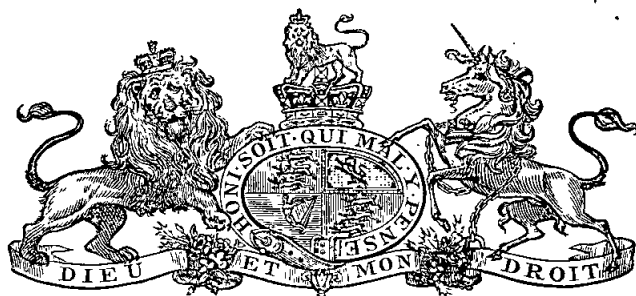


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VICTORIA GOVERNMENT GAZETTE

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VICTORIAN RAILWAYS.

VICTORIAN RAILWAYS COMMISSIONERS.

BY-LAW No. 198.

THE 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 July, 1907.

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.
EMPLOYEE	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 prescribed by Act of Parliament 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 102.

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 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 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 cooerage, 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.

(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 wilful misconduct or wilful 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 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.

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 138 to 149 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 133 to 135 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 133 and 134 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 134 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—

Except where otherwise specified (for firewood and coal at Suburban Stations, see page 25), 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.

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 66.

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 in the undermentioned classes, are as follow:—

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, fish, 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. Provided that in respect of any consignment of goods in Class AP, exceeding six tons, the whole of such consignment shall, conditionally on the consignors loading it in the least possible number of trucks, be charged at Class AP rates.

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, neither shall the extra charge be made in respect of any trucks acting as safety trucks to timber and other articles not exceeding 24 feet in length, which project over the end of the truck on which they are loaded.

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

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

(c) 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 89.)

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 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.

5. 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.

6. 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, 5, and 6, 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 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.

- (D) 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, C, and D, 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 69.)

(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 69.)

(C) The loading and unloading of all goods at the places enumerated on pages 125 to 127 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 66.)

(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 be supplied by an officer of the Commissioners (who, for the purpose of this arrangement, shall be entitled "Weights Clerk") to both the consignor and the consignee in respect of each truck load.

The certificate for the information of the consignor will be sent to the station from which the grain was forwarded, and the certificate for the information of the consignee will be delivered, if possible, along with the freight account; but if the same person be both consignor and consignee, the certificate need not be sent to the forwarding station.

The charge for weighing grain (consigned for delivery as above) by sworn weighers and for the certificate of weight shall be 1s. for each 4-wheeled truck and 2s. for each bogie truck.

This charge must be raised by the forwarding station in respect of every truck load of grain consigned to any of the places named, and must be shown on the waybill separately from the freight charge.

(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 or coal, load of 2 tons or under 3d.

Goods (except firewood or coal), load of 2 tons or under 4d.

All goods, load over 2 tons or under 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.	1½d.
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 70.)

33. TARPAULINS—

(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 employés 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, if it be convenient to the Commissioners, be carried by passenger 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 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.

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 P32, 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 P32.)

		Date	Station.
		190	
I hereby certify that Mr.		travelled in Truck No.	, train,
with his Stock to	Agricultural Show.	fare.	
			Station-master.
I hereby certify that Mr.		returned from	Station.
Show in Truck No.	, train, with unsold exhibits.	fare.	Agricultural
			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, Gun-cotton, 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 135 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 135 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. 1090, 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 employés 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 $\frac{1}{4}$ 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 $\frac{1}{4}$ inch thickness at the sides, and 1 inch thickness at the ends; or in metallic cylinders of pattern similar in construction and security to those used by the Imperial Government for the conveyance of small quantities of powder by railway; or in packages made otherwise so strong and secure that no part of the contents can become scattered in the handling or removal thereof.

The 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	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
Manufactured Fireworks	

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; Electronite, No. 2; Excelsior; Fortis Explosive.

Class 3—(Div. 1)—Amberite, No. 1; Ballistite; Bobbinit; Blasting Gelatine, Nos. 1 and 2; Carbonite; Cordite; Cambrite; Dynamite, Nos. 1 and 2; Fracturite; Gelatine Dynamite, Nos. 1 and 2; Gellignite; Ilaylite, No. 1; Kallenite; Lanite; Nobel's Ammonia Powder; Stonite; 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 Protectinic 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 Parcels Office 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 £5, and between Woodend and Daylesford, £2 10s.

(3) In respect of explosives forwarded from Braybrook Junction, 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 Braybrook Junction.

(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 milcage rates.

(e) Consignments of Explosives from different consignors to one consignee or from one consignor to different consignees, or forwarded to the care of a carrier, shall be charged for separately.

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 (B) In hermetically sealed tins or bottles, packed in sawdust in cases
Benzoline	
Carburine	(A) In casks, iron drums or strong cans, strongly made and securely closed, so as to prevent all possibility of leakage; or (B) In hermetically sealed tins or bottles, packed in sawdust in cases
Enamel Anti-fouling Composition ..	
*Naphtha	(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
Petroleum	
Rubber Solution and all other solutions partly composed of Naphtha or other highly inflammable liquids	(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
Toluol	
Wood Naphtha or Wood Spirit ..	(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
Hydro-Carbon, from Oil Gas manufacture	
Benzine Collas	(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
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	
Pentane	(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
Bisulphide of Carbon	
Liquid Ammonia	(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
Carbonic Acid	
Oxygen Gas and Laughing Gas ..	(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
Carbide of Calcium	
Anhydrous Ammonia	(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

* 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 (Spirits of), Turpentine Substitute, Terebine, or Sun Dryers, Turpentine Varnish, Methylated Spirits, 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 guttapercha bottles.
Spirit of Salt	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.
Fluoric Acid	In glass carboys, or in bottles packed in cases or boxes, or in stoneware jars protected by wickerwork.
Oil of Vitriol	In iron drums, hermetically sealed.
Sulphuric Acid	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.
Nitric Acid or	(A)—In iron drums, hermetically sealed; or
Aqua fortis	(B)—In tins of sufficient strength, hermetically sealed and properly packed in sawdust in wooden cases.
Potassium	In glass carboys, or in bottles packed in cases or hampers.
Sodium	(A)—In glass carboys, or in bottles packed in cases or hampers; or
Sulphuric Anhydride or	(B)—In carboys, or in casks or iron drums.
Sulphuric Acid Crystals	In jars or carboys.
Peroxide of Sodium	In carboys, earthenware jars, tins, or casks.
Phosphorus	In iron drums, hermetically sealed.
Bleaching Liquids, Corrosive	In carboys, earthenware jars, tins, or casks.
Chloride of Sulphur	In jars or carboys, or in bottles packed in cases.
Perchloride of Iron	In casks.
Chromic Acid, Liquid	(A)—In casks.
Painters' Solution, Corrosive	(B)—In glass bottles (not carboys), packed in hampers.
Reake's Vulcan Soldering Fluid	In tins, drums, or casks.
Sodium Amalgam	
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 $2\frac{1}{4}$ 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 hoops, 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 MYRBANE 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 8 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 69

ALPHABETICAL CLASSIFICATION OF GOODS.

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

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

Article.	Class.	Article.	Class.
A.		Agricultural Implements and Machines, parts of, including castings and mouldings, in the rough and not machined or polished, n.o.s., in truck loads of 6 tons ...	
Acids, n.o.s. (in cases and carboys), o.r.	3	Agricultural Implements and Machines (see pages 86 and 89).	C, less 20 p.c.
Acid, Sulphuric and Muriatic, o.r.	1	Agricultural; Grass, and Vegetable Seeds, n.o.s.	A P.
" " " in truck loads of 6 tons	C	Ale, Beer, and Porter, bulk, minimum 1 ton (see page 66)	C
" " Acetic and Tartaric, o.r.	2	Ale, Beer, and Porter, bulk, in truck loads of 6 tons (see page 66)	B
Acid Jars, returned empty, in cases	B	Ale, Beer, and Porter, previously carried by rail, if certified by Customs Department to be unfit for consumption, may be returned to original sending station at half rates.	
Advertising Plates, tin or iron	1	Ale, Beer, and Porter, bottled, in casks, cases, and covered crates, o.r. (see page 66)	2
Aerated Waters	B	Ale, Beer, and Porter, bottled, in uncovered crates, o.r.	3
Agricultural Implements, as under, o.r.	1	Ale, Beer, and Porter, bottled, in casks, cases, and covered crates, in truck loads of 6 tons, o.r.	1
Cultivators (plain)		Ale, Bux, Crystal, Cartona, Dandelion, Ginger, Hop, Horonda, Malt, Nera, Tonic, and similar kinds	B
Disc Harrows		Almonds, n.o.s.	2
Disc Ploughs		" (produce of Commonwealth) on up journey, "Smalls" minimum (see page 43)	A
Earth Scoops		Alum and Alum Cake	1
Harrows		Ammonia liquid, o.r.	3
Hand Drills		" liquor, o.r.	2
Hand Sowers		" sulphate of	Manure 3
Hay Rakes		Ammunition	3
Hay Tedders		" Boxes, empty (see page 60).	
Land Rollers		Anchors and Chain Cable	1
Ploughs		Anvils	1
Scuffers		Animals (see Live Stock, page 104).	
Agricultural Machines, as under, in packages, o.r., viz.:-	1	Anti-friction and Axle Grease	1
Baggers		Apple Juice, produce of the Commonwealth, "Smalls" minimum...	A
Chaff Cutters		Antimony (see Ores).	
Clod Crushers		Architraves, Mouldings, and Skirtings, common wood, not gilded	C
Corn Crushers		Arrowroot, manufactured	2
Corn Shellers and Screens		" unmanufactured	B
Cultivators (with grain boxes)		Arsenic, in kegs (see page 86)	2
Disc and Hoe Drills		" Crude (see page 86)	A
Farm Water Carts		" in truck loads of 6 tons	A, less 25 p.c.
Harvesters		Artificial Manures	Manure
Hay Presses		Art, Works of, n.o.s., in cases, o.r., rate and half	3
Horseworks		" " loose, o.r., double rate	3
Mowers		Asphalt, in bags	M
Reapers			
Reapers and Binders			
Seed Cleaners			
Seed Drills			
Strippers			
Threshers (see page 91)			
Winnowers			
Agricultural Machines, as above, set up, o.r.	2		
Agricultural Implements and Machines, old, on statutory declaration of having been in use 3 years and upwards; declaration to be made on Form G.P.6	C		
Agricultural Implements and Machines, parts of, including castings and mouldings, finished, n.o.s., o.r.	2		
Agricultural Implements and Machines, parts of, including castings and mouldings, in the rough, and not machined or polished, n.o.s.	C		

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Asphalt, in blocks	A	Baskets and Basketware, o.r. ...	3
" tiles	A	" Fish, empty (see page 61). ...	
Asbestos, flake	A	Bathbricks	1
" fire lumps	2	Baths, wooden, tin or zinc lined, o.r. ...	3
" and Silicate Cotton for ...	C	" metal, o.r.	3
Steam Pipe Covering	M	Beams and Scales, o.r.	3
Ashes (see page 66)	3	Beans, n.o.s.	A.P.
Ayer's Hair Vigor, o.r.	1	Bedsteads, in cases	2
Axe Handles, in bundles or cases ...	1	" loose, or in packages, o.r. ...	3
Axes, in cases	1	Bedding	3
" loose, o.r.	3	Beef and Pork, salted, in casks ...	1
Axle Arms and Boxes	2	Beehives, with or without bees, o.r. ...	2
" Grease	1	" in pieces, in bundles	1
		" in truck loads of 3 tons ...	
		or under, &c., 1s. per ...	
		mile; minimum, 20s. Excess ...	
		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.	
		Beer (see Ale).	
		" engines, o.r.	3
		Beeswax	1
		Beet-root	A.P.
		Bellows, o.r.	3
		Bells, of all kinds, o.r.	3
		Belting, leather and rubber, o.r. ...	2
		Benches, Carpenters	1
		Benzine	1
		Bicarbonate of Soda	2
		" " for mining pur- ...	
		poses, on declara- ...	
		tion	1
		Bicycles, and Tricycles, in cases, o.r. ...	3
		" " loose, o.r., ...	
		double rate	3
		Billiard and Bagatelle Tables ...	3
		" " when un- ...	
		packed, o.r.	3
		Bilz, sparkling	2
		Birds, in boxes	1
		Biscuits, o.r.	2
		" minimum, 2 tons, o.r. ...	1
		" (see page 86).	
		Bitters, in bulk, o.r.	2
		" bottled, in cases, o.r. ...	3
		Bisulphide of Carbon, o.r.	3
		" " for rabbit killing, ...	
		on declaration, ...	
		o.r.	1
		Bisulphite of Lime	1
		Bitumen	1
		" in truck loads of 6 tons ...	C
		Blacking	2
		" in bulk, in sacks	1
		Blacklead	2
		Blanketta	C
		Blankets, Flannels and Woollens, pro- ...	
		duce of Commonwealth	2
		Blankets, Flannels and Woollens, n.o.s. ...	3
		Bleaching Liquids and Powders ...	1
		" " in truck ...	
		loads of 6 tons	C
		Blinds, Venetian, in cases	3
		" " in packages, o.r. ...	3
		" Bamboo, o.r.	3

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Blocks and Pulleys	1	Bricks, Air, metal	2
Blue	2	" " n.o.s., and Fire	A
Bluestone, in kegs and cases	1	" " in truck loads of 6 tons	A, less 25 p.c.
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.		" Ordinary (see page 66)	M
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.		Britannia-metal Goods, o.r.	3
Boiler Compound, Walker's Eclipse Tubes	C	Brooms, in cases	2
Boilers, Steam, o.r.	1	" in bales and bundles	3
" old, on statutory declaration of their having been in use 3 years and upwards (declaration to be made on Form G.F.6)	C	Brooms, manufactured in Commonwealth, on up journey, in cases, bales, or bundles	C
" new, for export, &c. (see page 89).		Brunswick Black	2
" Kitchen, Washing, &c., n.o.s., o.r.	3	Brushware	3
Bones	M	Buckets and Tubs, wooden or metal, in nests, o.r.	3
Bone-dust	Manure	" fruit, empty (see page 61).	1
Bonemeal	Manure	" Mining	1
Books, in cases (see page 87)	3	Ruggies (see Vehicles, page 65).	2
Boot Cream	2	Buggy Rims	2
" Gloss	2	Bullock Drays (see Vehicles, page 65).	B
" Hampers and Trunks, returned empty	1	Bungs, wooden	
" Hampers and Trunks, not returned empty	2	Butchers' Small Goods, viz., sausages, saveloys, frankfurts, germans, black and white puddings, heads and feet, and corned beef	1
Boots and Shoes, in trunks and cases	3	Butter, "Small's" minimum	C
Bottles, empty, loose or otherwise	A	" in single packages (see p. 64).	
" small lots (must be in bags, crates, or cases), minimum, 6d.	B	" &c., for export (see page 87).	
Borax, n.o.s.	3	" Boxes, Kegs, and Tubs (see pages 60 and 66).	C
" for fluxing, on declaration	1	Butterine, "Small's" minimum	2
Boxes, cardboard, in crates and cases	3	Butterworkers and Printers	
" Cardboard, folded and packed in cases or crates	2	Butts, empty (see page 61).	
" empty, for luggage	2	Butter Barrells (empty, see page 60)	
" Steel or Leather, Hat empty, n.o.s. (see page 60).	3		
Brackets, iron, for telegraph poles	1		
Bran (see pages 88 and 92)	A P.		
Brandy, in bulk, demijohns, or bottled, produce of Commonwealth o.r.	1		
Brandy, in bulk, demijohns, or bottled, n.o.s., o.r.	3		
Brass, Burnish	3		
" Rods	2		
" Sheet	2		
" Tubing, lacquered	3		
" Wire	2		
Bread, o.r.	1		

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article	Class	Article	Class
Carraway Seeds	2	Cinnamon	2
Carriages (see Vehicles, page 63).		Circus Material and Merry-go-rounds	
Carrots	A.P.	—Four-wheeled trucks, 66. permile;	
Cartoons, in cases	2	minimum, 10s.; bogie trucks, double	
Cartridges, sporting and rifle, metal		rates and minimum.	
cased (see page 22)	3	Citrus Health Saline Powder	2
Cartridges, sporting and rifle, not		Clay or Kaolin (see page 66)	M
metal cased (as Explosives, p. 22).		„ Retorts and Crucibles for	
Carts (see Vehicles, page 65).		mining	1
Cases, empty (see page 60).		Cleanso (Soap)	1
Casks, empty (see page 61).		„ „ in truck loads of 6	
Castings (see Iron).		tons	C
Cattle Food, liquid or dry, n.o.s. ...	A	Clippings, in bales	C
Caustic Soda	C	Clocks, in cases, o.r.	3
„ „ in truck loads of 6 tons	B	Closets, Earth, and Closet-pans ...	3
Ceilings, fibrous or infibrous plaster,		Clothes Lines, hempen or wire ...	1
packed, o.r.	2	„ Pegs	1
„ „ loose, o.r.	3	Clothing, manufactured and oiled ...	3
„ „ and Walls, metal, packed, o.r.	2	Cloves	2
„ „ loose, o.r.	3	Coal (see pages 58 and 57).	
Cement (see page 66)	B	Cocoa	3
„ „ in truck loads of 6 tons ...	A	Cocoonut, desiccated	1
„ „ Pipes (see Pipes)	A	„ Filire	2
„ „ Blocks, for building purposes		Cocoanuts (same as Fresh Fruit, see	
„ „ in truck loads of 6 tons	A, less	page 31).	
	25 p.c.	Coffee or Coffee Essence	3
Chaff	A.P.	„ „ Beans	3
Chain Cables and Anchors	1	Coke (see page 58).	
Chains, n.o.s.	2	Colours and Paints, n.o.s., in secure	
Chairs, invalid, on wheels	3	packages	3
„ „ in pieces, in cases	2	Columns, Iron and Steel (see Iron).	
Chalk and Ochre	1	Commercial Travellers' Samples, o.r.	3
Chandeliers and Gasaliers, o.r. ...	3	Compo. Board, o.r.	1
Charcoal, in bags	M	Composition, non-conducting, for	
Cheese, boxed, "Small's" minimum	C	boilers and steam pipes	C
„ „ loose, o.r.	1	Confectionery, o.r.	2
„ „ in single packages (see		„ „ minimum, 2 tons, o.r.	
page 64).		Construction material (see page 58).	
„ „ for export (see page 87).		Contractors' and Builders' Plant, not	
Chemicals, n.o.s., o.r.	3	new, consisting of mixed consign-	
Cherry Pectoral, o.r.	2	ments of appliances used for the	
Chestnuts, n.o.s.	1	carrying out of contracts for Rail-	
„ „ produce of Commonwealth,		way Works, Buildings, &c.	C
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	
Chicory Roots	A.P.	carrying out of contracts for Rail-	
„ „ dried (see page 77)	C	way Works, Buildings, &c., in	
„ „ manufactured	2	truck loads of 5 tons	B
China-ware, n.o.s., o.r.	2	Coops, empty (see page 60).	
Chimney Pots, Earthenware, o.r. ...	2	Copi, for manure, on declaration ...	Manure
„ „ Tops, iron	2	Copper, Nails, Rivets, and Rods ...	2
Chlorate of Potash	1	„ „ Ore	A, less
Chloride of Lime	1	„ „ in truck loads of 6 tons	25 p.c.
„ „ in truck loads of 6		„ „ Plates	2
tons	C	„ „ Regulus	M
Chocolate	3	„ „ Scrap	A
Chrome Ore	M.	„ „ Sheet, Ingot, and Bar	2
Churns, o.r.	2	„ „ Sulphate of, in kegs and	
Chutney	2	cases	1
Cider and Perry, in bulk or bottled,		„ „ Wire, Tubing, and Piping ...	2
n.o.s.	C	Coppers, picked	1
Cider and Perry, in bulk or bottled,		Cordage, Hempen	1
produce of Commonwealth (same		„ „ for mining on dec-	
rate as Colonial Wine. See pages		laration, in truck	
43 and 64).		loads of 6 tons	C
Cigars and Cigarettes, o.r.	3		

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
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 ...	3	,, Wooden ...	2
Coring, Stone ...	M	,, Glazed, o.r. ...	3
Corn Flour ...	2	Drapery, packed ...	3
,, Sacks (as Bags).		Drays (see Vehicles, page 65).	1
Cornices, Poles, Centre Pieces, n.o.s. packed, o.r. ...	3	Dripping, in casks, kegs and cases ...	1
,, 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 61) ...	C
Cornish Stone, ground, and Ground Flint, for pottery making ...	A	Dumb Plates ...	2
Cotton, Raw ...	C	Dyes ...	C
,, Waste ...	1	Dynamamos, o.r. ...	3
,, Yarn ...	C		
Counter and Shop Fittings ...	3	E.	
Crab Winches ...	2	Earthen, Stone, and Crockery Ware, in crates, casks, cases, and semi-hogsheads, o.r. ...	2
,, (see page 89).		Earthenware (see page 80).	
Cracklings ...	A	Eggs, smalls, minimum ...	C
Cranes, Derrick ...	C	,, in single packages (see page 64).	
Crates, empty (see page 60).		Egg Preservative, liquid ...	C
,, wire, collapsible ...	1	,, Fillers, minimum 6d. ...	C
Cream (see page 63).		Electric Light Fittings, o.r. ...	3
,, of Tartar ...	2	Empties (see page 60).	
Crockeryware (see Earthenware).		Emulsion of Turpentine and Beeswax	2
Crowbars ...	1	Engines, Beer, Fire, Garden, and n.o.s., o.r. ...	3
Crucibles, n.o.s., o.r. ...	2	,, Donkey ...	C
,, and Clay retorts for mining	1	,, Gas, oil or steam, stationary, o.r. ...	2
Currants, dried } Same as Fruit (see fresh } page 31).		,, Hop washing, o.r. ...	2
Curry ...	2	,, Oil or Steam, Portable ...	C
Cutch ...	1	,, Traction ...	C
Cutlery ...	3	Engravings, Paintings, Pictures and Photographs, n.o.s., in cases or otherwise securely packed, o.r. ...	3
Cyanide of Potassium ...	1	,, Loose, o.r., double rate	3
,, Sodium ...	1	Ensilage ...	A.P.
Cylinders, mineral water, returned empty, minimum 6d. (see page 61)	A	Envelopes, Straw, for bottles ...	1
Cylinders, iron (see Iron).		Essence, Coffee ...	3
		Essences, Culinary ...	2
D.		Eucalyptus Oil, o.r. ...	1
Dairy Produce, n.o.s. (see page 64)...	1	,, in truck loads of 6 tons	C
Dangerous Acids and Compounds, n.o.s. o.r. (see list, pages 23 and 24)	3	,, leaves ...	C
Dates, in boxes or packages ...	2	Evans' specific ...	B
Demijohns, empty, in wickerwork, o.r. ,, earthenware or glass, o.r. ...	2	Exhibits for Shows (see page 18).	
,, returned (see page 61).	3	,, from Agricultural Department (see page 83).	
Dextrine... ..	2	Explosives (see Special Regulations, page 19).	
Diamond Drills ...	1		
,, in truck loads of 6 tons ...	C	F.	
Disc Plates, for Drills, Harrows, and Ploughs ...	1	Farina, in casks or cases ...	2
Disinfectants, n.o.s. ...	1	Fat and Tallow ...	B
Doblins (see Vehicles, page 65).		Felloes and Spokes, Rough ...	M
Distillery Apparatus, o.r. ...	3		

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Ginger, green, as fruit, "Smalls" minimum ...	A	Hams and Bacon (see Bacon, page 27).	
Girders (see Iron).		Hames and Chains ...	2
Glass, plate or window, o.r. ...	3	Hand Carts ...	2
" preserving jars ...	B	Handles, Wooden, in bundles or cases ...	1
" broken ...	M	Hardware, n.o.s. ...	3
Glassware, packed, o.r. ...	3	Hares, dead, "Smalls" minimum ...	B
Gloss, boot ...	2	" for export (see page 87).	
Glucose, o.r. ...	1	Haricot Beans ...	1
" in truck loads of 6 tons ...	C	Harness and Saddlery, n.o.s., o.r. ...	3
Glue ...	1	Hay, in bundles or bales ...	A.P.
" pieces in bales ...	1	Hearthstones ...	A
Glycerine, crude ...	1	Hemp ...	A
" pure ...	3	" Yarn ...	C
" nitro (see Explosives, page 19).	1	Herbs ...	3
Golden Syrup, Treacle, and Molasses, in casks and cases, o.r. ...	1	Hessian, in bales and bolts ...	2
" " in jars and tins, loose, o.r. ...	3	Hides (see page 78) ...	B
Goods, n.o.s., o.r. ...	3	Hiderow ...	M
Grain, n.o.s. (see pages 88 and 92) ...	A.P.	Hogheads, empty (see page 61).	
" Foods, patent, n.o.s. ...	2	Hollowware, n.o.s., o.r. ...	3
Granite, dressed, partially polished or carved, or polished on one side only (see page 66) ...	A	Honey, in tins, cases, or casks ...	B
" polished or carved, in cases, o.r. ...	1	" in single packages (see p. 64).	
" polished or carved, loose, o.r. ...	2	" for export (see page 87).	
" rough blocks (see page 66) ...	M	" (see page 66).	
Grape Nuts ...	2	" Tins, empty (see page 61).	
" Skins, crushed ...	M	Hooks, reaping ...	2
" Spirit ...	1	Hops, in bales and pockets, minimum 10 cwt. ...	C
Graphite ...	3	Horns and Hoofs ...	B
Grass and Rushes for brickmaking ...	A	" " in truck loads of 5 tons ...	A
" Rope, twisted ...	A.P.	Horseshoes ...	1
" Seeds ...	A.P.	Hose Reels—minimum, 5 cwt. each, o.r. ...	2
Grates, packed in cases ...	2	Houses or Offices, Wooden, whole or in packages ...	B
" n.o.s., o.r. ...	3	Hurdles, Wooden or Iron ...	1
Gratings ...	2		
Grave Railings, o.r. ...	2		
Gravestones, dressed, polished or carved, in cases, o.r. ...	1		
Gravestones, dressed, polished or carved, loose, o.r. ...	2		
Gravel (see pages 66 and 89) ...	M		
Grease, axle and antifricition ...	1		
Grindery, n.o.s. ...	3		
Grindstones, o.r. ...	1		
Groats ...	2		
Groceries, n.o.s. ...	2		
Grubbing Machines ...	1		
Guano ...	1		
Gum, dry, Wattle ...	1		
" liquid red ...	2		
" Shellac ...	2		
Gunmetal ...	2		
" scrap ...	A		
Guttering, Piping, Ridging, and Spouting, galvanized iron, tin, or zinc, o.r. ...	3		
Gypsum (see page 66) ...	M		
" for manure, on declaration	Manure.		

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Iron and Steel—continued.		Iron and Steel—continued.	
Bearers, also floor, sole, and bed-plates	2	Pickeys, loose	2
Boilers, Steam, o.r.	1	" in cases	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.6	C	Pig	M
Bolts, Nuts, and Boiler Rivets	1	Piles, screw and other, for bridge-building	1
Brackets, for telegraph poles	1	Pipes, Black or galvanized, $\frac{1}{4}$ inch and upwards	1
Buckets, Mining	1	" Cast Iron, Water, and Gas, including T bends and junctions	C
Cables, Chain	1	" Down, Cast Iron, o.r.	2
" Electric, minimum 3 tons	1	" Wrought Iron, riveted, not exceeding 12 inches	1
Cages, Mining	1	" Wrought Iron, riveted, exceeding 12 inches	2
Cantilevers	2	Piping, galvanized, o.r.	3
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	Ploughshares and Mouldboards, o.r.	1
" in truck loads of 6 tons (see page 89).	C, less 20 p.c.	Plough Wheels, o.r.	1
" in cases, o.r.	2	Posts, Lamp and Verandah	2
" machined and polished, or light and fragile, loose, o.r.	3	Pulleys and Blocks	1
Chains, n.o.s.	2	Rails, Chairs and Fishplates, Railway and tram	C
Channels and Rolled Joists	1	Rails, Chairs and Fishplates, Railway and tram, in truck loads of 6 tons	B
" " in truck loads of 6 tons	C	Railings, o.r.	2
Chimney Tops	2	Retorts, o.r.	2
Columns, wrought or cast	2	Ridging, galvanized, o.r.	3
Corrugated, galvanized, or sheet iron, in cases or packages of not less than 5 cwt. each	C	Rivets, n.o.s.	2
Corrugated iron, loose	2	Rivets, for Boilers	1
Galvanized or sheet iron, loose	1	" when forming part of a 6-ton truck load with Bar, Rod, Plate, Hoop, and Angle Iron and Steel	C, less 20 p.c.
Crabwinches	2	Roofwork	2
Crowbars	1	Ropes, Wire and Steel	1
Cylinders, turned and polished, o.r.	2	" for mining, on declaration, in truck loads of 6 tons	C
" rough	1	Safes	2
Disc Plates for Drills, Harrows, and Ploughs	1	Sash Weights	1
Gates	2	Scrap	M
Girders	2	Screws and Washers	1
" in truck loads of 6 tons	1	Shafting	2
Gratings	2	Sheet Iron (See Corrugated):	1
Grave Railings, o.r.	2	" Steel	2
Hoop	C	Sole and Floor Plates	1
" in truck loads of 6 tons	B	Spokes for Agricultural Machines	1
" used in the manufacture of Hogsheads, Cream and Milk Cans, on declaration	A	Spouting, Galvanized, o.r.	3
Hurdles	1	Springs, Carriage, Dray, and Truck	2
Lathes	2	Standards for fencing	1
Lattice Bars, Struts, and Ties	2	Steel, polished	2
Magnet	M	" trunks	3
Mining Cages, Screens, and Tips	1	Tacks	2
Nails and Spikes	1	Tanks, iron, empty, up to 400 gallons, o.r.	3
Nuts	1	Tanks, iron, empty, over 400 gallons and not exceeding 1,000 gallons, o.r., rate and a half	3
Ore	M	Tanks, iron, empty, over 1,000 gallons, o.r., double rate	3
		Tanks or Vats, galvanized, up to 1,000 gallons, o.r., rate and a half	3
		Tanks or Vats, galvanized, over 1,000 gallons, o.r., double rate	3

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Iron and Steel—continued.		K.	
Tanks, filled. Tanks as above; contents as per classification.		Kaolin (see page 66) ...	M
Telegraph Poles ...	1	Kapok, in bales, hydraulic pressed ...	2
Troughing, o.r. ...	2	" " not hydraulic pressed ...	3
Trucks and Skips, Mining, and Timber ...	1	Kassina ...	1
Tubing for Diamond Drills ...	2		
Tyres, finished ...	2		
" unfinished ...	1		
" " in truck loads of 6 tons ...	C		
Tyre Setters ...	C		
Valves ...	2		
Verandah posts ...	2		
Vyces ...	2		
Weights ...	1		
Wheels, Fly, o.r. ...	2		
" n.o.s., o.r. ...	3		
Wire, fencing, woven (for fencing), barbed, and wire netting in bundles, also droppers, staples, clamps, standard strainers and wedges ...	C		
Wire, in truck loads of 6 tons ...	C, less 20 p.c.		
Wire, in lots of 10 tons and upwards ...	A		
Wire Netting, in lots of 6 tons and upwards, carried from Melbourne to country districts at convenience of the Commissioners in live-stock trucks which would otherwise run empty ...	M		
Wire, bright, o.r. ...	1		
" for Wire Mattresses ...	1		
" Insulated ...	1		
" Strainers and Cutters ...	1		
Ironmongery, n.o.s. ...	3		
Isinglass ...	3		
J.			
Jadoo Fibre ...	Manure		
Jams and Jellies, n.o.s., o.r. ...	2		
" produce of Commonwealth, on up journey (see page 43) ...	B		
Japan Wax ...	1		
Japanned Ware, o.r. ...	3		
Jars, preserving, glass ...	B		
Joinery, n.o.s., o.r. ...	3		
Jute, Yarn ...	B		
L.			
		Lactofarina ...	A
		Ladders, up to 18 feet in length, rate and half ...	3
		" over 18 feet in length, double rate ...	3
		Lamp Black ...	2
		Lamps, Hall and Street, packed, o.r. ...	3
		" " loose, o.r., rate and a half ...	3
		Lamp posts ...	2
		Lampware, in cases, o.r. ...	3
		Land Graders, in pieces ...	1
		" " set up ...	2
		Lard, in casks, kegs, and cases (see Bacon and Ham, page 27). ...	
		Lasts ...	2
		Lathes (see Iron). ...	
		Lead and Compo. Piping ...	2
		" Ore ...	A
		" Pig ...	C
		" Red and White ...	2
		" Scrap ...	A
		" Sheet ...	1
		" Sugar of ...	2
		" for orchard pests, specific, on declaration ...	A
		" Tea ...	A
		Leaf, Gold and Silver, o.r. ...	3
		Leather, Plain and Patent, also Basils produce of Commonwealth, on up journey (see page 43) ...	B
		Leather, Fancy and Bookbinders', o.r. ...	3
		Leatherware, o.r. ...	3
		Lentils ...	1
		Lignite ...	M
		Lime and Hair (Tanners' refuse) ...	Manure
		" Chloride of ...	1
		" " in truck loads of 6 tons ...	C
		" in bags, minimum 3 tons (see page 66) ...	A
		" in bags, in truck loads of 6 tons ...	M
		" on declaration (see page 66) ...	Manure
		" water in casks ...	1
		Limejuice and Limella, o.r. ...	2

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Limestone	M	Machinery and Machines—	
Linoleum	2	Old, on statutory declaration of	
„ cork	2	having been in use 3 years and	
Linseed	A. P.	upwards; declaration to be made	
„ Meal, in bags	A	on Form G F 6	C
„ „ in cases	1	Macaroni	2
Liquids, Inflammable, n.o.s., o.r. ...	3	Magnesia, Fluid	2
Liquors, in bulk or bottled, n.o.s.,	3	Magnet Iron	M
o.r.	3	Maizena	2
Liquorice	3	Maize	A. P.
Live Stock (see page 104)	1	Malt	A
Logwood	1	„ Comblings	A. P.
Logs (see Timber).	2	„ Extract	2
Lollies, o.r.	1	Mallee Roots (see page 67)	Coal
„ minimum 2 tons, o.r.	1	Malthoid	1
Lorries (see Vehicles, page 65). ...	3	Manganese	C
Luggage, o.r.	2	„ Ore	A
„ with Second-hand Furniture,		Mangel Worzel	A. P.
„ o.r.		Manures, Artificial	
		„ Ammonia, sulphate of	
		„ Bonedust	
		„ Bonemeal	
		„ Copi, on declaration	
		„ Guano	
		„ Gypsum, on declaration	
		„ Jadoo Fibre	
		„ Lime, on declaration	
		„ Lime and Hair (Tanners' Refuse)	
		„ Night-soil, deodorized	
		„ Nitrate of Potash	
		„ „ Soda	
		„ Nitre Cake	
		„ Phoscal	
		„ Salt, on declaration	
		„ Stable and Street Sweepings	
		„ Tobacco Plant Refuse	
		Mantel-pieces, o.r.	3
		Marble, Chips	B
		„ Fenders, o.r.	3
		„ Partially Polished or Carved	A
		„ Polished or Carved, in cases, o.r.	1
		„ Polished or Carved, loose, o.r.	2
		„ Rough Blocks	M
		„ Slabs, dressed	C
		„ Slabs, undressed	A
		Marl	M
		Marline	1
		Matches, Vestas, and Vesuvians, o.r.	3
		Material, Railway, Old (see page 88)	
		Mats, old straw	C
		Mattresses	3
		Matting, Chinese	2
		„ and Mats, Cocoa-nut, Coir, and Jute	2
		„ and Mats, n.o.s.	3
		Meal, n.o.s.	2
		„ Wheaten, for bread making	A. P.
		„ Wheaten, n.o.s.	A
		„ Pease, Oat, Maize, and Linseed, in bags	A

M.

Machinery and Machines—

Agricultural Machines (see pages 26, 86, and 89).	2
Bag Lifters	1
Brick Making and Scooping	C
Brickmaking and Scooping, in truck loads of 6 tons	2
Butter Making and Dairy Cooling Plant, also Milking Machinery, o.r.	1
Butter Making and Dairy Cooling Plant, also Milking Machinery, in truck loads of 6 tons, o.r.	2
Cream Separators, o.r.	1
Diamond Drills	C
„ in truck loads of 6 tons	3
Distillery Apparatus, o.r.	2
Fire Fighting	2
Flour Dressing, o.r.	1
„ „ in truck loads of 6 tons, o.r.	2
Grape Crushers	1
Grubbing	1
Hay Steamers	2
Heavy, n.o.s., including Sole Plates and Fly Wheels (see page 89)	2
Hop Sulphurating	2
Irrigation	1
Irrigation, in truck loads of 6 tons	2
Mangles, o.r.	1
Mining	C
„ in truck loads of 6 tons	3
New, for export, &c. (see page 89)	C
Not otherwise specified, o.r.	2
Pile Driving	2
Pulpers	2
Rabbit Exterminating	2
Rabbit Poisoning (see page 91)	2
Sausage, o.r.	2
Sheep Shearing	1
Stone Breaking	2
Stump Grubbing, or Lifting Jacks	2
Water Boring	

Manure (see page 55).

Article.	Class.	Article.	Class.
Meal, Pease, Oats, and Maize, and Linseed, in cases	1	Murato	1
" Bone	Manure	Murray Pine, dressed	B
Meat Fresh, including Veal and Pork, o.r.	1	" " undressed, as sawn	
" " in lorry trucks, minimum 5 tons, o.r.	A	" " hardwood.	
" " (see page 90).		Mustard	2
" " and Rabbits, Frozen, o.r.; in T trucks, 10½d. per truck of 8 tons per mile, minimum 33s.; in TT trucks, 1s. 2d. per truck of 10 tons per mile, minimum 44s.		Musthita	1
" " (see page 90).		" " in truck loads of 6 tons ...	C
" Pastes	2	Myrabolams	C
Meats, Extract of	2	" " Extract of	1
" Preserved, in cases	2		
Medicines, n.o.s., o.r.	3	N.	
Melons	M	Nails and Spikes, Iron	1
" " small lots, as Vegetables.		" " n.o.s.	2
Merry-go-rounds (see "Circus Material").		Naphtha, mineral	1
Metal, old, comprising Castings, Zinc, Old Quicksilver Bottles, Lead, and Scrap, n.o.s.	A	Nave Blocks	M
Metal, Road (see pages 64, 66, and 89)	M	Naves, Turned and Mortised ...	C
Meters, Water and Gas, o.r.	3	" " " " in truck	
Milk, Preserved and Concentrated ...	1	" " loads of 6 tons	A
" " Fresh (see page 62).		Nets, Fishing	3
Millstones, o.r.	2	Night-soil, Deodorized	Manure
Millet	A.P.	Nitrate of Potash	Manure
Mineral Naptha	1	" " Soda	Manure
" " Waters, "Smalls" minimum	C	Nitre Cake	Manure
Mining Props, Laths and Slabs (see page 68)	Coal	No Dust (floor sweeping preparation)	1
" Buckets, Trucks, Cages, Tips, Screens, and Skips, Iron	1	Normissa	1
Mirrors and Looking Glasses, in cases, o.r.	3	" " in truck loads of 6 tons ...	C
Mirrors and Looking Glasses in skeloton cases, o.r., rate and half	3	Nutmegs	2
Mirrors and Looking Glasses, unpacked, o.r., double rate	3	Nuts, Edible, n.o.s.	2
Molasses, in cases, cases, and tins (see Golden Syrup).		" (see Iron).	
" " and Treacle, for cattle food, on declaration	A		
Monier Plates, Flags, and Curb-pieces	M	O.	
" " Pipes, n.o.s.	A	Oakum	2
" " exceeding 18" in diameter, in truck loads of 6 tons	A, less 25 p.e.	Oak Planking	C
" " Cattle Troughs	A	Oars, Boat	3
Moss, in bags	1	Oats	A.P.
Motor Cars (see Vehicles, page 65).		" " Rolled John Bull	
Mouldboards	1	" " Tam O'Shanter	A
Mouldings, Architraves, and Skirtings, common wood, not gilded	C	" " Excelsior, in sacks or bags ...	
Mouldings, gilt, and n.o.s., o.r.	3	" " in cases	1
Mulsine	2	" " Quaker, in cases	2
Muntz Metal	2	Oatmeal, including Flaked and Emo, in bags or sacks	A
Mungo	1	" " in cases	1
		Ochre and Chalk	1
		Oils, Crude, for Gas-making, in tins or drums	C
		" " " " in truck	
		" " loads of 8 tons	B
		" " used directly for fuel, also for road making, on declaration ...	M
		" " Kerosene, in cases and in bulk, also unapproved tins or drums, unsealed ...	C
		" " " " in cases and in bulk, minimum 8 tons per truck	B
		" " " " in bulk, in owners' trucks, minimum 6 tons per truck	B
		" " " " (see pages 66 and 75).	

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Oils, Lubricating, in casks, drums, and tins, o.r.	1	Paper, Paper Bags, in truck loads of 6 tons ...	C
" " " " in truck loads of 6 tons ...	C	" Emery, Glass, and Sand ...	2
" in casks, drums, and tins, n.o.s., o.r.	2	" Fly ...	2
" Castor, in bottles, o.r.	3	" Hangings ...	3
" Chinese ...	2	" Patterns ...	3
" Cod, o.r.	1	" Roofing and Insulating ...	1
" Cocoa-nut, Oleine, or Palm, in bulk, Eucalyptus and Batch-ing, o.r.	1	" Waste and Old, for paper-making or packing ...	A
" " " " in truck loads of 6 tons ...	C	" For lining Strawboard ...	A
" Neatsfoot, o.r.	2	" Writing ...	3
" Olive, n.o.s., o.r.	2	Paraffin and Paraffin Wax ...	2
" " produce of Commonwealth, on up journey (see page 43) ...	C	Paroid ...	1
" Petrol and Petroleum ...	1	Pastes, Meat or Fish ...	2
" Salad, o.r.	2	Patterns, Wooden, for Castings ...	3
" Shale ...	A	Pavers (Large Bricks) ...	M
" Turpentine, o.r.	2	Peach Stones. (Smalls min.) ...	A
" n.o.s., o.r.	3	Peanuts ...	2
Oil-cake for cattle food ...	A.P.	Pearl Barley ...	1
Oilcloth (floor) ...	2	Pease (see page 66) ...	A.P.
Oiled Clothing, o.r.	3	" Meal, in bags ...	A
Onions (see page 66) ...	A.P.	" " in cases ...	1
" " Small lots forming portion of bond fide consignment of vegetables, "Smalls" minimum ...	A	" Split ...	1
Opium, o.r., double rate ...	3	Peat ...	M
Orchard Pests Specifics, n.o.s., in casks ...	A	" Dust ...	C
Ores, Clays, and Mineral Earths, n.o.s.	A	Peel, Candied ...	2
Ore, Antimony ...	A	Pegmol ...	2
" " partly smelted ...	B	Pepper, Ground and Whole, also Cayenne ...	2
" " smelted ...	1	Perambulators, in boxes and nests ...	3
" Chrome ...	M	" " loose, o.r., double rate ...	3
" Copper ...	A	Perfumery, o.r.	3
" " in truck loads of 6 tons...	A, less 25 p.c.	Phosca Rabbit Poison ...	1
" Iron ...	M	Petrol (see Oils).	Manure
" Lead ...	A	Phoscal ...	Manure
" Manganese ...	A	Photographs (see Engravings).	
" Tin ...	A	Pianos and Organs, new or second-hand, n.o.s., o.r.	3
Ornaments, n.o.s., o.r.	3	" " secondhand, accompanying second-hand furniture not for sale (see page 59).	
Oxide of Iron ...	A	Pickeys, loose ...	2
Ovens, Camp and Colonial, n.o.s., o.r.	3	" " in cases ...	1
" " in cases ...	2	Pickles, n.o.s.	2
Oysters and other Shell Fish, fresh, in bags (see page 62).		" produce of Commonwealth, up journey (see page 43) ...	B
Oysters and other Shell Fish, bottled	2	Pictures (see Engravings).	
P.		Pig Feed (see page 63).	
Paints and Colours, in secure packages, n.o.s.	3	Piles (see Timber).	
Paintings (see Engravings).		Pipes—Brass and Copper ...	2
Palings (see Timber).		" Unglazed Earthenware, for agricultural purposes ...	M
Paper, Paper Bags, n.o.s., Wrapping Paper, Pulpboard, and Leather-board, in packages	1	" Glazed Earthenware, Cement, or Monier, n.o.s.	A
		" Do., exceeding 18" diameter, in truck loads of 6 tons ...	A, less 25 p.c.
		" Empty (see page 61).	
		" Iron or Galvanized (see Iron).	3
		" Smoking, clay or wood Stove ...	3
		Piping, Gutting, Ridging, and Spouting, galvanized iron, tin, or zinc, o.r.	3
		" Lead and Compo.	2

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Rock Salt, in truck loads of 6 tons ...	A	Sausage skins and hog casings. ...	3
Rods, Brass and Copper ...	2	Saws, o.r. ...	3
Rodex, rabbit poison ...	1	Saw Benches ...	2
Rollers, Land ...	1	Sawdust ...	M
" Mill, o.r. ...	2	Scab Specific ...	2
" " for repairs, half rate on return journey, on declaration, o.r. ...		Scales and Beams, o.r. ...	3
" Road ...	C	Scrap Lead, Tin, Copper, Brass, and Gun Metal ...	A
Roofwork, Iron (see Iron).		Screenings, Stone (see pages 64, 66, and 89) ...	M
Roots and Seeds, Agricultural, Grass, and Vegetable, n.o.s. ...	A.P.	" Coké ...	M
" Medicinal ...	A	" Tarred, in bags ...	M
Rope, Bagging, and Rags, old, for paper-making, on declaration ...	A	Screws and Washers, iron ...	1
" Hempen, wire and steel ...	1	" n.o.s. ...	2
" Do., for Mining, on declaration, in truck loads of 6 tons ...	C	Screwjacks ...	2
Rubble (see page 66) ...	M	Scrub Extirminator ...	1
Rugs ...	3	Scythe Blades, o.r. ...	2
Runners, undressed ...	B	" Stones, o.r. ...	2
Rushes, Green or Dried, n.o.s. ...	C	Seats, wooden, for chairs ...	1
Rye (see page 66) ...	A.P.	" Church, in pieces ...	1
Ruberoid ...	1	Seaweed, in truck loads of 4 tons ...	A
S.		Seeds and Roots, Agricultural, Grass, and Vegetable, n.o.s. ...	A.P.
Saddlery (see Harness).		" Garden and Flower ...	2
Saddlers' Ironmongery, n.o.s. (see Chains and Hames) ...	3	" Sunflower ...	A.P.
Safes, Iron ...	2	Seed, for Birds ...	2
" n.o.s., o.r. ...	3	Seidlitz Powders ...	2
Sago ...	2	Semolina ...	2
Salt, refined, in bags, or in butter boxes for Butter factories ...	B	Shafts (see Poles).	
" " " in truck loads of 6 tons ...	A	Shale, Oil ...	A
" in cases ...	1	" other than Oil Shale (see page 66) ...	M
" Rock ...	B	Sharps (see pages 88 and 92) ...	A.P.
" " in truck loads of 6 tons ...	A	Sheep Branding Commodities ...	C
" unrefined ...	A.P.	Sheep Dip ...	B
" unrefined, for manure, on declaration ...		Sheep Shearing Machines ...	2
Salts, Epsom, crude ...	Manure	Sheep-wash Tobacco, in casks ...	2
" " in packets (Druggists) ...	2	Shells, gravel ...	M
Saltpetre, n.o.s. ...	1	Shell Grit ...	M
" to powder factories, on declaration ...	B	Shingles (see Timber).	
Salvitis Specifics ...	2	Shot, packed ...	2
Sand, Arsenical, in bags or casks ...	M	" and Shell, Cannon, not Loaded ...	C
" Black ...	M	Shovels and Spades, in cases ...	1
" Ordinary (see page 66) ...	M	" in bundles ...	2
Sandpaper ...	2	Shrubs (see Plants).	
Sanitary ware (see page 90).		Sieves, o.r. ...	3
Sarsaparilla, o.r. ...	2	Sign-boards, up to 18 feet in length ...	3
Sashes, Window, set up, o.r. ...	3	" over 18 feet in length, rate and a half ...	3
Sash Weights (see Iron).		Silex (Weed eradicator) ...	A
Sauces, n.o.s. ...	2	Silicate of Soda ...	C
" produce of Commonwealth, up journey (see page 43) ...	B	Silicate of Soda in truck loads of 6 tons ...	B
Sausages, o.r. ...	1	Skewers, Wooden ...	C
		Skins, Sheep, Rabbit, and Hare, loose or in bundles ...	B
		Skins, Sheep, Rabbit, and Hare, small lots, in bundles—"Smalls" min. ...	C
		Skins, Sheep, Rabbit, and Hare, small lots, loose (see page 91) ...	1
		NOTE.—When loose Sheepskins are required to be tallied an extra charge of 1s. per ton to be made.	
		Skins, Sheep (see page 78).	

