



VICTORIA GOVERNMENT GAZETTE.

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No. 4.]

WEDNESDAY, JANUARY 9.

[1918.

PUBLIC HOLIDAYS.

PROCLAMATION

By His Excellency the Honorable Sir Arthur Lyulph Stanley, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George; Governor of the State of Victoria and its Dependencies in the Commonwealth of Australia, &c., &c., &c.

IN pursuance of the provisions contained in Part VI. of the *Public Service Act 1915* (6 Geo. V. No. 2713), I, the Governor of the State of Victoria, in the Commonwealth of Australia, by and with the advice of the Executive Council of the said State, do by this my Proclamation appoint the days and dates hereunder mentioned to be observed as Public Holidays at the places respectively specified, viz.:—

Public Holidays:—

WEDNESDAY, THE 23RD DAY OF JANUARY, 1918, throughout the Shire of Kilmore;*

MONDAY, THE 4TH DAY OF FEBRUARY, 1918, throughout the Shire of Melton;

WEDNESDAY, THE 13TH DAY OF FEBRUARY, 1918, throughout the Shire of Poowong and Jeetho;†

THURSDAY, THE 14TH DAY OF FEBRUARY, 1918, throughout the Shire of Moorabbin;

WEDNESDAY, THE 20TH DAY OF FEBRUARY, 1918, throughout the Shire of Metcalfe.

* For Races.

† Agricultural Show.

Given under my Hand and the Seal of the State of Victoria aforesaid, at Melbourne, the eighth day of January, in the year of our Lord One thousand nine hundred and eighteen, and in the eighth year of the reign of His Majesty King George V.

(L.S.)

A. L. STANLEY.

By His Excellency's Command,

JOHN BOWSER,
Chief Secretary.

GOD SAVE THE KING!

BANK HOLIDAYS.

PROCLAMATION

By His Excellency the Honorable Sir Arthur Lyulph Stanley, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George; Governor of the State of Victoria and its Dependencies in the Commonwealth of Australia, &c., &c., &c.

IN pursuance of the provisions contained in Part III. of the *Banks and Currency Act 1915* (6 Geo. V. No. 2618), I, the Governor of the State of Victoria, in the Commonwealth of Australia, by and with the advice of the Executive Council of the said State, do by this my Proclamation appoint the days and dates named hereunder special days to be observed as a

No. 3.—JANUARY 9, 1918.—77.—1.

Bank Holiday or Bank Half-Holidays (as the case may be), at the places respectively mentioned, that is to say:—

Bank Holiday:—

WEDNESDAY, THE 20TH DAY OF FEBRUARY, 1918, at Castle-maine.

Bank Half-Holidays from the hour of Twelve o'clock noon:—

WEDNESDAY, THE 16TH DAY OF JANUARY, 1918, at Trafalgar;

WEDNESDAY, THE 6TH AND WEDNESDAY, THE 20TH DAYS OF FEBRUARY, 1918, at Leongatha.

Given under my Hand and the Seal of the State of Victoria, at Melbourne, this eighth day of January, in the year of our Lord One thousand nine hundred and eighteen, and in the eighth year of the reign of His Majesty King George V.

(L.S.)

A. L. STANLEY:

By His Excellency's Command,

JOHN BOWSER,
Chief Secretary.

GOD SAVE THE KING!

LEGISLATIVE ASSEMBLY.

EAGLEHAWK ELECTION.—PETITION.

I HEREBY certify that there was presented to me, on Saturday, 22nd December, 1917, a Petition, of which the enclosed is a true Copy.

J. E. MACKEY,
Speaker.

Speaker's Chambers, State Parliament House,
Melbourne, 7th January, 1918.

[ENCLOSURE.]

To the Honorable John Emanuel Mackey, Speaker of the Legislative Assembly of the State of Victoria.

The humble petition of WILLIAM CALDWELL HILL, of Colbin-abbin, in the State of Victoria, farmer, respectfully sheweth:—

1. That your petitioner was a duly qualified and nominated candidate at the election of one member to serve in the Legislative Assembly of Victoria for the Electoral District of Eaglehawk, held on the fifteenth day of November, in the year of our Lord One thousand nine hundred and seventeen.

2. That at such election Thomas Tunnecliffe, of Gardiner, bootmaker, and Thomas Hicks, of Eaglehawk, miner, and your petitioner, were candidates, and as a result of the said election the said Thomas Tunnecliffe was by the Returning Officer of the said Electoral District declared elected by a majority of votes and was returned as a member for the said Electoral District of Eaglehawk.

3. That the said Thomas Hicks was next on the poll and your petitioner was next on the poll to the said Thomas Hicks.

4. That at such election divers persons to a number exceeding five who were not entitled so to do voted thereat.

5. That at such election divers other persons to a number exceeding ten applied on polling day for and were supplied with postal ballot-papers and were permitted to record their

votes by means of such postal ballot-papers. Such postal ballot-papers were not delivered to such applicants respectively or posted to them respectively at the postal addresses (if any) named in the applications respectively and your petitioner claims that such postal ballot-papers were illegally issued and should not have been allowed to be used.

6. That at such election one Mary Lenten, of Mt. Korong-road, California Gully, Bendigo, who was lawfully entitled to vote thereat and was desirous of voting for your petitioner and who lawfully demanded a ballot-paper to enable her to vote thereat was unlawfully refused such ballot-paper and was not permitted to and did not record her vote thereat.

7. That at such election certain ballot-papers to the number of at least two had not written on the back thereof the initials of the Returning Officer or Deputy as prescribed by section 247 of the *Constitution Act Amendment Act 1915*.

8. That your petitioner received the fewest first preference votes and was declared to be a defeated candidate and was so defeated by fifteen votes.

9. That your petitioner claims that had the persons referred to in paragraphs four and five not been allowed to vote your petitioner would not have received the fewest first preference votes and would not have then been declared a defeated candidate and your petitioner believes that on a count of the second preference votes to which your petitioner would then have been entitled he would have been declared duly elected as member for the said Electoral District.

10. Your petitioner therefore claims that the said Thomas Tunnecliffe was not duly elected as member for the said district and that your petitioner was entitled to be duly elected as such member and should be so declared duly elected.

Your petitioner therefore humbly prays—

That you will be pleased to communicate the matter of this petition to the Legislative Assembly of Victoria in order that the same may be referred to the Committee of Elections and Qualifications of your honorable House.

And also prays—

That the said Thomas Tunnecliffe be declared not duly elected for the said Electoral District of Eaglehawk.

That the election of the said Thomas Tunnecliffe be declared void.

That your petitioner may be declared duly elected for the said district.

That the return may be amended accordingly.

That votes improperly recorded and/or admitted may be cancelled.

That the said Mary Lenten may be allowed to vote.

That if necessary a new election may be had and that your petitioner may have such further and other relief as the circumstances of the case may require or as to the proper Committee of your honorable House may seem meet.

And your petitioner as in duty bound will ever pray.

Dated this twenty-first day of December in the year of our Lord One thousand nine hundred and seventeen.

WILLIAM CALDWELL HILL.

Witness—P. GROGAN, J.P., Elmore.

ACTING-CONSUL FOR CHINA.

IT is notified, for general information, that

Mr. OUEI TZE-KING,

the Acting Consul-General for China in the Commonwealth of Australia, has taken over charge of the Chinese Consulate-General as from the 14th December last, and has assumed his duties.

JOHN BOWSER,
Premier.

Premier's Office,
Melbourne, 7th January, 1918.

THIRD CLASS CLERK, OFFICE OF TITLES,
DEPARTMENT OF LAW.

APPLICATIONS will be received by the Public Service Commissioner (Victoria) from officers of the Fourth Class of the Clerical Division of the Public Service of Victoria, who are qualified, for appointment to the above-mentioned position.

The officer selected will, for the present, be appointed at his present salary.

Duties.—To take charge of the drafting work of the Registration Branch of the Titles Office.

Qualifications.—A complete knowledge of the practice of the Office of Titles and of the *Transfer of Land Act 1915* and of the other statutes administered by the Titles Office, and also of the law of easements, restrictive covenants, merger, &c.

Applications (which should be accompanied by evidence of experience and qualifications) are required to be lodged at the office of the Commissioner, Geological Museum Building, Gisborne-street, Melbourne, not later than Friday, the 11th January, 1918.

By order,

J. B. A. SAYERS,
pro Secretary.

Office of the Public Service Commissioner (Victoria),
Melbourne, 21st December, 1917.

OVERSEER (MATTING AND MAT-MAKING), GENERAL
DIVISION, PENAL ESTABLISHMENT, PENTRIDGE,
DEPARTMENT OF CHIEF SECRETARY.

APPLICATIONS will be received by the Public Service Commissioner (Victoria) from officers of the General Division of the Public Service of Victoria, who are qualified, for appointment to the above-mentioned position.

Yearly Salary.—£156 minimum; £204 maximum.

Duties.—To take charge of the matting and mat-making manufactory at Pentridge. The person appointed will also be liable, under the Gaol Regulations, for any other duty he may be called upon by the Governor, of the establishment to perform.

Qualifications.—To have a practical knowledge of the work, to be competent to teach prisoners the trade in all its branches, and to be capable of maintaining discipline.

Applications (which should be accompanied by evidence of experience and qualifications) are required to be lodged at the office of the Commissioner, Geological Museum Building, Gisborne-street, Melbourne, not later than Friday, the 18th January, 1918.

By order,

J. B. A. SAYERS,
pro Secretary.

Office of the Public Service Commissioner (Victoria),
Melbourne, 7th January, 1918.

The Fisheries Acts.

NOTICE OF INTENTION TO PROHIBIT THE SALE OR
EXPOSURE FOR SALE OF FEMALE CRAYFISH
(WHETHER TAKEN IN VICTORIA OR ELSEWHERE)
DURING THE CLOSE SEASON.

IT is hereby notified, for general information, that it is intended, after the expiration of one month from the date of the first publication of this notice in the *Victoria Government Gazette*, to move His Excellency the Governor in Council to make a proclamation providing that as regards Female Crayfish a person who sells or exposes for sale any such fish during the "close season" for the same shall be liable to the penalty mentioned in section twenty-nine (29) of the *Fisheries Act 1915*, namely, not less than Two nor more than Fifty pounds, whether such fish were taken in Victoria or elsewhere.

JOHN BOWSER,
Chief Secretary.
13th December, 1917.

J. M. SEMMENS,

Chief Inspector of Fisheries and Game.

[First published, 19th December, 1917.]

The Fisheries Acts.

NOTICE OF INTENTION TO PROHIBIT ALL FISHING
IN PORTION OF THE WIMMERA RIVER NEAR
JEPARIT BRIDGE.

IT is hereby notified, for general information, that it is intended, after the expiration of one month from the date of the first publication of this notice in the *Victoria Government Gazette*, to move His Excellency the Governor in Council to make a proclamation prohibiting during the whole year all fishing in, or the taking of fish from, the portion of the Wimmera River within 2 chains of the Jeparit Bridge, near the township of Jeparit.

JOHN BOWSER,
Chief Secretary.
11th December, 1917.

J. M. SEMMENS,

Chief Inspector of Fisheries and Game.

[First published, 19th December, 1917.]

The Licensing Act 1915.

REGISTRATION OF A BREWER.

THE MELBOURNE CO-OPERATIVE BREWERY COY. LTD., carrying on the business of a brewer at premises situate in Sydney-street, Wodonga, in the Licensing District of Wodonga, has been registered for the year 1918, under the provisions of section 130 of the *Licensing Act 1915*.

Dated at Wodonga the 2nd day of January, 1918.

A. O'LEARY,
Clerk of the Licensing Court.

SHELDRIK & CO., carrying on the business of a brewer at premises situate at Collins-street, Hamilton, and The Ballarat Brewing Company Proprietary Limited, carrying on the business of a brewer at premises situate at Brown-street, Hamilton, in the Licensing District of Hamilton, have been registered for the year 1918, under the provisions of section 130 of the *Licensing Act 1915*.

Dated at Hamilton this 29th December, 1917.

F. M. O'MEARA,
Clerk of Licensing Courts.

The Licensing Acts.

THE following have been registered as brewers by the Clerk of the Licensing Courts at Geelong for the year 1918:

HODGES BROS., of Latrobe-terrace, Geelong.
VOLUM BREWING COMPANY LIMITED, of Corio-street, Geelong.

Dated at Geelong the 4th day of January, 1918.

A. M. COOK,
Clerk of Licensing Courts at Geelong.

Local Government Act 1915, Part 39, Section 732.—Unused Roads and Water Frontages.

LICENCES TO OCCUPY UNUSED ROADS.—LICENCES CANCELLED, ETC.

NOTICE is hereby given that Licences to occupy Unused Roads issued to the following persons have been cancelled, amended, or transferred as shown hereunder:—

Licence No. 4186, Cameron, E. and A., gazetted 30th October, 1907, page 4733. Cancelled as from 31st December, 1910. Pay office, Warragul.

Licence No. 2418, Bayley, T. H., gazetted 23rd January, 1907, page 202. Cancelled as from 31st December, 1916. Pay office, Seymour.

Licence No. 11384, Cross, W., gazetted 23rd April, 1913, page 1853. Cancelled as from 31st December, 1916. Pay office, Alexandra.

Licence No. 3851, Muirhead, T. A., gazetted 21st August, 1907, page 3880. Cancelled as from 30th April, 1917. Pay office, Melbourne.

Licence No. 1069, McCulloch, C. C., gazetted 4th July, 1906, page 2971. Amendment of rent to 9s. per annum to date from date of issue, then cancel from 31st December, 1916. Pay office, Stawell.

Licence No. 8796, Kindred Bros., gazetted 14th June, 1911, pages 2730-1. Amend name to J. H. Kindred, Green's Creek Post Office, and from 1st April, 1914, include half road east of allotments 89, 90, 91; read area 6 acres, rent 10s. 6d. per annum. Pay office, Stawell.

Licence No. 12744, Waiting, F., gazetted 28th October, 1914, page 4912. Cancelled as from 30th September, 1916. Pay office, Echuca.

Licence No. 5672, Johnson, F. L., gazetted 3rd February, 1909, page 983. Cancelled as from 31st March, 1917. Pay office, Bairnsdale.

Licence No. 6728, Stockdale, T., gazetted 22nd September, 1909, page 4266. Amend description by substituting half road west of allotment 11 for half road east of allotment 11; read area 16 acres. Pay office, Warragul.

Licence No. 3796, Tonkin, E., gazetted 17th July, 1907, page 3414. Cancelled as from 30th September, 1914. Pay office, Portland.

Licence No. 6411, Hynes, P., gazetted 21st July, 1909, page 3306. Cancelled as from date of issue. Pay office, Warragul.

Licence No. 5544, Driscoll, G., gazetted 13th January, 1909, page 83. Amend from 1st January, 1912, by reading area 2 acres and rent 2s. per annum. Pay office, Avoca.

Licence No. 9917, Brain, G., gazetted 24th April, 1912, page 1653. Cancelled as from 31st December, 1912. Pay office, Camperdown.

Licence No. 1, executors of A. Armstrong, gazetted 30th August, 1905, page 3384. Transferred to Alex. Armstrong Pty. Ltd., 122 William-street, Melbourne. Pay office, Geelong.

Licence No. 7050, executors of A. Armstrong, gazetted 24th November, 1909, page 5095. Transferred to Alex. Armstrong Pty. Ltd., 122 William-street, Melbourne. Pay office, Hamilton.

Licence No. 1537, executors of A. Armstrong, gazetted 29th August, 1906, page 3679. Transferred to Alex. Armstrong Pty. Ltd., 122 William-street, Melbourne. Pay office, Geelong.

Licence No. 12074, Hennessy Bros., gazetted 17th December, 1913, page 5401. Cancelled as from 31st December, 1916. Pay office, Camperdown.

Licence No. 13646, Rapsey, John, gazetted 9th August, 1916, page 2990. Name amended to William Rapsey, Tallangatta. Pay office, Tallangatta.

Licence No. 668, Boland, J., gazetted 28th March, 1906, page 1618. Cancelled as from 31st December, 1917. Pay office, Sale.

Licence No. 1820, executors of M. Kelly, gazetted 10th October, 1906, page 4181. Cancelled as from 31st December, 1910. Pay office, Casterton.

Licence No. 1735, Officer, Wm., gazetted 3rd October, 1906, page 4047. Cancelled as from 31st December, 1917. Pay office, Horsham.

Licence No. 11202, Kavanagh, B., gazetted 26th February, 1913, pages 1020-1. Cancelled as from 31st December, 1916. Pay office, Melbourne.

JOHN McWHIAE,
Commissioner of Public Works.

Department of Public Works (Unused Roads and Water Frontages Branch), Melbourne, 2nd day of January, 1918.

Unused Roads and Water Frontages.—Local Government Act 1915, Part 39, Section 732.

LICENCES TO OCCUPY UNUSED ROADS.

NOTICE is hereby given that Licences to occupy Unused Roads have been issued to the following approved applicants, and that the Licence Fee specified in each case may be received by the undermentioned Officers.

Department of Public Works (Unused Roads and Water Frontages Branch), Melbourne, 3rd day of January, 1918

JOHN McWHIAE,
Commissioner of Public Works.

Number of Licence	Name and Address of Licensee.	Area.	Municipality.	Parish.	Abutting on— Allotments and Sections.	Date of Issue of Licence.	Date of Expiry of Licence.	Fee for Licence.		Payable to Receiver of Revenue at.
								£ s. d.	£ s. d.	
14348	McElhenney, Neil, Stanley	A. 2 0	Beechworth	Stanley	15, 1, sec. W, township of Stanley	1.1.1918	31.12.1920	0 1 0	0 1 0	Beechworth
14349	McDonald, D., Jun., Mount Beechworth, via Creswick	B. 6 1 0	Talbot	Beckworth	15, 16, 17, 18, 31, 32	1.1.1917	31.12.1919	0 6 3	0 6 3	Clunes
14350	Fraser, Mrs. Ada J., Ghentompson	12 0 0	Ararat	Bunnagad	1st, sec. 19; pt. 1B, sec. 20	1.1.1918	31.12.1920	0 12 0	0 12 0	Ararat
14351	Land, Geo., Carboor, via Wangaratta	2 2 0	Oxley	Moyhu	16, sec. 53	1.1.1917	31.12.1919	0 2 6	0 2 6	Wangaratta
14352	Moore, Mrs. E., Corryong	2 3 0	Portland	Daranoor	360	1.1.1915	31.12.1917	0 4 0	0 4 0	Portland
14353	Butler, John W., Newstead	3 1 0	Newstead	Turrangower	5, sec. 10	1.1.1917	31.12.1919	0 10 0	0 10 0	Castlemaine
14354	Hannon, R. W., "Langlands," Bungowannah, Albany	13 2 0	Winchelsea	Lake Lake Wollard	1, 2, 3, 4, 5, 6, 7, 8, sec. 2; 1, 2, 4, 5, sec. 7	1.1.1915	31.12.1918	2 5 0	2 5 0	Geelong
14355	Smith, J. G. and T. A., c/o J. W. Birch, Esq., 10 Victoria-road, Cumberwell	9 0 0	Kerang	Budgerum East	12A, sec. 2	1.1.1918	31.12.1920	0 6 9	0 6 9	Kerang
14356	McRobert, D. R., Muskerry East	8 0 0	Waranga	Muskerry	10, 11, sec. D	1.1.1914	31.12.1916	1 4 0	1 4 0	Bendigo

Licence No. 14352, renew to 31st December, 1920; No. 14355, renew to 31st December, 1919; No. 14349, rent to be charged from 1st November, 1917.

ESTATES OF DECEASED PERSONS.

PARTICULARS of the Estates of Deceased Persons which the Curator has been appointed to administer during the past month.

No.	Name of Deceased.	Colonial Residence.	Supposed British or Foreign Residence.	Date of Order.	Value or Estimated Value of Estate.	Date of Death.
				1917.	£ s. d.	
1	Austin, Carl Augustine ...	A.I.F.	England ...	14th December	86 15 7	16th March, 1917
2	Balfour, James	A.I.F.	Scotland ...	6th December	9 3 7	8th January, 1917
2	Bartlett, Victor Eli	A.I.F.	England ...	6th December	44 13 6	24th August, 1916
4	Bell, Ernest	A.I.F., formerly Crooks, England	England ...	14th December	56 10 0	30th June, 1916
5	Blanchard, Henry (also known as Edgar, J.)	No. 36 Morris-street, Williams-town	England ...	14th December	1,196 4 5	5th December, 1917
6	Booth, Catharine	"Netherby," Winifred-street, North Essendon	England ...	14th December	204 14 0	23rd November, 1917
7	Bowyer, Joseph	A.I.F.	England / ...	14th December	24 2 9	15th January, 1917
8	*Brook, William	A.I.F., formerly Pranjip, near Longwood	None ...	14th December	224 14 4	14th April, 1917
9	*Brown, John	A.I.F., formerly Ardmoria ...	Scotland ...	14th December	181 2 4	8th August, 1916
10	*Butcher, Henry George	A.I.F., formerly Ryde, Isle of Wight	England ...	6th December	25 2 7	26th July, 1916
11	*Carter, James Henry	A.I.F.	England ...	14th December	35 7 8	14th March, 1917
12	*Clarke, Albert Stephen	A.I.F., formerly Rochester ...	England ...	6th December	91 4 7	24th August, 1916
13	Cramer, Charles Christian	Bentleigh	None ...	18th December	954 0 0	7th August, 1917
14	*Cranston, Mary	No. 73 Cabbit-street, Richmond South	England ...	6th December	39 11 9	Between 29th and 31st July, 1917
15	Corne, William	A.I.F., formerly England	England ...	14th December	63 16 3	26th February, 1917
16	*Cummins, Julia (or Julia M. J.)	No. 58 Shiel-street, North Melbourne	None ...	18th December	389 0 4	9th December, 1917
17	Cummins, Mary	No. 58 Shiel-street, North Melbourne	None ...	18th December	210 0 0	9th December, 1917
18	*Daniels, Richard	A.I.F.	England ...	6th December	32 10 1	28th November, 1916
19	Donnelly, Albert John	A.I.F., formerly Edden-street, Auburn	None ...	6th December	37 11 6	1st December, 1916
20	Douglas, James Alexander	A.I.F.	Africa ...	14th December	23 7 4	27th February, 1917
21	Dyer, William Francis	A.I.F., formerly St. Leonards, England	England ...	6th December	149 10 1	10th February, 1917
22	*Elliott, Sidney Thomas	A.I.F., formerly Pembroke Dock, South Wales	Wales ...	14th December	143 18 1	20th March, 1917
23	Edrardsen, Hilmar	A.I.F., formerly Norway ...	Norway ...	6th December	17 3 9	27th December, 1917
24	Ganivahoff, Abaul	A.I.F., formerly No. 7 Esplanade, St. Kilda	None ...	18th December	72 8 1	27th February, 1917
25	Gillard, William	Carlton, formerly of McIvor ...	Unknown ...	14th December	39 0 0	On or about 29th June, 1867
26	Gregory, William	A.I.F., formerly Gladstone-street, Windsor	England ...	6th December	10 18 1	11th August, 1916
27	Gregory, William	A.I.F., formerly Dookie ...	None ...	6th December	21 9 5	11th July, 1916
28	Hill, James (otherwise known as Williams, C.)	A.I.F., formerly Tankerton ...	England ...	6th December	22 8 9	12th January, 1917
29	Holt, Clifford	A.I.F., formerly Fire Station, Melbourne	England ...	18th December	151 12 10	1st May, 1917
30	*Hollies, Charles	A.I.F., formerly Stokes-street, Port Melbourne	England ...	6th December	95 0 10	29th August, 1916
31	Hopkinson, Helena (or Helenor) Janet	11 Hopetoun-street, Northcote ...	None ...	6th December	404 0 0	8th April, 1917
32	*Jones, Harry	A.I.F.	England ...	14th December	59 12 11	18th August, 1916
33	Kelleher, Margaret (otherwise known as Duffy, Margaret)	No. 17 Oakley-street, Paddington, N.S.W.	Unknown ...	14th December	200 0 0	30th August, 1917
34	Liddiard, John Harold	A.I.F., formerly Gama	England ...	6th December	143 13 2	6th November, 1916
35	Mitchell, William Walter Robert	A.I.F.	None ...	14th December	23 6 11	3rd December, 1916
36	Mortimer, Albert Edward	A.I.F., formerly of Southport, Queensland	None ...	14th December	29 8 8	19th July, 1916
37	*Murray, William	Invercargill, New Zealand, formerly, Chillwell, near Geelong	None ...	6th December	80 0 0	5th November, 1915
38	Murphy, Martin (also known as Ryan, Joseph)	Ingham, Queensland	None ...	6th December	25 0 0	22nd July, 1917
39	*Muir, Hugh (otherwise known as Jamison, Hugh)	A.I.F., formerly Melbourne ...	None ...	14th December	23 8 0	8th May, 1915
40	Mundell, Arthur	A.I.F.	England ...	14th December	110 0 11	14th March, 1917
41	McCarthy, Thomas	A.I.F., formerly Mirboo North ...	None ...	14th December	107 4 10	3rd August, 1916
42	McCarthy, John Thomas	A.I.F., formerly 339 Punt-road, Richmond	England ...	6th December	17 16 3	9th December, 1916
43	McCutchan, Frank Marsh	A.I.F., formerly Alphington ...	None ...	18th December	133 7 0	13th May, 1917
44	McCaul, Donald Curteis	A.I.F., formerly No. 243 Glen-huntly-road, Elsternwick	None ...	18th December	32 7 0	19th July, 1916
45	McGee, John	Rochester	Unknown ...	14th December	100 0 0	8th January, 1916
46	*MacNamara, Marion Theresa	No. 229 Weston-street, East Brunswick	None ...	14th December	107 4 10	23rd November, 1917
47	Nicholson, Andrew	A.I.F.	None ...	14th December	29 4 3	6th November, 1916
48	Paarman, Bertha Rosaly	No. 13 Beatty-avenue, Armadale	None ...	14th December	46 8 11	6th September, 1917
49	Pooley, Walter Stanley	A.I.F.	England ...	6th December	26 11 4	1st December, 1916
50	*Richardson, Harry	A.I.F., formerly Castlemaine ...	England ...	18th December	15 12 0	27th February, 1917
51	*Russell, George	A.I.F., formerly Cochrane-street, Brighton	England ...	6th December	77 12 11	3rd September, 1916
52	Sheedy, William Francis	A.I.F., formerly of Newport ...	None ...	6th December	174 13 2	25th August, 1916
53	Siddell, John William	Hendon, England	England ...	16th December	25 16 1	16th March, 1917
54	Snowden, Robert William	A.I.F., formerly No. 402 Malvern-road, Prahran	England ...	6th December	11 15 7	27th August, 1916
55	Smith, John Thomas	A.I.F., formerly Waverley-road, Oakleigh	England ...	18th December	11 6 9	24th March, 1917
56	Sturrock, William Henry James	A.I.F., formerly London, England	England ...	18th December	46 8 4	27th March, 1917
57	Watkins, Herbert Baynes	A.I.F.	None ...	18th December	20 7 0	12th February, 1917
58	Wedlock, Samuel	Gooramadda	England ...	14th December	188 9 2	14th November, 1917
59	Waring, Frank Spearman	A.I.F., formerly Pakenham East	Unknown ...	18th December	105 17 1	10th March, 1917
60	*Walsh, Mary Jane (otherwise known as Walsh)	233 York-street, South Melbourne	Ireland ...	14th December	730 0 0	1th December, 1917
61	Walton, Abel	A.I.F., formerly Facit, England	England ...	18th December	15 9 7	6th February, 1917
62	*Wall, Henry Charles	A.I.F., formerly No. 89 Richmond-terrace, Richmond	England ...	18th December	51 2 2	11th November, 1916

* Indicates with will annexed.

Dated at Melbourne this 2nd day of January, 1918.

WALTER B. HOUSE,
Curator of Estates of Deceased Persons.

CONTRACTS ACCEPTED.—(Series 1917-18.)

Serial No.	Purpose, No. of Tenders, and Particulars of Contract.	Amount.	Name of Contractor.	Charged against Vote or Fund.	Authorized according to Regulations on the date stated.	
LANDS AND SURVEY—						
1223	House for S. G. Gratton, discharged soldier, part allotment 63, Moorabbin (Contract No. 418A)	£ s. d. 217 0 0	A. Dodds ...	Loan Act 2629	For Lands Purchase and Management Board.— Jas. W. Butler, Secretary.	
1224	Removal and re-erection of House for C. J. Ryan, discharged soldier, allotment 14, section B, to allotment 4b, section 5, Wangaratta (Contract No. 419)	40 0 0	C. Nelson ...	Ditto		
1225	House for S. T. Good, discharged soldier, allotment 39, section W, Thornbury (Contract No. 420)	302 3 0	J. B. Semmens ...	Ditto		
1226	House for J. Phillips, discharged soldier, allotment 1, Romsey Estate (Contract No. 421)	215 8 0	J. and E. Kinder ...	Ditto		
1227	House for E. Wright, discharged soldier, allotment 6, Romsey Estate (Contract No. 422)	422 10 0	J. and E. Kinder ...	Ditto		
1228	House for H. Weire, discharged soldier, allotment 5, Romsey Estate (Contract No. 423)	160 2 0	J. and E. Kinder ...	Ditto		
1229	House for H. McCormick, discharged soldier, allotments 7 and 7A, Romsey Estate (Contract No. 425)	277 0 0	E. A. Weiland ...	Ditto		
1230	House for A. Rich, discharged soldier, allotment 4, Romsey Estate (Contract No. 425)	279 0 0	E. A. Weiland ...	Ditto		
1231	House for J. J. Doyle, discharged soldier, allotments 8 and 8A, Romsey Estate (Contract No. 427)	277 0 0	E. A. Weiland ...	Ditto		
1232	House for G. F. Rollings, discharged soldier, allotments 58 and 59, parish of Sandhurst (Contract No. 428)	293 11 0	J. and E. Kinder ...	Ditto		
1233	Removal of House for F. J. Hoare, discharged soldier, allotment 4, section 5, Wangaratta (Contract No. 429)	73 0 0	T. Hancy ...	Ditto		
1234	House for F. W. Thompson, discharged soldier, allotment 19, Pannooabamawm (Contract No. 424)	240 0 0	W. W. Moore ...	Ditto		For State Rivers and Water Supply Commission.— Jas. W. Butler, Secretary, Lands Purchase and Management Board.
VICTORIAN RAILWAYS—						
1235	(2)—Supply and delivery of Gravel Ballast stacked alongside siding in ballast reserve, Mangalore, at 1s. 8d. per cubic yard. Deposit, £17 —Country of manufacture or production: Australia	Rates ...	Clydesdale Bros., Seymour	Railway Stores Suspense Account, Act 2716, Section 105	J. S. Rees, for Secretary, by order of the Victorian Railways Commissioners, 4.1.1918.	
1236	(19)—Supply and delivery of Sawn Hardwood Timber, for Wheat Storage, at Brooklyn "B," provisionally delivered at Britannia Siding. Deposit, £12— Item No. 1. 6 in. x 4 in., in lengths from 12 ft. to 18 ft. inclusive, at 11s. 6d. per 100 super. feet of 1 in. thickness Item No. 2. 6 in. x 1 in., in lengths from 9 ft. to 18 ft. inclusive, at 11s. 6d. per 100 super. feet of 1 in. thickness —Country of manufacture or production: Australia	Ditto ...	Cuming, Smith, and Co. Pty. Ltd., 65 William street, Melbourne	Ditto		
1237	(1)—Supply and delivery of Gravel Ballast stacked alongside railway line between Woodfield and Bonnie Doon, at 1s. 11d. per cubic yard. Deposit, £5 —Country of manufacture or production: Australia	Ditto ...	T. Clancy and P. Clancy, Mairdumple	Ditto		
1238	(3)—Manufacture, supply, and delivery of Tires (rough forgings only) for Electric Street Cars, at £7 each, provisionally delivered loaded into railway trucks at Castlemaine —Country of manufacture or production: Australia	Ditto ...	Thompson and Co. (Castlemaine) Pty. Ltd., Castlemaine	Ditto		
1239	(1)—Supply and delivery of Linen Machine Twine, delivered at Spencer-street— Item No. 1. "Harbour's" Green Label Grey Blake, regular twist, 6-cord, at 8s. 6d. per lb. Item No. 2. "Dunbar's" Yellow Ticket Grey Blake, reverse twist, 6-cord, at 8s. 6d. per lb. —Country of manufacture or production: Great Britain	Ditto ...	Frank and Bryce Ltd., Findon House, 350 Flinders-lane, Melbourne	Ditto		
1240	(18)—Supply and delivery of Mining Timber, delivered in trucks at the State Mine Railway Station. Deposit, £8— Item No. 5. Props, 6 ft. long, 8 in. x 6 in., at 9½d. each Item No. 6. Props, 6½ ft. long, 8 in. x 6 in., at 10½d. each Item No. 7. Props, 7 ft. long, 8 in. x 6 in., at 11½d. each Item No. 8. Props, 7½ ft. long, 8 in. x 6 in., at 1s. 1½d. each Item No. 9. Props, 8 ft. long, 8 in. x 6 in., at 1s. 3½d. each —Country of manufacture or production: Australia	Ditto ...	L. T. Buckingham, Koonwarra	State Coal Mine Stores Suspense Account		
1241	(18)—Supply and delivery of Mining Timber, delivered in trucks at the State Mine Railway Station. Deposit, £5— Item No. 12. Sleepers, 3½ ft. long, 6 in. x 8 in., at 2½d. each Item No. 14. Sleepers, 6 ft. long, 6 in. x 3 in., at 5d. each —Country of manufacture or production: Australia	Ditto ...	T. Taylor, Ogilvie-street, Leongatha	Ditto		

CONTRACTS ACCEPTED.—(Series 1917-18)—continued.

Serial No.	Purpose, No. of Tenders, and Particulars of Contract.	Amount.	Name of Contractor.	Charged against Vote or Fund.	Authorized according to Regulations on the date stated.
1242	<p>VICTORIAN RAILWAYS—continued— (18)—Supply and delivery of Mining Timber, delivered in trucks at the State Mine Railway Station. Deposit, £6— Item No. 1. Props, 4 ft. long, 5 in. x 5 in., at 4½d. each Item No. 3. Props, 5 ft. long, 5 in. x 5 in., at 5½d. each Item No. 5. Props, 6 ft. long, 8 in. x 6 in., at 9½d. each Item No. 6. Props, 6½ ft. long, 8 in. x 6 in., at 10½d. each Item No. 16. Bars, 11 ft. long, 9 in. x 7 in., at 3s. each —Country of manufacture or production: Australia</p>	Rates ...	E. J. McCabe, Loch	State Coal Mine Stores Suspense Account	J. S. Rees, for Secretary, by order of the Victorian Railways Commissioners. 4.1.1918.

Melbourne, 9th January, 1918.

APPROACHING LAND SALES.

SALES of Crown Lands in Fee simple to be held at the under-mentioned places and dates, viz. :—

	No. of Gazette.
Bright—Tuesday, 22nd January, 1918 ...	193
Coleraine—Tuesday, 22nd January, 1918 ...	193
Geelong—Tuesday, 22nd January, 1918 ...	193
Maryborough—Thursday, 7th February, 1918 ...	193

Lands and Survey Office, Melbourne

HEARING OF REASONS AGAINST THE FOREITURE OF CERTAIN LICENCES AND LEASES BY PERSONS APPOINTED UNDER 25TH SECTION OF THE LAND ACT 1915.

NOTICE is hereby given that reasons against the forfeiture of the licences and leases in the schedule hereto, which are deemed liable to forfeiture under the provisions of the Land Act 1915, will be publicly heard by the persons appointed by me, the responsible Minister of the Crown administering the said Act, to hear the same and report thereon in writing to me, when the persons in the said schedule mentioned as holders of such licences and leases will be allowed to show cause against the same at the places and on the dates mentioned in the schedule hereto.

FRANK CLARKE,
 Commissioner of Crown Lands and Survey, being the responsible Minister of the Crown administering the Land Act.

Department of Lands and Survey,
 Melbourne, 7th January, 1918.

SCHEDULE.

MELBOURNE, 15th January, 1918, Land Officer :—
 0123/103, Albert George Cooper, 18a. Ir. 18p., Greensborough; 105/8, W. B. W. Greenlees, 72a. Ir. 19p., Tonimbuk East; 3447/86, F. C. Newsome, 21a. 2r. 19p., Dandenong; 3446/86, H. Beattie, 75a. 2r. 8p., Warragul; 35/50, P. L. Harkin, 1a. Or. 1 7-10p., Brunswick.

DARLINGFORD, 23rd January, 1918, at Ten a.m., Land Officer :—
 040/54, S. A. Allen, 69 acres, St. Clair.

PUBLIC HEARING BY A PERSON APPOINTED UNDER THE 25TH SECTION OF THE LAND ACT 1915.

NOTICE is hereby given that at the time and place mentioned in the schedule hereunder, applications for leases and licences under the Land Act 1915, objections to such applications, objections to proposed proclamations, alterations, additions, diminutions, revocations, or unions of commons, and reasons against forfeiture of any leases or licences under the Land Act deemed liable to forfeiture will be publicly heard by the person whose name is set opposite such place in such schedule, being a person appointed by me, the responsible Minister of the Crown administering the Land Act, to hear the same and report thereon in writing to me.

FRANK CLARKE,
 Commissioner of Crown Lands and Survey and President of the Board of Land and Works.

Department of Lands and Survey,
 Melbourne, 7th January, 1918.

SCHEDULE.

DARLINGFORD, Wednesday, 23rd January, 1918, at Ten a.m.; Wm. Oates, Esq.

Land Act 1915, Sections 2, 121, and 129.

TRANSFERS APPROVED.

THE following Applications for Transfer of Licences under the 49th section of the Land Act 1869 and sections 121 and 129 of the Land Act 1915 having been approved it is hereby notified that the Rent specified in each case may be received by the undermentioned Revenue Officers.

Number of Licence.	Name of Transferor.	Name of Transferee.	Area, subject to modification of boundaries and areas	Parish.	Held under Section.	Date of Licence.	Yearly Payment.	Transfer Fee and where paid	Rent payable to Revenue Officer at—
3387	Sarah A. Hinchey ...	Maurice Wm. Sexton ...	0 0 1½	Ballaarat	49	1.6.17	0 5 0	10s., Melbourne	Ballaarat
0340	Robert McLaren ...	Fred. R. Graham ...	14 0 0	Wonthaggi	121	1.7.15	5 0 0	10s., Melbourne	Wonthaggi
6070	W. Trevillian ...	James Robinson ...	57 0 0	Chiltern West	121	1.10.09	1 8 6	10s., Melbourne	Rutherglen
0304	A. L. Wright ...	Geo. Wilson ...	18 0 0	Talgarno	121	1.7.13	0 18 0	10s., Melbourne	Bethanga
0105	J. M. Lee ...	John Elliott ...	2 2 3	Bundalong	129	1.11.16	1 0 0	£1, Melbourne	Yarrowong

Department of Lands and Survey,
 Melbourne, 3rd January, 1918

FRANK CLARKE,
 Commissioner of Crown Lands and Survey.

Land Act 1915, Sections 121 and 129.

APPLICATIONS FOR LICENCES APPROVED.

THE following Applications for Licences having been approved, it is hereby notified that the Rents and Fees specified in each case may be received by the undermentioned Officers authorized by the Treasurer to collect Territorial Revenue.

FRANK CLARKE,
Commissioner of Crown Lands and Survey.

Department of Lands and Survey,
Melbourne, 3rd January, 1918.

Number of Licence.	Name and Address of Licensee.	Area, subject to modification of boundaries and area.	Parish or Situation.	Date of Licence.	Amount to be Collected.			Payable to Receiver of Revenue at—
					Payment, including instalment of Survey Charge (if any)	Fees for Licence.	Total Amount of First Payment.	
		A. R. P.			£ s. d.	£ s. d.	£ s. d.	
Under Section 129 of the Land Act 1915.—Payment to be made quarterly.								
01368	Leslie William Crammond (1) ...	0 1 4	Wonthaggi	1.1.18	0 6 3	...	0 6 3	Wonthaggi
01367	James Bell and Coy., 9 Queen-street, Melbourne (2)	2 0 0	Cut-paw-paw (Spotswood)	1.10.17	12 10 0	...	12 10 0	Melbourne
Under Section 129 of the Land Act 1915.—Payment to be made yearly.								
0246	Florence J. Herbert, Lorne: bathing box (2)	...	Lorne	1.10.17	0 2 6	...	0 2 6	Geelong
028	James Flint, Longford ...	1 2 23	Coolungoolun	1.1.18	1 0 0	...	1 0 0	Salé
Under Section 121 of the Land Act 1915.—Payment to be made yearly.								
0414	W. R. Hill, Rutherglen (2)	21 0 0	Chiltern West	1.10.17	0 8 0	0 1 0	0 9 0	Rutherglen
	Jas. Rinaldi, Kooreh South (2)	8 0 0	Kooreh	"	0 8 0	...	...	St. Arnaud
4351	Peter Fry, Victoria Valley (3)	2,180 0 0	Burrah Burrah and Panyrabyr	2.10.16	2 5 5	0 5 0	2 10 5	Hamilton

(1) Allotment 7, section 43.—(2) Amount paid.—(3) Renewed to 30th September, 1918.

Land Act 1915, Section 2.

APPLICATIONS FOR LEASES APPROVED.

THE following Applications for Leases having been approved, it is hereby notified that the Rents and Fees specified in each case may be received by the undermentioned Revenue Officers. When Lease is ready for execution Lessee will be duly advised.

Date of Lease.	Name of Lessee.	Parish.	Class.	Extent.	Amount to be Collected.				Payable to the Officer authorized by the Treasurer to collect Territorial Revenue at—
					Rent payable Half-yearly.	Rent due to date.	Lease Fee.	Total to pay.	
		A. R. P.			£ s. d.	£ s. d.	£	£ s. d.	
Under Section 49 of the Land Act 1901 as amended by the Land Acts 1904-9.									
1.13.17	Nicholas Bosse (1) ...	Fumina ...	1st V.C.	130 3 23	2 14 1	2 14 1	1	3 14 1	Warragul 0509
1.11.17	Charles A. Penny (2) ...	Buiga ...	1st	112 3 6	4 4 9	4 4 9	1	5 4 9	Yarram 0582
1.8.17	E. Erickson ...	Ellesmere ...	1st	17 2 19	0 9 0	0 9 0	1	1 9 0	Bendigo 0194
1.9.17	C. Woodfield ...	Kangdorax ...	1st	28 0 31	0 14 6	0 14 6	1	1 14 6	Ingulwood 0314
Under Section 56 of the Land Act 1901 as amended by the Land Acts 1904-9.									
2.7.17	William Bowran ...	Wagra ...	3rd	638 3 10	7 19 6	15 19 6	1	16 19 6	Tallangatta 0417
Under Section 56 of the Land Act 1901 as amended by the Land Acts 1904-9-19.									
1.3.15	Wm. Jno. Longhead ...	Barkly ...	3rd	144 1 19	1 16 3	10 17 6	1	11 17 6	Avoca 4503
Under Section 222 of the Land Act 1901.									
1.3.17	Alexander Anderson (3)	Underbool	2nd	796 0 34	8 14 5	17 8 10	1	18 8 10	Horsham
1.6.17	Henry Bryant (4)	Manpy	2nd	699 0 38	7 13 2	15 6 4	1	16 6 4	"
"	James Outen (5)	"	2nd	638 3 2	6 19 10	13 19 8	1	14 19 8	"
1.3.17	Everett Wm. Montague (6)	Nyang	2nd	639 3 0	7 0 0	14 0 0	1	15 0 0	"
"	William Henry Morrison (7, 8)	"	1st	622 3 6	8 15 3	17 10 6	1	20 19 9	"
1.8.16	Charles Edgar Harrison (9, 10)	Dering	3rd	643 0 11	5 0 8	5 0 8	...	6 0 8	Birchip
1.1.16	Joseph Henry Loader (11)	Polisbet...	3rd	635 0 39	3 19 6	3 19 6	...	3 19 6	Swan Hill

(1) £1 13s. per acre.—(2) £1 10s. per acre.—(3) Allotment 25.—(4) Allotment 17.—(5) Allotment 19.—(6) Allotment 40.—(7) Includes £2 9s. 3d. interest due on rent under licence.—(8) Allotment 45.—(9) Includes £1 balance of survey fee.—(10) Allotment 35.—(11) Allotment 1.

Department of Lands and Survey,
Melbourne, 3rd January, 1918.

FRANK CLARKE,
Commissioner of Crown Lands and Survey.

Land Act 1915, Sections 2 and 129.
LICENCES UNDER THE LAND ACTS 1901 AND 1915, EXPIRED.

NOTICE is hereby given that the Licences mentioned in the Schedule hereunder have expired.

Department of Lands and Survey,
 Melbourne, 3rd January, 1918.

FRANK CLARKE,
 Commissioner of Crown Lands and Survey.

District.	Corr. No.	Name of Licensee.	Section of Land Act under which Licensed.	Parish.	Allotment.	Area.	Class.	Reasons for Forfeiture, &c.	Pay Office.
A. R. P.									
Licences under Land Acts 1901 and 1915.									
Melbourne	0182	T. Robinson and Co. Pty. Ltd.	145	Cut-paw-paw	78B, sec. 7	1 3 16 ³ / ₄	...	...	Melbourne
Hamilton	0117	Jessie S. Lyall	129	Harrow	...	3 0 0	...	...	Hamilton
"	2408	Michael Hally	47	Warrong	12, sec. D	3 3 39	1st	...	Port Fairy
Ararat	061	Alexander Punton	50	Tchirree	13, sec. C	20 0 0	1st	...	Ararat
"	040	Archibald G. Campbell	54	Jallukar	51A, sec. 1	43 0 0	3rd	...	Ararat

SCHEDULE OF APPLICATIONS FOR THE ISSUE OF CROWN GRANTS.

Corr. No.	Name.	Area.	Parish.	Date of Payment.	Amount Collected.				Paid to Receiver of Revenue at—
					Balance.	Grant Fee.	Assurance Fee.	Total Amount.	
					£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Under Section 44 of the <i>Land Act 1890</i> as amended by the <i>Land Act 1898</i> .									
Part 2072	James Keyte and others (1)	1 0 0	Arapiles	13.12.17	0 0 5	0 10 6	0 0 1	0 11 0	Horsham 1.1.05
Under Section 49 of the <i>Land Act 1901</i> as amended by the <i>Land Act 1904</i> .									
2652	Wm. Hy. Moyle (2)	16 1 6	Neilborough	20.12.17	6 7 6	1 1 0	0 0 9	7 9 3	Melbourne 1.8.11
Under Section 51 of the <i>Land Act 1898</i> .									
2759	H. H. Pearce (3)	283 3 22	Wagra	14.12.17	25 5 9	1 6 0	0 6 1	26 17 10	Tallangatta 2.7.06
2567	J. Quirk (3)	89 0 0	Tangambalanga	"	10 4 0	1 6 0	0 1 11	11 11 11	Melbourne 1.1.07
Under Section 56 of the <i>Land Act 1901</i> .									
2378	James Holden (3)	110 1 3	Watta Wella	15.2.17	2 15 6	1 6 0	0 2 4	4 3 10	Stawell 1.7.03
Under Section 56 of the <i>Land Act 1901</i> as amended by the <i>Land Act 1904</i> .									
0125	Lionel P. T. Finney (3)	168 0 7	Glenaladale	1.12.17	54 18 6	1 6 0	0 3 7	56 8 1	Sale 1.3.17
6057	Lionel P. T. Finney (3)	278 2 32	"	"	80 4 3	1 6 0	0 5 10	81 16 1	" 1.9.14
6302	Lionel P. T. Finney (3)	319 0 23	"	"	124 0 0	1 11 8	0 6 8	125 18 2	" 1.7.14
6795	Lionel P. T. Finney (3)	319 3 0	"	"	124 0 0	1 11 6	0 6 8	125 18 2	" "
6847	Lionel P. T. Finney (3)	380 0 19	"	"	147 15 4	1 11 6	0 8 0	149 14 10	" "
066	Richard J. Hockley (4)	60 0 22	St. Helens	7.12.17	21 7 0	1 6 0	0 1 4	22 14 4	Melbourne "
Under Section 322 of the <i>Land Act 1901</i> .									
9513	Saml. McWhinnie (5)	50 0 0	Linton	19.12.17	31 5 0	1 1 0	0 2 1	48 0 9	Melbourne
Under Section 131 of the <i>Land Act 1915</i> .									
5699	Jasper Macklan (6)	3 0 0	Township Wyeebool	14.12.17	17 10 0	1 1 0	0 1 3	18 12 3	Tallangatta
Under Sections 5-10 of the <i>Settlement on Lands Act 1893</i> .									
7810	William Reece	19 5 37	Drouin West	17.12.17	...	1 1 0	0 0 10	1 1 10	Warragul
2777	Adam Dickey	19 3 37	"	"	...	1 1 0	0 0 10	1 1 10	"

- (1) Second class.
- (2) First class.
- (3) Third class.
- (4) Third class. From licence.

- (5) Includes £15 12s. 8d. balance of monetary aid.
- (6) £17 10s. paid as rent, section 145, credited to purchase.

FRANK CLARKE,
 Commissioner of Crown Lands and Survey.

Department of Lands and Survey,
 Melbourne, 3rd January, 1918.

Closer Settlement Act 1915.

THE Agricultural Labourers' Allotments mentioned in the Schedule hereunder are hereby proclaimed available for application, and may be taken up on Conditional Purchase Lease.

WERIBEE ESTATE.—PARISH OF DRUGAM, COUNTY OF BOURKE.

Allotment.	Section.	Area.	Capital Value.	Deposit.	Balance.	Half-yearly Instalments.	Term.
		Acres.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
4, 5, 6	D	6	198 0 0	9 5 0	190 0 0	5 14 0	31 ¹ / ₂ years
7, 8, 9	D	6	198 0 0	9 5 0	190 0 0	5 14 0	31 ¹ / ₂ years
10, 11, 12	D	6	198 0 0	9 5 0	190 0 0	5 14 0	31 ¹ / ₂ years

FRANK CLARKE,
 Commissioner of Crown Lands and Survey.

Department of Lands and Survey,
 Melbourne, 7th January, 1918.

COURTS.

SITTINGS of the Supreme Court for the hearing of Criminal Trials and Trials of Causes for the year 1918; pursuant to Order in Council of 11th day of December, 1917.

Ballarat	Tuesday, 26th February
Beechworth	Friday, 15th March
Bendigo	Thursday, 7th February
Castlemaine	Tuesday, 30th July
Geelong	Thursday, 14th February
Hamilton	Thursday, 11th April
Horsham	Tuesday, 19th March
Maryborough	Thursday, 23rd May
Melbourne	Friday, 15th February
Sale	Thursday, 21st February
St. Arnaud	Tuesday, 21st May
Wangaratta	Thursday, 9th May
Warrambool	Tuesday, 12th February

GENERAL SESSIONS for the year 1918; pursuant to Order in Council of 11th day of December, 1917.

Ararat	Tuesday, 28th May
Bairnsdale	Tuesday, 5th March
Ballarat	Monday, 4th March
Beechworth	Wednesday, 13th February
Benalla	Wednesday, 20th February
Bendigo	Tuesday, 19th March
Camperdown	Tuesday, 19th February
Casterton	Thursday, 28th February
Castlemaine	Tuesday, 30th April
Charlton	Wednesday, 24th April
Colac	Wednesday, 20th February
Daylesford	Thursday, 30th May
Donald	Tuesday, 9th April
Echuca	Tuesday, 23rd April
Geelong	Friday, 22nd February
Hamilton	Wednesday, 27th February
Horsham	Tuesday, 11th June
Kerang	Tuesday, 19th March
Korumburra	Tuesday, 26th March
Kyneton	Wednesday, 6th February
Mansfield	Wednesday, 22nd May
Maryborough	Thursday, 21st February
Melbourne	Friday, 1st February
Mildura	Tuesday, 26th March
Nhill	Wednesday, 13th March
Omeo	Wednesday, 17th April
Sale	Thursday, 7th March
Seymour	Tuesday, 5th February
Shepparton	Tuesday, 12th March
St. Arnaud	Thursday, 7th March
Stawell	Wednesday, 20th March
Wangaratta	Tuesday, 19th February
Warracknabeal	Thursday, 21st March
Warragul	Wednesday, 27th February
Warrambool	Tuesday, 26th March
Yarram Yarram	Wednesday, 15th February

MELBOURNE.—COUNTY COURT.

THE times appointed for "Return Days" in the Melbourne County Court during the year 1918 (i.e. the day to be appointed in any summons or proceeding for the appearance of the party summoned) shall be as follows:—

RETURN DAYS.

In Cases under £50.	£50 and under £250.	Other Cases.
February 4th and 18th	February 4th	February 18th
March 1st and 18th	March 1st	March 13th
April 4th and 15th	April 4th	April 15th
May 1st and 13th	May 1st	May 13th
June 4th and 17th	June 4th	June 17th
July 1st and 15th	July 1st	July 15th
August 1st and 14th	August 1st	August 14th
September 2nd and 16th	September 2nd	September 16th
October 1st and 14th	October 1st	October 14th
November 1st and 15th	November 1st	November 15th
December 2nd and 9th	December 2nd	December 9th

Dated at Melbourne this 30th day of November, 1917.

By order of the Judges,

D. F. McGRATH,
Registrar, Melbourne.

COUNTY COURTS for the year 1918.—Dates fixed by the Judges.

Ararat	Tuesday, 19th February
Bairnsdale	Tuesday, 5th March
Ballarat	Monday, 11th February
Beechworth	Wednesday, 13th February
Benalla	Wednesday, 20th February
Bendigo	Tuesday, 19th March
Birchip	Wednesday, 10th April
Camperdown	Tuesday, 19th February
Casterton	Thursday, 28th February
Castlemaine	Tuesday, 5th February
Charlton	Wednesday, 24th April
Colac	Wednesday, 20th February
Daylesford	Thursday, 14th February
Donald	Tuesday, 9th April
Echuca	Tuesday, 23rd April
Geelong	Friday, 22nd February
Hamilton	Wednesday, 27th February
Horsham	Tuesday, 12th March
Kerang	Tuesday, 19th March
Korumburra	Tuesday, 26th March
Kyneton	Wednesday, 6th February
Mansfield	Wednesday, 6th March
Maryborough	Thursday, 21st February
Melbourne	Monday, 4th February
Mildura	Tuesday, 26th March
Nhill	Wednesday, 13th March
Numurkah	Wednesday, 10th April
Omeo	Wednesday, 17th April
Ouyen	Wednesday, 27th March
Rochester	Friday, 1st March
Sale	Thursday, 7th March
Sea Lake	Tuesday, 23rd April
Seymour	Tuesday, 5th February
Shepparton	Tuesday, 12th March
St. Arnaud	Thursday, 7th March
Stawell	Wednesday, 20th March
Swan Hill	Wednesday, 20th March
Traralgon	Friday, 8th March
Wangaratta	Tuesday, 19th February
Warracknabeal	Thursday, 21st March
Warragul	Wednesday, 27th February
Warrambool	Tuesday, 26th March
Wonthaggi	Tuesday, 16th April
Yarram Yarram	Wednesday, 13th February

COURTS OF MINES.—Dates fixed by the Judges.

COURT OF CHIEF JUSTICE.

Melbourne	—
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ARARAT DISTRICT.

Ararat	Tuesday, 19th February
Stawell	Wednesday, 20th March

BALLARAT DISTRICT.

Ballarat	Monday, 11th February
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BEECHWORTH DISTRICT.

Beechworth	Wednesday, 13th February
Benalla	Wednesday, 20th February
Mansfield	Wednesday, 6th March

BENDIGO DISTRICT.

Bendigo	Tuesday, 19th March
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CASTLEMAINE DISTRICT.

Castlemaine	Tuesday, 5th February
Heidelberg (at Melbourne)	—
Hepburn (Daylesford)	Thursday, 14th February
Kyneton	Wednesday, 6th February

GIPPSLAND DISTRICT.

Bairnsdale	Tuesday, 5th March
Omeo	Wednesday, 17th April
Sale	Thursday, 7th March
Yarram Yarram	Wednesday, 13th February

MARYBOROUGH DISTRICT.

Maryborough	Thursday, 21st February
St. Arnaud	Thursday, 7th March

NOTICE is hereby given that a Special Court of Petty Sessions will be held at the Court House, Hamilton, on Thursday, the 4th day of April, 1918, at Ten a.m., to revise the Jury List for the Jury District of Hamilton. Dated at Hamilton this 4th day of January, 1918.—P. M. O'MEARA, Clerk of Petty Sessions.

TENDERS.

