—L. G. (e)	Gowan—L. G. (e)
Creighton—L. G.	Epsom—L. G. (e)	Goyura—L. G. (e)
Creswick—G.	Epsom Pottery Siding—Pot-	Granite—Stone out. (a) (e)
Crib Point—L. G. (e)	tery out	Grassdale—L. G. (e)
Crossley—L. G. (e)	Essendon—L. G.	Gravelside — Firewood and
Crossover—G. (e)	Eureka—L. G. (e)	Ballast out.
Crowland—L. G. (e)	Euroa—G.	Great Southern Consols Sid-
Croxton—L. G. (a)	Eurobin—L. G. (e)	ing—Timber, &c., (e)
Croydon—L. G.	Evelyn—L. G. (e)	Great Western—L. G.
Cudgee—L. G. (e)	Eversley—L. G. (e)	Gredgwin—L. G. (e)
Curry—L. G. (e)	Everton—L. G.	Green Hill—L. G. (e)
		Greensborough—L. G. (e)
		Gritjurk—L. G. (e)
		Guildford—L. G.
		Gymbowen—L. G. (e)
DALMORE—L. G. (e)	FAIRFIELD PARK—(a) in	
Dandenong—G.	and out, L. G. out.	
Darlimurla—L. G. (e)	Fairview—L. G. (e)	HADDON—L. G. (e)
Darnum—G.	Federal Manure Siding—L.	Hallam—L. G. (e)
Dawson—L. G. (e)	G.	Hamilton—G.
Daylesford—G.	Fernbank—L. G. (e)	Hammond—L. G. (e)
Dean Marsh—G. (e)	Fern Hill—G.	Harcourt—G.
Deep Lead—L. G. (e)	Fish Creek—G.	Hastings—L. G.
Deer Park—L. G. (e)	Fitzroy—(a)	Hattah—L. G. (e)
Deniliquin—G.	Flynn—L. G. (e)	Havelock—L. G. (e)
Dennington—L. G. (e)	Footscray—G.	Hawkesdale—L. G. (e)
Derby—L. G. (e)	Footscray West—G. (a)	Hawthorn—(a) in and out,
Derrinal—L. G. (e)	Forrest—G. (e)	L. G. out
Devenish—L. G.	Forsyth's Siding—Sand out.	Hay's Siding—Stone out.
Diapur—G.	Foster—L. G.	Hazelwood—L. G. (e)
Diggers' Rest—L. G. (e)	Frankston—G.	Healesville—G.
Dimboola—G.	Frankston Sand Siding—	Heathcote—G.
Dingee—L. G.	Sand out.	Hedley—G. (e)
Ditchley—L. G. (e)	Fulham—L. G. (e)	Heidelberg—L. G.
Dobie—L. G.		Henty—L. G. (e)
Docker—L. G. (e)		Heyfield—G.
Donald—G.		Heywood—G.
Donnybrook—L. G.		High Camp—L. G. (a)
Doon—L. G. (e)	GALAQUIL—L. G. (e)	Highbett—L. G. (a)
Dookie—G.	Gama—L. G. (e)	Hillside—G. (e)
Drouin—G.	Garfield—L. G.	Hoddle Range—L. G. (e)
Drysdale—J. G.	Garvoc—L. G. (e)	Homebush—L. G. (e)
Dumosa—L. G. (e)	Geelong—G.	Homewood—L. G. (e)
Dunkeld—G.	Geelong Pier—G.	Hopetoun—G.
Dunneworthy—L. G. (e)	Gellibrand—L. G. (e)	Horsham—G.
Dunnstown—L. G.	Gelliondale—L. G. (e)	Huntly—L. G. (e)
Dunolly—G.	Gembrook—L. G. (e)	Huon—L. G. (e)
Dysart—(a) (e)	Gerangamete—L. G. (e)	
	Gerang—G. (e)	
	Gheringhap—L. G.	
	Gillespie's Siding (Beulah)—	
	Grain and flour	
EAGLEHAWK—G.	Gisborne—G.	
East Metcalfe—L. G. (e)	Gladstone—Firewood out.	
East Natimuk (a) (e)	Glenalbyn—L. G. (e)	ILLOWA—L. G.
Echuca—G.	Glenfyne—L. G. (e)	Ingham—Firewood out.
Echuca Wharf—G.	Glangarry—G.	Inglewood—G.
Edgecombe—G. (e)	Glen Huntly—(a) in, L. G.	Ingliston—L. G.
Edi—L. G. (e)	in and out.	Irewarra—L. G.
Elaine—G.	Glenloth—L. G.	Irvine's Siding—L. G. (a) (e)
Elingamite Siding—(a) out-	Glenorchy—G.	Irymple—L. G.
wards only (e)		Ivanhoe—(a) in

LIST OF STATIONS, ETC., OPEN FOR THE RECEIPT OR DELIVERY OF GOODS—  
continued.

JACKSON—Goods out. (a) (e)	Langwarrin—L. G. (e)	McIvor Siding (e) (a)
James' Siding—Timber out.	Lara—L. G.	Meatian—L. G. (e)
Jeetho—L. G.	Larpen—L. G.	Meenyan—L. G. (e)
Jefferson's Siding — Bricks, &c., out (e)	Lascelles—L. G. (e)	Melbourne—G.
Jeparit—G.	Launching Place—G. (e)	Melbourne (Victoria Dock)— G.
Joyce's Creek—L. G. (e)	Laurie—L. G. (e)	Mellis—L. G. (e)
Jumbunna—L. G.	Laverton—L. G.	Melton—G.
Jumbunna Coal Siding—Coal	Pearamonth—L. G. (e)	Mentone—L. G.
Jung—L. G.	Leichardt—L. G. (e)	Meredith—G.
	Leonard—L. G.	Merrigum—L. G.
	Leongatha—G.	Merino—L. G.
	Leopold—L. G. (e)	Merton—L. G. (e)
	Leslie—L. G. (e)	Midas—L. G. (e)
	Lethbridge—G.	Middle Brighton—(a) in and out, L. G. out
KANEIRA—G. (e)	Lightwood — Wood and bricks out (e)	Middle Creek—L. G.
Kangaroo—L. G.	Lillico—L. G. (e)	Mildura—G.
Kaniva—G.	Lillimar—G. (e)	Millbrook—L. G.
Kanumbra—L. G. (e)	Lilliput—L. G. (e)	Millgrove—L. G. (e)
Kardella—L. G. (e)	Lily—L. G. (e)	Milltown—L. G. (e)
Karyrie—L. G. (e)	Lilydale—G.	Mincha—L. G. (e)
Katamatite—L. G.	Lindenow—G.	Minhamite—L. G. (e)
Katunga—G. (e)	Linton—G.	Minyip—G.
Karwarren—L. G. out (e)	Litchfield—L. G. (e)	Miram—G. (e)
Katyl—L. G. (e)	Little River—L. G.	Mitcham—L. G.
Kensington—Grain and flour a/c Kimpton; grain, hides, skins, and wool a/c Young- husband, Row, and Co.; and goods a/c Ryan, Goulding, and Co., and J. A. Boyd	Llandello—Firewood out.	Mitiamo—G.
Kerang—G.	Llanelly—L. G. (e)	Mitre Lake—L. G. (e)
Kerrisdale—L. G. (e)	Loch—L. G.	Moama (D. & M. Coy.)—G.
Kew—(a) in and out, L. G. out	Lucksley—L. G.	Moe—G.
Kiata—G.	Loddon—Timber, &c.	Moir (D. & M. Coy.)—L. G.
Killara—L. G. (e)	Londrigan—L. G. (e)	Mologa—L. G.
Kilmore—G.	Longlea—L. G. (e)	Molesworth—L. G. (e)
Kilmore East—L. G.	Longwarry—G.	Monea—L. G. (e)
Kingston—G.	Longwood—G.	Monegetta—L. G. (e)
Kinnabulla—L. G. (e)	Lovat—L. G. (e)	Monomeith—L. G. (e)
Kirkstall—L. G. (e)	Lower Ferntree Gully—L. G. (e)	Montgomery—L. G. (e)
Knowsley—L. G.	Loy Yang—L. G. (e)	Moolort—G.
Koondrook (Koondrook Tramway)—G.	Lubeck—L. G.	Moorabbia—L. G.
Koonwarra—L. G. (e)	Lyonville—G.	Moorabool—L. G. (e)
Koo-wee-rup—L. G.	Lyndhurst—L. G. (e)	Moorooduc—L. G. (e)
Korong Vale—G.		Mooroolbark—L. G. (e)
Koroit—L. G.	MACDOUGALL'S (BROAD- FORD)—L. G. (e)	Mooroopna—G.
Korumburra—G.	Macedon—G.	Morandine—L. G. (e)
Koyuga—L. G. (e)	Macorna—G.	Mordialloc—L. G.
Kurting—L. G. (e)	Madame Hopkins G. M. Company's Siding — Tim- ber, &c.	Moreland—(a)
Kyabram—G.	Maindample—L. G. (e)	Moriac—L. G. (a)
Kyneton—G.	Maffescioni's Siding—(a) (e)	Mornington Junction—L. G.
	Maffra—G.	Mornington—L. G.
	Maldon—G.	Mortlake—G.
	Malmsbury—G.	Morton Plains—L. G. (e)
	Malvern—(a) in and out, L. G. out	Morwell—G.
LAH—L. G. (e)	Mangalore—L. G.	Mount Clear—L. G. (e)
Lake Boga—G.	Mannerim—L. G. (e)	Moutajup—L. G. (e)
Lake Buloke—L. G. (e)	Mansfield—G.	Moyhu—L. G. (e)
Lake Charm—L. G. (e)	Marnoo—L. G. (e)	Moyne—L. G. (e)
Lalbert—L. G. (e)	Marong—L. G.	Muckleford—L. G. (e)
Lal Lal—L. G.	Maroona—L. G.	Munro—L. G. (e)
Lal Lal Lignite Siding— Firewood out.	Marshall—L. G. (e)	Murchison—L. G. (e)
Lal Lal Race-course—Fire- wood out.	Maryborough—G.	Murchison East—G.
Lancefield—G.	Massey—L. G. (e)	Murroon—L. G. (e)
Lancefield Junction—L. G.	Mathieson's Siding — Fire- wood out.	Murrumbidgee—(a)
Lang Lang—L. G.	Mathoura (D. & M. Co.)—G.	Murtoa—G.
		Musk—L. G. (e)
		Myamyn—Parcels and Van Goods (e)
		Myrtleford—G.
		Mysta—L. G.
		Mystic Park—L. G. (e)
		Mywee—L. G. (e)

LIST OF STATIONS, ETC., OPEN FOR THE RECEIPT OR DELIVERY OF GOODS—  
continued.

NAGAMBIE—G.  
Nambrok Siding—(a) (e)  
Nar-nar-noon—L. G.  
Narracan—L. G. (e)  
Narre Warren—L. G.  
Naroghid—L. G. (e)  
Nathalia—G.  
Nativuk—G.  
Neerim South—G.  
Newlyn—L. G.  
Newmarket—(a) in and out,  
L. G. a/c Dalgety; also  
empty returns Live Stock  
crates in  
Newport—G.  
Newstead—G.  
Newtown—G.  
New Havilah G. M. Co.'s  
Siding—Timber, &c.  
Nhill—G.  
Nooramunga—L. G. (e)  
Noradjuha—L. G. (e)  
Northcote—L. G. in and out  
(a)  
North Carlton—(a)  
North Creswick—L. G.  
North Fitzroy—(a) in and  
out, and L. G. out  
North Geelong—L. G.  
North Learmonth (Goods a/c  
J. Spear only)—L. G. (e)  
North Mirboo—G.  
North Monegetta—Parcels  
and Van Goods (e)  
North Williamstown—(a)  
Nullan—L. G. (e)  
Nullawil—L. G. (e)  
Numurkah—G.  
Nyora—L. G.

OAKLEIGH—G.  
Oak Vale—L. G. (e)  
Officer—L. G. (e)  
Ormond—L. G. (e)  
Ondit—L. G. (e)  
Outtrim—L. G.  
Onyen—L. G.  
Ovens—L. G. (e)  
Oxley—L. G. (e)

PAKENHAM—L. G.  
Painswick—L. G. (e)  
Palmerston—L. G. (e)  
Paradise—L. G. (e) con-  
signments must not exceed  
10 cwt.  
Parwan—L. G.  
Panmure—L. G.  
Pennyroyal—L. G. (e)  
Penshurst—G.  
Pettavel—L. G. (e)  
Picola—G.  
Pimpinio—L. G.  
Pine Lodge—L. G. (e)  
Pirron Yallock—L. G.  
Pemberneit—L. G.

Porepunkah—L. G. (e)  
Portland Freezing Co.'s Sid-  
ing—L. G. (e)  
Portland—G.  
Port Albert—G.  
Port Fairy—L. G.  
Port Melbourne—G.  
Port Melbourne Pier—G.  
Prairie—L. G. (e)  
Pullet—L. G. (e)  
Purdeet—L. G. (e)  
Pyalong—L. G. (e)  
Pyramid—G.

QUAMBATOOK—G.  
Quantong—L. G. (e)  
Queenscliff—G.

RAINBOW—G.  
Ravenswood—L. G.  
Raywood—L. G.  
Redesdale Junction—G.  
Redesdale—L. G. (e)  
Reedy Lake—L. G. (e)  
Reid Bros.' Siding, Lear-  
month—(a) out.  
Remlaw—L. G. (a)  
Reservoir—L. G. in and out  
minimum 2 tons.  
Riddell—L. G.  
Ringwood—L. G.  
Rochester—G.  
Rockbank—L. G. (e)  
Rocky Lead—L. G. (e)  
Rokeby—L. G. (e)  
Romsey—G.  
Rosebery—G. (e)  
Rosedale—L. G.  
Rowsley—L. G. (e)  
Ruby—L. G. (e)  
Rupanyup—G.  
Rushworth—G.  
Russell's Siding, *via* New-  
port—Stone out.  
Rutherglen—G.

SAILOR'S FALLS—L. G.  
(e)  
Sale—G.  
Sale Wharf (a)  
Salisbury—L. G. (e)  
Sandford—L. G.  
Sandringham—L. G.  
Scarsdale—L. G.  
Sea Lake—G.  
Sebastian—L. G. (e)  
Selby—L. G. (e) consign-  
ments must not exceed 10  
cwt.  
Serviceton—G.  
Seville—L. G. (e)  
Seymour—G.  
Sheephills—G.  
Shelbourne—G.  
Shepparton—G.  
Smythesdale—L. G. (e)

Somerville—G.  
South Brunswick—L. G.  
South Elmore—L. G. (e)  
South Geelong—L. G.  
South Heathcote—L. G. (e)  
South Kensington (private  
siding)—(a) a/c N.Z. Loan;  
Hides and skins, Australian  
Mortgage Land and Finance  
Coy., Messrs. Minifie and  
Coy., Ryan, Goulding,  
and Co., and hides a/c  
Nonmus and Co.  
South Kerang—L. G. (e)  
South Morang—L. G. (e)  
South Yan Yean—L. G. (e)  
Speed—L. G. (e)  
Spotswood—(a) a/c Met.  
Board Works, Lennon and  
Co., Robinson and Co.,  
Mel. Glass Bottle Co., W.  
Jones, A. V. Leggo, and  
Barwise and Coy, c/o  
Glass Bottle Works  
Springhurst—L. G.  
Spring Vale—L. G.  
St. Albans—L. G.  
St. Arnaud—G.  
Staughton's Siding—Fire-  
wood, also in and out  
light goods in consign-  
ments of not less than 2  
tons  
Stavelly—L. G. (e)  
Stawell—G.  
St. James—G.  
St. Kilda—(a) in and out,  
L. G. out  
Strangway—Parcels and Van  
Goods (e)  
Stratford—G.  
Strathmerton—G.  
Strathfillan—Firewood out.  
Strathkellar—L. G. (e)  
Stoneyford—L. G. (e)  
Stony Creek—L. G.  
Stony Point—L. G.  
Sulky—L. G. (e)  
Sunbury—L. G.  
Sunshine—L. G.  
Sutherland—L. G. (e)  
Surrey Hills—L. G.  
Swan Hill—G.  
Swanwater—L. G. (e)  
Sydenham—L. G.  
Sydney Flat—Parcels and  
Van Goods (e)

TABILK—L. G.  
Tabor—L. G. (e)  
Talbot—G.  
Tallangatta—G.  
Tallaroek—G.  
Tallygaroopna—G.  
Tandarra—L. G. (e)  
Taradale—L. G.  
Tarnagulla—G.  
Tarranginnie—L. G. (e)  
Tarranyurk—L. G. (e)  
Tarrawarra—L. G. (e)

LIST OF STATIONS, ETC., OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—  
*continued.*

Tarrawingee—G. (e)	WAHGUNYAH—G.	Wimba—L. G. (e)
Tarwin—L. G. (e)	Waaia—L. G. (e)	Winchelsea—L. G.
Tatonga—Cattle	Wahring—G.	Windermere—L. G. (e)
Tatura—G.	Wail—L. G. (e)	Windsor—(a) G.
Teddywaddy—L. G. (e)	Waitchie—L. G. (e)	Winton—L. G. (e)
Telford—L. G. (e)	Wallace—L. G.	Wodonga—G.
Tempy—(a) in and out, L.	Wallan—L. G.	Wombat—L. G. (e)
G. in	Wal Wal—L. G. (e)	Woodburn—L. G. (e)
Terang—G.	Wandin—L. G. (e)	Woodend—G.
Thomastown—L. G. (e)	Wandong—G.	Woodfield—L. G. (e)
Thorpdale—G. (e)	Wangaratta—G.	Woolsthorpe—L. G. (e)
Timboon—L. G. (e)	Wannon—L. G. (e)	Woomelang—L. G.
Tinamba—L. G.	Waranga—L. G. (e)	Wooragee—L. G. (e)
Tocumwal—L. G.	Warburton—G.	Woori Yallock—L. G. (e)
Tongala—L. G.	Warcourt—L. G. (e)	Woundella—Ballast out.
Tooborac—G.	Warne—L. G. (e)	Wunghnu—G.
Toolamba—G.	Warracknabeal—G.	Wycheproof—G.
Toongabbie—G.	Warragul—G.	Wyhitella—L. G. (e)
Toora—L. G.	Warra Yadin—L. G. (e)	
Tooradin—L. G. (e)	Warrenheip—L. G.	
Toorak—G.	Warrnambool—G.	
Toorong—L. G. (e)	Warrnambool Pier—G.	
Tourello—L. G. (e)	Warrong—L. G. (e)	YABBA NORTH—L. G. (e)
Traawool—L. G. (e)	Watchem—G.	Yabba South—L. G. (e)
Trafalgar—L. G.	Watchupga—L. G. (e)	Yackandandah—G.
Tragowel—L. G. (e)	Waubra—L. G. (e)	Yan Yean—L. G. (e)
Traralgon—G.	Wedderburn Junction—L. G.	Yarck—L. G. (e)
Trawalla—L. G.	Wedderburn—G.	Yarra Glen—G.
Trentham—G.	Weeaproun—L. G. (e)	Yarra Junction—G.
Tungamah—G.	Weerite—L. G. (e)	Yarragon—L. G.
Turriff—L. G. (e)	Welsford—L. G. (e)	Yarraville—(a)
Tyabb—L. G. (e)	Welshpool—L. G.	Yarrowonga—G.
Tylden—L. G. (e)	Werribee—G.	Yarroweyah—G.
Tynong—L. G. (e)	West Warburton—G. (e)	Yatchaw—L. G. (e)
ULTIMA—L. G.	White Hills Siding—L. G.	Yatpool—(e) parcels and van
Upper Ferntree Gully—G.	(e) (outwards)	goods
Upwey—Parcels and Van	Whitelaw—L. G. (e)	Yaugher—L. G. (e)
Goods (e)	Whitfield—G. (e)	Yea—G.
	Whittlesea—L. G.	Yering—L. G.
VECTIS—L. G. (e)	Whoorel—L. G. (e)	Yendon—L. G.
Victoria Park—G.	Willaura—L. G.	Youanmite—L. G. (e)
Violet Town—G.	Williamstown Pier—G.	Yinnar—L. G. (e)
	Willowmavin—L. G. (e)	

# LIST OF STATIONS IN CHARGE OF CARETAKERS, AND UNATTENDED STATIONS AND SIDINGS.

(Subject to alteration from time to time).