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Skins, Kangaroo, Wallaby, Opossum, Fox, and Goat ...	1	Staves, Softwood ...	C
„ Sausage ...	3	„ Hoops, hoopiron, and cask-heads, in casks or packages, for the manufacture of casks, hogsheds, &c., on declaration ...	A
Skirtings, Common Wood (see Mouldings).	3	„ Hoops and caskheads, n.o.s. ...	C
Slates and Pencils, School, in packages	2	Stearine ...	1
Slates and Pencils, School, in cases ...	1	Steel (see Iron).	
„ fibro cement, packed in crates	B	Stone Ballast (see page 64)	M
„ Roofing ...	1	„ Carved or polished, in cases, o.r. ...	1
Slate Slabs, for billiard-tables, packed, o.r. (see page 66)	A	„ „ „ loose, o.r. ...	2
„ „ for paving, flooring, building, and graves (see page 66)	A	„ Coring ...	M
Sleepers, Hardwood (see Timber).	1	„ Dressed, n.o.s., for building ...	A
Slick, for cleansing purposes ...	3	„ Flagging ...	M
Snuff, o.r. ...	3	„ Granite, Carved or Polished, in cases, o.r. ...	1
Soap, Fancy ...	2	„ „ Carved or Polished, loose, o.r. ...	2
„ Hudson's Extract of ...	C	„ „ Dressed, partially polished or carved; or polished on one side only (see page 66)	A
„ Household and Soft, and Extract of Common Household	B	„ „ Rough blocks (see page 66)	M
„ Household, and Soft, and Extract of Common Household, in truck loads of 5 tons	C	„ Grave (see Gravestones.)	M
„ Lye Refuse ...	B	„ Kerbing, for street paving ...	M
„ „ in truck loads of 6 tons	C	„ Marble, Carved or Polished, in cases, o.r. ...	1
Soda Ash ...	B	„ „ Carved or Polished, loose, o.r. ...	2
„ „ in truck loads of 6 tons	2	„ „ Chips ...	B
„ Bicarbonate of ...	1	„ „ Partially polished or carved ...	A
„ „ for mining purposes, on declaration	C	„ „ Rough blocks ...	M
„ Caustic ...	B	„ „ Slabs, Dressed ...	C
„ „ in truck loads of 6 tons	C	„ „ Undressed ...	A
„ Crystals ...	R	„ Metal, road (see pages 64, 66, and 59).	M
„ Nitrate of ...	Manure	„ Pitchers (see page 66)	M
„ Silicate, of ...	C	„ Rubble (see page 66)	M
„ „ in truck loads of 6 tons	B	„ Slate Slabs, for Billiard Tables, packed, o.r. (see page 66)	1
Sodium, Sulphate of ...	1	„ „ for paving, flooring, building, and graves (see page 66)	A
Solder ...	1	„ „ Undressed, n.o.s. (see page 66)	M
Sole Plates (see Iron).	M	Stoneware (see Earthenware).	
Spalls (see pages 64, 66, and 89)	1	Stoves, n.o.s., and Stovepipes, o.r. ...	3
Spanish Clay, for wine-finishing	2	Stoves, in cases ...	2
Spice, Condition, for cattle	2	Stump Grubbing and Lifting Jacks ...	1
Spices, culinary ...	3	Straw, in bundles or bales ...	A.P.
Spirits in bulk, demijohns, or bottled, n.o.s., o.r. (see page 91)	1	Strawboard ...	C
Spirit, Grape ...	1	„ „ in truck loads of 6 tons	A
Spirits of Salts, o.r. ...	1	Stringybark, in sheets, for roofing ...	M
„ „ in truck loads of 6 tons	C	Sundries, n.o.s., o.r. ...	3
Spirits, for fortifying wine	C	Sugar, o.r. (see pages 66 and 75)	1
(Certificate from Customs Department to accompany consignment note).		„ „ in truck loads of 3 tons	C
Spirits, Methylated, o.r. ...	3	„ „ Loaf, o.r. ...	2
„ of Tar, o.r. ...	3	Sugar Baskets (see page 60).	
„ of Wine, o.r. ...	3	Sulkies (see Vehicles, page 65).	
Spokes (see Felloes).		Sulphate of Ammonia ...	Manure
Spouting (see Piping).	2	„ „ Copper in kegs and cases	1
„ Down, Cast Iron, o.r. ...	2	„ „ Iron ...	1
Springs, Carriage, Dray, and Truck	Manure		
Stable and Street Sweepings	1		
Standards, Iron, fencing ...	2		
Starch ...	3		
Stationery, n.o.s. (see page 87).	M		
Staves, Hardwood, rough (see page 67)			

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Sulphate of Sodium	1	Timber, Blackwood Logs, 30 cubic feet to ton	
Sulphur	B	" Piles, Logs, and Telegraph Poles (without arms), hardwood, rough, 25 cubic feet to ton	
Sumach	C	" Piles, Beams, and Logs, sawn, hewn, or squared, 30 cubic feet to ton	
Sunflower Seeds	A.P.	" Logs—Pinus Insignus, locally grown, 40 cubic feet to ton	
Swing-boats	3	" Sawn Hardwood, including Jarrah, exceeding 9 in. x 9 in. in depth and width, 30 cubic feet to ton (see page 92)	
Syrphons, Sodawater, as bottles.		" Scaffolding Poles, 30 cubic feet to ton	
Syrup, golden, in casks and cases, o.r.	1	" Kauri Edgings	M
" " in jars and tins, loose, o.r.	3	" Telegraph Poles, with arms	C
" " n.o.s.	3	" Sawn Hardwood, including Jarrah (not exceeding 9 in. x 9 in. in depth and width), 30 cubic feet to ton	M
T.		" Sawn Hardwood (see p. 92).	
Tacks	2	" Hardwood, rough, including Battens, Felloes, Naves, Palings, Paving Blocks, Pickets, Posts, Rails, Shingles, Sleepers, Spokes, Staves, Stocks, Vine Stakes, &c., Split Blackwood	(See Loading Scale, pages 67 and 68).
Tallow and Fat	B	" Props, Slabs, and Laths, undressed, for mining	Coal
Tan, Spent	M	" Firewood and Malliee Roots	Coal
Tanning Compounds, n.o.s. ...	2	" White Pine, cut to sizes for tallow casks	B
Tanks, Iron, empty, up to 400 gallons, o.r.	3	" Soft or Hardwood, cut to approved sizes for case or boxmaking, in shooks, "Smalls" minimum	A
" Iron, empty, over 400 gallons and not exceeding 1,000 gallons, o.r., rate and half	3	" Gong Gong Pine, and Pinus Insignus, locally grown, 40 cubic feet to the ton, as Sawn Hardwood.	
" Iron, empty, over 1,000 gallons, o.r., double rate	3	" Murray Pine, dressed, as Sawn Hardwood.	B
" or Vats, galvanized, up to 1,000 gallons, o.r., rate and a half	3	" " undressed, as Sawn Hardwood.	
" Galvanized, over 1,000 gallons, o.r., double rate	3	Tin foil	3
" filled—tanks as above. Contents as per classification.		Tin Ore	A
Tapioca	2	" Scrap	A
Taps, metal kerosene	2	" Plates	C
Tar and Pitch	C	" " in truck loads of 6 tons	B
Targets	1	" " in Cakes, Bars and Ingots	2
Tarpaulins	2	Tins, empty (see page 61).	
Tea	3	Tinware, n.o.s., o.r.	3
Telegraph poles, iron	1	Tobacco Leaf and Stalks, in bales	B
Tents	2	" Smoking	3
Terra Cotta Lumber, Kerbing, and Channelling	M	" Sheep-wash, in casks	2
Theatrical Scenery and Luggage, o.r.	3	" Plant refuse	Manure
Theatrical Scenery and Luggage, when accompanying theatrical companies, four-wheeled trucks 6d. per mile, minimum 15s.; bogie trucks 1s. per mile, minimum 30s.; o.r.		Tomato Pulp	B
Thistle Eradicator	A	Tools, in chests	2
Tiles, Asphalt	A	" loose o.r.	3
" Common Paving	A	Toxa	1
" Drain, Roofing, and Edging ...	A	Toys, o.r.	3
" Ornamental and Tesselated, in cases	2		
Timber, Softwood	C		
" Oregon, for pontoon and bridge construction, on declaration	B		
" cut to sizes and dressed, for wire mattresses	C		
" Architraves, Mouldings, and Skirtings, common wood, not gilded	C		

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Tram Cars (see Vehicles, page 65).		Vermicelli	2
Trays, Fire, for fruit	1	Vestas, Matches, and Vesuvians, o.r. ...	3
Treacle (see Golden Syrup).		Vine Cuttings, in bundles	C
" and Molasses, for cattle food,		Vinegar, in bulk, o.r.	1
" on declaration	A	" bottled, in cases, o.r.	2
Trees, Fruit, Fruit Cuttings, and		Vine Stakes (see Timber).	
Shelter Trees in bundles	J	Vineyard Waste Products, in truck	
Do., in truck loads of 6 tons	G	loads of 6 tons	A
Tree Ferns	M	Vinex	1
Tricycles (see Bicycles).		" in truck load of 6 tons	C
Troughing, o.r.	2	Vulcana (Cattle Spice)	2
Trucks, Hand	2	Vyces (see Iron).	
" and Skips, Iron, Mining, and			
Timber	1	W.	
Trunks, steel	3	Waggons (see Vehicles, page 65):	
Tubs, Fruit, empty (see page 61).		Walker's Eclipse Compound, for	
" Tin or other metal, in nests,		boilers	C
" o.r.	3	Walnuts, n.o.s.	2
" Wooden	3	" produce of Commonwealth,	
Tubes, Boiler	1	" on up journey, "Smalls"	
Tubing, Brass, Lacquered	3	minimum (see page 43)	A
" for Diamond Drills	2	Washing Boards	1
Turnery, o.r.	3	Water (see page 92)	M
Turnery, rough	2	Wattle Tops and Leaves	B
Turnip	A. P.	Wax, Bees, Japan, Paraffin, Mineral,	
" in small quantities, smals	A	Ceresine, and Rangoon	1
minimum	2	" n.o.s.	3
Tarpetentine, o.r.	2	'Weights (see Iron).	
Twine and Lines, n.o.s.	2	Wheat (see pages 88 and 92)	A. P.
" Reaper and Binder	1	" poisoned, for rabbit-killing ...	A. P.
Type, Printing, o.r.	3	Wheelbarrows	2
Tyres, finished	2	Wheels, Barrow	2
" unfinished	1	" Fly, o.r.	2
" in truck loads of 6		" Dray and Waggon, o.r.	2
tons	C	" Gig and Carriage, o.r.	3
" setters	C	" Iron, rough for mining	
		trucks	1
U.		" Iron, attached to axles	
Upholstery o.r.	3	n.o.s., o.r.	3
Universal Cleanser Polish	2	Whips	3
Uralite	1	White Oxide	2
		Whiting	C
V.		Wickerware, o.r.	C
Vacrome	2	Willows for basket-making	3
Valonia	C	Window glass, o.r.	3
Varnish	3	" Sashes and frames, set up,	
Vats, wine, empty (see page 61).		o.r.	3
" Galvanized (see Tanks).		Wine, n.o.s., in bulk or bottled,	
Vegetables, compressed, in cases	1	o.r.	3
" fresh, in bags, crates, or		" produce of Commonwealth, in	
cases, "Smalls" minimum	A	cases, kegs, and demijohns,	
" in single packages (see		"Smalls" minimum	C
page 64).		" produce of Commonwealth, in	
" Inter-State traffic (see		single packages (see page	
page 88).		64).	
" loose, in truck loads, mini-		" produce of Commonwealth, in	
mum 4 tons	A	bulk, "Smalls" minimum ...	A
" preserved	2	finings	3
Vegetable Seeds	A. P.	" off, previously carried by rail,	
Vehicles (see page 65).		returned to vigneron at the	
Venetian Blinds, in cases	3	original forwarding station,	
" in packages, o.r.	3	shall be charged under Class	
Verandah posts	2	"A" conditions, but at half	
		of Class "A" rates. Declaration	
		to be furnished with con-	
		signment note.	

MILEAGE RATES PER TON FOR GOODS.

(For Rates other than Mileage Rates see pages 71 to 80.)

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.
1-6	0 2 0	0 2 0	0 2 5	0 3 0	0 3 4	0 3 9	0 4 0	0 4 6	0 6 0
7	0 2 3	0 2 3	0 2 8	0 3 0	0 3 4	0 3 9	0 4 0	0 4 6	0 6 0
8	0 2 3	0 2 3	0 2 8	0 3 0	0 3 4	0 3 9	0 4 0	0 4 6	0 6 0
9	0 2 6	0 2 6	0 3 0	0 3 0	0 3 4	0 3 9	0 4 0	0 4 6	0 6 0
10	0 2 6	0 2 6	0 3 0	0 3 0	0 3 4	0 3 9	0 4 0	0 4 6	0 6 0
11	0 2 6	0 2 6	0 3 0	0 3 4	0 3 4	0 4 0	0 4 3	0 5 0	0 6 6
12	0 2 6	0 2 6	0 3 0	0 3 4	0 3 4	0 4 0	0 4 3	0 5 3	0 7 0
13	0 2 6	0 2 6	0 3 0	0 3 4	0 3 4	0 4 0	0 4 6	0 5 9	0 7 6
14	0 2 6	0 2 6	0 3 0	0 3 4	0 3 11	0 4 9	0 5 3	0 6 3	0 8 0
15	0 2 6	0 2 6	0 3 0	0 3 4	0 3 11	0 5 0	0 5 6	0 6 6	0 8 6
16	0 2 6	0 2 6	0 3 0	0 3 4	0 3 11	0 5 3	0 6 0	0 7 0	0 9 0
17	0 2 6	0 2 9	0 3 4	0 3 4	0 4 5	0 5 6	0 6 3	0 7 6	0 9 6
18	0 2 6	0 2 9	0 3 4	0 3 11	0 4 5	0 5 9	0 6 6	0 7 9	0 10 0
19	0 2 6	0 2 9	0 3 4	0 3 11	0 4 5	0 6 0	0 7 0	0 8 3	0 10 6
20	0 2 6	0 2 9	0 3 4	0 3 11	0 5 0	0 6 3	0 7 3	0 8 9	0 11 0
21	0 2 6	0 3 0	0 3 7	0 3 11	0 5 0	0 6 6	0 7 6	0 9 0	0 11 6
22	0 2 6	0 3 0	0 3 7	0 4 5	0 5 0	0 6 9	0 8 0	0 9 6	0 12 0
23	0 2 6	0 3 0	0 3 7	0 4 5	0 5 6	0 7 0	0 8 3	0 10 0	0 12 6
24	0 2 6	0 3 3	0 3 11	0 4 5	0 5 6	0 7 3	0 8 6	0 10 3	0 13 0
25	0 2 6	0 3 3	0 3 11	0 4 5	0 5 6	0 7 6	0 9 0	0 10 9	0 13 6
26	0 2 6	0 3 3	0 3 11	0 5 0	0 6 1	0 7 9	0 9 3	0 11 3	0 14 0
27	0 2 7	0 3 6	0 4 2	0 5 0	0 6 1	0 8 0	0 9 6	0 11 6	0 14 6
28	0 2 8	0 3 6	0 4 2	0 5 0	0 6 1	0 8 3	0 10 0	0 12 0	0 15 0
29	0 2 9	0 3 6	0 4 2	0 5 0	0 6 8	0 8 6	0 10 3	0 12 6	0 15 6
30	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 3 9	0 4 6	0 5 6	0 6 8	0 9 0	0 11 0	0 13 3	0 16 6
32	0 2 11	0 3 9	0 4 6	0 5 6	0 7 2	0 9 3	0 11 3	0 13 9	0 17 0
33	0 3 0	0 3 9	0 4 6	0 5 6	0 7 2	0 9 6	0 11 6	0 14 0	0 17 6
34	0 3 1	0 3 9	0 4 6	0 6 1	0 7 2	0 9 9	0 12 0	0 14 6	0 18 0
35	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 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 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 4 6	0 5 5	0 6 8	0 8 3	0 10 9	0 13 3	0 16 3	1 0 0
39	0 3 6	0 4 6	0 5 5	0 6 8	0 8 3	0 11 0	0 13 6	0 16 6	1 0 6
40	0 3 6	0 4 9	0 5 8	0 6 8	0 8 3	0 11 3	0 14 0	0 17 0	1 1 0
41	0 3 7	0 4 9	0 5 8	0 6 8	0 8 10	0 11 6	0 14 3	0 17 6	1 1 6
42	0 3 8	0 4 9	0 5 8	0 7 2	0 8 10	0 11 9	0 14 6	0 17 9	1 2 0
43	0 3 9	0 5 0	0 6 0	0 7 2	0 8 10	0 12 0	0 15 0	0 18 3	1 2 6
44	0 3 10	0 5 0	0 6 0	0 7 2	0 9 5	0 12 3	0 15 3	0 18 9	1 3 0
45	0 3 11	0 5 0	0 6 0	0 7 2	0 9 5	0 12 6	0 15 6	0 19 0	1 3 6
46	0 4 0	0 5 3	0 6 4	0 7 9	0 9 5	0 12 9	0 16 0	0 19 6	1 4 0
47	0 4 1	0 5 3	0 6 4	0 7 9	0 9 11	0 13 0	0 16 3	1 0 0	1 4 6
48	0 4 2	0 5 3	0 6 4	0 7 9	0 9 11	0 13 3	0 16 6	1 0 3	1 5 0
49	0 4 3	0 5 6	0 6 7	0 7 9	0 9 11	0 13 6	0 17 0	1 0 9	1 5 6
50	0 4 3	0 5 6	0 6 7	0 8 3	0 10 6	0 13 9	0 17 3	1 1 3	1 6 0
51	0 4 4	0 5 9	0 6 11	0 8 3	0 10 6	0 14 0	0 17 6	1 1 6	1 6 6
52	0 4 5	0 5 9	0 6 11	0 8 3	0 10 6	0 14 3	0 18 0	1 2 0	1 7 0
53	0 4 6	0 5 9	0 6 11	0 8 3	0 11 0	0 14 6	0 18 3	1 2 6	1 7 6
54	0 4 7	0 6 0	0 7 2	0 8 10	0 11 0	0 14 9	0 18 6	1 2 9	1 8 0
55	0 4 8	0 6 0	0 7 2	0 8 10	0 11 0	0 15 0	0 19 0	1 3 3	1 8 6
56	0 4 9	0 6 3	0 7 6	0 8 10	0 11 7	0 15 3	0 19 3	1 3 9	1 9 0
57	0 4 10	0 6 3	0 7 6	0 8 10	0 11 7	0 15 6	0 19 6	1 4 0	1 9 6
58	0 4 11	0 6 3	0 7 6	0 9 5	0 11 7	0 15 9	1 0 0	1 4 6	1 10 0
59	0 5 0	0 6 3	0 7 6	0 9 5	0 12 2	0 16 0	1 0 3	1 5 0	1 10 6

* Not including loading and unloading.

GOODS MILEAGE RATES—continued.

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.
60	0 5 0	0 6 3	0 7 6	0 9 5	0 12 2	0 16 3	1 0 6	1 5 3	1 11 0
61	0 5 1	0 6 3	0 7 6	0 9 5	0 12 2	0 16 6	1 1 0	1 5 9	1 11 6
62	0 5 2	0 6 6	0 7 10	0 9 11	0 12 8	0 16 9	1 1 3	1 6 3	1 12 0
63	0 5 3	0 6 6	0 7 10	0 9 11	0 12 8	0 17 0	1 1 6	1 6 6	1 12 6
64	0 5 4	0 6 6	0 7 10	0 9 11	0 12 8	0 17 3	1 2 0	1 7 0	1 13 0
65	0 5 5	0 6 6	0 7 10	0 9 11	0 13 3	0 17 6	1 2 3	1 7 6	1 13 6
66	0 5 6	0 6 6	0 7 10	0 10 6	0 13 3	0 17 9	1 2 6	1 7 9	1 14 0
67	0 5 7	0 6 9	0 8 1	0 10 6	0 13 3	0 18 0	1 3 0	1 8 3	1 14 6
68	0 5 8	0 6 9	0 8 1	0 10 6	0 13 9	0 18 3	1 3 3	1 8 9	1 15 0
69	0 5 9	0 6 9	0 8 1	0 10 6	0 13 9	0 18 6	1 3 6	1 9 0	1 15 6
70	0 5 10	0 7 0	0 8 5	0 11 0	0 13 9	0 18 9	1 4 0	1 9 6	1 16 0
71	0 5 11	0 7 0	0 8 5	0 11 0	0 14 4	0 19 0	1 4 3	1 10 0	1 16 6
72	0 6 0	0 7 3	0 8 8	0 11 0	0 14 4	0 19 3	1 4 6	1 10 3	1 17 0
73	0 6 1	0 7 3	0 8 8	0 11 7	0 14 11	0 19 6	1 5 0	1 10 9	1 17 6
74	0 6 2	0 7 3	0 8 8	0 11 7	0 14 11	0 19 9	1 5 3	1 11 3	1 18 0
75	0 6 3	0 7 6	0 9 0	0 11 7	0 14 11	1 0 0	1 5 6	1 11 6	1 18 6
76	0 6 4	0 7 6	0 9 0	0 11 7	0 14 11	1 0 3	1 6 0	1 12 0	1 19 0
77	0 6 5	0 7 6	0 9 0	0 11 7	0 15 5	1 0 6	1 6 3	1 12 6	1 19 6
78	0 6 6	0 7 9	0 9 4	0 12 2	0 15 5	1 0 9	1 6 6	1 12 9	2 0 0
79	0 6 7	0 7 9	0 9 4	0 12 2	0 15 5	1 1 0	1 7 0	1 13 3	2 0 6
80	0 6 8	0 7 9	0 9 4	0 12 2	0 16 0	1 1 3	1 7 3	1 13 9	2 1 0
81	0 6 9	0 7 9	0 9 4	0 12 2	0 16 0	1 1 6	1 7 6	1 14 0	2 1 6
82	0 6 10	0 7 9	0 9 4	0 12 8	0 16 0	1 1 9	1 8 0	1 14 6	2 2 0
83	0 6 11	0 8 0	0 9 7	0 12 8	0 16 6	1 2 0	1 8 3	1 15 0	2 2 6
84	0 7 0	0 8 0	0 9 7	0 12 8	0 16 6	1 2 3	1 8 6	1 15 3	2 3 0
85	0 7 1	0 8 0	0 9 7	0 12 8	0 16 6	1 2 6	1 9 0	1 15 9	2 3 6
86	0 7 2	0 8 0	0 9 7	0 13 3	0 17 1	1 2 9	1 9 3	1 16 3	2 4 0
87	0 7 3	0 8 3	0 9 11	0 13 3	0 17 1	1 3 0	1 9 6	1 16 6	2 4 6
88	0 7 4	0 8 3	0 9 11	0 13 3	0 17 1	1 3 3	1 10 0	1 17 0	2 5 0
89	0 7 5	0 8 3	0 9 11	0 13 3	0 17 8	1 3 6	1 10 3	1 17 6	2 5 6
90	0 7 6	0 8 3	0 9 11	0 13 9	0 17 8	1 3 9	1 10 6	1 17 9	2 6 0
91	0 7 7	0 8 6	0 10 2	0 13 9	0 17 8	1 4 0	1 11 0	1 18 3	2 6 6
92	0 7 8	0 8 6	0 10 2	0 13 9	0 18 2	1 4 3	1 11 3	1 18 9	2 7 0
93	0 7 9	0 8 6	0 10 2	0 13 9	0 18 2	1 4 6	1 11 6	1 19 0	2 7 6
94	0 7 10	0 8 6	0 10 2	0 14 4	0 18 2	1 4 9	1 12 0	1 19 6	2 8 0
95	0 7 11	0 8 9	0 10 6	0 14 4	0 18 9	1 5 0	1 12 3	2 0 0	2 8 6
96	0 8 0	0 8 9	0 10 6	0 14 4	0 18 9	1 5 3	1 12 6	2 0 3	2 9 0
97	0 8 1	0 8 9	0 10 6	0 14 4	0 18 9	1 5 6	1 13 0	2 0 9	2 9 6
98	0 8 2	0 8 9	0 10 6	0 14 11	0 19 3	1 5 9	1 13 3	2 1 3	2 10 0
99	0 8 3	0 8 9	0 10 6	0 14 11	0 19 3	1 6 0	1 13 6	2 1 6	2 10 6
100	0 8 4	0 9 0	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 9 0	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 9 0	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 9 0	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 9 0	0 10 10	0 15 3	0 19 10	1 7 3	1 15 3	2 3 9	2 13 0
105	0 8 8	0 9 3	0 11 1	0 15 4	1 0 0	1 7 6	1 15 6	2 4 0	2 13 6
106	0 8 9	0 9 3	0 11 1	0 15 5	1 0 1	1 7 9	1 16 0	2 4 6	2 14 0
107	0 8 10	0 9 3	0 11 1	0 15 6	1 0 4	1 8 0	1 16 3	2 5 0	2 14 6
108	0 8 11	0 9 3	0 11 1	0 15 7	1 0 5	1 8 3	1 16 6	2 5 3	2 15 0
109	0 9 0	0 9 3	0 11 1	0 15 9	1 0 7	1 8 6	1 17 0	2 5 9	2 15 6
110	0 9 0	0 9 6	0 11 5	0 15 10	1 0 8	1 8 9	1 17 3	2 6 3	2 16 0
111	0 9 1	0 9 6	0 11 5	0 15 11	1 0 10	1 9 0	1 17 6	2 6 6	2 16 6
112	0 9 2	0 9 6	0 11 5	0 16 0	1 0 11	1 9 3	1 18 0	2 7 0	2 17 0
113	0 9 3	0 9 6	0 11 5	0 16 1	1 1 1	1 9 6	1 18 3	2 7 6	2 17 6
114	0 9 4	0 9 6	0 11 5	0 16 2	1 1 3	1 9 9	1 18 6	2 7 9	2 18 0
115	0 9 4	0 9 9	0 11 8	0 16 3	1 1 5	1 10 0	1 19 0	2 8 3	2 18 6
116	0 9 5	0 9 9	0 11 8	0 16 4	1 1 6	1 10 3	1 19 3	2 8 9	2 19 0
117	0 9 6	0 9 9	0 11 8	0 16 5	1 1 8	1 10 6	1 19 6	2 9 0	2 19 6
118	0 9 7	0 9 9	0 11 8	0 16 6	1 1 9	1 10 9	2 0 0	2 9 6	3 0 0
119	0 9 8	0 9 9	0 11 8	0 16 8	1 1 11	1 11 0	2 0 3	2 10 0	3 0 6

* Not including loading and unloading.

GOODS MILEAGE RATES—continued.

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.
120	0 9 8	0 9 9	0 11 8	0 16 9	1 2 0	1 11 3	2 0 6	2 10 3	3 1 0
121	0 9 9	0 9 9	0 11 8	0 16 10	1 2 3	1 11 6	2 1 0	2 10 9	3 1 6
122	0 9 10	0 9 9	0 11 8	0 16 11	1 2 4	1 11 9	2 1 3	2 11 3	3 2 0
123	0 9 11	0 9 9	0 11 8	0 17 0	1 2 6	1 12 0	2 1 6	2 11 6	3 2 6
124	0 10 0	0 9 9	0 11 8	0 17 1	1 2 7	1 12 3	2 2 0	2 12 0	3 3 0
125	0 10 0	0 10 0	0 12 0	0 17 2	1 2 9	1 12 6	2 2 3	2 12 6	3 3 6
126	0 10 1	0 10 0	0 12 0	0 17 3	1 2 10	1 12 9	2 2 6	2 12 9	3 4 0
127	0 10 2	0 10 0	0 12 0	0 17 4	1 3 1	1 13 0	2 3 0	2 13 3	3 4 6
128	0 10 3	0 10 0	0 12 0	0 17 5	1 3 2	1 13 3	2 3 3	2 13 9	3 5 0
129	0 10 4	0 10 0	0 12 0	0 17 7	1 3 4	1 13 6	2 3 6	2 14 0	3 5 6
130	0 10 4	0 10 0	0 12 0	0 17 8	1 3 5	1 13 9	2 4 0	2 14 6	3 6 0
131	0 10 5	0 10 0	0 12 0	0 17 9	1 3 7	1 14 0	2 4 3	2 15 0	3 6 6
132	0 10 6	0 10 0	0 12 0	0 17 10	1 3 8	1 14 3	2 4 6	2 15 3	3 7 0
133	0 10 7	0 10 0	0 12 0	0 17 11	1 3 10	1 14 6	2 5 0	2 15 9	3 7 6
134	0 10 8	0 10 0	0 12 0	0 18 0	1 4 0	1 14 9	2 5 3	2 16 3	3 8 0
135	0 10 8	0 10 3	0 12 4	0 18 1	1 4 2	1 15 0	2 5 6	2 16 6	3 8 6
136	0 10 9	0 10 3	0 12 4	0 18 2	1 4 3	1 15 3	2 6 0	2 17 0	3 9 0
137	0 10 10	0 10 3	0 12 4	0 18 3	1 4 5	1 15 6	2 6 3	2 17 6	3 9 6
138	0 10 11	0 10 3	0 12 4	0 18 4	1 4 6	1 15 9	2 6 6	2 17 9	3 10 0
139	0 11 0	0 10 3	0 12 4	0 18 6	1 4 8	1 16 0	2 7 0	2 18 3	3 10 6
140	0 11 0	0 10 3	0 12 4	0 18 7	1 4 9	1 16 3	2 7 3	2 18 9	3 11 0
141	0 11 1	0 10 3	0 12 4	0 18 8	1 5 0	1 16 6	2 7 6	2 19 0	3 11 6
142	0 11 2	0 10 3	0 12 4	0 18 9	1 5 1	1 16 9	2 8 0	2 19 6	3 12 0
143	0 11 3	0 10 3	0 12 4	0 18 10	1 5 3	1 17 0	2 8 3	3 0 0	3 12 6
144	0 11 4	0 10 3	0 12 4	0 18 11	1 5 4	1 17 3	2 8 6	3 0 3	3 13 0
145	0 11 4	0 10 6	0 12 7	0 19 0	1 5 6	1 17 6	2 9 0	3 0 9	3 13 6
146	0 11 5	0 10 6	0 12 7	0 19 1	1 5 7	1 17 9	2 9 3	3 1 3	3 14 0
147	0 11 6	0 10 6	0 12 7	0 19 2	1 5 10	1 18 0	2 9 6	3 1 6	3 14 6
148	0 11 7	0 10 6	0 12 7	0 19 3	1 5 11	1 18 3	2 10 0	3 2 0	3 15 0
149	0 11 8	0 10 6	0 12 7	0 19 5	1 6 1	1 18 6	2 10 3	3 2 6	3 15 6
150	0 11 8	0 10 6	0 12 7	0 19 6	1 6 2	1 18 9	2 10 6	3 2 9	3 16 0
151	0 11 9	0 10 6	0 12 7	0 19 7	1 6 4	1 19 0	2 10 9	3 3 3	3 16 6
152	0 11 10	0 10 6	0 12 7	0 19 8	1 6 5	1 19 3	2 11 0	3 3 6	3 17 0
153	0 11 11	0 10 6	0 12 7	0 19 9	1 6 7	1 19 6	2 11 3	3 3 9	3 17 6
154	0 12 0	0 10 6	0 12 7	0 19 10	1 6 9	1 19 9	2 11 6	3 4 3	3 18 0
155	0 12 0	0 10 9	0 12 11	0 19 11	1 6 11	1 19 9	2 11 9	3 4 6	3 18 6
156	0 12 1	0 10 9	0 12 11	1 0 0	1 7 0	2 0 0	2 12 0	3 4 9	3 19 0
157	0 12 2	0 10 9	0 12 11	1 0 1	1 7 2	2 0 3	2 12 3	3 5 3	3 19 6
158	0 12 3	0 10 9	0 12 11	1 0 2	1 7 3	2 0 6	2 12 6	3 5 6	3 20 0
159	0 12 4	0 10 9	0 12 11	1 0 4	1 7 5	2 0 9	2 12 9	3 5 9	3 20 6
160	0 12 4	0 10 9	0 12 11	1 0 5	1 7 6	2 0 9	2 13 0	3 6 3	4 0 0
161	0 12 5	0 10 9	0 12 11	1 0 6	1 7 9	2 1 0	2 13 3	3 6 6	4 0 6
162	0 12 6	0 10 9	0 12 11	1 0 7	1 7 10	2 1 0	2 13 6	3 6 9	4 1 0
163	0 12 7	0 10 9	0 12 11	1 0 8	1 8 0	2 1 3	2 13 9	3 7 3	4 1 6
164	0 12 8	0 10 9	0 12 11	1 0 9	1 8 1	2 1 6	2 14 0	3 7 6	4 2 0
165	0 12 8	0 11 0	0 13 2	1 0 10	1 8 3	2 1 6	2 14 3	3 7 9	4 2 6
166	0 12 9	0 11 0	0 13 2	1 0 11	1 8 4	2 1 9	2 14 6	3 8 3	4 3 0
167	0 12 10	0 11 0	0 13 2	1 1 0	1 8 7	2 2 0	2 14 9	3 8 6	4 3 6
168	0 12 11	0 11 0	0 13 2	1 1 1	1 8 8	2 2 3	2 15 0	3 8 9	4 4 0
169	0 13 0	0 11 0	0 13 2	1 1 3	1 8 10	2 2 3	2 15 3	3 9 3	4 4 6
170	0 13 0	0 11 0	0 13 2	1 1 4	1 8 11	2 2 6	2 15 6	3 9 6	4 5 0
171	0 13 1	0 11 0	0 13 2	1 1 5	1 9 1	2 2 9	2 15 9	3 9 9	4 5 6
172	0 13 2	0 11 0	0 13 2	1 1 6	1 9 2	2 3 0	2 16 0	3 10 3	4 6 0
173	0 13 3	0 11 0	0 13 2	1 1 7	1 9 4	2 3 0	2 16 3	3 10 6	4 6 6
174	0 13 4	0 11 0	0 13 2	1 1 8	1 9 6	2 3 3	2 16 6	3 10 9	4 7 0
175	0 13 4	0 11 3	0 13 6	1 1 9	1 9 8	2 3 6	2 16 9	3 11 3	4 7 6
176	0 13 5	0 11 3	0 13 6	1 1 10	1 9 9	2 3 9	2 17 0	3 11 6	4 8 0
177	0 13 6	0 11 3	0 13 6	1 1 11	1 9 11	2 3 9	2 17 3	3 11 9	4 8 6
178	0 13 7	0 11 3	0 13 6	1 2 0	1 10 0	2 4 0	2 17 6	3 12 3	4 9 0
179	0 13 8	0 11 3	0 13 6	1 2 2	1 10 2	2 4 3	2 17 9	3 12 6	4 9 6

* Not including loading and unloading.

GOODS MILEAGE RATES—continued.

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.
180	0 13 8	0 11 3	0 13 6	1 2 3	1 10 3	2 4 3	2 18 0	3 12 9	4 8 6
181	0 13 9	0 11 3	0 13 6	1 2 4	1 10 6	2 4 6	2 18 3	3 13 3	4 9 0
182	0 13 10	0 11 3	0 13 6	1 2 5	1 10 7	2 4 9	2 18 6	3 13 6	4 9 6
183	0 13 11	0 11 3	0 13 6	1 2 6	1 10 9	2 5 0	2 18 9	3 13 9	4 9 9
184	0 14 0	0 11 3	0 13 6	1 2 7	1 10 10	2 5 0	2 19 0	3 14 3	4 10 3
185	0 14 0	0 11 6	0 13 10	1 2 8	1 11 0	2 5 3	2 19 3	3 14 6	4 10 9
186	0 14 1	0 11 6	0 13 10	1 2 9	1 11 1	2 5 6	2 19 6	3 14 9	4 11 0
187	0 14 2	0 11 6	0 13 10	1 2 10	1 11 4	2 5 9	2 19 9	3 15 3	4 11 6
188	0 14 3	0 11 6	0 13 10	1 2 11	1 11 5	2 5 9	3 0 0	3 15 6	4 12 0
189	0 14 4	0 11 6	0 13 10	1 3 1	1 11 7	2 6 0	3 0 3	3 15 9	4 12 3
190	0 14 4	0 11 6	0 13 10	1 3 2	1 11 8	2 6 3	3 0 6	3 16 3	4 12 9
191	0 14 5	0 11 9	0 14 1	1 3 3	1 11 10	2 6 6	3 0 9	3 16 6	4 13 3
192	0 14 6	0 11 9	0 14 1	1 3 4	1 11 11	2 6 6	3 1 0	3 16 9	4 13 6
193	0 14 7	0 11 9	0 14 1	1 3 5	1 12 1	2 6 9	3 1 3	3 17 3	4 14 0
194	0 14 8	0 11 9	0 14 1	1 3 6	1 12 3	2 7 0	3 1 6	3 17 6	4 14 6
195	0 14 8	0 11 9	0 14 1	1 3 7	1 12 5	2 7 0	3 1 9	3 17 9	4 14 9
196	0 14 9	0 11 9	0 14 1	1 3 8	1 12 6	2 7 3	3 2 0	3 18 3	4 15 3
197	0 14 10	0 11 9	0 14 1	1 3 9	1 12 8	2 7 6	3 2 3	3 18 6	4 15 9
198	0 14 11	0 11 9	0 14 1	1 3 10	1 12 9	2 7 9	3 2 6	3 18 9	4 16 0
199	0 15 0	0 11 9	0 14 1	1 4 0	1 12 11	2 7 9	3 2 9	3 19 3	4 16 6
200	0 15 0	0 11 9	0 14 1	1 4 1	1 13 0	2 8 0	3 3 0	3 19 6	4 17 0
201	0 15 1	0 12 0	0 14 5	1 4 2	1 13 1	2 8 3	3 3 3	3 19 9	4 17 3
202	0 15 2	0 12 0	0 14 5	1 4 3	1 13 3	2 8 6	3 3 6	4 0 3	4 17 9
203	0 15 3	0 12 0	0 14 5	1 4 4	1 13 4	2 8 6	3 3 9	4 0 6	4 18 3
204	0 15 4	0 12 0	0 14 5	1 4 4	1 13 5	2 8 9	3 4 0	4 0 9	4 18 6
205	0 15 4	0 12 0	0 14 5	1 4 5	1 13 6	2 9 0	3 4 3	4 1 3	4 19 0
206	0 15 5	0 12 0	0 14 5	1 4 6	1 13 7	2 9 3	3 4 6	4 1 6	4 19 6
207	0 15 6	0 12 0	0 14 5	1 4 7	1 13 8	2 9 3	3 4 9	4 1 9	4 19 9
208	0 15 7	0 12 0	0 14 5	1 4 7	1 13 9	2 9 6	3 5 0	4 2 3	5 0 3
209	0 15 8	0 12 0	0 14 5	1 4 8	1 13 10	2 9 9	3 5 3	4 2 6	5 0 9
210	0 15 8	0 12 0	0 14 5	1 4 9	1 13 11	2 9 9	3 5 6	4 2 9	5 1 0
211	0 15 9	0 12 3	0 14 8	1 4 11	1 14 1	2 10 0	3 5 9	4 3 3	5 1 6
212	0 15 10	0 12 3	0 14 8	1 4 11	1 14 2	2 10 3	3 6 0	4 3 6	5 2 0
213	0 15 11	0 12 3	0 14 8	1 5 0	1 14 3	2 10 6	3 6 3	4 3 9	5 2 3
214	0 16 0	0 12 3	0 14 8	1 5 1	1 14 4	2 10 6	3 6 6	4 4 3	5 2 9
215	0 16 0	0 12 3	0 14 8	1 5 2	1 14 5	2 10 9	3 6 9	4 4 6	5 3 3
216	0 16 1	0 12 3	0 14 8	1 5 2	1 14 6	2 11 0	3 7 0	4 4 9	5 3 6
217	0 16 2	0 12 3	0 14 8	1 5 3	1 14 7	2 11 3	3 7 3	4 5 3	5 4 0
218	0 16 3	0 12 3	0 14 8	1 5 4	1 14 8	2 11 3	3 7 6	4 5 6	5 4 6
219	0 16 4	0 12 3	0 14 8	1 5 5	1 14 9	2 11 6	3 7 9	4 5 9	5 4 9
220	0 16 4	0 12 3	0 14 8	1 5 5	1 14 10	2 11 9	3 8 0	4 6 3	5 5 3
221	0 16 5	0 12 6	0 15 0	1 5 6	1 15 0	2 12 0	3 8 3	4 6 6	5 5 9
222	0 16 6	0 12 6	0 15 0	1 5 7	1 15 1	2 12 0	3 8 6	4 6 9	5 6 0
223	0 16 7	0 12 6	0 15 0	1 5 8	1 15 2	2 12 3	3 8 9	4 7 3	5 6 6
224	0 16 8	0 12 6	0 15 0	1 5 8	1 15 3	2 12 6	3 9 0	4 7 6	5 7 0
225	0 16 8	0 12 6	0 15 0	1 5 10	1 15 4	2 12 6	3 9 3	4 7 9	5 7 3
226	0 16 9	0 12 6	0 15 0	1 5 11	1 15 5	2 12 9	3 9 6	4 8 3	5 7 9
227	0 16 10	0 12 6	0 15 0	1 6 0	1 15 6	2 13 0	3 9 9	4 8 6	5 8 3
228	0 16 11	0 12 6	0 15 0	1 6 0	1 15 7	2 13 3	3 10 0	4 8 9	5 8 6
229	0 17 0	0 12 6	0 15 0	1 6 1	1 15 8	2 13 3	3 10 3	4 9 3	5 9 0
230	0 17 0	0 12 6	0 15 0	1 6 2	1 15 9	2 13 6	3 10 6	4 9 6	5 9 6
231	0 17 1	0 12 8	0 15 2	1 6 3	1 15 11	2 13 9	3 10 9	4 9 9	5 9 9
232	0 17 2	0 12 8	0 15 2	1 6 3	1 16 0	2 14 0	3 11 0	4 10 3	5 10 3
233	0 17 3	0 12 8	0 15 2	1 6 4	1 16 1	2 14 0	3 11 3	4 10 6	5 10 9
234	0 17 4	0 12 8	0 15 2	1 6 5	1 16 2	2 14 3	3 11 6	4 10 9	5 11 0
235	0 17 4	0 12 8	0 15 2	1 6 6	1 16 3	2 14 6	3 11 9	4 11 3	5 11 6
236	0 17 5	0 12 8	0 15 2	1 6 6	1 16 4	2 14 9	3 12 0	4 11 6	5 12 0
237	0 17 6	0 12 8	0 15 2	1 6 7	1 16 5	2 14 9	3 12 3	4 11 9	5 12 3
238	0 17 7	0 12 8	0 15 2	1 6 9	1 16 6	2 15 0	3 12 6	4 12 3	5 12 9
239	0 17 8	0 12 8	0 15 2	1 6 10	1 16 7	2 15 3	3 12 9	4 12 6	5 13 3

* Not including loading and unloading.

GOODS MILEAGE RATES—continued.

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.
240	0 17 8	0 12 8	0 15 2	1 6 10	1 16 8	2 15 3	3 13 0	4 12 9	5 13 6
241	0 17 9	0 12 10	0 15 4	1 6 11	1 16 10	2 15 6	3 13 3	4 13 3	5 14 0
242	0 17 10	0 12 10	0 15 4	1 7 0	1 16 11	2 15 9	3 13 6	4 13 6	5 14 6
243	0 17 11	0 12 10	0 15 4	1 7 1	1 17 0	2 16 0	3 13 9	4 13 9	5 14 9
244	0 17 11	0 12 10	0 15 4	1 7 1	1 17 1	2 16 0	3 14 0	4 14 3	5 15 3
245	0 18 0	0 12 10	0 15 4	1 7 2	1 17 2	2 16 3	3 14 3	4 14 6	5 15 9
246	0 18 0	0 12 10	0 15 4	1 7 3	1 17 3	2 16 6	3 14 6	4 14 9	5 16 0
247	0 18 0	0 12 10	0 15 4	1 7 4	1 17 4	2 16 9	3 14 9	4 15 3	5 16 6
248	0 18 0	0 12 10	0 15 4	1 7 4	1 17 5	2 16 9	3 15 0	4 15 6	5 17 0
249	0 18 0	0 12 10	0 15 4	1 7 5	1 17 6	2 17 0	3 15 3	4 15 9	5 17 3
250	0 18 0	0 12 10	0 15 4	1 7 6	1 17 7	2 17 3	3 15 6	4 16 3	5 17 9
251	0 18 1	0 13 0	0 15 7	1 7 8	1 17 9	2 17 3	3 15 9	4 16 6	5 18 0
252	0 18 1	0 13 0	0 15 7	1 7 8	1 17 10	2 17 6	3 16 0	4 16 9	5 18 6
253	0 18 1	0 13 0	0 15 7	1 7 9	1 17 11	2 17 6	3 16 0	4 17 0	5 18 9
254	0 18 1	0 13 0	0 15 7	1 7 10	1 18 0	2 17 6	3 16 3	4 17 3	5 19 0
255	0 18 2	0 13 0	0 15 7	1 7 11	1 18 1	2 17 9	3 16 6	4 17 6	5 19 6
256	0 18 2	0 13 0	0 15 7	1 7 11	1 18 2	2 17 9	3 16 6	4 17 9	5 19 9
257	0 18 2	0 13 0	0 15 7	1 8 0	1 18 3	2 17 9	3 16 9	4 18 0	6 0 0
258	0 18 2	0 13 0	0 15 7	1 8 1	1 18 4	2 18 0	3 17 0	4 18 3	6 0 0
259	0 18 3	0 13 0	0 15 7	1 8 2	1 18 5	2 18 0	3 17 0	4 18 6	6 0 9
260	0 18 3	0 13 0	0 15 7	1 8 2	1 18 6	2 18 0	3 17 3	4 18 9	6 1 0
261	0 18 3	0 13 2	0 15 9	1 8 3	1 18 8	2 18 3	3 17 6	4 19 0	6 1 9
262	0 18 3	0 13 2	0 15 9	1 8 4	1 18 9	2 18 3	3 17 6	4 19 3	6 2 0
263	0 18 4	0 13 2	0 15 9	1 8 5	1 18 10	2 18 6	3 17 9	4 19 6	6 2 0
264	0 18 4	0 13 2	0 15 9	1 8 5	1 18 11	2 18 6	3 18 0	4 19 9	6 2 6
265	0 18 4	0 13 2	0 15 9	1 8 7	1 19 0	2 18 6	3 18 0	5 0 0	6 2 9
266	0 18 4	0 13 2	0 15 9	1 8 8	1 19 1	2 18 9	3 18 3	5 0 3	6 3 0
267	0 18 5	0 13 2	0 15 9	1 8 9	1 19 2	2 18 9	3 18 6	5 0 6	6 3 6
268	0 18 5	0 13 2	0 15 9	1 8 9	1 19 3	2 18 9	3 18 6	5 0 9	6 3 9
269	0 18 5	0 13 2	0 15 9	1 8 10	1 19 4	2 19 0	3 18 9	5 1 0	6 4 0
270	0 18 5	0 13 2	0 15 9	1 8 11	1 19 5	2 19 0	3 19 0	5 1 3	6 4 6
271	0 18 6	0 13 4	0 16 0	1 9 0	1 19 7	2 19 3	3 19 0	5 1 6	6 4 9
272	0 18 6	0 13 4	0 16 0	1 9 0	1 19 8	2 19 3	3 19 3	5 1 9	6 5 0
273	0 18 6	0 13 4	0 16 0	1 9 1	1 19 9	2 19 3	3 19 6	5 2 0	6 5 6
274	0 18 6	0 13 4	0 16 0	1 9 2	1 19 10	2 19 6	3 19 6	5 2 3	6 5 9
275	0 18 7	0 13 4	0 16 0	1 9 3	1 19 11	2 19 6	3 19 9	5 2 6	6 6 0
276	0 18 7	0 13 4	0 16 0	1 9 3	2 0 0	2 19 6	4 0 0	5 2 9	6 6 6
277	0 18 7	0 13 4	0 16 0	1 9 4	2 0 1	2 19 9	4 0 3	5 3 0	6 6 9
278	0 18 7	0 13 4	0 16 0	1 9 4	2 0 2	2 19 9	4 0 3	5 3 3	6 7 0
279	0 18 8	0 13 4	0 16 0	1 9 7	2 0 3	2 19 9	4 0 6	5 3 6	6 7 6
280	0 18 8	0 13 4	0 16 0	1 9 7	2 0 4	3 0 0	4 0 6	5 3 9	6 7 9
281	0 18 8	0 13 6	0 16 2	1 9 8	2 0 6	3 0 0	4 0 9	5 4 0	6 8 0
282	0 18 8	0 13 6	0 16 2	1 9 9	2 0 7	3 0 3	4 1 0	5 4 3	6 8 6
283	0 18 9	0 13 6	0 16 2	1 9 10	2 0 8	3 0 3	4 1 0	5 4 6	6 8 9
284	0 18 9	0 13 6	0 16 2	1 9 10	2 0 9	3 0 3	4 1 3	5 4 9	6 9 0
285	0 18 9	0 13 6	0 16 2	1 9 11	2 0 10	3 0 6	4 1 6	5 5 0	6 9 6
286	0 18 9	0 13 6	0 16 2	1 10 0	2 0 11	3 0 6	4 1 6	5 5 3	6 9 9
287	0 18 10	0 13 6	0 16 2	1 10 1	2 1 0	3 0 6	4 1 9	5 5 6	6 10 0
288	0 18 10	0 13 6	0 16 2	1 10 1	2 1 1	3 0 9	4 2 0	5 5 9	6 10 6
289	0 18 10	0 13 6	0 16 2	1 10 2	2 1 2	3 0 9	4 2 0	5 6 0	6 10 9
290	0 18 10	0 13 6	0 16 2	1 10 3	2 1 3	3 0 9	4 2 3	5 6 3	6 11 0
291	0 18 11	0 13 8	0 16 4	1 10 5	2 1 5	3 1 0	4 2 6	5 6 6	6 11 6
292	0 18 11	0 13 8	0 16 4	1 10 5	2 1 6	3 1 0	4 2 6	5 6 9	6 11 9
293	0 18 11	0 13 8	0 16 4	1 10 6	2 1 7	3 1 3	4 2 9	5 7 0	6 12 0
294	0 18 11	0 13 8	0 16 4	1 10 7	2 1 8	3 1 3	4 3 0	5 7 3	6 12 6
295	0 19 0	0 13 8	0 16 4	1 10 8	2 1 9	3 1 3	4 3 0	5 7 6	6 12 9
296	0 19 0	0 13 8	0 16 4	1 10 8	2 1 10	3 1 6	4 3 3	5 7 9	6 13 0
297	0 19 0	0 13 8	0 16 4	1 10 9	2 1 11	3 1 6	4 3 6	5 8 0	6 13 6
298	0 19 0	0 13 8	0 16 4	1 10 10	2 2 0	3 1 6	4 3 6	5 8 3	6 13 9
299	0 19 0	0 13 8	0 16 4	1 10 11	2 2 1	3 1 9	4 3 9	5 8 6	6 14 0

Not including loading and unloading.