PUBLIC WORKS DEPARTMENT, MELBOURNE.

TENDERS will be received at this office, until Twelve o'clock on the days and for the purposes under-mentioned.

Particulars may be learnt at this office, and also at the offices named in each instance.

The Board of Land and Works will not necessarily accept the lowest or any tender.

10th January, 1918.

Krambruk North.—New wooden building, State School No. 3563. Particulars at Police Station, Colac, and Public Offices, Geelong. Preliminary deposit, £5. Final deposit, 5 per cent.

Glengarry.—Removal and re-erection of existing school building and removal and re-erection of old State school, Toongabbie, at State School No. 2888. Particulars at State School, Glengarry, and Police Station, Traralgon. Preliminary deposit, £5. Final deposit, 5 per cent.

Wonyip.—New building, State School No. 3509. Particulars at State School No. 3509, and Wonyip, and Police Station, Korumburra. Preliminary deposit, £5. Final deposit, 5 per cent.

17th January, 1918.

Collingwood.—Additions to Technical School. Preliminary deposit, £10. Final deposit, 5 per cent.

24th January, 1918.

Foster.—Removing and remodelling residence, State School No. 1172. Particulars at Police Stations, Foster and Korumburra. Preliminary deposit, £5. Final deposit, 5 per cent.

Bairnsdale.—Wharf at mouth of Mitchell River, near. Particulars at Police Stations, Bairnsdale and Lakes Entrance. Preliminary and final deposit, £5.

Yallock Swamp.—Widening and deepening drain. Particulars at Post Office, Lang Lang. Preliminary deposit, £5.

31st January, 1918.

Bennison.—Additions, &c., State School No. 3025. Particulars at State School No. 3025, Bennison, and Police Station, Korumburra. Preliminary deposit, £5. Final deposit, 5 per cent.

North Brunswick.—New out offices and sewerage connexions, State School No. 3179. Preliminary deposit, £3. Final deposit, 5 per cent.

Tenders to be addressed to the Honorable the Commissioner of Public Works, and marked "Tender for ———."

JOHN McWHAE,
Commissioner of Public Works.

Melbourne, 9th January, 1918.

TENDERS FOR GRAZING LANDS.

Tender Forms can be obtained on application to the Lands Department, Melbourne, or any of the Land Offices in the Country.

Tenders should be placed in the Crown Lands Office Tender-box on or before Thursday, 24th January, 1918.

NOTE.—No tender will be accepted unless the fee for the period as shown in the head-lines, and fee of Five shillings for licence, are forwarded.

TENDERS will be received on or before Thursday, 24th January, 1918, for the right to depasture stock on the following unappropriated portions of land subject to the Regulations approved by the Governor in Council and also the sub-joined Special Conditions.

Every licence granted under section 121 of the *Land Act* 1915 shall be subject to the conditions set forth in the Schedule hereto and to such special conditions and payment in advance of such fee as the Minister may determine, and shall be issued by an officer of the Department of Lands and Survey duly authorized in that behalf.

CONDITIONS.

1. The issue of this licence shall not prevent the land comprised therein, or any part or parts thereof, being sold, leased, licensed, alienated, or dealt with under any of the provisions of the *Land Acts*, except under the 121st section of the *Land Act* 1915, or being resumed by order of the Governor or Administrator of the Government of Victoria, with the advice of

the Executive Council, for any of the purposes for which land may be reserved under section 10 of the *Land Act* 1915, or for mining purposes.

2. In case the said land, or any part thereof, should be sold, leased, licensed, alienated, dealt with, or resumed as aforesaid, the licensee shall not be entitled to any compensation other than that which the responsible Minister of the Crown for the time being administering the *Land Acts* may think fit.

3. This licence is subject to the rights of the holders of miners' rights or of mining leases now issued or hereafter to be issued to enter upon the allotment hereby licensed, and to search for gold, and to mine thereon, and to erect and occupy mining plant and machinery, without making any compensation to the licensee, his executors, administrators, or assigns, for surface or other damage.

4. Subject to these conditions the licensee shall be entitled to use the land for the purpose for which this licence has been granted, until such land or any part thereof, has been sold, leased, licensed, alienated, dealt with, or resumed as aforesaid, and thereupon all the interest of the licensee therein shall cease and be determined.

5. No land comprised in roads from time to time surveyed and marked out within the boundaries of the land comprised in this licence shall be deemed within its operation.

6. This licence shall entitle the holder thereof, during the period for which it is granted, to use the land therein comprised for depasturing purposes only, but shall not confer any right to build thereon, or to cultivate or, without the permission of the Minister, fence any portion thereof, or construct a dam or tank.

7. The taking in of stock for agistment or otherwise allowing the use of the land, or part thereof, without the authority in writing by the Minister, is forbidden.

8. That in the event of the Minister granting permission to fence the whole or any part of this area, the licensee shall provide gates or slip-panels in suitable places for the convenience of the public. No compensation will be allowed for fencing erected on boundaries of allotments alienated or in course of alienation.

9. That where improvements are authorized under section 123 of the *Land Act* 1915 the licensee shall notify, on completion, that such improvements have been made, otherwise the work will not be recognised.

10. The interest in this licence shall not be transferred without the consent of the Minister, and the payment of a fee of Ten shillings.

11. The licensee shall be liable to forfeiture, if the licensee commit a breach of or neglect to comply with these conditions.

12. The publication of a notice in the *Government Gazette*, purporting to declare that the Governor or Administrator, with the advice aforesaid, has forfeited this licence, shall be conclusive evidence that the licence is forfeited.

13. The ring-barking of the timber upon the land by the licensee is forbidden, and he shall not be entitled to destroy or cut and take away any such timber.

14. Free access to water shall be kept open at all times for travelling and other stock and for persons desiring to take water for domestic purposes.

15. The licensee shall destroy all thistles on the land, and on the half width of the adjoining roads, and shall be responsible for the destruction of thistles under the *Thistle Act* 1890 in like manner as holders of freehold lands.

16. The licensee shall keep the land free from vermin, and, should he fail to do so, the licence shall be liable to forfeiture.

17. This licence is issued subject to the right of sawmillers to graze on this area such horses and bullocks as are actually used in connexion with their licensed operations on this land.

18. In the event of the area being damaged by fire, the licence may be forfeited unless the licensee satisfy the Minister that neither he, directly or indirectly, nor his workmen or servants were in any way responsible therefor.

SPECIAL CONDITIONS.

1. The period of occupation will, except where otherwise specified, be for twenty months from 1st February, 1918, to 30th September, 1919.

2. The fee for the period as shown in the headlines—for which the licence will be issued, and fee for licence—must accompany the tender, otherwise the offer of the next highest tenderer who complies with this condition may be accepted.

3. Separate tenders must be lodged for each block.

4. Tenders to be addressed to the Secretary for Lands (Tender-box), Melbourne.

5. The highest or any tender not necessarily accepted.

6. Tenderers must give their full name and ordinary postal address.

7. The areas are given as more or less, and all appropriated, alienated or licensed lands (if any) within the boundaries are excluded.

8. The outgoing tenant has the option to remove any existing fencing within one month or to require the incoming tenant to pay for it in accordance with the provisions of section 124, *Land Act* 1915.

Plans can be seen and information may be obtained in this office.

Section 121, *Land Act 1915*, provides:—

1. Where a licensee under section 121 of the *Land Act 1915* has, with the consent of the Minister, enclosed with a substantial fence the land which is the subject of his licence, he may impound any cattle, sheep, or other animals found trespassing thereon.

2. Where the licensee holds land under the said section which is unfenced, he may, in any court of competent jurisdiction, sue the owner of any cattle, sheep, or other animals for damages arising from trespass by such cattle, sheep, or other animals.

FRANK CLARKE,
Commissioner of Crown Lands and Survey.

Department of Land and Survey,
Melbourne, 7th January, 1918.

Lot 1 (Block 9183).—13 acres, being allotment 44, township of Macedon, formerly held by G. J. Nicholls.—(*Melbourne*, 060/187.) **NOTE**.—Fencing allowed.

Lot 2 (Block 11127).—1,460 acres, in the parish of Queens-town, being vacant Crown lands north and east of Laity's allotments 45, 44, 46, and 47.—(*Melbourne*, 5010/187.)

Lot 3 (Block 11128).—700 acres, in the parish of Queens-town, between Mount Misery Range and H. E. Morgan's allotment 35A.—(*Melbourne*, 5010/187.)

Lot 4 (Block 10652).—973 acres, in the parish of Queens-town, on Black Calf Creek, recently held by John Olive.—(*Melbourne*, 5124/187.)

Lot 5 (Block 9755).—700 acres, in the parish of Waratah, bounded on the north by grazing allotment B, on the west by allotments 26 and 27, and on the east by Waratah Bay, and on the south by a line drawn from south-east corner of allotment 26, south-easterly to the bay.—(*Melbourne*, 0343/187.)

Lot 6 (Block 10048).—50 acres, parish of Alberton West, being an island at high tide east of Bullock Island, formerly held by A. C. McLennan.—(*Melbourne*, 0120/187.) **NOTE**.—Fencing allowed, and right to construct a dam or tank.

Lot 7 (Block 8983).—9 acres, in the township of Mirboo, formerly reserved for Recreation purposes and not required for State School.—(*Melbourne*, 0360/187.)

Lot 8 (Block 11129).—1,250 acres, parish of Lodge Park, being allotment 12, formerly held by Mrs. Annie Newman.—(*Alexandria* 1749/187.)

Lot 9 (Block 10495).—60 acres, in the parish of Tarragal, being the area known as the Lagoon, formerly held by J. M. Wilson.—(*Hamilton*, 0317/187.)

Lot 10 (Block 9656).—810 acres, being allotment 40, parish of Mounzie, formerly held by Robert Wilson.—(*Hamilton*, 5974/187.)

Lot 11 (Block 8040).—157 acres, in parish of Taminick, being a Water reserve, formerly held by J. S. Weston.—(*Benalla*, 2368/187.)

Lot 12 (Block 11130).—8,500 acres, in the parish of Thowgla, county of Benambra, formerly held by F. Attree.—(*Beechworth*, 0365/187.)

Lot 13 (Block 11131).—250 acres, in the parish of Corack, being allotment 170 (Buloke Swamp), formerly held by Norah Nolan.

Lot 14 (Block 8073).—130 acres, in the parish of Wedderburn, being the Railway Ballast reserve near the Wedderburn Junction Railway Station.—(*St. Arnaud*, 0263/121.)

Lot 15 (Block 11132).—8 acres, in the town and parish of Sandford, being the portion of the Military reserve west of Wannan River, together with river frontage.—(*Hamilton*, 2,9618.)

VICTORIAN RAILWAYS.

SEPARATE Tenders are invited for the undermentioned works, &c. Tenders, indorsed "Tender for _____," must be lodged, with the preliminary deposit, in the Tender-box, Railway Offices, Melbourne, at or before eleven a.m. on the date specified. Particulars at the Contractors' Room, Spencer-street, and as stated.

STEEL TYRES.

Wednesday, 9th January.—Supply and delivery of steel tyres for engines, electric cars, and motor coaches. Particulars and forms now available at the Contractors' Room, Railway Offices, Spencer-street, and at the Office of the Agent-General for Victoria in London after the arrival of the next outgoing mail. P.D., $\frac{1}{2}$ per cent.

C.I. STANDARDS AND W.I. RAILINGS.

Wednesday, 9th January.—Supply and fixing cast-iron standards and wrought-iron pipe railings at Newmarket and Middle Brighton sub-stations. P.D., 4 per cent.

SALE OF NAGAMBIE RESIDENCE.

Wednesday, 9th January.—Purchase and removal of Departmental Residence No. 620, at Nagambie. Particulars also at Nagambie, Seymour, and Shepparton Stations. Deposit, £1.

BLOCK TIN.

Wednesday, 9th January.—Supply and delivery of 5 tons of block tin. (Fresh tenders.) P.D., $\frac{1}{2}$ per cent.

CANVAS.

Wednesday, 9th January.—Supply and delivery of 200,000 lineal yards of canvas for tarpaulins. P.D., $\frac{1}{2}$ per cent.

SALE OF SCRAP COPPER, ETC.

Wednesday, 9th January.—Purchase and removal of scrap copper, brass, and gun metal lying at Newport Workshops. Deposit, 5 per cent.

SALE OF EMPTY OIL CASKS.

Wednesday, 9th January.—Purchase and removal, during the period ending 31st December, 1918, of empty oil casks at Bendigo Station. (Fresh tenders.) Particulars also at Bendigo Station. Deposit, £3.

SUPPLY OF BREAD.

Wednesday, 9th January.—Supply, as ordered, from 1st January till 31st December, 1918, of bread for the dining-car service. (Fresh tenders.) P.D., £1.

OIL FOR GASMAKING.

Friday, 11th January.—Supply and delivery of 180,000 gallons of oil for gasmaking. P.D., £5.

SALE OF PYRAMID RESIDENCE.

Wednesday, 16th January.—Purchase and removal of Departmental Residence No. 949, at Pyramid. Particulars also at Bendigo, Pyramid, and Korang Stations. Deposit, £1.

STEEL FISHBOLTS AND NUTS.

Wednesday, 16th January.—Manufacture (from steel purchased by the contractor from the Corporation), supply, and delivery of $\frac{3}{4}$ -in. diameter steel fishbolts, $4\frac{1}{2}$ inches long, with nuts. P.D., $\frac{1}{2}$ per cent.

SAWN HARDWOOD TIMBER.

Wednesday, 16th January.—Supply and delivery of sawn hardwood timber for wheat storage, at Brooklyn "B" and North Geelong. Particulars also at Yarra Junction, Yarra Glen, Warburton, Forrest, Beech Forest, and Gembrook Stations. P.D., $\frac{1}{2}$ per cent.

DISINFECTANT.

Wednesday, 16th January.—Supply and delivery of disinfectant, as ordered, during the period ending 30th June, 1918. (Fresh tenders.) P.D., £1.

IRON DOGSPIKES.

Wednesday, 16th January.—Manufacture (from iron purchased by the contractor from the Corporation), supply, and delivery of 100 tons of iron dogspikes, 5 inches x $\frac{3}{4}$ inch. P.D., $\frac{1}{2}$ per cent.

BRIDGE BEAMS AND CATTLE-PIT LOGS.

Wednesday, 23rd January.—Supply and delivery of grey box, red ironbark, or yellow stringybark bridge beams and cattle-pit logs for Workmaster, at Oakleigh. Particulars also at Alberton, Port Albert, Bruthen, Orbost, and Bairnsdale Stations. P.D., $\frac{1}{2}$ per cent.

GREY BOX, ETC., PILES.

Wednesday, 23rd January.—Supply and delivery of grey box, red ironbark, yellow stringybark, or redgum piles for Workmaster, at Oakleigh. Particulars also at Bruthen, Orbost, Bairnsdale, Alberton, Port Albert, Echuca, and Cobram Stations. P.D., $\frac{1}{2}$ per cent.

GENERAL STORES (FIXED QUANTITIES).

Wednesday, 23rd January.—Supply and delivery of fixed quantities of the undermentioned materials required during the year commencing 1st July, 1918:—Cotton waste; files and rasps; shovels, &c.; emery, &c.; locks, keys, &c.; rivets (various); crucibles and pedestals; gauge glasses; signal chain; fencing wire; signal wire and pulleys; wire rope; drapery; feather dusters; upholstery and furniture; chamouis skins; canvas hose; mops; painters' and grainers' sundries; carbons; telegraph and telephone sundries; electric light material; carriage window springs; sundry canvas; sponge cloths, &c.; rope.

GENERAL STORES (ESTIMATED QUANTITIES).

Wednesday, 30th January.—Supply and delivery of estimated quantities of the undermentioned materials required during the year commencing 1st July, 1918:—Plumbers' goods; sewerage materials; filters; galvanized buckets, &c.; tinware; dropper fasteners; water meters, &c.; galvanized corr. iron tanks; iron tanks; iron castings; malleable iron castings; steel castings; cast-iron water pipes; sluice valves; bolts and nuts; nuts; dowels and spikes; iron washers; antimony; iron; rolled iron (Australian); lead; mild steel (plates, &c.); mild steel (channel section); basketware; sundry brushware; painters' brushes; steel brushes; blanketing; napery, &c.; serge and twill; glassware; sponges; burners, lamps, &c.; lamp chimneys, &c.; canvas bags, &c.; wirework, &c. Deposits, as specified.

Wednesday, 6th February.—Supply and delivery of estimated quantities of the undermentioned materials required during the year commencing 1st July, 1918:—Cordage; coir mats; ship chandlery; candles, patches, soap, &c.; belting; leather; leather goods; indiarubber and indiarubber goods; I.R. hose; packing; oils (various); colours, &c.; glue; varnish; benzine; turpentine, &c.; rosin; stringybark; lime; plaster of paris and hair; slates; drain pipes, &c.; cement concrete pipes; pans and urinals; building sand; sand for locomotives; foundry coke; foundry sundries; hoof parings; infusorial earth; limestone; books, &c.; tracing cloth, &c.; writing and drawing paper; paper (luggage checks); pasteboards, surface boards, &c.; envelopes; carbon paper; printers' ink, &c.; typograph materials; typewriting materials; oxide of iron; fire bricks, &c.; crushed bones. Deposits, as specified.

Wednesday, 13th February.—Supply and delivery of estimated quantities of the undermentioned materials required during the year commencing 1st July, 1918:—Gum and inks; pens, pencils, &c.; stamps, &c.; truck seals; artists' colours; type for dating machines; photographic sundries; telegraph glass-ware; motor accessories; drysalteries, chemicals, &c.; ambulance material; disinfectants, &c.; carbonic acid gas; corks and bottling wax; explosives; fog signals; platers' material; Arabian cream; sanitary paper; abrasive wheels; Trehwella jacks and parts; brass, gunmetal, and bronze castings; oxygen; gold and silver symbols; straw rope; jute dust; charcoal; bricks, building (Bendigo); bricks, building (Ballarat); bricks, building (North-east District); bricks, building (Benalla to Wodonga); crockeryware, &c.; metal gates. Deposits, as specified.

The samples, which are exhibited by the Department, may be seen on application to the Stores Purchasing Agent, Spencer-street Store (foot of Lonsdale-street).

WHITE LEAD IN OIL.

Wednesday, 20th March.—Supply and delivery of white lead in oil. P.D., $\frac{1}{2}$ per cent.

LEASING RAILWAY LANDS.

Applications are invited for letting on building leases for business purposes land at or near stations. Terms up to 21 years. For particulars apply to Estate Officer, Spencer-street, Melbourne, or to local stationmasters or roadmasters.

No tender will necessarily be accepted.

GEO. H. SUTTON, Secretary.

INSOLVENCY NOTICE.

In the Court of Insolvency, Central District, at Melbourne.

NOTICE is hereby given that the estate of Frederick Walter Giles, of Launching Place, dairy farmer, has been sequestrated, and that a general meeting of creditors in the said estate will be held at the Insolvency Court Offices, the Law Courts, in the city of Melbourne, on Wednesday, the 16th day of January, A.D. 1918, at the hour of half-past Ten o'clock in the forenoon, for the election of a trustee and for the other purposes mentioned in the 72nd section of the *Insolvency Act 1915*.

Dated at Melbourne this 7th day of January, A.D. 1918.

A. J. CLARK,
Chief Clerk.

PRIVATE ADVERTISEMENTS.

CITY OF MELBOURNE.

BY-LAW No. 142.

NOTICE is hereby given that a By-law, intituled "A By-law of the City of Melbourne, made under Part VII., Division 1, of the *Local Government Act 1915*, and also as Rules and Regulations under section 6 of the *Police Offences Act 1915*, and numbered 142, to repeal the Regulations made on the 11th day of December, 1916, and to amend and add to certain clauses in By-law No. 134," has been duly made and passed by the Council of the City of Melbourne, and that a copy of the said By-law is open for inspection, free of charge, at the Town Clerk's Office, Town Hall, Melbourne, during office hours.

The By-law makes provision for—

Regulation of motor, vehicular and pedestrian traffic generally; regulation of street processions; traffic in Little Collins-street, between Queen-street and Swanston-street, and in Little Bourke-street, between Elizabeth-street and Swanston-street, and in Little Flinders-street, between Market-street and Swanston-street, to be driven in a westerly direction only; lamps to be provided on vehicles, motor cars or bicycles; regulation of traffic along St. Kilda-road; regulation of projections from vehicles.

T. GEO. ELLERY, Town Clerk.
Town Hall, Melbourne, 9th January, 1918. 7026

SHIRE OF DIMBOOLA.

NOTICE OF INTENTION TO BORROW THE SUM OF £2,000 FOR PERMANENT WORKS AND UNDERTAKINGS.

THE Council of the Shire of Dimboola propose to borrow the sum of Two thousand pounds (£2,000) on the credit of the President, Councillors, and Ratepayers of the said shire by the issue of debentures for such amount, in accordance with the *Local Government Act 1915*.

The rate of interest to be paid shall be Four pounds ten shillings (£4 10s.) per centum per annum.

The interest shall be payable on the 1st day of June and the 1st day of December in each and every year at the National Bank, Jeparit, or where it may be agreed on.

The debentures will be redeemed annually on the 1st day of December at the National Bank of Australasia, Jeparit, as follows:—

1st day of December, 1918, to 1st day of December, 1942, by a provision out of the municipal fund of the above amounts in each respective year.

The purposes for which the loan is to be applied are as follows:—

1. Erecting weighbridge at Tarranyurk Railway Station.
2. Erecting weighbridge at Salisbury Railway Station.
3. Erecting weighbridge at Ellam Railway Station.
4. Erecting weighbridge at Detpa Railway Station.

The plans, specifications, and estimates of the cost of such works and undertakings, and a statement showing the proposed expenditure of the money to be borrowed, are open for inspection at the Shire Office, Jeparit.

By order,

ST. ELOY D'ALTON, Shire Secretary.

Dated this 7th day of January, 1918. 7024

SHIRE OF TAMBO.

NOTICE is hereby given that George William Lancaster has been appointed Summoning Officer, Inspector of Slaughteryards and Nuisances, Thistle Inspector, Herdsman, Dog Registrar, &c., for the shire of Tambo, *vice* John Victor Richardson, resigned.

R. W. STIRLING, Shire Secretary.

7030

DISSOLUTION OF PARTNERSHIP.

NOTICE is hereby given that the partnership between us, the undersigned, carrying on business under the style or firm name of "Smith & Moore," at Rupanyup and Marnoo, in Victoria, has been dissolved by mutual consent from 31st December, 1917, and the business of the said firm will in future be carried on by Francis Theodore Moore solely, who will satisfy and discharge all obligations of the said firm, and who will be entitled to receive and give receipts for all moneys due and owing to the said firm.

Dated at Rupanyup this 3rd day of January, One thousand nine hundred and eighteen.

FRED. E. SMITH.

FRANK T. MOORE.

E. C. Sawyer, solicitor, Murtoa.

7023

NOTICE OF DISSOLUTION OF PARTNERSHIP.

NOTICE is hereby given that the partnership recently subsisting between the undersigned James William Arthur Kelly and Charles Anderson McBride, in the business of auctioneers, finance, and real estate agents, carried on at High-street, Echuca, under the firm name of "J. S. Kelly & Son," was determined and dissolved on the fifth day of October last. The said Charles Anderson McBride having purchased the said James William Arthur Kelly's half-share in the assets, capital, and goodwill of the late partnership, the business will be carried on by him as previously at the same address under the same firm name. All debts and other liabilities owing to or by the late partnership will be received or paid, as the case may be, by the said Charles Anderson McBride.

Dated the 14th day of December, 1917.

J. W. ARTHUR KELLY.

Witness to the signature of the said James William Arthur Kelly—CHAS. G. TATCHELL, bank manager, Bendigo.

C. A. McBRIDE.

Witness to the signature of the said Charles Anderson McBride—FRANK G. MUELLER, solicitor, Echuca. 7043

NOTICE OF DISSOLUTION OF PARTNERSHIP.

NOTICE is hereby given that the partnership which has for some time past been carried on by Elizabeth Margaret Danaher, of number 11 Berkeley-street, Hawthorn, widow, and William Charles Mills, of Birchip, journalist, under the style or firm of Danaher & Mills, has been dissolved by mutual consent as on the first day of December, One thousand nine hundred and seventeen. All debts due to and owing by the late firm will be received and paid by the said William Charles Mills, who will continue to carry on the business in his own name.

Dated this fifth day of January, One thousand nine hundred and eighteen.

W. C. MILLS.

Signed by the said William Charles Mills in the presence of—A. THOMPSON, solicitor, Birchip.

Oakley and Thompson, Birchip (and at Donald), solicitors for the above-named Elizabeth Margaret Danaher and William Charles Mills. 7044

Companies Act 1915.
WILLEY DUMBRELL & CO. (AUS.) LIMITED
(IN LIQUIDATION).

NOTICE is hereby given that a General Meeting of the members of the above-named company will be held at the office of Messrs. Godden & Vale, public accountants, 60 Market-street, Melbourne, on Saturday, 16th day of February, 1918, at Twelve noon, to receive an account of the winding up and of the disposal of the property of the company.

DANVERS GODDEN, Liquidator.
Melbourne, 3rd January, 1918. 7053

Companies Act 1915.
NOTICE PURSUANT TO SECTION 185.
THE DAYLESFORD GAS COMPANY PROPRIETARY LIMITED.

NOTICE is hereby given that at a General Meeting of the Members of the said company, duly convened and held at 195 New-street, Brighton, on the twenty-sixth day of October, One thousand nine hundred and seventeen, the following special resolution was duly passed; and at a subsequent general meeting of the members of the said company, also duly convened and held at the same place, on the ninth day of November, One thousand nine hundred and seventeen, the following resolution was duly confirmed.

"That the company be wound up voluntarily."
Dated the 24th day of November, One thousand nine hundred and seventeen.
7027 G. S. FINLASON, Secretary.

DALGETY & COMPANY LIMITED.
REGISTER of Unclaimed Money held by Dalgety and Co. Ltd. on 31st December, 1911.

Name of Owner.	Total Amount due to Owner.	Description of Unclaimed Money.	Date of Last Claim.
	£ s. d.		
Unknown	2 5 8	Proceeds of sale of skins and hides	Nil
"	11 4 8	Do., do.	"
"	15 8 5	Do. do.	"
"	2 5 2	Do., 3 sacks wool	"
"	16 15 10	Do., hides ex Wagga	"
"	1 13 5	Do., skins	"
"	5 8 10	Do., 1 fadge, 1 sk. wool	"
"	9 16 2	Do., 1 B/ wool	"
"	14 12 6	Do., do.	"
"	7 6 5	Do., 5 sks. wool	"
"	0 13 6	Do., 6 pelts	"
"	7 10 0	Do., 1 fadge, 2 sks. wool	"
"	11 11 11	Do., 2 bla., 2 sks. wool	"
"	2 7 4	Do., qty. skins	"
"	0 19 7	Do., 11 skins	"
"	4 16 5	Do., qty. skins	"
"	1 13 6	Do., 1 sk. wool	"
"	0 2 11	Do., skins	"
"	0 2 9	Do., do.	"
"	1 10 1	Do., 1 sk. wool	"
"	1 13 6	Do., qty. skins	"
"	0 6 7	Do., 1 hide ex Bacchus Marsh	"
"	4 17 8	Do., qty. skins	"
"	0 7 8	Do., 1 sk. wool	"
"	2 1 8	Do., 2 sks. wool	"
"	1 3 0	Do., 1 sk. wool	"
"	1 9 0	Do., qty. skins ex Boort	"
"	5 7 0	Do., qty. skins	"
	£137 16 2		

7058

Companies Act 1915.—Twenty-third Schedule.
REGISTER of Unclaimed Money held by the Fourth Victoria Permanent Building Society.

Name and Address.	Total Amount due to Owner.	Description of Unclaimed Money.	Date of last claim.
	£ s. d.		
Lyons, Françoise Mena, 24 Brunswick-street, Fitzroy	174 0 0	Dividend on Planet Permanent Building Society Shares	Nil
Lyons, Annie A., Brunswick-street, Fitzroy	18 0 0	" "	Nil
Nation, Alfred, Victoria Brewery Co., East Melbourne	264 0 0	" "	Nil

E. RODDA, Manager.
GAIR & BRAHE, solicitors to the said Society. 7059

NOTICE TO CREDITORS.—WILLIAM ROBERT WILLIAMS, DECEASED.

PURSUANT to the *Trusts Act 1915*, notice is hereby given that all persons having any claims against the estate of William Robert Williams, late of Castlemaine, in the State of Victoria, coachbuilder, deceased (who died on the 2nd day of September, 1917, and probate of whose will was granted to William Robert Williams the younger, of Castlemaine aforesaid, coachbuilder, and Thomas Albert Sommerville, of Strathfieldsaye, in the said State, orchardist, two of the executors appointed by the said will), are hereby required to send particulars, in writing, of such claims to the executors, care of the undersigned, on or before the fifteenth day of February, 1918. And notice is hereby given that after that day the said executors will proceed to distribute the assets of the said deceased which shall have come to their hands amongst the persons entitled thereto, having regard only to the claims of which they shall then have had notice; and they will not be liable for the assets, or any part thereof, so distributed to any person of whose claim they shall not then have had notice.

Dated the 7th day of January, 1918.
BEST, NEWELL, & LAWSON, Castlemaine, proctors for the said executors. 7029

ALL persons having any claims against the estate of Caroline Lamartine Gray, late of "Rosebank," Latrobe-terrace, Chilwell, near Geelong, in the State of Victoria, widow, deceased (who died on the first day of October, One thousand nine hundred and seventeen, are requested to send particulars thereof to Andrew Stewart Gray, of Noble-street, Newtown, near Geelong aforesaid, manufacturer, the sole executor, to whom probate of the will of the said deceased was granted by the Supreme Court of the State of Victoria, in its probate jurisdiction, on the twelfth day of November, One thousand nine hundred and seventeen, to the care of the undersigned, on or before the twelfth day of February, One thousand nine hundred and eighteen, after which date the said Andrew Stewart Gray will proceed to distribute the estate of the said deceased amongst the parties entitled thereto, having regard only to the claims of which he shall then have had notice.

Dated this eighth day of January, One thousand nine hundred and eighteen.
WHYTE, JUST, & MOORE, 27 Malop-street, Geelong, proctors for the said executor. 7031

MINING NOTICES.

BIRTHDAY TUNNEL COMPANY NO LIABILITY, BERRINGA.

NOTICE.—An Extraordinary Meeting of Shareholders in the above-named company is hereby convened, to be held at the company's office, 38 Lydiard-street south, Ballarat, on Friday, the 25th day of January, 1918, at a quarter to Twelve o'clock (11.45) a.m., for the transaction of the following business, viz.—

- To consider and order on a resolution which will be proposed requiring the company to be voluntarily wound up.
- By resolution to determine the course to be pursued by the directors for the purpose and mode of disposal of any surplus of the company's property which may remain after the completion of the winding-up.
- To give directions for the disposal of the books and documents of the company.
- To confirm the minutes of the said meeting.

Dated at Ballarat this seventh day of January, 1918.
W. M. ACHESON, Manager.
38 Lydiard-street south, Ballarat. 7062

THE RED WHITE & BLUE UNITED MINING COMPANY NO LIABILITY.

ALL shares in this company (included in Nos. from 1 to 40,000) on which the 34th call of Threepence per share is then unpaid will be sold by public auction, at Beehive Exchange, Bendigo, on Tuesday, 22nd January, 1918, at half-past Four p.m.
R. A. RANKIN
7034 (McColl, Rankin, and Stanistreet), Manager.

YILGARN CONSOLS GOLD MINING COMPANY NO LIABILITY.

ALL shares forfeited for non-payment of the 3rd call (December) of Twopence per share will be absolutely sold by public auction, in the Vestibule, Stock Exchange, Melbourne, at half-past Eleven a.m. on Thursday, 17th January, 1918, unless previously redeemed.
HENRY W. MALLOCH, Manager.
7045

NEW DEMPSEY'S GOLD MINING CO. NO LIABILITY, GAFFNEY'S CREEK.

ALL shares upon which the 127th call of One penny per share (or any previous call) remains unpaid, will be sold by public auction, in the Vestibule of the Stock Exchange, Collins-street, Melbourne, on Friday, 18th January, 1918, at half-past Twelve p.m.

J. H. EGAN, Manager.
5-6 Temple Court, 424 Collins-street, Melbourne. 7056

MOUNT PELTON MINES NO LIABILITY.

ALL shares upon which the 10th call of Two Shillings and Sixpence per share (and previous calls) remain unpaid, are forfeited, and will be sold by public auction, at Stock Exchange, Melbourne, on Thursday, 17th January, 1918, at Noon, unless previously redeemed.

J. MCKINLEY WILSON, Manager.
395 Collins-street, Melbourne. 7057

INSOLVENCY NOTICES.

The *Insolvency Act 1915*.—In the Court of Insolvency, Central District, at Melbourne.

FIRST Dividend of Nine shillings in the £ in the matter of George Davies, of Playne-street, Frankston, in the State of Victoria, timber merchant and builder, is this day payable at my office, 51 Queen-street, Melbourne.

Dated this 19th day of December, 1917.
7047 P. J. W. DANBY, Trustee.

The *Insolvency Acts*.

NOTICE is hereby given that it is intended to declare a First and Final Dividend in the estate of James Henry Sampson, of Essendon, in the State of Victoria, builder, whose estate was sequestrated on 10th day of August, 1916.

Creditors who have not proved their debts by 23rd day of January, 1918, will be excluded.

Dated at Melbourne this 8th day of January, 1918.
PERCY J. KENT, F.C.P.A., official assignee in insolvency, 60 Queen-street, Melbourne. 7054

The *Insolvency Act 1915*.—In the Court of Insolvency, Central District, at Melbourne.

SECOND and Final Dividend of Twelve shillings and sixpence in the £ in the matter of Albert John Watts and John Mollison, trading as A. J. Watts, of 42 Emerald-street, Collingwood, in the State of Victoria, heel manufacturers, is this day payable at my office, 51 Queen-street, Melbourne.

Dated this 21st day of December, 1917.
7048 P. J. W. DANBY, Trustee.

The *Insolvency Act 1915*.—In the Court of Insolvency, Central District, at Melbourne.

SECOND Dividend is intended to be declared in the matter of Stanley Ernest McGeorge and Arthur Francis McGeorge, trading as McGeorge Bros., of High-street, Preston, in the State of Victoria, estate agents, whose estate was assigned to me on the 8th day of December, 1914. Creditors who have not proved their debts by the 24th day of January, 1918, will be excluded.

Dated this 8th day of January, 1918.
F. G. WILSON, Trustee.
Wilson, Rattray, and Danby, public accountants, 51 Queen-street, Melbourne; and at Sydney, Adelaide, and Perth. 7049

The *Insolvency Acts*.—In the matter of the assigned estate of JOHN WALTER SHRIVE, trading as C. R. Tulloh and Co., of Harrow, storekeeper.

THIRD Dividend is intended to be declared in the matter of the above-named, whose estate was assigned for benefit of creditors on 15th day of March, 1915. Creditors who have not proved their debts by 23rd day of January, 1918, will be excluded.

Dated this 8th day of January, 1918.
E. GERALD BALDING, Trustee.
Davey, Balding, and Co., public accountants, Broken Hill Chambers, 31 Queen-street, Melbourne. 7051

The *Insolvency Acts*.—In the Court of Insolvency.

DIVIDENDS are intended to be declared in the under-mentioned estates. Creditors who have not proved their debts by the 28th day of January, 1918, will be excluded.

ELSIE ADA TAAFE, of Minyip, hotelkeeper, assigned 4th September, 1916. First.

THOMAS HENRY ELLIS, of Melbourne, fancy draper, assigned 30th April, 1917. Second and final.

JOHN MADLEY McLAREN, of Beaconsfield, storekeeper, assigned 18th October, 1917. First and final.

JOHN LUEN CREDLIN, of Wycheproof, storekeeper, assigned 4th September, 1917. First.

WILLIAM KRACKE, of Omeo, storekeeper, assigned 21st November, 1914. Fourth.

WILLIAM HENRY PITT, of Orbest, storekeeper, assigned 3rd December, 1917. First and final.

Dated this 7th day of January, 1918.
EDWARD W. SMALL, F.C.P.A., public accountant and registered trustee, Broken Hill Chambers, 31 Queen-street, Melbourne. 7055

The *Insolvency Acts*.—In the Court of Insolvency, at Warrnambool.—In the matter of the separate assigned estate of CHARLES ARTHUR BROWN, a member of the firm of S. H. Barkla and Co., of Terang, in the State of Victoria, store-keeper.

NOTICE is hereby given that there being in the hands of the trustee in the above assigned estate a surplus estimated at £300, arising from the separate estate of Charles Arthur Brown, it is the intention of such trustee, at the expiration of fourteen days from the appearance of this notice, to transfer such surplus to the credit of the joint estate.

Dated this 8th day of January, 1918.
EDWIN GERALD BALDING, Trustee.
Davey, Balding, and Co., public accountants, 31 Queen-street, Melbourne. 7052

In the Court of Insolvency, Central District, at Seymour.—In the matter of JOHN McASEY, of Kerrisdale, in the State of Victoria, woodcutter, insolvent.

THE above-named John McAsay intends to apply to the Court of Insolvency, at Seymour, on the fifth day of February, One thousand nine hundred and eighteen, for a release of his estate from sequestration, pursuant to the provisions of the *Insolvency Act 1915*.

Dated this 3rd day of January, 1918.
7050 JOHN McASEY.

IMPOUNDINGS.

BACCHUS MARSH.—Impounded at Bacchus Marsh, by Mr. John O'Connor, from Mount Blackwood.

1 bay gelding pony, shod, like H on near shoulder
If not claimed and expenses paid, to be sold on 29th January, 1918.

7041-4/
JAMES COSGROVE,
Poundkeeper.

BAIRNSDALE.—Impounded at Bairnsdale Shire Pound, by Brahe and Guiney, "Lochend."—Damages 10s. per head.

1 bay draught filly, star and snip, hind and near fore foot white, 2 off shoulder
1 bay draught filly, blaze face, hind feet and off fore foot white, 2 off shoulder

1 bay draught filly, blaze face, white feet, 2 off shoulder
If not claimed and expenses paid, to be sold on 31st January, 1918.

7042-6/8
JOS. A. TAYLOR,
Poundkeeper.

BENALLA.—Impounded at Benalla, by E. Griffiths.

1 red bull, shorthorn, small slit in off ear, no visible brand
If not claimed and expenses paid, to be sold on 30th January, 1918.

7060-3/4
D. D. MURPHY,
Poundkeeper.

BUNYIP SOUTH.—Impounded at Bunyip South, by the Shire Ranger.

1 flea-bitten grey mare, aged, no visible brand
If not claimed and expenses paid, to be sold on 1st February, 1918.

7028-4/
R. H. BENNETT,
Poundkeeper.

CLUNES.—Impounded at Clunes, by Mr. R. Dunn, Beckworth.

1 black medium filly, P near shoulder
1 white light gelding, no visible brand
If not claimed and expenses paid, to be sold on 30th January, 1918.

7036-4/
HUGH LEE,
Poundkeeper.

CRESSY.—Impounded at Cressy, 7th January, 1918, by A. Mowat.

1 brown draught gelding, P near shoulder
If not claimed and expenses paid, to be sold on 1st February, 1918.

7064-3/4
C. KLEIN,
Poundkeeper.

DIMBOOLA.—Impounded at Dimboola, by W. G. Harden.

1 bay or brown buggy mare, aged, star on forehead, white patches on hind feet, small hard lump near stife, T near shoulder
If not claimed and expenses paid, to be sold on 2nd February, 1918.

7063-4/
W. H. MOULDER,
Poundkeeper.

ESKDALE.—Impounded at Eskdale, 31st December, 1917.

1 roan heifer, three years old, no visible brand
1 red-roan heifer calf, progeny of above, about three months old, no visible brand
If not claimed and expenses paid, to be sold on 30th January, 1918.

7037-4/8
GEORGE EDWARD LORD,
Poundkeeper.

HEIDELBERG.—Impounded at Heidelberg, 4th January, 1918, by Ranger.

- 1 brown pony gelding, 13.2 hands, star on forehead, near hind foot white, like J on saddle near side
- 1 bay mare, 15.3 hands, white streak on face, hind feet white, like heart brand near shoulder, mark on near side ribs
- 1 black gelding, thick set, about 14.2 hands, star on forehead, no visible brand
- 1 brown pony mare, about 14 hands, star and snip, near hind foot white, like WS near shoulder

If not claimed and expenses paid, to be sold on 30th January, 1918.

E. DOWLING,
Poundkeeper.

7046—8/8

KORUMBURRA.—Impounded at Korumburra, January, 1918.

- 1 chestnut medium draught mare, white face, silver mane, short tail, hind feet white, no visible brand

If not claimed and expenses paid, to be sold on 8th February, 1918.

J. W. CORMACK,
Poundkeeper.

7035—4/

LILYDALE.—Impounded at Lilydale Shire Pound.

- 1 chestnut saddle mare, star, shod, white spots on belly, like R near shoulder

If not claimed and expenses paid, to be sold on 2nd February, 1918.

FRED. BENYAN,
Poundkeeper.

7032—4/

MURCHISON.—Impounded at Murchison, 5th January, 1918, by G. B. Kearney.

- 1 black pony mare, collar and saddle marked, shod hind feet, white hairs on head and neck
- 1 black pony mare, hog mane, shod all round, collar and saddle marked, strap and chain on near fore leg

If not claimed and expenses paid, to be sold on 6th February, 1918.

M. MURRAY,
Poundkeeper.

7039—6/

RUTHERGLEN.—Impounded at Rutherglen Shire Pound.

- 1 red steer, white flanks, T off ribs

If not claimed and expenses paid, to be sold on 26th January, 1918.

S. D. HOSSACK,
Poundkeeper.

7038—4/

SEYMOUR.—Impounded at Seymour Shire Pound.

- 1 black and white steer, Ayshire breed, staggy, two years old, no visible brand

If not claimed and expenses paid, to be sold on 30th January, 1918.

JAS. COOP,
Poundkeeper.

7061—4/

SOUTH GIPPSLAND.—Impounded at South Gippsland Shire Pound, 7th January, 1918.

- 1 black horse, chain on neck, no visible brand
- 1 dark-brown mare, chain on neck, no visible brand
- 1 black filly, chain on neck, no visible brand
- 1 bay yearling colt, no visible brand

If not claimed and expenses paid, to be sold on 25th January, 1918.

EDWARD ASTBURY,
Poundkeeper.

7033—6/

WILLAURA.—Impounded at Willaura, 3rd January, 1918, by Edgarley Estate.

- 35. Merino wether, two-tooth, back quarter near ear, back notch off ear, no visible brand

If not claimed and expenses paid, to be sold on 30th January, 1918.

D. McK. McDONALD,
Poundkeeper.

7025—4/8

POUNDKEEPERS' REMITTANCES.

THE GOVERNMENT PRINTER acknowledges the receipt of the under-mentioned sums:—

1918.		£	s.	d.
January 8.—	Jas. Cosgrove	0	4	0
January 8.—	Jas. Tovey	0	5	0
January 8.—	M. Murray	0	10	0
January 8.—	S. D. Hossack	0	3	6
January 8.—	G. E. Lord	0	5	0
January 8.—	E. Dowling	0	8	8
January 8.—	Jas. Coop	0	3	6
January 8.—	D. D. Murphy	0	4	6
January 9.—	W. H. Moulder	0	4	6

ALBERT J. MULLETT,
Government Printer.

9th January, 1918.

STATE ACTS 1917.

COPIES of the following Acts of the Parliament of Victoria may be obtained at the Government Printing Office or from any bookseller at the price set opposite to each, viz:—

	s.	d.
2880. Supply	0	6
2890. Treasury Bonds	0	6
2891. Railway Lands Acquisition	0	6
2892. Supply	0	6
2893. Game	0	6
2894. Supply	0	6
2895. Wheat Storage	0	6
2896. Local Government	0	6
2897. Master-in-Equity, Salary	0	6
2898. Governor, Deputy's Powers	0	6
2899. Lunacy	0	6
2900. Infectious Diseases Hospital	0	6
2901. Voting by Post (War Service)	0	6
2902. Wodonga Land	0	6
2903. Law Institute	1	0
2904. Licensing (Registration of Barmaids)	0	6
2905. Clunes Land	0	6
2906. Port Melbourne Land	0	6
2907. Midwives	0	6
2908. Registrar-General's Fees	0	6
2909. Upper Yarra Loan	0	6
2910. Redbank Recreation Reserve	0	6
2911. Supply	0	6
2912. County Court	0	6
2913. Melbourne General Market Lands	0	9
2914. Children's Court	0	6
2915. University	0	6
2916. Discharged Soldiers' Settlement	1	0
2917. Wheat Marketing	0	6
2918. Tramway Board	0	6
2919. Fruit	1	0
2920. Public Contracts	0	6
2921. Prahran and Malvern Tramways Trust	0	6
2922. Malvern Loan	0	6
2923. Albert Park Land	0	6
2924. Conveyancing	0	6
2925. Public Service	0	6
2926. Fisheries	0	6
2927. Assembly Mornington, War Service	0	6
2928. Custody of Infants	0	6

ALBERT J. MULLETT,
Government Printer.

THE "VICTORIA GOVERNMENT GAZETTE."

SUBSCRIPTIONS.—The Subscription, including Postage, is £1 8s. 4d. per annum, or 7s. 1d. per quarter, payable in advance.

Subscriptions are required to commence and terminate with a month.

A lesser period than three months cannot be subscribed for.

Subscribers do not receive the Acts of Parliament with the Gazette.

ADVERTISEMENTS are charged at the rate of EIGHTPENCE per line throughout.

The title (£5 Reward, Dissolution of Partnership, &c.) forms one or more lines, as a heading.

On an average, eleven words make a line, but for the description of a brand consisting of more than one letter, &c., placed perpendicularly, thus B, each additional letter under B

the first is charged as a line.

Every signature must likewise be counted as a line.

The final words of a paragraph, though only a portion of a line, must be counted as one line.

Signatures (in particular) and proper names must be written very plainly in the text; ONE SIDE ONLY of each slip of paper should be WRITTEN UPON.

ALL DOCUMENTS illegibly written will be returned unpublished, and, where brands occur unprovided for by the ordinary letters of the alphabet, a worded explanatory description must be furnished.

THE GOVERNMENT GAZETTE is published on WEDNESDAY EVENING in each week, and Notices for insertion must be received by the Government Printer on or before Two o'clock of the day preceding the day of publication.

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* ALL PAYMENTS ARE REQUIRED IN ADVANCE. Remittances should be made by postal note, money order, or draft in favour of the Government Printer. Advertisements unaccompanied by a remittance sufficient to cover the cost of insertion will be returned unpublished.

All communications should be addressed to "The Government Printer, Melbourne."

AGENTS FOR "GOVERNMENT GAZETTE."

THE following have been appointed Agents to receive Advertisements and Subscriptions for the *Government Gazette*:-

MESSRS. GORDON & GOTCH, News Agents, Queen-street, Melbourne, and George-street, Sydney.

ARMSTRONG'S ADVERTISING AGENCY, "The Block," Elizabeth-street, Melbourne.

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MESSRS. ARNALL & JACKSON, 478 Collins-street, Melbourne.

MESSRS. HARSTON, PARTRIDGE, & CO., 452 Chancery-lane, Melbourne.

MR. ERNEST COLLINS, Manager Reuter's Telegram Co. Limited, 361 Collins-street, Melbourne.

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MR. J. TREVEAN, Eaglehawk.

MR. HENRY FRANKS, Bookseller and Stationer, Market-square, Geelong.

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MR. F. H. EDWARDS, A.F.I.A., Aust., Mildura.

MR. HENRY JAMES, Maldon.

MR. J. M. SWAN, Yarram.

A copy of the *Gazette* filed at each place for public reference.

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VICTORIA
GOVERNMENT GAZETTE.

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No. 5.]

FRIDAY, JANUARY 11.

[1918.

VICTORIAN RAILWAYS.

VICTORIAN RAILWAYS COMMISSIONERS.

BY-LAW No. 230.

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 February, 1918

In witness whereof the Common Seal of the Victorian Railways Commissioners was affixed hereto this 20th day of December, in the year of our Lord One thousand nine hundred and seventeen, in the presence of—

(Sd.) C. E. NORMAN, {
E. B. JONES, { Victorian Railways Commissioners.

Confirmed by the Governor in Council the 8th January, 1918.

(Sd.) 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, Stationmaster, Assistant Stationmaster, or other duly accredited employee in charge of a Pier vested in or under the jurisdiction of the Victorian Railways Commissioners.
EMPLOYEE	Any officer, employee, 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.
DISTRICT RATES	Rates other than "mileage rates," applicable only between specified places.
COMMODITY RATES	Rates, other than "mileage," "District," 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 19.
- Explosives, page 20.
- Live Stock, page 121.

1. CONDITIONS TO BE ADHERED TO—

No employee 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 employee 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.	Percentage on declared value.	Minimum Additional Charge.
	s. d.	s. d.
1 to 101 miles	10 0	2 0
102 to 251 "	20 0	4 0
252 to 500 "	30 0	6 0
501 to 1,000 "	50 0	10 0
1,001 to 1,500 "	60 0	12 0
1,501 to 2,000 "	70 0	14 0
Over 2,000 "	80 0	16 0

The above rates are applicable to Inter-State consignments as well as to local traffic.

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 cooperage, 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 charged 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 AP rate 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 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, 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 employees may adjudge to be unsafe or unfit for carriage or of a dangerous nature.

ATTENTION IS CALLED TO SECTION 86 OF THE RAILWAYS ACT 1915, No. 2716, REPEATED HEREUNDER:—

"The Commissioners may test, gauge, or open any cask, case, package, parcel, or consignment whatsoever of goods 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 151 to 180 hereof.

8. CONSIGNMENT NOTES—

(A) All Goods delivered to the Commissioners for carriage shall be accompanied by a proper consignment note, in such one of the forms prescribed on pages 145 to 150 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 145 and 150 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 employee 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 145 hereof, and pre-pays all charges in respect of such goods.

ATTENTION IS CALLED TO SUB-SECTIONS (1) AND (2) SECTION 35 OF THE RAILWAYS ACT 1915, No. 2716, REPEATED HEREUNDER:—

“(1) Any person who 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 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 employee 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, shall be liable to a penalty of not more than 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 on days other than Sundays and days declared by the Commissioners as holidays for goods sheds as under:—

	Saturdays		Other week days	
	a.m.	p.m.	a.m.	p.m.
Melbourne "A" Goods Sheds	7 to 12.30	...	8 to 5	
Suburban stations	7 to 1	...	7.30 to 5	
Country stations where Saturday is the weekly half-holiday ...	7 to 1	...	8 to 5	

NOTE.—At country stations where the weekly half-holiday is observed on a day other than Saturday, the hours for receipt and delivery of goods at such stations shall be as follows:—

Saturdays	Day of weekly half-holiday	Other week days
a.m. p.m.	a.m. p.m.	a.m. p.m.
8 to 5	7 to 1	8 to 5

If, however, it be necessary in order to avoid demurrage, consignees may be permitted to unload, but not to remove, goods up till 5 p.m. on Saturdays or other day upon which the weekly half-holiday is observed. For suburban Wood Sidings, see page 27.

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 83.

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 employee 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:—

"Manure" Rate is applicable to truck loads of 6 tons and upwards. When "Manures" are consigned in quantities of less than 6 tons and not less than 2 tons the rates applicable to Firewood shall be charged, and if less than 2 tons and not less than 10 cwt. the rates applicable to Class "A.P.," and if less than 10 cwt., the rates applicable to Class "A.," provided that the charge shall not be more than as for 6 tons at the Manure rates, 2 tons at the Firewood rate, or 10 cwt. at Class "A.P.," respectively.

"Firewood" rates are applicable to truck loads as specified in the loading scale on page 86.

Class "M" is applicable to truck loads of 6 tons and upwards, subject to the exceptions specified hereunder:—

When goods specified in Class "M" are consigned in quantities of less than 6 tons and not less than 2 tons, the rates applicable to Class "A" shall be charged, and if less than 2 tons, the rates applicable to Class "B," provided that the charge shall not be more than as for 6 tons at Class "M," or 2 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.	Black Coal.	Brown Coal & Lignite.
	Minimum Load. Tons.	Minimum Load. Tons.
R. Bogies	13	—
NN Bogie Hoppers	16	—
All other Bogies	18	—
15-ton capacity	13	10½
12 or 10-ton capacity	9	7½

and 1 ton less than the actual tonnage capacity of the truck when such is less than ten (10) tons.

Class "AP" is applicable to truck loads of 6 tons and upwards—

When goods specified in Class "AP" are consigned in quantities of less than 6 tons, and not less than 3 tons, the Special "AP" rates shall be charged, and if less than 3 tons, and not less than 2 tons, the rates applicable to Class "A," and if less than 2 tons the rates applicable to Class "B," provided that the charge shall not be more than as for 6 tons at Class "AP," 3 tons at the Special "AP" rate, or 2 tons at Class "A," respectively.

Class "A" is applicable to consignments of 2 tons and upwards—

When goods specified in Class "A" are consigned in quantities of less than 2 tons, the rates applicable to Class "B" shall be charged, provided that the charge shall not be more than as for 2 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 1 ton and upwards—

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

When goods specified in Class "C" are consigned in quantities of less than 1 ton, the rates applicable to Class 1 shall be charged, provided that the charge shall not be more than as for 1 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," 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 two 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 two 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, and 50-foot Q trucks as equal to four four-wheeled trucks, when carrying this description of traffic.

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

(e) No long article which requires for its carriage the use of more than four four-wheeled 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 111.)

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 ten 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. (See page 149.)

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, 10s. per bogie truck and £1 per 50-ft. Q 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 employee 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, 10s. per bogie truck, and £1 per 50-ft. Q 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 transferor and not to the transferee, and only in the event of the unloading of such truck prior to the hour of 7 a.m. next following the hour at which such transfer was effected.

EXAMPLE—

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

- (C) Notwithstanding anything to the contrary herein contained (1) the proper employee 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 as 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 24 hours of the time of rendering such account.
- (B) In default of payment within 24 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 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 88.)

(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 not exceeding three cwt. 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 88.)

(c) The loading and unloading of all goods at the places shown in italics on pages 151 to 180 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 11 and 83.)

(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 170 of the Railways Act 1915, No. 2716.

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. 0d.

(E) ATTENTION IS CALLED TO SECTION 170 OF THE RAILWAYS ACT 1915, No. 2716, REPEATED HEREUNDER:—

"(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 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 *bona 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 for a term of not more than one year and to a penalty of not more than 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 Wil-Hamstown Pier, Geelong Pier, Port Melbourne Pier, or the Victoria Dock at Melbourne, or at any other place the Commissioners may determine, and shall furnish a certificate of the total weight of the grain and of the bags containing the same, as so ascertained for both the consignor and the consignee of the grain."

32. STORAGE CHARGES.

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

Weight of Goods.	In Sheds or Warehouses.	On Platforms.
	Per Day.	Per Day.
10 cwt. or under	2d.	1½d.
Over 10 cwt.—per ton or part of a ton ...	4d.	3d.
Minimum charge	6d.	4d.

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

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

No storage charges shall be imposed in respect of Sundays and days declared by the Commissioners as holidays for goods sheds. (For exceptions see page 89.)

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 employees to require such protection, such as:—

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

(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 a demurrage charge of 2s. 6d. per day shall be imposed for each tarpaulin used in covering the goods if delivery of the consignment be not taken within eight working 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 employee 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; and

(3) To not more than one reconsignment.

(B) A re-consigning charge of 1s. per ton shall be imposed in respect of 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 original despatching station and the station to which the truck is reconsigned.

(D) If more than one reconsignment be made in respect of any goods, the ordinary Tariff rates shall be imposed in such cases.

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

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

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

ATTENTION IS CALLED TO SECTION 87 OF THE RAILWAYS ACT 1915, No. 2716, WHICH PRESCRIBES THAT:—

The Commissioners may decline to carry wheat maize barley and pease 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 20 to 27 for Explosives Regulations.)

ATTENTION IS CALLED TO SECTION 34 OF THE RAILWAYS ACT 1915, No. 2716, WHICH PRESCRIBES THAT:—

"Any person who knowingly sends by any railway any goods of a dangerous nature and neglects at the time of 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 officer or employee with whom the same are left shall be liable to a penalty of not more than 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. Valuable animals may be sent by passenger trains in horse-boxes if this class of vehicle be available, and charged the same rate as if loaded in cattle trucks and forwarded by goods trains (each three stalls in "F" or "FF" horse box to be regarded as equivalent to one full cattle truck).

