

VICTORIA
GOVERNMENT GAZETTE

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[1914.

VICTORIAN RAILWAYS.

VICTORIAN RAILWAYS COMMISSIONERS.

BY-LAW No. 222.

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 March, 1914.

In witness whereof the Common Seal of the Victorian Railways Commissioner was affixed hereto this 14th day of January in the year of our Lord, One thousand nine hundred and fourteen, in the presence of—

W. FITZPATRICK }
C. E. NORMAN } Victorian
L. McCLELLAND } Railways
Commissioners.

Confirmed by the Governor in
Council the 3rd day of February, 1914.
F. W. MABBOTT,
Clerk of the Executive Council.

DEFINITIONS AND INTERPRETATIONS.

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

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

GENERAL CONDITIONS FOR THE CARRIAGE OF GOODS AND LIVE STOCK.

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

Agricultural Shows, page 18.

Explosives, page 19.

Live Stock, page 112.

1. CONDITIONS TO BE ADHERED TO—

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

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

2. NON-LIABILITY OF THE COMMISSIONERS.

(a) The Commissioners will not be liable for the loss of, or injury to, any article or articles, or property of the descriptions following, that is to say:—Gold or silver coin of the realm or of any foreign State, or any gold or silver in a manufactured or unmanufactured state; or any precious stones, jewellery, watches, clocks, or time-pieces of any description; trinkets, gold or silver ores, bills, notes of any Bank; orders, notes, or securities for the payment of money; English, Colonial, or Foreign stamps; maps, writings, title-deeds, paintings, engravings, pictures, gold or silver plate or plated articles, glass, china, silks in a manufactured or unmanufactured state, and whether wrought up or not wrought up with other materials; furs, lace, or opium, or any of them, contained in any parcel or package which shall have been delivered for carriage by or to accompany the person of any passenger in the Victorian railways, when the value of such article or articles or property aforesaid shall exceed the sum of ten pounds, unless at the time of delivery thereof at the station or warehouse for the purpose of being carried or of accompanying the person of any passenger as aforesaid, the value and nature of such article or articles, or property, shall have been declared by the person sending or delivering the same, and the increased charges hereunder set forth (which are in addition to the freight charges) shall have been paid to and accepted by the employé duly authorized to receive the same. (See General Condition No. 22 for list of articles which are carried only by passenger train.)

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

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

3. THE COMMISSIONERS WILL NOT, WITHOUT NEGLIGENCE ON THEIR PART, BE RESPONSIBLE FOR—

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

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

(B) Any goods in Classes 1 and 2, and in the Vehicles' Class, 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 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 if required at the time of delivery for carriage. The Commissioners reserve the right to refuse goods which they or their employes may adjudge to be unsafe or unfit for carriage or of a dangerous nature.

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

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

6. TIME OF ARRIVAL OR DELIVERY NOT GUARANTEED—

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

7. ADDRESSING—

All goods must be fully and distinctly addressed, or either branded or marked with the designated Railway Station marks which are scheduled on pages 143 to 174 thereof.

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 137 to 142 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 137 and 142 hereof.

(B) The number of packages and a full and accurate description of the goods contained therein 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 the consignment note in the form shown on page 137 hereof, and pre-pays all charges in respect of such goods.

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

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

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

9. CONSIGNEES REFUSING TO RECEIVE GOODS:—

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

10. HOURS FOR RECEIPT AND DELIVERY OF GOODS—

Goods will be received and delivered at all stations open for goods business between the hours of 8 a.m. and 5 p.m. on days other than Saturdays, Sundays, and days declared by the Commissioners as holidays for goods sheds, and between the hours of 8 a.m. and 2 p.m. on Saturdays; but if it be necessary in order to avoid demurrage, consignees may be permitted to remove goods from 2 p.m. to 5 p.m. on Saturdays. (At Melbourne the hours on Saturdays will be 7 a.m. to 12.30 p.m.—For Suburban Wood Sidings see page 25.)

11. DETERMINATION OF WEIGHT—

All goods shall, except otherwise provided, be charged at the actual gross weight computed at 2,240 lbs. to the ton, and wherever in the Goods Rates Book it is prescribed in respect of any goods that the weight thereof shall be computed by measurement or by a specified number of packages to the ton, the Commissioners reserve the right to charge at the actual gross weight if considered advisable. For exceptions see page 76.

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 of either State's proportion of the through mileage shall be charged as one mile.

13. CONSIGNEES TO GIVE RECEIPT—

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

14. DELIVERY OF GOODS—

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

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

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

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

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

16. CLASS WEIGHT MINIMUMS—

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

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

"Firewood" rates are applicable to truck loads as specified in the loading scale on pages 78 and 79.

Class "M" is applicable to truck loads of six tons and upwards, subject to the exceptions specified hereunder:—

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.

Exceptions:—

(a) Coal.—The minimum truck loads to be charged in respect of coal shall be as follow:—

Class of Truck.	Minimum Load. Tons.
R. Bogies	13
NN Bogie Hoppers	16
All other Bogies	18
15-ton capacity	13
12 or 10 ton capacity	9

and one ton less than the actual tonnage capacity of the truck when such is less than ten (10) tons.

(b) Hardwood Timber.—The minimum truck load in respect of hardwood timber shall be 6 tons, except otherwise specified in the loading scale on pages 78 and 79.

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."

The rate in respect of goods chargeable under Class "A" less 25 per cent. shall not be less than the Class "AP" rate.

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."

The rate in respect of goods chargeable under Class "B" less 10 per cent. shall not be less than the Class "A" rate, and when chargeable under Class "B" plus 25 per cent. the rate shall not be more than the Class "C" rate.

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."

The rate in respect of goods chargeable under Class "C" less 20 per cent., shall not be less than the Class "B" rate.

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

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

17. MINIMUM CHARGE—

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

18. DIVIDED CONSIGNMENTS—

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

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

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

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

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

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

20. TRUCK LOAD CONSIGNMENTS—

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

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

21. CONSIGNMENTS TO BE FOR ONE BONA FIDE CONSIGNEE—

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

22. CONSIGNMENTS, SMALL OR SPECIALLY VALUABLE—

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

23. MILEAGE RATES TO BE CHARGED UNLESS OTHERWISE PROVIDED—

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

24. LONG ARTICLES—

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

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

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

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

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

25. BULKY ARTICLES—

No person shall be entitled to have any article of goods carried by rail which, on account of its excessive bulk, would be inconvenient to transport, or which exceeds the measurements prescribed in the loading gauge (viz., 13 feet 6 inches in height from the rail level in the centre, and gradually rounded to 11 feet in height at the sides, not more than 8 feet 6 inches across, and not projecting more than 6 inches over the truck at each end). Such articles shall not be received and carried except under special agreement. (See page 102.)

26. HEAVY ARTICLES—

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

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

27. CLAIMS—

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

28. SALE OF GOODS—

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

- (A) Any goods likely to deteriorate may be sold forthwith.
- (B) All empties may be sold after the expiration of seven days.
- (C) All other goods may be sold after the expiration of six months.

29. DEMURRAGE—

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

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

4. Notwithstanding anything to the contrary herein contained (a) the proper employé of the Commissioners may direct, in writing, that certain specified trucks be unloaded within a prescribed period of less than eight working hours, and in the event of the refusal, neglect, or failure of the consignee thereof to comply with such direction, demurrage at the rates specified shall immediately become due in respect of such trucks; or (b) the Commissioners may at their option load or unload goods into or from trucks (as the case may be) at the risk of the owner, consignor, or consignee, and the goods so loaded or unloaded shall be subject to the cost of such loading or unloading, as the case may be, in addition to the freight and such other costs or charges as may be or as may become due.
5. For the purposes of the foregoing provisions the working hours of each day shall mean the hours from 8 a.m. until 12 noon, and from 1 p.m. until 5 p.m.

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

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

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

The total number of trucks on hand for each of the places herein mentioned for each consignee shall be ascertained and computed at 7 a.m. daily, and the total number of trucks unloaded or reconsigned 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 transferrer 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 reconsigned to another station during the 24 hours ending at 7 a.m. Tuesday, demurrage would then be due on 10 trucks.

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

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

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

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

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

30. LOADING AND UNLOADING CHARGES—(See page 81.)

(A) Subject to the provisions of Clause (c) of this condition, the rates chargeable for goods in Classes 1 and 2, 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 81.)

(C) The loading and unloading of all goods at the places shown in italics on pages 143 to 174 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 76.)

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

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

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

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

1. WEIGHING MACHINES—

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

2. CART WEIGHBRIDGES—

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

3. TRUCK WEIGHBRIDGES—

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

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

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

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

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

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

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

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

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

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

"(6) The Commissioners shall, subject to the payment of such charges as may be fixed by by-law, weigh on a weighbridge all grain in truck-loads consigned for delivery at Williamstown Pier, Geelong Pier, Corio Quay, 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 in 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 82.)

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 employes to require such protection, such as:—

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

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

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

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

34. RE-CONSIGNMENT OF GOODS—

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

(1) When the truck is in transit, or

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

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

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

(d) Goods unloaded at the Melbourne sheds and consigned to another station afterwards shall be charged the full Tariff Rates for the second journey, and if hauled from the inwards shed to the outwards shed by the Commissioners, an additional charge of 1s. 6d. per ton, minimum 6d., 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.

(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 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, motor-cars, drays, waggons, and other goods of a like nature, sent for exhibition at 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 be carried at the convenience of the Commissioners by passenger, mixed, or goods trains as may be desired by the consignors.

3. When the exhibits are consigned on the forward journey, the consignors 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. Live poultry, by passenger trains, shall be charged on the bulk weight of the consignment at one-half of the ordinary parcels rates. Minimum charge is.

4. On the return journey any exhibits, or portion thereof, which have been exhibited, and not sold, will, on production of the approved certificate signed by the Secretary of the Show, 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. The certificate must be handed in when the exhibits are consigned, and 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.

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. Exhibits must be loaded and unloaded by or at the expense of the consignors or consignees.

7. Exhibits may be consigned on the forward journey at owner's or Commissioners' risk, as desired by the consignors; but when carried free on the return journey they must be accepted only at owner's risk.

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

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

9. 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 carried free both on the forward and return journeys.

10. 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.

11. 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.

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

(FORM P69.)

		Date	Station.
		19	
I hereby certify that Mr.		travelled in Truck No.	train
with his Stock to	Agricultural Show.	fare.	Station-master.
			Station.
I hereby certify that Mr.		returned from	Agricultural
Show in Truck No.	train, with unsold exhibits.	fare.	Station-master.

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

CONDITIONS FOR THE CARRIAGE OF EXPLOSIVES AND OTHER DANGEROUS GOODS.

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

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

The Commissioners are not subject to any risk of loading, stowage, or unloading; nor are they to be answerable for loss or damage, actual or consequential; nor for discrepancy in the delivery as to either quantity, number, or weight; nor for the condition of articles so carried; nor for any consequence arising from over-carriage, detention, or delay in, or in relation to the carriage or delivery thereof.

2. No employé of the Commissioners is authorized to receive or undertake the carriage of Gunpowder or other dangerous or explosive compounds, or to give any receipt or acknowledgement 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 140 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 140 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 descriptions of Fireworks forming Division 2:—

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

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

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

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

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

The explosives referred to are enumerated hereunder:—

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

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

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

Class 3—(Div. 2)—Amberite, No. 2; Cannonite, Nos. 1 and 2; Collodion Cotton; Coopall; Powder; E.B. Powder; E.C. Powder, Sporting; E.C. Powder Co's. Rifle Powder's Empire Powder; Guncotton; Imperial Schultze; Nitrated Guncotton; Normal Sporting Powder; Picric Acid; Potentite; Rendite; Rifleite; Rifle Guncotton; 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, Flinders-street, and Princes Bridge Parcels Offices to country stations by passenger trains.

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

In cases of urgency, Nitrous Oxide gas, when contained in approved cylinders, packed in strong wooden cases, and Oxygen Gas in approved metal tubes or cylinders, may 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 2 rates, minimum 3 cwt. Provided that in no case shall the charge be less than 7s. 6d. 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 or Moe and Walhalla, £2 10s.

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

- (4) Explosives forwarded from Laverton to the Austral Coal Company, Coal Creek Company, and Jumbunna Coal Company, shall be charged for on the basis of actual mileage to the respective sidings.

When, however, the explosives are delivered at any one of the sidings from Korumburra by special service the charges shall be adjusted as from Laverton to Korumburra, and in addition a charge of £2 10s. shall be made for the special service.

(B) In Portable Magazines or Cylinders—

Explosives forwarded from Laverton in portable magazines or cylinders shall be charged 2s. 6d. for each portable magazine or cylinder, provided that this charge shall not exceed Class 2 mileage rate, subject to a minimum of 7s 6d. In all cases the weight of the magazines shall be charged for on the outward journey, but they will be returned free.

- (c) Fireworks sent from Melbourne, Geelong, and Ballarat shall be charged the mileage rates subject to the Tariff for "Smalls."

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

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

INFLAMMABLE LIQUIDS—GROUP A.

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

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

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

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

INFLAMMABLE LIQUIDS.—GROUP B.

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

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

Paraffin Oil, and Petroleum Oil, Naphtha, Wood Naphtha, or Wood Spirit, Turpentine (Spirit of), Turpentine Substitute, Terebinte or Sun Driers, 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	
Hydrochloric Acid or	In glass carboys, or in bottles packed in cases or hampers, or in bottles packed in sawdust in cases.
Spirit of Salt	
Fluoric Acid	In gutta-percha bottles.
Oil of Vitriol	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.
Sulphuric Acid	
Nitric Acid or	In glass carboys, or in bottles packed in cases or boxes, or in stoneware jars protected by wickerwork.
Aquafortis	
Potassium	In iron drums, hermetically sealed.
Sodium	
Sulphuric Anhydride or	In hermetically sealed tins, each not exceeding 14 lbs. in weight, packed in strongly-bound wooden cases, all of sufficient strength to prevent either the escape of the peroxide of sodium from the package, or the admission of moisture to the peroxide of sodium. The contents of any one package not to exceed 112 lbs. in weight.
Sulphuric Acid Crystals	
Peroxide of Sodium	(A)—In iron drums, hermetically sealed; or (B)—In tins of sufficient strength, hermetically sealed and properly packed in sawdust in wooden cases.
Phosphorus	In glass carboys, or in bottles packed in cases or hampers.
Bleaching Liquids, Corrosive	
Chloride of Sulphur	(A)—In glass carboys, or in bottles packed in cases or hampers; or (B)—In carboys, or in casks or iron drums.
Perchloride of Iron	
Chromic Acid, Liquid	In jars or carboys.
Painters' Solution, Corrosive	In carboys, earthenware jars, tins, or casks.
Reake's Vulcan Soldering Fluid	In iron drums, hermetically sealed.
Sodium Amalgam	In carboys, earthenware jars, tins, or casks.
Solderine	In jars or carboys, or in bottles packed in cases.
Tin Solution	In casks.
Disenrusting Fluids	(A)—In casks. (B)—In glass bottles (not carboys), packed in hampers.
Sulphurous Acid	In tins, drums, or casks.
Acetic or Wood Acid	
Arsenic Acid	In tins, drums, or casks.
Carbolic Acid	
Chloride or Muriate of Zinc	In tins, drums, or casks.
Iron Liquor, or Muriate of Iron, or	
Chloride of Iron	In tins, drums, or casks.
Nitrate of Iron	
Tin Liquor	

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

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

LUCIFER MATCHES, WAX MATCHES, AND SAFETY MATCHES.

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

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

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

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

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

VESUVIANS, FUSEES, AND GAS LIGHTING EXPLOSIVE.

These must be securely packed in strong boxes, the sides, bottoms, and lids of which must be of a thickness not less than $\frac{1}{4}$ an inch, and the ends not less than $\frac{3}{8}$ 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 $\frac{1}{4}$ an inch thick, and nailed to the sides. A piece of iron hooping, 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 9 inches 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 ten (10) feet, and a charge of 1s. per truck will be made for any firewood stacked above that height.

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

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

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

7. For loading and unloading charges see page 81.

ALPHABETICAL CLASSIFICATION OF GOODS.

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

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

Article.	Class.	Article.	Class.
A.			
Accumulators, Electric, consisting of Lead Plates and Cells (glass jars) <i>o.r.</i> ...	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.F. 104 ...	C
Acetate of Lime, "Smalls" minimum " " in truck loads of 6 tons ...	B	Agricultural Implements and Machines, parts of, including castings and mouldings, finished, <i>n.o.s.</i> , <i>o.r.</i> ...	1
Acetone ...	2	Agricultural Implements and Machines, parts of, including castings and mouldings, in the rough, and not machined or polished, <i>n.o.s.</i> ...	C
" produce of Commonwealth on up journey (see page 46) ...	C	Agricultural Implements and Machines, parts of, including castings and mouldings, in the rough and not machined or polished, <i>n.o.s.</i> , in truck loads of 6 tons ...	C, less 20 p.c.
" Oil ...	1	Agricultural Implements and Machines (see page 103).	A.P.
Acids and Compounds, dangerous, <i>n.o.s.</i> , <i>o.r.</i> (see list, pages 23-24).	2	Agricultural Produce, <i>n.o.s.</i> ...	A.P.
Acids, <i>n.o.s.</i> (in cases and carboys), <i>o.r.</i>	2	Agricultural, Grass, and Vegetable Seeds, <i>n.o.s.</i> ...	A.P.
Acid, Acetic ...	C	Ale, Beer, and Porter, bulk (see page 76) ...	C
" Citric ...	2	Ale, Beer, and Porter, certified by Customs Department to be unfit for consumption ...	M
" Lactic ...	A	Ale, Beer, and Porter, <i>n.o.s.</i> , bottled, in casks, cases, and covered crates, <i>o.r.</i> (see page 83) ...	2
" Sodium Sulphate ...	A	Ale, Beer, and Porter, bottled, in uncovered crates, <i>o.r.</i> ...	2, plus 25 p.c.
" Sulphuric and Muriatic ...	A	Ale, Beer, and Porter, <i>n.o.s.</i> , bottled, in casks, cases, and covered crates, in truck loads of 6 tons, <i>o.r.</i> ...	1
" Tartaric, <i>o.r.</i> ...	2	Ale, Beer, and Porter, bottled, produce of Commonwealth, <i>o.r.</i> ...	1
Acid Jars, returned empty, in cases	B	Ale, Beer, and Porter, bottled, produce of Commonwealth, in truck loads of 6 tons ...	C
Advertising Plates, tin or iron ...	1	Ale, Beer, and Porter, bulk, produce of Commonwealth, <i>o.r.</i> ...	B
Aegypt (flooring material) ...	B	Ale, Beer, and Porter, bulk, produce of Commonwealth, on up journey (see page 46) ...	B
Aerated Waters ...	B	Ale, Bux, Crystal, Carton, Dandelion, Ginger, Hop, Horonda, Malt, Nera, Tonic, and similar kinds in casks, cases, and covered crates ...	B
Agricultural Implements, as under, <i>o.r.</i>	1	Ale, Bux, Crystal, Carton, Dandelion, Ginger, Hop, Horonda, Malt, Nera, Tonic, and similar kinds in uncovered crates, <i>o.r.</i> ...	1
Cultivators (plain)		Almonds, <i>n.o.s.</i> ...	2
Disc Harrows		" produce of Commonwealth, on up journey, "Smalls" minimum (see page 46) ...	A, less 25 p.c.
Disc Ploughs		Alpinite (for packing walls) ...	1
Earth Scoops		Alum and Alum Cake ...	C
Fire Rakes			
Hand Drills			
Hand Sowers			
Harrows			
Hay Rakes			
Hay Tedders			
Land Rollers			
Ploughs			
Potato Planters			
Scufflers			
Agricultural Machines, as under, <i>o.r.</i>	1		
Baggers			
Chaff Cutters			
Clod Crushers			
Corn Crushers			
Corn Shellers and Screens			
Cultivators (with grain boxes)			
Disc and Hoe Drills			
Farm Water Carts			
Grain Pickling			
Harvesters			
Hay Presses			
Horseworks			
Land Graders			
Mowers			
Reapers			
Reapers and Binders			
Seed Cleaners			
Seed Drills			
Strippers			
Threshers (see page 106).			
Winnowers			
Agricultural Motors ...	2		

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Aluminoferric (water clarifier) ...	A	Bags, Calico ...	1
Alumite ...	M	" Paper (see Paper) ...	1
Ammonia liquid, o.r. ...	2	Bakerine ...	2
" liquor, o.r. ...	2	Baking Powder ...	2
" phosphate of ...	2	Bananas, in cases and crates,	
" sulphate of ...	Manure	" "Smalls" minimum ...	A, less
Ammunition o.r. ...	2	" loose, or in bundles ...	25 p.c.
" Boxes, empty (see p. 69)		" " " " " " " " " " " "	A, less
anchors and Chain Cable ...	1	" " " " " " " " " " " "	25 p.c.
Animals (see Live Stock, page 114).		Bark, bundled, or in sheets, n.o.s. ...	B
Anti-friction and Axle Grease ...	C	" " " in truck loads of 5 tons ...	A
Antimony (see Ores).		" " " consigned to Country ...	M
Anvils ...	1	" " " Bark Mills ...	2
Apple Juice, produce of Commonwealth, "Smalls" minimum ...	A	" " " cut-soap ...	A
Architraves, Mouldings, and Skirtings, common wood, not gilded ...	C	" " " Extract of ...	M
Arkilite (cement composition) ...	A	" " " Ground, chopped, bundled or in sheets, consigned to country tanneries ...	B
" in truck loads of 6 tons ...	A, less	" " " in bags ...	M
	25 p.c.	" " " in truck loads of 6 tons ...	B
Arrowroot, manufactured ...	2	" " " stringy, in sheets for roofing ...	A
" unmanufactured ...	B	Barley (see page 107) ...	M
Arsenic, Crude (see page 99) ...	A	" Meal ...	A.P.
" in truck loads of 6 tons ...	A, less	Barnenit, food preservative ...	2
	25 p.c.	Barrels, empty (see page 70).	
" in kegs (see page 99) ...	2	Barrows and Barrow Wheels ...	2
Art. Works of, n.o.s., in cases, o.r., rate and half ...	2	Barry's Tricopheros, o.r. ...	2
" " loose, o.r., double rate ...	2	Basaltic Fibre ...	C
Artificial Manures ...	Manure		
Asphalt, in bags ...	M	Basils, produce of Commonwealth, on up journey, minimum 10 cwt. (see page 46) ...	A
Asphalt, in blocks ...	A	Baskets and Basketware, o.r. ...	2
" tiles ...	A	" Fish, empty (see page 70).	
Asbestos, flake ...	A	Bathbricks ...	1
" fire lumps ...	2	Baths, wooden, or metal, o.r. ...	2
" sheets ...	B	Bath Heaters, o.r. ...	2
" roofing slates ...	C	Beams and Scales, o.r. ...	2
" and Silicate Cotton for Steam Pipe Covering ...	C	Beans, n.o.s. ...	A.P.
Ashes, n.o.s. (see page 76) ...	M	Beaver Board ...	C
Ashes, Wood ...	Manure	Bedsteads, in cases ...	2
Ash-pans, for portable engines ...	2	" loose, or in packages, o.r. ...	2, plus
Axe Handles, in bundles or cases ...	1		25 p.c.
Axes, in cases or secure packages ...	1	Bedding ...	2
" loose, o.r. ...	2	Beef and Pork, salted, in casks, "Smalls" minimum ...	B, plus
Axle Arms and Boxes ...	1		25 p.c.
" Grease ...	C		
Ayer's Hair Vigor, o.r. ...	2		
B.			
Bacon and Hams (see page 74).		Beehives, with bees, in truck loads...	Full sheep truck rate.
" Hams, and Lard ...	B, less	" lesser quantities, o.r. ...	2
	10 p.c.	" set up without bees ...	C
Bagatelle and Billiard Tables ...	2	" in pieces, in bundles, "Smalls" minimum ...	A
" " " " " " " " " " " "		Beer (see Ale).	
Bagging, Rags, and Rope, old, for paper-making ...	2	" engines, o.r. ...	2
Bag Lifters, o.r. ...	A	Beeswax ...	1
Bags, Bagging, Brattice Cloth, and Cornsacks, new, empty, in bales and bundles ...	2	Beet-root (see page 99) ...	A.P.
Bags and Cornsacks, new, empty, in truck loads of 6 tons ...	B	Bellows, o.r. ...	2
Bags and Cornsacks, second-hand, empty, whether returns or otherwise, also Hessian Wrappers returned, minimum 6d. ...	A	" produce of Commonwealth, on up journey (see page 46) ...	C
		Bells, of all kinds, o.r. ...	2
		Belting, leather and rubber ...	2
		Benches, Carpenters and Sloyd ...	1
		Bench Gauge ...	1

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Benzine, o.r.	1	Boilers, Steam, o.r.	1
Benzoline, o.r.	1	" old, on statutory declaration	
Bestuer Cleanser ...	1	of their having been in use 3	
Bicarbonate of Soda ...	B	years and upwards (declara-	
Bichromate of Potash ...	A	tion to be made on Form	
Bicycles, and Tricycles, in cases, o.r.	2	GF.104) ...	C
" " loose, o.r.,		Bolts ...	1
" " double rate	2	Bone Ash, used in assaying of gold	1
Billiard and Bagatelle Tables ...	2	Bone Cutters and Crushers, o.r. ...	2
" " " when un-		Bone-dust ...	Manure
" " " packed, o.r.	2	Bonemeal ...	Manure
Bilz, sparkling, o.r.	2	Bones ...	M
Birds, in boxes o.r.	1	Bones, Bottles, and Scrap Metals,	
Biscuits, o.r.	2	(mixed lots) ...	M
" " " minimum, 2 tons, o.r.	1	Bones, crushed for case hardening ...	M
Bisulphide of Carbon, o.r.	2	Books, in cases ...	2
" " " for rabbit killing,		Boot Cream and Gloss ...	2
" " " on declaration,		" Hampers and Trunks, returned	
" " " o.r.	1	empty ...	1
Bisulphite of Lime ...	1	" Hampers and Trunks, not re-	
" of Potash ...	2	turned empty ...	2
Bitters, in bulk, o.r.	2	Boots, Shoes and Goloshes, in trunks	
" " " bottled, in cases, o.r.	2	and cases ...	2
Bitumen ...	C	Borax and Borax Glass ...	1
Biturine ...	A	Bottles, empty ...	M
Blacking ...	2	" small lots (must be in bags,	
" in bulk, in sacks	1	crates, or cases), "Smalls"	
Blacklead ...	2	minimum	A
Blanketta ...	C	Boxes, cardboard, in crates and cases,	
Blankets, Flannels, and Woollens, pro-		o.r.	2
duce of Commonwealth ...	1	" empty, for luggage ...	2
Blankets, Flannels, and Woollens,		" Steel or Leather, Hat	
produce of Commonwealth, on up		" empty, n.o.s. (see page 69).	
journey (see page 46) ...	C	Brackets, iron, for telegraph poles ...	1
Blankets, Flannels, and Woollens, n.o.s.	2	Bran (see pages 100 and 107) ...	A.P.
Bleaching Liquids and Powders ...	(1)	Brands, iron ...	2
Blinds, Bamboo, o.r.	2	Brandy, in bulk, demijohns, or	
" Venetian, in cases ...	2	bottled, produce of Commonwealth,	
" " in packages, o.r.	2	"Smalls" minimum ...	C
Blocks and Pulleys ...	1	Brandy, in bulk, demijohns, or	
Blue ...	2	bottled, n.o.s., o.r.	2
Bluestone, in kegs and cases	1	Brass, Burnish ...	2
" " accompanying red oil as		" Rods ...	2
" " spraying material ...	A	" Sheet ...	2
Boats, 6d. per four-wheeled truck per		" Tubing, lacquered ...	2
mile; minimum, 20s.; bogie trucks,		" Wire ...	2
9d. per mile; minimum, 30s.;		Bread ...	1
additional 4-wheeled trucks, 3d.		Breakfast Delight, in bags	A
per mile; minimum, 10s., o.r. Boats		" " in packages, cased	1
loaded on trucks fully loaded with		Bricks, Air, metal ...	2
other goods, half the above rates, o.r.		" " n.o.s., and Fire ...	A
Boats for regattas at convenience of		" " in truck loads of 6 tons	A, less
the Commissioners; above rates on		" " Fire, produce of Common-	25 p.c.
forward journey, subject to rebate		wealth, on up journey (see	
to half-rates on proof that full crew		pages 46 and 101) ...	M
travelled by rail, o.r. On pro-		" Ordinary (see page 76) ...	M
duction of certificate from Secretary		Britannia-metal Goods, o.r.	2
of Regatta Committee that they		Brooms, in cases, bales and bundles	2
have competed in at least one race,		" produce of Commonwealth, on	
the boats may be returned free, o.r.		" up journey, in cases, bales,	
Boiler Disencrustant ...	A	" or bundles (see page 46) ...	B
Boiler Tubes ...	1	Broom Corn ...	A.P.
" " on down journey in 6		Brunswick Black ...	2
" " ton truck loads ...	B	Brushware ...	2
Boilers, Kitchen, Washing, &c., n.o.s.,		Buckets and Tubs, wooden or metal,	
o.r.	2	in nests, o.r.	2
" " new, for export, &c. (see		" fruit, empty (see page 70).	
" " page 103).			

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article	Class.	Article.	Class.
Buckets, Mining	1	Carnauba	1
Buggies (see Vehicles, page 75) ...	2	Carpeting	2
Buggy Rims	2	Caraway Seeds	2
Bullock Drays (see Vehicles, page 75) ...	B	Carriages (see Vehicles, page 75) ...	AP
Bungs, wooden	1	Carrots	A
„ (sausage skins)	1	„ in small quantities, "Smalls" minimum	A
Butchers' Small Goods, viz., sausages, saveloy, frankfurts, germans, black and white puddings, heads and feet, and corned beef "Smalls" minimum	C	Cartoons, in cases	2
Butter	B, less 10 p.c.	Cartridges, sporting and rifle, metal cased (see page 22)	2
„ in single packages (see p. 74) ...		„ „ sporting and rifle, not metal cased (as Explosives, p. 22) ...	
„ &c., for export (see page 99) ...		Carts (see Vehicles, page 75) ...	B, less 10 p.c.
„ Boxes, Kegs, and Tubs (see pages 69 and 76) ...		Casein and Curds	B, less 10 p.c.
„ on declaration from the Customs Department returned from Melbourne to Country factories to be re-worked on account of being below the standard ...	Half classification rates on the backward journey	Cases, empty (see page 69) ...	
Butterine	B	Casing and covering, wooden, for electric wires	1
Butter making, &c., plant (see page 37) ...	B	Caskets, skeleton, wooden, for protecting coffins, empty returned, "Smalls" minimum	C
Butterworkers and Printers. o.r. ...	1	Casks, empty (see page 70) ...	
Butts, empty (see page 70) ...		Castings (see Iron)	B
Butter Barrels, empty (see page 69) ...		Cattle tips	B
		Cattle and Poultry Food, liquid or dry, n.o.s.	A
O.		Caustic Soda	A
Cabinets, telephone	B	Ceilings, fibrous or infibrous plaster, packed, o.r.	2
Cable boxes, wooden	B	„ „ „ loose, o.r.	2 plus 25 p.c.
„ „ iron	1	„ „ „ „ „ and Walls, metal, packed, o.r. ...	1
„ „ and cable drums	2	„ „ „ „ „ loose, o.r.	2
„ „ trucks	2	Cement (see pages 76 and 100)	B
Cables, chain	1	„ in truck loads of 6 tons	A
„ „ electric	2	„ „ Blocks, for building purposes ...	A, less 25 p.c.
„ „ „ minimum 3 tons	1	„ „ „ in truck loads of 6 tons	A, less 25 p.c.
Cages, bird, in cases, o.r.	2	„ „ Liquid, for Congo roofing	1
„ „ „ loose, double rate, o.r.	2	„ „ Pipes (see Pipes)	AP
„ „ mining	1	Chaff	1
Calcium Carbide, o.r.	1	Chain Cables and Anchors	1
„ „ truck loads of 6 tons	C	Chains, used in the manufacture of agricultural machinery	1
„ „ Chloride	1	„ „ n.o.s.	2
„ „ Chloride in truck loads of 6 tons	C	Chairs, Invalid, on wheels, o.r.	2
Camp Equipment	2	„ „ in pieces, in cases	2
Candles	1	Chalk and Ochre	A
Canes and Rattans	2	Chandlers and Gasaliers, o.r.	2
Cannon, on carriages and otherwise ...	1	Charcoal, in bags (see page 76)	M
Canoes, half Boat rates (see Boats) ...		Chassis, for motors packed in cases ...	2
Cans, empty (see page 69)		Cheese binding	2
Canilevers, for verandahs	2	„ „ boxed	B, less 10 p.c.
Canvas, in bales and bolts	2	„ „ loose, "Smalls" minimum	B, plus 25 p.c.
„ „ hose	2	„ „ in single packages (see page 74)	
Capsules	2	„ „ for export (see page 99)	
Carbolized Sanitary Sawdust	A	Chemicals, n.o.s., o.r.	2
Carbon Balls	1	Cherry Pectoral, o.r.	2
Carbonic Gas, in iron cylinders, o.r. ...	2	Chestnuts, n.o.s.	1
„ „ cylinders, empty, minimum 6d. (see page 69)	C	„ „ produce of Commonwealth, on "Up" journey, "Smalls" minimum (see page 46) ...	A, less 25 p.c.
Carboys, acid, returned, empty	B	Chevalier (Cooking Mixture)	1
„ „ new or not returned empty	C		
Cardboard Boxes (see Boxes)			
Cardboard Mounts for photographs, o.r. ...	2		

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Chicken Food	A	Construction material (see page 100).	
Chicory Roots	AP	Contractors' and Builders' Plant, not	
" dried (see page 100)	A	new, consisting of mixed consign-	
" manufactured	2	ments of appliances used for the	
Chimney Pots, Earthenware	C	carrying out of contracts for Rail-	
" Tops, iron	2	way Works, Buildings, &c. ...	C
China ware, n.o.s., o.r.	2	Contractors' and Builders' Plant, not	
Chlorate of Potash	1	new, consisting of mixed consign-	
Chloride of Lime	1	ments of appliances used for the	
" " in truck loads of 6		carrying out of contracts for Rail-	
" " tons	C	way Works, Buildings, &c., in	
Chocolate	2	truck loads of 5 tons	B
Chrome Ore	M	Coops, empty (see page 69).	
Churns, o.r.	1	Copi, for manure, on declaration ...	Manure
Chutney	2	Copper Nails, Rivets, and Rods ...	2
Cider and Perry, in bulk or bottled,		" Ore	A
" n.o.s.	C	" " in truck loads of 6 tons	A, less
" " in bulk or bottled,		" Plates	25 p.c.
" produce of Commonwealth (same		" Regulus	2
" rate as Wine, produce of Common-		" Scrap	M
" wealth. (See pages 45 and 74).		" Sheet, Ingot, and Bar	A
Cigars and Cigarettes, o.r.	2	" Sulphate of, in kegs and cases	2
Cinnamon	2	" Wire, Tubing, and Piping ...	1
Circus Material, Merry-go-rounds,		Copperas, packed	2
and Switch-back Railways—Four-		Cordage, Hempen	1
wheeled trucks, 6d. per mile; mini-		" " for mining, in truck	
imum, 10s.; bogie trucks, 9d. per		" loads of 6 tons	C
mile; minimum, 30s., o.r.		Cordials, in bulk or bottled (such as	
Citric Acid	2	Raspberry Vinegar, Cloves, Pepper-	
Citrus Health Saline Powder	2	mint, Lime Juice, Quinine Wine,	
Clay or Kaolin (see page 76)	M	Ginger Wine, &c.), o.r.	2
" Retorts and Crucibles for		Cordials or any liquid in bottles for-	
" mining	C	warded in uncovered crates, o.r.	2, plus
" Retorts, produce of Common-		Cordials (see page 83).	25 p.c.
" wealth, on "Up" journey (see		Cork, Granulated, and Cork Shavings,	
" pages 46 and 101)	M	" "Smalls" minimum	C
Cleanse (Soap)	1	" Sheet	2
" " in truck loads of 6 tons		Corks, Cut	2
Clippings, in bales	C	Coring, Stone	M
Clocks, in cases, o.r.	2	Corn Flour	2
Closets, and Closet-pans	2	" " in bags	A
Clothes Lines, hempen or wire	1	" " Sacks (as Bags).	
" Pegs	1	Cornices, fibrous or infibrous plaster,	
Clothing, manufactured and oiled	2	" packed, o.r.	2
Cloves	2	" fibrous or infibrous plaster,	2, plus
Coal (see page 100)	M	" loose, o.r.	25 p.c.
Cocoa	2	" Poles, Centre Pieces, n.o.s.	
Cocconut, desiccated	1	" packed, o.r.	2
" Fibre	1	Cornish Stone, ground, and Ground	
Cocoanuts (same as Fresh Fruit, see		Flint, for pottery making	A
" page 32).		Cotton, Raw	C
Coffee or Coffee Essence	2	" " consigned to country	
" Beans	2	" " woollen mills	B
Coke	M	" Waste	1
Colours and Paints, n.o.s., in secure		" Wool	2
" packages	2	" Yarn	C
Columns, Iron and Steel (see Iron).		" " consigned to country	
Commercial Travellers' Samples, o.r.		" " woollen mills	B
Compo. Board	1	Counter and Shop Fittings	2
Composition, non-conducting, for		Crab Winches (see page 103).	2
" boilers and steam pipes	C	Cracklings	A
Condimental Food for Stock and		Cranes, Derrick	C
" Poultry	A	Crates, empty (see page 70).	
Conduit Stone Blocks	A	Cream (see page 72).	
Confectionery, o.r.	2	" of Tartar	2
" minimum, 2 tons, o.r.		Crockeryware (see Earthenware).	
Congo (roofing)	C		

ALPHABETICAL CLASSIFICATION OF GOODS—*continued.*

Article	Class.	Article.	Class.
Crowbars	1	Egg Preservative, liquid, n.o.s. ...	C
Crucibles, n.o.s., o.r.	2	" " " produce of	
" and Clay retorts for mining	C	" " " Common-	
(see page 101)	B, less	" " " wealth on	
Curds and Casein	10 p.c.	" " " "Up" jour-	
Currents, dried } Same as Fruit (see		ney (see	A
" fresh } page 32).		page 46) ...	
Curry	2	Electric Accumulators (see Accumu-	
Cutch	A	lators).	
Cutlery	2	" Light Fittings, o.r. ...	2
Cyanide of Potassium	1	Empties (see page 69).	
" Sodium	1	Emulsion of Turpentine and Beeswax	2
Cylinders, mineral water, returned	A	" " produce of	
empty, minimum 6d. (see page 70)		C o m m o n -	
Cylinders, iron (see Iron).		wealth on	
		"Up" journey	
		(see page 46)	A
		Engines, Beer, Fire, Garden, and	
		n.o.s., o.r.	2
		" Donkey	C
		" Gas, oil or steam, stationary,	
		o.r.	2
		" Hop washing, o.r.,	2
		" Motor, o.r.	2
		" Oil or Steam, Portable	C
		" Traction	C
		Engine Packing	2
		Engravings, Paintings, Pictures and	
		Photographs,	
		n.o.s., in cases,	
		or otherwise	
		securely	
		packed, o.r.	2
		Loose, o.r.,	
		double rate	2
		Ensilage	A P
		Envelopes, Straw, for bottles	1
		Essence, Coffee	2
		Essences, Culinary (see page 63)	2
		Ethyl-Methyl-Ketone	1
		Eucaliqua (Boiler Disencrustant)	A
		Eucalyptus leaves	C
		" Oil, n.o.s., o.r.	1
		" " produce of Common-	
		wealth, on "Up"	
		journey (see page 46)	
		Refuse or By-product	C
		Exhibits for Shows (see page 18).	A
		Explosives (see Special Regulations,	
		page 19).	
		F.	
		Fabric, Clinton	C
		" " in truck loads of 6 tons	C, less
			20 p.c.
		Farina, in bags, casks, or cases	2
		Fat and Tallow	B
		Feathers	2
		Felloes and Spokes, dressed	C
		" " in truck	
		loads of 6 tons	B
		rough	M
		Felt or Paper, Roofing and Insulat-	
		ing, in bundles	1
		Felt Paper and Hessian which have	
		been used for packing furniture,	
		when returned in the cases in which	
		the furniture was originally packed	A

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Fenders and Fireirons, packed ...	2	Flower Pots, Earthenware ...	C
" " " loose, o.r. ...	2	" Seeds, Roots, and Bulbs ...	2
Ferns, Tree ...	M	Fly Wheels, o.r. ...	2
Fibre, Basaltic ...	C	Fodder, green or compressed (see page 100) ...	AP
Fibrina ...	2	Foods, grain, patent, n.o.s. ...	2
Fibro—Cement Sheets ...	B	" Infants' ...	2
" " Roofing Slates ...	C	Koolights, Glass, for pavements and floors, o.r. ...	1
Fibro Slab Partitions ...	1	Forges, Portable ...	2
Firearms, n.o.s. ...	2	Forgings, Rough (see Iron) ...	1
Fire Beaters ...	1	Forks, Hay and Garden ...	2
" Blocks, Bars and Bearers (see Iron)		Formalin (disinfectant) ...	1
" Bricks ...	A	Frames, Door and Window, set up, o.r. ...	2
" " produce of Commonwealth, on "Up" journey (see also pages 46 and 101) ...	M	" Picture, o.r., in bundles ...	2
" Clay ...	A	" " set up, o.r., double rate ...	2
" " produce of Commonwealth, on "Up" journey (see also pages 46 and 101) ...	M	Frigeroid ...	1
" Fighters ...	1	Fruit, Dried, Canned, Bottled, and Preserved, n.o.s. ...	2
Fireirons (see Fenders) ...	1	" Dried, Canned, Bottled, and Preserved, produce of Commonwealth, on "Up" journey, (see page 46) ...	A
Firekindlers ...	A	" Dried, consigned direct to distillers and accompanied by a declaration that it is to be used for distilling purposes ...	A
Fire Lumps ...	A, less 25 p.c.	" Dried, &c., for Export (see page 101) ...	
" " in truck loads of 6 tons ...		" Fresh, in cases or bags—"Smalls" minimum ...	A, less 25 p.c.
" " produce of Commonwealth, on "Up" journey (see pages 46 and 101) ...	M	" " " trays in packages fastened together—"Smalls" minimum ...	A, less 25 p.c.
" Rakes, o.r. ...	1	" " " buckets, casks, crates, or tubs—"Smalls" minimum ...	R
Firewood (see pages 78 and 101).	Fire-wood	" " in baskets, o.r. ...	1
" Mallee Roots, Mining Slabs, Mining Laths, and Mining Props (see page 78)		" " consigned direct, for export (see page 99) ...	AP
Fireworks (see Explosives) ...	2	" " in single packages (see page 74.)	
Fish Pastes ...	2	" Inter-State Traffic (see pages 87 and 101).	
" preserved, tinned (see page 83)	2	" Cases, empty (see page 69).	A
" dried, salted, and in brine ...	2	" Pulp, "Smalls" minimum ...	2
" fresh, and smoked or dried, produce of Commonwealth, also oysters and other shell fish, fresh (see page 71).		" Stoves, n.o.s. ...	2
" Baskets and Boxes, empty (see page 70).		Fuller's Earth ...	C
Fishing Nets ...	2	" " for scouring purposes ...	1
Fittings, Door ...	2	Fungusine ...	2
" Electric Light, packed, o.r. ...	2	Funnels, Engine, o.r. ...	2
" Gas, packed, o.r. ...	2	Furniture and Upholstery, n.o.s., o.r. ...	
" Shop and Counter ...	2	" and Household Effects, including sewing machines, pianos, organs, perambulators and go-carts, second-hand, in truck loads of 3 tons, ls. per mile; minimum, 20s. Any excess quantity, loaded in the same truck, <i>pro rata</i> , o.r.	
Flagging (see Stone) ...	1		
Flannels (see Blankets) ...	2		
Flavour for Cordials, in bulk ...	1		
" " in jars or cases ...	2		
Flax Straw ...	AP		
" " minimum 3 tons per 4-wheeled truck ...	SAP		
" Fibre ...	A		
" " Refuse ...	AP		
" Yarn ...	B		
Flock ...	2		
" Dust ...	M		
Floorcloths and Linoleums, o.r. ...	2		
Flour, Aerated, self-raising, Presto, &c. ...	A		
" white and brown (see pages 100, 101, and 107) ...	AP		

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Furniture in vans (see page 101).		Grates, packed in cases	2
" Springs	2	" loose, o.r.	2
Furs, o.r.	2	Gratings, o.r.	2
Fuze Cotton	2	" wooden, for stabling horses	
" Safety	2	on vessels	A
" Tape	2	Grave Railings, o.r.	2
" Tape colouring	1	Gravestones, dressed, polished or	
		carved, in cases, o.r.	1
G.		" dressed, polished or	
Gambier	A	carved, loose, o.r.	2
Game, Dead, n.o.s., o.r.	1	Gravel (see pages 76 and 102)	M
Gangboards	B	Grease, axle and antifriction	C
Garden Rollers and Mowers	2	" curriers', for tanning	A
" Seats	2	Grids, Wooden	1
" Seeds	2	Grindery, n.o.s.	2
" Produce, in single packages		Grindstones, o.r.	1
(see page 74).		Groats	2
Garlic	A	Groceries, n.o.s. (see page 83)	2
Gasaliers and Chandeliers, o.r.	2	Grubbing Machines, o.r.	1
Gas, Acetylene, Manufacturing		Guano	Manure
Plant, o.r.	2	Gun, dry, Wattle	1
" (Coal or Oil), Manufacturing		" liquid red and Shellac	2
Plant, o.r.	2	Gunmetal	2
" Fittings, packed, o.r.	2	" scrap	A
" Liquor in steel drums	M	Guttering, Piping, Ridging, and Spout-	
Gates, Iron and Wood	2	ing, galvanized iron, tin, or zinc, o.r.	2
Gelatine	2	Gypsum (see pages 76 and 102)	M
Germea	2	" for manure, on declaration	Manure
Ginger, dry or preserved	2		
" green, "Smalls" minimum	A, less	H.	
	25 p.c.	Hair, Builders', and n.o.s.	2
Girders (see Iron).		" Pigs	1
Glass, broken	M	" Upholsterers'	2
" plate or window, o.r.	2	Hams and Bacon (see Bacon, page 27).	
" preserving jars	B	Hames and Chains	2
Glassware, packed, o.r.	2	Hand Carts	2
Gloss, boot	2	Handles, Wooden, in bundles or cases	
Glovcol	1	" Hardwood, in bundles or	
" in truck loads of 6 tons	C	cases, produce of Com-	
Glucose	A	monwealth, on "Up"	
Glue	1	journey (see page 46)	A
" pieces in bales	1	Hardware, n.o.s.	2
Glycerine, crude	1	Hares, dead, minimum 5 cwt	A
" nitro (see Explosives,		" for export (see page 99).	
page 19).		Haricot Beans	1
" pure	2	Harness and Saddlery, n.o.s., o.r.	2
Go-carts, folding, packed	2	Hay, in bundles or bales	AP
" loose, o.r., double rate	2	Hazel Nuts, produce of Common-	
Golden Syrup, Treacle, and Molasses,		wealth, on "Up" journey—	
in casks and cases, o.r.	1	"Smalls" minimum (see page 46)	A, less
" " in jars and tins, loose,			25 p.c.
o.r.	2	Hearthstones	A
Goloshes	2	Hemp	A
Goods, n.o.s., o.r.	2	" Yarn	C
Grain, n.o.s. (see pages 100 and 107)	AP	Herbs	2
" Foods, patent, n.o.s.	2	Hessian, in bales and bolts	2
Granite (see page 43).		" and Felt Paper which have	
Grape Nuts	2	been used for packing fur-	
" Skins, crushed	M	niture, when returned in	
" Spirit, produce of Common-		the cases in which furni-	
wealth	B	ture was originally packed	A
Graphite	1	Hides (see page 85)	B
Grass and Rushes for brickmaking		" for country tanneries—"Smalls"	
and thatching	AP	minimum	B
" Rope twisted	AP	" for country tanneries—	
" Seeds	AP	minimum, 10 cwt.	A, less
			25 p.c.

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Hiderow	M	Iron and Steel—continued.	
Hinges and Locks	2	Boiler Tubes	1
Hogsheads, empty (see page 71).		" " on down journey in	B
Hollowware, n.o.s., o.r.	2	6 ton truck loads...	1
Honey, in tins, cases, or casks—mini-	B	Bolts (see page 105)	1
mum, 10 cwt.		Brackets, for telegraph poles ...	1
" in single packages (see page 74).		Buckets, Mining	1
" produce of Commonwealth on		Cable Boxes, iron	1
" "Up" journey—minimum,	A	Cables, Chain	1
10 cwt. (see page 46)		" Electric, minimum 3 tons ...	1
" for export (see page 99).		Cages, Mining	1
" (see page 76).		Canilovers	2
" Tins, empty (see page 70).		Castings and Forgings, Rough, and	
Hooks, reaping	2	not machined or polished,	
Hoops, cheese, o.r.	1	or light and fragile, includ-	
Hops, in packages, min. 10 cwt. ...	C	ing Stamper Heads, Shoes	
Horns and Hoofs	B	and Cams, Hammered	
" in truck loads of 5 tons ...	A	Shafts, Stamper Boxes and	
Horseshoes	1	Fire Blocks, Bars and	
Hose Reels—minimum, 5 cwt. each,	2	Bearers	C
o.r.		" in truck loads of 6 tons	C, less
Houses or Offices, Wooden (includ-		(see page 103).	20 p.c.
ing Cooling Chambers) whole or in	B	" in cases, o.r.	2
packages		" machined and polished, or	
Hurdles, Wooden or Iron	1	light and fragile, loose,	
Hypo Sulph. Soda	A	o.r.	2
		Chains used in the manufacture of	
I.		Agricultural Implements	1
Ice, in waterproof cases or sacks,	B	" n.o.s.	2
"Smalls" minimum		Channels and Rolled Joists, n.o.s.	1
" in waterproof cases or sacks, in	A	" " in truck	C
truck loads of 6 tons		loads of 6 tons	
" (see page 102).		Channel, and Rolled Joists to Coun-	C
" Chests	2	try Foundries, in truck loads of	
Ink, in bottles in cases, or in casks,		6 tons	B
drums, or tins	2	Chimney Tops	2
Indiarubber Goods, o.r.	2	Clamps	1
" old	C	Columns, wrought or cast	2
Insecticide and Insectibane	2	Corrugated, galvanized, or sheet	
Instruments, Musical, Optical, Scien-		iron, in cases or	C
tific, Surgical, and n.o.s., o.r. ...	2	packages	2
Insulators for telegraph poles ...	2	" iron, loose	2
		Crab Winches	1
IRON AND STEEL.		Crowbars	2
Anchors	1	Cylinders, turned and polished, o.r.	1
Anvils	1	" rough	1
Axle Arms and Boxes	1	Disc Plates for Drills, Harrows,	1
Bar, Rod, Plate, and Angle (see	C	and Ploughs (see pages 31 and 105)	1
page 105).		Galvanized or sheet iron, loose ...	2
" " " in truck	B	Gates	2
loads of 6 tons		Girders	1
Bearers, also floor, sole, and bed-	2	" in truck loads of 6 tons ...	2
plates		Gratings, o.r.	2
Boilers, Steam, o.r.	1	Grave Railings, o.r.	C
" Old, on statutory declara-		Hoop	B
tion being furnished of		" in truck loads of 6 tons ...	
their having been in use		" used in the manufacture of	
3 years and upwards;		Hogsheads, Cream and	A
the declaration to be		Milk Cans, on declaration	1
made on form GF.104 ...	C	Hurdles	2
		Lathes	1
		Lathing Steel, interlocking ...	2
		Lattice Bars, Struts, and Ties ...	2
		Links, bucket, for Dredging plants	1

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class	Article.	Class
Iron and Steel—continued.		Iron and Steel—continued	
Magnet	M	Swinglebars	2
Mining Cages, Screens, and Tips...	1	" for Agricultural Machines	1
Nails and Spikes	1	Tacks	2
Nuts	1	Tanks, iron, empty, n.o.s.—	
Ore	M	Up to 400 gallons, o.r. ...	2
Pickeyes, loose (see page 103) ...	2	Over 400 gallons and not exceed-	
" in cases	1	ing 1,000 gallons, o.r., rate and	
Pig	M	a half	2
Piles, screw and other for bridge-		Over 1,000 gallons, o.r., double rate	2
building	1	Tanks or Vats, corrugated—	
Pipes, Black or galvanized, ½ inch		Up to 1,000 gallons, o.r., rate	
and upwards (see page 40) ...	1	and a half	2
" Cast Iron, for Water Supply		Over 1,000 gallons, o.r., double rate	2
services, including T		Tanks, filled. Tanks as above; con-	
bends and junctions	B	tents as per classification.	
" Cast Iron, Gas, includ-		Telegraph Poles	1
ing T bends and junc-		Troughing, o.r.	2
tions	C	Trucks and Skips, Mining, and	
" Down, Cast Iron, o.r.	2	Timber	1
" Wrought Iron, riveted, not		Tubing for Diamond Drills and	
exceeding 12 inches	1	water boring	1
" Wrought Iron, riveted, not		Tyres	1
exceeding 12 inches, for		" in truck loads of 6 tons ...	C
Water Trusts and Shires		Tyre Setters	C
" Wrought Iron, riveted, ex-	B	Valves	2
ceeding 12 inches (see		Verandah posts	2
page 104)	2	Vyces	2
Piping, galvanized, o.r.	2	Weights	1
Ploughshares and Mouldboards, o.r.		" used by Municipal Councils	
(see page 40)	1	for testing Weighbridges	C
Plough Wheels, o.r.	1	Wheels, Fly, Truck and Barrow o.r.	2
Posts, Lamp and Verandah	2	" n.o.s., o.r.	2
Pulleys and Blocks	1	Whippletrees	2
Rails, Chairs, and Fishplates, Rail-		" for Agricultural Machines	1
way and tram	C	Wire, fencing, woven (for fencing)	
" loads of 6 tons (see page 105) ...	B	and barbed, in bundles, also	
Railings, o.r.	2	droppers, staples, clamps,	
Retorts, o.r.	2	standards, strainers and	
Ridging, galvanized, o.r.	2	wedges	C
Rivets, for Boilers	1	" &c., as above, in truck loads	
" when forming		of 6 tons	C, less
part of a 6-ton truck load with		" &c., as above, in lots of 10	20 p.c.
Bar, Rod, Plate, Hoop, and Angle		tons and upwards	A
Iron and Steel	B	" Bright, o.r.	1
Rivets, n.o.s.	2	" Cutters	1
Roofwork	2	" for Wire Mattresses	1
Ropes, Wire and Steel	1	" Insulated	1
" for mining, on declaration,		" Netting	M
in truck loads of 6 tons	C	Ironmongery, n.o.s.	2
Safes	2	Isinglass	2
Sash Weights	1	Ivory Cement Plaster	B
Scrap	M	" " in truck loads	
Screws and Washers	1	of 6 tons	A
Shafting	2	" Wood Fibre Plaster	B
Sheet Iron (See Corrugated).		" " " " in truck	
" Steel (see page 105)	1	loads of	
Sole and Floor Plates	2	6 to	A
Spokes for Agricultural Machines		J.	
Spouting, Galvanized, o.r.	2	Jadoo Fibre	Manure
Springs, Carriage, Dray, and Truck		Jams and Jellies, n.o.s., o.r. ...	2
Standards for fencing	C	" produce of Com-	
Steel or Metal expanded, in cases		monwealth, on	
or bundles	1	"Up" journey	
" Loose	2	(see page 46)	A
" Polished	2		
" Trunks	2		

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Jams and Jellies, produce of Commonwealth, consigned direct for export	AP	Lead, Tea	A
Japan Wax	1	Leaf, Gold and Silver, o.r.	2
Japanned Ware, o.r.	2	Leather, Fancy and Bookbinders', o.r.	2
Jars, confectionery, in cases, "Smalls" minimum	C	" Plain and Patent, sils	1
" empty returns (see page 70).		" produce of Commonwealth, on "Up" journey—minimum 3 tons (see page 46)	SAP
" preserving, glass	B	Leather, Plain and Patent, also Basils, produce of Commonwealth, lesser quantities—minimum 10cwt. (see page 106)	A
Joinery, n.o.s., o.r.	2	Leather, compounds used in manufacture of, n.o.s.	A
Jute Yarn	B	Leatherware, o.r.	2
K.		Lentils	1
Kainit	1	Lestout Foyers (orchard pests specific)	A
" for manure, on declaration	Manure	Lignite	M
Kaolin (see page 76)	M	Lime, Carbonate of	Manure
Kapok, in bales	2	" Chloride of	1
Kassina	1	" " in truck loads of 6 tons	C
Kauri Edgings (see Timber).		" " in bags, minimum 3 tons (see pages 76 and 103)	A
Kege, empty (see page 71).	C	" " in bags, in truck loads of 6 tons on declaration (see page 76)	M
Kellofuge		" " water in casks	1
Kerbing (see Stone).		" " and Hair (Tanners' refuse)	Manure
Kerosene, in bulk, in owners' trucks, minimum 6 tons per truck	B	Limejuice and Limella, o.r.	2
" in cases and in bulk, also in approved tins or drums, uncased	C	Lime Sand for manure, on declaration	Manure
" in cases and in bulk, also in approved tins or drums, uncased, minimum 8 tons per truck	B	Limestone (see page 103)	M
" taps, metal	2	Linoleum, o.r.	2
" (see pages 76 and 83).		" cork, o.r.	2
Kilderkins, empty (see page 71).	2	Linseed	AP
Kill-Fly	2	" Meal, in bags	A
Kiton, for Roadmaking	C	" " in cases	1
Klinton, roofing composition	1	" " fine or coarse, for cattle food on declaration	AP
Knife Grinders	1	Liquids, Inflammable, n.o.s., o.r.	2
L.		Liquors, in bulk or bottled, n.o.s., o.r. (see page 83)	2
Lactofarina	A	Liquorice	2
Ladders, up to 18 feet in length, rate and half	2	Litharge, used in assaying of gold	1
" over 18 feet in length, double rate	2	Live Stock (see page 114).	
Lamp Black	2	Loam	M
Lamps, Hall and Street, packed, o.r.	2	Locks and Hinges	2
" " loose, o.r.	2	Logwood	1
" " rate and a half	2	Logs (see Timber).	
Lamp posts	2	Lollies, o.r.	2
Lampware, in cases, o.r.	2	" minimum 2 tons, o.r.	1
Land Gruders	1	Lorries (see Vehicles, page 75).	
Lard, in casks, kegs, and cases (see Bacon and Ham, page 27).	B, less 10 p.c.	Lubrine	2
Lasts	2	" produce of Commonwealth, on up journey (see page 46)	B
Lathes (see Iron).		Luggage, o.r.	2
Lead and Compo. Piping	2	Lupinus (Agric. Seed)	AP
" Ore	A	M.	
" Pig	C	Machinery and Machines—	
" Red and White	2	Agricultural Machines (see pages 26 and 103).	
" Scrap	A	Bag Lifters, o.r.	2
" Sheet	1	Bone Cutters and Crushers, o.r.	2
" Sugar of	2	Brick Making and Scooping	1
" " as orchard pests specific, on declaration	A	" " in truck loads of 6 tons	C

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Machinery and Machines—continued.		Mangel Worzel	A. P.
Butter Making and Dairy Cooling Plant (including Vats and Cheese Hoops), also Milking Machinery, o.r.	1	Manures, Artificial (see page 27)	Manure.
Cheese Presses, o.r.	1	Ammonia, sulphate of	
Cream Separators, o.r.	1	Bonedust	
Diamond Drills	1	Bonemeal	
" in truck loads of 6 tons	C	Carbonate of Lime	
Distillery Apparatus, o.r.	2	Castor Meal, on declaration	
Drilling	2	Copi, on declaration	
Electrical	2	Guano	
Fire Fighting	1	Gypsum, on declaration	
Flour Dressing, o.r.	1	Jadoo Fibre	
Grain Pickling, o.r.	1	Lime, on declaration (see page 76)	
Grape Crushers	2	Lime and Hair (Tanners' Refuse)	
Grubbing, o.r.	1	Lime Sand, on declaration	
Hay Steamers	1	Muriate of Potash	
Heavy, n.o.s., including Sole Plates and Fly Wheels (see page 103)	2	Night-soil, deodorized	
Hop Sulphurating	2	Nitrate of Potash	
Irrigation and Water Supply	1	" Soda	
Machinery, products of Country Foundries (see page 104).		Nitre Cake	
Mangles, o.r.	2	Phoscal	
Mining	1	Phosphatic Rock	
" in truck loads of 6 tons	C	Salt, on declaration	
New, for export, &c. (see page 103). Not otherwise specified, o.r.	2	Stable Manure (see page 103)	
Pile Driving	C	Street Sweepings, minimum 6 tons per truck	
Printing	2	Sulphate of Iron, on declaration	
Pulpers	1	Tobacco Plant Refuse	
Rabbit Exterminating	1	Wood Ashes	
Rabbit Poisoning	1	Mantel-pieces, o.r.	2
Refrigerating	1	Marble (see page 43).	
Road Graders	1	" Fenders, o.r.	2
Sausage, o.r.	2	Margarine, in casks, kegs, and cases	C
Saw Milling	1	Marl	M
Sheep Shearing	1	Marline	1
Spraying Machines and Pumps	1	Matches, Vestas, and Vesuvians, o.r. (see page 83)	2
Stone Breaking	2	Material, Railway, Old (see page 105).	
Stump Grubbing, or Lifting Jacks	1	Matting, Chinese	2
Water Boring	1	" and Mats, Cocoa-nut, Coir, and Jute	2
Weighbridges	2	" and Mats, n.o.s.	2
Wine and Wool Presses... ..	2	Mats, old straw	C
Machinery and Machines—		Mattresses	2
Old, on statutory declaration of having been in use 3 years and upwards; declaration to be made on Form G F 104	C	Meal, Bone	Manure
Mabor, used in assaying of gold	1	" Castor	AP
Macaroni	2	" for Manure, on declaration	Manure
Mack Ceilings, Building Sheets and Walls	B	" Pease, Barley, Digestive, Oat, Maize, Linseed, and Wheat, in bags	A
Magic Wash	1	" Pease, Barley, Digestive, Oat, Maize, Linseed, and Wheat, in cases	1
Magnesia, Fluid	2	" Wheaten, for bread making	AP
Magnesite	M	" Wheaten, n.o.s.	A
Magnet Iron	M	" Linseed, fine or coarse for cattle food, on declaration	AP
Maize	A. P.	" n.o.s.	2
Maizena	2	Meat Fresh, including Veal and Pork "Smalls" minimum	B, plus 25 p.c.
Mallee Roots (see page 78)	Fire-wood	" in louver trucks, minimum 5 tons	A
Malt and Malt Combing	A. P.	" (see page 103).	
" Extract	2		
" (see page 107).			
Malthoid	C		
Manganese	C		
" Ore	A		