(a) The loading and unloading of all goods at the undermentioned places, also at all private sidings, must be performed by or at the cost of the consignor or the consignee, as the case may be.

(b) The charges on all goods consigned to the undermentioned places, except those marked with an asterisk \*, must, unless otherwise provided, be prepaid.

(c) Goods will not be received for carriage to unattended stations and sidings unless the consignor or some person authorized by him for the purpose signs consignment note No. GF.4 as shown on page 142 hereof.

## STATIONS IN CHARGE OF CARETAKERS.

ADDINGTON	Deer Park	Kerrisdale
Albion (stone out.)	Derby	Koonwarra
Alphington	Derrinal	Koyuga
Amphitheatre	Diggers' Rest	Kurting
Antwerp	Dooen	
Arnold		
	EAST METCALFE	LAIH
BAGSHOT	Eltham	Lake Charm
Bald Hills	Emerald	Laibert
Balmattum	Epping	Langwarrin
Barfold	Epsom	Lascelles
Barker's Creek		Learmonth
Barrakee		Leichardt
Bennison	FERNBANK	Leslie
Berriwillock	Flynn	Lillimur
Beveridge	Forrest	Lily
Bet Bet	Fulham	Litchfield
Blowhard		Llanelly
Boisdale		Londrigan
Bolga	GALAQUIL	Longlea
Boorcan	Garvoc	Lower Fern Tree Gully
Bowman	Gelliendale	Loy Yang
Bradshaw	Gerang	Lyndhurst
Briagolong	Glenalbyn	
Buckley	Goldsborough	MAINDAMPLE
Buffalo	Goroke	Marnoo
Bullabul	Coyura	Marshall
Buln Buln	Grassdale	Meeniyah
Bung Bong	Gravelside (ballast out.)	Merton
Bylands		Milltown
Byrneside		Mincha
	HADDON	Miram
CALDERMEADE	Hallam	Molesworth
Campbell	Havelock	Monea
Carapooce	Hawkesdale	Monomeith
Cheviot	Henty	Moorabool
Chillingollah	High Camp	Mooroolbark
Clayton	Hillside	Morandig
Cobden	*Highbett	Moyhu
Coldstream	Hoddle Range	Muckleford
Congupna-road	Homebush	Munro
Corio	Homewood	Murchison
Coromby	Huntly	Musk
Cosgrove	Huon	Myamyn
Crib Point		Mystic Park
*Croxtan	JOYCE'S CREEK	
Cudgee		
	KANEIRA	NARRACAN
DARLIMURLA	Kanumbra	Navigator
Dawson	Kardella	Nooramunga
Dean Marsh	Katunga	Noradjuha
Deep Lead		Nullan

LIST OF STATIONS IN CHARGE OF CARETAKERS, AND UNATTENDED STATIONS, ETC.—  
continued.

OFFICER	Sebastian	Tyabb
Ondit	Smythesdale	Tylden
*Ormond	South Elmore	Tynong
Ovens	South Heathcote	
	South Morang	
	South Yan Yean	
PALMERSTON	Stavely	
Pettavel (stone out.)	Stoneyford	
Pine Lodge	Strangway	WAAITA
Porepunkah	Sulky	Wail
Prairie	Sydney Flat	Wal Wal
Pyalong		Waranga
		Warnecoort
QUANTONG	TANDARA	Waubra
	Tarranginnie	Weerite
	Tarrawarra	Wellsford
REDESDALE	Tarrawingee	Windermere
Reedy Lake	Tarwin	Winton
Rockbank	Teddywaddy	Wombat
Rocky Lead	Telford	Woodfield
Rokeby	Thomastown	Wyhitella
Rosebery	Thorpdale	
Rowsley	Timboon	
Ruby	Tooradin	
	Toorong	
SAILORS' FALLS	Tourello	YABBA NORTH
Salisbury	Traawool	Van Yean
	Tragowel	Yarck
	Tunstall	Yinnic

UNATTENDED STATIONS AND SIDINGS.

AGNES	Ditchley	INGHAM (firewood out.)
Arapiles	Docker	
Aspendale	Dumosa	
Aura	Dunneworthy	JACKSON
	Dysart	
BANOOL	EAST NATIMUK	KARYRIE
Banyena	Edgecombe	Katyl
Barongarook	Edi	Kawarren
Barrapoort	Elingamite Siding	Killara
Barwo	Ellam	Kinnabulla
Barwon	Emberton	Kirkstall
Beech Forest	Eureka	
Belgrave	Eurobin	
Boigbeat	Evelyn	LAKE BULOKE
Bolinda	Eversley	Launching Place
Bonegilla		Laurie
Boys	FAIRVIEW	Leopold
Bradford	GAMA	Lillico
Bravington	Gellibraud	Lilliput
Britannia Siding	Gembrook	Lovat
Brookfield	Gerangamete	
Bushy Park	Glenfyne	
Burrum	Gorae	MANNERIM
CANADIAN	Gowan	Massey
Cannie	Gredgwin	Mentian
Coalville	Green Hill	Mellis
Cockatoo	Greensborough	Midas
Crossley	Gritjurk	Millgrove
Crossover	Gymbowen	Minhamite
Crowland		Mitre Lake
Curyo	HAMMOND	Monegetta
	Hattah	Montgomery
DALMORE	Hazelwood	Moorooduc
Dennington	Hedley	

UNATTENDED STATIONS AND SIDINGS—*continued.*

Morton Plains	Pisgah (cream out.)	WAITCHIE
Mount Clear	Pullat	Wandin
Moutajup	Purdeet	Wannon
Moyne		Warne
Murroon	REMLAW	Warra Yadin
Mywee		Warrong
	SELBY	Watchupga
	Seville	Weeaprounah
NAMBROK SIDING	South Kerang	West Warburton
Naroghid	Speed	Whitelaw
North Learmonth	Staughton's Siding	Whitfield
North Monegetta	Strathkellar	Whoorel
Nullawil	Sutherland	Willowmavin
	Swanwater	Woodburn
	TABOR	Woolsthorpe
OAKVALE	Tarranyurk	Woori Yallock
Oxley	Tempy	Worragee
	Turriff	
PAINSWICK	UPVEY	YABBA SOUTH
Paradise		Yatchaw
Pennyroyal	VECTIS	Yaugher
		Yousamite

# LIST OF NON-RAILWAY TOWNS, SHOWING THE NAMES OF THE RAILWAY STATIONS TO WHICH GOODS SHOULD BE CONSIGNED.

(See page 146 for Alphabetical List of Railway Stations.)

The following information has been collected from different districts, and is tabulated here for general information, but the Commissioners do not accept any responsibility for its accuracy. (Subject to alteration as the lines extend.)

Place.	Nearest Railway Station.	Place	Nearest Railway Station.
Acheron ...	Alexandra ...	Boweya North ...	St. James ...
Airey's Inlet ...	Geelong ...	Boyeo ...	Nhill ...
Allan's Flat ...	Yackandandah ...	Brentwood ...	Warracknabeal ...
Amherst ...	Talbot ...	Brimboal ...	Casterton ...
Anderson's Inlet (Inverloch)	Outtrim ...	Bringalbert ...	Goroke ...
Anglesea ...	Geelong ...	Bromley ...	Dunolly ...
Angustown ...	Nagambie ...	Brooklet ...	Minyip ...
Apollo Bay ...	Forrest ...	Brookside ...	Porepunkah ...
Apsley ...	Goroke ...	Broughton ...	Nhill ...
Ardno ...	Casterton ...	Brown's Plains ...	Chiltern ...
Areegra ...	Sheep Hills ...	Bruthen ...	Bairnsdale ...
Avon Plains ...	St. Arnaud ...	Brunton ...	Toongabbie ...
		Buchan ...	Bairnsdale ...
		Buckland ...	Porepunkah ...
		Buckland Lower ...	"
		Bulla ...	Broadmeadows ...
Baillieston ...	Rushworth ...	Bullmwaal ...	Bairnsdale ...
Ballangeich ...	Mortlake ...	Bundalong ...	Yarrawonga ...
Ballapur ...	Birchip ...	Bundalong South ...	"
Balmoral ...	Hamilton ...	Bungeluke ...	Wycheproof ...
Balaarring ...	Bittern ...	Bungeluke North ...	"
Bamawm ...	Rochester ...	Burke's Flat ...	Bealiba ...
Banyenong ...	Donald ...	Burra Burra ...	Swan Hill ...
Baringhup ...	Maldon ...	Burramine East ...	Yarrawonga ...
Baringhup East ...	"	Burramine South ...	"
Barnah ...	Nathalia ...	Burrowye ...	Wodonga ...
Barnedown ...	Goornong ...	Burrum Burrum ...	Rupanyup ...
Barry's Reef ...	Trentham ...	Bushfield ...	Warrnambool ...
Barwon Heads ...	Geelong ...	Buxton ...	Alexandra ...
Batesford ...	"	Byaduk ...	Hamilton ...
Beaconsfield Upper ...	Beaconsfield ...		
Beazley's Bridge ...	St. Arnaud ...	Calivil ...	Mitiamo ...
Belellen ...	Stawell ...	Callawadda South ...	Stawell ...
Bellarine ...	Drysdale ...	Campbell's Bridge ...	"
Bengworden ...	Stratford ...	Campbelltown ...	Newstead ...
Berriigama ...	Tullangatta ...	Cape Bridgewater ...	Portland ...
Berringa ...	Scarsdale ...	Cape Bridgewater Lower	"
Bethanga Lower ...	Bethanga ...	Cape Clear ...	Scarsdale ...
Beulah East ...	Beulah ...	Caralup ...	Talbot ...
Beulah West ...	"	Caramut ...	Penshurst ...
Bismarck ...	Stawell ...	Carriham ...	Smythesdale ...
Black Flat ...	Oakleigh ...	Carron ...	Donald ...
Blackwood ...	Trentham ...	Catumnal ...	Boort ...
Black House ...	Nhill ...	Cavendish ...	Hamilton ...
Boolite ...	Sheep Hills ...	Chirrup Swamp ...	Charlton ...
Boorhaman ...	Wangaratta ...	Cheshunt ...	Whitfield ...
Boorookpi ...	Goroke ...	Chetwynd ...	Casterton ...
Boosey ...	Katamatite ...	Christmas Hills ...	Yarra Glen ...
Boustead's (St. Bern- ard's Hospice)	Bright ...	Christmas Town ...	Chiltern ...
Bowenvale ...	Maryborough ...		

## LIST OF TOWNS, ETC.—continued.

Place.	Nearest Railway Station.	Place.	Nearest Railway Station.
Clark's Hill ...	Ballarat ...	Elderslie ...	Casterton ...
Clear Lake ...	Noradjuha ...	Egerton ...	Gordon ...
Clementston ...	Allendale ...	Elkorado ...	Tarrawingee ...
Clifton Springs ...	Drysdale ...	Ellesmere... ..	Goornong ...
Clyde Valley ...	Geelong ...	Ellerslie ...	Mortlake ...
Codrington ...	Port Fairy ...	Enfield ...	Ballarat ...
Cohuna ...	Kerang ...	Ensay ...	Bairnsdale ...
Coimadai ...	Melton ...	Eskdale ...	Tallangatta ...
Colbinabbin ...	Elmore ...	Esmond ...	Yarrawonga ...
Coomoora ...	Daylesford ...	Evansford ...	Talbot... ..
Connewarre East ...	Connewarre ...		
Coonoor Bridge ...	St. Arnaud ...	Fernihurst ...	Mysia ...
Coonoor West ...	" ...	Fernshaw... ..	Healesville ...
Cooper's Creek ...	Moe ...	Finley (N.S.W.) ...	Tocumwal ...
Corack ...	Donald ...	Flinders ...	Bittern ...
Corack East ...	" ...	Fosterville ...	Goornong ...
Corindhap ...	Ballarat ...	Framlingham ...	Garvoc ...
Corop ...	Elmore ...	Franklinford ...	Daylesford ...
Corop West ...	" ...	Freeburgh ...	Bright... ..
Corryong ...	Tallangatta ...	Frenchman's ...	Avoca ...
Costerfield ...	Heathcote ...	Freshwater Creek ...	Geelong ...
Cowes ...	Stony Point ...	Fryerstown ...	Castlemaine ...
Craigie ...	Maryborough ...		
Cressy ...	Beaee ...	Gaffney's Creek ...	Mansfield ...
Crossley ...	Koroit ...	Garlicks ...	Trentham ...
Cudgewa ...	Tallangatta ...	Gatum Gatum ...	Hamilton ...
Cunninghame ...	Bairnsdale ...	Glenlyon ...	Daylesford ...
Curlewis ...	Geelong ...	Glenpatrick ...	Elmhurst ...
		Glen Wills ...	Tallangatta ...
Darkbonee ...	St. Arnaud ...	Gol Gol ...	Mildura ...
Darlington ...	Camperdown ...	Gong Gong ...	Ballarat East ...
Darlingford ...	Alexandra ...	Goramadda ...	Chiltern ...
Darriin ...	Sale ...	Gooroc ...	St. Arnaud ...
Darriwell... ..	Bannockburn ...	Grange, The ...	Healesville ...
Dartmoor... ..	Heywood ...	Granite Flat ...	Charlton ...
Denn ...	Newlyn ...	Grantville ...	Lang Lang ...
Dederang ...	Yackandandah... ..	Granya ...	Tallangatta ...
Delatite ...	Mansfield ...	Graytown... ..	Nagambie ...
Dereel ...	Ballarat ...	Great Northern ...	Rutherglen ...
Derghohn ...	Casterton ...	Great Northern Ex- tended ...	" ...
Diamond Creek ...	Heidelberg ...	Greendale... ..	Bacchus Marsh... ..
Digby ...	Merino ...	Greenvale... ..	Broadmeadows ...
Doctor's Flat ...	Bairnsdale ...	Greenwald ...	Heywood ...
Dooboobetic ...	St. Arnaud ...	Green's Creek ...	Stawell ...
Double Bridges ...	Bairnsdale ...	Gre Gre ...	St. Arnaud ...
Douglas ...	Noradjuha ...	Gre Gre North ...	" ...
Drik Drik ...	Heywood ...		
Dromana ...	Mornington ...	Happy-go-Lucky ...	Toongabbie ...
Drummanre ...	Numurkah ...	Harrietville ...	Bright... ..
Drumborg ...	Heywood ...	Harrow ...	Noradjuha ...
Drummartin ...	Raywood ...	Hayami ...	Mitiamo ...
Drummond ...	Malmesbury ...	Heathfield ...	Casterton ...
Dunach ...	Talbot ..	Hennessey's ...	Mansfield ...
Dumbulbalane ...	Katamatite ...	Hepburn ...	Daylesford ...
Dundonnell ...	Camperdown ...	Hermitage (The) ...	Healesville ...
Durham Ox ...	Pyramid ...	Hexham ...	Mortlake ...
		Hillerman's ...	Swan Hill ...
Eastville ...	Shelbourne ...	Howqua ...	Mansfield ...
Eddington ...	Dunolly ...	Hurdle Flat ...	Beechworth ...
Edenhope... ..	Goroke ...		
Eganstown ...	Daylesford ...		

## LIST OF TOWNS, ETC.—continued.

Place.	Nearest Railway Station.	—	Place.	Nearest Railway Station.	—
Illabrook ...	Scarsdale ...		Lower Plenty ...	Heidelberg ...	
Indigo ...	Chiltern ...		Lower Bethanga ...	Wodonga ...	
Inkerman ...	Dunolly ...		Lyon ...	Heywood ...	
Invergordon ...	Katamatite ...		Macarthur ...	Hamilton ...	
Inverleigh ...	Bannockburn ...		Macclesfield ...	Emerald ...	
Inverloch (Anderson's Inlet) ...	Outtrim ...		Macedon Upper ...	Macedon ...	
Jamieson ...	Mansfield ...		Madowla Park ...	Echuca ...	
Janimber East ...	Inglewood ...		Mailor's Flat ...	Warrnambool ...	
Jan Juc ...	Geelong ...		Majorca ...	Maryborough ...	
Jarklin ...	Inglewood ...		Mallee Cliffs ...	Swan Hill ...	
Jeffcott ...	Donald ...		Marnoo East ...	Marnoo ...	
Jeffcott North ...	" ...		Marysville ...	Healesville ...	
Jeruk ...	Glenloth ...		Mande ...	Bannockburn ...	
Jingellie ...	Wodonga ...		McIntyre ...	Dunolly ...	
Joel Joel ...	Stawell ...		Meerlieu ...	Stratford ...	
Johnsonville ...	Bairnsdale ...		Mia Mia ...	Redesdale ...	
Jubilee ...	Moe ...		Mickleham ...	Broadmeadows ...	
			Middle Bridge ...	Dunolly ...	
Kalimna ...	Bairnsdale ...		Millawa ...	Wangaratta ...	
Kamarooka ...	Raywood ...		Miners' Rest ...	Ballarat ...	
Kamarooka North ...	" ...		Minniindie ...	Boort ...	
Kangaroo Grounds ...	Eltham ...		Mitchell's Hill ...	St. Arnaud ...	
Keilor ...	Essendon ...		Mitta Mitta ...	Tallangatta ...	
Kenmare ...	Beulah ...		Moffatt ...	Glenloth ...	
Kevington ...	Mansfield ...		Moirs Lower ...	Echuca ...	
Kiewa ...	Huon ...		Moliagul ...	Dunolly ...	
Kilawarra ...	Wangaratta ...		Mologa (Central) ...	Pyramid ...	
Killarney ...	Port Fairy ...		Montrose ...	Croydon ...	
Kingower ...	Inglewood ...		Moonambel ...	Avoca ...	
Knockwood ...	Mansfield ...		Moora ...	Rushworth ...	
Kobyboyn ...	Seymour ...		Moorookyle ...	Creswick ...	
Kootong ...	Tallangatta ...		Morea ...	Goroce ...	
Kolara ...	Terang ...		Mortat ...	" ...	
Korweinguboorra ...	Daylesford ...		Mt. Alfred ...	Wodonga ...	
Kotupna ...	Nathalia ...		Mt. Danced ...	Geelong ...	
Krambruk (Apollo Bay) ...	Forrest ...		Mt. Elgin ...	Nhill ...	
			Mt. Martha ...	Mornington ...	
Laanecoorie ...	Tarnagulla ...		Mt. Mercer ...	Buninyong ...	
Laen ...	Donald ...		Moyston ...	Ararat ...	
Laen North ...	" ...		Muddy Creek ...	Narre Warren ...	
Lal Lat Plains ...	Rupanyup ...		Mudgegonga ...	Myrtleford ...	
Lake Bolac ...	Willaura ...		Mumbannar ...	Heywood ...	
Lake Mundi ...	Casterton ...		Murgheloluc ...	Bannockburn ...	
Lake Rowan ...	St. James ...		Muskerry East ...	Goornong ...	
Lamplogh ...	Avoca ...		Muskerry West ...	" ...	
Landsborough ...	Stawell ...		Musk Vale ...	Daylesford ...	
Langville ...	Kerang ...		Myrniong ...	Bacchus Marsh ...	
Lauriston ...	Kyneton ...				
Lawloit ...	Nhill ...		Napoleons ...	Ballarat ...	
Leaghur ...	Boort ...		Narbethong ...	Healesville ...	
Lemon Springs ...	Goroce ...		Nareen ...	Coleraine ...	
Lexton ...	Waubra ...		Narraport ...	Birehip ...	
Lismore ...	Camperdown ...		Narrarong ...	Portland ...	
Lockwood ...	Bendigo ...		Narrung ...	Swan Hill ...	
Logan ...	Emu ...		Navarre ...	St. Arnaud ...	
Longford ...	Sale ...		Neereman ...	Maldon ...	
Longwood East ...	Longwood ...		Neerim ...	Neerim South ...	
Lorne ...	Dean Marsh ...		Neilborough North ...	Raywood ...	
Lorquon ...	Nhill ...		Netherby ...	Nhill ...	
			Newbridge ...	Tarnagulla ...	