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 way-bill 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 6d.

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 way-bill.

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 Commissioner's 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 stationmaster 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 stationmasters 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 treated in the same manner as a passenger refund order.

(FORM P69.)

Stock Attendant's Certificate.

I hereby certify that Mr. _____ Date _____ Station. _____
 with his Stock to Agricultural Show, travelled in Truck No. _____ 19 _____
 fare. _____ train
 Stationmaster.
 I hereby certify that Mr. _____ returned from _____ Station.
 Show in Truck No. _____ train, with unsold exhibits. fare. _____ Agricultural
 Stationmaster.
 (Stationmasters 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 employee 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 employee of the Commissioners and signed the special consignment note prescribed on page 148 hereof.

3. No person shall send to the railway station any consignment of explosive unless he has given to the proper employee of the Commissioners 48 hours previously a properly completed consignment note in the form prescribed on page 148 hereof, and has had an intimation in writing from the proper employee 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 employes 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 is 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.

Manufactured small fireworks, if securely packed in a strong wooden case, lined with tin, galvanized iron, or zinc, or, if imported, in their original packages, may be accepted at any station, and forwarded in ordinary trucks. Large fireworks are only to be accepted at Laverton.

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.

Authorized explosives, when contained in their original packages and loaded in approved portable magazines, 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.

Definition.—Portable magazine means an approved galvanized-iron cylinder, red in colour, with the name of the firm to whom it belongs shown thereon.

The authorized explosives referred to are enumerated hereunder:—

CLASS 1.—GUNPOWDER.

Gunpowder.

CLASS 2.—NITRATE MIXTURE.

Bobbinite
Chilworth Special Powder
Electronite

Excelsior
Fortis
Safety Blasting Powder

CLASS 3.—NITRO-COMPOUND.**DIVISION 1.**

Abbeite
Ammon-Ligdyn
Amberite No. 1
Arkite
Ballistite
Blasting Gelatine No. 1
Blasting Gelatine No. 1, Dragon brand
Blasting Gelatine No. 2
Cambrite
Camphorated Gelatine
Capite
Carbo-Dynamite
Carbonite
Cordite
Cornish Powder
Dynamite No. 1
Dynamite No. 2
Dynobel
Erin Gellignite
Excellite
Fracturite
Gelatine Dynamite No. 1
Gelatine Dynamite No. 1, Dragon brand
Gelatine Dynamite No. 2, or Gellignite
Gelatine Dynamite No. 2, or Gellignite,
Dragon brand
Haylite
Infallible Smokeless Powder
Jones' Dynamite No. 2
Kallenite

Kolax
Kynarkite
Kynite
Lanite
Ligdynite
Lig/Dyn. 50 per cent.
Lignin Dynamite
Monobel Powder
Nobel Glasgow 40 per cent. Dynamite
Nobel Ammonia Powder
Pitite
Pitsea Powder
Rippite
Rockite
Samsonite
Saxnite
Stomonal
Stonite
Stonax
Stowite
Stowmarket Gellignite
Super Excellite
Super Excellite No. 3
Super Kolax
Super Rippite
Victor Powder
Viking Powder No. 1
Viking Powder No. 2
Winter Gellignite

CLASS 3.—NITRO-COMPOUND—*continued.*

DIVISION 2.

Amberite No. 2	Nitro-cotton
Bellona	Nitrokol
Blasting Amberite	Nitro-lignin
Cannonite No. 1	Nobel's Rendite
Cannonite No. 2	Normal Sporting Powder
Collodion Cotton	Picric Acid
Coopall's Powder	Potentite
Crystal Smokeless Powder	Primrose Smokeless Powder
Curtisite	Red Star
Di-flamyr	Rendite
Du Pont Smokeless Powder	Riffeite
E.C. Sporting Powder	Rifle Gun-cotton
E.C. Powder Company's Rifle Powder,	Roburite No. 1
J.B. Patent	Roburite No. 2
Empire Powder	Roburite No. 3
Felixite	Ruby Powder
Gun-cotton	Sabulite
Henrite	Schultze Gunpowder
Ideal Powder	Schultze Blasting Powder
Imperial Schultze Gunpowder	Smokeless Diamond
L.X.L. Blasting Powder	Smokeless Powder
King's Semi-Smokeless Powder	S.S. Smokeless Gunpowder
Kynock's Smokeless Powder	Tom Thumb Powder
Life Safe	Tonite or Cotton Powder No. 1
Mullerite	Tonite or Cotton Powder No. 2
Neonite	Troisdorf Smokeless Powder
Nitrated Gun-cotton	Walsrode Powder

NOTE.—Sporting powder not exceeding 5 lbs. in weight, if packed in metal-lined cases, may be accepted at Melbourne Goods Sheds, Ballarat, and Geelong for despatch to country stations.

CLASS 4.—CHLORATE MIXTURE.

DIVISION 2.

Cheddite.

CLASS 6.—AMMUNITION.

DIVISION 1.

Pin Fire Cartridges	Safety Fuse
Percussion Caps	Tube Safety Fuse
Railway Fog Signals	Safety Firing Tubes No. 1
Safety Cartridges	Safety Instantaneous Fuse

NOTE.—Explosives in this division need not be loaded into a portable magazine, but may be accepted if packed in a strong wooden case, lined with tin, galvanized iron, or zinc, and forwarded in trucks with ordinary goods, provided no other explosives are present. Safety cartridges may be accepted at any station, and sent as ordinary goods, provided they are securely packed in a substantial wooden case.

A limited quantity of safety cartridges may be received at Spencer-street and Flinders-street Parcels Offices, and despatched to country stations by Passenger trains.

DIVISION 2.

(Not containing their own means of ignition.)

Abel's Electric Tubes	German Spills
Abel's Electric Fuses	Gunpowder Fuses
Bickford's Patent Volley Firers	Gun-cotton Fuses
Brain's Electric Fuses	High Tension Electric Fuses
Cartridges for Small Arms (which are not Safety Cartridges)	High Tension Electric Fuses (Brain's Patent)
Cartridges for Cannon, Shells, Mines, Blasting, or other like purposes	Instantaneous Fuse
Cordeau Bickford	Low Tension Electric Fuses
Electric Fuses—Smith's Patent	Low Tension Fuses
Electric Fuses	Miners' Squibs
Elswick Electric Tubes	Pain's Instantaneous Pyrotechnic Fuses
Electric Gunpowder Fuses	Spon's Electric Fuses
Fraser's Fuse Igniters	Tubes for Firing Explosives
Fuses for Shells	War Rockets

CLASS 6.—AMMUNITION—*continued.*

DIVISION 3.

(Containing their own means of ignition.)

Abel's Electric Detonator Fuses	Electric Detonator Fuses
Bornhardt's Electric Detonator Fuses	Elswick Mechanical Tubes
Brain's Electric Detonator Fuses	Fuses for Shell
Cartridges for Small Arms (which are not Safety Cartridges)	High Tension Electric Detonator Fuses
Colliery Safety Lighters	Low Tension Electric Detonator Fuses
Detonators	Safety Firing Tubes No. 2
Electric Detonators	Spon's Electric Detonator Fuses
Electric Detonator Fuses (Smith's Patent)	Tubes for Firing Explosives (other than Detonators)

CLASS 7.—FIREWORKS.

DIVISION 1.—Firework Composition.

Nil.

DIVISION 2.—Manufactured Fireworks.

Aluminium Torches	Manufactured Fireworks
Magnesium Torches	Socket Sound Signals
Amorces	Socket Distress Signals
Crack Shots	Sound Signal Rockets
Distress Signal Rockets	Socket Light Signals
Incendiary Stars	Snap for Bonbon Crackers
Incendiary Shells	Throwdowns
Lightning Paper	Very Signal Cartridges
Magic Candle Pin Crackers	

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 mileage rate, minimum 3 cwt. Provided that in no case shall the charge be less than 10s. 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 15s. 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 10s.; and between Woodend and Daylesford, £2 15s.

- (3) 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 15s. 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 Class 2 mileage rates, with a minimum weight of 1 cwt. per receptacle, and a minimum charge of 3s. for each portable magazine or cylinder, provided that this charge shall not exceed Class 2 mileage rates, subject to a minimum charge of 10s. when cheaper than the rate of 3s. per portable magazine or cylinder.

In all cases the weight of the magazines or cylinders shall be charged for on the outward journey, but they will be returned free.

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

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

INFLAMMABLE LIQUIDS—GROUP A.

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

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

Name of Article.	To be packed in.
Acetone	(A) In casks, iron drums or strong cans, strongly made and securely closed, so as to prevent all possibility of leakage; or
Benzoline	
Carburine	(B) In hermetically sealed tins or bottles, packed in sawdust in cases
Enamel Anti-fouling Composition ..	
*Naphtha	In iron drums, strongly made and securely closed, so as to prevent all possibility of leakage
Petroleum	
Rubber Solution and all other solutions partly composed of Naphtha or other highly inflammable liquids.	In hermetically sealed tins or bottles, packed in sawdust, in cases not exceeding 56 lbs. each package
Toluol	
Wood Naphtha or Wood Spirit ..	(A) In approved iron drums, hermetically sealed; or
Hydro-Carbon, from Oil Gas manufacture	
Benzine Collas	(B) In hermetically sealed tins or bottles, packed in sawdust, in cases not exceeding 56 lbs. each package
Collodion	
Ether	(A) In hermetically sealed tins or bottles, packed in cases not exceeding 84 lbs. each package; or
Gasoline	
Pentane	(B) In approved iron drums, hermetically sealed
Bisulphide of Carbon;	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.
Compressed Liquid Ammonia or Anhydrous Ammonia	In approved metal cylinders, packed in sawdust in cases
Carbonic Acid	
Laughing Gas	In approved metal cylinders, packed in cases
Carbide of Calcium	
Oxygen Gas	In hermetically sealed tins
	In approved metal cylinders

* 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 strongly made and securely closed, so as to prevent all possibility of leakage:—

- Paraffin Oil, and Petroleum Oil, Naphtha, Wood Naphtha, or Wood Spirit, Turpentine (Spirits of), Turpentine Substitute, Terebine 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	In glass carboys, or in bottles packed in cases or hampers, or in bottles packed in sawdust in cases.
Hydrochloric Acid or	
Spirit of Salt	
Fluoric Acid	
Oil of Vitriol	In gutta-percha bottles. 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; or in 10-gallon steel barrels; or in iron or steel drums (38 inches long by 25 inches in diameter); the gross weight per drum not to exceed 1,400 lbs. The drums must not be accepted unless in good condition and free from rust.
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	
Sodium	
Sulphuric Anhydride or	In iron drums, hermetically sealed.
Sulphuric Acid Crystals	
Peroxide of Sodium	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.
Phosphorus	(A)—In iron drums, hermetically sealed; or
Amorphous Phosphorine	(B)—In tins of sufficient strength, hermetically sealed and properly packed in sawdust in wooden cases.
Bleaching Liquids, Corrosive	In glass carboys, or in bottles packed in cases or hampers.
Chloride of Sulphur	
Perchloride of Iron	(A)—In glass carboys, or in bottles packed in cases or hampers; or
Chromic Acid, Liquid	
Painters' Solution, Corrosive	(B)—In carboys, or in casks or iron drums.
Roake's Vulcan Soldering Fluid	In jars or carboys.
Sodium Amalgam	In carboys, earthenware jars, tins, or casks.
Solderine	In iron drums, hermetically sealed.
Tin Solution	In carboys, earthenware jars, tins, or casks.
Disencrusting Fluids	In jars or carboys, or in bottles packed in cases.
Sulphurous Acid	In casks.
Acetic or Wood Acid	(A)—In casks.
Arsenic Acid	(B)—In glass bottles (not carboys), packed in hampers.
Carbolic Acid	In tins, drums, or casks.
Chloride or Muriate of Zinc	
Iron Liquor, or Muriate of Iron, or	
Chloride of Iron	
Nitrate of Iron	
Tin Liquor	

Nitric Acid and Sulphuric Acid must not be enclosed in the same package or be 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.

BIOSCOPE FILMS.

Owing to their inflammable nature, bioscope films may only be accepted for carriage by rail when enclosed in tins or iron receptacles, or in zinc or iron lined wooden boxes, or in the specially prepared fibre coverings as used by certain firms.

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 $\frac{1}{2}$ 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 COMPOSITION.

These must be securely packed in strong boxes, the sides, bottoms, and lids of which must be of a thickness not less than half an inch, and the ends not less than three-quarters 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 half 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 STATIONS.

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. 6d. 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. 6d. 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 7.30 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. If, however, it be necessary in order to avoid demurrage, consignees may be permitted to unload, but not to remove, goods up till 5 p.m. on Saturdays.

7. For loading and unloading charges, see page 88.

ALPHABETICAL CLASSIFICATION OF GOODS.

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

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

Article.	Class.	Article.	Class.
A.		Agricultural Motors	2
Accumulators, Electric, consisting of Lead Plates and Cells (glass jars) o.r.	2	Agricultural Implements and Machines, old, on statutory declaration of having been in use 3 years and upwards; declaration to be made on Form GF.104	C
Acetate of Lime, "Smalls" minimum	B	Agricultural Implements and Machines, parts of, including castings and mouldings, finished, n.o.s., o.r.	1
" " minimum 6 tons per 4-wheeled truck...	A	Agricultural Implements and Machines, parts of, including castings and mouldings, in the rough, and not machined or polished, n.o.s.	C
Acetone	2	Agricultural Implements and Machines, parts of, including castings and mouldings, in the rough and not machined or polished, n.o.s., minimum 6 tons per 4-wheeled truck	C, less 20 p.c.
" produce of Commonwealth on up journey (see page 52)	C	Agricultural Implements and Machines (see pages 112 and 115).	
" Oil	1	Agricultural Produce, n.o.s. (see page 107)	A.P.
Acids and Compounds, dangerous, n.o.s., o.r. (see list, pages 25 and 26)	2	Ale, Beer, and Porter, bulk (see page 83)	C
Acids, n.o.s. (in cases and carboys), o.r.	2	Ale, Beer, and Porter, certified by Customs Department to be unfit for consumption	M
Acid, Acetic	C	Ale, Beer, and Porter, n.o.s., bottled, in casks, cases, and covered crates, o.r. (see page 90)	2
" Citric	2	Ale, Beer, and Porter, bottled, in uncovered crates, o.r.	2, plus 25 p.c.
" Lactic	A	Ale, Beer, and Porter, n.o.s., bottled, in casks, cases, and covered crates, minimum 6 tons per 4-wheeled truck, o.r.	1
" Sodium Sulphate	A	Ale, Beer, and Porter, bottled, produce of Commonwealth, o.r.	1
" Sulphuric and Muriatic	A	Ale, Beer, and Porter, bottled, produce of Commonwealth, minimum 6 tons per 4-wheeled truck	O
" Tartaric, o.r.	2	Ale, Beer, and Porter, bulk, produce of Commonwealth, on up journey (see page 52)	B
Acid Jars, returned empty, in cases	B	Ale, Bux, Camp, Crystal, Cartona, Dandelion, Ginger, Hop, Horonda, Malt, Nera, Tonic, Neer Beer, and similar kinds in casks, cases, and covered crates	B
Advertising Plates, tin or iron	1	Ale, Bux, Camp, Crystal, Cartona, Dandelion, Ginger, Hop, Horonda, Malt, Nera, Tonic, Neer Beer, and similar kinds in uncovered crates, o.r.	1
Aegypt (flooring material)	B	Almonds, n.o.s.	2
Aerated Waters	B	Almonds, produce of Commonwealth, on up journey, "Smalls" minimum (see page 52)	A, less 25 p.c.
Agricultural Implements, as under, o.r.	1	Alpinit (for packing walls)	1
Cultivators (plain)			
Disc Harrows			
Disc Ploughs			
Earth Scoops			
Fire Rakes			
Hand Drills			
Hand Sowers			
Harrows			
Hay Rakes			
Hay Tedders			
Land Rollers			
Ploughs			
Potato Planters			
Scufflers			
Agricultural Machines, as under, o.r.	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 116).			
Winnowers			

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Alum (Alumina Sulphate) and Alum Cake ...	O	Bagging, Bags, and Rope, old, for paper-making ...	A
Aluminoferric (water clarifier) ...	A	Bag Lifters, o.r. ...	2
Alumite ...	M	Bags, Bagging, Brattice Cloth, and Cornsacks, new, empty, in bales and bundles ...	B
Ammonia liquid, o.r. ...	2	Bags and Cornsacks, new, empty, minimum 6 tons per 4-wheeled truck ...	A
" liquor, o.r. ...	2	Bags and Cornsacks, second-hand, empty, whether returns or otherwise, also Hessian Wrappers returned, minimum 6d. ...	A
" phosphate of ...	2	Bags, Calico ...	1
" sulphate of ...	Manure	" Paper (see Paper) ...	1
Ammunition o.r. ...	2	Bakerine ...	2
" Boxes, empty (see p. 75).	1	Baking Powder ...	2
Anchors and Chain Cable ...	1	Bananas, in cases and crates, "Smalls" minimum ...	A, less 25 p.c.
Animals (see Live Stock, page 129).	C	" loose, or in bundles "Smalls" minimum ...	A, less 25 p.c.
Anti-friction and Axle Grease ...	C	Bark, bundled, or in sheets, n.o.s. ...	B
Antimony (see Ores).	1	" minimum 5 tons per 4-wheeled truck ...	A
Anvils ...	1	" consigned to Country Bark Mills ...	M
Apple Juice, produce of Commonwealth, "Smalls" minimum ...	A	" cut-soap ...	2
Aqueous Liquid.—(By-product of charcoal manufacture) ...	M	" Extract of ...	M
Architraves, common wood, not gilded (see Timber) ...	A	" minimum 10 cwt ...	A, less 25 p.c.
Arkilite (cement composition) ...	A	" Ground, chopped, bundled or in sheets, consigned to country tanneries ...	M
" minimum 6 tons per 4-wheeled truck ...	A, less 25 p.c.	" in bags ...	B
Arrowroot, manufactured ...	2	" minimum 6 tons per 4-wheeled trucks ...	A
" unmanufactured ...	B	" stringy, in sheets for roofing ...	M
Arsenic, Crude (see page 107)	A	Barley (see page 117) ...	A.P.
" minimum 6 tons per 4-wheeled truck ...	A, less 25 p.c.	Barrenit, food preservative ...	2
" in kegs (see page 107)	2	Barrels, empty (see page 78).	1
Art, Works of, n.o.s., in cases, o.r., rate and half ...	2	Barriers, comprising Posts and Rails	2
" loose, o.r., double rate	2	Barrows and Barrow Wheels	2
Artificial Manures (see page 40) ...	Manure	Basaltic Fibre ...	C
Asphalt, in bags ...	M	Basils (see Leather).	2
Asphalt, in blocks ...	A	Baskets and Basketware, o.r.	2
Asphaltum ...	A	" Fish, empty (see page 75).	1
Asbestos, flake ...	A	Bathbricks ...	2
" 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. ...	A.P.
" and Silicate Cotton for Steam Pipe Covering ...	C	Beans, n.o.s. ...	A.P.
Ashes, n.o.s. (see page 83)...	M	Beaver Board ...	C
Ashes, Wood ...	Manure	Bedsteads, in cases ...	2
Ash-pans, for portable engines ...	2	" loose, or in packages, o.r.	2
Axe Handles, in bundles or cases ...	1	Bedding ...	2
Axes, in cases or secure packages ...	1	Beef and Pork, salted, in casks, "Smalls" minimum ...	B, plus 25 p.c.
" loose, o.r. ...	2	Beehives, with bees, in truck loads...	Full sheep truck rate.
Axle Arms and Boxes ...	1	" lesser quantities, o.r.	2
" Grease ...	C	" set up without bees ...	O
B.			
Bacon, Hams, and Lard (see page 80)	B, less 10 p.c.		
" for export			
" (see page 111).			
Bagatelle and Billiard Tables ...	2		
" when un-packed, o.r.	2		

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Beehives, in pieces, in bundles, "Smalls" minimum ...	A	Boats for regattas at convenience of the Commissioners; above rates on forward journey, subject to rebate to half-rates on proof that full crew travelled by rail, o.r. On production of certificate from Secretary of Regatta Committee that they have competed in at least one race, the boats may be returned free, o.r.	
Beer (see Ale).		Boiler Disencrustant ...	A
„ engines, o.r. ...	2	Boiler Fluid for cleaning Boilers ...	A
Beeswax ...	1	Boiler Tubes (see Iron)	
Beet-root (see page 107) ...	A.P.	Boilers and Coppers, Kitchen, Washing, &c., n.o.s., o.r. ...	2
Bellows, o.r. ...	2	„ new, for export, &c. (see page 112).	
„ produce of Commonwealth, on up journey (see page 52)		Boilers, Steam, o.r. ...	1
Bells, of all kinds, o.r. ...	2	„ old, on statutory declaration of their having been in use 3 years and upwards (declaration to be made on Form GF.104) ...	C
Belting, leather and rubber ...	2	Bolts ...	1
Benches, Carpenters and Sloyd ...	1	Bone Ash, used in assaying of gold ...	1
Bench Gauge ...	1	Bone Cutters and Crushers, o.r. ...	2
Benzine, o.r. ...	1	Bone-dust ...	Manure
Benzoline, o.r. ...	1	Bonemeal ...	Manure
Bicarbonate of Soda ...	B.	Bones ...	M
Bichromate of Potash ...	A	Bones, Bottles, and Scrap Iron; (mixed lots) ...	M
Bicycles, and Tricycles, in cases, o.r. ...	2	Bones, crushed for case-hardening ...	M
„ „ loose, o.r., double rate ...	2	Books, in cases ...	2
Billiard and Bagatelle Tables ...	2	Boot Cream and Gloss ...	2
„ „ when unpacked, o.r. ...	2	„ Hampers and Trunks, returned empty ...	1
Bilz, sparkling, o.r. ...	2	„ Hampers and Trunks, not returned empty ...	2
Bioscope Films (see Explosives, page 25) ...	2	Boots, Shoes and Goloshes, in trunks and cases ...	2
Birds, in boxes, o.r. ...	1	Borax and Borax Glass ...	1
Biscuits, o.r. ...	2	Bottles, empty (see page 114) ...	M
„ minimum 2 tons, o.r. ...	1	„ small lots (must be in bags, crates, or cases), "Smalls" minimum ...	A
Bisulphide of Carbon, o.r. ...	2	Boxes, cardboard, in crates and cases, o.r. ...	2
„ „ for rabbit killing, on declaration, o.r. ...	1	„ empty, for luggage ...	2
Bisulphite of Lime ...	1	„ Steel or Leather, Hat ...	2
„ of Potash ...	2	„ empty, n.o.s. (see page 75).	
Bitters, in bulk, o.r. ...	2	Brackets, iron, for telegraph poles ...	1
„ bottled, in cases, o.r. ...	2	Bran (see pages 109 and 117) ...	A.P.
Bitumen ...	C	Brands, iron ...	2
Biturine ...	A	Brandy, in bulk, demijohns, or bottled, produce of Commonwealth, "Smalls" minimum ...	C
Blacking ...	2	Brandy, in bulk, demijohns, or bottled, n.o.s., o.r. ...	2
„ in bulk, in sacks ...	1	Brass, Burnish ...	2
Blacklead ...	2	„ Rods ...	2
Blanketta ...	C	„ Sheet ...	2
Blankets, Flannels, and Woollens (including Woollen Rugs) produce of Commonwealth ...	1	„ Tubing, lacquered ...	2
Blankets, Flannels, and Woollens (including Woollen Rugs), produce of Commonwealth, on up journey (see page 52) ...	C	„ Wire ...	1
Blankets, Flannels, and Woollens (including Woollen Rugs), n.o.s. ...	2	Bread ...	1
Bleaching Liquids and Powders ...	C	Breakfast Delight, in bags ...	A
Blinds, Bamboo, o.r. ...	2	„ „ in packages, cased ...	1
„ Venetian, in cases ...	2	Bricks, Air, Metal ...	2
„ „ in packages, o.r. ...	2	„ Enamelled ...	A
Blocks and Pulleys ...	1		
Blue ...	2		
Bluestone, in kegs and cases ...	1		
„ accompanying red oil as spraying material ...	A		
Boats, 6d. per four-wheeled truck per mile; minimum 20s.; bogie trucks, 9d. per mile; minimum 30s.; additional 4-wheeled trucks, 3d. per mile; minimum 10s., o.r. Boats loaded on trucks fully loaded with other goods, half the above rates, o.r.			

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Cement Blocks, for building purposes	A	Cleansers, Household, n.o.s. ...	1
" " minimum 6 tons per 4-wheeled truck ...	A, less 25 p.c.	Cleanso (Soap) ...	1
" " Liquid, for Congo roofing ...	1	" " minimum 6 tons per 4-wheeled truck ...	C
" " Pipes (see Pipes).		Clippings, in bales ...	C
Chaff ...	A.P.	Clocks, in cases, o.r. ...	2
Chain Cables and Anchors ...	1	Closets, and Closet-pans ...	2
Chains, used in the manufacture of agricultural machinery ...	1	Clothes Lines, hempen or wire ...	1
" n.o.s. ...	2	" Pegs ...	1
Chairs, Invalid, on wheels, o.r. ...	2	Clothing, manufactured and oiled ...	2
" " in pieces, in cases ...	2	Cloves ...	2
Chalk and Ochre ...	A	Coal, black, brown, and lignite (see page 108) ...	M
Chandeliers and Gasaliers, o.r. ...	2	Cocoa ...	2
Charcoal, in bags (see page 83) ...	M	Cococanut, desiccated ...	1
Cheese binding ...	2	" Fibre ...	1
" boxed, minimum 1 ton ...	B, less 10 p.c.	Cococanuts (same as Fresh Fruit).	
" " lesser quantities, "Smalls" minimum	B, plus 25 p.c.	Coffee or Coffee Essence ...	2
" " loose, "Smalls" minimum ...	B, plus 25 p.c.	" Beans ...	2
" " in jars or tins, in cases ...	2	Coke (see page 96) ...	M
" " in single packages (see page 80).		Colours and Paints, n.o.s., in secure packages ...	2
" " for export (see page 107).		Columns, Iron and Steel (see Iron).	
Chemicals, n.o.s., o.r. ...	2	Commercial Travellers' Samples, o.r.	2
Chestnuts, n.o.s. ...	1	Compo. Board ...	1
" " produce of Commonwealth, on "Up" journey, "Smalls" minimum (see page 52) ...	A, less 25 p.c.	Composition, non-conducting, for boilers and steam pipes ...	C
Chevalier (Cooking Mixture) ...	1	Condimental Food for Stock and Poultry ...	A
Chicory Roots ...	A.P.	Conduit Stone Blocks ...	A
" " dried ...	A	Confectionery, o.r. ...	2
" " manufactured ...	2	" " minimum, 2 tons, o.r.	1
Chimney Pots, Earthenware ...	C	Congo (roofing) ...	C
" " Tops, iron ...	2	Construction material (see page 108).	
China-ware, n.o.s., o.r. ...	2	Contractors' and Builders' Plant, not new, consisting of mixed consignments of appliances used for the carrying out of contracts for Railway Works, Buildings, &c. (see page 89) ...	C
Chlorate of Potash ...	1	Contractors' and Builders' Plant, not new, consisting of mixed consignments of appliances used for the carrying out of contracts for Railway Works, Buildings, &c., minimum 5 tons per 4-wheeled truck (see page 89) ...	B
Chloride of Barium ...	C	Coops, empty (see page 75).	
" " of Lime (see Lime).		Copi, for manure, on declaration ...	Manure
Chocolate ...	2	Copper Nails, Rivets, and Rods ...	2
Churns, o.r. ...	1	" Plates ...	2
Chutney ...	2	" Regulus ...	M
Cicada Compost for manure and so described on consignment note	Manure	" Scrap ...	A
Cider and Perry, in bulk or bottled, n.o.s. ...	C	" Sheet, Ingot, and Bar ...	2
" " in bulk or bottled, produce of Commonwealth, same rate as Wine, produce of Commonwealth (see page 80).		" Sulphate of, in kegs and cases ...	1
Cigars and Cigarettes, o.r. ...	2	" Wire, Tubing, and Piping ...	2
Cinnamon ...	2	Copperas, packed ...	1
Circus Material, Merry-go-rounds, and Switch-back Railways—Four-wheeled trucks, 6d. per mile; minimum 10s.; bogie trucks, 9d. per mile; minimum 30s., o.r.		Coppers (see Boilers).	
Citric Acid ...	2	Cordage, Hempen ...	1
Citrus Health Saline Powder ...	2	" " for mining, minimum 6 tons per 4-wheeled truck ...	C
Clay (see page 83) ...	M	Cordials, in bulk or bottled (such as Raspberry Vinegar, Cloves, Peppermint, Lime Juice, Quinine-Wine, Ginger Wine, &c.), o.r. ...	2
" " Fire (see Bricks).			

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Cordials or any liquid in bottles forwarded in uncovered crates, o.r.	2, plus 25 p.c.	Disc Plates, for Drills, Harrows, and Ploughs, o.r.	1
Cordials (see page 90).		Disinfectants, n.o.s.	1
Cork, Granulated, and Cork Shavings, "Smalls" minimum	C	Distillery Apparatus, o.r.	2
" Sheet	2	Dobbins (see Vehicles, page 82).	
Corks, Cut	2	Door Fittings	2
Cornell Board	C	" Frames, set up, o.r.	2
Corn Flour and Cornina, in bags	A	Doors, Fly	2
" " " " in packets		" Furnace	2
" " " " in cases	2	" Glazed, o.r.	2
" Sacks (as Bags).		" Wooden and Wire, o.r.	2
Cornices, fibrous or infibrous plaster, packed, o.r.	2	Doughrine	1
" fibrous or infibrous plaster, loose, o.r.	2, plus 25 p.c.	Drapery, packed	2
" Poles, Centre Pieces, n.o.s. packed, o.r.	2	Drays (see Vehicles, page 82).	
Cornish Stone, ground, and Ground Flint, for pottery making	A	Drills, Diamond and Rock (see Machinery).	
Cotton, Raw	C	Dripping, in casks, kegs and cases	B, less 10 p.c.
" " consigned to country woolen mills	B	Drugs, Chemicals, and Medicines, n.o.s., o.r.	2
" Waste	1	Drums, empty, minimum 6d. (see page 76)	C
" Wool	2	Dumb Plates	2
" Yarn	C	Durasbestos sheets for walls and ceilings	B
" " consigned to country woolen mills	B	Durite building sheets and walls	B
Crab Winches, o.r. (see Machinery).	A	Dyes	C
Cracklings	C	Dynamos, o.r.	2
Cranes, Derrick	C		
Crates, empty (see page 76).		E.	
Cream (see page 79).		Earth, Diatomaceous	M
" of Tartar	2	Earthenware (see page 114).	
Crockeryware (see Earthenware).		Earthen, Stone, and Crockery Ware, in crates, casks, cases, and semi-hogsheads, o.r.	2
Crowbars	1	Eggs, "Smalls" minimum	B, less 10 p.c.
Crucibles (see Retorts).		" in single packages (see page 80).	
Culverts, corrugated nestable	2	" preserved, "Smalls" minimum	B, less 10 p.c.
Curds	B, less 10 p.c.	" Fillers and Carriers, minimum 6d.	C
Currants, dried (see Fruit).	2	Egg Preservative, liquid, n.o.s.	C
Curry	A	" " " produce of Commonwealth on "Up" journey (see page 52)	
Cutch	2	" Pulp, "Smalls" minimum	B, less 10 p.c.
Cutlery	1	Electric Accumulators (see Accumulators).	
Cyanide of Potassium	1	" Light Fittings, o.r.	2
" Sodium	1	Empties (see page 75).	2
Cylinders, mineral water, returned empty (see Empties, page 76).		Emulsion of Turpentine and Beeswax	2
Cylinders, iron (see Iron).		" " " produce of Commonwealth on "Up" journey (see page 52)	A
		Engines, Beer, Fire, Garden, and n.o.s., o.r.	2
D.		" Donkey	C
Dags, sheep, in bags or loose	M		
Damp Course	C		
Dates, in boxes or packages	2		
Demijohns, empty, earthenware or glass, o.r.	2		
" " in wickerwork, o.r. returned (see page 76).	2		
Dental Plaster	2		
Dextrine...	2		

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Engines, Gas, oil or steam, stationary	2	Fireworks (see Explosives),	2
o.r.	2	Fish Pastes	2
" Hop washing, o.r.	2	preserved, tinned (see page 90)	2
" Motor, o.r.	2	dried, salted, and in brine	2
" Oil or Steam, Portable	C	" barracoota, produce of Com-	
" Traction	C	monwealth, in tins packed	B
" petrol or steam	C	in cases	
Engine Packing	2	" barracoota, produce of Com-	
Engravings, Paintings, Pictures		monwealth, in tins packed	
and Photographs, n.o.s., in		in cases, minimum 6 tons	
cases, or otherwise securely		per 4-wheeled truck	A
packed, o.r.	2	" fresh, smoked, salted, or	
" Loose, o.r.	2	dried, produce of Common-	
" double rate	2	wealth, also oysters and other	
Ensilage	A.P.	shell fish, fresh (see page 77).	
Envelopes, Straw, for bottles	1	" Baskets and Boxes, empty (see	
Essence, Coffee	2	page 75).	
Essences, Culinary (see page 90)	2	Fishing Nets	2
Ethyl-Methyl-Ketone	1	Fittings, Door	2
Eucalypta (Boiler Disencrustant)	A	" Electric Light, packed, o.r.	2
Eucalyptus leaves	C	" Gas, packed, o.r.	2
" Oil, see Oils.		" Shop and Counter	2
" Refuse or By-product	A	Flagging (see Stone).	
Exhibits for Shows (see page 19).		Flannels (see Blankets).	
Explosives (see Special Regulations,		Flavour for Cordials, in bulk	1
page 20).		" in jars or cases	2
		Flax Straw	A.P.
		" minimum 3 tons per	
		4-wheeled truck	S.A.P.
		" Fibre	A
		" Refuse	A.P.
		" Yarn	B
		Flock	2
		" Dust	M
		Floorcloths and Linoleums, o.r.	2
		Flour, Aerated, self-raising, Presto, &c.	A
		" white and brown (see pages	
		109 and 117)	A.P.
		Flower Pots, Earthenware	C
		" Seeds, Roots, and Bulbs	2
		Fly Wheels, o.r.	2
		Fodder, compressed (see page 109)	A.P.
		Foods, grain, patent, n.o.s.	2
		" infants'	2
		Footlights, Glass, for pavements and	
		floors, o.r.	1
		Forges, Portable	2
		Forgings, Rough (see Iron).	
		Forks, Hay and Garden	2
		Formalin (disinfectant)	1
		Frames, Door and Window, set up, o.r.	2
		" Picture, o.r., in bundles	2
		" set up, o.r., double	
		rate	2
		Frigeroid	1
		Fruit, Dried, Canned, Bottled, and	
		Preserved, n.o.s.	2
		Fruit, Dried, Canned, Bottled, and	
		Preserved, produce of Com-	
		monwealth, on "Up" journey,	
		(see page 52)	A
		" Dried, consigned direct to dis-	
		tillers and accompanied by a	
		declaration that it is to be	
		used for distilling purposes	A
		" Dried, for Export (see page	
		110).	

F.

Fabric, Clinton	C
" minimum 6 tons per 4-	
wheeled truck	C, less
	20 p.c.
Farina, in bags, casks, or cases	2
Fat and Tallow	B
Feathers	2
Felloes and Spokes (see Timber Mis-	
cellaneous).	
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
Fenders and Fireirons, packed	2
" loose, o.r.	2
Fibre, Basaltic	C
Fibrina	2
Fibro-Cement Sheets	B
" Roofing Slates	C
Fibro Slab Partitions	1
Fibroid Sheets	B
Fibrous Plaster Board, King's	B
Firearms, n.o.s.	2
Fire Beaters	1
" Blocks, Bars and Bearers (see Iron)	
" Bricks, Fire Clay, and Fire	
Lumps (see Bricks).	
" Fighters	1
Fireirons (see Fenders).	
Firekindlers	1
Fire Rakes, o.r.	1
Firewood (see pages 85 and 109).	

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Grit, steel, for dressing stone ...	M	Hollowware, n.o.s., o.r. ...	2
Groats ...	2	Honey, in tins, cases, or casks—minimum, 10 cwt. ...	B
Groceries, n.o.s. (see page 90) ...	2	„ in single packages (see page 80). „ produce of Commonwealth, on „Up” journey—minimum, 10 cwt. (see page 52) ...	A
Grubbing Machines, o.r. ...	1	„ for export (see page 107). (see page 83). „ Tins, empty (see page 76) ...	2
Guano ...	Manure	Hooks, reaping ...	1
Gum, dry, Wattle ...	1	Hoops, cheese, o.r. ...	C
„ liquid red and Shellac ...	2	Hops, in packages, min. 10 cwt. ...	B
Gunmetal ...	2	Horns and Hoofs ...	A
„ scrap ...	A	„ „ minimum 5 tons per 4-wheeled truck ...	1
Guttering, Piping, Ridging, and Spouting, galvanized iron, tin, or zinc, o.r.	2	Horseshoes ...	2
Gypsum (see page 83) ...	M	Hose Reels—minimum, 5 cwt. each, o.r. ...	B
H.		Houses or Offices, Wooden (including Cooling Chambers) whole or in packages ...	C
Hair, Builders', and n.o.s. ...	2	Houses or Offices, Iron, in pieces, not including doors and windows ...	1
„ Pigs ...	1	Hurdles, Wooden or Iron ...	A
„ Upholsterers' ...	2	Hypo Sulph.-Soda ...	A
Hams and Bacon (see Bacon, page 29).	2		
Hames and Chains ...	2		
Hand Carts ...	2		
Handles, Wooden (see Timber Miscellaneous).	2		
„ Hardwood (see Timber Miscellaneous).	2		
Hardware, n.o.s. ...	A		
Hares, dead, minimum 5 cwt. „ for export (see page 107) ...	1		
Haricot Beans ...	2		
Harness and Saddlery, n.o.s., o.r. Hay, in bundles or bales ...	A.P.		
Hazel Nuts, produce of Commonwealth, on „Up” journey—„Smalls” minimum (see page 52) ...	A, less 25 p.c.		
Hearthstones ...	A		
Hemp ...	A		
„ Yarn ...	C		
Herbs ...	2		
Hessian, in bales and bolts ...	2		
„ and Felt Paper which have been used for packing furniture, when returned in the cases in which furniture was originally packed	A		
Hides (see page 92) „ for country tanneries—„Smalls” minimum ...	B		
„ for country tanneries—minimum, 10 cwt. ...	B		
„ for country tanneries—minimum, 2 tons ...	A, less 25 p.c.		
NOTE.—When loose hides are required to be tallied, an extra charge of 1s. per ton shall be made.	A.P.		
Hides, waste product of, for glue making, when forwarded with leather or basils, produce of the Commonwealth, on the „up” journey to be charged same rates and conditions (see page 52).			
Hiderow ...	M		
Hinges and Locks ...	2		
Hogsheads, empty (see page 76).			
Hoists, wheat ...	1		
		I.	
		Ice, in waterproof cases or sacks, „Smalls” minimum ...	B
		„ in waterproof cases or sacks, minimum 6 tons per 4-wheeled truck ...	A
		„ (see pages 111 and 112). „ Chests ...	2
		Indianrubber Goods, o.r. ...	2
		„ old ...	C
		Ink, in bottles in cases, or in casks, drums, or tins ...	2
		Insecticide and Insectibane ...	2
		Instruments, Musical, Optical, Scientific, Surgical, and n.o.s., o.r. ...	2
		Insulators for telegraph poles	2
		Insulite (dried seaweed) for packing walls ...	B
		IRON AND STEEL.	
		Anchors ...	1
		Anvils ...	1
		Axle Arms and Boxes ...	1
		Bar, Rod, Plate, and Angle, (see page 115)	C
		„ „ „ „ „ minimum 6 tons per 4-wheeled truck ...	B
		Bearers, also floor, sole, and bed-plates ...	2

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Iron and Steel—continued.		Iron and Steel—continued.	
Boilers, Steam, o.r. ...	1	Galvanized or sheet iron, in cases or packages ...	C
" Old, on statutory declaration being furnished of their having been in use 3 years and upwards; the declaration to be made on form GF.104 ...	C	" " " loose... ..	1
Boiler Tubes ...	1	Gates ...	2
" " on down journey, minimum 6 tons per 4-wheeled truck ...	B	Girders ...	2
Bolts (see page 115) ...	1	" minimum 6 tons per 4-wheeled truck ...	1
Brackets, for telegraph poles ...	1	Gratings, o.r. ...	2
Buckets, Mining ...	1	Grave Railings, o.r. ...	2
Cable Boxes, iron ...	1	Hoop ...	C
Cables, Chain ...	1	" minimum 6 tons per 4-wheeled truck ...	B
" Electric ...	2	" used in the manufacture of Hogsheads, Cream and Milk Cans, on declaration ...	A
" " minimum 3 tons... ..	1	Hurdles ...	1
Cages, Mining ...	1	Joists (see Channels, &c.) ...	2
Cantilevers ...	2	Lathes ...	1
Castings and Forgings, Rough, and not machined or polished, or light and fragile, including Stamper Heads, Shoes and Cams, Hammered Shafts, Stamper Boxes and Fire Blocks, Bars and Bearers ...	C	Lathing Steel, interlocking ...	2
" minimum 6 tons per 4-wheeled truck (see page 112) ...	C, less 20 p.c.	Lattice Bars, Struts, and Ties ...	1
" in cases, o.r. ...	2	Links, bucket, for Dredging plants ...	M
" machined and polished, or light and fragile, loose, o.r. ...	2	Magnet ...	1
Chains used in the manufacture of Agricultural Implements ...	1	Mining Cages, Screens, and Tips... ..	1
" n.o.s. ...	2	Nails and Spikes ...	1
Channels and Rolled Joists, n.o.s. ...	1	Nuts ...	1
" " " minimum 6 tons per 4-wheeled truck ...	C	Pickeyes, loose (see page 112) ...	2
Channel, and Rolled Joists to Country Foundries ...	C	Joists in cases ...	1
" " " to Country Foundries, minimum 6 tons per 4-wheeled truck ...	B	Pig ...	M
Chimney Tops ...	2	Piles, screw and other for bridge-building ...	1
Clamps ...	1	Pipes, Black or galvanized, 1/2 inch and upwards (see page 43) ...	1
Columns, wrought or cast ...	2	" Cast Iron, for Water Supply services, including T bends and junctions ...	B
Corrugated or weathered iron, in cases or packages ...	C	" Cast Iron, Gas, including T bends, junctions and plugs ...	C
" or weathered iron, loose ...	2	" Down, Cast Iron, o.r. ...	2
Crab Winches, o.r. ...	1	" Wrought Iron, riveted, not exceeding 12 inches ...	1
Crowbars ...	1	" Wrought Iron, riveted, not exceeding 12 inches, for Water Trusts and Shires ...	B
Cylinders, turned and polished, o.r. ...	2	" Wrought Iron, riveted, exceeding 12 inches (see page 114) ...	2
" rough ...	1	Piping, galvanized, o.r. ...	2
Disc Plates for Drills, Harrows, and Ploughs, o.r. (see page 115) ...	1	Plates, perforated steel for fruit buckets (see page 114) ...	1
		Ploughshares and Mouldboards, o.r. ...	1
		Plough Wheels, o.r. ...	1
		Posts, Lamp and Verandah, o.r. ...	2
		Pulleys and Blocks ...	1
		Rails, Chairs, and Fishplates, Railway and tram ...	C
		" minimum 6 tons per 4-wheeled truck (see page 114) ...	B
		Railings, o.r. ...	2
		Retorts, o.r. ...	2
		Ridging, galvanized, o.r. ...	2

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Rivets, for Boilers	1	Wire, for mattress making, on declaration, in coils packed in casks	C
" when forming part of a 6-ton truck load with Bar, Rod, Plate, Hoop, and Angle Iron and Steel, minimum 6 tons per 4-wheeled truck	B	" Insulated	1
Rivets, n.o.s.	2	" Netting	M
Roofwork	2	Ironmongery, n.o.s.	2
Ropes, Wire and Steel	1	Isinglass	2
Ropes for mining, on declaration, minimum 6 tons per 4-wheeled truck	C	Ivory Cement Plaster	B
Safes	2	" " " minimum 6 tons per 4-wheeled truck	A
Sash Weights	1	" Wood Fibre Plaster	B
Scrap	M	" " " " minimum 6 tons per 4-wheeled truck	A
Screws and Washers	1		
Shafting	2		
Sheet Iron (see Galvanized).	1		
" Steel (see page 115)	1		
Sole and Floor Plates	2		
Spokes for Agricultural Machines Spouting, Galvanized, o.r.	1		
Springs, Carriage, Dray, and Truck Standards for fencing	2		
Steel or Metal expanded, in cases or bundles	C		
" Loose	1		
" Polished	2		
" Trunks	2		
Swinglebars	2		
" for Agricultural Machines	1		
Tacks	2		
Tanks, iron } see Tanks			
" corrugated			
Telegraph Poles	1		
Troughing, o.r.	2		
Trucks and Skips, Mining, and Timber	1		
Tubing for Diamond Drills and water boring	1		
Tyres	1		
" minimum 6 tons per 4-wheeled truck	C		
Tyre Setters	C		
Valves	2		
Vyces	2		
Weights	1		
" used by Municipal Councils for testing Weighbridges	1		
Wheels, Fly, Truck and Barrow o.r. n.o.s., o.r.	C		
Whippetrees	2		
" for Agricultural Machines	1		
Wire, fencing, woven (for fencing) and barbed, in bundles, also droppers, staples, clamps, standards, strainers and wedges	C		
" &c., as above, minimum 6 tons per 4-wheeled truck	C, less 20 p.c.		
" &c., as above, in lots of 10 tons and upwards	A		
" Bright, o.r.	1		
" Cutters	1		
" for Wire Mattresses, woven	1		
		Wire, for mattress making, on declaration, in coils packed in casks	C
		" Insulated	1
		" Netting	M
		Ironmongery, n.o.s.	2
		Isinglass	2
		Ivory Cement Plaster	B
		" " " minimum 6 tons per 4-wheeled truck	A
		" Wood Fibre Plaster	B
		" " " " minimum 6 tons per 4-wheeled truck	A
		J.	
		Jadoo Fibre	Manure
		Jams and Jellies, n.o.s., o.r. (see page 112)	2
		" " produce of Commonwealth, on "Up" journey (see page 52)	A
		Jams and Jellies, produce of Commonwealth, consigned direct for export (see page 112)	A.P.
		Japan Wax	1
		Japanned Ware, o.r.	2
		Jars, confectionery, in cases, "Smalls" minimum	C
		" empty returns (see page 76).	B
		" preserving, glass	B
		" acid, and handled jars or bottles for demijohns (see page 114).	
		Joinery, n.o.s., o.r.	2
		Jute Yarn	B
		K.	
		Kainit	1
		" for manure, on declaration	Manure
		Kaolin (see page 83)	M
		Kapok, in bales	2
		Kassina	1
		Kauri Edgings (see Timber).	
		Kegs, empty (see page 76).	
		Kellofuge	A
		Kerbing (see Stone).	
		Kerosene, in bulk, in owners' trucks, minimum 6 tons per truck	B
		" in cases and in bulk, also in approved tins or drums, uncased	C
		" in cases and in bulk, also in approved tins or drums, uncased, minimum 8 tons per 4-wheeled truck	B
		" taps, metal	2
		" (see pages 83 and 90).	

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.	
Kilderkins, empty (see page 76)	2	Lime, Chloride of	1	
Kill-Fly	2	" " minimum 6 tons per	1	
King's Fibrous Plaster Board	B	" " 4-wheeled truck	C	
Kitchens, Travelling	2	" " in bags, minimum 3 tons (see	A	
Kiton, for Roadmaking	C	" " pages 83 and 112)	M	
Klepalo	2	" " in bags in truck loads of 6 tons	Manure	
Klingon, roofing composition	1	" " on declaration (see page 83)	Manure	
Knife Grinders	1	" Nitrate of	1	
L.				
Lactofarina	A	" water in casks	Manure	
Lactogen	2	" and Hair (Tanners' refuse)	2	
" produce of Commonwealth,		Limejuice and Limella, o.r.	Manure	
" on "Up" journey (see		Lime Sand for manure, on declara-	Manure	
" page 52)	B, less	" " " "	M	
Ladders, up to 18 feet in length,	10 p.c.	Limestone (see page 112)	2	
" rate and half	2	Linoleum, o.r.	2	
" over 18 feet in length, double	2	" " cork, o.r.	2	
" rate	2	Linotype metal	A.P.	
Lamp Black	2	Linseed	2	
Lamps, Hall and Street, packed, o.r.	2	Liquids, Inflammable, n.o.s., o.r. ...	2	
" " " loose, o.r.,	2	Liquors, in bulk or bottled, n.o.s., o.r.	2	
" " " rate and a half	2	" " (see page 90)	1	
Lamp posts, o.r.	2	Liquorice	2	
Lampware, in cases, o.r.	2	Litharge, used in assaying of gold ...	1	
Land Graders (see page 28).		Live Stock (see page 121).	M	
Lard, in casks, kegs, and cases (see		Loam	2	
" Bacon and Ham, page 29)	B, less	Locks and Hinges	1	
Lasts	10 p.c.	Logwood	1	
Lathes (see Iron).	2	Logs (see Timber).	2	
Lead and Compo. Piping	2	Lorries (see Vehicles, page 82).	2	
" Ore	A	Lubrine	2	
" Pig	C	" produce of Commonwealth,	B	
" Red and White	2	" on up journey (see page 52)	2	
" Scrap	A	Luggage, o.r.	2	
" Sheet	1	Lupins (see Agric. Seed).		
" Sugar of	2	M.		
" " as orchard pests specific,		Machinery and Machines—		
" " on declaration	A	Agricultural Machines (see pages		
Lead, Tea	A	28 and 112).	2	
Lead Wool	2	Bag Lifters, o.r.	2	
Leaf, Gold and Silver, o.r.	2	Bone Cutters and Crushers, o.r. ...	1	
Leather, Fancy and Bookbinders', o.r.	2	Brick Making and Scooping	O	
" Plain and Patent, also Basils	1	" " minimum 6 tons per		
" also Basils, produce of Com-		" " 4-wheeled truck		
" monwealth, on "Up"		Butter Making and Dairy Cooling		
" journey—minimum 2 tons		Plant (including Vats and		
" (see pages 52 and 116)	A.P.	Cheese Hoops), also Milking Ma-		
" also Basils, produce of Com-		chinery, o.r.	1	
" monwealth, on "Up"		Cheese Presses, o.r.	1	
" journey—minimum 10cwt.		Cream Separators, o.r.	2	
" (see pages 52 and 116)	A, less	Distillery Apparatus, o.r.	2	
" compounds used in manu-	25 p.c.	Drilling	1	
" facture of (see Tanning Compounds)		Drills, Diamond and Rock		
Leatherware, o.r.	2	" " minimum 6 tons per	C	
Lemon Skins, in brine	A	" " 4-wheeled truck..	2	
Lentils	1	Electrical	1	
Lestout Foyers (orchard pests specific)	A	Fire Fighting	1	
Lime, Carbonate of, when used in		Flour Dressing, o.r.	1	
" the manufacture of artificial	Manure	Grain Grinding	1	
" manures		" " Pickling, o.r.	1	
		Grape Crushers	2	
		Grubbing, o.r.	1	
		Hay Steamers	1	
		Heavy, n.o.s., including Sole Plates	2	
		and Fly Wheels (see page 112) ..		

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Machinery and Machines—continued.		Manures, Guano ...	
Hop Sulphurating ...	2	„ Jadoo Fibre ...	
Irrigation and Water Supply ...	1	„ Lime, on declaration (see page 83)	
Machinery, products of Country Foundries (see page 114).		„ Lime and Hair (Tanners' Refuse) ...	
Mangles, o.r. ...	2	„ Lime Sand, on declaration	
Mining ...	1	„ Muriate of Potash ...	
„ minimum 6 tons per 4-wheeled truck ...	C	„ Night-soil, deodorized ...	
New, for export, &c. (see page 112).		„ Nitrate of Potash ...	
Not otherwise specified, o.r. ...	2	„ „ Lime ...	
Pile Driving ...	C	„ „ Soda... ..	
Printing ...	2	„ Nitre Cake, on declaration	
Pulpers ...	2	„ Paroidium, on declaration	
Rabbit Exterminating ...	1	„ Phoscal ...	Manure.
Rabbit Poisoning ...	1	„ Phosphatic Rock ...	
Refrigerating ...	1	„ Salt Cake, on declaration...	
Road Graders ...	1	„ Salt, on declaration	
Road Scarifiers ...	C	„ Stable Manure (see page 112)	
Sausage, o.r. ...	2	„ Street Sweepings, minimum 6 tons per 4-wheeled truck	
Saw Milling ...	1	„ Sulphate of Iron, on declaration ...	
Sewing, o.r. ...	2	„ Sulphate of Potash, on declaration ...	
Sheep Shearing ...	1	„ Tobacco Plant Refuse ...	
Spraying Machines and Pumps ...	1	„ Wood Ashes ...	
Stone Breaking ...	2	„ for export ...	M
Stump Grubbing, or Lifting Jacks	1	Mantel-pieces, o.r. ...	2
Water Boring ...	1	Marble (see page 47).	
Weighbridges ...	1	„ Fenders, o.r. ...	2
Winches, Crab, o.r. (see page 112)	2	Margarine, in casks, kegs, and cases	C
Wine and Wool Presses... ..	2	Marl ...	M
Machinery and Machines—		Marline ...	1
Old, on statutory declaration of having been in use 3 years and upwards; declaration to be made on Form G F 104 ...	C	Matches, Vestas, and Vesuvians, o.r. (see page 90) ...	2
Mabor, used in assaying of gold ...	1	Material, Railway, Old (see page 114).	
Macaroni ...	2	Matting, Chinese ...	2
Mack Ceilings, Building Sheets and Walls ...	B	„ and Mats, Cocoa-nut, Coir, and Jute ...	2
Magic Wash ...	1	„ and Mats, n.o.s. ...	2
Magnesia, Fluid ...	2	Mats, old straw ...	C
Magnesite ...	M	Mattresses ...	2
Maize ...	A.P.	Meal, in bags ...	A
Maize Syrup (see Glucose).		„ in packets in cases ...	1
Maizena ...	2	„ n.o.s. ...	2
Mallee Roots (see page 85) ...	Fire-wood	„ Castor ...	A.P.
Malt (see page 117) ...	A.P.	„ „ for Manure, on declaration	Manure
Malt Combing ...	A.P.	„ Linseed, fine or coarse for cattle food, on declaration	A.P.
„ Extract ...	2	„ Maize Oil, for cattle food, on declaration ...	A.P.
„ (see page 117).		„ Rice, in bags ...	A.P.
Malthoid ...	C	„ Velvet Oil, in bags ...	A.P.
Manganese ...	C	„ Wheat, for bread making, in bags ...	A.P.
„ Ore (see Ore) ...		Meat Fresh, including Veal and Pork, "Smalls" minimum	B, plus 25 p.c.
Mangel Wurzel ...	A.P.	„ „ in louvre trucks, minimum 5 tons ...	A
Manures, Artificial ...		„ „ (see page 113).	
„ Ammonia, sulphate of ...			
„ Bonedust ...			
„ Bonemeal ...			
„ Carbonate of Lime (see page 39) ...			
„ Castor Meal, on declaration			
„ "Cicada" Compost, declared on consignment note for manure ...			
„ Copi, on declaration ...			