GOODS MILEAGE RATES—continued.

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.
300	0 19 0	0 13 8	0 16 4	1 10 11	2 2 2	3 1 9	4 4 0	5 8 9	6 14 6
301	0 19 1	0 13 10	0 16 7	1 11 0	2 2 4	3 2 0	4 4 0	5 9 0	6 14 9
302	0 19 1	0 13 10	0 16 7	1 11 1	2 2 5	3 2 0	4 4 3	5 9 3	6 15 0
303	0 19 1	0 13 10	0 16 7	1 11 2	2 2 6	3 2 0	4 4 6	5 9 6	6 15 6
304	0 19 1	0 13 10	0 16 7	1 11 2	2 2 7	3 2 3	4 4 6	5 9 9	6 15 9
305	0 19 2	0 13 10	0 16 7	1 11 4	2 2 8	3 2 3	4 4 9	5 10 0	6 16 0
306	0 19 2	0 13 10	0 16 7	1 11 5	2 2 9	3 2 3	4 5 0	5 10 3	6 16 6
307	0 19 2	0 13 10	0 16 7	1 11 6	2 2 10	3 2 6	4 5 0	5 10 6	6 16 9
308	0 19 2	0 13 10	0 16 7	1 11 6	2 2 11	3 2 6	4 5 3	5 10 9	6 17 0
309	0 19 3	0 13 10	0 16 7	1 11 7	2 3 0	3 2 6	4 5 6	5 11 0	6 17 6
310	0 19 3	0 13 10	0 16 7	1 11 8	2 3 1	3 2 9	4 5 6	5 11 3	6 17 9
311	0 19 3	0 14 0	0 16 9	1 11 9	2 3 3	3 2 9	4 5 9	5 11 6	6 18 0
312	0 19 3	0 14 0	0 16 9	1 11 9	2 3 4	3 3 0	4 6 0	5 11 9	6 18 6
313	0 19 4	0 14 0	0 16 9	1 11 10	2 3 5	3 3 0	4 6 0	5 12 0	6 18 9
314	0 19 4	0 14 0	0 16 9	1 11 11	2 3 6	3 3 0	4 6 3	5 12 3	6 19 0
315	0 19 4	0 14 0	0 16 9	1 12 0	2 3 7	3 3 3	4 6 6	5 12 6	6 19 6
316	0 19 4	0 14 0	0 16 9	1 12 0	2 3 8	3 3 3	4 6 6	5 12 9	6 19 9
317	0 19 5	0 14 0	0 16 9	1 12 1	2 3 9	3 3 3	4 6 9	5 13 0	7 0 0
318	0 19 5	0 14 0	0 16 9	1 12 3	2 3 10	3 3 6	4 7 0	5 13 3	7 0 6
319	0 19 5	0 14 0	0 16 9	1 12 4	2 3 11	3 3 6	4 7 0	5 13 6	7 0 9
320	0 19 5	0 14 0	0 16 9	1 12 4	2 4 0	3 3 6	4 7 3	5 13 9	7 1 0
321	0 19 6	0 14 2	0 16 11	1 12 5	2 4 2	3 3 9	4 7 6	5 14 0	7 1 6
322	0 19 6	0 14 2	0 16 11	1 12 6	2 4 3	3 3 9	4 7 6	5 14 3	7 1 9
323	0 19 6	0 14 2	0 16 11	1 12 7	2 4 4	3 4 0	4 7 9	5 14 6	7 2 0
324	0 19 6	0 14 2	0 16 11	1 12 7	2 4 5	3 4 0	4 8 0	5 14 9	7 2 6
325	0 19 7	0 14 2	0 16 11	1 12 8	2 4 6	3 4 0	4 8 0	5 15 0	7 2 9
326	0 19 7	0 14 2	0 16 11	1 12 9	2 4 7	3 4 3	4 8 3	5 15 3	7 3 0
327	0 19 7	0 14 2	0 16 11	1 12 10	2 4 8	3 4 3	4 8 6	5 15 6	7 3 6
328	0 19 7	0 14 2	0 16 11	1 12 10	2 4 9	3 4 3	4 8 6	5 15 9	7 3 9
329	0 19 8	0 14 2	0 16 11	1 12 11	2 4 10	3 4 6	4 8 9	5 16 0	7 4 0
330	0 19 8	0 14 2	0 16 11	1 13 0	2 4 11	3 4 6	4 9 0	5 16 3	7 4 6
331	0 19 8	0 14 4	0 17 2	1 13 2	2 5 1	3 4 9	4 9 0	5 16 6	7 4 9
332	0 19 8	0 14 4	0 17 2	1 13 2	2 5 2	3 4 9	4 9 3	5 16 9	7 5 0
333	0 19 9	0 14 4	0 17 2	1 13 3	2 5 3	3 4 9	4 9 6	5 17 0	7 5 6
334	0 19 9	0 14 4	0 17 2	1 13 4	2 5 4	3 5 0	4 9 6	5 17 3	7 5 9
335	0 19 9	0 14 4	0 17 2	1 13 5	2 5 5	3 5 0	4 9 9	5 17 6	7 6 0
336	0 19 9	0 14 4	0 17 2	1 13 5	2 5 6	3 5 0	4 10 0	5 17 9	7 6 6
337	0 19 10	0 14 4	0 17 2	1 13 6	2 5 7	3 5 3	4 10 0	5 18 0	7 6 9
338	0 19 10	0 14 4	0 17 2	1 13 7	2 5 8	3 5 3	4 10 3	5 18 3	7 7 0
339	0 19 10	0 14 4	0 17 2	1 13 8	2 5 9	3 5 3	4 10 6	5 18 6	7 7 6
340	0 19 10	0 14 4	0 17 2	1 13 8	2 5 10	3 5 6	4 10 6	5 18 9	7 7 9
341	0 19 11	0 14 6	0 17 4	1 13 9	2 6 0	3 5 6	4 10 9	5 19 0	7 8 0
342	0 19 11	0 14 6	0 17 4	1 13 10	2 6 1	3 5 9	4 11 0	5 19 3	7 8 6
343	0 19 11	0 14 6	0 17 4	1 13 11	2 6 2	3 5 9	4 11 0	5 19 6	7 8 9
344	0 19 11	0 14 6	0 17 4	1 13 11	2 6 3	3 5 9	4 11 3	5 19 9	7 9 0
345	1 0 0	0 14 6	0 17 4	1 14 1	2 6 4	3 6 0	4 11 6	6 0 0	7 9 6
346	1 0 0	0 14 6	0 17 4	1 14 2	2 6 5	3 6 0	4 11 6	6 0 3	7 9 9
347	1 0 0	0 14 6	0 17 4	1 14 3	2 6 6	3 6 0	4 11 9	6 0 6	7 10 0
348	1 0 0	0 14 6	0 17 4	1 14 3	2 6 7	3 6 3	4 12 0	6 0 9	7 10 6
349	1 0 1	0 14 6	0 17 4	1 14 4	2 6 8	3 6 3	4 12 0	6 1 0	7 10 9
350	1 0 1	0 14 6	0 17 4	1 14 5	2 6 9	3 6 3	4 12 3	6 1 3	7 11 0
351	1 0 1	0 14 8	0 17 6	1 14 6	2 6 11	3 6 6	4 12 6	6 1 6	7 11 6
352	1 0 1	0 14 8	0 17 6	1 14 6	2 7 0	3 6 6	4 12 6	6 1 9	7 11 9
353	1 0 2	0 14 8	0 17 6	1 14 7	2 7 1	3 6 9	4 12 9	6 2 0	7 12 0
354	1 0 2	0 14 8	0 17 6	1 14 8	2 7 2	3 6 9	4 13 0	6 2 3	7 12 6
355	1 0 2	0 14 8	0 17 6	1 14 9	2 7 3	3 6 9	4 13 0	6 2 6	7 12 9
356	1 0 2	0 14 8	0 17 6	1 14 9	2 7 4	3 7 0	4 13 3	6 2 9	7 13 0
357	1 0 3	0 14 8	0 17 6	1 14 10	2 7 5	3 7 0	4 13 6	6 3 0	7 13 6
358	1 0 3	0 14 8	0 17 6	1 15 0	2 7 6	3 7 0	4 13 6	6 3 3	7 13 9
359	1 0 3	0 14 8	0 17 6	1 15 1	2 7 7	3 7 3	4 13 9	6 3 6	7 14 0

* Not including loading and unloading.

GOODS MILEAGE RATES—continued.

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.
360	1 0 3	0 14 8	0 17 6	1 15 1	2 7 8	3 7 3	4 14 0	6 3 9	7 14 6
361	1 0 4	0 14 10	0 17 9	1 15 2	2 7 10	3 7 6	4 14 0	6 4 0	7 14 9
362	1 0 4	0 14 10	0 17 9	1 15 3	2 7 11	3 7 6	4 14 3	6 4 3	7 15 0
363	1 0 4	0 14 10	0 17 9	1 15 4	2 8 0	3 7 6	4 14 6	6 4 6	7 15 6
364	1 0 4	0 14 10	0 17 9	1 15 4	2 8 1	3 7 9	4 14 6	6 4 9	7 15 9
365	1 0 5	0 14 10	0 17 9	1 15 5	2 8 2	3 7 9	4 14 9	6 5 0	7 16 0
366	1 0 5	0 14 10	0 17 9	1 15 6	2 8 3	3 7 9	4 15 0	6 5 3	7 16 6
367	1 0 5	0 14 10	0 17 9	1 15 7	2 8 4	3 8 0	4 15 0	6 5 6	7 16 9
368	1 0 5	0 14 10	0 17 9	1 15 7	2 8 5	3 8 0	4 15 3	6 5 9	7 17 0
369	1 0 6	0 14 10	0 17 9	1 15 8	2 8 6	3 8 0	4 15 6	6 6 0	7 17 6
370	1 0 6	0 14 10	0 17 9	1 15 9	2 8 7	3 8 3	4 15 6	6 6 3	7 17 9
371	1 0 6	0 15 0	0 18 0	1 15 11	2 8 9	3 8 3	4 15 9	6 6 6	7 18 0
372	1 0 6	0 15 0	0 18 0	1 15 11	2 8 10	3 8 6	4 16 0	6 6 9	7 18 6
373	1 0 7	0 15 0	0 18 0	1 16 0	2 8 11	3 8 6	4 16 0	6 7 0	7 18 9
374	1 0 7	0 15 0	0 18 0	1 16 1	2 9 0	3 8 6	4 16 3	6 7 3	7 19 0
375	1 0 7	0 15 0	0 18 0	1 16 2	2 9 1	3 8 9	4 16 6	6 7 6	7 19 6
376	1 0 7	0 15 0	0 18 0	1 16 2	2 9 2	3 8 9	4 16 6	6 7 9	7 19 9
377	1 0 8	0 15 0	0 18 0	1 16 3	2 9 3	3 8 9	4 16 9	6 8 0	8 0 0
378	1 0 8	0 15 0	0 18 0	1 16 4	2 9 4	3 9 0	4 17 0	6 8 3	8 0 6
379	1 0 8	0 15 0	0 18 0	1 16 5	2 9 5	3 9 0	4 17 0	6 8 6	8 0 9
380	1 0 8	0 15 0	0 18 0	1 16 5	2 9 6	3 9 0	4 17 3	6 8 9	8 1 0
381	1 0 9	0 15 2	0 18 2	1 16 6	2 9 8	3 9 3	4 17 6	6 9 0	8 1 6
382	1 0 9	0 15 2	0 18 2	1 16 7	2 9 9	3 9 3	4 17 6	6 9 3	8 1 9
383	1 0 9	0 15 2	0 18 2	1 16 8	2 9 10	3 9 6	4 17 9	6 9 6	8 2 2
384	1 0 9	0 15 2	0 18 2	1 16 8	2 9 11	3 9 6	4 18 0	6 9 9	8 2 6
385	1 0 10	0 15 2	0 18 2	1 16 10	2 10 0	3 9 6	4 18 0	6 10 0	8 2 9
386	1 0 10	0 15 2	0 18 2	1 16 11	2 10 1	3 9 9	4 18 3	6 10 3	8 3 0
387	1 0 10	0 15 2	0 18 2	1 17 0	2 10 2	3 9 9	4 18 6	6 10 6	8 3 6
388	1 0 10	0 15 2	0 18 2	1 17 0	2 10 3	3 9 9	4 18 6	6 10 9	8 3 9
389	1 0 11	0 15 2	0 18 2	1 17 1	2 10 4	3 10 0	4 18 9	6 11 0	8 4 0
390	1 0 11	0 15 2	0 18 2	1 17 2	2 10 5	3 10 0	4 19 0	6 11 3	8 4 6
391	1 0 11	0 15 4	0 18 4	1 17 3	2 10 7	3 10 3	4 19 0	6 11 6	8 4 9
392	1 0 11	0 15 4	0 18 4	1 17 3	2 10 8	3 10 3	4 19 3	6 11 9	8 5 0
393	1 1 0	0 15 4	0 18 4	1 17 4	2 10 9	3 10 3	4 19 6	6 12 0	8 5 6
394	1 1 0	0 15 4	0 18 4	1 17 5	2 10 10	3 10 6	4 19 6	6 12 3	8 5 9
395	1 1 0	0 15 4	0 18 4	1 17 6	2 10 11	3 10 6	4 19 9	6 12 6	8 6 0
396	1 1 0	0 15 4	0 18 4	1 17 6	2 11 0	3 10 6	5 0 0	6 12 9	8 6 6
397	1 1 1	0 15 4	0 18 4	1 17 7	2 11 1	3 10 9	5 0 0	6 13 0	8 6 9
398	1 1 1	0 15 4	0 18 4	1 17 9	2 11 2	3 10 9	5 0 3	6 13 3	8 7 0
399	1 1 1	0 15 4	0 18 4	1 17 10	2 11 3	3 10 9	5 0 6	6 13 6	8 7 6
400	1 1 1	0 15 4	0 18 4	1 17 10	2 11 4	3 11 0	5 0 6	6 13 9	8 7 9
401	1 1 2	0 15 6	0 18 7	1 17 11	2 11 6	3 11 0	5 0 9	6 14 0	8 8 0
402	1 1 2	0 15 6	0 18 7	1 18 0	2 11 7	3 11 3	5 1 0	6 14 3	8 8 6
403	1 1 2	0 15 6	0 18 7	1 18 1	2 11 8	3 11 3	5 1 0	6 14 6	8 8 9
404	1 1 2	0 15 6	0 18 7	1 18 2	2 11 9	3 11 3	5 1 3	6 14 9	8 9 0
405	1 1 3	0 15 6	0 18 7	1 18 2	2 11 10	3 11 6	5 1 6	6 15 0	8 9 6
406	1 1 3	0 15 6	0 18 7	1 18 3	2 11 11	3 11 6	5 1 6	6 15 3	8 9 9
407	1 1 3	0 15 6	0 18 7	1 18 4	2 12 0	3 11 6	5 1 9	6 15 6	8 10 0
408	1 1 3	0 15 6	0 18 7	1 18 5	2 12 1	3 11 9	5 2 0	6 15 9	8 10 6
409	1 1 4	0 15 6	0 18 7	1 18 6	2 12 2	3 11 9	5 2 0	6 16 0	8 10 9
410	1 1 4	0 15 6	0 18 7	1 18 6	2 12 3	3 11 9	5 2 3	6 16 3	8 11 0
411	1 1 4	0 15 8	0 18 9	1 18 7	2 12 5	3 12 0	5 2 6	6 16 6	8 11 6
412	1 1 4	0 15 8	0 18 9	1 18 8	2 12 6	3 12 0	5 2 6	6 16 9	8 11 9
413	1 1 5	0 15 8	0 18 9	1 18 9	2 12 7	3 12 3	5 2 9	6 17 0	8 12 0
414	1 1 5	0 15 8	0 18 9	1 18 10	2 12 8	3 12 3	5 3 0	6 17 3	8 12 6
415	1 1 5	0 15 8	0 18 9	1 18 10	2 12 9	3 12 3	5 3 0	6 17 6	8 12 9
416	1 1 5	0 15 8	0 18 9	1 18 11	2 12 10	3 12 6	5 3 3	6 17 9	8 13 0
417	1 1 6	0 15 8	0 18 9	1 19 0	2 13 0	3 12 6	5 3 6	6 18 0	8 13 6
418	1 1 6	0 15 8	0 18 9	1 19 1	2 13 1	3 12 6	5 3 6	6 18 3	8 13 9
419	1 1 6	0 15 8	0 18 9	1 19 2	2 13 2	3 12 9	5 3 9	6 18 6	8 14 0

* Not including loading and unloading.

GOODS MILEAGE RATES—continued.

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.
420	1 1 6	0 15 8	0 18 9	1 19 2	2 13 3	3 12 9	5 4 0	6 18 9	8 14 6
421	1 1 7	0 15 10	0 19 0	1 19 3	2 13 5	3 13 0	5 4 0	6 19 0	8 14 9
422	1 1 7	0 15 10	0 19 0	1 19 4	2 13 6	3 13 0	5 4 3	6 19 3	8 15 0
423	1 1 7	0 15 10	0 19 0	1 19 5	2 13 7	3 13 0	5 4 6	6 19 6	8 15 6
424	1 1 7	0 15 10	0 19 0	1 19 6	2 13 8	3 13 3	5 4 6	6 19 9	8 15 9
425	1 1 8	0 15 10	0 19 0	1 19 6	2 13 9	3 13 3	5 4 9	7 0 0	8 16 0
426	1 1 8	0 15 10	0 19 0	1 19 7	2 13 10	3 13 3	5 5 0	7 0 3	8 16 6
427	1 1 8	0 15 10	0 19 0	1 19 8	2 13 11	3 13 6	5 5 0	7 0 6	8 16 9
428	1 1 8	0 15 10	0 19 0	1 19 9	2 14 0	3 13 6	5 5 3	7 0 9	8 17 0
429	1 1 9	0 15 10	0 19 0	1 19 10	2 14 1	3 13 6	5 5 6	7 1 0	8 17 6
430	1 1 9	0 15 10	0 19 0	1 19 10	2 14 2	3 13 9	5 5 6	7 1 3	8 17 9
431	1 1 9	0 16 0	0 19 2	1 19 11	2 14 4	3 13 9	5 5 9	7 1 6	8 18 0
432	1 1 9	0 16 0	0 19 2	2 0 0	2 14 5	3 14 0	5 6 0	7 1 9	8 18 6
433	1 1 10	0 16 0	0 19 2	2 0 1	2 14 6	3 14 0	5 6 0	7 2 0	8 18 9
434	1 1 10	0 16 0	0 19 2	2 0 2	2 14 7	3 14 0	5 6 3	7 2 3	8 19 0
435	1 1 10	0 16 0	0 19 2	2 0 2	2 14 8	3 14 3	5 6 6	7 2 6	8 19 6
436	1 1 10	0 16 0	0 19 2	2 0 3	2 14 9	3 14 3	5 6 6	7 2 9	8 19 9
437	1 1 11	0 16 0	0 19 2	2 0 4	2 14 10	3 14 3	5 6 9	7 3 0	9 0 0
438	1 1 11	0 16 0	0 19 2	2 0 5	2 14 11	3 14 6	5 7 0	7 3 3	9 0 6
439	1 1 11	0 16 0	0 19 2	2 0 6	2 15 0	3 14 6	5 7 0	7 3 6	9 0 9
440	1 1 11	0 16 0	0 19 2	2 0 6	2 15 1	3 14 6	5 7 3	7 3 9	9 1 0
441	1 2 0	0 16 2	0 19 4	2 0 7	2 15 3	3 14 9	5 7 6	7 4 0	9 1 6
442	1 2 0	0 16 2	0 19 4	2 0 8	2 15 4	3 14 9	5 7 6	7 4 3	9 1 9
443	1 2 0	0 16 2	0 19 4	2 0 9	2 15 5	3 15 0	5 7 9	7 4 6	9 2 0
444	1 2 0	0 16 2	0 19 4	2 0 10	2 15 6	3 15 0	5 8 0	7 4 9	9 2 6
445	1 2 1	0 16 2	0 19 4	2 0 10	2 15 7	3 15 0	5 8 0	7 5 0	9 2 9
446	1 2 1	0 16 2	0 19 4	2 0 11	2 15 8	3 15 3	5 8 3	7 5 3	9 3 0
447	1 2 1	0 16 2	0 19 4	2 1 0	2 15 9	3 15 3	5 8 6	7 5 6	9 3 6
448	1 2 1	0 16 2	0 19 4	2 1 1	2 15 10	3 15 3	5 8 6	7 5 9	9 3 9
449	1 2 2	0 16 2	0 19 4	2 1 2	2 15 11	3 15 6	5 8 9	7 6 0	9 4 0
450	1 2 2	0 16 2	0 19 4	2 1 2	2 16 0	3 15 6	5 9 0	7 6 3	9 4 6
451	1 2 2	0 16 4	0 19 7	2 1 3	2 16 2	3 15 9	5 9 0	7 6 6	9 4 9
452	1 2 2	0 16 4	0 19 7	2 1 4	2 16 3	3 15 9	5 9 3	7 6 9	9 5 0
453	1 2 3	0 16 4	0 19 7	2 1 5	2 16 4	3 15 9	5 9 6	7 7 0	9 5 6
454	1 2 3	0 16 4	0 19 7	2 1 6	2 16 5	3 16 0	5 9 6	7 7 3	9 5 9
455	1 2 3	0 16 4	0 19 7	2 1 6	2 16 6	3 16 0	5 9 9	7 7 6	9 6 0
456	1 2 3	0 16 4	0 19 7	2 1 7	2 16 7	3 16 0	5 10 0	7 7 9	9 6 6
457	1 2 4	0 16 4	0 19 7	2 1 8	2 16 8	3 16 3	5 10 0	7 8 0	9 6 9
458	1 2 4	0 16 4	0 19 7	2 1 9	2 16 9	3 16 3	5 10 3	7 8 3	9 7 0
459	1 2 4	0 16 4	0 19 7	2 1 10	2 16 10	3 16 3	5 10 6	7 8 6	9 7 6
460	1 2 4	0 16 4	0 19 7	2 1 10	2 16 11	3 16 6	5 10 6	7 8 9	9 7 9
461	1 2 5	0 16 6	0 19 9	2 1 11	2 17 1	3 16 6	5 10 9	7 9 0	9 8 0
462	1 2 5	0 16 6	0 19 9	2 2 0	2 17 2	3 16 9	5 11 0	7 9 3	9 8 6
463	1 2 5	0 16 6	0 19 9	2 2 1	2 17 3	3 16 9	5 11 0	7 9 6	9 8 9
464	1 2 5	0 16 6	0 19 9	2 2 2	2 17 4	3 16 9	5 11 3	7 9 9	9 9 0
465	1 2 6	0 16 6	0 19 9	2 2 2	2 17 5	3 17 0	5 11 6	7 10 0	9 9 6
466	1 2 6	0 16 6	0 19 9	2 2 3	2 17 6	3 17 0	5 11 6	7 10 3	9 9 9
467	1 2 6	0 16 6	0 19 9	2 2 4	2 17 7	3 17 0	5 11 9	7 10 6	9 10 0
468	1 2 6	0 16 6	0 19 9	2 2 5	2 17 8	3 17 3	5 12 0	7 10 9	9 10 6
469	1 2 7	0 16 6	0 19 9	2 2 6	2 17 9	3 17 3	5 12 0	7 11 0	9 10 9
470	1 2 7	0 16 6	0 19 9	2 2 6	2 17 10	3 17 3	5 12 3	7 11 3	9 11 0
471	1 2 7	0 16 8	1 0 0	2 2 7	2 18 0	3 17 6	5 12 6	7 11 6	9 11 6
472	1 2 7	0 16 8	1 0 0	2 2 8	2 18 1	3 17 6	5 12 6	7 11 9	9 11 9
473	1 2 8	0 16 8	1 0 0	2 2 9	2 18 2	3 17 9	5 12 9	7 12 0	9 12 0
474	1 2 8	0 16 8	1 0 0	2 2 10	2 18 3	3 17 9	5 13 0	7 12 3	9 12 6
475	1 2 8	0 16 8	1 0 0	2 2 10	2 18 4	3 17 9	5 13 0	7 12 6	9 12 9
476	1 2 8	0 16 8	1 0 0	2 2 11	2 18 5	3 18 0	5 13 3	7 12 9	9 13 0
477	1 2 9	0 16 8	1 0 0	2 3 0	2 18 6	3 18 0	5 13 6	7 13 0	9 13 6
478	1 2 9	0 16 8	1 0 0	2 3 1	2 18 7	3 18 0	5 13 6	7 13 3	9 13 9
479	1 2 9	0 16 8	1 0 0	2 3 2	2 18 8	3 18 3	5 13 9	7 13 6	9 14 0

* Not including loading and unloading.

GOODS MILEAGE RATES—continued.

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.
480	1 2 9	0 16 8	1 0 0	2 3 2	2 18 9	3 18 3	5 14 0	7 13 9	9 14 6
481	1 2 10	0 16 10	1 0 2	2 3 3	2 18 11	3 18 6	5 14 0	7 14 0	9 14 9
482	1 2 10	0 16 10	1 0 2	2 3 4	2 19 0	3 18 6	5 14 3	7 14 3	9 15 0
483	1 2 10	0 16 10	1 0 2	2 3 5	2 19 1	3 18 6	5 14 6	7 14 6	9 15 6
484	1 2 10	0 16 10	1 0 2	2 3 6	2 19 2	3 18 9	5 14 6	7 14 9	9 15 9
485	1 2 11	0 16 10	1 0 2	2 3 6	2 19 3	3 18 9	5 14 9	7 15 0	9 16 0
486	1 2 11	0 16 10	1 0 2	2 3 7	2 19 4	3 18 9	5 15 0	7 15 3	9 16 6
487	1 2 11	0 16 10	1 0 2	2 3 8	2 19 5	3 19 0	5 15 0	7 15 6	9 16 9
488	1 2 11	0 16 10	1 0 2	2 3 9	2 19 6	3 19 0	5 15 3	7 15 9	9 17 0
489	1 3 0	0 16 10	1 0 2	2 3 10	2 19 7	3 19 0	5 15 6	7 16 0	9 17 6
490	1 3 0	0 16 10	1 0 2	2 3 10	2 19 8	3 19 3	5 15 6	7 16 3	9 17 9
491	1 3 0	0 17 0	1 0 4	2 3 11	2 19 10	3 19 3	5 15 9	7 16 6	9 18 0
492	1 3 0	0 17 0	1 0 4	2 4 0	2 19 11	3 19 6	5 16 0	7 16 9	9 18 6
493	1 3 1	0 17 0	1 0 4	2 4 1	3 0 0	3 19 6	5 16 0	7 17 0	9 18 9
494	1 3 1	0 17 0	1 0 4	2 4 2	3 0 1	3 19 6	5 16 3	7 17 3	9 19 0
495	1 3 1	0 17 0	1 0 4	2 4 2	3 0 2	3 19 9	5 16 6	7 17 6	9 19 6
496	1 3 1	0 17 0	1 0 4	2 4 3	3 0 3	3 19 9	5 16 6	7 17 9	9 19 9
497	1 3 2	0 17 0	1 0 4	2 4 4	3 0 4	3 19 9	5 16 9	7 18 0	10 0 0
498	1 3 2	0 17 0	1 0 4	2 4 5	3 0 5	4 0 0	5 17 0	7 18 3	10 0 6
499	1 3 2	0 17 0	1 0 4	2 4 6	3 0 6	4 0 0	5 17 0	7 18 6	10 0 9
500	1 3 2	0 17 0	1 0 4	2 4 6	3 0 7	4 0 0	5 17 3	7 18 9	10 1 0
501	1 3 3	0 17 2	1 0 7	2 4 7	3 0 9	4 0 3	5 17 6	7 19 0	10 1 6
502	1 3 3	0 17 2	1 0 7	2 4 8	3 0 10	4 0 3	5 17 6	7 19 3	10 1 9
503	1 3 3	0 17 2	1 0 7	2 4 9	3 0 11	4 0 6	5 17 9	7 19 6	10 2 0
504	1 3 3	0 17 2	1 0 7	2 4 10	3 1 0	4 0 6	5 18 0	7 19 9	10 2 6
505	1 3 4	0 17 2	1 0 7	2 4 10	3 1 1	4 0 6	5 18 0	8 0 0	10 2 9
506	1 3 4	0 17 2	1 0 7	2 4 11	3 1 2	4 0 9	5 18 3	8 0 3	10 3 0
507	1 3 4	0 17 2	1 0 7	2 5 0	3 1 3	4 0 9	5 18 6	8 0 6	10 3 6
508	1 3 4	0 17 2	1 0 7	2 5 1	3 1 4	4 0 9	5 18 6	8 0 9	10 3 9
509	1 3 5	0 17 2	1 0 7	2 5 2	3 1 5	4 1 0	5 18 9	8 1 0	10 4 0
510	1 3 5	0 17 2	1 0 7	2 5 2	3 1 6	4 1 0	5 19 0	8 1 3	10 4 6
511	1 3 5	0 17 4	1 0 9	2 5 3	3 1 8	4 1 3	5 19 0	8 1 6	10 4 9
512	1 3 5	0 17 4	1 0 9	2 5 4	3 1 9	4 1 3	5 19 3	8 1 9	10 5 0
513	1 3 6	0 17 4	1 0 9	2 5 5	3 1 10	4 1 3	5 19 6	8 2 0	10 5 6
514	1 3 6	0 17 4	1 0 9	2 5 6	3 1 11	4 1 6	5 19 6	8 2 3	10 5 9
515	1 3 6	0 17 4	1 0 9	2 5 6	3 2 0	4 1 6	5 19 9	8 2 6	10 6 0
516	1 3 6	0 17 4	1 0 9	2 5 7	3 2 1	4 1 6	6 0 0	8 2 9	10 6 6
517	1 3 7	0 17 4	1 0 9	2 5 8	3 2 2	4 1 9	6 0 0	8 3 0	10 6 9
518	1 3 7	0 17 4	1 0 9	2 5 9	3 2 3	4 1 9	6 0 3	8 3 3	10 7 0
519	1 3 7	0 17 4	1 0 9	2 5 10	3 2 4	4 1 9	6 0 6	8 3 6	10 7 6
520	1 3 7	0 17 4	1 0 9	2 5 10	3 2 5	4 2 0	6 0 6	8 3 9	10 7 9
521	1 3 8	0 17 6	1 1 0	2 5 11	3 2 7	4 2 0	6 0 9	8 4 0	10 8 0
522	1 3 8	0 17 6	1 1 0	2 6 0	3 2 8	4 2 3	6 1 0	8 4 3	10 8 6
523	1 3 8	0 17 6	1 1 0	2 6 1	3 2 9	4 2 3	6 1 0	8 4 6	10 8 9
524	1 3 8	0 17 6	1 1 0	2 6 2	3 2 10	4 2 3	6 1 3	8 4 9	10 9 0
525	1 3 9	0 17 6	1 1 0	2 6 2	3 2 11	4 2 6	6 1 6	8 5 0	10 9 6
526	1 3 9	0 17 6	1 1 0	2 6 3	3 3 0	4 2 6	6 1 6	8 5 3	10 9 9
527	1 3 9	0 17 6	1 1 0	2 6 4	3 3 1	4 2 6	6 1 9	8 5 6	10 10 0
528	1 3 9	0 17 6	1 1 0	2 6 5	3 3 2	4 2 9	6 2 0	8 5 9	10 10 6
529	1 3 10	0 17 6	1 1 0	2 6 6	3 3 3	4 2 9	6 2 0	8 6 0	10 10 9
530	1 3 10	0 17 6	1 1 0	2 6 6	3 3 4	4 2 9	6 2 3	8 6 3	10 11 0
531	1 3 10	0 17 8	1 1 2	2 6 7	3 3 6	4 3 0	6 2 6	8 6 6	10 11 6
532	1 3 10	0 17 8	1 1 2	2 6 8	3 3 7	4 3 0	6 2 6	8 6 9	10 11 9
533	1 3 11	0 17 8	1 1 2	2 6 9	3 3 8	4 3 3	6 2 9	8 7 0	10 12 0
534	1 3 11	0 17 8	1 1 2	2 6 10	3 3 9	4 3 3	6 3 0	8 7 3	10 12 6
535	1 3 11	0 17 8	1 1 2	2 6 10	3 3 10	4 3 3	6 3 0	8 7 6	10 12 9
536	1 3 11	0 17 8	1 1 2	2 6 11	3 3 11	4 3 6	6 3 3	8 7 9	10 13 0
537	1 4 0	0 17 8	1 1 2	2 7 0	3 4 0	4 3 6	6 3 6	8 8 0	10 13 6
538	1 4 0	0 17 8	1 1 2	2 7 1	3 4 1	4 3 6	6 3 6	8 8 3	10 13 9
539	1 4 0	0 17 8	1 1 2	2 7 2	3 4 2	4 3 9	6 3 9	8 8 6	10 14 0

* Not including loading and unloading.

GOODS MILEAGE RATES—continued.

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.
540	1 4 0	0 17 8	1 1 2	2 7 2	3 4 3	4 3 9	6 4 0	8 8 9	10 14 6
541	1 4 1	0 17 10	1 1 4	2 7 3	3 4 5	4 4 0	6 4 0	8 9 0	10 14 9
542	1 4 1	0 17 10	1 1 4	2 7 4	3 4 6	4 4 0	6 4 3	8 9 3	10 15 0
543	1 4 1	0 17 10	1 1 4	2 7 5	3 4 7	4 4 0	6 4 6	8 9 6	10 15 6
544	1 4 1	0 17 10	1 1 4	2 7 6	3 4 8	4 4 3	6 4 6	8 9 9	10 15 9
545	1 4 2	0 17 10	1 1 4	2 7 6	3 4 9	4 4 3	6 4 9	8 10 0	10 16 0
546	1 4 2	0 17 10	1 1 4	2 7 7	3 4 10	4 4 3	6 5 0	8 10 3	10 16 6
547	1 4 2	0 17 10	1 1 4	2 7 8	3 4 11	4 4 6	6 5 0	8 10 6	10 16 9
548	1 4 2	0 17 10	1 1 4	2 7 9	3 5 0	4 4 6	6 5 3	8 10 9	10 17 0
549	1 4 3	0 17 10	1 1 4	2 7 10	3 5 1	4 4 6	6 5 6	8 11 0	10 17 6
550	1 4 3	0 17 10	1 1 4	2 7 10	3 5 2	4 4 9	6 5 6	8 11 3	10 17 9
551	1 4 3	0 18 0	1 1 7	2 7 11	3 5 4	4 4 9	6 5 9	8 11 6	10 18 0
552	1 4 3	0 18 0	1 1 7	2 8 0	3 5 5	4 5 0	6 6 0	8 11 9	10 18 6
553	1 4 4	0 18 0	1 1 7	2 8 1	3 5 6	4 5 0	6 6 0	8 12 0	10 18 9
554	1 4 4	0 18 0	1 1 7	2 8 2	3 5 8	4 5 0	6 6 3	8 12 3	10 19 0
555	1 4 4	0 18 0	1 1 7	2 8 2	3 5 8	4 5 3	6 6 6	8 12 6	10 19 6
556	1 4 4	0 18 0	1 1 7	2 8 3	3 5 9	4 5 3	6 6 6	8 12 9	10 19 9
557	1 4 5	0 18 0	1 1 7	2 8 4	3 5 10	4 5 3	6 6 9	8 13 0	11 0 0
558	1 4 5	0 18 0	1 1 7	2 8 5	3 5 11	4 5 6	6 7 0	8 13 3	11 0 6
559	1 4 5	0 18 0	1 1 7	2 8 6	3 6 0	4 5 6	6 7 0	8 13 6	11 0 9
560	1 4 5	0 18 0	1 1 7	2 8 6	3 6 1	4 5 6	6 7 3	8 13 9	11 1 0
561	1 4 6	0 18 2	1 1 9	2 8 7	3 6 3	4 5 9	6 7 6	8 14 0	11 1 6
562	1 4 6	0 18 2	1 1 9	2 8 8	3 6 4	4 5 9	6 7 6	8 14 3	11 1 9
563	1 4 6	0 18 2	1 1 9	2 8 9	3 6 5	4 6 0	6 7 9	8 14 6	11 2 0
564	1 4 6	0 18 2	1 1 9	2 8 10	3 6 6	4 6 0	6 8 0	8 14 9	11 2 6
565	1 4 7	0 18 2	1 1 9	2 8 10	3 6 7	4 6 0	6 8 0	8 15 0	11 2 9
566	1 4 7	0 18 2	1 1 9	2 8 11	3 6 8	4 6 3	6 8 3	8 15 3	11 3 0
567	1 4 7	0 18 2	1 1 9	2 9 0	3 6 9	4 6 3	6 8 6	8 15 6	11 3 6
568	1 4 7	0 18 2	1 1 9	2 9 1	3 6 10	4 6 3	6 8 6	8 15 9	11 3 9
569	1 4 8	0 18 2	1 1 9	2 9 2	3 6 11	4 6 6	6 8 9	8 16 0	11 4 0
570	1 4 8	0 18 2	1 1 9	2 9 2	3 7 0	4 6 6	6 9 0	8 16 3	11 4 6
571	1 4 8	0 18 4	1 2 0	2 9 3	3 7 2	4 6 9	6 9 0	8 16 6	11 4 9
572	1 4 8	0 18 4	1 2 0	2 9 4	3 7 3	4 6 9	6 9 3	8 16 9	11 5 0
573	1 4 9	0 18 4	1 2 0	2 9 5	3 7 4	4 6 9	6 9 6	8 17 0	11 5 6
574	1 4 9	0 18 4	1 2 0	2 9 6	3 7 5	4 7 0	6 9 6	8 17 3	11 5 9
575	1 4 9	0 18 4	1 2 0	2 9 6	3 7 6	4 7 0	6 9 9	8 17 6	11 6 0
576	1 4 9	0 18 4	1 2 0	2 9 7	3 7 7	4 7 0	6 10 0	8 17 9	11 6 6
577	1 4 10	0 18 4	1 2 0	2 9 8	3 7 8	4 7 3	6 10 0	8 18 0	11 6 9
578	1 4 10	0 18 4	1 2 0	2 9 9	3 7 9	4 7 3	6 10 3	8 18 3	11 7 0
579	1 4 10	0 18 4	1 2 0	2 9 10	3 7 10	4 7 3	6 10 6	8 18 6	11 7 6
580	1 4 10	0 18 4	1 2 0	2 9 10	3 7 11	4 7 6	6 10 6	8 18 9	11 7 9
581	1 4 11	0 18 6	1 2 2	2 9 11	3 8 1	4 7 6	6 10 9	8 19 0	11 8 0
582	1 4 11	0 18 6	1 2 2	2 10 0	3 8 2	4 7 9	6 11 0	8 19 3	11 8 6
583	1 4 11	0 18 6	1 2 2	2 10 1	3 8 3	4 7 9	6 11 0	8 19 6	11 8 9
584	1 4 11	0 18 6	1 2 2	2 10 2	3 8 4	4 7 9	6 11 3	8 19 9	11 9 0
585	1 5 0	0 18 6	1 2 2	2 10 2	3 8 5	4 8 0	6 11 6	9 0 0	11 9 6
586	1 5 0	0 18 6	1 2 2	2 10 3	3 8 6	4 8 0	6 11 6	9 0 3	11 9 9
587	1 5 0	0 18 6	1 2 2	2 10 4	3 8 7	4 8 0	6 11 9	9 0 6	11 10 0
588	1 5 0	0 18 6	1 2 2	2 10 5	3 8 8	4 8 3	6 12 0	9 0 9	11 10 6
589	1 5 1	0 18 6	1 2 2	2 10 6	3 8 9	4 8 3	6 12 0	9 1 0	11 10 9
590	1 5 1	0 18 6	1 2 2	2 10 6	3 8 10	4 8 3	6 12 3	9 1 3	11 11 0
591	1 5 1	0 18 8	1 2 4	2 10 7	3 9 0	4 8 6	6 12 6	9 1 6	11 11 6
592	1 5 1	0 18 8	1 2 4	2 10 8	3 9 1	4 8 6	6 12 6	9 1 9	11 11 9
593	1 5 2	0 18 8	1 2 4	2 10 9	3 9 2	4 8 9	6 12 9	9 2 0	11 12 0
594	1 5 2	0 18 8	1 2 4	2 10 10	3 9 3	4 8 9	6 13 0	9 2 3	11 12 6
595	1 5 2	0 18 8	1 2 4	2 10 10	3 9 4	4 8 9	6 13 0	9 2 6	11 12 9
596	1 5 2	0 18 8	1 2 4	2 10 11	3 9 5	4 9 0	6 13 3	9 2 9	11 13 0
597	1 5 3	0 18 8	1 2 4	2 11 0	3 9 6	4 9 0	6 13 6	9 3 0	11 13 6
598	1 5 3	0 18 8	1 2 4	2 11 1	3 9 7	4 9 0	6 13 6	9 3 3	11 13 9
599	1 5 3	0 18 8	1 2 4	2 11 2	3 9 8	4 9 3	6 13 9	9 3 6	11 14 0
600	1 5 3	0 18 8	1 2 4	2 11 2	3 9 9	4 9 3	6 14 0	9 3 9	11 14 6

* No including loading and unloading

MANURE RATES.

The following rates shall be charged in respect of the undermentioned goods when used for manuring purposes, and do not include loading or unloading:—

Ammonia, Sulphate of; Artificial Manures; Bonedust; Bonemeal; Copi (on declaration); Guano; Gypsum (on declaration); Jadoo Fibre; Lime (on declaration) (see page 66); Lime and Hair (fanner's refuse); Night-soil, deodorized; Nitrate of Potash; Nitrate of Soda; Nitre Cake; Phoscal; Salt (on declaration); Tobacco Plant Refuse.

Stable and Street Sweepings in truck loads of 5 tons shall also be charged the rates shown under the columns headed "Min. 5 tons."

Miles.	Per ton. Min. 5 Tons.	Per ton. Min. 2 Tons.	Miles.	Per ton. Min. 5 Tons.	Per ton. Min. 2 Tons.	Miles.	Per ton. Min. 5 Tons.	Per ton. Min. 2 Tons.
1-10	<i>s. d.</i>	<i>s. d.</i>	60	<i>s. d.</i>	<i>s. d.</i>	110	<i>s. d.</i>	<i>s. d.</i>
11	0 10	1 6	61	3 4	4 5	111	6 0	6 10
12	0 11	1 8	62	3 5	4 6	112	6 0	6 11
13	1 0	1 9	63	3 6	4 6	113	6 0	7 0
14	1 0	1 10	64	3 6	4 7	114	6 0	7 1
15	1 1	1 10	65	3 7	4 8	115	6 3	7 2
16	1 2	1 11	66	3 8	4 8	116	6 3	7 2
17	1 2	1 11	67	3 8	4 9	117	6 4	7 3
18	1 3	1 11	68	3 9	4 10	118	6 4	7 4
19	1 4	2 1	69	3 10	4 10	119	6 4	7 4
	1 4	2 2		3 10	4 11			
20	1 4	2 2	70	3 11	5 0	120	6 6	7 5
21	1 5	2 3	71	4 0	5 0	121	6 6	7 6
22	1 6	2 4	72	4 0	5 1	122	6 6	7 6
23	1 6	2 4	73	4 1	5 2	123	6 6	7 7
24	1 7	2 5	74	4 2	5 2	124	6 6	7 8
25	1 8	2 6	75	4 2	5 3	125	6 6	7 8
26	1 8	2 6	76	4 3	5 4	126	6 8	7 9
27	1 9	2 7	77	4 4	5 4	127	6 8	7 10
28	1 10	2 8	78	4 4	5 5	128	6 8	7 10
29	1 10	2 8	79	4 5	5 6	129	6 8	7 11
30	1 10	2 9	80	4 6	5 6	130	6 8	8 0
31	1 11	2 10	81	4 6	5 7	131	6 11	8 0
32	2 0	2 10	82	4 7	5 8	132	6 11	8 1
33	2 0	2 11	83	4 7	5 8	133	6 11	8 2
34	2 1	3 0	84	4 8	5 8	134	6 11	8 2
35	2 2	3 0	85	4 9	5 9	135	6 11	8 3
36	2 2	3 1	86	4 10	5 10	136	7 2	8 4
37	2 3	3 2	87	4 10	6 0	137	7 2	8 4
38	2 4	3 2	88	4 11	6 0	138	7 2	8 5
39	2 4	3 3	89	5 0	6 0	139	7 2	8 6
40	2 4	3 4	90	5 0	6 0	140	7 2	8 6
41	2 5	3 4	91	5 1	6 2	141	7 2	8 7
42	2 6	3 5	92	5 2	6 2	142	7 3	8 7
43	2 6	3 6	93	5 2	6 3	143	7 3	8 7
44	2 7	3 6	94	5 3	6 3	144	7 3	8 8
45	2 8	3 7	95	5 4	6 3	145	7 3	8 8
46	2 8	3 8	96	5 4	6 3	146	7 4	8 8
47	2 9	3 8	97	5 5	6 3	147	7 4	8 9
48	2 10	3 9	98	5 6	6 3	148	7 4	8 9
49	2 10	3 10	99	5 6	6 3	149	7 4	8 10
50	2 10	3 10	100	5 7	6 4	150	7 4	8 10
51	2 11	3 11	101	5 7	6 4	151	7 6	8 10
52	3 0	4 0	102	5 7	6 5	152	7 6	8 10
53	3 0	4 0	103	5 7	6 6	153	7 6	8 11
54	3 1	4 1	104	5 10	6 6	154	7 6	8 11
55	3 2	4 2	105	5 10	6 7	155	7 6	9 0
56	3 2	4 2	106	5 10	6 8	156	7 7	9 0
57	3 3	4 3	107	5 10	6 8	157	7 7	9 0
58	3 4	4 4	108	5 10	6 9	158	7 7	9 0
59	3 4	4 4	109	5 10	6 10	159	7 7	9 1

MANGRE RATES—continued.