## LIST OF TOWNS, ETC.—continued.

Place.	Nearest Railway Station.	Place.	Nearest Railway Station.
Newbury ...	Trentham ...	Salisbury West ...	Inglewood ...
Newham ...	Wooden ...	Sandon ...	Newstead ...
Newhaven ...	Stony Point ...	San Remo ...	Stony Point ...
Newry ...	Tinamba ...	Sarsfield ...	Bairnsdale ...
Nicholson ...	Bairnsdale ...	Sassafras Gully ...	Bayswater ...
Ninyounook ...	Glenloch ...	Scoresby ...	Oakleigh ...
Nirranda ...	Allansford ...	Scotchman's ...	Ballarat ...
North Prentice ...	Rutherglen ...	Serpentine ...	Inglewood ...
Notting Hill ...	Oakleigh ...	Sharp's School ...	St. James ...
Nyah ...	Swan Hill ...	Shelbourne East ...	Bendigo ...
Oaklands Junction ...	Broadmeadows ...	Shelford ...	Bannockburn ...
Ocean Grove ...	Drysdale ...	Shepherd's Flat ...	Daylesford ...
Omeo ...	Bairnsdale ...	Shoreham ...	Bittern ...
Orford ...	Port Fairy ...	Skipton ...	Linton ...
Orville ...	Dunolly ...	Slaty Creek ...	St. Arnaud ...
Osborne's Flat ...	Yackandandah ...	Smerton ...	Allendale ...
Pannooabamawm ...	Rochester ...	Sorrento ...	Mornington ...
Pannoomilloo ...	" ...	Spring Bank ...	Ballarat ...
Panton Hill ...	Eltham ...	Spring Creek ...	Daylesford ...
Paradise ...	St. Arnaud ...	Spring Mount ...	Creswick ...
Patho ...	Echuca ...	Springs ...	Daylesford ...
Peechelba ...	Wangaratta ...	Staffordshire Reef ...	Scarsdale ...
Peechelba Town ...	" ...	Stanley ...	Beechworth ...
Percydale ...	Avoca ...	St. Andrew's ...	Eltham ...
Perry Bridge ...	Stratford ...	St. Arnaud North ...	St. Arnaud ...
Peterborough ...	Timboon ...	St. Bernard's Hospice	Bright ...
Piangil ...	Swan Hill ...	(Bonstead's)	
Pine Grove ...	Mitiamo ...	Steiglitz ...	Meredith ...
Pine Grove East ...	" ...	St. Fillian's ...	Healesville ...
Pitfield Plains ...	Scarsdale ...	Stony Crossing ...	Swan Hill ...
Plenty Lower ...	Heidelberg ...	Stradbroke ...	Sale ...
Point Lonsdale ...	Queenscliff ...	Strathdownie ...	Casterton ...
Pomonal ...	Stawell ...	Streatham ...	Linton ...
Poolagelo ...	Casterton ...	Stuart Mill ...	St. Arnaud ...
Poowong ...	Nyora ...	Stuart's Bridge ...	Echuca ...
Portarlington ...	Drysdale ...	Swan Reach ...	Bairnsdale ...
Port Campbell ...	Timboon ...	Swift's Creek ...	" ...
Powlett Hill ...	Newstead ...	Taggerty ...	Alexandra ...
Prentice Freehold ...	Rutherglen ...	Talgarno ...	Wodonga ...
Princetown ...	Timboon ...	Tallandoon ...	Tallangatta ...
Purnim ...	Warrnambool ...	Tambo Crossing ...	Bairnsdale ...
Queensferry ...	Lang Lang ...	Tangil ...	Moe ...
Queensdown ...	Eltham ...	Taplin ...	Swan Hill ...
Redbank ...	Avoca ...	Tarcombe ...	Longwood ...
Redcastle ...	Heathcote ...	Tarrayoukyan ...	Coleraine ...
Reedy Creek ...	Broadford ...	Tatong ...	Benalla ...
Research ...	Eltham ...	Tawong ...	Charlton ...
Rheola ...	Inglewood ...	Tchum Lakes ...	Birchip ...
Rhyll (Phillip Island)	Stony Point ...	Teesdale ...	Bannockburn ...
Rochford ...	Lancefield ...	Templestowe ...	Heidelberg ...
Rodborough ...	Maryborough ...	Templestowe Lower	" ...
Rokewood ...	Bannockburn ...	Ten-mile ...	Mansfield ...
Rokewood Junction ...	Scarsdale ...	Terriek Terriek East	Echuca ...
Runnymede ...	Elmore ...	Thalia ...	Wycheproof ...
		Thologolong ...	Wodonga ...
		Thoon ...	Devenish ...
		Thornton ...	Alexandra ...
		Thornton Upper ...	" ...
		Timor ...	Maryborough ...
		Timor West ...	" ...
		Tintaldra ...	Wodonga ...

## LIST OF TOWNS, ETC.—continued.

Place.	Nearest Railway Station.		Place.	Nearest Railway Station.	
Tittybong ...	Lalbert ...		Watson's ...	Maryborough ...	
Tongio ...	Bairnsdale ...		Wauru Ponds ...	Geelong ...	
Tooleen ...	Heathcote ...		Weering ...	Beeac ...	
Tooleen Vale ...	Melton ...		Wee-wee-rup ...	Kerang ...	
Tooleybuc ...	Swan Hill ...		Wharparilla ...	Echuca ...	
Torrumbarry ...	Echuca ...		Wheeler's Hill ...	Oakleigh ...	
Torquay ...	Geelong ...		Willenabrina ...	Warracknabeal...	
Tottington ...	St. Arnaud ...		Willenabrina North	"	
Towaninnie ...	Wycheproof ...		Willow Grove ...	Moe ...	
Traynor's Lagoon ...	St. Arnaud ...		Wilsons ...	Benalla ...	
Trewalla ...	Portland ...		Winslow ...	Woolsthorpe ...	
Tullamarine ...	Broadmeadows ...		Wirchilleba ...	Stawell ...	
Tulloch ...	Casterton ...		Witchipool ...	Litchfield ...	
Tyaak ...	Broadford ...		Woodford ...	Warrnambool ...	
Tyntynder ...	Swan Hill ...		Woodside... ..	Alberton ...	
Tyrendarra ...	Portland ...		Wood's Point ...	Mansfield ...	
			Woodstock ...	Tarnagulla ...	
			Woodstock West ...	Shelbourne ...	
Vaughan ...	Castlemaine ...		Wood Wood ...	Swan Hill ...	
			Woorndoo ...	Mortlake ...	
			Woorndoo Upper ...	"	
			Woorndooke ...	Charlton ...	
Wabba ...	Tallangatta ...				
Wakool ...	Swan Hill ...		Yambuk ...	Port Fairy ...	
Walballa ...	Toongabbie ...		Yanac-a-Yanac ...	Nhill ...	
Wallaloo ...	Marnoo ...		Yanac-a-Yanac North	"	
Wallington ...	Geelong ...		Yandoit ...	Newstead ...	
Walwa ...	Wodonga ...		Yannathan ...	Koo-wee-rup ...	
Wanalta ...	Rushworth ...		Yapeen ...	Guildford ...	
Wandiligong ...	Bright... ..		Yarram ...	Alberton ...	
Wandin South ...	Evelyn ...		Yarrawalla ...	Pyramid ...	
Wangoom ...	Warrnambool ...		Yawong ...	St. Arnaud ...	
Wanurp ...	Mitiamo ...		Yellangip ..	Warracknabeal...	
Warrambeen ...	Bannockburn ...		Youngera... ..	Swan Hill ...	
Warrandyte ...	Ringwood ...				

## COPIES OF FORMS USED IN CONNEXION WITH THE CARRIAGE OF GOODS, LIVE STOCK, ETC.

GF.1.

VICTORIAN  RAILWAYS.

### CONSIGNMENT NOTE.

The Victorian Railways Commissioners hereby give notice that they have Two Rates for the carriage of certain classes and descriptions of goods—one, the ordinary rate, when they take the ordinary liability of a carrier; the other, a reduced rate, adopted if the consignor relieve them of all liability from loss, detention, injury, damage, or delay. The classes and descriptions of goods referred to are duly specified in the Goods Rates Book published by the Commissioners.

Such of the goods entered on this consignment note as are shown in the Goods Rates Book as being carried at owner's risk may be carried at the risk of the Victorian Railways Commissioners upon the consignor writing the words, "At Commissioners' risk," in the column provided herein headed "At whose risk," and on payment of all extra lawful charges; but under no circumstances whatsoever will the Commissioners carry at their risk or undertake any liability in respect of the goods expressly mentioned in General Condition No. 4 of the said Goods Rates Book as not being accepted at their risk.

Station.

190

To the VICTORIAN RAILWAYS COMMISSIONERS.

Please Receive and Forward the undermentioned Goods to Railway  
Station, subject to the provisions of the Railways Acts and the By-Laws published by the Commis-  
sioners; so far as regards those opposite which in the column headed "At whose risk" I have so  
indicated, I require the Goods to be carried at the Commissioners' risk; as regards such of the Goods  
to which the two rates above referred to apply, and in respect of which I have not so directed, I  
require them to be carried at the reduced rate below the Commissioners' ordinary rate, in considera-  
tion whereof I undertake to relieve the Commissioners from all liability in case of loss, detention,  
injury, delay, or damage, except upon proof that such loss, detention, injury, delay, or damage arose  
from wilful misconduct or wilful negligence on the part of the Commissioners or their employés.

Consignor.

Address.

Consignee.	Mark or Address.	No.	Description of Goods.	At Whose Risk:	Weight.				Class.	Paid on.		
					Tons.	cwt.	qrs.	lbs.				

Loaded by *Consignor.*  
*Commissioners.**Railway Employé.*

How weight ascertained.....

GF.4.

## VICTORIAN RAILWAYS.

## CONSIGNMENT NOTE.

FOR GOODS SENT TO UNATTENDED STATION OR SIDING WHERE NO PERSON IS IN CHARGE.

The Victorian Railways Commissioners hereby give notice that they have Two RATES for the conveyance of certain classes and descriptions of goods—one, the ordinary rate, when they take the ordinary liability of a carrier; the other, a reduced rate, adopted if the consignor relieves them of all liability from loss, detention, injury, damage, or delay. The classes and descriptions of goods referred to are duly specified in the Goods Rates Book published by the Commissioners.

Such of the goods entered on this consignment note as are shown in the Goods Rates Book as being carried at owner's risk may be carried at the risk of the Victorian Railways Commissioners upon the consignor writing the words, "At Commissioners' risk," in the column provided herein headed, "At whose risk," and on payment of all extra lawful charges; but under no circumstances whatsoever will the Commissioners carry at their risk or undertake any liability in respect of the goods expressly mentioned in General Condition No. 4 of the said Goods Rates Book as not being accepted at their risk.

Station.

190

To the VICTORIAN RAILWAYS COMMISSIONERS.

Please Receive and Forward, subject to the provisions of the Railways Acts and the By-Laws published by the Commissioners, the undermentioned Goods directed to

of  
Upon arrival of the train at the Unattended Station, Siding\* at they are to be left there for removal, such Unattended Station, Siding,\* being a place whereat the Commissioners have no person in charge; and such Goods are tendered by me and accepted for transmission by the Commissioners on the express terms that the Commissioners' liability with respect to them shall absolutely cease immediately upon their discharge from the vehicles of the Commissioners, whether there be any one to accept delivery of them or not; so far as regards such of the Goods which in the column headed "At whose risk," I have so indicated, I require the Goods to be carried at the Commissioners' risk; as regards such of the Goods to which the two rates above referred to apply, and in respect to which I have not otherwise directed, I require them to be carried at the reduced rate below the Commissioners' ordinary rate, in consideration whereof I undertake to relieve the Commissioners from all liability in case of loss, detention, injury, delay, or damage caused otherwise than by the wilful misconduct or wilful negligence of the Commissioners or their employés.

Consignor.

Address.

Consignee.	Mark or Address.	No.	Description of Goods.	At Whose Risk.	Weight.				Class.	Paid on.	
					Tons.	cwt.	qrs.	lbs.			

Railway Employé.

\* Unattended Station or Siding, as the case may be, should be struck out when preparing the Consignment Note.

GE.5.

## VICTORIAN RAILWAYS.

CONSIGNMENT NOTE FOR GUNPOWDER AND OTHER DANGEROUS AND  
EXPLOSIVE COMPOUNDS.

Station,

190

The Victorian Railways Commissioners are requested to receive the goods undermentioned, and to carry them to \_\_\_\_\_ Railway Station, subject to the Conditions endorsed hereon, to all of which hereby agree.

† Signature—

Address—

* No. of		Name of Compound.	Name and Address of Consignor.	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 employees of the Commissioners.  
† Person bringing goods to the Railway Station

(T and C 291)

## EXPORTS PER VICTORIAN RAILWAYS.

When goods are consigned to any station in New South Wales, or South Australia, consignors must fill up a form, as hereunder, giving full particulars of contents, &c. Form, when completed, to be addressed to the Sub-Collector of Customs at Echuca, Wodonga, or Serviceton, as the case may require, and, in all cases, to accompany the goods.

From

day of 190

To

via

(Border Station).

Exporter.

NOTE.—This form is not required for goods sent from \* Melbourne, Geelong, Warrnambool, Port Fairy, Portland, Port Albert, Sale, Bairnsdale, Serviceton, Wodonga, Wahgunyah, Yarrawonga, Cobram, Echuca, Swan Hill. At these places the goods must be entered out at the Custom House.

Marks and Numbers.	Packages, Description, and Quantities of Goods.	Produce.	Value.		

I declare the above to be a correct account of the goods to be exported.

Exporter or his Representative.

This form, duly completed, is to accompany the goods to the Border Station.

\* Melbourne includes Port Melbourne and Williamstown.

GF.104.

## VICTORIAN RAILWAYS.

I, \_\_\_\_\_, of \_\_\_\_\_, in the State  
 of Victoria (\*), do solemnly and sincerely declare—  
 That the undermentioned (†) \_\_\_\_\_  
 period of not less than three years, viz.:— \_\_\_\_\_  
 has been in use for a \_\_\_\_\_  
 case may be.  
 † Detail the machinery, particulars of which must correspond with the consignment note in every respect. (‡)

And I make this solemn declaration conscientiously believing the same to be true and by virtue of the provisions of an Act of the Parliament of Victoria rendering persons making a false declaration punishable for wilful and corrupt perjury.

Declared at \_\_\_\_\_ in the State  
 of Victoria, this \_\_\_\_\_ day of \_\_\_\_\_  
 hundred and \_\_\_\_\_ One thousand nine \_\_\_\_\_  
 Before me—  
 Justice of the Peace.

H.100.

## VICTORIAN RAILWAYS.

## LIVE STOCK REQUISITION.

The Victorian Railways Commissioners will please provide the undersigned with  
 trucks for the carriage of \_\_\_\_\_ from \_\_\_\_\_ Station to \_\_\_\_\_ Station, on the  
 day of \_\_\_\_\_ 190 \_\_\_\_\_, and the undersigned hereby agree to pay full rates for every  
 truck not loaded up at the place and on the day mentioned, and in time to be despatched by the trains  
 to be specified by the General Superintendent of Transportation or the Live Stock Agent; also to  
 accept all risk of injury to animals while on Railway premises, or while being loaded or unloaded,  
 or while in transit or from any cause whatsoever not arising from gross negligence on the part of  
 the Railways Commissioners or their employes.

Melbourne, \_\_\_\_\_ 190 \_\_\_\_\_

The Commissioners do not guarantee under any circumstances the arrival or delivery of Live  
 Stock at any particular time by any particular train or for any particular market, neither do they  
 undertake to advise consignees of the arrival of Live Stock.

[SPECIAL.]

## VICTORIAN RAILWAYS.

## LIVE STOCK REQUISITION.

The undersigned being desirous of having conveyed to (or from) \_\_\_\_\_ Station, where  
 no platform, yards, or other suitable place is provided for unloading, loading, or receiving Live Stock,  
 and to (or from) which the Victorian Railways Commissioners do not undertake to carry Live Stock,  
 request that the Victorian Railways Commissioners will provide \_\_\_\_\_ trucks for the carriage  
 of \_\_\_\_\_ from \_\_\_\_\_ Station to \_\_\_\_\_ Station aforesaid on the \_\_\_\_\_ day of \_\_\_\_\_  
 190 \_\_\_\_\_, the undersigned undertaking to unload (or load) the trucks himself or themselves, and to accept  
 all responsibility and risk in respect of any loss or damage incidental to the unloading or loading, or  
 arising in consequence of the absence of suitable accommodation for unloading, loading, or receiving  
 Live Stock, and hereby agree to pay full rates for every truck not loaded up at the place and on the  
 day mentioned.

190

The Commissioners do not guarantee under any circumstances the arrival or delivery of Live  
 Stock at any particular time by any particular train or for any particular market, neither do they  
 undertake to advise consignees of the arrival of Live Stock.

PL.11.

## VICTORIAN RAILWAYS.

## CONSIGNMENT OF RACE-HORSES.

Required conveyance for the undermentioned race-horse from  
to Meeting to be held at for the purpose of running at the Race  
on 190  
Name of horse and age  
Forwarded at full rate. Booking Clerk. Station.  
Returned free. Booking Clerk. Station.  
190

This form must be filled up by the owner when forwarding any race-horse for which subsequent free carriage is required. The forwarding booking clerk will sign it and hand it back to the owner, who must deliver it up when consigning for the return journey. The clerk will then sign it and attach it to the way-bill along with the certificate from the Secretary of the Racing Club.

The H. C. and D. Book must be signed by consignor as heretofore.

NOTE.—Horses to be entitled to free carriage must be returned within a fortnight after conclusion of the race meeting at which they last raced, and not later than two (2) months from the date of their outward journey. In cases where two or three horses are loaded in one box and booked as one consignment to a Race meeting they must be returned together, or freight will be charged for each extra horse-box used.

(F.7.)

(This Certificate to be retained by the Stationmaster at the starting point.)

(This certificate to be retained by Owner and presented to the Stationmaster at the Station from which the return journey is commenced, attached to Waybill.)

## CONVEYANCE OF MARES AND STALLIONS FOR BREEDING PURPOSES.

Certificate for Outward Journey.

190

I hereby certify that the above-mentioned Horse is this day consigned for the above purpose from

Station to

Name and Address of Consignee { Station.

Sex & Color of Animal. Brands (if any).

Signed—  
Address—  
Owner or Owner's Agent.