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, minimum charge, 20s., and 1½ tons 5 cwt. per 6-wheeled truck, minimum charge, 30s. Extra weight <i>pro rata</i> ...		Mirrors and Looking Glasses, unpacked, o.r., double rate ...	2
Meat and Rabbits, (see pages 107 and 113). ...		Molascuit (Cattle Food) ...	A.P.
Meats, Extract of and Preserved, n.o.s. (see page 90) ...	2	Molasses, in casks, cases, and tins (see Golden Syrup). " and Treacle, for cattle food, on declaration ...	A.P.
Meats, Extract of and Preserved, produce of Commonwealth on "Up" journey (see page 52) ...	B	" for distillation purposes ...	A.P.
Meat Wrappers, minimum, 6d. ...	A	Monier Cattle Troughs ...	A
Medicines, n.o.s., o.r. ...	2	" Plates, Flags, and Curb-pieces ...	M
Melliss, in tins, cases, or casks, minimum, 10 cwt. ...	B	" Pipes (see Pipes). ...	1
" produce of Commonwealth on "Up" journey, minimum, 10 cwt. ...	A	Moss, in bags ...	A
Melons ...	M	" Fern ...	A
" small lots, must be in bags, crates or cases, as Fresh Fruit ...		Motor Cars complete, whether loose or in cases (not requiring more than one 4-wheeled truck), o.r. ...	7d. each per mile, minimum 20s.
Merry-go-rounds (see "Circus Material").		" Car Bodies or Chassis, packed in cases, o.r. ...	2
Metal or Steel, Expanded, in cases or bundles ...	1	" Cycle Side Cars (double rate), o.r. ...	2
Metal, loose ...	2	" Engines, o.r. ...	2
Metal, old, comprising Castings, Zinc, old Quicksilver Bottles, Lead, and Scrap, n.o.s. ...	A	Motor Spirit, o.r. ...	1
Metal, Road (see pages 79, 84, and 111). ...	1	Mouldboards (see page 115), o.r. ...	1
Methyl Alcohol ...	2	Mouldings, common wood, not gilded (see Timber). ...	2
Meters, Water and Gas, o.r. ...	2	Mouldings, gilt, and n.o.s., o.r. ...	2
Mica ...	2	Mulsine ...	1
Milk, Preserved and Concentrated ...	1	Mungo ...	1
" Concentrated and Condensed, produce of Commonwealth ...	B, less 10 p.c.	Muntz Metal ...	2
" Dried (see Trumilk). ...		Murató ...	1
" Fresh (see page 78). ...		Mushrooms, "Smalls" minimum ...	A
Milkido ...	A	Mustard (see page 90) ...	2
Milkine ...	1	Musthita ...	1
" produce of Commonwealth ...	B, less 10 p.c.	" minimum 6 tons per 4-wheeled truck ...	C
Millstones, o.r. ...	2	Myrabolams ...	M
Millet ...	A.P.	" minimum 10 cwt. ...	A, less 25 p.c.
Mineral Waters, in bottles, in cases, drums or cans, produce of the Commonwealth ...	B	" Extract of ...	1
" " in bottles, in cases, drums or cans, n.o.s. ...	C	N.	
Mining Buckets, Trucks, Cages, Tips, Screens, and Skips, Iron ...	1	Nails, Boot, iron or brass ...	2
" Props, Laths and Slabs (see page 85) ...	Fire-wood.	" Iron or wire and iron spikes ...	1
Mirrors and Looking Glasses, in cases, o.r. ...	2	" n.o.s. ...	2
Mirrors and Looking Glasses in skeleton cases, o.r., rate and half ...	2	Naphtha, mineral, o.r. ...	1
		Naves and Nave Blocks (see Timber—Miscellaneous). ...	2
		Nets, Fishing ...	B
		New Char. Brewers Compound ...	Manure
		Nightsoil, Deodorized ...	Manure
		Nitrate of Potash ...	Manure
		" Lime ...	Manure
		" Soda ...	M
		Nitre Cake ...	Manure
		" on declaration ...	1
		No Dust (floor sweeping preparation) ...	1
		Normissa ...	1
		" minimum 6 tons per 4-wheeled truck ...	C
		Nutmegs ...	2
		Nuts, Edible, n.o.s. (see page 52) ...	2
		" Iron (see Iron). ...	

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
O.		Ores, n.o.s.	A
Oakum	2	Ore, Antimony	A
Oars, Boat	2	" " partly smelted	B
Oats	A.P.	" " smelted	1
" Excelsior, John Bull, Rolled, and Tam o' Shanter, in cases	1	" Chrome	M
" " in sacks or bags	A	" Copper	A
" Quaker, in cases	2	" " minimum 6 tons per 4-wheeled truck	A, less 25 p.c.
" hulled, in bags	A.P.	" Crude, Barytes	M
Oatmeal, including Flaked and Emo, in cases	1	" Iron	M
" in bags or sacks	A	" Lead	A
Ochre and Chalk	A	" Manganese	M
Oils, Castor, in bottles, o.r.	2	" Tin	A
" Chinese, o.r.	2	Ornaments, n.o.s., o.r.	2
" Cocoa-nut, Oleine, or Palm, in bulk, Eucalyptus and Batching, o.r.	1	Ovens, Camp and Colonial, loose, o.r.	2
" " " " minimum 6 tons per 4-wheeled truck	C	" " in cases	2
" Crude or Residual, for Gas or Brick making, in tins or drums	B	Oxide of Iron, n.o.s.	A
" Eucalyptus, produce of Commonwealth on "Up" journey (see page 52)	C	" spent, for weed-killing, &c.	M
" Fish, including Cod (unrefined), Seal and Whale	A	" crude, for Gas Purifying	M
" in casks, drums, and tins, n.o.s., o.r.	2	" Red	A
" Kerosene (see Kerosene).	1	Oysters and other Shell Fish, bottled and other Shell Fish, fresh, in bags (see page 77).	2
" Lubricating, in casks, drums, and tins, o.r.	1		
" " " minimum 6 tons per 4-wheeled truck	C	P.	
" Neatsfoot, o.r.	2	Packing (Engine)	2
" Olive, n.o.s., o.r.	2	Paintings (see Engravings).	
" " produce of Commonwealth, on "Up" journey (see page 52)	B	Paints and Colours, in secure packages, n.o.s.	2
" Optimol for generating gas	1	Palings (see Timber).	
" Petrol and Petrolatum, o.r.	1	Paper, Paper Bags, n.o.s., Wrapping Paper, Pulpboard, and Leather-board, in packages	1
" Pit	2	" Paper Bags, &c., minimum 6 tons per 4-wheeled truck	C
" Red in casks or cases for spraying purposes as orchard pests specific	A	" Bags, produce of the Commonwealth, on "Up" journey (see page 52)	B
" Salad, o.r.	2	" Emery, Glass, and Sand	2
" Shale	B	" Fly	2
" Sheep, Blo. Fly, o.r.	1	" For lining Strawboard	A
" Tar, o.r.	1	" for paper-bag manufacture "Smalls" minimum	C
" Turpene, o.r.	1	" " " in truck loads minimum 6 tons per 4-wheeled truck	B
" Turpentine, o.r.	2	" Giant Building (for roofing)	1
" n.o.s., o.r.	2	" Hangings	2
" used directly for fuel, also for road making, on declaration	M	" Patterns	2
Oil-cake for cattle food	A.P.	" Roofing and Insulating	1
Oilcloth (floor), o.r.	2	" Waste and Old, for paper-making or packing	A
Oiled Clothing, o.r.	2	" Writing	2
Old Dutch Cleanser	1	Paraffin, o.r.	2
Oleine, for soapmaking	B	Paroid	C
Onions (see page 83).	A.P.	Paroidium (see Manures).	
" Small quantities "Smalls" minimum	A	Pastes, Meat or Fish	2
Opium, o.r., double rate	2	Patterns, Wooden, for Castings	2
Orchard Pests Specifics n.o.s., in bags or casks	A		

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article:	Class.
Pavers (Large Bricks) ...	M	Pipes—Glazed Earthenware, Cement, or Monier, n.o.s. low pressure for irrigation or drainage ...	A
Peach Stones. "Smalls" minimum ...	A	" Do., do., exceeding 15" in diameter, minimum 6 tons per 4-wheeled truck ...	A, less 25 p.c.
Peanuts (see page 90) ...	2	" Glazed Earthenware on "Up" journey (see page 52) ...	M
Pearl Barley ...	1	" Iron or Galvanized (see Iron). Unglazed Earthenware, for agricultural purposes ...	M
" " Produce of Commonwealth on "Up" journey (see page 52) ...	B	" Water Wooden, for irrigation ...	A
Pease (see page 83) ...	A.P.	" " for water supply services ...	B
" Blue ...	1	" Smoking, clay or wood ...	2
" Split ...	1	" Stove, o.r. ...	2
" " Produce of Commonwealth on "Up" journey (see page 52) ...	B	Piping, Guttering, Ridging, and Spouting, galvanized iron, tin, or zinc, o.r. ...	2
Peat ...	M	" Lead and Compo. ...	2
" Dust ...	C	Pitch and Tar ...	C
Peel, Candied (see page 90) ...	2	Plants and Shrubs, o.r. ...	2
Pegnot ...	2	" " minimum 6 tons per 4-wheeled truck ...	C
Pepper, Ground and Whole, also Cayenne (see page 90) ...	2	Plaster, Dental ...	2
Perambulators and Go-Carts, in boxes and nests, o.r. ...	2	" Ceilings, Walls, &c., produce of Commonwealth, on "Up" journey (see page 52) ...	A
" " " loose, o.r. double rate ...	2	Plaster of Paris ...	B
Perfumery, o.r. ...	2	" " on "Up" journey... ..	M
Permasite Building Slates and Blocks	B	" " and Cement Ornaments, packed, o.r. ...	2
" Flooring Composition ...	B	" " " loose, o.r., double rate ...	2
" Insulation Plates ...	B	Plated Ware, o.r. ...	2
" Window Sills and Door Steps ...	B	Plates, floor, sole and bed ...	2
Petrol (see Oils).	1	" Earth Lead ...	1
Petroleum Jelly, o.r. ...	1	Ploughs, Ploughshares, and Plough Wheels, o.r. ...	1
Phoscal ...	Manure	Plumbago ...	2
Phosphate of Ammonia ...	2	" in bulk, in sacks or casks ...	1
Phosphatic Rock ...	Manure	Ply Wood ...	C
Photographs (see Engravings).	Manure	Pollite ...	B
Pianos and Organs, new or second-hand, n.o.s., o.r. ...	2	Poisons, Rabbit ...	1
" " secondhand, accompanying secondhand furniture (see pages 35 and 110).	2	Poles, Shafts and Bars, for vehicles, n.o.s., o.r. ...	2
Pickeys, loose (see page 112) ...	2	Poles, Shafts and Bars, gig and carriage, unfinished and in the rough ...	1
" in cases ...	1	Poles, Telegraph and Scaffolding, wooden (see Timber).	
Pickles, n.o.s. (see page 80) ...	2	Poles, composite telegraph, rough or finished, minimum 6 tons per 4-wheeled truck ...	A
" produce of Commonwealth, on "Up" journey (see page 52) ...	A	Poles, Telegraph, Iron ...	1
" produce of Commonwealth consigned direct for export ...	A.P.	Polish, Knife and Metal ...	2
Pictures (see Engravings).	A.P.	" Universal Cleanser ...	2
Pig Feed ...	A.P.	Pollard (see pages 109 and 117) ...	A.P.
Pigs' Feet (see page 111) ...	B, less 10 p.c.	Polly Feed for feeding stock ...	A.P.
Piles (see Timber).		Pork and Beef, salted, in casks or bags "Smalls" minimum ...	B, plus 25 p.c.
Pins, Wooden (see Timber, Miscellaneous).		Porter (see Ale).	
Pipes—Brass and Copper ...	2		
" Cement and Monier high pressure for City or Town Reticulation ...	B		
" Empty (see page 76).			

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Posts, concrete for bridges ...	1	Pyrites, minimum 6 tons per 4-wheeled truck ...	Fire-wood
" Lamp and Verandah, iron (see Iron) ...		" Colour ...	A
" Verandah, hardwood, dressed	A	" Paint ...	C
" Verandah, softwood	C		
" and Rails, hardwood (see Timber and also page 86).			
Potash ...	1		
" minimum 6 tons per 4-wheeled truck ...	C		
" Bichromate of ...	A		
" Bisulphite of ...	2		
" Muriate of ...	Manure		
" Permanganate of ...	1		
" Sulphate of, on declaration	Manure		
Potatoes (see pages 83 and 114) small quantities "Smalls," minimum ...	A.P.		
" minimum	A		
Potteryware—minimum 5 tons per 4-wheeled truck ...	A		
" loose, n.o.s., o.r. ...	2		
" packed, n.o.s. ...	C		
Potteryware (see page 114).			
Pots, Flower, Earthenware ...	C		
" Chimney ...	C		
Poultry, dead, o.r. ...	1		
" food, n.o.s. ...	A		
" for export (see page 107).			
" living, in crates, coops, and cases, "Smalls" minimum	B, plus 25 p.c.		
Powder, Sporting, o.r. ...	2		
Powders, Baking ...	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 ...	A.P.		
" small lots (must be in bags, crates, or cases) "Smalls" minimum	A		
Pumps, n.o.s., o.r. ...	2		
" Spraying ...	1		
Punchons, empty (see page 76).			
Purina Crispies, in cases ...	1		
Puroid (cream purifier and butter preserver) produce of Commonwealth on "Up" journey (see page 52) ...	A		
Putty ...	2		
		Q.	
		Quaker Oats, in cases ...	2
		Quartz and Quartz Tailings ...	M
		Quicksilver, o.r. ...	2
		Quinces in crates, "Smalls" minimum	A, less 25 p.c.
		Quinine Wine (as Cordials).	
		R.	
		Rabbits (see pages 83 and 114).	
		" Canned ...	B
		" Canned, minimum 6 tons per 4-wheeled truck ...	A
		" Dead, minimum 5 cwt. ...	A
		" for export (see page 107).	
		" Frozen (see Meat and Rabbits Frozen).	
		Rabbit Poisoning Machines ...	1
		" Poisons, n.o.s. ...	1
		" Poles, minimum 6d. ...	A
		" Traps ...	2
		Radiators, o.r. ...	2
		Raffia ...	C
		Rags, Old, for paper or flock-making, on declaration ...	A
		" in bags or bales ...	C
		Rails, Iron (see Iron).	
		" Wooden (see Timber).	
		Railway material, old (see page 114).	
		Raisins. Same as Fruit (see page 35).	
		" produce of Commonwealth, returned to the original forwarding station for distillation purposes on production of declaration	A, less 50 p.c.
		Raisit (crushed malt) ...	1
		Rakes, Hand and Garden ...	2
		" Fire, o.r. ...	1
		Rarax ...	1
		" minimum, 6 tons per 4-wheeled truck ...	C
		Raspberry Juice, "Smalls" minimum	A
		Rattans and Canes ...	2
		Reaping Hooks ...	2
		Red Venetian ...	B
		" Raddle ...	B
		Reels, Hose, minimum 5 cwt. each, o.r.	2
		" " for fixing inside Buildings, "Smalls" minimum ...	2

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Seeds and Roots, Agricultural, Lupin Grass, and Vegetable, n.o.s.	A.P. 2	Slate Slabs, for paving, flooring, building, and graves (see page 84)	A
" Garden and Flower	A.P. 2	Sleepers, Hardwood (see Timber).	1
" Sunflower	C 2	Slick, for cleansing purposes	1
Seed, prepared for Birds	2	Snow White (washing solution)	1
Seidlitz Powders	2	" " minimum 6 tons per 4-wheeled truck	C 2
Semolina	B	Snuff, o.r.	2
Shafts (see Poles).	B	Soap, Fancy (see page 90)	2
Shale, Oil	M	" Foam, extract of	2
" other than Oil Shale (see page 83)	A.P. C	" Hudson's Extract of	2
Sharps (see pages 109 and 117)	M	" Household and Soft, and Extract of Common Household	C
Shavings for packing "Smalls" min.	A.C	" Household, and Soft, and Extract of Common Household, minimum 5 tons per 4-wheeled truck	B
" Wood	1	" Lye Refuse	M
Sheep Blo Fly Oil, o.r.	C	" Soft, accompanying Red Oil as spraying material	A
" Branding Commodities	B	Soda Ash	A
" Dip	1	" Bicarbonate of	B
" Shearing Machines	2	" Caustic	A
Sheepwash Tobacco, in casks	M	" Crystals (Washing)	B
Shells, gravel	M	" Hypo-Phosphate of	B
Shell Grit	M	" Hypo-Sulphate of	A
Shingles (see Timber).	2	" Nitrate of	Manure
Shot, packed	C	" Silicate of	A
" and Shell, Cannon, not loaded	1	Sodium, Sulphate of	B
Shovels and Spades, in cases	2	Soil	M
" in bundles	2	Solder	1
Shrubs (see Plants).	2	Sole Plates (see Iron).	1
Sieves, o.r.	2	Solvol	1
Sign-boards, up to 18 feet in length	2	Spanish Clay, for wine-finng	A
" over 18 feet in length, rate and a half	2	Spice, Condition, for stock	2
Silex (Weed eradicator)	A	Spices, culinary	1
Silicate of Soda	A	Spindles, Wood or Iron	1
Silos Steel Frame in sections (see page 116).	C	Spirit, Grape, produce of Commonwealth	B
Skeleton Caskets, wooden, for protecting coffins, empty, returned—"Smalls" minimum	C	" Motor, o.r.	1
Skewers, Wooden (see Timber, Miscellaneous).	1	Spirits, Denaturing, o.r. in bulk, demijohns, or bottled, n.o.s., o.r. (see page 90)	2
Skins, Kangaroo, Wallaby, Opossum, Fox, and Goat	1	Spirits in bulk, demijohns, or bottled, produce of Commonwealth, "Smalls" minimum	C
" Sausage	1	Spirits, for fortifying wine (Certificate from Customs Department to accompany consignment note).	C
" Sheep, Rabbit, and Hare, loose or in bundles	B	Spirits, Methylated, o.r.	2
Skins, Sheep, Rabbit, and Hare, small lots, in bundles—"Smalls" min.	C	" of Tar, o.r.	2
Skins, Sheep, Rabbit, and Hare, small lots, loose (see pages 92 and 116)	1	" of Salts	A
NOTE.—When loose Sheepskins are required to be tallied an extra charge of 1s. per ton shall be made.		" Druggists, o.r.	2
Skirtings, Common Wood (see Timber)	2	" of Wine, o.r.	2
Slates and Pencils, School	C	Spokes (see Timber, Miscellaneous).	
" fibro cement, packed in crates	B	Spouting (see Piping).	
" Roofing	B	" Down, Cast Iron, o.r.	2
Slate Slabs, for billiard-tables, packed, o.r.	1		

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Springs, Carriage, Dray, and Truck Stable and Street Sweepings (see Manure).	2	Stone, Slate Slabs, for Billiard Tables, packed, o.r. (see page 84) ...	1
Standards, Iron, fencing (see Iron).		„ Slate Slabs, for paving, flooring, building, and graves (see page 84) ...	A
Starch ...	2	Stoneware (see Earthenware).	
„ Confectionery, in bags ...	A	Stoves, n.o.s., and Stovepipes, o.r.	2
Stationery, n.o.s. ...	2	„ in cases ...	2
Staves, Hardwood (see Timber, Miscellaneous)		Straw, in bundles or bales ...	A.P.
Staves, Hoops, hoopiron, and cask-heads, in casks or packages, for the manufacture of casks, hogsheads, &c., on declaration ...	A	„ liquor ...	B
„ Hoops and caskheads, n.o.s.	C	Strawboard ...	C
„ Softwood (see Timber, Miscellaneous).		„ minimum, 6 tons per 4-wheeled truck ...	A
Stearine ...	A	Stuccolin Sheets ...	B
Steatite, crude or manufactured ...	M	Stump Grubbing and Lifting Jacks	1
Steel (see Iron).		Sugar (see pages 83, 90, and 116) ...	C
Stilts and Spurs for Pottery making ...	1	„ minimum, 3 tons per 4-wheeled truck ...	B, plus 25 p.c.
Stone, Ballast (see page 79) ...	M	„ Icing, Castor, and Loaf ...	2
„ Coring ...	M	Sugar Baskets (see page 75).	
„ Dust (see pages 79 and 111) ...	M	„ Cane, "Smalls" minimum ...	A
„ Flagging ...	M	„ of Milk ...	1
„ Kerbing, for street paving ...	M	Sulkies (see Vehicles, page 82).	
„ Marble and Granite, rough blocks ...	M	Sulphate of Ammonia ...	Manure
„ Pitchers (see page 84) ...	M	„ Copper in kegs and cases ...	1
„ Rubble (see pages 84 and 111) ...	M	„ Iron ...	B
„ Undressed, n.o.s. (see page 84)	M	„ for manure, on declaration ...	Manure
„ 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	„ Potash, on declaration ...	Manure
„ „ Marble, and other stone—Dressed and only partially polished or carved, or wholly polished on only one side ...	C	„ Sodium ...	B
„ „ Marble, and other stone—Wholly polished or carved, in cases, o.r. ...	1	Sulphur ...	B
„ „ Marble, and other stone—Wholly polished or carved, loose, o.r. ...	2	Sumach ...	A
„ Grave (see Gravestones.)		Sundries, n.o.s., o.r. ...	2
„ Marble Chips ...	B	Swing-boats ...	2
„ Metal, road, and Spalls (see pages 79, 84 and 111).		Swingle bars of iron ...	2
		„ „ 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 ...	M
		„ „ minimum 10 cwt. ...	A, less 25 p.c.

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Tanks, iron, empty, n.o.s.—		Timber—continued—	
Up to 400 gallons, o.r. ...	2	Hardwood—continued.	
Over 400 gallons and not exceeding		Cut to approved sizes for case	
1,000 gallons, o.r., rate and a	2	or box making, at dead weight	M
half ...		„ „ Small lots, "Smalls"	A
Over 1,000 gallons, o.r., double	2	minimum ...	
rate ...		Rough, including Battens,	
Tanks or Vats, corrugated iron—		Droppers, Palings, Pickets,	
Up to 1,000 gallons, o.r., rate and	2	Posts, Rails, Shingles, Fodder	
a half ...		Boards, Billets for Case-mak-	
Over 1,000 gallons, o.r., double	2	ing, Blackwood Billets, Spoke	
rate ...		Billets, Staves, Stocks, Vine	
Tanks, filled, Tanks as above; con-		Stakes, and Split Blackwood.	M
tents as per classification	2	(See loading scale, page 85) ...	
Tapioca ...	2	Paving blocks, minimum 1 ton	
Taps, metal or wooden ...	1	less than the carrying capacity	
Tar Oil, o.r. ...	C	of the truck ...	
Tar and Pitch (see page 116) ...	1	Piles, Poles, Beams, and Logs	
Targets ...	2	(including Gong Gong Pine,	
Tarpaulins ...	2	Murray Pine and Pinus In-	
Tea (see page 90) ...	1	signis, locally grown) Scaffold-	
Telegraph poles, iron ...	2	ing Poles, Telegraph Poles	
Tents ...	M	(without arms) sawn, hewn,	
Terra Cotta Lumber, Kerbing, and	2	squared or rough, (see page 84)	
Channelling ...		minimum 6 tons per 4-wheeled	
Theatrical Scenery and Luggage, o.r.		truck, 12 tons per bogie truck,	
		and 24 tons per 50 ft. Q truck.	
Theatrical Scenery and Luggage, when		Otherwise Class "A" Rates	
accompanying theatrical companies,		and Conditions ...	
four-wheeled trucks 6d. per mile,		Props, Slabs, Lids, Caps, and	
minimum 20s.; bogie trucks 9d. per		Laths, undressed, for mining	
mile, minimum 30s., o.r.		(see loading scale, page 85) ...	Fire-
Thistle Eradicator ...	A	wood	
Tiles, Asphalt ...	A	Firewood and Mallee Roots (see	Fire-
„ „ produce of Common-		loading scale, page 85)	wood
wealth, on "Up" journey	M	Telegraph Poles, with arms ...	C
(see pages 52 and 109) ...			
„ Common Paving ...	A	Softwood—	
„ Common Paving, produce of		including imported Oak, Queens-	
Commonwealth, on "Up"	M	land Beech, and Rimu (see	
journey (see pages 52 and 109)		page 116) ...	C
„ Drain, Roofing, and Edging ...	A	in truck loads (not including	
„ „ „ produce of Commonwealth, on		Architraves, Mouldings and	
"Up" journey (see pages	M	Skirtings), minimum 4 tons	
52 and 109) ...		per 4-wheeled truck ...	B
„ Ornamental and Tesselated, in	2	Architraves, Mouldings, and	
cases ...		Skirtings, common wood, not	
gilded ...		Cut to sizes and dressed, for wire	
Timber—		mattresses ...	C
Hardwood—		Cut to sizes for case or box	
Sawn, including Jarrah, un-		making, in shooks, "Smalls"	
seasoned, dressed or undressed,	M	minimum ...	A
also sleepers sawn or hewn,		White Pine, cut to sizes for	
30 cubic feet to ton ...		tallow casks ...	B
Sawn, including Jarrah,	A	Kauri Edgings ...	M
seasoned, dressed or undressed,		Sawn Gong Gong Pine, Murray	
40 cubic feet to the ton ...		Pine, and Pinus Insignis,	
Sawn, including Jarrah,		locally grown, unseasoned,	
seasoned, dressed or undressed,		dressed or undressed, 40 cubic	
40 cubic feet to the ton, mini-		feet to the ton (see page 84).	M
imum 6 tons per 4-wheeled			
truck ...	A, less		
	25 p.c.		

14d. per ton per mile. Minimum charge 2s. 6d. per ton.

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Timber—continued—		Timber—continued.	
<i>Softwood—continued.</i>		<i>(Miscellaneous)—continued.</i>	
Sawn Gong Gong Pine, Murray Pine, and Pinus Insignis, locally grown, seasoned, dressed or undressed, 40 cubic feet to the ton ...	A	Wooden Casing and Covering for Electric Wires ...	1
Sawn Gong Gong Pine, Murray Pine, and Pinus Insignis, locally grown, seasoned, dressed or undressed, 40 cubic feet to the ton, minimum 6 tons per 4-wheeled truck ...	A, less 25 p.c.	Tin foil ...	2
Gong Gong Pine, Murray Pine, and Pinus Insignis Logs (see Hardwood).		Tin Ore ...	A
(Miscellaneous)		„ Concentrates ...	A
Bungs, wooden ...	B	„ Scrap ...	M
Droppers, Softwood ...	M	„ Plate, n.o.s. ...	C
Felloes and Spokes, dressed ...	C	„ „ minimum, 6 tons per 4-wheeled truck ...	B
„ „ „ minimum 6 tons per 4-wheeled truck ...	B	„ Plates to Country Factories ...	A
„ „ „ rough ...	M	„ in Cakes, Bars, and Ingots ...	2
Gangboards ...	B	Tins, empty (see page 76).	
Gratings, wooden for stabling horses on vessels ...	A	Tinware, n.o.s., o.r. ...	2
Handles, Wooden, in bundles or cases ...	1	Ti-tree Stakes (see Timber, Miscellaneous)	
Handles, Hardwood, in bundles or cases, produce of Commonwealth on “Up” journey (see page 52) ...	A	Tobacco Leaf and Stalks, in bales ...	B
Nave Blocks ...	M	„ Smoking ...	2
Naves, Turned and Mortised ...	C	„ Sheepwash, in casks ...	2
„ „ minimum 6 tons per 4-wheeled truck ...	A	„ Plant refuse, for manure ...	Manure
„ „ turned only ...	M	Tomato Pulp, “Smalls” minimum ...	A
„ „ rough ...	M	„ Soup. Same as Sauce.	
Pins, Wooden, for telegraph poles ...	1	Tomatoes. Same as fruit.	
Skewers, wooden ...	C	Tools, in chests or packages ...	2
Staves, Hardwood, rough, including American oak (see page 85) ...	M	„ loose, o.r. ...	2
Staves, Hoops, hoopiron, and cask-heads, in casks or packages, for the manufacture of casks, hogsheads, &c., on declaration ...	A	Toppings, Stone (see pages 79, 84, and 111).	
Staves, Hoops, and caskheads, n.o.s. ...	C	Tow for paper making ...	A
Staves, Softwood ...	C	Toxa ...	1
Ti-tree Stakes for breakwind fences ...	Fire-wood	Toys, o.r. ...	2
		Tram Cars (see Vehicles, page 82).	
		Trays, Fire, for fruit ...	1
		Treacle (see Golden Syrup).	
		„ and Molasses, for cattle food, on declaration ...	A.P.
		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 10 p.c.
		Trunks, steel ...	2
		Tryambro (Fruit Dessert) ...	2
		„ produce of Commonwealth on “Up” journey (see page 52) ...	A

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Tubes, Boiler (see Iron).		Vegetables, preserved, produce of Commonwealth, on "Up" journey (see page 52)	A
Tubing, Brass, Lacquered ...	2	Vehicles (see pages 82 and 112).	2
" for Diamond Drills and water boring ...	1	Venetian Blinds, in cases ...	2
Tubs, Fruit, empty (see page 76).		" in packages, o.r. ...	2
" Tin or other metal, in nests, o.r. ...	2	Verandah posts (see Posts).	
" Wooden ...	2	Vermicelli ...	2
Turnery, o.r. ...	2	Vestas, Matches, and Vesuvians, o.r. (see page 90) ...	2
" rough ...	2	Vine Cuttings, in bundles or cases ...	C
Turnips ...	A.P.	Vinegar, in bulk, o.r., n.o.s. ...	1
" in small quantities, "Smalls" minimum ...	A	" in jars or cases, o.r., n.o.s. (see page 90) ...	2
Turpene, o.r. ...	1	" produce of Commonwealth, on "Up" journey (see page 52) ...	A
Turpentine, o.r. ...	2	Vine Stakes (see Timber).	
Twine and Lines, n.o.s. ...	2	Vineyard Waste Products, minimum 8 tons per 4-wheeled truck ...	A
" Reaper and Binder ...	1	Vinex ...	1
Type, Printing, o.r. ...	2	" minimum 8 tons per 4-wheeled truck ...	C
Tyres, Iron (see Iron).		Vulcans (Cattle Spice) ...	A
" Motor and Cycle, o.r. ...	2	Vyces (see Iron).	
" setters ...	C		
" shrinkers ...	C		
Tyre Doctor ...	2		
U.			
Universal Cleanser Polish ...	2		
Universal Finish ...	B		
" " minimum 8 tons per 4-wheeled truck ...	A		
Upholstery, o.r. ...	2		
Uralite ...	1		
V.			
Vacrome ...	2		
Valonia ...	A		
Vans, furniture (see page 110).			
Vaporite (Orchard Pest specific) ...	A		
Varnish ...	2		
Vats, Galvanized (see Tanks).			
" for Butter or Cream Separating Plants, o.r. ...	1		
" Wine, empty (see page 76).			
Vegetables, compressed, in cases ...	1		
" fresh, must be in bags, crates, or cases, "Smalls" minimum (see page 114); in single packages (see page 80).	A		
" Inter-State traffic (see page 109).			
" loose, minimum 4 tons per 4-wheeled truck ...	A		
" preserved, n.o.s. ...	2		
W.			
		Wadding ...	2
		Waggons (see Vehicles, page 82).	
		Walker's Eclipse Compound, for boilers ...	C
		Walnuts, n.o.s. ...	2
		" produce of Commonwealth, on "Up" journey, "Smalls" minimum (see page 52) ...	A, less 25%
		Washing Boards ...	1
		Wash Easy ...	1
		" minimum 8 tons per 4-wheeled truck ...	C
		Water (see page 116) ...	M
		" distilled ...	M
		Wattle Tops and Leaves ...	B
		Wax, Bees, Japan, Paraffin, Ceresine, and Rangoon ...	1
		" for Sealing Bottles and so described on consignment note ...	1
		" Mineral ...	B
		" n.o.s. ...	2
		Weighbridges ...	1
		Weights (see Iron).	
		Wheat (see pages 84, 107, 109, and 117) ...	A.P.
		" poisoned, for rabbit-killing ...	A.P.
		Wheelbarrows ...	2

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

Article.	Class.	Article.	Class.
Wheels, Barrow, o.r. ...	2	Wine, off, forwarded to vinegar manu-	
" for vehicles, o.r. ...	2	facturers for vinegar making	
" rough and unfinished ...	1	and so declared on the consign-	
Wheels, Fly, o.r. ...	2	ment note, shall be charged	
" Iron, for mining and timber		under Class "A" rate and	
trucks and traction engines,		conditions in the first instance,	
o.r. ...	1	and on production of a certifi-	
" Iron, attached to axles ...	2	cate from the Customs Office	
" n.o.s., o.r. ...	2	that the identical wine has been	
Whips ...	2	used for vinegar making, the	
Whipple-trees of Iron ...	2	charges may be reduced to	
" " " for agricultural		Class "M" rate and con-	
machines ...	1	ditions,	
White-Ant Exterminator ...	A	" Lees "Smalls" minimum ...	B
White Oxide ...	2	" " minimum 6 tons per 4-	A
Whiting (see page 116) ...	B	wheeled truck ...	2
Wickerware, o.r. ...	2	" Spirits of, o.r. ...	B
Willows for basket-making ...	C	" Spirit, produce of the Com-	C
Wind-mills, in packages, o.r. ...	1	monwealth ...	
" set up, o.r. ...	2	" Stone ...	
Windows, Fly, o.r. ...	2	Wire, Fencing and Netting, also	
Window glass, o.r. ...	2	Droppers, Staples, Clamps,	
" Sashes and frames, set up,		Standards, Strainers, and	
o.r. ...	2	Wedges (see Iron).	
Wine, n.o.s., in bulk or bottled,		" Bright, o.r. ...	1
o.r. (see page 90) ...	2	" Cloth, o.r. ...	2
" produce of Commonwealth, in		" Copper and Brass ...	1
single packages (see page		" Cutters ...	1
80).		" Insulated ...	1
" produce of Commonwealth,		" Mattress-making, woven ...	1
"Smalls" minimum ...	A	" for mattress making, and so de-	
Wine, produce of the Commonwealth,		clared on the consignment	
consigned direct for export	A.P.	note, in coils, packed in casks	C
" finings ...	2	" Rope (see Rope).	
" off, previously carried by rail,		" Stands and Frames, rate and a	2
returned to vigneron at the		half, o.r. ...	A
original forwarding station,		Wolfram ...	B
shall be charged under Class		Wood Pulp ...	B
"A" conditions, but at half		" " minimum 6 tons per 4-	A
of Class "A" rates. Declara-		wheeled truck ...	
tion to be furnished with con-		Wooden Casing and Covering (see	
signment note.		Timber, Miscellaneous) ...	
" off, forwarded to distilleries for		" Gratings (see Timber, Mis-	
distillation, and so declared		cellaneous)	2
on the consignment note, shall		Woodenware, n.o.s., o.r. ...	1
be charged under Class "A"		Wooden Trellis, collapsible ...	M
rates and conditions in the		Woodmeal ...	C
first instance, and on produc-		Woodwool ...	C
tion of a certificate from the		Woollen Fibre, teased, in bales ...	
Customs officer that the iden-		Wool, in bales, bags, or fadges (see	
tical wine has been distilled,		pages 118 to 121).	
the charges may be reduced		" Greasy or Scoured, to Country	
to Class "M" rate and con-		Mills ...	C
ditions.		Woolpacks (see page 83) ...	B
		" minimum 6 tons per 4-	
		wheeled truck ...	A
		" empty return, minimum	
		6d. ...	A
		Wool-presses ...	2
		Wringers ...	2
		Wyandotte ...	1

ALPHABETICAL CLASSIFICATION OF GOODS—*continued.*

Article.	Class.	Article.	Class.
Y.		Z.	
Yeast, o.r.	2	Zinc, in casks and cases	2
Yokes, Bullock	1	" old, melted into cakes or ingots	A
Yarn, Coir	1	" perforated, o.r.	2
" Cotton	C	" Scrap, in bags	A
" " consigned to country		" Shavings	2
woollen mills	B	" " used in assaying of gold	1
" Flax	B	" Sheet	2
" Hemp	C	" White Oxide of	2
" Jute	B		

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.—In all cases of goods despatched between stations involving an Up and Down journey rate the charges shall be computed on the sum of the Up and Down journey rates if cheaper than the through Down journey rate. Where the route embraces two or more Up and Down journeys, the total Up mileage is to be charged at Up journey rate, and the total Down mileage at Down journey rate, if cheaper than the through Down journey rate.

4.—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.

5.—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."

(A) MILEAGE RATES PER TON FOR GOODS.

(For Rates other than Mileage Rates see pages 90 to 93.)

Miles.	Firewood Rate.	Mainline Rate per ton lots.	Class M.	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.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1-6	0 1 10	0 1 10	0 2 6	0 2 6	0 3 0	0 2 4	0 3 6	0 3 2	0 4 0	0 4 0	0 3 6	0 4 6	0 5 0
7	0 1 10	0 1 10	0 2 4	0 2 8	0 3 0	0 2 4	0 3 6	0 3 2	0 4 0	0 4 0	0 3 6	0 4 6	0 5 0
8	0 1 10	0 1 10	0 2 4	0 2 8	0 3 0	0 2 4	0 3 6	0 3 2	0 4 0	0 4 0	0 3 6	0 4 6	0 5 0
9	0 1 10	0 1 10	0 2 6	0 3 0	0 3 0	0 2 6	0 3 6	0 3 2	0 4 0	0 4 0	0 3 6	0 4 6	0 5 0
10	0 1 10	0 1 10	0 2 6	0 3 0	0 3 0	0 2 6	0 3 6	0 3 2	0 4 0	0 4 0	0 3 6	0 4 6	0 5 0
11	0 2 2	0 1 10	0 2 10	0 3 4	0 3 8	0 2 10	0 3 8	0 3 2	0 4 8	0 4 8	0 4 0	0 5 0	0 5 9
12	0 2 2	0 1 10	0 2 10	0 3 4	0 3 8	0 2 10	0 3 8	0 3 2	0 4 8	0 4 8	0 4 0	0 5 0	0 5 9
13	0 2 2	0 1 10	0 2 10	0 3 4	0 3 8	0 2 10	0 3 8	0 3 2	0 4 8	0 4 8	0 4 0	0 5 0	0 5 9
14	0 2 2	0 1 10	0 2 10	0 3 4	0 3 8	0 2 10	0 3 8	0 3 2	0 4 8	0 4 8	0 4 0	0 5 0	0 5 9
15	0 2 2	0 1 10	0 2 10	0 3 4	0 3 8	0 2 10	0 3 8	0 3 2	0 4 8	0 4 8	0 4 0	0 5 0	0 5 9
16	0 2 2	0 1 10	0 2 10	0 3 4	0 3 8	0 2 10	0 3 8	0 3 2	0 4 8	0 4 8	0 4 0	0 5 0	0 5 9
17	0 2 2	0 1 10	0 2 10	0 3 4	0 3 8	0 2 10	0 3 8	0 3 2	0 4 8	0 4 8	0 4 0	0 5 0	0 5 9
18	0 2 2	0 1 10	0 2 10	0 3 4	0 3 8	0 2 10	0 3 8	0 3 2	0 4 8	0 4 8	0 4 0	0 5 0	0 5 9
19	0 2 2	0 1 10	0 2 10	0 3 4	0 3 8	0 2 10	0 3 8	0 3 2	0 4 8	0 4 8	0 4 0	0 5 0	0 5 9
20	0 2 2	0 1 10	0 2 10	0 3 4	0 3 8	0 2 10	0 3 8	0 3 2	0 4 8	0 4 8	0 4 0	0 5 0	0 5 9
21	0 2 2	0 1 10	0 2 10	0 3 4	0 3 8	0 2 10	0 3 8	0 3 2	0 4 8	0 4 8	0 4 0	0 5 0	0 5 9
22	0 2 6	0 1 10	0 2 10	0 3 4	0 4 0	0 3 8	0 4 0	0 3 2	0 5 0	0 5 0	0 4 6	0 6 0	0 6 9
23	0 2 6	0 1 10	0 2 10	0 3 4	0 4 0	0 3 8	0 4 0	0 3 2	0 5 0	0 5 0	0 4 6	0 6 0	0 6 9
24	0 2 8	0 1 10	0 2 10	0 3 8	0 4 4	0 4 10	0 4 4	0 3 8	0 5 8	0 5 8	0 4 6	0 6 0	0 6 9
25	0 2 8	0 1 10	0 2 10	0 3 8	0 4 4	0 4 10	0 4 4	0 3 8	0 5 8	0 5 8	0 4 6	0 6 0	0 6 9
26	0 2 10	0 1 10	0 2 10	0 4 4	0 5 6	0 4 4	0 6 2	0 4 2	0 6 8	0 6 8	0 5 8	0 7 0	0 7 9
27	0 2 10	0 2 0	0 2 10	0 4 8	0 5 6	0 4 2	0 6 8	0 4 2	0 6 8	0 6 8	0 5 8	0 7 0	0 7 9
28	0 3 0	0 2 0	0 3 0	0 4 8	0 5 6	0 4 2	0 6 8	0 4 2	0 6 8	0 6 8	0 5 8	0 7 0	0 7 9
29	0 3 0	0 2 0	0 3 0	0 4 8	0 5 6	0 4 2	0 6 8	0 4 2	0 6 8	0 6 8	0 5 8	0 7 0	0 7 9

* Not including loading and unloading.

MILEAGE RATES PER TON FOR GOODS—CONTINUED.

Mile.	Firwood Rate.	Measure Rate. \$ ton 100.	Class M.	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.
30	0 3 0	0 2 0	0 3 0	0 4 8	0 6 2	0 4 8	0 7 4	0 6 8	0 9 2	0 10 3	0 8 3	0 12 6	0 15 0
31	0 3 2	0 2 2	0 3 2	0 5 0	0 6 2	0 4 8	0 7 4	0 6 8	0 9 2	0 10 6	0 8 6	0 13 0	0 15 6
32	0 3 4	0 2 4	0 3 4	0 5 2	0 6 4	0 5 0	0 8 0	0 7 2	0 10 0	0 10 9	0 8 9	0 13 2	0 16 0
33	0 3 6	0 2 6	0 3 6	0 5 4	0 6 6	0 5 2	0 8 2	0 7 4	0 10 2	0 11 3	0 9 0	0 13 6	0 16 3
34	0 3 8	0 2 8	0 3 8	0 5 6	0 6 8	0 5 4	0 8 4	0 7 6	0 10 4	0 11 5	0 9 2	0 14 0	0 16 9
35	0 4 0	0 3 0	0 4 0	0 5 8	0 7 0	0 5 6	0 8 6	0 7 8	0 10 6	0 11 7	0 9 4	0 14 2	0 17 6
36	0 4 2	0 3 2	0 4 2	0 6 0	0 7 2	0 5 8	0 8 8	0 8 0	0 10 8	0 11 9	0 9 6	0 14 4	0 18 0
37	0 4 4	0 3 4	0 4 4	0 6 2	0 7 4	0 6 0	0 9 0	0 8 2	0 11 0	0 12 1	0 10 0	0 14 6	0 18 6
38	0 4 6	0 3 6	0 4 6	0 6 4	0 7 6	0 6 2	0 9 2	0 8 4	0 11 2	0 12 3	0 10 2	0 14 8	0 19 0
39	0 4 8	0 3 8	0 4 8	0 6 6	0 7 8	0 6 4	0 9 4	0 8 6	0 11 4	0 12 5	0 10 4	0 15 0	0 19 6
40	0 5 0	0 4 0	0 5 0	0 6 8	0 8 0	0 6 6	0 9 6	0 8 8	0 11 6	0 12 7	0 10 6	0 15 2	0 20 0
41	0 5 2	0 4 2	0 5 2	0 7 0	0 8 2	0 6 8	0 9 8	0 9 0	0 11 8	0 12 9	0 10 8	0 15 4	0 20 6
42	0 5 4	0 4 4	0 5 4	0 7 2	0 8 4	0 7 0	0 10 0	0 9 2	0 12 0	0 13 1	0 11 0	0 15 6	0 21 0
43	0 5 6	0 4 6	0 5 6	0 7 4	0 8 6	0 7 2	0 10 2	0 9 4	0 12 2	0 13 3	0 11 2	0 15 8	0 21 6
44	0 5 8	0 4 8	0 5 8	0 7 6	0 8 8	0 7 4	0 10 4	0 9 6	0 12 4	0 13 5	0 11 4	0 16 0	0 22 0
45	0 6 0	0 5 0	0 6 0	0 7 8	0 9 0	0 7 6	0 10 6	0 9 8	0 12 6	0 13 7	0 11 6	0 16 2	0 22 6
46	0 6 2	0 5 2	0 6 2	0 8 0	0 9 2	0 7 8	0 10 8	0 10 0	0 12 8	0 13 9	0 11 8	0 16 4	0 23 0
47	0 6 4	0 5 4	0 6 4	0 8 2	0 9 4	0 8 0	0 11 0	0 10 2	0 13 0	0 14 1	0 12 0	0 16 6	0 23 6
48	0 6 6	0 5 6	0 6 6	0 8 4	0 9 6	0 8 2	0 11 2	0 10 4	0 13 2	0 14 3	0 12 2	0 16 8	0 24 0
49	0 6 8	0 5 8	0 6 8	0 8 6	0 9 8	0 8 4	0 11 4	0 10 6	0 13 4	0 14 5	0 12 4	0 17 0	0 24 6
50	0 7 0	0 6 0	0 7 0	0 8 8	0 10 0	0 8 6	0 11 6	0 10 8	0 13 6	0 14 7	0 12 6	0 17 2	0 25 0
51	0 7 2	0 6 2	0 7 2	0 9 0	0 10 2	0 8 8	0 11 8	0 11 0	0 13 8	0 14 9	0 12 8	0 17 4	0 25 6
52	0 7 4	0 6 4	0 7 4	0 9 2	0 10 4	0 9 0	0 12 0	0 11 2	0 14 0	0 15 1	0 13 0	0 17 6	0 26 0
53	0 7 6	0 6 6	0 7 6	0 9 4	0 10 6	0 9 2	0 12 2	0 11 4	0 14 2	0 15 3	0 13 2	0 17 8	0 26 6
54	0 7 8	0 6 8	0 7 8	0 9 6	0 10 8	0 9 4	0 12 4	0 11 6	0 14 4	0 15 5	0 13 4	0 18 0	0 27 0

55	0 5 2	0 3 4	0 5 2	0 6 8	0 8 0	0 9 10	0 7 6	0 12 2	0 22 0	0 15 4	0 17 6	0 14 0	1 2 0	1 7 0
56	0 5 4	0 3 4	0 5 4	0 7 0	0 8 4	0 9 10	0 7 6	0 12 10	0 21 8	0 16 2	0 18 9	0 14 6	1 2 3	1 7 6
57	0 5 4	0 3 4	0 5 4	0 7 0	0 8 4	0 9 10	0 7 6	0 12 10	0 21 8	0 16 2	0 18 9	0 14 6	1 2 3	1 7 6
58	0 5 6	0 3 6	0 5 6	0 7 0	0 8 4	0 10 4	0 7 10	0 13 10	0 22 2	0 17 0	0 18 9	0 15 0	1 3 3	1 8 6
59	0 5 6	0 3 6	0 5 6	0 7 0	0 8 4	0 10 4	0 7 10	0 13 6	0 22 2	0 17 0	0 18 9	0 15 0	1 3 3	1 8 6
60	0 5 6	0 3 6	0 5 6	0 7 0	0 8 4	0 10 4	0 7 10	0 13 6	0 22 2	0 17 0	0 19 0	0 15 3	1 4 0	1 9 6
61	0 5 8	0 3 6	0 5 8	0 7 2	0 8 8	0 10 4	0 7 10	0 13 6	0 22 2	0 17 0	0 19 3	0 15 6	1 4 6	1 10 6
62	0 5 10	0 3 6	0 5 10	0 7 2	0 8 8	0 11 0	0 8 4	0 14 0	0 22 8	0 17 6	0 19 6	0 15 9	1 4 9	1 10 6
63	0 5 10	0 3 8	0 5 10	0 7 2	0 8 8	0 11 0	0 8 4	0 14 0	0 22 8	0 17 6	0 19 6	0 15 9	1 4 9	1 10 6
64	0 5 10	0 3 8	0 5 10	0 7 2	0 8 8	0 11 0	0 8 4	0 14 0	0 22 8	0 17 6	0 19 6	0 15 9	1 4 9	1 10 6
65	0 6 0	0 3 8	0 6 0	0 7 2	0 8 8	0 11 0	0 8 4	0 14 8	0 23 2	0 18 4	1 0 6	0 16 6	1 6 0	1 11 0
66	0 6 2	0 3 8	0 6 2	0 7 2	0 8 8	0 11 8	0 8 8	0 14 8	0 23 2	0 18 4	1 0 9	0 16 9	1 6 3	1 12 3
67	0 6 2	0 3 8	0 6 2	0 7 6	0 9 0	0 11 8	0 8 8	0 14 8	0 23 2	0 18 4	1 0 9	0 17 0	1 6 9	1 12 3
68	0 6 4	0 3 8	0 6 4	0 7 6	0 9 0	0 11 8	0 8 8	0 15 2	0 23 8	0 19 0	1 1 3	0 17 0	1 7 0	1 13 3
69	0 6 4	0 3 8	0 6 4	0 7 6	0 9 0	0 11 8	0 8 8	0 15 2	0 23 8	0 19 0	1 1 6	0 17 3	1 7 3	1 13 9
70	0 6 6	0 3 10	0 6 6	0 7 8	0 9 4	0 12 2	0 9 2	0 15 2	0 23 8	0 19 0	1 1 9	0 17 6	1 7 9	1 14 3
71	0 6 6	0 3 10	0 6 6	0 7 8	0 9 4	0 12 2	0 9 2	0 15 10	0 24 4	0 19 10	1 2 0	0 17 9	1 8 3	1 14 9
72	0 6 8	0 3 10	0 6 8	0 8 0	0 9 6	0 12 2	0 9 2	0 15 10	0 24 4	0 19 10	1 2 3	0 18 0	1 8 6	1 15 3
73	0 6 8	0 3 10	0 6 8	0 8 0	0 9 6	0 12 2	0 9 2	0 15 10	0 24 4	0 19 10	1 2 3	0 18 0	1 8 6	1 15 3
74	0 6 10	0 3 10	0 6 10	0 8 0	0 9 6	0 12 10	0 9 8	0 16 6	0 24 10	1 0 8	1 3 0	0 18 6	1 9 0	1 16 6
75	0 7 0	0 3 10	0 7 0	0 8 4	0 10 0	0 12 10	0 9 8	0 16 6	0 24 10	1 0 8	1 3 3	0 18 9	1 9 9	1 16 9
76	0 7 0	0 4 0	0 7 0	0 8 4	0 10 0	0 12 10	0 9 8	0 16 6	0 24 10	1 0 8	1 3 9	0 19 0	1 10 3	1 17 3
77	0 7 0	0 4 0	0 7 0	0 8 4	0 10 0	0 12 10	0 9 8	0 17 0	0 25 4	1 0 8	1 4 0	0 19 3	1 10 6	1 17 9
78	0 7 0	0 4 0	0 7 0	0 8 6	0 10 4	0 13 6	0 10 2	0 17 0	0 25 4	1 1 4	1 4 3	0 19 6	1 11 0	1 18 0
79	0 7 0	0 4 0	0 7 0	0 8 6	0 10 4	0 13 6	0 10 2	0 17 0	0 25 4	1 1 4	1 4 6	0 19 9	1 11 6	1 18 6
80	0 7 0	0 4 0	0 7 0	0 8 6	0 10 4	0 13 6	0 10 2	0 17 8	0 26 0	1 2 4	1 4 9	1 0 0	1 11 9	1 19 3
81	0 7 0	0 4 0	0 7 0	0 8 6	0 10 4	0 13 6	0 10 2	0 17 8	0 26 0	1 2 4	1 5 0	1 0 0	1 12 0	1 19 6
82	0 7 0	0 4 2	0 7 0	0 8 6	0 10 4	0 14 0	0 10 6	0 17 8	0 26 0	1 2 4	1 5 6	1 0 6	1 12 6	2 0 0
83	0 7 0	0 4 2	0 7 0	0 8 10	0 10 8	0 14 0	0 10 6	0 18 2	0 26 4	1 2 10	1 5 9	1 0 9	1 12 9	2 0 6
84	0 7 0	0 4 2	0 7 0	0 8 10	0 10 8	0 14 0	0 10 6	0 18 2	0 26 4	1 2 10	1 6 0	1 1 0	1 13 0	2 1 0
85	0 7 2	0 4 4	0 7 2	0 8 10	0 10 8	0 14 0	0 10 6	0 18 2	0 26 4	1 2 10	1 6 3	1 1 0	1 13 9	2 1 6
86	0 7 2	0 4 4	0 7 2	0 8 10	0 10 8	0 14 8	0 11 0	0 18 10	0 27 0	1 3 8	1 6 6	1 1 3	1 14 0	2 2 3
87	0 7 2	0 4 4	0 7 2	0 8 10	0 10 8	0 14 8	0 11 0	0 18 10	0 27 0	1 3 8	1 6 9	1 1 6	1 14 3	2 2 6
88	0 7 2	0 4 4	0 7 2	0 8 11	0 11 0	0 14 8	0 11 0	0 18 10	0 27 0	1 3 8	1 7 0	1 1 9	1 14 9	2 3 0
89	0 7 2	0 4 4	0 7 2	0 8 11	0 11 0	0 14 8	0 11 0	0 19 6	0 27 8	1 4 6	1 7 3	1 2 0	1 15 3	2 3 6

* Not including loading and unloading.

MILEAGE RATES PER TON FOR GOODS—continued.

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

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

* Not including loading and unloading.

MILEAGE RATES PER TON FOR GOODS—continued.

Miles.	Fireside Rate.	Manure Rate, 5 ton lots.	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.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
150	0 9 4	0 5 10	0 11 8	0 13 10	1 1 6	0 16 2	1 8 10	1 6 0	1 16 2	2 5 0	1 16 0	2 18 9	3 12 9
151	0 9 4	0 5 10	0 11 8	0 13 10	1 1 8	0 16 4	1 9 0	1 6 2	1 16 4	2 5 2	1 16 2	2 19 0	3 13 1
152	0 9 6	0 5 10	0 11 10	0 13 10	1 1 8	0 16 4	1 9 2	1 6 4	1 16 6	2 5 6	1 16 6	2 19 2	3 13 3
153	0 9 6	0 5 10	0 11 10	0 13 10	1 1 10	0 16 6	1 9 4	1 6 6	1 16 8	2 5 9	1 16 9	2 19 6	3 13 9
154	0 9 6	0 6 0	0 11 10	0 13 10	1 1 10	0 16 6	1 9 6	1 6 8	1 17 0	2 5 9	1 16 9	2 19 9	3 14 3
155	0 9 6	0 6 0	0 11 10	0 14 4	1 2 0	0 16 6	1 9 8	1 6 8	1 17 2	2 6 0	1 17 0	3 0 0	3 14 6
156	0 9 6	0 6 0	0 11 10	0 14 4	1 2 0	0 16 6	1 9 8	1 6 8	1 17 2	2 6 3	1 17 0	3 0 3	3 15 3
157	0 9 8	0 6 0	0 11 10	0 14 4	1 2 2	0 16 8	1 10 0	1 7 0	1 17 6	2 6 9	1 17 6	3 0 9	3 16 0
158	0 9 8	0 6 2	0 11 8	0 14 4	1 2 2	0 16 8	1 10 0	1 7 0	1 17 6	2 6 9	1 17 6	3 0 9	3 16 0
159	0 9 8	0 6 2	0 11 8	0 14 4	1 2 4	0 16 10	1 10 2	1 7 2	1 17 10	2 7 0	1 17 9	3 1 3	3 16 3
160	0 9 10	0 6 2	0 11 8	0 14 4	1 2 6	0 17 0	1 10 4	1 7 4	1 18 0	2 7 6	1 18 0	3 1 6	3 16 9
161	0 9 10	0 6 2	0 11 8	0 14 4	1 2 8	0 17 0	1 10 6	1 7 6	1 18 2	2 7 9	1 18 3	3 1 9	3 17 0
162	0 9 10	0 6 2	0 11 8	0 14 4	1 2 8	0 17 0	1 10 8	1 7 8	1 18 4	2 7 9	1 18 3	3 2 0	3 17 3
163	0 9 10	0 6 2	0 11 8	0 14 4	1 2 10	0 17 2	1 10 10	1 7 10	1 18 8	2 8 0	1 18 6	3 2 3	3 18 0
164	0 9 10	0 6 2	0 11 8	0 14 4	1 2 10	0 17 2	1 11 0	1 8 0	1 18 10	2 8 3	1 18 9	3 2 6	3 18 3
165	0 9 10	0 6 2	0 11 10	0 14 6	1 3 0	0 17 4	1 11 2	1 8 2	1 19 0	2 8 3	1 18 9	3 2 9	3 18 6
166	0 9 10	0 6 4	0 11 10	0 14 6	1 3 0	0 17 4	1 11 2	1 8 2	1 19 0	2 8 6	1 19 0	3 3 0	3 19 0
167	0 10 0	0 6 4	0 11 10	0 14 6	1 3 2	0 17 6	1 11 6	1 8 4	1 19 6	2 8 9	1 19 0	3 3 3	3 19 3
168	0 10 0	0 6 4	0 11 10	0 14 6	1 3 2	0 17 6	1 11 6	1 8 4	1 19 6	2 9 0	1 19 3	3 3 6	3 19 6
169	0 10 0	0 6 4	0 11 10	0 14 6	1 3 6	0 17 8	1 11 10	1 8 8	1 19 10	2 9 0	1 19 3	3 4 3	4 0 0
170	0 10 0	0 6 4	0 11 10	0 14 6	1 3 6	0 17 8	1 11 10	1 8 8	1 19 10	2 9 3	1 19 6	3 4 6	4 0 6
171	0 10 0	0 6 4	0 11 10	0 14 6	1 3 8	0 17 10	1 12 0	1 9 0	2 0 0	2 9 9	1 19 9	4 0 9	4 1 0
172	0 10 2	0 6 4	0 11 10	0 14 6	1 3 8	0 17 10	1 12 0	1 9 0	2 0 4	2 9 9	2 0 0	3 5 0	4 1 6
173	0 10 2	0 6 4	0 11 10	0 14 6	1 3 10	0 18 0	1 12 4	1 9 2	2 0 6	2 9 9	2 0 0	3 5 3	4 1 9
174	0 10 2	0 6 6	0 11 10	0 14 6	1 3 10	0 18 0	1 12 6	1 9 2	2 0 8	2 10 3	2 0 3	3 5 6	4 2 0

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

* Not including loading and unloading.