Miles.	Per ton. Min. 5 Tons.	Per ton. Min. 2 Tons.	Miles.	Per ton. Min. 5 Tons.	Per ton. Min. 2 Tons.	Miles.	Per ton. Min. 5 Tons.	Per ton. Min. 2 Tons.
	s. d.	s. d.		s. d.	s. d.		s. d.	s. d.
160	7 7	9 1	220	8 8	10 2	280	9 4	11 8
161	7 8	9 2	221	8 9	10 2	281	9 4	11 8
162	7 8	9 2	222	8 9	10 2	282	9 4	11 8
163	7 8	9 2	223	8 9	10 3	283	9 4	11 8
164	7 8	9 2	224	8 9	10 3	284	9 4	11 8
165	7 8	9 2	225	8 9	10 3	285	9 4	11 9
166	7 10	9 3	226	8 9	10 3	286	9 4	11 9
167	7 10	9 3	227	8 9	10 4	287	9 4	11 9
168	7 10	9 3	228	8 9	10 4	288	9 4	11 9
169	7 10	9 4	229	8 10	10 4	289	9 4	11 10
170	7 10	9 4	230	8 10	10 4	290	9 4	11 10
171	7 11	9 4	231	8 10	10 6	291	9 4	11 10
172	7 11	9 4	232	8 10	10 6	292	9 4	11 10
173	7 11	9 4	233	8 11	10 6	293	9 4	11 10
174	7 11	9 4	234	8 11	10 6	294	9 4	11 10
175	7 11	9 5	235	8 11	10 7	295	9 4	11 10
176	8 0	9 5	236	8 11	10 7	296	9 4	11 10
177	8 0	9 5	237	8 11	10 7	297	9 4	11 11
178	8 0	9 6	238	8 11	10 7	298	9 4	11 11
179	8 0	9 6	239	8 11	10 8	299	9 4	12 0
180	8 0	9 6	240	8 11	10 8	300	9 4	12 0
181	8 2	9 6	241	9 0	10 9	301	9 6	12 2
182	8 2	9 6	242	9 0	10 9	302	9 6	12 2
183	8 2	9 6	243	9 0	10 10	303	9 6	12 2
184	8 2	9 7	244	9 0	10 10	304	9 6	12 2
185	8 2	9 7	245	9 0	10 10	305	9 6	12 2
186	8 3	9 7	246	9 0	10 10	306	9 6	12 2
187	8 3	9 8	247	9 0	10 10	307	9 6	12 3
188	8 3	9 8	248	9 0	10 10	308	9 6	12 3
189	8 3	9 8	249	9 0	10 11	309	9 6	12 3
190	8 3	9 8	250	9 0	10 11	310	9 6	12 3
191	8 4	9 8	251	9 2	11 1	311	9 6	12 4
192	8 4	9 8	252	9 2	11 1	312	9 6	12 4
193	8 4	9 9	253	9 2	11 2	313	9 6	12 4
194	8 4	9 9	254	9 2	11 2	314	9 6	12 4
195	8 4	9 9	255	9 2	11 2	315	9 6	12 4
196	8 6	9 10	256	9 2	11 2	316	9 6	12 4
197	8 6	9 10	257	9 2	11 2	317	9 6	12 4
198	8 6	9 10	258	9 2	11 2	318	9 6	12 4
199	8 6	9 10	259	9 2	11 2	319	9 6	12 5
200	8 6	9 10	260	9 2	11 2	320	9 6	12 5
201	8 7	9 10	261	9 2	11 3	321	9 6	12 5
202	8 7	9 10	262	9 2	11 3	322	9 6	12 5
203	8 7	9 11	263	9 2	11 3	323	9 6	12 6
204	8 7	9 11	264	9 2	11 3	324	9 6	12 6
205	8 7	9 11	265	9 2	11 4	325	9 6	12 6
206	8 7	9 11	266	9 2	11 4	326	9 8	12 8
207	8 7	10 0	267	9 2	11 4	327	9 8	12 8
208	8 7	10 0	268	9 2	11 4	328	9 8	12 8
209	8 7	10 0	269	9 2	11 4	329	9 8	12 8
210	8 7	10 0	270	9 2	11 4	330	9 8	12 8
211	8 8	10 0	271	9 2	11 4	331	9 8	12 9
212	8 8	10 0	272	9 2	11 4	332	9 8	12 9
213	8 8	10 0	273	9 2	11 5	333	9 8	12 9
214	8 8	10 0	274	9 2	11 5	334	9 8	12 9
215	8 8	10 1	275	9 2	11 5	335	9 8	12 9
216	8 8	10 1	276	9 4	11 7	336	9 8	12 10
217	8 8	10 1	277	9 4	11 8	337	9 8	12 10
218	8 8	10 1	278	9 4	11 8	338	9 8	12 10
219	8 8	10 2	279	9 4	11 8	339	9 8	12 10

MANURE RATES—continued.

Miles.	Per ton. Min. 5 tons.	Per ton. Min. 2 tons.	Miles.	Per ton. Min. 5 tons.	Per ton. Min. 2 tons.	Miles.	Per ton. Min. 5 tons.	Per ton. Min. 2 tons.
	s. d.	s. d.		s. d.	s. d.		s. d.	s. d.
340	9 8	12 10	400	10 0	14 0	460	10 6	15 4
341	9 8	12 10	401	10 2	14 2	461	10 6	15 5
342	9 8	12 10	402	10 2	14 2	462	10 6	15 5
343	9 8	12 11	403	10 2	14 3	463	10 6	15 5
344	9 8	12 11	404	10 2	14 3	464	10 6	15 6
345	9 8	12 11	405	10 2	14 4	465	10 6	15 6
346	9 8	12 11	406	10 2	14 4	466	10 6	15 6
347	9 8	13 0	407	10 2	14 4	467	10 6	15 6
348	9 8	13 0	408	10 2	14 4	468	10 6	15 6
349	9 8	13 0	409	10 2	14 4	469	10 6	15 6
350	9 8	13 0	410	10 2	14 4	470	10 6	15 7
351	9 10	13 2	411	10 2	14 5	471	10 6	15 7
352	9 10	13 2	412	10 2	14 5	472	10 6	15 7
353	9 10	13 2	413	10 2	14 5	473	10 6	15 8
354	9 10	13 2	414	10 2	14 6	474	10 6	15 8
355	9 10	13 3	415	10 2	14 6	475	10 6	15 8
356	9 10	13 3	416	10 2	14 6	476	10 8	15 8
357	9 10	13 3	417	10 2	14 6	477	10 8	15 8
358	9 10	13 3	418	10 2	14 6	478	10 8	15 9
359	9 10	13 4	419	10 2	14 6	479	10 8	15 9
360	9 10	13 4	420	10 2	14 7	480	10 8	15 10
361	9 10	13 4	421	10 2	14 7	481	10 8	15 10
362	9 10	13 4	422	10 2	14 7	482	10 8	15 10
363	9 10	13 4	423	10 2	14 8	483	10 8	15 10
364	9 10	13 4	424	10 2	14 8	484	10 8	15 10
365	9 10	13 4	425	10 2	14 8	485	10 8	15 10
366	9 10	13 4	426	10 4	14 8	486	10 8	15 11
367	9 10	13 5	427	10 4	14 8	487	10 8	15 11
368	9 10	13 5	428	10 4	14 9	488	10 8	15 11
369	9 10	13 5	429	10 4	14 9	489	10 8	15 11
370	9 10	13 5	430	10 4	14 10	490	10 8	16 0
371	9 10	13 6	431	10 4	14 10	491	10 8	16 0
372	9 10	13 6	432	10 4	14 10	492	10 8	16 0
373	9 10	13 6	433	10 4	14 10	493	10 8	16 0
374	9 10	13 6	434	10 4	14 10	494	10 8	16 0
375	9 10	13 6	435	10 4	14 10	495	10 8	16 0
376	10 0	13 8	436	10 4	14 11	496	10 8	16 0
377	10 0	13 8	437	10 4	14 11	497	10 8	16 0
378	10 0	13 8	438	10 4	14 11	498	10 8	16 0
379	10 0	13 9	439	10 4	15 0	499	10 8	16 1
380	10 0	13 9	440	10 4	15 0	500	10 8	16 1
381	10 0	13 9	441	10 4	15 0	501	10 10	16 3
382	10 0	13 9	442	10 4	15 0	502	10 10	16 3
383	10 0	13 10	443	10 4	15 0	503	10 10	16 4
384	10 0	13 10	444	10 4	15 0	504	10 10	16 4
385	10 0	13 10	445	10 4	15 1	505	10 10	16 5
386	10 0	13 10	446	10 4	15 1	506	10 10	16 5
387	10 0	13 10	447	10 4	15 1	507	10 10	16 5
388	10 0	13 10	448	10 4	15 2	508	10 10	16 5
389	10 0	13 10	449	10 4	15 2	509	10 10	16 5
390	10 0	13 10	450	10 4	15 2	510	10 10	16 5
391	10 0	13 11	451	10 6	15 2	511	10 10	16 6
392	10 0	13 11	452	10 6	15 2	512	10 10	16 6
393	10 0	13 11	453	10 6	15 3	513	10 10	16 6
394	10 0	13 11	454	10 6	15 3	514	10 10	16 7
395	10 0	14 0	455	10 6	15 4	515	10 10	16 7
396	10 0	14 0	456	10 6	15 4	516	10 10	16 7
397	10 0	14 0	457	10 6	15 4	517	10 10	16 7
398	10 0	14 0	458	10 6	15 4	518	10 10	16 7
399	10 0	14 0	459	10 6	15 4	519	10 10	16 7

MANURE RATES—continued.

Miles.	Per ton. Min. 5 tons.	Per ton. Min. 2 tons.	Miles.	Per ton. Min. 5 tons.	Per ton. Min. 2 tons.	Miles.	Per ton. Min. 5 tons.	Per ton. Min. 2 tons.
	s. d.	s. d.		s. d.	s. d.		s. d.	s. d.
520	10 10	16 8	550	11 0	17 3	580	11 4	17 11
521	10 10	16 8	551	11 2	17 3	581	11 4	17 11
522	10 10	16 8	552	11 2	17 3	582	11 4	17 11
523	10 10	16 9	553	11 2	17 4	583	11 4	17 11
524	10 10	16 9	554	11 2	17 4	584	11 4	17 11
525	10 10	16 9	555	11 2	17 5	585	11 4	17 11
526	11 0	16 9	556	11 2	17 5	586	11 4	18 0
527	11 0	16 9	557	11 2	17 5	587	11 4	18 0
528	11 0	16 10	558	11 2	17 5	588	11 4	18 0
529	11 0	16 10	559	11 2	17 5	589	11 4	18 0
530	11 0	16 11	560	11 2	17 5	590	11 4	18 1
531	11 0	16 11	561	11 2	17 6	591	11 4	18 1
532	11 0	16 11	562	11 2	17 6	592	11 4	18 1
533	11 0	16 11	563	11 2	17 6	593	11 4	18 1
534	11 0	16 11	564	11 2	17 7	594	11 4	18 1
535	11 0	16 11	565	11 2	17 7	595	11 4	18 1
536	11 0	17 0	566	11 2	17 7	596	11 4	18 1
537	11 0	17 0	567	11 2	17 7	597	11 4	18 1
538	11 0	17 0	568	11 2	17 7	598	11 4	18 1
539	11 0	17 1	569	11 2	17 7	599	11 4	18 2
540	11 0	17 1	570	11 2	17 8	600	11 4	18 2
541	11 0	17 1	571	11 2	17 8	601	11 6	18 4
542	11 0	17 1	572	11 2	17 8	602	11 6	18 4
543	11 0	17 1	573	11 2	17 9	603	11 6	18 5
544	11 0	17 1	574	11 2	17 9	604	11 6	18 5
545	11 0	17 2	575	11 2	17 9	605	11 6	18 6
546	11 0	17 2	576	11 4	17 9	606	11 6	18 6
547	11 0	17 2	577	11 4	17 9	607	11 6	18 6
548	11 0	17 3	578	11 4	17 10	608	11 6	18 6
549	11 0	17 3	579	11 4	17 10	609	11 6	18 6

Consignments of less than 2 tons shall be charged "A.P." rates, subject to a minimum of 10 cwt., otherwise class "A" rates subject to the Tariff for "Smalls."

Manures forwarded from one consignor at one station to one or more consignees at another station may be treated and charged as one consignment.

RATES FOR THE CARRIAGE OF COAL, COKE, FIREWOOD, MALLEE ROOTS, MINING LATHS, MINING PROPS AND MINING SLABS.

(A) Subject to the provisions of clause (n) of this division, the rates per ton for the carriage of Coal shall be as prescribed hereunder:—These rates shall also apply in respect of Coke, Firewood, Mallee Roots, Mining Laths, Mining Props and Mining Slabs.

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

RATES FOR THE CARRIAGE OF COAL AND COKE—con ed.

Miles.	Rate.	Miles.	Rate.	Miles.	Rate.	Miles.	Rate.	Miles.	Rate.	Miles.	Rate.	Miles.	Rate.
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.
97	8 1	141	10 5	185	12 0	229	13 5	273	14 11	317	16 5	360	17 10
98	8 2	142	10 5	186	12 0	230	13 6	274	14 11	318	16 5	361	17 10
99	8 3	143	10 6	187	12 1	231	13 6	275	15 0	319	16 5	362	17 11
100	8 4	144	10 6	188	12 1	232	13 7	276	15 0	320	16 6	363	17 11
101	8 5	145	10 7	189	12 1	233	13 7	277	15 1	321	16 6	364	17 11
102	8 5	146	10 8	190	12 2	234	13 7	278	15 1	322	16 7	365	18 0
103	8 6	147	10 8	191	12 2	235	13 8	279	15 1	323	16 7	366	18 0
104	8 6	148	10 9	192	12 3	236	13 8	280	15 2	324	16 7	367	18 1
105	8 7	149	10 9	193	12 3	237	13 9	281	15 2	325	16 8	368	18 1
106	8 8	150	10 10	194	12 3	238	13 9	282	15 3	326	16 8	369	18 1
107	8 8	151	10 10	195	12 4	239	13 9	283	15 3	327	16 9	370	18 2
108	8 9	152	10 11	196	12 4	240	13 10	284	15 3	328	16 9	371	18 2
109	8 9	153	10 11	197	12 5	241	13 10	285	15 4	329	16 9	372	18 3
110	8 10	154	10 11	198	12 5	242	13 11	286	15 4	330	16 10	373	18 3
111	8 11	155	11 0	199	12 5	243	13 11	287	15 5	331	16 10	374	18 3
112	8 11	156	11 0	200	12 6	244	13 11	288	15 5	332	16 11	375	18 4
113	9 0	157	11 1	201	12 6	245	14 0	289	15 5	333	16 11	376	18 4
114	9 0	158	11 1	202	12 7	246	14 0	290	15 6	334	16 11	377	18 5
115	9 1	159	11 1	203	12 7	247	14 1	291	15 6	335	17 0	378	18 5
116	9 2	160	11 2	204	12 7	248	14 1	292	15 7	336	17 0	379	18 5
117	9 2	161	11 2	205	12 8	249	14 1	293	15 7	337	17 1	380	18 6
118	9 3	162	11 3	206	12 8	250	14 2	294	15 7	338	17 1	381	18 6
119	9 3	163	11 3	207	12 9	251	14 2	295	15 8	339	17 1	382	18 7
120	9 4	164	11 3	208	12 9	252	14 3	296	15 8	340	17 2	383	18 7
121	9 5	165	11 4	209	12 9	253	14 3	297	15 9	341	17 2	384	18 7
122	9 5	166	11 4	210	12 10	254	14 3	298	15 9	342	17 3	385	18 8
123	9 6	167	11 5	211	12 10	255	14 4	299	15 9	343	17 3	386	18 8
124	9 6	168	11 5	212	12 11	256	14 4	300	15 10	344	17 3	387	18 9
125	9 7	169	11 5	213	12 11	257	14 5	301	15 10	345	17 4	388	18 9
126	9 8	170	11 6	214	12 11	258	14 5	302	15 11	346	17 4	389	18 9
127	9 8	171	11 6	215	13 0	259	14 5	303	15 11	347	17 5	390	18 10
128	9 9	172	11 7	216	13 0	260	14 6	304	15 11	348	17 5	391	18 10
129	9 9	173	11 7	217	13 1	261	14 6	305	16 0	349	17 5	392	18 11
130	9 10	174	11 7	218	13 1	262	14 7	306	16 0	350	17 6	393	18 11
131	9 11	175	11 8	219	13 1	263	14 7	307	16 1	351	17 6	394	18 11
132	9 11	176	11 8	220	13 2	264	14 7	308	16 1	352	17 7	395	19 0
133	10 0	177	11 9	221	13 2	265	14 8	309	16 1	353	17 7	396	19 0
134	10 0	178	11 9	222	13 3	266	14 8	310	16 2	354	17 7	397	19 1
135	10 1	179	11 9	223	13 3	267	14 9	311	16 2	355	17 8	398	19 1
136	10 2	180	11 10	224	13 3	268	14 9	312	16 3	356	17 8	399	19 1
137	10 2	181	11 10	225	13 4	269	14 9	313	16 3	357	17 9	400	19 2
138	10 3	182	11 11	226	13 4	270	14 10	314	16 3	358	17 9		
139	10 3	183	11 11	227	13 5	271	14 10	315	16 4	359	17 9		
140	10 4	184	11 11	228	13 5	272	14 11	316	16 4				

(b) 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 3d. per ton per mile (of which 3d. per ton per mile shall be paid by the consignee or consignor, and 1d. 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 rate specified in Clause (A) of this division 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 rate prescribed in Clause (A) of this division 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 mileage rate may be charged if it be cheaper than to compute the freight charges as prescribed in the preceding part of this clause.

(c) The minimum truck load to be charged for coal 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 (9) tons, and one ton less than the actual tonnage capacity of the truck when such is less than ten (10) tons, provided that the minimum truck load to be charged for shall in no case be less than six (6) tons.

(d) The minimum weights to be charged for coke shall be those applicable to class "M," and for firewood, mallee roots, mining laths, props and slabs, those prescribed in the loading scale on pages 67 and 68 of the Goods Rates Book.

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.
Bags, secondhand, whether returns or otherwise (see page 27)	Same as coops or crates.
*Baskets, round, sugar, returned	Class 1.
Boot hampers and trunks returned	Class 2.
" " " not returned	Class "C." Minimum 6d.
*Bottled beer casks	Class "A." Minimum 6d.
Bottles, empty, loose, or otherwise	Class "B." Minimum 6d.
" " small lots, must be in bags, crates, or cases	Class 2.
Boxes, empty, for luggage	Class "A." Minimum 6d.
*Boxes, empty, returned, n.o.s.	Class "C." Minimum 6d.
Boxes, empty, new, n.o.s.	Up to 101 miles 1d. each; for each succeeding 100 miles or part thereof 1d. each additional; over 28 lbs. weight double rate.
*Butter Boxes, new or returned (including wrapping-paper up to 1 lb.) not exceeding 28 lbs. each	Class "B." Minimum 6d. shall be charged when cheaper.
*Butter kegs and tubs, new or returned, not exceeding 28 lbs. each	Double butter box rates or Class "B." minimum 6d., when cheaper.
Butter barrels, &c., new or returned	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	Class "C." Minimum 6d.
Carbonic gas cylinders	Class "B."
Carboys, acid, returned	Class "C."
" " new or not returned	Class "A." Minimum 6d.
Cases, fruit, raisin, and cheese, also sweat boxes, new	Class "A." Minimum 6d.
* " " " returned, n.o.s.	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 50 miles 3d. each; over 50 and not over 101 miles 6d. each; over 101 and not over 150 miles 9d. each; over 150 miles 1s. each; or Class "B." minimum 6d., when cheaper.
*Coops and Crates (poultry), returned, exceeding 17 cubic feet in measurement	Not over 50 miles 6d. each; over 50 and not over 101 miles 1s. each; over 101 and not over 150 miles 1s. 6d. each; over 150 miles 2s. 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, from salesmen to regular consignors of poultry	Same as empty returns.
Crates, beer, new or returned	Class "B." Minimum 6d.
Crates for tinware, new or returned	Class "C." Minimum 6d.
Crates, 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, returned	Not over 50 miles 6d. each; over 50 and not over 101 miles 1s. each; over 101 and not over 150 miles 1s. 6d. each; over 150 miles 2s. each.
" " sheep and poultry, exceeding 17 cub. feet	

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	...	...	...	Same as butter boxes.
" " " " containing chaff for packing	...	...	...	1d. per box extra, minimum 1d.
*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..	...	...	...	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	...	...	...	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., and egg fillers in cases	...	...	...	Class "A." Minimum 6d.
" " " " fruit, empty, in cases, crates, or bags	...	...	...	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. Maximum charge for wine hogsheads 2s. each.
" " " " " " " " set up, over 400 gallons capacity	...	...	...	Class "C." "Smalls" minimum.
Barrels, quarter-casks, kilderkins, octaves, kegs, hogsheads, tallow puncheons, new or not returned empty	...	...	...	Class "C." Minimum 6d.
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	...	...	...
Puncheons, Wine	...	...	...
Vegetable Baskets and Hampers	...	...	...

Returned Empty.				Up to 101 Miles.	From 102 to 201 Miles.	Over 201 Miles.	
				each.	each.	each.	
				s. d.	s. d.	s. d.	
Barrels	...	...	...	
Quarter-casks	...	...	...	0 6	0 9	1 0	
Kilderkins	...	...	...	
Octaves	...	...	...	
Demijohns	...	...	...	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 and Fish Casks, large	...	...	...	

Or Class "C." "Smalls" minimums cheaper.

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 not less than 3 tons per 4-wheeled truck a reduction of 12½ per cent. may be allowed off the foregoing rates.

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.I.

Fish from Queenscliff and Drysdale 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

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 "C" rate, subject to the Tariff for "Smalls."

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 and Colac to Melbourne by Passenger train, a/c Willsmere Certified Milk Co., 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 60), 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.

Cream, in Cans, by Goods and Mixed trains, all carried at the risk of the owner.

Miles.	Per Can, not exceeding 126 lbs.	Miles.	Per Can, not exceeding 126 lbs.
	<i>s. d.</i>		<i>s. d.</i>
1 to 30 ...	0 6	151 to 200 ...	1 9
31 ,, 50 ...	0 9	201 ,, 250 ...	1 11
51 ,, 70 ...	1 0	251 ,, 300 ...	2 1
71 ,, 100 ...	1 3	For each 50 miles over 300 ...	0 1
101 ,, 150 ...	1 6		

When cream is sent in larger packages, or if it be cheaper than above rates the charge shall be Class "C" rate, subject to the Tariff for "Smalls."

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.

Cream from Beac to Melbourne shall be charged the 100-mile rate.

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>
1-6	2 0	30	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	80	6 11
10	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	60	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	40	3 9	63	5 6	87	7 9
17	2 6	41	3 10	64	5 7	88	7 10
18	2 6	42	3 11	65	5 8	89	7 11
19	2 6	43	4 0	66	5 9		
		44	4 1	67	5 10	90	8 0
20	2 6	45	4 2	68	5 11	91	8 1
21	2 6	46	4 3	69	6 0	92	8 2
22	2 6	47	4 4			93	8 3
23	2 6	48	4 5	70	6 1	94	8 4
24	2 7	49	4 6	71	6 2	95	8 5
25	2 8			72	6 3	96	8 6
26	2 9			73	6 4	97	8 7
27	2 10	50	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	100	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, and spalls, n.o.s.

Miles.	Metal and Metal Screenings, per ton.	Spalls, per ton.	Miles.	Metal and Metal Screenings, per ton.	Spalls, per ton.
1 to 6	s. d.	s. d.	17	s. d.	s. d.
7	1 9	1 9	18	2 2	1 11
8	1 9	1 9	19	2 3	2 0
9	1 9	1 9	20	2 4	2 1
10	1 9	1 9	21	2 5	2 2
11	1 9	1 9	22	2 6	2 4
12	1 9	1 9	23	2 6	2 5
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 89 for special rate for gravel, metal, metal screenings, and spalls 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
Armada	Caulfield	Glenferrie	Moonee Ponds	South Melbourne
Ascot Vale	Clifton Hill	Hawthorn	Newmarket	Spottiswoode
Auburn	Coburg	Hawthorn	Newport	St. Kilda
Balaclava	Collingwood	Kensington	Northcote	Toorak
Brighton	Elsternwick	Kew	North Melbourne	Williamstown
Brunswick	Essendon	Malvern	Port Melbourne	Windsor
Carlton	Fitzroy	Melbourne	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.
	s. d.	s. d.
28 lbs.	0 3	0 6
56 "	0 3	0 6
1 cwt.	0 6	1 0
2 "	0 6	1 0
5 "	1 0	2 0
10 "	1 0	2 0
15 "	1 3	2 3
20 "	1 6	2 6

For each consignment, whether consisting of one or more packages

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

ALL CARRIED AT OWNER'S RISK.

Class of Vehicle.	Rate for each Vehicle.			Minimum Charges for each Vehicle.
	1-150 Miles.	151-200 Miles.	Over 200 Miles.	
1. Vehicles as under, weighing not more than 16 cwt., on wheels or in pieces—				£ s. d.
(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 additional	2d. per mile additional	0 12 6
(b) Any two of above-named vehicles for one owner, on one four-wheeled truck	7d. per mile	5d. per mile additional	3d. per mile additional	1 0 0
(c) Any three of above-named vehicles for one owner, on one four-wheeled truck	9d. per mile	6d. per mile additional	4d. per mile additional	1 0 0
2. 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 additional	4d. per mile additional	0 15 0
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 additional	1d. per mile additional	0 10 0
(b) Four-wheeled vehicles weighing not more than 6 cwt., and two-wheelers weighing over 4 cwt. and not more than 6 cwt., on wheels or in pieces, if loaded with other goods and not requiring a separate truck	2½d. per mile	2d. per mile additional	1½d. per mile additional	0 10 0
4. Furniture Vans returned empty, after having been previously sent full by rail at class 2 rates	3d. per mile	3d. per mile additional		0 10 0
5. Contractors' Trucks, loaded on railway trucks	6d. per mile	6d. per mile additional		1 0 0

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

Small vehicles weighing not more than 6 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 *en route*, viz.:—

Asphalt	Coal	Lime, n.o.s.	Skins
Bark	Coke	Maize	Softwood Timber
Barley	Coring	Oats	Stable Manure
Bones	Flagging	Old Machinery	Stone Slabs
Bottles	Hay, Pressed	Old Metals	Straw, Pressed
Chaff	Hides	Ores	Street Sweepings
Charcoal	Hoofs	Paving Blocks	Tar
Chicory	Horns	Pyrites	Wheat (see clause 6)
Clay	Kaolin	Rye	Wheat Screenings

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—

Peas, 9 Ordinary 4 Bushel Bags to the ton.	Imported Ale and Stout, 1cwt. 3qrs. 14lbs. per case.
Potatoes, 12 " " " " " "	Kerosene Oil, 3 qrs. per case.
" 13 " " " " " "	Lime, <i>ex</i> Bacchus Marsh, 16 bags to the ton.
Onions, 13 " " " " " "	Lime, <i>ex</i> Lilydale, 12½ bags to the ton.
Apples for export packed in standard size cases of following measurements:—19in. x 14½in. x 9½in., 45 cases to the ton.	Lime, <i>ex</i> Moriac, 16 bags to the ton.
Apricots, Peaches, Pears, Lemons, and Oranges, in cases 28in. x 14½in. x 6½in., 45 cases to the ton.	Logs, Pinus Insignis, locally grown, 40 cubic feet to the ton.
Ashes, 44 cubic feet to the ton.	Piles and logs, Blackwood (rough or squared), 30 cubic feet to the ton.
Barbed Wire, 1cwt. 0q. 4lbs. per spool.	Piles, logs, and poles (rough) other than Blackwood, 25 cubic feet to the ton.
Beer in bulk.—	Piles, beams, logs, and poles (sawn, hewn, or squared), 30 cubic feet to the ton.
Gallons. Cwt. qrs. lbs.	Plums, 40 cases to the ton.
54 ... 5 3 14	Rabbits (22 pairs), 1cwt. 1qr. per crate.
36 ... 3 3 21	Sand, 25 cubic feet to the ton.
27 ... 3 0 0	Shale, 13½ " " "
18 ... 2 0 7	Sugar, 70 lbs. per bag, 32 bags to the ton.
9 ... 1 0 14	Woolpacks, 5cwt. 1qr. 7lbs. per bale.
Bricks, 9 x 4½ x 3, 3½ tons per 1,000.	
Pavers (large bricks), 7 tons per 1,000.	
Butter (export boxes), 67 lbs. per box.	
Cement, 3cwt. 2qrs. 7lbs. per cask.	
Empty Butter Boxes (new), 9 cwt. per 100.	
Cwt. qrs. lbs.	
Fish, Large Boxes ... 0 3 7	STONE—
" Medium Boxes ... 0 2 7	Bluestone, rough (longest measurement) 14 c. ft. to the ton.
" Small Boxes ... 0 1 7	" dressed " " 13 "
" Large Baskets Murray ... 0 1 7	Freestone (Waurin Ponds) " 18 "
" Cod and Perch ... 1 0 0	" (Barrabool) " 16 "
" Medium Scoops Barracouta ... 0 2 7	" (Stawell) " 15 "
" Medium Baskets other Fish ... 0 2 21	Granite rough " 14 "
" Small Baskets all kinds ... 0 1 0	" dressed " 13 "
Gravel, 22 cubic feet to the ton.	Pitchers " 19 "
Gypsum, 40 " " " " " "	Road Metal " 23 "
Honey, 63 lbs. per kerosene tin.	Rubble " 22 "
	Screenings " 20½ "
	State, Flagging and Slabs " 14 "
	Spalls (Lilydale) " 22 "
	" (Basalt) " 25½ "

4. Victorian timber of all descriptions (other than piles and logs), and firewood, will not be weighed, but will be carried at the weights specified in the loading scale, page 67, or the classification, page 41.

5. The weights of 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.

6. 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 standard size, viz., 44 inches in length by 26½ inches 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 standard bags to be so used until further notice is 8.8.)

7. 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.

7. When the forwarding station is unable to ascertain the correct weight of any goods (other than those specified in clauses 3, 4, and 6 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—Beltgum and Box.	Firewood—All other classes also rough hardwood staves, paving blocks, stocks, and vinestakes.	Mallee Roots.
H trucks, small	To height of 2' 9"	5	5	3½
" large	" 2' 9"	6	6	4
Cattle trucks, small	" 2' 9" from battens	6	6	4
" large	" 2' 6" 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	To height of 5'	*8½	*8½	—
"	To water level	10	10	6½
" No. 1186	To height of 5'	*9½	*9½	—
"	To water level	8	8	5½
" QR Bogies	"	13	12	8
"	To height of 5'	*17½	*17½	—
" R Bogies	To water level	11	11	7½
"	To height of 4'	*13½	*13½	—
" S Bogies	" 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.	*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	" " ..	9¾	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 be forwarded and charged *pro rata*.

POSTS AND RAILS.

	Mediums—8, 10, or 12 tons capacity. Maximum No. to be charged as 6 tons.	15 tons Capacity. Maximum No. to be charged as 10 tons.	Bogie Trucks. Maximum No. to be charged as 12 tons.
POSTS—			
SIZES—6 feet 6 inches, by 7 inches, by 3 inches ...	225	381	450
6 feet 6 inches, by 7½ inches, by 3½ inches ...	180	305	360
6 feet 6 inches, by 8 inches, by 4 inches ...	150	254	300
RAILS—			
SIZES—9 feet, by 7 inches, by 2½ inches to 1½ inches ...	240	406	480
9 feet, by 9 inches, by 3 inches to 1½ inches ...	150	254	300

If any excess number of posts or rails be loaded in a truck, a *pro rata* excess charge shall be made. The above are the standard sizes. If posts or rails of greater or lesser measurement be carried, a *pro rata* increase or decrease of the number per truck shall be allowed.

LOCAL RATES.

(See pages 148 and 149.)

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.

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, carried on the Up journey only.
- (C) Lime from Kawarren.

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.
Sawn and other hardwood timber ...	6d. "	6d. "	6d. "
Grain and other produce, in bags ...	6d. "	6d. "	6d. "
Goods not otherwise specified ...	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.

LOADING AND UNLOADING CHARGES.

Supplementary to General Condition 30, page 15.

1. MELBOURNE—

- (A) Full truck loads, for one consignee, of ashes, bark, bones, clay, coal, loose or in bags, coke, gravel, hay, hides, horns, lime, old metal, scrap iron, skins, straw and tallow 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:—

Firewood—		s. d.
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
Piles, Logs, Sawn and other Timber, each 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:—

Firewood—		s.	d.
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—

1. All goods unloaded into the Melbourne Goods Sheds during the months from April to December, both inclusive, will, if it can be conveniently arranged, be allowed free storage for three working days. During the months of January, February, and March, and at other times when it is not convenient to allow free storage for three working days, all goods in Classes 1, 2, and 3 must be removed within two working days after arrival, and all other goods must be removed within twelve working hours after arrival.
2. 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:—
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.
3. 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 Imports see page 116.

WILLIAMSTOWN PIER.—See page 116.

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.
Between Melbourne and—	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
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
Between Geelong and—									
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 MELBOURNE 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*	11 3 ...	11 10 ...	8 3 ...	8 10 ...
Class B*	13 6 ...	14 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 ...

*Not including loading and unloading.

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, dates, Epsom salts (in packets), figs, ling fish, tinned fish, dried fruits, fluid magnesia, groats, Hudson's extract of soap, jams and jellies, ginger, preserved ginger, liquorice, malt extract, matches, mustard, nuts, paper, 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 Port Fairy Station or Wharf, Warrnambool Station or Pier				Between Portland Station or Pier			
	C.*	1.	2.	3.	C.*	1.	2.	3.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Penshurst ...	12 0	13 0	13 0	17 6	...	...	...	...
Tabor ...	13 6	15 0	15 0	20 0	...	...	...	...
Yatchaw ...	15 0	15 0	15 0	20 0	...	...	...	...
Hamilton ...	15 0	15 0	15 0	20 0	...	...	...	...
Mountajup ...	20 0	21 0	21 9	28 6	14 9	15 0	15 0	20 0
Dunkeld ...	21 6	23 0	24 3	31 6	18 0	21 0	21 9	28 6
Wannon ...	20 0	21 0	21 9	28 6	19 6	23 0	24 3	31 6
Gritjurk ...	21 3	23 0	24 3	31 6	17 9	21 0	21 9	28 6
Coleraine ...	22 9	24 6	26 3	34 0	19 0	23 0	24 3	31 6
Bransholme ...	...	...	...	...	20 6	24 6	26 3	34 0
Grassdale ...	...	...	...	...	11 0	13 6	15 0	20 0
Merino ...	...	...	...	...	13 3	15 0	15 0	20 0
Henty ...	...	...	...	...	15 6	16 3	16 9	21 9
Sandford ...	...	...	...	...	16 9	17 9	19 0	24 10
Casterton ...	...	...	...	...	18 3	20 0	21 9	28 3
	...	...	...	...	19 0	21 3	22 9	30 5

*Not including loading and unloading.

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

Maximum Rates between Mel- bourne 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													
Boorcan													
Terang													
Garvoc													
Panmure													
Cudgee													
Allansford													
Warrnambool													
Dannington													
Illova													
Koroit	17	6	20	6	26	6	30	0	32	6	35	0	—
Crossley													
Kirkstall													
Moyne													
Rosebrook													
Port Fairy													
Naroghid													
Cobden													
Glenfyne													
Timboon													
Mortlake													
Warrong													
Woolsthorpe													
Hawkesdale													
Minhamite													
Purdeet													
Penshurst													
Tabor													
Yatchaw	22	6	25	6	31	6	35	0	37	6	40	0	
Hamilton													
Branxholme													
Condah													
Myamyn													26 3
Milltown													
Heywood													
Portland													
Wannon													
Gritjurk													
Coleraine													
Grassdale	22	6	25	6	31	6	37	6	40	0	42	6	
Merino													
Henty													
Sandford													
Casterton													

*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,
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, Dates, Epsom Salts (in packets), Figs, Ling Fish, Tinned Fish, Dried Fruits, Fluid Magnesia, Hudson's Extract of Soap, Jams and Jellies, Ginger, Preserved Ginger, Groats, Liquorice, Malt Extract, Matches, Mustard, Nuts, Paper, Peanuts, Pepper, Pickles, Prunes, Preserves, Preserved Meat, Raisins, Sago, Sauces, Selditz 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.
Gerang	57 0	69 0	87 6	108 0
Kiata	55 6	67 0	84 3	104 0
Salisbury	55 0	67 0	87 3	102 0
Nhill	53 0	69 0	89 0	105 3
Tarranginnie	51 0	72 3	93 3	111 6
Diapur	51 3	74 0	96 0	114 3
Miram	52 9	77 3	99 9	120 6
Kaniva	54 3	70 6	103 0	125 6
Lillimur	55 6	81 6	106 0	130 3
Lecor	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 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 †	..	..	33/-	35/-
Goods in Class 1 ..	..	..	..	..

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, dates, Epsom salts (in packets), figs, ling' fish, tinned fish, dried fruits, fluid magnesia, groats, Hudson's extract of soap, jams and jellies, ginger, preserved ginger, liquorice, malt extract, matches, mustard, nuts, paper, 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 ..	..	..	72/0	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 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.	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	23 3	35 9	40 0	40 0
Hillside ...	15 0	18 9	28 3	35 9	40 0	40 0
Bairnsdale ...	15 0	18 9	28 3	35 9	40 0	40 0
Glengarry ...	15 4	20 0	27 6	35 6	44 0	50 0
Toongabbie ...	15 10	20 8	28 3	35 9	43 0	50 0
Cowwarr ...	16 3	21 5	28 3	35 9	40 0	47 6
Dawson ...	16 6	21 9	28 3	35 9	40 0	45 0
Heyfield ...	16 11	22 4	28 3	35 9	49 0	42 6
Tinamba ...	17 5	21 0	28 3	35 9	40 0	42 6
Maffra ...	17 11	20 0	28 3	35 9	40 0	40 0
Boisdale ...	18 7	21 0	28 3	35 9	40 0	42 6
Bushy Park ...	18 8	21 0	28 3	35 9	40 0	42 6
Briagolong ...	19 0	22 0	23 3	35 9	40 0	42 6
Buffalo ...	14 4	18 9	25 3	32 6	40 0	44 0
Boys ...	14 11	19 3	26 0	33 6	40 0	42 6
Fish Creek ...	15 0	19 6	26 6	34 3	40 0	41 0
Hoddle Range ...	15 3	19 10	27 3	35 3	40 0	40 0
Foster ...	15 9	20 7	28 3	35 9	40 0	40 0
Bennison ...	16 0	20 11	28 3	35 9	40 0	40 0
Toora ...	16 3	21 5	28 3	35 9	40 0	40 0
Agnes ...	16 6	20 0	28 3	35 9	40 0	40 0
Welshpool ...	16 10	18 9	28 3	35 9	40 0	40 0
Modley ...	17 2	18 9	28 3	35 9	40 0	40 0
Gelliondale ...	17 9	18 9	28 3	35 9	40 0	40 0
Alberton ...	18 0	18 9	28 3	35 9	40 0	40 0
Port Albert ...	18 4	18 9	28 3	35 9	40 0	40 0

(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.	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, Gal. Iron, Kerosene, Softwood, or mixed consignments there- of. Rail Min. 1 ton.	Butter.	Class N. Rail Minimum, 2 tons.	Class A.C. 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 Other- wise Class 1.	s. d. 9 6 Other- wise Class 1.	18/- 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	10 0	4 0	5 3	5 6	5 6	10 0	10 0	12 6	12 6
Steamer propor- tion	4 0	4 0	8 0	4 9	4 0	4 0	4 0	4 0	4 0	4 0	4 0
Total through charge per ton	9 6	9 6	18 0	8 0	9 3	9 6	9 6	14 0	14 0	16 6	16 6

2. FOR CONSIGNMENTS 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.				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 88.

BETWEEN MELBOURNE AND ADELAIDE—

Agricultural and other machinery see page 86.
 Fruit, fresh or dried see page 89.
 Biscuits see page 86.

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, and vehicles excepted), 1s. 6d. per ton ..	6d.	1s.
Minimum charge for each consignment	6d.	1s.

(2) 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.

(3) 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.

(4) For Live Stock charges see page 108 of Goods Rates Book.

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

ALEXANDRA-ROAD--

One shilling (1s.) per ton shall be added to the mileage rates for all goods, and Four shillings (4s.) per truck for Live stock, carried by rail to or from Alexandra-road.

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 91.

Also the following special conditions apply :—

- (a) When an extra trip for the supply of empties is not required, a minimum of 10 loaded trucks shall be provided for each trip.
- (b) In the event of a separate trip being necessary to supply the empties, the engine returning to Newport light, a minimum of 15 loaded trucks shall be provided to cover the two trips.
- (c) A charge of 5s. shall be imposed in respect of each loaded truck short of the 10 or 15, as the case may be.
- (d) Trucks standing at Altona shall be subject to the ordinary demurrage regulations.

ASPENDALE PARK--

Goods in truck loads may be forwarded to Aspendale Park, a/c Mr. J. R. Crooke. The 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 to or from Ballarat, subject to an additional shunting charge of 2s. per four-wheeled truck, minimum 5s. for each special trip.

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. Cargeeg and Selkirk respectively shall be charged as to or from Ballarat, subject to an additional Shunting charge of 1s. 3d. per four-wheeled truck.

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 use of engine sent from Beech Forest to place trucks on or remove them from the siding.

BENALLA (Caelli's Siding)—

The siding is situated 119½ miles from Melbourne. Consignments forwarded therefrom to stations on the Up journey shall be charged for the mileage from Benalla, and consignments forwarded on the Down journey shall be charged for the mileage from the siding.

BENDIGO—

(a) Shell Transport Co.'s Siding—

A shunting charge of 1s. 6d. per four-wheeled truck shall be made on trucks placed on the Shell Transport Coy.'s 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) 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.

BROADFORD (McDougall's Siding)—

Goods in truck loads forwarded to McDougall's Siding for private consignees (having Mr. McDougall's consent) shall be charged 2s. 6d. per four-wheeled truck, in addition to the mileage rates to Broadford.

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 shall be made for all trucks, whether loaded or empty, placed on the Siding by the Commissioners.

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.

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

DENILIQUIN 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.

CHARGES FOR HAULAGE TO AND FROM ECHUCA.

- 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 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 in the case of the Murray River Saw-mill Company's Siding, and 2s. 6d. per four-wheeled truck in the case of Nicholas and the Milo Bacon Company's Sidings.

EMERALD (NOBELIUS) SIDING—

In connexion with all four-wheeled trucks placed at this siding, a shunting charge of 1s. 6d. per truck, whether loaded or empty, shall be made, in addition to the freight.

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; and 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 1s. 6d. for each four-wheeled truck, and 3s. for each bogie truck, in addition to the tariff rates.

FEDERAL MANURE COMPANY'S SIDING (BRAYBROOK JUNCTION)—

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 Braybrook and the siding 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 90. 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 87).

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

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.
- 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.
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. for each four-wheeled truck.

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 truck for outwards goods.

LAMROCK—

Stone forwarded from this siding shall be charged mileage rates. A shunting charge of 1s. 6d. per four wheeled truck and 3s. per bogie truck shall be imposed for placing empty trucks on the siding; but no additional charge shall be made for the removal of trucks (loaded or empty) from the siding.

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.

(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—minimum, 10s. per trip—with an additional charge of 3d. per ton freight.

(d) Victoria Freezing and Export Coy's Siding. See pages 85 and 87.

(e) Victoria Dock. See page 85.

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

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., and Minifie and Coy., South Kensington; and Messrs. W. S. Kimpton and Son, and Younghusband, Row, and Co., 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.

NEWMARKET-AGRICULTURAL SHOW GROUNDS—

1. Agricultural Implements and Machinery from Spotswood or Braybrook Junction 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.

2. Firewood from Newmarket-Station to the Agricultural Show Grounds shall be charged 2s. 6d. per four-wheeled 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.

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 SHORE (Wimmera and Western District Freezing Co.'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.

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 truck, with a minimum charge of 5s. per trip, in addition to the Portland mileage rate.

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

- (b) Frozen Meat and Produce and Preserved Meats between the Siding and Portland Station or Pier shall be charged—
 Per T Truck of 8 tons, 18s. 9d. } Excess tonnage to be charged *pro rata*.
 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.
- (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) T 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 siding 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.

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 trainway 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.

For all Grain, Cereals, Hay, and Straw inwards, 2d. per ton, and all other Goods inwards (including Wool), 6d. per ton shall be charged in addition to the Melbourne rate.

For Goods outwards—Coal, under 10 miles from Spencer-street or Flinders-street, nil; over 10 miles, 6d. per ton; manures, 3d. per ton; all other goods 1s. per ton shall be charged in addition to the rate from Melbourne.

Coal in truck loads from the Victoria Dock to the Victoria Freezing Works shall be charged 1s. per ton.

WARRNAMBOOL STATION AND PIER—

Haulage charges from Warrnambool Station to the Pier—

Beer, in casks and cases, 3d. per package.
 " hogsheads, 6d. each.
 Bottles, in bags or cases, actual weight.
 Lye, in drums, 9d. each.
 Skins, in bales, not over 4 cwt., 6d. each.
 " in bundles, 9d. each.
 Tallow, in casks, 3d. each.

Tallow, in hogsheads, 6d. each.
 " pipes, 9d. each.
 Wool, in bags, 1d. each.
 " fatbags, 6d. each.
 " in bales, not over 4 cwt., 6d. each.
 Goods n.o.s., 1s. 6d. per ton.

COMMODITY RATES—continued.

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 20s. 4d. per ton, and from the same stations to Geelong, 17s. 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, Victoria Freezing and Export Company's Siding, or Melbourne 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.

(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 1 $\frac{1}{2}$ d. per crate not exceeding $3\frac{1}{2}$ cubic feet; 3 $\frac{1}{2}$ d. per crate over $3\frac{1}{2}$ and not exceeding 7 cubic feet; 4 $\frac{1}{2}$ d. per crate over 7 and not exceeding 9 cubic feet. The minimum charge per four-wheeled truck shall be 10s., and the maximum charge per four-wheeled truck 30s.

(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.—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 for the Victoria 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 see page 90.

BUTTER AND CHEESE—

Butter and cheese from Allansford and all stations thence to Port Fairy inclusive to Melbourne shall be charged 24s. per ton, subject to the Tariff for "Smalls."

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, Tourello, Waubra, Windermere, and Melbourne and suburbs and any station beyond Melbourne, shall be charged the rates for the mileage *via* Bacchus Marsh.

COAL—

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

(B) 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.

COMMODITY RATES—continued.

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 for 8 tons; less quantities to be charged $\frac{1}{4}$ d. per ton per mile, unless it be cheaper to charge $\frac{1}{2}$ d. per ton per mile, as for 8 tons. 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.

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, 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, 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, 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.

Compressed fodder, loaded at Williamstown Pier and forwarded to Melbourne for shipment *via* the Yarra Wharf, is to be charged 1s. per ton (subject to the provisions of Clause D).

(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).

(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 "Coal" rates to Ballarat.

FRUIT AND VEGETABLES BETWEEN NEW SOUTH WALES AND VICTORIA—

(1) Between Melbourne and Sydney:—

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

(2) The above rates shall also be charged between Melbourne and Darling Harbor, Richmond, Emu 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.

COMMODITY RATES—continued.

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

	Per ton.	V.R. proportion. Per ton.
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.

FURNITURE—

(A) Furniture and household effects, secondhand, including pianos and organs loaded in van bodies or sling vans, may be charged at the rate of 1s. per four-wheeled truck per mile, minimum quantity 3 tons, and minimum charge 20s. Any weight in excess of 3 tons to be charged *pro rata*, and the weight of the van body or sling van included.