No. of Waybill—  
No. and class of vehicle used—  
To be inserted by Stationmaster.)

This Duplicate of the Outward Journey Certificate is also to be signed by the Owner or Owner's Agent.

## CONVEYANCE OF MARES AND STALLIONS FOR BREEDING PURPOSES.

190

I hereby certify that the under-mentioned Horse is this day consigned for the above purpose from

Station to

Name and Address of Consignee { Station.

Sex and Color of Animal. Brands (if any).

Signed—  
Address—  
Owner or Owner's Agent:

No. of Waybill—  
No. and Class of vehicle used—

## Certificate for Return Journey.

I, the Consignee named above, hereby certify that the said Horse, having been at my stables for the purpose stated, is this day returned to the above-named Consignor at

Station.  
Date—  
Signed—  
Address—

No. of Waybill—  
(To be inserted by Stationmaster.)

# GOODS RATES PER TON BETWEEN MELBOURNE AND THE UNDERMENTIONED STATIONS.

Goods not fully addressed must be marked with the distinctive letters shown opposite the name of each station.

Lists showing the days on which goods will be received at Melbourne for despatch to the various stations may be obtained on application to the Goods Superintendent.

Mark.	STATIONS.	Miles.	Class M.	Class A.P.	Special A.P. Rate.	Class A.	Class B.	Class C.	Class 1.	Class 2.	Class 3.
A Y	Albury (see page 85)	190 1/2	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
A D	Addington †	115	9 4	9 6	11 8	16 3	32 10	47 8	62 3	77 9	94 0
A G	Agnes †	117 1/2	9 7	9 6	11 8	16 6	20 0	25 0	29 0	35 0	43 0
A T	Albion	133 1/2	10 8	9 9	12 0	18 0	18 9	28 3	35 0	40 0	49 0
A X R	Alexandra ††	102	9 6	9 9	11 10	16 1	20 7	27 9	35 6	43 9	53 0
A F	Allansford	159	12 4	10 6	12 11	20 4	25 6	31 6	38 0	45 0	53 0
A E	Allendale	159	8 0	8 9	10 6	14 4	18 9	24 6	31 3	38 9	46 0
A P	Alphington †	135 1/2	2 3	2 3	2 8	3 0	3 4	3 9	4 0	4 6	5 0
A M	Amphitheatre †	135 1/2	10 9	10 0	12 4	18 2	24 3	30 3	35 3	40 3	47 0
A N	Antwerp †	258 1/2	18 3	12 8	15 7	28 2	38 5	47 3	57 3	67 3	77 3
A S	Arapiles † (see page 157)	153 1/2	12 0	10 8	12 7	19 10	26 9	34 9	42 0	51 9	62 6
A	Araucaria	98	3 2	8 9	10 6	14 11	19 3	25 0	33 3	41 8	50 0
AC	Arden-street	1	2 0	2 0	2 5						
A O	Armstrong	159 1/2	12 4	10 3	12 7	20 5	27 6	36 0	43 6	53 9	65 0
A B	Arnold †	139 1/2	11 0	10 0	12 4	18 7	24 9	30 3	37 0	45 0	53 0
A U	Aura † (see page 157)	72	6 0	7 3	8 8	11 0	14 4	19 3	24 6	30 3	37 0
A L	Avenel	127	10 2	9 0	12 0	17 4	23 1	33 0	42 0	51 9	62 6
A V	Avoca	89 1/2	7 6	8 3	9 11	13 9	17 8	23 9	30 6	37 9	46 0
A X	Axedale	89 1/2	7 6	8 3	9 11	13 9	17 8	23 9	30 6	37 9	46 0
B M	Bacchus Marsh	31 1/2	2 11	3 9	4 0	5 6	7 2	9 3	11 3	13 9	17 0
B A	Baddaginnie	113 1/2	9 4	9 3	11 8	16 2	21 3	29 9	38 6	47 9	58 0
B A G	Bagshot †	112	9 2	9 3	11 5	16 0	20 11	29 3	38 6	47 9	57 0
B D	Bairnsdale (see page 85)	171 1/2	18 2	10 9	13 2	15 0	18 9	25 3	35 9	40 0	49 0
B L D	Bald Hills	103 1/2	8 8	8 9	10 10	15 8	18 8	22 9	26 0	31 9	38 6
B L	Balla	40 1/2	4 3	5 6	7 7	8 3	10 6	13 9	17 3	21 3	26 0
B	Ballarat (see page 86)	96 1/2	8 0	8 9	10 6	11 7	14 11	18 0	21 0	26 3	31 6
B R	Ballarat East (see page 79)	96	8 0	8 9	10 6	11 7	14 11	18 0	21 0	26 3	31 6
B A L	Balmatton †	98 1/2	8 3	8 9	10 6	14 11	19 3	26 0	33 6	41 6	50 6
B K N	Barnockburn	55 1/2	4 9	6 3	7 6	8 10	9 11	10 9	11 3	14 9	19 0
B N L	Banool † (see page 158)										
B	Banyee † (see page 157)	72	6 0	7 3	8 8	11 0	14 4	19 3	24 6	30 3	37 0
B A R	Barford †	80 1/2	6 9	7 9	9 4	12 2	16 0	21 6	27 6	34 0	41 6
B A C	Barker's Creek †	174	13 4	10 9	13 2	21 8	29 6	43 3	56 0	70 9	86 0
B R N	Barnawartha										
B N K	Barongaroo (see page 153)†	168 1/2	13 0	10 9	13 2	21 3	28 10	42 3	55 3	69 3	84 0
B K	Barrakee †	177	13 6	11 0	13 6	21 11	29 11	43 9	57 3	71 9	87 3
B F T	Barraport †	150 1/2	11 9	10 8	12 7	19 7	26 4	39 0	50 9	63 3	76 6
B W O	Barwon †	98 1/2	8 3	8 9	10 6	14 10	17 0	20 9	24 6	31 3	39 0
B D N	Barwon †	98 1/2	8 3	8 9	10 6	14 10	17 0	20 9	24 6	31 3	39 0
B A Y	Bayswater	104	2 6	2 9	3 4	3 11	5 0	6 3	7 3	8 9	11 0
B F	Beaconsfield	20 1/2	2 9	3 6	4 2	5 6	6 8	8 9	10 6	12 9	16 0
B E A	Bealiba	137 1/2	10 11	10 0	12 4	18 4	24 0	35 9	45 0	55 3	68 0
B Q	Beaufort	125 1/2	10 1	9 9	12 0	17 3	22 6	27 6	32 3	39 9	48 0
B C	Beaue (see page 77)	100 1/2	8 5	8 9	10 10	14 10	17 7	18 3	22 3	26 0	32 0
B F T	Beech Forest (see page 158)†										
B H	Beechworth	171 1/2	13 2	10 0	13	21 6	29 2	43 0	56 0	70 3	85 3
B J N	Beechworth Junction	149	11 8	10 3	12 7	19 5	26 1	38 6	50 3	62 6	76 6
B E G	Belgrave (see page 158)†										
B E L	Bell	7 1/2	2 3	2 8	2 8	3 0	3 4	3 9	4 0	4 6	5 0
B N	Bena	66	5 6	6 6	7 10	10 0	13 3	17 9	22 6	27 9	34 0
B J	Benalla	121 1/2	9 10	9 6	11 8	16 11	22 4	31 9	41 3	51 8	62 0
B O	Bendigo (see pages 80 & 86)	100 1/2	8 5	8 9	10 10	15 0	19 6	26 6	33 0	42 9	51 6
B N S	Bennison †	111 1/2	9 2	9 3	11 5	16 0	20 11	28 3	35 9	40 0	49 0
B E N	Bentleigh	109	2 6	2 6	3 0	3 4	4 0	4 6	5 0	5 6	6 0
B E R	Berrilllock †	225 1/2	16 9	12 2	15 0	26 11	35 5	52 9	69 6	88 3	107 9
B W	Berwick	28	2 8	3 6	4 2	5 0	6 1	7 3	8 9	10 6	12 9
B E T	Bet Bet †	121	9 9	9 0	11 8	16 10	22 3	31 6	40 0	49 3	59 6
B R	Bethanga	185 1/2	14 9	11 6	14 1	23 8	32 6	47 3	62 0	78 3	95 3
B U	Beulah	261 1/2	18 3	12 10	15 9	28 4	38 9	57 9	73 0	94 9	114 9
B E V	Beveridge †	26	2 6	3 3	3 11	5 0	6 1	7 9	9 3	11 3	14 0
B P	Birchip	214 1/2	16 0	11 11	14 8	25 2	34 5	50 9	66 9	84 9	103 3
B G	Birregurra	83 1/2	7 0	8 0	9 7	12 8	14 3	17 0	19 6	24 6	29 6
B I T	Bittern	43	8 9	5 0	6 0	7 2	8 10	12 0	15 0	18 0	21 6
B L K	Blackburn	11 1/2	2 6	2 6	3 0	3 4	4 3	4 6	5 3	6 0	7 0

\* Not including loading or unloading. † Freight to be prepaid.  
†† Alexandra. The additional charge of 1s. per ton, per page 85, included.

## GOODS RATES FROM AND TO MELBOURNE, ETC.—continued.

Mark.	STATIONS.	Miles.	Class M.	Class A.P.	Special A.P. Rate.	Class A.	Class B.	Class C.	Class 1.	Class 2.	Class 3.
			s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
BLO	Bloomfield	641	5 5	6 0	7 10	9 11	13 3	17 6	22 3	27 6	33 6
BLW	Blowhard†	107†	8 11	9 0	11 1	15 7	19 3	23 3	26 6	32 6	39 6
BGT	Bolghat†	232†	17 3	12 4	15 2	26 4	36 1	54 0	71 3	90 6	110 9
BOI	Boisdale†	139†	11 0	10 0	12 4	18 7	21 0	28 3	35 9	40 0	42 6
BOL	Bolga†	207†	15 7	11 8	14 5	24 7	33 9	49 6	65 0	82 3	100 3
BIN	Bolinda†	35	3 2	4 3	5 1	6 1	7 9	10 0	12 3	15 0	18 6
BGL	Bonegilla†	193†	14 8	11 6	14 1	25 6	32 3	47 0	61 6	77 6	94 6
BI	Bonnie Doon	118	9 7	9 6	11 8	16 6	21 9	30 9	40 0	49 0	60 0
BOO	Boolarra	102	8 0	8 9	10 10	15 1	19 7	26 9	34 6	42 0	52 0
BOR	Boroon†	131†	10 6	9 9	12 0	17 10	22 3	28 3	33 0	35 6	38 0
BZ	Borot	169	13 0	10 9	13 2	21 3	28 10	42 3	55 3	69 8	84 0
BNG	Boring	156	12 1	10 6	12 11	20 0	27 0	40 0	52 0	64 9	78 6
BOW	Bowman†	160	13 0	10 9	13 2	21 3	28 10	42 3	55 3	69 3	84 0
BOX	Box Hill	104	2 6	2 6	3 0	3 4	3 4	4 0	4 3	5 0	6 6
BOY	Boyet†	98†	8 3	8 9	10 6	14 11	19 3	26 0	33 0	40 0	42 6
BRA	Bradford†	95†	8 0	8 9	10 6	14 4	18 9	25 3	32 0	40 3	49 0
BCK	Bradshaw†	52	4 5	5 0	6 11	8 3	10 6	14 3	18 7	22 0	27 0
BX	Braunholme	236	17 5	12 4	15 2	25 6	34 0	42 6	45 0	50 0	50 0
BAV	Bravington†	69†	5 10	7 0	8 5	11 0	13 9	18 9	24 0	29 6	36 0
BRJ	Brigalong†	144†	11 4	10 3	12 7	19 0	22 0	28 3	35 9	40 0	42 6
BUC	Bridgewater	136†	10 2	9 9	12 0	17 4	23 1	33 0	43 0	53 3	64 6
BT	Bright	196	14 9	11 6	14 1	23 8	32 6	47 3	62 0	78 3	95 3
BTN	Brighton	84	2 6	2 6	3 0	3 0	3 4	3 9	4 0	4 6	6 0
BRM	Brim	251†	18 1	12 8	16 7	27 8	37 10	55 9	71 6	91 3	111 0
BRB	Britannia†	44	3 10	5 0	6 0	7 2	9 5	12 3	15 8	18 9	23 0
BV	Broadford	46†	4 1	5 3	6 4	7 9	9 11	13 0	16 3	20 0	24 6
BLC	Broadmeadows	104	2 6	2 6	3 0	3 4	3 4	4 0	4 3	5 0	6 6
BRP	Brookfield†	104†	12 3	10 9	13 2	20 10	28 3	41 6	54 3	67 9	82 3
BRO	Broomfield†	97	8 1	8 9	10 5	14 4	18 9	24 3	28 0	34 3	41 6
BS	Brunswick	40	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	6 0
BOR	Buangor	139†	11 0	10 0	12 4	18 7	24 9	31 0	37 0	45 6	55 0
BUR	Buckley†	64†	5 5	6 6	7 10	9 11	11 0	12 3	13 3	17 3	22 0
BKF	Buckabanyule	165	12 8	10 9	13 2	20 10	28 3	41 6	54 3	67 9	82 3
BUP	Buffalo†	95†	8 0	8 9	10 6	14 4	18 9	25 3	32 6	40 0	44 0
BUL	Bullabul†	134†	10 8	10 0	12 4	18 1	24 2	35 0	45 6	56 6	68 6
BTO	Bullarto	69†	5 10	7 0	8 5	11 0	13 9	18 9	24 0	29 6	36 0
BLN	Bull Bulu†	67†	5 8	6 9	8 1	10 6	13 9	18 3	23 3	28 9	35 0
BUN	Bungaree	64	5 4	6 6	7 10	9 11	12 3	17 3	21 0	26 3	31 6
BON	Bung Hong†	110†	6 8	9 6	11 8	16 6	22 0	31 3	39 3	48 6	58 6
BVG	Buninyong	103†	8 8	8 9	10 10	12 7	16 2	20 0	23 6	29 6	35 6
BV	Bunyip	40†	4 3	5 6	6 7	8 3	10 6	13 9	17 3	21 3	26 0
BLV	Burnley (see page 87)	30	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	6 0
BUR	Burrumbet	109†	9 0	9 3	11 5	16 10	19 3	23 6	27 0	33 0	40 0
BPR	Bushy Park†	141	11 1	10 0	12 4	18 8	21 0	28 3	35 9	40 0	42 6
BVL	Byland†	35†	3 6	4 6	5 6	6 8	8 3	11 0	13 6	16 6	20 6
BYN	Byrneside†	113	9 3	9 3	11 5	16 1	21 1	29 6	38 3	47 6	57 6
	Burru† (see page 167)										
CAL	Caldermeade†	46†	4 1	5 3	6 4	7 9	9 11	13 0	16 3	20 0	24 6
CG	California Gully	104†	8 8	9 0	11 1	15 4	20 0	27 6	35 0	41 0	53 6
CL	Camberwell	6†	2 3	2 3	2 8	3 0	3 4	3 9	4 0	4 6	6 0
CAM	Campbell†	80†	6 9	7 9	9 4	12 2	16 0	21 6	27 6	34 0	41 6
CD	Campertown	123†	10 0	9 6	11 8	17 1	20 7	26 3	31 6	38 6	46 0
CAN	Canadian†	98†	8 3	8 9	10 6	12 2	15 5	18 9	22 0	27 6	33 0
CIE	Cannie†	185†	15 0	11 6	14 1	24 0	32 11	47 9	62 9	79 3	96 0
CBY	Canterbury	72	2 3	2 3	2 8	3 0	3 4	3 9	4 0	4 6	6 0
CPE	Carapooce†	152†	11 11	10 3	12 7	19 9	26 7	39 6	50 3	62 3	75 0
CB	Carisbrook	107†	8 11	9 0	11 1	15 7	20 5	28 3	36 6	45 3	55 0
CRU	Carisruhe	53	4 6	5 9	6 11	8 3	11 0	14 6	18 3	22 0	27 0
CAR	Carrum	22†	2 0	3 0	3 7	4 5	5 6	7 0	8 3	10 0	12 6
CN	Casterton	268	18 5	12 10	15 9	25 6	33 0	44 0	55 0	66 0	78 6
C	Castlemaine (see page 80)	78	6 6	7 9	9 4	12 2	15 5	20 9	26 6	32 9	40 9
CTH	Cathkin	93†	7 10	8 6	10 2	14 4	18 2	24 9	32 0	39 6	48 0
CTD	Caulfield	74	2 3	2 3	2 8	3 0	3 4	3 9	4 0	4 6	6 0
CA	Charlton	173†	13 4	10 9	13 2	21 8	29 6	43 3	56 6	70 9	86 0
CJ	Cheltenham	141	2 6	2 6	3 0	3 4	3 11	5 0	5 6	6 6	8 0
CF	Cheviot†	89†	7 0	8 0	9 7	12 8	16 6	22 3	28 6	35 3	43 0
CI	Chewton	74†	6 3	7 6	9 0	11 7	14 11	20 0	25 6	31 6	38 0
CH	Chiltern	168†	13 0	10 9	13 2	21 3	28 10	42 3	55 3	69 3	84 0
	Chillingollah† (see page 167)										
CLA	Clayton†	12	2 0	2 6	3 0	3 4	3 4	4 6	5 0	5 9	7 6
CU	Clunes	100†	9 0	9 3	11 5	16 10	20 8	26 0	30 3	37 3	45 0
CLY	Glyde	31†	2 11	3 9	4 6	6 6	7 2	9 3	11 3	13 0	17 0

\* Not including loading or unloading.

† Freights to be prepaid.