MILEAGE RATES PER TON FOR GOODS—continued.

Miles	Firewood Rate.	Manure Rate. 6 ton lbr.	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 50 per cent.	Class 1.	Class 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.	£ s. d.
210	0 11 2	0 7 2	0 14 0	0 12 10	0 15 10	1 7 4	1 0 6	1 17 4	1 13 8	2 6 8	2 17 6	2 6 0	3 16 0	4 15 9
211	0 11 8	0 7 6	0 14 0	0 13 2	0 16 2	1 7 6	1 0 8	1 17 6	1 13 10	2 7 0	2 17 9	2 6 3	3 16 3	4 16 3
212	0 11 8	0 7 6	0 14 2	0 13 2	0 16 2	1 7 6	1 0 8	1 17 8	1 14 0	2 7 2	2 18 6	2 7 0	3 16 6	4 16 6
213	0 11 8	0 7 6	0 14 4	0 13 2	0 16 2	1 7 6	1 0 8	1 17 8	1 14 0	2 7 2	2 18 9	2 7 0	3 16 9	4 17 0
214	0 11 8	0 7 6	0 14 4	0 13 2	0 16 2	1 7 8	1 0 10	1 17 10	1 14 2	2 7 4	2 18 9	2 7 0	3 17 0	4 17 6
215	0 11 8	0 7 6	0 14 4	0 13 2	0 16 2	1 7 8	1 0 10	1 17 10	1 14 2	2 7 4	2 19 0	2 7 3	3 17 3	4 17 9
216	0 11 8	0 7 6	0 14 4	0 13 2	0 16 2	1 7 8	1 0 10	1 18 0	1 14 2	2 7 4	2 19 3	2 7 6	3 17 9	4 18 3
217	0 11 8	0 7 6	0 14 6	0 13 2	0 16 2	1 7 10	1 1 0	1 18 2	1 14 4	2 7 10	2 19 6	2 7 9	3 18 0	4 18 9
218	0 11 8	0 7 6	0 14 6	0 13 2	0 16 2	1 7 10	1 1 0	1 18 2	1 14 4	2 7 10	2 19 6	2 7 9	3 18 3	4 19 0
219	0 11 8	0 7 6	0 14 6	0 13 2	0 16 2	1 8 0	1 1 0	1 18 4	1 14 6	2 8 0	2 19 9	2 8 0	3 18 6	4 19 3
220	0 11 8	0 7 6	0 14 6	0 13 2	0 16 2	1 8 0	1 1 0	1 18 4	1 14 6	2 8 0	3 0 0	2 8 0	3 18 9	5 0 0
221	0 11 10	0 7 8	0 14 6	0 13 6	0 16 6	1 8 2	1 1 2	1 18 6	1 14 8	2 8 2	3 0 3	2 8 3	3 19 0	5 0 3
222	0 11 10	0 7 8	0 14 8	0 13 6	0 16 6	1 8 2	1 1 2	1 18 8	1 14 10	2 8 4	3 0 3	2 8 3	3 19 3	5 0 6
223	0 11 10	0 7 8	0 14 8	0 13 6	0 16 6	1 8 4	1 1 4	1 18 8	1 14 10	2 8 4	3 0 6	2 8 6	3 19 6	5 1 0
224	0 11 10	0 7 8	0 14 8	0 13 6	0 16 6	1 8 4	1 1 4	1 18 10	1 15 0	2 8 8	3 0 9	2 8 9	3 19 9	5 1 3
225	0 11 10	0 7 8	0 14 8	0 13 6	0 16 6	1 8 6	1 1 6	1 18 10	1 15 0	2 8 8	3 0 9	2 8 9	4 0 0	5 1 6
226	0 11 10	0 7 8	0 14 8	0 13 6	0 16 6	1 8 6	1 1 6	1 19 0	1 15 2	2 8 10	3 1 3	2 9 0	4 0 6	5 2 0
227	0 11 10	0 7 8	0 14 10	0 13 6	0 16 6	1 8 8	1 1 6	1 19 0	1 15 4	2 9 0	3 1 6	2 9 3	4 0 9	5 2 6
228	0 11 10	0 7 8	0 14 10	0 13 6	0 16 6	1 8 8	1 1 6	1 19 2	1 15 4	2 9 0	3 1 9	2 9 6	4 1 0	5 2 9
229	0 11 10	0 7 8	0 14 10	0 13 6	0 16 6	1 8 8	1 1 6	1 19 4	1 15 6	2 9 2	3 1 9	2 9 6	4 1 6	5 3 3
230	0 11 10	0 7 8	0 14 10	0 13 6	0 16 6	1 8 10	1 1 8	1 19 4	1 15 6	2 9 2	3 2 0	2 9 9	4 1 9	5 3 6
231	0 12 0	0 8 0	0 14 10	0 13 8	0 16 8	1 9 0	1 1 10	1 19 6	1 15 8	2 9 6	3 2 3	2 10 0	4 2 0	5 4 0
232	0 12 0	0 8 0	0 15 0	0 13 8	0 16 8	1 9 0	1 1 10	1 19 8	1 15 8	2 9 8	3 2 6	2 10 0	4 2 3	5 4 6
233	0 12 0	0 8 0	0 15 0	0 13 8	0 16 8	1 9 0	1 1 10	1 19 8	1 15 8	2 9 8	3 2 6	2 10 0	4 2 6	5 4 9
234	0 12 0	0 8 0	0 15 0	0 13 8	0 16 8	1 9 2	1 1 2 0	1 19 10	1 15 10	2 9 8	3 2 9	2 10 3	4 2 9	5 5 3

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

* Not including loading and unloading.

MILEAGE RATES PER TON FOR GOODS—continued.

Miles.	Firewood Rate.	Manure Rate, \$ ton lots.	Class M.	Class A. P.	Special A. P. Rate.	Class A.	Class A, less 25 per cent.	Class B.	Class H, less 10 per cent.	Class H, plus 25 per cent.	Class C.	Class C, less 20 per cent.	Class 1.	Class 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.	£ s. d.
270	0 12 6	0 8 6	0 16 4	0 14 4	0 17 4	1 11 10	1 4 0	2 3 4	1 19 0	2 14 2	3 8 3	2 14 9	4 11 6	5 17 3
271	0 12 8	0 8 10	0 16 4	0 14 4	0 17 8	1 12 0	1 4 0	2 3 8	1 19 4	2 14 8	3 8 6	2 15 0	4 11 6	5 17 6
272	0 12 8	0 8 10	0 16 6	0 14 4	0 17 8	1 12 0	1 4 0	2 3 8	1 19 4	2 14 8	3 8 6	2 15 0	4 11 6	5 17 9
273	0 12 8	0 8 10	0 16 6	0 14 4	0 17 8	1 12 0	1 4 0	2 3 10	1 19 6	2 14 10	3 8 6	2 15 0	4 12 0	5 18 0
274	0 12 8	0 8 10	0 16 6	0 14 4	0 17 8	1 12 2	1 4 2	2 3 10	1 19 6	2 14 10	3 8 9	2 15 0	4 12 0	5 18 3
275	0 12 8	0 8 10	0 16 6	0 14 4	0 17 8	1 12 2	1 4 2	2 4 0	1 19 8	2 15 0	3 8 9	2 15 0	4 12 3	5 18 6
276	0 12 8	0 8 10	0 16 6	0 14 4	0 17 8	1 12 2	1 4 2	2 4 0	1 19 8	2 15 0	3 8 9	2 15 0	4 12 6	5 19 0
277	0 12 8	0 8 10	0 16 8	0 14 4	0 17 8	1 12 4	1 4 4	2 4 2	1 19 10	2 15 4	3 9 0	2 15 3	4 12 9	5 19 3
278	0 12 8	0 8 10	0 16 8	0 14 4	0 17 8	1 12 6	1 4 6	2 4 2	1 19 10	2 15 4	3 9 0	2 15 3	4 13 0	5 19 6
279	0 12 8	0 8 10	0 16 8	0 14 4	0 17 8	1 12 8	1 4 6	2 4 4	2 0 0	2 15 6	3 9 6	2 15 9	4 13 3	5 19 9
280	0 12 8	0 8 10	0 16 8	0 14 4	0 17 8	1 12 8	1 4 6	2 4 4	2 0 0	2 15 6	3 9 6	2 15 9	4 13 3	5 19 9
281	0 12 10	0 9 0	0 16 8	0 14 6	0 17 10	1 12 8	1 4 6	2 4 4	2 0 0	2 15 10	3 9 9	2 16 0	4 13 6	6 0 0
282	0 12 10	0 9 0	0 16 10	0 14 6	0 17 10	1 12 10	1 4 8	2 4 8	2 0 2	2 15 10	3 10 0	2 16 0	4 13 9	6 0 3
283	0 12 10	0 9 0	0 16 10	0 14 6	0 17 10	1 12 10	1 4 8	2 4 10	2 0 4	2 16 2	3 10 0	2 16 0	4 13 9	6 0 6
284	0 12 10	0 9 0	0 16 10	0 14 6	0 17 10	1 12 10	1 4 8	2 4 10	2 0 4	2 16 2	3 10 0	2 16 0	4 14 3	6 1 0
285	0 12 10	0 9 0	0 16 10	0 14 6	0 17 10	1 13 0	1 4 10	2 5 0	2 0 6	2 16 4	3 10 3	2 16 3	4 14 6	6 1 3
286	0 12 10	0 9 0	0 16 10	0 14 6	0 17 10	1 13 0	1 4 10	2 5 0	2 0 6	2 16 4	3 10 3	2 16 3	4 14 6	6 1 3
287	0 12 10	0 9 0	0 17 0	0 14 6	0 17 10	1 13 2	1 5 0	2 5 2	2 0 8	2 16 6	3 10 6	2 16 6	4 14 9	6 2 3
288	0 12 10	0 9 0	0 17 0	0 14 6	0 17 10	1 13 2	1 5 0	2 5 2	2 0 8	2 16 6	3 10 6	2 16 6	4 15 0	6 2 6
289	0 12 10	0 9 0	0 17 0	0 14 6	0 17 10	1 13 2	1 5 0	2 5 4	2 0 10	2 16 8	3 10 6	2 16 6	4 15 0	6 2 9
290	0 12 10	0 9 0	0 17 2	0 14 6	0 17 10	1 13 4	1 5 0	2 5 6	2 0 12	2 17 0	3 10 6	2 16 6	4 15 3	6 3 0
291	0 13 0	0 9 4	0 17 2	0 14 8	0 18 0	1 13 6	1 5 2	2 5 8	2 1 2	2 17 2	3 10 9	2 16 9	4 15 6	6 3 3
292	0 13 0	0 9 4	0 17 2	0 14 8	0 18 0	1 13 6	1 5 2	2 5 8	2 1 2	2 17 2	3 10 9	2 16 9	4 15 6	6 3 3
293	0 13 0	0 9 4	0 17 2	0 14 8	0 18 0	1 13 8	1 5 4	2 5 10	2 1 4	2 17 4	3 11 0	2 17 0	4 15 9	6 3 6
294	0 13 0	0 9 4	0 17 2	0 14 8	0 18 0	1 13 8	1 5 4	2 5 10	2 1 4	2 17 4	3 11 0	2 17 0	4 16 0	6 4 0

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

* Not including loading and unloading.

MILEAGE RATES PER TON FOR GOODS—continued.

Miles.	Firewood Rate.	Manure Rate \$ ton 10th.	Class M.	Class A. P.	Special A. P. Rate.	Class A.	Class A, loss 15 per cent.	Class B, loss 10 per cent.	Class B, plus 25 per cent.	Class C.	Class C, loss per cent.	Class 1.	Class 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.
380	0 13 8	0 9 6	0 18 6	0 15 4	0 18 8	1 16 6	1 7 6	2 4 8	3 2 2	3 14 6	2 19 9	5 3 0	6 14 6
381	0 13 10	0 9 8	0 18 6	0 15 6	0 19 0	1 16 6	1 7 6	2 4 8	3 2 2	3 15 0	3 0 0	5 3 0	6 14 9
382	0 13 10	0 9 8	0 18 8	0 15 6	0 19 0	1 16 6	1 7 6	2 4 8	3 2 2	3 15 0	3 0 0	5 3 3	6 15 0
383	0 13 10	0 9 8	0 18 8	0 15 6	0 19 0	1 16 8	1 7 6	2 4 10	3 2 4	3 15 0	3 0 0	5 3 6	6 15 6
384	0 13 10	0 9 8	0 18 8	0 15 6	0 19 0	1 16 8	1 7 6	2 4 10	3 2 4	3 15 3	3 0 3	5 3 6	6 15 9
385	0 13 10	0 9 8	0 18 8	0 15 6	0 19 0	1 16 10	1 7 8	2 5 0	3 2 6	3 15 3	3 0 3	5 3 9	6 16 0
386	0 13 10	0 9 8	0 18 8	0 15 6	0 19 0	1 16 10	1 7 8	2 5 2	3 2 10	3 15 6	3 0 6	5 4 0	6 16 3
387	0 13 10	0 9 8	0 18 10	0 15 6	0 19 0	1 16 10	1 7 8	2 5 2	3 2 10	3 15 9	3 0 9	5 4 3	6 16 6
388	0 13 10	0 9 8	0 18 10	0 15 6	0 19 0	1 17 0	1 7 10	2 5 4	3 3 0	3 15 9	3 0 9	5 4 6	6 16 9
389	0 13 10	0 9 8	0 18 10	0 15 6	0 19 0	1 17 0	1 7 10	2 5 4	3 3 0	3 15 9	3 0 9	5 4 9	6 17 0
390	0 13 10	0 9 8	0 19 0	0 15 6	0 19 0	1 17 0	1 7 10	2 5 6	3 3 2	3 16 0	3 1 0	5 4 9	6 17 3
341	0 14 0	0 9 10	0 19 0	0 15 8	0 19 2	1 17 2	1 8 0	2 5 8	3 3 4	3 16 0	3 1 0	5 5 3	6 17 6
342	0 14 0	0 9 10	0 19 0	0 15 8	0 19 2	1 17 4	1 8 0	2 5 8	3 3 4	3 16 3	3 1 0	5 5 6	6 18 0
343	0 14 0	0 9 10	0 19 0	0 15 8	0 19 2	1 17 4	1 8 0	2 5 8	3 3 8	3 16 3	3 1 0	5 5 9	6 18 3
344	0 14 0	0 9 10	0 19 0	0 15 8	0 19 2	1 17 4	1 8 0	2 6 0	3 3 10	3 16 3	3 1 0	5 5 9	6 18 6
345	0 14 0	0 9 10	0 19 2	0 15 8	0 19 2	1 17 6	1 8 2	2 6 0	3 3 10	3 16 6	3 1 3	5 6 0	6 18 9
346	0 14 0	0 9 10	0 19 2	0 15 8	0 19 2	1 17 8	1 8 4	2 6 2	3 3 4	3 16 6	3 1 3	5 6 0	6 19 3
347	0 14 0	0 9 10	0 19 2	0 15 8	0 19 2	1 17 8	1 8 4	2 6 2	3 3 4	3 16 6	3 1 3	5 6 3	6 19 6
348	0 14 0	0 9 10	0 19 2	0 15 8	0 19 2	1 17 8	1 8 4	2 6 2	3 3 4	3 16 9	3 1 6	5 6 6	6 19 9
349	0 14 0	0 9 10	0 19 2	0 15 8	0 19 2	1 17 10	1 8 6	2 6 2	3 3 4	3 16 9	3 1 6	5 6 6	7 0 0
350	0 14 0	0 9 10	0 19 2	0 15 8	0 19 2	1 17 10	1 8 6	2 6 4	3 3 6	3 16 9	3 1 6	5 6 9	7 0 3
351	0 14 2	0 9 10	0 19 4	0 15 10	0 19 4	1 18 0	1 8 6	2 6 6	3 3 8	3 17 0	3 1 9	5 7 0	7 0 6
352	0 14 2	0 9 10	0 19 4	0 15 10	0 19 4	1 18 0	1 8 6	2 6 6	3 3 8	3 17 0	3 1 9	5 7 0	7 0 6
353	0 14 2	0 9 10	0 19 4	0 15 10	0 19 4	1 18 2	1 8 8	2 6 8	3 4 0	3 17 3	3 2 0	5 7 3	7 1 0
354	0 14 2	0 9 10	0 19 4	0 15 10	0 19 4	1 18 2	1 8 8	2 6 10	3 4 2	3 17 3	3 2 0	5 7 6	7 1 3

355	0 14 2	0 9 10	0 19 4	0 15 10	0 19 4	1 18 4	1 8 10	2 12 0	2 0 10	3 5 0	3 17 3	3 2 0	5 7 6	7 1 9
356	0 14 2	0 9 10	0 19 4	0 15 10	0 19 4	1 18 4	1 8 10	2 12 2	2 7 0	3 5 4	3 17 9	3 2 3	5 8 0	7 2 0
357	0 14 2	0 9 10	0 19 4	0 15 10	0 19 4	1 18 4	1 8 10	2 12 2	2 7 0	3 5 4	3 17 9	3 2 3	5 8 3	7 2 3
358	0 14 2	0 9 10	0 19 4	0 15 10	0 19 4	1 18 6	1 9 0	2 12 4	2 7 2	3 5 6	3 17 9	3 2 3	5 8 3	7 2 6
359	0 14 2	0 9 10	0 19 4	0 15 10	0 19 4	1 18 8	1 9 0	2 12 4	2 7 2	3 5 6	3 18 0	3 2 6	5 8 6	7 2 9
360	0 14 2	0 9 10	0 19 4	0 15 10	0 19 4	1 18 8	1 9 0	2 12 6	2 7 2	3 5 8	3 18 0	3 2 6	5 8 9	7 3 0
361	0 14 4	0 10 0	0 19 6	0 16 0	0 19 6	1 18 10	1 9 2	2 12 8	2 7 4	3 5 10	3 18 3	3 2 9	5 8 9	7 3 3
362	0 14 4	0 10 0	0 19 6	0 16 0	0 19 6	1 18 10	1 9 2	2 12 8	2 7 4	3 5 10	3 18 3	3 2 9	5 8 9	7 3 3
363	0 14 4	0 10 0	0 19 6	0 16 0	0 19 6	1 18 10	1 9 2	2 12 10	2 7 8	3 6 2	3 18 3	3 2 9	5 9 0	7 3 4
364	0 14 4	0 10 0	0 19 6	0 16 0	0 19 6	1 18 10	1 9 2	2 12 10	2 7 8	3 6 2	3 18 3	3 2 9	5 9 0	7 3 4
365	0 14 4	0 10 0	0 19 6	0 16 0	0 19 6	1 19 0	1 9 4	2 13 0	2 7 8	3 6 4	3 18 6	3 3 0	5 9 3	7 3 7
366	0 14 4	0 10 0	0 19 6	0 16 0	0 19 6	1 19 0	1 9 4	2 13 0	2 7 8	3 6 4	3 18 6	3 3 0	5 9 6	7 4 0
367	0 14 4	0 10 0	0 19 6	0 16 0	0 19 6	1 19 2	1 9 6	2 13 2	2 7 10	3 6 6	3 18 9	3 3 3	5 9 9	7 4 3
368	0 14 4	0 10 0	0 19 6	0 16 0	0 19 6	1 19 2	1 9 6	2 13 2	2 7 10	3 6 6	3 18 9	3 3 3	5 10 0	7 4 6
369	0 14 4	0 10 0	0 19 6	0 16 0	0 19 6	1 19 4	1 9 6	2 13 4	2 8 0	3 6 8	3 18 9	3 3 3	5 10 3	7 4 9
370	0 14 4	0 10 0	0 19 6	0 16 0	0 19 6	1 19 4	1 9 6	2 13 4	2 8 0	3 6 8	3 18 9	3 3 3	5 10 3	7 4 9
371	0 14 6	0 10 0	0 19 10	0 16 2	0 19 10	1 19 6	1 9 8	2 13 6	2 8 2	3 7 0	3 19 0	3 3 3	5 10 9	7 5 2
372	0 14 6	0 10 0	0 19 10	0 16 2	0 19 10	1 19 6	1 9 8	2 13 6	2 8 2	3 7 0	3 19 0	3 3 3	5 11 0	7 5 5
373	0 14 6	0 10 0	0 19 10	0 16 2	0 19 10	1 19 8	1 9 10	2 13 10	2 8 6	3 7 4	3 19 3	3 3 6	5 11 3	7 5 8
374	0 14 6	0 10 0	0 19 10	0 16 2	0 19 10	1 19 8	1 9 10	2 13 10	2 8 6	3 7 4	3 19 3	3 3 6	5 11 3	7 5 8
375	0 14 6	0 10 0	0 19 10	0 16 2	0 19 10	1 19 8	1 9 10	2 14 0	2 8 8	3 7 6	3 19 3	3 3 6	5 11 6	7 6 1
376	0 14 6	0 10 0	0 19 10	0 16 2	0 19 10	1 19 10	1 10 0	2 14 0	2 8 8	3 7 6	3 19 6	3 3 9	5 11 9	7 6 4
377	0 14 6	0 10 0	0 19 10	0 16 2	0 19 10	1 19 10	1 10 0	2 14 2	2 8 10	3 7 10	3 19 6	3 3 9	5 11 9	7 6 7
378	0 14 6	0 10 0	0 19 10	0 16 2	0 19 10	2 0 0	1 10 0	2 14 2	2 8 10	3 7 10	3 19 6	3 3 9	5 12 0	7 6 9
379	0 14 6	0 10 0	0 19 10	0 16 2	0 19 10	2 0 0	1 10 0	2 14 4	2 9 0	3 8 0	3 19 9	3 4 0	5 12 3	7 7 2
380	0 14 6	0 10 0	0 19 10	0 16 2	0 19 10	2 0 2	1 10 2	2 14 4	2 9 0	3 8 0	3 19 9	3 4 0	5 12 3	7 7 5
381	0 14 8	0 10 2	1 0 0	0 16 4	1 0 0	2 0 2	1 10 2	2 14 6	2 9 0	3 8 2	3 19 9	3 4 0	5 12 6	7 7 8
382	0 14 8	0 10 2	1 0 0	0 16 4	1 0 0	2 0 4	1 10 4	2 14 8	2 9 2	3 8 4	4 0 0	3 4 0	5 12 9	7 8 1
383	0 14 8	0 10 2	1 0 0	0 16 4	1 0 0	2 0 4	1 10 4	2 14 10	2 9 4	3 8 8	4 0 0	3 4 0	5 12 9	7 8 3
384	0 14 8	0 10 2	1 0 0	0 16 4	1 0 0	2 0 4	1 10 4	2 14 10	2 9 4	3 8 8	4 0 0	3 4 0	5 13 0	7 8 6
385	0 14 8	0 10 2	1 0 0	0 16 4	1 0 0	2 0 4	1 10 4	2 15 0	2 9 6	3 8 10	4 0 6	3 4 6	5 13 6	7 8 9
386	0 14 8	0 10 2	1 0 0	0 16 4	1 0 0	2 0 6	1 10 6	2 15 0	2 9 6	3 8 10	4 0 6	3 4 6	5 13 6	7 9 2
387	0 14 8	0 10 2	1 0 0	0 16 4	1 0 0	2 0 8	1 10 6	2 15 2	2 9 8	3 9 0	4 0 9	3 4 9	5 14 0	7 9 5
388	0 14 8	0 10 2	1 0 0	0 16 4	1 0 0	2 0 8	1 10 6	2 15 2	2 9 8	3 9 0	4 0 9	3 4 9	5 14 0	7 9 8
389	0 14 8	0 10 2	1 0 0	0 16 4	1 0 0	2 0 10	1 10 8	2 15 4	2 9 10	3 9 2	4 1 0	3 5 0	5 14 3	7 10 1

* Not including loading and unloading.

MILEAGE RATES PER TON FOR GOODS—continued.

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

415	0 15 4	0 10 4	1 0 8	0 16 10	1 0 8	2 2 10	1 12 2	2 18 0	2 12 2	3 12 6	4 3 9	3 7 0	5 19 3	7 19 0
416	0 15 4	0 10 4	1 0 8	0 16 10	1 0 8	2 2 10	1 12 2	2 18 2	2 12 4	3 12 10	4 4 0	3 7 3	5 19 6	7 19 3
417	0 15 4	0 10 4	1 0 8	0 16 10	1 0 8	2 2 10	1 12 2	2 18 4	2 12 6	3 13 0	4 4 0	3 7 3	5 19 9	7 19 6
418	0 15 4	0 10 4	1 0 8	0 16 10	1 0 8	2 2 10	1 12 2	2 18 6	2 12 8	3 13 2	4 4 0	3 7 3	5 19 9	7 19 9
419	0 15 4	0 10 4	1 0 8	0 16 10	1 0 8	2 2 10	1 12 2	2 18 6	2 12 8	3 13 2	4 4 3	3 7 6	6 0 0	8 0 3
420	0 15 4	0 10 4	1 0 8	0 16 10	1 0 8	2 2 10	1 12 2	2 18 8	2 12 10	3 13 4	4 4 3	3 7 9	6 0 3	8 0 6
421	0 15 6	0 10 6	1 1 0	0 17 2	1 1 0	2 2 10	1 12 6	2 18 10	2 13 0	3 13 8	4 4 6	3 7 9	6 0 3	8 0 9
422	0 15 6	0 10 6	1 1 0	0 17 2	1 1 0	2 2 10	1 12 6	2 18 10	2 13 0	3 13 8	4 4 6	3 7 9	6 0 3	8 0 9
423	0 15 6	0 10 6	1 1 0	0 17 2	1 1 0	2 2 10	1 12 6	2 19 0	2 13 2	3 13 10	4 4 6	3 7 9	6 0 3	8 1 3
424	0 15 6	0 10 6	1 1 0	0 17 2	1 1 0	2 2 10	1 12 8	2 19 0	2 13 2	3 13 10	4 4 9	3 7 9	6 0 3	8 1 6
425	0 15 6	0 10 6	1 1 0	0 17 2	1 1 0	2 2 10	1 12 8	2 19 2	2 13 4	3 14 0	4 4 9	3 8 0	6 1 0	8 1 9
426	0 15 6	0 10 6	1 1 0	0 17 2	1 1 0	2 2 10	1 12 8	2 19 4	2 13 6	3 14 2	4 4 9	3 8 0	6 1 0	8 2 3
427	0 15 6	0 10 6	1 1 0	0 17 2	1 1 0	2 2 10	1 12 10	2 19 4	2 13 6	3 14 2	4 4 9	3 8 0	6 1 0	8 2 3
428	0 15 6	0 10 6	1 1 0	0 17 2	1 1 0	2 2 10	1 13 0	2 19 6	2 13 8	3 14 6	4 5 0	3 8 0	6 2 0	8 3 0
429	0 15 6	0 10 6	1 1 0	0 17 2	1 1 0	2 2 10	1 13 0	2 19 6	2 13 8	3 14 6	4 5 0	3 8 0	6 2 0	8 3 3
430	0 15 6	0 10 6	1 1 0	0 17 2	1 1 0	2 2 10	1 13 0	2 19 8	2 13 8	3 14 8	4 5 3	3 8 3	6 2 3	8 3 6
431	0 15 8	0 10 8	1 1 2	0 17 4	1 1 2	2 2 10	1 13 0	2 19 10	2 13 10	3 14 10	4 5 3	3 8 3	6 2 3	8 3 9
432	0 15 8	0 10 8	1 1 2	0 17 4	1 1 2	2 2 10	1 13 0	3 0 0	2 14 0	3 15 0	4 5 6	3 8 6	6 2 9	8 4 3
433	0 15 8	0 10 8	1 1 2	0 17 4	1 1 2	2 2 10	1 13 2	3 0 0	2 14 0	3 15 0	4 5 6	3 8 6	6 2 9	8 4 3
434	0 15 8	0 10 8	1 1 2	0 17 4	1 1 2	2 2 10	1 13 2	3 0 2	2 14 2	3 15 4	4 5 6	3 8 6	6 3 0	8 4 6
435	0 15 8	0 10 8	1 1 2	0 17 4	1 1 2	2 2 10	1 13 2	3 0 2	2 14 2	3 15 4	4 6 0	3 9 0	6 3 3	8 4 9
436	0 15 8	0 10 8	1 1 2	0 17 4	1 1 2	2 2 10	1 13 4	3 0 4	2 14 4	3 15 6	4 6 0	3 9 0	6 3 3	8 5 0
437	0 15 8	0 10 8	1 1 2	0 17 4	1 1 2	2 2 10	1 13 4	3 0 4	2 14 4	3 15 6	4 6 0	3 9 0	6 3 3	8 5 3
438	0 15 8	0 10 8	1 1 2	0 17 4	1 1 2	2 2 10	1 13 6	3 0 6	2 14 6	3 15 8	4 6 3	3 9 0	6 3 9	8 5 9
439	0 15 8	0 10 8	1 1 2	0 17 4	1 1 2	2 2 10	1 13 6	3 0 6	2 14 6	3 15 8	4 6 3	3 9 0	6 3 9	8 6 0
440	0 15 8	0 10 8	1 1 2	0 17 4	1 1 2	2 2 10	1 13 6	3 0 8	2 14 8	3 15 10	4 6 3	3 9 0	6 4 0	8 6 3
441	0 15 10	0 10 8	1 1 4	0 17 6	1 1 4	2 2 10	1 13 6	3 0 10	2 14 10	3 16 2	4 6 6	3 9 3	6 4 6	8 6 6
442	0 15 10	0 10 8	1 1 4	0 17 6	1 1 4	2 2 10	1 13 8	3 0 10	2 14 10	3 16 2	4 6 6	3 9 3	6 4 6	8 6 9
443	0 15 10	0 10 8	1 1 4	0 17 6	1 1 4	2 2 10	1 13 8	3 1 0	2 15 0	3 16 4	4 6 9	3 9 6	6 4 9	8 7 0
444	0 15 10	0 10 8	1 1 4	0 17 6	1 1 4	2 2 10	1 13 10	3 1 2	2 15 2	3 16 6	4 6 9	3 9 6	6 5 0	8 7 3
445	0 15 10	0 10 8	1 1 4	0 17 6	1 1 4	2 2 10	1 13 10	3 1 2	2 15 2	3 16 6	4 7 0	3 9 9	6 5 0	8 7 6
446	0 15 10	0 10 8	1 1 4	0 17 6	1 1 4	2 2 10	1 14 0	3 1 4	2 15 2	3 16 8	4 7 3	3 10 0	6 5 3	8 8 0
447	0 15 10	0 10 8	1 1 4	0 17 6	1 1 4	2 2 10	1 14 0	3 1 4	2 15 2	3 16 8	4 7 3	3 10 0	6 5 3	8 8 6
448	0 15 10	0 10 8	1 1 4	0 17 6	1 1 4	2 2 10	1 14 0	3 1 6	2 15 4	3 17 0	4 7 3	3 10 0	6 5 6	8 8 9
449	0 15 10	0 10 8	1 1 4	0 17 6	1 1 4	2 2 10	1 14 0	3 1 6	2 15 4	3 17 0	4 7 3	3 10 0	6 5 6	8 9 0

* Not including loading and unloading.

MILEAGE RATES PER TON FOR GOODS—continued.

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

475	0 16 4	0 11 0	1 2 0	1 2 0	0 18 0	1 2 0	1 2 0	2 7 2	1 15 6	3 4 2	2 17 10	4 0 4	4 10 0	3 12 0	6 10 0	8 16 3
476	0 16 4	0 11 0	1 2 0	1 2 0	0 18 0	1 2 0	1 2 0	2 7 4	1 15 6	3 4 4	2 18 0	4 0 6	4 10 3	3 12 3	6 11 0	8 16 9
477	0 16 4	0 11 0	1 2 0	1 2 0	0 18 0	1 2 0	1 2 0	2 7 6	1 15 8	3 4 6	2 18 2	4 0 8	4 10 3	3 12 3	6 11 3	8 17 0
478	0 16 4	0 11 0	1 2 0	1 2 0	0 18 0	1 2 0	1 2 0	2 7 6	1 15 8	3 4 6	2 18 2	4 0 8	4 10 6	3 12 6	6 11 6	8 17 6
479	0 16 4	0 11 0	1 2 0	1 2 0	0 18 0	1 2 0	1 2 0	2 7 6	1 15 8	3 4 6	2 18 2	4 0 8	4 10 6	3 12 6	6 11 6	8 17 6
480	0 16 4	0 11 0	1 2 0	1 2 0	0 18 0	1 2 0	1 2 0	2 7 6	1 15 8	3 4 8	2 18 2	4 0 10	4 10 6	3 12 6	6 11 9	8 17 9
481	0 16 6	0 11 0	1 2 2	1 2 2	0 18 2	1 2 2	1 2 2	2 7 8	1 15 10	3 4 10	2 18 4	4 0 10	4 10 9	3 12 9	6 11 9	8 18 0
482	0 16 6	0 11 0	1 2 2	1 2 2	0 18 2	1 2 2	1 2 2	2 7 8	1 15 10	3 4 10	2 18 4	4 0 10	4 10 9	3 12 9	6 12 0	8 18 3
483	0 16 6	0 11 0	1 2 2	1 2 2	0 18 2	1 2 2	1 2 2	2 7 10	1 16 0	3 5 0	2 18 6	4 0 10	4 10 9	3 12 9	6 12 0	8 18 6
484	0 16 6	0 11 0	1 2 2	1 2 2	0 18 2	1 2 2	1 2 2	2 7 10	1 16 0	3 5 2	2 18 8	4 0 10	4 11 0	3 13 0	6 12 3	8 18 9
485	0 16 6	0 11 0	1 2 2	1 2 2	0 18 2	1 2 2	1 2 2	2 7 10	1 16 0	3 5 2	2 18 8	4 0 10	4 11 0	3 13 0	6 12 3	8 18 9
486	0 16 6	0 11 0	1 2 2	1 2 2	0 18 2	1 2 2	1 2 2	2 7 10	1 16 0	3 5 2	2 18 8	4 0 10	4 11 0	3 13 0	6 12 3	8 18 9
487	0 16 6	0 11 0	1 2 2	1 2 2	0 18 2	1 2 2	1 2 2	2 7 10	1 16 0	3 5 2	2 18 8	4 0 10	4 11 0	3 13 0	6 12 3	8 18 9
488	0 16 6	0 11 0	1 2 2	1 2 2	0 18 2	1 2 2	1 2 2	2 7 10	1 16 0	3 5 2	2 18 8	4 0 10	4 11 0	3 13 0	6 12 3	8 18 9
489	0 16 6	0 11 0	1 2 2	1 2 2	0 18 2	1 2 2	1 2 2	2 7 10	1 16 0	3 5 2	2 18 8	4 0 10	4 11 0	3 13 0	6 12 3	8 18 9
490	0 16 6	0 11 0	1 2 2	1 2 2	0 18 2	1 2 2	1 2 2	2 7 10	1 16 0	3 5 2	2 18 8	4 0 10	4 11 0	3 13 0	6 12 3	8 18 9
491	0 16 8	0 11 2	1 2 4	1 2 4	0 18 4	1 2 4	1 2 4	2 8 4	1 16 4	3 5 4	2 19 2	4 0 10	4 11 9	3 13 6	6 13 9	9 0 9
492	0 16 8	0 11 2	1 2 4	1 2 4	0 18 4	1 2 4	1 2 4	2 8 4	1 16 4	3 5 4	2 19 2	4 0 10	4 11 9	3 13 6	6 13 9	9 0 9
493	0 16 8	0 11 2	1 2 4	1 2 4	0 18 4	1 2 4	1 2 4	2 8 6	1 16 6	3 6 0	2 19 4	4 0 10	4 11 9	3 13 6	6 14 0	9 1 0
494	0 16 8	0 11 2	1 2 4	1 2 4	0 18 4	1 2 4	1 2 4	2 8 6	1 16 6	3 6 0	2 19 4	4 0 10	4 11 9	3 13 6	6 14 0	9 1 0
495	0 16 8	0 11 2	1 2 4	1 2 4	0 18 4	1 2 4	1 2 4	2 8 8	1 16 6	3 6 2	2 19 8	4 0 10	4 12 0	3 13 9	6 14 2	9 1 6
496	0 16 8	0 11 2	1 2 4	1 2 4	0 18 4	1 2 4	1 2 4	2 8 8	1 16 6	3 6 2	2 19 8	4 0 10	4 12 0	3 13 9	6 14 2	9 1 6
497	0 16 8	0 11 2	1 2 4	1 2 4	0 18 4	1 2 4	1 2 4	2 8 8	1 16 6	3 6 2	2 19 8	4 0 10	4 12 0	3 13 9	6 14 2	9 1 6
498	0 16 8	0 11 2	1 2 4	1 2 4	0 18 4	1 2 4	1 2 4	2 8 8	1 16 6	3 6 2	2 19 8	4 0 10	4 12 0	3 13 9	6 14 2	9 1 6
499	0 16 8	0 11 2	1 2 4	1 2 4	0 18 4	1 2 4	1 2 4	2 8 8	1 16 6	3 6 2	2 19 8	4 0 10	4 12 0	3 13 9	6 14 2	9 1 6
500	0 16 8	0 11 2	1 2 4	1 2 4	0 18 4	1 2 4	1 2 4	2 8 8	1 16 6	3 6 2	2 19 8	4 0 10	4 12 0	3 13 9	6 14 2	9 1 6
501	0 16 10	0 11 2	1 2 8	1 2 8	0 18 6	1 2 8	1 2 8	2 9 0	1 17 0	3 6 8	3 0 0	4 0 10	4 12 9	3 14 2	6 15 9	9 3 6
502	0 16 10	0 11 2	1 2 8	1 2 8	0 18 6	1 2 8	1 2 8	2 9 0	1 17 0	3 6 8	3 0 0	4 0 10	4 12 9	3 14 2	6 15 9	9 3 6
503	0 16 10	0 11 2	1 2 8	1 2 8	0 18 6	1 2 8	1 2 8	2 9 2	1 17 0	3 7 0	3 0 4	4 0 10	4 13 0	3 14 6	6 16 0	9 4 0
504	0 16 10	0 11 2	1 2 8	1 2 8	0 18 6	1 2 8	1 2 8	2 9 4	1 17 0	3 7 2	3 0 6	4 0 10	4 13 3	3 14 9	6 16 3	9 4 3
505	0 16 10	0 11 2	1 2 8	1 2 8	0 18 6	1 2 8	1 2 8	2 9 4	1 17 0	3 7 2	3 0 6	4 0 10	4 13 3	3 14 9	6 16 3	9 4 3
506	0 16 10	0 11 2	1 2 8	1 2 8	0 18 6	1 2 8	1 2 8	2 9 4	1 17 0	3 7 2	3 0 6	4 0 10	4 13 3	3 14 9	6 16 3	9 4 3
507	0 16 10	0 11 2	1 2 8	1 2 8	0 18 6	1 2 8	1 2 8	2 9 6	1 17 2	3 7 6	3 0 10	4 0 10	4 13 6	3 15 0	6 16 9	9 5 6
508	0 16 10	0 11 2	1 2 8	1 2 8	0 18 6	1 2 8	1 2 8	2 9 6	1 17 2	3 7 6	3 0 10	4 0 10	4 13 6	3 15 0	6 16 9	9 5 6
509	0 16 10	0 11 2	1 2 8	1 2 8	0 18 6	1 2 8	1 2 8	2 9 8	1 17 4	3 7 8	3 0 10	4 0 10	4 13 6	3 15 0	6 17 0	9 6 0
510	0 16 10	0 11 2	1 2 8	1 2 8	0 18 6	1 2 8	1 2 8	2 9 8	1 17 4	3 7 8	3 0 10	4 0 10	4 13 9	3 15 3	6 17 3	9 6 3

* Not including loading and unloading.

MILEAGE RATES PER TON FOR GOODS—continued.

Miles	Firewood Rate.	Manure Rate, 6 ton lots.	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 I.	Class II.
	£ 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 16 10	0 11 2	1 2 8	0 18 6	1 2 8	2 9 8	1 17 4	3 7 8	3 1 0	4 4 8	4 13 9	3 15 0	6 17 6	9 6 6
511	0 17 2	0 11 4	1 2 10	0 18 8	1 2 10	2 9 10	1 17 6	3 7 10	3 1 2	4 4 10	4 14 3	3 15 6	6 17 6	9 6 9
512	0 17 2	0 11 4	1 2 10	0 18 8	1 2 10	2 9 10	1 17 6	3 7 10	3 1 2	4 4 10	4 14 3	3 15 6	6 17 6	9 6 9
513	0 17 2	0 11 4	1 2 10	0 18 8	1 2 10	2 9 10	1 17 6	3 7 10	3 1 2	4 4 10	4 14 3	3 15 6	6 17 6	9 6 9
514	0 17 2	0 11 4	1 2 10	0 18 8	1 2 10	2 9 10	1 17 6	3 7 10	3 1 2	4 4 10	4 14 3	3 15 6	6 17 6	9 6 9
515	0 17 2	0 11 4	1 2 10	0 18 8	1 2 10	2 9 10	1 17 6	3 7 10	3 1 2	4 4 10	4 14 3	3 15 6	6 17 6	9 6 9
516	0 17 2	0 11 4	1 2 10	0 18 8	1 2 10	2 9 10	1 17 6	3 7 10	3 1 2	4 4 10	4 14 3	3 15 6	6 17 6	9 6 9
517	0 17 2	0 11 4	1 2 10	0 18 8	1 2 10	2 9 10	1 17 6	3 7 10	3 1 2	4 4 10	4 14 3	3 15 6	6 17 6	9 6 9
518	0 17 2	0 11 4	1 2 10	0 18 8	1 2 10	2 9 10	1 17 6	3 7 10	3 1 2	4 4 10	4 14 3	3 15 6	6 17 6	9 6 9
519	0 17 2	0 11 4	1 2 10	0 18 8	1 2 10	2 9 10	1 17 6	3 7 10	3 1 2	4 4 10	4 14 3	3 15 6	6 17 6	9 6 9
520	0 17 2	0 11 4	1 2 10	0 18 8	1 2 10	2 9 10	1 17 6	3 7 10	3 1 2	4 4 10	4 14 3	3 15 6	6 17 6	9 6 9
521	0 17 4	0 11 4	1 3 2	0 19 0	1 3 2	2 10 8	1 18 0	3 8 8	3 1 10	4 5 10	4 15 0	3 16 0	6 19 6	9 9 3
522	0 17 4	0 11 4	1 3 2	0 19 0	1 3 2	2 10 8	1 18 0	3 8 8	3 1 10	4 5 10	4 15 0	3 16 0	6 19 6	9 9 6
523	0 17 4	0 11 4	1 3 2	0 19 0	1 3 2	2 10 8	1 18 0	3 8 8	3 1 10	4 5 10	4 15 0	3 16 0	6 19 6	9 9 9
524	0 17 4	0 11 4	1 3 2	0 19 0	1 3 2	2 10 8	1 18 0	3 8 8	3 1 10	4 5 10	4 15 0	3 16 0	6 19 6	9 10 0
525	0 17 4	0 11 4	1 3 2	0 19 0	1 3 2	2 10 8	1 18 0	3 8 8	3 1 10	4 5 10	4 15 0	3 16 0	6 19 6	9 10 6
526	0 17 4	0 11 4	1 3 2	0 19 0	1 3 2	2 10 8	1 18 0	3 8 8	3 1 10	4 5 10	4 15 0	3 16 0	6 19 6	9 10 9
527	0 17 4	0 11 4	1 3 2	0 19 0	1 3 2	2 10 8	1 18 0	3 8 8	3 1 10	4 5 10	4 15 0	3 16 0	6 19 6	9 11 3
528	0 17 4	0 11 4	1 3 2	0 19 0	1 3 2	2 10 8	1 18 0	3 8 8	3 1 10	4 5 10	4 15 0	3 16 0	6 19 6	9 11 6
529	0 17 4	0 11 4	1 3 2	0 19 0	1 3 2	2 10 8	1 18 0	3 8 8	3 1 10	4 5 10	4 15 0	3 16 0	6 19 6	9 11 9
530	0 17 4	0 11 4	1 3 2	0 19 0	1 3 2	2 10 8	1 18 0	3 8 8	3 1 10	4 5 10	4 15 0	3 16 0	6 19 6	9 12 0
531	0 17 6	0 11 6	1 3 4	0 19 2	1 3 4	2 11 4	1 18 6	3 9 8	3 2 8	4 7 2	4 15 9	3 16 9	7 1 3	9 12 3
532	0 17 6	0 11 6	1 3 4	0 19 2	1 3 4	2 11 4	1 18 6	3 9 8	3 2 8	4 7 2	4 15 9	3 16 9	7 1 3	9 12 6
533	0 17 6	0 11 6	1 3 4	0 19 2	1 3 4	2 11 4	1 18 6	3 9 8	3 2 8	4 7 2	4 15 9	3 16 9	7 1 3	9 12 9
534	0 17 6	0 11 6	1 3 4	0 19 2	1 3 4	2 11 4	1 18 6	3 9 8	3 2 8	4 7 2	4 15 9	3 16 9	7 1 3	9 13 3

535	0 17 6	0 11 6	1 3 4	0 19 2	1 3 4	2 11 6	1 18 8	3 10 4	3 3 4	4 8 0	4 16 3	3 17 0	7 2 3	9 13 9
536	0 17 6	0 11 6	1 3 4	0 19 2	1 3 4	2 11 8	1 18 10	3 10 4	3 3 4	4 8 0	4 16 6	3 17 3	7 2 3	9 14 0
537	0 17 6	0 11 6	1 3 4	0 19 2	1 3 4	2 11 8	1 18 10	3 10 6	3 3 6	4 8 2	4 16 6	3 17 3	7 2 9	9 14 3
538	0 17 6	0 11 6	1 3 4	0 19 2	1 3 4	2 11 10	1 19 0	3 10 6	3 3 6	4 8 2	4 16 6	3 17 3	7 2 9	9 14 3
539	0 17 6	0 11 6	1 3 4	0 19 2	1 3 4	2 12 0	1 19 0	3 10 8	3 3 8	4 8 4	4 17 0	3 17 9	7 3 0	9 14 9
540	0 17 6	0 11 6	1 3 4	0 19 2	1 3 4	2 12 0	1 19 0	3 10 8	3 3 8	4 8 4	4 17 0	3 17 9	7 3 3	9 15 0
541	0 17 8	0 11 8	1 3 6	0 19 4	1 3 6	2 12 0	1 19 0	3 10 10	3 3 10	4 8 8	4 17 3	3 18 0	7 3 3	9 15 3
542	0 17 8	0 11 8	1 3 6	0 19 4	1 3 6	2 12 2	1 19 2	3 11 0	3 4 0	4 8 10	4 17 3	3 18 0	7 3 9	9 15 6
543	0 17 8	0 11 8	1 3 6	0 19 4	1 3 6	2 12 2	1 19 2	3 11 2	3 4 2	4 9 0	4 17 3	3 18 0	7 4 0	9 16 0
544	0 17 8	0 11 8	1 3 6	0 19 4	1 3 6	2 12 4	1 19 4	3 11 2	3 4 2	4 9 0	4 17 6	3 18 0	7 4 0	9 16 3
545	0 17 8	0 11 8	1 3 6	0 19 4	1 3 6	2 12 4	1 19 4	3 11 4	3 4 2	4 9 2	4 17 6	3 18 0	7 4 3	9 16 6
546	0 17 8	0 11 8	1 3 6	0 19 4	1 3 6	2 12 4	1 19 4	3 11 4	3 4 2	4 9 2	4 17 6	3 18 0	7 4 6	9 17 0
547	0 17 8	0 11 8	1 3 6	0 19 4	1 3 6	2 12 6	1 19 6	3 11 6	3 4 4	4 9 6	4 17 9	3 18 3	7 4 9	9 17 3
548	0 17 8	0 11 8	1 3 6	0 19 4	1 3 6	2 12 6	1 19 6	3 11 6	3 4 4	4 9 6	4 17 9	3 18 3	7 5 0	9 17 6
549	0 17 8	0 11 8	1 3 6	0 19 4	1 3 6	2 12 8	1 19 6	3 11 8	3 4 6	4 9 8	4 17 9	3 18 3	7 5 3	9 17 9
550	0 17 8	0 11 8	1 3 6	0 19 4	1 3 6	2 12 8	1 19 6	3 11 8	3 4 6	4 9 8	4 18 0	3 18 6	7 5 3	9 18 0
551	0 17 10	0 11 8	1 3 10	0 19 6	1 3 10	2 12 10	1 19 8	3 11 10	3 4 8	4 9 10	4 18 0	3 18 6	7 5 6	9 18 3
552	0 17 10	0 11 8	1 3 10	0 19 6	1 3 10	2 12 10	1 19 8	3 12 0	3 4 10	4 10 0	4 18 3	3 18 9	7 5 9	9 18 9
553	0 17 10	0 11 8	1 3 10	0 19 6	1 3 10	2 13 0	1 19 10	3 12 2	3 5 0	4 10 4	4 18 3	3 18 9	7 5 9	9 19 0
554	0 17 10	0 11 8	1 3 10	0 19 6	1 3 10	2 13 0	1 19 10	3 12 2	3 5 0	4 10 4	4 18 6	3 19 0	7 6 0	9 19 3
555	0 17 10	0 11 8	1 3 10	0 19 6	1 3 10	2 13 0	1 19 10	3 12 4	3 5 2	4 10 6	4 18 9	3 19 0	7 6 6	9 19 6
556	0 17 10	0 11 8	1 3 10	0 19 6	1 3 10	2 13 2	2 0 0	3 12 4	3 5 2	4 10 6	4 18 9	3 19 0	7 6 6	9 19 9
557	0 17 10	0 11 8	1 3 10	0 19 6	1 3 10	2 13 2	2 0 0	3 12 6	3 5 4	4 10 8	4 18 9	3 19 0	7 6 9	10 0 0
558	0 17 10	0 11 8	1 3 10	0 19 6	1 3 10	2 13 4	2 0 0	3 12 6	3 5 4	4 10 8	4 19 0	3 19 3	7 7 0	10 0 3
559	0 17 10	0 11 8	1 3 10	0 19 6	1 3 10	2 13 4	2 0 0	3 12 8	3 5 6	4 10 10	4 19 0	3 19 3	7 7 0	10 0 6
560	0 17 10	0 11 8	1 3 10	0 19 6	1 3 10	2 13 4	2 0 0	3 12 8	3 5 6	4 10 10	4 19 0	3 19 3	7 7 0	10 0 6
561	0 18 0	0 11 10	1 4 0	0 19 8	1 4 0	2 13 6	2 0 2	3 13 0	3 5 8	4 11 4	4 19 3	3 19 6	7 7 6	10 1 0
562	0 18 0	0 11 10	1 4 0	0 19 8	1 4 0	2 13 6	2 0 2	3 13 0	3 5 8	4 11 4	4 19 3	3 19 6	7 7 6	10 1 6
563	0 18 0	0 11 10	1 4 0	0 19 8	1 4 0	2 13 8	2 0 4	3 13 2	3 5 10	4 11 6	4 19 9	4 0 0	7 7 9	10 1 9
564	0 18 0	0 11 10	1 4 0	0 19 8	1 4 0	2 13 10	2 0 6	3 13 2	3 5 10	4 11 6	4 19 9	4 0 0	7 8 0	10 2 0
565	0 18 0	0 11 10	1 4 0	0 19 8	1 4 0	2 13 10	2 0 6	3 13 4	3 6 0	4 11 8	4 19 9	4 0 0	7 8 0	10 2 3
566	0 18 0	0 11 10	1 4 0	0 19 8	1 4 0	2 13 10	2 0 6	3 13 4	3 6 0	4 11 8	5 0 0	4 0 0	7 8 3	10 2 9
567	0 18 0	0 11 10	1 4 0	0 19 8	1 4 0	2 14 0	2 0 6	3 13 6	3 6 2	4 12 0	5 0 0	4 0 0	7 8 6	10 3 0
568	0 18 0	0 11 10	1 4 0	0 19 8	1 4 0	2 14 0	2 0 6	3 13 6	3 6 2	4 12 0	5 0 0	4 0 0	7 8 6	10 3 3
569	0 18 0	0 11 10	1 4 0	0 19 8	1 4 0	2 14 2	2 0 8	3 13 8	3 6 4	4 12 2	5 0 3	4 0 3	7 8 9	10 3 6

* Not including loading and unloading.

MILEAGE RATES PER TON FOR GOODS—continued.