(B) The van body or sling van may be returned empty at the rate of 3d. per mile, minimum 10s., and any small quantities of furniture packed therein, may be charged at the classification rate, if by charging separately for the van and furniture the charges are less than those prescribed under clause (A) above.

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), 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 ½d. per ton per mile.	

ICE—Ice supplied for the purpose of cooling fish carried by rail shall be charged 10s. per ton for any distance if cheaper than the Tariff rate, provided it is carried 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 2s. 6d. per ton shall be charged on the way-bill for the ice, in addition to the freight charge as above.

Ice from Melbourne to Stony Point shall be charged 8s. 10d. per ton, subject to the tariff for "Smalls."

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), FOR EXPORT, ETC.—

The following new articles, viz., heavy machinery, agricultural implements and machines, boilers, sole plates, crab winches, and fly wheels; also castings and forgings, rough, in consignments of 2 tons and upwards, manufactured in the Commonwealth, and sent by rail to Melbourne, Geelong, or Portland from the place of manufacture for export, or sent *via* Melbourne,

COMMODITY RATES—continued.

from country stations, to any station not less than 50 miles from Melbourne, shall be charged half the Tariff rates for the actual mileage hauled, 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 *via* Melbourne to stations 50 miles beyond Melbourne, the reduced rates from the forwarding station to the destination station 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 *via* Melbourne to stations within 50 miles of Melbourne, the rates shall not be more than the rates computed as per Clause B 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.

MALT FOR EXPORT—

Malt produce of the Commonwealth forwarded on the "Up" journey direct for export in truck loads of 6 tons shall be carried under the rates applicable to class "AP." The ordinary class "A" rates shall be charged in the first instance, and rebate to the "AP" rate subsequently granted on satisfactory proof of export being furnished.

MEAT, FRESH AND FROZEN—

	Per Louvre Truck.	TT Truck.	Minimum per Special Trip.
(1) MEAT, FRESH (Melbourne and Suburbs)—			
From Newport, Newmarket, Angliss' Siding, or other suburban station within 9 miles of Melbourne to Port Melbourne Pier	18s. 9d.	28s. 2d.	75s.
From Newport, Newmarket, Angliss' Siding, or other suburban station within 9 miles of Melbourne to City Market or Melbourne ...	12s. 6d.	...	50s.
From Newmarket, Angliss' Siding, or other suburban station within 9 miles of Melbourne (Newport excepted) to Williamstown Pier ...	18s. 9d.	...	75s.
From Newport to Williamstown Pier ...	12s. 6d.	...	50s.

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

	Per T Truck.	Minimum per Special Trip.
(2) MEAT, FROZEN (Melbourne and Suburbs)—	s. d.	£ s. d.
From Melbourne, City Market, Angliss' Siding, and Suburban Freezing Works, within 9 miles of Melbourne to Victoria Dock or the Port Melbourne and Williamstown Piers ...	18 9	3 15 0

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

- (3) MEAT, FROZEN (Echucá 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—
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.

POTATOES AND VEGETABLES (from Carrum and Mordialloc 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 1.15 p.m. 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.

COMMODITY RATES—continued.

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.

RABBIT POISONING MACHINES—

Rabbit poisoning machines forwarded from Mansfield to Melbourne in truck loads of not less than seven machines shall be charged under Class "I."

REFRESHMENT ROOMS AND FRUIT STALLS AT STATIONS—

Fruit and other urgent and perishable goods for Lessees 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 on the Up side thereof, including Forsyth's siding, near Carrum, to Melbourne or any station intermediate thereto 1s. 7d. per ton.
- Sand from Cranbourne and Lyndhurst to Melbourne or any station intermediate thereto 1s. 10d. per ton.
- Sand from Brown's Siding, Dandenong, Sandringham, St. Kilda, Port Melbourne, and Newmarket, or from any station on the Up side thereof, to Melbourne or any station intermediate thereto ... 1s. 7d. per ton.
- Sand from Garfield to Melbourne, or any station intermediate thereto 2s. 11d. per ton.
- Sand from Altona Bay. See page 80.
- (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. When the carrying capacity of the truck is equal to or exceeds 8 tons the actual weight shall be charged for, subject to a minimum charge of 8 tons per truck, and when the carrying capacity is less than 8 tons, the charge shall be as for the actual carrying capacity of the truck, but the minimum charge per truck shall be 6 tons.

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 to Melbourne shall be charged the rates for the mileage *via* Bacchus Marsh. (See page 66.)

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 must 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.

COMMODITY RATES—continued.

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

Timber, hardwood (sawn), poles, piles and logs, and all timber carried at Class "M" 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 *via* Bacchus Marsh; but the minimum distance which shall be charged by this route is 125 miles.

WATER SUPPLIED TO SHIPS AT PIERS—

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.

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, Beeac, 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.
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	45 9	50 9
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	53 6
62	21 0	25 3	128	38 9	43 9	194	48 6	53 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.								
	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	Bolinda	12	3	14	9	15	3	18	6
Addington	27	0	32	0	24	0	29	0	Bonnie Doon	37	0	42	0	40	0	45	0
Agnes ...	25	0	30	0	28	0	33	0	Boolarra	25	0	30	0	28	0	33	0
Alberton	25	0	30	0	28	0	33	0	Boorcan	25	0	30	0	22	0	26	0
Alexandra Road	32	9	37	9	35	9	40	9	Boort	45	6	50	6	46	3	51	3
Allansford	30	0	35	0	27	0	32	0	Borung	44	0	49	0	44	6	49	6
Allendale	27	3	32	3	24	3	29	3	Bowman	45	6	50	6	48	6	53	6
Amphitheatre	40	3	45	3	37	9	42	9	Boys	25	0	30	0	28	0	33	0
Antwerp	56	6	61	6	61	6	66	6	Branxholme	32	6	37	6	29	6	34	6
Arapiles	42	0	47	0	39	0	44	0	Bravington	23	0	27	9	26	0	31	0
Ararat	30	0	35	0	27	0	32	0	Briagolong	25	0	30	0	28	0	33	0
Arcadia	32	9	37	9	35	9	40	9	Bridgewater	38	9	43	9	41	3	46	3
Armstrong	34	0	39	0	31	0	36	0	Bright...	48	9	53	9	51	9	56	9
Arnold	41	0	46	0	38	9	43	9	Brim	55	9	60	9	50	9	55	9
Avoncl	24	3	29	3	27	3	32	3	Broadford	16	0	19	3	19	0	23	0
Avoca	38	9	43	9	36	0	41	0	Brookfield	45	0	50	0	48	0	53	0
Axedale	30	0	35	0	33	0	38	0	Buangor	27	0	32	0	24	0	29	0
Bacchus Marsh	11	3	13	6	14	3	17	3	Buckley	9	6	11	6	6	6	8	6
Baddaginnie	36	3	41	3	39	3	44	3	Buckrabanyule	45	0	50	0	45	6	50	6
Bagshot	36	0	41	0	39	0	44	0	Buffalo	25	0	30	0	28	0	33	0
Bairnsdale	25	0	30	0	28	0	33	0	Bullabul	40	0	45	0	39	9	44	9
Ballan	17	0	20	6	20	0	24	0	Bullarto	23	6	28	3	26	6	31	6
Ballarat	21	6	26	0	18	6	22	3	Buln Buln	22	6	27	0	25	6	30	6
Ballarat East	21	6	26	0	18	6	22	3	Bungaree	21	9	26	3	19	6	23	6
Balmattum	33	0	38	0	36	0	41	0	Bung Bong	37	3	42	3	34	9	39	9
Bannockburn	6	6	8	0	3	6	4	6	Buninyong	23	0	27	9	20	0	24	0
Barfold	24	3	29	3	27	3	32	3	Bunyip	16	6	20	0	19	6	23	6
Barnawartha	46	0	51	0	49	0	54	0	Burrumbeet	25	0	30	0	22	0	26	6
Barrakee	45	6	50	6	46	0	51	0	Bushy Park	25	0	30	0	28	0	33	0
Barraport	46	6	51	6	47	3	52	3	Bylands	13	6	16	3	16	6	20	0
Barwon	21	0	25	3	18	0	21	9	Byrneside	36	0	41	0	39	0	44	0
Bayswater	7	0	8	6	10	0	12	0	Caldermeade	15	6	18	9	18	6	22	3
Beaconsfield	10	0	12	0	13	0	15	9	Camperdown	22	6	27	0	19	6	23	6
Bealiba	40	9	45	9	38	0	43	0	Cannie	49	3	54	3	49	9	54	9
Beaufort	25	6	30	6	22	6	27	0	Carapoece	43	6	48	6	40	9	45	9
Beecac	20	0	24	6	17	0	20	9	Carisbrook	35	0	40	0	34	3	39	3
Beech Forest	30	0	36	3	27	9	33	3	Carlsruhe	18	0	21	9	21	0	25	3
Beechworth	45	9	50	9	48	9	53	9	Carrum	8	0	9	9	11	0	13	3
Beechworth Junction	42	9	47	9	45	9	50	9	Casterton	32	6	37	6	29	6	34	6
Bena	22	0	26	6	25	0	30	0	Castlemaine	26	3	31	3	29	3	34	3
Benalla	37	9	42	9	40	9	45	9	Cathkin	31	6	36	6	34	6	39	6
Bendigo	33	9	38	9	36	9	41	9	Charlton	46	0	51	0	46	9	51	9
Bennison	25	0	30	0	28	0	33	0	Cheviot	28	3	33	3	31	3	36	3
Berriwillock	52	6	57	6	53	3	58	3	Chewton	25	3	30	3	28	3	33	3
Berwick	9	6	11	6	12	6	15	0	Chiltern	45	6	50	6	49	6	53	6
Bet Bet	37	6	42	6	35	0	40	0	Clunes	28	6	33	6	26	6	30	6
Bethanga	48	9	53	9	51	9	56	9	Clyde	11	0	13	3	14	0	17	0
Beulah	57	0	62	0	51	9	56	9	Coalville	25	0	30	0	28	0	33	0
Beveridge	9	3	11	3	12	3	14	9	Cobden	26	0	31	0	23	0	27	9
Birchip	51	3	56	3	49	6	54	6	Cobram	43	9	48	9	46	9	51	9
Birregurra	16	0	19	3	13	0	15	9	Colac	19	6	23	6	16	6	20	0
Bittern	14	6	17	6	17	6	20	0	Coldstream	9	3	11	3	12	3	14	9
Bloomfield	21	3	25	6	24	3	29	3	Coleraine	32	6	37	6	29	6	34	6
Blowhard	25	0	30	0	22	0	26	6	Condah	32	6	37	6	29	6	34	6
Bochara	32	6	37	6	29	6	34	6	Congupna Road	37	0	42	0	40	0	45	0
Boigbeat	53	3	58	3	54	0	59	0	Cope Cope	46	3	51	3	44	6	49	6
Boisdale	25	0	30	0	28	0	33	0	Coromby	45	0	50	0	42	0	47	0
Bolga	50	3	55	3	53	3	58	3	Cosgrove	38	9	43	9	41	9	46	9

† 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.
Cowwarr	25	0	30	0	28	0	33	0	Fernbank	25	0	30	0	28	0	33	0
Craigieburn	6	6	8	0	9	6	11	6	Fern Hill	20	6	24	9	23	6	28	3
Cranbourne	10	0	12	0	13	0	15	9	Fish Creek	25	0	30	0	28	0	33	0
Creighton	29	9	34	9	32	9	37	9	Flynn	25	0	30	0	28	0	33	0
Creswick	25	0	30	0	22	0	26	6	Forrest	22	6	27	0	19	6	23	6
Crossley	30	0	35	0	27	0	32	0	Foster	25	0	30	0	28	0	33	0
Crossover	24	3	29	3	27	3	32	3	Frankston	9	6	11	6	12	6	15	0
Crowland	34	6	39	6	31	6	36	6	Fullam	25	0	30	0	28	0	33	0
Crib Point	15	6	18	9	18	6	22	3	Gama	56	0	61	0	54	3	59	3
Croydon	7	0	8	6	10	0	12	0	Galaquil	56	6	61	6	51	6	56	6
Cudgee	29	0	34	0	26	0	31	0	Garfield	15	9	19	0	18	9	22	6
Curyo	52	9	57	9	51	0	56	0	Garvoc	27	6	32	6	24	6	29	6
Dandenong	7	0	8	6	10	0	11	6	Geelong*	5	0	6	0	...	...	...	...
Darlimurla	25	0	30	0	28	0	33	0	Gelliondale	25	0	30	0	28	0	33	0
Darnum	22	0	26	6	25	0	30	0	Gembrook	15	0	18	3	18	0	21	9
Dawson	25	0	30	0	28	0	33	0	Gerangamete	21	0	25	3	18	0	21	9
Daylesford	25	6	30	6	28	6	33	6	Gerang	53	6	58	6	51	3	56	3
Dean	18	0	21	9	15	0	18	0	Gheringhap	6	6	8	0	3	6	4	6
Deep Lead	38	0	43	0	35	0	40	0	Gisborne	14	0	17	0	17	0	20	6
Deer Park	4	6	5	6	7	6	9	0	Glenalbyn	41	0	46	0	42	0	47	0
Dennington	28	0	33	0	25	0	30	0	Glenfyne	27	0	32	0	24	0	29	0
Derby	37	9	42	9	40	9	45	9	Glenfarry	25	0	30	0	28	0	33	0
Derrinal	26	6	31	6	29	6	34	6	Glenloth	47	3	52	3	48	0	53	0
Devenish	40	9	45	9	43	9	48	9	Glenorchy	40	0	45	0	37	0	42	0
Diapur	57	6	62	6	54	6	59	6	Glenrowan	40	0	45	3	43	3	48	3
Digger's Rest	7	9	9	6	10	9	13	0	Glen Thompson	30	0	35	0	27	0	32	0
Dimboola	52	6	57	6	50	0	55	0	Golden Square	33	6	38	6	36	6	41	6
Dingee	39	9	44	9	42	9	47	9	Goldsborough	39	3	44	3	36	6	41	6
Dobie	30	0	35	0	27	0	32	0	Goorambat	39	9	44	9	42	9	47	9
Donald	47	3	52	3	45	3	50	3	Goornong	37	0	42	0	40	0	45	0
Donnybrook	7	9	9	6	10	9	13	0	Gordon	19	6	23	6	21	9	26	3
Dooen	45	0	50	0	42	0	47	0	Goroket	42	0	47	0	39	0	44	0
Dookie	39	3	44	3	42	3	47	3	Goyura	58	3	63	3	53	3	58	3
Drouin	19	0	23	0	22	0	26	6	Grassdale	32	6	37	6	29	6	34	6
Drysdale	7	6	9	0	4	6	5	6	Great Western	34	0	39	0	31	0	36	0
Dumosa	49	3	54	3	50	0	55	0	Gredgwin	47	0	52	0	47	9	52	9
Dunkeld	30	0	35	0	27	0	32	0	Gritjark	32	6	37	6	29	6	34	6
Dunnstown	21	6	26	0	18	6	22	3	Guildford	28	6	33	6	31	6	36	6
Dunolly	38	6	43	6	36	0	41	0	Gymbowen	42	0	47	0	39	0	44	0
Dunneworthy	34	6	39	6	31	6	36	6	Haddon	24	6	29	6	21	6	26	0
Eaglehawk	34	9	39	9	37	9	42	9	Hallam	8	3	10	0	11	3	13	6
East Metcalfe	22	6	27	0	25	6	30	6	Hamilton	30	0	35	0	27	0	32	0
Echuca	42	0	47	0	45	0	50	0	Hammond	32	0	37	0	35	0	40	0
Edgecombe	21	3	25	6	24	3	29	3	Harcourt	27	9	32	9	30	9	35	9
Elaine	15	0	18	0	12	0	14	6	Hastings	14	0	17	0	17	0	20	6
Elam	59	0	64	0	53	9	58	9	Hattah	63	0	68	0	61	3	66	3
Elmhurst	37	6	42	6	34	6	39	6	Havelock	37	0	42	0	34	3	39	3
Elmore	39	0	44	0	42	0	47	0	Hawkesdale	29	0	34	0	26	0	31	0
Elphinstone	24	0	29	0	27	0	32	0	Hazelwood	25	0	30	0	28	0	33	0
Emberton	23	6	28	3	26	6	31	6	Healesville	13	6	16	3	16	6	20	0
Emu	42	0	47	0	39	6	44	6	Heathcote	25	0	30	0	28	0	33	0
Epping	5	9	7	0	8	9	10	6	Hedley	25	0	30	0	28	0	33	0
Euroa	31	6	36	6	34	6	39	6	Henty	32	6	37	6	29	6	34	6
Eurobin	47	9	52	9	50	9	55	9	Heyfield	25	0	30	0	28	0	33	0
Eversley	37	6	42	6	34	6	39	6	Heywood	32	6	37	6	29	6	34	6
Everton	44	6	49	6	47	6	52	6	High Camp	17	9	21	6	20	9	25	0
Fairview	47	9	52	9	48	3	53	3	Hillside	25	0	30	0	28	0	33	0

* 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 "Smalls" 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.
Hoddle Range ...	25	0	30	0	28	0	33	0	Leonard ...	27	9	32	9	28	9	33	9
Homebush ...	38	0	43	0	35	6	40	6	Leongatha ...	25	0	30	0	28	0	33	0
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	0	12	0	7	0	8	6
Horsham ...	45	0	50	0	42	0	47	0	Lillieo ...	21	9	26	3	24	9	29	9
Huntly ...	35	0	40	0	33	0	38	0	Lillimur ...	59	6	64	6	56	9	61	9
Huon ...	49	6	54	6	52	6	57	6	Lilliput ...	45	0	50	0	48	0	53	0
Illowa ...	28	0	33	0	25	0	30	0	Lilydale ...	8	9	10	6	11	9	14	3
Inglewood ...	39	6	44	6	40	3	45	3	Lindenow ...	25	0	30	0	28	0	33	0
Ingliston ...	15	6	18	9	18	6	22	3	Linton ...	25	6	30	6	22	6	27	0
Irrewarra ...	18	6	22	3	15	6	18	9	Litchfield ...	48	3	53	3	46	6	51	6
Irymple ...	50	0	55	0	50	0	55	0	Little River ...	5	0	6	0	5	0	6	0
Jeetho ...	21	0	25	3	24	0	29	0	Llanely ...	40	9	45	9	38	3	43	3
Jeparit ...	58	0	63	0	53	0	58	0	Locksley ...	27	0	32	0	30	0	35	0
Joyce's Creek ...	32	0	37	0	35	0	40	0	Loch ...	20	0	24	0	23	0	27	9
Jumbunna ...	24	6	29	6	27	6	32	6	Londrigan ...	43	6	48	6	46	6	51	6
Jung ...	45	0	50	0	42	0	47	0	Longlea ...	31	0	36	0	34	0	39	0
Kancira ...	51	6	56	6	52	3	57	3	Longwarry ...	17	6	21	0	20	6	24	9
Kangaroo ...	32	9	37	9	35	9	40	9	Longwood ...	28	6	33	6	31	6	36	6
Kaniva ...	59	0	64	0	56	0	61	0	Lower Ferntree G. ...	8	0	9	9	11	0	13	3
Kanumbra ...	34	0	39	0	37	0	42	0	Loy Yang ...	25	0	30	0	28	0	33	0
Kardella ...	24	3	29	3	27	3	32	3	Lubeck ...	40	0	45	0	37	0	42	0
Karyrie ...	52	0	57	0	50	3	55	3	Lyonville ...	23	0	27	9	26	0	31	0
Katamatite ...	42	6	47	6	45	6	50	6	Lyndhurst ...	8	3	10	0	11	3	13	6
Katunga ...	41	0	46	0	44	0	49	0	Macedon ...	15	3	18	6	18	3	22	0
Kellalac ...	52	6	57	6	48	6	53	6	Macorna ...	45	0	50	0	48	0	53	0
Kerang ...	46	9	51	9	49	9	54	9	Maffra ...	25	0	30	0	28	0	33	0
Kerrisdale ...	23	3	28	0	26	3	31	3	Maindample ...	38	0	43	0	41	0	46	0
Kinta ...	55	0	60	0	52	0	57	0	Maldon ...	30	0	35	0	33	0	38	0
Kilmore ...	14	9	17	9	17	9	21	6	Malmsbury ...	21	9	26	3	24	9	29	3
Kilmore East ...	14	0	17	0	17	0	20	6	Mangalore ...	23	0	27	9	26	0	31	0
Kingston ...	27	0	32	0	24	0	29	0	Mannerim ...	8	6	10	3	5	6	7	0
Kinnabulla ...	52	6	57	6	50	6	55	6	Mansfield ...	39	9	44	9	42	9	47	9
Kirkstall ...	30	0	35	0	27	0	32	0	Marong ...	36	0	41	0	39	0	44	0
Kuowsley ...	27	9	32	9	30	9	35	9	Maroona ...	30	0	35	0	27	0	32	0
Koonwarra ...	25	0	30	0	28	0	33	0	Marshall ...	6	6	8	0	3	6	4	6
Koowearup ...	14	3	17	3	17	3	20	9	Maryborough ...	36	0	41	0	32	9	37	9
Koowearup West ...	13	3	16	0	16	3	19	6	Massey ...	49	0	54	0	47	3	52	3
Korong Vale ...	43	3	48	3	44	0	49	0	Meatran ...	51	0	56	0	51	9	56	9
Koroit ...	28	0	33	0	25	0	30	0	Meenyan ...	25	0	30	0	28	0	33	0
Korumburra ...	23	3	28	0	26	3	31	3	Melton ...	8	3	10	0	11	3	13	6
Koyuga ...	40	3	45	3	43	3	48	3	Meredith ...	13	0	15	9	10	0	12	0
Kurting ...	40	3	45	3	41	0	46	0	Merrigum ...	37	0	42	0	40	0	45	0
Kyabram ...	38	0	43	0	41	0	46	0	Merino ...	32	6	37	6	29	6	34	6
Kyneton ...	19	6	23	6	22	6	27	0	Merton ...	35	3	40	3	38	3	43	3
Lah ...	55	3	60	3	50	3	55	3	Miakite ...	32	6	37	6	29	6	34	6
Lake Boga ...	50	0	55	0	53	0	58	0	Midas ...	25	0	30	0	22	0	26	6
Lake Buloke ...	47	9	52	9	46	0	51	0	Middle Creek ...	27	0	32	0	24	0	29	0
Lake Charm ...	48	3	53	3	51	3	56	3	Mildura ...	50	0	55	0	50	0	55	0
Lalbert ...	50	0	55	0	50	9	55	9	Millbrook ...	20	0	24	0	21	0	25	3
Lal Lal ...	17	0	20	6	14	0	17	0	Milltown ...	32	6	37	6	29	6	34	6
Lancefield ...	15	9	19	0	13	9	22	6	Mincha ...	44	3	49	3	47	3	52	3
Lancefield Junction ...	11	3	13	6	14	3	17	3	Minhamite ...	29	0	34	0	26	0	31	0
Lang Lang ...	16	6	20	0	19	6	23	6	Minyip ...	46	6	51	6	43	6	48	6
Langwarrin ...	10	6	12	9	13	6	16	3	Miram ...	58	0	63	0	55	3	60	3
Lara ...	5	0	6	0	3	6	4	6	Mitiamo ...	41	9	46	9	44	9	49	9
Larpent ...	21	6	26	0	18	6	22	3	Mitre Lake ...	42	0	47	0	39	0	44	0
Lascelles ...	55	3	60	3	53	6	58	6	Moe ...	25	0	30	0	28	0	33	0
Laurie ...	39	9	44	9	37	0	42	0	Mologa ...	42	6	47	6	45	6	50	6
Laverton ...	5	0	6	0	5	0	6	0	Molesworth ...	30	6	35	6	33	6	38	6
Learmonth ...	26	0	31	0	23	0	27	9	Monea ...	25	6	30	6	28	6	33	6
Leichardt ...	37	0	42	0	40	0	45	0	Monegetta ...	13	0	15	9	16	0	19	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.
Monomeith ...	14	9	17	9	Pimpinio ...	47	6	52	6
Moolort ...	33	9	38	9	Pine Lodge ...	37	6	42	6
Moorabool ...	6	6	8	0	Pirron Yallock ...	22	6	27	0
Moorooduc ...	12	3	14	9	Pomborneit ...	22	6	27	0
Mooroolbark ...	7	9	9	6	Porepunkah ...	48	6	53	6
Mooroopna ...	35	6	40	6	Portland ...	32	6	37	6
Morandring ...	17	0	20	6	Port Albert ...	25	0	30	0
Mordialloc ...	6	6	8	0	Port Fairy ...	30	0	35	0
Moriac ...	9	0	11	0	Prairie ...	40	3	45	3
Mornington Jn. ...	11	3	13	6	Pullut ...	59	6	64	6
Mornington ...	13	6	16	3	Purdeet ...	29	6	34	6
Mortlake ...	27	0	32	0	Pyalong ...	19	6	23	6
Morton Plains ...	50	3	55	3	Pyramid ...	43	9	48	9
Morwell ...	25	0	30	0	Quambatook ...	48	3	53	3
Mountajup ...	30	0	35	0	Queenscliff ...	10	6	12	9
Muuro ...	25	0	30	0	Rainbow ...	60	6	65	6
Murchison ...	31	0	36	0	Ravenswood ...	30	6	35	6
Murchison East ...	30	9	35	9	Raywood ...	37	3	42	3
Murroon ...	19	6	23	6	Redesdale Junction ...	20	6	24	9
Murtoa ...	42	6	47	6	Redesdale ...	26	0	31	0
Musk ...	24	0	29	6	Reedy Lake ...	47	6	52	6
Myamyn ...	32	6	37	6	Riddell ...	12	6	15	0
Myrtleford ...	46	6	51	6	Ringwood ...	6	0	7	3
Mysla ...	44	6	49	6	Rockbank ...	7	0	8	6
Mystic Park ...	49	0	54	0	Rocky Lead ...	29	0	34	0
Nagambie ...	26	6	31	6	Rochester ...	40	9	45	9
Nambrok ...	25	0	30	0	Rokeby ...	23	6	28	3
Nar Nar Goon ...	14	0	17	0	Romsey ...	14	3	17	3
Naroghid ...	27	0	32	0	Rosebery ...	58	0	63	0
Narracan ...	25	0	30	0	Rosedale ...	25	0	30	0
Narre Warren ...	9	0	11	0	Rowsley ...	12	3	14	9
Nathalia ...	42	6	47	6	Ruby ...	25	0	30	0
Natimuk ...	42	0	47	0	Rupanyup ...	43	6	48	6
Neerim South ...	25	0	30	0	Rushworth ...	34	6	39	6
Newlyn ...	29	0	34	0	Rutherglen ...	45	6	50	6
Newstead ...	31	0	36	0	Sailors Falls ...	27	3	32	3
Newtown ...	25	6	30	6	Sale ...	25	0	30	0
Nhill ...	56	6	61	6	Salisbury ...	56	0	61	0
Nooramunga ...	40	0	45	0	Sandford ...	32	6	37	6
Noradjuha ...	42	0	47	0	Scarsdale ...	25	6	30	6
North Creswick ...	25	6	30	6	Sea Lake ...	54	0	59	0
„ Geelong ...	5	0	6	0	Sebastian ...	36	6	41	6
„ Mirboo ...	25	0	30	0	Serviceton ...	60	6	65	6
„ Monegetta ...	13	6	16	3	Seymour ...	21	0	25	3
Nullan ...	48	6	53	6	Sheep Hills ...	50	0	55	0
Nullawil ...	50	3	55	3	Shelbourne ...	33	0	38	0
Numurkah ...	40	0	45	0	Shepparton ...	36	0	41	0
Nyora ...	19	0	23	0	Smythesdale ...	25	6	30	6
Oakvale ...	47	6	52	6	Somerville ...	12	0	14	6
Officer ...	11	0	13	3	South Elmore ...	38	3	43	3
Ondit ...	20	0	24	0	South Geelong ...	6	6	8	0
Outtrim ...	25	0	30	0	South Heathcote ...	24	3	29	3
Ouyen ...	60	6	65	6	South Morang ...	7	0	8	6
Pakenham ...	12	3	14	9	South Yan Yean ...	8	0	9	9
Painswick ...	39	3	44	3	Springhurst ...	44	3	49	3
Palmerston ...	46	0	51	0	St. Arnaud ...	44	3	49	3
Parwan ...	10	6	12	9	Stawell ...	36	6	41	6
Paumure ...	29	0	34	0	Stratford ...	25	0	30	0
Pennyroyal ...	18	6	22	3	Strathmerton ...	42	3	47	3
Penshurst ...	29	6	34	6	St. James ...	41	6	46	6
Pettavel ...	7	6	8	0	Stoneyford ...	22	6	27	0
Picola ...	43	6	48	6					

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.
Stony Creek ...	25	0	30	0	28	0	33	0	Wallace ...	21	0	25	3	20	6	24	9
Stony Point ...	8	6	11	9	11	6	15	3	Wallan ...	8	9	11	0	11	9	14	6
Sunbury ...	8	9	10	6	11	9	14	3	Wal Wal ...	40	0	45	0	37	0	42	0
Sutherland ...	45	0	50	0	43	3	48	3	Wandong ...	12	3	14	9	15	3	18	6
Swan Hill ...	51	3	56	3	54	3	59	3	Wangaratta ...	42	3	47	3	45	3	50	3
Swanwater ...	45	5	50	6	43	9	48	9	Wannon ...	32	6	37	6	29	6	34	6
Sydenham ...	5	9	7	0	8	9	10	6	Waranga ...	33	0	38	0	36	0	41	0
Tabilk ...	25	0	30	0	28	0	33	0	Warburton ...	16	6	20	0	19	6	23	6
Tabor ...	30	0	35	0	27	0	32	0	Warcourt ...	17	0	20	6	14	0	17	0
Talbot ...	32	9	37	9	29	9	34	9	Warracknabeal ...	54	3	59	3	49	0	54	0
Tallangatta ...	51	0	56	0	54	0	59	0	Warragul ...	20	9	25	0	23	9	28	6
Tallarook ...	19	0	23	0	22	0	26	6	Warra Yadin ...	33	6	38	6	30	6	35	6
Tallygaroopna ...	38	0	43	0	41	0	46	0	Warrenheip ...	21	9	25	3	18	0	21	9
Tandarra ...	38	9	43	9	41	9	46	9	Warrnambool ...	28	0	33	0	25	0	30	0
Taradale ...	23	0	27	9	26	0	31	0	Warrong ...	29	0	34	0	26	0	31	0
Tarnagulla ...	40	3	45	3	37	9	42	9	Watchem ...	49	9	54	9	47	9	52	9
Tarranginnie ...	57	0	62	0	54	0	59	0	Watchupga ...	53	9	58	9	52	0	57	0
Tarranyurk ...	57	3	62	3	52	3	57	3	Waubra ...	28	0	33	0	25	0	30	0
Tarrawarra ...	12	0	14	6	15	0	18	0	Wedderburn Jn. ...	42	3	47	3	43	3	48	3
Tarrawingee ...	44	0	49	0	47	0	52	0	Wedderburn ...	43	3	48	3	43	9	48	9
Tarwin ...	25	0	30	0	28	0	33	0	Weerite ...	22	6	27	0	19	6	23	6
Tatura ...	35	6	40	6	38	6	43	6	Welshpool ...	25	0	30	0	28	0	33	0
Teddywaddy ...	46	9	51	9	47	3	52	3	Werribee ...	5	0	6	0	5	0	6	0
Telford ...	43	9	48	9	46	9	51	9	Whitelaw ...	22	6	27	0	25	6	30	6
Terang ...	26	0	31	0	25	0	27	9	Whittlesea ...	10	0	12	0	13	0	15	9
Thomastown ...	5	0	6	0	8	0	9	0	Willaura ...	30	0	35	0	27	0	32	0
Thorpdale ...	25	0	30	0	28	0	33	0	Willowmavin ...	15	9	19	0	18	9	22	6
Tinboun ...	27	0	32	0	24	0	29	0	Winchelsea ...	11	6	14	0	8	6	10	3
Tinamba ...	25	0	30	0	28	0	33	0	Windermere ...	25	0	30	0	22	0	26	6
Tocumwal Bridge ...	43	9	48	9	46	9	51	9	Winton ...	38	9	43	9	41	9	46	9
Tongala ...	39	6	44	6	42	6	47	6	Wodonga ...	47	9	52	9	50	9	55	9
Tooborac ...	21	3	25	6	24	3	29	3	Wombat ...	28	6	33	6	27	9	32	9
Toolamba ...	34	3	39	3	37	3	42	3	Woodend ...	16	9	20	3	19	9	23	9
Toongabbie ...	25	0	30	0	28	0	33	0	Woodfield ...	36	6	41	6	39	6	44	6
Toora ...	25	0	30	0	28	0	33	0	Woolsthorpe ...	29	0	34	0	26	0	31	0
Tooradin ...	12	6	15	0	15	6	18	9	Woomelang ...	54	6	59	6	52	9	57	9
Tourello ...	27	6	32	6	24	6	29	6	Wooragee ...	46	9	51	9	49	9	54	9
Traawool ...	21	3	25	6	24	3	29	3	Wunghnu ...	39	0	44	0	42	0	47	0
Trafalgar ...	25	0	30	0	28	0	33	0	Wycheproof ...	48	0	53	0	48	9	53	9
Tragowel ...	45	9	50	9	48	9	53	9	Wychitella ...	44	3	49	3	44	9	49	9
Traralgon ...	25	0	30	0	28	0	33	0	Yabba North ...	40	9	45	9	43	9	48	9
Trawalla ...	25	6	30	6	22	6	27	0	Yabba South ...	40	0	45	0	43	0	48	0
Trentham ...	21	9	26	3	24	9	29	9	Yackandandah ...	47	6	52	6	50	6	55	6
Tungamah ...	43	0	48	0	46	0	51	0	Yan Yean ...	8	9	10	6	11	9	14	3
Tyabb... ..	13	0	15	9	16	0	19	3	Yarek ...	32	6	37	6	35	6	40	6
Tylden ...	19	6	23	6	22	6	27	0	Yarra Glen ...	11	0	13	3	14	0	17	0
Tynong ...	14	9	17	9	17	9	21	6	Yarragon ...	23	3	28	0	26	3	31	3
Ultima ...	52	0	57	0	52	9	57	9	Yarrowonga ...	44	6	49	6	47	6	52	6
Up. Fern T. Gully ...	8	3	10	0	11	3	13	6	Yarroweyah ...	43	0	48	0	46	0	51	0
Vectis... ..	42	0	47	0	39	0	44	0	Yatchaw ...	30	0	35	0	27	0	32	0
Violet Town ...	34	6	39	6	37	6	42	6	Yea ...	27	0	32	0	30	0	35	0
Wahgunyah ...	46	0	51	0	49	0	54	0	Yering ...	10	3	12	6	13	3	16	0
Wahring ...	28	6	33	6	31	6	36	6	Yendon ...	18	0	21	9	15	0	18	0
Waiaia... ..	41	0	46	0	44	0	49	0	Yinnar ...	25	0	30	0	28	0	33	0
Wail ...	50	0	55	0	47	0	52	0	Younnmitte ...	41	6	46	6	44	6	49	6

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 ...	14 0	17 0	14 0	17 0	14 0	17 0
Boorcan ...	...	...	16 0	19 3	9 6	11 6
Branxholme ...	11 0	13 3	...	...	...	...
Camperdown ...	...	...	17 6	21 0	11 0	13 3
Casterton ...	15 0	18 0	...	...	...	...
Cobden ...	...	...	19 6	23 6	13 0	15 9
Coleraine ...	15 0	18 0	15 0	18 0	15 0	18 0
Condah ...	9 6	11 6	...	...	...	...
Crossley ...	...	...	4 0	5 0	4 9	5 9
Cudgee ...	...	...	12 0	14 6	4 6	5 6
Dennington ...	...	...	5 6	6 9	4 0	5 0
Dunkeld ...	18 0	21 9	18 0	21 9	18 0	21 9
Garvoc ...	...	...	13 6	16 3	7 0	8 6
Glen Thompson ...	18 0	21 9	18 0	21 9	18 0	21 9
Grassdale ...	13 0	15 9	...	...	...	...
Gritjurk ...	14 0	17 0	15 0	18 0	15 0	18 0
Hamilton ...	13 0	15 9	14 0	17 0	14 0	17 0
Hawkesdale ...	...	...	7 0	8 6	7 0	8 6
Henty ...	14 0	17 0	...	...	...	...
Heywood ...	5 6	6 9	...	...	...	...
Illova ...	...	...	5 6	6 9	4 0	5 0
Kirkstall ...	...	...	4 0	5 0	5 0	6 0
Koroit ...	...	...	4 6	5 6	4 0	5 0
Maroona ...	18 0	21 9	18 0	21 9	18 0	21 9
Merino ...	14 0	17 0	...	...	...	...
Miltown ...	7 0	8 6	...	...	...	...
Minhamite ...	...	...	9 6	11 6	9 6	11 6
Mortlake ...	...	...	16 0	19 3	9 6	11 6
Moutajup ...	18 0	21 9	18 0	21 9	18 0	21 9
Myamyn ...	9 6	11 6	...	...	...	...
Panmure ...	...	...	12 0	14 6	5 6	6 9
Penshurst ...	15 0	18 0	11 0	13 3	11 0	13 3
Port Fairy ...	...	...	...	...	7 0	8 6
Purdeet ...	...	...	11 0	13 3	11 0	13 3
Rosebrook ...	...	...	4 0	5 0	5 6	6 9
Sandford ...	15 0	18 0	...	...	...	...
Tabor ...	15 0	18 0	13 0	15 9	13 0	15 9
Terang ...	...	...	16 0	19 3	9 6	11 6
Wannon ...	14 0	17 0	14 0	17 0	14 0	17 0
Warrnambool ...	...	...	7 0	8 6	...	...
Warrong ...	...	...	5 6	6 9	5 0	6 0
Willaura ...	18 0	21 9	18 0	21 9	18 0	21 9
Woolsthorpe ...	...	...	7 0	8 6	7 0	8 6
Yatchaw ...	15 0	18 0	14 0	17 0	14 0	17 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	<i>s. d.</i> 25 0	<i>s. d.</i> 28 0	<i>s. d.</i> 30 0	<i>s. d.</i> 33 0	<i>s. d.</i> 35 0	<i>s. d.</i> 38 0	<i>s. d.</i> 40 0	<i>s. d.</i> 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.

- s. d.*
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 12 „

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.

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 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 insurance rate as under for carriage shall have been paid to and accepted by the proper employé of the Commissioners.

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 charges for insurance are as under:—

Distance in Miles.	Amount of Insurance per cent. on the Declared Value in excess of the Commissioners' liability.	Minimum Insurance Charges.	
		Horses and Cattle, including Bulls.	Pigs, Sheep (including Rams), Dogs, or other small animals.
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 gross 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 gross 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 and 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.

				Minimum.
				£ s. d.
One Stallion.	over two years of age and one horse, for same owner, in one box,			
	1s. per mile	...	...	1 10 0
"	"	"	two horses, for same owner, in one box,	
	1s. 3d. per mile	...	...	2 0 0
Two	"	"	one horse, for same owner, in one box,	
	1s. 3d. per mile	...	...	2 0 0

Senders requiring the exclusive use of a horse box may have same at the following charges—

One Stallion.	over two years of age, or one or two horses, 1s. per mile	...	...	1 10 0
Two	"	"	for same owner, 1s. 3d. per mile	...
"	"	"	for different owners, 9d. each per mile	...

Where the word horse is used above it refers to a gelding, mare, or filly, and does not include a Stallion. The age of Stallions and Bulls shall be taken from actual date of birth.

One Foal, not over six months old at mare's foot, free.

Cows in Horse Boxes will be charged the same rates as Horses.

SMALL ANIMALS IN CRATES, CASES, ETC.

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

Not exceeding 100 lbs. weight, 1½d. per mile

Over 100 lbs. weight, and not exceeding 300 lbs., 2d. per mile } Minimum, 2s. 6d.

Animals over 300 lbs. will not be taken in vans of purely Passenger trains.

Sucking Pigs, in cases or cages per vans of Passenger trains, will be charged 50 per cent. additional on Ordinary Parcels rates.

All animals, except Dogs, sent in vans of trains must be in skeleton cases, and weight of such cases must be included in the weight of the animals. All cases must be of a reasonable size, so as not to occupy too much room in the vans, and the Commissioners may refuse any case deemed too bulky, when the consignor must supply one of the required dimensions.

DOGS.

(Freight to be prepaid in all cases.)

Dogs—Up to 12 miles, 6d. each.

Over 12 miles and not exceeding 18 miles, 9d. each.

" 18 "	" "	24 "	1s. "
" 24 "	" "	50 "	1s. 6d. "
" 50 "	" "	75 "	2s. "
" 75 "	" "	100 "	3s. "
" 100 "	" "	200 "	4s. "
" 200 "	" "		

" 200 " 5s. each.

On Suburban Lines, Day return tickets for Dogs are issued at rate and a half.

Goats, per Passenger trains, same rate as Dogs.

Sporting Dogs, accompanying Passengers, shall be charged rate and a half for the return journey, dog's ticket to be available for same period as passenger's return ticket.

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

Hounds in packs for hunting purposes sent in truck loads are charged single rate for double journey, viz., 1s. per truck per mile. Minimum, 20s.

Dogs, or Puppies not over six months old, in crates or cages in vans of Passenger trains, will be charged 50 per cent. additional on Ordinary Parcels rates. The maximum rate for either one or two Puppies, not over six months old, in crates or cages, must not exceed the mileage charge for a full-grown Dog.

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

CHARGES FOR THE CARRIAGE OF RACE-HORSES.—O.R.

Race-horses kept solely for racing, and not used for any other purpose whatsoever, will, when booked to specified race meetings, be charged as follows:—One horse 6d. per mile, minimum 10s.; two horses for same owner, in one box, 9d. per mile, minimum 20s.; three horses for same owner, in one box, 1s. per mile, minimum 25s. If the horses be sold the same rates will be charged on the return journey, but if unsold they will be returned free to the station from which they were originally sent to the race meeting, on compliance with the following conditions, viz.:—

A consignment on the proper form (No. PL. 18) must be made out and signed by the consignor when consigning the horse or horses to the race meeting, the name and age of each horse being duly given.

This same consignment note must be presented and given up when booking for the return journey, and must be accompanied by a certificate from the Secretary of the Racing Club that the horse or horses were entered for one or more races during the meeting.

Should any doubt arise as to what constitutes a Race Meeting, the point will be decided by the Committee of the Victoria Racing Club.

Horses must be at the station one hour before the due starting time of the train.

The journey may be broken with Race-horses on any line either going to or returning from races, but before resuming the journey a certificate must be produced from the Secretary of each Racing Club showing that the horses have raced in the locality where the journey was broken.

Horses to be entitled to free carriage must be returned within a fortnight after the conclusion of the Race Meeting at which they last raced, and not later than two months from the date of despatch from the original forwarding station.

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.

If the foregoing conditions be not complied with, the rates prescribed above will be imposed for the return journey.

NOTE.—The rates quoted above for two or three horses or stallions loaded in one box apply to horse-boxes with three stalls. Race-horses for same owner sent in truck loads to race meetings will be charged 1s. 3d. per truck per mile, minimum 35s., on the forward journey, and, if unsold, will be returned free on compliance with above conditions.

HUNTERS' HORSES.—O.R.

Hunters' Horses will be carried in horse-boxes, at 6d. per mile for each horse on the forward journey; minimum, 10s. each horse; and 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.

Hunters' horses may, at the convenience of the Commissioners, be carried in cattle trucks by Passenger trains, at Goods train rates, and returned free, as above.

Race-horse consignment note (Form PL.18) 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.

POLO PONIES.—O.R.

Ponies used in Polo Matches will be carried by passenger trains in horse boxes at the ordinary rates on the forward journey, and may 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.

Ponies used in polo matches may, at the convenience of the Commissioners, be carried in cattle trucks by Passenger trains at Goods train rates, and returned free, as above.

Race-horse consignment note (Form PL. 18) must be used and altered to suit requirements.

INTER-STATE LIVE STOCK TRAFFIC, O.R.

(a) BETWEEN MELBOURNE, NEWMARKET, OR CAULFIELD AND SYDNEY.

	To or from Melbourne or Newmarket.	To or from Caulfield.	Victorian proportion to or from Melbourne or Newmarket.	Victorian proportion to or from Caulfield.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
One Horse, in horse-box	8 10 0	8 14 0	2 15 1	2 19 1
*Two Horses	14 6 5	14 12 5	4 12 10	4 18 10
*Three Horses	18 12 3	19 0 3	6 0 8	6 8 8
One Stallion	10 7 9	10 13 9	4 12 10	4 18 10
*Two Stallions	15 14 3	16 2 3	6 0 8	6 8 8
*Three Stallions	19 19 4	20 9 4	7 7 9	7 17 9
*One Stallion and one Horse, in horse-box	14 16 5	15 4 5	5 2 10	5 10 10
*One Stallion and two Horses, in horse-box	19 2 3	19 12 3	6 10 8	7 0 8
*Two Stallions and one Horse, in horse-box	19 12 3	20 2 3	7 0 8	7 10 8
Dogs	0 12 0	—	0 4 0	—

* To be loaded in one box, and the property of one owner.

Puppies not over six months old, in cases or crates, &c., containing not more than two (2) puppies each, shall be charged Parcels rates plus 50 per cent.; minimum charge, 6s.

Dogs, in cases or crates, &c., containing one (1) dog only, shall be charged Parcels rates plus 50 per cent.; minimum charge, 12s.

Dogs in consignments of not less than twenty sent at one time for exhibition at Melbourne or Sydney Dog and Poultry Shows, will be charged 10s. each for the return journey between Melbourne and Sydney.

RACEHORSE TRAFFIC.—SYDNEY TO MELBOURNE.

A Second-class Free Pass between Melbourne and Sydney will be issued to one attendant in charge of three full horse boxes, when the animals are the *bona fide* property of one owner.

Attendants in charge of horses—one attendant to each horse—will be issued Second-class Return Tickets, between Melbourne and Sydney, at Single fare.

Racehorses are carried on the same conditions as in Victoria (see page 106).

Racehorses sent from Sydney to Melbourne in consignments of three and upwards will be forwarded from Albury to Melbourne by the Express train in an FFF box at ordinary through rates. When there are less than three (3) horses, and owners desire them to be sent through by the Express train the following charges shall be made in Addition to the ordinary through rate from Albury to Melbourne, viz. :—

	£	s.	d.
For one Horse	...	3	6 3
For two Horses	...	1	8 2 (for the two)

but if sent by ordinary trains from Wodonga to Melbourne no extra charge will be made.

(b) BETWEEN VICTORIAN STATIONS AND ALBURY.

The ordinary Victorian rates to Wodonga will be charged, with the following additional rates for carriage between Wodonga and Albury, and half of such additional rates shall be credited to Victoria and New South Wales respectively, viz. :—

	s.	d.
One Horse	...	1 6
Two Horses	...	2 3
Three Horses, belonging to the same owner	...	3 0
Dogs	...	0 6

Puppies under six months old, in boxes, shall be charged Parcels rates, but 50 per cent. shall be added to the Victorian proportion.

(c) BETWEEN ALBURY AND WODONGA.

	£	s.	d.
Live Stock, per truck	...	0	3 0

Two shillings per truck shall be allotted to the State doing the haulage.

N.S.W. "D" Goods trucks loaded with sheep will be charged 2s., of which 1s. 4d. shall be allotted to the State doing the haulage.

(d) BETWEEN MELBOURNE, NEWMARKET, OR CAULFIELD, AND ADELAIDE.

	To or from Melbourne or Newmarket.	To or from Caulfield.	Victorian proportion to or from Melbourne or Newmarket.	Victorian proportion to or from Caulfield.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
One Horse, in horse-box, via Ballan	9 6 0	9 10 0	5 10 6	5 14 6
" " " " North Geelong	9 13 6	9 17 6	5 15 0	5 19 0
Two Horses " " Ballan	15 2 6	15 8 6	9 0 0	9 6 0
" " " " North Geelong	15 15 8	16 1 8	9 13 2	9 19 2
Three Horses or " " Ballan	18 3 0	18 11 0	10 16 0	11 4 0
One Stallion " " North Geelong	18 18 9	19 6 9	11 11 9	11 19 9
Dogs, each	...	...	...	9 0
Pigs in top and bottom tiers of sheep trucks, per truck per mile (Terminal, 2s. per truck)	...	...	...	0 9

Attendants in charge of horses—one attendant to each horse—will be issued second class return tickets between Melbourne and Adelaide, at single fare.