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Meat and Rabbits, Frozen; 1½d. per ton per mile, minimum tonnage 7 tons 10 cwt. per 4-wheeled truck, and 11 tons 5 cwt. per 6-wheeled truck. Extra weight <i>pro rata</i> ...		Moss, in bags ...	1
Meat and Rabbits, (see pages 99 and 103).		" Fern ...	A
" Pastes ...	2	Motor Cars (see Vehicles, page 75).	
Meats, Extract of and Preserved, n.o.s. (see page 83) ...	2	" Car Bodies and Chassis, packed in cases... ..	2
" Extract of and Preserved, produce of Commonwealth on "Up" journey (see page 46)	B	" Engines, o.r. ...	2
Meat Wrappers, minimum, 6d. ...	A	Motor Spirit, o.r....	1
Medicines, n.o.s., o.r. ...	2	Mouldboards (see pages 35 and 105)...	1
Molliss, in tins, cases, or casks, minimum, 10 cwt. ...	B	Mouldings, Architraves, and Skirtings, common wood, not gilded	C
" produce of Commonwealth on "Up" journey, minimum, 10 cwt. ...	A	Mouldings, gilt, and n.o.s., o.r. ...	2
Melons ...	M	Mulsine ...	2
" small lots, as Fresh Fruit.		Mungo ...	1
Merry-go-rounds (see "Circus Material")		Muntz Metal ...	2
Metal or Steel, Expanded, in cases or bundles ...	1	Murato ...	1
Metal, loose ...	2	Mushrooms ...	A
Metal, old, comprising Castings, Zinc, Old Quicksilver Bottles, Lead, and Scrap, n.o.s. (see Bones, page 28) ...	A	Mustard (see page 83) ...	2
Metal, Road (see pages 73, 77, and 102) ...	M	Musthita ...	1
Methyl Alcohol ...	1	" in truck loads of 6 tons ...	C
Meters, Water and Gas, o.r. ...	2	Myrabolams ...	A
Milk, Preserved and Concentrated ...	1	" Extract of ...	1
" Concentrated and Condensed, produce of Commonwealth...	B, less 10 p.c.		
" Fresh (see page 71).		N.	
Milkido ...	A	Nails, Boot, iron or brass ...	2
Millstones, o.r. ...	2	" Iron or wire and iron spikes ...	1
Millet ...	A.P.	" n.o.s. ...	2
Mineral Naphtha ...	1	Naphtha, mineral, o.r. ...	I
" Waters, "Smalls" minimum	G	Nave Blocks ...	M
" Waters, in bottles, packed in cases in truck loads of 6 tons	B	Naves, Turned and Mortised ...	C
Mining Buckets, Trucks, Cages, Tips, Screens, and Skips, Iron ...	1	" in truck loads of 6 tons	A
" Props, Laths and Slabs (see page 78) ...	Fire-wood.	" turned only ...	M
Mirrors and Looking Glasses, in cases, o.r. ...	2	Nets, Fishing ...	2
Mirrors and Looking Glasses in skeleton cases, o.r., rate and half	2	New Char. Brewers Compound ...	B
Mirrors and Looking Glasses, unpacked, o.r., double rate	2½	Nightsoil, Deodorized ...	Manure
Molascuit (Cattle Food) ...	AP	Nitrate of Potash ...	Manure
Molasses, in casks, cases, and tins (see Golden Syrup).		" Soda ...	Manure
" and Treacle, for cattle food, on declaration ...	AP	Nitre Cake ...	Manure
" for distillation purposes ...	AP	No Dust (floor sweeping preparation)	1
Monier Cattle Troughs ...	A	Normissa ...	C
" Plates, Flags, and Curb-pieces	M	" in truck loads of 6 tons ...	1
" Pipes (see Pipes).		Nutmegs ...	2
		Nuts, Edible, n.o.s. (see pages 26 and 45) ...	2
		" Iron (see Iron).	
		O.	
		Oakum ...	2
		Oak Planking ...	C
		Oars, Boat ...	2
		Oats ...	AP
		" Excelsior, John Bull, Rolled, and Tam o' Shanter, in cases ...	1
		" " in sacks or bags ...	A
		" Quaker, in cases ...	2
		" hulled, in bags ...	AP
		Oatmeal, including Flaked and Emo, in cases ...	1
		" in bags or sacks ...	A
		Ochre and Chalk ...	A
		Oils, Castor, in bottles, o.r. ...	2
		" Chinese, o.r. ...	2
		" Cocoa-nut, Oleine, or Palm, in bulk, Eucalyptus and Batching, o.r. ...	1
		" " in truck loads of 6 tons ...	C

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Oils, Crude or Residual, for (as or Brick making, in tins or drums	B	Oysters and other Shell Fish, bottled	2
„ Eucalyptus, produce of Commonwealth on "Up" journey (see page 46)	C	„ and other Shell Fish, fresh, in bags (see page 71).	
„ Fish, including Cod (unrefined), Seal and Whale	A	P.	
„ in casks, drums, and tins, n.o.s., o.r.	2	Packing (Engine)...	2
„ Kerosene, in cases and in bulk, also in approved tins or drums, uncased	C	Paintings (see Engravings).	
„ „ in cases and in bulk, minimum 8 tons per truck	B	Paints and Colours, in secure packages, n.o.s.	2
„ „ in bulk, in owners' trucks, minimum 6 tons per truck	B	Palings (see Timber).	
„ „ (see pages 76 and 83).	2	Paper, Paper Bags, n.o.s., Wrapping Paper, Pulpboard, and Leather-board, in packages	1
„ Lubricating, in casks, drums, and tins, o.r.	1	„ Paper Bags, &c., in truck loads of 6 tons...	C
„ in truck loads of 6 tons	C	„ Bags, produce of the Commonwealth, on "Up" journey (see page 46)	B
„ Neatsfoot, o.r.	2	„ Emery, Glass, and Sand	2
„ Olive, n.o.s., o.r.	2	„ Fly	2
„ „ produce of Commonwealth, on "Up" journey (see page 46)	B	„ For lining Strawboard	A
„ Petrol and Petrolatum, o.r.	1	„ for paper-bag manufacture	
„ red in casks or cases for spraying purposes as orchard pests specific	A	„ "Smalls" minimum	C
„ Salad, o.r.	2	„ „ in truck loads of 6 tons	B
„ Shale	B	„ Giant Building (for roofing)...	1
„ Sheep, Blo. Fly, o.r.	1	„ Hangings	2
„ Tar, o.r.	1	„ Patterns	2
„ Turpene, o.r.	1	„ Roofing and Insulating	1
„ Turpentine, o.r.	2	„ Waste and Old, for paper-making or packing	A
„ n.o.s., o.r.	2	„ Writing	2
„ used directly for fuel, also for road making, on declaration	M	Paraffin, o.r.	2
Oil-cake for cattle food	AP	Paroid	C
Oilcloth (floor), o.r.	2	Pastes, Meat or Fish	2
Oiled Clothing, o.r.	2	Patterns, Wooden, for Castings	2
Old Dutch Cleanser	1	Pavers (Large Bricks)	M
Onions (see page 76)	AP	Peach Stones. "Smalls" minimum	A
„ Small quantities "Smalls" minimum	A	Peanuts (see page 83)	2
Opium, o.r., double rate	2	Pearl Barley	1
Orchard Pests Specifics n.o.s., in bags or casks	A	„ „ Produce of Commonwealth on "Up" journey (see page 46)	B
Ores, n.o.s.	A	Pease (see page 76)	AP
Ore, Antimony	A	„ Meal, in bags	A
„ „ partly smelted	B	„ „ in cases	1
„ „ smelted	1	„ Split	1
„ Chrome	M	„ „ Produce of Commonwealth on "Up" journey (see page 46)	B
„ Copper	A	Peat	M
„ „ in truck loads of 6 tons	A, less 25 p.c.	„ „ Dust	C
„ Crude, Barytes	M	Peel, Candied (see page 83)	2
„ Iron	M	Pegmol	2
„ Lead, Manganese and Tin	A	Pepper, Ground and Whole, also Cayenne (see page 83)	2
Ornaments, n.o.s., o.r.	2	Perambulators and Go-Carts, in boxes and nests	2
Ovens, Camp and Colonial, loose, o.r.	2	„ „ „ loose, o.r., double rate	2
„ „ in cases	2	Perfuntery, o.r.	2
Oxide of Iron, n.o.s.	A	Permasite Building Slates and Blocks	B
Oxide, spent, for weed-killing, &c.	M	„ Flooring Composition	B
„ Crude, for Gas Purifying	M	„ Insulation Plates	B
„ Red	A	„ Window Sills and Door Steps	B
		Petrol (see Oils).	
		Petroleum Jelly, o.r.	1

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Phoscal	Manure	Plated Ware, o.r.	2
Phosphate of Ammonia	2	Plates, floor, sole and bed	2
Phosphatic Rock	Manure	Ploughs, Ploughshares, and Plough Wheels, o.r.	1
Photographs (see Engravings).		Plumbago	2
Pianos and Organs, new or second- hand, n.o.s., o.r.	2	" in bulk, in sacks or casks	1
" " secondhand, ac- companying secondhand furniture(see pages 32 and 101).		Pollite, for roofing	C
Pickeys, loose (see page 103)	2	Poisons, Rabbit	1
" in cases... ..	1	Poles, composite telegraph, rough or finished, in truck loads of 6 tons	A
Pickles, n.o.s. (see page 83)	2	Poles, Shafts and Bars, for vehicles, n.o.s., o.r.	2
" produce of Commonwealth, on "Up" journey (see page 46)	A	Poles, Shafts and Bars, gig and carriage, unfinished and in the rough	1
" produce of Commonwealth consigned direct for ex- port	AP	Poles, Telegraph and Scaffolding, wooden (see Timber)	2
Pictures (see Engravings).		Polish, Knife and Metal	2
Pig Feed (see page 73).		" Universal Cleanser	2
Pigs' Feet	B, less 10 p.c.	Pollard (see pages 100 and 107)	AP
Piles (see Timber).		Pork and Beef, salted, in casks or bags "Smalls" minimum	B, plus 25 p.c.
Pins, Wooden, for Telegraph Poles... ..	1	Porter (see Ale).	
Pipes—Brass and Copper	2	Posts, Lamp and Verandah, iron	2
" Cement and Monier high pressure for City or Town Reticulation	B	" Verandah, hardwood, dressed	A
" Empty (see page 71).		" Verandah, softwood	C
" Glazed Earthenware, Cement, or Monier, n.o.s. low pressure for irrigation or drainage	A	" and Rails, hardwood (see Timber and also page 78).	
" Do., do., exceeding 15" in diameter, in truck loads of 6 tons	A, less 25 p.c.	Potash	1
" Iron or Galvanized (see Iron).		" in truck loads of 6 tons	C
" Unglazed Earthenware, for agricultural purposes	M	" Bichromate of	A
" Water Wooden for irrigation	A	" Bisulphite of	2
" " " for water supply services	B	" Muriate of	Manure
" Smoking, clay or wood	2	" Permanganate of	1
" Stove, o.r.	2	Potatoes (see pages 73, 76 and 104).	
Piping, Guttering, Ridging, and Spouting; galvanized iron, tin, or zinc, o.r.	2	Potteryware, in truck loads of 5 tons	A
" Lead and Compo.	2	" loose, n.o.s., o.r.	2
Pitch and Tar	C	" packed, n.o.s.	C
Plants and Shrubs, o.r.	2	" (see page 104).	
" " in truck loads of 6 tons	C	Pots, Flower, Earthenware	C
Plaster Dental	2	" Chimney	C
" Ivory Cement in bags	B	Poultry, dead, o.r.	1
" " truck loads of 6 tons	A	" food, n.o.s.	A
" Ivorywood fibre, in bags	B	" for export (see page 99).	
" " " in truck loads of 6 tons	A	" living, in crates, coops, and cases, "Smalls" minimum	B, plus 25 p.c.
Plaster of Paris	B	Powder, Sporting, o.r.	2
" " and Cement Ornaments, packed, o.r.	2	Powders, Baking	2
" " " loose, o.r., double rate	2	" Culinary	2
		" Medicinal, n.o.s.	2
		" Soap	2
		" Washing	2
		Preservatives and Compounds used in manufacture of Cheese, Butter and Meat, &c., Preserves	1
		Preserves, n.o.s., o.r.	2
		Presses, Cheese, o.r.	1
		" Copying, o.r.	2
		" Wine	2
		" Wool	2
		Pulleys, Blocks, and Pulley Wheels	1
		Pumicestone	C
		Pumpkins	AP
		" in small quantities, "Smalls" minimum	A
		Pumps, n.o.s., o.r.	2

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Sand, Lime, on declaration ...	Manure	Silex (Weed eradicator) ...	A
Sandpaper ...	2	Silicate of Soda ...	A
Sanitary ware, o.r. (see page 104) ...	2	Silos Steel Frame in sections ...	C
Sarsaparilla, o.r. ...	2	„ (see page 106).	
Sash Weights (see Iron) ...		Skeleton Caskets, wooden, for protecting coffins, empty, returned—	
Sashes, Window, set up, o.r. ...	2	“Smalls” minimum ...	C
Sauces, n.o.s. (see page 83) ...	2	Skewers, Wooden ...	C
„ produce of Commonwealth, on “Up” journey (see page 46) ...	A	Skins, Kangaroo, Wallaby, Opossum, Fox, and Goat ...	1
„ produce of Commonwealth consigned direct for export ...	AP	„ Sausage ...	1
Sausage Skins and hog casings ...	1	„ Sheep, Rabbit, and Hare, loose or in bundles ...	B
Sausages, “Smalls” minimum ...	C	Skins, Sheep, Rabbit, and Hare, small lots, in bundles—“Smalls” min. ...	C
Saw Benches (see page 103) ...	2	Skins, Sheep, Rabbit, and Hare, small lots, loose (see pages 85 and 106) ...	1
Saws, o.r. ...	2	NOTE.—When loose Sheepskins are required to be tallied an extra charge of 1s. per ton shall be made.	
Sawdust ...	M	Skirtings, Common Wood (see Mouldings).	
Scales and Beams, o.r. ...	2	Slates and Pencils, School ...	2
Scrap Lead, Copper, Brass, and Gun Metal ...	A	„ fibro cement, packed in crates	C
„ Metals, Bones and Bottles (mixed lots) ...	M	„ Roofing ...	B
„ Tin ...	M	Slate Slabs, for billiard-tables, packed, o.r. ...	1
Screenings, Coke ...	M	„ for paving, flooring, building, and graves (see page 77) ...	A
„ Stone (see pages 73, 77, and 102) ...	M	Sleepers, Hardwood (see Timber).	
„ Tarred, in bags ...	M	Slick, for cleansing purposes ...	1
Screws and Washers, iron ...	1	Snow White (washing solution) ...	1
„ n.o.s. ...	2	„ „ in truck loads of 6 tons ...	C
Screwjacks ...	2	Snuff, o.r. ...	2
Scrub Exterminator ...	A	Soap, Fancy (see page 83) ...	2
Seythe Blades, o.r. ...	2	„ Foam, extract of ...	2
„ Stones, o.r. ...	2	„ Hudson's Extract of ...	2
Seats, Church, in pieces ...	1	„ Household and Soft, and Extract of Common Household ...	C
„ for churches or halls complete		„ Household, and Soft, and Extract of Common Household, in truck loads of 5 tons ...	B
„ wooden, for chairs ...	1	„ Lye Refuse ...	M
Seaweed ...	AP	Soda Ash ...	A
Seeds and Roots, Agricultural, Grass, and Vegetable, n.o.s. ...	AP	„ Bicarbonate of ...	B
„ Garden and Flower ...	2	„ Caustic ...	A
„ Sunflower ...	AP	„ Crystals ...	B
Seed, prepared for Birds ...	C	„ Hypo-Phosphate of ...	B
Seidlitz Powders ...	2	„ Hypo-Sulphate of ...	A
Semolina ...	2	„ Nitrate of ...	Manure
Shafts (see Poles).		„ Silicate of ...	A
Shale, Oil ...	B	Sodium, Sulphate of ...	B
„ other than Oil Shale (see page 76) ...	M	Soil ...	M
Sharps (see pages 100 and 107) ...	AP	Solder ...	1
Shavings for packing “Smalls” min. ...	C	Sole Plates (see Iron).	
Sheep Blo Fly Oil, o.r. ...	1	Solvol ...	1
„ Branding Commodities ...	C	Spalls (see pages 73, 77, and 102) ...	M
„ Dip ...	B	Spanish Clay, for wine-finng ...	1
„ Shearing Machines ...	1	Spice, Condition, for stock ...	A
Sheepwash Tobacco, in casks ...	2	Spices, culinary ...	2
Shells, gravel ...	M	Spindles, Wood or Iron ...	1
Shell Grit ...	M		
Shingles (see Timber).			
Shot, packed ...	2		
„ and Shell, Cannon, not loaded ...	C		
Shovels and Spades, in cases ...	1		
„ in bundles ...	2		
Shrubs (see Plants).			
Sieves, o.r. ...	2		
Sign-boards, up to 18 feet in length	2		
„ over 18 feet in length, rate and a half ...	2		

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Spirit, Grape, produce of Commonwealth ...	B	Stone, Kerbing, for street paving ...	M
„ Motor, o.r. ...	1	„ Marble Chips ...	B
Spirits, Denaturing, o.r. ...	1	„ „ Rough blocks ...	M
„ in bulk, demijohns, or bottled, n.o.s., o.r. (see page 83) ...	2	„ Metal, road (see pages 73, 77, and 102). ...	
Spirits in bulk, demijohns, or bottled, produce of Commonwealth, "Smalls" minimum ...	C	„ Pitchers (see page 77) ...	M
Spirits, for fortifying wine (Certificate from Customs Department to accompany consignment note). ...	C	„ Rubble (see page 77) ...	M
Spirits, Methylated, o.r. ...	2	„ Slate Slabs, for Billiard Tables, packed, o.r. (see page 77) ...	1
„ of Tar, o.r. ...	2	„ Slate Slabs, for paving, flooring, building, and graves (see page 77) ...	A
„ of Salts ...	A	„ Undressed, n.o.s. (see page 77) ...	M
„ „ Druggists, o.r. ...	2	Stoneware (see Earthenware). ...	2
„ of Wine, o.r. ...	2	Stoves, n.o.s. and Stovepipes, o.r. in cases ...	2
Spokes (see Felloses). ...		„ „ in cases ...	A.P.
Spouting (see Piping). ...		Straw, in bundles or bales ...	C
„ Down, Cast Iron, o.r. ...	2	Strawboard ...	A
Springs, Carriage, Dray, and Truck Stable and Street Sweepings (see Manure). ...	2	„ in truck loads of 6 tons ...	M
Standards, Iron, fencing (see Iron). ...	2	Stringybark, in sheets, for roofing ...	1
Starch ...	2	Stump Grubbing and Lifting Jacks ...	C
Stationery, n.o.s. ...	2	Sugar (see pages 76, 83, and 106) ...	B, plus 25%
Staves, Hardwood, rough, including American oak (see page 78) ...	M	„ in truck loads of 3 tons ...	2
Staves, Hoops, hoopiron, and cask-heads, in casks or packages, for the manufacture of casks, hogsheads, &c., on declaration ...	A	„ „ Icing, Castor, and Loaf ...	2
„ Hoops and caskheads, n.o.s. ...	C	Sugar Baskets (see page 69). ...	A
„ Softwood ...	C	„ Cane, "Smalls" minimum ...	1
Stearine ...	A	„ of Milk ...	1
Stearite, crude or manufactured ...	M	Sulkies (see Vehicles, page 75). ...	Manure
Steel (see Iron). ...		Sulphate of Ammonia ...	1
Stilts and Spurs for Pottery making ...	1	„ Copper in kegs and cases ...	B
Stone Ballast (see page 73) ...	M	„ Iron ...	B
„ Coring ...	M	„ Sodium ...	B
„ Dust (see page 73) ...	M	Sulphur ...	A
„ Flagging ...	M	Sumach ...	2
„ Granite, Marble, and other stone Dressed for buildings and foundations for monuments, grave railings or head stones, but not polished or carved either wholly or partially ...	A	Sundries, n.o.s., o.r. ...	A.P.
„ „ Marble, and other stone—Dressed and only partially polished or carved, or wholly polished on only one side ...	C	Sunflower Seeds ...	2
„ „ Marble, and other stone—Wholly polished or carved, in cases, o.r. ...	1	Swing-boats ...	2
„ „ Marble, and other stone—Wholly polished or carved, loose, o.r. ...	2	Swingle bars of iron ...	1
„ Grave (see Gravestones.) ...		„ „ for agricultural machines ...	1
		* Syphons, Sodawater, as Bottles. ...	1
		Syrup, golden, in casks and cases, o.r. ...	2
		„ n.o.s., o.r. ...	2
		T.	
		Tacks ...	2
		Tallow and Fat ...	B
		Tan, Spent ...	M
		Tanning Compounds, n.o.s. ...	B
		Tanks, Iron, n.o.s. empty, up to 400 gallons, o.r. ...	2
		„ over 400 gallons and not exceeding 1,000 gallons, o.r., rate and a half ...	2
		„ over 1,000 gallons, o.r., double rate ...	2
		„ or Vats, corrugated iron, up to 1,000 gallons, o.r., rate and a half ...	2
		„ over 1,000 gallons, o.r., double rate ...	2
		„ filled—tanks as above. Contents as per classification. ...	2
		Tapioca ...	2
		Taps, metal or wooden ...	2
		Tar Oil, o.r. ...	1

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Tar and Pitch (see page 106) ...	C	Timber, Hardwood, dressed, including Pinus Insignis, locally grown, Gong Gong Pine and Murray Pine ...	A
Targets ...	1	„ Kauri Edgings ...	M
Tarpanlins ...	2	„ Piles, Beams, and Logs, Scaffolding Poles, Telegraph Poles (without arms) sawn, hewn, squared or rough, (see page 76) ...	M
Tea (see page 83) ...	2	„ Props, Slabs, and Laths, undressed, for mining (see loading scale, pages 78 and 79) ...	Fire-wood
Telegraph poles, iron ...	1	„ Telegraph Poles, with arms ...	C
Tents ...	2	Tinfoil ...	2
Terra Cotta Lumber, Kerbing, and Channelling ...	M	Tin Ore ...	A
Theatrical Scenery and Luggage, o.r.	2	„ Scrap ...	M
Theatrical Scenery and Luggage, when accompanying theatrical companies, four-wheeled trucks 6d. per mile, minimum 20s.; bogie trucks 9d. per mile, minimum 30s., o.r.	A	„ Plate, n.o.s. ...	C
Thistle Eradicator ...	A	„ „ in truck loads of 6 tons ...	B
Tiles, Asphalt ...	A	„ Plates to Country Factories ...	A
„ Asphalt, produce of Commonwealth, on "Up" journey (see pages 46 and 101) ...	M	„ in Cakes, Bars and Ingots ...	2
„ Common Paving ...	A	Tins, empty (see page 70) ...	2
„ Common Paving, produce of Commonwealth, on "Up" journey (see pages 46 and 101) ...	M	Tinware, n.o.s., o.r. ...	2
„ Drain, Roofing, and Edging ...	A	Ti-tree Stakes for breakwind fences ...	Fire-wood
„ „ „ produce of Commonwealth, on "Up" journey (see pages 46 and 101) ...	M	Tobacco Leaf and Stalks, in bales ...	B
„ Ornamental and Tessellated, in cases ...	2	„ Smoking ...	2
Timber, Softwood (see pages 95 and 106) ...	C	„ Sheepwash, in casks ...	2
„ not including Architraves, Mouldings and Skirtings, in truck loads of 4 tons (see pages 95 and 106) ...	B	„ Plant refuse ...	Manure
„ cut to sizes and dressed, for wire mattresses ...	C	Tomato Pulp, "Smalls," minimum ...	A
„ Architraves, Mouldings, and Skirtings, common wood, not gilded ...	C	Tomatoes. Same as fruit.	
„ cut to sizes for case or box making, in shooks, "Smalls" minimum ...	A	Tools, in chests or packages ...	2
„ White Pine, cut to sizes for tallow casks ...	B	„ loose, o.r. ...	2
„ Felloes, Naves, and Spokes (rough) ...	M	Toppings, Stone (see pages 73, 77, and 102) ...	M
„ Firewood and Mallee Roots (see loading scale, page 78) ...	Fire-wood	Tow for paper making ...	A
„ Gong Gong Pine, Murray Pine, and Pinus Insignis, locally grown, sawn, 40 cubic feet to the ton ...	M	Toxa ...	1
„ Hardwood, sawn, including jarrah, also Sleepers, sawn or hewn, 30 cubic feet to the ton ...	M	Toys, o.r. ...	2
„ Hardwood, rough, including Battens, Droppers, Palings, Paving Blocks, Pickets, Posts, Rails, Shingles, Staves, Stocks, Vine Stakes, and Split Blackwood. (See loading scale, pages 78 and 79) ...	M	Tram Cars (see Vehicles, page 75).	
„ Hardwood, cut to approved sizes for case or box making, at dead weight ...	M	Trays, Fire, for fruit ...	1
		Treacle (see Golden Syrup).	
		„ and Molasses, for cattle food, on declaration ...	AP
		Tree Ferns ...	M
		Trees, Fruit, Fruit Cuttings, and Shelter Trees, in bundles	C
		„ Fruit and Shelter Trees, in boxes ...	2
		Trellis, Wooden, Collapsible ...	1
		Tricycles (see Bicycles).	
		Troughing, o.r. ...	2
		Trucks, Cable ...	2
		„ Hand ...	2
		„ and Skips, Iron, Mining, and Timber ...	1
		Trumilk (dried milk) ...	1
		„ produce of Commonwealth	B, less 10p.c.
		Trunks, steel ...	2
		Tryambro (Fruit Dessert) ...	2
		„ produce of Commonwealth on "Up" journey (see page 46) ...	A
		Tubes, Hoiler ...	1
		„ „ on "Down" journey, in truck loads of 6 tons	B
		Tubing, Brass, Lacquered ...	2

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Tubing, for Diamond Drills and water boring ...	1	Vine Stakes (see Timber).	
Tubs, Fruit, empty (see page 70).		Vineyard Waste Products, in truck loads of 6 tons ...	A
" Tin or other metal, in nests, o.r. ...	2	Vinex ...	1
" Wooden ...	2	" in truck loads of 6 tons ...	C
Turnery, o.r. ...	2	Vulcana (Cattle Spice) ...	A
" rough ...	2	Vyces (see Iron).	
Turnips ...	AP		
" in small quantities, "Smalls" minimum ...	A	W.	
Turpene, o.r. ...	1	Wadding ...	2
Turpentine, o.r. ...	2	Waggon (see Vehicles, page 75).	
Twine and Lines, n.o.s. ...	2	Walker's Eclipse Compound, for boilers ...	C
" Reaper and Binder ...	1	Walnuts, n.o.s. ...	2
Type, Printing, o.r. ...	1	" produce of Commonwealth, on "Up" journey, "Smalls" minimum (see page 46) ...	A, less 25 %
Tyres ...	C	Washing Boards ...	1
" in truck loads of 6 tons ...	C	Wash Easy ...	1
" setters ...	C	" in 6-ton truck loads ...	C
" shrinkers ...	C	Water (see page 107) ...	M
Tyre Doctor ...	2	Wattle Tops and Leaves ...	B
U.		Wax, Bees, Japan, Paraffin, Ceresine, and Rangoon ...	1
Universal Cleanser Polish ...	2	" for Sealing Bottles and so described on consignment note ...	1
Universal Finish ...	B	" Mineral ...	B
" in truck loads of 6 tons ...	A	" n.o.s. ...	2
Upholstery, o.r. ...	2	Weighbridges ...	1
Uralite ...	1	Weights (see Iron).	
V.		Wheat (see pages 77, 99, 100, and 107) ...	A, P.
Vacrome ...	2	" Flaked, in bags ...	A
Valonia ...	A	" in cases ...	1
Varnish ...	2	" Meal in bags ...	A
Vats, Galvanized (see Tanks).		" in cases ...	1
" for Butter or Cream Separating Plants, o.r. ...	1	" poisoned, for rabbit-killing ...	A, P.
" Wine, empty (see page 70).	1	Wheelbarrows ...	2
Vegetables, compressed, in cases ...	1	Wheels, Barrow, o.r. ...	2
" fresh, in bags, crates, or cases, "Smalls" minimum (see page 104) ...	A	" for vehicles, o.r. ...	2
" in single packages (see page 74).		" rough and unfinished ...	1
" Inter-State traffic (see page 101).		" Fly, o.r. ...	2
" loose, in truck loads, minimum 4 tons ...	A	" Iron, for mining and timber trucks and traction engines, o.r. ...	1
" preserved, n.o.s. ...	2	" Iron, attached to axles ...	2
" preserved, produce of Commonwealth, on "Up" journey (see page 46) ...	A	" n.o.s., o.r. ...	2
Vegetable Seeds ...	A, P.	Whips ...	2
Vehicles (see pages 75 and 103).		Whipple-trees of Iron ...	2
Venetian Blinds, in cases ...	2	" for agricultural machines ...	1
" in packages, o.r. ...	2	White-Ant Exterminator ...	A
Verandah posts (see Posts).		White Oxide ...	2
Vermicelli ...	2	Whiting ...	B
Vestas, Matches, and Vesuvians, o.r. (see page 83) ...	2	Wickerware, o.r. ...	2
Vine Cuttings, in bundles or cases ...	C	Willows for basket-making ...	C
Vinegar, in bulk, o.r., n.o.s. ...	1	Windows, Fly, o.r. ...	2
" in jars or cases, o.r., n.o.s. (see page 83) ...	2	Window glass, o.r. ...	2
" produce of Commonwealth, on "Up" journey (see page 46) ...	A	" Sashes and frames, set up, o.r. ...	2
		Wine, n.o.s., in bulk or bottled, o.r. (see page 83) ...	2
		" produce of Commonwealth, in single packages (see page 74).	
		" produce of Commonwealth, "Smalls" minimum ...	A

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Wine, produce of the Commonwealth, consigned direct for export	A. P.	Wooden Casing and Covering for Electric Wires	1
" finings	2	" Gratings for stabling horses on vessels	A
" off, previously carried by rail, returned to vigneron at the original forwarding station, shall be charged under Class "A" conditions, but at half of Class "A" rates. Declaration to be furnished with consignment note.		Woodenware, n.o.s., o.r.	2
Wine off, forwarded to distilleries for distillation, and so declared on the consignment note, shall be charged under Class "A" rates and conditions in the first instance, and on production of a certificate from the Customs officer that the identical wine has been distilled the charges may be reduced to Class "M" rates and conditions.		Wooden Seats for chairs	1
Wine Lees "Smalls" minimum	B	Wooden Trellis, collapsible	1
" " in truck loads of 6 tons	A	Woodmeal	M
" Spirits of, o.r.	2	Woodwool	C
" Spirit, produce of the Commonwealth	B	Woolen Fibre, teased, in bales	C
Wind-mills, in packages, o.r.	1	Wool, in bales, bags, or fadges (see pages 108 to 111)	
" set up, o.r.	2	" Greasy or Scoured, to Country Mills (see page 111)	C
Wire, Fencing and Netting, also Droppers, Staples, Clamps, Standards, Strainers, and Wedges (see Iron).		Woolpacks (see page 76)	B
" Bright, o.r.	1	" in truck loads of 6 tons	A
" Cloth, o.r.	2	" empty return, minimum 6d.	A
" Copper and Brass	2	Wool-presses	2
" Cutters	1	Wringers	2
" Insulated	1	Wyandotte	1
" Mattress-making	1		
" Rope (see Rope).		Y.	
" Stands and Frames, rate and a half, o.r.	2	Yeast, o.r.	2
		Yokes, Bullock	1
		Yarn, Coir	1
		" Cotton	C
		" " consigned to country woollen mills	B
		" Flax	B
		" Hemp	C
		" Jute	B
		Z.	
		Zinc, in casks and cases	2
		" old, melted into cakes or ingots	A
		" perforated, o.r.	2
		" Scrap, in bags	A
		" Shavings	2
		" " used in assaying of gold	21
		" Sheet	21

- Note 1.—All goods not specified in this Classification shall be charged Class 2 rates.
- 2.—Wherever in the foregoing Classification "Up journey" rates are specified, they shall apply only for the mileage on the direct Up journey from the forwarding station, but shall not be operative in respect of goods carried by sea to ports and railed thence on the Up journey.
- 3.—When goods which are charged at a reduced rate on the Up journey are forwarded over a route embracing both an Up and Down journey, and a Special District rate operates in respect of the latter, such goods shall be given the benefit of the special District rates on the Down portion of the journey.
- 4.—Wherever in the preceding Classification an entry is made after any article thus, "Minimum 6d.," it means that the actual weight of such article shall be charged for at the rate shown, subject only to the minimum charge stated, and irrespective of the tariff for "Smalls."

MILEAGE RATES PER TON FOR GOODS.

(For Rates other than Mileage Rates see pages 53 to 57.)

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

* Not including loading and unloading.

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GOODS MILEAGE RATES—continued.

Miles.	Firewood Rate.	Manure Rates.		Class A. P. Rate.	Special A. P. Rate.	Class A.	Class A, less 25 per cent.	Class B.	Class B, less 10 per cent.	Class B, plus 25 per cent.	Class C.	Class C, less 20 per cent.	Class 1.	Class 2.
		5 ton lots.	2 ton lots.											
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
30	0 2 9	0 1 10	0 2 9	0 3 6	0 4 2	0 5 6	0 4 2	0 6 8	0 6 0	0 8 4	0 8 9	0 7 0	0 10 6	0 12 9
31	0 2 10	0 1 11	0 2 10	0 3 9	0 4 6	0 5 6	0 4 2	0 6 8	0 6 0	0 8 4	0 9 0	0 7 2	0 11 0	0 13 3
32	0 2 11	0 2 0	0 2 11	0 3 9	0 4 6	0 5 6	0 4 2	0 6 8	0 6 0	0 8 4	0 9 3	0 7 5	0 11 3	0 13 9
33	0 3 0	0 2 0	0 2 11	0 3 9	0 4 6	0 5 6	0 4 2	0 6 8	0 6 0	0 8 4	0 9 6	0 7 7	0 11 6	0 14 0
34	0 3 1	0 2 1	0 3 0	0 3 9	0 4 6	0 5 6	0 4 7	0 7 2	0 6 5	0 9 0	0 9 9	0 7 10	0 12 0	0 14 6
35	0 3 2	0 2 2	0 3 0	0 4 3	0 5 1	0 6 1	0 4 7	0 7 9	0 7 0	0 9 8	0 10 0	0 8 0	0 12 3	0 15 0
36	0 3 3	0 2 3	0 3 1	0 4 3	0 5 1	0 6 1	0 4 7	0 7 9	0 7 0	0 9 8	0 10 3	0 8 2	0 12 6	0 15 3
37	0 3 4	0 2 3	0 3 2	0 4 6	0 5 5	0 6 8	0 5 0	0 8 3	0 7 5	0 10 4	0 10 9	0 8 5	0 13 0	0 15 9
38	0 3 5	0 2 4	0 3 3	0 4 6	0 5 5	0 6 8	0 5 0	0 8 3	0 7 5	0 10 4	0 11 0	0 8 7	0 13 3	0 16 2
39	0 3 6	0 2 4	0 3 3	0 4 6	0 5 5	0 6 8	0 5 0	0 8 3	0 7 5	0 10 4	0 11 0	0 8 10	0 13 6	0 16 6
40	0 3 6	0 2 4	0 3 4	0 4 9	0 5 8	0 6 8	0 5 0	0 8 3	0 7 5	0 10 4	0 11 3	0 9 0	0 14 0	0 17 0
41	0 3 7	0 2 5	0 3 4	0 4 9	0 5 8	0 6 8	0 5 0	0 8 10	0 7 11	0 11 1	0 11 6	0 9 2	0 14 3	0 17 6
42	0 3 8	0 2 6	0 3 5	0 4 9	0 5 8	0 7 2	0 5 5	0 8 10	0 7 11	0 11 1	0 11 9	0 9 5	0 14 6	0 17 9
43	0 3 9	0 2 6	0 3 5	0 4 9	0 5 8	0 7 2	0 5 5	0 8 10	0 7 11	0 11 1	0 12 0	0 9 7	0 15 0	0 18 3
44	0 3 10	0 2 7	0 3 6	0 5 0	0 6 0	0 7 2	0 5 5	0 9 5	0 8 6	0 11 9	0 12 3	0 9 10	0 15 3	0 18 9
45	0 3 11	0 2 8	0 3 7	0 5 0	0 6 0	0 7 2	0 5 5	0 9 5	0 8 6	0 11 9	0 12 6	0 10 0	0 15 6	0 19 0
46	0 4 0	0 2 8	0 3 8	0 5 3	0 6 4	0 7 9	0 5 10	0 9 5	0 8 6	0 11 9	0 12 9	0 10 2	0 16 0	0 19 6
47	0 4 1	0 2 9	0 3 8	0 5 3	0 6 4	0 7 9	0 5 10	0 9 11	0 8 11	0 12 5	0 13 0	0 10 5	0 16 3	0 20 0
48	0 4 2	0 2 10	0 3 9	0 5 3	0 6 4	0 7 9	0 5 10	0 9 11	0 8 11	0 12 5	0 13 3	0 10 7	0 16 6	0 20 3
49	0 4 3	0 2 10	0 3 10	0 5 6	0 6 7	0 7 9	0 5 10	0 9 11	0 8 11	0 12 5	0 13 6	0 10 10	0 17 0	0 20 9
50	0 4 3	0 2 10	0 3 10	0 5 6	0 6 7	0 8 3	0 6 2	0 10 6	0 9 5	0 13 2	0 13 9	0 11 0	0 17 3	0 21 3
51	0 4 4	0 2 11	0 3 11	0 5 9	0 6 11	0 8 3	0 6 2	0 10 6	0 9 5	0 13 2	0 14 0	0 11 2	0 17 6	0 21 6
52	0 4 5	0 2 11	0 4 0	0 5 9	0 6 11	0 8 3	0 6 2	0 10 6	0 9 5	0 13 2	0 14 3	0 11 5	0 18 0	0 21 9
53	0 4 6	0 2 11	0 4 0	0 5 9	0 6 11	0 8 3	0 6 2	0 11 0	0 9 11	0 13 9	0 14 6	0 11 7	0 18 3	0 22 6
54	0 4 7	0 2 11	0 4 1	0 5 9	0 6 11	0 8 10	0 6 8	0 11 0	0 9 11	0 13 9	0 14 9	0 11 10	0 18 6	0 22 9

GOODS MILEAGE RATES--continued.

Miles.	Firewood Rate.		Manure Rates.		Class M.	Class A. P.	Special A. P. Rate.	Class A.	Class A. less 25 per cent.	Class B.	Class B. less 10 per cent.	Class B. plus 25 per cent.	Class C.	Class C. less 20 per cent.	Class 1.	Class 2.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.												
90	0 6 6	0 3 11	0 6 0	0 7 1	0 8 3	0 9 11	0 13 9	0 10 4	0 17 8	0 15 11	1 2 1	1 3 9	1 3 9	1 10 6	1 17 9	
91	0 6 6	0 4 0	0 6 2	0 7 1	0 8 3	0 10 2	0 13 9	0 10 4	0 17 8	0 15 11	1 2 1	1 3 9	1 3 9	1 11 0	1 18 3	
92	0 6 6	0 4 0	0 6 2	0 7 2	0 8 3	0 10 2	0 13 9	0 10 4	0 18 2	0 16 4	1 2 9	1 4 3	1 4 3	1 11 3	1 18 9	
93	0 6 6	0 4 0	0 6 3	0 7 2	0 8 3	0 10 2	0 13 9	0 10 4	0 18 2	0 16 4	1 2 9	1 4 6	1 4 6	1 11 6	1 19 0	
94	0 6 6	0 4 1	0 6 3	0 7 3	0 8 3	0 10 2	0 14 4	0 10 9	0 18 2	0 16 4	1 2 9	1 4 9	1 4 9	1 12 0	1 19 6	
95	0 6 7	0 4 1	0 6 3	0 7 3	0 8 6	0 10 6	0 14 4	0 10 9	0 18 9	0 16 11	1 3 5	1 5 0	1 5 0	1 12 3	2 0 0	
96	0 6 7	0 4 1	0 6 3	0 7 4	0 8 6	0 10 6	0 14 4	0 10 9	0 18 9	0 16 11	1 3 5	1 5 3	1 5 3	1 12 6	2 0 3	
97	0 6 7	0 4 2	0 6 3	0 7 4	0 8 6	0 10 6	0 14 4	0 10 9	0 18 9	0 16 11	1 3 5	1 5 6	1 5 6	1 13 0	2 0 9	
98	0 6 7	0 4 2	0 6 3	0 7 5	0 8 6	0 10 6	0 14 11	0 11 2	0 19 3	0 17 4	1 4 1	1 5 9	1 5 9	1 13 3	2 1 3	
99	0 6 7	0 4 2	0 6 3	0 7 5	0 8 6	0 10 6	0 14 11	0 11 2	0 19 3	0 17 4	1 4 1	1 6 0	1 6 0	1 13 6	2 1 6	
100	0 6 8	0 4 3	0 6 4	0 7 6	0 8 6	0 10 10	0 14 11	0 11 2	0 19 3	0 17 4	1 4 1	1 6 3	1 6 3	1 14 0	2 2 0	
101	0 6 8	0 4 3	0 6 4	0 7 7	0 8 6	0 10 10	0 15 0	0 11 3	0 19 6	0 17 7	1 4 5	1 6 6	1 6 6	1 14 3	2 2 6	
102	0 6 8	0 4 4	0 6 5	0 7 8	0 8 6	0 10 10	0 15 1	0 11 4	0 19 7	0 17 8	1 4 6	1 6 9	1 6 9	1 14 6	2 2 9	
103	0 6 8	0 4 4	0 6 6	0 7 9	0 8 6	0 10 10	0 15 2	0 11 5	0 19 9	0 17 9	1 4 8	1 7 0	1 7 0	1 15 0	2 3 3	
104	0 6 8	0 4 4	0 6 6	0 7 10	0 8 6	0 10 10	0 15 3	0 11 5	0 19 10	0 17 10	1 4 10	1 7 3	1 7 3	1 15 3	2 3 9	
105	0 6 9	0 4 4	0 6 7	0 7 10	0 8 8	0 11 1	0 15 4	0 11 6	1 0 0	0 18 0	1 5 0	1 7 6	1 7 6	1 15 6	2 4 0	
106	0 6 9	0 4 5	0 6 8	0 7 11	0 8 8	0 11 1	0 15 5	0 11 7	1 0 1	0 18 1	1 5 1	1 7 9	1 7 9	1 16 0	2 4 6	
107	0 6 9	0 4 5	0 6 8	0 7 11	0 8 8	0 11 1	0 15 6	0 11 8	1 0 4	0 18 4	1 5 5	1 8 0	1 8 0	1 16 3	2 5 0	
108	0 6 9	0 4 5	0 6 9	0 8 0	0 8 8	0 11 1	0 15 7	0 11 8	1 0 5	0 18 5	1 5 6	1 8 3	1 8 3	1 16 6	2 5 3	
109	0 6 9	0 4 5	0 6 10	0 8 1	0 8 8	0 11 1	0 15 9	0 11 10	1 0 7	0 18 6	1 5 9	1 8 6	1 8 6	1 17 0	2 5 9	
110	0 6 10	0 4 6	0 6 10	0 8 1	0 8 8	0 11 5	0 15 10	0 11 11	1 0 8	0 18 7	1 5 10	1 8 9	1 8 9	1 17 3	2 6 3	
111	0 6 10	0 4 6	0 6 11	0 8 2	0 8 8	0 11 5	0 15 11	0 11 11	1 0 10	0 18 9	1 6 1	1 9 0	1 9 0	1 17 6	2 6 6	
112	0 6 10	0 4 6	0 7 0	0 8 3	0 8 8	0 11 5	0 16 0	0 12 0	1 0 11	0 18 10	1 6 2	1 9 3	1 9 3	1 18 0	2 7 0	
113	0 6 10	0 4 6	0 7 0	0 8 4	0 8 8	0 11 5	0 16 1	0 12 1	1 1 1	0 19 0	1 6 4	1 9 6	1 9 6	1 18 3	2 7 6	
114	0 6 10	0 4 7	0 7 1	0 8 5	0 8 8	0 11 5	0 16 2	0 12 2	1 1 3	0 19 2	1 6 7	1 9 9	1 9 9	1 18 6	2 7 9	

115	0 6 11	0 4 7	0 7 0	0 7 2	0 8 5	0 8 10	0 11 8	0 16 3	0 12 2	1 5	0 19 3	1 6 9	1 10 0	1 4 0	1 19 0	2 8 3
116	0 7 0	0 4 7	0 7 3	0 7 5	0 8 6	0 8 10	0 11 8	0 16 4	0 12 3	1 1 8	0 19 4	1 6 11	1 10 3	1 4 3	1 19 3	2 8 9
117	0 7 0	0 4 7	0 7 3	0 7 5	0 8 6	0 8 10	0 11 8	0 16 5	0 12 4	1 1 8	0 19 6	1 7 1	1 10 6	1 4 5	1 19 6	2 9 0
118	0 7 1	0 4 8	0 7 4	0 7 6	0 8 7	0 8 10	0 11 8	0 16 6	0 12 5	1 1 9	0 19 7	1 7 2	1 10 9	1 4 7	2 0 0	2 9 6
119	0 7 1	0 4 8	0 7 4	0 7 6	0 8 7	0 8 10	0 11 8	0 16 8	0 12 6	1 1 11	0 19 9	1 7 5	1 11 0	1 4 10	2 0 3	2 10 0
120	0 7 2	0 4 8	0 7 5	0 7 7	0 8 8	0 8 10	0 11 8	0 16 9	0 12 7	1 2 0	0 19 10	1 7 6	1 11 3	1 5 0	2 0 6	2 10 3
121	0 7 3	0 4 9	0 7 6	0 7 8	0 8 9	0 8 10	0 11 8	0 16 10	0 12 8	1 2 3	1 0 0	1 7 10	1 11 6	1 5 2	2 1 0	2 10 9
122	0 7 3	0 4 9	0 7 6	0 7 8	0 8 9	0 8 10	0 11 8	0 16 11	0 12 8	1 2 4	1 0 1	1 7 11	1 11 9	1 5 5	2 1 3	2 11 3
123	0 7 4	0 4 9	0 7 7	0 7 9	0 8 10	0 8 10	0 11 8	0 17 0	0 12 9	1 2 6	1 0 3	1 8 2	1 12 0	1 5 7	2 1 6	2 11 6
124	0 7 4	0 4 9	0 7 7	0 7 9	0 8 10	0 8 10	0 11 8	0 17 1	0 12 10	1 2 7	1 0 4	1 8 3	1 12 3	1 5 10	2 2 0	2 12 0
125	0 7 5	0 4 9	0 7 8	0 7 10	0 9 0	0 9 0	0 12 0	0 17 2	0 12 11	1 2 9	1 0 6	1 8 5	1 12 6	1 6 0	2 2 3	2 12 6
126	0 7 5	0 4 10	0 7 9	0 7 11	0 9 0	0 9 0	0 12 0	0 17 3	0 12 11	1 2 10	1 0 7	1 8 7	1 12 9	1 6 2	2 2 6	2 12 9
127	0 7 5	0 4 10	0 7 9	0 7 11	0 9 0	0 9 0	0 12 0	0 17 4	0 13 0	1 3 1	1 0 9	1 8 10	1 13 0	1 6 5	2 3 0	2 13 3
128	0 7 6	0 4 10	0 7 10	0 7 12	0 9 0	0 9 0	0 12 0	0 17 5	0 13 1	1 3 2	1 1 0	1 9 0	1 13 3	1 6 7	2 3 3	2 13 9
129	0 7 6	0 4 10	0 7 11	0 7 13	0 9 0	0 9 0	0 12 0	0 17 7	0 13 2	1 3 4	1 1 0	1 9 2	1 13 6	1 6 10	2 3 6	2 14 0
130	0 7 7	0 4 11	0 8 0	0 8 2	0 9 0	0 9 0	0 12 0	0 17 8	0 13 3	1 3 5	1 1 1	1 9 3	1 13 9	1 7 0	2 4 0	2 14 6
131	0 7 8	0 4 11	0 8 0	0 8 2	0 9 0	0 9 0	0 12 0	0 17 9	0 13 4	1 3 7	1 1 3	1 9 6	1 14 0	1 7 2	2 4 3	2 15 0
132	0 7 8	0 4 11	0 8 0	0 8 2	0 9 0	0 9 0	0 12 0	0 17 10	0 13 5	1 3 8	1 1 4	1 9 7	1 14 3	1 7 5	2 4 6	2 15 3
133	0 7 9	0 4 11	0 8 1	0 8 3	0 9 0	0 9 0	0 12 0	0 17 11	0 13 5	1 3 10	1 1 5	1 10 0	1 14 6	1 7 7	2 5 0	2 15 9
134	0 7 9	0 4 11	0 8 1	0 8 3	0 9 0	0 9 0	0 12 0	0 18 0	0 13 6	1 3 10	1 1 7	1 10 0	1 14 9	1 7 10	2 5 3	2 16 3
135	0 7 10	0 4 11	0 8 2	0 8 4	0 9 0	0 9 0	0 12 0	0 18 1	0 13 7	1 4 2	1 1 9	1 10 3	1 15 0	1 8 0	2 5 6	2 16 6
136	0 7 11	0 4 11	0 8 3	0 8 5	0 9 0	0 9 0	0 12 0	0 18 2	0 13 8	1 4 3	1 1 10	1 10 4	1 15 3	1 8 2	2 6 0	2 17 0
137	0 7 11	0 4 11	0 8 3	0 8 5	0 9 0	0 9 0	0 12 0	0 18 3	0 13 8	1 4 5	1 1 10	1 10 6	1 15 6	1 8 5	2 6 3	2 17 6
138	0 8 0	0 5 1	0 8 4	0 8 6	0 9 10	0 9 2	0 12 4	0 18 4	0 13 9	1 4 6	1 2 1	1 10 8	1 15 9	1 8 7	2 6 6	2 17 9
139	0 8 0	0 5 1	0 8 4	0 8 6	0 9 11	0 9 2	0 12 4	0 18 5	0 13 11	1 4 8	1 2 2	1 10 10	1 16 0	1 8 10	2 7 0	2 18 3
140	0 8 1	0 5 1	0 8 5	0 8 7	0 9 11	0 9 2	0 12 4	0 18 7	0 13 11	1 4 9	1 2 3	1 10 11	1 16 3	1 9 0	2 7 3	2 18 9
141	0 8 2	0 5 1	0 8 6	0 8 8	0 9 11	0 9 2	0 12 4	0 18 8	0 14 0	1 5 0	1 2 6	1 11 3	1 16 6	1 9 2	2 7 6	2 19 0
142	0 8 2	0 5 2	0 8 7	0 8 9	0 10 1	0 9 2	0 12 4	0 18 9	0 14 1	1 5 1	1 2 7	1 11 4	1 16 9	1 9 5	2 8 0	2 19 6
143	0 8 2	0 5 2	0 8 7	0 8 9	0 10 2	0 9 2	0 12 4	0 18 10	0 14 2	1 5 3	1 2 9	1 11 7	1 17 0	1 9 7	2 8 3	2 19 6
144	0 8 2	0 5 2	0 8 8	0 9 0	0 10 2	0 9 2	0 12 4	0 18 11	0 14 2	1 5 4	1 2 10	1 11 8	1 17 3	1 9 10	2 8 6	3 0 3
145	0 8 3	0 5 2	0 8 8	0 9 0	0 10 2	0 9 4	0 12 7	0 19 0	0 14 3	1 5 6	1 2 11	1 11 11	1 17 6	1 10 0	2 9 0	3 0 9
146	0 8 4	0 5 3	0 8 8	0 9 0	0 10 3	0 9 4	0 12 7	0 19 1	0 14 4	1 5 7	1 3 0	1 12 0	1 17 9	1 10 2	2 9 3	3 1 3
147	0 8 4	0 5 3	0 8 9	0 9 0	0 10 4	0 9 4	0 12 7	0 19 2	0 14 5	1 5 10	1 3 3	1 12 4	1 18 0	1 10 5	2 9 6	3 1 6
148	0 8 5	0 5 3	0 8 9	0 10 5	0 9 4	0 9 4	0 12 7	0 19 3	0 14 5	1 5 11	1 3 4	1 12 5	1 18 3	1 10 7	2 10 0	3 2 0
149	0 8 5	0 5 3	0 8 10	0 10 6	0 9 4	0 9 4	0 12 7	0 19 5	0 14 7	1 6 1	1 3 6	1 12 7	1 18 6	1 10 10	2 10 3	3 2 6

* Not including loading and unloading.

GOODS MILEAGE RATES—continued.

Miles.	Firwood Rates.	Mature Rates.		Class A. P.	Special A. P. Rates.	Class A.	Class A, less 25 per cent.	Class B.	Class D, less 30 per cent.	Class D, plus 25 per cent.	Class C.	Class C, less 20 per cent.	Class 1.	Class 2.
		5 ton lots.	1 ton lots.											
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
150	0 8 6	0 5 4	0 8 10	0 9 4	0 12 7	0 19 6	0 14 8	1 6 2	1 3 7	1 12 9	1 18 9	1 11 0	2 10 6	3 2 9
151	0 8 6	0 5 4	0 8 10	0 9 4	0 12 7	0 19 6	0 14 8	1 6 2	1 3 7	1 12 9	1 18 9	1 11 0	2 10 6	3 2 9
152	0 8 7	0 5 4	0 8 10	0 9 4	0 12 7	0 19 8	0 14 9	1 6 5	1 3 9	1 13 0	1 19 0	1 11 1	2 10 9	3 3 3
153	0 8 7	0 5 4	0 8 10	0 9 4	0 12 7	0 19 8	0 14 9	1 6 5	1 3 9	1 13 0	1 19 0	1 11 1	2 11 0	3 3 6
154	0 8 7	0 5 5	0 8 11	0 9 4	0 12 7	0 19 10	0 14 11	1 6 9	1 4 1	1 13 5	1 19 6	1 11 7	2 11 6	3 4 3
155	0 8 8	0 5 5	0 9 0	0 9 6	0 12 11	0 19 11	0 14 11	1 6 11	1 4 3	1 13 8	1 19 9	1 11 10	2 11 9	3 4 6
156	0 8 9	0 5 5	0 9 0	0 9 6	0 12 11	1 0 0	0 15 0	1 7 0	1 4 4	1 13 9	2 0 0	1 12 0	2 12 0	3 4 9
157	0 8 9	0 5 5	0 9 0	0 9 6	0 12 11	1 0 0	0 15 0	1 7 0	1 4 4	1 13 9	2 0 0	1 12 0	2 12 0	3 5 3
158	0 8 9	0 5 6	0 9 0	0 9 6	0 12 11	1 0 2	0 15 2	1 7 3	1 4 5	1 14 0	2 0 3	1 12 2	2 12 3	3 5 6
159	0 8 9	0 5 6	0 9 1	0 9 6	0 12 11	1 0 4	0 15 3	1 7 5	1 4 8	1 14 3	2 0 6	1 12 5	2 12 6	3 5 9
160	0 8 10	0 5 6	0 9 1	0 9 6	0 12 11	1 0 5	0 15 4	1 7 6	1 4 9	1 14 5	2 0 9	1 12 7	2 13 0	3 6 3
161	0 8 10	0 5 6	0 9 2	0 9 6	0 12 11	1 0 5	0 15 5	1 7 9	1 5 0	1 14 8	2 1 0	1 12 10	2 13 3	3 6 6
162	0 8 11	0 5 7	0 9 2	0 9 6	0 12 11	1 0 7	0 15 7	1 8 0	1 5 2	1 14 10	2 1 2	1 13 0	2 13 6	3 6 9
163	0 8 11	0 5 7	0 9 2	0 9 6	0 12 11	1 0 8	0 15 8	1 8 1	1 5 3	1 15 0	2 1 3	1 13 2	2 14 0	3 7 3
164	0 8 11	0 5 7	0 9 2	0 9 6	0 12 11	1 0 9	0 15 7	1 8 1	1 5 3	1 15 1	2 1 6	1 13 2	2 14 0	3 7 6
165	0 8 11	0 5 7	0 9 3	0 9 9	0 13 2	1 0 10	0 15 8	1 8 3	1 5 5	1 15 4	2 1 6	1 13 2	2 14 3	3 7 9
166	0 8 11	0 5 8	0 9 3	0 9 9	0 13 2	1 0 11	0 15 8	1 8 4	1 5 6	1 15 5	2 1 9	1 13 5	2 14 6	3 8 3
167	0 9 0	0 5 8	0 9 3	0 9 9	0 13 2	1 0 11	0 15 9	1 8 4	1 5 6	1 15 5	2 2 0	1 13 7	2 14 9	3 8 6
168	0 9 0	0 5 8	0 9 3	0 9 9	0 13 2	1 0 11	0 15 10	1 8 7	1 5 9	1 15 9	2 2 2	1 13 10	2 15 0	3 8 9
169	0 9 0	0 5 8	0 9 4	0 9 9	0 13 2	1 0 13	0 15 11	1 8 10	1 5 11	1 16 1	2 2 3	1 13 10	2 15 3	3 9 3
170	0 9 1	0 5 9	0 9 4	0 9 9	0 13 2	1 0 14	0 16 0	1 8 11	1 6 0	1 16 2	2 2 6	1 14 0	2 15 6	3 9 6
171	0 9 1	0 5 9	0 9 4	0 9 9	0 13 2	1 0 15	0 16 1	1 9 1	1 6 2	1 16 4	2 2 9	1 14 2	2 15 9	3 9 9
172	0 9 2	0 5 9	0 9 4	0 9 9	0 13 2	1 0 16	0 16 2	1 9 2	1 6 3	1 16 6	2 3 0	1 14 5	2 16 2	3 10 2
173	0 9 2	0 5 9	0 9 4	0 9 9	0 13 2	1 0 17	0 16 2	1 9 4	1 6 5	1 16 8	2 3 0	1 14 5	2 16 3	3 10 6
174	0 9 2	0 5 10	0 9 4	0 9 9	0 13 2	1 0 18	0 16 3	1 9 6	1 6 7	1 16 11	2 3 3	1 14 7	2 16 6	3 10 9

175	0 9 3	0 5 10	0 9 5	0 11 5	0 10 0	0 13 6	1 1 9	0 16 4	1 9 8	1 6 8	1 17 2	1 2 3 6	1 14 10	2 16 9	3 11 3
176	0 9 3	0 5 10	0 9 5	0 11 5	0 10 0	0 13 6	1 1 10	0 16 5	1 9 9	1 6 9	1 17 2	2 3 9	1 15 0	2 17 0	3 11 6
177	0 9 4	0 5 11	0 9 6	0 11 6	0 10 0	0 13 6	1 1 11	0 16 5	1 9 11	1 6 11	1 17 5	2 4 0	1 15 0	2 17 3	3 11 9
178	0 9 4	0 5 11	0 9 6	0 11 6	0 10 0	0 13 6	1 2 0	0 16 6	1 10 0	1 7 0	1 17 6	2 4 0	1 15 2	2 17 6	3 12 1
179	0 9 4	0 5 11	0 9 6	0 11 6	0 10 0	0 13 6	1 2 2	0 16 8	1 10 2	1 7 2	1 17 9	2 4 3	1 15 5	2 17 9	3 12 6
180	0 9 5	0 5 11	0 9 6	0 11 7	0 10 0	0 13 6	1 2 3	0 16 8	1 10 3	1 7 3	1 17 10	2 4 3	1 15 5	2 18 0	3 12 9
181	0 9 5	0 5 11	0 9 6	0 11 7	0 10 0	0 13 6	1 2 4	0 16 9	1 10 6	1 7 5	1 18 2	2 4 6	1 15 7	2 18 3	3 13 3
182	0 9 6	0 6 0	0 9 6	0 11 8	0 10 0	0 13 6	1 2 5	0 16 10	1 10 7	1 7 6	1 18 3	2 4 9	1 15 10	2 18 6	3 13 6
183	0 9 6	0 6 0	0 9 6	0 11 8	0 10 0	0 13 6	1 2 6	0 16 11	1 10 9	1 7 8	1 18 5	2 5 0	1 16 0	2 18 9	3 13 9
184	0 9 6	0 6 0	0 9 7	0 11 8	0 10 0	0 13 6	1 2 7	0 16 11	1 10 10	1 7 9	1 18 7	2 5 0	1 16 0	2 19 0	3 14 3
185	0 9 7	0 6 0	0 9 7	0 11 9	0 10 3	0 13 10	1 2 8	0 17 0	1 11 0	1 7 11	1 18 9	2 5 3	1 16 2	2 19 3	3 14 6
186	0 9 7	0 6 1	0 9 7	0 11 9	0 10 3	0 13 10	1 2 9	0 17 1	1 11 1	1 8 0	1 18 10	2 5 6	1 16 5	2 19 6	3 14 9
187	0 9 8	0 6 1	0 9 8	0 11 10	0 10 3	0 13 10	1 2 10	0 17 2	1 11 4	1 8 2	1 19 2	2 5 9	1 16 7	2 19 9	3 15 2
188	0 9 8	0 6 1	0 9 8	0 11 10	0 10 3	0 13 10	1 2 11	0 17 2	1 11 5	1 8 3	1 19 3	2 5 9	1 16 7	3 0 0	3 15 6
189	0 9 8	0 6 1	0 9 8	0 11 10	0 10 3	0 13 10	1 3 1	0 17 4	1 11 7	1 8 5	1 19 5	2 6 0	1 16 10	3 0 3	3 15 9
190	0 9 8	0 6 2	0 9 8	0 11 11	0 10 3	0 13 10	1 3 2	0 17 5	1 11 8	1 8 6	1 19 7	2 6 3	1 17 0	3 0 6	3 16 3
191	0 9 8	0 6 2	0 9 8	0 11 11	0 10 6	0 14 1	1 3 3	0 17 5	1 11 10	1 8 8	1 19 10	2 6 6	1 17 2	3 0 9	3 16 6
192	0 9 9	0 6 2	0 9 9	0 12 0	0 10 6	0 14 1	1 3 4	0 17 6	1 11 11	1 8 9	1 19 11	2 6 6	1 17 2	3 1 0	3 16 9
193	0 9 9	0 6 2	0 9 9	0 12 0	0 10 6	0 14 1	1 3 5	0 17 7	1 12 1	1 8 11	2 0 1	2 6 9	1 17 5	3 1 3	3 17 3
194	0 9 9	0 6 3	0 9 9	0 12 0	0 10 6	0 14 1	1 3 6	0 17 8	1 12 3	1 9 0	2 0 4	2 7 0	1 17 7	3 1 6	3 17 6
195	0 9 10	0 6 3	0 9 9	0 12 1	0 10 6	0 14 1	1 3 7	0 17 8	1 12 5	1 9 2	2 0 6	2 7 0	1 17 7	3 1 9	3 17 9
196	0 9 10	0 6 3	0 9 10	0 12 1	0 10 6	0 14 1	1 3 8	0 17 9	1 12 6	1 9 3	2 0 8	2 7 2	1 17 10	3 2 0	3 18 2
197	0 9 11	0 6 3	0 9 10	0 12 2	0 10 6	0 14 1	1 3 9	0 17 10	1 12 8	1 9 5	2 0 10	2 7 6	1 18 0	3 2 3	3 18 6
198	0 9 11	0 6 4	0 9 10	0 12 2	0 10 6	0 14 1	1 3 10	0 17 11	1 12 9	1 9 6	2 0 11	2 7 9	1 18 2	3 2 6	3 18 9
199	0 9 11	0 6 4	0 9 10	0 12 3	0 10 6	0 14 1	1 4 0	0 18 0	1 12 11	1 9 8	2 1 2	2 7 9	1 18 2	3 2 9	3 19 3
200	0 10 0	0 6 4	0 9 10	0 12 3	0 10 6	0 14 1	1 4 1	0 18 1	1 13 0	1 9 8	2 1 3	2 8 0	1 18 5	3 3 0	3 19 6
201	0 10 2	0 6 6	0 9 10	0 12 4	0 10 8	0 14 5	1 4 2	0 18 2	1 13 1	1 9 9	2 1 4	2 8 3	1 18 7	3 3 3	3 19 9
202	0 10 2	0 6 6	0 9 10	0 12 4	0 10 8	0 14 5	1 4 3	0 18 2	1 13 3	1 9 11	2 1 7	2 8 6	1 18 10	3 3 6	4 0 3
203	0 10 2	0 6 6	0 9 11	0 12 5	0 10 8	0 14 5	1 4 4	0 18 3	1 13 4	1 10 0	2 1 8	2 8 6	1 18 10	3 3 9	4 0 6
204	0 10 2	0 6 6	0 9 11	0 12 5	0 10 8	0 14 5	1 4 4	0 18 3	1 13 5	1 10 1	2 1 9	2 8 9	1 19 0	3 4 0	4 0 9
205	0 10 2	0 6 6	0 9 11	0 12 6	0 10 8	0 14 5	1 4 5	0 18 4	1 13 6	1 10 2	2 1 11	2 9 0	1 19 2	3 4 3	4 1 2
206	0 10 2	0 6 6	0 9 11	0 12 6	0 10 8	0 14 5	1 4 6	0 18 5	1 13 7	1 10 3	2 2 0	2 9 3	1 19 5	3 4 6	4 1 6
207	0 10 2	0 6 6	0 10 0	0 12 7	0 10 8	0 14 5	1 4 7	0 18 5	1 13 8	1 10 4	2 2 1	2 9 3	1 19 5	3 4 9	4 1 9
208	0 10 2	0 6 6	0 10 0	0 12 7	0 10 8	0 14 5	1 4 7	0 18 5	1 13 9	1 10 5	2 2 2	2 9 6	1 19 7	3 5 0	4 2 3
209	0 10 2	0 6 6	0 10 0	0 12 8	0 10 8	0 14 5	1 4 8	0 18 6	1 13 10	1 10 5	2 2 4	2 9 9	1 19 10	3 5 3	4 2 6

* Not including loading and unloading.