Miles.	Firewood Rate.		Manure Rate, \$ ton lots.		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.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	
570	0 18	0	0 11	10	1 4	0	0 19	8	1 4	2	2 14	2	2 0	8	3 13	8	3 6	4	4 12	2	5 0	3	4 0	3	7 9	3	10	3	9
571	0 18	2	0 11	10	1 4	2	0 19	10	1 4	2	2 14	2	2 0	8	3 14	0	3 6	4	4 12	6	5 0	6	4 0	6	7 9	3	10	4	3
572	0 18	2	0 11	10	1 4	2	0 19	10	1 4	2	2 14	4	2 0	10	3 14	0	3 6	8	4 12	6	5 0	6	4 0	6	7 9	6	10	4	6
573	0 18	2	0 11	10	1 4	2	0 19	10	1 4	2	2 14	4	2 0	10	3 14	2	3 6	10	4 12	10	5 0	6	4 0	6	7 9	9	10	4	9
574	0 18	2	0 11	10	1 4	2	0 19	10	1 4	2	2 14	6	2 0	10	3 14	2	3 6	10	4 12	10	5 0	9	4 0	9	7 9	9	10	5	0
575	0 18	2	0 11	10	1 4	2	0 19	10	1 4	2	2 14	6	2 0	10	3 14	4	3 7	0	4 13	0	5 0	9	4 0	9	7 10	0	10	5	3
576	0 18	2	0 11	10	1 4	2	0 19	10	1 4	2	2 14	8	2 1	0	3 14	4	3 7	0	4 13	0	5 0	9	4 0	9	7 10	3	10	5	6
577	0 18	2	0 11	10	1 4	2	0 19	10	1 4	2	2 14	8	2 1	0	3 14	6	3 7	2	4 13	2	5 1	0	4 1	0	7 10	6	10	5	9
578	0 18	2	0 11	10	1 4	2	0 19	10	1 4	2	2 14	10	2 1	2	3 14	6	3 7	2	4 13	2	5 1	0	4 1	0	7 10	9	10	6	0
579	0 18	2	0 11	10	1 4	2	0 19	10	1 4	2	2 14	10	2 1	2	3 14	8	3 7	2	4 13	4	5 1	0	4 1	0	7 11	0	10	6	3
580	0 18	2	0 11	10	1 4	2	0 19	10	1 4	2	2 14	10	2 1	2	3 14	10	3 7	4	4 13	8	5 1	3	4 1	0	7 11	0	10	6	6
581	0 18	4	0 12	0	1 4	6	1 0	0	1 4	6	2 15	0	2 1	4	3 15	0	3 7	6	4 13	10	5 1	3	4 1	0	7 11	3	10	7	0
582	0 18	4	0 12	0	1 4	6	1 0	0	1 4	6	2 15	0	2 1	4	3 15	0	3 7	6	4 13	10	5 1	3	4 1	0	7 11	6	10	7	3
583	0 18	4	0 12	0	1 4	6	1 0	0	1 4	6	2 15	2	2 1	6	3 15	2	3 7	8	4 14	0	5 1	6	4 1	3	7 11	6	10	7	6
584	0 18	4	0 12	0	1 4	6	1 0	0	1 4	6	2 15	2	2 1	6	3 15	2	3 7	8	4 14	0	5 1	6	4 1	3	7 12	0	10	7	9
585	0 18	4	0 12	0	1 4	6	1 0	0	1 4	6	2 15	2	2 1	6	3 15	4	3 7	10	4 14	2	5 1	9	4 1	6	7 12	3	10	8	0
586	0 18	4	0 12	0	1 4	6	1 0	0	1 4	6	2 15	4	2 1	6	3 15	4	3 7	10	4 14	2	5 1	9	4 1	6	7 12	3	10	8	6
587	0 18	4	0 12	0	1 4	6	1 0	0	1 4	6	2 15	4	2 1	6	3 15	6	3 8	0	4 14	6	5 1	9	4 1	6	7 12	6	10	8	9
588	0 18	4	0 12	0	1 4	6	1 0	0	1 4	6	2 15	6	2 1	8	3 15	6	3 8	0	4 14	6	5 1	9	4 1	6	7 12	9	10	9	0
589	0 18	4	0 12	0	1 4	6	1 0	0	1 4	6	2 15	8	2 1	10	3 15	8	3 8	2	4 14	8	5 2	0	4 1	9	7 12	9	10	9	3
590	0 18	4	0 12	0	1 4	6	1 0	0	1 4	6	2 15	8	2 1	10	3 15	10	3 8	4	4 14	10	5 2	0	4 1	9	7 13	0	10	9	9
591	0 18	6	0 12	0	1 4	8	1 0	2	1 4	8	2 15	8	2 1	10	3 16	0	3 8	6	4 15	0	5 2	6	4 2	0	7 13	3	10	10	0
592	0 18	6	0 12	0	1 4	8	1 0	2	1 4	8	2 15	10	2 2	0	3 16	0	3 8	6	4 15	0	5 2	6	4 2	0	7 13	3	10	10	3
593	0 18	6	0 12	0	1 4	8	1 0	2	1 4	8	2 15	10	2 2	0	3 16	2	3 8	8	4 15	4	5 2	9	4 2	3	7 13	6	10	10	6
594	0 18	6	0 12	0	1 4	8	1 0	2	1 4	8	2 16	0	2 2	0	3 16	2	3 8	8	4 15	4	5 2	9	4 2	3	7 13	9	10	10	9

595	0 18 6	0 12 0	1 4 8	1 0 2	1 4 8	1 4 8	2 16 0	2 2 0	3 16 4	3 8 8	4 15 6	5 2 9	4 2 2	7 13 9
596	0 18 6	0 12 0	1 4 8	1 0 2	1 4 8	2 16 0	2 2 0	3 16 4	3 8 8	4 15 6	5 2 9	4 2 2	7 14 0	
597	0 18 6	0 12 0	1 4 8	1 0 2	1 4 8	2 16 2	2 2 2	3 16 6	3 8 10	4 15 8	5 3 0	4 2 6	7 14 3	
598	0 18 6	0 12 0	1 4 8	1 0 2	1 4 8	2 16 2	2 2 2	3 16 8	3 9 0	4 15 10	5 3 0	4 2 6	7 14 3	
599	0 18 6	0 12 0	1 4 8	1 0 2	1 4 8	2 16 4	2 2 4	3 16 8	3 9 0	4 15 10	5 3 3	4 2 9	7 14 9	
600	0 18 6	0 12 0	1 4 8	1 0 2	1 4 8	2 16 4	2 2 4	3 16 10	3 9 2	4 16 2	5 3 3	4 2 9	7 15 0	

* 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 *bonâ fide* consignors from the same forwarding station on the same day to one *bonâ 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," 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.

(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 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 small consignments forwarded by goods train must not exceed the charges under the Parcels Rates.

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

Weight not over—	c. qr.	Above 7s. 6d. and not over 7s. 6d.		Above 10s. and 12s. 6d. and not over 10s. and 12s. 6d.		Above 17s. 6d. and not over 17s. 6d.		Above 25s. and 30s. and not over 25s. and 30s.		Above 35s. and 40s. and not over 35s. and 40s.		Above 50s. and 60s. and not over 50s. and 60s.		Above 70s. and 80s. and not over 70s. and 80s.		Above 90s. and 100s. and not over 90s. and 100s.		For every 100s. thereof over—			
		s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
0 1	0 1	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0
0 2	0 2	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0
0 3	0 3	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0
1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0
1 1	1 1	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0
1 2	1 2	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0
1 3	1 3	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0
2 0	2 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0
2 1	2 1	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0
2 2	2 2	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0
2 3	2 3	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0
3 0	3 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0

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 *Ammunition boxes, with or without spent cartridge cases	Class "B." 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 29)	Class "A." Minimum 6d.
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 "A." 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 (see pages 78 and 79)	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 "A." 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	
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, and jars, 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
Siphons, 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 or bags	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 "C." "Smalls" Minimum.
" " " " " set up, over 100 and not exceeding 400 gallons capacity	Class 2.
" " " " " 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	
Puncheons, Wine	Class "C." "Smalls" Minimum.
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	} 0 3	} 0 3	} 0 6	
Kegs, not over 10 gallons, and Fruit Tubs				
Hogsheads	} 0 9	} 1 0	} 1 6	
Tallow Pipes and Puncheons ...				
Wine pipes, not exceeding 112 gallons capacity				
*Egg, Crockery, and Fish Casks, large	1 0	1 6	2 0	

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

From 1 to 100 miles ...	3d. per ton per mile	} plus 10 %
" 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 13s. 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 prepays 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 shall 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 6	0 4	0 8	0 6
16 ,, 30 ...	0 8	0 6	0 9	0 7	0 11	0 9
31 ,, 50 ...	0 11	0 8	1 0	0 9	1 3	0 11
51 ,, 70 ...	1 2	0 11	1 3	1 0	1 6	1 3
71 ,, 100 ...	1 6	1 2	1 7	1 3	1 11	1 8
101 ,, 150 ...	1 8	1 5	1 9	1 6	2 2	1 10
151 ,, 200 ...	1 10	1 7	1 11	1 8	2 6	2 0

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 conditions and in truck loads of 4 tons Class " A ".

Empty Return Milk Cans.—When waybilling cans of Milk on the forward journey the charge for the return of the empty can is to be added to the freight for the carriage of the full can and included in the debit on the outwards waybill. The empty can is to be returned free to the original forwarding station, and so waybilled on the Departmental Free Waybill (G.F. 12).

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-goon, Darnum, and Yarragon to Melbourne and suburban stations by the 2.25 p.m. Up train.
- (e) Transfer milk from Hallam, Narre Warren, and Berwick, by the 2.25 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 Aspendale, Chelsea, Carrum, Seaford and Frankston to Melbourne and suburban stations.
- (i) From stations on the Whittlesea line to Melbourne and suburban stations.

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 11.30 a.m. (No. 7) 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 126 lbs.
1 to 30	...	...	...	...	...	<i>s. d.</i> 0 7
31 ,, 50	...	...	...	...	...	0 10
51 ,, 70	...	...	...	...	...	1 1
71 ,, 90	...	...	...	...	...	1 5
Over 90	...	...	...	...	...	Class B, less 10 per cent.

Empty Return Cream Cans.—When waybilling cans of Cream on the forward journey the charge for the return of the empty can is to be added to the freight for the carriage of the full can and included in the debit on the outwards waybill. The empty can is to be returned free to the original forwarding station, and so Waybilled on the Departmental Free Waybill (G.F. 12).

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.

METAL, METAL SCREENINGS, STONE DUST, TOPPINGS, 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.
1 to 6	<i>s. d.</i> 1 9	<i>s. d.</i> 1 9	17	<i>s. d.</i> 2 5	<i>s. d.</i> 2 1
7	1 9	1 9	18	2 6	2 2
8	1 9	1 9	19	2 7	2 4
9	1 9	1 9	20	2 8	2 5
10	1 11	1 11	21	2 9	2 7
11	1 11	1 11	22	2 9	2 8
12	1 11	1 11	23	2 9	2 9
13	2 0	1 11	24	2 9	2 9
14	2 1	1 11	25	2 9	2 9
15	2 2	1 11	26	2 9	2 9
16	2 4	2 0	27 and beyond, Class M rate and conditions		

See page 111 for special rate for gravel, metal, &c., supplied to City, Town, Borough, Shire Councils, Water Trusts, Municipal Tramway Trusts, State Rivers and Water Supply Commission, and Country Roads Board.

SPECIAL CHEAP FREIGHT AND DELIVERY CHARGES FOR SINGLE PACKAGES OF COUNTRY PRODUCE AND CARRIERS CHARGES FOR DELIVERY OF OTHER SMALL CONSIGNMENTS OF GOODS IN MELBOURNE AND SUBURBS.

CLAUSE 1.—SPECIAL CHEAP RATE FOR SINGLE PACKAGES OF COUNTRY PRODUCE AS UNDER.

Prepaid—Owner's risk—

Distance.	Schedule 1.		Schedule 2.	
	Fruit (Fresh or Dried), Vegetables, Cider, Honey, Perry, and Wine, produce of the Commonwealth.		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.
Up to 25 miles ...	s. d. 0 4	s. d. 0 7	s. d. 0 4	s. d. 0 7
26 " 50 " ...	0 7	0 10	0 7	0 10
51 " 101 " ...	0 7	0 10	0 9	1 1
102 " 150 " ...	0 9	1 1	0 11	1 5
151 " 200 " ...	0 9	1 1	1 1	1 8
201 " 250 " ...	0 9	1 1	1 1	1 8
251 " 300 " ...	0 11	1 5	1 5	1 11
301 " 400 " ...	1 1	1 8	1 8	2 2

subject to the tariff for "Smalls" if cheaper.

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.

DELIVERY IN MELBOURNE AND SUBURBS BY CARRIER OF THE ABOVE CONSIGNMENTS.

The above consignments, FULLY ADDRESSED, when consigned in packages not exceeding 60 lbs. per package in weight, will be delivered from the MELBOURNE GOODS SHEDS to any address in the undermentioned places :—

			On payment of an additional delivery charge of—
(a) Within the City of Melbourne, bounded by Flinders, Spring, Victoria, Adderley, and Spencer streets ...	...	...	6d. per package
(b) Outside the above city area, but within the particular suburbs only shown hereunder, viz. :—	...	...	9d. per package
Abbotsford	East Camberwell	Kooyong	Ripponlea
Albert Park	East Caulfield	Malvern	Riversdale
Armadale	East Melbourne	Middle Park	Royal Park
Ascot Vale	East Richmond	Mont Albert	Sandringham
Auburn	East St. Kilda	Montague	Seddon
Balaclava	Elsternwick	Moonee Ponds	Shenley
Balwyn	Elwood	Moreland	South Brunswick
Barker	Essendon	Murrumbeena	South Kensington
Box Hill	Fitzroy	Newmarket	South Melbourne
Brighton	Flemington	Newport	South Yarra
Brighton Beach	Footscray	Northcote	Spotswood
Brunswick	Gardenvale	North Carlton	St. Kilda
Burnley	Gardiner	North Essendon	Surrey Hills
Camberwell	Glenferrie	North Fitzroy	Toorak
Canterbury	Glanhuntingly	North Melbourne	Tooronga
Carlton	Graham	North Port	West Footscray
Carnegie	Hampton	North Richmond	West Melbourne
Caulfield	Hawthorn	North Williamstown	West Richmond
Clifton Hill	Hawksburn	Parkville	Williamstown
Coburg	Heyington	Port Melbourne	Windsor
Collingwood	Kensington	Frahran	Yarraville
Deepdene	Kew	Richmond	

CLAUSE 2.—CARRIER'S CHARGES FOR DELIVERY OF SMALL CONSIGNMENTS OF GOODS (OTHER THAN THOSE MENTIONED IN CLAUSE 1) IN MELBOURNE OR SUBURBS.

Consignments of goods for Melbourne or suburbs (other than those mentioned in Clause 1 of this instruction), 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.	RADIUS "A."	RADIUS "B."	RADIUS "C."
	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, 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 9	1 0	1 0
56 "	0 9	1 0	1 3
1 cwt.	1 0	1 6	1 9
2 "	1 6	1 9	2 0
3 "	2 0	3 0	4 0
5 "	5 0	9 0	13 6
10 "	5 0	9 0	13 6
15 "	5 0	9 0	13 6
20 "	5 0	9 0	13 6

These consignments must be way-billed to the Melbourne Goods Sheds.
The Cartage Contractors for consignments shown in Clauses 1 and 2 are Mayne, Nickless Pty. Ltd.

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

(See page 112.)

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, Buggies, Gigs, Drays, and two-wheeled Street Scrapers, Street Sweepers, Sanitary Carts and Waggon, also similar vehicles	5d. per mile	4d. per mile	3d. per mile	0 14 0
(b) Any two of above-named vehicles for one owner, on one four-wheeled truck	8d. per mile	6d. per mile	4d. per mile	1 2 0
(c) Any three of above-named vehicles for one owner, on one four-wheeled truck	10d. per mile	7d. per mile	5d. per mile	1 2 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	7d. per mile	6d. per mile	5d. per mile	0 16 6
(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	10d. per mile	8d. per mile	6d. per mile	1 13 0
Three Vehicles	1s. 1d. per mile	10d. per mile	8d. per mile	1 13 0
(MOTOR CARS—see page 41.)				
3. (a) Two-wheeled vehicles weighing up to 4 cwt., on wheels or in pieces, if loaded with other goods for the same destination station or a station beyond on the same line and not requiring a separate truck	2d. per mile	1½d. per mile	1½d. per mile	0 11 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 for the same destination station or a station beyond on the same line and not requiring a separate truck	3d. per mile	2½d. per mile	2d. per mile	0 11 0
4. Furniture Vans on wheels, returned empty, after having been previously sent full by rail	4d. per mile	4d. per mile	...	0 11 0
5. Contractors' Trucks, loaded on railway trucks	7d. per mile	7d. per mile	...	1 2 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 WEIGHTS OF GOODS.

See General Conditions, Numbers 11 and 31.

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

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

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

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

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

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

Ashes, 44 cubic feet to the ton.

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

Beer in bulk.—

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

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

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

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

Butter (ordinary export light), 64 lbs. per box.

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

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

Empty Butter Boxes (ordinary export light), 6 cwt. 3 qrs. per 100.

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

	cwt.	qrs.	lbs.
Fish, Large Boxes ..	0	3	7
" Medium Boxes ..	0	2	7
" Small Boxes ..	0	1	7
" Large Baskets Murray			
Cod and Perch ..	1	0	0
" Medium Scoops Barra-			
couth ..	0	2	7

	cwt.	qrs.	lbs.
Fish, Medium Baskets other			
Fish ..	0	2	21
" Small Baskets all kinds			
Fish ..	0	0	21
Honey, 63 lbs. per kerosene tin.			
Imported Ale and Stout, 1 cwt. 3 qrs. 14 lbs. per case.			
Kerosene Oil, 3 qrs. per case, or as specially arranged.			
Lime, <i>ex</i> Bacchus Marsh, 16 bags to the ton.			
Lime, <i>ex</i> Curdie and Timboon, Building, 16 bags to the ton.			
Lime, <i>ex</i> Curdie and Timboon, Agricultural, 20 bags to the ton.			
Lime, <i>ex</i> Lilydale, 12½ bags to the ton.			
Lime, <i>ex</i> Moriac, 16 bags to the ton.			
Cement, <i>ex</i> Burnley, 190 lbs. per bag.			
Rabbits (22 pairs), 1 cwt. 1 qr. per crate.			
Sand,* 25 cubic feet to the ton.			
Shale, 13½			
Sugar 70 lbs. per bag, 32 bags to the ton.			
Wire, galvanized or black, 1 cwt. per coil.			
" " " in bundles, 2 cwt. per bundle			
Wire, barbed, in spools, 1 cwt. 0 qr. 4 lbs. per spool.			
Woolpacks, 5 cwt. 1 qr. 7 lbs. 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:—

Capacity of Trucks.	Measurement of Loading.	Freight Charged On.
8 tons.	175 cubic feet.	7½ tons.
10 tons.	225 cubic feet.	9½ tons.
15 tons.	350 cubic feet.	14½ tons.

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:—

<p>Piles, Poles, Logs, and Telegraph Poles (without arms), rough 25 c. feet to ton.</p> <p>Piles, Beams, Logs, and Poles (sawn, hewn, or squared), 30 c. feet to ton.</p> <p>Logs, Pinus Insignis, 40 c. feet to the ton.</p> <p>Scaffolding poles, 30 c. feet to ton.</p> <p>Blackwood Logs (rough, or squared), 30 c. feet to ton.</p>	<p style="text-align: right;">cubic ft. to the ton.</p> <p>STONE—</p> <p>Bluestone, rough (longest measurement) 14</p> <p>Bluestone, dressed (longest measurement) 13</p> <p>Freestone (Wauru Ponds) (longest measurement) 18</p> <p>Freestone (Barrabool) (longest measurement) 16</p> <p>Freestone (Stawell) (longest measurement) 15</p> <p>Granite, rough (longest measurement) 14</p> <p>Granite, dressed (longest measurement) 13</p> <p>Gravel 22</p> <p>Pitchers 19</p> <p>Road Metal 25</p> <p>Rubble 22</p> <p>Scoria 30</p> <p>Screenings 25</p> <p>Slate, Flagging and Slabs 14</p> <p>Spalls (Lilydale) 22</p> <p>Spalls (Basalt) 25½</p> <p>Toppings 25</p>
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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 85, or the classification, page 48.

6. The weights of grain, chaff, potatoes, onions, carrots, turnips, and other agricultural produce in truck loads, 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 inches in length x 23 inches in width, which will be notified each year immediately subsequent to the determination of the Melbourne Chamber of Commerce as to the fair average quality of wheat for the season. The number of 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 way-bill. In every case the way-bill 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, STAVES, AND VINE STAKES.

Class and Description of Truck.	Capacity of Truck.	Loaded to Height shown hereunder.	SHORT FIREWOOD (3ft. and under) and STAVES.		LONG FIREWOOD AND VINE STAKES.	
			Tonnage to be Charged.		Loaded to Height shown hereunder.	Tonnage to be Charged.
			Tons. cwts.	Tons. cwts.		
H, large	8 and 10	2' 9"	6 0	4 0	2' 9"	8 0
Cattle, small ..	8 and 10	3' 1" from battens	6 0	4 0	3' 1" from battens	6 0
" large	8 and 10	2' 10" from battens	6 0	4 0	2' 10" from battens	6 0
Medium	8, 10, and 12	Water level	6 0	4 0	4' 0"	6 16
"	10 and 12	"	"	"	4' 6"	7 13
"	10 and 12	"	"	"	5' 0"	8 10
" high-sided ..	15	Water level	10 0	6 15	4' 6"	8 15
"	15	"	"	"	5' 0"	9 10
" swing-door ..	15	Water level	10 0	6 15	4' 0"	9 12
"	15	"	"	"	4' 6"	10 16
"	15	"	"	"	5' 0"	12 0
" drop-door ..	15	Water level	10 0	6 15	4' 0"	10 0
"	15	"	"	"	4' 6"	11 5
"	15	"	"	"	5' 0"	12 10
Q.R. Bogies ..	20 and 26	Water level	13 0	8 0	4' 0"	14 5
"	20 and 26	"	"	"	4' 6"	16 0
"	20 and 26	"	"	"	5' 0"	17 15
R Bogies	16 and 20	Water level	10 0	6 15	4' 0"	13 15
"	20	"	"	"	4' 6"	15 6
"	20	"	"	"	5' 0"	17 0
N.Q.R. (narrow gauge)	10	2' 8"	6 0	"	4' 5"	8 10

LOADING SCALE FOR ROUGH AND SPLIT TIMBER, N.O.S.

Class and Description of Truck.	Capacity of Truck.	Loaded to Height shown hereunder.	Tonnage to be Charged.			
			*Pallings, Droppers, Pickets, Shingles, and Fodder Boards Split, also Billets for Case-making and Blackwood Billets.	*Mining Laths.	Mining Props, *Slabs, Lids, and Caps.	Spoke Billets.
			Tons. cwts.	Tons. cwts.	Tons. cwts.	Tons. cwts.
Mediums	10 and 12	Water level	8 0	8 0	7 0	8 10
Medium, all types ..	15	Water level	13 10	9 15	12 0	"
"	15	1" below water level	"	"	"	14 5
Q.R. Bogies	20 and 26	Water level	16 0	12 0	14 0	17 5
R Bogies	16 and 20	Water level	13 0	10 0	11 5	14 5
N.Q.R. (narrow gauge)	10	2' 8"	"	6 0	"	8 10
"	10	2' 9"	8 0	"	7 0	"

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

LOADING SCALE FOR FIREWOOD AND TIMBER—continued.

No margin is allowed in respect of any of the foregoing measurements applicable to either firewood or rough and split timbers n.o.s.

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

The estimated and measurement weight of the following hardwood timbers when forwarded in less than truck loads, or forming a portion of a consignment of other timber shall be as under:—

- Palings, Split, 5-ft. lengths, 100 for 4 cwt.
 - " " " 6-ft. lengths, 100 for 5 cwt.
 - Staves, Split, 60 cubic feet to the ton.
 - Pickets
 - Droppers
 - Fodderboards
- } Split, 50 cubic feet to the ton.

Narrow gauge "Q.R." trucks, numbered 61, 72, and 80, which are fitted with grated floors, may be loaded 4 inches higher than the height specified in the above-mentioned loading scales.

Eight ton capacity medium trucks are not to be loaded with mining timber or spoke billets.

POSTS AND RAILS.

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

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

Posts, Round, not exceeding 10 feet in length, shall be charged under Class "M," and the weight calculated by measurement on the basis of 25 cubic feet to the ton. If exceeding 10 feet in length Class "M" Rate shall be charged on the actual weight if ascertainable, otherwise at 25 cubic feet per ton.

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

	Colac.	Upper Ferntree Gully.	Wangahatta.	Moe.
	Per ton.	Per ton.	Per ton.	Per ton.
Firewood	6d.	6d.	9d.	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 (including Scaffolding Poles)...	9d.	9d.	...	...
Live stock	Per Narrow Gauge Truck. 1s. 6d.	Per Narrow Gauge Truck. 1s. 6d.	Per Narrow Gauge Truck. 2s. 3d.	Per Narrow Gauge Truck. 1s. 6d.

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

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

LOADING AND UNLOADING CHARGES.

Supplementary to General Condition 30, page 16.

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, empty returned cases, crates, and jars, fellos, 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. GEELONG, BALLARAT, BALLARAT EAST, BENDIGO, AND ECHUCA—

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

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

3. ARDEN STREET—

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

	s.	d.
Firewood, each 8, 10, or 12-ton medium truck, loaded to water level	1	6
" " 15-ton truck, loaded to water level	2	6
" " bogie truck, loaded to water level	3	0
Palings, each 8, 10, or 12-ton medium truck	3	6
" " 15-ton truck	5	0
" " bogie truck	6	6
Piles, Logs, Sawn and other Timber, each 8, 10, or 12-ton medium truck	3	0
Piles, Logs, Sawn and other Timber, each 15-ton truck	4	6
" " " " " bogie truck	6	0

4. TOORAK—

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

	s.	d.
Firewood, each 8, 10, or 12-ton medium truck, loaded to water level	1	6
" " 15-ton truck, loaded to water level	2	6
" " bogie truck, loaded to water level	3	0
Palings, each 8, 10, or 12-ton medium truck	3	6
" " 15-ton truck	5	0
" " bogie truck	6	6
Sawn and other Timber, each 8, 10, or 12-ton medium truck	3	0
" " " 15-ton truck	4	6
" " " bogie " "	6	0

5. MALVERN—

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

	s.	d.
Firewood, each 8, 10, or 12-ton medium truck, loaded to water level	1	3
" " 15-ton truck, loaded to water level	2	0
" " bogie truck loaded to water level	2	6
Palings, each 8, 10, or 12-ton medium truck	3	6
" " 15-ton truck	5	0
" " bogie truck	6	6
Sawn and other Timber, each 8, 10, or 12-ton medium truck	3	0
" " " 15-ton truck	4	6
" " " bogie " "	6	0

STORAGE CHARGES.

Supplementary to General Condition 32, page 17.

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, 9d. 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 ... 8d.	4d.	6d.	1s.
	Second day ... 2d.	3d.	4d.	8d.
	Each succeed- ing day ... 1d.	2d.	3d.	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 authorized 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 135.

Williamstown Pier.—See page 135.

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

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

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

- (A) If the suburban station be of equal or less distance than Melbourne, the same rates shall be charged as between Melbourne and such other station, if less than the mileage rates.
 - (B) If the suburban station be of greater distance than Melbourne, the rates as between Melbourne and such other station shall be charged, plus the difference between the mileage rates between Melbourne and such other station and the mileage rates between the suburban station and such other station, if the combined rates be less than the mileage rates for the whole distance.
2. 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, Wines and Spirits in bulk and bottled, Groceries as per list hereunder.	Sugar—		Kerosene and Fencing Wire. Minimum 1 ton.
						Minimum 20 tons.	Minimum 5 tons.	
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
North Geelong	9 0	10 0	11 0	13 9	...	...	...	...
Geelong	9 0	10 0	11 0	13 9	...	...	...	...
South Geelong	10 0	11 0	12 3	15 0	...	...	...	...
Colac	27 9	33 0	27 9	...	...	...
Ballarat and Ballarat East	...	20 0†	23 3	29 0	26 6	17 3	...	...
Golden Square	42 0	...	...	...
Bendigo	42 0	23 3	...	...
California Gully	44 0	...	...	...
Eaglehawk	44 0	...	...	...
Ouyen	89 3	105 9	...	...	...	69 0
Kiamal	87 6	103 3	...	...	...	67 6
Hattah	...	72 3	80 9	95 3	...	...	54 0	62 6
Nowingi	...	68 9	76 6	89 6	...	...	51 0	59 0
Carwarp	...	66 3	72 9	85 0	...	...	48 9	56 6
Yatpool	...	64 0	70 0	81 9	...	...	46 6	54 3
Irymple	...	48 0	57 9	63 3	73 9	...	40 9	48 0
Mildura
Merbein	...	62 9	68 9	79 9	...	...	45 9	53 0

* 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 (including Salt), 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, Kiamal, 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, Gal. Iron, Kerosene, Softwood, or mixed consignments there- 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.	s. d.	14/- per ton. For lots less than 1 ton—11/- per ton, plus 3d. per box.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
	12 0	12 0		10 6	11 9	12 0	12 0	17 0	17 0	19 9
Rail propor- tion	6 0	6 0	6 0	4 6	5 9	6 0	6 0	11 0	11 0	13 9
Steamer pro- portion	6 0	6 0	8 0	6 0	6 0	6 0	6 0	6 0	6 0	6 0
Total through charge per ton	12 0	12 0	14 0	10 6	11 9	12 0	12 0	17 0	17 0	19 9

* 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. ... 4s. 0d.
" " 28 lbs. ... 6d.	" " 15 cwt. ... 5s. 6d.
" " 1 cwt. ... 1s. 0d.	Cream, large cans ... 1s. 3d. each
" " 2 cwt. ... 1s. 3d.	Cream, small cans ... 1s. 0d. "
" " 3 cwt. ... 1s. 6d.	Box Butter (single) ... 0s. 6d. "
" " 5 cwt. ... 2s. 0d.	Porkers and Vealers ... 1s. 0d. per cwt.

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.	MELBOURNE AND EUSTON DISTRICT.				MELBOURNE AND 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 * ...	...	...	...	...	...	...	...	44 0
" C * ...	...	...	53 0	...	28 6	42 0	42 0	44 0
" 1 ...	47 0	58 0	58 0	...	28 6	42 0	42 0	44 0
" 2 ...	60 6	69 0	69 0	...	33 0	47 0	47 0	49 6
Softwood* † ...	23 6	36 0	36 0	...	23 6	36 0	36 0	...
Sugar † ...	28 6	42 0	42 0	...	16 6	30 6	30 6	...
Kerosene † ...	28 6	42 0	42 0	...	...	...	...	44 0 †
Galvanized Iron * ...	28 6	42 0	42 0	...	...	...	...	...
Fencing Wire * † ...	28 6	42 0	42 0	...	25 6	40 0	40 0	44 0 †
Wire Netting * † ...	...	...	...	...	21 0	24 6	28 0	...
Wool Packs * ...	...	...	...	...	16 6	30 6	30 6	...

* Not including loading and unloading.

† If cheaper than the Tariff Rate.

‡ Minimum 2 tons.

** These rates also apply between Geelong and Mildura.

Hides and Skins from the Darling River District to Melbourne via Mildura shall be charged 30s. 6d. per ton.

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 132.

Transshipping at Albury and Tocumwal.—All special class traffic received at Albury and Tocumwal not consigned to the care of an Agent will be dealt with by the Railway Department. Traffic carried at the 1st and 2nd classes will be entitled to free transference. For loose vegetables a charge of 2s. 6d. per ton will be levied, with a minimum of 2s. 6d. For wool the charge will be 1s. 6d. per ton, with a minimum of 1s. 6d. For other traffic the charge for transshipping will be 1s. per ton, with a minimum of 1s.

The Commissioners reserve to themselves the right to make a special charge for the transshipment of traffic when the cost of such transshipping exceeds the rates quoted above, such charge to be not less than the actual cost of transshipment.

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.
	58s. 4d.	74s. 3d.	99s. 0d.	121s. 0d.	143s. 1d.	5s. 2d.
PROPORTIONS.						
Victoria	21s. 8d.	24s. 0d.	32s. 1d.	39s. 2d.	46s. 4d.	1s. 9d.
New South Wales	36s. 8d.	50s. 3d.	60s. 11d.	81s. 10d.	96s. 9d.	3s. 5d.

* These rates do not include transhipping charges at Albury, for which see page 92.

(2) BETWEEN MELBOURNE, GEELONG, AND ADELAIDE (MILE END).

	Class A	B	C	1	2	3	Minimum Charge per Consignment.
	42s. 5d.	55s. 7d.	79s. 5d.	95s. 4d.	121s. 10d.	131s. 10d.	5s. 4d.
PROPORTIONS.							
Victoria ..	26s. 2d.	34s. 3d.	48s. 11d.	58s. 8d.	75s. 0d.	75s. 0d.	3s. 4d.
South Australia	16s. 3d.	21s. 4d.	30s. 6d.	36s. 8d.	46s. 10d.	56s. 10d.	2s. 0d.

(3) BETWEEN SYDNEY AND ADELAIDE (MILE END).

	Class *A	*B	*C	1	2	3	Minimum Charge per Consignment.
	100s. 8d.	129s. 11d.	178s. 5d.	216s. 4d.	264s. 10d.	274s. 10d.	10s. 6d.
PROPORTIONS.							
New South Wales	36s. 8d.	50s. 3d.	66s. 11d.	81s. 10d.	96s. 9d.	96s. 9d.	3s. 5d.
Victoria ...	47s. 9d.	58s. 4d.	81s. 0d.	97s. 10d.	121s. 3d.	121s. 3d.	5s. 1d.
South Australia...	16s. 3d.	21s. 4d.	30s. 6d.	36s. 8d.	46s. 10d.	56s. 10d.	2s. 0d.

* These rates do not include transhipping charges at Albury, for which see page 92.

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. 4d. 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. TRAFFIC BETWEEN VICTORIA AND SOUTH AUSTRALIAN STATIONS.

For traffic from Melbourne to South Australian stations other than Mile End and from Mile End to Victorian stations other than Melbourne or *vice versa*, the special through rates between Melbourne and Mile End, prescribed in clause 2 above, shall apply plus ordinary tariff rates to destination station where cheaper than the sum of each State's ordinary tariff rates to or from Serviceton.

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

BETWEEN VICTORIA AND NEW SOUTH WALES—	
Fruit and Vegetables	see page 109.
BETWEEN VICTORIA AND QUEENSLAND—	
Fruit, fresh	see page 110.
BETWEEN VICTORIA AND SOUTH AUSTRALIA—	
Fruit, fresh or dried	see page 110.

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

ANDERSON—

(a) 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.

(b) Woolamal 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.

ARDEN STREET—

Melbourne City Council Siding—

Coal ex Ship consigned to the Melbourne City Council Siding, Arden Street, shall be charged at the ordinary tariff rates to Arden Street.

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.

Clerk-in-Charge, Arden Street, to raise debits for the shunting charges.

BAIRNSDALE—

1. 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.

2. G. J. Goodman's Siding—

This Siding is situated on the Bairnsdale Wharf Line. Consignments to or from the siding are to be charged one mile in addition to the mileage to Bairnsdale. A shunting charge of 1s. 6d. per four-wheel truck and 3s. per bogie truck, whether loaded or empty, shall be imposed for each truck placed on the siding.

Where it is necessary to place or remove trucks at times other than when the engine is required to clear loading from the wharf line, a minimum charge as for three (3) trucks shall be imposed.

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."

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

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.

BELL (W. McFarlane's Tramway)—

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

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) 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.

(f) 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.

BERRYBANK (Messrs. E. and A. Onians' Siding)—

Consignments to or from the Siding shall be charged to or from Berrybank, 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.

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.

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

BURRUMBEET (Stewart's Chaff Mill)—

This Mill is situated in the Burrumbeet Station Yard. The freight charges shall be calculated as to or from Burrumbeet, and a shunting charge of 1s. 6d. per four-wheeled and 3s. per bogie truck shall be made for all trucks, whether loaded or empty, placed at the Mill.

CAMBERWELL—BURWOOD and ASHBURTON—

Consignments in truck loads may be accepted for Burwood or Ashburton, and shall be charged ordinary mileage rates subject to an additional shunting charge of 5s. per 4-wheeled truck and 10s. per bogie truck.

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—

(a) (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. Coke from the Geelong Gas Company's Siding, North Geelong, to the Melbourne Harbor Trust Siding, Corio Quay, shall be charged 1s. 9d. per ton, plus a shunting charge of 1s. 6d. for each 4-wheeled truck, subject to a minimum charge as for three trucks.

(b) Geelong Harbor Trust's Siding (Sims, Cooper & Co.'s Freezing Works)—

Consignments for Messrs. Sims, Cooper & Co. (Geelong Harbor Trust Siding) are to be waybilled to North Geelong and charged as under:—

1. Live stock from any stations other than Geelong and North Geelong to the Siding shall be charged for at the tariff rates as for 1 mile in excess of the mileage to North Geelong.

2. Special trips with live stock from North Geelong to the Siding shall be subject to a minimum number of fifteen trucks per special trip, and for every truck short of fifteen per trip an additional charge of 6d. per truck shall be made.

3. Special trips with empties, or to remove empties, engine running light one way, shall be charged for at 7s. 6d. per trip.

4. Not more than 30 minutes' free time for the engine shall be allowed at the Works, and extra time shall be charged for at 6s. 3d. per half-hour or part thereof, and if one trip be required to place the trucks at the Siding, and another trip to remove them, both trips shall be paid for. Twenty minutes shall be allowed for discharging each truck of live stock.

5. If the empty trucks be required so urgently that the time specified cannot be given, and it is necessary for a special trip to be run to the Freezing Works for empty 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 all the trucks that were loaded in are removed. 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 be placed another trip is run to place more loaded trucks.

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

CRIB POINT (Naval Base Siding)—

The freight charges on consignments for the siding shall be based on the mileage rates to Crib Point.

A special charge of 10s. per trip shall be raised for placing the trucks, but no charge is to be imposed for clearing them from the siding.

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 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 86½ miles from Melbourne.

DENILIQVIN 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 prescribed in clause (b) hereof the Stevedoring charge at the wharf shall be 9d. 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.

Commodity	Rate per Ton.
Timber (Murray Pine)	2s.
„ (Hardwood)	1s.
Bricks	2s.
Furniture	2s.
Firewood	1s.
Red Gum Paving Blocks	1s. 6d.
Telegraph Poles	1s.

(c) Grain, from the wharf to the station or to the local mills, shall be charged 6d. per ton, in truck loads, minimum 3s. per four-wheeled truck.

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

(e) Murray River Saw-mill Company's Siding—

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

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

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.

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.

Eureka Terra Cotta and Tile Company's Siding—

Actual mileage rates as to or from Eureka shall be charged. In addition, a shunting charge of 1s. 6d. per four-wheeled and 3s. per bogie truck, with a maximum of 6s. for each trip, shall be made for placing trucks on the Siding.

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 113. Tallow and skins forwarded from the siding to Port Melbourne Pier or Williamstown Pier shall be charged the ordinary rates (for skins see page 116), 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 107).

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. 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 $\frac{1}{2}$ of a mile in addition to the mileage to or from Geelong.
5. (a) Grain consigned to the Geelong Pier, and on which the through freight to such Pier is paid, may, if temporarily stored at stacking sites or sheds at North Geelong or Geelong pending shipment, be carried from such place of temporary storage to the Geelong Pier free of charge.
(b) Grain rejected at the ship's side and forwarded from the Pier to Geelong or North Geelong, or to any sheds or stacking sites thereat, shall be charged 6d. per ton, minimum 3s. per four-wheeled truck.
(c) Grain between any two of the following places, viz.:—Geelong, North Geelong, Messrs. Dennys, Lascelles and Company's Siding, the Crossing, and the Pier shall, except as provided for in clause (a) hereof, be charged 6d. per ton, minimum 3s. per four-wheeled truck.

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 way-bill specially. The way-bill 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—J. R. Maxwell's Siding—

Actual mileage shall be charged as to or from Kerang, subject to an additional shunting charge of 1s. 6d. per four-wheeled and 3s. per bogie truck for all trucks (whether loaded or empty) placed on the Siding.

KILMANY—(Kilmany Park Steam Tram Terminus Siding)—

The above siding is situated at 121½ miles from Spencer-street, and is open for goods in truck loads only (minimum 2 tons).

Actual mileage rates shall be charged to or from the siding, subject to the following additional shunting charges:—

- (a) A minimum charge of £1 shall be made for each trip when the number of trucks either placed in or removed from the siding is equal to at least six four-wheeled trucks.
- (b) When the number of trucks placed in or removed from the siding is less than six, a special charge of 1s. 6d. for each four-wheeled truck, and 3s. for each bogie truck less than six four-wheeled trucks shall be imposed in addition to the minimum charge of £1 per trip provided for in clause (a).

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. Dean, an extra charge shall be made of 2s. per four-wheeled truck and 4s. per bogie truck for outwards trucks only.

LANGI LOGAN—

(a) *(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.

(b) *(Langi Logan South Gold Mining Company's Siding)—*

This siding is situated 139 miles from Melbourne, and is open for Inwards traffic account the Langi Logan South Gold Mining Company. A shunting charge of 1s. 6d. is to be imposed for each four-wheeled truck and 3s. for each bogie truck placed at the mine, minimum 3s. per trip.

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.

MACAULAY—(Heathcote Chemical Co.'s Siding)—

This siding is situated at Macaulay (2 miles from Spencer-street), and is open for inwards and outwards traffic in truck loads account Heathcote Chemical Company. Actual mileage rates shall be charged, subject to an additional shunting charge of 1s. 6d. for each 4-wheeled truck, and 3s. for each bogie truck placed on the siding.

MACLEOD (Mont Park Asylum)—

This siding is situated 12½ miles from Melbourne (Spencer-street), and, in addition to the ordinary mileage rates, 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.

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. Coal from Victorian coal mines to Piggott-street is to be charged 3d. per ton in addition to the rate to Melbourne.

(c) **Metropolitan Gas Company's Siding (Piggott-street)—**

The above siding is open for Inwards and Outwards traffic in truck loads account Metropolitan Gas Company. Consignments shall be charged as to or from Melbourne, plus an additional haulage charge of 6d. per ton.

(d) **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.

Leather in bales from Shipping Shed to Victoria Dock shall be charged same rates as from the Shipping Shed to the piers.

(e) **Wool or Grain** forwarded from the Grain Shed to the Victorian Stevedoring Shed or the Victoria Dock shall be charged 1s. per ton (not including loading), subject to a minimum of 10s. if a special trip is required.

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

Truck loads of new empty butter boxes loaded at the Victorian Butter Factories Company's Siding for other stations shall be charged 1s. per ton in addition to the tariff rate from Melbourne.

(f) **Victorian Butter Factories Coy.'s Siding.** See page 107.

Victoria Dock—Charges for Goods carried to and from vessels lying at berths accessible by rail. (Inwards and Outwards traffic to and from the Victoria Dock shall only be accepted when in truck loads.)

INWARDS TRAFFIC (from all stations other than Melbourne)—

Grain, Hay, Straw, Flour, 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 113.

Coal from State Mine to Victoria Dock is to be charged 3d. per ton in addition to rate to Melbourne.

For Wool, see page 120.

Goods in classes 1 and 2 despatched from stations other than Melbourne to the Victoria Dock.

When way-billing goods consigned to the Victoria Dock for direct shipment which are charged for under class 1 or class 2 a deduction of 6d. per ton from the tariff rate (which will not include unloading), shall be made and consignments way-billed accordingly.

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, including empty cases, new, from the Victorian Butter Factories Siding, 1s. per ton in addition to the tariff rate from Melbourne.

Coal in truck loads from the Victoria Dock to the Victorian 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.

MURTOA (Wimmera Inland Freezing Company Ltd.'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 suburban stations, 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.

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

NEWPORT—

1. Borthwick Freezing Company's Siding—

If a special trip be necessary from Melbourne or Newport in respect of inwards or outwards traffic other than fresh or frozen meat, the charge for the special service shall be 40s. if from Melbourne and 20s. if run from Newport respectively, in addition to the ordinary freight charges.

2. Prossor (Western and Murray District Co-operative Bacon Company's Siding)—

(1) A charge of 40s. shall be made for each special trip run from Melbourne and 20s. for each special trip run from Newport 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 20s. 9d. per truck, with a minimum charge of 83s. for each special trip, inclusive of freight.

(3) Bacon consigned from the Siding to Williamstown Pier, Melbourne or City Market shall be charged 13s. 9d. per truck, with a minimum charge of 55s. 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 from Melbourne or Newport a charge of 40s. if from Melbourne or 20s. if from Newport 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 40s. shall be imposed for the special trip if run from Melbourne, or 20s. for the special trip if run from Newport.

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 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 13s. 9d. per truck; minimum, 55s. per special trip.

(b) Frozen meat carried between the Works and Geelong, or between the Works and North Geelong, shall be charged 20s. 9d. per T truck; minimum, 83s. 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 13s. 9d. per truck; minimum per special trip, 27s. 6d.

(d) All traffic (except live stock) 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.

Live stock from any station other than Geelong and North Geelong to the Works shall be subject to the Tariff rates to the Siding with an additional charge of 1s. 6d. per truck, subject to a minimum charge of 7s. 6d. per trip between North Geelong and the Works.

(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 (except for live stock) 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. Special trips with live-stock empties or to remove live-stock empties, engine running light one way, shall be charged for at 7s. 6d. per trip.

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

NORTH SHORE (Geelong Freezing Company's Works)—continued.

- (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 W. and R. Fletcher Ltd., Geelong Freezing Works, shall be way-billed to Geelong Freezing Works siding, and charged rates as per clause (d). S.M. Geelong supervises.

If the empty trucks be required so urgently that the time specified cannot be given, and it is necessary for a special trip to be run to the Freezing Works for empty 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 all the trucks that were loaded in are removed. 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 be placed another trip is run to place more loaded trucks.

The Geelong Freezing Works Siding is situated half-a-mile from the main line, and the distance from Melbourne to the junction point on the main line is 42½ miles.

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, 16s. 6d. | } Excess tonnage to be charged <i>pro rata</i> . |
| Per T Truck of 8 tons, 20s. 9d. | |
| Per TT Truck of 12 tons, 27s. 6d. | |

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 16s. 6d. per four-wheeled truck, irrespective of weight or class of goods.
- (d) Live stock consigned to the Siding shall be charged mileage rates as to Portland.
- (e) T Trucks sent from Melbourne to Portland for the purpose of making special trips with Frozen Produce shall be charged 4½d. each per mile, one way only.
- (f) When the services of the local engine are required by the company between the hours of 10 p.m. and 7.25 a.m. for the purpose of hauling trucks from the siding to pier, or vice versa, the charge for such service shall be at the rate of 15s. per hour, in addition to the haulage charges as per clause (b).
- (g) When a special engine has to be brought from Ararat in connexion with the Company's traffic, a charge of £15 shall be imposed to cover the journey between Ararat and Portland. No charge shall be made while the engine is at Portland, unless it be occupied for more than twelve hours, after which time the rate for each working hour or part thereof shall be 15s., in addition to the haulage charges as per clause (b).
- (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.

QUEENSLIFF (Port Phillip Sea Pilots' Coal Siding)—

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

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

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

A shunting charge of 1/8 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.

SALE STATION AND WHARF—

1. 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 may be placed on the Wharf road at such times as the engine is working between the Station and Wharf in connexion with fish traffic. The freight charges shall be computed at the mileage rates from the despatching Station to Sale and a shunting charge of 1/8 per four-wheeled truck and 3/- per bogie truck shall be made for the service between Sale Station and the Wharf.

2. Silver Lake Flour Milling Company's Siding—

The above private siding, situated 2 miles beyond Sale, is open for inwards and outwards traffic in truck loads account Silver Lake Flour Milling Co.

Ordinary mileage rates shall be charged in respect of all consignments forwarded to or from the siding.

In addition, a shunting charge of 1s. 6d. for each four-wheeled truck and 3s. for each bogie truck shall be imposed for placing trucks at the siding.

SHEPPARTON (Goulburn Valley Industries Coy. Ltd.'s Siding)—

This siding is situated 112½ miles from Melbourne. Ordinary mileage rates shall be charged in respect of all consignments forwarded to or from the Siding. A shunting charge of 1s. 6d. per four-wheeled truck and 3s. per bogie truck, subject to a minimum charge as for two trucks and a maximum charge as for six trucks, shall be imposed in respect of all trucks, whether loaded or empty, placed on the Company's Dead End Siding.

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 Abattoirs' 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 113.

SPOTSWOOD—British Imperial Oil Company's Sidings—

1. Works Siding—

This siding is situated at 6½ miles from Spencer-street and is open for inwards and outwards traffic in truck loads a/c British Imperial Oil Company.

Actual mileage rates shall be charged subject to an additional shunting charge of 1s. 6d. per 4-wheeled truck, and 3s. per bogie truck placed on the Siding with a minimum charge as for four trucks.

For charges for Special Train Services and Detention to Engine, see Clause "2," Sub-Clauses "d" and "e" of this instruction.

2. Spotswood Wharf Siding—

This Siding is situated at the termination of a short branch line from the Power House line, and is 7 miles from Spencer-street.

The following shunting, haulage, and freight charges shall be imposed in connexion with traffic received and forwarded a/c the British Imperial Oil Company.

(A) *Shunting Charges.*—Except as prescribed in clause B, a shunting charge of 1s. 6d. per 4-wheeled truck and 3s. per bogie truck with a minimum as for four trucks shall be imposed for all trucks, empty or loaded, placed on the Wharf Siding.

(B) *Haulage Charges.*—A haulage charge of 10s. per 4-wheeled truck and 20s. per bogie truck shall be imposed for all loaded trucks hauled between Spotswood Wharf and the British Imperial Oil Company's Works Siding at Spotswood. No shunting charge shall be imposed in respect of this traffic.

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

2. Spotswood Wharf Siding—continued.

(c) **Freight Charges.**—Freight charges between Spotswood Wharf and places other than British Imperial Oil Company's Works Siding, Spotswood, shall be computed at Tariff Rates based on the mileage from the Wharf Siding to destination station.

(d) **Special Train Services.**—When special train services are arranged, at the request of the British Imperial Oil Company, to place or remove trucks loaded or empty, the following conditions for the special service shall apply:—

1. A charge of £2 shall be made for each special trip run to or from the Company's Works Siding, or to and from the wharf siding for the Company, provided that such special trip does not occupy more than two (2) hours from the starting to the returning point.

2. The provisions and charges in respect of all special trips that are estimated to occupy over two (2) hours shall be subject to special agreement with the General Passenger and Freight Agent and the Superintendent of Goods Train Service.

(e) **Detention to Engine.**—If outwards loading is waited for, a charge of 5s. for every quarter of an hour or part thereof that the engine is detained over the first quarter of an hour shall be imposed. The time is to be computed from when the engine passes through the boundary gate into the Company's works, or, if the detention occurs at the wharf, from the time the engine arrives at the wharf.

Debits.—Debits for special charges must be raised in the Miscellaneous Debit Book. Spotswood Wharf Siding is supervised by S.M., Spotswood, who shall keep a truck book recording separately particulars of all trucks, loaded or empty, placed or removed from the British Imperial Oil Company's Works Siding and Spotswood Wharf Siding, also showing the destination of all trucks hauled from the Wharf Siding.

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 5s. 6d. per ton, minimum 10 tons per truck, plus loading charge of 6d. per ton.

A charge of 10s. in addition to ordinary freight charges shall be made for the special service between Spring Vale and the Siding. This special service charge shall not be made when trucks are placed by the Mortuary train.

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.

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 account Wise Bros. or Mr. T. Boyle 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.

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

TOOBORAO (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.

UPPER FERNTREE GULLY—

1. Dandenong Shire Council Quarry Siding—

This siding is open for outwards consignments in truck loads. Ordinary mileage rates as from Upper Ferntree Gully shall be charged.

A shunting charge of 1s. 6d. per four-wheeled and 3s. per bogie truck shall be made when the number of vehicles placed in the siding is less than five (5). When five or more vehicles are placed at any one time in the siding no shunting charge is to be imposed.

2. Hermon's Quarry Siding—

This siding is situated 23½ miles from Melbourne (Spencer-street). Mileage rates are to be charged, and, in addition, the following conditions shall be observed:—

- (a) That a minimum of 80 tons be prescribed for each trip.
- (b) That if the train be run for less than the above tonnage, freight on the deficiency tonnage must be paid for at the rate of 6d. per ton.
- (c) That if any other traffic be hauled by the special train *en route* to Ringwood, the deficiency rate of 6d. per ton shall be reduced by the equivalent tonnage of such traffic.

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.	" fudges, 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.	† Fish in cases, 2d. each.
Butter boxes and cheese cases (owners to unload), ½d. each.	Hides, loose, 1d. each.
* Coal, in bags (owners to unload), 1s. 6d. per ton.	Manures, 1s. per ton.
" loose (owners to unload), 1s. per ton, subject to class weight minimums for coal, page 12.	Plows, single, 6d. each; double, 1s. each.
Cultivators and Seed Drills, 1s. 6d. each.	Reapers and Binders, 3s. each.
Empty hogsheads and casks, 1½d. each.	Timber (owners to unload), 1s. per ton.
" Tallow pipes and lye drums, 3d. each.	Vehicles, 3s. each.
† Fish, in baskets, 1d. each.	Motor Cars set up, or in cases, 3s. each.
	† Goods n.o.s., 1s. 6d. per ton.
	Drain pipes, and bags in bales and bundles 1s. 6d. per ton actual weight.

See following page for Notes.

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

WARRNAMBOOL—continued.

Warrnambool Station and Pier—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. "
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.

The freight on goods and parcels consigned to Welshpool Jetty must be prepaid.

WEST FOOTSCRAY (Kynoch's Siding)—

Mileage rates as to West Footscray are to apply to all traffic forwarded from and to the Siding, and in addition a shunting charge of 1s. 6d. per four-wheeled and 3s. per bogie truck shall be made for all trucks, whether loaded or empty, placed on the Siding. Station-master, West Footscray, is to raise debits for the shunting charges in the Miscellaneous Debit Book.

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 Williamstown Pier, or from Spotswood and Yarraville to Port Melbourne Pier or Williamstown Pier, shall be charged under Class "B," minimum 8 tons per four-wheeled truck.

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 8 tons per four-wheeled truck, viz.:

1 to 10 miles	1s. per ton.
11 to 22 "	1d. per ton per mile additional.
Over 22 "	½d.

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

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

(a) Bacon, Butter, Cheese, Honey, Meat, and Fruit for export sent from country stations—

(1) to the City Market and the Victorian Butter Factories Company's Siding shall be charged 1s. per ton, and

(2) to the Government Cool Stores at the Victoria Dock shall be charged 6d. per ton,

in addition to the Tariff Rates to Melbourne.

Unloading to be done by owners.

These rates also apply to Rabbits and Hares (in truck loads) for export, sent from Country stations to the City Market, and the Government Cool Stores at the Victoria Dock respectively.

(b) Small lots of Poultry, Rabbits, and Hares from Country stations to the City Market, and the New Government Cool Stores at the Victoria Dock, 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, the New Government Cool Stores at the Victoria Dock and the Victorian Butter Factories Company's Siding to Port Melbourne Pier or Williamstown Pier, shall be charged 3s. 6d. per ton, with a minimum charge of 10s. per four-wheeled truck.

Loading to be done by owners.

The foregoing charges shall apply in respect of similar traffic forwarded in insulated trucks from the Melbourne Goods Sheds to Port Melbourne Pier or Williamstown Pier and vice versa.

(d) Hares and Poultry from the City Market, Melbourne Goods Sheds, the New Government Cool Stores at the Victoria Dock, Victorian Butter Factories Company's Siding, Angliis & Company's Siding, Footscray, or Newport Freezing Works to Williamstown Pier or Port Melbourne Pier shall be charged 2d. per crate not exceeding 3½ cubic feet; 4d. per crate over 3½ and not exceeding 7 cubic feet; and 5d. per crate over 7 and not exceeding 9 cubic feet in measurement.

Rabbits shall be charged 1½d. per crate not exceeding 3½ cubic feet; 3½d. per crate over 3½ and not exceeding 7 cubic feet; 4½d. per crate over 7 and not exceeding 9 cubic feet. The minimum charge per truck shall be 10s., and the maximum charge 27s. 6d. per four-wheeled truck and 35s. per six-wheeled truck.

(e) Rabbits forwarded from Port Melbourne Siding to Port Melbourne Pier shall be subject to a maximum charge of 12s. 6d. per four-wheeled truck.

(f) Rabbits (frozen) between City Market and Borthwick's Siding, Brooklyn, shall be charged 30s. 3d. per four-wheeled truck and 38s. 6d. per six-wheeled truck when forwarded by ordinary goods train.

(g) Mixed consignments of bacon, butter, rabbits, hares, fish frozen, poultry and meat from the City Market, Melbourne Goods Sheds, the New Government Cool Stores at the Victoria Dock, and the Victorian Butter Factories Company's Siding to Williamstown Pier or Port Melbourne Pier shall be charged as follows:—

Bacon, butter, and meat 3s. 6d. 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.

COMMODITY RATES—continued.

- (h) Butter, cheese, and rabbits from the City Market, Flinders-street, and the new Government Cool Stores at the Victoria Dock, shall be charged as follows:—
- | | |
|--|------------------|
| (a) from City Market, Flinders-street, to Victoria Dock | 3s. 6d. per ton, |
| (b) from the new Government Cool Stores to the Victoria Dock | 2s. 0d. per ton. |
- subject to a minimum charge of 10s. for each 4-wheeled truck. In each case loading to be done by owners.
- (i) 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.
- (j) The whole of the foregoing traffic is carried at the risk of the owners. The freight must also be prepaid, except on consignments to the Victorian Butter Factories Company's Siding, which may be waybilled to pay.
- (k) 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 Pier, except by special arrangement with the General Superintendent of Transportation.
- (l) For charges in respect of frozen meat, also special trains, see page 113.

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.

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 90, shall also be applicable in respect of cement from Geelong to suburban stations.

COAL—

(A) The ordinary rate for the carriage of coal shall be Class "M," less 10 per cent., provided that the minimum charge shall be 2s. per ton for distances up to and inclusive of 6 miles; 2s. 4d. per ton for distances over 6 and up to and inclusive of 8 miles, and 2s. 6d. per ton for distances beyond 8 miles.

(B) In respect of coal forwarded by rail on the "Up" journey from any coal-field direct to any station, the rate for the carriage of such coal over the whole or any part of the line from the coal-field to Melbourne, shall be 3d. per ton per mile, and the rate for the carriage of such coal on any other line shall be the difference between Class "M" rate less 10 per cent. 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 less 10 per cent. 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. 4d. 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" rate, less 10 per cent., 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.

(C) In respect of any coal from any coal-field forwarded direct through Melbourne to any station not less than 10 miles beyond Melbourne, the proportion of the charge as between the coal-field and Melbourne which shall be borne by the consignor or consignee shall be 3d. per ton per mile, and the balance, viz., 3d. per ton per mile, shall be paid to the Commissioners out of the Consolidated Revenue.

(D) 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. 9d. per ton, subject to the usual truck-load conditions.

Brown Coal in truck loads from Lal Lal to Ballarat shall be charged 2s. per ton.
Coal to Melbourne City Council's siding, see page 94.

CONSTRUCTION MATERIAL (that is, material for works charged to capital shall, as arranged for by the Department, be charged 3d. 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 3d. per ton per mile as for 8 tons and 16 tons respectively. Minimum rate, 1s. 9d. per ton, and minimum charge 5s., otherwise "Smalls" Tariff at classification rate; and this traffic shall not be subject to haulage charges.