Horses in boxes, from Melbourne or Newmarket to Ballanah, in consignments of two and upwards, shall be charged the same rates and mileage as between Melbourne and Adelaide.

Attendants in charge of horses—one attendant to each horse—will be issued second class return tickets between Victorian and South Australian stations, at single fare.

Puppies under 6 months old in boxes shall be charged Parcels rate plus 50 per cent.

Racehorses are carried on the same conditions as in Victoria (see page 106).

Horses for Glenelg, South Australia, must be waybilled to Adelaide, and the General Traffic Manager, Adelaide, advised by wire that the consignor wishes them to go to Glenelg. He will then make the necessary arrangements as to transit and charges.

The charges between Adelaide and Glenelg are as under:—

One Horse	...	...	...	10s. by ordinary train.
Two Horses	...	...	...	16s. do. do.
Three Horses	...	...	...	20s. do. do.

If sent by special train the charge is £2.

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 to Newport 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. Newport.—Sheep consigned to 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 Road.—Live stock forwarded to or from Alexandra Road 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. Racehorses for Trials.—Racehorses forwarded from Caulfield to Mentone, Epsom, Aspendale, or Sandown Park, and from South Morang and Preston Reservoir to Moonee Valley race-courses for private trials, will be charged single rate for the double journey; they must, however, be returned on the same day and in the same horse-boxes.

10. 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.

11. Horses in truck loads from Port Melbourne to ship's side at the Pier shall be charged 12s. per truck. Charges to be prepaid.

12. 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.

13. 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.

14. **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 booking 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.

15. **Loading Live Stock at more than one station.**—When a truck is arranged to be loaded with Live Stock at more than one station, the waybill must be made out at the starting point, and the rate for a full truck load charged for the whole journey with an additional charge of 2s. for each time the truck is arranged to pick up. Intermediate stations loading live stock in the truck must not make any charge, but will require to mark on the waybill the number of animals loaded at each station.

16. **Rates for Stock to Agricultural Shows** (see page 18).

HIRE OF STOCK-YARDS.

Sales of Live Stock may at the option of the Commissioners be conducted in Railway Stock-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	} Minimum charge, 10s. Maximum charge, 50s.
Store Cattle, 2d. per head	...	...
Pigs, 1d. per head	...	...
Sheep and Goats, 4d. per head	...	...

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	} Minimum, 5s. Maximum, 25s.
Sheep, 4d. per head for each 24 hours or part thereof	

CONCESSIONS TO OWNERS OR THEIR DROVERS.

The following concessions are granted to Owners, or *bonâ 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 trucks 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 P31 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.

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	51	1 18 6	1 14 10	1 9 4	1 5 6
2	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
3	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
4	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
5	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
6	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
7	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
8	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
9	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
10	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
11	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
12	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
13	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
14	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
15	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
16	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
17	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
18	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
19	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
20	1 0 0	0 18 2	0 15 6	0 10 6	70	2 12 0	2 7 0	1 19 6	1 14 6
21	1 0 0	0 18 2	0 15 6	0 11 0	71	2 13 0	2 7 11	2 0 3	1 15 0
22	1 0 0	0 18 2	0 15 6	0 11 6	72	2 13 6	2 8 4	2 0 7	1 15 6
23	1 0 0	0 18 2	0 15 6	0 12 0	73	2 14 0	2 8 10	2 1 0	1 16 0
24	1 0 0	0 18 2	0 15 6	0 12 6	74	2 15 0	2 9 8	2 1 9	1 16 6
25	1 0 0	0 18 2	0 15 6	0 13 0	75	2 15 6	2 10 2	2 2 1	1 17 0
26	1 1 0	0 19 1	0 16 3	0 13 6	76	2 16 6	2 11 1	2 2 10	1 17 6
27	1 1 6	0 19 7	0 16 8	0 14 0	77	2 17 0	2 11 6	2 3 3	1 18 0
28	1 2 0	1 0 0	0 17 0	0 14 6	78	2 18 0	2 12 5	2 4 0	1 18 6
29	1 3 0	1 0 11	0 17 9	0 15 0	79	2 18 6	2 12 10	2 4 4	1 19 0
30	1 3 6	1 1 4	0 18 1	0 15 6	80	2 19 0	2 13 4	2 4 9	1 19 6
31	1 4 6	1 2 3	0 18 10	0 16 0	81	3 0 0	2 14 2	2 5 6	1 19 6
32	1 5 0	1 2 8	0 19 3	0 16 6	82	3 0 6	2 14 8	2 5 10	2 0 0
33	1 5 6	1 3 2	0 19 7	0 17 0	83	3 1 6	2 15 7	2 6 7	2 0 6
34	1 6 6	1 4 1	1 0 4	0 17 6	84	3 2 0	2 16 0	2 7 0	2 1 0
35	1 7 0	1 4 6	1 0 9	0 18 0	85	3 3 0	2 16 11	2 7 9	2 1 6
36	1 8 0	1 5 5	1 1 6	0 18 6	86	3 3 6	2 17 4	2 8 1	2 2 0
37	1 8 6	1 5 10	1 1 10	0 19 0	87	3 4 0	2 17 10	2 8 6	2 2 6
38	1 9 6	1 6 9	1 2 7	0 19 6	88	3 5 0	2 18 8	2 9 3	2 3 0
39	1 10 0	1 7 2	1 3 0	1 0 0	89	3 5 6	2 19 2	2 9 7	2 3 6
40	1 10 6	1 7 8	1 3 4	1 0 0	90	3 6 6	3 0 1	2 10 4	2 4 0
41	1 11 6	1 8 7	1 4 1	1 0 6	91	3 7 0	3 0 6	2 10 9	2 4 6
42	1 12 0	1 9 0	1 4 6	1 1 0	92	3 8 0	3 1 5	2 11 6	2 5 0
43	1 13 0	1 9 11	1 5 3	1 1 6	93	3 8 6	3 1 10	2 11 10	2 5 6
44	1 13 6	1 10 4	1 5 7	1 2 0	94	3 9 0	3 2 4	2 12 3	2 6 0
45	1 14 6	1 11 3	1 6 4	1 2 6	95	3 10 0	3 3 2	2 13 0	2 6 6
46	1 15 0	1 11 8	1 6 9	1 3 0	96	3 10 6	3 3 8	2 13 4	2 7 0
47	1 15 6	1 12 2	1 7 1	1 3 6	97	3 11 6	3 4 7	2 14 1	2 7 6
48	1 16 6	1 13 1	1 7 10	1 4 0	98	3 12 0	3 5 0	2 14 6	2 8 0
49	1 17 0	1 13 6	1 8 3	1 4 6	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.
100	£ s. d. 3 13 6	£ s. d. 3 6 4	£ s. d. 2 15 7	£ s. d. 2 8 6	160	£ s. d. 4 11 0	£ s. d. 4 2 1	£ s. d. 3 8 9	£ s. d. 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 6
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 17 6	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 0	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 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.
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 0
234	6 12 0	5 19 0	4 19 6	4 14 0	294	8 5 0	7 8 8	6 4 3	5 17 6
235	6 12 6	5 19 5	4 19 10	4 14 0	295	8 5 6	7 9 2	6 4 7	5 18 0
236	6 13 0	5 19 11	5 0 3	4 14 6	296	8 6 6	7 10 1	6 5 4	5 18 6
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 0
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 0
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 0
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 6	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.

		s.	d.			s.	d.
TO MELBOURNE FROM PORT MELBOURNE OR WILLIAMSTOWN PIERS—				TO GRAHAM-STREET SIDING FROM PORT MELBOURNE PIER—			
General cargo, n.o.s.	...	3	0	General cargo, n.o.s.	...	2	6
Coin and Bullion	...	Same as Outwards.					
Jewellery and Silver-plate	...	2	6				
Britannia Metal	...	3s.	per ton of 40 cubic feet,				
Electro-plate	...	minimum	2s. 6d. per case,				
Mixed Metal	...	cask, or package when the value is £5 and upwards.					
Plated Goods	...	2	6				
Opium	...	2	6				
Vehicles, two-wheeled	...	7	6				
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				

OUTWARDS CARGOES.

FROM MELBOURNE TO PORT MELBOURNE OR WILLIAMSTOWN PIERS—				s.	d.	FROM PORT MELBOURNE OR WILLIAMSTOWN SIDINGS AND SHEDS TO THE PIERS AT PORT MELBOURNE AND WILLIAMSTOWN RESPECTIVELY—				s.	d.
General cargo, n.o.s.	...	3	0	per ton.		General cargo, n.o.s.	...	2	6	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.							
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 ex- ceeding 2 cwt.	...	0	6	"							
" undumped	...	0	6	"							
" undumped	...	1	0	"							
Hogsheads or Barrels, empty	...	0	3	each.							
Leather, in bales not exceed- ing 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 GRAHAM-STREET OR BRIDGE-STREET SIDINGS TO PORT MELBOURNE PIER—				s.	d.
Coal, n.o.s., including weighing, owners to load and unload	...	2	6	"	
Coal, for steamers <i>Hyggia</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	"	
FROM OTHER STATIONS TO PORT MEL- BOURNE OR WILLIAMSTOWN PIERS—					
The Tariff rates and conditions shall be applicable subject to the rates from Melbourne to the Piers as a minimum.					

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 90.

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 AND FODDER 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.

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.

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 uncovering, unloading, trucking to scales for weighing, stacking up to three bags high, reloading and covering, if the work be done by the Commissioners, 10½d. per ton.

For use of the Commissioners' sheds for unloading, weighing, sorting, and reloading grain, consignee 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 ... 3s. per ton.
Single package ... 4d.	
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—

Quayage Rates

- (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)
Agnes—L. G. (e)
Alberton—G.
Albion Stone Siding—Stone out.
Albury—G.
Alexandra-road—G.
Allansford—L. G.
Allendale—G.
Alphington—(a) in, L. G. out. (e)
Amphitheatre—L. G. (e)
Antwerp—L. G. (e)
Arapiles—L. G. (e)
Ararat—G.
Arcadia—G.
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, and Mr. M. F. Gleeson.
Armstrong—L. G. (e)
Arnold—L. G. (e)
Ara—L. G. (e)
Austral Gypsum Siding—Gypsum outwards.
Avenel—G.
Avoca—G.
Axedale—L. G.

BACCHUS MARSH—G.
Baddaginnie—G.
Bagshot—L. G. (e)
Bairnsdale—G.
Bairnsdale Wharf—G.
Bald Hills—Parcels and Van Goods (e)
Ballan—G.
Ballarat—G.
Ballarat East—G.
Balmattum—L. G. (e)
Bannockburn—G.
Banool—L. G. (e)
Barfold—L. G. (e)
Barker's Creek—(e) (a)
Barnawartha—G.
Barongarook—L. G. (e)
Barrakee—L. G. (e)
Barraport—L. G. (e)
Barwo—Parcels and Van Goods (e)
Barwon—G. (e)
Bayswater—L. G.
Beaconsfield—L. G.
Bealiba—G.
Beaufort—G.

Beacac—G.
Beech Forest—L. G. (e)
Beechworth—G.
Beechworth Junction—L. G.
Belgrave—L. G. (e)
Bell—L. G.
Bena—L. G.
Benalla—G.
Bendigo—G.
Bennison—L. G. (e)
Bentleigh—L. G.
Berriwillock—G. (e)
Berwick—G.
Bet Bet—L. G. (e)
Bethanga—G.
Beulah—G.
Beveridge—L. G. (e)
Birchip—G.
Birregurra—L. G.
Bittern—L. G.
Blackburn—(a)
Bloomfield—L. G.
Blowhard—L. G. (e)
Boigbeat—L. G. (e)
Boisdale—L. G. (e)
Bolga—L. G. (a) (e)
Bolinda—L. G. (e)
Bonegilla—L. G. (e)
Bonnie Doon—G.
Boolarra—G.
Boorcan—L. G. (e)
Boort—G.
Borong—L. G.
Bowman—L. G. (e)
Box Hill—L. G.
Boyle's Siding—Timber out.
Boys—L. G. (e)
Bradford—L. G. (e)
Bradshaw—Parcels and van goods (e)
Branxholme—L. G.
Bravington—L. G. (e)
Braybrook Junction—L. G.
Briargolong—G. (e)
Bridgewater—G.
Bright—G.
Brim—G.
Broadford—G.
Broadmeadows—L. G.
Brookfield—L. G. (e)
Brown's Siding—Sand out.
Broomfield—Parcels and Van Goods (e)
Brunswick—(a) in, L. G. out.
Buangor—L. G.
Buckley—L. G. (e)
Buckrabanyule—G.
Buffalo—L. G. (e)
Bullabul—L. G. (e)
Bullarto—G.
Bula Bula—L. G. (e)
Bungaree—G.
Bung Bong—L. G. (e)
Buninyong—G.

Bunyip—L. G.
Burnley—(a) in, L. G. out.
Burrumbeet—L. G.
Bushy Park—L. G. (e)
Bylands—L. G. (e)
Byrneside—L. G. (e)

CAELI'S SIDING—Firewood out.
Caldermeade—L. G. (e)
California Gully—L. G.
Camberwell—G.
Campbell—L. G. (e)
Camperdown—G.
Canadian—L. G. (e)
Cannie—L. G. (e)
Canterbury—(a)
Carapooce—L. G. (e)
Cargoe's Siding—Chaff out.
Carisbrook—G.
Carlsruhe—L. G.
Carrum—L. G.
Casterton—G.
Castlemaine—G.
Cathkin—L. G.
Caulfield—(a)
Cave Hill Siding—Lime out.
Charlton—G.
Cheltenham—L. G.
Cheviot—G. (e)
Chewton—G.
Chiltern—G.
Clayton—L. G. (e)
Clunes—G.
Clyde—L. G.
Coalville—L. G. (e)
Cobden—L. G. (e)
Cobram—G.
Coburg—G.
Cockatoo—L. G. (e)
Colac—G.
Coldstream—L. G. (e)
Coleraine—G.
Condah—L. G.
Congupna Road—L. G. (e)
Cope Cope—G.
Cornish's Siding—Timber out.
Coromby—L. G. (e)
Cosgrove—L. G. (e)
Cowwarr—L. G.
Craigieburn—L. G.
Cranbourne—L. G.
Creighton—Firewood out.
Creswick—G.
Crib Point—L. G. (e)
Crossley—L. G. (e)
Crossover—G. (e)
Crowland—L. G. (e)
Croxtton—L. G. (a)
Croydon—L. G.
Cudgee—L. G. (e)
Curyo—L. G. (e)

LIST OF STATIONS, ETC., OPEN FOR THE RECEIPT OR DELIVERY OF GOODS—
continued.

DANDENONG—G.	Fern Hill—G.	Harcourt—G.
Darlimurla—L. G. (e)	Fish Creek—G. (e)	Hastings—L. G. (e)
Darnum—G.	Fitzroy—(a)	Hattah—L. G. (e)
Dawson—L. G. (e)	Flynn—L. G. (e)	Havelock—L. G. (e)
Daylesford—G.	Footscray—G.	Hawkesdale—L. G. (e)
Dean Marsh—G. (e)	Footscray West—(a)	Hawthorn—(a) in, L. G. out.
Deep Lead—L. G. (e)	Forrest—G. (e)	Hay's Siding—Stone out.
Deer Park—L. G. (e)	Forsyth's Siding—Sand out.	Hazelwood—L. G. (e)
Deniliquin—G.	Foster—L. G.	Healesville—G.
Dennington—L. G. (e)	Frankston—G.	Heathcote—G.
Derby—L. G. (e)	Frankston Sand Siding—	Hedley—G. (e)
Derrinal—L. G. (e)	Sand out.	Heidelberg—L. G.
Devenish—L. G.	Fulham—L. G. (e)	Henty—L. G. (e)
Diapur—G.		Heyfield—G.
Diggers' Rest—L. G. (e)		Heywood—G.
Dimboola—G.		High Camp—L. G. (e)
Dingee—L. G.	GALAHUE—L. G. (e)	Highett—L. G. (a)
Ditchley—L. G. (e)	Gama—L. G. (e)	Hillside—G. (e)
Dobie—L. G.	Gannawarra (Koondrook	Hinkson's (Koondrook Tram-
Docker—L. G.	Tramway)—G.	way)—G.
Donald—G.	Garfield—L. G.	Hoddle Range—L. G. (e)
Donnybrook—L. G.	Gravoc—L. G. (e)	Homebush—G. (e)
Dooen—L. G. (e)	Geelong—G.	Homewood—L. G. (e)
Dookie—G.	Geelong Pier—G.	Hopetoun—G.
Drouin—G.	Gellibrand—L. G. (e)	Horsham—G.
Drysdale—G.	Gelliondale—L. G. (e)	Huntly—L. G. (e)
Dumosa—L. G. (e)	Gembrook—L. G. (e)	Huon—L. G. (e)
Dunkeld—G.	Gerangamete—L. G. (e)	
Dunneworthy—L. G. (e)	Gerang—G. (e)	
Dunnstown—L. G.	Gheringhap—L. G.	ILLOWA—L. G.
Dunolly—G.	Gillespie's Siding (Beulah)—	Ingham—Firewood out.
Dysart—(a) (e)	Grain and flour	Inglewood—G.
	Gisborne—G.	Ingliston—L. G.
	Gladstone—Firewood out.	Irrewarra—L. G.
EAGLEHAWK—G.	Glenalbyn—L. G. (e)	Irvine's Siding—L. G. (a) (e)
East Metcalfe—L. G. (e)	Glenfyne—L. G. (e)	Irymple—L. G. (e)
East Natimuk—L. G. (e)	Glenferry—G.	Ivanhoe—L. G. (e) and (a)
Echuca—G.	Glen Huntly—L. G.	
Echuca Wharf—G.	Glenloth—L. G.	
Edgecombe—G. (e)	Glenorchy—G.	JACKSON—Goods out. (a)
Edi—L. G.	Glenrowan—G.	James' Siding—Timber out.
Elaine—L. G.	Glenroy—(a)	Jeetho—L. G.
Ellam—L. G. (e)	Glen Thompson—L. G.	Jefferson's Siding — Bricks,
Elmhurst—G.	Golden Square—G.	&c., out.
Elmore—G.	Goldsborough—G. (e)	Jeparit—G.
Elphinstone—G.	Goorambat—L. G.	Joyce's Creek—L. G. (e)
Elsternwick—(a) in, L. G.	Goorong—G.	Jumbunna—L. G.
out.	Gordon—G.	Jumbunna Coal Siding—Coal
Eltham—L. G. (e)	Coroke—G. (e)	Jung—L. G.
Emberton—L. G. (e)	Goyura—L. G. (e)	
Emerald—L. G. (e)	Granite—Stone out. (a) (e)	
Emu—L. G.	Grassdale—L. G. (e)	
Epping—L. G. (e)	Gravelside — Firewood and	KANEIRA—G. (e)
Epsom—L. G. (e)	Ballast out.	Kangaroo—L. G.
Epsom' Pottery Siding—Pot-	Great Southern Consols Sid-	Kaniva—G.
tery out	ing—Timber, &c., (e)	Kanumbra—L. G. (e)
Essendon—L. G. (a)	Great Western—L. G.	Kardella—L. G. (e)
Eureka—L. G. (e)	Gredgwin—L. G. (e)	Karyrie—L. G. (e)
Euroa—G.	Green Hill—L. G. (e)	Katamatite—L. G.
Eurobin—L. G. (e)	Greensborough—L. G. (e)	Katunga—G. (a)
Eversley—L. G. (e)	Greenvale—L. G. (e)	Kawarren—L. G. (a) (e)
Everton—L. G.	Gritjurk—L. G. (e)	Katyl—L. G. (e)
	Guildford—L. G.	Kellalac—L. G. (e)
	Gymbowen—L. G. (e)	Kensington—Grain and flour
FAIRFIELD PARK—(a) in,		a/c Kimpton; grain, hides,
L. G. out.		skins, and wool a/c Young-
Fairview—L. G. (e)	HADDON—L. G. (e)	husband, Row, and Co.
Federal Manure Siding—L.	Hallam—L. G. (e)	Kerang—G.
G.	Hamilton—G.	Kerrisdale—L. G. (e)
Fernbank—L. G. (e)	Hammond—L. G. (e)	Kew—(a) in, G. out.
		Kiata—G.

LIST OF STATIONS, ETC., OPEN FOR THE RECEIPT OR DELIVERY OF GOODS—
continued.

Killara—L. G. (e)	Lowry Siding—Firewood out.	Mooroolbark—L. G. (e)
Kilmore—G.	(e) (a)	Mooroopna—G.
Kilmore East—L. G.	Loy Yang—L. G. (e)	Morandang—L. G. (e)
Kingston—G.	Lubeck—L. G.	Mordialloc—L. G.
Kinnabulla—L. G. (e)	Lyonville—G.	Moreland—(a)
Kirkstall—L. G. (e)	Lyndhurst—L. G. (e)	Moriac—L. G. (a)
Knowsley—L. G.	MACDOUGALL'S (BROAD-	Mornington Junction—L. G.
Koondrook (Koondrook	FORD)—L. G.	Mornington—L. G.
Tramway)—G.	Macedon—G.	Mortlake—G.
Koonwarra—L. G. (e)	Macorna—G.	Morton Plains—L. G. (e)
Koo-wee-rup—L. G.	Madame Hopkins G. M.	Morwell—G.
Koo-wee-rup West—L. G. (e)	Company's Siding — Tim-	Mount Clear—L. G. (e)
Korong Vale—G.	ber, &c.	Moutajup—L. G. (e)
Koroit—L. G.	Maindample—L. G. (e)	Moyhu—L. G.
Korumburra—G.	Maffescioni's Siding—(a)	Moyne—(a) (e)
Koyuga—L. G. (e)	Maffra—G.	Muckleford—L. G. (e)
Kurting—L. G. (e)	Maldon—G.	Munro—L. G. (e)
Kyabram—G.	Malmsbury—G.	Murchison—L. G. (e)
Kyneton—G.	Malvern—(a) in, L. G. out.	Murchison East—G.
	Mangalore—L. G.	Murroon—L. G. (e)
	Mannerim—L. G. (e)	Murrumbidgee—(a)
	Mansfield—G.	Murtos—G.
	Marong—L. G.	Musk—L. G. (e)
	Maroona—L. G.	Myamyn—Parcels and Van
	Marshall—L. G. (e)	Goods (e)
	Maryborough—G.	Myrtleford—G.
	Massey—L. G. (e)	Mysia—L. G.
	Mathieson's Siding — Fire-	Mystic Park—L. G. (e)
	wood out.	Mywee—(a) (e)
	Mathoura (D. & M. Co.)—G.	
	McIvor Siding (e) (a)	NAGAMBIE—G.
	Meatian—L. G. (e)	Nambrook Siding—L. G. (e)
	Meeniyah—L. G. (e)	Nar-nar-noon—L. G.
	Melbourne—G.	Narracan—L. G. (e)
	Melbourne (Victoria Dock)—	Narre Warren—L. G.
	G.	Naroghid—L. G. (e)
	Melton—G.	Nathalia—G.
	Mentone—L. G.	Natimuk—G.
	Meredith—G.	Neerim South—G.
	Merrigum—L. G.	Newlyn—L. G.
	Merino—L. G.	Newmarket—(a) in and out,
	Merton—L. G. (e)	L. G. a/c Dalgety; also
	Midas—L. G. (e)	empty returns Live Stock
	Middle Brighton—(a) in, L.	crates in
	G. out.	Newport—G.
	Middle Creek—L. G.	Newstead—G.
	Mildura—G.	Newtown—G.
	Millbrook—L. G.	New Havilah G. M. Co.'s
	Millgrove—L. G. (e)	Siding—Timber, &c.
	Milltown—L. G. (e)	Nhill—G.
	Mincha—L. G. (e)	Nooramunga—L. G. (e)
	Minhamite—L. G. (e)	Noradjuha—L. G. (e)
	Minyip—G.	Northcote Bricks—L. G. out
	Miram—G. (e)	and Goods in (a)
	Mitcham—L. G.	North Brighton—L. G.
	Mitiamo—G.	North Carlton—(a)
	Mitre Lake—L. G. (e)	North Creswick—L. G.
	Moama (D. & M. Coy.)—G.	North Fitzroy—(a) in, and
	Moe—G.	L. G. out.
	Moir (D. & M. Coy.)—L. G.	North Geelong—L. G.
	Mologa—L. G.	North Learmonth (Goods a/c
	Molesworth—L. G. (e)	J. Speer only)—L. G. (e)
	Monea—L. G. (e)	North Mirboo—G.
	Monegetta—L. G. (e)	North Monegetta—Parcels
	Monomeith—L. G. (e)	and Van Goods (e)
	Montgomery—Produce out.	North Williamstown—(a)
	Moolort—G.	Nullan—L. G. (e)
	Moorabbin—L. G.	Nullawill—L. G. (e)
	Moorabool—L. G. (e)	Numurkah—G.
	Moorooduc—L. G. (e)	Nyora—L. G.
LAL—L. G. (e)		
Lake Boga—G. (e)		
Lake Buloke—L. G. (e)		
Lake Charm—L. G. (e)		
Lalbert—L. G. (e)		
Lal Lal—L. G.		
Lal Lal Lignite Siding—		
Firewood out.		
Lal Lal Race-course—Fire-		
wood out.		
Lamrock—Stone out.		
Lancefield—G.		
Lancefield Junction—L. G.		
Lang Lang—L. G.		
Langwarrin—L. G. (e)		
Lara—L. G.		
Larpen—L. G.		
Lascelles—L. G. (e)		
Launching Place—G. (e)		
Laurie—L. G. (e)		
Laverton—L. G. (a)		
Learmonth—L. G. (e)		
Lecon—L. G. (e)		
Leichardt—L. G. (e)		
Leonard—L. G.		
Leongatha—G.		
Leopold—L. G. (e)		
Leslie—L. G. (e)		
Lethbridge—G.		
Lightwood—L. G. (e)		
Lillico—L. G. (e)		
Lillimur—L. G. (e)		
Lilliput—L. G. (e)		
Lilydale—G.		
Lindenow—G.		
Linton—G.		
Litchfield—L. G. (e)		
Little River—L. G.		
Llandello—Firewood out.		
Llanely—L. G. (e)		
Loch—L. G.		
Locksley—L. G.		
Loddon—Timber, &c.		
Londrigan—L. G. (e)		
Longlea—L. G. (e)		
Longwarry—G.		
Longwood—G.		
Lowat—L. G. (e)		
Lower Ferntree Gully—L.		
G. (e)		

LIST OF STATIONS, ETC., OPEN FOR THE RECEIPT OR DELIVERY OF GOODS—
continued.

OAKLEIGH—G.	Rushworth—G.	TABILK—L. G. (e)
Oak Vale—L. G. (e)	Russell's Siding, <i>vid</i> New-	Tabor—L. G. (e)
Officer—L. G. (e)	port—Stone out.	Talbot—G.
Olinda Vale—L. G. (e)	Rutherglen—G.	Tallangatta—G.
Ormond—L. G. (e)	SAILOR'S FALLS—L. G.	Tallarook—G.
Ondit—L. G. (e)	(e)	Tallygaroopna—G.
Outtrim—L. G.	Sale—G.	Tandarra—L. G. (e)
Ouyen—L. G. (e)	Sale Wharf—G.	Taradale—L. G.
Ovens—L. G. (e)	Salisbury—L. G. (e)	Tarnagulla—G.
Oxley—L. G.	Sandford—L. G.	Tarranginnie—G. (e)
	Sandringham—L. G.	Tarranyurk—L. G. (e)
	Scarsdale—L. G.	Tarrawarra—L. G. (e)
	Sea Lake—G. (e)	Tarrawingee—G. (e)
	Sebastian—L. G. (e)	Tarwin—L. G. (e)
	Serviceton—G.	Tatonga—Cattle
	Seville—L. G. (e)	Tatura—G.
	Seymour—G.	Teddywaddy—L. G. (e)
	Sheep Hills—G.	Telford—L. G. (e)
	Shelbourne—G.	Terang—G.
	Shepparton—G.	Thomastown—L. G. (e)
	Skinner's Siding, Boolara—	Thorpdale—G. (e)
	L. G. (e)	Timboon—L. G. (e)
	Smythesdale—L. G. (e)	Tinamba—L. G.
	Somerville—G.	Tocumwal Bridge—L. G.
	South Brunswick—L. G.	Tongala—L. G.
	South Elmore—L. G. (e)	Tooborac—G.
	South Geelong—L. G.	Toombamba—G.
	South Heathcote—L. G. (e)	Toongabbie—G.
	South Kensington (private	Toora—L. G.
	siding)—(a) a/c N.Z. Loan;	Tooradin—L. G. (e)
	Hides and skins, Australian	Toorak—G.
	Mortgage Land and Finance	Toorong—L. G. (e)
	Coy. and, Messrs. Minifie	Tourelle—L. G. (e)
	and Coy.	Traawool—L. G. (e)
	South Kerang—L. G. (e)	Trafalgar—L. G.
	South Morang—L. G. (e)	Tragowel—L. G. (e)
	South Yan Yean—L. G. (e)	Traralgon—G.
	Speed—L. G. (e)	Trawalla—L. G.
	Spotswood—(a) a/c Met.	Trentham—G.
	Board Works, Lennon and	Tungamah—G.
	Co., Robinson and Co.,	Tunstall—L. G. (e)
	Mel. Glass Bottle Co., W.	Turrieff—L. G. (e)
	Jones and A. V. Leggo.	Tyabb—L. G. (e)
	Springhurst—L. G.	Tylden—L. G. (e)
	Spring Vale—L. G.	Tynong—L. G. (e)
	St. Albans—L. G.	
	St. Arnaud—G.	ULTIMA—L. G. (e)
	Staughton's Siding—Fire-	Upper Ferntree Gully—L. G.
	wood, out L. G.	Upwey—Parcels and Van
	Stawell—G.	Goods (e)
	St. James—G.	
	St. Kilda—(a) in, L. G. out.	VECTIS—L. G. (e)
	Strangway—Parcels and Van	Victoria Park—G.
	Goods (e)	Violet Town—G.
	Stratford—G.	
	Strathmerton—G.	WAHGUNYAH—G.
	Strathfillan—Firewood out.	Waaia—L. G. (e)
	Stoneyford—L. G. (e)	Wahring—G.
	Stony Creek—L. G.	Wail—L. G. (e)
	Stony Point—L. G.	Wallace—L. G.
	Sulky—L. G. (e)	Wallan—L. G.
	Sunbury—L. G.	Wal Wal—L. G. (e)
	Sutherland—L. G. (e)	Wandin—L. G. (e)
	Surrey Hills—(a) and L. G.	Wandong—G.
	in and out.	Wangaratta—G.
	Swan Hill—G.	Wannon—L. G. (e)
	Swanwater—L. G. (e)	Waranga—L. G. (e)
	Sydenham—L. G.	Warburton—G.
	Sydney Flat—Parcels and	Warncourt—L. G.
	Van Goods (e)	
PAKENHAM—L. G.		
Painswick—L. G. (e)		
Palmerston—L. G. (e)		
Paradise Valley—L. G. (e)		
Parwan—L. G.		
Pannure—L. G.		
Pennyroyal—L. G. (e)		
Penshurst—L. G.		
Pettavel—Stone out.		
Picola—G.		
Pimpinio—L. G.		
Pine Lodge—L. G. (e)		
Pirron Yallock—L. G.		
Pembernit—L. G.		
Porepunkah—L. G. (e)		
Portland North—L. G.		
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)		
Preston Reservoir—L. G.		
Fullut—L. G. (e)		
Purdeet—L. G. (e)		
Pyalong—L. G. (e)		
Pyramid—G.		
QUAMBATOOK—G.		
Quantong—L. G.		
Queenschiff—G.		
RAINBOW—L. G.		
Ravenswood—L. G.		
Raywood—L. G.		
Redcsdale Junction—G.		
Redesdale—L. G. (e)		
Reedy Lake—L. G. (e)		
Reid Bros.' Siding, Lear-		
month—(a) out.		
Richard's Siding, Warburton		
—Timber, &c., out.		
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.		

LIST OF STATIONS, ETC., OPEN FOR THE RECEIPT AND DELIVERY OF GOODS—
continued.

Warne—L. G. (e)	Whitfield—G.	Wycheproof—G.
Warracknabeal—G.	Whittlesea—L. G.	Wychitella—L. G. (e)
Warragul—G.	Whoorel—L. G. (e)	
Warra Yadin—L. G. (e)	Willaura—L. G.	
Warrenheip—L. G.	Williamstown Pier—G.	YABBA NORTH—L. G. (e)
Warrnambool—G.	Willowmavin—L. G. (e)	Yabba South—L. G. (e)
Warrnambool Pier—G.	Wimba—L. G. (e)	Yackandandah—G.
Warrong—L. G. (e)	Winchelsea—L. G.	Yan Yean—L. G. (e)
Watchem—G.	Windermere—L. G. (e)	Yarck—L. G. (e)
Watchupga—L. G. (e)	Windsor—In. (a), out. G.	Yarra Glen—G.
Waubra—L. G. (e)	Winton—L. G. (e)	Yarra Junction—G. (e)
Wedderburn Junction—L. G.	Wodonga—G.	Yarragon—L. G.
Wedderburn—G.	Wombat—L. G. (e)	Yarraville—(a)
Weecapoinah—L. G. (e)	Woodburn—L. G. (e)	Yarrowonga—G.
Weerite—L. G. (a) (e), also	Woodend—G.	Yarroweyah—G.
Live Stock out	Woodfield—L. G. (e)	Yatchaw—L. G. (e)
Wellsford—Firewood out (e)	Woolsthorpe—L. G. (e)	Yaughar—L. G. (e)
Welshpool—L. G. (e)	Woomelang—L. G.	Yea—G.
Werribee—G.	Wooragee—L. G. (e)	Yering—L. G.
West Wairburton—G. (e)	Woori Yallock—L. G. (e)	Yendon—L. G.
White Hills Siding—L. G.	Woundella—Ballast out.	Younanite—L. G. (e)
(outwards)	Wunghnu—G.	Yinnat—L. G. (e)
Whitelaw—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.5 as shown on page 134 hercof.

STATIONS IN CHARGE OF CARETAKERS.

ADDINGTON	Bolga	Coldstream
Albion (stone out.)	Boorcan	Congupna-road
Alphington	Bowman	Coromby
Amphitheatre	Bradshaw	Cosgrove
Antwerp	Briagolong	Creighton
Armstrong	Buckley	Crib Point
Arnold	Buffalo	*Croxtan
	Bullabul	Cudgee
	Bula Bula	
BAGSHOT	Bung Bong	
Balmattum	Bylands	
Barfold	Byrneside	
Barker's Creek		DARLIMURLA
Barrakee		Dawson
Bennison	CALDERMEADE	Dean Marsh
Berriwillock	Campbell	Deep Lead
Beveridge	Carapooce	Deer Park
Bet Bet	Cheviot	Derby
Blowhard	Clayton	Derrinal
Boisdale	Cobden	Diggers' Rest
		Doon

LIST OF STATIONS IN CHARGE OF CARETAKERS, AND UNATTENDED STATIONS, ETC.—
continued.

EAST METCALFE	Leichardt	SAILORS' FALLS
Eltham	Leslie	Salisbury
Emerald	Lillimur	Sea Lake
Epping	Litchfield	Sebastian
Epsom	Llanelly	Smythesdale
	Longlea	South Elmore
	Londrigan	South Heathcote
FERNBANK	Lower Fern Tree Gully	South Morang
Fish Creek	Loy Yang	South Yan Yean
Flynn	Lyndhurst	Stoneyford
Forrest		Strangway
Fulham		Sulky
	MAINDAMPLE	
GALAQUIL	Marshall	
Garvoc	Meeniyah	TABILK
Gelliondale	Merton	Tandara
Gerang	Milltown	Tarranginnie
Glenalbyn	Mincha	Tarrawarra
*Glen Huntly	Miram	Tarrawingee
Goldsborough	Molesworth	Tarwin
Goroke	Monea	Teddywaddy
Grassdale	Monomeith	Telford
Gravelside (ballast out.)	Mooroolbark	Thorpdale
	Morandig	Timboon
HADDON	*Moyhu	Tooradin
Hallam	Muckleford	Toorong
Hastings	Munro	Tourello
Havelock	Murchison	Traawool
Hawkesdale	Musk	Tragowel
Henty	Myamyn	Tunstall
High Camp	Mystic Park	Tyabb
Hillside	*McKinnon	Tylden
*Highett		Tynong
Hoddle Range	NARRACAN	
Homebush	Navigator	
Homewood	Nooramunga	
Huntly	Noradjuha	
Huron	Nullan	ULTIMA
INGHAM (firewood out.)	OFFICER	WAAIA
Irymple	Ondit	Wail
*Ivanhoe	*Ormond	Wal Wal
	Ovens	Waranga
JOYCE'S CREEK		Waubra
		Weerite
KANEIRA	PALMERSTON	Wellsford (firewood out.)
Kardella	Pettavel (stone out.)	Welshpool
Katunga	Pine Lodge	Windermere
Kerisdale	Porepunkah	Winton
Koonwarra	Prairie	Wombat
Koyuga	Pyalong	Woodfield
Kurting		Wychitella
Lah	REDESDALE	
Lalbert	Reedy Lake	YABBA NORTH
	Rockbank	Yan Yean
LAKE CHARM	Rocky Lead	Yarck
Langwarrin	Rosebery	Yinnar
Learmonth	Ruby	

UNATTENDED STATIONS AND SIDINGS.

AGNES
Arapiles
Aura

BANOOL
Barongarook
Barrapoort
Barwon
Beech Forest
Belgrave
Boigbeat
Bolinda
Boys
Bradford
Bravington
Brookfield
Bushy Park

CANADIAN
Cannie
Coalville
Cockatoo
Crossley
Crossover
Crowland
Curyo

DENNINGTON
*Dock
Dunosa
Dunneworthy
Dysart

EDGECOMBE
*Edi
Ellam
Emberton
Eureka
Eurobin
Eversley

FAIRVIEW

GAMA
Gellibrand
Gembrook
Gerangamete
Glenfyne
Goyura
Gredgwin
Green Hill
Greensborough
Green Vale
Gritjurk
Gymbowen

HAMMOND
Hattah
Hazelwood
Hedley

JACKSON

KANUMBRA
Karyie
Katyil
Kawarren
Kellalac
Killara
Kinnabulla
Kirkstall
Koo-wee-rup West

LAKE BULOKE
Lamrock
Launching Place
Laurie
Lascelles
Leopold
Lillico
Lilliput

MANNERIM
Massey
Meatian
Midas
Millgrove
Minhamite
Mitre Lake
Monegetta
Montgomery
Moorooduc
Morton Plains
Mount Clear
Moutajup
Moyn
Murroon
Mywee

NAMBROK SIDING
Naroghid
North Monegetta
Nullawil

OAKVALE
Olinda Vale
Ouyen
*Oxley

PAINSWICK
Pennyroyal
Pisgah (cream out.)
Pullut
Purdeet

QUANTONG

ROKEBY
Rowsley

SEVILLE
South Kerang
Speed
Staughton's Siding
Sutherland
Swanwater

TABOR
Tarranyark
Thomastown
Turriff

VECTIS

WANDIN
Wannon
Warra Yadin
Warrong
Watchupga
Wecaprainah
West Warburton
Whitelaw
*Whitfield
Whoorel
Willowmavin
Woodburn
Woolsthorpe
Woori Yallock
Worragee

YABBA SOUTH
Yarra Junction
Yatchaw
Yaugher
Youanmite

LIST OF NON-RAILWAY TOWNS, SHOWING THE NAMES OF THE RAILWAY STATIONS TO WHICH GOODS SHOULD BE CONSIGNED.

(See page 138 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 Road	Boweya North ...	St. James ...
Airey's Inlet ...	Geelong	Boyco ...	Nhill ...
Alexandra ...	Alexandra Road	Brentwood ...	Warracknabeal...
Allan's Flat ...	Yackandandah ...	Brimboal ...	Casterton
Amherst ...	Talbot...	Bringingalbert ...	Goroke
Anderson's Inlet (Inverloch)	Outtrim	Beomley ...	Dunolly
Anglesea ...	Geelong	Brooklet ...	Minyip
Angustown ...	Rushworth	Brookside ...	Porepunkah
Apollo Bay ...	Forrest	Broughton ...	Nhill
Apsley ...	Goroke	Brown's Plains ...	Chiltern
Arino ...	Casterton	Bruthen ...	Bairnsdale
Areegra ...	Sheep Hills	Brunton ...	Toongabbie
Avon Plains ...	St. Arnaud	Buchan ...	Bairnsdale
Baillieston ...	Rushworth	Buckland ...	Porepunkah
Ballangeich ...	Mortlake	Buckland Lower ...	"
Ballapur ...	Birchip	Bulla ...	Broadmeadows
Balmoral ...	Hamilton	Bullmwaal ...	Bairnsdale
Balaarring ...	Bittern	Bandalong ...	Yarrawonga
Bamawm ...	Rochester	Bandalong South ...	Wangaratta
Banyena ...	Rupanyup	Bangeluke ...	Wycheproof
Banyenong ...	Donald	Bangeluke North ...	"
Baringhup ...	Maldon	Burke's Flat ...	Emu
Baringhup East ...	"	Burra Burra ...	Swan Hill
Barmah ...	Nathalia	Burramine East ...	Yarrawonga
Barnedown ...	Goornong	Burramine South ...	"
Barry's Reef ...	Trentham	Burrowye ...	Bethanga
Barwon Heads ...	Geelong	Burrum Burrum ...	Rupanyup
Batesford ...	"	Bushfield ...	Warrnambool
Beaconsfield Upper ...	Beaconsfield	Buxton ...	Alexandra Road
Beazley's Bridge ...	St. Arnaud	Byaduk ...	Hamilton
Belellen ...	Stawell	Calivil ...	Mitiamo
Bellarine ...	Geelong	Callawadda South ...	Stawell
Bengworden ...	Stratford	Campbell's Creek ...	"
Berrigama ...	Tallangatta	Campbelltown ...	Newstead
Berringa ...	Newtown	Cape Bridgewater ...	Portland
Bethanga ...	Bethanga	Cape Bridgewater Lower	"
Bethanga Lower ...	"	Cape Clear ...	Newtown
Benlah East ...	Benlah	Carahulup... ..	Talbot...
Benlah West ...	"	Caramut ...	Penshurst
Bismarck ...	Stawell	Carringham ...	Smythesdale
Black Flat ...	Oakleigh	Carron ...	Donald
Blackwood ...	Trentham	Catumnal ...	Boort
Black House ...	Nhill	Cavendish ...	Hamilton
Boolite ...	Sheep Hills	Cheerup Swamp ...	Charlton
Boorhaman ...	Wangaratta	Cheshunt ...	Whitfield
Booropki ...	Goroke	Chetwynd ...	Casterton
Boosey ...	Katamatite	Christmas Hills ...	Yarra Glen
Boustead's (St. Bern- ard's Hospice)	Bright...	Christmas Town ...	Chiltern
Bowenvale ...	Maryborough	Clark's Hill ...	Newlyn
		Clear Lake ...	Noradjuha

LIST OF TOWNS, ETC.—continued.

Place.	Nearest Railway Station.		Place.	Nearest Railway Station.
Clementston ...	Allendale ...		Ellerslie ...	Mortlake ...
Clifton Springs ...	Drysdale ...		Enfield ...	Ballarat ...
Clyde Valley ...	Geelong ...		Ensay ...	Bairnsdale ...
Codrington ...	Portland ...		Eskdale ...	Tallangatta ...
Cohuna ...	Echuca ...		Esmond ...	Yarrawonga ...
Coimadai ...	Melton ...		Evansford ...	Talbot ...
Colbinabbin ...	Elmore ...			
Coomoora ...	Daylesford ...		Fernhurst ...	Borong ...
Connemara East ...	Connemara ...		Fernshaw ...	Healesville ...
Coonoor Bridge ...	St. Arnaud ...		Finley (N.S.W.) ...	Tocumwal Bridge ...
Coonoor West ...	" ...		Flinders ...	Bittern ...
Cooper's Creek ...	Moe ...		Fosterville ...	Goornong ...
Corack ...	Donald ...		Frankingham ...	Garvoc ...
Corack East ...	" ...		Franklinford ...	Daylesford ...
Corindhap ...	Ballarat ...		Freeburgh ...	Bright ...
Corop ...	Elmore ...		Frenchman's ...	Avoca ...
Corop West ...	" ...		Freshwater Creek ...	Geelong ...
Corryong ...	Tallangatta ...		Fryerstown ...	Castlemaine ...
Costerfield ...	Heathcote ...			
Cowes ...	Stony Point ...		Gaffney's Creek ...	Mansfield ...
Craigie ...	Carisbrook ...		Garlicks ...	Trentham ...
Cressay ...	Beac ...		Gatum Gatum ...	Hamilton ...
Crossley ...	Koroit ...		Glenlyon ...	Daylesford ...
Cudgewa ...	Tallangatta ...		Glenpatrick ...	Elmhurst ...
Cunninghame ...	Bairnsdale ...		Glen Wills ...	Bairnsdale ...
Curlewis ...	Geelong ...		Gol Gol ...	Swan Hill ...
			Gong Gong ...	Ballarat East ...
Darkbonee ...	St. Arnaud ...		Gooramadda ...	Chiltern ...
Darlington ...	Camperdown ...		Gooroc ...	St. Arnaud ...
Darlingford ...	Alexandra Road ...		Grange, The ...	Healesville ...
Darriman ...	Alberton ...		Granite Flat ...	Charlton ...
Darriwell ...	Geelong ...		Grantville ...	Lang Lang ...
Dartmoor ...	Heywood ...		Granya ...	Bethanga ...
Dean ...	Newlyn ...		Graytown ...	Heathcote ...
Dederang ...	Yackandandah ...		Great Northern ...	Chiltern ...
Delatite ...	Mansfield ...		Great Northern Ex-	Rutherglen ...
Dereel ...	Ballarat ...		tended	
Dergholm ...	Casterton ...		Greendale ...	Bacchus Marsh ...
Diamond Creek ...	Heidelberg ...		Greenvale ...	Broadmeadows ...
Digby ...	Merino ...		Greenwald ...	Heywood ...
Doctor's Flat ...	Bairnsdale ...		Green's Creek ...	Stawell ...
Dooboobetic ...	St. Arnaud ...		Gre Gre ...	St. Arnaud ...
Double Bridges ...	Bairnsdale ...		Gre Gre North ...	" ...
Douglas ...	Noradjuha ...		Gymbowen ...	Echuca ...
Drik Drik ...	Heywood ...			
Dromana ...	Mornington ...		Happy-go-Lucky ...	Toongabbie ...
Drummaure ...	Yarrawonga ...		Harriettville ...	Bright ...
Drumborg ...	Heywood ...		Harrow ...	Noradjuha ...
Drummartin ...	Raywood ...		Hayanni ...	Mitiamo ...
Drummond ...	Malmsbury ...		Heathfield ...	Casterton ...
Dunach ...	Talbot ...		Hennessey's ...	Moe ...
Dunbulbalane ...	Katamatite ...		Hepburn ...	Daylesford ...
Dundonnell ...	Camperdown ...		Hermitage (The) ...	Healesville ...
Durham Ox ...	Pyramid ...		Hexham ...	Mortlake ...
			Hillerman's ...	Swan Hill ...
Eastville ...	Maldon ...		Howqua ...	Mansfield ...
Eddington ...	Dunolly ...		Hurdle Flat ...	Beechworth ...
Edenhope ...	Hamilton ...			
Eganstown ...	Daylesford ...		Illabrook ...	Newtown ...
Elderslie ...	Casterton ...		Indigo ...	Chiltern ...
Egerton ...	Gordon ...		Inkerman ...	Dunolly ...
Eldorado ...	Tarravongee ...		Invergordon ...	Numurkah ...
Ellesmere ...	Bendigo ...		Inverleigh ...	Bannockburn ...

LIST OF TOWNS, ETC.—continued.