GOODS MILEAGE RATES—continued.

Miles.	Firewood Rate.	Manure Rates.		Class A. P.	Special A. P. Rate.	Class A.	Class A, less 25 per cent.	Class B.	Class B, less 10 per cent.	Class B, plus 25 per cent.	Class C.	Class C, less 20 per cent.	Class 1.	Class 2.
		£ s. d.	£ s. d.											
210	0 10 2	0 6 6	0 10 0	0 10 8	0 14 5	1 4 9	0 18 7	1 13 11	1 10 6	2 2 5	2 9 9	1 19 10	3 5 6	4 2 9
211	0 10 6	0 6 9	0 10 0	0 10 11	0 14 8	1 4 11	0 18 8	1 14 1	1 10 8	2 2 7	2 10 0	2 0 0	3 5 9	4 3 2
212	0 10 6	0 6 9	0 10 0	0 10 11	0 14 8	1 4 11	0 18 8	1 14 2	1 10 9	2 2 9	2 10 3	2 0 2	3 6 0	4 3 6
213	0 10 6	0 6 9	0 10 0	0 10 11	0 14 8	1 5 0	0 18 9	1 14 3	1 10 10	2 2 10	2 10 6	2 0 5	3 6 3	4 3 9
214	0 10 6	0 6 9	0 10 0	0 10 11	0 14 8	1 5 1	0 18 10	1 14 4	1 10 11	2 2 11	2 10 6	2 0 5	3 6 6	4 4 3
215	0 10 6	0 6 9	0 10 1	0 10 11	0 14 8	1 5 2	0 18 11	1 14 5	1 11 0	2 3 0	2 10 9	2 0 7	3 6 9	4 4 6
216	0 10 6	0 6 9	0 10 1	0 10 11	0 14 8	1 5 2	0 18 11	1 14 5	1 11 1	2 3 2	2 11 0	2 0 10	3 7 0	4 4 9
217	0 10 6	0 6 9	0 10 1	0 10 11	0 14 8	1 5 3	0 18 11	1 14 7	1 11 2	2 3 3	2 11 3	2 1 0	3 7 3	4 5 3
218	0 10 6	0 6 9	0 10 1	0 10 11	0 14 8	1 5 4	0 19 0	1 14 8	1 11 2	2 3 4	2 11 3	2 1 0	3 7 6	4 5 6
219	0 10 6	0 6 9	0 10 2	0 10 11	0 14 8	1 5 5	0 19 1	1 14 9	1 11 3	2 3 5	2 11 6	2 1 2	3 7 9	4 5 9
220	0 10 6	0 6 9	0 10 2	0 10 11	0 14 8	1 5 5	0 19 1	1 14 10	1 11 4	2 3 7	2 11 9	2 1 5	3 8 0	4 6 3
221	0 10 8	0 6 11	0 10 2	0 11 2	0 15 0	1 5 6	0 19 2	1 15 0	1 11 6	2 3 9	2 12 0	2 1 7	3 8 3	4 6 6
222	0 10 8	0 6 11	0 10 2	0 11 2	0 15 0	1 5 7	0 19 2	1 15 1	1 11 7	2 3 10	2 12 0	2 1 7	3 8 6	4 6 9
223	0 10 8	0 6 11	0 10 3	0 11 2	0 15 0	1 5 8	0 19 3	1 15 2	1 11 8	2 4 0	2 12 3	2 1 10	3 8 9	4 7 3
224	0 10 8	0 6 11	0 10 3	0 11 2	0 15 0	1 5 8	0 19 3	1 15 3	1 11 9	2 4 1	2 12 6	2 2 0	3 9 0	4 7 6
225	0 10 8	0 6 11	0 10 3	0 11 2	0 15 0	1 5 10	0 19 5	1 15 4	1 11 10	2 4 2	2 12 6	2 2 0	3 9 3	4 7 9
226	0 10 8	0 6 11	0 10 3	0 11 2	0 15 0	1 5 11	0 19 5	1 15 5	1 11 11	2 4 3	2 12 9	2 2 2	3 9 6	4 8 2
227	0 10 8	0 6 11	0 10 4	0 11 2	0 15 0	1 6 0	0 19 6	1 15 6	1 11 11	2 4 5	2 13 0	2 2 5	3 9 9	4 8 6
228	0 10 8	0 6 11	0 10 4	0 11 2	0 15 0	1 6 0	0 19 6	1 15 7	1 12 0	2 4 6	2 13 3	2 2 7	3 10 0	4 8 9
229	0 10 8	0 6 11	0 10 4	0 11 2	0 15 0	1 6 1	0 19 7	1 15 8	1 12 1	2 4 7	2 13 3	2 2 7	3 10 3	4 9 3
230	0 10 8	0 6 11	0 10 4	0 11 2	0 15 0	1 6 2	0 19 8	1 15 9	1 12 2	2 4 8	2 13 6	2 2 10	3 10 6	4 9 6
231	0 10 10	0 7 2	0 10 6	0 11 4	0 15 2	1 6 3	0 19 8	1 15 11	1 12 4	2 4 11	2 13 9	2 3 0	3 10 9	4 9 9
232	0 10 10	0 7 2	0 10 6	0 11 4	0 15 2	1 6 3	0 19 8	1 16 0	1 12 5	2 5 0	2 14 0	2 3 2	3 11 0	4 10 3
233	0 10 10	0 7 2	0 10 6	0 11 4	0 15 2	1 6 4	0 19 9	1 16 1	1 12 6	2 5 1	2 14 0	2 3 2	3 11 3	4 10 6
234	0 10 10	0 7 2	0 10 6	0 11 4	0 15 2	1 6 5	0 19 10	1 16 2	1 12 7	2 5 3	2 14 3	2 3 5	3 11 6	4 10 9

235	0 10 10	0 7 2	0 10 7	0 13 8	0 11 4	0 15 4	1 6 6	0 19 11	1 16 3	1 12 8	2 5 4	2 14 6	2 3 7	3 11 9	4 11 3
236	0 10 10	0 7 2	0 10 7	0 13 8	0 11 4	0 15 4	1 6 6	0 19 11	1 16 3	1 12 8	2 5 5	2 14 9	2 3 10	3 12 0	4 11 6
237	0 10 10	0 7 2	0 10 7	0 13 9	0 11 4	0 15 2	1 6 7	0 19 11	1 16 5	1 12 9	2 5 6	2 14 9	2 3 10	3 12 3	4 11 9
238	0 10 10	0 7 2	0 10 7	0 13 9	0 11 4	0 15 2	1 6 9	1 0 1	1 16 6	1 12 10	2 5 8	2 15 0	2 4 0	3 12 6	4 12 3
239	0 10 10	0 7 2	0 10 8	0 13 9	0 11 4	0 15 2	1 6 10	1 0 2	1 16 7	1 12 11	2 5 9	2 15 3	2 4 2	3 12 9	4 12 6
240	0 10 10	0 7 2	0 10 8	0 13 10	0 11 6	0 15 2	1 6 10	1 0 2	1 16 7	1 13 0	2 5 10	2 15 3	2 4 2	3 13 0	4 13 3
241	0 11 0	0 7 4	0 10 9	0 13 10	0 11 6	0 15 4	1 6 11	1 0 2	1 16 10	1 13 2	2 5 10	2 15 3	2 4 2	3 13 0	4 13 3
242	0 11 0	0 7 4	0 10 9	0 13 11	0 11 6	0 15 4	1 7 0	1 0 3	1 16 11	1 13 3	2 6 2	2 15 9	2 4 7	3 13 6	4 13 6
243	0 11 0	0 7 4	0 10 10	0 13 11	0 11 6	0 15 4	1 7 1	1 0 4	1 17 0	1 13 4	2 6 3	2 16 0	2 4 10	3 13 9	4 13 9
244	0 11 0	0 7 4	0 10 10	0 13 11	0 11 6	0 15 4	1 7 1	1 0 4	1 17 1	1 13 5	2 6 4	2 16 0	2 4 10	3 14 0	4 14 3
245	0 11 0	0 7 4	0 10 10	0 14 0	0 11 6	0 15 4	1 7 2	1 0 5	1 17 2	1 13 5	2 6 6	2 16 3	2 5 0	3 14 3	4 14 6
246	0 11 0	0 7 4	0 10 10	0 14 0	0 11 6	0 15 4	1 7 3	1 0 5	1 17 3	1 13 6	2 6 7	2 16 6	2 5 2	3 14 6	4 14 9
247	0 11 0	0 7 4	0 10 10	0 14 1	0 11 6	0 15 4	1 7 4	1 0 6	1 17 4	1 13 7	2 6 8	2 16 9	2 5 5	3 14 9	4 15 3
248	0 11 0	0 7 4	0 10 10	0 14 1	0 11 6	0 15 4	1 7 4	1 0 6	1 17 5	1 13 8	2 6 9	2 16 9	2 5 5	3 15 0	4 15 6
249	0 11 0	0 7 4	0 10 11	0 14 1	0 11 6	0 15 4	1 7 5	1 0 7	1 17 6	1 13 9	2 6 11	2 17 0	2 5 7	3 15 3	4 15 9
250	0 11 0	0 7 4	0 10 11	0 14 2	0 11 6	0 15 4	1 7 6	1 0 8	1 17 7	1 13 10	2 7 0	2 17 3	2 5 10	3 15 6	4 16 3
251	0 11 2	0 7 7	0 11 1	0 14 2	0 11 8	0 15 7	1 7 8	1 0 9	1 17 9	1 14 0	2 7 2	2 17 3	2 5 10	3 15 9	4 16 6
252	0 11 2	0 7 7	0 11 1	0 14 3	0 11 8	0 15 7	1 7 8	1 0 9	1 17 10	1 14 1	2 7 4	2 17 6	2 6 0	3 16 0	4 16 9
253	0 11 2	0 7 7	0 11 2	0 14 3	0 11 8	0 15 7	1 7 9	1 0 10	1 17 11	1 14 2	2 7 5	2 17 6	2 6 0	3 16 0	4 17 0
254	0 11 2	0 7 7	0 11 2	0 14 3	0 11 8	0 15 7	1 7 10	1 0 11	1 18 0	1 14 2	2 7 6	2 17 6	2 6 0	3 16 3	4 17 3
255	0 11 2	0 7 7	0 11 2	0 14 4	0 11 8	0 15 7	1 7 11	1 0 11	1 18 1	1 14 3	2 7 7	2 17 9	2 6 2	3 16 6	4 17 6
256	0 11 2	0 7 7	0 11 2	0 14 4	0 11 8	0 15 7	1 7 11	1 0 11	1 18 2	1 14 4	2 7 9	2 17 9	2 6 2	3 16 6	4 17 9
257	0 11 2	0 7 7	0 11 2	0 14 5	0 11 8	0 15 7	1 8 0	1 0 10	1 18 3	1 14 5	2 7 10	2 17 9	2 6 2	3 16 9	4 18 0
258	0 11 2	0 7 7	0 11 2	0 14 5	0 11 8	0 15 7	1 8 1	1 0 11	1 18 4	1 14 6	2 7 11	2 18 0	2 6 5	3 17 0	4 18 3
259	0 11 2	0 7 7	0 11 2	0 14 5	0 11 8	0 15 7	1 8 2	1 0 12	1 18 5	1 14 7	2 8 0	2 18 0	2 6 5	3 17 0	4 18 6
260	0 11 2	0 7 7	0 11 2	0 14 6	0 11 8	0 15 7	1 8 2	1 0 12	1 18 6	1 14 8	2 8 2	2 18 0	2 6 5	3 17 3	4 18 9
261	0 11 4	0 7 9	0 11 3	0 14 6	0 11 10	0 15 9	1 8 3	1 0 12	1 18 8	1 14 10	2 8 4	2 18 3	2 6 7	3 17 6	4 19 0
262	0 11 4	0 7 9	0 11 3	0 14 7	0 11 10	0 15 9	1 8 4	1 0 13	1 18 9	1 14 11	2 8 5	2 18 3	2 6 10	3 17 6	4 19 3
263	0 11 4	0 7 9	0 11 3	0 14 7	0 11 10	0 15 9	1 8 5	1 0 14	1 18 10	1 14 11	2 8 7	2 18 6	2 6 10	3 17 9	4 19 6
264	0 11 4	0 7 9	0 11 3	0 14 7	0 11 10	0 15 9	1 8 5	1 0 14	1 18 11	1 15 0	2 8 8	2 18 6	2 6 10	3 18 0	4 19 9
265	0 11 4	0 7 9	0 11 4	0 14 8	0 11 10	0 15 9	1 8 7	1 0 15	1 19 0	1 15 1	2 8 9	2 18 6	2 6 10	3 18 0	5 0 0
266	0 11 4	0 7 9	0 11 4	0 14 8	0 11 10	0 15 9	1 8 8	1 0 16	1 19 1	1 15 2	2 8 10	2 18 9	2 7 0	3 18 3	5 0 3
267	0 11 4	0 7 9	0 11 4	0 14 9	0 11 10	0 15 9	1 8 9	1 0 17	1 19 2	1 15 3	2 9 0	2 18 9	2 7 0	3 18 6	5 0 6
268	0 11 4	0 7 9	0 11 4	0 14 9	0 11 10	0 15 9	1 8 9	1 0 17	1 19 3	1 15 4	2 9 1	2 18 9	2 7 0	3 18 6	5 0 9
269	0 11 4	0 7 9	0 11 4	0 14 9	0 11 10	0 15 9	1 8 10	1 0 18	1 19 4	1 15 5	2 9 2	2 19 0	2 7 2	3 18 9	5 1 0

*Not including loading and unloading.

GOODS MILEAGE RATES—continued.

Miles.	Firewood Rate.	Manure Rates.		Class N.	Class A. P. Rate.	Class A.	Class B.	Class B. less 10 per cent.	Class B. plus 25 per cent.	Class C.	Class C. less 20 per cent.	Class 1.	Class 2.
		5 ton lots.	2 ton lots.										
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
270	0 11 4	0 7 9	0 11 4	0 14 10	0 15 9	1 8 11	1 19 5	1 15 6	2 9 3	2 19 0	2 7 2	3 19 0	5 1 3
271	0 11 6	0 8 0	0 11 4	0 14 10	0 16 0	1 9 0	1 19 7	1 15 8	2 9 6	2 19 3	2 7 5	3 19 0	5 1 6
272	0 11 6	0 8 0	0 11 4	0 14 11	0 16 0	1 9 0	1 19 8	1 15 8	2 9 7	2 19 3	2 7 5	3 19 3	5 1 9
273	0 11 6	0 8 0	0 11 5	0 14 11	0 16 0	1 9 1	1 19 9	1 15 9	2 9 8	2 19 3	2 7 5	3 19 6	5 2 0
274	0 11 6	0 8 0	0 11 5	0 14 11	0 16 0	1 9 2	1 19 10	1 15 10	2 9 10	2 19 6	2 7 7	3 19 6	5 2 3
275	0 11 6	0 8 0	0 11 5	0 15 0	0 16 0	1 9 3	1 19 11	1 15 11	2 9 11	2 19 6	2 7 7	3 19 9	5 2 6
276	0 11 6	0 8 0	0 11 7	0 15 0	0 16 0	1 9 3	1 19 11	1 16 0	2 10 0	2 19 6	2 7 7	4 0 0	5 2 9
277	0 11 6	0 8 0	0 11 8	0 15 1	0 16 0	1 9 4	1 20 0	1 16 1	2 10 1	2 19 9	2 7 10	4 0 0	5 3 0
278	0 11 6	0 8 0	0 11 8	0 15 1	0 16 0	1 9 4	1 20 0	1 16 2	2 10 2	2 19 9	2 7 10	4 0 0	5 3 3
279	0 11 6	0 8 0	0 11 8	0 15 1	0 16 0	1 9 7	1 20 2	1 16 3	2 10 4	2 19 9	2 7 10	4 0 6	5 3 6
280	0 11 6	0 8 0	0 11 8	0 15 2	0 16 0	1 9 7	1 20 2	1 16 4	2 10 5	3 0 0	2 8 0	4 0 6	5 3 9
281	0 11 8	0 8 2	0 11 8	0 15 2	0 16 2	1 9 8	1 20 3	1 16 5	2 10 8	3 0 0	2 8 0	4 0 9	5 4 0
282	0 11 8	0 8 2	0 11 8	0 15 3	0 16 2	1 9 9	1 20 4	1 16 6	2 10 9	3 0 3	2 8 2	4 1 0	5 4 3
283	0 11 8	0 8 2	0 11 8	0 15 3	0 16 2	1 9 10	1 20 5	1 16 7	2 10 10	3 0 3	2 8 2	4 1 0	5 4 6
284	0 11 8	0 8 2	0 11 8	0 15 3	0 16 2	1 9 10	1 20 5	1 16 8	2 10 11	3 0 3	2 8 2	4 1 3	5 4 9
285	0 11 8	0 8 2	0 11 9	0 15 4	0 16 2	1 9 11	1 20 5	1 16 9	2 11 1	3 0 6	2 8 5	4 1 6	5 5 0
286	0 11 8	0 8 2	0 11 9	0 15 4	0 16 2	1 10 0	1 20 6	1 16 10	2 11 2	3 0 6	2 8 5	4 1 6	5 5 3
287	0 11 8	0 8 2	0 11 9	0 15 5	0 16 2	1 10 1	1 20 7	1 16 11	2 11 3	3 0 6	2 8 5	4 1 9	5 5 6
288	0 11 8	0 8 2	0 11 9	0 15 5	0 16 2	1 10 1	1 20 7	1 17 0	2 11 4	3 0 9	2 8 7	4 2 0	5 5 9
289	0 11 8	0 8 2	0 11 10	0 15 5	0 16 2	1 10 2	1 20 8	1 17 1	2 11 6	3 0 9	2 8 7	4 2 0	5 6 0
290	0 11 8	0 8 2	0 11 10	0 15 6	0 16 2	1 10 1	1 20 8	1 17 2	2 11 7	3 0 9	2 8 7	4 2 3	5 6 3
291	0 11 10	0 8 5	0 11 10	0 15 6	0 16 4	1 10 3	1 21 0	1 17 3	2 11 9	3 1 0	2 8 10	4 2 6	5 6 6
292	0 11 10	0 8 5	0 11 10	0 15 7	0 16 4	1 10 3	1 21 0	1 17 4	2 11 11	3 1 0	2 8 10	4 2 6	5 6 9
293	0 11 10	0 8 5	0 11 10	0 15 7	0 16 4	1 10 4	1 21 1	1 17 5	2 12 0	3 1 3	2 9 0	4 2 9	5 7 0
294	0 11 10	0 8 5	0 11 10	0 15 7	0 16 4	1 10 7	1 21 1	1 17 6	2 12 1	3 1 3	2 9 0	4 3 0	5 7 3

295	0 11 10	0 8 5	0 11 10	0 15 8	0 12 4	0 16 4	1 10 8	1 3 0	2 1 9	1 17 7	2 12 2	3 1 3	2 9 0	4 3 0	5 7 6
296	0 11 10	0 8 5	0 11 10	0 15 8	0 12 4	0 16 4	1 10 8	1 3 0	2 1 9	1 17 7	2 12 2	3 1 3	2 9 0	4 3 0	5 7 6
297	0 11 10	0 8 5	0 11 10	0 15 8	0 12 4	0 16 4	1 10 8	1 3 0	2 1 9	1 17 7	2 12 2	3 1 3	2 9 0	4 3 0	5 7 6
298	0 11 10	0 8 5	0 11 10	0 15 8	0 12 4	0 16 4	1 10 8	1 3 0	2 1 9	1 17 7	2 12 2	3 1 3	2 9 0	4 3 0	5 7 6
299	0 11 10	0 8 5	0 11 10	0 15 8	0 12 4	0 16 4	1 10 8	1 3 0	2 1 9	1 17 7	2 12 2	3 1 3	2 9 0	4 3 0	5 7 6
300	0 11 10	0 8 5	0 11 10	0 15 8	0 12 4	0 16 4	1 10 8	1 3 0	2 1 9	1 17 7	2 12 2	3 1 3	2 9 0	4 3 0	5 7 6
301	0 12 0	0 8 6	0 12 0	0 15 10	0 12 6	0 16 7	1 11 0	1 3 3	2 2 4	1 18 1	2 13 1	3 2 0	2 9 7	4 4 0	5 9 0
302	0 12 0	0 8 6	0 12 0	0 15 11	0 12 6	0 16 7	1 11 1	1 3 4	2 2 5	1 18 2	2 13 2	3 2 0	2 9 7	4 4 0	5 9 3
303	0 12 0	0 8 6	0 12 0	0 15 11	0 12 6	0 16 7	1 11 2	1 3 5	2 2 6	1 18 3	2 13 3	3 2 0	2 9 7	4 4 0	5 9 6
304	0 12 0	0 8 6	0 12 0	0 15 11	0 12 6	0 16 7	1 11 2	1 3 5	2 2 7	1 18 4	2 13 3	3 2 3	2 9 10	4 4 6	5 9 9
305	0 12 0	0 8 6	0 12 0	0 16 0	0 12 6	0 16 7	1 11 4	1 3 6	2 2 8	1 18 5	2 13 4	3 2 3	2 9 10	4 4 9	5 10 0
306	0 12 0	0 8 6	0 12 0	0 16 0	0 12 6	0 16 7	1 11 5	1 3 7	2 2 9	1 18 6	2 13 5	3 2 3	2 9 10	4 4 9	5 10 3
307	0 12 0	0 8 6	0 12 0	0 16 1	0 12 6	0 16 7	1 11 6	1 3 8	2 2 10	1 18 7	2 13 6	3 2 6	2 10 0	4 5 0	5 10 6
308	0 12 0	0 8 6	0 12 0	0 16 1	0 12 6	0 16 7	1 11 6	1 3 8	2 2 11	1 18 8	2 13 8	3 2 6	2 10 0	4 5 3	5 10 9
309	0 12 0	0 8 6	0 12 0	0 16 1	0 12 6	0 16 7	1 11 7	1 3 8	2 2 3 0	1 18 8	2 13 9	3 2 6	2 10 0	4 5 6	5 11 0
310	0 12 0	0 8 6	0 12 0	0 16 2	0 12 6	0 16 7	1 11 8	1 3 9	2 2 3 1	1 18 9	2 13 10	3 2 9	2 10 2	4 5 6	5 11 3
311	0 12 2	0 8 7	0 12 4	0 16 2	0 12 8	0 16 9	1 11 9	1 3 10	2 2 3 3	1 18 11	2 14 1	3 2 9	2 10 2	4 5 9	5 11 6
312	0 12 2	0 8 7	0 12 4	0 16 3	0 12 8	0 16 9	1 11 9	1 3 10	2 2 3 4	1 19 0	2 14 2	3 3 0	2 10 5	4 6 0	5 11 9
313	0 12 2	0 8 7	0 12 4	0 16 3	0 12 8	0 16 9	1 11 10	1 3 11	2 2 3 5	1 19 1	2 14 3	3 3 0	2 10 5	4 6 0	5 12 0
314	0 12 2	0 8 7	0 12 4	0 16 3	0 12 8	0 16 9	1 11 11	1 3 11	2 2 3 6	1 19 2	2 14 5	3 3 3	2 10 5	4 6 3	5 12 3
315	0 12 2	0 8 7	0 12 4	0 16 4	0 12 8	0 16 9	1 12 0	1 4 0	2 2 3 7	1 19 3	2 14 6	3 3 3	2 10 7	4 6 6	5 12 6
316	0 12 2	0 8 7	0 12 4	0 16 4	0 12 8	0 16 9	1 12 0	1 4 0	2 2 3 8	1 19 4	2 14 7	3 3 3	2 10 7	4 6 6	5 12 9
317	0 12 2	0 8 7	0 12 4	0 16 5	0 12 8	0 16 9	1 12 1	1 4 1	2 2 3 9	1 19 5	2 14 8	3 3 3	2 10 7	4 6 9	5 13 0
318	0 12 2	0 8 7	0 12 4	0 16 5	0 12 8	0 16 9	1 12 3	1 4 2	2 2 3 10	1 19 5	2 14 10	3 3 3	2 10 10	4 7 0	5 13 3
319	0 12 2	0 8 7	0 12 5	0 16 5	0 12 8	0 16 9	1 12 4	1 4 3	2 2 3 11	1 19 6	2 14 11	3 3 6	2 10 10	4 7 0	5 13 6
320	0 12 2	0 8 7	0 12 5	0 16 6	0 12 8	0 16 9	1 12 4	1 4 3	2 2 4 0	1 19 7	2 15 0	3 3 6	2 10 10	4 7 3	5 13 9
321	0 12 4	0 8 8	0 12 5	0 16 6	0 12 10	0 16 11	1 12 5	1 4 4	2 2 4 2	1 19 9	2 15 3	3 3 9	2 11 0	4 7 6	5 14 0
322	0 12 4	0 8 8	0 12 5	0 16 7	0 12 10	0 16 11	1 12 6	1 4 5	2 2 4 3	1 19 10	2 15 4	3 3 9	2 11 0	4 7 6	5 14 3
323	0 12 4	0 8 8	0 12 6	0 16 7	0 12 10	0 16 11	1 12 7	1 4 5	2 2 4 4	1 19 11	2 15 5	3 4 0	2 11 2	4 7 9	5 14 6
324	0 12 4	0 8 8	0 12 6	0 16 7	0 12 10	0 16 11	1 12 7	1 4 5	2 2 4 5	2 0 0	2 15 6	3 4 0	2 11 2	4 8 0	5 14 9
325	0 12 4	0 8 8	0 12 6	0 16 8	0 12 10	0 16 11	1 12 8	1 4 6	2 2 4 6	2 0 1	2 15 8	3 4 0	2 11 2	4 8 0	5 15 0
326	0 12 4	0 8 8	0 12 8	0 16 8	0 12 10	0 16 11	1 12 9	1 4 7	2 2 4 7	2 0 2	2 15 9	3 4 3	2 11 5	4 8 3	5 15 3
327	0 12 4	0 8 8	0 12 8	0 16 9	0 12 10	0 16 11	1 12 10	1 4 8	2 2 4 8	2 0 2	2 15 10	3 4 3	2 11 5	4 8 6	5 15 6
328	0 12 4	0 8 8	0 12 8	0 16 9	0 12 10	0 16 11	1 12 10	1 4 8	2 2 4 9	2 0 3	2 15 11	3 4 3	2 11 5	4 8 6	5 15 9
329	0 12 4	0 8 8	0 12 8	0 16 9	0 12 10	0 16 11	1 12 11	1 4 8	2 2 4 10	2 0 4	2 15 11	3 4 6	2 11 7	4 8 9	5 16 0

* No including loading and unloading.

GOODS MILEAGE RATES—continued.

Miles.	Firewood Rate.		Manure Rates.		Class M. A. P.	Special A. P. Rate.	Class A.	Class A. less 25 per cent.	Class B.	Class B. less 10 per cent.	Class B. plus 25 per cent.	Class C.	Class C. less 20 per cent.	Class 1.	Class 2.
	£ s. d.	* * *	£ s. d.	* * *											
330	0 12 4	0 8 8	0 12 8	0 16 10	0 12 10	0 16 11	1 13 0	1 4 9	2 4 11	2 0 5	2 16 2	3 4 6	2 11 7	4 9 0	5 16 3
331	0 12 6	0 8 9	0 12 9	0 16 10	0 13 0	0 17 2	1 13 2	1 4 11	2 5 1	2 0 7	2 16 4	3 4 9	2 11 10	4 9 0	5 16 6
332	0 12 6	0 8 9	0 12 9	0 16 11	0 13 0	0 17 2	1 13 3	1 4 11	2 5 2	2 0 8	2 16 6	3 4 9	2 11 10	4 9 3	5 17 0
333	0 12 6	0 8 9	0 12 9	0 16 11	0 13 0	0 17 2	1 13 3	1 5 0	2 5 3	2 0 9	2 16 7	3 5 0	2 11 10	4 9 6	5 17 0
334	0 12 6	0 8 9	0 12 9	0 16 11	0 13 0	0 17 2	1 13 4	1 5 0	2 5 4	2 0 10	2 16 8	3 5 0	2 12 0	4 9 6	5 17 3
335	0 12 6	0 8 9	0 12 9	0 17 0	0 13 0	0 17 2	1 13 5	1 5 1	2 5 5	2 0 11	2 16 9	3 5 0	2 12 0	4 9 9	5 17 6
336	0 12 6	0 8 9	0 12 10	0 17 0	0 13 0	0 17 2	1 13 5	1 5 1	2 5 6	2 0 11	2 16 11	3 5 0	2 12 0	4 10 0	5 17 9
337	0 12 6	0 8 9	0 12 10	0 17 1	0 13 0	0 17 2	1 13 6	1 5 2	2 5 7	2 1 0	2 17 0	3 5 3	2 12 2	4 10 0	5 18 0
338	0 12 6	0 8 9	0 12 10	0 17 1	0 13 0	0 17 2	1 13 7	1 5 2	2 5 8	2 1 1	2 17 1	3 5 3	2 12 2	4 10 3	5 18 3
339	0 12 6	0 8 9	0 12 10	0 17 1	0 13 0	0 17 2	1 13 8	1 5 3	2 5 9	2 1 2	2 17 2	3 5 3	2 12 2	4 10 6	5 18 6
340	0 12 6	0 8 9	0 12 10	0 17 2	0 13 0	0 17 2	1 13 8	1 5 3	2 5 10	2 1 3	2 17 4	3 5 6	2 12 5	4 10 6	5 18 9
341	0 12 8	0 8 10	0 12 10	0 17 2	0 13 2	0 17 4	1 13 9	1 5 4	2 6 0	2 1 5	2 17 6	3 5 6	2 12 5	4 10 9	5 19 0
342	0 12 8	0 8 10	0 12 10	0 17 3	0 13 2	0 17 4	1 13 10	1 5 5	2 6 1	2 1 6	2 17 7	3 5 9	2 12 7	4 11 0	5 19 3
343	0 12 8	0 8 10	0 12 11	0 17 3	0 13 2	0 17 4	1 13 11	1 5 5	2 6 2	2 1 7	2 17 9	3 5 9	2 12 7	4 11 0	5 19 6
344	0 12 8	0 8 10	0 12 11	0 17 3	0 13 2	0 17 4	1 13 11	1 5 5	2 6 3	2 1 8	2 17 10	3 5 9	2 12 7	4 11 3	5 19 9
345	0 12 8	0 8 10	0 12 11	0 17 4	0 13 2	0 17 4	1 14 1	1 5 7	2 6 4	2 1 8	2 17 11	3 6 0	2 12 10	4 11 6	6 0 0
346	0 12 8	0 8 10	0 12 11	0 17 4	0 13 2	0 17 4	1 14 2	1 5 8	2 6 5	2 1 9	2 18 0	3 6 0	2 12 10	4 11 6	6 0 3
347	0 12 8	0 8 10	0 12 11	0 17 4	0 13 2	0 17 4	1 14 3	1 5 8	2 6 6	2 1 10	2 18 2	3 6 0	2 12 10	4 11 9	6 0 6
348	0 12 8	0 8 10	0 12 11	0 17 4	0 13 2	0 17 4	1 14 3	1 5 8	2 6 7	2 1 11	2 18 3	3 6 3	2 13 0	4 12 0	6 0 9
349	0 12 8	0 8 10	0 12 11	0 17 4	0 13 2	0 17 4	1 14 4	1 5 9	2 6 8	2 2 0	2 18 4	3 6 3	2 13 0	4 12 0	6 1 0
350	0 12 8	0 8 10	0 12 11	0 17 4	0 13 2	0 17 4	1 14 5	1 5 10	2 6 9	2 2 1	2 18 5	3 6 3	2 13 0	4 12 3	6 1 3
351	0 12 10	0 8 11	0 13 2	0 17 6	0 13 4	0 17 6	1 14 6	1 5 11	2 6 11	2 2 3	2 18 8	3 6 6	2 13 2	4 12 6	6 1 6
352	0 12 10	0 8 11	0 13 2	0 17 6	0 13 4	0 17 6	1 14 6	1 5 11	2 7 0	2 2 4	2 18 9	3 6 6	2 13 2	4 12 6	6 1 9
353	0 12 10	0 8 11	0 13 2	0 17 6	0 13 4	0 17 6	1 14 7	1 5 11	2 7 1	2 2 5	2 18 10	3 6 9	2 13 5	4 12 9	6 2 0
354	0 12 10	0 8 11	0 13 2	0 17 6	0 13 4	0 17 6	1 14 8	1 6 0	2 7 2	2 2 5	2 19 0	3 6 9	2 13 5	4 13 0	6 2 3

355	0 12 10	0 8 11	0 13 3	0 17 6	0 13 4	0 17 6	1 14 9	1 6 1	2 7 3	2 2 6	2 19 1	3 6 9	2 13 5	4 13 0	6 2 6
356	0 12 10	0 8 11	0 13 3	0 17 6	0 13 4	0 17 6	1 14 9	1 6 1	2 7 4	2 2 7	2 19 2	3 7 0	2 13 7	4 13 3	6 2 9
357	0 12 10	0 8 11	0 13 3	0 17 6	0 13 4	0 17 6	1 14 9	1 6 2	2 7 5	2 2 8	2 19 3	3 7 0	2 13 7	4 13 3	6 3 0
358	0 12 10	0 8 11	0 13 3	0 17 6	0 13 4	0 17 6	1 15 0	1 6 3	2 7 6	2 2 9	2 19 5	3 7 0	2 13 7	4 13 6	6 3 3
359	0 12 10	0 8 11	0 13 4	0 17 6	0 13 4	0 17 6	1 15 1	1 6 4	2 7 7	2 2 10	2 19 6	3 7 3	2 13 10	4 13 9	6 3 6
360	0 12 10	0 8 11	0 13 4	0 17 6	0 13 4	0 17 6	1 15 1	1 6 4	2 7 8	2 2 11	2 19 7	3 7 3	2 13 10	4 14 0	6 3 9
361	0 13 0	0 9 0	0 13 4	0 17 9	0 13 6	0 17 9	1 15 2	1 6 5	2 7 10	2 2 12	2 19 10	3 7 6	2 14 0	4 14 0	6 4 0
362	0 13 0	0 9 0	0 13 4	0 17 9	0 13 6	0 17 9	1 15 3	1 6 5	2 7 11	2 2 13	2 19 11	3 7 6	2 14 0	4 14 3	6 4 3
363	0 13 0	0 9 0	0 13 4	0 17 9	0 13 6	0 17 9	1 15 3	1 6 5	2 7 12	2 2 14	2 19 12	3 7 6	2 14 0	4 14 6	6 4 6
364	0 13 0	0 9 0	0 13 4	0 17 9	0 13 6	0 17 9	1 15 4	1 6 6	2 7 13	2 2 15	2 19 13	3 7 9	2 14 2	4 14 6	6 4 9
365	0 13 0	0 9 0	0 13 4	0 17 9	0 13 6	0 17 9	1 15 5	1 6 7	2 7 14	2 2 16	2 19 14	3 7 9	2 14 2	4 14 9	6 5 0
366	0 13 0	0 9 0	0 13 4	0 17 9	0 13 6	0 17 9	1 15 6	1 6 8	2 7 15	2 2 17	2 19 15	3 7 9	2 14 2	4 15 0	6 5 3
367	0 13 0	0 9 0	0 13 5	0 17 9	0 13 6	0 17 9	1 15 7	1 6 8	2 7 16	2 2 18	2 19 16	3 7 9	2 14 5	4 15 0	6 5 6
368	0 13 0	0 9 0	0 13 5	0 17 9	0 13 6	0 17 9	1 15 7	1 6 8	2 7 17	2 2 19	2 19 17	3 7 9	2 14 5	4 15 3	6 5 9
369	0 13 0	0 9 0	0 13 5	0 17 9	0 13 6	0 17 9	1 15 8	1 6 9	2 7 18	2 2 20	2 19 18	3 7 9	2 14 5	4 15 6	6 6 0
370	0 13 0	0 9 0	0 13 5	0 17 9	0 13 6	0 17 9	1 15 9	1 6 10	2 7 19	2 2 21	2 19 19	3 7 9	2 14 7	4 15 6	6 6 3
371	0 13 2	0 9 1	0 13 6	0 18 0	0 13 8	0 18 0	1 15 11	1 6 11	2 7 20	2 2 22	2 19 20	3 7 9	2 14 7	4 15 9	6 6 6
372	0 13 2	0 9 1	0 13 6	0 18 0	0 13 8	0 18 0	1 15 11	1 6 11	2 7 21	2 2 23	2 19 21	3 7 9	2 14 10	4 16 0	6 6 9
373	0 13 2	0 9 1	0 13 6	0 18 0	0 13 8	0 18 0	1 16 0	1 7 0	2 7 22	2 2 24	2 19 22	3 7 9	2 14 10	4 16 0	6 7 0
374	0 13 2	0 9 1	0 13 6	0 18 0	0 13 8	0 18 0	1 16 1	1 7 1	2 7 23	2 2 25	2 19 23	3 7 9	2 14 10	4 16 3	6 7 3
375	0 13 2	0 9 1	0 13 6	0 18 0	0 13 8	0 18 0	1 16 2	1 7 2	2 7 24	2 2 26	2 19 24	3 7 9	2 15 0	4 16 6	6 7 6
376	0 13 2	0 9 1	0 13 8	0 18 0	0 13 8	0 18 0	1 16 2	1 7 2	2 7 25	2 2 27	2 19 25	3 7 9	2 15 0	4 16 6	6 7 9
377	0 13 2	0 9 1	0 13 8	0 18 0	0 13 8	0 18 0	1 16 3	1 7 3	2 7 26	2 2 28	2 19 26	3 7 9	2 15 0	4 16 9	6 8 0
378	0 13 2	0 9 1	0 13 8	0 18 0	0 13 8	0 18 0	1 16 4	1 7 3	2 7 27	2 2 29	2 19 27	3 7 9	2 15 2	4 17 0	6 8 3
379	0 13 2	0 9 1	0 13 9	0 18 0	0 13 8	0 18 0	1 16 5	1 7 4	2 7 28	2 2 30	2 19 28	3 7 9	2 15 2	4 17 0	6 8 6
380	0 13 2	0 9 1	0 13 9	0 18 0	0 13 8	0 18 0	1 16 5	1 7 4	2 7 29	2 2 31	2 19 29	3 7 9	2 15 2	4 17 3	6 8 9
381	0 13 4	0 9 2	0 13 9	0 18 2	0 13 10	0 18 2	1 16 6	1 7 5	2 7 30	2 2 32	2 19 30	3 7 9	2 15 3	4 17 6	6 9 0
382	0 13 4	0 9 2	0 13 9	0 18 2	0 13 10	0 18 2	1 16 7	1 7 5	2 7 31	2 2 33	2 19 31	3 7 9	2 15 3	4 17 6	6 9 3
383	0 13 4	0 9 2	0 13 10	0 18 2	0 13 10	0 18 2	1 16 8	1 7 6	2 7 32	2 2 34	2 19 32	3 7 9	2 15 7	4 17 9	6 9 6
384	0 13 4	0 9 2	0 13 10	0 18 2	0 13 10	0 18 2	1 16 8	1 7 6	2 7 33	2 2 35	2 19 33	3 7 9	2 15 7	4 18 0	6 9 9
385	0 13 4	0 9 2	0 13 10	0 18 2	0 13 10	0 18 2	1 16 10	1 7 8	2 7 34	2 2 36	2 19 34	3 7 9	2 15 7	4 18 0	6 10 0
386	0 13 4	0 9 2	0 13 10	0 18 2	0 13 10	0 18 2	1 16 11	1 7 8	2 7 35	2 2 37	2 19 35	3 7 9	2 15 10	4 18 3	6 10 3
387	0 13 4	0 9 2	0 13 10	0 18 2	0 13 10	0 18 2	1 17 0	1 7 9	2 7 36	2 2 38	2 19 36	3 7 9	2 15 10	4 18 6	6 10 6
388	0 13 4	0 9 2	0 13 10	0 18 2	0 13 10	0 18 2	1 17 0	1 7 9	2 7 37	2 2 39	2 19 37	3 7 9	2 15 10	4 18 6	6 10 9
389	0 13 4	0 9 2	0 13 10	0 18 2	0 13 10	0 18 2	1 17 1	1 7 10	2 7 38	2 2 40	2 19 38	3 7 9	2 15 10	4 18 9	6 11 0

* Not including loading and unloading.

GOODS MILEAGE RATES—continued.

Miles.	Firewood Rate.		Maunure Rates.		Class M.	Class A. P.	Special A. P. Rate.	Class A.	Class A. less 2 1/2 per cent.	Class B.	Class B. less 10 per cent.	Class B. plus 25 per cent.	Class C.	Class C. less 20 per cent.	Class 1.	Class 2.
	£ s. d.	*	£ s. d.	*												
390	0 13 4	0 9 2	0 13 10	0 18 2	0 18 2	0 18 2	1 17 2	1 7 11	2 10 5	2 5 5	3 3 0	3 10 0	2 16 0	4 19 0	6 11 3	
391	0 13 6	0 9 3	0 13 11	0 18 4	0 18 4	0 18 4	1 17 3	1 7 11	2 10 7	2 5 6	3 3 3	3 10 3	2 16 2	4 19 0	6 11 6	
392	0 13 6	0 9 3	0 13 11	0 18 4	0 18 4	0 18 4	1 17 3	1 7 11	2 10 8	2 5 7	3 3 3	3 10 3	2 16 2	4 19 3	6 11 9	
393	0 13 6	0 9 3	0 13 11	0 18 4	0 18 4	0 18 4	1 17 4	1 8 0	2 10 9	2 5 8	3 3 5	3 10 3	2 16 2	4 19 6	6 12 0	
394	0 13 6	0 9 3	0 13 11	0 18 4	0 18 4	0 18 4	1 17 5	1 8 1	2 10 10	2 5 9	3 3 7	3 10 6	2 16 5	4 19 6	6 12 3	
395	0 13 6	0 9 3	0 14 0	0 18 4	0 18 4	0 18 4	1 17 6	1 8 2	2 10 11	2 5 10	3 3 8	3 10 6	2 16 5	4 19 9	6 12 6	
396	0 13 6	0 9 3	0 14 0	0 18 4	0 18 4	0 18 4	1 17 6	1 8 2	2 11 0	2 5 11	3 3 9	3 10 6	2 16 5	5 0 0	6 12 9	
397	0 13 6	0 9 3	0 14 0	0 18 4	0 18 4	0 18 4	1 17 7	1 8 2	2 11 1	2 5 11	3 3 10	3 10 9	2 16 7	5 0 0	6 13 0	
398	0 13 6	0 9 3	0 14 0	0 18 4	0 18 4	0 18 4	1 17 9	1 8 2	2 11 2	2 6 1	3 4 0	3 10 9	2 16 7	5 0 3	6 13 3	
399	0 13 6	0 9 3	0 14 0	0 18 4	0 18 4	0 18 4	1 17 10	1 8 5	2 11 3	2 6 2	3 4 1	3 10 9	2 16 7	5 0 6	6 13 6	
400	0 13 6	0 9 3	0 14 0	0 18 4	0 18 4	0 18 4	1 17 10	1 8 5	2 11 4	2 6 2	3 4 2	3 11 0	2 16 10	5 0 6	6 13 9	
401	0 13 8	0 9 4	0 14 2	0 18 7	0 18 7	0 18 7	1 17 11	1 8 5	2 11 6	2 6 4	3 4 5	3 11 0	2 16 10	5 0 9	6 14 0	
402	0 13 8	0 9 4	0 14 2	0 18 7	0 18 7	0 18 7	1 18 0	1 8 6	2 11 7	2 6 5	3 4 6	3 11 3	2 17 0	5 1 0	6 14 3	
403	0 13 8	0 9 4	0 14 3	0 18 7	0 18 7	0 18 7	1 18 1	1 8 7	2 11 8	2 6 6	3 4 7	3 11 3	2 17 0	5 1 0	6 14 6	
404	0 13 8	0 9 4	0 14 3	0 18 7	0 18 7	0 18 7	1 18 2	1 8 8	2 11 9	2 6 7	3 4 8	3 11 3	2 17 0	5 1 3	6 14 9	
405	0 13 8	0 9 4	0 14 4	0 18 7	0 18 7	0 18 7	1 18 2	1 8 8	2 11 10	2 6 8	3 4 10	3 11 6	2 17 2	5 1 6	6 15 0	
406	0 13 8	0 9 4	0 14 4	0 18 7	0 18 7	0 18 7	1 18 3	1 8 8	2 11 11	2 6 9	3 4 11	3 11 6	2 17 2	5 1 6	6 15 3	
407	0 13 8	0 9 4	0 14 4	0 18 7	0 18 7	0 18 7	1 18 4	1 8 9	2 12 0	2 6 10	3 5 0	3 11 6	2 17 2	5 1 9	6 15 6	
408	0 13 8	0 9 4	0 14 4	0 18 7	0 18 7	0 18 7	1 18 5	1 8 10	2 12 1	2 6 11	3 5 1	3 11 9	2 17 5	5 2 0	6 15 9	
409	0 13 8	0 9 4	0 14 4	0 18 7	0 18 7	0 18 7	1 18 6	1 8 11	2 12 2	2 6 11	3 5 3	3 11 9	2 17 5	5 2 0	6 16 0	
410	0 13 8	0 9 4	0 14 4	0 18 7	0 18 7	0 18 7	1 18 6	1 8 11	2 12 3	2 7 0	3 5 4	3 11 9	2 17 5	5 2 3	6 16 3	
411	0 13 10	0 9 5	0 14 5	0 18 9	0 18 9	0 18 9	1 18 7	1 8 11	2 12 5	2 7 2	3 5 6	3 12 0	2 17 7	5 2 6	6 16 6	
412	0 13 10	0 9 5	0 14 5	0 18 9	0 18 9	0 18 9	1 18 8	1 9 0	2 12 6	2 7 3	3 5 8	3 12 0	2 17 7	5 2 6	6 16 9	
413	0 13 10	0 9 5	0 14 5	0 18 9	0 18 9	0 18 9	1 18 9	1 9 1	2 12 7	2 7 4	3 5 9	3 12 3	2 17 10	5 2 9	6 17 0	
414	0 13 10	0 9 5	0 14 6	0 18 9	0 18 9	0 18 9	1 18 10	1 9 2	2 12 8	2 7 5	3 5 10	3 12 3	2 17 10	5 3 0	6 17 3	

415	0 13 10	0 9 5	0 14 6	0 18 9	0 14 4	0 18 9	1 18 10	1 9 2	2 12 9	2 7 6	3 5 11	3 12 3	2 17 10	5 3 0	6 17 6
416	0 13 10	0 9 5	0 14 6	0 18 9	0 14 4	0 18 9	1 18 11	1 9 2	2 12 10	2 7 7	3 5 11	3 12 6	2 18 0	5 3 0	6 17 9
417	0 13 10	0 9 5	0 14 6	0 18 9	0 14 4	0 18 9	1 19 0	1 9 3	2 13 0	2 7 8	3 5 11	3 12 6	2 18 0	5 3 0	6 18 0
418	0 13 10	0 9 5	0 14 6	0 18 9	0 14 4	0 18 9	1 19 1	1 9 4	2 13 1	2 7 9	3 5 11	3 12 6	2 18 0	5 3 0	6 18 3
419	0 13 10	0 9 5	0 14 6	0 18 9	0 14 4	0 18 9	1 19 2	1 9 5	2 13 2	2 7 10	3 5 11	3 12 9	2 18 2	5 3 0	6 18 6
420	0 13 10	0 9 5	0 14 7	0 18 9	0 14 4	0 18 9	1 19 2	1 9 5	2 13 3	2 7 11	3 5 11	3 12 9	2 18 2	5 4 0	6 18 9
421	0 14 0	0 9 6	0 14 7	0 19 0	0 14 6	0 19 0	1 19 3	1 9 6	2 13 5	2 8 1	3 6 9	3 13 0	2 18 5	5 4 0	6 19 0
422	0 14 0	0 9 6	0 14 7	0 19 0	0 14 6	0 19 0	1 19 4	1 9 7	2 13 6	2 8 2	3 6 11	3 13 0	2 18 5	5 4 0	6 19 3
423	0 14 0	0 9 6	0 14 8	0 19 0	0 14 6	0 19 0	1 19 5	1 9 8	2 13 7	2 8 3	3 7 0	3 13 0	2 18 5	5 4 0	6 19 6
424	0 14 0	0 9 6	0 14 8	0 19 0	0 14 6	0 19 0	1 19 6	1 9 8	2 13 8	2 8 4	3 7 1	3 13 3	2 18 7	5 4 0	6 19 9
425	0 14 0	0 9 6	0 14 8	0 19 0	0 14 6	0 19 0	1 19 6	1 9 8	2 13 9	2 8 5	3 7 2	3 13 3	2 18 7	5 4 9	7 0 0
426	0 14 0	0 9 6	0 14 8	0 19 0	0 14 6	0 19 0	1 19 7	1 9 8	2 13 10	2 8 5	3 7 4	3 13 3	2 18 7	5 5 0	7 0 3
427	0 14 0	0 9 6	0 14 8	0 19 0	0 14 6	0 19 0	1 19 8	1 9 9	2 13 11	2 8 6	3 7 5	3 13 6	2 18 10	5 5 0	7 0 6
428	0 14 0	0 9 6	0 14 9	0 19 0	0 14 6	0 19 0	1 19 9	1 9 10	2 14 0	2 8 7	3 7 6	3 13 6	2 18 10	5 5 3	7 0 9
429	0 14 0	0 9 6	0 14 9	0 19 0	0 14 6	0 19 0	1 19 10	1 9 11	2 14 1	2 8 8	3 7 7	3 13 6	2 18 10	5 5 6	7 1 0
430	0 14 0	0 9 6	0 14 10	0 19 0	0 14 6	0 19 0	1 19 10	1 9 11	2 14 2	2 8 9	3 7 9	3 13 9	2 19 0	5 5 6	7 1 3
431	0 14 2	0 9 7	0 14 10	0 19 2	0 14 8	0 19 2	1 19 11	1 9 11	2 14 4	2 8 11	3 7 11	3 13 0	2 19 0	5 5 9	7 1 6
432	0 14 2	0 9 7	0 14 10	0 19 2	0 14 8	0 19 2	1 20 0	1 10 0	2 14 5	2 9 0	3 8 0	3 14 0	2 19 2	5 6 0	7 1 9
433	0 14 2	0 9 7	0 14 10	0 19 2	0 14 8	0 19 2	1 20 1	1 10 1	2 14 6	2 9 1	3 8 2	3 14 0	2 19 2	5 6 0	7 2 0
434	0 14 2	0 9 7	0 14 10	0 19 2	0 14 8	0 19 2	1 20 2	1 10 2	2 14 7	2 9 2	3 8 3	3 14 0	2 19 2	5 6 3	7 2 3
435	0 14 2	0 9 7	0 14 10	0 19 2	0 14 8	0 19 2	1 20 2	1 10 2	2 14 8	2 9 2	3 8 4	3 14 3	2 19 5	5 6 6	7 2 6
436	0 14 2	0 9 7	0 14 11	0 19 2	0 14 8	0 19 2	1 20 3	1 10 3	2 14 9	2 9 3	3 8 5	3 14 3	2 19 5	5 6 6	7 2 9
437	0 14 2	0 9 7	0 14 11	0 19 2	0 14 8	0 19 2	1 20 4	1 10 3	2 14 10	2 9 4	3 8 7	3 14 3	2 19 5	5 6 9	7 3 0
438	0 14 2	0 9 7	0 14 11	0 19 2	0 14 8	0 19 2	1 20 5	1 10 4	2 14 11	2 9 5	3 8 8	3 14 6	2 19 7	5 7 0	7 3 3
439	0 14 2	0 9 7	0 15 0	0 19 2	0 14 8	0 19 2	1 20 6	1 10 5	2 15 0	2 9 6	3 8 9	3 14 6	2 19 7	5 7 0	7 3 6
440	0 14 2	0 9 7	0 15 0	0 19 2	0 14 8	0 19 2	1 20 6	1 10 5	2 15 1	2 9 7	3 8 10	3 14 6	2 19 7	5 7 3	7 3 9
441	0 14 4	0 9 8	0 15 0	0 19 4	0 14 10	0 19 4	1 20 7	1 10 6	2 15 3	2 9 9	3 9 1	3 14 9	2 19 10	5 7 6	7 4 0
442	0 14 4	0 9 8	0 15 0	0 19 4	0 14 10	0 19 4	1 20 8	1 10 6	2 15 4	2 9 10	3 9 2	3 14 9	2 19 10	5 7 6	7 4 3
443	0 14 4	0 9 8	0 15 0	0 19 4	0 14 10	0 19 4	1 20 9	1 10 7	2 15 5	2 9 11	3 9 3	3 15 0	3 0 0	5 8 0	7 4 6
444	0 14 4	0 9 8	0 15 0	0 19 4	0 14 10	0 19 4	1 20 10	1 10 8	2 15 6	2 9 11	3 9 5	3 15 0	3 0 0	5 8 0	7 4 9
445	0 14 4	0 9 8	0 15 1	0 19 4	0 14 10	0 19 4	1 20 10	1 10 8	2 15 7	2 10 0	3 9 6	3 15 0	3 0 0	5 8 0	7 5 0
446	0 14 4	0 9 8	0 15 1	0 19 4	0 14 10	0 19 4	1 20 11	1 10 8	2 15 8	2 10 1	3 9 7	3 15 3	3 0 2	5 8 3	7 5 3
447	0 14 4	0 9 8	0 15 1	0 19 4	0 14 10	0 19 4	1 20 11	1 10 9	2 15 9	2 10 2	3 9 8	3 15 3	3 0 2	5 8 6	7 5 6
448	0 14 4	0 9 8	0 15 2	0 19 4	0 14 10	0 19 4	1 20 12	1 10 10	2 15 10	2 10 3	3 9 10	3 15 3	3 0 2	5 8 6	7 5 9
449	0 14 4	0 9 8	0 15 2	0 19 4	0 14 10	0 19 4	1 20 12	1 10 11	2 15 11	2 10 4	3 9 11	3 15 6	3 0 5	5 8 9	7 6 0

* Not including loading and unloading.

GOODS MILEAGE RATES—continued.