COMMODITY RATES—continued.

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 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 Elsternwick 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, shall (subject to the provisions of Clause (D)) be charged 1s. 3d. 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, shall (subject to the provisions of Clause (D)) be charged 1s. 3d. 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. 3d. 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, 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. The foregoing rates do not include loading or unloading.

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.

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 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, Tongala, Mooroopna, and Sydney (Darling Harbor):—

	FRUIT. O.R.		Victorian Proportion	New South Wales Proportion
	Per ton.	£ s. d.		
In 4-wheeled truck loads of 6 tons	1	13 6	0 11 0	1 2 6
In smaller quantities, min. 1 ton	2	13 0	0 16 4	1 16 8

	VEGETABLES. O.R.		Victorian Proportion	New South Wales Proportion
	Per ton.	£ s. d.		
In 4-wheeled truck loads of 4 tons	2	10 9	0 14 1	1 16 8
In smaller quantities, min. 1 ton	2	13 0	0 16 4	1 16 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.

COMMODITY RATES—*continued.*

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, and bearing one distinctive overriding brand, 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 and vegetables to New South Wales, a charge of 1s. per ton shall be made for the transfer service at Albury, subject to a minimum charge of 1s. for each consignment of less than 1 ton; for loose vegetables, the charge for transfer shall be 2s. 6d. per ton, subject to a minimum charge of 2s. 6d. per consignment. The transfer charge, in every instance, is to be included on the waybills as a portion of the New South Wales charges.

FRUIT, FRESH—MELBOURNE AND BRISBANE—

Fruit, fresh, between Melbourne and Brisbane, shall be charged as follows:—

	Per ton.	Victorian	N. S. Wales	Queensland
		Proportion.	Proportion.	Proportion.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
In 6-ton lots, per 4-wheeled truck	3 11 10	0 11 0	2 4 0	0 16 10
In smaller quantities, minimum, 1 ton	4 16 10	0 16 4	2 19 6	1 1 0

These rates do not include the charges for transhipping at Albury and Wallangarra, viz.:—1s. per ton at each station, which must be added to the New South Wales and Queensland proportions respectively, on the waybills.

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

	Per ton.	South Australian	Victorian
		Proportion.	Proportion.
	£ s. d.	£ s. d.	£ s. d.
(a) Ten-cwt. consignments	2 2 6	0 16 3	1 6 3
Three-ton consignments	1 12 0	0 12 3	0 19 9

(b) If a receipt is required for a definite number of packages, the following will be the rates:—

	Per ton.	South Australian	Victorian
		Proportion.	Proportion.
	£ s. d.	£ s. d.	£ s. d.
Ten-cwt. consignments	2 5 5	0 19 2	1 6 3
Three-ton consignments	1 13 10	0 14 1	0 19 9

The rates in clause (b) are exclusive of loading and unloading in Victoria, but include the charge for loading, covering, and unloading in South Australia.

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

Returned Fruit Empties, half the above rates.

FRUIT DRIED FOR EXPORT—

Fruit, dried, produce of the Commonwealth, on the "Up" journey, minimum 6 tons per 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 (SECONDHAND)—

Furniture and household effects, secondhand, 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 follow, 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) New or secondhand—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—4d. per mile, minimum 11s.
- (e) Vans or sling vans sent as above, without wheels, returned empty—Class "B," "Smalls" minimum.
- (f) Empty sling vans without wheels, not returned empty, shall be charged Class "1"; but if returned from the original destination station to the original despatching station loaded with furniture, a rebate to Class "B" rate, "Smalls" minimum, on the forward journey will be arranged; the authority of General Passenger and Freight Agent to pay the rebate must be obtained in each instance.

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, vehicles, &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 TRUCKS (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 12s. 6d. 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 shall, when consigned to City, Town, Borough and Shire Councils, and the freight charges on the consignments are paid by the Councils, be charged the rates specified hereunder. The trucks must be loaded as far as possible to the full carrying capacity, and the minimum charge shall be as for 6 tons per four-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 10	83-84	2 10	105-107	3 9	131-132	4 8
31-40	1 11	85-86	2 11	108-110	3 10	133-134	4 9
41-50	2 0	87-88	3 0	111-112	3 11	135-136	4 10
51-60	2 1	89-90	3 1	113-114	4 0	137-138	4 11
61-70	2 3	91-92	3 2	115-116	4 1	139-140	5 0
71-72	2 4	93-94	3 3	117-118	4 2	141-142	5 1
73-74	2 5	95-96	3 4	119-120	4 3	143-144	5 2
75-76	2 6	97-98	3 5	121-122	4 4	145-147	5 3
77-78	2 7	99-100	3 6	123-124	4 5	148-160	5 4
79-80	2 8	101-102	3 7	125-127	4 6	151-153	5 5
81-82	2 9	103-104	3 8	128-130	4 7	Thence manure rates and conditions.	

The above rates shall also apply to these materials when consigned to Water Trusts, Municipal Tramway Trusts, the Country Roads Board, and the State Rivers and Water Supply Commission.

HAMS AND BACON—

Hams and Bacon (including Lard and Pigs' Feet), produce of the Commonwealth, on the Up journey consigned direct for export, shall be charged under Class "A P" rate and conditions provided that they be forwarded on a continuous rail journey from the point of production to the point of shipment.

Consignment Notes and Waybills must be endorsed "For Export," and the name of vessel shown thereon.

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 12s. 6d. 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. Stationmasters must see that ice carried at this rate is applied for the sole purpose of Fish Refrigerating. When sent in VANS of Passenger, Mixed, or Goods Trains the tariff rates shall be charged. When the ice is supplied by the Commissioners, £1 per ton shall be charged on the waybill for the ice, in addition to the freight charge as above.

Ice from Melbourne to Stony Point shall be charged 7s. 6d. per ton, subject to the tariff for "Smalls."

COMMODITY RATES—*continued.***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.

JAM AND CANNED FRUIT FOR EXPORT—

Jam and Canned Fruit from Windsor or Burnley to Port Melbourne Pier or Williamstown Pier for export shall be charged 3s. 6d. per ton. Freight to be computed at measurement, 40 cubic feet to the ton.

LIME AND LIMESTONE—

Lime and Limestone, in truck loads, minimum 6 tons per four-wheeled truck, forwarded from Stations and Sidings on the Timboon line to Melbourne and suburbs shall be charged 4-5ths of a penny 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.

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 and conditions 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 and conditions 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, to be used in the manufacture of cement, forwarded from Pettavel and Lara to Burnley, shall be charged 4s. 2d. and 2s. 9d. per ton respectively, subject to Class "M" conditions.

MACHINERY, MACHINES AND VEHICLES, NEW, 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 114.)

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.

COMMODITY RATES—continued.

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, Angliss' Siding, the City Abattoirs, or other suburban stations within 9 miles of Melbourne to Port Melbourne Pier ...	20s. 9d.	31s. 0d.	83s.
From Newport, Borthwick's Siding, Newmarket, Angliss' Siding, the City Abattoirs, or other suburban stations within 9 miles of Melbourne to City Market, the new Government Cool Stores at the Victoria Dock, Victoria Dock, or Melbourne... ..	13s. 9d.	...	55s.
From Newmarket, Angliss' Siding, The City Abattoirs, or other suburban station within 9 miles of Melbourne (Newport excepted) to Williamstown Pier ...	20s. 9d.	...	83s.
From Angliss' Siding or the City Abattoirs to Victoria Freezing Company's Works ...	20s. 9d.	...	83s.
From Newport and Borthwick's Siding to Williamstown Pier ...	13s. 9d.	...	55s.

(2) MEAT, FROZEN (Melbourne and Suburbs)—	Per 4-wheeled Truck.	Per 6-wheeled Truck.	Minimum per Special Trip.
Between Melbourne, City Market, the new Government Cool Stores at the Victoria Dock, 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 ...	20s. 9d.	30s. 3d.	83s.
From Victoria Dock to Port Melbourne or Williamstown Pier ...	20s. 9d.	30s. 3d.	83s.
From the new Government Cool Stores at the Victoria Dock, or the Victorian Butter Factories Siding to ships berthed at the Victoria Dock ...	11s. 0d.	16s. 6d.	...
Between the new Government Cool Stores, Victoria Dock, and the Victorian Butter Factories Siding ...	11s. 0d.	16s. 6d.	...
From Port Melbourne Siding to Port Melbourne Pier ...	11s. 0d.	16s. 6d.	...

(3) MEAT, FROZEN (from country stations to Melbourne, or piers, by special train)—

The tariff rates shall be charged, subject to a minimum of 15 "T" trucks for each special train.

(4) SPECIAL TRIPS NOT OTHERWISE PROVIDED FOR—

- (a) Frozen produce loaded at the City Market, the new Government Cool Stores at the Victoria Dock, Victorian Butter Factories Company's Siding, or the Melbourne Goods Sheds (No. 16 road), shall be conveyed to Port Melbourne Pier or Williamstown Pier 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 Pier—

At 5 a.m. and 2.30 p.m. daily.

For Williamstown Pier—

At 4 a.m. and 12.20 p.m. daily.

Consignors to notify the Superintendent of Melbourne Yards at least two hours before time of clearance.

- (b) The Commissioners shall not be under obligation to remove trucks loaded with frozen produce from the City Market, the new Government Cool Stores at the Victoria Dock, Victorian Butter Factories Company's siding, or Melbourne Goods Shed (No. 16 Road), at hours other than those specified in the preceding clause, or forward such trucks to Port Melbourne Pier or Williamstown Pier (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 £4 3s.; but if it is desired that frozen produce in any quantity less than the stated minimum be forwarded by a special train already arranged to run, and notice of at least two hours is given to the Superintendent of Melbourne Yards accordingly, such produce may be cleared and forwarded by such train, subject to a charge of 10s. in each instance to cover the cost of the special clearance.

- (c) For special trips not otherwise specified a minimum charge shall be imposed as may be arranged by the General Passenger and Freight Agent.

COMMODITY RATES—continued.

(5) FROZEN MEAT SHUT OUT OR REJECTED AT PORT MELBOURNE OR WILLIAMSTOWN 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.

PLATES, PERFORATED STEEL, FOR FRUIT BUCKETS—

Perforated steel plates consigned to country factories for the manufacture of fruit buckets are to be charged under Class A and conditions.

POTATOES AND VEGETABLES—

	Potatoes per ton.	Vegetables per ton.
	s. d.	s. d.
Aspendale to Melbourne	2 2	4 4
Carrum to Melbourne	2 5	4 10
Mordialloc to Melbourne	2 0	3 8
Mentone to Melbourne	2 0	3 8

Minimum charge, 1s. per consignment.

POTTERYWARE, EARTHENWARE, AND SANITARY WARE—

(A) Potteryware, Earthenware, and Sanitary ware from Epsom to Melbourne shall be charged 13s. per ton, and from Epsom to Yarraville or Deer Park, 13s. 6d. per ton; minimum 5 tons per four-wheeled truck.

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

(C) Acid jars and handled jars or bottles (for demijohns) forwarded from Epsom or Huntly shall be charged under Class "M" rate and conditions on the Up journey.

PRODUCTS OF COUNTRY FOUNDRIES—

Products (new) 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 112.

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."

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-half 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-half Parcels rates thence to Melbourne.

In any of the above cases where one-half Parcels rate for the full journey is cheaper than the combined Goods and one-half 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 1d. per ton per mile. This reduced rate will, however, be granted only when specially authorized by the General Passenger and Freight Agent.

COMMODITY RATES—*continued.***RAW MATERIALS TO BE USED IN THE MANUFACTURE OF AGRICULTURAL IMPLEMENTS AND MACHINES AND PRODUCTS OF COUNTRY FOUNDRIES—**

Raw materials, consisting of steel, iron (bar, rod, plate, angle, and galvanized) mould-boards, discs, bolts, and rivets, shall be charged the ordinary classification rates in the first instance, and a rebate subsequently granted to Class "M" rate and conditions, on production of a statutory declaration that the raw materials were subsequently converted into implements, machinery, or products of country foundries conveyed by rail from the place of manufacture direct for export, or 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, UNREFINED, FOR ERADICATION OF ST. JOHN'S WORT—

(1) Unrefined salt consigned to any municipal council for the eradication of St. John's wort will be carried free of charge subject to the following conditions:—

- (a) That application for the concession be made by the municipal council to the Railways Commissioners at least fourteen (14) days prior to the date on which it is desired that the consignment be forwarded, specifying the name of the consignee, and the station from and to which the salt will be consigned, and that such application be accompanied by a declaration from the municipal council that the salt will be used solely for the eradication of St. John's wort.
- (b) That the price charged to the users of the salt by the municipal council shall not exceed the current price at 1st December, 1916, except with the approval of the Director of Agriculture, and that the municipal council further furnish a declaration to the Victorian Railways Commissioners at the commencement of each year that the price to be charged the users of the salt has been approved by the Director of Agriculture.

(2) This concession will only be granted on the authority of the General Passenger and Freight Agent, and in such cases the freight at Manure rate and conditions is to be way-billed "paid" and debited to the Hon. the Treasurer, the authority from the General Passenger and Freight Agent being attached to the account as a voucher.

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. Clause 1 of the General Instruction governing the application of District rates, page 90, shall also be applicable in respect of salt from the siding to suburban stations.

(A) Any consignments of refined salt forwarded to stations other than Melbourne and suburban stations within 12 miles of 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 and suburban stations within 12 miles of 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, Footscray, or Diamond Creek, or from any station on the Up side thereof, to Melbourne, or any station intermediate thereto 1s. 9d. per ton.
- Sand from Cranbourne or Lyndhurst to Melbourne or any station intermediate thereto 2s. 0d. per ton.
- Sand from Beaconsfield to Melbourne or any station intermediate thereto 2s. 1d. per ton.
- Sand from Riddell to Melbourne or any station intermediate thereto, if less than Class "M" rates 2s. 6d. per ton.
- Sand from Garfield to Melbourne or any station intermediate thereto, if less than Class "M" rates 3s. 3d. per ton.
- Sand from Pyalong to Melbourne or any station intermediate thereto, if less than Class "M" rates 3s. 10d. per ton.
- (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 83.

COMMODITY RATES—*continued.*

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 AND LEATHER—

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

SUGAR—

(A) Sugar in 20-ton lots from Yarraville to Ballarat shall be charged 17s. 3d. per ton, and from Yarraville to Bendigo, 22s. 9d. per ton.

(B) Sugar from Maffra to Melbourne shall be charged 22s. 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 90.

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 15s.

(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.

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 exceeding 1,200 gallons.
Up to 50 miles	10/-	12/6
From 51 to 75 miles	15/-	18/9
From 76 to 100 miles	17/8	22/-
From 101 to 136 miles	21/-	26/3

WHITING—

Whiting forwarded from Stawell on the Up journey shall be charged Class "A," less 25 per cent., minimum 6 tons per four-wheeled truck.

COMMODITY RATES—*continued.***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, Beac, Forrest, Crowes, Timboon, or Mortlake line shall, subject to the provisions of sub-clause (f) 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 (f), 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 (f), be charged the mileage rate for the total distance from the forwarding station to the destination station, plus 2s. 6d. per ton.
- (d) Wheat consigned from Melbourne and Suburban Stations to any flour-mill at a country station, and reconsigned thence in the shape of flour, bran, pollard, or sharps, to any station in Victoria, shall, subject to the provisions of sub-clause (g) hereof, be charged the mileage rate for the total distance from the forwarding station to the destination station, plus 2s. 6d. per ton.
- (e) Wheat consigned to any flour-mill at a country station from any station in Victoria other than Melbourne and suburbs and reconsigned thence in the shape of flour, bran, pollard, or sharps to any station in Victoria other than those specified in sub-clauses (a) and (b), shall be charged the mileage rate for the total distance from the forwarding station to the destination station, plus 2s. 6d. per ton.
- (f) In respect to sub-clauses (a), (b), (c), and (e), 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), (c), and (e) 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), (c), and (e), as does not exceed the tonnage of the wheat consigned by rail from any country station or stations for the flour-mill.
- (g) In respect to sub-clause (d), the mileage rates for each portion of the journey shall 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-clause (d) 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 as does not exceed the tonnage of the wheat consigned by rail to the flour-mill from any station on the Up side of the station where the flour-mill is situated.

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.

(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.

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

All claims for rebate must be lodged with the General Passenger and Freight Agent within six (6) months from the date the consignments are forwarded.

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

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	55 6	60 6	273	64 6	69 6	338	73 3	78 3
209	55 9	60 9	274	64 6	69 6	339	73 6	78 6
210	55 9	60 9	275	64 9	69 9	340	73 6	78 6
211	56 0	61 0	276	64 9	69 9	341	73 9	78 9
212	56 0	61 0	277	65 0	70 0	342	73 9	78 9
213	56 3	61 3	278	65 0	70 0	343	74 0	79 0
214	56 3	61 3	279	65 3	70 3	344	74 0	79 0
215	56 6	61 6	280	65 3	70 3	345	74 3	79 3
216	56 6	61 6	281	65 6	70 6	346	74 3	79 3
217	56 9	61 9	282	65 6	70 6	347	74 9	79 9
218	56 9	61 9	283	65 9	70 9	348	74 9	79 9
219	57 0	62 0	284	65 9	70 9	349	75 0	80 0
220	57 0	62 0	285	66 0	71 0	350	75 0	80 0
221	57 3	62 3	286	66 0	71 0	351	75 3	80 3
222	57 3	62 3	287	66 6	71 6	352	75 3	80 3
223	57 6	62 6	288	66 6	71 6	353	75 6	80 6
224	57 6	62 6	289	66 9	71 9	354	75 6	80 6
225	57 9	62 9	290	66 9	71 9	355	75 9	80 9
226	57 9	62 9	291	67 0	72 0	356	75 9	80 9
227	58 3	63 3	292	67 0	72 0	357	76 0	81 0
228	58 3	63 3	293	67 3	72 3	358	76 0	81 0
229	58 6	63 6	294	67 3	72 3	359	76 3	81 3
230	58 6	63 6	295	67 6	72 6	360	76 3	81 3
231	58 9	63 9	296	67 6	72 6	361	76 6	81 6
232	58 9	63 9	297	67 9	72 9	362	76 6	81 6
233	59 0	64 0	298	67 9	72 9	363	76 9	81 9
234	59 0	64 0	299	68 0	73 0	364	76 9	81 9
235	59 3	64 3	300	68 0	73 0	365	77 0	82 0
236	59 3	64 3	301	68 3	73 3	366	77 0	82 0
237	59 6	64 6	302	68 3	73 3	367	77 6	82 6
238	59 6	64 6	303	68 6	73 6	368	77 6	82 6
239	59 9	64 9	304	68 6	73 6	369	77 9	82 9
240	59 9	64 9	305	68 9	73 9	370	77 9	82 9
241	60 0	65 0	306	68 9	73 9	371	78 0	83 0
242	60 0	65 0	307	69 3	74 3	372	78 0	83 0
243	60 3	65 3	308	69 3	74 3	373	78 3	83 3
244	60 3	65 3	309	69 6	74 6	374	78 3	83 3
245	60 6	65 6	310	69 6	74 6	375	78 6	83 6
246	60 6	65 6	311	69 9	74 9	376	78 6	83 6
247	61 0	66 0	312	69 9	74 9	377	78 9	83 9
248	61 0	66 0	313	70 0	75 0	378	78 9	83 9
249	61 3	66 3	314	70 0	75 0	379	79 0	84 0
250	61 3	66 3	315	70 3	75 3	380	79 0	84 0
251	61 6	66 6	316	70 3	75 3	381	79 3	84 3
252	61 6	66 6	317	70 6	75 6	382	79 3	84 3
253	61 9	66 9	318	70 6	75 6	383	79 6	84 6
254	61 9	66 9	319	70 9	75 9	384	79 6	84 6
255	62 0	67 0	320	70 9	75 9	385	79 9	84 9
256	62 0	67 0	321	71 0	76 0	386	79 9	84 9
257	62 3	67 3	322	71 0	76 0	387	80 3	85 3
258	62 3	67 3	323	71 3	76 3	388	80 3	85 3
259	62 6	67 6	324	71 3	76 3	389	80 6	85 6
260	62 6	67 6	325	71 6	76 6	390	80 6	85 6
261	62 9	67 9	326	71 6	76 6	391	80 9	85 9
262	62 9	67 9	327	72 0	77 0	392	80 9	85 9
263	63 0	68 0	328	72 0	77 0	393	81 0	86 0
264	63 0	68 0	329	72 3	77 3	394	81 0	86 0
265	63 3	68 3	330	72 3	77 3	395	81 3	86 3
266	63 3	68 3	331	72 6	77 6	396	81 3	86 3
267	63 9	68 9	332	72 6	77 6	397	81 6	86 6
268	63 9	68 9	333	72 9	77 9	398	81 6	86 6
269	64 0	69 0	334	72 9	77 9	399	81 9	86 9
270	64 0	69 0	335	73 0	78 0	400	81 9	86 9
271	64 3	69 3	336	73 0	78 0	401	82 0	87 0
272	64 3	69 3	337	73 3	78 3	402	82 0	87 0

SPECIAL WOOL RATES.

Between—	And—	Greasy Per ton.		Scoured 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
South Geelong	Kensington	11	0	13	0
"	Melbourne	11	0	13	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.

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

The rates per ton for the carriage from Echuca, Kerang, Swan Hill, Mildura, or Merbein, 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 or Merbein.	
	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	27	6	33	0	38	6	44	0
Wool, Scoured	32	6	38	0	43	6	49	0

WILLIAMSTOWN AND PORT MELBOURNE LINES AND VICTORIA DOCK.

1. Melbourne, South Kensington, Kensington, and Newmarket to Williamstown Pier or Port Melbourne Pier, and *vice versa* ... 0 8 per bale.
2. South Kensington, Kensington, and Newmarket to Victoria Dock ... 0 8 "
3. Port Melbourne Pier to Williamstown Pier, or *vice versa* ... 1 0 "
4. Port Melbourne Pier or Williamstown Pier to Victoria Dock or *vice versa* ... 1 0 "
5. 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 15s., in addition to the ordinary freight charge.

GEE LONG.

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

GREASY WOOL AND SHEEP SKINS TO WOOL-WASHING ESTABLISHMENTS.

Greasy wool and sheep skins forwarded from Melbourne, Geelong, or any country station to Country Wool-washing Establishments in Victoria to be scoured or treated shall be charged under Class "A" rate in truck loads minimum 6 tons per four-wheeled truck.

GENERAL.

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

Unless otherwise expressly provided, the mileage rates shall apply.

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

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

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

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

LIVE STOCK—*continued.*

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 149 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 149 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—continued.

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 train 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.

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

These rates include the Terminal charges, viz., 2s. per truck for Sheep in sheep trucks, and Cattle and Horses in cattle trucks, and 1s. per truck for Sheep in goods or cattle trucks. "Off-day" and "Store" rates must not be charged without special authority from the General Passenger and Freight Agent.

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

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 the rate for one sheep truck instead of the goods or cattle truck rate.

MILEAGE RATES PER TRUCK FOR LIVE STOCK—continued.

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.
 In calculating the following full truck rates and goods and cattle truck rates for sheep raves odd pence have been added to make the even sixpence or shilling.

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.
58	2 11 0	2 6 2	1 18 9	1 14 0	59	2 12 6	2 7 6	1 19 11	1 14 6
60	2 13 0	2 7 11	2 0 3	1 15 6	61	2 13 6	2 8 5	2 1 5	1 16 0
62	2 14 6	2 9 3	2 1 9	1 16 6	63	2 15 0	2 9 9	2 1 9	1 16 6
64	2 16 0	2 10 8	2 2 6	1 17 0	65	2 16 6	2 11 1	2 2 11	1 17 6
66	2 18 0	2 12 5	2 4 0	1 18 0	67	2 18 6	2 12 11	2 4 5	1 18 6
68	2 19 0	2 13 4	2 4 9	1 19 0	69	3 0 0	2 14 3	2 5 6	1 19 6
70	3 1 0	2 15 2	2 6 3	2 1 0	71	3 2 0	2 16 0	2 7 0	2 1 6
72	3 2 6	2 16 6	2 7 5	2 2 0	73	3 3 6	2 17 5	2 8 2	2 2 6
74	3 4 6	2 18 3	2 8 11	2 3 0	75	3 5 0	2 18 9	2 9 3	2 3 6
76	3 6 0	2 19 8	2 10 0	2 4 0	77	3 6 6	3 0 1	2 10 5	2 4 6
78	3 7 6	3 1 0	2 11 6	2 5 0	79	3 8 0	3 1 5	2 11 6	2 5 6
80	3 9 0	3 2 4	2 12 3	2 5 6	81	3 10 0	3 3 3	2 13 0	2 6 6
82	3 11 0	3 4 2	2 13 9	2 7 0	83	3 12 0	3 5 0	2 14 6	2 7 6
84	3 12 6	3 5 6	2 14 11	2 8 0	85	3 13 6	3 6 5	2 15 8	2 8 6
86	3 14 6	3 7 3	2 16 5	2 9 0	87	3 15 0	3 7 9	2 16 9	2 9 6
88	3 16 0	3 8 8	2 17 6	2 10 6	89	3 16 6	3 9 1	2 17 11	2 11 0
90	3 17 6	3 10 0	2 18 8	2 12 0	91	3 18 0	3 10 5	2 19 0	2 12 6
92	3 19 0	3 11 4	2 19 9	2 13 0	93	4 0 0	3 12 3	3 0 6	2 13 6
94	4 1 0	3 13 2	3 1 3	2 14 0	95	4 2 0	3 14 0	3 2 0	2 14 6
96	4 2 0	3 14 6	3 2 5	2 15 0	97	4 3 6	3 15 5	3 3 2	2 15 6
98	4 4 0	3 15 10	3 3 6	2 16 0	99	4 5 6	3 17 2	3 4 8	2 16 6
100	4 6 0	3 17 8	3 5 0	2 16 6	101	4 6 6	3 18 1	3 5 5	2 17 6
102	4 7 0	3 18 6	3 5 9	2 18 0	103	4 7 0	3 18 6	3 5 9	2 18 0
104	4 7 6	3 19 0	3 6 2	2 18 6	105	4 7 6	3 19 0	3 6 2	2 18 6
106	4 8 0	3 19 5	3 6 6	2 19 0	107	4 8 0	3 19 5	3 6 6	2 19 0
108	4 8 6	3 19 11	3 6 11	2 19 6	109	4 8 6	3 19 11	3 6 11	2 19 6
110	4 9 0	4 0 4	3 7 3	3 0 6	111	4 9 0	4 0 4	3 7 3	3 0 6
112	4 9 6	4 0 9	3 7 8	3 1 0	113	4 9 6	4 0 9	3 7 8	3 1 0
114	4 11 0	4 2 2	3 8 9	3 1 6	115	4 11 0	4 2 2	3 8 9	3 1 6

LIVE STOCK—MILEAGE RATES—continued.

Miles.	Full Rate, Sheep in 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 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.
116	4 11 6	4 2 7	3 9 2	3 2 0	174	5 15 0	5 3 9	4 6 9	4 2 0
117	4 11 6	4 2 7	3 9 2	3 2 0	175	5 15 6	5 4 2	4 7 2	4 2 6
118	4 11 6	4 2 7	3 9 2	3 2 0	176	5 16 6	5 5 1	4 7 11	4 3 0
119	4 12 0	4 3 0	3 9 6	3 3 0	177	5 17 0	5 5 6	4 8 3	4 3 6
120	4 12 0	4 3 0	3 9 6	3 3 0	178	5 17 6	5 6 0	4 8 8	4 3 6
121	4 12 6	4 3 6	3 9 11	3 3 6	179	5 18 6	5 6 11	4 9 5	4 4 0
122	4 12 6	4 3 6	3 9 11	3 3 6	180	5 19 0	5 7 4	4 9 9	4 5 0
123	4 13 0	4 3 11	3 10 3	3 4 0	181	6 0 0	5 8 3	4 10 6	4 5 6
124	4 13 0	4 3 11	3 10 3	3 4 0	182	6 0 6	5 8 8	4 10 11	4 6 0
125	4 13 6	4 4 5	3 10 8	3 4 6	183	6 1 0	5 9 2	4 11 3	4 6 0
126	4 13 6	4 4 5	3 10 8	3 4 6	184	6 1 6	5 9 7	4 11 8	4 6 6
127	4 14 0	4 4 10	3 11 0	3 5 0	185	6 2 0	5 10 0	4 12 0	4 7 0
128	4 14 0	4 4 10	3 11 0	3 5 0	186	6 3 0	5 10 11	4 12 9	4 7 6
129	4 14 6	4 5 3	3 11 5	3 5 6	187	6 4 0	5 11 10	4 13 6	4 7 6
130	4 14 6	4 5 3	3 11 5	3 5 6	188	6 4 6	5 12 3	4 13 11	4 8 0
131	4 15 0	4 5 9	3 11 9	3 6 0	189	6 5 0	5 12 9	4 14 3	4 8 6
132	4 15 0	4 5 9	3 11 9	3 6 0	190	6 5 6	5 13 2	4 14 8	4 9 6
133	4 15 6	4 6 2	3 12 2	3 6 6	191	6 6 0	5 13 8	4 15 0	4 10 6
134	4 15 6	4 6 2	3 12 2	3 6 6	192	6 6 6	5 14 1	4 15 5	4 10 6
135	4 16 6	4 7 1	3 12 11	3 7 0	193	6 7 0	5 14 6	4 15 9	4 11 0
136	4 16 6	4 7 1	3 12 11	3 7 0	194	6 8 0	5 15 5	4 16 6	4 11 6
137	4 16 6	4 7 1	3 12 11	3 7 6	195	6 9 6	5 16 9	4 17 8	4 12 6
138	4 17 0	4 7 6	3 13 3	3 7 6	196	6 10 0	5 17 3	4 18 0	4 12 6
139	4 17 0	4 7 6	3 13 3	3 7 6	197	6 10 6	5 17 8	4 18 5	4 12 6
140	4 17 6	4 8 0	3 13 8	3 8 6	198	6 11 0	5 18 2	4 18 9	4 13 0
141	4 17 6	4 8 0	3 13 8	3 8 6	199	6 11 6	5 18 7	4 19 2	4 13 6
142	4 18 0	4 8 5	3 14 0	3 9 0	200	6 12 0	5 19 0	4 19 6	4 14 0
143	4 18 0	4 8 5	3 14 0	3 9 0	201	6 12 6	5 19 6	4 19 11	4 14 6
144	4 18 6	4 8 11	3 14 5	3 10 0	202	6 13 0	5 19 11	5 0 3	4 14 6
145	4 18 6	4 8 11	3 14 5	3 10 0	203	6 13 6	6 0 5	5 0 8	4 15 0
146	4 19 0	4 9 4	3 14 9	3 10 6	204	6 15 0	6 1 9	5 1 9	4 16 0
147	4 19 0	4 9 4	3 14 9	3 10 6	205	6 15 6	6 2 2	5 2 2	4 16 6
148	5 0 0	4 10 3	3 15 6	3 11 0	206	6 16 0	6 2 8	5 2 6	4 17 0
149	5 0 0	4 10 3	3 15 6	3 11 0	207	6 16 6	6 3 1	5 2 11	4 17 6
150	5 0 6	4 10 8	3 15 11	3 11 6	208	6 17 0	6 3 6	5 3 3	4 17 6
151	5 0 6	4 10 8	3 15 11	3 11 6	209	6 17 6	6 4 0	5 3 8	4 18 0
152	5 1 0	4 11 2	3 16 3	3 12 0	210	6 18 0	6 4 5	5 4 0	4 19 0
153	5 2 0	4 12 0	3 17 0	3 12 6	211	6 19 0	6 5 4	5 4 9	4 19 0
154	5 2 6	4 12 6	3 17 5	3 12 6	212	6 19 6	6 5 9	5 5 2	4 19 6
155	5 3 0	4 12 11	3 17 9	3 13 0	213	7 1 0	6 6 2	5 6 3	5 0 0
156	5 3 6	4 13 5	3 18 2	3 14 0	214	7 1 6	6 6 7	5 6 8	5 0 6
157	5 4 0	4 13 10	3 18 6	3 14 6	215	7 2 0	6 6 8	5 7 0	5 1 6
158	5 5 0	4 14 9	3 19 3	3 15 0	216	7 2 6	6 6 8	5 7 5	5 1 6
159	5 5 6	4 15 2	3 19 8	3 15 0	217	7 3 0	6 6 11	5 7 9	5 2 0
160	5 6 0	4 15 8	4 0 0	3 15 6	218	7 3 6	6 6 9	5 8 2	5 2 6
161	5 6 6	4 16 1	4 0 5	3 16 0	219	7 4 0	6 6 10	5 8 6	5 3 0
162	5 7 6	4 17 0	4 1 2	3 16 6	220	7 4 6	6 6 10	5 8 11	5 3 6
163	5 8 0	4 17 5	4 1 6	3 16 6	221	7 5 0	6 6 10	5 9 3	5 3 6
164	5 8 6	4 17 11	4 1 11	3 17 0	222	7 6 0	6 6 11	5 10 0	5 4 0
165	5 9 0	4 18 4	4 2 3	3 17 6	223	7 7 0	6 6 12	5 10 9	5 4 6
166	5 10 0	4 19 3	4 3 0	3 18 0	224	7 7 6	6 6 13	5 11 2	5 5 0
167	5 11 0	5 0 2	4 3 9	3 18 6	225	7 8 0	6 6 13	5 11 6	5 5 6
168	5 11 6	5 0 7	4 4 2	3 18 6	226	7 9 0	6 6 14	5 12 3	5 6 0
169	5 12 0	5 1 0	4 4 6	4 0 0	227	7 9 6	6 6 14	5 12 8	5 6 6
170	5 13 0	5 1 11	4 5 3	4 0 6	228	7 10 0	6 6 15	5 13 0	5 7 0
171	5 13 6	5 2 5	4 5 8	4 1 0	229	7 10 6	6 6 15	5 13 5	5 7 6
172	5 14 0	5 3 2	4 6 0	4 1 6	230	7 11 0	6 6 16	5 14 2	5 8 0
173	5 14 6	5 3 3	4 6 5	4 1 6	231	7 12 0	6 6 17	5 14 6	5 8 6

LIVE STOCK—MILEAGE RATES—continued.

Miles.	Full Rate, Sheep in 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 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.
232	7 13 0	6 17 11	5 15 3	5 9 0	290	9 10 6	8 11 8	7 3 5	6 15 6
233	7 13 6	6 18 5	5 15 8	5 9 6	291	9 11 0	8 12 2	7 3 9	6 16 0
234	7 14 0	6 18 10	5 16 0	5 10 0	292	9 11 6	8 12 7	7 4 2	6 16 6
235	7 14 6	6 19 3	5 16 5	5 10 6	293	9 12 0	8 13 0	7 4 6	6 16 6
236	7 15 0	6 19 9	5 16 9	5 10 6	294	9 12 6	8 13 6	7 4 11	6 17 0
237	7 15 6	7 0 2	5 17 2	5 11 0	295	9 13 0	8 13 11	7 5 3	6 17 0
238	7 16 0	7 0 8	5 17 6	5 11 6	296	9 14 0	8 14 10	7 6 0	6 18 0
239	7 17 0	7 1 6	5 18 3	5 12 6	297	9 14 6	8 15 3	7 6 5	6 18 6
240	7 18 0	7 2 5	5 19 0	5 12 6	298	9 15 6	8 16 2	7 7 2	6 19 0
241	7 19 0	7 3 4	5 19 9	5 13 0	299	9 16 0	8 16 8	7 7 6	6 19 0
242	7 19 6	7 3 9	6 0 2	5 13 6	300	9 16 6	8 17 1	7 7 11	7 0 0
243	8 0 0	7 4 3	6 0 6	5 14 0	301	9 17 6	8 18 0	7 8 8	7 0 6
244	8 0 6	7 4 8	6 0 11	5 14 6	302	9 18 0	8 18 5	7 9 0	7 1 0
245	8 1 0	7 5 2	6 1 3	5 14 6	303	9 18 6	8 18 11	7 9 5	7 1 6
246	8 1 6	7 5 7	6 1 8	5 15 0	304	9 19 0	8 19 4	7 9 9	7 1 6
247	8 2 0	7 6 6	6 2 5	5 15 6	305	9 19 6	8 19 9	7 10 2	7 2 0
248	8 3 0	7 6 11	6 2 9	5 16 0	306	10 1 0	9 1 2	7 11 3	7 2 6
249	8 3 6	7 7 5	6 3 2	5 16 6	307	10 1 6	9 1 7	7 11 8	7 3 0
250	8 4 0	7 8 3	6 3 11	5 16 6	308	10 2 0	9 2 0	7 12 0	7 3 0
251	8 5 0	7 8 9	6 4 3	5 17 0	309	10 2 6	9 2 6	7 12 5	7 3 6
252	8 5 6	7 9 2	6 4 8	5 18 0	310	10 3 0	9 2 11	7 12 9	7 4 0
253	8 6 0	7 9 8	6 5 0	5 19 0	311	10 3 6	9 3 5	7 13 2	7 4 6
254	8 6 6	7 10 1	6 5 5	5 19 6	312	10 4 0	9 3 10	7 13 6	7 5 0
255	8 7 0	7 10 6	6 5 9	5 19 6	313	10 4 6	9 4 3	7 13 11	7 5 6
256	8 8 0	7 11 11	6 6 11	6 0 0	314	10 5 0	9 4 9	7 14 3	7 6 0
257	8 9 0	7 12 4	6 7 3	6 0 6	315	10 6 6	9 6 1	7 15 5	7 6 6
258	8 9 6	7 12 9	6 7 8	6 1 0	316	10 7 6	9 7 0	7 16 2	7 7 0
259	8 10 0	7 13 8	6 8 5	6 1 0	317	10 8 0	9 7 5	7 16 6	7 7 6
260	8 11 0	7 14 2	6 8 9	6 1 6	318	10 8 6	9 7 11	7 16 11	7 7 6
261	8 11 6	7 14 7	6 9 2	6 2 0	319	10 9 0	9 8 4	7 17 3	7 8 0
262	8 12 0	7 15 0	6 9 6	6 2 6	320	10 9 6	9 8 9	7 17 8	7 8 6
263	8 12 6	7 15 6	6 9 11	6 3 6	321	10 10 0	9 9 3	7 18 0	7 9 0
264	8 13 0	7 16 5	6 10 8	6 3 6	322	10 10 6	9 9 8	7 18 5	7 10 6
265	8 14 0	7 16 10	6 11 0	6 4 0	323	10 11 0	9 10 2	7 18 9	7 11 0
266	8 14 6	7 17 3	6 11 5	6 4 6	324	10 12 6	9 11 6	7 19 11	7 11 6
267	8 15 0	7 17 9	6 11 9	6 5 0	325	10 13 0	9 11 11	8 0 3	7 12 0
268	8 15 6	7 18 2	6 12 2	6 5 6	326	10 13 6	9 12 5	8 0 8	7 12 6
269	8 16 0	7 19 1	6 12 11	6 5 6	327	10 14 0	9 12 10	8 1 0	7 12 6
270	8 17 0	7 19 6	6 13 3	6 6 0	328	10 14 6	9 13 3	8 1 5	7 13 0
271	8 18 0	8 0 5	6 14 0	6 6 6	329	10 15 0	9 13 9	8 1 9	7 13 6
272	8 19 0	8 1 4	6 14 9	6 7 0	330	10 15 6	9 14 2	8 2 2	7 14 0
273	8 19 6	8 1 9	6 15 2	6 8 0	331	10 16 6	9 15 1	8 2 11	7 14 6
274	9 0 0	8 2 3	6 15 6	6 8 0	332	10 17 6	9 16 0	8 3 8	7 14 6
275	9 0 6	8 2 8	6 15 11	6 9 0	333	10 18 6	9 16 11	8 4 5	7 15 0
276	9 1 0	8 3 2	6 16 3	6 9 6	334	10 19 0	9 17 4	8 4 9	7 15 6
277	9 1 6	8 3 7	6 16 8	6 10 0	335	10 19 6	9 17 9	8 5 2	7 16 6
278	9 2 0	8 4 6	6 17 5	6 10 6	336	11 0 0	9 18 3	8 5 6	7 16 6
279	9 3 0	8 4 11	6 17 9	6 10 6	337	11 0 6	9 18 8	8 5 11	7 17 6
280	9 3 6	8 5 5	6 18 2	6 11 0	338	11 1 0	9 19 2	8 6 3	7 18 0
281	9 4 0	8 6 3	6 18 11	6 11 6	339	11 1 6	9 19 7	8 6 8	7 18 6
282	9 5 0	8 6 9	6 19 3	6 12 0	340	11 2 0	10 0 0	8 7 0	7 19 0
283	9 5 6	8 7 2	6 19 8	6 12 0	341	11 3 0	10 0 11	8 7 9	7 19 6
284	9 6 0	8 7 8	7 0 0	6 12 6	342	11 4 0	10 1 10	8 8 6	7 19 6
285	9 6 6	8 8 1	7 0 5	6 13 0	343	11 4 6	10 2 3	8 8 11	8 0 0
286	9 7 6	8 9 0	7 1 2	6 13 6	344	11 5 0	10 2 9	8 9 3	8 0 6
287	9 8 6	8 9 11	7 1 11	6 14 6	345	11 5 6	10 3 2	8 9 8	8 1 0
288	9 9 0	8 10 4	7 2 3	6 14 6	346	11 6 6	10 4 1	8 10 5	8 1 0
289	9 10 0	8 11 3	7 3 0	6 15 0	347	11 7 0	10 4 6	8 10 9	8 2 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.
348	11 7 6	10 5 0	8 11 2	8 2 6	406	13 4 6	11 18 3	9 18 11	9 9 6
349	11 8 6	10 5 11	8 11 11	8 3 0	407	13 5 6	11 19 2	9 19 8	9 10 0
350	11 9 0	10 6 4	8 12 3	8 3 6	408	13 7 0	12 0 6	10 0 9	9 10 0
351	11 9 6	10 6 9	8 12 8	8 3 6	409	13 7 6	12 1 0	10 1 2	9 10 6
352	11 10 6	10 7 8	8 13 5	8 4 0	410	13 8 0	12 1 5	10 1 6	9 11 0
353	11 11 0	10 8 2	8 13 9	8 4 6	411	13 8 6	12 1 11	10 1 11	9 11 6
354	11 11 6	10 8 7	8 14 2	8 5 0	412	13 9 0	12 2 4	10 2 3	9 12 0
355	11 12 0	10 9 0	8 14 6	8 5 0	413	13 9 6	12 2 9	10 2 8	9 12 0
356	11 12 6	10 9 6	8 14 11	8 5 6	414	13 10 0	12 3 3	10 3 0	9 12 6
357	11 13 0	10 9 11	8 15 3	8 6 0	415	13 10 6	12 3 8	10 3 5	9 13 0
358	11 14 0	10 10 10	8 16 0	8 7 6	416	13 11 0	12 4 2	10 3 9	9 13 6
359	11 14 6	10 11 3	8 16 5	8 8 0	417	13 12 6	12 5 6	10 4 11	9 13 6
360	11 15 6	10 12 2	8 17 2	8 8 0	418	13 13 0	12 5 11	10 5 3	9 14 0
361	11 16 6	10 13 1	8 17 11	8 8 6	419	13 13 6	12 6 5	10 5 8	9 15 0
362	11 17 0	10 13 6	8 18 3	8 9 0	420	13 14 0	12 6 10	10 6 0	9 15 6
363	11 17 6	10 14 0	8 18 8	8 9 6	421	13 15 0	12 7 10	10 6 9	9 16 6
364	11 18 0	10 14 5	8 19 0	8 10 0	422	13 15 6	12 8 2	10 7 2	9 16 6
365	11 18 6	10 14 11	8 19 5	8 10 0	423	13 16 0	12 8 8	10 7 6	9 17 0
366	11 19 6	10 15 9	9 0 2	8 10 6	424	13 16 6	12 9 1	10 7 11	9 17 6
367	12 0 0	10 16 3	9 0 6	8 11 0	425	13 17 0	12 9 6	10 8 3	9 18 0
368	12 0 6	10 16 8	9 0 11	8 11 6	426	13 18 0	12 10 5	10 9 0	9 18 6
369	12 1 0	10 17 3	9 1 3	8 12 0	427	13 19 0	12 11 4	10 9 9	9 18 6
370	12 2 0	10 18 0	9 2 0	8 12 0	428	13 19 6	12 11 9	10 10 2	9 19 0
371	12 2 6	10 18 6	9 2 5	8 13 0	429	14 0 0	12 12 3	10 10 6	9 19 6
372	12 3 0	10 18 11	9 2 9	8 13 6	430	14 0 6	12 12 8	10 10 11	10 0 6
373	12 3 6	10 19 5	9 3 2	8 14 0	431	14 1 0	12 13 2	10 11 3	10 1 0
374	12 4 0	10 19 10	9 3 6	8 14 6	432	14 1 6	12 13 7	10 11 8	10 1 0
375	12 5 0	11 0 9	9 4 3	8 14 6	433	14 2 0	12 14 0	10 12 0	10 1 6
376	12 6 0	11 1 8	9 5 0	8 15 0	434	14 2 6	12 14 6	10 12 5	10 2 0
377	12 6 6	11 2 1	9 5 5	8 15 6	435	14 4 0	12 15 10	10 13 6	10 2 6
378	12 7 0	11 2 6	9 5 9	8 16 0	436	14 5 0	12 16 9	10 14 3	10 3 0
379	12 8 0	11 3 5	9 6 6	8 16 0	437	14 5 6	12 17 2	10 14 8	10 3 0
380	12 8 6	11 3 11	9 6 11	8 17 0	438	14 6 0	12 17 8	10 15 0	10 3 6
381	12 9 0	11 4 4	9 7 3	8 17 6	439	14 6 6	12 18 1	10 15 5	10 4 0
382	12 9 6	11 4 9	9 7 8	8 18 6	440	14 7 0	12 18 6	10 15 9	10 4 6
383	12 10 6	11 5 8	9 8 5	8 19 0	441	14 7 6	12 19 0	10 16 2	10 4 6
384	12 11 0	11 6 2	9 8 9	8 19 0	442	14 8 0	12 19 5	10 16 6	10 5 0
385	12 11 6	11 6 7	9 9 2	8 19 6	443	14 9 0	13 0 4	10 17 3	10 6 6
386	12 12 0	11 7 0	9 9 6	9 0 0	444	14 9 6	13 0 9	10 17 8	10 7 0
387	12 12 6	11 7 6	9 9 11	9 0 6	445	14 10 6	13 1 8	10 18 5	10 7 6
388	12 13 0	11 7 11	9 10 3	9 1 0	446	14 11 0	13 2 2	10 18 9	10 7 6
389	12 14 0	11 8 10	9 11 0	9 1 0	447	14 11 6	13 2 7	10 19 2	10 8 0
390	12 14 6	11 9 3	9 11 5	9 1 6	448	14 12 0	13 3 0	10 19 6	10 8 6
391	12 16 0	11 10 8	9 12 6	9 2 0	449	14 12 6	13 3 6	10 19 11	10 9 0
392	12 16 6	11 11 1	9 12 11	9 2 6	450	14 13 0	13 3 11	11 0 3	10 9 6
393	12 17 0	11 11 6	9 13 3	9 3 0	451	14 13 6	13 4 5	11 0 8	10 9 6
394	12 17 6	11 12 0	9 13 8	9 3 0	452	14 15 0	13 5 9	11 1 9	10 10 0
395	12 18 0	11 12 5	9 14 0	9 4 0	453	14 15 6	13 6 2	11 2 2	10 10 6
396	12 18 6	11 12 11	9 14 5	9 4 6	454	14 16 6	13 7 1	11 2 11	10 11 6
397	12 19 0	11 13 4	9 14 9	9 5 0	455	14 17 0	13 7 6	11 3 3	10 12 0
398	13 0 0	11 14 3	9 15 6	9 5 0	456	14 17 6	13 8 0	11 3 8	10 12 0
399	13 0 6	11 14 8	9 15 11	9 5 6	457	14 18 0	13 8 5	11 4 0	10 12 6
400	13 1 6	11 15 7	9 16 8	9 6 6	458	14 18 6	13 8 11	11 4 5	10 13 0
401	13 2 0	11 16 0	9 17 0	9 7 0	459	14 19 0	13 9 4	11 4 9	10 13 6
402	13 2 6	11 16 6	9 17 5	9 7 6	460	15 0 0	13 10 3	11 5 6	10 14 0
403	13 3 0	11 16 11	9 17 9	9 7 6	461	15 0 6	13 10 8	11 5 11	10 14 0
404	13 3 6	11 17 5	9 18 2	9 8 0	462	15 1 0	13 11 2	11 6 3	10 14 6
405	13 4 0	11 17 10	9 18 6	9 8 6	463	15 1 6	13 11 7	11 6 8	10 15 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.	£	s.	d.	£	s.	d.	£
464	15	2	6	13	12	6	11	7	5	10	15	6	522	17	0	0	15	6	3	12	15	6	12	2	6							
465	15	3	0	13	12	11	11	7	9	10	16	0	523	17	0	6	15	6	8	12	15	11	12	2	6							
466	15	3	6	13	13	5	11	8	2	10	17	0	524	17	1	0	15	7	2	12	16	3	12	3	0							
467	15	4	0	13	13	10	11	8	6	10	17	0	525	17	1	6	15	7	7	12	16	8	12	3	6							
468	15	4	6	13	14	3	11	8	11	10	17	6	526	17	2	0	15	8	0	12	17	0	12	4	6							
469	15	5	6	13	15	2	11	9	8	10	18	0	527	17	3	0	15	8	11	12	17	9	12	5	6							
470	15	6	6	13	16	1	11	10	5	10	18	6	528	17	4	0	15	9	10	12	18	6	12	5	6							
471	15	7	0	13	16	6	11	10	9	10	19	0	529	17	4	6	15	10	3	12	18	11	12	5	6							
472	15	7	6	13	17	0	11	11	2	10	19	6	530	17	5	0	15	10	9	12	19	3	12	6	0							
473	15	8	0	13	17	5	11	11	6	10	19	6	531	17	5	6	15	11	2	12	19	8	12	6	6							
474	15	8	6	13	17	11	11	11	11	11	0	0	532	17	6	6	15	12	1	13	0	5	12	7	0							
475	15	9	6	13	18	9	11	12	8	11	0	6	533	17	7	0	15	12	6	13	0	9	12	7	6							
476	15	10	0	13	19	3	11	13	0	11	1	0	534	17	7	6	15	13	0	13	1	2	12	8	0							
477	15	11	0	14	0	2	11	13	9	11	1	6	535	17	8	0	15	13	5	13	1	6	12	8	0							
478	15	11	6	14	0	7	11	14	2	11	2	6	536	17	8	6	15	13	11	13	1	11	12	8	6							
479	15	12	0	14	1	0	11	14	6	11	2	6	537	17	9	6	15	14	9	13	2	8	12	9	0							
480	15	12	6	14	1	6	11	14	11	11	3	0	538	17	10	0	15	15	3	13	3	0	12	10	0							
481	15	13	6	14	2	5	11	15	8	11	3	6	539	17	11	0	15	16	2	13	3	9	12	10	6							
482	15	14	0	14	2	10	11	16	0	11	4	0	540	17	11	6	15	16	7	13	4	2	12	11	0							
483	15	14	6	14	3	3	11	16	5	11	4	6	541	17	12	0	15	17	0	13	4	6	12	11	0							
484	15	15	0	14	3	9	11	16	9	11	5	0	542	17	12	6	15	17	6	13	4	11	12	11	6							
485	15	15	6	14	4	2	11	17	2	11	5	0	543	17	13	0	15	17	11	13	5	3	12	12	0							
486	15	16	6	14	5	1	11	17	11	11	5	6	544	17	14	0	15	18	10	13	6	0	12	12	6							
487	15	17	6	14	6	0	11	18	8	11	6	0	545	17	15	0	15	19	9	13	6	9	12	13	0							
488	15	18	0	14	6	5	11	19	0	11	6	6	546	17	15	6	16	0	2	13	7	2	12	13	6							
489	15	18	6	14	6	11	11	19	5	11	7	0	547	17	16	0	16	0	8	13	7	6	12	14	0							
490	15	19	0	14	7	4	11	19	9	11	8	0	548	17	16	6	16	1	1	13	7	11	12	14	0							
491	16	0	0	14	8	3	12	0	6	11	8	6	549	17	17	0	16	1	6	13	8	0	12	14	6							
492	16	0	6	14	8	8	12	0	11	11	8	6	550	17	18	0	16	2	5	13	9	0	12	15	6							
493	16	1	0	14	9	2	12	1	3	11	9	0	551	17	18	6	16	2	11	13	9	5	12	16	0							
494	16	2	0	14	10	0	12	2	0	11	9	6	552	17	19	0	16	3	4	13	9	9	12	16	6							
495	16	2	6	14	10	6	12	2	5	11	10	0	553	17	19	6	16	3	9	13	10	2	12	17	0							
496	16	3	0	14	10	11	12	2	9	11	10	6	554	18	0	0	16	4	8	13	10	11	12	17	6							
497	16	3	6	14	11	5	12	3	2	11	11	0	555	18	1	6	16	5	7	13	11	8	12	17	6							
498	16	4	6	14	12	3	12	3	11	11	11	0	556	18	2	0	16	6	0	13	12	0	12	18	0							
499	16	5	0	14	12	9	12	4	3	11	11	6	557	18	2	6	16	6	6	13	12	5	12	18	6							
500	16	5	6	14	13	2	12	4	8	11	12	0	558	18	3	0	16	6	11	13	12	9	12	19	0							
501	16	6	0	14	13	8	12	5	0	11	12	6	559	18	3	6	16	7	5	13	13	2	12	19	6							
502	16	6	6	14	14	1	12	5	5	11	13	6	560	18	4	0	16	7	10	13	13	6	12	19	6							
503	16	7	6	14	15	0	12	6	2	11	14	0	561	18	5	0	16	8	9	13	14	3	13	0	0							
504	16	8	6	14	15	11	12	6	1	11	14	0	562	18	6	0	16	9	8	13	15	0	13	1	0							
505	16	9	0	14	16	4	12	7	3	11	14	6	563	18	6	6	16	10	1	13	15	5	13	1	6							
506	16	9	6	14	16	9	12	7	8	11	15	0	564	18	7	0	16	10	6	13	15	9	13	2	0							
507	16	10	0	14	17	3	12	7	11	11	15	6	565	18	7	6	16	11	0	13	16	2	13	2	6							
508	16	10	6	14	17	8	12	8	4	11	16	0	566	18	8	0	16	11	5	13	16	6	13	2	6							
509	16	11	0	14	18	2	12	8	9	11	16	6	567	18	9	0	16	12	4	13	17	3	13	3	0							
510	16	12	0	14	19	0	12	9	6	11	16	6	568	18	9	6	16	12	9	13	17	8	13	3	6							
511	16	13	0	14	19	11	12	10	3	11	17	0	569	18	10	0	16	13	3	13	18	0	13	4	0							
512	16	13	6	15	0	5	12	10	8	11	17	6	570	18	10	6	16	13	8	13	18	5	13	4	6							
513	16	14	0	15	0	10	12	11	0	11	18	0	571	18	11	0	16	14	7	13	19	2	13	5	0							
514	16	14	6	15	1	3	12	11	5	11	19	0	572	18	12	6	16	15	6	13	19	11	13	5	6							
515	16	15	6	15	2	2	12	12	2	11	19	6	573	18	13	0	16	15	11	14	0	3	13	5	6							
516	16	16	0	15	2	8	12	12	6	12	0	0	574	18	13	6	16	16	5	14	0	8	13	6	6							
517	16	16	6	15	3	1	12	12	11	12	0	0	575	18	14	0	16	16	10	14	1	0	13	7	0							
518	16	17	0	15	3	6	12	13	3	12	0	6	576	18	14	6	16	17	3	14	1	5	13	7	6							
519	16	17	6	15	4	0	12	13	8	12	1	0	577	18	15	0	16	17	9	14	1	9	13	8	0							
520	16	18	6	15	4	11	12	14	5	12	1	6	578	18	16	0	16	18	8	14	2	6	13	8	6							
521	16	19	6	15	5	9	12	1	2	12	2	0	579	18	17	0	16	19	6	14	3	3	13	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.
580	18	17	6	17	0	0	14	3	8	13	9	0	591	19	4	6	17	6	3	14	8	11	13	14	0
581	18	18	0	17	0	5	14	4	0	13	9	6	592	19	5	0	17	6	9	14	9	3	13	14	6
582	18	18	6	17	0	11	14	4	5	13	10	0	593	19	5	6	17	7	2	14	9	8	13	15	0
583	18	19	0	17	1	4	14	4	9	13	10	6	594	19	6	0	17	7	8	14	10	0	13	15	6
584	19	0	0	17	2	3	14	5	6	13	11	0	595	19	7	0	17	8	6	14	10	9	13	16	0
585	19	0	6	17	2	8	14	5	11	13	11	0	596	19	8	0	17	9	5	14	11	6	13	16	6
586	19	1	0	17	3	2	14	6	3	13	12	0	597	19	8	6	17	9	11	14	11	11	13	16	6
587	19	1	6	17	3	7	14	6	8	13	12	6	598	19	9	0	17	10	4	14	12	3	13	17	6
588	19	2	6	17	4	6	14	7	5	13	13	0	599	19	9	6	17	10	9	14	12	8	13	18	0
589	19	3	0	17	4	11	14	7	9	13	13	6	600	19	10	0	17	11	3	14	13	0	13	18	6
590	19	4	0	17	5	10	14	8	6	13	14	0													

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, 23s. 6d. 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, 31s. 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. Terminal, 2s.; minimum, 31s. per truck. And when loaded in cattle trucks shall be charged the same rate as cattle in full truck loads. Terminal, 2s.; minimum, 23s. 6d. 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
- 3 Head Cattle other than Bulls
- 2 Horses other than Stallions
- 25 Pigs, Sheep, or Goats
- 25 Calves, under 3 months old

Shall be charged two-thirds of the rate for cattle in full truck loads. Terminal, 1s.; minimum, 12s. per truck.