Place.	Nearest Railway Station.	Place.	Nearest Railway Station.
Inverloch (Anderson's Inlet) ...	Outtrim ...	Majorca ...	Maryborough ...
Jamieson ...	Mansfield ...	Mallee Cliffs ...	Swan Hill ...
Jamieson East ...	Inglewood ...	Marnoo ...	Stawell ...
Jan Juc ...	Geelong ...	Marnoo East ...	" ...
Jarklin ...	Inglewood ...	Marshalltown ...	Geelong ...
Jeffcott ...	Donald ...	Marysville ...	Healesville ...
Jeffcott North ...	" ...	Maude ...	Bannockburn ...
Jeruk ...	Glenloth ...	McIntyre ...	Dunolly ...
Jingellie ...	Bethanga ...	Meerliou ...	Stratford ...
Joel Joel ...	Stawell ...	Mia Mia ...	Redesdale ...
Johnsonville ...	Bairnsdale ...	Mickleham ...	Broadmeadows ...
Jubilee ...	Moe ...	Middle Bridge ...	Dunolly ...
Kalimna ...	Bairnsdale ...	Millawa ...	Wangaratta ...
Kamarooka ...	Raywood ...	Miners' Rest ...	Ballarat ...
Kamarooka North ...	" ...	Minimindie ...	Boort ...
Kangaroo Grounds ...	Heidelberg ...	Mitchell's Hill ...	St. Arnaud ...
Keilor ...	Essendon ...	Mitta Mitta ...	Tullangatta ...
Kenmare ...	Beulah ...	Moffatt ...	Glenloth ...
Kevington ...	Mansfield ...	Moir Lower ...	Echuca ...
Kiewa ...	Huon ...	Moliagul ...	Dunolly ...
Kilawarra ...	Wangaratta ...	Mologa (Central) ...	Pyramid ...
Killarney ...	Port Fairy ...	Montrose ...	Croydon ...
Kingower ...	Inglewood ...	Moanambel ...	Avoca ...
Knockwood ...	Mansfield ...	Moondara ...	Moe ...
Kohyboyn ...	Seymour ...	Moora ...	Rushworth ...
Koetong ...	Tullangatta ...	Moorookyle ...	Creswick ...
Kolara ...	Terang ...	Morea ...	Goroke ...
Korweinguboora ...	Daylesford ...	Mortat ...	" ...
Kotupna ...	Nathalia ...	Mt. Alfred ...	Bethanga ...
Krambruk (Apollo Bay) ...	Forrest ...	Mt. Daneed ...	Geelong ...
Laanecoorie ...	Maldon ...	Mt. Elgin ...	Nhill ...
Laceby ...	Wangaratta ...	Mt. Martha ...	Mornington ...
Laen ...	Minyip ...	Mt. Mercer ...	Ballarat ...
Laen North ...	Donald ...	Moyston ...	Ararat ...
Lal Lat Plains ...	Rupanyup ...	Muddy Creek ...	Narre Warren ...
Lake Bolae ...	Willaura ...	Mudgegonga ...	Myrtleford ...
Lake Mundi ...	Casterton ...	Mumblannar ...	Heywood ...
Lake Rowan ...	St. James ...	Murgheboluc ...	Bannockburn ...
Lamplough ...	Avoca ...	Muskerry East ...	Geelong ...
Landsborough ...	Stawell ...	Muskerry West ...	" ...
Langville ...	Kerang ...	Musk Vale ...	Daylesford ...
Lauriston ...	Kyneton ...	Myrniong ...	Bacchus Marsh ...
Lawloit ...	Nhill ...	Napoléons ...	Ballarat ...
Leaghur ...	Boort ...	Narbethong ...	Healesville ...
Lemon Springs ...	Goroke ...	Nareen ...	Coleraine ...
Lexton ...	Waubra ...	Narraport ...	Birchip ...
Lismore ...	Camperdown ...	Narrawong ...	Portland ...
Lockwood ...	Bendigo ...	Narrung ...	Swan Hill ...
Logan ...	Enn ...	Navarre ...	St. Arnaud ...
Longford ...	Sale ...	Neereman ...	Maldon ...
Longwood East ...	Longwood ...	Neerim ...	Neerim South ...
Lorne ...	Dean Marsh ...	Neilborough North ...	Raywood ...
Lorquon ...	Nhill ...	Netherby ...	Nhill ...
Lower Plenty ...	Heidelberg ...	Newbridge ...	Tarnagulla ...
Lower Bethanga ...	Bethanga ...	Newbury ...	Trentham ...
Lyons ...	Heywood ...	Newham ...	Woodend ...
Macarthur ...	Hamilton ...	Newhaven ...	Stony Point ...
Macclesfield ...	Narre Warren ...	Newry ...	Maffra ...
Macedon Upper ...	Macedon ...	Nicholson ...	Bairnsdale ...
Madowla Park ...	Echuca ...	Ninyeunook ...	Glenloth ...
Mailor's Flat ...	Warrnambool ...	Nirranda ...	Allansford ...
		North Prentice ...	Rutherglen ...

LIST OF TOWNS, ETC.—continued.

Place.	Nearest Railway Station.	Place.	Nearest Railway Station.
Notting Hill ...	Oakleigh ...	Smeaton ...	Allendale ...
Nyah ...	Swan Hill ...	Sorrento ...	Mornington ...
Oaklands Junction ...	Broadmeadows ...	Spring Bank ...	St. Arnaud ...
Ocean Grove ...	Drysdale ...	Spring Creek ...	Guildford ...
Omeo ...	Bairnsdale ...	Spring Mount ...	Creswick ...
Orford ...	Koroit ...	Springs ...	Daylesford ...
Orville ...	Dunolly ...	Staffordshire Reef ...	Newtown ...
Osborne's Flat ...	Yackandandah ...	Stanley ...	Beechworth ...
Pannocumawm ...	Rochester ...	St. Andrew's ...	Heidelberg ...
Pannoomilloo ...	" ...	St. Arnaud North ...	St. Arnaud ...
Panton Hill ...	Heidelberg ...	St. Bernard's Hospice	Bright ...
Paradise ...	St. Arnaud ...	(Bonstead's)	
Patho ...	Echuca ...	Steiglitz ...	Meredith ...
Peechelba ...	Wangaratta ...	St. Fillian's ...	Healesville ...
Peechelba Town ...	" ...	Stony Crossing ...	Swan Hill ...
Percydale ...	Avoca ...	Stradbroke ...	Sale ...
Perry Bridge ...	Stratford ...	Strathdownie ...	Casterton ...
Peterborough ...	Timboon ...	Streatham ...	Linton ...
Piangil ...	Swan Hill ...	Stuart Mill ...	St. Arnaud ...
Pine Grove ...	Mitiamo ...	Stuart's Bridge ...	Echuca ...
Pine Grove East ...	" ...	Swan Reach ...	Bairnsdale ...
Pittfield Plains ...	Newtown ...	Swift's Creek ...	" ...
Plenty Lower ...	Heidelberg ...	Taggerty ...	Alexandra Road ...
Point Lonsdale ...	Queenscliff ...	Talgarno ...	Bethanga ...
Pomona ...	Stawell ...	Tallandoon ...	Tallangatta ...
Poolgelo ...	Casterton ...	Tambo Crossing ...	Bairnsdale ...
Poorwong ...	Loch ...	Tangil ...	Moe ...
Portarlington ...	Drysdale ...	Taplin ...	Swan Hill ...
Port Campbell ...	Timboon ...	Tarcombe ...	Longwood ...
Powlett Hill ...	Newstead ...	Tarrayoukian ...	Coleraine ...
Prentice Freehold ...	Rutherglen ...	Tatong ...	Benalla ...
Princetown ...	Timboon ...	Tawong ...	Charlton ...
Purnim ...	Warmanbool ...	Tchum Lakes ...	Blithip ...
Queensferry ...	Lang Lang ...	Teesdale ...	Bannockburn ...
Queenstown ...	Heidelberg ...	Templestowe ...	Heidelberg ...
Redbank ...	Avoca ...	Templestowe Lower	" ...
Redcastle ...	Heathcote ...	Ten-mile ...	Mansfield ...
Reedy Creek ...	Broadford ...	Terriek Terriek East	Echuca ...
Research ...	Heidelberg ...	Thalia ...	Wycheproof ...
Rheola ...	Inglewood ...	Thologolong ...	Wodonga ...
Rhyll (Phillip Island)	Stony Point ...	Thoona ...	Goorambat ...
Rochford ...	Lancefield ...	Thornton ...	Alexandra Road ...
Rodborough ...	Carisbrook ...	Thornton Upper ...	" ...
Rokewood ...	Newtown ...	Timor ...	Maryborough ...
Rokewood Junction	" ...	Timor West ...	" ...
Rannymede ...	Elmore ...	Tintakdra ...	Bethanga ...
Salisbury ...	Inglewood ...	Tittybong ...	Wycheproof ...
Sandon ...	Newstead ...	Tocumwal (N.S.W.)	Tocumwal Bridge
Sau Remo ...	Stony Point ...	Tongio ...	Bairnsdale ...
Sarsfield ...	Bairnsdale ...	Tooleen ...	Heathcote ...
Sassafras Gully ...	Bayswater ...	Toolern ...	Melton ...
Scoresby ...	Oakleigh ...	Tooleybuc ...	Swan Hill ...
Scotchman's ...	Ballarat ...	Torrumbarry ...	Echuca ...
Serpentine ...	Inglewood ...	Torquay ...	Geelong ...
Sharp's School ...	St. James ...	Tottington ...	St. Arnaud ...
Selbourne East ...	Bendigo ...	Towaninnie ...	Wycheproof ...
Shelford ...	Bannockburn ...	Traynor's Lagoon ...	St. Arnaud ...
Shepherd's Flat ...	Daylesford ...	Trewalla ...	Portland ...
Shoreham ...	Bittern ...	Tullamarine ...	Broadmeadows ...
Skipton ...	Linton ...	Tulloch ...	Casterton ...
Slaty Creek ...	Mansfield ...	Tyack ...	Broadford ...
		Tyers ...	Moe ...

LIST OF TOWNS, ETC.—continued.

Place.	Nearest Railway-Station.	Place.	Nearest Railway-Station.
Tyntynder ...	Swan Hill ...	Wilsons ...	Heidelberg ...
Tyrendarra ...	Portland ...	Winslow ...	Warrnambool ...
Vaughan ...	Castlemaine ...	Witchilleba ...	Stawell ...
Wabba ...	Tallangatta ...	Witchipool ...	Sheep Hills ...
Wakool ...	Swan Hill ...	Woodford ...	Warrnambool ...
Walhalla ...	Toongabbie ...	Woodside... ..	Alberton ...
Wallaloo ...	Stawell ...	Wood's Point ...	Mansfield ...
Wallington ...	Geelong ...	Woodstock ...	Tarnagulla ...
Walwa Creek ...	Bethanga ...	Woodstock West ...	Maldon ...
Wanalta ...	Rushworth ...	Wood Wood ...	Swan Hill ...
Wandiligong ...	Bright... ..	Woorndoo ...	Mortlake ...
Wandin North ...	Lilydale... ..	Woorndoo Upper ...	" ...
Wandin South ...	" ...	Wooroonooke ...	Charlton' ...
Wangoom ...	Warrnambool ...	Yambuk ...	Port Fairy ...
Wanurp ...	Mitiamo ...	Yanae-a-Yanae ...	Nhill ...
Warrambeen ...	Bannockburn ...	Yanae-a-Yanae North	" ...
Warrandyte ...	Heidelberg ...	Yandoit ...	Guildford ...
Watson's ...	Mitiamo ...	Yannathan ...	Monomeith ...
Wauru Ponds ...	Geelong ...	Yapeen ...	Castlemaine ...
Weering ...	Beeac ...	Yarram ...	Alberton ...
Wee-wee-rup ...	Echuca ...	Yarrowalla ...	Pyramid ...
Wharparilla ...	" ...	Yawong ...	St. Arnaud ...
Wheeler's Hill ...	Oakleigh ...	Yellangip ...	Warracknabeal... ..
Willenabrina ...	Warracknabeal... ..	Youngera... ..	Swan Hill ...
Willenabrina North	" ...		
Willow Grove ...	Moe ...		

COPIES OF FORMS USED IN CONNEXION WITH THE CARRIAGE OF GOODS, LIVE STOCK, ETC.

G7.1.

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 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 the undermentioned Goods to Railway Station, subject to the provisions of the Railways Acts and the By-Laws published by the Commissioners; 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 consideration 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.5.

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 employes.

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.3.

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 employes 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.6.

VICTORIAN RAILWAYS.

I, _____, of _____, in the State
 of Victoria (*), do solemnly and sincerely declare—
 That the undermentioned (†) _____ has been in use for a
 period of not less than three years, viz.:—
 * Insert business. old mining machinery, old mining, or old boiler, as the 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 and nine
 Before me—

Justice of the Peace.

GF.41.

VICTORIAN RAILWAYS.

LIVE STOCK REQUISITION.

The Victorian Railways Commissioners will please provide the undersigned with trucks for the carriage of _____ from _____ 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 employés.

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.18.

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
Name of horse and age on 190
Forwarded at full rate. Booking Clerk. Owner.
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.

GF.17.

(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.)

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—

19

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.
			s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
A Y	Allurey (see page 80)	190	15 8	18 0	15 4	24 4	32 10	47 3	62 3	77 9	94 0
A D	Addington †	115	9 4	9 9	11 8	16 3	20 4	25 0	29 0	35 0	43 0
A G	Agnes †	117	9 7	9 9	11 8	16 0	20 0	23 3	25 9	30 0	36 0
A T	Alberton	133	10 8	10 0	12 0	18 0	18 9	23 3	25 9	30 0	36 0
A R	Alexandra-road (see page 80)†	97	9 2	9 9	11 6	15 11	20 3	26 9	34 3	42 3	51 0
A F	Allansford	159	12 4	10 9	12 11	17 6	20 6	26 6	30 0	32 6	35 0
A E	Allendale	95	8 0	8 9	10 6	14 4	18 9	24 6	28 3	34 9	42 0
A P	Alphington †	6	2 3	2 3	2 8	3 0	3 4	3 9	4 0	4 6	6 0
A M	Amphitheatre †	135	10 9	10 3	12 4	18 2	24 3	35 3	45 0	55 0	67 0
A N	Antwerp †	256	18 2	13 0	15 7	28 1	38 4	57 3	73 3	93 0	113 0
A S	Araripes (see page 148)										
A	Ararat	153	12 0	10 6	12 7	10 10	20 9	34 9	42 0	51 9	62 6
A C	Arcadia	98	8 2	8 9	10 6	14 11	19 3	25 9	33 3	41 3	50 0
	Ardlen-street	1	2 0	2 0	2 5	20 5	27 6	36 0	43 6	53 9	65 0
A O	Armstrong †	159	12 4	10 6	12 7	20 5	27 6	36 0	43 6	53 9	65 0
A B	Arnold †	130	11 0	10 3	12 4	18 7	24 9	36 3	47 0	58 0	70 0
A U	Aura † (see page 148)										
A L	Avenel	72	6 0	7 3	8 8	11 0	14 4	19 3	24 6	30 3	37 0
A V	Avoca	127	10 2	10 0	12 0	17 4	23 1	33 0	42 0	51 9	62 6
A X	Axedale	59	7 6	8 3	9 11	13 9	17 8	23 9	30 6	37 9	46 0
D M	Bacchus Marsh	31	2 11	3 9	4 6	5 6	7 2	9 3	11 3	13 9	17 0
B A	Baddaginnie	113	9 4	9 6	11 6	16 2	21 3	29 9	38 6	47 9	58 0
B A G	Bagshot †	112	9 2	9 6	11 5	16 0	20 11	29 3	38 0	47 0	57 0
B D	Bairnsdale (see page 80)	171	13 2	11 0	13 2	15 0	18 9	28 3	35 9	40 0	40 0
B L D	Bald Hills	103	8 8	9 0	10 10	15 3	18 8	22 9	26 0	31 9	38 6
B L	Ballan	49	4 3	5 6	6 7	8 3	10 6	13 9	17 3	21 3	26 0
B	Ballarat (see page 81)	96	8 0	8 9	10 6	11 7	14 11	18 0	21 0	26 3	31 6
B E	Ballarat East (see page 74)	96	8 0	8 9	10 6	11 7	14 11	18 0	21 0	26 3	31 6
B A L	Balmattum †	98	8 3	8 9	10 6	14 11	19 3	26 0	33 6	41 6	50 6
B A N	Bannockburn	55	4 9	6 3	7 6	8 10	9 11	10 9	11 3	14 9	19 0
B N L	Banool † (see page 140)										
B A R	Barfold †	72	6 0	7 3	8 8	11 0	14 4	19 3	24 6	30 3	37 0
B A C	Barker's Creek †	80	6 9	7 9	9 4	12 2	16 0	21 9	27 6	34 0	41 6
B I N	Barnawartha	174	13 4	11 0	13 2	21 8	29 6	43 3	56 6	70 9	86 0
B N K	Barongarook (see page 140)†										
B K	Barrakee †	168	13 0	11 0	13 2	21 3	28 10	42 3	55 3	69 3	84 0
B P T	Barraport †	177	13 6	11 3	13 6	21 11	29 11	43 9	57 3	71 9	87 3
B W O	Barwo	150	11 9	10 8	12 7	19 7	25 4	39 0	50 9	63 3	76 6
B D N	Barwon †	98	8 3	8 9	10 6	14 10	17 0	20 9	24 6	31 3	39 0
B A Y	Bayswater	19	2 6	2 9	3 4	3 11	5 0	6 3	7 8	9 9	11 0
B F	Beaconsfield	29	2 9	3 6	4 2	5 6	6 8	8 9	10 6	12 9	16 0
B E A	Bealiba	137	10 11	10 3	12 4	18 4	24 6	35 9	45 0	56 3	68 0
B Q	Beaufort	125	10 1	10 0	12 0	17 3	22 6	27 6	32 3	39 9	48 0
B C	Beene (see page 72)	100	8 5	9 0	10 10	11 10	14 7	18 3	22 3	26 0	32 0
B P T	Beech Forest (see page 149)†										
B H	Beechworth	171	13 2	11 0	13 2	21 6	29 2	43 0	56 0	70 3	85 3
B J N	Beechworth Junction	149	11 5	10 6	12 7	19 5	26 1	38 6	50 3	62 6	75 6
B E G	Belgrave (see page 148)†										
B E L L	Bell	7	2 3	2 3	2 8	3 0	3 4	3 9	4 0	4 6	6 0
B N	Bena	66	5 6	6 0	7 10	10 6	13 3	17 9	22 6	27 9	34 0
B J	Benalla (see page 81)	121	9 10	9 9	11 8	16 11	22 4	31 9	41 3	51 3	62 0
B O	Bendigo (see pages 75 & 81)	100	8 5	9 0	10 10	15 0	19 6	26 6	33 0	42 6	51 6
R N S	Benni-on †	111	9 2	9 6	11 5	16 0	20 11	28 3	35 9	40 0	40 0
B E N	Bentleigh	10	2 6	2 6	3 0	3 4	3 4	4 0	4 3	5 0	6 6
B E R	Berriville †	225	16 9	12 6	15 0	25 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	8 3	10 0	12 0	15 0
B E T	Bet Bet †	121	9 9	9 9	11 8	16 10	22 3	31 6	40 0	49 3	59 6
B R	Bethanga	165	14 9	11 9	14 1	23 8	32 6	47 3	62 0	78 3	95 3
B U	Betulah	261	18 3	13 2	15 9	28 4	38 9	57 9	74 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	16 0	12 3	14 8	25 2	34 5	50 9	66 9	84 6	103 3
B G	Birregurra	83	7 0	8 0	9 7	11 3	13 6	17 0	19 6	24 6	29 6
B I T	Bittern	43	3 9	5 0	6 0	7 2	8 10	12 0	15 0	18 0	19 6
B L K	Blackburn	11	2 6	2 6	3 0	3 4	3 4	4 0	4 3	5 0	6 6
B L O	Bloomfield	64	5 5	6 6	7 10	9 11	13 3	17 6	22 3	27 6	33 6
B L W	Blowhard †	107	8 11	9 3	11 1	15 7	19 3	23 3	26 6	32 6	39 6
B G T	Boigheat †	232	17 3	12 8	15 2	26 4	36 1	54 0	71 3	90 6	110 9
B O I	Boisdale †	132	11 0	10 3	12 4	18 7	24 9	36 3	47 0	58 0	70 0
B O L	Bolca †	207	15 7	12 0	14 5	24 7	33 9	49 6	65 0	82 3	100 3
B I N	Polinda †	35	3 2	4 3	5 1	6 1	7 9	10 0	12 3	15 0	18 6
B G L	Bonegilla	183	14 8	11 9	14 1	23 6	32 3	47 0	61 6	77 6	94 6

* Not including loading or unloading.

† Freights to be prepaid.

† Alexandra-road. The additional charge of 1s. per ton, as per page 80, 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.
B I	Bonnie Doon	113	9 7	9 9	11 8	16 6	21 9	30 9	40 0	49 6	60 0
B O O	Boolarra	102	8 6	9 0	10 10	15 1	19 7	26 9	34 6	42 9	52 0
B O R	Boorcan	131	10 6	10 6	12 0	17 6	29 6	39 0	50 0	62 6	75 0
B Z	Boort	169	13 0	11 0	13 2	21 3	28 10	42 3	55 3	69 3	84 0
B N G	Borong	156	12 1	10 9	12 11	20 0	27 0	40 0	52 0	64 9	78 6
B O W	Bowman	169	13 0	11 0	13 2	21 3	28 10	42 3	55 3	69 3	84 0
B O X	Box Hill	104	2 6	2 6	3 0	3 4	3 4	4 0	4 3	5 0	6 0
B O Y	Boys	984	8 3	8 9	10 6	14 11	19 3	26 0	33 6	40 0	42 6
B R A	Bradford	954	8 0	8 9	10 6	14 4	18 9	25 3	32 6	40 3	49 0
B C K	Bradshaw	52	4 5	5 9	6 11	8 3	10 6	14 3	18 9	22 0	27 0
B N	Bransholme	230	17 5	12 8	15 2	22 6	25 6	31 6	35 0	37 6	40 0
B A V	Bravington	304	5 10	7 0	8 5	11 0	13 9	18 9	24 0	29 6	36 0
B R K	Braybrook Junction	74	2 3	2 3	2 8	3 0	3 4	3 9	4 0	4 6	6 0
B R I	Briagolong	144	11 4	10 6	12 7	19 0	22 0	28 3	35 9	40 0	42 6
B D G	Bridgewater	120	10 2	10 0	12 0	17 4	23 1	33 0	43 0	53 3	64 6
B T	Bright	196	14 9	11 2	14 1	23 8	32 6	47 3	62 0	78 3	95 3
B R M	Brim	251	18 1	13 0	15 7	27 8	37 10	55 3	71 6	91 3	111 0
B V	Broadford	402	4 1	5 3	6 4	7 9	9 11	13 0	16 3	20 0	24 6
B R Q	Broadmeadows	104	2 6	2 6	3 0	3 4	3 4	4 0	4 3	5 0	6 0
B R F	Brookfield	164	12 8	11 0	13 2	20 10	28 3	41 6	54 3	67 9	82 3
B R O	Broomfield	97	8 1	8 9	10 6	14 4	18 9	24 3	28 0	34 3	41 6
B S	Brunswick	44	2 0	2 4	2 6	3 0	3 4	3 9	4 0	4 6	6 0
B G R	Buanga	1394	11 0	10 3	12 4	18 7	24 9	31 0	37 0	45 6	55 0
B U K	Buckley	614	5 5	6 6	7 10	9 11	11 0	12 3	13 3	17 3	22 0
B K L	Buckabanyule	165	12 8	11 0	13 2	20 10	28 3	41 6	54 3	67 9	82 3
B U F	Buffalo	954	8 0	8 9	10 6	14 4	18 9	25 3	32 6	40 0	44 0
B U L	Bullah	1344	10 8	10 8	12 4	18 1	24 2	35 0	45 6	56 6	68 6
B T O	Bullarto	604	5 10	7 0	8 5	11 0	13 9	18 9	24 0	29 6	36 0
B L N	Buln Buln	674	5 8	6 9	8 1	10 6	13 9	18 3	23 3	28 9	35 0
B U N	Bungaree	64	5 4	6 6	7 10	9 11	12 8	17 3	21 0	26 3	31 6
B O N	Bung Bong	1104	9 8	9 9	11 8	16 9	22 0	31 3	39 3	48 6	58 6
B Y G	Buninyong	1034	8 8	9 9	10 10	12 7	16 2	20 0	23 6	29 6	35 6
B Y	Bunyip	454	4 3	5 6	6 7	8 3	10 6	13 9	17 2	21 3	26 0
B L Y	Burnley (see page 84)	34	2 0	2 6	2 5	3 0	3 4	3 9	4 0	4 6	6 0
B U R	Burrumbidgee	1094	9 0	9 6	11 5	15 10	19 3	23 6	27 0	33 0	40 0
B P K	Bushy Park	141	11 1	10 3	12 4	18 8	21 0	28 3	35 9	40 0	42 6
B Y L	Bylands	384	3 6	4 6	5 5	6 8	8 3	11 0	13 6	16 6	20 6
B Y N	Byrneside	113	9 3	9 6	11 5	16 1	21 1	29 6	38 3	47 6	57 6
C A L	Caldermeade	464	4 1	5 3	6 4	7 9	9 11	13 0	16 3	20 0	24 6
C G	California Gully	1044	8 8	9 3	11 1	15 4	20 0	27 6	35 0	44 0	53 6
C L	Camberwell	64	2 3	2 3	2 8	3 0	3 4	3 9	4 0	4 6	6 0
C A M	Campbell	804	6 9	7 9	9 4	12 2	16 0	21 6	27 6	34 0	41 6
C D	Camperdown	1204	10 9	9 9	11 6	17 1	20 6	26 3	30 0	32 6	35 0
C A N	Canadian	934	8 3	8 9	10 6	12 2	15 5	18 9	22 0	27 6	33 0
C I E	Cannie	1984	15 0	11 9	14 1	24 0	32 11	47 9	62 9	79 3	96 6
C B Y	Canterbury	74	2 3	2 3	2 8	3 0	3 4	3 9	4 0	4 6	6 0
C P E	Carapooce	1524	11 11	10 6	12 7	19 9	26 7	39 6	50 3	62 3	75 0
C B	Carisbrook	1074	8 11	9 3	11 1	15 7	20 5	28 3	36 6	45 3	55 0
C R U	Carlsruhe	53	4 6	5 9	6 11	8 3	11 0	14 6	18 3	22 0	27 6
C A B	Carrum	204	2 6	3 0	3 7	4 5	5 6	7 0	8 3	10 0	12 6
C N	Casterton	264	4 5	5 2	6 9	9 6	12 6	16 6	20 6	25 0	30 6
C	Castlemaine (see page 75) ..	78	6 6	7 9	9 4	12 2	15 5	20 9	26 6	32 9	40 0
C T H	Cathkin	934	7 10	8 6	10 2	14 4	18 2	24 9	32 0	39 6	48 0
C T D	Caulfield	74	2 3	2 3	2 8	3 0	3 4	3 9	4 0	4 6	6 0
C A	Charlton	1734	13 4	11 0	13 2	21 8	29 6	43 3	56 6	70 9	86 0
C J	Cheltenham	144	2 6	2 6	3 0	3 4	3 11	5 0	5 6	6 6	8 6
C F	Chelviot	824	7 6	8 0	9 7	12 8	16 6	22 3	28 6	35 3	43 0
C I	Chewton	744	6 3	7 6	9 0	11 7	14 11	20 0	25 6	31 6	38 6
C H	Chiltern	1084	13 0	11 0	13 2	21 3	28 10	42 3	55 3	69 3	84 0
C L A	Clayton	13	2 6	2 6	3 0	3 4	3 4	4 0	4 3	5 0	6 0
C U	Clunes	1004	9 0	9 6	11 5	15 10	20 8	26 6	30 3	37 3	45 0
C L Y	Clyde	314	2 11	3 9	4 6	5 6	7 2	9 3	11 3	13 9	17 0
C V	Coalville	864	7 3	8 3	10 11	13 3	17 1	23 0	29 6	36 6	44 6
C O	Cobden	1354	10 9	10 3	12 4	18 6	20 6	26 6	30 0	32 6	35 0
C M	Cobram	1554	12 1	10 9	12 11	20 0	27 0	40 0	52 0	64 9	78 6
C O H	Coburg	64	2 3	2 3	2 8	3 0	3 4	3 9	4 0	4 6	6 0
C R K	Cockatoo (see page 148) ..										
C K	Colac (see page 72)	954	8 0	8 9	10 6	11 3	13 6	17 0	20 6	24 6	29 6
C S	Coldstream	27	2 7	3 6	4 2	5 0	6 1	8 0	9 6	11 6	14 6
C E	Coleraine	244	17 11	12 10	15 4	22 6	25 0	31 6	37 6	40 0	42 6
C O N	Condah	244	17 11	12 10	15 4	22 6	25 0	31 6	37 6	40 0	42 6
C R D	Congupna-road	1104	9 8	9 9	11 8	16 9	22 0	31 3	40 6	50 3	61 6
C P	Cope Cope	175	13 4	13 6	15 9	21 9	24 0	31 6	43 6	56 9	71 3
C V	Coromby	2124	16 0	12 3	14 8	25 1	34 4	40 0	61 6	76 3	92 0
C T	Cosgrove	1264	10 2	10 0	12 0	17 4	23 1	33 0	43 0	53 3	64 6
C W	Cowwarr	1144	9 4	9 10	11 10	16 3	21 5	28 3	35 9	40 0	47 6
C R A	Craigieburn	104	2 6	2 9	3 4	3 4	4 5	5 6	6 3	7 6	9 6
C Q	Cranbourne	284	2 9	3 0	4 2	5 0	6 8	8 6	10 3	12 6	15 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.
G R E	Creighton †	89	7 5								
G R	Creswick	100	8 5	9 0	10 10	15 0	19 3	23 3	26 6	32 6	39 6
G R O	Crossley †	177	13 7	11 3	13 6	17 6	20 6	26 6	30 0	32 6	35 0
G R	Crossvee †	73	6 2	7 3	8 8	11 7	14 11	19 9	25 3	31 3	38 0
C L D	Crowland †	153	12 0	10 6	12 7	19 10	26 9	32 0	40 8	57 3	69 0
C O X	Croxton	61	2 3	2 3	2 8	3 0	3 4	3 9	4 6	4 6	6 0
C Z	Crib Point †	45	4 0	5 3	6 4	6 6	6 6	11 0	11 0	13 6	13 6
C D N	Croydon	19	2 6	2 9	3 4	3 11	5 0	6 3	7 3	8 9	11 0
G X	Cudgee †	155	12 0	10 9	12 11	17 6	20 6	26 6	30 0	32 6	35 0
C U R	Curry †	227	16 11	12 6	15 0	20 0	35 7	53 3	70 0	88 9	108 6
D G	Dandenong	191	2 6	2 9	3 4	3 11	5 0	6 3	7 3	8 9	11 0
D L A	Darlimurla †	106	8 10	9 3	11 1	15 6	20 4	28 0	36 3	46 0	54 6
D U	Darnum	66	5 7	6 9	8 1	10 6	13 3	18 0	23 0	28 3	34 6
D S	Dawson †	118	9 7	9 9	11 8	16 6	21 9	28 3	35 9	40 0	45 0
D	Daylesford (see page 75)	75	6 4	7 6	9 0	11 7	14 11	20 3	26 0	32 0	39 0
D M	Dean Marsh †	96	7 7	8 6	10 2	13 9	15 5	18 9	22 0	25 0	35 0
D P L	Deep Lead †	177	13 7	11 3	13 6	17 6	20 6	26 6	30 0	32 6	35 0
D P	Deer Park †	11	2 6	2 6	3 0	3 4	3 4	4 0	4 3	5 0	6 6
D N	Deniliquin										
D E N	Dennington †	169	13 0	11 0	13 2	17 6	20 6	26 6	30 0	32 6	35 0
D R	Derby †	121	9 10	9 9	11 8	16 11	22 4	31 9	41 3	51 3	62 0
D L	Derrolia †	78	6 7	7 9	9 4	12 2	15 5	21 0	27 0	33 3	40 6
D V	Devenish	137	10 11	10 3	12 4	18 4	24 6	35 9	46 0	57 9	70 0
D W	Diapur (see page 74)	282	18 8	13 6	16 2	20 9	40 7	51 3	74 0	96 0	114 3
D T	Diggers Rest †	20	2 6	3 0	3 7	3 11	5 0	6 6	7 0	9 0	11 6
D A	Dimboola	247	18 0	12 10	15 4	27 4	37 5	55 3	70 6	90 0	109 0
D E	Dingee	131	10 6	10 0	12 0	17 10	23 8	34 3	44 6	55 3	67 0
D C Y	Ditchley (see page 149) †	148	11 8	10 6	12 7	19 5	26 1	33 3	40 0	49 3	59 6
D B	Dobie										
D O C	Docker (see page 148)										
D O	Donald	182	13 11	11 3	13 6	22 6	30 9	45 0	58 9	73 9	89 9
D F	Donnybrook	207	2 6	3 0	3 7	3 11	5 0	6 6	7 6	9 0	11 6
D H	Docent †	921	13 5	12 6	15 0	25 6	35 0	50 3	63 9	79 9	96 0
D I	Dookie	130	10 4	10 0	12 0	17 8	23 5	33 9	44 0	54 6	66 0
D J	Drouin	57	4 11	6 3	7 6	9 4	11 7	15 0	20 0	24 6	30 0
D Q	Drysdale	57	4 11	6 3	7 6	9 4	11 7	15 0	20 0	24 6	30 0
D O A	Dumas †	200	15 1	12 0	14 5	24 2	33 1	48 3	63 3	79 9	97 3
D K	Dunkeld	201	15 2	12 0	14 5	24 3	30 11	43 0	46 9	51 6	61 6
D C	Dunnstown	67	5 8	6 9	8 1	10 6	13 9	18 0	21 0	26 3	31 6
D Y	Dunolly	125	10 1	10 0	12 0	17 1	22 10	32 9	41 6	51 3	62 0
D U N	Dunneworthy †	160	12 2	10 9	12 11	20 1	27 2	37 3	45 3	56 0	67 6
D S A	Dysart †	55	5 0	6 3	7 6	9 5	12 2	16 0	20 3	25 0	30 6
E A	Eaglehawk (see page 75)	105	8 9	9 3	11 1	15 5	20 1	27 9	35 0	44 6	54 0
E M	East Melbourne	66	5 7	6 9	8 1	10 6	13 3	18 0	23 0	28 3	34 6
E	Echuca and wharf (see p. 83)	145	11 4	10 6	12 7	19 0	25 6	37 6	49 0	60 9	73 6
E G	Edgemoor †	62	5 3	6 6	7 10	9 11	12 8	17 0	21 6	26 6	32 6
E D	Edi (see page 148)										
E L	Elaine	76	6 5	7 6	9 0	11 7	13 9	16 0	18 3	23 6	29 6
E L M	Ellam †	277	18 7	13 4	16 0	29 6	40 2	59 9	78 0	100 0	122 0
E H	Elmhurst	144	11 4	10 6	12 7	19 0	25 6	37 6	49 0	60 9	73 6
E O	Elmore	128	10 4	10 0	12 0	17 7	23 4	33 6	43 6	54 0	65 6
E P	Elphinstone	70	6 11	7 0	8 5	11 0	14 4	19 0	24 3	30 0	36 6
E S	Elsternwick	7	2 3	2 3	2 8	3 0	3 4	3 9	4 0	4 6	6 0
E L T	Eltham † (see page 148)										
E N	Emberton †	69	5 10	7 0	8 5	11 0	13 9	18 9	24 0	29 6	36 0
E M D	Emerald † (see page 148)										
E U	Emu	145	11 5	10 6	12 7	19 1	25 7	37 9	48 0	60 3	71 6
E Q	Epping †	14	2 6	2 6	3 0	3 4	3 11	4 9	5 3	6 3	8 0
E T	Epsom †	105	8 9	9 3	11 1	15 5	20 1	27 9	35 0	44 6	54 0
E S S	Essendon	5	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	6 0
E K	Eureka †	97	8 2	8 9	10 6	13 2	15 5	18 0	21 0	26 3	31 6
E R	Euroa	93	7 10	8 6	10 2	14 4	18 2	24 9	32 0	39 6	48 0
E I	Eurobin †	187	14 3	11 6	13 10	22 11	31 5	45 9	60 0	75 6	92 0
E V	Eversley †	150	11 8	10 6	12 7	19 6	26 2	38 9	47 3	58 6	70 6
E F	Everton	161	12 5	10 9	12 11	20 6	27 9	41 0	53 3	66 6	80 9
F P	Fairfield Park	6	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	6 0
F V	Fairview †	156	14 2	11 6	13 10	22 10	31 4	45 9	59 9	75 3	91 6
F K	Fernbank †	153	12 0	10 6	12 7	19 6	26 9	32 0	40 8	57 3	69 0
F H	Fern Hill	59	5 0	6 3	7 6	9 5	12 2	16 3	20 6	25 3	31 0
F C	Fish Creek †	100	8 5	9 0	10 10	15 0	19 3	23 3	26 6	32 6	39 6
F Y	Fitzroy	6	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	6 0
F L	Flynn †	107	8 10	9 3	11 1	15 5	20 1	27 9	35 0	44 6	54 0
F C Y	Footscray (see page 82)	34	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	6 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.
FW	Footscray West.....	44	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
FO	Forrest f.....	103	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	6 0
FS	Foster.....	103	8 8	9 0	10 10	15 3	18 2	22 0	26 3	33 6	41 6
FN	Frankston.....	27	9 0	9 3	11 1	15 9	20 7	28 3	35 9	40 0	40 0
FM	Fulham f.....	124	2 3	3 6	4 2	5 0	6 1	8 3	10 0	12 0	15 0
GAM	Gama f.....	253	10 0	10 0	12 0	17 2	22 9	28 3	35 9	40 0	40 0
GAL	Galaquill f.....	257	18 1	13 0	15 7	27 10	38 0	57 6	70 3	97 3	119 0
GAR	Garfield.....	46	18 2	13 0	15 7	28 1	38 4	57 0	73 0	93 3	113 3
GAV	Garvoc f.....	144	4 1	5 3	6 4	7 9	9 11	13 0	16 3	20 0	24 6
G	Geelong (see pages 71, 83, & 84)	45	11 4	10 6	12 7	17 6	20 6	26 6	30 0	32 6	35 0
G B D	Gellibrand (see page 149) f..	130	3 11	6 0	5 0	5 0	5 0	5 0	5 0	7 6	10 0
GEL	Gelliondale f.....	130	10 5	10 0	12 0	17 9	18 9	28 3	35 9	40 0	40 0
GEM	Gembrook (see page 148) f..	90	8 4	9 0	10 10	14 10	17 0	21 0	25 0	31 9	39 6
GER	Gerangameto f.....	258	18 2	13 0	15 7	28 1	38 4	57 0	73 0	93 3	113 3
GNG	Gerang (see page 74) f.....	51	4 5	5 9	6 11	8 3	9 4	9 9	10 0	13 0	17 0
GP	Gheringhap.....	40	3 6	4 9	5 8	6 8	8 3	11 3	14 0	17 0	21 0
G B	Gisborne.....	139	11 0	10 3	12 4	18 7	24 9	36 3	47 3	55 9	71 0
G B	Glenalbyn f.....	142	11 3	10 3	12 4	17 6	20 6	26 6	30 0	32 6	35 0
G F	Glenfyrne f.....	104	3 8	9 3	11 1	15 4	20 0	27 6	35 6	44 0	50 0
G Y	Glenferry.....	83	2 6	2 6	3 0	3 0	3 4	3 9	4 0	4 6	6 0
GLN	Glen Huntly.....	183	13 11	11 3	13 6	22 6	30 9	45 0	58 9	73 9	89 9
GZ	Glenloch.....	186	11 1	11 6	13 10	22 9	31 1	42 6	52 3	64 9	78 0
GC	Glenorchy.....	136	10 9	10 3	12 4	18 2	24 3	35 3	46 0	57 0	69 0
GL	Glenrowan.....	9	2 6	2 6	3 0	3 0	3 4	3 9	4 0	4 6	6 0
GNY	Glenroy.....	190	8 4	9 0	10 10	14 11	19 3	26 3	33 0	42 0	51 0
GS	Glen Thompson.....	90	10 4	10 0	12 0	17 8	23 5	33 9	43 0	53 0	61 0
GH	Golden Square.....	129	10 6	10 0	12 0	17 10	23 8	34 3	44 6	55 3	67 0
GA	Goorambat.....	131	9 7	9 9	11 8	16 6	21 9	30 0	40 0	49 6	60 0
GO	Goornong.....	50	4 10	6 3	7 6	8 10	11 7	15 6	19 6	24 0	29 6
GD	Gordon.....	271	18 6	13 4	16 0	20 0	39 8	50 2	78 6	98 0	119 6
GJ	Goroke f (see page 148)	—	—	—	—	—	—	—	—	—	—
—	Goyura f.....	245	18 0	12 10	15 4	22 6	25 6	31 6	37 6	40 0	42 6
GR	Graham-street (see Port Melbourne).	166	12 10	11 0	13 2	21 0	28 7	42 0	54 9	68 6	83 3
GRC	Grassdale f.....	164	12 8	11 0	13 2	20 10	28 3	37 3	45 3	56 0	67 6
GW	Great Western.....	180	13 9	11 3	13 6	22 4	30 6	44 6	58 3	73 3	89 0
GX	Gredegwin f.....	64	5 5	6 6	7 10	9 11	13 3	17 6	22 3	27 6	33 6
GHL	Green Hill f.....	184	14 0	11 4	13 10	22 8	31 0	42 6	48 6	58 9	69 0
GRB	Greensborough f (see p. 148).	238	17 8	12 8	15 2	22 6	25 6	31 6	37 6	40 0	42 6
GV	Green Vale f.....	84	7 1	8 0	9 7	12 8	16 6	22 6	29 0	35 9	43 6
GQ	Gritfirk f.....	107	8 10	9 3	11 1	15 6	10 3	23 0	26 3	32 3	39 0
GU	Guildford.....	220	16 6	12 6	15 0	22 6	25 6	31 6	37 6	40 0	42 6
GN	Gymbowen f (see page 148).	96	8 1	8 0	10 6	14 4	18 9	25 6	33 0	40 9	49 6
HN	Haddon f.....	82	6 11	8 0	9 7	12 8	16 6	22 0	28 3	35 0	42 6
HR	Hallam f.....	40	3 7	4 9	5 8	6 8	8 10	11 6	14 8	17 6	19 6
HAM	Hainmond f.....	310	19 3	14 0	16 9	31 9	43 3	62 9	72 9	85 6	100 6
HT	Harcourt.....	118	9 8	9 9	11 8	16 6	21 9	31 0	39 0	48 0	58 0
HS	Hastings f.....	189	14 4	11 6	13 10	22 6	25 6	31 6	35 0	37 6	40 0
HAT	Hattah f (see page 75)	44	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	6 0
HK	Hawke f.....	92	7 10	8 6	10 2	14 4	18 2	24 9	32 0	39 6	48 0
HW	Hawkesdale f.....	40	3 6	4 9	5 8	6 8	8 3	11 3	14 0	17 0	21 0
HA	Hawthorn.....	73	6 2	7 3	8 8	11 7	14 11	19 9	25 3	31 3	38 0
HZ	Hazelwood f.....	124	10 0	10 0	12 0	17 2	22 9	28 3	35 9	40 0	40 0
HE	Healesville.....	9	2 6	2 6	3 0	3 0	3 4	3 9	4 0	4 6	6 0
HG	Heathcote.....	250	18 3	13 0	15 7	22 6	25 6	31 6	37 6	40 0	42 6
HF	Hedley f.....	121	9 10	9 9	11 8	16 11	22 4	28 3	35 9	40 0	42 6
HR	Heidelberg.....	258	18 2	13 0	15 7	22 6	25 6	31 6	37 6	40 0	42 6
HJ	Henty f.....	51	4 5	5 0	6 11	8 3	10 6	14 3	18 0	22 0	27 0
HD	Heyfield.....	121	2 6	2 6	3 0	3 0	3 4	3 9	4 0	4 6	6 0
HQ	Heywood.....	164	12 8	10 9	12 11	15 0	18 9	23 3	35 9	40 0	40 0
HCP	High Camp f.....	103	8 8	9 0	10 10	15 3	19 10	27 3	35 3	40 0	40 0
HI	Hillside f.....	123	10 0	9 9	11 8	17 1	22 7	32 3	41 0	50 6	61 0
HX	Hoddle Range f.....	74	6 3	7 6	9 0	11 7	14 11	20 0	25 6	31 6	38 6
HU	Homebush f.....	277	13 7	13 4	16 0	20 6	29 6	40 2	50 9	73 0	100 0
HO	Homewood f.....	225	16 9	12 6	15 0	23 11	35 5	51 0	65 0	81 9	95 6
HP	Hopetoun.....	108	8 11	9 3	11 1	15 7	20 5	28 3	36 6	45 3	55 0
HM	Horsham.....	201	15 1	12 0	14 5	24 2	33 1	48 3	63 3	79 9	97 3
HY	Huntly f.....	172	18 2	11 0	13 2	17 6	20 6	20 0	30 0	32 6	35 0
HL	Huon f.....	131	10 5	10 0	12 0	17 9	23 7	34 0	44 3	55 0	60 6
IA	Ilwona.....	—	—	—	—	—	—	—	—	—	—
I	Inglewood.....	—	—	—	—	—	—	—	—	—	—