Miles.	Firewood Rate.	Manure Rates.		Class M.	Class A. P.	Special A. P. Rate.	Class A.	Class A, less 25 per cent.	Class B.	Class B, less 10 per cent.	Class B, plus 25 per cent.	Class C.	Class C, less 20 per cent.	Class L.	Class 2.
		5 ton lots.	2 ton lots.												
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
450	0 14 4	0 9 8	0 15 2	0 19 4	0 14 10	0 19 4	2 1 2	1 10 11	2 16 0	2 10 5	3 10 0	3 15 6	3 0 5	5 9 0	7 6 3
451	0 14 6	0 9 9	0 15 2	0 19 7	0 15 0	0 19 7	2 1 3	1 10 11	2 16 2	2 10 7	3 10 3	3 15 8	3 0 7	5 9 0	7 6 6
452	0 14 6	0 9 9	0 15 2	0 19 7	0 15 0	0 19 7	2 1 4	1 11 0	2 16 3	2 10 8	3 10 4	3 15 9	3 0 7	5 9 3	7 6 9
453	0 14 6	0 9 9	0 15 3	0 19 7	0 15 0	0 19 7	2 1 5	1 11 1	2 16 4	2 10 8	3 10 5	3 15 9	3 0 7	5 9 0	7 7 0
454	0 14 6	0 9 9	0 15 3	0 19 7	0 15 0	0 19 7	2 1 6	1 11 2	2 16 5	2 10 9	3 10 6	3 16 0	3 0 10	5 9 6	7 7 3
455	0 14 6	0 9 9	0 15 4	0 19 7	0 15 0	0 19 7	2 1 6	1 11 2	2 16 6	2 10 10	3 10 8	3 16 0	3 0 10	5 9 9	7 7 6
456	0 14 6	0 9 9	0 15 4	0 19 7	0 15 0	0 19 7	2 1 7	1 11 3	2 16 7	2 10 11	3 10 9	3 16 0	3 0 10	5 10 0	7 7 9
457	0 14 6	0 9 9	0 15 4	0 19 7	0 15 0	0 19 7	2 1 8	1 11 3	2 16 8	2 11 0	3 10 10	3 16 3	3 1 0	5 10 0	7 8 0
458	0 14 6	0 9 9	0 15 4	0 19 7	0 15 0	0 19 7	2 1 9	1 11 4	2 16 9	2 11 1	3 10 11	3 16 3	3 1 0	5 10 3	7 8 3
459	0 14 6	0 9 9	0 15 4	0 19 7	0 15 0	0 19 7	2 1 10	1 11 5	2 16 10	2 11 2	3 11 1	3 16 3	3 1 0	5 10 6	7 8 6
460	0 14 6	0 9 9	0 15 4	0 19 7	0 15 0	0 19 7	2 1 10	1 11 5	2 16 11	2 11 3	3 11 2	3 16 6	3 1 2	5 10 6	7 8 9
461	0 14 8	0 9 10	0 15 5	0 19 9	0 15 2	0 19 9	2 1 11	1 11 5	2 17 1	2 11 5	3 11 4	3 16 6	3 1 2	5 10 9	7 9 0
462	0 14 8	0 9 10	0 15 5	0 19 9	0 15 2	0 19 9	2 2 0	1 11 6	2 17 2	2 11 5	3 11 6	3 16 9	3 1 5	5 11 0	7 9 3
463	0 14 8	0 9 10	0 15 5	0 19 9	0 15 2	0 19 9	2 2 1	1 11 7	2 17 3	2 11 6	3 11 7	3 16 9	3 1 5	5 11 3	7 9 6
464	0 14 8	0 9 10	0 15 6	0 19 9	0 15 2	0 19 9	2 2 2	1 11 8	2 17 4	2 11 7	3 11 8	3 16 9	3 1 5	5 11 3	7 9 9
465	0 14 8	0 9 10	0 15 6	0 19 9	0 15 2	0 19 9	2 2 3	1 11 8	2 17 5	2 11 8	3 11 9	3 17 0	3 1 7	5 11 6	7 10 0
466	0 14 8	0 9 10	0 15 6	0 19 9	0 15 2	0 19 9	2 2 3	1 11 8	2 17 6	2 11 9	3 11 11	3 17 0	3 1 7	5 11 6	7 10 3
467	0 14 8	0 9 10	0 15 6	0 19 9	0 15 2	0 19 9	2 2 4	1 11 9	2 17 7	2 11 10	3 12 0	3 17 0	3 1 7	5 11 9	7 10 6
468	0 14 8	0 9 10	0 15 6	0 19 9	0 15 2	0 19 9	2 2 5	1 11 10	2 17 8	2 11 11	3 12 1	3 17 3	3 1 10	5 12 0	7 10 9
469	0 14 8	0 9 10	0 15 6	0 19 9	0 15 2	0 19 9	2 2 6	1 11 11	2 17 9	2 12 0	3 12 2	3 17 3	3 1 10	5 12 0	7 11 0
470	0 14 8	0 9 10	0 15 7	0 19 9	0 15 2	0 19 9	2 2 6	1 11 11	2 17 10	2 12 1	3 12 4	3 17 3	3 1 10	5 12 3	7 11 3
471	0 14 10	0 9 11	0 15 7	1 0 0	0 15 4	1 0 0	2 2 7	1 11 11	2 18 0	2 12 2	3 12 6	3 17 6	3 2 0	5 12 6	7 11 6
472	0 14 10	0 9 11	0 15 7	1 0 0	0 15 4	1 0 0	2 2 8	1 12 0	2 18 1	2 12 3	3 12 7	3 17 6	3 2 0	5 12 6	7 11 9
473	0 14 10	0 9 11	0 15 8	1 0 0	0 15 4	1 0 0	2 2 9	1 12 1	2 18 2	2 12 4	3 12 9	3 17 9	3 2 2	5 12 9	7 12 0
474	0 14 10	0 9 11	0 15 8	1 0 0	0 15 4	1 0 0	2 2 10	1 12 2	2 18 3	2 12 5	3 12 10	3 17 9	3 2 2	5 13 0	7 12 3

475	0 14 10	0 9 11	0 15 8	1 0 0	2 2 10	1 12 2	2 18 4	2 12 6	3 12 11	3 17 9	3 2 2	5 13 3	7 12 6
476	0 14 10	0 9 11	0 15 8	1 0 0	2 2 11	1 12 2	2 18 5	2 12 7	3 13 0	3 18 0	3 2 5	5 13 3	7 13 9
477	0 14 10	0 9 11	0 15 8	1 0 0	2 2 10	1 12 2	2 18 6	2 12 8	3 13 2	3 18 0	3 2 5	5 13 6	7 13 0
478	0 14 10	0 9 11	0 15 9	1 0 0	2 2 11	1 12 4	2 18 7	2 12 9	3 13 3	3 18 0	3 2 5	5 13 6	7 13 3
479	0 14 10	0 9 11	0 15 9	1 0 0	2 2 12	1 12 5	2 18 8	2 12 10	3 13 4	3 18 3	3 2 7	5 13 9	7 13 6
480	0 14 10	0 9 11	0 15 10	1 0 0	2 2 3	1 12 5	2 18 9	2 12 11	3 13 5	3 18 3	3 2 7	5 14 0	7 13 9
481	0 15 0	0 10 0	0 15 10	1 0 2	2 2 3	1 12 5	2 18 11	2 13 0	3 13 8	3 18 6	3 2 10	5 14 0	7 14 0
482	0 15 0	0 10 0	0 15 10	1 0 2	2 2 3	1 12 6	2 19 0	2 13 1	3 13 9	3 18 6	3 2 10	5 14 3	7 14 3
483	0 15 0	0 10 0	0 15 10	1 0 2	2 2 3	1 12 7	2 19 1	2 13 2	3 13 10	3 18 6	3 2 10	5 14 6	7 14 6
484	0 15 0	0 10 0	0 15 10	1 0 2	2 2 3	1 12 8	2 19 2	2 13 3	3 14 0	3 18 9	3 3 0	5 14 6	7 14 9
485	0 15 0	0 10 0	0 15 10	1 0 2	2 2 3	1 12 8	2 19 3	2 13 4	3 14 1	3 18 9	3 3 0	5 14 9	7 15 0
486	0 15 0	0 10 0	0 15 11	1 0 2	2 2 3	1 12 8	2 19 4	2 13 5	3 14 2	3 18 9	3 3 0	5 15 0	7 15 3
487	0 15 0	0 10 0	0 15 11	1 0 2	2 2 3	1 12 9	2 19 5	2 13 6	3 14 3	3 19 0	3 3 2	5 15 0	7 15 6
488	0 15 0	0 10 0	0 15 11	1 0 2	2 2 3	1 12 9	2 19 6	2 13 7	3 14 4	3 19 0	3 3 2	5 15 3	7 15 9
489	0 15 0	0 10 0	0 15 11	1 0 2	2 2 3	1 12 11	2 19 7	2 13 8	3 14 6	3 19 0	3 3 2	5 15 3	7 16 0
490	0 15 0	0 10 0	0 16 0	1 0 2	2 2 3	1 12 11	2 19 8	2 13 8	3 14 7	3 19 3	3 3 5	5 15 6	7 16 3
491	0 15 2	0 10 1	0 16 0	1 0 4	2 2 3	1 12 11	2 19 10	2 13 10	3 14 10	3 19 3	3 3 5	5 15 9	7 16 6
492	0 15 2	0 10 1	0 16 0	1 0 4	2 2 4	1 13 0	2 19 11	2 13 11	3 14 11	3 19 6	3 3 7	5 16 0	7 16 9
493	0 15 2	0 10 1	0 16 0	1 0 4	2 2 4	1 13 1	3 0 0	2 14 0	3 15 0	3 19 6	3 3 7	5 16 0	7 17 0
494	0 15 2	0 10 1	0 16 0	1 0 4	2 2 4	1 13 2	3 0 1	2 14 1	3 15 1	3 19 6	3 3 7	5 16 3	7 17 3
495	0 15 2	0 10 1	0 16 0	1 0 4	2 2 4	1 13 2	3 0 2	2 14 2	3 15 1	3 19 9	3 3 10	5 16 6	7 17 6
496	0 15 2	0 10 1	0 16 0	1 0 4	2 2 4	1 13 2	3 0 3	2 14 3	3 15 4	3 19 9	3 3 10	5 16 6	7 17 9
497	0 15 2	0 10 1	0 16 0	1 0 4	2 2 4	1 13 3	3 0 4	2 14 4	3 15 5	3 19 9	3 3 10	5 16 9	7 18 0
498	0 15 2	0 10 1	0 16 0	1 0 4	2 2 4	1 13 4	3 0 5	2 14 5	3 15 6	4 0 0	3 4 0	5 17 0	7 18 3
499	0 15 2	0 10 1	0 16 1	1 0 4	2 2 4	1 13 5	3 0 6	2 14 5	3 15 8	4 0 0	3 4 0	5 17 0	7 18 6
500	0 15 2	0 10 1	0 16 1	1 0 4	2 2 4	1 13 5	3 0 7	2 14 6	3 15 9	4 0 0	3 4 0	5 17 3	7 18 9
501	0 15 4	0 10 2	0 16 3	1 0 7	2 2 4	1 13 5	3 0 9	2 14 8	3 15 11	4 0 3	3 4 2	5 17 6	7 19 0
502	0 15 4	0 10 2	0 16 3	1 0 7	2 2 4	1 13 6	3 0 10	2 14 9	3 16 1	4 0 3	3 4 2	5 17 6	7 19 3
503	0 15 4	0 10 2	0 16 4	1 0 7	2 2 4	1 13 7	3 0 11	2 14 10	3 16 2	4 0 3	3 4 2	5 17 9	7 19 6
504	0 15 4	0 10 2	0 16 4	1 0 7	2 2 4	1 13 8	3 1 0	2 14 11	3 16 3	4 0 6	3 4 5	5 18 0	7 19 9
505	0 15 4	0 10 2	0 16 5	1 0 7	2 2 4	1 13 8	3 1 1	2 15 0	3 16 4	4 0 6	3 4 5	5 18 0	8 0 0
506	0 15 4	0 10 2	0 16 5	1 0 7	2 2 4	1 13 8	3 1 2	2 15 1	3 16 6	4 0 9	3 4 7	5 18 3	8 0 3
507	0 15 4	0 10 2	0 16 5	1 0 7	2 2 5	1 13 9	3 1 3	2 15 2	3 16 7	4 0 9	3 4 7	5 18 6	8 0 6
508	0 15 4	0 10 2	0 16 5	1 0 7	2 2 5	1 13 10	3 1 4	2 15 2	3 16 8	4 0 9	3 4 7	5 18 6	8 0 9
509	0 15 4	0 10 2	0 16 5	1 0 7	2 2 5	1 13 11	3 1 5	2 15 3	3 16 9	4 1 0	3 4 10	5 18 9	8 1 0

* Not including loading and unloading.

GOODS MILEAGE RATES—continued.

Miles.	Firewood Rate.	Manure Rates.		Class M.	Class A. P.	Special A. P. Rate.	Class A.	Class B.	Class B, less 10 per cent.	Class B, plus 25 per cent.	Class C.	Class C, less 20 per cent.	Class 1.	Class 2.	
		5 ton lots.	2 ton lots.												
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
510	0 15 4	0 10 2	0 16 5	1 0 7	0 15 10	1 0 7	2 5 2	1 13 11	3 1 6	2 15 4	3 16 11	4 1 0	3 4 10	5 19 0	8 1 1
511	0 15 6	0 10 3	0 16 6	1 0 9	0 16 0	1 0 9	2 5 3	1 13 11	3 1 8	2 15 6	3 17 1	4 1 3	3 5 0	5 19 0	8 1 6
512	0 15 8	0 10 3	0 16 6	1 0 9	0 16 0	1 0 9	2 5 4	1 14 0	3 1 9	2 15 7	3 17 2	4 1 3	3 5 0	5 19 3	8 1 9
513	0 15 6	0 10 3	0 16 6	1 0 9	0 16 0	1 0 9	2 5 5	1 14 1	3 1 10	2 15 8	3 17 4	4 1 3	3 5 0	5 19 6	8 2 0
514	0 15 6	0 10 3	0 16 7	1 0 9	0 16 0	1 0 9	2 5 6	1 14 2	3 1 11	2 15 9	3 17 5	4 1 6	3 5 2	5 19 6	8 2 3
515	0 15 6	0 10 3	0 16 7	1 0 9	0 16 0	1 0 9	2 5 6	1 14 2	3 2 0	2 15 10	3 17 6	4 1 6	3 5 2	5 19 9	8 2 6
516	0 15 6	0 10 3	0 16 7	1 0 9	0 16 0	1 0 9	2 5 7	1 14 2	3 2 1	2 15 11	3 17 7	4 1 6	3 5 2	6 0 0	8 2 9
517	0 15 6	0 10 3	0 16 7	1 0 9	0 16 0	1 0 9	2 5 8	1 14 3	3 2 2	2 15 11	3 17 0	4 1 9	3 5 5	6 0 0	8 3 0
518	0 15 6	0 10 3	0 16 7	1 0 9	0 16 0	1 0 9	2 5 9	1 14 4	3 2 3	2 16 0	3 17 10	4 1 9	3 5 5	6 0 3	8 3 3
519	0 15 6	0 10 3	0 16 7	1 0 9	0 16 0	1 0 9	2 5 10	1 14 5	3 2 4	2 16 1	3 17 11	4 1 9	3 5 5	6 0 6	8 3 6
520	0 15 6	0 10 3	0 16 8	1 0 9	0 16 0	1 0 9	2 5 10	1 14 5	3 2 5	2 16 2	3 18 0	4 2 0	3 5 7	6 0 6	8 3 9
521	0 15 8	0 10 4	0 16 8	1 1 0	0 16 2	1 1 0	2 5 11	1 14 5	3 2 7	2 16 4	3 18 3	4 2 2	3 5 7	6 0 9	8 4 0
522	0 15 8	0 10 4	0 16 8	1 1 0	0 16 2	1 1 0	2 6 0	1 14 6	3 2 8	2 16 5	3 18 4	4 2 3	3 5 10	6 1 0	8 4 3
523	0 15 8	0 10 4	0 16 9	1 1 0	0 16 2	1 1 0	2 6 1	1 14 7	3 2 9	2 16 6	3 18 5	4 2 3	3 5 10	6 1 0	8 4 6
524	0 15 8	0 10 4	0 16 9	1 1 0	0 16 2	1 1 0	2 6 2	1 14 8	3 2 10	2 16 7	3 18 7	4 2 3	3 5 10	6 1 3	8 4 9
525	0 15 8	0 10 4	0 16 9	1 1 0	0 16 2	1 1 0	2 6 2	1 14 8	3 2 11	2 16 8	3 18 8	4 2 6	3 6 0	6 1 6	8 5 0
526	0 15 8	0 10 4	0 16 9	1 1 0	0 16 2	1 1 0	2 6 3	1 14 8	3 3 0	2 16 8	3 18 9	4 2 6	3 6 0	6 1 6	8 5 3
527	0 15 8	0 10 4	0 16 9	1 1 0	0 16 2	1 1 0	2 6 4	1 14 9	3 3 1	2 16 9	3 18 10	4 2 6	3 6 0	6 1 9	8 5 6
528	0 15 8	0 10 4	0 16 10	1 1 0	0 16 2	1 1 0	2 6 5	1 14 10	3 3 2	2 16 10	3 19 0	4 2 9	3 6 2	6 2 0	8 5 9
529	0 15 8	0 10 4	0 16 10	1 1 0	0 16 2	1 1 0	2 6 6	1 14 11	3 3 3	2 16 11	3 19 1	4 2 9	3 6 2	6 2 0	8 6 0
530	0 15 8	0 10 4	0 16 11	1 1 0	0 16 2	1 1 0	2 6 6	1 14 11	3 3 4	2 17 0	3 19 2	4 2 9	3 6 2	6 2 3	8 6 3
531	0 15 10	0 10 5	0 16 11	1 1 2	0 16 4	1 1 2	2 6 7	1 14 11	3 3 6	2 17 2	3 19 5	4 3 0	3 6 5	6 2 6	8 6 6
532	0 15 10	0 10 5	0 16 11	1 1 2	0 16 4	1 1 2	2 6 8	1 15 0	3 3 7	2 17 3	3 19 6	4 3 0	3 6 5	6 2 9	8 6 9
533	0 15 10	0 10 5	0 16 11	1 1 2	0 16 4	1 1 2	2 6 9	1 15 1	3 3 8	2 17 4	3 19 7	4 3 3	3 6 7	6 2 9	8 7 0
534	0 15 10	0 10 5	0 16 11	1 1 2	0 16 4	1 1 2	2 6 10	1 15 2	3 3 9	2 17 5	3 19 8	4 3 3	3 6 7	6 3 0	8 7 3

535	0 15 10	0 10 5	0 16 11	1 1 2	1 1 2	0 16 4	1 1 2	2 6 10	1 15 2	3 3 10	2 17 5	3 19 10	4 3 3	3 6 7	6 3 0	8 7 0
536	0 15 10	0 10 5	0 17 0	1 1 2	1 1 2	0 16 4	1 1 2	2 6 11	1 15 2	3 3 11	2 17 6	3 19 11	4 3 3	3 6 10	6 3 3	8 7 9
537	0 15 10	0 10 5	0 17 0	1 1 2	1 1 2	0 16 4	1 1 2	2 7 0	1 15 3	3 4 0	2 17 7	4 0 0	4 3 6	6 3 6	8 8 0	
538	0 15 10	0 10 5	0 17 0	1 1 2	1 1 2	0 16 4	1 1 2	2 7 1	1 15 4	3 4 1	2 17 8	4 0 1	4 3 6	6 3 6	8 8 3	
539	0 15 10	0 10 5	0 17 1	1 1 2	1 1 2	0 16 4	1 1 2	2 7 2	1 15 5	3 4 2	2 17 9	4 0 3	4 3 9	6 3 9	8 8 6	
540	0 15 10	0 10 5	0 17 1	1 1 2	1 1 2	0 16 4	1 1 2	2 7 2	1 15 5	3 4 3	2 17 10	4 0 4	4 3 9	6 4 0	8 8 9	
541	0 16 0	0 10 6	0 17 1	1 1 4	1 1 4	0 16 6	1 1 4	2 7 3	1 15 5	3 4 5	2 18 0	4 0 6	4 4 0	6 4 0	8 9 0	
542	0 16 0	0 10 6	0 17 1	1 1 4	1 1 4	0 16 6	1 1 4	2 7 4	1 15 6	3 4 6	2 18 1	4 0 8	4 4 0	6 4 3	8 9 3	
543	0 16 0	0 10 6	0 17 1	1 1 4	1 1 4	0 16 6	1 1 4	2 7 5	1 15 7	3 4 7	2 18 2	4 0 9	4 4 0	6 4 6	8 9 6	
544	0 16 0	0 10 6	0 17 1	1 1 4	1 1 4	0 16 6	1 1 4	2 7 6	1 15 8	3 4 8	2 18 2	4 0 10	4 4 3	6 4 6	8 9 9	
545	0 16 0	0 10 6	0 17 2	1 1 4	1 1 4	0 16 6	1 1 4	2 7 6	1 15 8	3 4 9	2 18 3	4 0 11	4 4 3	6 4 9	8 10 0	
546	0 16 0	0 10 6	0 17 2	1 1 4	1 1 4	0 16 6	1 1 4	2 7 7	1 15 8	3 4 10	2 18 4	4 0 11	4 4 3	6 4 9	8 10 3	
547	0 16 0	0 10 6	0 17 2	1 1 4	1 1 4	0 16 6	1 1 4	2 7 8	1 15 9	3 4 11	2 18 5	4 0 12	4 4 6	6 5 0	8 10 6	
548	0 16 0	0 10 6	0 17 3	1 1 4	1 1 4	0 16 6	1 1 4	2 7 9	1 15 9	3 5 0	2 18 6	4 0 13	4 4 6	6 5 3	8 10 9	
549	0 16 0	0 10 6	0 17 3	1 1 4	1 1 4	0 16 6	1 1 4	2 7 10	1 15 11	3 5 1	2 18 7	4 0 14	4 4 6	6 5 6	8 11 0	
550	0 16 0	0 10 6	0 17 3	1 1 4	1 1 4	0 16 6	1 1 4	2 7 10	1 15 11	3 5 2	2 18 8	4 0 16	4 4 9	6 5 6	8 11 3	
551	0 16 2	0 10 7	0 17 3	1 1 7	1 1 7	0 16 8	1 1 7	2 7 11	1 15 11	3 5 4	2 18 10	4 0 18	4 4 9	6 5 9	8 11 6	
552	0 16 2	0 10 7	0 17 3	1 1 7	1 1 7	0 16 8	1 1 7	2 7 11	1 15 11	3 5 4	2 18 11	4 0 19	4 5 0	6 6 0	8 11 9	
553	0 16 2	0 10 7	0 17 4	1 1 7	1 1 7	0 16 8	1 1 7	2 8 0	1 16 1	3 5 5	2 18 11	4 0 20	4 5 0	6 6 0	8 12 0	
554	0 16 2	0 10 7	0 17 4	1 1 7	1 1 7	0 16 8	1 1 7	2 8 1	1 16 2	3 5 5	2 19 0	4 0 20	4 5 0	6 6 3	8 12 3	
555	0 16 2	0 10 7	0 17 5	1 1 7	1 1 7	0 16 8	1 1 7	2 8 2	1 16 2	3 5 8	2 19 1	4 0 21	4 5 3	6 6 6	8 12 6	
556	0 16 2	0 10 7	0 17 5	1 1 7	1 1 7	0 16 8	1 1 7	2 8 3	1 16 2	3 5 9	2 19 2	4 0 22	4 5 3	6 6 6	8 12 9	
557	0 16 2	0 10 7	0 17 5	1 1 7	1 1 7	0 16 8	1 1 7	2 8 3	1 16 3	3 5 10	2 19 3	4 0 24	4 5 3	6 6 9	8 13 0	
558	0 16 2	0 10 7	0 17 5	1 1 7	1 1 7	0 16 8	1 1 7	2 8 5	1 16 4	3 5 11	2 19 4	4 0 25	4 5 6	6 7 0	8 13 3	
559	0 16 2	0 10 7	0 17 5	1 1 7	1 1 7	0 16 8	1 1 7	2 8 6	1 16 5	3 6 0	2 19 5	4 0 26	4 5 6	6 7 0	8 13 6	
560	0 16 2	0 10 7	0 17 5	1 1 7	1 1 7	0 16 8	1 1 7	2 8 6	1 16 5	3 6 1	2 19 6	4 0 27	4 5 6	6 7 3	8 13 9	
561	0 16 4	0 10 8	0 17 6	1 1 9	1 1 9	0 16 10	1 1 9	2 8 7	1 16 5	3 6 3	2 19 8	4 0 28	4 5 9	6 7 6	8 14 0	
562	0 16 4	0 10 8	0 17 6	1 1 9	1 1 9	0 16 10	1 1 9	2 8 8	1 16 6	3 6 4	2 19 8	4 0 28	4 5 9	6 7 6	8 14 3	
563	0 16 4	0 10 8	0 17 6	1 1 9	1 1 9	0 16 10	1 1 9	2 8 9	1 16 7	3 6 5	2 19 9	4 0 30	4 6 0	6 7 9	8 14 6	
564	0 16 4	0 10 8	0 17 7	1 1 9	1 1 9	0 16 10	1 1 9	2 8 10	1 16 8	3 6 6	2 19 10	4 0 32	4 6 0	6 8 0	8 14 9	
565	0 16 4	0 10 8	0 17 7	1 1 9	1 1 9	0 16 10	1 1 9	2 8 10	1 16 8	3 6 7	2 19 11	4 0 33	4 6 0	6 8 0	8 15 0	
566	0 16 4	0 10 8	0 17 7	1 1 9	1 1 9	0 16 10	1 1 9	2 8 11	1 16 8	3 6 8	3 0 0	4 0 34	4 6 3	6 8 3	8 15 3	
567	0 16 4	0 10 8	0 17 7	1 1 9	1 1 9	0 16 10	1 1 9	2 9 0	1 16 9	3 6 9	3 0 1	4 0 35	4 6 3	6 8 6	8 15 6	
568	0 16 4	0 10 8	0 17 7	1 1 9	1 1 9	0 16 10	1 1 9	2 9 0	1 16 10	3 6 10	3 0 2	4 0 37	4 6 6	6 8 6	8 15 9	
569	0 16 4	0 10 8	0 17 7	1 1 9	1 1 9	0 16 10	1 1 9	2 9 2	1 16 11	3 6 11	3 0 3	4 0 38	4 6 6	6 8 9	8 16 0	

* Not including loading and unloading.

GOODS MILEAGE RATES — continued.

Miles.	Firewood Rate.	Manure Rates.		Class A. P.	Special A. P. Rate.	Class A.	Class B.	Class B. less 10 per cent.	Class B. plus 25 per cent.	Class C.	Class C. less 20 per cent.	Class 1.	Class 2.
		5 ton lots.	2 ton lots.										
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
570	0 16 4	0 10 8	0 17 8	1 1 9	1 1 9	1 16 11	3 7 0	3 0 4	4 3 9	4 6 6	3 9 2	5 9 0	8 16 3
571	0 16 6	0 10 9	0 17 8	1 2 0	2 9 3	1 16 11	3 7 2	3 0 5	4 4 0	4 6 9	3 9 5	6 9 0	8 16 6
572	0 16 6	0 10 9	0 17 8	1 2 0	2 9 4	1 17 0	3 7 3	3 0 6	4 4 1	4 6 9	3 9 5	6 9 3	8 16 9
573	0 16 6	0 10 9	0 17 9	1 2 0	2 9 5	1 17 1	3 7 4	3 0 7	4 4 2	4 6 9	3 9 5	6 9 6	8 17 0
574	0 16 6	0 10 9	0 17 9	1 2 0	2 9 6	1 17 2	3 7 5	3 0 8	4 4 3	4 7 0	3 9 7	6 9 6	8 17 3
575	0 16 6	0 10 9	0 17 9	1 2 0	2 9 6	1 17 2	3 7 6	3 0 9	4 4 5	4 7 0	3 9 7	6 9 9	8 17 6
576	0 16 6	0 10 9	0 17 9	1 2 0	2 9 7	1 17 2	3 7 7	3 0 10	4 4 6	4 7 0	3 9 7	6 10 0	8 17 9
577	0 16 6	0 10 9	0 17 9	1 2 0	2 9 8	1 17 3	3 7 8	3 0 11	4 4 7	4 7 3	3 9 10	6 10 0	8 18 0
578	0 16 6	0 10 9	0 17 10	1 2 0	2 9 9	1 17 4	3 7 9	3 1 0	4 4 8	4 7 3	3 9 10	6 10 3	8 18 3
579	0 16 6	0 10 9	0 17 10	1 2 0	2 9 10	1 17 5	3 7 10	3 1 1	4 4 10	4 7 3	3 9 10	6 10 6	8 18 6
580	0 16 6	0 10 9	0 17 11	1 2 0	2 9 10	1 17 5	3 7 11	3 1 2	4 4 11	4 7 6	3 10 0	6 10 6	8 18 9
581	0 16 8	0 10 10	0 17 11	1 2 2	2 9 11	1 17 5	3 8 1	3 1 3	4 4 11	4 7 6	3 10 0	6 10 9	8 19 0
582	0 16 8	0 10 10	0 17 11	1 2 2	2 10 0	1 17 6	3 8 2	3 1 4	4 4 11	4 7 9	3 10 2	6 11 0	8 19 3
583	0 16 8	0 10 10	0 17 11	1 2 2	2 10 1	1 17 7	3 8 3	3 1 5	4 4 11	4 7 9	3 10 2	6 11 0	8 19 6
584	0 16 8	0 10 10	0 17 11	1 2 2	2 10 2	1 17 8	3 8 4	3 1 6	4 4 11	4 7 9	3 10 2	6 11 3	8 19 9
585	0 16 8	0 10 10	0 17 11	1 2 2	2 10 2	1 17 8	3 8 5	3 1 7	4 4 11	4 8 0	3 10 5	6 11 6	9 0 0
586	0 16 8	0 10 10	0 18 0	1 2 2	2 10 3	1 17 8	3 8 6	3 1 8	4 4 11	4 8 0	3 10 5	6 11 9	9 0 3
587	0 16 8	0 10 10	0 18 0	1 2 2	2 10 4	1 17 9	3 8 7	3 1 9	4 4 11	4 8 0	3 10 5	6 11 9	9 0 6
588	0 16 8	0 10 10	0 18 0	1 2 2	2 10 5	1 17 10	3 8 8	3 1 10	4 4 11	4 8 3	3 10 7	6 12 0	9 0 9
589	0 16 8	0 10 10	0 18 0	1 2 2	2 10 6	1 17 11	3 8 9	3 1 11	4 4 11	4 8 3	3 10 7	6 12 0	9 1 0
590	0 16 8	0 10 10	0 18 1	1 2 2	2 10 6	1 17 11	3 8 10	3 1 11	4 4 11	4 8 3	3 10 7	6 12 0	9 1 0
591	0 16 10	0 10 11	0 18 1	1 2 4	2 10 7	1 17 11	3 9 0	3 2 1	4 4 11	4 8 3	3 10 7	6 12 3	9 1 3
592	0 16 10	0 10 11	0 18 1	1 2 4	2 10 8	1 17 11	3 9 1	3 2 2	4 4 11	4 8 3	3 10 10	6 12 6	9 1 6
593	0 16 10	0 10 11	0 18 1	1 2 4	2 10 9	1 18 0	3 9 2	3 2 3	4 4 11	4 8 3	3 11 0	6 12 9	9 1 9
594	0 16 10	0 10 11	0 18 1	1 2 4	2 10 10	1 18 2	3 9 3	3 2 4	4 4 11	4 8 9	3 11 0	6 13 0	9 2 3

585	0 16 10	0 10 11	0 18 1	1 2 4	1 2 4	0 17 4	1 2 4	1 2 4	2 10 10	1 18 2	3 9 4	3 2 5	4 6 8	4 8 9	3 11 0	6 13 0	9 2 6
596	0 16 10	0 10 11	0 18 1	1 2 4	1 2 4	0 17 4	1 2 4	2 10 11	1 18 2	3 9 5	3 2 6	4 6 9	4 9 0	4 9 0	3 11 2	6 13 3	9 2 9
597	0 16 10	0 10 11	0 18 1	1 2 4	1 2 4	0 17 4	1 2 4	2 11 0	1 18 3	3 9 6	3 2 7	4 6 11	4 9 0*	4 9 0	3 11 2	6 13 6	9 3 0
598	0 16 10	0 10 11	0 18 1	1 2 4	1 2 4	0 17 4	1 2 4	2 11 1	1 18 4	3 9 7	3 2 8	4 7 0	4 9 0	4 9 0	3 11 2	6 13 6	9 3 3
599	0 16 10	0 10 11	0 18 2	1 2 4	1 2 4	0 17 4	1 2 4	2 11 2	1 18 5	3 9 8	3 2 8	4 7 1	4 9 3	4 9 3	3 11 5	6 13 9	9 3 6
600	0 16 10	0 10 11	0 18 2	1 2 4	1 2 4	0 17 4	1 2 4	2 11 2	1 18 5	3 9 9	3 2 9	4 7 2	4 9 3	4 9 3	3 11 5	6 14 0	9 3 9

* Not including loading and unloading.

TARIFF FOR "SMALLS."

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

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

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

(c) When the total weight of a consignment consisting of goods, a portion of which is chargeable under Class "2," and the remainder under class "2," plus 50 per cent, or double class "2," exceeds 3 cwt., neither portion of the consignment shall be subject to "Smalls" minimum, but each portion shall be charged *pro rata* at the tonnage rate.

When the total weight of a similar consignment does not reach 3 cwt., each portion of the consignment shall be charged at its tonnage rate, but subject to the total charge not being less than the "Smalls" minimum charge for the total weight under Class "2."

(d) Goods chargeable at double rate or rate and a half, accompanying other goods in Class 2, are not to be charged separate "Smalls" minimums.

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

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

Weight not over—	Above 5s. and not over 7s. 6d.	Above 7s. 6d. and not over 10s. 12s. 6d.	Above 10s. and not over 12s. 6d.	Above 12s. 6d. and not over 15s. 17s. 6d.	Above 15s. and not over 17s. 6d. over 20s.	Above 20s. and not over 25s.	Above 25s. and not over 30s.	Above 30s. and not over 35s.	Above 35s. and not over 40s.	Above 40s. and 50s. not over 50s.	Above 50s. and 60s. not over 70s.	Above 70s. and 80s. not over 80s.	Above 80s. and 90s. not over 90s.	Above 90s. and 10s. or part thereof over 100s.	c. qr.
0 1	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 3	1 4	1 6	1 7	1 9	0 1
0 2	1 0	1 0	1 0	1 0	1 1	1 1	1 2	1 4	1 5	1 8	2 2	2 5	2 8	2 11	0 2
0 3	1 0	1 0	1 0	1 1	1 2	1 4	1 7	1 9	2 4	2 8	3 1	3 5	3 10	4 2	0 3
1 0	1 0	1 0	1 2	1 3	1 5	1 8	2 3	2 5	2 11	3 5	3 11	4 5	4 11	5 5	0 6
1 1	1 0	1 0	1 2	1 4	1 6	1 8	2 3	2 7	2 11	3 6	4 2	4 9	5 5	6 8	0 8
1 2	1 0	1 0	1 4	1 6	1 8	2 3	2 7	3 0	3 4	4 1	4 10	5 7	6 4	7 10	0 9
1 3	1 0	1 0	1 5	1 8	2 1	2 6	3 0	3 5	3 10	4 9	5 7	6 6	7 4	8 3	0 11
2 0	1 0	1 1	1 7	2 1	2 4	2 10	3 4	3 10	4 4	5 4	6 4	7 4	8 4	9 4	0 20
2 1	1 0	1 2	1 8	2 0	2 3	3 1	3 8	4 3	4 10	5 11	7 1	8 2	9 4	10 5	0 21
2 2	1 0	1 3	1 6	2 2	2 6	3 5	4 0	4 8	5 3	6 6	7 9	9 0	10 3	11 6	0 22
2 3	1 0	1 3	1 8	2 0	2 3	3 8	4 5	5 1	5 9	7 2	8 6	9 11	11 3	12 8	0 23
3 0	1 0	1 4	1 9	2 1	2 6	4 0	4 9	5 6	6 3	7 9	9 3	10 9	12 3	13 9	0 30

RATES FOR THE CARRIAGE OF EMPTIES.

All carried at Owner's Risk.

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

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

EMPTIES—continued.

Description.	Rate.
Crates and coops, collapsible, wooden and wire, used at Agricultural Shows, may be returned "free" to sending station on production of the usual certificate from the secretary of the Show	Class "B." Minimum 6d. Class "C." Minimum 6d. Class "C." Minimum 6d. Class "A." Minimum 6d. Class "C." Minimum 6d.
Crates, beer, and cordial, new or returned	Class "B." Minimum 6d.
Crates for tinware, new or returned	Class "C." Minimum 6d.
Crates and Coops, collapsible, wooden and wire, in packages	Class "C." Minimum 6d.
*Crates, for fruit and honey, new or returned	Class "A." Minimum 6d.
Crates, pottery, new or returned	Class "C." Minimum 6d.
*Crates, vegetable, pig, and sheep, returned...	Not over 50 miles 6d. each; over 50 and not over 101 miles 1s. each; over 101 and not over 150 miles 1/6 each; over 150 miles 2s. each.
Crates, export rabbit, new or returned empty or in shooks	Class "A." Minimum 6d.
*Crates, rabbit, n.o.s., new or returned	Same as butter boxes.
Crates and coops, new, n.o.s.	Class 2.
Drums, new or returned...	Class "C." Minimum 6d.
*Egg boxes, new or returned (including fillers)	Same as butter boxes.
*Fish baskets, new or returned, in packages, for each 28 lbs or part thereof	Up to 101 miles, 1d.; for each succeeding 100 miles or part thereof 1d. additional, or if cheaper, Class "B." Minimum 6d.
*Fish boxes, new or returned, irrespective of weight, each box	Up to 101 miles, 1d.; for each succeeding 100 miles or part thereof 1d. additional, or if cheaper, Class "B." Minimum 6d.
Fruit Cardboard boxes in crates	Class "C." Minimum 6d.
Fruit Tubs and Buckets, also barrels for fruit pulp	Class "B." Minimum 6d.
Jars, confectionery, empty, returned	Class "C." "Smalls" Minimum.
Magazines, portable, explosive, returned	Free.
Mineral water cylinders, returned	Class "A." Minimum 6d.
*Raspberry buckets, returned	1d. each per 100 miles; or, if cheaper, 4d. per dozen per 100 miles; or Class "B." Minimum 6d.
Skeleton Cases (wooden) for protecting coffins	Class "C." "Smalls" Minimum.
Syphons, sodawater	Same as bottles.
*Tins—Biscuit, confectionery, eucalyptus, honey, kerosene, motor spirit, butter, tea, or for preserves, new or returned in bundles, or loose in truck loads	Class "B." Minimum 6d.
" Condensed or concentrated milk	Class "A." Minimum 6d.
" Biscuit, confectionery, honey, kerosene, motor spirit, butter, tea, or for other preserves, new or returned, loose	Class 1
" empty, n.o.s.	Class "C." Minimum 6d.
" fruit, empty, in cases, crates, or bags	Class "A." Minimum 6d.
" empty, new or returned, in cases	Class "A." Minimum 6d.
Woolpacks, returned	Class "A." Minimum 6d.
Butts, vats, pipes (other than wine) and casks, in packages	Class "C." "Smalls" Minimum.
" " " " set up, not over 100 gallons capacity	Class 2.
" " " " set up, over 100 and not exceeding 400 gallons capacity	Class 2. Rate and half.
" " " " set up, over 400 gallons capacity	Class 2. Rate and half.
Barrels, quarter-casks, egg casks small, kilderkins, octaves, kegs, hogsheads, tallow puncheons, new or not returned empty	Class "C." "Smalls" Minimum. Maximum charge for wine hogsheads 2s. each.
Barrels, quarter-casks, egg casks small, demijohns, kilderkins, octaves, kegs, hogsheads, tallow pipes and puncheons, new or not returned empty, shall be charged at same rate as empty returns, when consigned to the country to be filled for return full by rail	Class "C." "Smalls" Minimum.
Puncheons, Wine	Class "C." Minimum 6d.
Vegetable Baskets and Hampers	Class "C." Minimum 6d.

EMPTIES—continued.

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

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

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

1s. per ton terminal shall be added and the charge shall be subject to the tariff for "Smalls."
 When sent in consignments of 3 tons or over a reduction of 20 per cent. may be allowed off the foregoing rates provided the fish be loaded in the least possible number of trucks.
 Fish forwarded from Geelong to Ballarat by the 8.30 a.m. down passenger train shall be charged goods rates.
 Fish from Queenscliff, Drysdale, Marcus and Leopold to Melbourne shall be charged 11s. 9d. per ton.
 Fish from Sale and Bairnsdale forwarded by passenger trains to Melbourne shall be charged goods rates.
 Fish consigned from one consignor at one station (who prepaes the freight charges) to various consignees at the same destination station shall be treated and charged as one consignment.
 Consignments must be delivered at the station 30 minutes prior to the starting time of the train by which they are to be forwarded, and must be consigned on Form G.F.1.
 NOTE.—Fish carried portion of the journey by mixed train and the balance of the journey by passenger train shall be charged goods rates.

RATES FOR THE CARRIAGE OF MILK, O.R.

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

When milk is sent in larger packages, or if it be cheaper, the rates which shall be charged for carriage by Passenger trains shall be half parcels rate, minimum 1s. ; and for carriage by Mixed and Goods trains Class "B" less 10 per cent., and in truck loads of 4 tons Class "A".

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 forwarded by passenger trains as under shall be charged goods train rates, viz. :-

- (a) From Deer Park and Parwan to Melbourne and suburban stations by the 7.10 p.m. Up train.
- (b) From Deer Park and Melton to Melbourne and Suburban stations by the Up Express train.
- (c) From Marshall and stations beyond to Melbourne and suburban stations.
- (d) From Beaconsfield, Officer, Pakenham, Nar-nar-noon, and Darnum to Melbourne and suburban stations by the 2.21 p.m. Up train.
- (e) Transfer milk from Hallam, Narre Warren, and Berwick, by the 2.21 p.m. Up train.
- (f) From stations on the South-Eastern line to Melbourne and suburban stations.
- (g) From stations on the Healesville, Warburton and Fern Tree Gully lines on week days.
- (h) From stations on the Whittlesea line to Princes' bridge by mixed train to North Fitzroy, thence by passenger train, also milk forwarded from Regent to North Carlton by the Whittlesea train.

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 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 Berwick, Narre Warren, and Hallam, for stations on the direct line, must be forwarded by the 1.15 p.m. goods train ex Warragul, and charged goods rates.

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

Milk cans shall be legibly stamped with the name of the station from which they are sent, so as to facilitate the punctual return of empty cans. The labels should be durable, made of wood or metal, and distinctly addressed.

RATES FOR THE CARRIAGE OF CREAM, O.R.

Cream, in Cans, by Goods and Mixed trains, shall be charged under Class "B," less 10 per cent., and conditions subject to the following charges for distances not exceeding 90 miles being applied if cheaper, viz. :-

Miles.	Per Can, not exceeding 128 lbs.
1 to 30	s. d. 0 6
31 ,, 50	0 9
51 ,, 70	1 0
71 ,, 90	1 3
Over 90	Class B, less 10 per cent.

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 under Class "C," less 10 per cent., subject to minimum weight of 1 qr.

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

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

When in track loads of 6 tons the following rates shall be charged for distances from 1 to 92 miles inclusive, and for distances beyond 92 miles Class A.P. rates shall apply.

Miles.	Rate per ton.	Miles.	Rate per ton.	Miles.	Rate per ton.	Miles.	Rate per ton.
	s. d.		s. d.		s. d.		s. d.
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				
23	2 6	48	4 5	70	6 1		
24	2 7	49	4 6	71	6 2		
25	2 8			72	6 3		
26	2 9			73	6 4		
27	2 10	50	4 6	74	6 5		
28	2 11	51	4 7	75	6 6		
29	3 0	52	4 8	76	6 7		

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

The foregoing rates do not include loading or unloading.

METAL, METAL SCREENINGS, AND SPALLS.

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

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

See page 102 for special rate for gravel, metal, &c., supplied to City, Town, Borough, Shire Councils, Water Trusts and State Rivers Commission Works.

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

Prepaid—Owner's risk—

Distance.	Fruit (Fresh or Dried), Vegetables, Cider, Perry, and Wine, produce of the Commonwealth.		Honey, Butter, Eggs, Cream, Cheese, Ham and Bacon.	
	Per package not exceeding 30 lbs.	Per package exceeding 30 lbs, but not exceeding 60 lbs.	Per package not exceeding 30 lbs.	Per package exceeding 30 lbs, but not exceeding 60 lbs.
	s. d.	s. d.	s. d.	s. d.
Up to 25 miles ...	0 4	0 6	0 4	0 6
26 " 50 " ...	0 6	0 9	0 6	0 9
51 " 101 " ...	0 6	0 9	0 8	1 0
102 " 150 " ...	0 8	1 0	0 10	1 3
151 " 200 " ...	0 8	1 0	1 0	1 6
201 " 250 " ...	0 8	1 0	1 0	1 6
251 " 300 " ...	0 10	1 3	1 3	1 9
301 " 400 " ...	1 0	1 6	1 6	2 0

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

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

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

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

Albert Park	Camberwell	Footscray	Middle Park	Richmond
Armadale	Caulfield	Glenferrie	Moonee Ponds	South Melbourne
Ascot Vale	Clifton Hill	Hawksburn	Newmarket	Spotswood
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.	To the following places within a radius exceeding six miles, but not exceeding ten miles from the General Post Office, Melbourne, viz. :—Newport, North Williamstown, Beach, Williamstown, Coburg, Canterbury, Surrey Hills, Mont Albert, Box Hill, Caulfield, Garden Vale, North Brighton, Middle Brighton, and Brighton Beach.
	s. d.	s. d.	s. d.
For each consignment, whether consisting of one or more packages	28 lbs.	0 6	0 6
	56 "	0 6	0 6
	1 cwt.	0 8	1 0
	2 "	1 0	1 6
	5 "	1 6	3 0
	10 "	2 0	4 0
	15 "	2 6	4 6
20 "	3 0	5 0	
			7 6

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

(See Page 103.)

ALL CARRIED AT OWNER'S RISK.

Class of Vehicle.	Rate.			Minimum Charge per Truck.
	1-150 Miles.	151-200 Miles (additional).	Over 200 Miles (additional)	
1. Vehicles as under, weighing not more than 16 cwt., on wheels or in pieces--				£ 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	2d. per mile	0 12 6
(b) Any two of above-named vehicles for one owner, on one four-wheeled truck	7d. per mile	5d. per mile	3d. per mile	1 0 0
(c) Any three of above-named vehicles for one owner, on one four-wheeled truck	9d. per mile	6d. per mile	4d. per mile	1 0 0
2. (a) Any of above vehicles weighing over 16 cwt., also four-wheeled street Watering Carts, Bullock Drays, Dobbins, Heavy Waggon, Lorries, and Tram Cars, loaded on one four-wheeled truck	6d. per mile	5d. per mile	4d. per mile	0 15 0
(b) Two or three vehicles, set up or in pieces, each weighing over 16 cwt., loaded in one four-wheeled truck for one owner				
Two Vehicles	9d. per mile	7d. per mile	5d. per mile	1 10 0
Three Vehicles	1s. per mile	9d. per mile	7d. per mile	1 10 0
3 (a) Two-wheeled vehicles weighing up to 4 cwt., on wheels or in pieces, if loaded with other goods and not requiring a separate truck	1½d. per mile	1½d. per mile	1d. per mile	0 10 0
(b) Four-wheeled vehicles weighing not more than 7 cwt., and two-wheelers weighing over 4 cwt. and not more than 7 cwt., on wheels or in pieces, if loaded with other goods and not requiring a separate truck	2½d. per mile	2d. per mile	1½d. per mile	0 10 0
4. Furniture Vans returned empty, after having been previously sent full by rail	3d. per mile	3d. per mile	...	0 10 0
5. Contractors' Trucks, loaded on railway trucks	6d. per mile	6d. per mile	...	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 under Class 2.

Small vehicles weighing not more than 7 cwt., when in pieces packed in cases, shall be charged under Class 2.

COMPUTATION OF WEIGHT OF GOODS.

See General Conditions, Numbers 11 and 31.

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

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

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

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

Apples, Apricots, Grapes, Peaches, Plums, Pears, Lemons, and Oranges, packed in standard size hardwood bushel cases of following dimensions:—19 in. x 14½ in. x 9½ in., or 28 in. x 14½ in. x 6½ in., 40 cases to ton.	Gypsum, 40 cubic feet to the ton.
When softwood cases are used, 44 cases to the ton.	Honey, 63 lbs. per kerosene tin.
Ashes, 44 cubic feet to the ton.	Imported Ale and Stout, rcwt. 3qrs. 14 lbs. per case.
Barbed Wire, rcwt. oq. 4lbs. per spool.	Kerosene Oil, 3 qrs. per case.
Beer in bulk.—	Lime <i>ex</i> Bacchus Marsh, 16 bags to the ton.
Gallons. Cwt. qrs. lbs.	Lime, <i>ex</i> Curdie, Building, 16 bags to the ton.
54 ... 5 3 14	Lime, <i>ex</i> Curdie, Agricultural, 20 bags to the ton.
36 ... 3 3 21	Lime, <i>ex</i> Lilydale, 12½ bags to the ton.
27 ... 3 0 0	Lime, <i>ex</i> Moriack, 16 bags to the ton.
18 ... 2 0 7	Cement, <i>ex</i> Burnley, 190 lbs. per bag.
9 ... 1 0 14	Rabbits (22 pairs), rcwt. 1qr. per crate.
Bricks, 9 x 4½ x 3, 3½ tons per 1,000.	Sand*, 25 cubic feet to the ton.
Pavers (large bricks), 7 tons per 1,000.	Shale, 13½ " " "
Butter (ordinary export boxes), 67 lbs. per box.	Sugar, 70 lbs. per bag, 32 bags to the ton.
Butter (wire-bound export boxes), 62 lbs. per box.	Wire, galvanized or black, 1 cwt. per coil.
Cement, 3cwt. 2qrs. 7lbs. per cask.	" " " in bundles, 2 cwt. per bundle.
Empty Butter Boxes (ordinary export), 9 cwt. per 100.	Wire, barbed, in spools, 1 cwt. oqr. 4 lbs. per spool.
Empty Butter Boxes (wire bound), 5 cwt. per 100.	Woolpacks, 5cwt. 1qr. 7lbs. per bale.
	*SAND—
	The weight of sand despatched from Wedge's, Forsyth's, Kelvin's and Battersea Sidings, and from Beaconsfield, shall be computed as under:—
Fish, Large Boxes ... 0 3 7	Capacity of Trucks. Measurement of Loading. Freight Charged on.
" Medium Boxes ... 0 2 7	8 tons. 175 cubic feet. 7½ tons.
" Small Boxes ... 0 1 7	10 tons. 225 cubic feet. 9½ tons.
" Large Baskets Murray	15 tons. 350 cubic feet. 14½ tons.
" Cod and Perch ... 1 0 0	
" Medium Scoops Barracouta ... 0 2 7	
" Medium Baskets other Fish ... 2 2 21	
" Small Baskets all kinds	
" Fish ... 0 0 21	

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

	c. ft. to the ton.
	STONE—
Poles, Logs, and Telegraph Poles (without arms), rough, 25 c. feet to ton.	Bluestone, rough (longest measurement) 14
	" dressed " " 13
Piles, Beams, Logs, and Poles (sawn, hewn, or squared), 30 c. feet to ton.	Freestone (Waurm Ponds " 18 " (Barrabool) " 16 " (Stawell) " 15
Logs, Pinus Insignus, 40 cubic feet to the ton.	Granite rough " 14 " dressed " 13
Scaffolding poles, 30 c. feet to ton.	Gravel 22
Blackwood Logs (rough, or squared), 30 c. feet to ton.	Pitchers 19 Road Metal 25 Rubble 22 Screenings 25 Slate, Flagging and Slabs 14 Spalls (Lilydale) 22 " (Basalt) 25½ Toppings 25

5. Firewood and Victorian timber of all descriptions, unless otherwise provided, will not be weighed, but will be carried at the weights specified in the loading scale, page 78, or the classification, page 44.

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

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

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

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

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

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

Class of Truck.	Loaded as under.	Tonnage to be Charged.		
		Firewood—Redgum and Box.	Firewood—All other classes, also rough hardwood staves (including American oak), stocks, and viceslates.	Mallo. Logs.
		Tons. cwt. qr.	Tons. cwt. qr.	Tons.
H trucks, small	To height of 2' 9"	5 0 0	5 0 0	3½
" large	" 2' 9"	6 0 0	6 0 0	4
Cattle trucks, small	" 3' 1" from battens	6 0 0	6 0 0	4
" large	" 2' 10" from battens	6 0 0	6 0 0	4
Mediums, 14' 8½" x 7' 8½"	To water level	5 0 0	5 0 0	3½
" 8 tons capacity	" "	6 0 0	6 0 0	4
" " " "	To height of 3' 9"	*6 10 0	*6 10 0	—
" " " "	" " 4'	—	*6 16 0	—
" " " "	" " 4' 6"	—	*7 13 0	—
" 10 and 12 tons capacity	To water level	6 0 0	6 0 0	4
" " " "	To height of 4'	—	*6 16 0	—
" " " "	" " 4' 6"	—	*7 13 0	—
" " " "	" " 5'	*8 10 0	*8 10 0	—
" truck No. 1186.L.	To water level	8 0 0	8 0 0	5½
" 15 tons capacity (all types)	" "	10 0 0	10 0 0	6½
" " (high sided)	To height of 5'	*9 10 0	*9 10 0	—
" " (drop door)	" " 5'	*12 10 0	*12 10 0	—
" " (swing door)	" " 5'	*12 0 0	*12 0 0	—
QR Bogies	To water level	13 0 0	12 0 0	8
" " " "	To height of 4'	—	*14 5 2	—
" " " "	" " 4' 6"	—	*16 1 1	—
" " " "	" " 5'	*17 15 0	*17 15 0	—
R Bogies	To water level	11 0 0	11 0 0	7½
" " " "	To height of 4'	*13 15 0	*13 15 0	—
S Bogies	" " 3' 6"	11 5 0	—	—
" 12 tons capacity	" " 3' 9"	—	*10 5 0	8
" 16 tons capacity	" " 5'	—	*13 10 0	10½
Hopper trucks, large	To water level	6 10 0	6 0 0	4
" small	" "	5 10 0	5 0 0	3½
" O.O. bogies	" "	27 10 0	—	—
Narrow-gauge QR trucks	To height of 2' 8"	6 0 0	6 0 0	—

* Long firewood only.

Class of Truck.	Loaded as under.	Tonnage to be Charged.				
		*Mining Laths.	Droppers and Palings.	*Mining Props and Lids. *Mining Slabs, Battens, Shingles, and Fickets.	Blackwood Billets.	Ironbark Spoke Billets.
Mediums, 8, 10, and 12 tons capacity	To water level	6	7	7	6½	..
" 10 and 12 tons capacity	" "	..	..	..	..	8
" 15 tons capacity	" "	9½	12	12	11	..
QR Bogie trucks	" "	12	14	14	13	..

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

LOCAL RATES.

(See pages 170 to 174.)

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. :-

Gheringhap and Maroona.	Jeparit and Lorquon.
Beeac and Newtown.	Wangaratta and Whitfield.
Noradjuha and Toolondo.	Heidelberg and Hurstbridge.
Natimuk and Goroke.	Moe and Walhalla.
Colac and Crowes.	Upper Fern Tree Gully and Gembrook.

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

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

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

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

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

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

	Colac.	Upper Ferntree Gully.	Wangaratta.	Moe.
Firewood	Per ton. 6d.	Per ton. 6d.	Per ton. 9d.	Per ton. 7d.
Sawn and other hardwood timber ...	6d.	6d.	9d.	7d.
Grain and other produce, in bags ...	6d.	6d.	9d.	9d.
Goods not otherwise specified ...	6d.	6d.	Not over 10 cwt. per package, 9d. per ton. Over 10 cwt. per package, 1s. 6d. per ton.	9d.
Material account, Way and Works and Construction Branches (Piles excepted)	6d.	6d.	9d.	9d.
Piles	9d.	9d.	...	...
Live stock	Per Narrow Gauge Truck. 1s. 6d.	Per Narrow Gauge Truck. 1s. 6d.	Per Narrow Gauge Truck. 2s. 6d.	Per Narrow Gauge Truck. 1s. 6d.

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

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

Bulky or heavy articles shall not be received for transfer to or from narrow gauge lines except on special agreement.

LOADING AND UNLOADING CHARGES.

Supplementary to General Condition 30, page 15.

1. MELBOURNE—

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

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

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

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

3. ARDEN STREET—

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

	<i>s.</i>	<i>d.</i>
Firewood, each 8, 10, or 12-ton medium truck, loaded to water level	1	6
" " 15-ton truck, loaded to water level
" " bogie " " " " " "
Palings, each 8, 10, or 12-ton medium truck
" " 15-ton truck
" " bogie truck
Piles, Logs, Sawn and other Timber, each 8, 10, or 12-ton medium truck
" " " " " " " "
Piles, Logs, Sawn and other Timber, each 15-ton truck
" " " " " " " "
" " " " " " " "

4. TOORAK—

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

	<i>s.</i>	<i>d.</i>
Firewood, each 8, 10, or 12-ton medium truck, loaded to water level	1	3
" " 15-ton truck, loaded to water level
" " bogie " " " " " "
Palings, each 8, 10, or 12-ton medium truck
" " 15-ton truck
" " bogie truck
Sawn and other Timber, each 8, 10, or 12-ton medium truck
" " " " " " " "
" " " " " " " "
" " " " " " " "

5. MALVERN—

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

	<i>s.</i>	<i>d.</i>
Firewood, each 8, 10, or 12-ton medium truck, loaded to water level	1	3
" " 15-ton truck, loaded to water level
" " bogie " " " " " "
Palings, each 8, 10, or 12-ton medium truck
" " 15-ton truck
" " bogie truck
Sawn and other Timber, each 8, 10, or 12-ton medium truck
" " " " " " " "
" " " " " " " "
" " " " " " " "

STORAGE CHARGES.

Supplementary to General Condition 32, page 16.

(1) Any goods discharged from vessels at the Williamstown and Port Melbourne Railway Piers respectively, and conveyed thence by rail to Melbourne may, at the convenience of the Commissioners, be allowed seven days' free storage at Melbourne beyond the date on which the conveyance to that place of each consignment is completed, and a charge at the rate of 1s. per ton shall be imposed if the goods remain on hand for a further period of seven working days or part thereof, and for any subsequent period the charge shall be at the rate of 1s. per ton per day, provided that no charge for storage shall be imposed in respect of Inter-State consignments if such consignments be re-exported within two days of the date of the clearance of the vessel from which they were received.

(2) (A) Except as prescribed in clause (1) hereof, any goods unloaded at Melbourne shall be allowed free storage on the day of discharging, and may, at the convenience of the Commissioners, be allowed free storage for the further time specified hereunder, viz. :—

For Potatoes and Onions 2 working days.
 For any other Goods, including Wool, Grain,
 and Chaff 1 working day.

(B) If any goods specified in sub-clause (A) hereof be not removed within due time, storage charges shall thereafter be imposed as follow until the goods are removed from the railway premises :—

In respect of grain, chaff, potatoes, and onions, the storage charges per ton or part thereof, during the months of January, February, and March, shall be 1s. for the first day, 6d. for the second day, and 6d. for each succeeding day; and during the months from April to December, both inclusive, 6d. per week; or, at the option of the Commissioners, the charges prescribed in respect of the months of January, February, and March may be imposed in respect of any or all of the months from April to December, both inclusive.

In respect of Wool, the storage charge shall be 1d. per bale per day.
 In respect of Any Other Goods, the storage charges shall be as prescribed hereunder, viz. :—

During the months of—	Not exceed- ing 2 cwt.	Over 2 cwt., and not ex- ceeding 5 cwt.	Over 5 cwt., and not ex- ceeding 10 cwt.	Over 10 cwt. Per ton or part thereof.
January, February, and March	First day ...	3d.	4d.	1s.
	Second day ...	2d.	3d.	8d.
	Each succeed- ing day ...	1d.	2d.	6d.
April to December (both inclusive) Per week	1d.	2d.	3d.	6d.

or at the option of the Commissioners, the charges specified in respect of the months of January, February, and March may be imposed in respect of any or all of the months from April to December, both inclusive.
 Any portion of a day or a week, as the case may be, shall be charged for as one day or one week respectively. Minimum charge 3d.

(3) Notwithstanding anything hereinbefore contained, if it be inconvenient to store any Goods upon the premises of the Commissioners after the expiration of the period of free storage, the consignee or owner may be required to remove the goods from the railway premises or the goods may be removed by the Commissioners for storage in a warehouse to be nominated by the consignee or owner, and, when so required by the Melbourne Goods Superintendent or other authorised officer of the Commissioners, the consignee or owner shall remove the goods from the premises of the Commissioners, or shall nominate in writing to such officer a store or stores to which the overtime goods may be carted, which store or stores shall not be situated at a greater distance than 9 miles from the Melbourne General Post Office, and the consignee shall pay such charges as may be in force in connexion with, or incidental to, the removal of the goods to the nominated store or stores, as the case may be, and in connexion with, or incidental to, the storage of the goods thereat; provided that if the consignee or owner, when so required by the Melbourne Goods Superintendent or other authorized officer of the Commissioners, fail to remove the goods, or to nominate a store or stores to which the goods may be removed he shall pay to the Commissioners a storage charge in respect of the goods at the rate of 1s. per ton, or part thereof, per day, or part thereof, or, at the option of the Commissioners, the ordinary storage charges for the time being in force during such time as his failure to remove the goods or to nominate a store or stores, to which the goods may be removed, shall continue.

(4) For storage on wool and imports see pages 121 and 123.
 Williamstown Pier.—See page 123.
 Contractor's Flant.—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. Unless otherwise expressly provided, the mileage rates shall apply.

RATES BETWEEN MELBOURNE AND THE UNDERMENTIONED STATIONS.

1. The rates per ton between Melbourne and the stations named hereunder shall, in respect of the classes and commodities of goods specified, be as follow:—

Between Melbourne and—	Class B.*	Class C.*	Class 1.	Class 2.	Beer, bottled, Cordials in bulk and bottled, in Wines and Spirits, Milk and Baked Goods, Quinine, Perishable Groceries.	Sugar—		Kerosene and Fencing Wire. Minimum 2 tons.
						Minimum 20 tons.	Minimum 5 tons.	
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
North Geelong	8 0	8 0	10 0	12 6	...	...	...	...
Geelong	8 0	8 0	10 0	12 6	...	...	...	...
South Geelong	9 0	9 0	11 0	13 6	...	...	...	...
Colac	...	...	25 3	30 0	25 3	...	...	...
Ballarat and Ballarat East	...	18 0†	21 0	26 3	24 0	15 6	...	...
Golden Square	...	...	...	...	38 0	...	...	...
Bendigo	...	...	...	...	38 0	21 0	...	...
California Gully	...	...	...	...	40 0	...	...	...
Eaglehawk	...	...	...	...	40 0	...	...	...
Ouyen	...	...	80 0	94 6	...	...	...	...
Kia	...	...	78 6	92 6	...	...	...	60 3
Hattah	...	...	72 9	85 6	...	...	49 1	56 0
Nowingi	...	62 3	69 0	80 9	...	...	46 4	53 3
Carwarp	...	59 9	65 9	76 9	...	...	44 3	50 9
Yatpool	...	58 0	63 6	73 9	...	...	42 2	49 0
Irymple	43 6	52 6	57 6	67 0	...	...	37 0	43 6
Mildura	...	...	...	...	...	...	...	...
Merbein	...	57 3	62 6	72 6	...	...	41 9	48 3

* Not including loading and unloading.

† Including loading and unloading.

** The term "Groceries" shall, for the purposes of these rates, comprise the following, viz.:— Almonds, Apples (dried), Arrowroot, Baking Powder, Black Lead, Blacking, Blue, Candied Peel, Castor Oil and Salad Oil (bottled), Chicory, Chocolate, Chocolate and Milk, Citrus Health-Saline Powder, Cinnamon, Cocoa, Cocoa and Milk, Coffee, Coffee and Milk, Coffee Essence, Cream of Tartar, Culinary Essences, Currants, Custard Powder, Dates, Epsom Salts (in packets), Figs, Ling Fish, Tinned Fish, Dried Fruits, Fluid Magnesia, Hudson's Extract of Soap, Jams and Jellies, Jelly Crystals, Ginger, Preserved Ginger, Groats, Liquorice, Malt Extract, Matches, Mustard, Nuts, Peanuts, Pepper, Pickles, Prunes, Preserves, Preserved Meat, Raisins, Sago, Sauces, Seidlitz Powders, Soap (fancy), Starch, Tapioca, Tea, Tobacco, and Vinegar.

2. The rates prescribed in Clause 1 hereof shall also have application under the provisions of Clause 1 of the General Instruction governing the application of District Rates in respect of similar traffic between suburban stations and the stations specified, but shall not otherwise have any application whatsoever, except as provided in Clause 3 hereof.