## GOODS RATES FROM AND TO MELBOURNE, ETC.—continued.

Mark.	STATIONS.	Miles.	Class M.	Class A.P.	Special A.P. Rate.	Class A.	Class B.	Class C.	Class 1.	Class 2.	Class 3.
GV	Coalville †	80 1/2	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
CO	Colden †	135 1/2	7 3	8 3	9 11	13 3	17 1	23 0	29 6	36 6	44 6
CM	Cobram	155 1/2	10 9	10 0	12 4	13 2	23 4	29 6	35 0	40 0	45 0
COB	Coburg	61	12 1	10 6	12 11	20 0	27 0	40 0	52 0	64 9	78 6
			2 3	2 3	2 3	3 0	3 4	3 9	4 0	4 6	6 0
CRK	Cockatoo (see page 157) †										
CR	Colac (see page 77)	95 1/2	8 0	8 9	10 6	14 3	16 6	17 0	20 0	24 6	29 6
CS	Coldstream †	27	2 7	3 6	4 2	5 0	6 1	8 0	9 6	11 6	14 6
CE	Coleraine	244	17 11	12 6	15 4	25 6	28 0	34 0	45 0	47 6	52 6
CON	Condah	244	17 11	12 6	15 4	25 6	28 0	34 0	42 6	45 0	50 0
CRD	Congupna-road †	119 1/2	9 8	9 6	11 8	16 9	22 0	31 3	40 6	50 3	61 6
CP	Cope Cope	175	13 4	11 0	13 6	21 9	29 8	43 6	56 9	71 3	86 6
	Corio (see page 87)										
GY	Coromby †	213 1/2	16 0	11 11	14 8	25 1	34 4	49 0	61 6	76 3	92 0
GT	Cosgrove †	120 1/2	10 2	9 9	12 0	17 4	23 1	33 0	43 0	53 3	64 6
CW	Cowwarr	114 1/2	9 4	9 7	11 10	16 3	21 5	28 3	35 9	40 0	47 6
GRA	Craigieburn	161	2 6	2 9	3 4	3 4	4 5	5 6	6 3	7 6	9 6
CQ	Cranbourne	38 1/2	2 9	3 6	4 2	5 0	6 8	8 6	10 3	12 6	15 6
CRK	Creighton	89	7 5	8 9	10 10	15 0	19 3	23 3	26 6	32 6	39 6
CR	Creswick	100 1/2	8 5	8 9	10 10	15 0	19 3	23 3	26 6	32 6	39 6
CRO	Crossley †	177 1/2	13 7	11 0	13 6	22 0	25 0	31 0	33 0	35 6	38 0
CXR	Crossover †	73 1/2	6 2	7 3	8 8	11 7	14 11	19 9	25 3	31 3	38 0
CLD	Crowland †	153 1/2	12 0	10 3	12 7	19 10	26 9	38 0	46 3	57 3	69 6
CUX	Croxton	61	2 3	2 3	2 8	3 0	3 4	3 9	4 6	4 6	6 0
CZ	Crib Point †	45 1/2	4 0	5 3	6 4	6 6	6 6	11 0	11 0	13 6	13 6
CDN	Croydon	19 1/2	2 6	2 9	3 4	3 11	5 0	6 3	7 3	8 9	11 0
CX	Cudgee †	155	12 0	10 6	12 11	19 11	25 6	31 6	33 0	35 6	38 0
CUR	Curyo †	227 1/2	16 11	12 2	15 0	26 0	35 7	53 3	70 0	83 9	108 6
DME	Dalmore †	38 1/2	3 6	4 0	5 5	6 8	8 3	11 0	13 6	16 6	20 0
DG	Dandenong	19 1/2	2 6	2 9	3 4	3 11	5 0	6 3	7 3	8 9	11 0
DLA	Darlinmura †	106 1/2	8 10	9 0	11 1	15 6	20 4	28 0	30 3	35 9	44 6
DG	Darnum	66 1/2	5 7	6 9	8 1	10 6	13 3	18 0	23 0	28 3	34 6
DS	Dawson †	118	9 7	9 6	11 8	16 6	21 9	28 3	35 9	40 0	45 0
D	Daylesford (see page 80)	75 1/2	6 4	7 6	9 0	11 7	14 11	20 3	26 0	32 0	39 0
DM	Dean Marsh †	90 1/2	7 7	8 6	10 2	13 9	15 5	18 9	22 0	28 0	35 0
DPL	Deep Lead †	177 1/2	13 7	11 0	13 6	22 0	25 0	31 0	33 0	35 6	38 0
DP	Deer Park †	11	2 6	2 6	3 0	3 4	3 4	4 0	4 3	5 0	6 6
DN	Denilquin										
DEN	Dennington †	169	13 0	10 9	13 2	21 3	25 6	31 6	33 0	35 6	38 0
DR	Derby †	121 1/2	9 10	9 6	11 8	16 11	22 4	31 9	41 3	51 3	62 0
DLE	Derrinal †	78 1/2	6 7	7 9	9 4	12 2	15 5	21 0	27 0	33 3	40 6
DV	Devenish	137 1/2	10 11	10 0	12 4	18 4	24 6	35 9	46 6	57 9	70 0
DW	Diapur (see page 70)	282	18 8	13 2	16 2	29 9	40 7	54 0	74 0	96 0	114 3
DT	Diggers Rest †	20 1/2	2 6	3 0	3 7	3 11	5 0	6 6	7 6	9 0	11 6
DA	Dimboola	247 1/2	15 0	12 6	15 4	27 4	37 5	54 0	69 0	88 0	105 6
DE	Dingee	131 1/2	10 6	9 9	12 0	17 10	23 8	34 3	44 6	55 3	67 0
DCY	Ditchley (see page 168) †										
DB	Dobie	148 1/2	11 8	10 3	12 7	19 5	26 1	33 3	40 0	49 3	59 6
DOC	Docker (see page 157)										
DO	Donald	182 1/2	13 11	11 0	13 6	22 6	30 9	45 0	58 9	73 9	89 9
DF	Dennybrook	20 1/2	2 6	3 0	3 7	3 11	5 0	6 6	7 6	9 0	11 6
DH	Doon †	221	16 5	12 2	15 0	25 6	35 0	50 3	63 9	79 9	96 0
DJ	Dookie	130	10 4	9 9	12 0	17 8	23 5	33 9	44 0	54 6	66 9
DJ	Drouin	57 1/2	4 11	6 3	7 6	9 6	11 7	16 9	20 0	24 6	30 0
DQ	Drysdale	57 1/2	4 11	6 3	7 6	9 4	9 4	10 6	11 0	14 3	18 6
DOA	Dunosa †	200 1/2	15 1	11 8	14 5	24 2	33 1	48 3	63 3	79 9	97 3
DK	Dunkeld	201 1/2	15 2	11 8	14 5	24 3	33 3	48 3	63 3	79 9	97 3
DC	Dunstown	67 1/2	5 8	6 9	8 1	10 6	13 9	18 0	21 0	26 3	31 6
DY	Dunolly	125 1/2	10 1	9 9	12 0	17 3	22 10	32 9	41 6	51 3	62 0
DUN	Dunneworthy †	166 1/2	12 2	10 6	12 11	20 1	27 2	37 3	45 3	56 0	67 6
D SA	Dysart †	58 1/2	5 0	6 3	7 6	9 5	12 2	16 0	20 3	25 0	30 6
EA	Eaglehawk (see page 80)	105 1/2	8 9	9 0	11 1	15 5	20 1	27 9	35 0	44 6	54 0
EM	East Metcalfe †	60 1/2	5 7	6 9	8 1	10 6	13 3	18 0	23 0	28 3	34 6
ENT	East Natimuk	239 1/2	17 8	12 4	15 2	26 10	36 8	53 9	68 0	87 3	105 6
E	Echuca and wharf (see p 88)	145	11 4	10 3	12 7	19 0	25 6	37 6	49 0	60 9	73 6
EC	Edgecombe †	62 1/2	5 3	6 6	7 10	9 11	12 8	17 0	21 6	26 6	32 6
ED	Edi (see page 157)										
EL	Elaine	76 1/2	6 5	7 6	9 0	11 7	13 9	16 0	18 3	23 6	29 6
ELM	Ellam †	277 1/2	18 7	13 0	16 0	29 6	40 2	59 9	78 0	100 0	122 0

\* Not including loading or unloading.

† Freights to be prepaid.

## GOODS RATES FROM AND TO MELBOURNE, ETC.—continued.

Mark.	STATIONS.	Miles.	Class M.	Class A.P.	Special A.P. Rate.	Class A.	Class B.	Class C.	Class 1.	Class 2.	Class 3.
			s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
EH	Elmhurst.....	144½	11 4	10 3	12 7	19 0	25 6	37 6	48 0	59 3	71 6
EO	Elmore.....	128½	10 4	9 9	12 0	17 7	23 4	33 6	43 6	54 0	65 6
EP	Elphinstone.....	70½	5 11	7 0	8 6	11 0	14 4	19 0	24 3	30 0	36 6
ES	Elsternwick.....	7	2 3	2 3	2 8	3 0	3 4	3 9	4 0	4 6	6 0
ELT	Eltham † (see page 157)										
EN	Emberton †.....	69½	5 10	7 0	8 5	11 0	13 9	18 9	24 0	29 6	36 0
EMD	Emerald † (see page 157)										
EU	Emu.....	145½	11 5	10 3	12 7	19 1	25 7	37 9	48 0	59 3	71 6
EQ	Epping †.....	14	2 6	2 6	3 0	3 4	3 11	4 9	5 2	6 3	8 0
ET	Epsom †.....	108½	8 9	9 0	11 1	15 5	20 1	27 9	30 0	44 6	54 0
ESS	Essendon.....	97½	8 2	8 9	10 6	12 2	15 5	18 6	21 6	27 0	32 6
EK	Eureka †.....	93½	7 10	8 6	10 2	14 4	19 2	24 9	32 0	39 8	48 0
ER	Euroa.....	187½	14 3	11 3	13 10	22 11	31 5	45 0	60 0	75 6	92 0
EI	Eurobin †.....	22½	2 9	3 6	4 2	5 0	6 3	8 6	10 3	12 6	15 6
EYN	Evelyn †.....	150	11 8	10 3	12 7	19 6	26 2	38 9	47 3	58 6	70 6
EV	Eversley †.....										
EF	Everton.....	161	12 5	10 6	12 11	20 6	27 9	41 0	53 3	66 6	80 9
FP	Fairfield Park.....	6	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	6 0
FV	Fairview †.....	186½	14 2	11 3	13 10	22 10	31 4	45 9	59 9	75 3	91 6
FK	Fernbank †.....	153½	12 0	10 3	12 7	18 0	18 9	23 3	35 0	40 0	40 0
FH	Fern Hill.....	56½	5 0	6 3	7 6	9 5	12 2	16 3	20 6	25 3	31 0
FC	Fish Creek.....	100½	8 5	8 9	10 10	15 0	19 6	26 6	34 3	40 0	40 0
FY	Fitzroy.....	6	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	6 0
FL	Flynn †.....	107	8 10	9 0	11 1	15 6	20 4	24 9	30 3	40 0	43 0
FCY	Footscray (see page 88)	3½	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	6 0
FW	Footscray West.....	4½	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	6 0
FO	Forrest †.....	103½	8 8	8 9	10 10	15 3	18 2	22 0	26 3	33 6	41 6
FS	Foster.....	108½	9 0	9 0	11 1	15 9	20 7	28 3	35 9	40 0	40 0
FN	Frankston.....	27½	2 8	3 6	4 2	5 0	6 1	8 3	10 0	12 0	15 0
FM	Fulham †.....	124½	10 0	9 9	12 0	17 2	22 9	28 3	35 9	40 0	40 0
GAM	Gama †.....	253½	18 1	12 8	15 7	27 10	38 0	57 6	76 3	97 3	119 0
GAL	Galsgill †.....	257½	18 2	12 8	15 7	28 1	38 4	57 0	73 0	93 3	113 3
GAR	Garfield.....	46½	4 1	5 3	6 4	7 9	9 11	13 0	16 3	20 0	24 6
GAV	Garvoc †.....	144½	11 4	10 3	12 7	19 0	25 0	31 6	33 0	35 6	38 0
G	Geelong (see pages 78, 88 & 89)	45	3 11	5 0	5 0	5 0	5 0	5 0	6 0	7 6	10 0
GBD	Gellibrand (see page 162)†										
GEL	Gellibrand.....	130½	10 5	9 9	12 0	17 9	18 9	23 3	35 9	40 0	40 0
GEM	Gembrook (see page 157)†										
GER	Gerangamete †.....	99½	8 4	9 0	10 10	14 10	17 0	21 0	25 0	31 9	39 6
GNG	Gerang (see page 79)†	258	18 2	12 8	15 7	28 1	38 4	57 0	73 0	93 3	113 3
GP	Gheringhap.....	51½	4 5	5 9	6 11	8 3	9 4	10 7	13 0	17 0	21 0
GI	Gisborne.....	40	3 6	4 0	5 8	6 8	8 3	11 3	14 0	17 0	21 0
GB	Glenalbyn.....	139½	11 0	10 0	12 4	18 7	24 9	36 3	47 3	58 9	71 0
GF	Glenalbyn †.....	142½	11 3	10 0	12 4	18 10	24 5	31 0	35 0	40 0	45 0
GV	Glenagarry.....	104½	8 8	9 0	11 1	15 4	20 0	27 6	35 6	44 0	50 0
GLN	Glen Huntly.....	8½	2 6	2 6	3 0	3 0	3 4	3 9	4 0	4 6	6 0
GZ	Glenloch.....	183	13 11	11 0	13 6	22 6	30 9	45 0	58 9	73 9	89 9
GC	Glenorchy.....	185½	14 1	11 3	13 10	22 9	31 1	42 6	52 3	64 9	78 0
GL	Glenrowan.....	130	10 9	10 0	12 4	18 2	24 3	35 3	46 0	57 0	69 0
GN	Glenroy.....	9	2 6	2 6	3 0	3 0	3 4	3 9	4 0	4 6	6 0
GT	Glen Thompson.....	190	14 4	11 3	13 10	23 2	31 3	43 9	54 0	68 0	84 0
GS	Golden Square.....	99½	8 4	9 0	10 10	14 11	19 3	26 3	33 0	42 0	51 0
GH	Goldsbrough †.....	122½	10 4	9 9	12 0	17 8	23 5	33 0	43 0	53 0	64 0
GA	Gooramahat.....	131½	10 6	9 9	12 0	17 10	23 8	34 3	44 6	55 3	67 0
GO	Gooramahat.....	118	9 7	9 6	11 8	16 6	21 0	30 9	40 0	49 6	60 0
GE	Gornet.....	969½	18 5	12 10	15 9	25 6	32 0	44 0	56 0	68 0	80 0
GD	Gordon.....	56½	4 10	5 3	7 6	8 10	11 7	15 6	19 6	24 0	29 6
GK	Goroke † (see page 157)										
GJ	Gowran † (see page 157)										
GJ	Goyurra †.....	271½	18 6	13 0	16 0	29 0	39 8	50 3	76 6	98 0	119 6
GR	Granam (see Port Mel- bourne).										
GSC	Grassdale †.....	245½	18 0	12 6	15 4	25 6	32 0	44 0	56 0	68 0	80 0
GS	Great Southern Consols Siding †.....	160½	12 10	10 0	13 2	21 0	28 7	42 0	54 9	68 6	83 3
GW	Great Western.....	164½	12 8	10 9	13 2	20 10	28 3	37 3	45 3	58 0	67 6
GXL	Gredgwin †.....	180½	13 9	11 0	13 6	22 4	30 6	44 6	58 3	73 3	89 0
GHL	Green Hill †.....	64½	5 5	6 6	7 10	9 11	13 3	17 0	22 3	27 6	33 6
GRB	Greensborough † (see p. 157)										

\* Not including loading or unloading†

† Freight to be prepaid.

## GOODS RATES FROM AND TO MELBOURNE, ETC.—continued.

Mark.	STATIONS.	Miles	Class M.	Class A.P.	Special A.P. Rate.	Class A.	Class B.	Class C.	Class 1.	Class 2.	Class 3.
GQ	Gritjark †	233½	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
GU	Guildford	54½	17 8	12 4	15 2	25 6	28 0	34 0	45 0	47 6	52 6
GN	Gymbowen † (see page 157).		7 1	8 0	9 7	12 8	16 6	22 0	29 0	35 9	43 6
HN	Haddon †	107	8 10	9 0	11 1	15 6	19 3	23 0	28 3	32 3	39 0
HR	Hallam †	23½	2 6	3 3	3 11	4 5	5 6	7 3	8 6	10 3	13 0
H	Hamilton	28½	10 5	12 2	15 0	25 0	28 0	34 0	42 0	45 0	50 0
HA	Hammond †	96½	8 1	8 9	10 6	14 4	18 9	25 6	33 0	40 9	49 6
HT	Harcourt	82½	6 11	8 0	9 7	12 8	16 6	22 0	28 3	35 0	42 6
HS	Hastings	40½	3 7	4 9	5 8	6 8	8 10	11 6	14 3	17 6	19 6
HAT	Hattah † (see page 80)	310½	19 3	13 8	16 9	31 9	43 3	62 9	72 9	85 6	100 6
HK	Havelock †	118½	9 8	9 0	11 8	16 3	21 11	31 0	39 0	48 0	58 0
HW	Hawkesdale †	189½	14 4	11 3	13 16	23 2	32 0	34 0	40 0	42 6	45 0
HA	Hawthorn	4½	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	5 0
HZ	Hazelwood †	93½	7 10	8 6	10 2	14 4	18 2	24 9	32 0	39 6	48 0
HE	Healesville	40	3 6	4 9	5 8	6 8	8 3	11 3	14 0	17 0	21 0
HO	Heathcote	73½	6 2	7 3	8 8	11 7	14 11	19 9	25 3	31 3	38 0
HF	Hedley †	124½	10 0	9 9	12 0	17 2	18 9	23 3	35 9	40 0	40 0
HB	Heidelberg	9	2 6	2 6	3 0	3 0	3 4	3 9	4 0	4 6	5 0
HJ	Henty †	259	18 3	12 8	15 7	25 6	28 0	34 0	45 0	50 0	52 6
HD	Heyfield	121½	9 10	9 6	11 8	16 11	22 4	28 3	35 9	40 0	42 6
HQ	Heywood	258	18 2	12 8	15 7	25 6	28 0	34 0	42 6	45 0	50 0
HCF	High Camp †	61½	4 5	5 9	6 11	8 3	10 6	14 3	18 0	22 0	27 0
HI	Higgett	12½	2 6	2 6	3 0	3 4	3 4	4 6	5 0	5 9	7 6
HX	Hillside †	164	12 8	10 6	12 11	15 0	18 9	28 3	35 9	40 0	40 0
HG	Hoddle Range †	103½	8 8	8 9	10 10	15 3	19 10	27 3	35 3	40 0	40 0
HU	Homebush †	123½	10 0	9 6	11 8	17 1	22 7	32 3	41 0	50 6	61 0
HO	Homewood †	74½	6 3	7 0	9 0	11 7	14 11	20 0	25 6	31 6	38 6
HP	Hopetoun	277½	18 7	13 0	16 0	29 6	40 2	59 9	78 0	100 0	121 6
HM	Horsham	226	16 9	12 2	15 0	25 11	35 5	51 0	65 0	81 9	98 6
HY	Huntly †	108	8 11	9 0	11 1	15 7	20 5	28 3	36 0	45 3	55 0
HL	Huon †	201	15 1	11 8	14 5	24 2	33 1	48 3	63 3	79 9	97 3
IA	Illova	172	13 2	10 9	13 2	21 6	25 6	31 6	33 0	35 6	38 0
I	Ingham (see page 89).										
I	Inglewood	131	10 5	9 9	12 0	17 9	23 7	34 0	44 8	55 0	66 6
IN	Ingliston	45	3 11	5 0	6 0	7 2	9 5	12 0	15 6	19 0	23 6
IR	Irrewarra	91½	7 8	8 6	10 2	13 9	15 11	17 0	20 6	24 6	29 6
IS	Irvine's Siding †	164	12 8	10 6	12 11	20 9	28 1	37 3	45 3	56 0	67 6
IRY	Irymple (see page 80)	347½	20 0	14 2	17 4	34 3	43 6	52 6	67 6	67 0	78 0
IV	Ivanhoe	7½	2 3	2 3	2 8	3 0	3 4	3 0	4 0	4 6	5 0
JS	Jumbunna Coal Co's Siding	75½									
JAC	Jackson †	203	15 3	11 8	14 5						
JE	Jeecho	92½	5 3	6 0	7 10	9 11	12 8	17 0	21 6	26 6	32 6
JP	Jeparit	270½	18 6	13 0	16 0	29 0	39 7	50 3	76 3	97 9	115 6
JO	Joyce's Creek †	95½	8 0	8 9	10 6	14 4	18 9	25 3	32 0	40 3	49 0
J	Jumbunna	74	6 2	7 3	8 8	11 7	14 11	19 9	25 3	31 3	38 0
JG	Jung	214½	16 0	11 11	14 8	25 2	34 5	40 0	62 3	77 3	93 0
KA	Kanelra †	217	16 2	11 11	14 8	25 3	34 7	51 3	67 3	85 3	104 0
KAN	Kangaroo	97½	8 2	8 9	10 6	14 11	19 3	25 9	33 0	41 3	50 0
KX	Kaniva (see page 79)	295½	19 0	13 4	16 4	30 8	41 10	54 3	79 6	103 0	125 3
KB	Karumbra †	101½	8 6	8 9	10 10	15 1	19 7	26 9	34 6	42 9	52 0
KQ	Kardella †	72½	6 1	7 3	8 8	11 0	14 4	19 0	25 0	30 9	37 6
KYE	Karyrie †	221	16 5	12 2	15 0	25 6	35 0	52 0	68 3	86 6	105 9
KT	Katamatite	147	11 6	10 3	12 7	19 2	25 10	38 0	49 6	61 6	74 6
KF	Katunga †	140½	11 1	10 0	12 4	18 8	25 0	36 6	47 6	59 0	71 6
KYL	Katylil †	254	18 1	12 8	15 7	27 10	38 0	56 3	72 0	92 0	112 0
KAW	Kawarren (see page 158).†										
KG	Kerang (see page 89).	179½	13 8	11 0	13 6	22 3	30 3	44 3	58 0	72 9	88 6
KD	Kerrisdale †	68½	5 9	6 9	8 1	10 6	13 9	18 0	23 6	29 0	35 6
KW	Kew	5½	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	5 0
KI	Kilata (see page 79)	282½	18 4	12 10	15 9	28 5	38 10	54 0	69 0	85 0	105 0
KIL	Killara †	35½	3 3	4 3	5 1	6 1	7 9	10 3	12 6	15 3	19 0
KR	Kilmore	42½	3 9	5 0	6 0	7 2	8 10	12 0	15 0	18 3	22 6
KE	Kilmore East	39½	3 6	4 9	5 8	6 8	8 3	11 3	14 0	17 0	21 0
KJ	Kingston	93½	7 10	8 6	10 2	14 4	18 2	24 0	29 0	35 6	43 0

\* Not including loading or unloading.