* 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.
IN	Ingliston	45	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
IR	Irrewarra	91½	3 11	5 0	6 0	7 2	9 5	12 6	15 6	19 0	23 6
IS	Irvine's Siding †	164	7 8	8 6	10 2	11 3	13 6	17 0	20 6	24 6	29 6
IRY	Irymple (see page 75) †	347½	12 8	19 0	12 11	29 9	28 1	37 3	45 3	56 0	67 6
—	Ivanhoe	71	20 0	14 6	17 4	34 3	43 6	52 6	57 6	67 6	78 0
—	Jackson †	203	2 3	2 3	2 8	3 0	3 4	3 9	4 0	4 6	6 0
JE	Jeetho	62½	15 3	12 0	14 5	9 11	12 8	17 0	21 6	26 6	32 6
JP	Jeparit	270½	5 3	6 6	7 10	29 0	39 7	59 3	76 3	97 9	118 6
JG	Joyce's Creek †	95½	13 6	13 4	16 0	14 4	18 9	25 3	32 6	40 3	49 0
JG	Jumbunna	74	8 0	8 9	10 6	11 7	14 11	19 0	25 3	31 3	38 0
JG	Jung	214½	7 3	12 3	14 8	25 ½	34 5	49 0	62 3	77 3	93 0
KA	Kancelra †	217	16 2	12 3	14 8	25 3	34 7	51 3	67 3	85 3	104 0
KAN	Kangaroo	97½	8 2	18 9	10 6	14 11	19 3	25 9	33 0	41 3	50 0
KX	Kaniva (see page 74)	296½	19 0	13 8	16 4	30 8	41 10	54 3	79 6	103 0	125 6
KB	Kauunbra †	101½	8 6	0 0	10 10	15 1	19 7	26 0	34 6	42 9	52 0
KC	Kardella †	72½	6 1	7 3	8 8	11 0	14 4	19 6	25 0	30 9	37 6
KYE	Karyrie †	221	16 5	12 6	15 0	25 6	35 0	52 0	68 3	86 6	105 9
KT	Katamatite	147	11 6	10 6	12 7	19 2	25 10	33 0	49 6	61 6	74 6
KF	Katunga †	140½	11 1	10 3	12 4	18 8	25 0	36 6	47 6	59 0	71 6
KYL	Katyl †	264	18 1	13 0	15 7	27 10	38 0	56 3	72 0	92 0	112 0
KAW	Kawarren (see page 149) †	—	—	—	—	—	—	—	—	—	—
KH	Kellalac †	235	17 4	12 8	15 2	26 6	36 3	52 9	67 3	85 6	103 0
KG	Kernang (see page 83)	179½	13 8	11 3	13 6	22 3	30 3	44 3	58 0	72 9	88 6
KW	Kerrisdale †	68½	5 9	6 9	8 1	10 6	13 9	18 6	23 6	29 0	35 6
KW	Kew	54	12 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	6 0
KY	Kiata (see page 74)	262½	18 4	13 2	15 9	28 5	38 10	55 6	67 0	84 3	104 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	30½	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 9	29 0	35 6	42 0
KBA	Kinnabulla †	224½	16 8	12 6	15 0	25 10	35 4	52 6	69 3	87 9	107 3
KLI	Kirkstall †	179	13 8	11 3	13 6	17 6	26 6	30 0	38 0	48 6	58 0
KN	Knowsley	83	6 11	8 0	9 7	12 8	16 6	22 0	28 3	35 0	42 6
KU	Koonwarra †	84	7 0	8 0	9 7	12 8	16 6	22 3	28 6	35 3	43 0
KP	Koo-wee-rup	42	3 8	4 0	5 8	7 2	8 10	11 9	14 6	17 9	22 0
KWP	Koo-wee-rup West †	384	3 6	4 6	5 5	6 8	8 3	11 0	13 6	16 6	20 6
KV	Korong Vale	151	11 9	10 6	12 7	19 7	26 4	39 0	50 9	63 3	76 6
KS	Koroit	175½	13 5	11 3	13 6	17 6	26 6	30 0	38 0	48 6	58 0
KM	Korumburra	69½	5 10	7 0	8 5	11 0	13 9	18 0	24 0	29 6	36 0
KQ	Koyuga †	135	10 8	10 3	12 4	18 1	24 2	35 0	45 6	56 6	68 6
KZ	Kurting †	135	10 8	10 3	12 4	18 1	24 2	35 0	45 6	56 6	68 6
KY	Kyabram	124	10 0	9 9	11 8	17 1	22 7	32 3	42 0	52 0	63 0
K	Kyneton	37	4 10	6 3	7 6	8 10	11 7	15 6	19 6	24 0	29 6
LAH	Lah †	248	18 0	12 10	15 4	27 4	37 5	55 3	70 6	90 0	109 6
LB	Lake Boga	205	15 4	12 0	14 5	24 5	33 6	49 0	64 3	81 3	99 0
LBK	Lake Buloke †	187½	14 3	11 6	13 10	22 11	31 5	45 9	60 0	75 6	92 0
LO	Lake Charra †	190½	14 5	11 9	14 1	23 3	31 10	46 6	60 9	76 6	93 3
LBT	Lalbert †	205½	15 5	12 0	14 5	24 6	33 7	49 3	64 6	81 6	99 6
LAL	Lal Lal	83½	7 0	8 0	9 7	11 7	14 10	17 9	20 6	26 3	31 6
—	Lamrock (see page 83)	—	—	—	—	—	—	—	—	—	—
LD	Lancefield	46	4 0	5 3	6 4	7 9	9 5	12 9	16 0	19 6	24 0
LJN	Lancefield Junction	31½	2 11	3 9	4 6	5 6	7 2	9 3	11 3	13 9	17 0
LNG	Lang Lang	49½	4 3	5 6	6 7	7 9	9 11	13 6	17 0	20 9	25 6
LGN	Langwarrin †	30½	3 10	3 9	4 6	5 6	6 8	9 0	11 0	13 3	16 6
LV	Lara	35½	3 3	4 3	5 1	6 1	7 9	8 9	9 0	9 6	11 0
LP	Larport	100½	8 5	9 0	10 10	14 10	17 7	21 3	25 3	30 0	36 6
LAS	Lascelles †	248½	18 0	12 10	15 4	27 5	37 6	55 3	70 6	90 0	109 6
LAP	Launching Place †	42	3 8	4 9	5 8	7 2	8 10	11 9	14 6	17 9	22 0
LAU	Laurie †	132½	10 7	10 0	12 0	17 11	23 10	34 6	44 0	54 3	65 6
LAV	Laverton	13	2 6	2 6	3 0	3 4	4 6	5 0	5 9	7 6	9 6
LEM	Learnmonth †	111½	9 2	9 6	11 5	15 11	19 9	24 0	27 6	33 9	41 0
LEE	Leecort †	306½	19 2	13 10	16 7	31 6	42 10	58 3	84 0	108 6	133 6
LK	Leichardt †	117½	9 7	9 9	11 8	16 6	21 9	30 0	40 0	49 6	60 0
LH	Leonard	82½	6 11	8 0	9 7	12 8	16 6	22 0	28 3	35 0	42 6
LG	Leongatha	79	6 7	7 9	9 4	12 2	15 5	21 0	27 0	33 3	40 6
LEO	Leopold †	52	4 5	5 9	6 11	8 1	9 9	12 6	15 6	19 6	24 6
LES	Leshie †	35½	3 3	4 3	5 1	6 1	7 9	8 9	9 0	9 6	11 0
LEG	Lethbridge	61½	5 2	6 6	7 10	9 11	11 0	12 3	13 3	17 3	22 0
LIL	Lillico †	65½	5 6	6 6	7 10	9 11	11 0	12 3	13 3	17 3	22 0
LJ	Lillimur (see page 74) †	301½	19 1	13 10	16 7	31 1	42 5	55 6	81 6	106 0	130 3
LJ	Liliput †	165	13 8	11 0	13 2	20 10	28 3	41 6	54 3	67 9	82 3
LT	Lilydale	24½	2 6	3 3	3 11	4 5	5 6	7 6	9 0	10 9	13 6
LW	Lindenow	160½	12 5	10 9	12 11	15 6	18 9	23 3	35 9	40 0	40 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.
L N	Linton.....	121½	9 10	9 9	11 8	10 11	21 5	20 6	31 0	38 0	46 0
LF	Litchfield †.....	192	14 6	11 9	14 1	23 4	31 11	46 0	61 0	76 9	93 6
LR	Little River.....	294	2 9	3 6	4 2	5 6	6 8	8 9	10 6	12 0	14 6
L N Y	Llanelli †.....	138½	11 0	10 3	12 4	18 5	24 8	36 0	45 6	56 3	68 0
LO X	Lockesley.....	79½	6 8	7 9	9 4	12 2	16 0	21 3	27 3	33 9	41 0
LA	Loch.....	60	5 0	6 3	7 6	9 5	12 2	16 3	20 6	25 3	31 0
L O N	Loddon (see page 83).....										
LE A	Londrigan †.....	162½	11 11	10 6	12 7	19 9	26 7	39 6	51 3	63 9	77 3
LY	Longleaf.....	93	7 9	8 6	10 2	13 9	18 2	24 6	31 0	39 0	47 0
LO	Longway.....	52	4 5	5 11	6 11	8 3	10 6	14 3	18 0	22 0	27 0
L V T	Longwood.....	84½	7 1	8 0	9 7	12 8	16 6	22 6	29 0	36 9	43 6
L X	Lowat (see page 149) †.....										
L S	Lower Fernside Gully †.....	22½	2 6	3 0	3 7	4 5	5 6	7 0	8 3	10 0	12 6
L Z	Lowry Siding †.....	53½	4 7	6 0	7 2	8 10	11 0	14 9	18 6	22 9	28 0
L U	Lubeck.....	102½	8 7	9 0	10 10	15 2	19 9	27 0	35 0	42 0	44 0
L Q	Lubyville.....	197½	14 11	11 9	14 1	23 10	32 9	45 9	56 6	70 0	84 6
L Y N	Lyonsville.....	67½	5 8	6 9	8 1	10 6	13 9	18 3	23 3	28 9	35 0
	Lyndhurst †.....	24	2 6	3 3	4 11	5 5	6 6	7 3	8 6	10 3	13 0
McD	Macdonnell (see page 81).....	48	4 2	5 3	6 4	7 9	9 11	13 3	16 6	20 3	25 0
M D N	Macedon.....	43½	3 10	5 0	6 0	7 2	9 5	12 3	15 3	18 0	23 0
MA	Macorna.....	165½	12 9	11 0	13 2	20 11	28 4	41 9	54 6	68 3	82 9
MF	Maffra.....	132½	10 7	10 0	12 0	17 11	20 0	28 3	35 9	40 0	40 0
M P L	Maindample †.....	122½	9 11	9 9	11 8	17 0	22 6	32 0	41 6	51 6	62 6
M N	Maldon.....	80	7 6	8 3	9 11	13 3	17 8	23 6	30 3	37 0	45 6
MY	Mahusbury.....	63½	5 4	6 6	7 10	9 11	12 8	17 3	22 0	27 0	33 0
MA L	Malvern.....	64	2 3	3 8	3 0	3 4	3 9	4 0	4 0	4 6	6 0
MGR	Mangalore.....	68	5 8	6 9	8 1	10 6	13 9	18 3	23 3	28 9	35 0
MAN	Manmerin †.....	61	5 1	6 3	7 6	9 4	9 11	11 3	12 0	16 6	20 0
MD	Mansfield.....	131½	10 6	10 0	12 0	17 10	23 8	34 3	44 6	55 3	67 0
MG	Marong.....	112½	9 3	9 6	11 5	16 1	21 1	29 0	38 3	47 6	57 6
MAR	Marshall †.....	167	12 10	11 0	13 2	21 0	28 7	38 0	46 3	57 3	69 0
M S L	Marshall †.....	40½	4 3	5 6	5 7	6 1	6 3	6 9	9 0	9 9	12 6
M	Maryborough.....	112	9 2	9 6	11 5	16 0	20 11	29 3	37 0	45 6	55 0
MS Y	Massey †.....	197½	14 11	11 9	14 1	23 10	32 9	45 9	56 6	70 0	84 6
MCI	McIvor Siding †.....	68½	5 4	6 6	7 10	9 11	12 8	17 3	22 0	27 0	33 0
MET	Meatman †.....	212½	18 11	12 3	14 8	25 0	34 3	50 0	66 3	83 3	102 3
MEY	Meeraburgh †.....	89	7 5	8 3	9 11	13 3	17 8	23 6	30 3	37 0	45 6
ME	Melton.....	23½	2 6	3 3	3 11	4 5	5 6	7 3	8 6	10 3	13 0
MEN	Mentone.....	15½	2 6	2 6	3 0	3 4	3 11	5 3	6 0	7 0	9 0
MH	Meredith.....	71	5 11	7 0	8 5	11 0	12 8	14 6	16 3	21 0	26 6
MER	Merrigum.....	117½	9 7	9 9	11 8	16 6	21 9	30 9	40 0	49 6	60 0
MNO	Merino.....	254	18 1	13 0	15 7	22 6	25 6	31 6	37 6	40 0	42 6
MTN	Merton †.....	108½	9 0	9 3	11 1	15 9	20 7	28 6	37 0	45 9	55 6
MID	Midas †.....	105½	8 9	9 3	11 1	15 5	18 8	22 9	26 0	31 9	38 6
MBN	Middle Brighton.....	9½	2 6	2 6	3 0	3 0	3 4	3 9	4 0	4 6	6 0
MCK	Middle Creek.....	135½	10 9	10 3	12 4	18 2	24 3	30 9	35 6	43 9	53 0
MDA	Mildura (see page 75).....	361½	20 1	14 8	17 6	34 6	43 6	52 0	57 6	67 0	78 0
MIL	Millbrook.....	68½	5 0	6 3	7 0	9 5	12 2	16 0	20 3	25 0	30 6
MGV	Millgrove †.....	40½	4 1	5 3	6 4	7 9	9 11	13 0	16 3	20 0	24 6
MLN	Milltown †.....	250½	18 1	13 0	15 7	22 6	25 6	31 6	35 0	37 6	40 0
MC	Mincha †.....	150½	12 4	10 9	12 11	20 5	27 6	40 0	53 0	66 3	80 3
MH	Minhamite †.....	196½	14 10	11 9	14 1	22 6	25 6	31 6	35 0	37 6	40 0
MI	Minyip.....	221	16 5	12 6	15 0	25 6	35 0	50 3	63 9	79 9	96 0
MV	Mirani (see page 74) †.....	229½	18 10	13 6	16 2	30 3	41 3	52 9	77 3	99 9	120 6
MCH	Mitcham.....	144	2 6	2 6	3 0	3 4	3 11	5 0	5 6	6 6	8 6
MIT	Mitiamo.....	142½	11 3	10 3	12 4	18 10	25 3	37 0	48 3	60 0	72 6
MLK	Mitre Lake † (see page 148).....										
MO	Moe.....	81½	6 10	7 9	9 4	12 8	16 0	21 0	28 0	34 6	42 0
MOL	Mologa.....	147	11 6	10 6	12 7	19 2	25 10	38 0	49 6	61 6	74 6
MWH	Molesworth †.....	199½	7 7	8 6	10 2	13 9	17 8	24 0	31 0	38 3	46 6
ME	Monca †.....	75½	6 4	7 6	9 0	11 7	14 11	20 3	26 0	32 0	39 0
MON	Mongetta †.....	39½	3 4	4 6	5 5	6 1	7 9	10 6	18 0	15 9	19 6
MOU	Monomeith †.....	44	3 10	5 0	6 0	7 2	9 5	12 3	15 3	18 9	23 0
MTO	Mongonery †.....	134½	10 8	10 3	12 4	17 0	18 9	23 8	35 9	40 0	40 0
MLT	Moortort (see page 81).....	100½	8 5	9 0	10 10	15 0	19 6	26 6	34 3	42 6	51 6
MBN	Mooralbin.....	111½	2 6	2 6	3 0	3 4	3 4	4 3	4 6	5 3	7 0
MBL	Mooralool †.....	48½	4 3	5 6	6 7	6 1	6 1	6 9	7 6	10 6	13 6
MDC	Mooralool †.....	36½	3 3	4 3	5 1	6 1	7 9	10 3	12 6	15 3	19 0
MBK	Mooralool †.....	21½	2 6	3 0	3 7	4 5	5 0	6 9	8 0	9 6	12 0
MP	Mooralool †.....	110	9 0	9 6	11 5	15 10	20 8	28 9	37 3	46 3	56 0
MOR	Morandring †.....	49½	4 3	5 6	6 7	8 3	10 6	13 9	17 3	21 3	26 0
MX	Mordiallo †.....	174	2 6	2 9	3 4	3 11	4 5	5 0	6 6	7 9	10 0
MLD	Morland †.....	57	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	6 0
MRC	Moriac.....	60	5 0	6 3	7 6	9 4	9 11	11 0	11 6	15 0	19 6
MJ	Mornington Junction.....	32½	3 0	3 9	4 6	5 6	7 2	9 6	11 6	14 0	17 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.
M Q	Mornington	40 1/2	5 7	4 9	5 8	6 8	8 3	10 0	10 0	12 6	12 6
M T	Mortlake	150 1/2	11 9	10 6	12 7	17 6	20 6	26 0	30 0	32 6	35 0
M P N	Morton Plains †	207 1/2	15 7	12 0	14 5	24 7	33 9	49 0	65 0	82 3	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 †	190 1/2	8 5	9 0	10 10	12 4	15 9	19 3	22 6	28 3	34 0
M J P	Moutajup	207 1/2	15 7	12 0	14 5	24 7	33 9	49 0	65 0	82 3	100 3
M H U	Moyhu (see page 148).										
M O Y	Moyne †	181 1/2	13 10	11 3	13 6	17 6	20 6	26 6	30 0	32 6	35 0
M U K	Muckeleford †	84 1/2	7 1	8 0	9 7	12 8	16 6	22 6	29 0	35 9	43 6
M R O	Munro †	145 1/2	11 5	10 6	12 7	17 0	18 9	28 3	35 9	40 0	40 0
M U	Murchison †	92 1/2	7 10	8 6	10 2	14 4	18 2	24 9	32 0	36 6	43 0
M U E	Murchison East	91 1/2	7 8	8 6	10 2	13 9	18 2	24 3	31 3	38 9	47 0
M U R	Murroon †	95 1/2	8 0	8 9	10 6	14 3	16 6	20 0	23 6	30 0	37 6
M U B	Murrumbidgee	9 1/2	2 6	2 6	3 0	3 0	3 4	3 9	4 0	4 6	6 0
M R	Murtoa	208	15 7	12 0	14 5	24 7	33 9	47 9	60 0	74 3	89 6
M S K	Musk †	72 1/2	6 1	7 3	8 8	11 0	14 4	19 0	25 0	30 9	37 6
M Y N	Myanyn †	247 1/2	18 0	12 10	15 4	22 6	25 6	31 6	35 0	37 6	40 0
M L	Myrtleford	177 1/2	13 7	11 3	13 6	22 0	30 0	44 0	57 6	72 3	87 9
M S	Mysia	160 1/2	12 5	10 9	12 11	20 6	27 9	41 0	53 3	66 6	80 9
M K	Mystic Park †	196 1/2	14 10	11 9	14 1	23 9	32 8	47 0	62 3	78 6	95 9
M Y E	Myee †	150	11 8	10 6	12 7	19 6	26 2	38 9	50 6	62 9	76 0
N A	Nagambie	78 1/2	6 7	7 9	9 4	12 2	15 5	21 0	27 0	33 3	40 6
N	Nambrook Sid.igt	120 1/2	9 0	9 9	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 0	14 3	17 6	21 6
N G	Naroghid †	131 1/2	10 6	10 0	12 0	17 6	20 6	26 6	30 0	32 6	35 0
N R	Narracan †	88 1/2	7 5	8 3	9 11	13 8	17 8	23 6	30 3	37 6	45 6
N W	Narre Warren	22 1/2	2 6	3 3	3 11	5 0	6 1	7 9	9 3	11 3	14 0
N H	Nathalia	147 1/2	11 7	10 6	12 7	19 3	25 11	35 3	50 0	62 6	75 0
N T	Natimuk † (see page 148)	241 1/2	17 10	12 10	15 4	27 0	36 11	54 0	69 0	85 0	106 0
N S	Neerim South	75 1/2	6 4	7 6	9 0	11 7	14 11	20 3	26 0	32 0	39 0
N Z	Newlyn	90 1/2	7 7	8 6	10 2	13 9	17 8	24 0	30 0	36 9	44 6
N E W	Newmarket	2 1/2	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	6 0
N P	Newport (see page 84)	6 1/2	2 3	2 3	2 8	3 0	3 4	3 9	4 0	4 6	6 0
N D	Newshead	92 1/2	7 9	8 6	10 2	13 9	18 2	24 6	31 6	39 0	47 6
N E	Newtown	115 1/2	9 5	9 9	11 8	16 4	20 4	25 0	29 0	35 6	43 0
N	Neill (see page 74)	271	18 6	13 4	16 0	29 0	39 7	53 0	69 0	89 0	105 3
N I	Nooramunga †	134 1/2	10 8	10 10	13 0	18 0	24 0	34 9	45 3	56 3	68 0
N X	Noradjuha †	246 1/2	18 0	12 10	15 4	27 4	37 4	55 0	70 3	89 9	108 6
N B	North Brighton	8 1/2	2 6	2 6	3 0	3 0	3 4	3 9	4 0	4 6	6 0
N J	North Carlton	4 1/2	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	6 0
N C E	Northcote	5 1/2	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	6 0
N C	North Creswick	99 1/2	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	6 0
N O	North Geelong	43 1/2	3 10	5 0	5 0	5 0	5 0	5 0	5 0	7 6	10 0
N I H	North Learmonth †	112 1/2	9 3	9 6	11 5	15 11	19 10	24 3	28 0	34 3	41 6
N M	North Minto	110	9 0	9 6	11 5	15 10	19 8	23 9	27 3	33 6	40 0
N Q	North Monegetta †	38 1/2	3 6	4 6	5 5	6 8	8 3	11 0	13 6	16 6	20 6
N	North Shore (see page 84)										
N W	North Williamstown	7 1/2	2 3	2 3	2 8	3 0	3 4	3 9	4 0	4 6	6 0
N I	Nullan †	225 1/2	16 9	12 6	15 0	25 11	35 5	51 0	65 0	81 3	98 0
N U	Nullawill †	207	15 6	12 0	14 5	24 7	33 8	49 3	64 9	81 9	99 9
N K	Nunurkah	133 1/2	10 8	10 0	12 0	18 0	24 0	34 9	45 3	56 3	68 0
N Y	Nyora	56 1/2	4 10	6 3	7 6	8 10	11 7	15 6	19 6	24 0	29 6
O A	Oakleigh	10 1/2	2 6	2 6	3 0	3 4	3 4	4 0	4 3	5 0	6 6
O K	Oakvale †	185 1/2	14 1	11 6	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 L	Olinda Vale †	22 1/2	2 9	3 6	4 2	5 0	6 8	8 6	10 3	12 6	15 6
O N	Ondit †	96 1/2	8 1	8 9	10 6	11 10	14 7	18 3	22 3	26 9	32 0
O R	Ormond	9 1/2	2 6	2 6	3 0	3 0	3 4	3 9	4 0	4 6	6 0
O U	Outtrim	76 1/2	6 5	7 0	9 0	11 7	15 5	20 6	26 3	32 6	39 6
O Y	Ouyen † (see page 75)	288 1/2	18 10	13 6	16 2	30 2	41 2	60 9	80 0	94 6	111 6
O X	Oxley (see page 118)										
O V	Ovens	150 1/2	13 9	11 3	13 6	22 4	30 6	44 6	58 3	73 3	89 0
P K	Pakenham	36 1/2	3 1	4 6	5 5	6 1	7 9	10 6	13 0	15 9	19 6
P W	Painiswick †	130 1/2	10 5	10 0	12 0	17 9	23 7	34 0	43 0	53 0	64 0
P X	Palmerston †	173 1/2	13 4	11 0	13 2	21 8	29 6	43 3	56 6	70 9	86 0
P V Y	Paradise Valley (see page 148) †										
P N	Parwan	29 1/2	2 9	3 6	4 2	5 6	6 8	8 9	10 6	12 9	16 0
P V	Panmure	150 1/2	11 9	10 0	12 7	17 6	20 6	28 6	30 0	32 6	35 0
P R	Pennyroyal †	93	7 9	8 6	10 2	13 9	15 11	19 3	22 6	28 9	36 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.; Spec. Agricultural Produce, 2s. 5d.; Class A, 3s.; Class B, 3s. 4d.; Class C, 3s. 5d.; 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.
			s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
P.T.	Penshurst	208½	15 8	12 0	14 6	22 0	25 6	31 6	35 0	37 6	40 0
P.T.V.	Pettavel t	501	4 10								
P.I.	Picola	154½	12 0	10 9	12 11	19 11	26 11	39 9	51 9	64 6	78 3
P.O.	Pimlico	236½	17 6	12 8	15 2	26 7	36 5	53 0	67 9	86 0	103 6
P.L.	Pine Lodge t	131	9 9	9 9	11 8	16 10	22 3	31 6	41 0	50 9	61 6
P.Y.	Pirron Yallock	104½	8 8	9 3	11 1	15 3	17 10	21 9	25 6	30 0	36 6
P.B.	Pomborneit	113½	9 4	9 6	11 5	16 2	18 11	24 0	28 6	33 9	41 0
P.U.	Porepunkah t	192½	14 7	11 0	14 1	22 5	32 1	46 9	61 8	77 3	94 0
P.A.	Port Albert	274½	18 7	13 4	16 0	22 6	25 6	31 6	35 0	40 0	40 0
P.F.	Port Fairy (see page 84)	137½	10 11	10 3	12 4	18 4	18 9	28 3	35 9	40 0	40 0
P.M.	Port Melbourne and Graham-street (see page 85).	180½	14 2	11 6	13 10	17 6	20 6	26 6	30 0	32 6	35 0
—	Port Melbourne Pier (see pages 85 and 115).	31	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	6 0
P.E.	Prairie t	136½	10 10	10 3	12 4	18 3	24 5	35 6	46 3	57 6	69 6
P.S.R.	Preston (Reservoir)	94	2 6	2 6	3 0	3 0	3 4	3 9	4 0	4 6	6 0
P.U.L.	Pullut t	281½	18 8	13 6	16 2	29 9	40 7	60 3	79 0	101 3	123 6
P.D.	Purdeet t	201½	15 2	12 0	14 6	22 6	25 6	31 6	35 0	37 6	40 0
P.G.	Pyalong t	504	4 10	6 3	7 6	8 10	11 7	15 6	19 6	24 0	29 6
P.H.	Pyramid	155	12 0	10 9	12 11	19 11	26 11	39 9	51 9	64 6	78 3
Q.K.	Quambatook	191	14 5	11 9	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 6	13 0	14 3	18 6	23 6
Q.Q.	Quantong t	250½	17 6	12 8	15 2	26 7	36 5	53 0	67 9	86 3	104 0
R.B.W.	Rainbow	289	18 10	13 6	16 2	30 2	41 2	60 9	80 9	103 9	126 6
R.A.	Ravenswood	904	7 7	8 6	10 2	13 9	17 8	24 0	31 0	38 3	46 6
R.V.	Raywood	120	9 8	9 9	11 8	16 9	22 0	31 3	40 6	50 3	61 0
R.J.	Redesdale Junction	60	5 0	6 3	7 6	9 5	12 2	16 3	20 6	25 3	31 0
R.E.	Redesdale t	764	6 5	7 6	9 0	11 7	15 5	20 6	26 3	32 6	39 6
R.L.	Reedy Lake t	154½	14 0	11 6	13 10	22 5	31 0	45 3	59 3	74 6	90 9
R.I.C.	Richards Siding t	44	3 10	5 0	6 0	7 2	9 5	12 3	15 3	18 9	23 0
R.C.	Riddell	352	3 3	4 3	5 1	6 1	7 9	10 3	12 6	15 3	19 0
R.D.	Ringwood	162	2 6	2 9	3 4	3 4	4 5	5 6	6 3	7 0	9 6
R.K.	Rockbank t	184	2 6	2 9	3 4	3 11	4 5	5 6	6 3	7 0	9 6
R.X.	Rocky Lead t	864	7 7	8 6	10 1	13 3	17 1	23 0	29 6	36 6	44 6
R.O.	Rochester	138½	11 0	10 3	12 4	18 6	24 8	36 0	47 0	58 3	70 6
R.R.	Rokeby t	704	5 11	7 0	8 5	11 0	14 4	19 0	24 3	30 0	36 6
R.M.	Romsey	404	3 7	4 9	5 8	6 8	8 10	11 6	14 3	17 0	21 6
R.Y.	Rosebery t	263½	18 5	13 2	15 9	28 10	39 4	59 0	75 9	97 0	118 3
R.S.	Rosedale	112½	9 3	9 6	11 5	16 1	21 1	28 3	35 9	40 0	42 6
R.W.	Rowley t	344	3 2	4 3	5 1	6 1	7 9	10 3	12 6	15 3	19 0
R.U.	Ruby t	758	6 4	7 6	9 0	11 7	14 11	20 3	26 0	32 0	39 0
R.P.	Rupanyup	207½	15 7	12 0	14 5	24 7	33 9	47 9	60 6	73 9	89 0
R.H.	Rushworth	104½	8 8	9 3	11 1	15 4	20 0	27 6	35 6	44 0	53 6
R.	Rutherglen	160½	13 0	11 0	13 2	21 4	28 11	42 6	55 6	69 6	84 6
S.A.I.	Sailor's Falls t	804	6 9	7 9	9 4	12 2	16 0	21 6	27 6	34 0	41 6
S.B.	Sal (see page 85)	1284	10 4	10 0	12 0	15 0	18 9	28 3	35 9	40 0	40 0
S.A.L.	Salisbury (see page 74) t	265½	18 4	13 2	15 9	28 8	39 1	55 0	67 0	87 3	102 0
S.A.N.	Sandford	265½	18 4	13 2	15 9	28 8	39 1	55 0	67 0	87 3	102 0
S.H.M.	Sandringham	131	9 6	2 6	3 0	3 4	3 4	4 3	4 6	5 3	7 0
S.D.E.	Seardsdale	113½	9 4	9 6	11 5	15 11	20 4	24 0	28 3	34 9	42 0
S.L.	Sea Lake t	238	17 7	12 8	15 2	26 9	36 6	56 0	72 6	92 3	112 9
S.E.	Sebastian t	116	9 5	9 9	11 8	16 4	21 0	30 3	39 3	48 9	59 0
S.N.	Serviceeton (see page 74)	306½	19 3	13 10	16 7	31 8	43 1	58 3	84 6	109 3	134 9
S.E.V.	Seville t	334	3 1	3 9	4 6	6 1	7 7	9 9	12 0	14 6	18 0
S.	Seymour	612	5 2	6 6	7 10	9 11	12 8	16 9	21 3	26 3	32 0
S.H.P.	Sheep Hills	220½	17 0	12 6	15 0	26 2	35 9	51 9	66 0	83 0	100 0
S.L.B.	Shelbourne	904	8 4	9 0	10 10	14 11	19 3	26 3	34 0	42 0	51 0
S.P.	Shepparton	113	9 3	9 6	11 5	16 1	21 1	29 6	38 3	47 6	57 6
S.K.N.	Skinner's Siding t	1054	8 9	9 3	11 1	15 5	20 1	27 9	36 0	44 6	54 0
S.M.I.	Smythesdale t	111½	9 2	9 6	11 5	15 11	19 9	24 0	27 6	33 9	41 0
S.V.	Somerville	35	3 2	4 3	5 1	6 1	7 9	10 3	12 6	15 3	19 0
S.O.B.	South Brunswick	4	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	6 0
S.F.L.	South Elmore t	124½	10 0	10 0	12 0	17 2	22 0	32 6	42 3	52 6	63 6
S.G.	South Geelong	461	4 1	5 3	5 4	5 7	5 7	5 7	5 9	5 9	11 0
S.O.U.	South Heathcote t	711	6 0	7 3	8 8	11 0	14 4	19 3	24 6	30 3	37 0
S.K.G.	South Kerang t	174½	13 4	11 3	13 6	21 9	29 8	43 6	56 9	71 3	86 6
S.M.G.	South Morning t	174	2 6	2 9	3 4	3 11	4 5	5 9	6 6	7 9	10 0
S.Y.E.	South Yan Yean t	21	2 6	3 0	3 7	3 11	5 0	6 6	7 6	9 0	11 6
S.P.E.	Speed t	264½	18 4	13 2	15 9	28 7	39 0	58 6	78 0	100 0	122 9
S.P.D.	Spotswood	52	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	6 0
S.T.	Springhurst	180	12 4	10 9	12 11	20 5	27 6	40 9	53 0	66 3	80 3
S.R.	Springvale	154	2 0	2 6	3 0	3 4	3 11	5 3	6 0	7 0	9 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.
STA	St. Albans	111	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
SA	St. Arnaud	158	12 4	10 9	12 11	20 4	27 6	40 6	52 3	64 9	78 0
SW	Stawell	173	13 3	11 0	13 2	21 7	29 4	39 6	48 3	59 9	72 0
SJ	St. James	141	11 2	10 3	12 4	18 9	25 1	36 9	48 0	59 6	72 0
STK	St. Kilda	4	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	6 0
SD	Stoneyford †	111	9 1	9 6	11 5	15 7	18 6	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 56) ..	46	4 0	5 3	5 6	5 6	5 6	10 0	10 0	12 6	12 6
STR	Strangway (see page 55) ..										
STD	Stratford	138	11 0	10 3	12 4	17 0	18 9	28 3	35 9	40 0	40 0
SX	Strathmerton	146	11 5	10 6	12 7	19 1	25 7	37 9	49 3	61 3	74 0
SK	Sulky †	103	8 8	9 0	10 10	15 3	18 8	22 9	28 0	31 9	38 6
SI	Sunbury	23	2 6	3 3	3 11	4 5	5 6	7 3	8 6	10 3	13 0
SZ	Surrey Hills	83	2 6	2 6	3 0	3 0	3 4	3 9	4 0	4 6	6 0
SU	Sutherland †	105	12 0	11 0	13 2	20 11	23 4	41 9	54 6	67 6	81 6
SH	Swan Hill	214	16 0	12 3	14 8	25 2	34 5	50 9	66 9	84 6	103 3
SQ	Swanwater †	170	13 1	11 0	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	6 0	6 6	6 6	8 6
SF	Sydney Flat	111	9 2	9 6	11 5	16 0	20 11	29 3	38 0	47 0	57 0
TK	Tabilk †	74	6 2	7 3	8 8	11 7	14 11	19 9	25 3	31 2	38 0
TO	Tabor †	215	16 0	12 3	14 3	22 2	25 5	31 6	35 0	37 6	40 0
TQ	Talbot	130	9 9	9 9	11 8	16 10	22 3	28 9	34 0	41 9	50 6
TA	Tallangatta	212	15 11	12 3	14 8	25 0	34 3	50 6	66 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	129	10 0	9 9	11 8	17 1	22 7	32 3	42 0	52 0	63 0
TD	Tandarra †	127	10 2	10 0	12 0	17 4	23 1	33 0	43 0	53 3	64 6
TDL	Taradale	67	5 8	6 9	8 1	10 6	13 9	18 3	23 3	28 9	35 0
TG	Tarnagulla	136	10 10	10 3	12 4	18 3	24 5	35 6	45 0	55 6	67 0
TN	Tarranginnie (see page 54) †	273	18 8	13 4	16 0	29 7	40 3	51 0	72 3	93 3	111 6
TYK	Tarranyuk †	264	18 4	13 2	15 9	28 7	39 0	55 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 †	157	12 3	10 9	12 11	20 2	27 3	40 3	52 6	65 6	79 6
TWN	Tarwin †	87	7 4	8 3	9 11	13 3	17 1	23 3	30 0	37 0	45 0
TU	Tatura	110	9 0	9 6	11 5	15 10	20 8	28 9	37 3	46 3	56 0
TD	Teddywaddy †	178	13 8	11 3	13 6	22 2	30 2	44 3	57 9	72 6	88 3
TE	Telford †	154	12 0	10 9	12 11	19 11	26 1	39 9	51 9	64 9	78 3
TNG	Terang	137	10 11	10 3	12 4	17 6	20 6	28 6	30 0	32 6	35 0
TSN	Thomastown †	12	2 6	2 6	3 0	3 4	3 4	3 9	4 6	5 3	7 0
TH	Thorpdale †	92	7 0	8 6	10 2	13 9	18 2	24 6	31 6	39 0	47 6
TIM	Timboon †	149	11 8	10 6	12 7	17 6	20 6	28 6	30 0	32 6	35 0
TI	Tinamba	127	10 3	10 0	12 0	17 5	21 0	28 3	35 9	40 0	42 6
TOC	Toomwal Bridge	155	12 1	10 9	12 11	19 10	27 0	40 0	52 0	64 9	78 6
TJ	Toongala	130	10 5	10 0	12 0	17 9	23 7	34 0	44 3	55 0	66 6
TBC	Tooborac	62	5 3	6 6	7 10	9 11	12 8	17 0	21 6	26 6	32 6
TLA	Toolamba	103	8 8	9 0	10 10	15 3	10 10	27 3	35 3	43 9	53 0
TB	Toongabbie	109	9 0	9 6	11 5	15 10	20 8	28 3	35 9	43 0	50 0
TOA	Toora	114	9 4	9 9	11 8	16 3	21 5	28 3	35 9	40 0	46 0
TDN	Tooradin †	36	3 4	4 8	5 5	6 1	7 0	10 6	13 0	15 9	19 6
TOK	Toorak	54	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	6 0
TGA	Toorongra †	61	2 3	2 3	2 8	3 0	3 4	3 9	4 0	4 6	6 0
TLO	Tourello †	106	8 0	9 3	11 1	15 5	20 1	25 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	Traragon †	170	13 1	11 0	13 2	21 5	29 1	42 9	55 9	69 9	84 0
TN	Traralgon	98	8 3	8 9	10 6	14 11	19 3	26 0	33 6	41 6	45 0
TR	Trarwalla	120	9 9	9 9	11 8	16 10	21 5	28 3	30 6	37 6	45 6
TRA	Trawool †	63	5 3	6 6	7 10	9 11	12 8	17 0	21 6	26 6	32 6
TM	Trentham	63	5 4	6 6	7 10	9 11	12 8	17 3	22 0	27 0	33 0
T	Tungamah	149	11 8	10 6	12 7	19 6	26 2	38 9	50 6	62 9	76 0
TRP	Turriff	200	18 3	13 2	15 9	28 3	38 8	58 3	77 6	99 0	121 6
TV	Tyabb †	37	3 5	4 6	5 5	6 8	8 3	10 9	13 3	16 3	19 6
TY	Tyden †	56	4 10	6 3	7 6	8 10	11 7	15 6	19 6	24 0	29 6
TZ	Tynong †	44	3 11	5 0	6 0	7 2	9 5	12 6	15 6	19 0	23 6
UL	Ultima †	221	16 6	12 6	15 0	25 7	35 1	52 0	68 6	86 9	106 0
UG	Upper Ferntree Gully	231	2 6	3 3	3 11	4 5	5 6	7 3	8 6	10 3	13 0
UP	Upwey (see page 148) † ..										
V	Vectis †	234	17 4	12 8	15 2	26 5	36 2	52 6	67 0	85 0	102 6
VK	Victoria Dock (see page 55) ..										
VT	Victoria Park	3	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	6 0
	Violet Town	165	8 9	9 3	11 1	15 5	20 1	27 9	36 0	44 6	54 0
WG	Wahgunyah	174	13 4	11 0	13 2	21 8	29 6	43 3	56 6	70 9	86 0
WQ	Wahring	84	7 1	8 0	9 7	12 8	16 6	22 6	29 0	35 9	43 6
WA	Waana †	140	11 1	10 3	12 4	18 8	25 0	36 6	47 6	59 0	71 6
WAI	Wall †	242	17 10	12 19	15 4	27 0	38 11	54 0	69 0	88 0	106 6
WCO	Wallace	61	5 2	6 6	7 10	9 11	12 8	17 3	21 6	26 3	31 6

* 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.
W K	Wallan	291	2 9	3 6	4 2	5 6	6 8	8 9	10 6	12 9	16 0
W A L	Wal Wal t	1014	14 6	11 9	14 1	23 4	31 11	44 3	54 6	67 6	81 6
W A N	Wandin t	314	2 11	3 9	4 6	5 6	7 2	9 3	11 3	13 9	17 0
W J	Wandong	341	3 2	4 3	5 1	6 1	7 9	10 0	12 3	15 0	18 6
W Y	Wangaratta	1151	11 5	10 6	12 7	19 1	25 7	37 9	49 3	61 3	74 0
W X	Wannon t	2332	17 4	12 8	15 2	22 6	25 6	31 6	37 6	40 0	42 6
W A R	Warraga t	391	8 4	9 9	10 10	14 11	19 3	23 3	34 0	42 0	51 0
W A R	Warburton	484	4 3	5 6	6 7	7 9	9 11	13 6	17 0	20 0	25 6
W A R	Warracoort	87	7 3	8 3	9 11	11 3	13 6	17 0	20 6	24 6	29 6
W L	Warracknabeal	2391	17 8	12 8	15 2	26 10	36 8	53 9	68 6	87 3	105 0
W I	Warragul	624	5 3	6 6	7 10	9 11	12 8	17 0	21 6	26 6	32 6
W Y N	Warren Yadin t	1684	12 4	10 9	12 11	20 4	27 5	36 0	43 6	53 9	65 0
W H P	Warrenheip	924	5 10	7 0	8 5	11 6	13 9	18 0	21 6	26 3	31 6
W B	Warrnambool (see page 86)	146	12 0	11 0	13 2	17 6	20 6	26 6	30 0	32 6	35 0
W N G	Warong t	179	13 8	11 3	13 6	22 6	25 6	31 6	35 0	37 6	40 0
W R N	Warne t	213	15 11	12 3	14 8	25 0	34 3	50 6	66 3	83 9	102 3
W C H	Watchem	2021	15 3	12 9	14 5	24 4	33 4	48 6	63 9	80 6	98 3
W H A	Watchupga t	2347	17 4	12 8	15 2	26 6	36 3	54 6	71 9	91 3	111 6
W A J	Wadlra t	118	9 7	9 9	11 8	16 6	20 11	25 9	30 0	36 9	44 6
W J N	Wedderburn Junction	146	11 5	10 6	12 7	19 1	25 7	37 9	49 2	61 3	74 0
W E D	Wedderburn	151	11 9	10 6	12 7	19 7	26 4	39 0	50 9	63 3	76 6
W E A	Weeaprainah (see page 149) t										
W E R	Weerite t	1172	9 7	9 9	11 8	16 6	20 0	25 0	29 9	35 6	42 0
W L F	Wellsford t	1184	9 6	9 9	11 8	16 4	21 6	30 3	39 3	48 9	59 0
W L L	Welshpool (see page 86) t	1304	9 9	9 9	11 8	16 10	18 9	28 3	35 9	40 0	40 0
W R	Werribee	194	2 6	2 9	3 4	3 11	5 0	6 3	7 3	8 9	11 0
W E S	West Warburton t	451	4 0	5 3	6 4	7 9	9 6	12 9	16 0	19 6	24 0
W L W	Whitelaw t	672	5 8	6 9	8 1	10 6	13 9	18 3	23 3	28 9	35 0
W F D	Whitfield (see page 148)										
W S	Whittlesea	263	2 7	3 5	4 2	5 0	6 1	8 0	9 6	11 6	14 6
W H L	Whorel t	874	7 4	8 3	9 11	13 2	14 10	18 0	21 0	26 9	33 6
W L L	Willaura	1772	13 7	11 3	13 6	22 0	30 0	40 6	49 6	56 9	63 6
W P	Williamstown Pier (see page 115)	94									
W Y N	Willowmavin t	451	4 0	5 3	6 4	7 9	9 5	12 9	16 0	19 6	24 0
W M B	Wimba (see page 149) t										
W H	Winchelsea	704	5 11	7 0	8 5	11 0	12 1	13 9	15 3	19 9	25 0
W T	Windsore t	1061	8 10	9 3	11 1	15 0	19 3	22 9	26 0	31 9	38 6
W I N	Windsore t	5	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	6 0
W N	Winton t	1274	10 3	10 9	12 0	17 5	23 2	33 3	43 3	53 9	65 0
W D	Wodonga	187	14 2	11 6	13 10	22 10	31 4	45 9	59 9	75 3	91 6
W M	Wombat t	85	7 1	8 0	9 7	12 8	16 6	22 6	29 0	35 9	43 6
W O D	Woodburn t	731	6 7	7 9	9 4	12 2	15 5	21 0	27 0	33 3	40 6
W E	Woodend	484	4 3	5 6	6 7	7 9	9 11	13 6	17 0	20 0	25 6
W F	Woodfield t	1143	9 4	9 9	11 8	16 3	21 5	30 0	39 0	48 3	58 6
W S P	Woolsthorpe t	185	14 0	11 6	13 10	22 6	25 6	31 6	35 0	37 6	40 0
W M G	Woomelang	2412	17 10	12 10	15 4	27 0	36 11	55 9	73 6	93 6	114 6
W X K	Woorf Yallock t	334	3 6	4 6	5 5	6 8	8 3	11 0	13 6	16 6	20 6
W O	Wongree t	1784	13 8	11 3	13 6	22 2	30 2	44 3	57 9	72 6	88 3
W U	Wungah	1294	10 4	10 0	12 0	17 8	23 5	33 9	44 0	54 6	66 0
W Y	Wycheproof	1001	14 5	11 9	14 1	23 3	31 10	46 6	60 9	76 6	93 3
W Z	Wycheproof	1592	12 4	10 9	12 11	20 5	27 6	40 9	53 0	66 3	80 3
Y N	Yabba North t	1381	11 0	10 3	12 4	18 6	24 8	36 0	47 0	58 3	70 6
Y S	Yabba South t	1332	10 8	10 0	12 0	18 0	24 0	34 9	45 3	56 3	68 0
Y A	Yackandandah	181	14 0	11 3	13 6	22 7	30 10	45 0	59 0	74 3	90 3
Y E	Yau Yau t	23	2 6	3 6	3 7	4 5	5 6	7 0	8 3	10 0	12 6
Y K	Yarek t	97	8 1	8 9	10 6	14 4	18 9	25 6	33 0	40 9	49 6
Y L	Yarra Glen	312	2 11	3 9	4 6	5 6	7 2	9 3	11 3	13 9	17 0
Y O	Yarragon	70	5 10	7 0	8 5	11 0	13 9	18 9	24 0	29 6	36 0
Y J T	Yarra Junction t	434	3 10	5 0	6 0	7 2	9 5	12 3	15 3	18 9	23 0
Y V	Yarraville	44	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	6 0
Y G	Yarrowonga	1014	12 6	10 9	12 11	20 7	27 10	41 0	53 6	66 9	81 0
Y H	Yarroweyah	1504	11 9	10 6	12 7	19 7	26 4	39 0	50 9	63 3	76 6
Y C	Yatchaw t	2204	16 5	12 6	15 0	22 6	25 6	31 6	35 0	37 6	40 0
Y U	Yaugher t	1024	8 7	9 0	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
Y I	Yering	294	2 9	3 6	4 2	5 6	6 8	8 9	10 6	12 9	16 0
Y D	Yendon	874	7 4	8 3	9 11	11 7	14 11	18 0	21 0	26 3	31 6
Y R	Yinnar t	974	8 2	8 9	10 6	14 11	19 3	25 9	33 3	41 3	50 0
Y M	Younamite t	142	11 2	10 3	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 Page 68.

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.
	Melbourne and—		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
	East Natimuk	230½	17 8	12 8	15 2	26 10	36 8	53 9	68 6	87 3	105 6
ENT	East Natimuk and—										
AS	Arapilest	6½	2 3	2 3	2 8	3 0	3 4	3 9	4 0	4 6	6 0
MLK	Mitre Lake†	10½	2 6	2 6	3 0	3 4	3 4	4 0	4 3	5 0	6 6
GN	Gymbowent	21½	2 6	3 0	3 7	4 5	5 0	6 9	8 0	9 6	12 0
GK	Goroket	28½	2 9	3 6	4 2	5 0	6 3	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. 6d.; 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.

	Melbourne and—										
	Heidelberg	9	2 6	2 6	3 0	3 0	3 4	3 9	4 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†	5½	2 6	2 6	3 0	3 0	3 4	3 9	4 0	4 6	6 0

WANGARATTA AND WHITFIELD LINE.

All at Owner's risk.

	Melbourne and—										
	Wangaratta	145½	11 5	10 6	12 7	10 1	25 7	37 9	49 3	61 3	74 0
ON	Wangaratta and—										
DOC	Oxley	6½	2 3	2 3	2 8	3 0	3 4	3 9	4 0	4 6	6 0
MHU	Docker	12½	2 6	2 6	3 0	3 4	3 4	4 0	5 0	5 9	7 6
ED	Moyhu	16½	2 6	2 9	3 4	3 4	4 5	5 6	6 3	7 6	9 6
WFD	Edi	22½	2 6	3 0	3 7	4 5	5 0	6 9	8 0	9 6	12 0
	Whitfield	30½	2 0	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.

	Melbourne and—										
UG	Upper Ferntree Gully ..	23½	2 6	3 3	3 11	4 5	5 6	7 3	8 6	10 3	13 0
UP	Upper Ferntree Gully and—										
BEG	Upwey†	1½	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	6 0
AU	Belgrave†	5	2 0	2 0	2 5	3 0	3 4	3 9	4 0	4 6	6 0
PVY	Aura†	7	2 3	2 3	2 8	3 0	3 4	3 9	4 0	4 6	6 0
EMD	Paradise Valley†	8½	2 6	2 6	3 0	3 0	3 4	3 9	4 0	4 6	6 0
CRK	Emerald†	24	2 6	2 6	3 0	3 0	3 4	3 9	4 0	4 6	6 0
GM	Cockatoot	14	2 6	2 6	3 0	3 4	3 11	4 9	5 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 page 68.

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.
	Melbourne and—		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
	Colac	95½	8 0	8 9	10 6	11 3	13 6	17 0	20 6	24 6	29 6
	Colac and—										
B N K	Barongarook †	7	2 3	2 3	2 8	3 0	3 4	3 9	4 0	4 6	6 0
K A W	Kawarren †	13	2 6	2 6	3 0	3 4	3 11	4 9	5 3	6 3	8 0
L V T	Loxat †	15½	2 6	2 6	3 0	3 4	3 11	5 3	6 0	7 0	9 0
G B D	Gellibrand †	17½	2 6	2 6	3 4	3 11	4 5	5 9	6 6	7 9	10 0
B N L	Nanool †	21	2 6	3 0	3 7	3 11	5 0	6 6	7 6	9 0	11 6
W M B	Winiba †	23	2 6	3 0	3 7	4 5	5 6	7 0	8 3	10 0	12 6
W E A	Weeaprainah †	26½	2 7	3 6	4 2	5 0	6 1	8 0	9 6	11 6	14 0
D C Y	Ditchley †	29	2 9	3 6	4 2	5 0	6 8	8 6	10 3	12 6	15 6
B F T	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. 198.

In witness whereof the Common Seal of the Victorian Railways Commissioners
was affixed hereto this first day of June, in the year of our Lord One
thousand nine hundred and seven, in the presence of—

(L.S.)

W. FITZPATRICK,
C. HUDSON,

Victorian
Railways
Commissioners.

Confirmed by the Governor in Council
the 18th day of June, 1907.

ROBERT S. ROGERS,
Clerk of the Executive Council.

By Authority: J. KEMP, Acting Government Printer, Melbourne.