3. (A) The special rates prescribed in Clause 1, in respect of traffic between Melbourne and Ouyen, and all stations thence to Merbein, shall be the rates between stations on the direct line from Melbourne on either the Ballarat, Castlemaine, or Geelong route, and Ouyen, Kia, Hattah, Nowingi, Carwarp, Yatpool, Irymple, Mildura and Merbein respectively, if less than the mileage rates.

(B) The rates for all classes of traffic between Merbein, Mildura, and Irymple and Bendigo shall be the same as between Merbein, Mildura, Irymple and Melbourne, when cheaper than the mileage rates.

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, Coffee, or mixed Safes, or mixed consignments here- of. Rail Min. 1 ton.	Butter.	Class M. Rail minimum, 2 tons.	Class A. F. Rail Minimum, 2 tons.	Class A. Rail Min. 1 ton.	Class B. Rail Min. 1 ton.	Class C.	Class 1.	Class 2.
	s. d. 9 6	s. d. 9 6	13/6 per ton. For lots less than 1 ton—10/- per ton, plus 3d. per box.	s. d. 8 0	s. d. 9 3	s. d. 9 6	s. d. 9 6	s. d. 14 0	s. d. 14 0	s. d. 16 6
Rail propor- tion	5 6	5 6	5 6	4 0	5 3	5 6	5 6	10 0	10 0	12 6
Steamer pro- portion	4 0	4 0	8 0	4 0	4 0	4 0	4 0	4 0	4 0	4 0
Total through charge per ton	9 6	9 6	13 6	8 0	9 3	9 6	9 6	14 0	14 0	16 6

* Otherwise Class 1 Rates.

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

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

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

3. FOR SPECIAL CONSIGNMENTS AS UNDER:—

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

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

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

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

The through rates on all consignments weighing over 3 cwt. from Melbourne to Phillip Island, San Remo, and adjacent districts per s.s. Genesta must be prepaid to or made payable at the port of destination. Part payment of the through charges will not be accepted.

6. THROUGH TRAFFIC BETWEEN MELBOURNE AND FRENCH ISLAND.

Through consignments between Melbourne and French Island, conveyed by boats other than the s.s. Genesta, shall also be charged the rail proportion of the rates shown in Clause 1 applicable to traffic between Melbourne and Phillip Island

DISTRICT RATES—continued.

EUSTON AND DARLING RIVER DISTRICT.

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

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

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

NET RATES.

Description of Goods.	EUSTON DISTRICT.				DARLING RIVER DISTRICT.			
	Via Echuca.	Via Kerang.	Via Swan Hill.	Via Mildura.	Via Echuca.	Via Kerang.	Via Swan Hill.	Via Mildura.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Class B * ...	...	...	...	...	...	...	...	40 0
" C * ...	...	...	48 0	...	25 6	38 0	38 0	40 0
" 1 ...	42 6	52 6	52 6	...	25 6	38 0	38 0	40 0
" 2 ...	55 0	62 6	62 6	...	30 0	42 6	42 6	45 0
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	Minimum Charge per Consignment.
	50s.	67s. 6d.	90s.	110s.	130s.	5s.
PROPORTIONS.						
Victoria	19s. 8d.	21s. 10d.	29s. 2d.	35s. 7d.	42s. 1d.	1s. 7d.
New South Wales	30s. 4d.	45s. 8d.	60s. 10d.	74s. 5d.	87s. 11d.	3s. 5d.

2.—BETWEEN MELBOURNE, GEELONG, AND ADELAIDE.

	Class A	B	C	1	2	3	Minimum Charge per Consignment.
	40s.	52s. 6d.	75s.	90s.	115s.	125s. 0d.	5s.
PROPORTIONS.							
Victoria	23s. 9d.	31s. 2d.	44s. 6d.	53s. 4d.	68s. 2d.	68s. 2d.	3s.
South Australia	16s. 3d.	21s. 4d.	30s. 6d.	36s. 8d.	46s. 10d.	56s. 10d.	2s.

3.—BETWEEN SYDNEY AND ADELAIDE.

	Class A	B	C	1	2	3	Minimum Charge per Consignment.
	90s.	120s.	165s.	200s.	245s.	255s.	10s.
PROPORTIONS.							
New South Wales	30s. 4d.	45s. 8d.	60s. 10d.	74s. 5d.	87s. 11d.	87s. 11d.	3s. 5d.
Victoria	43s. 5d.	53s. 0d.	73s. 8d.	88s. 11d.	110s. 3d.	110s. 3d.	4s. 7d.
South Australia... ..	16s. 3d.	21s. 4d.	30s. 6d.	36s. 8d.	46s. 10d.	56s. 10d.	2s. 0d.

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 VICTORIA AND NEW SOUTH WALES—
 Fruit and Vegetables see page 101.

BETWEEN VICTORIA AND SOUTH AUSTRALIA—
 Fruit, fresh or dried see page 101.

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 and 2, 2s. 6d. per ton... ..	6d.	2s.
All other goods (wool, live stock, empty returns, and vehicles excepted), 1s. 6d. per ton	6d.	1s.
Minimum charge for each consignment	6d.	1s.
(2) Empty returns, 1s. per ton	4d.	8d.
Minimum charge, 3d.	1d.	2d.
(3) No Junction Charge is made on wool, and the charge for haulage of wool from Albury to Victorian stations shall be the Victorian mileage rate, the whole of which shall be payable to the Victorian Railways Commissioners.		
(4) The Junction Charge for vehicles between Wodonga and Albury, for which the rate per mile operates, shall be 1s. 6d. per vehicle; proportion, 9d. to each State.		
(5) For Live Stock charges see page 117.		

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

ALEXANDRA—

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

ANDERSON—

(a) Co-operative Colliery Co. Ltd. (Powlett Line)—

This Siding is situated at 77½ miles between Anderson and Kileunda, and is open for Outwards traffic in truck loads. The traffic from the Siding shall be subject to ordinary tariff rates, and, in addition, whenever the number of trucks placed for loading at any one time is less than five (a bogie truck being counted as two), a shunting charge computed at the rate of 1s. 6d. per four-wheeled truck, and 3s. per bogie truck shall be imposed in respect of the number of trucks representing the difference between those placed and the minimum of five.

(b) Mitchell's Siding (Powlett Line)—

This Siding is situated at 78½ miles from Melbourne and traffic from the Siding shall be subject to ordinary tariff rates, and, in addition, whenever the number of trucks placed for loading at any one time is less than five (a bogie truck being counted as two) a shunting charge computed at the rate of 1s. 6d. per truck shall be imposed in respect of the number of trucks representing the difference between those placed and the minimum of five.

(c) Woolamai Quarrying Co.'s Private Siding—

This Siding is situated at 75½ miles from Melbourne, and is open for Outwards Metal Traffic in truck loads. Mileage rates shall be charged, and, in addition, a shunting charge of 1s. 6d. per four-wheeled and 3s. per bogie truck placed on the Siding shall be imposed.

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) **The Ballarat Firewood and Timber Company's and Selkirk's Sidings—**

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

(b) **Show Grounds Platform—**

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

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

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

BEECH FOREST (Devitt Brothers' Siding)—

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

BENDIGO—

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

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

(b) **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. per four-wheeled truck, and 3s. per bogie truck, whether loaded or empty, placed on the siding.

(c) **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 four-wheeled truck and 3s. per bogie truck shall be made on small consignments sent out to the siding.

(d) **Humme and Iser—**

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

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

This siding is open only for traffic in truck loads. Inwards trucks must be loaded direct to the siding, and outwards loaded trucks must contain not less than two tons. All smaller lots, both inwards and outwards, shall be dealt with at the Goods Sheds. No charge shall be made for placing or removing loaded or empty trucks. Small consignments of goods transferred from the Bendigo Goods Sheds to this siding shall be charged 1s. 6d. per ton; minimum charge, 3s. per shunt.

(f) **Shell Transport Co.'s Siding—**

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

(g) **Tomlins, Simmie, and Co.'s Siding—**

This siding is situated 1 mile on the Down side of Bendigo, and is open for Inwards and Outwards traffic in truck loads (minimum 2 tons), account Tomlins, Simmie, and Co.

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

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

BOYS (J. S. Hamilton's Saw Mill Tramway Siding)—

This siding is situated at 98½ miles from Melbourne, and is open for Outwards Timber Traffic in truck loads. A shunting charge of 1s. 6d. per four-wheeled truck and 3s. per bogie truck shall be made for all trucks placed on the siding, and mileage shall be charged as from Boys.

BROADFORD (McDougall's Siding)—

Goods may be forwarded to McDougall's Siding for the Australian Paper Mills and for other consignees having the siding holder's consent. No charge shall be made for placing or removing loaded or empty trucks. Actual mileage shall be charged.

BURNLEY (Gillespie and Co.'s Siding)—

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

CAMBERWELL—BURWOOD and ASHBURTON—

Consignments in truck loads may, by special arrangement with the General Superintendent of Transportation, be accepted for Burwood or Ashburton, and shall be charged ordinary mileage rate subject to an additional shunting charge of 5s. per 4-wheeled truck and 10s. per bogie truck, with a minimum of five (5) trucks per trip.

COBDEN (Southern Cross Lime Company's Siding)—

A shunting charge of 2s. per 4-wheeled truck and 4s. per bogie truck shall be made in respect of each vehicle, whether loaded or empty, placed on the siding.

COLAC (Colac Farmers' Co-operative Shed)—

A shunting charge of 2s. 6d. per 4-wheeled truck and 5s. per bogie truck shall be made for all trucks, whether loaded or empty, placed at the Company's shed on the Cattle Yards Siding.

CORIO QUAY (Geelong Harbor Trust's Sidings)—

(1.) Goods which are manufactured or otherwise dealt with in the sheds on the quay, shall be subject to a shunting charge of 1s. 6d. per 4-wheeled truck and 3s. per bogie truck, whether loaded or empty, placed on any of the Sidings, with a minimum charge as for three trucks. The shunting charge shall be in addition to the ordinary freight charge based on 1 mile in excess of the North Geelong mileage.

(2.) Export goods placed in the sheds solely for storage purposes awaiting loading into ships, or import goods placed in the sheds solely for storage purposes awaiting despatch by rail, shall be charged only the tariff rates to or from the sidings, i.e., for 1 mile in addition to the North Geelong mileage, provided that in respect of Export Butter an additional charge of 1s. 6d. per 4-wheeled truck shall be made for placing each truck of butter on the sidings.

(3.) Dumped Wool, Geelong Dumping Sheds to Corio Quay, shall be charged 2s. per ton.

(4.) Wheat transferred from Corio Quay to Geelong Pier shall be charged 1s. 6d. per 4-wheeled truck and 3s. per bogie truck.

(5.) A shunting charge of 1s. 6d. per truck, with a minimum charge as for three trucks, shall be made in respect of Live Stock placed on the Sidings, in addition to the ordinary tariff charges based on 1 mile in excess of the North Geelong mileage.

DANDENONG (Gippsland and Northern Co-operative Selling Co.'s and Gippsland Co-operative Bacon Co.'s Sidings)—

Trucks placed opposite the companies' works shall be charged for at the rate of 1s. 6d. per four-wheeled truck and 3s. per bogie truck.

DALYSTON (Powlett North Woolamai Collieries Co.'s Siding)—

This siding is situated at 85 miles from Melbourne, and is open for Outwards Coal account Powlett North Woolamai Collieries Company.

The company shall provide for each engine clearance a minimum of 10 trucks and any deficiency shall be charged for at the rate of 1s. 6d. per truck.

The freight charges shall be based on the actual mileage from the mine, which is 1½ miles from the point where the siding branches off from the main line.

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

DENILIQUN 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, £12 12s. per annum to be charged.

VICTORIAN RAILWAY CHARGES FOR HAULAGE.

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

DENNINGTON (Nestle and Anglo-Swiss Condensed Milk Company's Siding)—

In addition to the ordinary tariff rates to and from Dennington, a charge shall be made of 1s. 6d. per four-wheeled truck and 3s. per bogie truck, whether loaded or empty, placed on the siding; no charge shall be made for removing trucks loaded or empty.

ECHUCA STATION and WHARF—

(a) Except as proscribed in clause (b) hereof the Stevedoring charge at the wharf shall be 6d. per ton on all classes of traffic.

(b) The undermentioned commodities river borne to or from Echuca wharf, but not carried by rail, shall be subject to the following charges for stevedoring. (See also page 126.)

Commodity	Rate per Ton.
Timber (Murray Pine)	2s.
„ (Hardwood)	1s.
Bricks	2s.
Furniture	2s.
Firewood	1s.

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

(d) 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.

(e) Murray River Saw-mill Company, W. Nicholas, and Milo Bacon Company's Sidings—

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

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

EMERALD (NOBELIUS' SIDING)—

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

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

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

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

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

EUREKA—

- (a) Actual mileage rates shall be charged.
- (b) One trip daily if required (Sundays and holidays excepted) will be run from Ballarat to place and clear trucks.
- (c) Should any consignee or consignor require a special trip to place or clear trucks, in addition to the regular service, the haulage charge for such special service shall be 5s. per return trip. In the event of the engine of this special trip being required by the hirers to place or clear trucks for more than one consignee or consignor, only one charge of 5s. shall be imposed (in addition to freight) for such trip, and the amount debited in equal parts to each firm concerned.

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 103. 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 99).

GEELONG STATION and PIER—

HAULAGE CHARGES.

1. All goods not otherwise specified, between Station and Pier, 1s. per ton.
2. Wool from Goods Shed, Brougham-street crossing, Dennys, Lascelles' Siding, to Pier, 3d. 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.
Coal consigned from the Pier to the Crossing for Huddart, Parker and Co.'s Siding, to be bagged and subsequently dispatched to country stations, shall be subject to a shunting charge of 2s. 6d. per four-wheeled truck and 5s. per bogie truck, in addition to the mileage rate from the Pier to the destination station. When, however, the loaded trucks are placed on the Crossing for the convenience of the Department the shunting charge will not be made.
4. All goods between other stations and Geelong Pier shall be charged $\frac{1}{4}$ 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.

HEIDELBERG (MONT PARK ASYLUM)—

In addition to the ordinary mileage rates (one mile to be added to Macleod mileage) a special shunting charge of 1s. 6d. per four-wheeled and 3s. per bogie truck, with a minimum of 6s. for each trip made by the engine to place trucks, shall be imposed in respect of the special service.

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

HORSHAM TRAMWAY—

1. Bogie trucks must not be allowed to run on the Tramway under any circumstances.
2. Departmental trucks, other than bogie to be loaded on the Tramway, may be allowed to run as far as a point near the Wimmera Bridge, which is indicated by a notice board, but not beyond this point, and the trucks may be permitted to enter upon the Tramway only on the further condition that they will be loaded for some station on the Victorian Railways other than Horsham.
3. The charge for the use of the trucks between the point of loading on the Tramway and Horsham Station shall be 1s. per truck, which amount is in each instance to be added to the ordinary freight charge for the goods, and shown on the waybill specially. The waybill must also be indorsed "ex Tramway."

KENSINGTON—

- (a) *Inwards Traffic.*—Consignments for Messrs. W. S. Kimpton and Son, Younghusband, Row, and Coy., John F. Goulding, and J. A. Boyd shall be charged the same rates as to Melbourne. No consignments shall be accepted for Kensington for persons or firms other than those above mentioned.
- (b) *Outwards Traffic.*—Actual mileage rates shall be charged unless otherwise specified.

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 and 3s. per bogie truck, whether loaded or empty, placed on the siding. Stationmaster, Kerang, to raise debit.

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

KNOWSLEY (Ingham)—

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

LARA (Geelong Grammar School Siding)—

This Siding is situated at 39½ miles from Melbourne, and is open for Inwards Traffic in truck loads for the Geelong Grammar School. Actual mileage rates shall be charged, subject to an additional charge of 1s. 6d. per four-wheeled truck and 3s. per bogie truck placed on the Siding.

MAROONA (New Langi Logan Gold Mines Co.'s Siding).

If delivery of Inwards trucks be accepted by the Company at the gate at railway boundary and Outwards trucks be also placed there by the Company for removal, no special charge shall be made; but if it be desired that all haulage of the trucks to or from the siding be performed by the Department's engine, a shunting charge of 1s. 6d. per four-wheeled truck and 3s. per bogie truck shall be imposed.

MELBOURNE—

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

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

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

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

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

MELBOURNE—*continued.*

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

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

Truck loads of empty boxes loaded at the Victoria Butter Factories Company's Siding for the Victoria Dock shall be charged 1s. per ton, minimum 10s. per special trip.

(e) **Victoria Butter Factories Coy.'s Siding.** See page 99.

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

INWARDS TRAFFIC (from all stations other than Melbourne)—

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

For Frozen Meat, see page 103.

OUTWARDS TRAFFIC (to all stations other than Melbourne)—

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

Coal in truck loads from the Victoria Dock to the Victoria Butter Factories Company's Siding, also Coke and Grain in truck loads from the Victoria Dock to Spencer-street, shall be charged 1s. per ton.

MERBEIN (Mildura Co-operative Fruit Company's Siding)—

Actual mileage shall be charged as to or from Merbein subject to an additional shunting charge of 1s. 6d. per four-wheeled truck and 3s. per bogie truck placed on the Siding.

MURTOA (Wimmera Inland Freezing Company's Siding)—

Consignments for the above siding shall be charged as to or from Murtoa, subject to an additional shunting charge of 1s. 6d. per four-wheeled truck, and 3s. per bogie truck, whether loaded or empty, placed on the siding, with a minimum charge as for two trucks and a maximum charge as for six trucks.

NEWMARKET—

1. (a) *Inwards Traffic.*—Consignments for Dalgety & Company Limited shall be charged the same rates as to Melbourne.

(b) *Outwards Traffic.*—Actual mileage rates shall be charged, unless otherwise specified.

(2) **Agricultural Show Grounds—**

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

(b) Firewood from Newmarket Station to the Agricultural Show Grounds shall be charged 2s. 6d. per four-wheeled truck, and 5s. per bogie truck.

NEWPORT.

1. **Altona Brown Coal Colliery Co.'s Siding—**

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 105.

Brown Coal from the siding to stations in the Metropolitan area shall be charged for as follows:—

1 to 15 miles (inclusive), 1s. 9d. per ton; thence 1d. per ton per mile additional up to 23 miles (inclusive), after which Class M rates shall apply. The truck load conditions applicable to coal as per class weight minimum, General Condition 16, page 11, shall be observed.

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

(A) A minimum of ten (10) loaded trucks shall be provided for each special trip run from Newport.

(B) A charge of 3s. shall be imposed in respect of each loaded truck short of ten (10), bogie trucks to be counted as two.

(C) Trucks standing at Altona shall be subject to the ordinary demurrage regulations.

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

NEWPORT—*continued.*

2. Borthwick Freezing Company's Siding—

If a special trip be necessary in respect of inwards or outwards traffic other than fresh or frozen meat, the charge for same shall be 40s. in addition to the ordinary freight charges.

3. Prossor (North-Eastern Co-operative Bacon Company)—

(1) A charge of £2 shall be made for each special trip run from Melbourne to the Works for the delivery of pigs, which charge shall be additional to the ordinary freight on the consignment.

(2) Bacon consigned from the Siding to Port Melbourne Pier shall be charged 18s. 9d. per truck, with a minimum charge of 75s. for each special trip, inclusive of freight.

(3) Bacon consigned from the Siding to Williamstown Pier, Melbourne or City Market shall be charged 112s. 6d. per truck, with a minimum charge of 50s. for each special trip, inclusive of freight.

(4) All other Goods traffic to or from the Siding shall be charged the ordinary tariff rate, provided that the consignment is placed at or cleared from the Siding by the ordinary Goods train or in other circumstances which do not require the running of a special trip, but if a special trip be necessary a charge of £2 shall be made, in addition to the ordinary freight.

(5) Empty Trucks.—If placed at the Siding by the Ordinary train no charge shall be made, but if required to be placed by a Special train a charge of £2 shall be imposed for the special trip from Melbourne.

NHILL—

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

NORTH GEELONG (Oriental Timber Corporation Works Siding)—

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

- (a) Sawn Timber from the Works to Geelong Pier shall be charged 2s. per ton if for Interstate ports, and 3s. 4d. per ton if for Melbourne.
- (b) Sawn Timber from the works to Melbourne shall be charged 5s. per ton.
- (c) Softwood Timber Edgings from the Works to any station shall be charged "Class A" when consigned for case-making, and "firewood rate" when consigned for use as firewood.
- (d) Boxes and cases consigned in full truck loads from North Geelong by this Company to Melbourne shall be charged 5s. per ton, including unloading at Melbourne. Clause 3 of District Rates, page 83, shall also be applicable in respect of cases and boxes from North Geelong to Suburban stations.
- (e) Goods not included in clauses (a) or (b) shall be charged ordinary tariff rates computed on North Geelong mileage.
- (f) All traffic including that covered by Clauses (a), (b), (c), and (d) shall be subject to the following special conditions:—

- (1) Trucks shall be placed by the Department at or removed from the Siding once daily at a convenient hour, and if not less than ten (10) trucks are placed or removed in any one trip, no shunting charge shall be made for such trip, but should the number placed or removed be less than ten (10) trucks a charge of 6s. for the special trip shall be imposed.
- (2) The time allowed for shunting at the Works in respect of any one trip whether such trip is being charged for specially or otherwise, is 30 minutes, and a charge of 6s. 3d. for each half hour or part thereof during which the engine is detained beyond the 30 minutes shall be imposed.
- (3) The Company shall be allowed 24 hours (that is from one regular trip to another), to load trucks and in the event of a trip not being run on the day following the placing of the empties the Company shall be allowed a further period of 24 hours during which no demurrage charges shall be imposed, but subject to this exception the usual demurrage charges shall apply.

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

NORTH SHORE (Geelong Freezing Company's Works)—

- (a) Fresh meat carried between the Works and Geelong, or between the Works and North Geelong, shall be charged 12s. 6d. per truck; minimum, 50s. per special trip.
- (b) Frozen meat carried between the Works and Geelong, or between the Works and North Geelong, shall be charged 18s. 9d. per T truck; minimum, 75s. per special trip.
- (c) Ordinary traffic between Geelong and the Works, or between North Geelong and the Works, shall be charged the Tariff rates, subject to a minimum charge of 12s. 6d. per truck; minimum per special trip, 25s.
- (d) All traffic from any other station to the Works, and *vice versa*, shall be charged the Tariff rates for the actual mileage to or from North Geelong, with an additional charge of 3s. per truck. This additional charge shall be 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 shall be 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 shall be paid for. Eight working hours are allowed for discharging trucks of general loading, and twenty minutes for each truck of live stock.
- (h) Consignments for Mr. W. R. Fletcher, Geelong Freezing Works, shall be way-billed to Geelong, and charged rates as per clause d.

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 shall not 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 shall be charged for. Further the special charge for removing empties shall not 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 four-wheeled truck, and 5s. per bogie truck, with a minimum charge of 5s. per trip, in addition to the Portland mileage rate.
- (b) Frozen Meat and Produce and Preserved Meats between the Siding and Portland Station or Pier shall be charged—

Per TH Truck of 8 tons, 15s.	}	Excess tonnage to be charged <i>pro rata</i> .
Per T Truck of 8 tons, 18s. 9d.		
Per TT Truck of 12 tons, 25s.		

Minimum per trip, six (6) trucks, which may be made up of frozen produce and general goods. To be consigned at owner's risk, and loaded and unloaded by owners.

- (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).

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

- (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).

- (h) Cargo Shut out of Vessels at Pier.—Half-rate shall be charged from the ship to the siding, and also from the siding to the ship when the produce is re-shipped.

PORT MELBOURNE AND PIER—

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

QUEENSCLIFF (Port Phillip Sea Pilots' Coal Siding)—

This siding is open for Inwards Coal Traffic. Class M Rates and conditions to Queenscliff shall apply in addition to a shunting charge of 1/6 per four-wheeled truck, and 3/- per bogie truck, for all trucks placed on the siding, subject to a minimum charge of 5/- for each special trip. No charge to be made for clearing the empty trucks.

RAINBOW (W. C. Thomas & Sons' Siding)—

A shunting charge of 1/6 per four-wheeled truck and 3/- per bogie truck shall be made in respect of each truck, whether loaded or empty, placed on the siding, subject to a maximum charge as for two trucks per each trip.

RHODES—

One Shilling (1s.) per ton shall be added to the mileage rates for all goods, including Wool, but excluding Hardwood Timber, and Four Shillings (4s.) per truck for Live Stock carried by rail to or from Rhodes.

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.

Trucks of coal consigned to the Sale Borough Council and trucks of grain consigned to Messrs P. Eckhardt & Co., Sale, may be placed on the Wharf road at such times as the engine is working between the Station and Wharf in connection with fish traffic. The freight charges shall be computed at the mileage rates from the despatching Station to Sale and a shunting charge of 1/6 per four-wheeled truck and 3/- per bogie truck shall be made for the service between Sale Station and the Wharf.

SOUTH KENSINGTON—

1. (A) *Inwards traffic.*—Consignments for New Zealand Loan and Mercantile Agency Co., The Australian Mercantile Land and Finance Co., Minifie and Co., and John F. Goulding shall be charged the same rates as to Melbourne. No consignments shall be accepted for South Kensington for persons or firms other than those above-mentioned.

(B) *Outwards traffic.*—Actual mileage rates shall be charged unless otherwise specified.

2. City Abattoir's Siding—

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

(B) *Outwards traffic.*—Meat, see page 103.

SPRING VALE, NECROPOLIS—

Necropolis is open for Inwards and Outwards Goods in truckloads only under special arrangements with the General Superintendent of Transportation.

Ordinary mileage rates to and from the Siding shall apply.

Monumental stone and Railings from Melbourne to the Necropolis in bogie trucks will be charged for at 5/6 per ton, minimum 10 tons per truck, plus loading charge of 6d. per ton.

A charge of 10/- in addition to ordinary freight charges shall be made for the special service between Spring Vale and the Siding.

STAWELL—**1. 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 enforced.

2. Stawell Pressed Brick Company's Siding—

This siding, leading off the Grampians line at about half-a-mile on the "Down" side of Stawell Station, is open for outwards traffic in truck loads (minimum, 2 tons).

The mileage as from Stawell shall be charged in respect of loading despatched from the siding, subject to an additional shunting charge of 1s. 6d. per four-wheeled truck and 3s. per bogie truck placed on the siding. No charge shall be raised for removing the trucks from the siding, whether loaded or empty.

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.

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

SUNSHINE (Federal Manure Company's Siding)—

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

When it is necessary for the engine of the ordinary goods train to place trucks on the siding outside railway boundary, a shunting charge of 1s. 6d. per four-wheeled truck and 3s. per bogie truck shall be enforced in addition to the ordinary freight charges.

TOCUMWAL (Wise Brothers' Siding)—

Consignments to or from the siding shall be charged as to or from Tocumwal, subject to an additional shunting charge of 1s. 6d. per four-wheeled truck and 3s. per bogie truck, whether loaded or empty, placed on the siding.

TOBORAC (McIvor Siding)—

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

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

WALHALLA—

1. Platina Siding—

In the event of an engine being sent specially from Walhalla to haul trucks between Harris and the siding in either direction, an extra charge of 20s. per hour, or part thereof, shall be added to the freight. The time shall be computed from when engine leaves and returns to Walhalla.

2. G. W. Knott's Siding—

This siding is situated 101 miles from Melbourne and 20 miles from Moe (between Harris and Platina), on the Moe-Walhalla line, and is open for Outwards traffic in truck loads. Actual mileage rates shall be charged.

Trucks will be placed and cleared by ordinary Goods trains, and in the absence of regular Goods trains, arrangements will be made to clear the loaded trucks by special engine for a minimum of six trucks and no charge beyond the ordinary freight charges will be made for the service.

If a special service be required to clear less than six loaded trucks an extra charge of 20s. per hour or part thereof, shall be added to the freight. Time shall be computed from when engine leaves and returns to depot.

WARBURTON—LA LA EXTENSION—

Consignments to or from La La Extension, which is situated 26 chains beyond the station limit and 49 miles from Melbourne, shall be charged mileage rates, and goods in truck loads may be loaded or delivered at this point.

WARRNAMBOOL—

1. Warrnambool Station and Pier—

Haulage charges from Warrnambool Station to the Pier—

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

Haulage charges from the Pier to Warrnambool Station—

Agricultural machinery, n.o.s., 1s. 6d. per ton measurement.	Hides, loose, 1d. each.
Butter boxes and cheese cases (owners to unload), ½d. each.	Manures, 1s. per ton.
* Coal, in bags (owners to unload), 1s. 6d. per ton.	Plows, single, 6d. each; double, 1s. each.
" loose (owners to unload), 1s. per ton.	Reapers and Binders, 3s. each.
Cultivators and Seed Drills, 1s. 6d. each.	Timber (owners to unload), 1s. per ton.
Empty hogsheads and casks, 1½d. each.	Vehicles, 3s. each.
" Tallow pipes and lye drums, 3d. each.	Motor Cars set up, or in cases, 3s. each.
† Fish, in baskets, 1d. each.	† Goods n.o.s., 1s. 6d. per ton.
† Fish in cases, 2d. each.	Drain pipes, and bags in bales and bundles, 1s. 6d. per ton actual weight.

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

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

NOTES.

* For coal in bags receipt to be given to ship for the number of bags received and similar receipt obtained from consignee on delivery.

† For fish the minimum charge shall be 2s. 6d. per truck unless a special trip is required, in which case the minimum charge shall be 5s. per truck.

‡ Except otherwise provided, the weight of goods shall be computed at actual weight of 2,240 lbs. or measurement of 40 cubic feet to the ton at the option of the Commissioners. The charges shall, except otherwise provided, be subject to the following minimums:—1 cwt. and under, 3d.; over 1 cwt. and up to 5 cwt., or 10 cubic feet, 6d.; over 5 cwt. or 10 cubic feet, and up to 10 cwt., or 20 cubic feet, 9d.; over 10 cwt. or 20 cubic feet as one ton.

2. P. J. McGennan's Siding—

Consignments shall be charged to or from Warrnambool, subject to an additional shunting charge of 6d. per four-wheeled truck (inwards only) placed on the siding.

3. Western District Factories Co-operative Produce Company's Siding—

- (a) The traffic is limited to truck loads.
- (b) A shunting charge shall be made of 1s. 6d. per four-wheeled truck, and 3s. per bogie truck placed on the Siding.
- (c) Traffic between the siding and the pier, or between the siding and Warrnambool, shall be charged the rates applicable to traffic between the pier and Warrnambool.
- (d) Traffic between the siding and stations other than Warrnambool shall be charged the tariff rates for the actual mileage from the siding.
- (e) Coal from the pier to the siding shall be charged 1s. 6d. per ton when in bags, and 1s. per ton when loose.

4. Woollen Mills Siding—

- (a) The traffic is limited to truck loads, minimum 2 tons.
- (b) A shunting charge shall be made of 1s. 6d. per four-wheeled truck, and 3s. per bogie truck placed on the siding.
- (c) Traffic between the siding and the pier, or between the siding and Warrnambool, shall be charged 1s. 6d. per ton.
- (d) Traffic between the siding and stations other than Warrnambool shall be charged the tariff rates for the actual mileage to the siding.
- (e) Coal from the pier to the siding shall be charged 1s. 6d. per ton when in bags, and 1s. per ton when loose.

WELSHPOOL STATION AND JETTY—

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

The following are the rates which shall be charged:—

Fish, from Jetty to Welshpool (large boxes)	...	...	7d. each
" " " (medium boxes)	...	...	5d. "
" " " (small boxes)	...	...	3d. "
Crayfish in Bags	...	...	7d. per bag
Empty Fish Boxes and Bags, from Welshpool to Jetty	...	...	Free.
Ice and Coal, from Welshpool to Jetty	...	...	3s. per ton
Goods in Classes 1 and 2 in either direction	...	...	6s. 0d. "
Empty Butter Boxes	...	...	1d. each
All other goods (including timber) in either direction	...	...	5s. per ton
Firewood to Jetty, per tram load	...	...	4s. per load

MINIMUM CHARGES.

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

The above charges will include transfer at Welshpool if required.

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

COMMODITY RATES.

AGRICULTURAL PRODUCE CONSIGNED FOR EXPORT AT PORTS OUTSIDE OF MELBOURNE.

In respect of any goods in the agricultural produce class carried for export at any port outside of Melbourne which is situated nearer to the forwarding station than Williamstown Pier, a rebate shall, in such cases as it may be necessary, and subject to the production of satisfactory proof of export, be granted of sufficient extent to cause the net rate from the forwarding station to such port to be 1s. 3d. per ton less than the rate under the mileage scale from the forwarding station to Williamstown Pier.

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

ARSENIC, Crude, from Ebdon to Port Melbourne Pier or Spotswood shall be charged 15s. per ton, in truck loads of 6 tons.

BEET-ROOT, BEET-ROOT PULP, AND BEET-ROOT SLICES.

Beet-root, Beet-root Pulp, and Beet-root Slices forwarded to and from Maffra beet sugar factory, shall be charged the following rates, subject to a minimum of 6 tons per four-wheeled truck, viz. :—

1 to 10 miles	...	...	1s. per ton.
11 to 22 "	...	...	1d. per ton per mile additional.
Over 22 "	...	...	$\frac{1}{2}$ d.

The above rates shall be subject to Class "A.P." rate "as a maximum."

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

(D) Hares and poultry, from the City Market, Melbourne, Victoria Butter Factories 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 truck shall be 10s., and the maximum charge 30s. per four-wheeled truck and 37s. 6d. per six-wheeled truck.

(E) Rabbits forwarded from Port Melbourne Siding to Port Melbourne Pier shall be subject to a maximum charge of 15s. per four (4) wheeled truck.

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

Bacon, 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.

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

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

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

(H) The whole of the foregoing traffic is carried at the risk of the owners. The freight must also be prepaid except on consignments to the Victoria Butter Factories Company's Siding, which may be waybilled to pay.

(I) 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.

(J) For charges in respect of Frozen Meat, also special trains, see pages 103 and 104.

CATERING MATERIAL—

Returned catering material, such as cutlery, crockery, glassware, trestles and timber for temporary tables, shall be charged half rates on the return journey if returned within one week to the station from which it was originally consigned.

COMMODITY RATES—continued.

CEMENT—

Cement from Geelong to Melbourne shall be charged 5s. per ton, including loading at Geelong.

Clause 1, of the General Instruction governing the application of District Rates, page 83, shall also be applicable in respect of cement from Geelong to suburban stations.

CHICORY—

Chicory grown on French Island and conveyed by boat to Hastings or Stony Point, and thence by rail to Melbourne, shall be charged 5s. 6d. per ton; minimum 10 cwt.

COAL—

(A) In respect of coal forwarded by rail on the Up journey from any coal-field direct to any station, the rate for the haulage of such coal over the whole or any part of the line from the coal-field to Melbourne shall be 6-10ths of a penny per ton per mile (of which $\frac{1}{2}$ d. per ton per mile shall be paid by the consignee or consignor, and 1-10th of a penny 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 16th August, 1910), and the rate for the haulage of such coal on any other line shall be the difference between Class "M" rate for the mileage journey from the coal-field to Melbourne or any portion of such journey over which the coal has been hauled and Class "M" rate for the total mileage from the coal-field to the station of destination, provided that the minimum charge to be paid by the consignor or consignee shall be 2s. per ton for distances up to and inclusive of 6 miles; 2s. 3d. per ton for distances over 6 and up to and inclusive of 8 miles, and 2s. 6d. per ton for distances beyond 8 miles; and that the freight charge to be paid by the consignor or consignee for the carriage of coal from the coal-field to any station on any other line shall not be less than the mileage rate from Melbourne to such station. Class "M" mileage rate may be charged if in any instance it be cheaper than to compute the freight charges as prescribed in the preceding parts of this clause.

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

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

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

All materials and supplies for the construction, maintenance, or working of the St. Kilda and Brighton Electric Street Railway shall be charged under the above rates and conditions.

In the event of special trains being run with equipment from Newport, or with coal from the Victoria Dock to Elsterwick and St. Kilda on account of the electric railway, an additional charge of £2 and £1 10s. for the special service shall be made in the case of each train from Newport and Victoria Dock respectively.

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

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

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

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

(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.

COMMODITY RATES—continued.

FIRE BRICKS, FIRE LUMPS, TILES, RETORTS AND FIRECLAY—

Fire bricks, fire lumps, tiles, retorts, and fireclay, consigned direct to Williamstown or Port Melbourne piers for export, shall be charged under Class "M" rate and conditions.

FIREWOOD—

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

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

FLOUR FOR EXPORT—

In respect of flour consigned by rail from country flour mills direct for export, a rebate shall be granted, subject to the production of satisfactory proof of export, of 15 per cent. below the rate applicable to the journey between the flour mill and the port of export.

FRUIT AND VEGETABLES BETWEEN NEW SOUTH WALES AND VICTORIA—

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

	FRUIT. O. R.	
	Per ton.	Victorian proportion.
In 4-wheeled truck loads of 6 tons	£1 10 0	£0 10 40
In smaller quantities, min. 1 ton	2 5 2	0 14 10
In consignments of less than 1 ton	2 10 0	0 19 8

	VEGETABLES. O. R.	
	Per ton.	Victorian proportion.
In 4-wheeled truck loads of 4 tons	£2 3 2	£0 12 10
In smaller quantities, min. 1 ton	2 5 2	0 14 10
In consignments of less than 1 ton	2 10 0	0 19 8

(2) The above fruit rates shall also be charged for fruit between Melbourne, 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.

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

FRUIT, FRESH OR DRIED, BETWEEN MELBOURNE, WERRIBEE, GEELONG, BALLARAT, MOUNT GAMBIER, COONAWARRA, MURRAY BRIDGE, AND ADELAIDE (MILE END). O. R.—

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

Returned Empties, half the above rates.

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

FRUIT DRIED FOR EXPORT—

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

FURNITURE—

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

(a) In vans on wheels, minimum 2 tons gross weight of van and contents—Class "2."

(b) In van bodies or sling vans, without wheels—1s. per four-wheeled truck per mile for quantities of 3 tons, minimum charge 20s. Any weight in excess of 3 tons loaded in the same truck shall be charged *pro rata*. The weight of the van body or sling van shall be included.

(c) In van bodies or sling vans without wheels—Class "1," minimum 1 ton 10 cwt.

(d) Vans or sling vans sent as above on wheels returned empty—3d. per mile, minimum 10s.

(e) Vans or sling vans sent as above, without wheels, returned empty—Class "B," "Smalls" minimum.

COMMODITY RATES—continued.

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

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

GOODS CARRIED IN BOILER TRUCK (No. 1 QB) AND PLATE GLASS TRUCK (No. 33 Q)—

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

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

The above-mentioned road-making materials will, when consigned to City, Town, Borough and Shire Councils, and the freight charges on the consignments paid by the Councils, be charged 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.	Rate per ton.	Miles.	Rate per ton.	Miles.	Rate per ton.	Miles.	Rate per ton.
	s. d.		s. d.		s. d.		s. d.
1-30	1 9	83-84	2 9	105-107	3 8	131-132	4 7
31-40	1 10	85-86	2 10	108-110	3 9	133-134	4 8
41-50	1 11	87-88	2 11	111-112	3 10	135-136	4 9
51-60	2 0	89-90	3 0	113-114	3 11	137-138	4 10
61-70	2 2	91-92	3 1	115-116	4 0	139-140	4 11
71-72	2 3	93-94	3 2	117-118	4 1	141-142	5 0
73-74	2 4	95-96	3 3	119-120	4 2	143-144	5 1
75-76	2 5	97-98	3 4	121-122	4 3	145-147	5 2
77-78	2 6	99-100	3 5	123-124	4 4	148-150	5 3
79-80	2 7	101-102	3 6	125-127	4 5	151-153	5 4
81-82	2 8	103-104	3 7	128-130	4 6		
						Thence manure rates.	

The above rates shall also apply to this traffic when consigned to Water Trusts and in respect of works undertaken by the State Rivers and Water Supply Commission.

GYPSUM—

(A) Gypsum, raw from Lake Boga to Melbourne, shall be charged 12s. per ton; minimum 6 tons per 4-wheeled truck.

(B) Gypsum, calcined, from Lake Boga to Burnley, shall be charged 12s. 3d. per ton; minimum 6 tons per 4-wheeled truck.

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

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

ICE FOR REFRESHMENT ROOMS—

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

COMMODITY RATES—continued.

LIME—

Lime, in 6-ton truck loads, forwarded from Stations and Sidings on the Timboon line to Melbourne and suburbs shall be charged 3d. per ton per mile. Consignments forwarded from these stations to stations other than Melbourne and suburbs shall be subject to the ordinary tariff rates, unless it be cheaper to charge the sum of the rates from the sending Station to Melbourne, thence tariff rate to the destination.

Lime, forwarded from Evans Bros. private siding at Platina to Melbourne, shall be charged 9s. 2d. per ton; minimum 6 tons per 4-wheeled truck.

Consignments sent to suburban stations shall be subject to clause 1 of the General Instruction governing the application of District Rates, *vide* page 83.

The amount to be credited to the "New" line, Moe-Walhalla, is 2s. 6d. per ton, plus 9d. per ton for transfer charges at Moe, and the balance to the "Old" line for the journey Moe to destination station.

Agricultural (or Slacked) Lime, so described on the consignment note, which must also bear the endorsement "to be used for Manure purposes" shall be charged the Manure rate in the first instance.

Roach (or Unslacked) Lime shall be charged the ordinary rate prescribed for the carriage of Lime, but, should it be used for Manure purposes, the rate shall be reduced to Manure rate on a declaration in writing from the consignee (which need not be signed before a J.P.) that the Lime will be used for Manure purposes only.

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 AND VEHICLES, MANUFACTURED IN THE COMMONWEALTH FOR EXPORT, ETC.—

The following new articles, viz., agricultural implements and machines, boilers, castings (rough), crab winches, fly wheels, forgings (rough), machinery, picks and pickeys, saw benches, sole plates, stoves and copper frames, and vehicles, manufactured in the Commonwealth, and sent by rail to Melbourne, Geelong, or Portland from the place of manufacture for export, or sent from country stations to any station not less than 50 miles from Melbourne, shall be charged half the tariff rates, subject to the following conditions:—

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

(This provision does not affect the special rate for Pipes quoted on page 104.)

MANURE, STABLE—

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

MEAT, FRESH AND FROZEN—

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

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

COMMODITY RATES—*continued.*

- | | Per 4-wheeled
Truck. | Per 6-wheeled
Truck. | Minimum per
Special Trip. |
|--|-----------------------------|-------------------------|--------------------------------|
| | s. d. | s. d. | £ s. d. |
| (2) MEAT, FROZEN (Melbourne and Suburbs)— | | | |
| Between Melbourne, City Market, Angliss' Siding,
The City Abattoirs, or Suburban Freezing Works within
9 miles of Melbourne and the Victoria Dock, Newport,
or the Port Melbourne and Williamstown Piers | 18 9 | 27 6 | 3 15 0 |
| From Port Melbourne Siding to Port Melbourne Pier | 10 0 | 15 0 | |
| (3) MEAT, FROZEN (Echuca to Melbourne or Piers)— | | | |
| The Tariff rates shall be charged subject to a minimum of 15 T trucks for each special train. | | | |
| (4) SPECIAL TRIPS NOT OTHERWISE PROVIDED FOR— | | | |
| <i>(a)</i> Frozen produce loaded at the City Market, Victoria Butter Factories Company's Siding, or Melbourne (No. 16 Road), shall be conveyed to Port Melbourne or Williamstown by ordinary trains under the ordinary tariff rates if loaded and ready for despatch as under (subject to alteration from time to time):— | | | |
| | For Port Melbourne— | | For Williamstown— |
| | At 3 a.m. and 1 p.m. daily. | | At 3 a.m. and 10.30 a.m. daily |
| consignors to notify the Superintendent of Melbourne Yards at least two hours before time of clearance. | | | |
| <i>(b)</i> The Commissioners shall not be under obligation to remove trucks loaded with frozen produce from the City Market, Victoria Butter Factories Company's siding, or Melbourne (No. 16 Road), at hours other than those specified in the preceding clause, or forward such trucks to Port Melbourne or Williamstown (as the case may be), by special train unless there is at the place requiring clearance a minimum of four fully loaded trucks, or the freight charge on the goods is at least £3 15s.; but if it is desired that frozen produce in any quantity less than the stated minimum be forwarded by a special train already arranged to run and notice of at least two hours is given to the Superintendent of Melbourne Yards accordingly, such produce may be cleared and forwarded by such train subject to a charge of 10s. in each instance to cover the cost of the special clearance. | | | |
| <i>(c)</i> For special trips not otherwise specified for, a minimum charge shall be imposed as may be arranged by the General Passenger and Freight Agent. | | | |
| (5) FROZEN MEAT SHUT OUT OR REJECTED AT PIERS— | | | |
| Frozen meat shut out or rejected at the Piers and returned to Melbourne or Suburban Sidings, to be subsequently railed back to the Piers for shipment, shall be charged half rate for both journeys, provided full rate has been charged on the first journey to the Piers. | | | |

PIPES—

Wrought-iron pipes exceeding 12 inches in diameter and Galvanized Water pipes consigned to country Waterworks Trusts or Shire Councils or by the Government in connexion with the erection or maintenance of water-works, shall be charged for at the rate specified for the next lower class to that prescribed in the classification for the particular kind of pipes forwarded.

POTATOES AND VEGETABLES—

	Potatoes per ton.		Vegetables per ton.	
	s.	d.	s.	d.
Aspendale to Melbourne	3 11
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—

(A) Potteryware, Earthenware, and Sanitary ware from Epsom to Melbourne shall be charged 12s. per ton, and from Epsom to Yarraville or Deer Park, 12s. 5d. per ton; minimum, 5 tons per four-wheeled truck.

(B) Earthenware Bottles, forwarded from Epsom, shall be charged under Class "M." When the bottles form part of a mixed consignment of pottery, the rates for potteryware shall apply.

PRODUCTS OF COUNTRY FOUNDRIES—

Products of country foundries, on the "Up" journey, shall be charged one rate lower than the tariff rate provided that such reduced rate shall not be applicable in respect of consignments which are subject to rebate, as prescribed on page 103.

When consignments ordinarily scheduled under Class 1, which are entitled to the reduction of one class, weigh less than 1 ton, they may be charged at the actual rate of Class "C" subject to Tariff for "Smalls" instead of being subject to the weight conditions of Class "C."

COMMODITY RATES—continued.

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 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 are to be used.

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

RAILS—

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

RAW MATERIALS TO BE USED IN THE MANUFACTURE OF AGRICULTURAL IMPLEMENTS AND MACHINES—

Raw materials, consisting of steel, iron (bar, rod, plate and angle), mouldboards, discs, and bolts, shall be charged the ordinary classification rates in the first instance, and a rebate subsequently granted to Class "M" rate on production of a statutory declaration that the materials were used in the manufacture of agricultural implements and machines for export to places outside the State, either by water or rail.

REFRESHMENT ROOMS AT STATIONS—

Fruit and other urgent and perishable goods for Lessees of Refreshment Rooms 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.

SALT ex CHEETHAM SALT COMPANY'S SIDING—

(A) Any consignments of salt forwarded by the company from the siding to Melbourne shall be charged for at the rate of 4s. per ton, such rate to include unloading at Melbourne; but the loading at the siding shall be done by the company.

(B) Any consignments of refined salt forwarded to stations other than Melbourne shall be charged the ordinary tariff rates as from Geelong, plus an additional charge of 3d. per ton for carriage for the portion of the journey between the siding and Geelong, and unrefined salt forwarded to stations other than Melbourne shall be charged the ordinary tariff rates as from the siding.

SAND—SPECIAL RATES APPLICABLE ON THE UP JOURNEY ONLY—

(A) Sand from Frankston Sand Siding (Wedge's), or from any station or Siding on the Up side thereof, or from Dandenong, Sandringham, St. Kilda, Port Melbourne, Newmarket, or Greensborough, or from any station on the Up side thereof, to Melbourne, or any station intermediate thereto	1s. 7d. per ton.
Sand from Cranbourne or Lyndhurst to Melbourne or any station intermediate thereto	1s. 10d. per ton.
Sand from Beaconsfield to Melbourne or any station intermediate thereto	1s. 11d. per ton.
Sand from Riddell to Melbourne or any station intermediate thereto if less than Class "M" rates	2s. 3d. per ton.
Sand from Garfield to Melbourne or any station intermediate thereto, if less than Class "M" rates	2s. 11d. per ton.
Sand from Pyalong to Melbourne or any station intermediate thereto, if less than Class "M" rates	3s. 6d. per ton.
Sand from Altona. (See page 93.)	

COMMODITY RATES—*continued.*

- (b) Sand forwarded from above stations to any stations beyond Melbourne shall be charged the rate to Melbourne, plus 1d. per ton per mile, for the distance beyond Melbourne, if less than Class "M" rate for the whole distance.
- (c) Sand forwarded from above stations to any junction station on the Up side thereof, thence to any station on the Down journey, shall be charged the rate to Melbourne, plus 1d. per ton per mile for the mileage on the Down journey beyond the junction station, if less than Class "M" rate for the whole distance.
- (d) In each case the trucks shall be loaded to their full carrying capacity, and charged for accordingly. For exceptions, see page 76.

SILOS—

Silo material for the erection of wood and iron silos, steel silos, and midget concrete silos for the Department of Agriculture, forwarded from Melbourne or Essendon to country stations shall be charged under Class "M," irrespective of tonnage minimums. Freight charges must be prepaid.

SKINS—

Skins forwarded from Melbourne or Geelong to country wool washing establishments for treatment shall be charged under Class "A," minimum 6 tons per four-wheeled truck.

SKINS AND LEATHER—

Skins and leather in bales from Kensington, South Kensington, Newmarket, and Angliss & Co.'s Siding (Footscray) to Williamstown or Port Melbourne Piers, shall be charged the same rates as from Melbourne.

SUGAR—

- (A) Sugar in 20-ton lots from Yarraville to Ballarat shall be charged 15s. 6d. per ton, and from Yarraville to Bendigo 20s. 6d. per ton.
- (B) Sugar from Maffra to Melbourne shall be charged 20s. per ton; to other stations on the Eastern and South-Eastern lines, the ordinary tariff rates shall apply, subject to the rate from Maffra to Melbourne as a maximum for intermediate stations.
- (C) Consignments sent from Maffra to suburban stations shall be subject to clause 1 of the General Instruction governing the application of District Rates, *vide* page 83.

TAR—

Tar consigned to City, Town, Borough, and Shire Councils for the purpose of making roads and footpaths, shall be charged under Class "A" rate and Conditions.

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.

TIMBER, SOFTWOOD—

Softwood timber used for case-making shall be charged the ordinary tariff rates in the first instance, and a rebate to Class "A" rate will be subsequently granted on production of a statutory declaration that the timber, in respect of which the rebate is claimed has been manufactured into cases.

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, shall be charged the Tariff rate in both directions in the first instance, and rebate granted to Class "C" rate on the forward journey, and half Class "C" rate on return on satisfactory proof being furnished of the completion of the journey.

COMMODITY RATES—continued.

WATER SUPPLIED TO DRY DISTRICTS—

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

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

WHEAT, FLOUR, BRAN, POLLARD, SHARPS, BARLEY, AND MALT—

(1) 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, Crowes (subject to "Local" Rates' provisions, see page 80), 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.

(2) The provisions of clause 1 will also apply in every respect to barley and wheat consigned to country malt houses, and reconsigned thence in the shape of malt.

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

SPECIAL WOOL RATES.

Between—	And—	Greasy.		Scoured.	
		Per ton.		Per ton.	
		s.	d.	s.	d.
Goroke	Melbourne	42	0	47	0
"	Kensington	42	0	47	0
"	South Kensington	42	0	47	0
"	Newmarket	42	0	47	0
"	Geelong	39	0	44	0
Gymbowen	Melbourne	42	0	47	0
"	Kensington	42	0	47	0
"	South Kensington	42	0	47	0
"	Newmarket	42	0	47	0
"	Geelong	39	0	44	0
Geelong	Port Melbourne	7	6	7	6
"	Williamstown Pier	7	6	7	6
"	Victoria Dock	7	6	7	6
"	Melbourne	10	0	12	0
"	Victoria Park	10	0	12	0
North Geelong	Melbourne	10	0	12	0
"	Victoria Park	10	0	12	0

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

Wool, greasy or scoured, consigned to Country Woollen Mills shall be charged under Class "C" rate and conditions.

The rate for the carriage of Wool between Albury and Melbourne shall be based on the mileage rate for 190½ miles, the whole of which rate is payable to Victoria. No junction charge is to be made.

On Wool forwarded from Goroke and Gymbowen the amounts computed at the Wool mileage scale for the local line mileage, with "Smalls" minimum, shall be credited to the Goroke line as its proportion of the revenue.

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.
	s.	d.	s.	d.	s.	d.	s.	d.
Wool, Greasy	25	0	28	0	30	0	33	0
Wool, Scoured	30	0	33	0	35	0	38	0

WILLIAMSTOWN AND PORT MELBOURNE LINES.

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

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

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

GEELONG.

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

GREASY WOOL AND SHEEP SKINS TO SCOURING ESTABLISHMENTS.

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

GENERAL.

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

Unless otherwise expressly provided, the mileage rates shall apply.

LIVE STOCK.

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

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

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

The Commissioners' liability is limited as follows, viz.:—For any horse, £50. For any neat cattle, per head, £20. For any sheep, pig, dog, or other small animal, per head, £1.

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

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

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

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

3. The Commissioners will not be bound to receive any live stock for carriage to or from any railway station which is not equipped with platforms, yards, and other suitable facilities for loading and unloading live stock, provided that, at the option of the Commissioners, live stock may be received for carriage to or from such places if the owners accept all risk and undertake the loading and unloading, and sign the special requisition form prescribed on page 142 hereof.

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

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

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

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

7. All live stock must be removed from the railway premises immediately after it is unloaded; or if left will remain at the owner's risk and expense, and may be sent to agistment or livery. The cost of such sending and of such agistment or livery shall be paid by the owner, and such cost must be paid on demand as part of the authorized charges; and such stock, if not removed within seven days, may be sold by auction by order of the Commissioners, and the proceeds applied in payment of all expenses incurred, and the balance thereof handed over to the owner on demand.

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

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

10. Requisitions for the carriage of live stock by rail shall be made on the form prescribed on page 142 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.

RATES FOR THE CARRIAGE OF LIVE STOCK BY GOODS AND MIXED TRAINS—OWNER'S RISK.

FULL TRUCK LOADS.

Sheep in Sheep Trucks, and Cattle and Horses in Cattle Trucks.

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

Terminal, 2s. per truck; minimum, 20s. per truck.

When large cattle trucks are specially ordered and supplied an additional charge of 10 per cent. will be made.

Sheep in Goods or Cattle Trucks.

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

Terminal, 1s. per truck; minimum, 10s. per truck.

In calculating above rates odd pence shall be added to make the even sixpence or shilling. The Commissioners may at their option supply goods or cattle trucks for the carriage of Sheep, and in such cases two goods or cattle trucks will be charged as one sheep truck instead of the goods or cattle truck rate quoted above.

When the whole of a consignment of Sheep cannot be loaded in a sheep truck and a goods or cattle truck is used to complete it, one-half of full sheep truck rate shall be charged for the latter.

PIGS AND YOUNG CALVES.

Pigs and young Calves loaded in cattle or goods trucks, or in one tier of Sheep trucks, shall be charged the same rate as cattle in full truck loads. Terminal, 2s.; minimum, 20s. per truck.

Pigs and young Calves loaded in top and bottom tiers of Sheep trucks shall be charged one-third more than the rate for cattle in full truck loads. Terminal, 2s.; minimum, 26s. per truck.

Mixed consignments of Pigs, Young Calves, and Sheep loaded in top and bottom tiers of Sheep trucks shall be charged one-third more than the rate for cattle in full truck loads; and when loaded in cattle trucks shall be charged the same rate as cattle in full truck loads. Terminal, 2s.; minimum, 26s. per truck.

CONSIGNMENTS IN LESS THAN TRUCK LOADS.

SENT IN GOODS OR CATTLE TRUCKS.

Two-thirds Trucks.

2 Stallions or Bulls under 2 years old	} Shall be charged two-thirds of the rate for cattle in full truck loads. Terminal, 1s.; minimum, 10s. per truck.
3 Head Cattle other than Bulls	
2 Horses other than Stallions	
25 Pigs, Sheep, or Goats	

If more than 25 Calves (under three months old), Pigs, Sheep, or Goats be loaded, One halfpenny per mile additional shall be charged for each animal in excess of 25 if the rate be thereby less than the rate for cattle in full truck loads.

Half Trucks.

2 Head Cattle other than Bulls	} Shall be charged one-half of the rate for cattle in full truck loads. Terminal, 1s.; minimum, 7s. 6d. per truck.
15 Pigs, Sheep, or Goats	
15 Calves, under 3 months old	

If more than 15 and less than 25 Calves (under 3 months old), Pigs, Sheep, or Goats be loaded, One halfpenny per mile additional shall be charged for each animal in excess of 15 if the rate be thereby less than two-thirds of the rate for cattle in full truck loads.

Note.—The charge for Sheep, however, is not to exceed the mileage rate for goods and cattle truck rate for Sheep only.

One calf not over three months old at foot of each cow, free.

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

CONSIGNMENTS OF LIVE STOCK IN LESS THAN TRUCK LOADS.

For small consignments of Live Stock the minimums of 7s. 6d. for half truck and 10s. for two-thirds truck apply to distances up to 18 miles, and for distances 19 to 24 miles inclusive the charges are as follow :—

Miles.	Half truck rate.	Two-thirds truck rate.
19 ...	7s. 10d.	10s. 1d.
20 ...	8s. 2d.	10s. 6d.
21 ...	8s. 6d.	11s. 0d.
22 ...	8s. 11d.	11s. 6d.
23 ...	9s. 3d.	12s. 0d.
24 ...	9s. 7d.	12s. 6d.

25 miles and over, half and two-thirds of full truck rates.

Terminal charges are included in each case in the minimums shown above.

Single Animals in Trucks.

One Horse, Half the rate for cattle in full truck loads. Minimum, 7s. 6d. Foal not over six months old at mare's foot, free.

One Stallion or Bull, two years and over, 7d. per mile. Minimum, 12s. 6d. The rate for cattle in full truck loads must not be exceeded.

One Stallion or Bull, under two years old, half the rate for cattle in full truck loads. Minimum, 7s. 6d.

One Head of Cattle, Pig, Sheep, Calf, or Goat in truck, 3d. per mile. Minimum 7s. 6d. Calf not over three months old at cow's foot, free.

No terminal charge will be made for Single Animals.

In Horse Boxes.

Animals carried by Goods Trains in Horse Boxes will be charged the same rates as by passenger trains.

Small Animals in Crates or Cases.

Pigs, Sheep, Calves, Goats, or Dogs, in crates or cases, not exceeding 4 cwt. per crate or case in vans of Goods trains shall be charged Class "2" goods mileage rate, but the minimum charge shall be as for 2½ cwt. per crate or case, subject to the Tariff for "Smalls." Any case or crate weighing over 4 cwt. shall be charged under Class "2" plus 50 %.

One Pig, Sheep, Goat, Calf, Monkey, Kangaroo, or Bear, in crate or case, in van of Goods train, and not exceeding 200 lbs. gross weight, shall be charged ½d. per mile. Minimum, 1s. If the gross weight exceed 200 lbs., and does not exceed 4 cwt., the consignment shall be charged Class "2" goods mileage rate, but the minimum charge shall be as for 2½ cwt. per crate or case, subject to the Tariff for "Smalls."

The charge for **Goats in crates** sent per vans of Goods trains must not exceed Passenger train rate.

Wallabies, Wombats, and Live Hares, in crates or boxes, shall be charged Class "2" goods mileage rates, subject to the Tariff for "Smalls."

Note.—The Mileage Rates shall be charged for Live Stock in all cases.

Hunters' Horses, O. R.

(a) Hunters' Horses carried by Goods or Mixed trains in cattle trucks at the ordinary rates will be returned free at the convenience of the Commissioners on production of a certificate from the Master of the Hunt at any time within the Hunting Season (which extends from May to the end of September), showing that the horses took part in Hunting.

(b) Hunters' Horses by Passenger trains will be carried in Horse Boxes at 6d. per mile for each horse on the forward journey, minimum 10s. each horse, or at the convenience of the Commissioners, they may be carried by Passenger trains in Cattle trucks at Goods train rates.

In both cases they may be returned free as shown in Clause (a).
(Racehorse Consignment Note, Form PL. 11, must be used and altered to suit requirements.)

Police Horses to and from Public Demonstrations, O. R.

Police Horses carried by rail for the purpose of being used in connexion with public demonstrations will be charged half rates each way on production of a certificate from the Police Department showing that the horses are travelling to or returning from the demonstration.

(Racehorse Consignment Note, PL. 11, must be used and altered to suit requirements.)

Polo Ponies, O. R.

(a) Ponies, used in Polo Matches, forwarded by Goods or Mixed trains at the ordinary rates will be returned free at the convenience of the Commissioners on production of a certificate from the Secretary of the Polo Club showing that the Ponies took part in the Match.

(b) Polo Ponies may be forwarded in Horse Boxes (when such are available) by Passenger trains at the convenience of the Commissioners, and when so forwarded they are to be charged for as if loaded in Cattle trucks by Goods trains, (1 "F," or each three-stalls in "FF" or "FFF" boxes to be regarded as equivalent to one full Cattle truck), or the Ponies may, at the convenience of the Commissioners, be carried in Cattle trucks by Passenger trains at Goods train rates. The minimum charge to be:—

One Pony	...	...	...	...	...	...	...	10s.
Two Ponies	...	...	...	...	...	...	...	15s.
Three Ponies	...	...	...	...	...	...	...	20s.

In each case the Ponies may be returned free as shown in Clause (a).

(Racehorse Consignment Note, Form PL. 11, must be used and altered to suit requirements.)

Horses to and from Military Parades O. R.

Horses to and from Military Parades will be charged half rates each way on production of a certificate from the Commanding Officer showing that the horses are travelling to or returning from Parade.