† Freights to be prepaid.

## GOODS RATES FROM AND TO MELBOURNE, ETC.—continued

Mark.	STATIONS.	Miles.	Class M.	Class A.P.	Special A.P. Rate.	Class A.	Class B.	Class C.	Class 1.	Class 2.	Class 3.
			s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
K B A	Kinnabulla †	224½	16 8	12 2	15 0	25 10	35 4	52 0	69 3	87 9	107 3
K L	Kirkstall †	179	13 8	11 0	13 0	22 2	25 6	31 6	33 0	35 0	38 0
K N	Knowsley	83	6 11	8 0	9 7	12 8	16 6	22 0	28 3	35 0	42 8
K U	Koonwarra †	84	7 0	8 0	9 7	12 8	16 6	22 3	28 6	35 3	43 0
K P	Koo-wee-rup	42	3 8	4 9	5 8	7 2	8 10	11 9	14 6	17 9	22 0
K V	Korong Vale	151	11 9	10 3	12 7	19 7	26 4	39 0	60 9	63 3	76 0
K S	Korort	175½	13 5	11 0	13 6	21 10	25 6	31 6	33 0	35 6	38 0
K M	Korumburra	69½	5 10	7 0	8 5	11 0	13 9	18 9	24 0	29 6	36 0
K Q	Koyuga †	135	10 8	10 0	12 4	18 1	24 2	35 0	45 6	56 6	68 0
K Z	Kurting †	135	10 8	10 0	12 4	18 1	24 2	35 0	45 6	56 6	68 0
K Y	Kyabram	124	10 0	9 6	11 8	17 1	22 7	32 3	42 0	52 0	63 0
K	Kyneton	57	4 10	6 3	7 6	8 10	11 7	15 6	19 6	24 0	29 6
L A H	Lah †	248	18 0	12 0	15 4	27 4	37 5	55 3	70 6	90 0	109 6
L B	Lake Boga	206	15 4	11 8	14 5	24 5	33 6	49 0	64 3	81 3	99 0
L B K	Lake Buloke †	187½	14 3	11 3	13 10	22 11	31 5	45 9	60 0	75 6	92 0
L C	Lake Charu †	190½	14 5	11 6	14 1	23 3	31 10	46 0	60 9	76 6	93 3
L B T	Lalbert †	205½	15 5	11 8	14 5	24 6	33 7	49 3	64 6	81 6	99 6
L A L	Lal Lal	82½	7 0	8 0	9 7	11 7	14 10	17 9	20 6	26 3	31 6
L D	Lancefield	46	4 0	5 3	6 4	7 9	9 5	12 9	16 0	19 6	24 0
L J N	Lancefield Junction	31½	2 11	3 9	4 6	5 6	7 2	9 3	11 3	13 9	17 0
L N G	Lang Lang	48½	4 3	5 6	6 7	7 9	9 11	13 6	17 0	20 9	25 6
L G N	Langwarrin †	30½	2 10	2 9	4 8	5 6	6 8	9 0	11 0	13 3	16 6
L V	Lara	35½	3 3	4 3	5 1	6 1	7 9	8 9	9 0	9 6	11 0
L P	Larport	100½	8 5	8 9	10 10	14 10	17 7	21 3	25 3	30 0	36 6
L A S	Lascelles †	248½	18 0	12 0	15 4	27 5	37 6	57 0	75 3	95 9	117 3
L A P	Launching Place †	42	3 8	4 9	5 8	7 2	8 10	11 9	14 6	17 9	22 0
L A U	Laurie †	132½	10 7	9 9	12 0	17 11	23 10	34 6	44 0	54 3	65 6
L A V	Laverton	13	2 6	2 0	3 0	3 4	3 4	4 6	5 0	5 9	7 6
L M	Learnmouth †	111½	9 2	9 3	11 5	15 11	19 9	24 0	27 6	33 9	41 0
L K	Leichhardt †	117½	9 7	9 6	11 8	16 6	21 9	30 9	40 0	49 6	60 0
L H	Leonard	82½	6 11	8 0	9 7	12 8	16 6	22 0	28 3	35 0	42 6
L G	Leongatha	70	6 7	7 9	9 4	12 2	15 5	21 0	27 6	33 3	40 6
L E O	Leopold †	52	4 5	5 9	6 11	6 1	6 1	6 9	7 6	10 6	13 6
L E S	Leslie †	35½	3 3	4 3	5 1	6 1	7 9	8 9	9 0	9 6	11 0
L E G	Lethbridge	61½	5 2	6 6	7 10	9 11	11 0	12 3	13 3	17 3	22 0
L I L	Lilleo †	65½	5 6	6 6	7 10	10 6	13 3	17 9	22 6	27 9	34 0
L J	Lillimur (see page 70) †	301½	19 1	13 0	16 7	31 1	42 5	66 6	81 6	108 0	130 3
L T	Lilput †	165	12 8	10 9	13 2	20 10	28 3	41 6	54 3	67 9	82 3
L I	Lily (see page 59) †	97½	9 2	9 9	11 6	15 11	20 8	30 0	34 3	42 3	51 0
L	Lilydale	24½	2 6	3 3	3 11	4 5	5 6	7 6	9 0	10 9	13 6
L W	Lindenow	160½	12 5	10 6	12 11	15 0	18 9	23 3	35 9	40 0	40 0
L N	Linton	121½	9 10	9 6	11 8	16 11	21 5	26 6	31 0	38 0	46 0
L F	Litchfield †	192	14 6	11 6	14 1	23 4	31 11	46 6	61 0	76 9	93 6
L R	Little River	29½	2 9	3 6	4 2	5 6	6 8	8 9	10 6	12 0	14 6
L N Y	Llanelly †	138½	11 0	10 0	12 4	18 9	24 8	36 0	45 6	56 3	68 0
L O X	Locksley	79½	6 8	7 9	9 4	12 2	16 0	21 3	27 3	33 9	41 0
L A	Loch	60	5 0	6 3	7 6	9 5	12 2	16 3	20 6	25 3	31 0
L O D	Loddon (see page 59) †										
L O N	Londrigan †	152½	11 11	10 3	12 7	19 9	26 7	39 6	51 3	63 9	77 3
L E A	Longlea †	93	7 9	8 6	10 2	13 9	18 2	24 6	31 6	39 0	47 6
L Y	Longwarry	52	4 5	5 9	6 11	8 3	10 6	14 3	18 0	22 0	27 0
L O	Longwood	84½	7 1	8 0	9 7	12 8	16 6	22 6	29 0	35 9	43 6
L V T	Lovat (see page 158) †										
L X	Lower Ferntree Gully †	22½	2 6	3 0	3 7	4 5	5 6	7 0	8 3	10 0	12 6
L Z	Loy Yang †	102½	8 7	8 9	10 10	15 2	19 9	27 0	35 0	42 0	44 0
L U	Lubeck	197½	14 11	11 6	14 1	23 10	32 9	45 9	56 6	70 0	84 6
L Q	Lyonsville	67½	5 8	6 9	8 1	10 6	13 9	18 3	23 3	28 9	35 0
L Y N	Lyndhurst †	24	2 6	3 3	3 11	4 5	5 6	7 3	8 6	10 3	13 0
Mc D	MacDougall (see page 80) †	48	4 2	5 3	6 4	7 9	9 11	13 3	16 6	20 3	25 0
MD N	Macedon	48½	3 10	5 0	6 0	7 2	9 5	12 3	15 3	18 9	23 0
M A	Macorna	165½	12 9	10 9	13 2	20 11	28 4	41 0	54 6	68 3	82 9
M F	Maffra	129½	10 7	9 9	12 0	17 11	20 0	23 3	35 9	40 0	40 0
M R L	Main Sample †	122½	9 11	9 6	11 8	17 0	22 6	32 0	41 6	51 6	62 6
M N	Maldon	89	7 5	8 3	9 11	13 3	17 8	23 6	30 3	37 6	45 6
M Y	Malmesbury	63½	5 4	6 6	7 10	9 11	12 3	17 3	22 0	27 0	33 0
M A L	Malvern	69½	2 3	2 3	2 3	3 0	3 4	3 9	4 0	4 6	6 0
M G R	Mangalore	68	5 8	6 9	8 1	10 6	13 9	18 3	23 3	28 9	35 0

\* Not including landing or unloading.

† Freight to be prepaid.

‡ Lily. The additional charge of 1s per ton, per page 59, included.

## GOODS RATES FROM AND TO MELBOURNE, ETC.—continued.

Mark.	STATIONS.	Miles.	Class M.	Class A.P.	Special A.P. Rate.	Class A.	Class B.	Class C.	Class 1.	Class 2.	Class 3.
			s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
M A N	Mannerim †	61	5 1	6 3	7 0	9 4	9 11	11 3	12 0	15 6	20 0
M D	Mansfield	131½	10 6	9 9	12 0	17 10	23 8	34 3	44 6	55 3	67 0
-	Marnoo (see page 167) †										
M G	Marong	112½	9 3	9 3	11 5	16 1	21 1	29 6	38 3	47 6	57 6
M A R	Maroona	167	12 10	10 9	13 2	21 0	28 7	38 0	46 3	57 3	69 0
M S L	Marshall †	49½	4 3	5 6	5 7	6 1	6 1	6 3	6 9	9 9	12 6
M	Maryborough	112	9 2	9 3	11 5	16 0	20 11	29 3	37 0	45 6	55 0
M S Y	Massey †	197½	14 11	11 6	14 1	23 10	32 9	47 9	62 6	78 9	96 0
M C I	Melvor Siding †	63½	5 4	6 6	7 10	9 11	12 8	17 3	22 0	27 0	33 0
M E T	Meatman †	212½	15 11	11 11	14 8	25 0	34 3	50 6	66 3	83 9	102 3
M E Y	Meenulan †	89	7 5	8 3	9 11	13 3	17 8	23 6	30 3	37 6	45 6
M L S	Melbourne										
M E	Mellist	235	17 4	12 4	15 2	26 6	36 3	52 9	67 3	85 6	103 9
M E	Melton	23½	2 6	3 3	3 11	4 5	5 6	7 3	8 6	10 3	13 0
M E N	Mentone	15½	2 6	2 6	3 0	3 4	3 11	5 2	6 0	7 0	9 0
M H	Meredith	71	5 11	7 0	8 5	11 0	12 8	14 6	16 3	21 0	26 6
M E R	Merrigum	117½	9 7	9 6	11 8	16 0	21 0	30 9	40 0	49 6	60 0
M N O	Merino	254	18 1	12 8	15 7	25 6	34 0	45 0	50 0	62 6	76 6
M T N	Merton †	108½	9 0	9 0	11 1	15 9	20 7	28 6	37 0	45 9	55 6
M I D	Nidas †	105½	8 9	9 0	11 1	15 5	18 8	22 9	26 0	31 9	38 6
M B N	Middle Brighton	9½	2 6	2 6	3 0	3 0	3 4	3 9	4 0	4 6	6 0
M C K	Middle Creek	185½	10 9	10 0	12 4	18 2	24 2	30 0	35 6	43 9	53 0
M D A	Mildura (see page 80) †	351½	20 1	14 4	17 6	34 6	43 6	52 6	57 6	67 0	78 0
M I L	Millbrook	63½	5 0	6 3	7 6	9 5	12 2	16 0	20 3	25 0	30 6
M G V	Millgrove †	46½	4 1	5 3	6 4	7 9	9 11	13 0	16 3	20 0	24 6
M L N	Milltown †	250½	18 1	12 8	15 7	25 6	34 0	42 6	45 0	50 0	60 0
M C	Mincha †	159½	12 4	10 6	12 11	20 5	27 6	40 9	53 0	66 3	80 3
M I H	Minhamite †	106½	14 10	11 6	14 1	23 9	32 0	44 0	50 0	62 6	76 6
M I	Minyip	221	16 5	12 3	15 0	25 6	35 0	50 3	63 9	79 9	96 0
M V	Miram (see page 79) †	289½	18 10	13 2	16 2	30 3	41 3	54 0	77 3	99 9	120 6
M C H	Mitcham	14½	2 6	2 6	3 0	3 4	3 11	5 0	5 6	6 6	8 6
M I T	Mitlamo	42½	11 3	10 3	12 4	18 10	25 3	37 0	48 3	60 0	72 6
M L K	Mitre Lake (see page 157) †	81½	6 10	7 9	9 4	12 8	16 0	21 9	28 0	34 6	42 0
M O	Moe	147	11 6	10 3	12 7	19 2	25 10	34 0	40 6	49 6	61 6
M O L	Mologa	147	11 6	10 3	12 7	19 2	25 10	34 0	40 6	49 6	61 6
M W H	Molesworth †	90½	7 7	8 6	10 2	13 9	17 8	24 0	31 0	38 3	46 6
M E A	Monea †	75½	6 4	7 6	9 0	11 7	14 11	20 3	26 0	32 0	39 0
M O N	Monegetta †	39½	3 4	4 6	5 5	6 1	7 9	10 6	13 0	15 9	19 6
M O U	Monomeith †	44	3 10	5 0	6 0	7 2	9 5	12 3	15 3	18 9	23 0
M T O	Montgomery †	134½	10 8	10 0	12 4	17 0	18 9	28 3	35 9	40 0	40 0
M L T	Moolort (see page 87) †	100½	8 5	8 9	10 10	15 0	19 6	26 0	34 3	42 6	51 6
M B N	Moorabbin	11½	2 6	2 6	3 0	3 4	3 4	4 3	4 6	5 3	7 0
M B L	Moorabool †	48½	4 3	5 6	6 7	6 1	6 1	6 9	7 6	10 6	13 6
M D C	Moorooduc †	35½	3 3	4 3	5 1	6 1	7 9	10 3	12 6	15 3	19 0
M B K	Mooroolbark †	21½	2 6	3 0	3 7	4 5	5 0	6 9	8 0	9 6	12 0
M P	Moorepna	110	9 0	9 3	11 5	15 10	20 8	28 9	37 3	46 3	56 0
M O R	Morandring †	49½	4 3	5 6	6 7	8 3	10 6	13 9	17 3	21 3	26 0
M X	Mordialloc	17½	2 6	2 9	3 4	3 11	4 5	5 9	6 6	7 9	10 0
M L D	Moreland	6½	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	6 0
M R C	Moriac	60	5 0	6 3	7 6	9 4	9 11	11 0	11 6	15 0	19 6
M J	Mornington Junction	82½	3 0	3 9	4 6	5 6	7 2	9 6	11 6	14 0	17 6
M Q	Mornington	40½	3 7	4 9	5 8	6 8	8 3	10 0	11 9	12 6	12 6
M T	Mortlake	150½	11 9	10 3	12 7	19 7	25 6	31 0	35 0	37 6	40 0
M P N	Morton Plains †	207½	15 7	11 8	14 5	24 7	33 9	49 6	65 0	82 8	100 3
M Z	Morwell	90	7 6	8 3	9 11	13 9	17 8	23 9	30 6	37 9	46 0
M T C	Mount Clear †	100½	8 5	8 9	10 10	12 4	15 9	19 3	22 6	28 3	34 0
M J P	Moutajup	207½	15 7	11 8	14 5	24 7	33 9	49 6	65 0	82 8	100 3
M H U	Moyhu (see page 157) †										
M O Y	Moyne †	181½	13 10	11 0	13 6	22 5	25 6	31 6	37 0	45 6	56 0
M U R	Muckleford †	84½	7 1	8 0	9 7	12 8	16 6	22 6	29 0	35 9	43 6
M R O	Munro †	145½	11 5	10 3	12 7	17 9	18 9	28 3	35 9	40 0	40 0
M U	Murchison †	33½	7 10	8 6	10 2	14 4	18 2	24 9	32 0	39 6	48 0
M U E	Murchison East	91½	7 8	8 6	10 2	13 9	18 2	24 3	31 3	38 9	47 0
M U R	Murroon †	95½	8 0	8 9	10 6	14 3	16 6	20 0	23 6	30 0	37 6
M U B	Murrumbidgee	91	2 6	2 6	3 0	3 4	3 4	3 9	4 0	4 6	6 0
M R	Murtoa	208	15 7	11 8	14 5	24 7	33 9	49 6	65 0	82 8	100 3
M S K	Musk †	72½	6 1	7 3	8 8	11 0	14 4	19 6	25 0	30 9	37 6
M Y N	Myamyn †	247½	18 0	12 6	15 4	25 6	34 0	42 6	45 0	50 0	60 0
M L	Myrtleford	177½	13 7	11 0	13 6	22 0	30 0	44 0	57 6	72 3	87 9
M S	Myria	160½	12 5	10 6	12 11	20 6	27 9	41 0	53 3	66 6	80 9
M K	Mystic Park †	196½	14 10	11 6	14 1	23 9	32 8	47 6	62 3	78 6	95 9
M Y E	Mywee †	150	11 8	10 3	12 7	19 6	28 2	38 9	50 6	62 9	76 0

† Not including loading or unloading.

† Freight to be prepaid.