RATES FOR LIVE STOCK OTHER THAN ORDINARY RATES, O.R.

1. During the busy Season, Sheep for market for which trucks cannot be supplied on a Monday may, at the option of the Commissioners, be carried on a Tuesday, Wednesday, Thursday, or Friday—at "Off-day" rates. Full terminal.

When "Off-day" rates are in operation they will apply to Sheep for freezing intended for shipment, also Sheep sent for boiling-down purposes.

2. Austral Meat Siding, Newport.—Sheep consigned to the Austral Meat Siding, Newport, from the Northern and North-Eastern districts shall be charged for the actual mileage *via* Melbourne.

3. 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.

4. 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.

5. Eureka.—(See page 91.)

6. Alexandra.—Live stock forwarded to or from Alexandra shall be charged the mileage rates, plus 4s. per truck.

7. 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.

8. 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.

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

10. 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.

11. 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.

12. Sheep and Lambs for Export.—Sheep and lambs, consigned direct to recognised exporters of frozen meat, shall, subject to the production of satisfactory proof of export, be carried on all days except Mondays at the "Off-day" rates prescribed for sheep in sheep trucks.

13. 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 and Unloading Live Stock at more than one station.**—When arrangements are made for the loading or unloading of any truck of Live Stock to be distributed over more than one station the waybill must be prepared at the starting point, and the rate for a full truck load charged for the total distance from the starting station to the final destination station, with an additional charge of 2s. for each occasion on which Stock is booked to be picked up or set down at intermediate points. No debit will be raised at intermediate stations, but the latter will require to endorse on the waybill the number of animals loaded or unloaded at each place.

16. **Rates for Stock to Agricultural Shows** (see pages 18 and 19).

17. **Rates for Stock for Settlers on Crown Lands, &c.** (see page 102).

JUNCTION CHARGES FOR LIVE STOCK BETWEEN ALBURY AND WODONGA.

	£	s.	d.
In Live Stock trucks, per truck	0	3	0
In New South Wales "bogie" trucks, per truck	0	6	0
In New South Wales "D" trucks, per truck	0	2	0

The State which performs the haulage shall be allotted 2s., 4s., and 1s. 4d. respectively of the foregoing charges.

HIRE OF STOCK-YARDS.

Sales of Live Stock may at the option of the Commissioners be conducted in Railway 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* Drivers 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 P159 to be filled in, Goods Train Guarantee Form not required.
- Owner or Drover in charge of less than one full truck will be allowed the privilege of travelling in van of Goods train at second-class fare; Goods Train Guarantee Form to be signed.

In all cases Owners or Drivers who obtain above concessions must travel by the same train as the stock under their care, otherwise they will require to pay ordinary fares.

LIVE STOCK RATES PER PASSENGER TRAINS.

See Passenger Fares Book.

MILEAGE RATES PER TRUCK FOR LIVE STOCK
CARRIED BY GOODS OR MIXED TRAINS—OWNER'S RISK.

These rates include the Terminal charge.

"Off-day" and "Store" rates must not be charged without special authority from the General Passenger and Freight Agent.

Miles.	Full Rate. Sheep in Sheep Trucks, Cattle and Horses in Cattle Trucks.	Off-day Rate for Sheep in Sheep Trucks.	Store Rate. Sheep and Cattle Trucks.	Goods and Cattle Truck Rate for Sheep only.	Miles.	Full Rate. Sheep in Sheep Trucks, Cattle and Horses in Cattle Trucks.	Off-day Rate for Sheep in Sheep Trucks.	Store Rate Sheep and Cattle Trucks.	Goods and Cattle Truck Rate for Sheep only.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.
1	1 0 0	0 18 2	0 15 6	0 10 0	50	1 18 0	1 14 5	1 9 0	1 5 0
2	1 0 0	0 18 2	0 15 6	0 10 0	51	1 18 6	1 14 10	1 9 4	1 5 6
3	1 0 0	0 18 2	0 15 6	0 10 0	52	1 19 6	1 15 0	1 10 1	1 6 0
4	1 0 0	0 18 2	0 15 6	0 10 0	53	2 0 0	1 16 2	1 10 6	1 6 6
5	1 0 0	0 18 2	0 15 6	0 10 0	54	2 0 6	1 16 8	1 10 10	1 7 0
6	1 0 0	0 18 2	0 15 6	0 10 0	55	2 1 6	1 17 7	1 11 7	1 7 6
7	1 0 0	0 18 2	0 15 6	0 10 0	56	2 2 0	1 18 0	1 12 0	1 8 0
8	1 0 0	0 18 2	0 15 6	0 10 0	57	2 3 0	1 18 11	1 12 9	1 8 6
9	1 0 0	0 18 2	0 15 6	0 10 0	58	2 3 6	1 19 4	1 13 1	1 9 0
					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 0
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.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.
100	3 13 6	3 6 4	2 15 7	2 8 6	160	4 11 0	4 2 1	3 8 9	3 4 6
101	3 14 0	3 6 10	2 16 0	2 9 0	161	4 11 6	4 2 7	3 9 1	3 5 0
102	3 14 6	3 7 3	2 16 4	2 9 6	162	4 12 0	4 3 0	3 9 6	3 5 6
103	3 14 6	3 7 3	2 16 4	2 9 6	163	4 12 6	4 3 5	3 9 10	3 5 6
104	3 15 0	3 7 8	2 16 9	2 10 0	164	4 13 0	4 3 11	3 10 3	3 6 0
105	3 15 0	3 7 8	2 16 9	2 10 0	165	4 13 6	4 4 4	3 10 7	3 6 6
106	3 15 6	3 8 2	2 17 1	2 10 6	166	4 14 0	4 4 10	3 11 0	3 7 0
107	3 15 6	3 8 2	2 17 1	2 10 6	167	4 15 0	4 5 8	3 11 9	3 7 6
108	3 16 0	3 8 7	2 17 6	2 11 0	168	4 15 6	4 6 2	3 12 1	3 7 6
109	3 16 0	3 8 7	2 17 6	2 11 0	169	4 16 0	4 6 7	3 12 6	3 8 0
110	3 16 6	3 9 1	2 17 10	2 11 6	170	4 16 6	4 7 1	3 12 10	3 8 6
111	3 16 6	3 9 1	2 17 10	2 11 6	171	4 17 0	4 7 6	3 13 3	3 9 0
112	3 17 0	3 9 6	2 18 3	2 12 0	172	4 17 6	4 7 11	3 13 7	3 9 6
113	3 17 0	3 9 6	2 18 3	2 12 0	173	4 18 0	4 8 5	3 14 0	3 9 6
114	3 17 6	3 9 11	2 18 7	2 12 6	174	4 18 6	4 8 10	3 14 4	3 10 0
115	3 17 6	3 9 11	2 18 7	2 12 6	175	4 19 0	4 9 4	3 14 9	3 10 6
116	3 18 0	3 10 5	2 19 0	2 13 0	176	5 0 0	4 10 2	3 15 6	3 11 0
117	3 18 0	3 10 5	2 19 0	2 13 0	177	5 0 6	4 10 8	3 15 10	3 11 6
118	3 18 0	3 10 5	2 19 0	2 13 0	178	5 1 0	4 11 1	3 16 3	3 11 6
119	3 18 6	3 10 10	2 19 4	2 13 6	179	5 1 6	4 11 7	3 16 7	3 12 0
120	3 18 6	3 10 10	2 19 4	2 13 6	180	5 2 0	4 12 0	3 17 0	3 12 6
121	3 19 0	3 11 4	2 19 9	2 14 0	181	5 2 6	4 12 5	3 17 4	3 13 0
122	3 19 0	3 11 4	2 19 9	2 14 0	182	5 3 0	4 12 11	3 17 9	3 13 6
123	3 19 6	3 11 9	3 0 1	2 14 6	183	5 3 6	4 13 4	3 18 1	3 13 6
124	3 19 6	3 11 9	3 0 1	2 14 6	184	5 4 0	4 13 10	3 18 6	3 14 0
125	4 0 0	3 12 2	3 0 6	2 15 0	185	5 4 6	4 14 3	3 18 10	3 14 6
126	4 0 0	3 12 2	3 0 6	2 15 0	186	5 5 6	4 15 2	3 19 7	3 15 0
127	4 0 6	3 12 8	3 0 10	2 15 6	187	5 6 0	4 15 7	4 0 0	3 15 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 18 0	197	5 11 6	5 0 7	4 4 1	3 19 0
138	4 3 0	3 14 11	3 2 9	2 18 0	198	5 12 0	5 1 0	4 4 6	3 19 6
139	4 3 0	3 14 11	3 2 9	2 18 0	199	5 12 6	5 1 5	4 4 10	4 0 0
140	4 3 6	3 15 4	3 3 1	2 18 6	200	5 13 0	5 1 11	4 5 3	4 0 6
141	4 3 6	3 15 4	3 3 1	2 18 6	201	5 13 6	5 2 4	4 5 7	4 1 0
142	4 4 0	3 15 10	3 3 6	2 19 0	202	5 14 0	5 2 10	4 6 0	4 1 0
143	4 4 0	3 15 10	3 3 6	2 19 0	203	5 14 6	5 3 3	4 6 4	4 1 6
144	4 4 6	3 16 3	3 3 10	2 19 6	204	5 15 6	5 4 2	4 7 1	4 2 0
145	4 4 6	3 16 3	3 3 10	2 19 6	205	5 16 0	5 4 7	4 7 6	4 2 6
146	4 5 0	3 16 8	3 4 3	3 0 0	206	5 16 6	5 5 1	4 7 10	4 3 0
147	4 5 0	3 16 8	3 4 3	3 0 0	207	5 17 0	5 5 6	4 8 3	4 3 0
148	4 5 6	3 17 2	3 4 7	3 0 6	208	5 17 6	5 5 11	4 8 7	4 3 6
149	4 5 6	3 17 2	3 4 7	3 0 6	209	5 18 0	5 6 5	4 9 0	4 4 0
150	4 6 0	3 17 7	3 5 0	3 1 0	210	5 18 6	5 6 10	4 9 4	4 4 6
151	4 6 0	3 17 7	3 5 0	3 1 0	211	5 19 0	5 7 4	4 9 9	4 4 6
152	4 6 6	3 18 1	3 5 4	3 1 6	212	5 19 6	5 7 9	4 10 1	4 5 0
153	4 7 0	3 18 6	3 5 9	3 2 0	213	6 0 6	5 8 8	4 10 10	4 5 6
154	4 7 6	3 18 11	3 6 1	3 2 0	214	6 1 0	5 9 1	4 11 3	4 6 0
155	4 8 0	3 19 5	3 6 6	3 2 6	215	6 1 6	5 9 7	4 11 7	4 6 6
156	4 8 6	3 19 10	3 6 10	3 3 0	216	6 2 0	5 10 0	4 12 0	4 6 6
157	4 9 0	4 0 4	3 7 3	3 3 6	217	6 2 6	5 10 5	4 12 4	4 7 0
158	4 10 0	4 1 2	3 8 0	3 4 0	218	6 3 0	5 10 11	4 12 9	4 7 6
159	4 10 6	4 1 8	3 8 4	3 4 0	219	6 3 6	5 11 4	4 13 1	4 8 0

LIVE STOCK MILEAGE RATES—continued.

Miles.	Full Rate, Sheep in Sheep Trucks, Cattle and Horses in Cattle Trucks.			Off-day Rate for Sheep in 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	0
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	6
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	0	315	8	17	0	7	19	6	6	13	3	6	6	0
256	7	4	0	6	9	10	5	8	6	5	2	6	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	0	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	0	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	0	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	0	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	0	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	0	1	6
397	11	2	0	10	0	0	8	7	0	7	18	6	457	12	15	6	11	10	2	9	12	2	9	2	0
398	11	3	0	10	0	11	8	7	9	7	18	6	458	12	16	0	11	10	8	9	12	6	9	2	6
399	11	3	6	10	1	4	8	8	1	7	19	0	459	12	16	6	11	11	1	9	12	11	9	3	0

CHARGES FOR THE CARRIAGE OF GOODS TO AND FROM THE PORT MELBOURNE AND WILLIAMSTOWN PIERS.

INWARDS CARGOES.

TO MELBOURNE FROM PORT MELBOURNE OR WILLIAMSTOWN PIERS—

General cargo, n.o.s.	...	3 0	per ton.
Coin and Bullion	...	Same as Outwards.	
Jewellery and Silver-plate	...	2 6	per case.
Britannia Metal	3s. per ton of 40 cubic feet,		
Electro-plate	minimum 2s. 6d. per case,		
Mixed Metal	case, or package when the		
Plated Goods	value is £5 and upwards.		
Opium	...	2 6	per pkg.
Vehicles, two-wheeled	...	7 6	each.
" four-wheeled	...	10 0	"

Goods in Class AP shall be carried at the rates and conditions applicable to that class.

TO GEELONG FROM PORT MELBOURNE OR WILLIAMSTOWN PIERS—

General cargo, n.o.s.	...	7 6	per ton.
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FROM MELBOURNE TO PORT MELBOURNE OR WILLIAMSTOWN PIERS—

General cargo, n.o.s.	...	3 0	per ton.
Basils and Skins pressed, not exceeding 4 cwt.	...	0 6	per bale.
Basils and Skins pressed, over 4 and not exceeding 8 cwt.	...	1 0	"
Basils and Skins unpressed or exceeding 8 cwt.	...	1 6	"
Coin and Bullion in charge of owners and at their risk—			
Copper Coin	...	1 3	per £25 sterling.
Gold Coin	...	1 3	per £1,000 sterling.
" Bullion	...	2 6	per 1,000 ozs sterling.
Silver, Coin	...	2 6	per £1,000 sterling.
" Bullion	...	2 6	per 1,000 ozs.
Drums returned empty	...	0 1	each.
Feathers, n.o.s.	...	1 3	per bale.
" dumped, not exceeding 2 cwt.	...	0 6	"
" undumped	...	1 0	"
Hemp, in bales not exceeding 4 cwt.	...	1 0	per bale.
Hemp, in bales over 4 cwt. and not exceeding 8 cwt.	...	1 6	"
Hogsheads or Barrels, empty	...	0 3	each.
Leather, in bales not exceeding 8 cwt.	...	1 3	per bale.
Leather, in bales over 8 and not exceeding 12 cwt.	...	1 9	"
Meat, Frozen (see page 103).	...		
Rags, in bales not exceeding 4 cwt.	...	0 9	"
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	

(Note.—See also pages 103, 106, and 110 for rates for meat, skins and leather, and wool.)

TO GRAHAM-STREET SIDING FROM PORT MELBOURNE PIER—

General cargo, n.o.s.	...	2 6	per ton.
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TO WILLIAMSTOWN SIDINGS OR SHEDS FROM WILLIAMSTOWN TOWN PIER—

Coal	...	1 0	"
Artificial manures	...	1 0	"

TO OTHER STATIONS FROM PORT MELBOURNE OR WILLIAMSTOWN PIERS—
The Tariff Rates and conditions shall be applicable subject to the rates from the piers to Melbourne as a minimum.

OUTWARDS CARGOES.

Goods in Class AP from Melbourne to Port Melbourne or Williamstown Piers shall be carried at the rates and conditions applicable to that class.

FROM PORT MELBOURNE OR WILLIAMSTOWN SIDINGS AND SHEDS TO THE PIERS AT PORT MELBOURNE AND WILLIAMSTOWN RESPECTIVELY—

General cargo, n.o.s.	...	2 6	per ton.
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FROM GRAHAM-STREET OR BRIDGE-STREET SIDINGS TO PORT MELBOURNE PIER—

Coal, n.o.s., including weighing, owners to load and unload	...	2 0	"
Coal, for steamers <i>Hycia</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.	...	7 6	"
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FROM OTHER STATIONS TO PORT MELBOURNE OR WILLIAMSTOWN PIERS—
The Tariff rates and conditions shall be applicable subject to the rates from Melbourne to the Piers as a minimum

GENERAL.

1. The Minimum Charges which shall be imposed in respect of the traffic to and from the Pier 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 103.

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 and old rubber	10	cwt. to the ton.
Infusorial Earth	10	cwt. to the ton.
Leather Waste	10	cwt. to the ton if cheaper than 40 feet to the ton.
Rattans	10	cwt. to the ton.
Slates	13½	cwt. to the ton.
Sugar Pockets, empty (Loose)	750	to the ton.
Tiles, roofing	13½	cwt. to the ton.
Timber, softwood	40	cubic feet to the ton.
„ hardwood... ..	30	cubic feet to the ton.

HAULAGE OF GRAIN, FODDER AND ARTIFICIAL MANURES AT WILLIAMSTOWN PIER.

(a) Agricultural produce discharged into the sheds and then manufactured, pressed, or repacked shall be charged 6d. per ton, minimum 3s. per truck for haulage from the sheds to the piers.

(b) Except as provided in clause (a) all agricultural produce discharged into sheds or transferred from one pier to another pier will be hauled from the sheds to the piers, or from one pier to another pier, without charge.

(c) Agricultural produce rejected at the ship's side shall be charged 6d. per ton, minimum 3s. per truck for haulage from the piers to the shed.

(d) Agricultural produce hauled from one shed to another shed shall be charged 6d. per ton, minimum 3s. per truck.

(e) Artificial manures hauled from the piers to local sheds shall be charged 1s. per ton.

HAULAGE OF TIMBER, WILLIAMSTOWN PIER.

Timber for lining vessels or dunnage purposes forwarded from the local sidings at Williamstown Pier to ship's side shall be charged 1s. per ton, minimum 6 tons per four-wheeled truck. Timber (old sleepers) forwarded from one grain site or shed to another grain site or shed at Williamstown Pier shall be charged 6d. per ton, minimum 3s. per four-wheeled truck.

Haulage of grain and fruit at Port Melbourne Pier, grain and fruit from the pier to the old Dumping Shed, or *vice versa*, shall be charged 6d. per ton. If the grain or fruit be loaded or unloaded by the Department, an additional charge of 6d. per ton shall be made for each service.

ARTIFICIAL MANURES.

Artificial manures forwarded from Williamstown Pier or Port Melbourne Pier shall be charged the tariff rates subject to a minimum charge of 1s. per ton.

STORAGE AT MELBOURNE.

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

Shed and Yard Storage.—After seven 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.—Twopence per ton per week or part thereof. Minimum charge, 1s.
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	
Single package	4d.		3s. per ton.
Two or more packages for same person	3d. each pkg.		

GENERAL BY-LAWS FOR RAILWAY PIERS.

(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.

No vessel to be moored without authority.

(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 take on board ballast or cargo to steady such vessels.

(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.

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

(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.

Discharging and loading to be proceeded with by day and night if required.

To be discharged or loaded at expense of agent or master.

(5.) 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.

Pier not to be used for removal of ballast without authority.

(6.) 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.

Weighing and sampling.

(7.) 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.

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

(8.) 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.

Tolls on goods and live stock taken along the piers to or from vessels at piers.

(9.) 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 and Agricultural Machines..	..	2s. 6d. each.
Bricks .. .. .	..	2s. per ton.
Furniture .. .. .	..	2s. per ton.
Timber (Murray Pine) .. .. .	..	2s. per ton.
Goods not otherwise specified, per ton of 40 cubic feet or 20 cwt. ..	..	1s. per ton, min. 3d.
Pianos .. .. .	..	1s. each.
Bicycles, tricycles, and perambulators .. .. .	..	3d. each.
Packages not exceeding 56 lbs. weight .. .. .	..	2d. each.

Power to remove vessel.

(10.) 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.

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

(11.) 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.

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 PRIVATE SIDINGS.

For special charges in respect of Sidings shown in italics, see pages 143 to 174.

Name of Siding.	Supervising Station.	Mileage of Sidings from Melbourne.	Siding Open for—
Adams	Alphington ..	6½	Stone
Albion Stone	Sunshine ..	8½	Stone
<i>Altona Bay Railway</i>	Newport ..	8½	Brown coal
Anderson	Bacchus Marsh ..	31½	Flour mill
Angliss, W. C. & Co.	Bell ..	7½	Bricks
<i>Angliss & Co.</i>	Footscray ..	3	Abattoirs
Angliss & Co.	Newport ..	8½	Stone
Australian Brick and Tesselated Tile Co. ..	Mitcham ..	14½	Brick and Tile works
Australian Forge and Engineering Co. (Gray Bros.)	Williamstown ..	9½	Iron works
<i>Australian Mercantile Land and Finance Co.</i>	South Kensington	2½	Wool, Grain, &c.
Australian Kieselguhr Pty. Ltd. (Douglas)	Talbot ..	107½	Clay storage
<i>Ballarat Firewood and Timber Co.</i>	Ballarat ..	74½	Chaff mill, Firewood, &c.
Battersea	Seaford ..	24½	Sand
Baxter and Coghlan	Whittlesea ..	27	Timber
<i>Bendigo Brick and Tile Co.</i>	Bendigo ..	102½	Bricks and Tiles
Bendigo Gas Co.	Bendigo ..	102½	Coal traffic
Bendigo Pottery Co. (G. D. Guthrie and Co.)	Bendigo ..	105½	Pottery
Berry	Springhurst ..	160	Firewood
Black	Lilydale ..	26	Stone
Black & Co.	St. Albans ..	..	Stone
Black Diamond Co. (Hudson)	Korumburra ..	72	Coal
<i>Borthwick and Son</i>	Newport ..	8½	Freezing works
<i>Breakwater Pier</i>	Warrnambool ..	166	Shipping
Breen and Rodgers	Kyabram ..	124	Grain shed
Brophy, Foley and Co.	Bungaree ..	64	Storage
Brunton, T. and Co.	Arden-street ..	1	Flour mill
Burrows Pty. Ltd.	Barnawartha ..	174	Grain
Bywater	Knowsley ..	83	Firewood
Cselli	Nagambie ..	78½	Saw mill
Cave Hill (D. Mitchell)	Lilydale ..	24	Lime
Cheetham's Salt Pty. Ltd.	South Geelong ..	48½	Salt, &c.
Coal Creek Pty.	Korumburra ..	70½	Coal
Coal Creek Pty.	Korumburra ..	70½	Coal
Commonwealth Quarries Pty.	Sunshine ..	8½	Stone
<i>Co-operative Colliery Co.</i>	Anderson ..	77½	Coal
Cornwall, A.	South Brunswick	4½	Pottery
<i>Cowley</i>	Ballarat East ..	74½	Foundry
Cuming Smith (Brittania)	Yarra Junction ..	44	Timber
Curdie's River Lime Co.	Cobden ..	146½	Lime
<i>Dalgety and Co.</i>	Newmarket ..	2½	Wool and Grain
<i>Denny, Lascelles Ltd.</i>	Geelong ..	45	Wool, Grain, &c.
<i>Dennit</i>	Beech Forest ..	122½	Timber
Diffey and Son (Richardson)	Donald ..	182½	Flour mill
Dixon Bros. (Blowhard)	(T.S.M.) Waubra	85	Chaff
Ebeling	West Footscray ..	4½	Stone
<i>Electric Supply Co.</i>	Bendigo ..	101½	Firewood
<i>Evans Bros. (Platina)</i>	Walhalla ..	103½	Stone, Lime, &c.
<i>Federal Manure Siding</i>	Sunshine ..	10	Explosives and Manures
Forestry Department	Newport ..	6½	Timber seasoning
Forsyth's	Carrum ..	22½	Sand
<i>Fruit Growers'</i>	Bendigo ..	100½	Fruit
Futcher's	Stratford ..	148½	Chaff mill
<i>Geelong Freezing Works (W. R. Fletcher Ltd.)</i>	Geelong ..	..	Abattoirs
<i>Geelong Gas Co.</i>	Geelong ..	43½	Coal
<i>Geelong Grammar School</i>	Lara ..	39½	Building material
<i>Geelong Harbor Trust</i>	North Geelong ..	..	Freezing works
Gibbs, Bell and Co.	Mitcham ..	14	Fruit store
<i>Gillespie</i>	Burnley ..	3½	Flour mill

LIST OF PRIVATE SIDINGS—continued.

Name of Siding.	Supervising Station.	Mileage of Siding from Melbourne.	Siding Open for—
<i>Gippsland Co-operative Bacon Curing Co.</i>	Dandenong ..	19½	Bacon curing
<i>Gippsland and Northern Selling Co.</i>	Dandenong ..	19½	Butter factory
Glen ..	Kyneton ..	56½	Chaff
Glen Iris Brick and Tile Co. (Thornbury)	Northcote ..	6½	Bricks and Tiles
Greenfields ..	Dunnstown ..	67½	Chaff
Hall Bros. ..	Goorambat ..	131½	Flour mill
<i>Hamilton (Boys)</i> ..	Leongatha(T.S.M)	98½	Timber
Hammond ..	Hammond ..	96½	Firewood
Hanson (Caelis) ..	Benalla ..	119½	Firewood
Hasell ..	Newport ..	7½	Store
Hays (Albion Quarrying Co.) ..	Newport ..	9	Stone
Head and Green ..	Benalla ..	131½	Firewood
Hofman and Co. ..	South Brunswick	4½	Bricks
Holden ..	Wallace ..	61	Chaff
Holden and Nielson ..	Warragul ..	62½	Butter
Horsham Borough ..	Horsham ..	203½	Stone
<i>Huddart, Parker Ltd.</i> ..	Geelong ..	45	Coal yard
<i>Ingham (V. Deane)</i> ..	Knowsley ..	86½	Firewood
<i>Irymple Packing Co.</i> ..	Irymple ..	347½	Fruit
Jefferson ..	Bunyip ..	47½	Wood and Bricks
Jumbunna Coal Co. ..	Jumbunna ..	75½	Coal
Karkaroc Shire (Goyura) ..	Hopetoun ..	249	Limestone and Gravel
Kelvin ..	Seaford ..	24½	Sand
Kickham and Co. ..	Echuca ..	145½	Flour mill
Kilcunda Coal Mining Co. ..	Kilcunda ..	78½	Coal
Kimpton and Son ..	Kensington ..	2½	Flour mill
Kinoaid ..	Beech Forrest (G. in C.)	130½	Timber
<i>Knott, G. W.</i> ..	Walhalla ..	..	Timber
Kynoch Ltd. ..	West Footscray ..	4½	Explosives
Lamrock (Deane and Runge) ..	Shepparton ..	124½	Stone
Langi Logan South Gold Mines Coy.	Maroons ..	139	Gold Mine
<i>Lansell's Bendigo Hardware Co.</i>	Bendigo ..	100½	Timber
Lennon, H. ..	Spotswood ..	5½	Implements
<i>Lynchi Galvanized Iron Co.</i> ..	Melbourne ..	..	Iron stores
Malcolm and Co. ..	St. Arnaud ..	158½	Flour mill
Maffra Beet Sugar ..	Maffra ..	132½	Sugar beet
Maryborough Gas Co. ..	Maryborough ..	112½	Gas works
Melbourne City Council ..	Melbourne ..	..	City market
<i>Melbourne City Council</i> ..	South Kensington	2½	Abattoirs
Melbourne Glass Bottle Works ..	Spotswood ..	5½	Glass works
Melville (J. Connelly) ..	Moreland ..	..	Grain stores
Metropolitan Board of Works ..	Spotswood ..	5½	Coal
<i>Minife and Co.</i> ..	South Kensington	2½	Flour mill
<i>Mildura Co-operative Fruit Growers Association</i> ..	Irymple ..	347½	Fruit
Mills, J. ..	Allendale ..	90½	..
<i>Milo Bacon Curing Co.</i> ..	Echuca ..	146½	Bacon
<i>Mitchell's</i> ..	Anderson ..	78½	Coal
<i>Mont Park Asylum</i> ..	Heidelberg ..	12½	Building material, &c.
Morrish Bros. ..	Kingston ..	92½	Chaff mill
Munro (Willis Bros.) ..	Newport ..	9½	Stone
<i>Murray River Sawmilling Co.</i> ..	Echuca ..	145½	Saw mill
McColl, J. R. ..	Morwell ..	91½	Timber
<i>McDougall (Australian Paper Mills Co.)</i>	Broadford ..	48	Paper mill
<i>McGennan, P. J.</i> ..	Warrnambool ..	166½	Butter boxes
<i>McIvor</i> ..	Tooborac ..	63½	Firewood
McKay, H. V. ..	Sunshine ..	7½	Machinery
McKenzie and Holland ..	Newport ..	7½	Interlocking works
McLennan and Co. ..	Mooroopna ..	110	Grain store
McNamara and Co. ..	Yarrawonga ..	161½	Flour mill
Nash ..	Lethbridge ..	62½	Stone

LIST OF PRIVATE SIDINGS—continued.

Name of Siding.	Supervising Station.	Mileage of Siding from Melbourne.	Siding Open for—
Naval Depot	Crib Point	45½	Naval works
New Langi Logan	Ararat	137½	Gold mine
Naval Ordinance Store	Williamstown	9½	Store
Nestle and Anglo-Swiss Condensed Milk Co. (Dennington)	Warrnambool	169	Condensed milk
New Portland Pier	Portland	251½	Shipping
New Zealand Loan	South Kensington	2½	Wool, Grain, &c.
New Zealand Loan (Minifie)	Maryborough	112	Flour mill
Nicholas	Echuca	146½	Timber
Nobelius	Gembrook T.S.M.	33½	Nursery
Northcote Brick Co.	Northcote	6	Brick works
Noske	Horsham	203½	Flour mill
Noske	Natimuk	218½	Flour mill
Noske	Nhill	248½	Flour mill
O'Day	Bungaree	63½	Produce
Old Portland Pier	Portland	251½	Shipping
Oriental Timber Corporation	North Geelong	42½	Timber, &c.
Outtrim Howitt Co. (2)	Outtrim	75½	Coal
Parkinson	Victoria Park	3½	Flour mill
Pearce Bros.	Bacchus Marsh	32	Chaff
Pearce, W. (Woori Yallock)	Wandin	38½	Timber
Pender	Moreland	5½	Nail works
Permewan, Wright and Co.	Horsham	203½	General goods
Pettit Bros.	Ferguson	111	Timber
Port Phillip Sea Pilots	Queenscliff	67½	Coal for Pilot boats
Portland Freezing Co.	Portland	249½	Abattoirs
Powlett North Woolamai	Dalyston	85	Coal
Prahran City Council	Newport	9½	Stone
Prosser	Newport	9½	Bacon curing
Reid Bros. (H. S. K. Ward)	Waubra T.S.M.	98½	Chaff
Richardson	Nathalia	148	Flour mill
Robertson, E. C. and Co.	Werribee	19	Chaff
Robinson and Co.	Spotswood	5½	Machinery
Rubicon Tramway Co.	Alexandra	102	Timber
Rumpf Bros. and Ebeling	Leongatha	80½	Stone
Russell (Willis Bros.)	Newport	8	Stone
Selkirk	Ballarat	75	Bricks
Sellick and Co.	Numurkah	134	Flour mill
Shell Transport and T. Co.	Williamstown	9½	Oil depot
Shell Transport and T. Co.	Bendigo	101½	Oil depot
Sheehan Bros. (Richardson)	Birchip	215	Flour mill
Sloane	Bridgewater	126½	Grain
Smith, W.	Stalker	134	Timber
Southern Cross	Cobden	146½	Lime
Stawell Pressed Brick	Stawell	150½	Brick works
Stewart and Co.	Newlyn	90½	Chaff
Stone and Siddeley	South Geelong	49½	Lime
Taylor	Footscray	3½	Granite works
Thomas	Beulah	239	Flour mill
Thomas	Minyip	198½	Flour mill
Thomas	Murtoa	185½	Flour mill
Thomas	Newport	7	Flour mill
Thomas	Rainbow	266½	Flour mill
Thomas	Warracknabeal	216½	Flour mill
Thompson and Co.	Castlemaine	78½	Machinery
Tomlins, Simmie, and Co.	Bendigo	101½	Flour Mill
Trafalgar Butter Co.	Trafalgar	75	Butter factory
Trawalla and Waterloo	Trawalla	97½	Timber and Ballast
Victoria Ammonia Co.	Spotswood	5½	Chemical Works
Victorian Butter Factories Co.	Melbourne .. .. .	..	Dairy Produce
Victorian Powell Wood Process Coy.	Yarra Junction	43½	Timber
Victorian Stevedoring Co.	Melbourne .. .. .	..	Storage

LIST OF PRIVATE SIDINGS—continued.

Name of Siding.	Supervising Station.	Mileage of Siding from Melbourne.	Siding Open for—
Ward, H. S. K. (2) (Barrie)	Melton	23½	Chaff
Ward, H. S. K. (Barrie)	Rockbank	18½	Chaff
Wardle and Son	Ballarat	74½	Timber
Warrenhoip Distillery	Dunnstown	67½	Distillery
Warrnambool Woolen Mills	Warrnambool	166½	Coal, Wool, &c.
Water and Kerang Flour Mills	Bridgewater	126½	Flour mill
Water and Kerang Flour Mills	Kerang	180½	Flour mill
Wedge's	Frankston	26	Sand
Western District Factories Co-op. Co. Ltd. . . .	Warrnambool	166½	Butter-box factory
Wilson	Berwick	27½	Stone
Wimmera Flour Milling Co.	Rupanyup	185	Flour mill and Grain
Wimmera Flour Milling Co.	Stawell	150½	Flour mill
Wimmera Inland Freezing Co.	Murtoa	184½	Freezing works
Wise Bros.	Tocumwal	156½	Flour mill
Woolamai Quarrying Co.	Anderson	75½	Stone
Youngusband, Row and Co.	Kensington	2½	Wool, Grain, &c.

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

(See page 143 for Alphabetical List of Railway Stations.)

The following information has been collected from different districts, and is tabulated here for general information, but the Commissioners do not accept any responsibility for its accuracy. (Subject to alteration as the lines extend.)

Place.	Nearest Railway Station.	Place.	Nearest Railway Station.
Acheron ...	Alexandra ...	Boweya North ...	St. James ...
Airey's Inlet ...	Geelong ...	Boyeo ...	Nhill ...
Allan's Flat ...	Yackandandah ...	Brentwood ...	Warracknabeal ...
Amherst ...	Talbot ...	Brimboal ...	Casterton ...
Anderson's Inlet (Inverloch) ...	Outtrim ...	Bringalbert ...	Goroke ...
Anglesea ...	Geelong ...	Bromley ...	Dunolly ...
Angustown ...	Nagambie ...	Brooklet ...	Minyip ...
Apollo Bay ...	Forrest ...	Brookside ...	Porepunkah ...
Apaley ...	Goroke ...	Broughton ...	Nhill ...
Ardno ...	Casterton ...	Brown's Plains ...	Chiltern ...
Areegra ...	Sheep Hills ...	Bruthen ...	Bairnsdale ...
Avon Plains ...	St. Arnaud ...	Brunton ...	Toongabbie ...
		Buchan ...	Bairnsdale ...
		Buckland ...	Porepunkah ...
		Buckland Lower ...	" ...
		Bulla ...	Broadmeadows ...
		Bullunwaal ...	Bairnsdale ...
		Bundalong ...	Yarrawonga ...
Baillieston ...	Rushworth ...	Bundalong South ...	" ...
Ballangeich ...	Mortlake ...	Bungeluke ...	Wycheproof ...
Ballapur ...	Birchip ...	Bungeluke North ...	" ...
Balmoral ...	Hamilton ...	Burke's Flat ...	Bealiba ...
Balnarring ...	Bittern ...	Burra Burra ...	Swan Hill ...
Bamawm ...	Rochester ...	Burramine East ...	Yarrawonga ...
Banyenong ...	Donald ...	Burramine South ...	" ...
Baringhup ...	Maldon ...	Burrowys ...	Wodonga ...
Baringhup East ...	" ...	Bushfield ...	Warrnambool ...
Barmah ...	Nathalia ...	Buxton ...	Alexandra ...
Barnedown ...	Goornong ...	Byaduk ...	Hamilton ...
Barry's Reef ...	Trentham ...		
Barwon Heads ...	Geelong ...	Calivil ...	Mitiamo ...
Batesford ...	" ...	Callawadda South ...	Stawell ...
Beaconsfield Upper ...	Beaconsfield ...	Campbell's Bridge ...	" ...
Beazley's Bridge ...	St. Arnaud ...	Campbelltown ...	Newstead ...
Belellen ...	Stawell ...	Cape Bridgewater ...	Portland ...
Bellarine ...	Drysdale ...	Cape Bridgewater Lower ...	" ...
Bengworden ...	Stratford ...	Cape Clear ...	Scarsdale ...
Berringama ...	Tallangatta ...	Caralulup ...	Talbot ...
Bethanga Lower ...	Elden ...	Caramut ...	Penshurst ...
Beulah East ...	Beulah ...	Carrham ...	Smythesdale ...
Beulah West ...	" ...	Carron ...	Donald ...
Bismarck ...	Stawell ...	Catumnal ...	Boort ...
Black Flat ...	Oakleigh ...	Cavendish ...	Hamilton ...
Blackwood ...	Trentham ...	Chirrup Swamp ...	Charlton ...
Bleak House ...	Nhill ...	Cheshunt ...	Whitfield ...
Boolite ...	Sheep Hills ...	Chetwynd ...	Casterton ...
Boorhaman ...	Wangaratta ...	Christmas Hills ...	Yarra Glen ...
Boorooopki ...	Goroke ...	Christmas Town ...	Chiltern ...
Boosey ...	Katamatite ...		
Boustead's (St. Bernard's Hospice) ...	Bright ...		
Bowenvale ...	Maryborough ...		

LIST OF TOWNS, ETC.—continued.

Place.	Nearest Railway Station.	Place.	Nearest Railway Station.
Clark's Hill ...	Ballarat ...	Elderslie ...	Casterton ...
Clear Lake ...	Noradjuha ...	Egerton ...	Gordon ...
Clementston ...	Allendale ...	Eldorado ...	Tarrawingee ...
Clifton Springs ...	Drysdale ...	Ellesmere ...	Goornong ...
Clyde Valley ...	Geelong ...	Ellerslie ...	Mortlake ...
Codrington ...	Port Fairy ...	Enfield ...	Ballarat ...
Cohuna ...	Kerang ...	Ensay ...	Bairnsdale ...
Coimadai ...	Melton ...	Eskdale ...	Tallangatta ...
Colbinabbin ...	Elmore ...	Esmond ...	Yarrawonga ...
Coomoora ...	Daylesford ...	Evansford ...	Talbot... ..
Connewarre East ...	Connewarre ...	Fernihurst ...	Mysia ...
Coonooer Bridge ...	St. Arnaud ...	Fernshaw... ..	Healesville ...
Coonooer West ...	" ...	Finley (N.S.W.) ...	Tocumwal ...
Cooper's Creek ...	Moe ...	Flinders ...	Bittern ...
Corack ...	Donald ...	Fosterville ...	Goornong ...
Corack East ...	" ...	Framlingham ...	Garvoc ...
Corindhap ...	Ballarat ...	Franklinford ...	Daylesford ...
Corop ...	Elmore ...	Freeburgh ...	Bright... ..
Corop West ...	" ...	Frenchman's ...	Avoca ...
Corryong ...	Tallangatta ...	Freshwater Creek ...	Geelong ...
Costerfield ...	Heathcote ...	Fryerstown ...	Castlemaine ...
Cowes ...	Stony Point ...	Gaffney's Creek ...	Mansfield ...
Craigie ...	Maryborough ...	Garlicks ...	Trentham ...
Crossley ...	Koroit ...	Gatum Gatum ...	Hamilton ...
Cudgewa ...	Tallangatta ...	Glenlyon ...	Daylesford ...
Cunninghame ...	Bairnsdale ...	Glenpatrick ...	Elmhurst ...
Curlewis ...	Geelong ...	Glen Wills ...	Tallangatta ...
Darkbonee ...	St. Arnaud ...	Gol Gol ...	Mildura ...
Darlington ...	Camperdown ...	Gong Gong ...	Ballarat East ...
Darlingford ...	Alexandra ...	Gooramadda ...	Chiltern ...
Darriman ...	Sale ...	Gooroc ...	St. Arnaud ...
Darriwell... ..	Bannockburn ...	Grange, The ...	Healesville ...
Dartmoor ...	Heywood ...	Granite Flat ...	Charlton ...
Dean ...	Newlyn ...	Grantville ...	Lang Lang ...
Dederang ...	Yackandandah ...	Granya ...	Tallangatta ...
Delatite ...	Mansfield ...	Graytown... ..	Nagambie ...
Dereel ...	Ballarat ...	Great Northern ...	Rutherglen ...
Dergholm... ..	Casterton ...	Great Northern Ex- tended ...	" ...
Digby ...	Merino ...	Greendale... ..	Bacchus Marsh... ..
Doctor's Flat ...	Bairnsdale ...	Greenvale ...	Broadmeadows ...
Dooboobetic ...	St. Arnaud ...	Greenwald ...	Heywood ...
Double Bridges ...	Bairnsdale ...	Green's Creek ...	Stawell ...
Douglas ...	Noradjuha ...	Gre Gre ...	St. Arnaud ...
Drik Drik ...	Heywood ...	Gre Gre North ...	" ...
Dromana ...	Mornington ...	Happy-go-Lucky ...	Toongabbie ...
Drumanure ...	Numurkah ...	Harrietville ...	Bright... ..
Drumborg ...	Heywood ...	Harrow ...	Noradjuha ...
Drummartin ...	Raywood ...	Hayanmi ...	Mitiamo ...
Drummond ...	Malmsbury ...	Heathfield ...	Casterton ...
Dunach ...	Talbot... ..	Hennessey's ...	Mansfield ...
Dunbulbalane ...	Katamatite ...	Hepburn ...	Daylesford ...
Dundonnell ...	Camperdown ...	Hermitage (The) ...	Healesville ...
Durham Ox ...	Pyramid ...	Hexham ...	Mortlake ...
Eastville ...	Shelbourne ...	Hillerman's ...	Swan Hill ...
Eddington ...	Dunolly ...	Howqua ...	Mansfield ...
Edenhope... ..	Goroke ...	Hurdle Flat ...	Beechworth ...
Eganstown ...	Daylesford ...		

LIST OF TOWNS, ETC.—continued.

Place	Nearest Railway Station.	Place.	Nearest Railway Station.
Indigo ...	Chiltern ...	Lower Plenty ...	Heidelberg ...
Inkerman... ..	Dunolly ...	Lower Bethanga ...	Wodonga ...
Invergordon ...	Katamatite ...	Lyon ...	Heywood ...
Inverloch (Anderson's Inlet)	Outtrim ...	Macarthur ...	Hamilton ...
Jamieson ...	Mansfield ...	Macclesfield ...	Emerald ...
Janiember East ...	Inglewood ...	Macedon Upper ...	Macedon ...
Jan Juc ...	Geelong ...	Madowla Park ...	Echuca ...
Jarklin ...	Inglewood ...	Mailor's Flat ...	Warrnambool ...
Jeffcott ...	Donald ...	Majorca ...	Maryborough ...
Jeffcott North ...	" ...	Mallee Cliffs ...	Swan Hill ...
Jeruk ...	Glenloch ...	Marnoo East ...	Marnoo ...
Jingellic ...	Wodonga ...	Marysville ...	Healesville ...
Joel Joel ...	Stawell ...	Maude ...	Bannockburn ...
Johnsonville ...	Bairnsdale ...	McIntyre ...	Dunolly ...
Jubilee ...	Moe ...	Meerlieu ...	Stratford ...
Kalimna ...	Bairnsdale ...	Mia Mia ...	Redesdale ...
Kamarooka ...	Raywood ...	Mickleham ...	Broadmeadows ...
Kamarooka North ..	" ...	Middle Bridge ...	Dunolly ...
Kangaroo Grounds ...	Eltham ...	Millawa ...	Wangaratta ...
Keilor ...	Essendon ...	Miners' Rest ...	Ballarat ...
Kenmare ...	Beulah ...	Minmindie ...	Boort ...
Kevington ...	Mansfield ...	Mitchell's Hill ...	St. Arnaud ...
Kiewa ...	Huon ...	Mitta Mitta ...	Tallangatta ...
Killarwarra ...	Wangaratta ...	Moffatt ...	Glenloch ...
Killarney ...	Port Fairy ...	Moir Lower ...	Echuca ...
Kingower ...	Inglewood ...	Mollagul ...	Dunolly ...
Knockwood ...	Mansfield ...	Mologa (Central) ...	Pyramid ...
Kobyboyn ...	Seymour ...	Montrose ...	Croydon ...
Koetong ...	Tallangatta ...	Moonambel ...	Avoca ...
Kolara ...	Terang ...	Moora ...	Rushworth ...
Korweinguboora ...	Daylesford ...	Moorookyle ...	Creswick ...
Kotupna ...	Nathalia ...	Morea ...	Goroke ...
Krambruk (Apollo Bay)	Forrest ...	Mortat ...	" ...
Laanecoerie ...	Tarnagulla ...	Mt. Alfred ...	Wodonga ...
Laen ...	Donald ...	Mt. Duneed ...	Geelong ...
Laen North ...	" ...	Mt. Elgin ...	Nhill ...
Lal Lat Plains ...	Rupanyup ...	Mt. Martha ...	Mornington ...
Lake Bolac ...	Willaura ...	Mt. Mercer ...	Buninyong ...
Lake Mundi ...	Casterton ...	Moyston ...	Ararat ...
Lake Rowan ...	St. James ...	Muddy Creek ...	Narre Warren ...
Laplough ...	Avoca ...	Mudgegonga ...	Myrtleford ...
Landsborough ...	Stawell ...	Mumbannar ...	Heywood ...
Langville ...	Kerang ...	Muskerry East ...	Goornong ...
Lauriston ...	Kyneton ...	Muskerry West ...	" ...
Lawloit ...	Nhill ...	Musk Vale ...	Daylesford ...
Leaghur ...	Boort ...	Myrniong ...	Bacchus Marsh ...
Lemon Springs ...	Goroke ...	Napoleons ...	Ballarat ...
Lexton ...	Waubra ...	Narbethong ...	Healesville ...
Lockwood ...	Bendigo ...	Nareen ...	Coleraine ...
Logan ...	Emu ...	Narraport ...	Birchip ...
Longford ...	Sale ...	Narrawong ...	Portland ...
Longwood East ...	Longwood ...	Narrung ...	Swan Hill ...
Lorne ...	Dean Marsh ...	Navarre ...	St. Arnaud ...
		Neereman ...	Maldon ...
		Neerim ...	Neerim South ...
		Neilborough North ...	Raywood ...
		Netherby ...	Nhill ...
		Newbridge ...	Tarnagulla ...


LIST OF TOWNS, ETC.—continued.

Place.	Nearest Railway Station.	Place.	Nearest Railway Station.
Newbury ...	Trentham ...	Salisbury West ...	Inglewood ...
Newham ...	Woodend ...	Sandon ...	Newstead ...
Newhaven ...	Stony Point ...	San Remo ...	Stony Point ...
Newry ...	Tinamba ...	Sarsfield ...	Bairnsdale ...
Nicholson ...	Bairnsdale ...	Sassafras Gully ...	Bayawater ...
Ninyeunook ...	Glenloth ...	Scoresby ...	Oakleigh ...
Nirranda ...	Allansford ...	Scotchman's ...	Ballarat ...
North Prentice ...	Rutherglen ...	Serpentine ...	Inglewood ...
Notting Hill ...	Oakleigh ...	Sharp's School ...	St. James ...
Nyah ...	Swan Hill ...	Shelbourne East ...	Bendigo ...
		Shelford ...	Bannockburn ...
		Shepherd's Flat ...	Daylesford ...
		Shoreham ...	Bittern ...
Oaklands Junction ...	Broadmeadows ...	Skipton ...	Linton ...
Ocean Grove ...	Drysdale ...	Slaty Creek ...	St. Arnaud ...
Omeo ...	Bairnsdale ...	Smeaton ...	Allendale ...
Orford ...	Port Fairy ...	Sorrento ...	Mornington ...
Orville ...	Dunolly ...	Spring Bank ...	Ballarat ...
Osborne's Flat ...	Yackandandah ...	Spring Creek ...	Daylesford ...
		Spring Mount ...	Creswick ...
		Springs ...	Daylesford ...
		Staffordshire Reef ...	Scarsdale ...
		Stanley ...	Beechworth ...
Pannooabawm ...	Rochester ...	St. Andrew's ...	Hurstbridge ...
Pannoomilloo ...	" ...	St. Arnaud North ...	St. Arnaud ...
Panton Hill ...	Hurstbridge ...	St. Bernard's Hospice	Bright ...
Paradise ...	St. Arnaud ...	(Boustead's)	
Patho ...	Echuca ...	Steiglitz ...	Meredith ...
Peechelba ...	Wangaratta ...	St. Fillian's ...	Healesville ...
Peechelba Town ...	" ...	Stony Crossing ...	Swan Hill ...
Percydale ...	Avoca ...	Stradbrook ...	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 ...
Pitfield Plains ...	Scarsdale ...	Swift's Creek ...	" ...
Plenty Lower ...	Heidelberg ...		
Point Lonsdale ...	Queenscliff ...	Taggerty ...	Alexandra ...
Pomonal ...	Stawell ...	Talgarno ...	Wodonga ...
Poolagelo ...	Casterton ...	Tallandoon ...	Tallangatta ...
Poowong ...	Nyora ...	Tambo Crossing ...	Bairnsdale ...
Portarlington ...	Drysdale ...	Tangil ...	Moe ...
Port Campbell ...	Timboon ...	Taplin ...	Swan Hill ...
Powlett Hill ...	Newstead ...	Tarcombe ...	Longwood ...
Prentice Freehold ...	Rutherglen ...	Tarrayoukyan ...	Coleraine ...
Princetown ...	Timboon ...	Tatong ...	Benalla ...
Purnim ...	Warrnambool ...	Tawong ...	Charlton ...
		Tchum Lakes ...	Birchip ...
Queensferry ...	Lang Lang ...	Teesdale ...	Bannockburn ...
Queenstown ...	Hurstbridge ...	Templestowe ...	Heidelberg ...
		Templestowe Lower	" ...
		Ten-mile ...	Mansfield ...
Redbank ...	Avoca ...	Terrick Terrick East	Echuca ...
Redcastle ...	Heathcote ...	Thalia ...	Wycheproof ...
Reedy Creek ...	Broadford ...	Thologolong ...	Wodonga ...
Research ...	Eltham ...	Thoona ...	Devenish ...
Rheola ...	Inglewood ...	Thornton ...	Alexandra ...
Rhyll (Phillip Island)	Stony Point ...	Thornton Upper ...	" ...
Rochford ...	Lancefield ...	Timor ...	Maryborough ...
Rodborough ...	Maryborough ...	Timor West ...	" ...
Rokewood Junction	Scarsdale ...	Tintaldra ...	Wodonga ...
Runnymede ...	Elmore ...		

LIST OF TOWNS, ETC.—continued.

Place.	Nearest Railway Station.	Place.	Nearest Railway Station.
Tittybong ...	Lalbert ...	Watson's ...	Maryborough ...
Tongio ...	Bairnsdale ...	Wauru Ponds ...	Geelong ...
Tooleen ...	Heathcote ...	Wee-wee-rup ...	Kerang ...
Tooleen Vale ...	Melton ...	Wharparilla ...	Echuca ...
Tooleybuc ...	Swan Hill ...	Wheeler's Hill ...	Oakleigh ...
Torrumbarry ...	Echuca ...	Willenabrina ...	Warracknabeal...
Torquay ...	Geelong ...	Willenabrina North	"
Tottington ...	St. Arnaud ...	Willow Grove ...	Moé ...
Towaninnie ...	Wycheproof ...	Wilsons ...	Benalla ...
Traynor's Lagoon ...	St. Arnaud ...	Winslow ...	Woolsthorpe ...
Trewalla ...	Portland ...	Wirchilleba ...	Stawell ...
Tullamarine ...	Broadmeadows ...	Witchipool ...	Litchfield ...
Tulloch ...	Casterton ...	Woodford ...	Warrnambool ...
Tyaak ...	Broadford ...	Woodside... ..	Alberton ...
Tyntynder ...	Swan Hill ...	Wood's Point ...	Mansfield ...
Tyrendarra ...	Portland ...	Woodstock ...	Tarnagulla ...
		Woodstock West ...	Shelbourne ...
Vaughan ...	Castlemaine ...	Wood Wood ...	Swan Hill ...
		Woorndoo ...	Mortlake ...
		Woorndoo Upper ...	"
		Wooroonooke ...	Charlton ...
Wabba ...	Tallangatta ...	Yambuk ...	Port Fairy ...
Wakool ...	Swan Hill ...	Yanac-a-Yanac ...	Nhill ...
Wallaloo ...	Marnoo ...	Yanac-a-Yanac North	"
Wallington ...	Geelong ...	Yandoit ...	Newstead ...
Walwa ...	Wodonga ...	Yannathan ...	Koo-wee-rup ...
Wanalta ...	Rushworth ...	Yapeen ...	Guildford ...
Wandiligong ...	Bright... ..	Yarram ...	Alberton ...
Wandin South ...	Evelyn ...	Yarrowalla ...	Pyramid ...
Wangoom ...	Warrnambool ...	Yawong ...	St. Arnaud ...
Wanurp ...	Mitiamo ...	Yellangip ...	Warracknabeal...
Warrambeen ...	Bannockburn ...	Youngera... ..	Swan Hill ...
Warrandyte ...	Ringwood ...		

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

G.F. 1. VICTORIAN  RAILWAYS.

CONSIGNMENT NOTE.

Date of Receipt
Time of Receipt
Checker's Initials
Date Loaded
Loader's Initials

The Victorian Railways Commissioners hereby give notice that they have Two Rates for the carriage of certain classes and descriptions of goods—one the Commissioners' Risk Rate, when they take the ordinary liability of a carrier; the other a lower rate termed the Owners' Risk Rate, which is charged if the Consignor relieves them of all liability from detention, injury, delay, or damage, except upon proof that such arose from the wilful misconduct or wilful negligence of the Commissioners. The classes and descriptions of goods referred to are duly specified in the Goods Rates Book published by the Commissioners, but under no circumstances whatsoever will the Commissioners carry at their risk or undertake any liability in respect of the articles expressly mentioned in General Condition No. 4 of the said Goods Rate Book as not being accepted at their risk.

Station. : 19

To the VICTORIAN RAILWAYS COMMISSIONERS.

Please Receive and Forward the undermentioned Goods to M at Railway Station, subject to the provisions of the Railways Acts and the By-Laws, Regulations, and Conditions published by the Commissioners, and to the terms and conditions of the consignment note. 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 Owners' Risk Rate, in consideration whereof I undertake to relieve the Commissioners from all liability in the case of detention, injury, delay, or damage, except upon proof that such detention, injury, delay, or damage arose through the wilful misconduct or wilful negligence of the Commissioners.

TRAFFIC TO OR FROM UNATTENDED STATIONS, PLATFORMS, OR SIDINGS, OR STATIONS IN CHARGE OF CARETAKERS.

Inwards Traffic.—If the goods be consigned to an unattended station, platform, or siding it is hereby expressly agreed by the Consignor that the Commissioners' responsibility in regard to such goods shall absolutely cease when the goods are placed upon or left at such place, even when the goods are carried at the Commissioners' Risk Rate.

Outwards Traffic.—It is hereby expressly agreed that the Commissioners will not without negligence on their part be responsible for the quantity or condition of goods loaded at unattended stations, platforms or sidings, or at stations in charge of caretakers.

..... Signature of Consignor or Agent. Address of Consignor

Truck Number.	No of Packages.	Description of Goods.	Marks and Nos.	Weight.				* Declared Value.			At Whose Risk.	
				Tons.	cwt.	qrs.	lbs.	£	s.	d.		

Freight payable by
Consignor.

Loaded by Signature of Railway Employé receiving Goods.
Commissioners.

How Weight ascertained. ×

* To be filled in when the increased Rate shown in Clause 2, Page 8, of the Goods Rates Book is paid.

No. _____ VICTORIAN RAILWAYS.
 Duplicate.
 Station. Date.
CONSIGNMENT FOR GOODS CARRIED AT OWNER'S RISK.
 The Victorian Railways Commissioners are requested to receive the undermentioned Goods, and to carry them to _____ Railway Station, subject to the conditions at foot hereof:—

Truck No.	Invoice.	Consignee.	Mark or Address.	No.	Description of Goods.	Weight.		Class.	Paid on.
						T. owt.	qrs. lbs.		

The Goods entered on this Consignment Note are carried at the **SOLE RISK** of the Consignor or Owner, and the Victorian Railways Commissioners will not be responsible for any detention, injury, delay, or damage of any kind, occurring to such Goods, either on or off the Railway, EXCEPT UPON PROOF THAT SUCH DETENTION, INJURY, DELAY, OR DAMAGE, AROSE FROM WILFUL MISCONDUCT ON THE PART OF THEIR SERVANTS. The signature of the Sender or his servant is hereby understood and agreed to operate as a complete release to the Commissioners from any claim on account of the consignment referred to herein.
 Sender. Railway Employé.

T.N. _____ G.F. 2. _____
 VICTORIAN RAILWAYS.
 MEMO. FOR ADDRESS OF RECEIPTS.
 The following * Parcels were forwarded from here to-day to _____ Station.
 Sender. Station. Date.
 Consignee.

Truck No.	Waybill No.	Description of Goods.	Weight.		Guard.	Station.
			Tons.	qrs. lbs.		

(When from N.C. Station.)
 Amount.
 S. M. (When from N.C. Station.)
 Caretaker.

* When "Goods" are forwarded cross out "Parcels," and vice versa.
 At every Station this form is only to be used when sending to the Station. Caretaker, or Non-in-Charge Station under same supervision, or to the station which does the waybilling.

**VICTORIAN RAILWAYS.
CONSIGNMENT NOTE.**

The Victorian Railways Commissioners hereby give notice that they have Two Rates for the conveyance of certain articles—one, the ordinary rate, when they take the ordinary liability of carriers; the other, reduced rate, adopted if the sender relieves them of all liability from detention, injury, damage, or delay. The articles referred to are duly set out in the Merchandise Rates Books published by the Commissioners.

Such of the goods entered on this consignment note as are shown in the Merchandise 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 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. 8 of the said Merchandise Rates Book as not being accepted at their risk.

19

To the Victorian Railways Commissioners.
Please receive and forward the undermentioned goods to Railway Station, subject to the conditions indorsed hereon; 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 detention, injury, delay, or damage, except upon proof that such detention, injury, delay, or damage arose from wilful misconduct on the part of their servants.

Duplicate.

VICTORIAN RAILWAYS.

Station.

Date.

Memo. for Supervising or Waybill
Station.

*Parcels were forwarded
from here to-day to
Station.

Sender

Consignee

No.	Description of Goods.	Weight.	
		Tons.	lwt. qrs. lbs.

Truck No.

Caretaker.

*When "Goods" are forwarded cross out
"Parcels" and vice versa.

T.N.

G.F. 3. VICTORIAN RAILWAYS.

Station.

Date.

*Parcels were forwarded
from here to-day to
Station.

Sender

Consignee

No.	Description of Goods.	Weight.	
		Tons.	lwt. qrs. lbs.

Truck No.

Caretaker.

*When "Goods" are forwarded cross out
"Parcels" and vice versa.

Con- signee.	Mark or Address.	No.	Description of Goods.	At Whose Risk.	Weight	Paid on.

Sender.

Railway Employé.

T.N.
GF. 5

VICTORIAN RAILWAYS.

CONSIGNMENT NOTE FOR GUNPOWDER AND OTHER DANGEROUS AND
EXPLOSIVE COMPOUNDS.

Station, 19

The Victorian Railways Commissioners are hereby requested to receive the goods under-mentioned, and to carry them to Railway Station, subject to the provisions of the Railways Acts and the By-Laws published by the Commissioners.

+ Signature—
Address—

* o. o.		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 Employés of the Commissioners.
† Persons bringing goods to the Railway Station

Signature—
.....
RAILWAY EMPLOYE.

GF. 104.

VICTORIAN RAILWAYS.

DECLARATION FOR OLD MACHINERY.

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

‡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 _____
B. _____ One thousand nine
hundred and _____
Before me—

Justice of the Peace.

T.N.

VICTORIAN RAILWAYS.

H.100.

LIVE STOCK REQUISITION.

The Victorian Railways Commissioners will please provide the undersigned with trucks for the carriage of from Station to Station, on the day of 19, and the undersigned hereby agree to pay full rates for every truck not loaded up at the place and on the day mentioned, and in time to be despatched by the trains to be specified by the General Superintendent of Transportation or the Live Stock Agent; also to accept all risk of injury to animals while on Railway premises, or while being loaded or unloaded, or while in transit or from any cause whatsoever not arising from gross negligence on the part of the Railways Commissioners or their employes.

19

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.

T.N.

H. 99.

[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 19, 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.

19

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.

T.N.

G.F. 6.

VICTORIAN RAILWAYS.

GUARANTEE TO DISCHARGE HEAVY GOODS AT STATION WHERE THERE IS NO CRANE.

The following Goods having this day been consigned by to (Consignee) at Station, at which there are no facilities for discharging Heavy Articles:

We hereby Guarantee that in the event of these goods being forwarded by rail they will be promptly discharged from truck by Consignee on arrival at above-named destination without damage to the Property of the Commissioners.

Signature

Station.

Date.

VICTORIAN RAILWAYS.

T.N.

GF. 7.

(This Certificate to be retained by the Stationmaster at the starting point.)

(This certificate to be retained by Owner and presented to the Stationmaster at the Station from which the return journey is commenced, attached to Waybill.)

CONVEYANCE OF MARES AND STALLIONS FOR BREEDING PURPOSES.

CONVEYANCE OF MARES AND STALLIONS FOR BREEDING PURPOSES.

19

Certificate for Outward Journey.

19

I hereby certify that the above-mentioned Horse is this day consigned for the above purpose from

Name and Address of Consignee } Station to Station.

Sex & Colour of Animal.	Brands (if any).

Signed— Address— Owner or Owner's Agent.

No. of Waybill— No. of Truck— or Horse Box—

To be inserted by Stationmaster.)

This Duplicate of the Outward Journey Certificate is also to be signed by the Owner or Owner's Agent.

I hereby certify that the under-mentioned Horse is this day consigned for the above purpose from Station to Station. Name and Address of Consignee } Sex and Colour of Animal. Brands (if any). Signed— Address— Owner or Owner's Agent.