## GOODS RATES FROM AND TO MELBOURNE, ETC.—continued.

Mark.	STATIONS.	Miles.	Class M.	Class A.P.	Special A.P. Rate.	Class A.	Class B.	Class C.	Class 1.	Class 2.	Class 3.
			s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
N A	Nagambie .....	781	6 7	7 9	9 4	12 2	15 5	21 0	27 0	33 3	40 6
N S C	Nambrok Siding† .....	1204	9 0	9 6	11 8	16 10	22 3	28 3	35 9	40 0	40 0
N N G	Nar-Nar-Goon .....	41	3 7	4 9	5 8	6 8	8 10	11 6	14 3	17 6	21 6
N G	Narogbid† .....	1311	10 6	9 9	12 0	17 10	23 1	28 3	34 0	40 0	45 0
N R	Narracan† .....	881	7 5	8 3	9 11	13 3	17 8	23 4	30 3	37 6	45 4
N W	Narre Warren .....	251	2 6	3 3	3 11	5 0	6 1	7 0	9 3	11 3	14 0
N H	Nathalia .....	1471	11 7	10 3	12 7	19 3	25 11	33 3	50 0	62 0	75 0
N T	Natimuk† (see page 157) ..	2411	17 10	12 6	15 4	27 0	36 11	54 0	69 0	88 0	106 0
N S	Neerim South .....	751	6 4	7 6	9 0	11 7	14 11	20 3	26 0	32 0	39 0
N Z	Newlyn .....	904	7 7	8 6	10 2	13 9	17 8	24 0	30 0	36 9	44 6
N E W	Newmarket .....	21	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	5 0
N P	Newport (see page 90) .....	64	2 3	2 3	2 3	3 0	3 4	3 9	4 0	4 6	5 0
N D	Newstead .....	121	7 9	8 6	10 2	13 9	18 2	24 6	31 6	39 0	47 6
N E	Newtown .....	1151	9 5	9 5	11 8	16 4	20 4	25 0	29 0	35 6	43 0
N	Nhill (see page 79) ..	271	18 6	13 9	16 0	20 0	30 7	54 0	69 0	89 0	105 3
N I	Nooramunga† .....	1341	10 8	10 0	12 4	18 1	24 2	35 0	45 6	56 6	68 6
N X	Nooradjuha† .....	2461	18 0	12 0	15 4	27 4	37 4	55 0	70 3	89 9	106 6
N J	North Carlton .....	41	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	5 0
N C E	Northcote .....	61	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	5 0
N C	North Creswick .....	994	8 4	9 0	10 10	14 11	19 3	23 6	27 0	33 0	40 0
N F	North Fitzroy .....	5	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	5 0
N O	North Geelong .....	434	3 10	5 0	5 0	5 0	5 0	5 0	5 0	7 6	10 0
N L H	North Learmonth† .....	1124	9 3	9 3	11 5	15 11	19 10	24 3	28 0	34 3	41 6
N M	North Mirboo .....	110	9 0	9 3	11 5	15 10	20 8	28 9	37 3	46 3	56 0
N Q	North Monegetta† .....	381	3 6	4 6	5 5	6 8	8 3	11 0	13 6	16 6	20 6
N W	North Williamstown .....	74	2 3	2 3	2 8	3 0	3 4	3 9	4 0	4 6	5 0
N L	Nullan† .....	2251	16 9	12 2	15 0	25 11	35 5	51 0	65 0	81 3	98 0
N U	Nullawil† .....	207	15 6	11 8	14 5	24 7	33 8	49 3	64 9	81 9	99 9
N K	Nunurkah .....	1331	10 8	9 9	12 0	18 0	24 0	34 9	45 3	56 3	68 0
N Y	Nyora .....	561	4 10	6 3	7 6	8 10	11 7	15 0	19 6	24 0	29 6
O A	Oakleigh .....	101	2 6	2 6	3 0	3 4	3 4	4 0	4 3	5 0	6 6
O K	Oakvale† .....	1351	14 1	11 3	13 10	22 9	31 1	45 6	59 6	74 9	91 0
O F	Officer† .....	32	2 11	3 9	4 6	5 6	7 2	9 3	11 3	13 9	17 0
O N	Ondit† .....	961	8 1	8 9	10 0	14 3	16 6	18 3	22 3	26 9	32 0
O R	Ormond .....	91	2 6	2 6	3 0	3 0	3 4	3 9	4 0	4 6	5 0
O U	Outtrim .....	761	6 5	7 9	9 0	11 7	15 5	20 6	26 3	32 6	39 6
O Y	Ouyen (see page 80) .....	2881	18 10	13 2	16 2	30 2	41 2	60 9	80 0	94 6	111 6
O X	Oxley (see page 157)† ..										
O V	Ovens† .....	1801	13 9	11 0	13 6	22 4	30 6	44 6	58 3	73 3	89 0
P K	Pakenham .....	261	3 4	4 6	5 5	6 1	7 9	10 6	13 0	15 9	19 6
P W	Painswick† .....	1301	10 5	9 9	12 0	17 9	23 7	34 0	43 0	53 0	64 0
P X	Palmerston† .....	1731	13 4	10 9	13 2	21 8	29 6	43 3	56 6	70 9	86 0
P V Y	Paradise (see page 157)† ..										
P N	Parwan .....	291	2 9	3 6	4 2	5 6	6 8	8 0	10 6	12 9	16 0
P V	Panmure .....	1501	11 9	10 3	12 7	19 7	25 6	31 6	33 0	35 6	38 0
P R	Pennyroyal† .....	93	7 9	8 6	10 2	13 9	15 11	19 3	22 6	28 9	36 0
P T	Penshurst .....	2081	15 8	11 8	14 5	24 8	28 0	34 0	40 0	42 6	45 0
P T V	Pettavel† .....	561	4 10								
P I	Picola .....	1541	12 0	10 6	12 11	19 11	26 11	39 9	51 9	64 6	78 3
P O	Pimpino .....	2361	17 6	12 4	15 2	26 7	36 5	53 0	67 9	86 0	103 6
P L	Pine Lodge† .....	121	9 9	9 6	11 8	16 10	22 3	31 0	41 0	50 9	61 6
P Y	Pirron Yallock .....	1041	8 8	9 0	11 1	15 4	18 2	21 9	25 6	30 0	36 6
P B	Pomborneit .....	1131	9 4	9 3	11 5	16 2	19 9	24 0	28 6	33 9	41 0
P U	Porepunkah† .....	1921	14 7	11 6	14 1	23 5	32 1	46 9	61 3	77 3	94 0
P	Portland (see page 90) ..	2741	18 7	13 0	16 0	25 6	28 0	34 0	42 6	45 0	50 0
P A	Port Albert .....	1371	10 11	10 0	12 4	18 4	18 9	28 3	35 9	40 0	40 0
P F	Port Fairy (see page 90) ..	1861	14 2	11 3	13 10	22 6	25 6	31 6	33 0	35 6	38 0
P M	Port Melbourne and Graham (see page 91) ..	31	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	5 0
—	Port Melbourne Pier (see pages 91 and 121) ..	31									
P E	Prairie† .....	1361	10 10	10 0	12 4	18 3	24 5	35 6	46 3	57 6	69 6
P U L	Pullut† .....	2811	18 8	13 2	16 2	29 9	40 7	60 3	79 0	101 3	123 6
P D	Purdeet† .....	2011	15 2	11 8	14 5	24 3	25 0	34 0	40 0	42 0	45 0

\* Not including loading or unloading. —† Freights to be prepaid —† The Goroke line shall be credited with the following rates per ton and separate minimums out of all traffic between Natimuk and other "Old Lines" stations, but only the actual Tariff rate with one minimum is to be charged for the through journey:—Class M, 2s.; Class A.P., 2s.; Special Agricultural Produce, 2s. 6d.; Class A, 3s.; Class B, 3s. 4d.; Class C, 3s. 9d.; Class 1, 4s.; Class 2, 4s. 6d.; Class 3, 6s. In no case, however, is the "Old Lines" proportion of any such charges to be less than one-half of the total amount collected.

## GOODS RATES FROM AND TO MELBOURNE, ETC.—continued.

Mark.	STATIONS.	Miles.	Class M	Class A.P.	Special A.P. Rate.	Class A.	Class B.	Class C.	Class 1.	Class 2.	Class 3.
PG	Pyalong †	564	s. d. 4 10	s. d. 6 3	s. d. 7 6	s. d. 8 10	s. d. 11 7	s. d. 15 6	s. d. 19 6	s. d. 24 0	s. d. 29 6
PH	Pyramid	155	12 0	10 6	12 11	10 11	26 11	39 9	51 9	64 6	78 3
QK	Quambatook	191	14 5	11 6	14 1	23 3	31 10	46 6	60 9	76 6	93 3
Q	Queenscliff	674	5 8	6 9	8 1	10 5	11 0	13 0	14 3	18 6	23 6
QG	Quantong †	2364	17 6	12 4	15 2	26 7	36 5	53 0	67 9	86 3	104 0
RBW	Rainbow	289	18 10	13 2	16 2	30 2	41 2	60 9	80 9	103 9	126 6
RA	Ravenwood	904	7 7	8 6	10 2	13 9	17 8	24 0	31 0	38 3	46 6
RV	Raywood	120	9 8	9 6	11 8	16 9	22 0	31 3	40 6	50 3	61 0
RJ	Redesdale Junction	60	5 0	6 3	7 6	9 5	12 2	16 3	20 6	25 3	31 0
RE	Redesdale †	764	6 5	7 6	9 0	11 7	15 5	20 6	26 3	32 6	39 6
RL	Reedy Lake †	1844	14 0	11 3	13 10	22 8	31 0	45 3	59 3	74 6	90 9
REM	Remlaw	2304	17 1	12 4	15 2	26 3	35 11	52 0	66 3	83 9	101 0
RES	Reservoir	94	2 6	2 6	3 0	3 0	3 4	3 9	4 0	4 6	6 0
RC	Riddell	354	3 3	4 3	5 1	6 1	7 9	10 3	12 6	15 3	19 0
RD	Ringwood	164	2 6	2 9	3 4	3 4	4 5	5 6	6 3	7 6	9 6
RK	Rockbank †	184	2 6	2 9	3 4	3 11	4 5	6 0	7 0	8 3	10 6
RX	Rocky Lead †	864	7 3	8 3	9 11	13 3	17 1	23 0	29 6	36 6	44 6
RO	Rochester	1384	11 0	10 0	12 4	18 6	24 8	36 0	47 0	58 3	70 6
RB	Rokeby †	704	5 11	7 0	8 5	11 0	14 4	19 0	24 3	30 0	36 6
RM	Romsey	404	3 7	4 9	6 8	8 8	10 10	11 6	14 3	17 6	21 6
RV	Rosebery †	2684	18 5	12 19	15 9	28 10	39 4	59 0	75 9	97 0	118 3
RS	Rosedale	1124	9 3	9 3	11 5	16 1	21 1	28 3	35 9	40 6	42 0
RW	Rowseley †	344	3 2	4 3	5 1	6 1	7 9	10 0	12 3	15 0	18 6
RU	Ruby †	754	6 4	7 6	9 0	11 7	14 11	20 3	26 0	32 0	39 0
RP	Rupanyup	2074	15 7	11 8	14 5	24 7	33 9	47 9	59 6	73 9	89 0
RH	Rushworth	1044	8 8	9 0	11 1	15 4	20 0	27 6	35 6	44 0	53 6
R	Rutherford	1694	13 0	10 9	13 2	21 4	28 11	42 0	55 6	69 6	84 6
SAI	Sailor's Falls †	804	6 0	7 9	9 4	12 2	16 0	21 6	27 6	34 0	41 6
SB	Sale (see page 91)	1284	10 4	9 9	12 0	15 0	18 9	28 3	35 9	40 0	40 0
SAL	Salisbury (see page 70) †	2684	18 4	12 10	15 9	28 8	39 1	54 0	69 0	88 0	105 0
SAN	Sandford	2854	18 4	12 10	15 9	25 6	38 0	54 0	69 0	88 0	105 0
SHM	Sandringham	124	2 6	2 6	3 0	3 4	3 4	4 3	4 6	5 3	7 0
SDE	Scarsdale	1134	9 4	9 3	11 5	15 11	20 4	24 6	28 3	34 9	42 0
SL	Sea Lake	238	17 7	12 4	15 2	26 9	36 6	55 0	72 6	92 3	112 9
SE	Sebastian †	116	9 5	9 6	11 8	16 4	21 6	30 3	39 3	48 9	59 0
SEY	Selby (see page 157)										
SN	Serviceton (see page 70)	3004	10 3	13 6	16 7	31 8	43 1	58 3	84 6	109 3	134 9
SEV	Seville †	334	8 1	3 9	4 6	6 1	7 9	9 9	12 0	14 6	18 0
S	Seymour	614	5 2	6 6	7 10	9 11	12 8	16 9	21 3	26 3	32 0
SHP	Sheepshills	2294	17 0	12 2	15 0	28 2	35 9	51 9	66 0	83 0	100 0
SLB	Shelbourne	994	8 4	9 0	10 10	14 11	19 3	26 3	34 0	42 0	51 0
SP	Shepparton	113	9 3	9 3	11 5	16 1	21 1	29 6	38 3	47 6	57 6
SMI	Smythesdale †	1114	9 2	9 3	11 5	15 11	19 9	24 0	27 6	33 9	41 0
SV	Somerville	35	3 2	4 3	5 1	6 1	7 9	10 0	12 3	15 0	18 6
SOB	South Brunswick	4	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	6 0
SEL	South Elmore †	1244	10 0	9 9	12 0	17 2	22 9	32 6	42 3	52 6	63 6
SG	South Geelong	464	4 1	5 3	6 4	7 5	9 7	12 9	16 6	20 6	25 6
SOU	South Heathcote †	714	6 0	7 3	8 8	11 0	14 4	19 3	24 6	30 3	37 0
SKG	South Kerang	1744	13 4	11 0	13 6	21 9	29 8	43 6	56 9	71 3	86 6
SMG	South Morang †	174	2 6	2 9	3 4	3 11	4 5	5 9	6 6	7 9	10 0
SYE	South Yan Yean †	21	2 6	3 0	3 7	3 11	5 0	6 6	7 6	9 0	11 6
SPE	Speed †	2644	15 4	12 10	15 9	28 7	39 0	58 6	78 0	100 0	122 9
SPD	Spotswood	54	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	6 0
ST	Springhurst	160	12 4	10 6	12 11	20 5	27 6	40 9	53 0	66 3	80 3
SR	Springvale	154	2 6	2 6	3 0	3 4	3 11	5 3	6 0	7 0	9 0
STA	St Albans	114	2 6	2 6	3 0	3 4	3 4	4 3	4 6	5 3	7 0
SA	St Arnaud	1584	12 4	10 6	12 11	20 4	27 5	40 6	52 3	64 9	78 0
STN	Staughton's Siding †	264	2 7	3 6	4 2	5 0	6 1	8 0	9 6	11 6	14 6
SVY	Stavelly †	1844	14 0	11 3	13 10	22 5	31 0	42 6	52 3	60 3	69 0
SW	Stawell	1724	13 3	10 4	13 2	21 7	29 4	39 6	48 3	59 9	72 0
SJ	St James	1414	11 2	10 0	12 4	18 9	25 1	36 9	48 0	59 6	72 0
STK	St Kilda	44	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	6 0
SD	Stoneyford †	111	0 1	0 3	11 5	15 11	19 3	23 3	27 6	32 6	39 6
SC	Stony Creek	91	7 7	8 6	10 2	13 9	17 8	24 0	31 0	38 3	46 6
SO	Stony Point (see page 81)	464	4 0	5 3	6 6	8 6	10 0	10 0	12 6	12 6	12 6
STR	Strangway (see page 91) †										
STD	Stratford	1384	11 0	10 0	12 4	17 0	18 9	28 3	35 9	40 0	40 0
SX	Strathmerton	146	11 5	10 3	12 7	19 1	25 7	37 9	49 3	61 3	74 0

\* Not including loading or unloading.

† Freights to be prepaid.

## GOODS RATES FROM AND TO MELBOURNE, ETC.—continued.

Mark.	STATIONS.	Miles.	Class M.	Class A.P.	Special A.P. Rates.	Class A.	Class B.	Class C.	Class L.	Class 2.	Class 3.
			s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
SKR	Strathkellar † (see pages 77 and 78).....	214½	16 0	11 11	14 8	25 2	32 4	38 9	47 6	50 6	57 0
SK	Sulky † .....	103½	8 8	8 9	10 10	15 3	18 8	22 9	26 0	31 9	38 6
SI	Sunbury .....	23½	2 6	3 3	3 11	4 5	5 6	7 3	8 6	10 3	13 0
SUN	Sunshine .....	7½	2 3	2 3	2 8	3 0	3 4	3 9	4 0	4 3	6 0
SZ	Surrey Hills .....	8½	2 6	2 6	3 0	3 0	3 4	3 9	4 0	4 6	6 0
SU	Sutherland † .....	166½	12 9	10 9	13 2	20 11	28 4	41 0	54 6	67 6	81 6
SH	Swan Hill .....	214½	16 0	11 11	14 8	25 2	34 5	50 9	60 9	84 6	103 3
SQ	Swanwater † .....	170½	13 1	10 9	13 2	21 5	29 1	42 9	55 9	69 9	84 0
SY	Sydenham .....	15	2 6	2 6	3 0	3 4	3 11	5 0	5 6	6 6	8 6
SF	Sydney Flat .....	111½	9 2	9 3	11 5	16 0	20 11	29 3	38 0	47 0	57 0
TK	Tablik † .....	74	6 2	7 3	8 8	11 7	14 11	19 9	25 3	31 3	38 0
TO	Tabot † .....	215	16 0	11 11	14 8	25 2	28 0	34 0	40 0	42 6	45 0
TQ	Talbot .....	120½	9 9	9 6	11 8	16 10	22 3	28 9	34 0	41 9	50 6
TA	Tallangatta .....	212½	15 11	11 11	14 8	25 0	34 3	56 6	60 3	83 9	102 3
TL	Tallarook .....	56	4 9	6 3	7 6	8 10	11 7	15 3	19 3	23 9	29 0
TP	Tallygaroopna .....	123½	10 0	9 6	11 8	17 1	22 7	32 3	42 0	52 0	63 0
TD	Tandarra † .....	127	10 2	9 9	12 0	17 4	23 1	33 0	43 0	53 3	64 6
TDL	Tandale .....	67½	5 8	6 9	8 1	10 6	13 9	18 3	23 3	28 9	35 0
TG	Tarangulla .....	136½	10 10	10 0	12 4	18 3	24 5	35 6	45 0	55 6	67 0
TIN	Tarranginnie (see page 79) † .....	278½	18 8	13 0	16 0	29 7	40 3	54 0	72 3	93 3	111 6
TYK	Tarranurk † .....	284½	18 4	12 10	15 9	28 7	39 0	58 3	74 9	95 9	116 6
TAR	Tarrawarra † .....	35	3 2	4 3	5 1	6 1	7 9	10 0	12 3	15 0	18 6
TWG	Tarrawingee † .....	157½	12 3	10 6	12 11	20 2	27 3	40 3	52 6	65 6	79 6
TWN	Tarwin † .....	87½	7 4	8 3	9 11	13 3	17 1	23 3	30 0	37 0	45 0
TU	Tatura .....	110	9 0	9 3	11 5	15 10	20 8	28 9	37 3	46 3	56 0
TED	Teddywaddy † .....	154½	13 8	11 0	13 6	22 2	30 2	44 3	57 9	72 6	88 3
TME	Telford † .....	154½	12 0	10 6	12 11	19 11	26 11	39 9	51 9	64 6	78 3
TMY	Tempy † .....	268½	18 5	12 10	15 9	28 10	39 4	60 0	78 9	101 0	121 6
TNG	Terang .....	137½	10 11	10 0	12 4	18 4	24 4	29 0	33 0	35 6	38 0
TSN	Thomastown † .....	12	2 6	2 6	3 0	3 4	3 4	4 3	4 6	5 2	7 0
TH	Thorpdale † .....	92½	7 9	8 6	10 2	13 9	18 2	24 6	31 6	39 0	47 6
TIM	Timboon † .....	149½	11 8	10 3	12 7	19 6	25 6	33 0	35 0	40 0	45 0
TI	Tinambula .....	127½	10 3	9 9	12 0	17 5	21 0	28 3	35 9	40 6	42 6
TOC	Tocumwal .....	156½	12 2	10 6	12 11	20 1	27 2	40 3	52 3	65 3	79 0
TJ	Tongala .....	130½	10 5	9 9	12 0	17 9	23 7	34 0	44 3	55 0	66 6
TBC	Tooborac .....	62½	5 3	6 6	7 10	9 11	12 8	17 0	21 6	26 6	32 6
TLA	Toolanba .....	103½	8 8	8 9	10 10	15 3	19 10	27 3	35 3	43 9	53 6
TRE	Toongabbie .....	100½	9 0	9 3	11 5	15 10	20 8	28 3	35 9	43 0	50 0
TOA	Toora .....	114½	9 4	9 6	11 8	16 3	21 5	28 3	35 9	40 0	40 0
TDN	Tooradin † .....	36½	3 4	4 0	5 5	6 1	7 9	10 6	13 0	15 9	19 6
TOK	Toorak .....	5½	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	6 0
TGA	Toorong .....	64	2 3	2 3	2 8	3 0	3 4	3 9	4 0	4 6	6 0
TLO	Tourello † .....	106	8 9	9 0	11 1	15 5	20 1	28 3	36 0	43 6	43 6
TW	Trafalgar .....	75	6 3	7 6	9 0	11 7	14 11	20 0	25 6	31 6	38 6
TRG	Tragowel † .....	170½	13 1	10 9	13 2	21 5	29 1	42 9	55 9	69 9	84 9
TN	Traralgon .....	98½	8 3	8 0	10 6	14 11	19 3	26 0	33 6	41 6	45 0
TRR	Trarwalla .....	120½	9 9	9 6	11 8	16 10	21 5	26 3	30 6	37 6	45 6
TRA	Trarwool † .....	63	5 3	6 6	7 10	9 11	12 8	17 0	21 6	26 6	32 6
TMT	Trentham .....	63½	5 4	6 6	7 10	9 11	12 8	17 3	22 0	27 0	33 0
T	Tungamah .....	149½	11 8	10 3	12 7	19 6	25 6	33 0	35 0	40 0	45 0
TRF	Turriff † .....	260½	18 3	12 10	15 9	28 3	38 8	58 3	77 6	99 0	121 6
TV	Tyabb † .....	37½	3 5	4 6	5 5	6 8	8 3	10 9	13 3	16 3	19 6
TY	Tylden † .....	56½	4 10	6 3	7 6	8 10	11 7	15 6	19 6	24 0	29 6
TZ	Tynong † .....	44½	3 11	5 0	6 0	7 2	9 5	12 6	15 6	19 0	23 6
UL	Ultima .....	221½	16 6	12 2	15 0	25 7	35 1	52 0	68 6	86 9	106 0
UG	Upper Ferntree Gully .....	23½	2 6	3 3	3 11	4 5	5 6	7 3	8 6	10 3	13 0
UP	Upwey (see page 157). † .....										
V	Veris † .....	234	17 4	12 4	15 2	26 5	36 2	52 6	67 0	85 0	102 6
VK	Victoria Dock (see page 91). † .....	34	2 0	2 0	2 5	3 6	3 4	3 9	4 0	4 6	6 0
VT	Violet Town .....	105½	8 9	9 0	11 1	15 5	20 1	27 9	36 0	44 6	54 0
WG	Wahgunyah .....	174	13 4	10 9	13 2	21 8	29 6	43 3	56 6	70 9	86 0
WQ	Wahing .....	84½	7 1	8 0	9 7	12 8	16 6	22 6	29 0	35 9	43 6
WA	Waaia † .....	140½	11 1	10 2	12 4	18 8	25 0	36 6	47 6	59 0	71 0
WAI	Wail † .....	242	17 10	12 6	15 4	27 0	36 11	54 0	69 0	88 0	105 0
W	Waitchie † (see page 157). † .....										
WC	Wallace .....	61½	5 2	6 6	7 10	9 11	12 8	16 9	21 0	26 3	31 6

\* Not including loading or unloading.

† Freight to be prepaid.

## GOODS RATES FROM AND TO MELBOURNE, ETC.—continued.

Mark.	STATIONS.	Miles.	Class M.	Class A.P.	Special A.P. Rate.	Class A.	Class B.	Class C.	Class 1.	Class 2.	Class 3.
			s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
WK	Wallan.....	294	2 9	3 3	4 2	5 6	6 8	8 9	10 6	12 9	16 0
WAL	Wal Wal †.....	1014	14 6	11 6	14 1	23 4	31 11	44 3	54 6	67 6	81 6
WAN	Wandin †.....	314	2 11	3 9	4 6	5 6	7 2	9 3	11 3	13 9	17 0
WJ	Wandong.....	344	3 2	4 3	5 1	6 1	7 9	10 0	12 3	15 0	18 6
W	Wangaratta.....	1494	11 5	10 3	12 7	19 1	25 7	37 9	49 3	61 3	74 0
WY	Wannon †.....	2334	17 4	12 4	15 2	25 6	38 0	54 0	70 0	87 6	105 0
WX	Waranga †.....	994	8 4	9 0	10 10	14 11	19 3	26 3	34 0	42 0	51 0
WAR	Warburton.....	484	4 3	5 6	6 7	7 9	9 11	13 4	17 0	20 9	25 6
WAK	Warncoort.....	87	7 3	8 3	9 11	13 2	14 10	17 0	20 6	24 6	29 6
WL	Warracknabeal.....	2394	17 8	12 4	15 2	26 10	36 3	53 9	68 6	87 3	105 0
WLF	Warragul.....	624	5 3	6 6	7 10	9 11	12 8	17 0	21 6	26 6	32 6
WYN	Warra Yadin †.....	1584	12 4	10 6	12 11	20 4	27 5	36 0	43 6	53 9	65 0
WHP	Warrenheip.....	924	5 10	7 0	8 5	11 0	13 9	18 0	21 0	26 3	31 6
WB	Warrnambool (see page 92).....	166	12 9	10 0	13 2	20 11	25 6	31 6	33 0	35 0	38 0
WNG	Warrong †.....	179	13 8	11 0	13 6	22 2	28 0	34 0	40 0	42 6	45 0
WRN	Warne †.....	213	15 11	11 11	14 8	25 0	34 3	50 6	66 3	83 9	102 3
WCH	Watchem.....	2024	15 3	11 8	14 5	21 4	33 4	48 6	63 9	80 6	98 3
WHA	Watchupga †.....	2344	17 4	12 4	15 2	26 6	36 3	54 6	71 9	91 3	111 6
WAJ	Waubra †.....	118	9 7	0 6	11 8	16 6	20 11	25 0	30 0	36 9	44 6
WJN	Wedderburn Junction.....	146	11 5	10 3	12 7	19 1	25 7	37 0	49 3	61 3	74 0
WED	Wedderburn.....	151	11 9	10 3	12 7	19 7	26 4	39 0	50 0	63 3	76 6
WEA	Weapoinah (see page 168) †.....										
WER	Weerite †.....	1174	9 7	9 6	11 8	16 6	20 4	25 0	29 9	35 6	43 0
WLF	Wellsford †.....	1154	9 5	9 6	11 8	16 4	21 6	30 3	39 3	48 9	59 0
WPL	Welshpool (see page 92) †.....	1204	9 9	9 6	11 8	16 10	18 9	25 3	35 9	40 0	40 0
WR	Werrilee.....	194	2 6	2 0	3 4	3 11	5 0	6 3	7 3	8 9	11 0
WES	West Warburton †.....	454	4 0	5 3	6 4	7 9	9 5	12 9	16 0	19 6	24 0
WLW	Whitlaw †.....	674	5 8	6 9	8 1	10 6	13 9	18 3	23 3	28 9	35 0
WFD	Whitfield (see page 157) †.....										
WS	Whittlesea.....	264	2 7	3 3	4 2	5 0	6 1	8 0	9 6	11 6	14 6
WHL	Whoorul †.....	874	7 4	8 3	9 11	13 2	14 10	18 0	21 0	26 9	33 6
WIL	Willaura.....	1774	13 7	11 0	13 6	22 0	30 0	40 6	49 6	61 3	72 6
WIP	Williamstown Pier (see page 121).....	94									
WVN	Willowmavin †.....	454	4 0	5 3	6 4	7 9	9 5	12 9	16 0	19 6	24 0
WMB	Wimba (see page 158) †.....										
WH	Winchelsea.....	704	5 11	7 0	8 5	11 0	12 1	13 9	15 3	19 9	25 0
WHT	Widmermere †.....	1094	8 10	9 0	11 1	15 6	19 3	22 9	26 9	31 9	38 6
WIN	Windsor.....	5	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	6 0
WNT	Winton †.....	1274	10 3	9 0	12 0	17 5	23 2	33 3	43 3	53 9	65 0
WD	Wodonga.....	187	14 2	11 3	13 10	22 10	31 4	45 0	59 0	75 3	91 6
WM	Wombhat †.....	85	7 1	8 0	9 7	12 8	16 6	22 6	29 0	35 9	43 6
WOD	Woodburn †.....	784	6 7	7 9	9 4	12 2	15 5	21 0	27 0	33 3	40 6
WE	Woodend.....	484	4 3	5 6	6 7	7 9	9 11	13 6	17 0	20 9	25 6
WPF	Woodfield †.....	1144	9 4	9 6	11 8	16 3	21 5	30 0	39 0	48 3	58 6
WSP	Woolthorpe †.....	185	14 0	11 3	13 10	22 8	28 0	34 0	40 0	42 6	45 0
WMG	Woomelang.....	2414	17 10	12 6	15 4	27 0	36 11	55 9	73 6	93 6	114 6
WYK	Woori Yallock †.....	384	3 6	4 6	5 5	6 8	8 3	11 0	13 6	16 6	20 6
WQ	Wooragee †.....	1784	13 8	11 0	13 6	22 2	30 2	44 3	57 9	72 6	88 3
WU	Wurghnu.....	1294	10 4	9 9	12 0	17 8	23 5	33 9	44 0	54 6	66 0
WY	Wychebrook.....	1904	14 5	11 6	14 1	23 3	31 10	46 6	60 9	76 6	93 3
WZ	Wychebrook.....	1594	12 4	10 6	12 11	20 5	27 6	40 9	53 0	66 3	80 3
YN	Yabba North †.....	1384	11 0	10 0	12 4	18 6	24 8	36 0	47 0	58 3	70 6
YS	Yabba South †.....	1394	10 8	9 9	12 0	18 0	24 0	34 9	45 3	56 3	68 0
YA	Yackandandah.....	134	14 0	11 0	13 6	22 7	30 10	45 0	59 0	74 3	90 3
YE	Yan Yean †.....	23	2 6	3 0	3 7	4 5	5 6	7 0	8 3	10 0	12 6
YK	Yarck †.....	97	8 1	8 9	10 6	14 4	18 9	25 6	33 0	40 9	49 6
YL	Yarra Glen.....	314	2 11	3 9	4 6	5 6	7 2	9 3	11 3	13 9	17 0
YO	Yarragon.....	79	5 10	7 0	8 5	11 0	13 9	18 9	24 0	29 6	36 0
YJT	Yarra Junction.....	434	3 10	5 6	6 0	7 2	9 5	12 3	15 3	18 9	23 0
YV	Yarraville.....	43	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	6 0
YG	Yarrawonga.....	1614	12 6	10 6	12 11	20 7	27 10	41 0	53 6	66 9	81 0
YH	Yarroweyah.....	1504	11 9	10 3	12 7	19 7	26 4	39 0	50 0	63 3	76 6
YC	Yatchaw †.....	2204	16 5	12 2	15 0	25 6	38 0	54 0	70 0	87 6	105 0
YP	Yatpool.....	3384	19 10	14 0	17 2	23 8	33 8	45 9	63 0	73 9	89 6
YU	Yaughton †.....	1024	8 7	8 9	10 10	15 2	17 7	21 9	26 0	33 0	41 0
Y	Yea.....	794	6 8	7 9	9 4	12 2	16 0	21 3	27 3	33 9	41 0
YI	Yering.....	294	2 9	3 6	4 2	5 6	6 8	8 9	10 6	12 9	16 0
YD	Yendon.....	874	7 4	8 3	9 11	11 7	14 11	18 0	21 0	26 3	31 6
YR	Yinnar †.....	974	8 2	8 9	10 6	14 11	19 8	25 9	33 3	41 3	50 0
YM	Younnmitte †.....	142	11 2	10 0	12 4	18 9	25 1	36 9	48 0	59 6	72 0

\* Not including loading or unloading.

† Freights to be prepaid.

# GOODS RATES, PER TON, BETWEEN MELBOURNE AND THE UNDERMENTIONED "LOCAL RATES" STATIONS.

See Pages 73 and 74.

## NATIMUK AND GOROKE LINE.

All at Owner's risk.

Mark.	STATIONS.	Miles.	Class M.	Class A.P.	Special A.P. Rate.	Class A.	Class B.	Class C.	Class 1.	Class 2.	Class 3.
T	Melbourne and—		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
EN	East Natimuk .....	239½	17 8	12 4	15 2	28 10	36 8	53 9	68 6	87 3	105 6
AS	East Natimuk and—										
MLK	Arapilest .....	6½	2 3	2 3	2 8	3 0	3 4	3 9	4 0	4 6	6 0
GN	Mitre Lake† .....	10½	2 6	2 6	3 0	3 4	3 4	4 0	4 3	5 0	6 6
GK	Gymbowent .....	21½	2 6	3 0	3 7	4 5	5 0	6 9	8 0	9 6	12 0
	Goroke† .....	23½	2 9	3 6	4 2	5 0	6 8	8 6	10 3	12 6	15 6

The Goroke line shall be credited with the following rates per ton and separate minimums out of all traffic between Natimuk and other "Old Lines" stations, but only the actual Tariff rate with one minimum shall be charged for the through journey:—Class M, 2s.; Class A.P., 2s.; Special Agricultural Produce, 2s. 5d.; Class A, 3s.; Class B, 3s. 4d.; Class C, 3s. 9d.; Class 1, 4s.; Class 2, 4s. 6d.; Class 3, 6s. In no case, however, is the "Old Lines" proportion of any such charges to be less than one-half of the total amount collected.

## HEIDELBERG AND ELTHAM LINE.

All at Owner's risk.

HB	Melbourne and—										
	Heidelberg .....	9	2 6	2 6	3 0	3 0	3 4	3 9	0	4 6	6 0
GRB	Heidelberg and—										
ELT	Greensborough† .....	5½	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	6 0
	Eltham† .....	8½	2 6	2 6	3 0	3 0	3 4	3 9	4 0	4 6	6 0

## ULTIMA AND CHILLINGOLLAH LINE.

At Owner's Risk.

UL	Melbourne and—										
GOW	Ultima† .....	22½	16 6	12 2	15 6	25 7	35 1	52 0	68 6	86 9	106 0
WIE	Gowan† .....	5½	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	6 0
CHL	Waitchie† .....	12½	2 6	2 6	3 0	3 4	3 4	4 0	5 0	5 9	7 6
	Chillingollah† .....	20½	2 6	3 0	3 7	3 11	5 0	6 6	7 6	9 0	11 6

## RUPANYUP AND MARNOO LINE.

RP	Melbourne and—										
BRU	Rupanyup .....	207½	15 7	11 8	14 5	24 7	33 9	47 9	59 6	73 9	89 0
BAN	Burrum† .....	5½	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	6 0
MEN	Itanyen† .....	9½	2 6	2 6	3 0	3 0	3 4	3 9	4 0	4 6	6 0
	Marnoo† .....	15½	2 6	2 6	3 0	3 4	3 11	5 3	6 0	7 0	9 0

## WANGARATTA AND WHITFIELD LINE.

All at Owner's risk.

W	Melbourne and—										
OX	Wangaratta .....	145½	11 5	10 3	12 7	19 1	25 7	37 9	49 3	61 3	74 0
DOC	Wangaratta and—										
MHU	Oxley† .....	6½	2 3	2 3	2 8	3 0	3 4	3 9	4 0	4 6	6 0
ED	Dockert .....	12½	2 6	2 6	3 0	3 4	3 4	4 0	5 0	5 9	7 6
WFD	Moyhu† .....	10½	2 6	2 9	3 4	3 4	4 5	5 6	6 3	7 6	9 6
	Edi† .....	22	2 6	3 0	3 7	4 5	5 0	6 9	8 0	9 6	12 0
	Whitfield† .....	30½	2 10	3 9	4 6	5 6	6 8	9 0	11 0	13 3	16 6

## UPPER FERNTREE GULLY AND GEMBROOK LINE.

All at Owner's risk.

UG	Melbourne and—										
UP	Upper Ferntree Gully ..	23½	2 6	3 3	3 11	4 5	5 6	7 3	8 6	10 3	13 0
BEG	Upper Ferntree Gully and—										
SEY	Upwey† .....	1½	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	6 0
AU	Belgrave† .....	3	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	6 0
PVY	Selby† .....	4½	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	6 0
EMD	Aurat .....	7	2 3	2 3	2 8	3 0	3 4	3 9	4 0	4 6	6 0
CRK	Paradise† .....	3½	2 6	2 6	3 0	3 0	3 4	3 9	4 0	4 6	6 0
GM	Emerald† .....	14	2 6	2 6	3 0	3 0	3 4	3 9	4 0	4 6	6 0
	Cockatoo† .....	14	2 6	2 6	3 0	3 4	3 11	4 9	6 3	6 3	8 0
	Gembrook† .....	18	2 6	2 9	3 4	3 11	4 5	5 9	6 6	7 9	10 0

\* Not including loading or unloading.

† Freights to be prepaid.

GOODS RATES, PER TON, BETWEEN MELBOURNE AND THE UNDER-MENTIONED "LOCAL RATES" STATIONS—*continued*.

See pages 73 and 74.

COLAC AND BEECH FOREST LINE.

All at Owner's risk.

Mark	STATIONS.	Miles.	Class M.	Class A.P.	Special A.P. Rate.	Class A.	Class B.	Class C.	Class 1.	Class 2.	Class 3.
			s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
CK	Melbourne and—		8 0	8 9	10 6	14 3	16 6	17 0	20 6	24 6	29 6
	Colac .....	95½									
	Colac and—										
BK	Barongarook † .....	7	2 3	2 3	2 8	3 0	3 4	3 9	4 0	4 6	6 0
KAW	Kawarren † .....	13	2 6	2 6	3 0	3 4	3 11	4 9	5 3	6 3	8 0
LVT	Lovat † .....	15½	2 6	2 6	3 0	3 4	3 11	5 3	6 0	7 0	9 0
GBD	Gellibrand † .....	17½	2 6	2 9	3 4	3 11	4 3	5 9	6 6	7 9	10 0
BNL	Banool † .....	21	2 6	3 0	3 7	3 11	5 0	6 6	7 6	9 0	11 6
WMB	Wimba † .....	23	2 6	3 0	3 7	4 5	5 6	7 0	8 3	10 0	12 6
WEA	Weeaprounah † .....	26½	2 7	3 0	4 2	5 0	6 1	8 0	9 6	11 6	14 6
DCY	Ditchley † .....	29	2 9	3 6	4 2	5 0	6 8	8 6	10 3	12 6	15 6
BFT	Beech Forest † .....	29½	2 9	3 6	4 2	5 6	6 8	8 9	10 6	12 9	16 0

\* Not including loading or unloading.

† Freights to be prepaid.

END OF BY-LAW No. 200.

In witness whereof the Common Seal of the Victorian Railways Commissioners was affixed hereto this 30th day of December, in the year of our Lord One thousand nine hundred and nine, in the presence of—

THOMAS TAIT, Chairman.

(L.S.)

W. FITZPATRICK,

C. E. NORMAN,

Victorian  
Railways  
Commissioners.

Confirmed by the Governor in Council  
the 2nd day of January, 1910.

F. W. MABBOTT,  
Clerk of the Executive Council.

By Authority: J. KEMP, Government Printer, Melbourne.