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— No. of Truck— or Horse Box—

(To be inserted by Stationmaster.)

LIST OF STATIONS AND UNATTENDED SIDINGS OPEN FOR THE RECEIPT AND DELIVERY OF GOODS AND GOODS RATES PER TON BETWEEN MELBOURNE AND THE SPECIFIED 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.

The Commissioners will not be responsible for the quantity or condition of goods loaded or unloaded by the Consignor or Consignee at Private Sidings, Unattended Stations or Sidings, or Stations in charge of Caretakers, and the loading and unloading of all goods at such places (which are shown in *italics*) must be performed by or at the cost of the Consignor or Consignee, as the case may be. The charges on all goods consigned to such places must, unless otherwise provided, be prepaid, and all consignments despatched from such places shall be forwarded freight "To Pay."

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 (minimum 2 tons) at owner's risk.

(b) Stations marked thus (b) have no siding accommodation. No consignment weighing more than 10 cwt. is to be accepted for these stations.

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.

References.	Mark.	STATIONS.	Miles.	* M.		* A.P.		* Spec. A.P.		* A.		* B.		* B. less 10%.		* B. plus 2 1/2%.		* C.		1	2						
				s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.			s.	d.				
L.G.	A D	Addington	92 1/2	7	2	8	3	10	2	13	9	10	4	18	2	16	4	22	9	24	6	19	7	31	6	39	0
L.G.	A G	Ames	117 1/2	8	8	8	10	11	8	16	6	12	5	21	9	19	7	27	2	30	9	24	7	40	0	49	6
G.	A T	Alberton	133 1/2	9	7	9	0	12	0	18	0	13	6	24	0	21	7	30	0	34	9	27	10	45	3	56	3
(a) Out; L.G. In account Albion Quarry Co.	A Z	Albion Siding	8 1/2	2	6	2	6	3	0	3	0	2	6	3	4	3	0	3	9	3	9	3	4	4	0	4	6
G.	A Y	Albury	190 1/2	13	4	11	9	15	4	24	4	18	8	32	10	29	8	40	8	47	3	38	1	62	3	77	9
G.	A X R	Alexandra ††	102	8	8	9	6	11	10	16	1	12	4	20	7	18	8	25	6	27	9	22	5	35	0	43	9
L.G.	A F	Allansford	159	10	10	9	6	12	11	20	4	15	3	27	5	24	8	34	3	40	6	32	5	52	9	65	9
G.	A E	Allendale	90 1/2	7	1	8	3	10	2	13	9	10	4	17	8	15	11	22	1	24	0	19	2	31	0	38	3
(a)	A R	Amurra	68	5	8	6	9	8	1	10	6	7	11	13	9	12	5	17	2	18	3	14	7	23	3	28	9
(a) In and Out; L.G. Out	A P	Alphington	6 1/2	2	3	2	3	2	3	2	3	0	2	3	4	3	0	3	9	3	9	3	4	4	0	4	6
L.G.	A M	Amphitheatre	135 1/2	9	8	9	2	12	4	18	2	13	8	24	3	21	10	30	4	35	3	28	2	46	0	57	0

* Not including loading and unloading. †† Alexandra. The additional charge of 1s. per ton, as prescribed on page 87, is included.

LIST OF STATIONS AND UNATTENDED SIDINGS AND GOODS RATES PER TON BETWEEN MELBOURNE AND THE SPECIFIED STATIONS, ETC.—
continued.

References.	Mark.	STATIONS.	Miles.	M		A.P.		Sped. A.C.		A.		R.		R. less 10%.		B. plus 25%.		C.		C. less 20%.		I		E			
				s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
L.G.	ARN	Anderson (See page 87)	77	6	5	7	6	9	0	11	7	8	8	15	5	13	11	19	3	20	6	16	5	26	3	32	6
(c) Out: L.G. In account Angliss & Co.	AGB	Anglier Quarry Siding	8½	2	6	2	6	3	0	3	0	2	6	3	4	3	0	3	9	3	9	3	4	4	0	4	6
L.G.	AN	Antwerp	235½	13	8	11	4	15	2	26	6	19	11	36	4	32	8	45	5	54	9	43	10	72	0	91	6
L.G.	AS	Arapires (See page 171).	131	9	5	9	0	12	0	17	9	13	4	23	7	21	3	29	6	34	0	27	2	44	3	55	0
L.G.	A	Ararat	98	7	5	8	0	10	6	14	11	2	19	3	17	4	24	1	25	9	20	7	33	3	41	3	
L.G.	AC	Arcadia	1	2	0	2	0	2	5																		
L.G.	ARG	Ardens-street	71½	6	0	7	3	8	8	11	0	8	3	14	4	12	11	17	11	19	3	15	5	24	6	30	3
L.G.	AK	Argyle	231½	13	7	11	4	15	2	26	3	19	8	36	0	32	5	45	0	54	0	43	2	71	0	90	3
L.G.	AO	Arkona	130½	9	9	9	2	12	4	18	3	13	8	24	5	22	0	30	6	35	6	28	5	46	3	57	6
L.G.	ARM	Armstrong	76½	6	5	7	6	9	0	11	7	8	8	15	5	13	11	19	3	20	6	16	5	26	3	32	6
L.G.	ARB	Arncliffe	139½	9	11	9	2	12	4	18	7	13	11	24	9	22	3	30	11	36	3	29	0	47	3	58	9
L.G.	ASP	Aspendale	19	2	6	2	9	3	4	3	11	2	11	4	5	4	0	5	6	6	0	4	10	7	0	8	3
L.G.	AU	Aura (See page 174).	7½	6	0	7	3	8	8	11	0	8	3	14	4	12	11	17	11	19	3	15	5	24	6	30	3
G.	AL	Austral Meat Siding	127	9	2	9	0	12	0	17	4	13	0	23	1	20	9	28	10	33	0	26	5	43	0	53	3
L.G.	AV	Avenel	124½	9	0	9	0	12	0	17	2	12	11	22	9	20	6	28	5	32	6	26	0	42	3	52	6
L.G.	AME	Avoca	89½	7	1	8	3	9	11	13	9	10	4	17	8	15	11	22	1	23	9	19	0	30	6	37	9
G.	AX	Axodale	31½	2	11	3	9	4	6	5	6	4	2	7	2	6	5	9	0	9	3	7	5	11	3	13	9
L.G.	BM	Bacchus Marsh	113½	8	5	8	8	11	5	16	2	12	2	21	3	19	2	26	7	29	9	23	10	38	6	47	9
L.G.	BA	Baddaginnie	112	8	3	8	11	5	16	0	12	0	20	11	18	10	26	2	29	3	23	5	38	0	47	0	
L.G.	BAG	Bages	171½	11	4	9	9	13	2	21	6	16	2	25	2	26	3	36	6	43	0	34	5	56	0	70	3
G.	BD	Bairnsdale	82½	6	10	8	0	9	7	12	8	9	6	16	6	14	10	20	8	22	0	17	7	28	3	35	0
(b)	B.L.D	Bairnsdale Wharf (See page 87).	49½	4	3	5	6	6	7	8	3	6	2	10	6	9	5	13	2	13	9	11	0	17	3	21	3
G.	BL	Bald Hills	73½	6	2	7	3	8	8	11	7	8	8	14	11	13	5	18**0	18**0	14	11	21	0	26	3	26	3
G.	B	Ballan	98½	7	5	8	6	10	6	14	11	11	2	19	3	17	4	24	1	28	0	20	10	33	6	41	6
L.G.	BE	Ballarat (See pages 83 and 88)	55½	4	9	6	3	7	6	8	10	6	8	11	7	10	5	14	6	15	3	12	2	19	3	23	9
L.G.	BAL	Ballarat East (See page 83)	194½	12	1	10	6	14	1	23	7	17	8	32	5	29	2	40	6	47	0	37	7	61	9	77	9
L.G.	BKN	Bannockburn	72	6	0	7	3	8	8	11	0	8	3	14	4	12	11	17	11	19	3	15	5	24	6	30	3
L.G.	BNL	Barnwood (See page 172).																									
L.G.	RAN	Ranbyena																									
L.G.	BAR	Barford																									

L.G.	B A O	Barker's Creek	80½	6	9	7	9	9	4	12	2	2	9	2	16	0	14	5	20	0	121	6	17	2	27	6	34	0
G.	B R N	Barnawatha	174	11	4	9	9	13	2	21	8	16	3	20	6	26	7	36	11	43	3	34	7	56	6	70	9	
L.G.	B N K	Barragool (See page 172).																										
L.G.	B P B	Barrinba (See page 171).																										
L.G.	B K	Barrakee	168½	11	2	9	0	13	2	21	3	15	11	28	10	25	11	36	1	42	3	33	10	55	3	69	3	
L.G.	B P T	Barraport	177	11	6	10	0	13	6	21	11	16	5	29	11	37	5	43	9	37	5	43	0	57	3	71	9	
L.G.	B W O	Barraco	150½	10	7	9	4	12	7	19	7	14	8	26	4	23	8	32	11	39	0	31	2	50	9	63	3	
G.	B D N	Barron	98½	7	5	8	6	10	6	14	11	2	19	3	17	4	24	1	26	0	20	10	33	6	41	6		
L.G.	B A Y	Baywater	19½	2	6	2	9	3	4	3	11	2	11	5	0	4	6	3	6	3	5	0	7	3	8	9		
L.G.	B F	Beaconsfield	29½	2	9	3	6	4	2	5	6	4	2	6	8	6	0	8	4	8	9	7	0	10	6	12	9	
G.	B E A	Bealiba	137½	9	10	9	2	12	4	18	4	13	9	24	6	22	1	30	8	35	9	28	7	46	6	57	9	
G.	B Q	Beaufort	102½	7	9	8	6	10	10	15	2	11	5	19	9	17	9	24	8	27	0	21	7	35	0	43	3	
L.G.	B G	Beesa	100½	7	7	8	6	10	10	15	0	11	3	19	6	17	7	24	5	26	6	21	2	33	6	41	0	
L.G.	B F T	Beech Forest (See pages 88 & 172).																										
G.	B H	Beechworth	171½	11	4	9	9	13	2	21	6	16	2	29	2	26	3	36	6	43	0	34	5	56	0	70	3	
L.G.	B J N	Beechworth Junction	149	10	6	9	4	12	7	19	5	14	7	26	1	23	6	32	7	38	6	30	10	60	3	62	6	
L.G.	B E G	Belgrave (See page 174).																										
L.G.	B E L	Bel	7½	2	3	2	3	2	3	3	0	2	3	3	4	3	0	3	9	3	9	3	4	4	0	4	6	
L.G.	B N	Bena	66	5	6	6	6	7	10	10	6	7	11	13	3	11	11	16	7	17	9	14	2	22	6	27	9	
L.G.	B J	Benalla	121½	8	10	8	10	11	8	16	11	12	8	22	4	20	1	27	11	31	9	25	5	41	3	51	3	
G.	B O	Bendigo (See pages 83 and 88)	100½	7	7	8	6	10	10	15	0	11	3	19	6	17	7	24	5	26	6	21	2	34	3	42	6	
L.G.	B N S	Bendigo	113½	8	3	8	8	11	5	16	0	12	0	20	11	18	10	20	2	29	3	23	5	38	0	47	0	
L.G.	B E N	Bentleigh	10½	2	6	2	6	3	0	3	4	2	6	3	4	3	4	4	0	4	0	4	0	3	4	4	5	0
L.G.	B G A	Berringa (See page 171).																										
G.	B E R	Berriville	228½	13	4	11	2	15	0	25	11	19	5	35	5	31	11	44	3	52	9	42	2	69	6	88	3	
L.G.	B B	Berrybank (See page 170).																										
L.G.	B W	Berwick	28	2	8	3	6	4	2	5	0	3	9	6	1	5	6	7	7	8	3	6	7	10	0	12	0	
L.G.	B E T	Bet Bet	121	8	9	8	10	11	8	16	10	12	8	22	3	20	0	27	10	31	6	25	2	41	0	50	9	
G.	B U	Boulah	238½	13	9	11	4	15	2	26	10	20	2	38	7	32	11	45	9	55	3	44	2	72	9	92	6	
L.G.	B E V	Beveridge	26	2	6	3	3	3	11	5	0	3	9	6	1	5	6	7	7	9	6	2	9	3	11	3		
G.	B F	Birchip	214½	13	0	10	11	14	8	25	2	18	11	34	5	31	0	43	0	50	9	40	7	66	9	84	6	
L.G.	B G	Birregulla	83½	6	10	8	0	9	7	12	8	9	6	16	6	14	10	20	2	22	3	17	10	28	6	35	3	
L.G.	B I T	Bittern	43	3	9	5	0	6	0	7	2	5	5	8	10	7	11	11	12	0	9	7	15	0	18	3		
L.G.	B L K	Blackburn	11½	2	6	2	6	3	0	3	4	2	6	3	4	3	4	4	2	4	2	3	3	5	4	6	5	3
(a) Stone outwards		Black's Siding	20																									
L.G.	B L W	Blomford	85	6	11	8	0	9	7	12	8	0	6	16	6	14	10	20	8	22	6	18	0	29	0	35	9	
L.G.	B G T	Bright	232½	13	7	11	4	15	2	26	4	19	9	30	1	32	6	46	1	54	0	43	2	71	3	90	6	
L.G.	B O K	Bonika	332	16	11	13	0	17	2	33	2	24	11	45	2	40	8	56	6	64	9	51	10	89	3	116	9	

** Not including loading and unloading.
 † Including loading and unloading.
 ‡ Goods in truck loads, account Lloyd Bros. and Maginla, W. Houghton and Coy., T. Brunton and Coy., M. T. Gleeson, Fidelity Storage Coy. or consigned to this company, and for logs, poles, timber, firewood, bark, and coal for any consignor.

LIST OF STATIONS AND UNATTENDED SIDINGS AND GOODS RATES PER TON BETWEEN MELBOURNE AND THE SPECIFIED STATIONS, ETC.—
continued.

Reference	Mark	Stations	Miles	M	A.P.	Spcl. A.P.	A.	A. less 25%	R.	R. less 10%	B. plus 25%	C.	C. less 20%	1	2
				s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
L.G.	B O I	Boisdale	139 ¹	9 11	9 2	12 4	18	7 13 11	24	9 22 3	30 11	36	3 29 0	47 3	58 9
L.G.	B O L	Bojra	207 ¹	12 7	10 8	14 5	24	7 18 6	33 9	30 5 42 2	49 6	39 7	65 0	82 3	
L.G.	B I N	Boivada	35	3 2	4 3	5 1	6	4 7	7 9	7 0 9 8	10 0	8 0	12 3	15 0	
(b)	B G L	Bonegilla	193 ¹	12 0	10 0	14 1	23	6 17 8	32 3	29 0 40 4	47 0	37 7	61 6	77 6	
G.	B I	Bonnie Doon	118	8 8	8 10	11 8	16	6 12 6	21 9	19 7 27 2	30 9	24 7	40 0	49 6	
G.	B O O	Booharra	102	7 8	8 6	10 10	15	1 11 4	19 7	17 8 24 6	26 9	21 5	34 6	42 9	
L.G.	F O R	Boerzan	131 ¹	9 5	9 0	12 0	17	10 13 5	23 8	21 4 29 7	34 3	27 5	44 6	55 3	
G.	B Z	Boort	169	11 2	9 9	13 2	21	3 15 11	28 10	25 11 36 1	42 3	33 10	55 3	69 3	
(a) Out. L.G. In	B F S	Borthwick's Freezing Co.'s Sid- ing (See pages 94 and 103)	8 ¹	2 6	2 6	3 0	3	0 2 6	3 4	3 0 3 9	3 9	3 3 4	4 0	4 6	
account Borth- wick and Son L.G.	B N G	Borong	156	10 9	9 6	12 11	20	0 15 0	27 0	24 4 33 9	40 0	32 0	52 0	64 9	
L.G.	B O W	Bowman	169	11 2	9 9	13 2	21	3 15 11	28 10	25 11 36 1	42 3	33 10	55 3	69 3	
L.G.	B O X	Box Hill	101	2 6	2 6	3 0	3	4 2 6	3 4	3 4 4 0	4 0	3 4 4	3 3	5 0	
L.G.	B O Y	Boys (See page 89)	98 ¹	7 5	8 6	10 6	14	11 11 2	19 3	17 4 24 1	26 0	20 10	33 6	41 6	
(b)	B R A	Bradford	95 ¹	7 4	8 6	10 6	14	4 10 9	16 11	23 5 25 3	20 2	32 6	40 3	40 3	
(b)	B C K	Bradshaw	52	4 5	5 9	6 11	8	3 6 2	10 6	9 5 13 2	14 3	11 5	18 0	22 0	
L.G.	B X	Branxholme	213 ¹	12 11	10 11	14 8	25	1 18 10	34 4	30 11 42 11	50 6	40 5	66 6	84 3	
L.G.	B A V	Branxholme	60 ¹	5 10	7 0	8 5	11	0 8 3	13 9	12 5 17 2	18 9	15 0	24 0	29 6	
L.G.	B R I	Brighton	144 ¹	10 2	9 4	12 7	19	0 14 3	25 6	22 11 31 11	37 6	30 0	43 0	60 9	
G.	B D G	Bridgeport	126 ¹	9 2	9 0	12 0	17	4 13 0	23 1	20 9 28 10	33 0	26 5	43 0	53 3	
G.	B T	Bright	196	12 1	10 6	14 1	23	8 17 9	32 6	29 3 40 8	47 3	37 10	62 0	78 3	
L.G.	B T N	Brighton	81	2 6	2 6	3 0	3	0 2 6	3 4	3 0 3 9	3 9	3 4 4	4 0	4 6	
G.	B R M	Brim	229	13 5	11 2	15 0	26	1 19 7	35 8	32 1 44 7	53 3	42 7	70 3	89 3	
(a)	B R S	Briarville	44	3 10	5 0	6 0	7	2 5 5	9 5	8 6 11 9	12 3	9 10	15 3	18 9	
G.	B Y	Broadford	46 ¹	4 1	5 3	6 4	7	9 5 10	9 11	8 11 12 5	13 0	10 5	16 3	20 0	
L.G.	B R Q	Broadmeadows	104	2 6	2 6	3 0	3	0 2 6	3 4	3 4 4 0	4 0	3 4 4	4 3	5 0	
(b)	B R F	Brookfield	184 ¹	11 1	9 9	13 2	20	10 15 8	28 3	25 5 35 4	41 6	33 2	54 3	67 9	
(a) Out. L.G. In	B R Y	Brooklyn	9 ¹	2 6	2 6	3 0	3	0 2 6	3 4	3 0 3 9	3 9	3 4 4	4 0	4 6	
account S Willis Brook and Prank ran City Council (b)	B R O	Broomfield	89	7 0	8 3	9 11	13	3 9 11	17 8	15 11 22 1	23 6	18 10	30 3	37 9	

LIST OF STATIONS AND UNATTENDED SIDINGS AND GOODS RATES PER TON BETWEEN MELBOURNE AND THE SPECIFIED STATIONS, ETC.—
continued.

Reference.	Mark.	STATIONS.	Miles.	M	A.P.	Spcl. A.V.	A.	R.	B. less 10%.	B. plus 25%.	C.	C. less 30%.	1	2
				s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
(a) Account Cheetham Salt Com-pany	C S S	Cheetham's Salt Sdg. (See page 105)	48½	4 3	5 6	6 7	7 9	5 10	9 11	8 11	12 5	13 6	10 10	17 0
L.G.	C J	Cheltenham	14½	2 6	2 6	3 4	3 4	2 6	3 11	3 6	4 11	5 0	4 0	5 6
L.G.	C H S	Cherney	127½	9 3	9 0	12 0	17 5	13 1	23 2	20 10	29 0	33 3	25 7	43 3
G.	C F	Cheriot	83½	6 10	8 0	9 7	12 8	9 6	16 6	14 10	20 8	22 3	17 10	28 6
L.G.	C I	Chewton	74½	6 3	7 6	9 0	11 7	8 8	14 11	13 5	18 8	20 0	16 0	25 6
L.G.	C H L	Chillingollah	24½	13 11	11 6	15 4	27 0	20 3	36 11	33 3	40 2	45 9	44 7	73 0
L.G.	C H	Chillern	168½	11 2	9 9	13 2	21 3	15 11	28 10	25 11	36 1	42 3	33 10	55 3
L.G.	C L A	Clayton	13	2 6	2 6	3 0	3 4	2 6	3 4	3 4	4 2	4 6	3 7	5 0
L.G.	C U	Clunes	96½	7 4	8 6	10 6	14 4	10 9	18 9	16 11	23 5	25 6	20 5	33 0
L.G.	C L Y	Clyde	3½	2 11	3 9	4 6	5 6	4 2	7 2	6 5	9 0	9 3	7 5	11 3
L.G.	C V	Coastville	86½	7 0	8 3	9 11	13 3	9 11	17 1	15 5	21 4	23 0	18 5	29 6
L.G.	C O	Cobden	133½	9 8	9 2	12 4	18 2	13 8	24 3	21 10	30 4	35 3	28 2	46 0
G.	C M	Cobran	155½	10 9	9 6	12 11	20 0	15 0	27 0	24 4	33 9	40 0	32 0	52 0
L.G.	C O B	Coburg	6½	2 3	2 3	2 8	3 0	2 3	3 4	3 0	3 9	3 9	3 4	4 0
L.G.	C R K	Cockatoo (See page 174)	95½	7 4	8 6	10 6	14 4	10 9	18 9	16 11	23 5	25**3	20 2	25 3
L.G.	C K	Cobac (See pages 83 and 89)	27	2 7	3 6	4 2	5 0	3 9	6 1	5 6	7 7	8 0	6 5	9 6
G.	C S	Caldeream	22½	13 3	11 2	15 0	25 7	19 2	35 1	31 7	43 10	52 0	41 7	68 9
G.	C E	Coleraine	22½	2 6	2 6	3 0	3 4	2 6	3 4	3 4	4 0	4 0	3 4	5 0
(a) Out. L.G. In account monwealth Quarrying Co.	C Q S	Commonwealth Quarry Siding	10½											
L.G.	C O N	Condah	22½	13 3	11 2	15 0	25 7	19 2	35 1	31 7	43 10	52 0	41 7	68 9
L.G.	C R D	Congupna Road	119½	8 8	8 10	11 8	16 9	12 7	22 0	19 10	27 6	31 3	25 0	40 6
G.	C P	Cope Cope	175	11 5	10 0	13 6	21 9	16 4	29 8	26 8	37 1	43 6	34 10	56 9
L.G.	C Y	Coromby	190½	11 11	10 6	14 1	23 3	17 5	31 10	28 8	39 10	46 6	37 2	60 9
L.G.	C T	Cosgrove	129½	9 2	9 0	12 0	17 4	13 0	23 1	20 9	28 10	33 0	26 5	43 0
L.G.	C O W	Cowangie	345½	17 4	13 2	17 4	34 2	25 8	46 5	41 9	58 0	66 0	52 10	91 6
L.G.	C W	Cowwarr	114½	8 5	8 10	11 8	16 3	12 2	21 5	19 3	26 9	30 0	24 0	39 0
L.G.	C R A	Craigaburn	16½	2 6	2 9	3 4	3 4	2 9	4 5	4 0	5 6	5 6	4 5	6 3
L.G.	C Q	Cranbourne	28½	2 2	2 9	3 6	4 4	3 9	6 8	6 0	8 4	8 6	6 10	10 3

L.G.	C.R.E.	...	89	7	0	8	3	9	11	13	3	9	11	17	8	15	11	22	1	123	6	18	10	30	3	37	6	
L.G.	C.R.E.	Creighton	...	89	7	0	8	3	9	11	13	3	9	11	17	8	15	11	22	1	123	6	18	10	30	3	37	6
L.G.	C.S.O.	Cressy (See page 170)	...	85½	10	4	9	4	12	7	19	2	14	5	25	10	23	3	32	4	38	0	30	5	49	6	61	6
G.	C.R.	Creswick	...	45½	4	0	5	3	6	4	7	9	5	10	9	5	18	6	11	9	12	0	10	2	16	0	19	6
L.G.	C.R.O.	Crib Point	...	177½	11	6	10	0	13	6	22	0	16	6	30	0	27	0	37	6	44	0	35	2	57	6	72	3
L.G.	C.X.R.	Crossley	...	73½	6	2	7	3	8	8	11	7	8	14	11	13	5	18	8	19	9	15	10	25	3	31	3	
L.G.	C.R.S.	Crosser (See page 172)	...	144	10	2	9	2	12	4	18	11	14	2	25	4	22	10	31	8	37	2	29	10	48	6	60	3
(e)	C.L.D.	Crowland	...	61	2	3	2	3	2	8	3	0	2	3	3	4	3	0	3	9	3	9	3	4	4	0	4	6
L.G.	C.O.X.	Croxton	...	19½	2	6	2	9	3	4	3	11	2	11	5	0	4	6	6	3	6	3	5	0	7	3	8	9
L.G.	C.D.N.	Croydon	...	155	10	8	9	6	12	11	19	11	14	11	26	11	24	3	33	8	30	9	31	10	51	9	64	6
L.G.	C.X.	Cudjee	...	146½	10	4	9	4	12	7	19	2	14	5	25	10	23	3	32	4	38	0	30	5	49	6	61	6
L.G.	G.C.	Gurdie	...	227½	13	5	11	2	15	0	26	0	19	6	35	7	32	0	44	6	53	3	42	7	70	0	88	9
(b)	C.U.R.	Curyo	...	209	12	8	10	8	14	5	24	8	18	6	33	10	30	5	42	4	49	9	39	10	65	3	82	6
L.G.	D.B.G.	Dahlen	...	38½	3	6	4	6	5	5	6	8	5	0	8	3	7	5	10	4	11	0	8	10	13	6	16	6
L.G.	D.M.E.	Dalmora	...	83½	6	10	8	0	9	7	12	8	9	6	16	6	14	10	20	8	22	3	17	10	28	6	35	3
L.G.	D.A.V.	Dalyston (See page 89)	...	191	2	6	2	9	3	4	3	11	2	11	5	0	4	6	6	3	6	3	5	0	7	3	8	9
L.G.	D.G.	Dandenong (See page 89)	...	350½	17	0	13	4	17	6	34	6	25	11	46	11	42	3	58	8	66	6	53	2	92	6	121	6
L.G.	D.N.Y.	Danajo	...	106½	7	11	8	8	11	1	15	6	11	8	20	4	18	4	25	5	28	0	22	5	36	3	45	0
L.G.	D.L.A.	Darimaria	...	66½	5	7	6	9	8	1	10	6	7	11	13	3	11	11	16	7	18	0	14	5	23	0	28	3
G.	D.U.	Darwin	...	85	5	7	6	9	8	1	10	6	7	11	13	3	11	11	16	7	18	0	14	5	23	0	28	3
L.G.	D.D.	David	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
L.G.	D.S.	Dawson	...	118	8	8	10	11	8	16	6	12	5	21	9	19	7	27	2	30	9	24	7	40	0	49	6	
G.	D.	Daylesford	...	75½	6	4	7	6	9	0	11	7	8	8	14	11	13	5	18	8	20	3	16	2	26	0	32	0
L.G.	D.M.	Dean Marsh	...	90½	7	1	8	3	10	2	13	9	10	4	17	8	15	11	22	1	24	0	10	2	31	0	38	3
L.G.	D.P.L.	Deep Lead	...	154½	10	8	9	6	12	11	19	11	14	11	26	11	24	3	33	8	30	0	31	10	51	9	64	6
L.G.	D.P.	Deer Park	...	11	2	6	2	6	3	0	3	4	2	6	3	4	3	4	4	0	4	0	3	4	4	3	5	0
L.G.	D.N.	Denilquin (See page 90)	...	169	11	2	9	9	13	2	21	3	15	11	28	10	25	11	36	1	42	3	33	10	55	3	69	3
L.G.	D.E.N.	Derrington (See page 90)	...	321½	8	10	8	10	11	8	16	11	12	8	22	4	20	1	27	11	31	0	25	5	41	3	51	3
L.G.	D.E.P.	Delta (See page 173)	...	78½	6	7	7	9	9	4	12	2	9	2	15	5	13	11	19	3	21	0	16	10	27	0	33	3
L.G.	D.R.	Derby	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
L.G.	D.L.	Derrinal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
L.G.	D.E.R.	Derrinallum (See page 170)	...	137½	9	10	9	2	12	4	18	4	13	9	24	6	22	1	30	8	35	9	28	7	46	6	57	9
L.G.	D.V.	Devonish	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
L.G.	D.C.K.	Diamond Creek (See page 173)	...	259½	14	6	11	8	15	7	28	2	21	2	38	6	34	8	48	2	58	0	46	5	77	3	98	9
L.G.	D.W.	Diapur	...	201	2	6	3	0	3	7	3	11	3	0	5	0	4	6	0	3	6	0	3	6	5	2	7	6
L.G.	D.T.	Diggers Rest	...	224½	13	4	11	2	15	0	25	10	19	5	35	4	31	10	44	2	52	6	42	0	69	3	87	9
L.G.	D.A.	Dimboola	...	131½	9	5	9	0	12	0	17	10	13	5	23	8	21	4	29	7	34	3	27	5	44	6	55	3
L.G.	D.E.	Dingo	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

** Not including loading and unloading.

LIST OF STATIONS AND UNATTENDED SIDINGS AND GOODS RATES PER TON BETWEEN MELBOURNE AND THE SPECIFIED STATIONS, ETC.—
continued.

References.	Mark.	STATIONS	Miles.	M	A.P.	Spec. A.P.	A.	A. less 25%	B.	B. less 10%	H. plus 25%	O.	C. less 20%	1	2	
				s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	
L.G.	D M T	Dinnmont (See page 172).														
L.G.	D C Y	Ditchley (See page 172).	125½	9 1	9 0	12 0	17 3	12 11	22 10	20 7	28 7	32 9	26 2	42 6	52 9	
L.G.	D B	Dobie														
L.G.	D O C	Docker (See page 173).	182½	11 8	10 0	13 6	22 6	16 11	30 9	27 8	38 5	45 0	36 0	58 9	73 9	
G.	D O	Donald														
L.G.	D Z	Dorey (See page 170).	20½	2 6	3 0	3 7	3 11	3 0	5 0	4 6	6 3	6 6	5 2	7 6	9 0	
L.G.	D F	Donnybrook	193½	12 3	10 6	14 1	24 0	18 0	32 11	29 8	41 2	47 9	38 2	62 9	79 3	
L.G.	D H	Doon	130	9 4	9 0	12 0	17 8	13 3	23 5	21 1	29 3	33 9	27 0	44 0	54 6	
G.	D I	Dookie	57½	4 11	6 3	7 6	9 5	7 1	11 7	10 5	14 6	15 9	12 7	20 0	24 6	
L.G.	D J	Drooin	57½	4 11	6 3	7 6	9 5	7 1	11 7	10 5	14 6	15 9	12 7	20 0	24 6	
L.G.	D Q	Drysdale	206½	12 4	10 8	14 5	24 2	18 2	33 1	29 9	41 4	48 3	38 7	63 3	79 9	
L.G.	D O A	Dunosa	173½	11 6	10 0	13 6	22 2	16 8	30 2	27 2	37 9	44 3	35 5	57 9	72 6	
G.	D K	Dunkeld														
L.G.	D U N	Dunneworthy	141½	10 1	9 2	12 4	18 9	14 1	25 1	22 7	31 4	36 9	29 5	48 0	59 6	
L.G.	D C	Dunstown	67½	5 8	6 9	8 1	10 6	7 11	13 9	12 5	17 2	18 3	14 7	23 3	28 9	
G.	D Y	Dunolly	125½	9 1	9 0	12 0	17 3	12 11	22 10	20 7	28 7	32 9	26 2	42 6	52 9	
(a)	D S A	Dysart	58½	5 0	6 3	7 6	9 5	7 1	12 2	10 11	15 3	16 0	12 10	20 3	25 0	
G.	E A	Eaglehawk (See page 83)	103½	7 11	8 8	11 1	15 5	11 7	20 1	18 1	25 1	27 9	22 2	36 0	44 0	
L.G.	E M	East Metcalf	66½	5 7	6 9	8 1	10 6	7 11	13 3	11 11	16 7	18 0	14 5	23 0	28 3	
(a)	E N T	East Natimuk	217	13 1	10 11	14 8	25 3	18 11	34 7	31 2	43 3	51 3	41 0	67 3	85 3	
G.	E B	Ebden	195½	12 1	10 6	14 1	23 8	17 9	32 6	29 3	40 8	47 3	37 10	62 0	78 3	
G.	F	Echuca and Wharf (See page 90)	145	10 2	9 4	12 7	19 0	14 3	25 6	22 11	31 11	37 6	30 0	49 0	60 9	
G.	E C	Edgewood	62½	5 3	6 6	7 10	9 11	7 5	12 8	11 5	15 10	17 0	13 7	21 6	26 6	
L.G.	E D	Ezi (See page 173).														
G.	E L	Elaine	79½	6 5	7 6	9 0	11 7	8 8	15-5	13 11	19 3	20 6	16 5	26-3	32 6	
L.G.	E L M	Elam	255	14 4	11 8	15 7	27 11	20 11	38 1	34 3	47 7	57 9	46 2	76 6	97 6	
G.	E H	Elmhurst	144½	10 2	9 4	12 7	19 0	14 3	25 6	22 11	31 11	37 6	30 0	49 0	60 9	
G.	E O	Elmore	128½	9 4	9 0	12 0	17 7	13 2	23 4	21 0	29 2	33 6	26 10	43 6	54 0	
G.	E P	Elphinstone	70½	5 11	7 0	8 5	11 0	8 3	14 4	12 11	17 11	19 0	15 2	24 3	30 0	

(a) In and Out. L.G. Out. Empty returns in any quanti- ties in	(a) Account Fut- ther only	ES	Elsternwick	7	2 3	2 3	2 3	2 8	3 0	2 3	3 3	3 4	3 0	3 9	3 9	3 9	3 4	4 0	4 6
E.L.T E.N E.M.D	Eltham (See page 173). Emerald (See pages 90 and 174).	69 1/2			5 10	7 0	8 5	11 0	8 3	13 9	12 5	17 2	18 9	15 0	24 0	29 6			
E.U E.Q E.T E.S.S E.K E.R E.V E.Y.N E.V E.F	Emu Epping Epsom Essendon Essex Euroa Eurobin Evelyn Everaley Everton	145 1/2 14 105 1/2 5 74 1/2 83 1/2 187 1/2 28 1/2 147 1/2 161			10 3	9 4	12 7	19 1	14 4	25 7	23 0	32 0	37 9	30 2	49 3	61 3			
F.P F.A F.V F.R F.K F.H F.C F.Y F.L F.C.Y	Fairfield Park Fairley Fairview Ferguson (See page 172). Fernant Fern Hill Fish Creek Fitzroy Flynn Footscray (See page 91)	0 184 1/2 186 1/2 153 1/2 69 1/2 100 1/2 6 107 3 1/2			2 0	2 0	2 5	3 0	2 3	3 4	3 0	3 9	3 9	3 4	4 0	4 6			
F.O F.S F.N F.M F.U	Forrest Foster Frankston Fulham Fletcher's Siding	108 1/2 108 1/2 27 1/2 124 1/2 148 1/2			7 10	8 6	10 10	15 3	11 5	19 10	17 10	24 10	27 3	21 10	35 3	43 9			
G.A.H G.A.L G.A.M G.A.R G.A.V	Galah Gala Gama Garfield Garvoe	298 234 258 1/2 40 1/2 144 1/2			15 9	12 4	16 4	30 10	23 2	42 0	37 10	52 6	61 6	49 2	83 6	108 3			

* Not including loading and unloading.

LIST OF STATIONS AND UNATTENDED SIDINGS AND GOODS RATES PER TON BETWEEN MELBOURNE AND THE SPECIFIED STATIONS, ETC.—
continued.

References.	Marl.	Stations.	Miles.	M.		A.P.		Spd. A.P.		A.		R.		B. less 10%.		B. plus 25%.		C.		C. less 50%.		1		2				
				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.
G.	G	Geelong (See pages 83 and 91)	45	3	11	5	0	6	0	7	2	5	5	8	0	7	2	8	0	8	0	8	0	10	0	12	6	
L.G.	G B D	Geilbrand (See page 172).	130½	9	5	9	0	12	0	17	9	13	4	23	7	21	3	29	6	34	0	27	2	44	3	55	0	
L.G.	G E L	Gellinade	235½	13	8	11	4	15	2	26	6	19	11	36	4	32	8	45	5	54	9	43	10	72	0	91	6	
L.G.	G M	Gembrook (See page 174).	99½	7	6	8	6	10	10	14	11	11	2	19	3	17	4	24	1	26	3	21	0	34	0	42	0	
G.	G N G	Gerang	51½	4	5	5	9	6	11	8	3	6	2	10	6	9	5	13	2	14	3	11	5	18	0	22	0	
L.G.	G E R	Gerangamete	40	3	6	4	9	5	8	6	8	5	0	8	3	7	5	10	4	11	3	9	0	14	0	17	0	
L.G.	G P	Cheringhap	138½	9	11	9	2	12	4	18	7	13	11	24	3	22	3	30	11	36	3	29	0	47	3	58	9	
L.G.	G I	Gisborne	69½	5	10	7	0	8	5	11	0	8	3	13	9	12	5	17	2	18	9	15	0	24	0	29	6	
L.G.	G B	Glenalbyn	142½	10	2	9	2	12	4	18	10	14	2	25	3	22	9	31	7	37	0	29	7	48	3	60	0	
L.G.	G F	Glenlyne	104½	7	10	8	8	11	1	15	4	11	6	20	0	18	0	25	0	27	6	22	0	35	6	44	0	
G.	G Y	Glenary	81	2	6	2	6	3	0	3	0	2	6	3	4	3	0	3	9	3	9	3	4	0	4	6		
L.G.	G L N	Glen Huntly	183	11	8	10	0	13	6	22	6	16	11	30	9	27	8	38	5	45	0	36	0	58	9	67	3	
L.G.	G Z	Glenloch	162½	11	0	9	6	12	11	20	8	15	6	28	0	25	2	35	0	41	3	33	0	53	9	67	3	
G.	G C	Glenorchy	136	9	8	9	8	2	12	4	18	2	13	8	24	3	21	10	30	4	35	3	28	2	46	0	57	0
L.G. Not requiring shed accommodation	G J	Glenrowan	9	2	6	2	6	3	0	3	0	2	6	3	4	3	0	3	9	3	9	3	4	0	4	6		
L.G.	G N Y	Glenroy	167½	11	2	9	9	13	2	21	1	15	10	28	8	25	10	35	10	42	3	33	10	55	0	68	9	
L.G.	G T	Glen Thompson	99½	7	6	8	6	10	10	14	11	11	2	19	3	17	4	24	1	26	3	21	0	34	0	42	0	
L.G.	G N K	Gnarret (See page 170).	129½	9	4	9	0	12	0	17	8	13	3	23	5	21	1	20	3	23	9	27	0	44	0	54	6	
L.G.	G S	Golden Square (See page 83)	131½	9	5	9	0	12	0	17	10	13	5	23	8	21	4	29	7	34	3	27	5	44	6	55	3	
G.	G H	Gollabrough	118	8	8	8	10	11	8	16	6	12	5	21	9	19	7	27	2	30	9	24	7	40	0	49	6	
L.G.	G A	Goorambat	246½	14	1	11	6	15	4	27	4	20	6	37	4	33	7	46	8	56	9	45	5	74	9	95	3	
L.G.	G O	Goormong	56½	4	10	6	3	7	6	8	10	6	2	11	7	10	5	14	6	15	6	12	5	19	6	24	0	
L.G.	G E	Gordon	224½	13	5	11	2	15	0	26	0	19	6	35	6	31	11	44	5	53	0	42	5	69	9	88	6	
G.	G D	Goroke (See page 171).	249	14	1	11	6	15	4	27	5	20	7	37	6	33	9	46	11	57	0	45	7	75	3	95	9	
G.	G V	Gould (See page 174).	223½	13	3	11	2	15	0	25	8	19	3	35	2	31	8	44	0	52	3	41	10	68	9	87	3	
L.G.	G O W	Gowca	223½	13	3	11	2	15	0	25	8	19	3	35	2	31	8	44	0	52	3	41	10	68	9	87	3	
L.G.	G J	Goyara	223½	13	3	11	2	15	0	25	8	19	3	35	2	31	8	44	0	52	3	41	10	68	9	87	3	
L.G.	G R	Graham (See Port Melbourne).	223½	13	3	11	2	15	0	25	8	19	3	35	2	31	8	44	0	52	3	41	10	68	9	87	3	
L.G.	G R	Grasedale	223½	13	3	11	2	15	0	25	8	19	3	35	2	31	8	44	0	52	3	41	10	68	9	87	3	

L.G.	G.S.C	106½	11	2	9	9	13	21	21	0	15	9	23	7	125	9	35	9	42	0	33	7	54	9	68	6
L.G.	G.W	141½	10	1	9	2	12	4	18	9	14	1	25	1	22	7	31	4	36	9	29	5	48	0	59	6
L.G.	G.X	180½	11	7	10	0	13	6	22	4	16	9	30	6	27	5	38	2	44	6	35	7	53	3	73	3
L.G.	G.H.L	64½	5	5	6	6	7	10	9	11	7	5	13	3	11	11	16	7	17	6	14	0	22	3	27	6
L.G.	G.R.B	215½	13	0	10	11	14	8	25	2	18	11	34	0	31	1	43	2	51	0	40	10	67	0	84	9
L.G.	G.Q	84½	6	11	8	0	9	7	12	8	9	6	16	6	14	10	20	8	22	6	18	0	29	0	35	9
L.G.	G.U																									
L.G.	G.N																									
L.G.	H.N	84½	6	11	8	0	9	7	12	8	9	6	16	6	14	10	20	8	22	6	18	0	29	0	35	9
L.G.	H.R	23½	2	6	3	3	11	4	5	3	4	5	6	4	11	6	11	7	3	5	10	8	6	10	3	
G.	H	197½	12	2	10	6	14	1	23	10	17	11	32	9	29	6	40	11	47	9	38	2	62	6	78	9
L.G.	H.A.M	96½	7	4	8	6	10	6	14	4	10	9	18	9	16	11	23	5	25	6	20	5	33	0	40	9
G.	H.T	82½	6	10	8	0	9	7	12	8	9	6	16	6	14	10	20	8	22	0	17	7	28	3	35	0
L.G. (not requiring mediation)	H.A.R																									
L.G. (not requiring mediation)																										
(a) Out. L.G. In account A. H. Hasell	H.S.G	7½	2	3	2	3	2	8	3	0	2	3	3	4	3	0	3	9	3	9	3	4	4	0	4	6
L.G.	H.S	40½	3	7	4	9	5	8	6	8	5	0	8	10	7	11	11	1	11	6	9	2	14	3	17	6
L.G.	H.A.T	310½	16	2	12	8	16	9	31	9	23	10	43	3	38	11	54	1	62	9	50	2	72	9	85	6
L.G.	H.K	118½	8	8	8	10	11	8	16	8	12	6	21	11	19	9	27	5	31	0	24	10	40	3	50	0
L.G.	H.W	189½	11	11	10	3	13	10	23	2	17	5	31	8	23	6	39	7	46	3	37	0	60	6	76	3
(a) In and Out. L.G. Out	H.A	4½	2	0	2	0	2	5	3	0	2	3	3	4	3	0	3	9	3	9	3	4	4	0	4	6
L.G.	H.Z	93½	7	3	8	3	10	2	14	4	10	9	18	2	16	4	22	9	24	9	19	10	32	0	39	6
G.	H.E	40	3	6	4	9	5	8	6	8	5	0	8	3	7	5	10	4	11	3	9	0	14	0	17	0
L.G.	H.C	73½	6	2	7	3	8	8	11	7	8	8	14	11	13	5	18	8	19	9	15	10	25	3	31	3
L.G.	H.F	124½	9	0	9	0	12	0	17	2	12	11	22	9	20	6	28	5	32	6	26	0	42	3	52	6
L.G.	H.B	9	2	6	2	6	3	0	3	0	2	6	3	4	3	0	3	9	3	9	3	4	4	0	4	6
L.G.	H.J	236½	13	9	11	4	15	2	26	7	10	11	36	5	32	9	45	6	54	9	43	10	72	3	91	9
G.	H.D	121½	8	10	8	10	11	8	16	11	12	8	22	4	20	1	27	11	31	9	25	5	41	3	51	3
L.G.	H.O	235½	13	8	11	4	15	2	26	6	19	11	36	4	32	8	45	5	54	9	43	10	72	0	91	6
L.G.	H.C.P	31½	4	5	5	9	6	11	8	3	6	2	10	6	9	5	13	2	14	3	11	5	18	0	22	0
(a) G.	H.I	12½	2	0	2	6	3	0	3	4	2	6	3	4	3	4	4	2	4	6	3	7	5	0	5	9
L.G.	H.X	164	11	0	9	6	12	11	20	9	15	7	28	1	25	3	35	1	41	6	33	2	64	0	67	6
L.G.	H.G	103½	7	10	8	6	10	10	15	3	11	5	19	10	17	10	24	10	27	3	21	10	35	3	43	9
L.G.	H.U	123½	9	0	8	10	11	8	17	1	12	10	22	7	20	4	28	3	32	3	25	10	42	0	52	0
L.G.	H.O	74½	6	3	7	6	9	0	11	7	8	8	14	11	13	5	18	8	20	0	16	0	25	6	31	6

* Not including loading and unloading.

LIST OF STATIONS AND UNATTENDED SIDINGS AND GOODS RATES PER TON BETWEEN MELBOURNE AND THE SPECIFIED STATIONS. ETC.—
continued.

Reference.	Mark.	Stations.	Miles.	M.	A.P.	Spec. A.P.	A.	A. Loss 25%	R.	R. Loss 10%	B. Loss 25%	C.	C. Loss 30%	1	2
				s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
G.	H P	Hopetoun ..	254½	14 4	11 8	15 7	27 11	20 11	38 1	34 3	47 7	57 9	46 2	76 6	97 6
G.	H M	Horsham (See page 92)	203½	12 5	10 8	14 5	24 4	18 3	33 5	30 1	41 9	48 9	39 0	64 0	80 9
L.G.	H Y	Hurdly ..	108	8 0	8 8	11 1	15 7	11 8	20 5	18 5	25 0	28 3	22 7	36 6	45 3
L.G.	H L	Huron ..	201	12 4	10 8	14 5	24 2	18 2	33 1	29 9	41 4	48 3	38 7	63 3	79 9
L.G.	H H	Hursbridge (See page 173)	..	..	..	..	..	..	..	..	..	..	..	..	..
L.G.	I L	Mabrook (See page 171)	172	11 4	9 9	13 2	21 6	16 2	29 2	26 3	36 6	43 0	34 5	56 0	70 3
L.G.	I A	Milwa ..	..	..	..	..	..	..	..	..	..	..	..	..	..
Firewood Out	I	Ngaham (See page 92)	131	9 5	9 0	12 0	17 9	13 4	23 7	21 3	29 6	34 0	27 2	44 3	55 0
G.	I	Indiswood ..	45	3 11	5 0	6 0	7 2	5 5	9 5	8 6	11 9	12 6	10 0	15 6	19 0
L.G.	I N	Inverleigh (See page 170)	..	..	..	..	..	..	..	..	..	..	..	..	..
L.G.	I R	Ivorra ..	91½	7 2	8 3	10 2	13 9	10 4	18 2	16 4	22 9	24 3	19 5	31 3	38 9
L.G.	I R	Irewards ..	141½	10 1	9 2	12 4	18 9	14 1	25 1	22 7	31 4	36 9	29 5	48 0	59 6
L.G.	I S	Irene's Siding ..	347½	17 4	13 2	17 4	34 3	25 8	43 6	39 2	52 6	52 6	43 6	57 6	67 0
L.G.	I R Y	Irymple (See page 83)	71	2 3	2 3	2 8	3 0	2 3	3 4	3 0	3 9	3 9	3 4	4 0	4 6
(e) In and Out.	I V	Ivanhoe ..	..	..	..	..	..	..	..	..	..	..	..	..	..
L.G. Out	J A C	Jackson ..	180½	11 7	10 0	13 6	22 4	16 9	30 6	27 5	38 2	44 6	35 7	58 3	73 3
L.G.	J L	Jadamba (See page 171)	..	..	..	..	..	..	..	..	..	..	..	..	..
L.G.	J E	Jeecho ..	62½	5 3	6 6	7 10	9 11	7 5	12 8	11 5	15 10	17 0	13 7	21 6	26 6
G.	J P	Jeparit ..	247½	14 1	11 6	15 4	27 4	20 6	37 5	33 8	46 9	50 9	45 5	75 0	95 6
L.G.	J C	Joyce's Creek ..	95½	7 4	8 6	10 6	14 4	10 9	18 9	16 11	23 5	25 3	20 2	32 6	40 3
L.G.	J	Jumbunna ..	74	6 2	7 3	8 8	11 7	8 8	14 11	13 5	18 8	19 9	15 10	25 3	31 3
L.G.	J S	Jumbunna Coal Co.'s Siding ..	75½	..	..	..	..	..	..	..	..	..	..	..	..
L.G.	J G	Jung ..	192	12 0	10 6	14 1	23 4	17 6	31 11	28 9	39 11	46 6	37 2	61 0	76 9
G.	K A	Kanaira ..	217	13 1	10 11	14 8	25 3	18 11	34 7	31 2	43 3	51 3	41 0	67 3	85 3
L.G.	K A N	Kangaroo ..	97½	7 5	8 6	10 6	14 11	11 2	19 3	17 4	24 1	25 9	20 7	33 3	41 3
G.	K X	Kaniva ..	272½	14 11	12 0	16 0	29 1	21 10	39 9	35 9	49 8	59 3	47 5	79 6	102 0
L.G.	K B	Kanumbra ..	101½	7 8	8 6	10 10	15 1	11 4	19 7	17 8	24 0	26 9	21 5	34 6	42 9

L.G.	K G	75½	6	1	7	3	8	8	11	0	8	3	14	4	12	11	17	11	19	6	15	7	25	0	30	9
L.G.	K V E	221	13	2	11	2	15	0	25	6	19	2	35	0	31	6	43	9	52	0	41	7	68	3	86	6
L.G.	K T	147	10	4	9	4	12	7	19	2	14	5	25	10	23	3	32	4	38	0	30	5	49	6	61	6
L.G.	K F	140½	10	0	9	2	12	4	18	8	14	0	25	0	22	6	31	3	36	6	29	2	47	6	59	0
L.G.	K A W	179½	11	7	10	0	13	6	22	3	16	8	30	3	27	3	37	10	44	3	35	5	58	0	72	9
G.	K G	66½	5	7	6	9	8	1	10	6	7	11	13	3	11	11	16	7	18	0	14	5	23	0	28	3
L.G.	K H	68½	5	9	6	9	8	1	10	6	7	11	13	9	12	5	17	2	18	6	14	10	23	6	29	0
L.G. Out.	K D	5½	2	0	2	0	2	5	3	0	2	3	3	4	3	3	3	9	3	9	3	4	4	0	4	6
L.G. Out	K W	294	15	7	12	4	16	4	30	7	22	11	41	8	37	6	52	1	61	3	49	0	78	6	92	6
L.G.	K A B	240	13	10	11	4	15	2	26	10	20	2	36	8	33	0	45	10	55	3	44	2	73	0	92	9
G.	K I	35½	3	3	4	3	5	1	6	1	4	7	7	9	7	0	9	8	10	3	8	2	12	6	15	3
L.G.	K I L	80½	6	9	7	9	9	4	12	2	9	2	16	0	14	5	20	0	21	6	17	2	27	6	34	0
L.G. not requiring E shed accom- modation.	K L D	120½	8	9	8	10	11	8	16	10	12	8	22	3	20	0	27	10	31	6	25	2	41	0	50	9
L.G.	K L M	42½	3	9	5	0	6	0	7	2	5	5	8	10	7	11	11	1	12	0	9	7	15	0	18	3
G.	K R	39½	3	6	4	9	5	8	6	8	5	0	8	3	7	5	10	4	11	3	9	0	14	0	17	0
L.G.	K E																									
L.G.	K K																									
Timber Out. L.G. In account J. Kincaid only																										
G.	K J	92½	7	2	8	3	10	2	13	9	10	4	18	2	16	4	22	9	24	6	19	7	31	6	39	0
L.G.	K V S	224½	13	4	11	2	15	0	25	10	19	5	35	4	31	10	44	2	52	6	42	0	69	3	87	9
L.G.	K B A	179	11	6	10	0	13	6	22	2	16	8	30	2	27	2	37	9	44	3	35	5	57	9	72	6
L.G.	K I	83	6	10	8	0	9	7	12	8	9	6	16	6	14	10	20	8	22	0	17	7	28	3	35	0
L.G.	K N	84	6	10	8	0	9	7	12	8	9	6	16	6	14	10	20	8	22	0	17	7	28	3	35	3
L.G.	K U	42	3	8	4	9	5	8	7	2	5	5	8	10	7	11	11	1	11	9	9	5	14	6	17	9
L.G.	K P	175½	11	5	10	0	12	6	21	10	16	5	29	9	26	9	37	2	43	9	35	0	57	0	71	6
L.G.	K S	161	10	7	9	4	12	7	19	7	14	8	26	4	23	8	32	11	39	0	31	2	50	9	63	3
G.	K V	69½	5	10	7	0	8	5	11	0	8	3	13	9	12	5	17	2	18	9	15	0	24	0	29	6
G.	K M																									
L.G.	K Q	135	9	7	9	2	12	4	18	1	13	7	24	2	21	9	30	3	35	0	28	0	45	6	56	6
L.G.	K Z	124	9	0	8	10	11	8	17	1	12	10	22	7	20	4	28	3	32	3	25	10	42	0	52	0
G.	K Y	57	4	10	6	3	7	6	8	10	6	8	11	7	10	5	14	6	15	6	12	5	19	6	24	0
L.G.	K																									
L.G.	L A H	225½	13	4	11	2	15	0	25	11	19	5	35	5	31	11	44	3	52	9	42	2	69	6	88	3
G.	L B	205	12	6	10	8	14	5	24	6	18	4	33	6	30	2	41	11	49	0	39	2	64	3	81	3

* Not including loading and unloading.

LIST OF STATIONS AND UNATTENDED SIDINGS AND GOODS RATES PER TON BETWEEN MELBOURNE AND THE SPECIFIED STATIONS, ETC.—
continued.

References.	Mark.	STATIONS	Miles.	M.	A.P.	Specl. A.P.	A.	A. less 25 %.	H.	R. less 10 %.	R. Plus 25 %.	C.	C. less 20 %.	1	2
				s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
L.G.	L B K	Lake Duloke	187½	11 10	10 3	13 10	22 11	17 5	31 5	28 3	39 3	36 7	36 7	60 0	75 6
L.G.	L C	Lake Charm	190½	11 11	10 6	14 1	23 3	17 5	31 10	28 8	39 10	36 7	36 7	60 9	76 6
L.G.	L B T	Lalbert	205½	12 6	10 8	14 5	24 6	18 5	33 7	30 3	42 0	39 5	39 5	64 6	81 6
L.G.	L A L	Lal Lal	73½	6 7	7 9	0 4	12 2	9 2	15 5	13 11	19 3	21 0	21 0	16 10	27 0
G.	L D	Lancefield	46	4 0	5 3	6 4	7 9	5 10	9 5	8 6	11 9	12 9	12 9	16 0	19 6
L.G.	L J N	Lancefield Junction	31½	2 11	3 9	4 6	5 6	4 2	7 2	6 5	9 0	9 3	9 3	7 5	11 3
L.G.	L N G	Lang Lang	48½	4 3	5 6	6 7	7 9	5 10	9 11	8 11	12 5	13 6	13 6	10 17	20 9
(a)	L L	Lang Lang	136½	9 9	9 2	12 4	18 3	13 8	24 5	22 0	30 6	28 5	28 5	46 3	57 6
L.G.	L G N	Langwarrin	30½	2 10	3 9	4 6	5 6	4 2	6 8	6 0	8 4	9 0	9 0	7 2	11 0
L.G.	L V	Lara (See page 92)	35½	3 3	4 3	5 1	6 1	4 7	7 9	7 0	9 8	10 3	10 3	8 2	12 6
L.G.	L P	Larport	109½	7 7	8 6	10 10	15 0	11 3	19 6	17 7	24 5	26 6	21 2	34 3	42 6
L.G.	L A S	Lascelles	248½	14 1	11 6	15 4	27 5	20 7	37 0	33 9	46 11	57 0	45 7	75 3	95 9
G.	L A P	Lanching Place	43	3 8	4 9	5 8	7 2	5 5	8 10	7 11	11 1	11 9	9 5	14 6	17 9
L.G.	L A U	Lauris	132½	9 6	9 0	12 0	17 11	13 5	23 10	21 5	29 10	34 6	27 7	45 0	55 9
L.G.	L V H	Laver's Hill (See page 172).		2 6	2 6	3 0	3 4	2 6	3 4	3 4	4 2	4 6	3 7	5 0	5 9
L.G.	L A V	Laverton	13	7 0	8 3	9 11	13 3	9 11	17 8	15 11	22 1	23 6	18 10	30 3	37 6
L.G.	L M	Learmonth	88½	8 8	8 10	11 8	16 6	12 5	21 9	19 7	27 2	30 9	24 7	40 0	49 6
L.G.	L K	Leitchville	117½	6 10	8 0	9 7	12 8	9 6	16 6	14 10	20 8	22 0	17 7	28 3	35 0
L.G.	L H	Leonard	82½	6 7	7 9	9 4	12 2	9 2	15 5	13 11	19 3	21 0	16 10	27 0	33 3
G.	L G	Leongatha	78	6 7	7 9	9 4	12 2	9 2	15 5	13 11	19 3	21 0	16 10	27 0	33 3
L.G.	L E O	Leopold	52	4 5	5 9	6 11	8 3	6 2	10 0	9 5	13 2	14 3	11 5	18 0	22 0
L.G.	L E S	Leston	35½	3 3	4 3	5 1	6 1	4 7	7 9	7 0	9 8	10 3	8 2	12 6	15 3
L.G.	L E G	Lethbridge	61½	5 2	6 6	7 10	9 11	7 5	12 8	11 5	15 10	16 9	13 5	21 3	26 3
L.G.	L I L	Lillooie	65½	5 6	6 6	7 10	10 6	7 11	13 3	11 11	16 7	17 9	14 2	22 0	27 9
L.G.	L J	Lilimuir	278½	15 1	12 0	16 0	29 7	22 2	40 3	36 3	50 4	59 9	47 10	80 6	103 6
L.G.	L T	Liliput	165½	11 1	9 9	13 2	20 10	15 8	28 3	25 5	35 4	41 6	33 2	54 3	67 9
G.	L	Lilydale	24½	2 6	3 3	3 11	4 5	3 4	5 6	4 11	6 11	7 6	6 0	9 0	10 9
G.	L W	Lindenow	160½	10 11	9 6	12 11	20 6	15 8	27 0	25 0	34 8	41 0	32 10	53 3	66 6
L.G.	L G A	Linga	326½	16 9	12 10	16 11	32 10	24 8	44 8	40 2	55 10	64 3	51 5	88 6	115 6
L.G.	L N	Linton	98½	7 5	8 6	10 6	14 11	11 2	19 3	17 4	24 1	26 0	20 10	33 6	41 6
L.G.	L S	Lismore (See page 170).		12 0	10 6	14 1	23 4	17 6	31 11	28 9	39 11	46 6	37 2	61 0	76 9
L.G.	L F	Litchfield	192	2 9	3 6	4 2	5 6	4 2	6 8	6 0	8 4	8 8	7 0	10 6	12 9
L.G.	L R	Little River	29½	2 9	3 6	4 2	5 6	4 2	6 8	6 0	8 4	8 8	7 0	10 6	12 9

L.G.	L.N.J.Y.	Locality	138 1/2	9 11	9 2	12 4	18 6	13 11	24 8	122 2	30 10	36 0	28 10	47 0	58 3
L.G.	L.A.	Loch	60	5 0	6 3	7 6	9 5	7 1	12 2	10 11	15 3	16 3	13 0	20 6	25 3
L.G.	L.O.X.	Locksley	79 1/2	6 8	7 9	9 4	12 2	9 2	16 0	14 5	20 0	21 3	17 0	27 3	33 9
L.G.	L.O.N.	Londrigan	132 1/2	10 8	9 4	12 7	19 9	14 10	26 7	23 11	33 3	39 6	31 7	51 3	63 0
L.G.	L.E.A.	Longlea	83	7 2	8 3	10 2	13 9	10 4	18 2	16 4	22 9	24 6	19 7	31 6	39 0
G.	L.Y.	Longwarry	52	4 5	5 9	6 11	8 3	6 2	10 6	9 5	13 2	14 3	11 5	18 0	22 0
G.	L.O.	Longwood	84 1/2	6 11	8 0	9 7	12 8	9 6	16 6	14 10	20 8	22 6	18 0	29 0	35 9
L.G.	L.O.R.	Lorquon (See page 172)													
L.G.	L.V.T.	Lroat (See page 172)													
L.G.	L.X.	Lower Fernree Gully	22 1/2	2 6	3 0	3 7	4 5	3 4	5 6	4 11	6 11	7 0	5 7	8 3	10 0
L.G.	L.Z.	Loy Yang	102 1/2	7 9	8 6	10 10	15 2	11 5	19 9	17 9	24 8	27 0	21 7	35 0	43 3
L.G.	L.U.	Luback	175	11 5	10 0	13 6	21 9	16 4	29 8	26 8	37 1	43 6	34 10	56 9	71 3
L.G.	L.Y.N.	Lynhurst	24	2 6	3 3	3 11	4 5	3 4	5 6	4 11	6 11	7 3	5 10	8 6	10 3
G.	L.Q.	Lyonville	67 1/2	5 8	6 9	8 1	10 6	7 11	13 9	12 5	17 2	18 3	14 7	23 3	28 9
G.	M.D.N.	Macedon	43 1/2	3 10	5 0	6 0	7 2	5 5	9 5	8 6	11 9	12 3	9 10	15 3	18 9
G.	M.A.	Maecorna	165 1/2	11 1	9 9	13 2	20 11	15 8	28 4	25 6	35 5	41 9	33 5	54 6	68 3
G.	M.F.	Mafra	132 1/2	9 6	9 0	12 0	17 11	13 5	23 10	21 5	29 10	34 6	27 7	45 0	55 9
G.	M.P.L.	Mainsample	122 1/2	8 11	8 10	11 8	17 0	12 9	22 6	20 3	28 2	32 0	25 7	41 6	51 6
G.	M.N.	Maldon	89	7 0	8 3	9 11	13 3	9 11	17 8	15 11	22 1	23 6	18 10	30 3	37 6
G.	M.Y.	Malsbury	63 1/2	5 4	6 6	7 10	9 11	7 5	12 8	11 5	15 10	17 3	13 10	22 0	27 0
(e) In and Out. L.G. Out	M.A.L.	Malvern	6 1/2	2 3	2 3	2 8	3 0	2 3	3 4	3 0	3 9	3 9	3 4	4 0	4 6
L.G.	M.G.R.	Mangalore	68	5 8	6 9	8 1	10 6	7 11	13 9	12 5	17 2	18 3	14 7	23 3	28 9
L.G.	M.A.N.	Manarim	61	5 1	6 3	7 6	9 5	7 1	12 2	10 11	15 3	16 6	13 2	21 0	25 9
L.G.	M.D.N.	Mansfield	131 1/2	9 5	9 0	12 0	17 10	13 5	23 8	21 4	29 7	34 3	27 5	44 6	55 3
L.G.	M.R.N.	Maroon	200	12 3	10 6	14 1	24 1	18 1	33 0	29 8	41 3	48 0	38 5	63 0	79 6
L.G.	M.G.	Marong	112 1/2	8 4	8 8	11 5	16 1	12 1	21 1	19 0	26 4	29 6	23 7	38 3	47 6
L.G.	M.A.R.	Maroon	144 1/2	10 2	9 4	12 7	19 0	14 3	25 6	22 11	31 11	37 6	30 0	49 0	60 9
L.G.	M.S.L.	Marsball	49 1/2	4 3	5 6	6 7	8 3	6 2	10 6	9 5	13 2	13 9	11 0	17 3	21 3
G.	M.	Maryborough	112	8 3	8 8	11 5	16 0	12 0	20 11	18 10	26 2	29 3	23 5	38 0	47 0
L.G.	M.S.Y.	Massey	197 1/2	12 2	10 6	14 1	23 10	17 11	32 9	29 6	40 11	47 0	38 2	62 6	78 9
L.G.	M.C.D.	McDougall (See page 88)	43	4 2	5 3	6 4	7 9	5 10	9 11	8 11	12 5	13 3	10 7	16 6	20 3
(e) In and Out. Account Moiver Timber Con- pany	M.O.I.	Melvor Siding (See page 97)	63 1/2	5 4	6 6	7 10	9 11	7 5	12 8	11 5	15 10	17 3	13 10	22 0	27 0

* Not including loading and unloading

LIST OF STATIONS AND UNATTENDED SIDINGS AND GOODS RATES PER TON BETWEEN MELBOURNE AND THE SPECIFIED STATIONS, ETC.—
continued.

References.	Mark.	Stations.	Miles.	M	A.P.	Spec. A.P.	A.	A.	B.	R.	B.	C.	D.	E.
				s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
(a) In and Out. L.G. In account McKenzie and Holland	M H S	McKenzie and Holland's Siding	7½	2 3	2 3	2 8	3 0	2 3	3 4	3 0	3 9	3 0	3 4	4 0
L.G.														
L.G.	M E T	Maitian	212½	12 11	10 11	14 8	25 0	18 9	34 3	30 10	42 10	50 6	40 5	66 3
L.G.	M E Y	Meerivau	89	7 0	8 3	9 11	13 3	9 11	17 8	15 11	22 1	23 6	18 10	30 3
L.G.	M X	Melbourne (See page 92).												
L.G.	M L S	Mellis	212½	12 11	10 11	14 8	25 0	18 9	34 3	30 10	42 10	50 6	40 5	66 3
G.	M E	Melton	22½	2 6	3 3	3 11	4 5	3 4	5 0	4 11	6 11	7 3	5 10	8 6
L.G.	M E N	Mentone	15½	2 6	2 6	3 0	3 4	2 6	3 11	3 6	4 11	5 3	4 2	6 0
L.G.	M R E	Merebets (See pages 83 and 93)	358½	17 6	13 4	17 0	35 1	26 4	47 7	42 10	57 3	57 3	47 7	62 6
G.	M H	Meredith	71	5 11	7 0	8 5	11 0	8 3	14 4	12 11	17 11	19 0	15 2	24 3
L.G.	M N O	Morino	231½	13 7	11 4	15 2	26 3	19 8	36 0	32 5	45 0	54 0	43 2	71 0
L.G.	M N A	Merrida	21	2 6	3 0	3 7	3 11	3 0	5 0	4 6	6 3	6 6	5 2	7 6
L.G.	M E R	Merrigum	117½	8 8	8 10	11 8	16 6	12 5	21 9	19 7	27 2	30 9	24 7	40 0
L.G.	M T N	Merton	108½	8 1	8 8	11 1	15 9	11 10	20 7	18 6	25 9	28 6	22 10	37 0
L.G.	M I D	Midas	82½	6 10	8 0	9 7	12 8	9 6	16 6	14 10	20 8	22 0	17 7	28 3
L.G.	M B N	Middle Brighton	9½	2 6	2 6	3 0	3 0	2 6	3 4	3 0	3 9	3 9	3 4	4 0
(a) In and Out. L.G. Out														
L.G.	M C K	Middle Creek	112½	8 4	8 8	11 5	16 1	12 1	21 1	19 0	26 4	29 6	23 7	38 3
G.	M D A	Mildura (See page 83).	351½	17 6	13 4	17 6	34 6	25 11	43 6	39 2	52 6	52 6	43 6	57 0
L.G.	M L L	Millbrook	58½	5 0	6 3	7 6	9 5	7 12	10 11	15 3	16 0	12 10	10 20	3 25
L.G.	M G V	Millgrove	46½	4 1	5 3	6 4	7 9	5 10	9 11	8 11	12 5	13 0	10 5	16 3
L.G.	M L M	Millom	227½	13 5	11 2	15 0	26 0	19 6	35 7	32 0	44 6	53 3	42 7	70 0
L.G.	M C	Mincla	159½	10 10	9 6	12 11	20 5	15 4	27 6	24 9	34 5	40 9	32 7	53 0
L.G.	M I H	Minhamite	196½	12 2	10 6	14 1	23 9	17 10	32 8	29 5	40 10	47 6	38 0	62 3
L.G.	M I N	Minvera (See page 170).												
G.	M I	Mivayip	198½	12 3	10 6	14 1	24 0	18 0	32 11	29 8	41 2	47 9	38 2	62 9
L.G.	M V	Miran	266½	14 9	11 10	15 9	28 9	21 7	39 2	35 3	49 0	58 9	47 0	78 6
L.G.	M C H	Mitcham	141	2 6	2 9	3 0	3 4	2 6	3 11	3 6	4 11	5 0	4 0	5 6
L.G.	M I T	Mitiamo	142½	10 2	9 2	12 4	18 10	14 2	25 3	22 9	31 7	37 0	29 7	48 3
L.G.	M L K	Mitre Lake (See page 171).												
L.G.	M O	Moo	81½	6 9	7 9	9 4	12 8	9 6	16 0	14 5	20 0	21 9	17 5	28 0
L.G.	M W H	Molesworth	90½	7 1	8 3	10 2	13 9	10 4	17 8	15 11	22 1	24 0	19 2	31 0

L.G.	M O L	Molozs	147	10	4	9	4	12	7	19	2	14	5	25	10	23	3	32	4	138	9	30	5	149	6	61	6
L.G.	M E A	Monea	751	6	4	7	6	9	0	11	7	8	8	14	11	13	5	18	8	20	3	16	2	220	0	32	0
L.G.	M O N	Monegata	301	3	4	4	6	5	5	1	4	7	7	9	7	0	9	8	10	6	8	5	13	0	15	9	
L.G.	M O U	Monekata	41	3	10	5	0	6	0	2	5	5	9	5	8	11	9	12	3	9	10	15	3	18	9		
L.G.	M T O	Monynerly	131	9	7	9	2	12	4	18	1	13	7	24	2	21	9	30	3	35	0	28	0	45	6	50	6
(a) Account Public Works Department only		Mont Park (See pages 91 and 173)																									
L.G. not requiring modification	M L T	Mcolert	100	7	7	8	6	10	10	15	0	11	3	19	6	17	7	24	5	26	6	21	2	34	3	42	6
L.G.	M N D	Moentarra (See page 174)																									
L.G.	M B N	Moorabbin	111	2	6	2	6	3	0	3	4	2	6	3	4	3	4	4	2	4	3	3	5	4	6	5	3
L.G.	M B L	Moorbeek	481	4	3	5	6	6	7	7	9	5	10	9	11	8	11	12	5	13	6	10	10	17	0	20	9
G.	M D C	Mooroolbath	351	3	3	4	3	5	1	6	1	4	7	7	9	7	0	9	8	10	3	8	2	12	6	15	3
L.G.	M B K	Mooroolbark	211	2	6	3	0	3	7	4	5	3	4	5	0	4	6	6	3	6	9	5	5	8	0	9	6
G.	M P	Mooroopna	110	8	1	8	8	11	5	15	10	11	11	20	8	18	7	25	10	28	9	23	0	37	3	46	3
L.G.	M O R	Moraviey	491	4	3	5	6	6	7	8	3	6	2	10	6	9	5	13	2	13	9	11	0	17	3	21	3
L.G.	M X	Morallac	171	2	0	2	0	2	3	4	3	1	2	1	4	5	4	0	5	6	5	0	4	7	6	7	9
(a)	M L D	Moravind	51	2	0	2	0	2	5	3	0	2	3	3	4	3	0	3	9	3	9	3	4	4	0	4	6
L.G.	M R G	Moravia	60	5	0	6	3	7	0	9	5	7	1	12	2	10	11	15	3	16	3	13	0	20	6	25	3
L.G.	M Q	Morrington	401	3	7	4	9	5	8	6	8	5	0	8	10	7	11	11	1	11	6	9	2	14	3	17	6
L.G.	M J	Morrington Junction	321	3	0	3	9	4	6	5	6	4	2	7	2	6	5	9	0	6	7	7	11	6	14	0	
L.G.	M T	Mortlake	1501	10	7	9	4	12	7	19	7	14	8	26	4	23	8	32	11	39	0	31	2	50	9	63	3
L.G.	M P N	Morton Plains	2071	12	7	10	8	14	5	24	7	18	5	33	9	30	5	42	2	49	6	39	7	65	0	82	3
G.	M Z	Morwell	90	7	1	8	3	9	11	13	0	10	4	17	8	15	11	22	1	23	0	19	0	30	6	37	9
L.G.	M I P	Moutatup	181	11	9	10	3	13	10	22	8	17	0	31	0	27	11	33	9	45	3	36	2	53	3	74	6
L.G.	M H U	Moyka (See page 173)																									
L.G.	M O Y	Moyne	181	11	8	10	0	13	6	22	5	16	10	30	7	27	6	38	3	44	9	35	10	58	6	73	6
L.G.	M U K	Muckleford	81	6	11	8	0	9	7	12	8	9	6	16	6	14	10	20	8	22	6	18	0	29	0	35	9
L.G.	M R O	Munro	1451	10	3	9	4	12	7	19	1	14	4	25	7	23	0	32	0	37	9	30	2	49	3	61	3
L.G.	M U	Murchison	911	7	2	8	3	10	2	14	4	10	9	18	2	16	4	22	9	24	9	19	10	32	0	39	6
G.	M U E	Murchison East																									
L.G.	M V	Murrayville	3501	17	6	13	4	17	6	34	10	26	2	47	5	42	8	59	3	67	0	53	7	83	0	123	0
L.G.	M U R	Murroon	951	7	4	8	6	10	6	14	4	10	9	18	9	16	11	23	5	25	3	20	2	32	6	40	3
(a)	M U B	Murrumbidgee	31	2	6	2	6	3	0	3	0	2	6	3	4	3	0	3	9	3	9	3	4	4	0	4	6
G.	M R	Murtoa (See page 93)	1851	11	9	10	3	13	10	22	9	17	1	31	1	28	0	38	10	45	6	36	5	59	6	74	9
L.G.	M S K	Musick	721	6	1	7	3	8	8	11	0	8	3	14	4	12	11	17	11	19	6	15	7	25	0	30	9
L.G.	M Y N	Myamyn	2241	13	4	11	2	15	0	19	5	35	4	31	10	44	2	52	6	42	0	69	3	87	9	87	9
L.G.	M L	Myrtleford	1771	11	6	10	0	13	6	22	0	16	6	30	0	27	0	37	6	44	0	35	2	57	6	72	3
G.	M S	Mystic	1601	10	11	9	6	12	11	20	6	15	5	27	9	25	0	34	8	41	0	32	10	53	3	66	6
L.G.	M K	Mystic Park	1961	12	2	10	6	14	1	23	9	17	10	32	8	29	5	40	10	47	6	38	0	62	3	78	6

* Not including leading and unloading.

LIST OF STATIONS AND UNATTENDED SIDINGS AND GOODS RATES PER TON BETWEEN MELBOURNE AND THE SPECIFIED STATIONS, ETC.—
continued.

References.	Mark.	Stations.	Miles.	M.	A.P.	Spd. A.P.	A.	A. less 25 %.	B.	B. less 10 %.	B. plus 25 %.	C.	C. less 20 %.	I	E
				s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
L.G.	M Y E	Mojave ..	150	10 6	9 4	12 7	19 6	14 8	26 2	23 7	32 9	38 9	31 0	50 6	62 9
G.	N A	Nazambie ..	78½	6 7	7 9	9 4	12 2	9 2	15 5	13 11	19 3	21 0	16 10	27 0	33 3
L.G.	N N G	Naz-Nar-Goon ..	41	3 7	4 9	5 8	6 8	5 0	8 10	7 11	11 1	11 6	9 2	14 3	17 6
L.G.	N G	Nar-Nar-Goon ..	131½	9 5	9 0	12 0	17 10	13 5	23 8	21 4	29 7	34 3	27 5	44 0	55 3
L.G.	N R	Nar-Nar-Goon ..	83½	7 0	8 3	9 11	13 3	9 11	17 8	15 11	22 1	23 6	18 10	30 3	37 6
L.G.	N W	Narre Warren ..	23½	2 6	3 3	3 11	5 0	3 9	6 1	6 0	7 7	7 9	6 2	9 3	11 3
G.	N H	Nathalia ..	147	10 5	9 4	12 7	19 3	14 5	25 11	23 4	32 5	38 3	30 7	50 0	62 0
G.	N T	Natimuk †† ..	213½	13 1	10 11	14 8	25 5	19 1	34 9	31 3	43 5	51 6	41 2	67 9	85 9
G.	N S	Nearctic South ..	75½	6 4	7 6	9 0	11 7	8 8	14 11	13 5	18 8	20 3	16 2	26 0	32 0
L.G.	N N R	Nerria Nerria (See page 170).	99½	7 1	8 3	10 2	13 9	10 4	17 8	15 11	22 1	24 0	19 2	31 0	38 3
L.G.	N Z	Nowlyn ..	99½	7 1	8 3	10 2	13 9	10 4	17 8	15 11	22 1	24 0	19 2	31 0	38 3
(a) In and Out.	N E W	Newmarket (See page 93) ..	2½	2 0	2 0	2 5	3 0	2 3	3 4	3 0	3 0	3 9	3 4	4 0	4 6
L.G. In and Out.	N P	Newport (See page 93) ..	6½	2 3	2 3	2 8	3 0	2 3	3 4	3 0	3 9	3 9	3 4	4 0	4 6
L.G. Out	N D	Nowstead ..	92½	7 2	8 3	10 2	13 9	10 4	18 2	16 4	22 9	24 6	19 7	31 6	39 0
L.G.	N E	Nowtown ..	92½	7 2	8 3	10 2	13 9	10 4	18 2	16 4	22 9	24 6	19 7	31 6	39 0
G.	N	North (See page 94) ..	243½	14 1	11 6	15 4	27 5	20 7	37 6	33 9	46 11	57 0	45 7	75 3	95 9
L.G.	N L A	Nhill ..	64½	5 5	6 6	7 10	9 11	7 5	13 3	11 11	16 7	17 6	14 0	22 3	27 6
L.G.	N I	Nim ..	134½	9 7	9 2	12 4	18 1	13 7	24 2	21 9	30 3	35 0	28 0	45 0	56 6
L.G.	N X	Nooramunga ..	223½	13 3	11 2	15 0	25 8	19 3	35 3	31 9	44 1	52 0	42 0	69 0	87 6
L.G.	N J	North Carlton ..	4½	2 0	2 0	2 5	3 0	2 3	3 4	3 0	3 9	3 9	3 4	4 0	4 6
L.G.	N C E	Northcote ..	5½	2 0	2 0	2 5	3 0	2 3	3 4	3 0	3 9	3 9	3 4	4 0	4 6
L.G.	N C	North Creswick ..	86½	7 0	8 3	9 11	13 3	9 11	17 1	15 5	21 4	23 0	18 5	29 6	36 6
(a) In and Out.	N F	North Fitzroy ..	5	2 0	2 0	2 5	3 0	2 3	3 4	3 0	3 9	3 9	3 4	4 0	4 6
L.G. Out	N O	North Geelong (See pages 83 and 94) ..	43½	3 10	5 0	6 0	7 2	5 5	8 0	7 2	8 0	8 0	8 0	10 0	12 6
L.G.	N L H	North Learmonth ..	89½	7 1	8 3	9 11	13 9	10 4	17 8	15 11	22 1	23 9	19 0	30 6	37 9
L.G. Account J. only	N M	North Mirboo ..	110	8 1	8 8	11 5	15 10	11 11	20 8	18 7	25 10	28 9	23 0	37 3	46 3

LIST OF STATIONS AND UNATTENDED SIDINGS AND GOODS RATES PER TON BETWEEN MELBOURNE AND THE SPECIFIED STATIONS, ETC.—
continued.

References.	Mark.	Stations.	Miles.	M		A.P.		Spec. A.P.		A.		A. less 25 %.		B.		B. less 10 %.		B. plus 10 %.		C.		C. less 20 %.		1		2			
				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.
L.G.	P O R	Pornet (See page 170).	192½	12	0	10	6	14	1	23	5	17	7	32	1	28	11	40	1	46	9	37	5	61	3	77	3		
G.	P U	Porepunkah ..	137½	9	10	9	2	12	4	18	4	13	9	24	6	22	1	30	8	35	9	28	7	46	6	57	9		
G.	P A	Port Albert ..	186½	11	10	10	3	13	10	22	10	17	2	31	4	28	2	39	2	45	9	35	7	59	9	75	3		
L.G.	P F	Port Fairy (See page 95).	251½	14	3	11	8	15	7	27	8	30	9	37	10	34	1	47	4	57	6	46	0	76	0	96	9		
G.	P M	Portland (See page 95).	31	9	0	2	0	2	5	3	0	2	3	3	4	3	0	3	9	3	9	3	4	4	0	4	6		
		Port Melbourne and Graham (See page 96)	32																										
L.G.	P E	Port Melbourne Pier (See p. 122)	136½	9	9	9	2	12	4	18	3	13	8	24	5	22	0	30	6	35	0	28	5	46	3	57	6		
L.G. In account Western District Co - operative Bacon - Curing Co. only	P R O	Prairie ..	91	2	6	2	6	3	0	3	0	2	6	3	4	3	0	3	9	3	9	3	4	4	0	4	6		
		Proser (See page 94).																											
	P U L	Pullat ..	259	14	5	11	8	15	7	28	2	21	2	38	5	34	7	48	0	58	0	46	5	77	0	98	6		
L.G.	P P	Pura Pura (See page 170).	201½	12	4	10	8	14	5	24	3	18	2	33	3	20	11	41	7	43	6	38	10	63	6	80	3		
L.G.	P D	Purdeal ..	561	4	10	6	3	7	6	8	10	6	8	11	7	10	5	14	6	15	6	12	5	19	6	24	0		
L.G.	P G	Pyalong ..	155	10	8	0	6	12	11	19	11	14	11	26	11	24	3	33	8	39	9	31	10	51	9	64	6		
G.	P H	Pyramid ..																											
G.	Q K	Quambatook ..	191	11	11	10	6	14	1	23	3	17	5	31	10	28	8	39	10	46	6	37	2	60	9	76	6		
L.G.	Q G	Quantong ..	214	12	11	10	11	14	8	25	1	18	10	34	4	30	11	42	11	50	6	40	5	68	6	84	3		
G.	Q	Queenscliff (See page 96)	67½	5	8	6	9	8	1	10	6	7	11	13	9	12	5	17	2	18	3	14	7	23	3	28	9		
G.	R B W	Rainbow (See page 96)	266½	14	9	11	10	15	9	28	9	21	7	39	2	35	3	49	0	58	9	47	0	78	6	100	6		
L.G.	R A	Ravenswood ..	80½	7	1	8	3	10	2	13	9	10	4	17	8	15	11	22	1	24	0	19	2	31	0	38	3		
L.G.	R V	Raywood ..	120	8	8	8	10	11	8	16	9	12	7	22	0	19	10	27	6	31	3	25	0	40	6	50	3		
L.G.	R E	Redesdale ..	76½	6	5	7	0	9	0	11	7	8	8	15	5	13	11	19	3	20	6	16	5	26	3	32	6		
G.	R J	Redesdale Junction ..	60	5	0	6	3	7	6	9	5	7	1	12	2	10	11	15	3	16	3	13	0	20	6	25	3		
L.G.	R E M	Remlaw ..	208	12	7	10	8	14	5	24	7	18	5	33	9	30	5	42	2	49	6	39	7	65	0	82	3		
(a) L.G.	R E S	Reservoir ..	91	2	6	2	6	3	0	3	0	2	6	3	4	3	0	3	9	3	9	3	9	3	4	4	6		

	R H O	97	8	5	9	6	11	6	15	11	12	2	20	3	18	4	25	1	26	9	21	7	34	3	42	3
L.G.	Rhodes ††	35	3	3	4	3	5	1	6	1	4	7	7	9	7	0	9	8	10	3	8	2	12	6	15	3
L.G.	Riddell	161	2	6	2	9	3	4	3	4	2	9	4	5	4	0	5	6	5	6	4	5	6	3	7	6
L.G.	Ringwood	138	9	11	9	2	12	4	18	6	13	11	24	8	22	2	30	10	36	0	28	10	47	0	58	3
L.G.	Rochester	18	2	6	2	9	3	4	3	11	2	11	4	5	4	0	5	6	6	0	4	10	7	0	8	3
L.G.	Rockbank	80	7	0	8	3	9	11	13	3	9	11	17	1	15	5	21	4	23	0	18	5	29	6	36	6
L.G.	Rocklyn	70	5	11	7	0	8	5	11	0	8	3	14	4	12	11	17	11	19	0	15	2	24	3	30	0
L.G.	Rokeby	40	3	7	4	9	5	8	6	8	5	0	8	10	7	11	11	1	11	6	9	2	14	3	17	6
G.	Romsey	240	14	0	11	6	15	4	27	3	20	5	37	3	33	6	46	7	56	6	45	2	74	6	94	8
L.G.	Rosebery	112	8	4	8	8	11	5	16	1	12	1	21	1	19	0	26	4	29	6	23	7	38	3	47	6
L.G.	Rosedale	34	3	2	4	3	5	1	6	1	4	7	7	9	7	0	8	10	0	8	0	12	3	15	0	
L.G.	Rosevale	75	6	4	7	6	9	0	11	7	8	14	11	13	5	18	8	20	3	16	2	26	0	32	0	
G.	Ruby	184	11	9	10	3	13	10	22	8	17	6	31	0	27	11	38	9	46	3	36	2	59	3	74	6
G.	Ruanyup	104	7	10	8	8	11	1	15	4	11	6	20	0	18	0	25	0	27	6	22	0	35	6	44	0
G.	Rusward	8	2	3	2	3	2	8	3	0	2	3	3	4	3	0	3	3	9	3	9	3	4	4	4	6
G.	Russell's Sidings	189	11	3	9	9	13	2	21	4	16	0	28	11	26	0	30	2	42	6	34	0	55	6	69	6
G.	Rutherford	80	6	9	7	9	9	4	12	2	9	2	16	0	14	5	20	0	21	6	17	2	27	6	34	0
L.G.	Sailor's Falls	129	9	4	9	0	12	0	17	7	13	2	23	4	21	0	29	2	33	6	26	10	43	6	54	0
L.G.	Sale Wharf (See page 96)	242	13	11	11	6	15	4	27	1	20	4	37	0	33	4	46	3	56	0	44	10	73	9	93	9
L.G.	Saltbury	121	13	11	11	6	15	4	27	1	20	4	37	0	33	4	46	3	56	0	44	10	73	9	93	9
L.G.	Sandford	242	2	6	2	6	3	0	3	4	2	6	3	4	3	4	4	2	4	6	3	7	5	0	5	0
L.G.	Sandringham	90	7	1	8	3	10	2	13	9	10	4	17	8	15	11	22	1	24	0	18	2	31	0	38	3
L.G.	Scarsdale	24	2	6	3	3	3	11	4	5	3	4	5	6	4	11	0	11	7	6	6	0	9	0	10	9
L.G.	Sea Lake	238	13	9	11	4	15	2	26	9	20	1	36	6	32	10	45	8	55	0	44	0	72	6	92	3
L.G.	Sebastian	116	8	6	8	10	11	8	16	4	12	3	21	6	19	4	26	11	30	3	24	2	39	3	48	9
(b)	Selby (See page 174)	287	15	5	12	16	2	30	1	22	7	41	0	36	11	51	3	60	6	48	5	81	9	105	6	
L.G.	Serviceeton	33	3	1	3	9	4	6	6	1	4	7	7	2	6	5	9	0	9	9	7	10	12	0	14	6
L.G.	Seville	61	5	2	6	6	7	10	9	11	7	5	12	8	11	5	15	10	16	9	13	9	21	3	26	3
G.	Seymour	206	12	7	10	8	14	5	24	7	18	5	33	8	30	4	42	1	49	3	39	6	64	9	81	9
G.	Shephills	99	7	6	8	10	10	14	11	11	2	19	3	17	4	24	1	26	3	21	0	34	0	42	0	
G.	Shebourne	113	8	4	8	8	11	5	16	1	12	1	19	0	26	4	29	6	23	7	38	3	47	6	42	6
L.G.	Shepparton	88	7	0	8	3	9	11	13	3	9	11	17	8	15	11	22	1	23	6	18	10	30	3	37	6
L.G.	Smythesdale	13	2	6	2	6	3	0	3	4	2	6	3	11	3	6	4	9	4	9	3	11	5	3	6	3
L.G.	Somerton	35	3	2	4	3	5	1	6	1	4	7	7	9	7	0	8	10	0	8	0	12	3	15	0	
L.G.	Somerville	35	3	2	4	3	5	1	6	1	4	7	7	9	7	0	8	10	0	8	0	12	3	15	0	

* Not including loading and unloading. †† Rhodes. The additional charge of 1s. per ton, as prescribed on page 96, is included.

LIST OF STATIONS AND UNATTENDED SIDINGS AND GOODS RATES PER TON BETWEEN MELBOURNE AND THE SPECIFIED STATIONS, ETC.—
continued.

References.	Mark.	Stations.	Miles.	M.	A.P.	Spec. A.P.	A.	B.	B. plus 25 %.	C.	C. less 20 %.	1	2
				s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
L.G.	S O B	South Brunswick	4	2 0	2 0	2 5	3 0	3 3	3 4	3 9	3 4	4 0	4 6
L.G.	S C	South Geelong (See page 83)	46½	4 1	5 3	6 4	7 9	5 10	9 0	8 1	9 0	11 0	13 6
L.G.	S K G	South Kensington (See page 96)	17½	11 5	10 0	13 6	21 9	16 4	29 8	26 8	37 1	43 6	56 9
L.G.	S M G	South Merang	17½	2 6	2 9	3 4	3 11	2 11	4 5	4 0	5 6	7 6	7 9
Lams outwards		Southern Cross Co.'s Siding (See page 89)	264½	14 8	11 10	15 9	28 7	21 5	39 0	35 1	48 9	58 6	78 0
L.G.	S P E	Speed	5½	2 0	2 0	2 5	3 0	2 3	3 4	3 0	3 9	3 4	4 6
L.G.	S P D	Spotswood	160	10 10	9 6	12 11	20 5	15 4	27 6	24 9	34 5	40 9	53 0
L.G.	S T	Springhurst	15½	2 6	2 6	3 0	3 4	2 6	3 11	3 6	4 11	5 3	6 3
L.G.	S R	Spring Vale	11½	2 6	2 6	3 0	3 4	2 6	3 11	3 6	4 11	5 3	6 3
L.G.	S T A	St. Albans	158½	10 10	9 6	12 11	20 4	15 3	27 5	24 8	34 3	40 6	52 9
L.G.	S T L	Stalker (See page 172)	86½	7 0	8 3	9 11	13 3	9 11	17 1	15 5	21 4	23 0	29 6
L.G.	S A	St. Arnaud	26½	2 7	3 6	4 2	5 0	3 9	6 1	5 6	7 7	8 0	11 6
G.	S T N	State Mine	162	11 0	9 6	12 11	20 7	15 5	27 10	25 1	34 10	41 0	53 6
(a)	S V Y	Stanglen's Siding	150	10 6	9 4	12 7	19 6	14 8	26 2	23 9	32 9	38 9	52 9
L.G.	S W	Stawell (See page 96)	141½	10 1	9 2	12 4	18 9	14 1	25 1	22 7	31 4	36 9	48 6
G.	S J	St. James	4½	2 0	2 0	2 5	3 0	2 3	3 4	3 0	3 9	3 4	4 6
G.	S T K	St. Kilda	111	8 2	8 8	11 5	15 11	11 11	20 10	18 9	26 1	29 0	38 6
L.G.	S D	Stoneyford	91	7 1	8 3	10 2	13 9	10 4	17 8	15 11	22 1	24 0	31 0
L.G.	S C	Stony Creek	46½	4 1	5 3	6 4	7 9	5 10	9 11	8 11	12 5	13 0	16 3
L.G.	S O	Stony Point	138½	9 11	9 2	12 4	18 6	13 11	24 8	22 2	30 10	36 0	47 0
(b)	S T R	Strangway (See page 96)	146½	10 4	9 4	12 7	19 2	14 5	25 10	23 3	32 4	33 0	40 6
G.	S T D	Stratford	192	12 0	10 6	14 1	23 4	17 6	31 11	28 9	39 11	46 6	61 6
L.G.	S H L	Strathallan	146	10 3	9 4	12 7	19 1	14 4	25 7	23 0	32 0	37 9	49 3
L.G.	S K R	Strathkellar	80½	6 9	7 9	9 4	12 2	9 2	16 0	14 5	20 0	21 6	27 6
L.G.	S X	Strathmerton	23½	2 6	3 3	3 11	4 5	3 4	5 6	4 11	6 11	7 3	10 3
G.	S T V	Strathvean (See page 170)	7½	2 3	2 3	2 8	3 0	2 3	3 4	3 0	3 9	3 4	4 6
L.G.	S K V	Sulky	7½	2 3	2 3	2 8	3 0	2 3	3 4	3 0	3 9	3 4	4 6
L.G.	S I	Sunbury	7½	2 3	2 3	2 8	3 0	2 3	3 4	3 0	3 9	3 4	4 6
L.G.	S U N	Sunshine (See page 97)	7½	2 3	2 3	2 8	3 0	2 3	3 4	3 0	3 9	3 4	4 6

LIST OF STATIONS AND UNATTENDED SIDINGS AND GOODS RATES PER TON BETWEEN MELBOURNE AND THE SPECIFIED STATIONS, ETC.—
continued.

References.	Mark.	Stations.	Miles.	M		A.P.		Spec. A.P.		A.		B.		E.		C.		1		2							
				s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.		s.	d.					
L.G.	T B C	Toorac (See page 97)	62½	5	3	6	7	10	9	11	7	5	12	8	11	5	15	10	17	0	13	7	21	6	26	6	
G.	T L A	Toolamba	103½	7	10	8	6	10	15	3	11	5	19	10	17	10	24	10	27	3	21	10	35	3	43	9	
L.G.	T O O	Toomdo (See page 171).	109½	8	1	8	8	11	5	15	10	11	20	8	18	7	25	10	28	9	23	0	37	3	40	3	
G.	T B	Toongabbie	114½	8	5	8	10	11	8	16	3	12	2	21	5	19	3	26	9	30	0	24	0	39	0	48	3
L.G.	T O A	Toons	36½	3	4	4	6	5	6	1	4	7	7	9	7	0	9	8	10	6	8	5	13	0	15	9	
L.G.	T D X	Tooradin	51½	2	0	2	3	2	5	3	0	2	3	4	3	0	3	9	3	9	3	4	4	0	4	6	
G.	T O K	Toorak	6½	2	3	2	3	2	8	3	0	2	3	4	3	0	3	9	3	9	3	4	4	0	4	6	
L.G.	T G A	Toorong	93	7	2	8	3	10	2	13	9	10	4	18	2	16	4	22	9	24	6	19	7	31	6	39	0
L.G.	T L O	Toorillo	75	6	3	7	6	9	0	11	7	8	8	14	11	13	5	18	8	20	0	16	0	25	6	31	6
L.G.	T W	Trasfagar	170½	11	3	9	9	13	2	21	5	16	1	29	1	26	2	36	4	42	9	34	2	55	9	69	9
L.G.	T R G	Tragool	98½	7	5	8	6	10	6	14	11	11	2	19	3	17	4	24	1	26	0	20	10	33	6	41	6
G.	T N	Traralgon	97½	7	5	8	6	10	6	14	11	11	2	19	3	17	4	24	1	26	0	20	10	33	6	41	6
L.G.	T R A	Traralla	63½	5	4	6	6	7	10	9	11	7	5	12	8	11	5	15	10	17	3	13	10	22	0	27	0
L.G.	T R A	Trarwood	63½	5	4	6	6	7	10	9	11	7	5	12	8	11	5	15	10	17	3	13	10	22	0	27	0
G.	T M	Trentham	149½	10	6	0	4	12	7	19	6	14	8	26	2	23	7	32	9	38	9	31	0	50	6	62	9
G.	T	Tungamah	13½	2	6	2	6	3	0	3	4	2	6	3	11	3	6	4	9	4	9	3	11	5	3	6	3
(b)	T S	Tunstall	260½	14	6	11	10	15	9	28	3	21	2	38	8	34	10	48	4	58	3	46	7	77	6	99	0
L.G.	T R F	Turriff	339	17	1	13	0	17	2	33	8	25	3	45	9	41	2	57	2	65	3	52	2	90	6	118	6
L.G.	T T	Tyabb	37½	3	5	4	6	5	5	6	8	5	0	8	3	7	5	10	4	10	9	8	7	13	3	16	3
L.G.	T B	Tyabb	56½	4	10	6	3	7	6	8	10	6	8	11	7	10	5	14	6	15	6	12	5	19	6	24	0
L.G.	T V	Tylden	44½	3	11	5	0	6	0	7	2	5	5	9	5	8	6	11	9	12	6	10	0	15	6	19	0
L.G.	T Z	Tynong	221½	13	3	11	2	15	0	25	7	19	2	35	1	31	7	43	10	52	0	41	7	68	6	86	9
G.	U L	Ultima	319½	16	6	12	8	16	9	32	4	24	3	44	0	39	7	55	0	63	6	50	10	87	3	113	9
L.G.	U B	Underbool	23½	2	6	3	3	3	11	4	5	3	4	5	6	4	11	6	11	7	3	5	10	8	6	10	3
L.G.	U G	Upper Fern Tree Gully	221½	13	3	11	2	15	0	25	7	19	2	35	1	31	7	43	10	52	0	41	7	68	6	86	9
(b)	U P	Upsey (See page 174).	23½	2	6	3	3	3	11	4	5	3	4	5	6	4	11	6	11	7	3	5	10	8	6	10	3
L.G.	V	Vezis	211½	12	10	10	11	14	8	24	11	18	8	34	2	30	9	42	9	50	3	40	2	66	0	83	6
G.	V K	Victoria Dock (See page 93).	3½	2	0	2	0	2	5	3	0	2	3	3	4	3	0	3	9	3	9	3	4	4	0	4	9
G.	V K	Victoria Park	3½	2	0	2	0	2	5	3	0	2	3	3	4	3	0	3	9	3	9	3	4	4	0	4	9

LIST OF STATIONS AND UNATTENDED SIDINGS AND GOODS RATES PER TON BETWEEN MELBOURNE AND THE SPECIFIED STATIONS, ETC.—2.
continued.

References	Mark.	Stations	Miles	M	A.P.	Spec. A.P.	A.	B.	U. less 10%	P. plus 25%	C.	C. less 20%	1	2
				s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
L.G.	W R H	Werneth (See page 171).	19½	2 6	2 9	3 4	3 11	5 0	4 6	6 3	6 3	5 0	7 3	8 9
G.	W R	Werribee												
L.G.	W S M	Westmore (See page 170).												
G.	W F Y	West Footscray	4½	2 0	2 0	2 5	3 0	3 4	3 0	3 9	3 9	3 4	4 0	4 6
L.G.	W E S	West Warburton	48½	4 0	5 3	6 4	7 9	5 10	8 6	11 9	12 9	10 2	16 0	19 6
L.G.	W L W	Whitdar	67½	5 8	6 9	8 1	10 6	7 11	13 9	12 5	17 2	18 3	14 7	23 9
Fruit and Vegetables outwards only		White Hills Siding	103½											
G.	W F D	Whitefield (See page 173).	26½	2 7	3 6	4 2	5 0	3 9	5 6	7 7	8 0	6 5	9 6	11 6
L.G.	W S	Whitelsea	87½	7 0	8 3	9 11	13 3	9 11	15 5	21 4	23 3	18 7	30 0	37 0
L.G.	W H L	Whoord												
G.	W I L	Williamstown Pier (See page 122)	154½	10 8	9 6	12 11	19 11	14 11	26 11	24 3	33 8	39 9	31 10	51 9
L.G.	W V N	Willomann	9½	4 0	5 3	6 4	7 9	5 10	8 6	11 9	12 9	10 2	16 0	19 6
L.G.	W G I	Wingee (See page 170).	45½											
L.G.	W M B	Wimba (See page 172).												
L.G.	W H	Winchelsea	70½	5 11	7 0	8 5	11 0	8 3	14 4	12 11	17 11	19 0	15 2	24 3
L.G.	W T	Windsore	83½	6 10	8 0	9 7	12 8	9 6	16 6	14 10	20 8	22 3	17 10	28 6
L.G.	W I N	Windsor	5	2 0	2 0	2 5	3 0	2 3	3 4	3 0	3 9	3 4	4 0	4 6
(a) In and Out.	W N	Winton	127½	9 3	9 0	12 0	17 5	13 1	23 2	20 10	29 0	33 3	26 7	43 9
L.G.	W D	Wodonga	187½	11 10	10 3	13 10	22 10	17 2	31 4	28 2	39 2	45 9	36 7	59 3
L.G.	W M	Wombat	85	6 11	8 0	9 7	12 8	9 6	16 6	14 10	20 8	22 6	18 0	29 9
L.G.	W O N	Wonthaggi	87½	7 0	8 3	9 11	13 3	9 11	17 1	15 5	21 4	23 3	18 7	30 0
L.G.	W O D	Woodburn	78½	6 7	7 3	9 4	12 2	9 2	15 5	13 11	19 3	21 0	16 10	27 0
L.G.	W E	Woodend	48½	4 3	5 6	6 7	7 9	5 10	9 11	8 11	12 5	13 6	10 10	17 0
L.G.	W F	Woodfield	114½	8 5	8 10	11 8	16 3	12 2	21 5	19 3	26 9	30 0	24 0	48 3
L.G.	W D L	Woodleigh	63½	5 4	6 6	7 10	9 11	7 5	12 8	11 5	15 10	17 3	13 10	22 0
L.G.	W V E	Woodvale	111½	8 3	8 8	11 5	16 0	12 0	20 11	18 10	26 2	29 3	23 5	38 0
L.G.	W L M	Woolamai	73½	6 2	7 3	8 8	11 7	8 8	14 11	13 5	18 8	19 9	15 10	25 3
L.G.	W S P	Woolthorpe	185	11 9	10 3	13 10	22 8	17 0	31 0	27 11	38 9	45 3	36 2	59 3
L.G.	W M G	Woomelang	241½	13 11	11 6	15 4	27 0	20 3	36 11	33 3	46 2	55 9	44 7	73 6

L.G.	W O	178	11	6	10	0	13	6	22	2	16	8	30	2	27	2	37	9	14	3	35	5	57	9	72	6	
L.G.	W Y K	38	3	6	4	6	5	5	6	8	5	0	8	3	7	5	10	4	11	0	8	10	13	6	16	6	
L.G.	W Y L	129	9	4	9	0	17	8	13	3	23	5	21	1	29	3	33	6	27	0	44	0	54	6	64	6	
G.	W Y	190	11	11	10	6	14	1	23	3	17	5	31	10	28	8	39	10	46	6	37	2	60	9	76	6	
L.G.	W Z	159	10	10	9	6	12	11	20	5	15	4	27	6	24	9	34	5	40	9	32	7	53	0	68	3	
L.G.	W Y L																										
L.G.	Y N	138	9	11	9	2	12	4	18	0	13	11	24	8	22	2	30	10	36	0	28	10	47	0	58	3	
L.G.	Y S	133	9	7	9	0	12	0	18	0	13	6	24	0	21	7	30	0	34	9	27	10	45	3	56	3	
L.G.	Y A	184	11	8	10	0	13	6	22	7	16	11	30	10	27	9	38	7	45	0	36	0	59	0	74	3	
L.G.	Y E	23	2	6	3	0	3	7	4	5	3	4	5	6	4	11	6	11	7	0	5	7	8	3	10	0	
L.G.	Y K	97	7	4	8	6	10	6	14	4	10	9	18	9	16	11	23	5	25	6	20	5	33	0	40	9	
G.	Y L	31	2	11	3	9	4	6	5	6	4	2	7	2	6	5	9	0	9	3	7	5	11	3	13	9	
L.G.	Y O	70	5	10	7	0	8	5	11	0	8	3	13	9	12	5	17	2	18	9	15	0	24	0	29	6	
G.	Y J T	43	3	10	5	0	6	0	7	2	5	5	9	5	8	6	11	9	12	3	9	10	15	3	18	9	
G.	Y V	41	2	0	2	0	2	5	3	0	2	3	3	4	3	0	3	9	3	9	3	4	4	0	4	6	
G.	Y G	161	11	0	9	6	12	11	20	7	15	5	27	10	25	1	34	10	41	0	32	10	53	6	66	9	
L.G.	Y H	150	10	7	9	4	12	7	19	7	14	8	26	4	23	8	32	11	39	0	31	2	50	9	63	3	
L.G.	Y C	204	12	6	10	8	14	5	24	5	18	4	33	6	30	2	41	11	49	0	39	2	64	3	81	3	
L.G.	Y B	150	12	6	10	8	14	5	24	5	18	4	33	6	30	2	41	11	49	0	39	2	64	3	81	3	
L.G.	Y P	338	17	1	13	0	17	2	33	8	25	3	45	9	41	2	57	2	58	0	46	5	63	6	73	9	
(g)	Y U	102	7	9	8	6	10	10	15	2	11	5	19	9	17	9	24	8	27	0	21	7	35	0	43	3	
L.G.	Y U																										
G.	Y	79	6	8	7	9	9	4	12	2	9	2	16	0	14	5	20	0	21	3	17	0	27	3	33	9	
L.G.	Y D	75	6	3	7	6	9	0	11	7	8	8	14	11	13	5	18	8	20	0	16	0	25	6	31	6	
L.G.	Y I	29	2	9	3	6	4	2	5	6	4	2	6	8	6	0	8	4	8	9	7	0	10	6	12	9	
L.G.	Y R	97	7	5	8	6	10	6	14	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11
L.G.	Y M	142	10	1	9	0	2	12	4	18	9	14	1	25	1	22	7	31	4	36	9	29	5	48	0	59	6

* Not including loading and unloading.
 † (g) in and out, also goods in any quantities account Footscray Quarries Pty. Ltd. and I.G. Out, account T. Mitchell and Co.
 ‡ (h) in and out, also goods in any quantities account Colonial Sugar Co., Cumming Smith, and Co., Waecher and Co., Mount Lyell Mining and Ball Coy. and Jacques, Fischer, and Co.

GOODS RATES PER TON BETWEEN MELBOURNE AND THE UNDERMENTIONED
"LOCAL RATES" STATIONS.

See page 80.

GHERINGHAP AND MAROONA LINE.
All at Owners' Risk.

References.	Mark.	Stations.	Miles.	M.		A.P.		Spd. Aft.		A.		R.		B.		C.		D.		E.		F.						
				s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.			
L.G.	GP	Melbourne and— Gheringhap ..	51½	4	5	5	9	6	11	8	3	6	2	10	6	9	5	13	2	14	3	11	5	18	0	22	0	
L.G.	IH	Gheringhap and— Inverleigh ..	10½	2	6	2	6	3	0	3	4	2	6	3	4	4	0	4	0	4	0	3	4	4	3	5	0	
L.G.	DZ	Dovey ..	16	2	6	3	0	3	0	3	4	2	6	3	11	3	6	4	11	5	0	4	0	5	6	6	6	
L.G.	WGI	Wingell ..	21½	2	6	3	0	3	7	4	5	3	4	5	0	4	6	6	3	6	9	5	5	8	0	9	6	
L.G.	POR	Poorndoo ..	27½	2	8	3	6	4	2	5	0	3	9	6	1	5	6	7	7	8	3	6	7	10	0	12	0	
L.G.	CSO	Creedy ..	33½	3	1	3	9	4	6	6	1	4	7	7	2	6	5	9	0	9	9	7	10	12	0	14	6	
L.G.	STV	Strathuan ..	38	3	5	4	6	5	6	8	5	0	8	3	7	5	10	4	10	9	9	9	9	10	12	0	14	6
L.G.	BB	Berrybank ..	42½	3	9	5	0	6	0	7	2	5	5	8	10	7	11	11	1	12	0	8	7	13	3	16	3	
L.G.	GAK	Gairkeet ..	47½	4	2	5	3	6	4	7	9	5	10	9	11	8	11	1	11	1	12	0	8	7	15	0	18	3
L.G.	L.S	Lismore ..	51½	4	5	5	9	6	11	8	3	6	2	10	6	9	5	13	2	13	3	10	7	15	0	20	3	
L.G.	DER	Derrinallum ..	57½	4	11	6	3	7	6	9	5	7	1	11	7	10	5	14	6	15	9	12	7	20	0	24	6	
L.G.	VY	Vile ..	68½	5	4	6	6	7	10	9	11	7	5	12	8	11	5	15	10	17	3	13	10	22	0	27	0	
L.G.	PF	Pura Pura ..	69½	5	10	7	0	8	5	11	0	8	3	13	9	12	5	17	2	18	9	15	0	24	0	29	6	
L.G.	NRR	Nerrin Nerrin ..	75	6	3	...	...	9	0	11	7	8	8	14	11	13	5	18	8	20	0	16	0	25	6	31	6
L.G.	WSM	Westmere ..	80½	6	9	...	...	...	...	12	2	9	21	16	0	14	5	20	0	21	6	17	2	27	6	34	0
L.G.	MIN	Minniera ..	83½	7	0	...	...	...	...	13	3	9	11	17	1	15	5	21	4	23	0	18	5	29	6	36	6
L.G.	TYO	Tatyoona ..	92½	7	2	...	...	...	...	13	9	10	4	18	2	16	4	...	...	24	6	19	7	31	6	39	0
L.G.	MAR	Melbourne and— Maroona ..	144½	10	2	9	4	12	7	19	0	14	3	25	6	22	11	31	11	37	6	30	0	49	0	60	9	
L.G.	TYO	Maroona and— Tatyoona ..	74	...	...	2	3	2	8	3	0	2	3	...	...	...	...	3	9	...	...	...	...	...	...	...	...
L.G.	MIN	Minniera ..	131	...	...	2	6	3	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
L.G.	WSM	Westmere ..	161	...	...	2	9	3	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
L.G.	NN	Nerrin Nerrin ..	251	...	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

BEEAC AND NEWTOWN LINE.

All at Owner's Risk.

L.G.	G.P.	Melbourne and— Gheringhap ..	51½	4	5	9	6	11	8	3	6	2	10	6	9	5	13	2	14	3	11	5	18	0	22	0	
L.G.	B.P.B.	Gheringhap and— Barpinba ..	39	3	6	4	6	5	5	6	8	5	0	8	3	7	5	10	4	11	0	8	10	13	6	16	6
L.G.	C.S.O.	Cressy ..	33½	3	1	3	9	4	6	6	1	4	7	7	2	6	5	9	0	9	9	7	10	12	0	14	6
L.G.	W.R.H.	Werrett ..	38½	3	6	4	6	5	5	6	8	5	0	8	3	7	5	10	4	11	0	8	10	13	6	16	6
L.G.	R.F.	Rokewood ..	43½	3	10	5	0	6	0	7	2	5	5	9	5	8	6	11	9	12	3	9	10	15	3	18	9
L.G.	I.L.	Illabarook ..	48½	4	2	..	..	..	..	7	9	5	10	9	11	8	11	12	5	13	6	10	10	17	0	20	9
L.G.	B.G.A.	Berriga ..	52	4	3	..	..	..	..	8	3	6	2	10	6	9	5	13	2	..	..	..	..	..	..	..	..
G.	N.E.	Melbourne and— Newtown ..	92½	7	2	8	3	10	2	13	9	10	4	18	2	16	4	22	9	24	6	19	7	31	6	39	0
L.G.	B.G.A.	Berriga ..	64	..	..	2	3	2	8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
B.G.	P.L.	Illabarook ..	10	..	..	2	6	3	0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

NORADJUHA—TOOLONDO LINE.

All at Owner's Risk.

L.G.	N.X.	Melbourne and— Noradjuha ..	223½	13	3	11	2	15	0	25	8	19	3	35	3	31	9	44	1	62	6	42	0	69	0	87	6
L.G.	J.L.	Noradjuha and— Jatumba ..	7	2	3	2	3	2	8	3	0	2	3	3	4	3	0	3	9	3	9	3	4	4	0	4	0
L.G.	T.O.O.	Toolondo ..	11½	2	6	2	6	3	0	3	4	2	6	3	4	3	4	2	4	2	4	3	3	5	4	6	5

NATIMUK AND GOROKE LINE.

All at Owner's Risk.

(e)	E.N.T.	Melbourne and— East Natimuk ..	217	13	1	10	11	14	8	25	3	18	11	34	7	31	2	43	3	51	3	41	0	67	3	85	3
L.G.	A.S.	East Natimuk and— Araviles ..	6½	2	3	2	3	2	8	3	0	2	3	3	4	3	0	3	9	3	9	3	4	4	0	4	6
L.G.	M.L.K.	Mitre Lake ..	10½	2	6	2	6	3	0	3	4	2	6	3	4	3	4	4	0	4	0	3	4	4	3	5	0
L.G.	N.B.	Nurcoang ..	16½	2	6	2	6	3	0	3	4	2	6	3	11	3	6	4	11	5	3	4	2	6	0	7	0
L.G.	G.N.	Gymbouen ..	21½	2	6	3	0	3	7	4	5	3	4	5	0	4	6	6	3	6	0	5	5	8	0	9	6
G.	G.K.	Goroke ..	26½	2	9	3	6	4	2	5	0	3	9	6	8	6	0	8	4	8	0	10	10	3	12	6	

* Not including loading and unloading.

GOODS RATES, PER TON, BETWEEN MELBOURNE AND THE UNDERMENTIONED "LOCAL RATES" STATIONS.—continued.

COLAC AND CROWES LINE.

All at Owner's Risk.

Not including Transfer Charges. (See page 80.)

References.	Mark.	Stations Between—	Miles.	M.		A.P.		Sped. A.P.		A.		A.		B.		10%		Plus 25%		C.		1		2				
				s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	
G.	CK	Melbourne and— Colac ..	95½	7	4	8	6	10	6	14	4	10	9	18	9	10	11	23	5	25	3	20	2	32	6	40	3	
L.G.	BNK	Colac and— Borangook ..	7	2	3	2	3	2	8	3	3	0	3	3	4	3	0	3	9	3	9	3	4	4	0	4	0	
L.G.	KAW	Kancarran ..	13	2	6	2	6	3	0	3	4	2	6	3	11	3	6	4	4	2	4	6	3	7	5	0	6	9
L.G.	LVT	Loua ..	15½	2	6	2	6	3	0	3	4	2	6	3	11	3	6	4	11	5	3	4	2	6	0	7	0	
L.G.	GBD	Gellibrand ..	17½	2	6	2	9	3	4	3	11	4	5	4	0	5	6	5	6	5	9	4	7	6	6	7	9	
L.G.	BNDL	Banool ..	21	2	6	3	0	3	7	3	11	5	0	4	6	6	3	6	6	3	6	6	5	2	7	6	9	
(b)	WMB	Wiraba ..	23	2	6	3	0	3	7	4	5	3	4	5	6	4	11	6	11	7	0	5	2	7	6	9		
L.G.	DMT	Dimment ..	26½	2	7	3	6	4	2	5	0	3	9	6	1	5	6	7	7	8	0	6	5	9	6	11	6	
L.G.	DCY	Ditchley ..	29	2	9	3	6	4	2	5	6	4	2	6	8	6	0	8	4	8	4	8	9	7	0	10	8	
L.G.	BFT	Beech Forest ..	29½	2	9	3	6	4	2	5	6	4	2	6	8	6	0	8	4	8	9	7	0	10	8	12	9	
L.G.	FR	Ferguson ..	32½	3	0	3	9	4	6	6	1	4	7	2	6	5	9	0	9	9	6	7	10	12	0	14	0	
L.G.	WEA	Weepraival ..	34	3	1	3	9	4	6	6	1	4	7	2	6	5	9	0	9	9	6	7	10	12	0	14	0	
L.G.	KK	Kincaid's Siding ..	35½	3	3	4	3	5	1	6	1	4	7	7	9	7	0	9	8	10	3	8	2	12	6	15	3	
In account J.																												
Kincaid only																												
L.G.	WYL	Wyalunga ..	37½	3	5	4	6	5	5	6	8	5	0	8	3	7	5	10	4	10	9	8	7	13	3	16	3	
L.G.	STL	Stalker ..	39½	3	6	4	9	5	8	6	8	5	0	8	3	7	5	10	4	11	2	9	0	14	0	17	0	
L.G.	L.VH	Laver's Hill ..	41½	3	8	4	9	5	8	7	2	5	5	8	10	7	11	11	11	11	11	9	3	4	6	17	9	
L.G.	CRS	Crowes ..	43½	3	10	5	0	6	0	7	2	5	5	9	9	5	1	8	6	11	9	12	3	9	10	15	3	

JEPARIT—LORQUON LINE.

All at Owner's Risk.

References.	Mark.	Stations Between—	Miles.	M.		A.P.		Sped. A.P.		A.		A.		B.		10%		Plus 25%		C.		1		2			
				s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
G.	J P	Melbourne and— Jeparit ..	247½	14	1	11	6	15	4	27	4	20	6	37	5	33	8	46	9	56	9	45	5	75	0	95	6
L.G.	DEP	Jeparit and— Depra ..	71	2	3	2	3	2	8	3	0	2	3	3	4	3	0	3	9	3	9	3	4	4	0	4	0
L.G.	LOR	Lorquon ..	13½	2	6	2	6	3	0	3	4	2	6	3	11	3	6	4	9	4	9	3	11	5	3	6	3

WANGARATTA AND WHITFIELD LINE.

All at Owners' Risk.

Not including Transfer Charges. (See page 80.)

G.	W	Melbourne and—	145	10	3	9	4	12	7	19	1	14	4	25	7	23	0	32	0	37	9	30	2	49	3	61	3		
		Wangaratta	..	145	10	3	9	4	12	7	19	1	14	4	25	7	23	0	32	0	37	9	30	2	49	3	61	3	
L.G.	O X	Orley ..	..	61	2	3	2	3	2	8	3	0	2	3	3	4	3	0	3	9	3	9	3	4	4	0	4	6
L.G.	D O C	Docker ..	..	121	2	6	2	6	3	0	3	4	2	6	3	4	2	4	4	2	4	6	2	7	5	0	5	9
L.G.	M H U	Moyhu ..	..	161	2	6	2	9	3	4	3	4	2	9	4	5	4	0	5	0	5	6	4	5	6	3	7	0
L.G.	E D	Edt ..	..	22	2	6	3	0	3	7	4	5	3	4	5	0	4	6	3	6	9	5	5	8	0	9	6	
L.G.	K V S	King Valley	..	261	2	6	3	3	3	11	5	0	3	9	6	1	5	6	7	7	9	6	2	9	3	11	3		
G.	W F D	Whitfield	..	301	2	10	3	3	9	4	6	5	6	4	2	6	8	6	0	8	4	9	0	7	2	11	0	13	3

HEIDELBERG AND HURSTBRIDGE LINE.

All at Owners' Risk.

L.G.	H B	Melbourne and—	9	2	6	2	6	3	0	3	0	2	6	3	4	3	0	3	9	3	9	3	4	4	0	4	6	
		Heidelberg	..	9	2	6	2	6	3	0	3	0	2	6	3	4	3	0	3	9	3	9	3	4	4	0	4	6
		Heidelberg and—	..	31	2	0	2	0	2	5	3	0	2	3	3	4	3	0	3	9	3	9	3	4	4	0	4	6
		Mont Park Asylum Siding	..	61	2	0	2	0	2	5	3	0	2	3	3	4	3	0	3	9	3	9	3	4	4	0	4	6
L.G.	G R B	Greasborough	..	81	2	6	2	6	3	0	3	0	2	6	3	4	3	0	3	9	3	9	3	4	4	0	4	6
L.G.	E L T	Eltham	..	111	2	6	2	6	3	0	3	4	2	6	3	4	3	4	4	2	4	3	3	5	4	0	4	6
L.G.	D C K	Diamond Creek	..	141	2	6	2	6	3	0	3	4	2	6	3	4	3	4	4	2	4	3	3	5	4	0	5	3
L.G.	H H	Hurstbridge	..	141	2	6	2	6	3	0	3	4	2	6	3	4	3	6	4	11	5	0	4	0	5	6	6	

* Not including loading and unloading.

GOODS RATES, PER TON, BETWEEN MELBOURNE AND THE UNDERMENTIONED "LOCAL RATES" STATIONS—continued.

MOE—WALHAILLA LINE.

All at Owner's Risk.

Not including Transfer Charges. (See page 80.)

References.	Mark.	Stations.	Miles.	M		A.P.		Spec. A.P.		A.		A. less 24%.		R.		R. less 10%.		R. plus 25%.		O.		O. less 20%.		1		2			
				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.
G.	MO	Melbourne and— Moe	81½	6	9	7	9	9	4	12	8	9	6	16	0	14	5	20	0	21	9	17	5	28	0	34	6		
(b) L.G. not requir- ing shed accom- modation	GV MND	Moe and— Gould Moondarra ..	10½ 14½	2	0	2	6	3	0	3	4	2	6	3	4	3	4	4	0	4	0	3	4	4	3	5	0	6	6
L.G. not requir- ing shed accom- modation	WTN HAR	Watson Harris	16½ 18½	2	6	2	9	3	4	3	4	2	9	4	5	4	0	5	6	5	6	4	5	6	3	7	6		
G. and L.G. not requiring shed accommodation	PZ WLA	Platina Walhalla .. .	22 26	2	6	3	0	3	7	4	5	3	4	5	0	4	6	6	3	6	9	5	5	8	0	9	6	3	11

UPPER FERNTREE GULLY AND GEMBROOK LINE.

All at Owner's Risk.

Not including Transfer Charges. (See page 80.)

References.	Mark.	Stations.	Miles.	U G		U P		B E G		S E Y		A U		P V Y		E M D		C R K		G M		1		2			
				s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
L.G.	U G	Melbourne and— Upper Fern Tree Gully ..	23½	2	6	3	3	3	11	4	5	3	4	5	0	4	11	6	11	7	3	5	10	8	6	10	3
(b) L.G.	U P	Upper Fern Tree Gully and— Upsey	1½	2	0	2	0	2	5	3	0	2	3	3	4	3	0	3	9	3	9	3	4	4	0	4	6
(b) L.G.	B E G	Belgrave	3	2	0	2	0	2	5	3	0	2	3	3	4	3	0	3	9	3	9	3	4	4	0	4	6
(b) L.G.	S E Y	Selby	4½	2	0	2	0	2	5	3	0	2	3	3	4	3	0	3	9	3	9	3	4	4	0	4	6
(b) L.G.	A U	Aura	7	2	3	2	3	2	8	3	0	2	3	3	4	3	0	3	9	3	9	3	4	4	0	4	6
(b) L.G.	P V Y	Paratise	8½	2	6	2	6	3	0	3	0	2	6	3	4	3	0	3	9	3	9	3	4	4	0	4	6
(b) L.G.	E M D	Emerald	9½	2	6	2	6	3	0	3	0	2	6	3	4	3	0	3	9	3	9	3	4	4	0	4	6
(b) L.G.	C R K	Cockatoo	14	2	6	2	6	3	0	3	4	2	6	3	11	3	6	4	9	3	11	5	3	6	3	6	3
(b) L.G.	G M	Gembrook	18	2	6	2	9	3	4	3	11	2	11	4	5	4	0	5	6	5	9	4	7	6	6	7	9

* Not including landing and unloading.

In witness whereof the Common Seal of the Victorian Railways Commissioners was affixed hereto this 14th day of January in the year of our Lord One thousand nine hundred and fourteen, in the presence of—

W. FITZPATRICK, }
C. E. NORMAN, } Victorian
L. McLELLAND, } Railways
Commissioners.

Confirmed by the Governor in Council,
3rd February, 1914.

F. W. MABBOTT,
Clerk of the Executive Council.

By Authority: ALBERT J. MULLETT, Government Printer, Melbourne.

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