If more than 25 Calves (under three months old), Pigs, Sheep, or Goats be loaded, One half-penny 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
- 15 Pigs, Sheep, or Goats
- 15 Calves, under 3 months old

Shall be charged one-half of the rate for cattle in full truck loads. Terminal, 1s.; Minimum, 9s. per truck.

If more than 15 and less than 25 Calves (under three months old), Pigs, Sheep, or Goats be loaded, One half-penny 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 minimum of 9s. for half truck and 12s. for two-thirds truck shall apply in respect of distances up to 18 miles, and for distances 19 to 24 miles inclusive the charges shall be as follow:—

Miles.	Half truck rate.			Two-thirds truck rate.		
	£	s.	d.	£	s.	d.
19	9	6
20	10	0
21	10	6
22	11	0
23	11	6
24	11	6

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, 9s. Foal not over six months old at mare's foot, free.

One Stallion or Bull, two years and over, 8d. per mile. Minimum, 15s. 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, 9s.

One Head of Cattle, Pig, Sheep, Calf, or Goat in truck, 3½d. per mile. Minimum 9s. 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.

Hunters' Horses by Passenger trains will be carried in Horse Boxes at 7d. per mile for each horse on the forward journey, minimum 11s. each horse, or by Goods or Mixed trains in Cattle trucks at the ordinary rates, and will be returned free at the convenience of the Commissioners on production of a certificate from the Master of the Hunt at any time within the Hunting Season (which extends from May to the end of September), showing that the horses took part in Hunting. (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, (each three stalls in "F" or "FF" boxes to be regarded as equivalent to one full Cattle truck). The following minimums to apply to Polo ponies loaded in Horse-boxes:—

One Pony	...	...	...	...	...	...	11	0
Two Ponies	...	...	...	...	...	...	17	8
Three Ponies	...	...	...	...	...	...	25	0

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. **Austral Meat Siding, Newport.**—The rates for the carriage of sheep consigned to the Austral Meat Siding, Newport, from the undermentioned districts shall be computed as follows:—

- (a) The Midland District (Maryborough to Mildura) on the actual mileage *via* Castlemaine, in and out of Melbourne.
- (b) The North-Western District (Ballarat to Serviceton and branches), with the exception of the Hamilton line, on the actual mileage, *via* Ballan, in and out of Melbourne.
- (c) The Northern and North-Eastern Districts on the actual mileage, in and out of Melbourne.
- (d) Stations Maroona to Portland and Branches on the actual mileage, *via* Maroona, Gheringhap and North Geelong.

2. **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.

3. **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.

4. **Borthwick Freezing Company's Siding, Newport.**—If a special trip be necessary from Melbourne or Newport in respect of inwards or outwards traffic, the charge for the special service shall be 40s. if run from Melbourne, and 20s. if run from Newport respectively, in addition to the ordinary freight charges. (See page 101.)

5. **City Abattoirs Siding.**—INWARDS TRAFFIC.—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 stations. (See page 103.)

6. **Corio Quay, Geelong Harbor Trust Sidings, and Sims, Cooper and Company's Freezing Works.**—See page 96.

7. **Eureka.**—Pigs in truck loads for Geo. Farmer may be forwarded to Eureka. The haulage charge from Ballarat East to Eureka shall be 5s. for each trip made by an engine to place trucks, whether loaded or empty, on the Siding. In the event of an engine being used to place trucks for Cowley (goods) and Farmer, in the one trip, only one charge of 5s. shall be imposed (in-addition to freight) for such trip, and one half of the amount shall be debited to each consignee concerned.

8. **Geelong Freezing Works' Siding, North Shore.**—Live Stock from any station other than Geelong and North Geelong to the Works shall be subject to the tariff rates to Sidings with an additional charge of 1s. 6d. per truck, subject to a minimum charge of 7s. 6d. per trip between North Geelong and the Works. (See page 101.)

9. **Murtoa (Wimmera Inland Freezing Company Ltd.'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. (See page 100.)

10. **Portland Freezing Company's Siding.**—Live Stock consigned to the siding shall be charged mileage rates as to Portland. (See page 102.)

11. **Prossor (Western and Murray District Co-operative Bacon Company's Siding).**—A charge of 40s. shall be made for each special trip run from Melbourne, and 20s. for each special trip run from Newport, to the works for the delivery of Pigs, which shall be additional to the ordinary freight on the consignment. (See page 101.)

12. **Mildura.**—Sheep in sheep trucks, and Horses and Cattle in cattle trucks, forwarded from Mildura to Newmarket and Melbourne or *vice versa*, shall be charged the "Off-day" rate in all cases.

13. **Horses forwarded from Newmarket** to the Victoria Dock, Port Melbourne and Williamstown Piers 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 23s. 6d. per truck. Charges to be prepaid.

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

15. 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 the rates to Melbourne, Port Melbourne Pier, or Williamstown Pier respectively. Charges to be prepaid.

16. 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, 4½d. per truck per mile, but the total charge shall not be less than the charge computed at the full mileage rates for the "Up" portion of the journey.

These concessions will not apply to stock consigned to and discharged at stations within a radius of 20 miles of Ballarat or Bendigo. Full terminal charges will be enforced in all cases.

Stallions, Working Horses, Bulls, Working Bullocks, Milking Cows, Rams, and Pigs will not be carried at these rates.

17. 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.

18. 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.

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

20. Rates for Stock to Agricultural Shows. (See page 19).

21. Rates for Stock for Settlers on Crown Lands, &c. (See page 111.)

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, 1d. 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, 1d. per head for each 24 hours or part thereof	

CONCESSIONS TO OWNERS OR THEIR DROVERS.

The following concessions are granted to Owners, or *bona fide* Drivers acting for them, travelling in charge of Live Stock :—

- (a) 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 sheep or cattle dogs with him free of charge.
- (b) 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.
- (c) 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.

CHARGES FOR THE CARRIAGE OF GOODS TO AND FROM THE PORT MELBOURNE AND WILLIAMSTOWN PIERS. (Not including loading or unloading at Port Melbourne and Williamstown Piers.)

Inwards Cargoes.

TO MELBOURNE FROM PORT MELBOURNE OR WILLIAMSTOWN PIERS—

General cargo, n.o.s.	... ..	s. d.	3 6 per ton.
Coin and Bullion	... ..		Same as Outwards.

Jewellery and Silver-plate	... ..	3 4 per case.
Britannia Metal	3s. 6d. per ton of 40 cubic feet,	
Electro-plate	minimum 3s. 4d. per case,	
Mixed Metal	cask, or package when the	
Plated Goods	value is £5 and upwards.	
Opium	... ..	3 4 per pkg.
Vehicles, two-wheeled	... ..	10 0 each.
“ four-wheeled	... ..	13 4 “

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

TO GEELONG FROM PORT MELBOURNE OR WILLIAMSTOWN PIERS—

General cargo, n.o.s.	9 6 per ton.
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TO GRAHAM-STREET SIDING FROM PORT MELBOURNE PIER—

General cargo, n.o.s.	s. d.	2 10 per ton
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TO WILLIAMSTOWN SIDINGS OR SHEDS FROM WILLIAMSTOWN PIER—

Coal, in full truck loads	1 4 “
Artificial manures, in full truck loads	... ..	1 4 “

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.

RATES TO AND FROM THE PIERS—continued.

Outwards Cargoes.

FROM MELBOURNE TO PORT MELBOURNE OR WILLIAMSTOWN PIERS—		s. d.
General cargo, n.o.s. ...	3 6 per ton.	
Basils and Skins pressed, not exceeding 4 cwt. ...	0 7 per bale.	
Basils and Skins pressed, over 4 and not exceeding 8 cwt. ...	1 2 "	
Basils and Skins unpressed or exceeding 8 cwt. ...	1 9 "	
Coin and Bullion in charge of owners and at their risk—		
Copper Coin ...	1 8 per £25 sterling or part thereof.	
Gold Coin ...	1 8 per £1,000 sterling or part thereof.	
" Bullion ...	3 4 per 1,000 ozs. or part thereof.	
Silver Coin ...	3 4 per £1,000 sterling or part thereof.	
" Bullion ...	3 4 per 1,000 ozs. or part thereof.	
Drums returned empty ...	0 1 each.	
Feathers, n.o.s. ...	1 6 per bale.	
" dumped, not ex- ceeding 2 cwt. ...	0 7 "	
" undumped ...	0 7 "	
" undumped ...	1 2 "	
Hemp, in bales not exceed- ing 4 cwt. ...	1 3 per bale.	
Hemp, in bales over 4 cwt. and not exceeding 8 cwt. ...	1 10 "	
Hogsheads or Barrels, empty	0 4 each.	
Leather, in bales not exceed- ing 8 cwt. ...	1 6 per bale.	
Leather, in bales over 8 and not exceeding 12 cwt. ...	2 1 "	
Rags, in bales not exceeding 4 cwt. ...	0 11 "	
Rags, in bales over 4 and not exceeding 8 cwt. ...	1 10 "	
Ship's Stores ...	2 10 per ton.	
Tanks, empty ...	3 4 each.	
Vehicles ...	Same as Inwards.	
Goods in Class AP from Melbourne to Port Melbourne or Williamstown Piers shall be carried at the rates and conditions applicable to that class, unless otherwise specified.		

FROM PORT MELBOURNE OR WILLIAMSTOWN SIDINGS AND SHEDS TO THE PIERS AT PORT MELBOURNE AND WILLIAMSTOWN RESPECTIVELY—		s. d.
General cargo, n.o.s. ...	2 10 per ton	

FROM GRAHAM-STREET OR BRIDGE-STREET SIDINGS TO PORT MELBOURNE PIER—		s. d.
Coal, n.o.s., including weighing, owners to load and unload ...	2 8 "	
Coal, for steamers <i>Hygeia</i> and <i>Ozone</i> , including weighing, owners to load and unload ...	1 4 "	
Tallow, in truck loads, owners to load ...	2 10 "	

FROM GEELONG TO PORT MELBOURNE AND WILLIAMSTOWN PIERS—		s. d.
General cargo, n.o.s. ...	9 6 "	

FROM OTHER STATIONS TO PORT MELBOURNE OR WILLIAMSTOWN PIERS—

1. The Tariff rates and conditions shall be applicable subject to the rates from Melbourne to the Piers as a minimum.

2. Goods in Classes 1 and 2 despatched from stations other than Melbourne to Port Melbourne Pier or Williamstown Pier. Subject to Clause 1, when way-billing goods consigned to Port Melbourne Pier or Williamstown Pier, for direct shipment, which are charged for under Class 1 or Class 2, a deduction of 6d. per ton from the tariff rate shall be made and consignments way-billed accordingly.

(Jam and Canned Fruit ex Windsor and Burnley to the Piers forexport, see page 112.)

(NOTE.—See also pages 113, 116, and 120 for rates for meat, skins, leather, and wool.)

GENERAL.

1. The Minimum Charges which shall be imposed in respect of the traffic to and from the Piers are as under:—

	s. d.
Not exceeding 10 cubic feet or 5 cwt. ...	1 6
Over 10 cubic feet or 5 cwt. and not exceeding 20 cubic feet or 10 cwt. ...	2 0
Over 20 cubic feet or 10 cwt. at the rate of 3s. 6d. 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 113.

3. Any single package which exceeds 2 tons dead weight, shall be charged 1s. per ton in addition to the freight to cover the extra cost of loading or unloading at Melbourne.

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 cubic 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. 4d. 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 FRUIT AT PORT MELBOURNE AND WILLIAMSTOWN PIERS.

Haulage of Fruit at Port Melbourne Pier.—Fruit from the pier to the old Dumping Shed, or vice versa, shall be charged 6d. per ton. If the fruit be loaded or unloaded by the Department, an additional charge of 6d. per ton shall be made for each service, and when the fruit is tallied by the Department a charge of 3d. per ton shall be made for this service. These rates and conditions are also applicable to fruit between Williamstown Pier and the departmental shed.

ARTIFICIAL MANURES.

Artificial manures forwarded from Williamstown Pier or Port Melbourne Pier shall be charged the tariff rates.

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.

The charge for other storage sections (about 80 feet in length) shall be £10 each per month.

For use of the Commissioners' sheds for unloading, weighing, sorting, and reloading grain, consignee to find labour, and storage not required, 1d. per ton.

LIST OF PRIVATE SIDINGS.

For special charges in respect of Sidings shown in italics, see pages 94 to 108.

Name of Siding.	Supervising Station.	Mileage of Siding from Melbourne.	Siding Open for—
Adams	Alphington ..	6½	Stone
Albion Stone	Sunshine ..	8½	Stone
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
Austral Coal	Korumburra ..	72	Coal
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. Pty. Ltd.)	Bendigo ..	105½	Pottery
Berry	Springhurst ..	160	Firewood
Black	Lilydale ..	26	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
<i>British Imperial Oil Coy.'s Works</i>	Spotswood ..	6½	Oil
<i>British Imperial Coy.'s Wharf</i>	Spotswood ..	7	Oil
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
Caelli	Nagambie ..	78½	Saw mill
Caudwell Bros.	Mentone ..	15½	Timber
Cave Hill (D. Mitchell)	Lilydale ..	24½	Lime
Cheetham's Salt Pty. Ltd.	South Geelong ..	48½	Salt, &c.
Coal Creek	Korumburra ..	70½	Coal
Commonwealth Quarries Pty.	Sunshine ..	8½	Stone
Cornwall, A.	South Brunswick ..	4½	Pottery
<i>Cowley</i>	Ballarat East ..	74½	Foundry
Cuming Smith (Brittanfa)	Yarra Junction ..	44	Timber
Curdie's River Lime Co.	Cobden ..	146½	Lime
<i>Dalgety and Co.</i>	Newmarket ..	2½	Wool and Grain
<i>Dandenong Shire Council Quarry</i>	Upper Fern Tree Gully ..	23½	Stone
<i>Denny, Lascelles Ltd.</i>	Geelong ..	45	Wool, Grain, &c.
<i>Devitt</i>	Beech Forest ..	122½	Timber
Dixon Bros. (Blowhard)	(T.S.M.) Waubra ..	85	Chaff
Ebeling	West Footscray ..	4½	Stone
Ekberg and Knox	Leongatha ..	80½	Stone
<i>Electric Supply Co.</i>	Bendigo ..	101½	Firewood
<i>Eureka Terra Cotta and Tile Co.</i>	Ballarat ..	74½	Tiles
<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

LIST OF PRIVATE SIDINGS—continued.

Name of Siding.	Supervising Station.	Mileage of Siding from Melbourne.	Siding Open for—
Geelong Gas Co.	Geelong	43½	Coal
Geelong Grammar School	Lara	39½	Building material
Geelong Harbor Trust	North Geelong	..	Freezing works
Gibbs, Sell and Co.	Mitcham	14	Fruit store-
Gillespie	Burnley	3½	Flour mill
Gippsland Co-operative Bacon Curing Co.	Dandenong	19½	Bacon curing
Gippsland and Northern Selling Co.	Dandenong	19½	Butter factory
Glen	Kyneton	56½	Chaff
Glen Iris Brick and Tile Co. (Thornbury)	Northcote	6½	Bricks and Tiles
Goodman, C. J.	Bairnsdale	172½	Nursery
Goulburn Valley Industries Co. Ltd.	Shepparton	112½	Meat
Great Morwell Brown Coal Pit	Morwell	90	Brown coal
Greenfields	Dunnstown	67½	Chaff
Hall Bros.	Geelong	131½	Flour mill
Hamilton (Boys)	Leongatha(T.S.M)	98½	Timber
Hammond	Murchison East	96½	Firewood
Hanson (Caelis)	Benalla	119½	Firewood
Hargreaves	Beaconsfield	30½	Sand
Hasell	Newport	7½	Store
Hays (Albion Quarrying Co.)	Newport	0	Stone
Head and Green	Benalla	131½	Firewood
Heathcote Chemical Co.	Macaulay	2	Minerals
Hermion's Siding	Up. F.T. Gully	23½	Stone
Hitt's Siding	Gellibrand	109	Timber outwards
Hoffman and Co.	South Brunswick	4½	Bricks
Holden	Wallace	61	Chaff
Holdenson and Nielson	Warragul	62½	Butter
Horsham Borough	Horsham	203½	Stone
Huddart, Parker Ltd.	Geelong	45	Coal yard
Ingham (V. Deane)	Knowsley	86½	Firewood
Irymple Packing Co.	Irymple	347½	Fruit
Jefferson	Bunyip	47½	Wood and Bricks
Jumbunna Coal Co.	Jumbunna	76½	Coal
Karkaroo Shire (Goyura)	Hopetoun	249	Limestone and Gravel
Kelvin	Seaford	24½	Sand
Kiockham and Co.	Echuca	145½	Flour mill
Kimpton and Son	Kennington	2½	Flour mill
Kincaid	Beech Forrest (G. in C.)	130½	Timber
Knott, G. W.	Walhalla	101	Timber
Kynoch Ltd.	West Footscray	4½	Explosives
Lamrock (Deane and Runge)	Shepparton	124½	Stone
Langi Logan South Gold Mines Coy.	Maroona	139	Gold Mine
Lennon, H.	Spotswood	5½	Implements
Lysaght Galvanized Iron Co.	Melbourne	..	Iron stores
Macknott	Crowes	135½	Timber
Maffescioni's...	Bealiba	141½	Firewood
Maffra Beet Sugar	Maffra	132½	Sugar beet
Malcolm and Co.	St. Arnaud	158½	Flour mill
Maryborough Gas Co.	Maryborough	112½	Gas works
Maxwell, J. R.	Kerang	179½	Grain
McFarlane's Tramway	Bell	7½	Timber
Melbourne City Council	Melbourne	..	City market
Melbourne City Council	South Kensington	2½	Abattoirs
Melbourne City Council	Arden-street	1	Coal, ex ship
Melbourne Glass Bottle Works	Spotswood	5½	Glass works
Melville (J. Connelly)	Moreland	..	Grain stores
Metropolitan Board of Works	Spotswood	5½	Coal
Metropolitan Gas Co.	Melbourne	..	Gas works
Mildura Co-operative Fruit Co. Ltd.	Merbein	358½	Fruit
	Irymple	347½	Fruit

LIST OF PRIVATE SIDINGS—continued.

Name of Siding.	Supervising Station.	Mileage of Siding from Melbourne.	Siding Open for—
<i>Minifie and Co.</i>	South Kensington	2½	Flour mill
<i>Mitchell's</i>	Anderson	78½	Coal
<i>Mont Park Asylum</i>	Macleod	12½	Building material, &c.
<i>Morrish Bros.</i>	Kingston	92½	Chaff mill
<i>Munro (Willis Bros.)</i>	Newport	9½	Stone
<i>Murray River Sawmilling Co.</i>	Echuca	145½	Saw mill
<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
<i>McKay, H. V.</i>	Sunshine	7½	Machinery
<i>McKenzie and Holland</i>	Newport	7½	Interlocking works
<i>McLennan and Co.</i>	Mooroopna	110	Grain store
<i>McNamara and Co.</i>	Yarrawonga	161½	Flour mill
<i>Nash</i>	Lethbridge	62½	Stone
<i>Naval Base</i>	Crib Point	45½	Naval works
<i>New Langi Logan</i>	Ararat	137½	Gold mine
<i>Naval Ordnance Store</i>	Williamstown	9½	Store
<i>Nesite and Anglo-Swiss Condensed Milk Co. (Dennington)</i>	Warrnambool	169	Condensed milk
<i>New Portland Pier</i>	Portland	251½	Shipping
<i>New Zealand Loan</i>	South Kensington	2½	Wool, Grain, &c.
<i>New Zealand Loan (Minifie)</i>	Maryborough	112	Flour mill
<i>Nobelius</i>	Gembrook T.S.M.	33½	Nursery
<i>Northcote Brick Co.</i>	Northcote	6	Brick works
<i>Noske</i>	Horsham	203½	Flour mill
<i>Noske</i>	Natimuk	218½	Flour mill
<i>Noske</i>	Nhill	248½	Flour mill
<i>O'Day</i>	Bungaree	63½	Produce
<i>Old Portland Pier</i>	Portland	251½	Shipping
<i>Onians, R. and A.</i>	Berrybank	94½	Chaff
<i>Outtrim Howitt Co.</i>	Kilounda	78½	Coal
<i>Outtrim Howitt Co. (2)</i>	Outtrim	75½	Coal
<i>Parkinson</i>	Victoria Park	3½	Flour mill
<i>Pearce Bros.</i>	Bacchus Marsh	32	Chaff
<i>Pearce, W. (Woori Yallock)</i>	Wandin	38½	Timber
<i>Pender</i>	Moreland	5½	Nail works
<i>Permewan, Wright and Co.</i>	Horsham	203½	General goods
<i>Pettit Bros.</i>	Beech Forest	134	Timber
<i>Pile</i>	Beech Forest	130½	Timber
<i>Port Phillip Sea Pilots</i>	Queenscliff	67½	Coal for Pilot boats
<i>Portland Freezing Co.</i>	Portland	249½	Abattoirs
<i>Powlett North Woolamai</i>	Dalyston	86½	Coal
<i>Prahran City Council</i>	Newport	9½	Stone
<i>Prossor</i>	Newport	9½	Bacon curing
<i>Richardson</i>	Nathalia	148	Flour mill
<i>Robertson, E. C. and Co.</i>	Werribee	19	Chaff
<i>Robinson and Co.</i>	Spotswood	5½	Machinery
<i>Rubicon Tramway Co.</i>	Alexandra	102	Timber
<i>Russell (Willis Bros.)</i>	Newport	8	Stone
<i>Selkirk</i>	Ballarat	75	Bricks
<i>Sellick and Co.</i>	Numurkah	134	Flour mill
<i>Shell Transport and T. Co.</i>	Williamstown	9½	Oil depôt
<i>Shell Transport and T. Co.</i>	Bendigo	101½	Oil depôt
<i>Sheehan Bros. (Richardson)</i>	Birchip	215	Flour mill
<i>Silver Lake Flour Milling Co.</i>	Sale	130½	Flour mill
<i>Sloan</i>	Bridgewater	126½	Grain
<i>Southern Cross</i>	Cobden	148½	Lime
<i>Stawell Pressed Brick</i>	Stawell	150½	Brick works
<i>Stewart and Co.</i>	Newlyn	90½	Chaff
<i>Stone and Siddeley</i>	South Geelong	49½	Lime
<i>Taylor</i>	Footscray	3½	Granite works
<i>Thomas</i>	Beulah	239	Flour mill

LIST OF PRIVATE SIDINGS—continued.

Name of Siding.	Supervising Station.	Mileage of Siding from Melbourne.	Siding Open for—
Thomas	Minyip ..	198½	Flour mill
Thomas	Murtoa ..	185½	Flour mill
Thomas	Newport ..	7	Flour mill
Thomas	Rainbow ..	206½	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
Tyner Bros.	Allendale ..	90½	Chaff
Victoria Ammonia Co. ..	Spotswood ..	5½	Chemical Works
Victorian Butter Factories Co. ..	Melbourne ..	..	Dairy Produce
Victorian Hardwood Milling and S. Co. Pty. Ltd.	Yarra Junction ..	43½	Timber
Victorian Stevedoring Co. ..	Melbourne ..	..	Storage
Ward, H. S. K. (2) (Barrie) ..	Melton ..	23½	Chaff
Ward, H. S. K. (Barrie) ..	Rookbank ..	18½	Chaff
Wardle and Son	Ballarat ..	74½	Timber
Ward's	Waubra T.S.M. ..	88½	Chaff
Warrenheip Distillery (Brind's Pty. Ltd.) ..	Dunstown ..	67½	Distillery
Warrnambool Woollen Mills ..	Warrnambool ..	166½	Coal, Wool, &c.
Water and Kerang Flour Mills ..	Bridgewater ..	126½	Flour mill
Wedderburn Co-op. Flour Mill Coy. Pty. Ltd.	Donald ..	182½	Flour Mill
Wedge's	Frankston ..	26	Sand
Western District Factories Co-op. Co. Ltd. ..	Warrnambool ..	166½	Butter-box factory
Williams' Quarry	Newport ..	9½	Stone
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. Ltd. ..	Murtoa ..	184½	Freezing works
Wise Bros.	Tocumwal ..	156½	Flour mill
Woolamai Quarrying Co. ..	Anderson ..	75½	Stone
Younghusband, 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 pages 151 to 180 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 ...	Broughton ...	Nhill ...
Airey's Inlet ...	Geelong ...	Brown's Plains ...	Chiltern ...
Allan's Flat ...	Yackandandah ...	Buchan ...	Nowa Nowa ...
Amherst ...	Talbot... ..	Buckland ...	Porepunkah ...
Anglesea ...	Geelong ...	Buckland Lower ...	" ...
Angustown ...	Nagambie ...	Bulla ...	Broadmeadows ...
Apollo Bay ...	Forrest ...	Bullumwaal ...	Bairnsdale ...
Apsley ...	Goroke ...	Bundalong ...	Yarrawonga ...
Ardmona ...	Mooroopna ...	Bundalong South ...	" ...
Ardno ...	Casterton ...	Bungeluke ...	Wycheproof ...
Aresgra ...	Sheep Hills ...	Bungeluke North ...	" ...
Avon Plains ...	St. Arnaud ...	Burke's Flat ...	Bealiba ...
		Burramine East ...	Yarrawonga ...
		Burramine South ...	" ...
		Burrowye ...	Wodonga ...
		Bushfield ...	Warrnambool ...
		Burton ...	Alexandra ...
		Byaduk ...	Hamilton ...
Baillieston ...	Rushworth ...		
Ballangeich ...	Mortlake ...	Calivil ...	Mitiamo ...
Ballapur ...	Birchip ...	Callawadda South ...	Stawell ...
Balmoral ...	Hamilton ...	Campbell's Bridge ...	" ...
Balnarring ...	Bittern ...	Campbelltown ...	Newstead ...
Banyenong ...	Donald ...	Cape Bridgewater ...	Portland ...
Baringhup ...	Maldon ...	Cape Clear ...	Berringa ...
Baringhup East ...	" ...	Caralulup... ..	Talbot... ..
Barmah ...	Picola ...	Caramut ...	Penshurst ...
Barnedown ...	Goornong ...	Carnham ...	Smythesdale ...
Barry's Reef ...	Trentham ...	Carron ...	Donald ...
Barwon Heads ...	Geelong ...	Catunnal... ..	Boort ...
Batesford ...	Moorabool ...	Cheshunt ...	Whitfield ...
Beaconsfield Upper ...	Beaconsfield ...	Chetwynd ...	Casterton ...
Beazley's Bridge ...	St. Arnaud ...	Chirrup ...	Charlton ...
Beenak ...	Launching Place ...	Christmas Hills ...	Yarra Glen ...
Belellen ...	Stawell ...	Christmas Town ...	Chiltern ...
Bellarine ...	Drysdale ...	Clear Lake ...	Noradjuha ...
Bengworden ...	Stratford ...	Clementston ...	Allendale ...
Bethanga Lower ...	Ebden ...	Clifton Springs ...	Drysdale ...
Black Flat ...	Oakleigh ...	Codrington ...	Port Fairy ...
Bleak House ...	Nhill ...	Coimadai ...	Melton ...
Boolite ...	Sheep Hills ...	Coomoora ...	Daylesford ...
Boorhaman ...	Wangaratta ...	Cooncoer Bridge ...	St. Arnaud ...
Boorcopki ...	Goroke ...	Cooncoer West ...	" ...
Boosey ...	Katamatite ...	Cooper's Creek ...	Platina ...
Rowenvale ...	Maryborough ...	Corack ...	Donald ...
Boweya ...	St. James ...	Corack East ...	Wycheproof ...
Boyco ...	Nhill ...	Corindhap ...	Rokewood ...
Brentwood ...	Warracknabeal... ..	Corop ...	Elmore ...
Brimboal ...	Casterton ...	Corop West ...	" ...
Bringalbert North ...	Goroke ...		
Bromley ...	Dunolly ...		
Brooklet ...	Minyip ...		
Brookside ...	Porepunkah ...		

LIST OF NON-RAILWAY TOWNS, ETC.—continued.

Place.	Nearest Railway Station	Place.	Nearest Railway Station.
Corryong ...	Tallangatta ...	Gaffney's Creek ...	Mansfield ...
Costerfield ...	Heathcote ...	Glenlyon ...	Daylesford ...
Cowes (Phillip Island)	Stony Point ...	Glenpatrick ...	Elmhurst ...
Craigie ...	Maryborough ...	Glen Wills ...	Bruthen ...
Cunninghams ...	Bairnsdale ...	Gol Gol (N.S.W.) ...	Mildura ...
Curlewis ...	Geelong ...	Gong Gong ...	Ballarat ...
		Gooramadda ...	Chiltern ...
		Gooroc ...	St. Arnaud ...
		Grantville ...	Almurta ...
		Granya ...	Tallangatta ...
		Graytown ...	Nagambie ...
Darkbonee ...	St. Arnaud ...	Great Northern ...	Rutherglen ...
Darlingford ...	Alexandra ...	Greendale ...	Bacchus Marsh ...
Darlington ...	Camperdown ...	Greenvale ...	Broadmeadows ...
Darriman ...	Sale ...	Gre Gre ...	St. Arnaud ...
Dean ...	Creswick ...	Gre Gre North ...	" ...
Dederang ...	Yackandandah ...		
Delatite ...	Mansfield ...	Happy-go-Lucky ...	Walhalla ...
Dereel ...	Ballarat ...	Harrietville ...	Bright ...
Dergholm ...	Casterton ...	Harrow ...	Coleraine ...
Digby ...	Merino ...	Hayami ...	Mitiamo ...
Doctor's Flat ...	Bruthen ...	Hepburn ...	Daylesford ...
Dooboobetic ...	St. Arnaud ...	Hermitage (The) ...	Healesville ...
Double Bridges ...	Bruthen ...	Hexham ...	Mortlake ...
Douglas ...	Noradjuha ...	Hillerman's (N.S.W.)	Swan Hill ...
Dromana ...	Mornington ...	Hochkirch ...	Hamilton ...
Drumanure ...	Numurkah ...	Howqua ...	Mansfield ...
Drumborg ...	Heywood ...	Hurdle Flat ...	Beechworth ...
Drummartin ...	Raywood ...		
Drummond ...	Malmsbury ...	Indigo ...	Chiltern ...
Dunsch ...	Talbot ...	Inkerman ...	Dunolly ...
Dunbulbalane ...	Katamatite ...	Invergordon ...	Katamatite ...
Dundonnell ...	Camperdown ...	Inverloch ...	Outtrim ...
Durham Ox ...	Pyramid ...		
		Jamieson ...	Mansfield ...
Eastville ...	Shelbourne ...	Janiember East ...	Inglewood ...
Eddington ...	Dunolly ...	Jan Juc ...	Geelong ...
Edenhope ...	Goroke ...	Jarklin ...	Inglewood ...
Eganstown ...	Daylesford ...	Jeruk ...	Glenloch ...
Eldorado ...	Tarrawingee ...	Jingellic ...	Wodonga ...
Ellerslie ...	Mortlake ...	Johnsonville ...	Bumberrah ...
Enfield ...	Ballarat ...		
Ensay ...	Bruthen ...	Kalimna ...	Bumberrah ...
Eskdale ...	Tallangatta ...	Kamarooka ...	Raywood ...
Esmond ...	Yarrowonga ...	Kamarooka North ...	" ...
Evansford ...	Talbot ...	Kangaroo Grounds ...	Eltham ...
		Keilor ...	Essendon ...
Fernihurst ...	Mysis ...	Kenmare ...	Rainbow ...
Fernshaw ...	Healesville ...	Kevington ...	Mansfield ...
Flinders ...	Bittern ...	Kiewa ...	Huon ...
Fosterville ...	Goornong ...	Kilawarra ...	Wangaratta ...
Framlingham ...	Garvoc ...	Killarney ...	Port Fairy ...
Franklinford ...	Daylesford ...		
Freeburgh ...	Bright ...		
Frenchman's ...	Avoca ...		
Freshwater Creek ...	Geelong ...		
Fryerstown ...	Chewton ...		

LIST OF NON-RAILWAY TOWNS, ETC.—continued.

Place	Nearest Railway Station.	Place.	Nearest Railway Station.
Kingower...	Inglewood ...	Mt. Elgin...	Nhill ...
Knockwood ...	Mansfield ...	Mt. Jeffcott ...	Donald ...
Kolora ...	Terang ...	Mt. Jeffcott North...	"
Korweinguboora ...	Daylesford ...	Mt. Martha ...	Mornington ...
Kotupna ...	Nathalia ...	Mt. Mercer ...	Buninyong ...
Krambruk (Apollo Bay)	Forrest ...	Moyston ...	Ararat ...
		Mudgegonga ...	Myrtleford ...
		Muskerry East ...	Goornong ...
		Muskerry West ...	"
		Musk Vale ...	Daylesford ...
		Myrning ...	Bacchus Marsh ...
Laanecoorie ...	Tarnagulla ...		
Laen ...	Donald ...	Napoleons ...	Ballarat ...
Laen North ...	"	Narbethong ...	Healesville ...
Lake Bolac ...	Westmere ...	Nareen ...	Coleraine ...
Lake Mundi ...	Casterton ...	Narraport ...	Birchip ...
Lake Rowan ...	St. James ...	Narrawong ...	Portland ...
Laplough ...	Avoca ...	Narrung ...	Piangil ...
Langville ...	Kerang ...	Neereman ...	Maldon ...
Lauriston ...	Redesdale Jn. ...	Neilborough North	Raywood ...
Lawloit ...	Nhill ...	Newbridge ...	Tarnagulla ...
Leaghur ...	Boort ...	Newbury ...	Trentham ...
Lemon Springs ...	Goroke ...	Newham ...	Woodend ...
Lexton ...	Waubra ...	Newhaven ...	Stony Point
Lockwood ...	Bendigo ...	Newry ...	Tinamba ...
Logan ...	Emu ...	Nicholson...	Bairnsdale ...
Longford ...	Sale ...	Ninyeunook ...	Glenloth ...
Longwood East ...	Longwood ...	Nirranda ...	Allansford ...
Lorne ...	Dean Marsh ...	North Prentice	Rutherglen ...
Lower Plenty ...	Heidelberg ...	Notting Hill ...	Oakleigh ...
Lower Bethanga ...	Wodonga ...		
		Oaklands Junction...	Broadmeadows...
Macarthur ...	Hamilton ...	Ocean Grove ...	Drysdale ...
Macclesfield ...	Emerald ...	Omeo ...	Bruthen ...
Macedon Upper ...	Macedon ...	Orford ...	Port Fairy ...
Madowla Park ...	Picola ...	Osborne's Flat ...	Yackandandah ...
Mallor's Flat ...	Warrnambool ...		
Majorca ...	Maryborough ...	Pannocbamawm ...	Rochester ...
Marysville ...	Healesville ...	Pannoomiloo ...	"
Mathieson's (Moora)	Krwen ...	Panton Hill ...	Hurstbridge ...
Maude ...	Bannockburn ...	Paradise ...	St. Arnaud ...
McIntyre ...	Dunolly ...	Parkside ...	Hamilton ...
Meerlieu ...	Stratford ...	Peechelba Town ...	Wangaratta ...
Mia Mia ...	Redesdale ...	Percydale...	Avoca ...
Mickleham ...	Broadmeadows ...	Perry Bridge ...	Stratford ...
Millawa ...	Wangaratta ...	Peterborough ...	Timboon ...
Miners' Rest ...	Ballarat ...	Pine Grove ...	Mitiamo ...
Minmindie ...	Boort ...	Pine Grove East ...	Rochester ...
Mitchell's Hill ...	Marnoo ...	Pitfield Plains ...	Illabarook ...
Mitta Mitta ...	Tallangatta ...	Point Lonsdale ...	Queenscliff ...
Moliagul ...	Dunolly ...	Pomonal ...	Stawell ...
Mologa (Central) ...	Pyramid ...	Poolajelo ...	Casterton ...
Montrose ...	Croydon ...	Poowong ...	Nyora ...
Moonambel ...	Avoca ...	Portarlington ...	Drysdale ...
Moorookyle ...	Creswick ...	Port Campbell ...	Timboon ...
Morea ...	Goroke ...	Powelltown ...	Yarra Junction...
Mt. Alfred ...	Wodonga ...	Powlett Hill ...	Newstead ...
Mt. Blackwood ...	Trentham ...	Princetown ...	Timboon ...
Mt. Danaed ...	Geelong ...	Purnim ...	Warrnambool ...
Mt. Egerton ...	Gordon ...		

LIST OF NON-RAILWAY TOWNS, ETC.—continued.

Place.	Nearest Railway Station.	Place.	Nearest Railway Station.
Queensferry ...	Almurta ...	Tarrayoukyan ...	Coleraine ...
Queenstown (St. Andrew)	Hurstbridge ...	Teesdale ...	Bannockburn ...
Redbank ...	Avoca ...	Templestowe ...	Heidelberg ...
Redcastle ...	Heathcote ...	Ten-mile ...	Mansfield ...
Reedy Creek ...	Broadford ...	Terrick Terrick East	Echuca ...
Research ...	Eltham ...	Thalia ...	Wycheproof ...
Rheola ...	Inglewood ...	Thoonia ...	Devenish ...
Rhyll (Phillip Island)	Stony Point ...	Thornton ...	Alexandra ...
Rochford ...	Lancefield ...	Thornton Upper ...	"
Rodborough ...	Maryborough ...	Timor West ...	Maryborough ...
Rokewood Junction ...	Illabarook ...	Tintaldra ...	Wodonga ...
Runnymede ...	Colbinabbin ...	Tittybong ...	Laibert ...
Salisbury West ...	Inglewood ...	Tongio ...	Bruthen ...
Sandon ...	Newstead ...	Tooleen ...	Heathcote ...
San Remo ...	Anderson ...	Toolern Vale ...	Melton ...
Sarsfield ...	Bairnedale ...	Toolibuc ...	Piangil ...
Sassafras ...	Bayswater ...	Torquay ...	Geelong ...
Scoresby ...	Oakleigh ...	Towaninnie ...	Wycheproof ...
Serpentine Creek ...	Inglewood ...	Traynor's Lagoon ...	St. Arnaud ...
Shelbourne East ...	Bendigo ...	Tullamarine ...	Broadmeadows ...
Shelford ...	Bannockburn ...	Tyack ...	Broadford ...
Shepherd's Flat ...	Daylesford ...	Tyntynder ...	Swan Hill ...
Shoreham ...	Bittern ...	Tyrendarra ...	Portland ...
Slaty Creek ...	St. Arnaud ...	Vaughan ...	Castlemaine ...
Smeaton ...	Allendale ...	Wakool Crossing (N.S.W.)	Swan Hill ...
Sorrento ...	Mornington ...	Wallaloo ...	Marnoo ...
Spring Bank ...	Ballarat ...	Wallington ...	Geelong ...
Spring Creek ...	Daylesford ...	Walwa ...	Wodonga ...
Spring Mount ...	Creswick ...	Wandiligong ...	Bright ...
Staffordshire Reef ...	Newtown ...	Wangoom ...	Warrnambool ...
Stanley ...	Beechworth ...	Wanrup ...	Mitiamo ...
St. Andrew's (Queenstown)	Hurstbridge ...	Warrandyte ...	Ringwood ...
Steiglitz ...	Meredith ...	Waurin Ponds ...	Geelong ...
St. Fillian's ...	Healesville ...	Wee-wee-rup ...	Kerang ...
Stony Crossing (N.S.W.)	Swan Hill ...	Wharparilla North	Echuca ...
Stradbrook ...	Sale ...	Wheeler's Hill ...	Oakleigh ...
Strathdownie ...	Casterton ...	Willenabrina ...	Warracknabeal ...
Streatham ...	Westmere ...	Willenabrina North	"
Stuart Mill ...	St. Arnaud ...	Willow Grove ...	Moe ...
Swan Reach ...	Bumberrah ...	Wilson's ...	Benalla ...
Swift's Creek ...	Bruthen ...	Winslow ...	Woolsthorpe ...
Taggerty ...	Alexandra ...	Witchipool ...	Litchfield ...
Talgarno ...	Ebden ...	Woodford ...	Warrnambool ...
Tallandoon ...	Tallangatta ...	Woodside ...	Alberton ...
Tambo Crossing ...	Bruthen ...	Wood's Point ...	Mansfield ...
Tangil ...	Moe ...	Woodstock (Loddon)	Tarnagulla ...
Tarcombe ...	Longwood ...	Woodstock West ...	Shelbourne ...
		Wood Wood ...	Miralie ...
		Woorndoo ...	Mortlake ...
		Woorndoo Upper ...	"
		Wooroonooke ...	Charlton ...

LIST OF NON-RAILWAY TOWNS, ETC.—*continued.*

Place.	Nearest Railway Station.	—	Place.	Nearest Railway Station.	—
Yambuk	Port Fairy ...		Yarrawalla ...	Pyramid ..	
Yandoit	Newstead ...		Yawong	St. Arnaud ...	
Yannathan ...	Koo-wee-rup ...		Yellangip East and North	Warracknabeal...	
Yapeen	Guildford ...				
Yarram	Alberton ...				

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

T.N. VICTORIAN RAILWAYS.
G.F.I.



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 Rates Book as not being accepted at their risk.

To the VICTORIAN RAILWAYS COMMISSIONERS. Station. 19

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 rate. 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
Loaded by Consignor.
 Commissioners.

..... Signature of Railway Employee receiving Goods.
How Weight ascertained. X

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

[PINK FORM.]

T.N.
G.F. 2.

VICTORIAN  RAILWAYS.

CONSIGNMENT NOTE.

Date of Receipt.....
Time of Receipt.....
Checker's Initials.....
Date Loaded.....
Loader's Initials.....
Waybill No.

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 Rates Book as not being accepted at their risk.

To the VICTORIAN RAILWAYS COMMISSIONERS. Station 19

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 Rate. 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.	cwts.	qrs.	lbs.	£	s.	d.		

This form is to be forwarded to the Waybilling Station, and is to be used by Caretakers when forwarding Goods or Parcels

- (a) To the Supervising Station or to a Caretaker or No-one-in-Charge Station under the same supervision, and
- (b) To the Waybilling Station when such station is not also the Supervising Station, or to a Caretaker or No-one-in-Charge Station which is under the supervision of such Waybilling Station.

Freight payable by.....

Loaded by Consignor.Signature of Railway Employee 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.

T.N.
G.F. 3.

VICTORIAN  RAILWAYS.

Date of Receipt
Time of Receipt
Checker's Initials
Date Loaded
Loader's Initials
Waybill Number.....

CONSIGNMENT NOTE.

The Victorian Railways Commissioners hereby give notice that they have Two Rates for the carriage of certain classes and descriptions of goods—one the 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 Rates 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 Rate. 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.		

This form is to be sent with the goods to the Destination Station.

Freight payable by.....

Consignor.

Loaded by Signature of Railway Employee receiving Goods.
Commissioners.

How Weight ascertained

* To be filled in when the increased Rate shown in Clause 3, page 8, of the Goods Rates Book is paid.

T.N.

G.F. 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 Employees of the Commissioners.
† Persons bringing goods to the Railway Station.

Signature—

RAILWAY EMPLOYEE.

G.F. 104.

VICTORIAN RAILWAYS.

DECLARATION FOR OLD MACHINERY.

I, _____ of _____, in the State of Victoria (*), do solemnly and sincerely declare—
That the undermentioned (†) _____ has been in use for _____ period of not less than three years, viz.:—
† Insert business. _____
† Insert whether old mining machinery, old machinery not mining, or old boiler, as the case may be.
‡ Detail the machinery, particulars of which must correspond with the consignment note in every respect. (‡)

And I make this solemn declaration conscientiously believing the foregoing particulars to be true and by virtue of the provisions of an Act of the Parliament of Victoria rendering persons making a false declaration punishable for wilful and corrupt perjury.

Declared at _____ in the State of Victoria, this _____ day of _____
_____ hundred and _____ 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:

I 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.

G.F. 7.

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

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

CONVEYANCE OF MARES AND STALLIONS FOR BREEDING PURPOSES.

CONVEYANCE OF MARES AND STALLIONS FOR BREEDING PURPOSES.

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.

Table with 2 columns: 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

Name and Address of Consignee } Station to Station

Table with 2 columns: 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 or Sidings 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 unless the approved guarantee (see General Condition 26, pages 14 and 149) re discharging is lodged with the consignment note.
- G.—Stations marked thus (G) are open for goods of all descriptions.

References.	Mkt.	Stations.	Miles.	* M.		* A.P.		* Spd. Δ.P.		* A.		* A. 10% 25%.		* R.		* R. 10% 25%.		* C.		* C. 10% 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.	A D	Addington	92½	8	0	9	4	11	2	15	2	11	6	20	0	18	0	25	0	28	6	23	0	36	9	45	3
L.G.	A G	Agnes	117½	9	6	10	6	12	10	18	2	13	8	24	0	21	6	30	0	35	9	28	9	46	3	57	3
L.G.	A H	Albacutya	272½	16	6	14	4	17	8	32	0	24	0	43	10	39	6	54	10	68	6	55	0	92	0	118	0
G.	A T	Alberton	133½	10	8	10	10	13	2	19	10	15	0	26	6	23	10	33	2	40	3	32	3	52	6	65	3
(a) In and Out account Albion Quarry Co.	A Z	Albion Siding	8½	2	0	2	6	3	0	3	0	2	6	3	6	3	2	4	0	4	0	3	6	4	6	5	0
G.	A Y	Albury (See page 92)	190½	14	6	14	0	16	10	26	8	20	6	36	0	32	8	44	8	54	9	44	3	71	6	89	9
G.	A X R	Alexandra	102	8	6	9	8	12	0	16	8	12	6	21	8	19	6	27	2	31	3	25	0	40	0	49	6
L.G.	A F	Allensford	159	12	0	11	8	14	4	23	4	16	10	30	2	27	2	37	10	47	0	37	9	61	3	76	3
G.	A E	Allendale	90½	7	10	0	4	11	2	15	2	11	6	19	6	17	8	24	6	27	9	22	3	36	0	44	3
(a)	A R	Amurta	68	6	4	7	6	9	0	11	8	8	8	15	2	13	8	19	0	21	3	17	0	27	0	33	3
(a) In and Out L.G.	A P	Alphington	6½	2	4	2	4	2	8	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	5	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.		Spcl. A.P.		A.		A. less 25 %.		B.		B. 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.	s.	d.
L.G.	A M	Amphitheatre	135½	10	8	11	0	13	8	20	0	15	0	26	8	24	0	33	4	41	0	33	0	53	6	66	0		
L.G.	A R N	Anderson (See page 94)	77	7	2	8	4	10	0	12	10	9	8	17	0	15	4	21	4	24	0	19	3	30	6	37	9		
(a) Out; L.G. In account Angliss & Co.	A G S	Angliss' Quarry Siding	8½	2	6	2	6	3	0	3	0	2	6	3	6	3	2	4	0	4	0	3	6	4	6	6	0		
L.G.	A N	Antwerp	235½	15	0	13	8	16	8	29	2	22	0	40	0	36	0	50	0	63	3	50	9	83	6	106	0		
L.G.	A S	Arapiles	233½	14	8	13	6	16	6	28	4	21	4	38	10	35	0	48	8	60	9	48	9	79	9	101	3		
L.G.	A	Ararat	131	10	4	10	10	13	2	19	6	14	8	26	0	23	6	32	6	39	6	31	9	51	3	63	6		
G.	A C	Arcadia	98	8	2	9	8	11	8	16	6	12	6	21	2	19	2	26	6	30	0	24	0	38	6	48	0		
L.G.	A R D	Arden-streets (See page 94)	1	2	0	2	0	2	0	2	6																		
L.G.	A R G	Arylle	71½	6	8	8	0	9	6	12	2	9	2	15	10	14	4	19	10	22	3	18	0	28	6	35	3		
L.G.	A K	Artona	231½	15	0	13	8	16	8	29	0	21	10	39	8	35	8	49	8	62	6	50	0	82	3	104	6		
L.G.	A O	Armstrong	136½	10	10	11	0	13	8	20	2	15	2	26	10	24	2	33	8	41	3	33	0	53	9	66	9		
L.G.	A R M	Armyside	76½	7	2	8	4	10	0	12	10	9	8	17	0	15	4	21	4	24	0	19	3	30	6	37	9		
L.G.	A B	Arnold	139½	11	0	11	0	13	8	20	6	15	6	27	4	24	8	34	2	42	3	34	0	54	9	68	0		
(c) In and Out	A S H	Ashburton (See page 96)	9½	2	6	2	6	3	0	3	0	2	6	3	6	3	2	4	0	4	0	4	0	6	4	6	5		
L.G.	A S P	Ashburton	19½	2	10	3	0	3	8	4	4	8	7	4	6	8	9	2	10	6	8	6	13	0	15	6			
L.G.	A U	Aura	30½	3	2	4	2	5	0	6	2	4	8	7	4	6	8	9	2	10	6	8	6	13	0	15	6		
L.G.	A G Y	Austral Gypsum Siding	274	16	6	14	4	17	8	32	2	24	2	43	10	39	6	54	10	68	9	55	0	92	0	118	3		
L.G.		Austral Meat Siding	7½																										
G.	A L	Avenel	72	6	8	8	0	9	6	12	2	9	2	15	10	14	4	19	10	22	3	18	0	28	6	35	3		
G.	A V	Avoca	127	10	2	10	10	13	2	19	2	14	6	25	6	23	0	32	0	38	3	30	9	49	9	61	9		
L.G.	A M E	Avonmore	124½	10	0	10	10	13	2	19	0	14	4	25	0	22	6	31	4	37	9	30	3	49	0	60	9		
G.	A X	Axedale	89½	7	10	9	2	11	0	15	2	11	6	19	6	17	8	24	6	27	6	22	0	35	4	43	9		
G.	B M	Bacchus Marsh	31½	3	4	4	2	5	0	6	2	4	8	8	0	7	2	10	0	10	9	8	9	13	3	16	0		
L.G.	B A	Baddaginnie	113½	9	4	10	2	12	8	17	10	13	4	23	6	21	2	29	6	34	6	27	9	44	9	55	3		
L.G.	B A G	Bayside	112	9	2	10	2	12	8	17	8	13	4	23	0	20	8	28	10	34	0	27	3	44	0	54	6		
L.G.	B D	Bairnsdale	171½	12	6	11	10	14	6	23	8	17	10	32	2	29	0	40	4	49	9	40	0	65	0	81	6		
(b)	B L D	Bairnsdale Wharf (See page 94)	82½	7	6	8	10	10	8	14	0	10	6	18	2	16	4	22	10	25	9	20	9	32	9	40	6		
G.	B L	Bellah	49½	4	8	6	2	7	4	9	2	7	0	11	8	10	6	14	8	16	0	13	0	20	3	24	9		
G	B	Ballarat (See pages 90 and 94)	73½	6	10	8	0	9	6	12	10	9	8	16	6	14	10	20	†	20	†	16	6	23	3	29	0		

	73†	6	10	8	0	9	6	12	10	10	8	16	6	14	10	20†	0	20†	0	16	8	23	3	29	0		
G.	Ballarat East (See page 90)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
L.G.	Balmattum..	98‡	8	2	9	8	11	8	16	6	12	6	21	2	19	2	26	6	30	3	24	3	38	9	43	3	
L.G.	Banawm ..	147‡	11	6	11	4	13	10	21	2	16	0	28	6	25	8	35	8	44	3	35	6	57	9	71	9	
L.G.	Banockburn ..	55‡	5	6	7	0	8	4	9	10	7	6	12	10	11	8	16	2	18	0	14	6	22	3	27	6	
L.G.	Bannockburn †	116‡	9	6	10	18	2	13	8	23	10	21	6	29	10	35	6	28	6	45	9	56	9	56	9	56	
L.G.	Banyena ..	194‡	13	4	12	8	15	6	26	0	19	6	35	8	32	4	44	8	54	6	43	9	71	6	90	0	
L.G.	BAR ..	72‡	6	8	8	0	9	6	12	2	9	2	15	10	14	4	19	10	22	3	18	0	28	6	35	3	
L.G.	BAC ..	80‡	7	6	8	10	4	13	6	10	2	17	8	16	0	22	4	25	0	20	0	32	0	39	6		
L.G.	Barber's Creek	174	12	6	11	10	14	6	23	10	18	0	32	6	29	2	40	8	50	3	40	3	65	6	82	0	
L.G.	Barnawartha	102‡	8	6	9	8	12	6	21	10	19	8	27	4	31	6	25	3	40	6	60	3	60	3	60	3	
L.G.	Barragarook†	90‡	7	10	9	4	11	2	15	2	11	6	19	6	17	8	24	6	27	9	22	3	36	0	44	3	
L.G.	Barrabin ..	168‡	12	4	11	10	14	6	23	6	17	8	31	10	28	8	39	10	49	0	39	3	64	3	80	0	
L.G.	Barrakee ..	177	12	8	12	2	14	10	24	2	18	2	33	0	29	8	41	4	50	9	40	9	66	3	83	3	
L.G.	Barraport ..	150‡	11	8	11	4	13	10	21	8	16	4	29	0	26	2	36	4	45	3	36	3	59	0	73	3	
(b)	Barroo ..	98‡	8	2	9	8	11	8	16	6	12	6	21	2	19	2	26	6	30	3	24	3	38	9	48	3	
L.G.	Barron ..	191	2	10	3	0	3	8	4	4	3	4	5	6	5	0	7	0	7	6	6	0	8	6	10	3	
L.G.	BAY ..	291	3	0	3	10	4	8	6	2	4	8	7	4	6	8	9	2	10	3	8	3	12	6	15	0	
L.G.	Beaconsfield ..	137‡	10	10	11	0	13	8	20	2	16	2	27	0	24	4	33	10	41	6	33	3	54	0	67	0	
L.G.	Bealiba ..	102‡	8	6	9	8	12	0	16	8	12	6	21	10	19	8	27	4	31	6	25	3	40	6	50	3	
L.G.	Beaufort ..	96‡	8	2	9	8	11	8	15	10	12	0	20	8	18	8	25	10	29	9	24	0	38	3	47	6	
L.G.	Beccac ..	124‡	10	0	10	10	13	2	19	0	14	4	25	0	22	6	31	4	37	9	30	3	49	0	60	9	
L.G.	Beech Forest (See page 95) †	171‡	12	6	11	10	14	6	23	8	17	10	32	2	29	0	40	4	49	9	40	0	65	0	81	6	
L.G.	Beechworth ..	149	11	8	11	4	13	10	21	4	16	0	28	8	25	10	35	10	44	9	36	0	58	6	72	6	
L.G.	Beechworth Junction	261	2	10	3	10	4	8	5	6	4	2	6	8	6	0	8	4	9	6	7	9	11	0	13	6	
L.G.	Belgrave†	71	2	4	2	4	2	8	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	5	0	
L.G.	Bell (See page 95)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
L.G.	Bona ..	66	6	2	7	2	8	8	11	8	8	14	8	13	2	18	4	20	9	16	9	26	3	32	3	32	3
L.G.	Bona ..	121‡	9	10	10	6	12	10	18	8	14	0	24	8	22	2	30	10	37	0	29	9	48	0	59	6	
L.G.	Bendigo (See pages 90 and 95)	100‡	8	4	9	8	12	0	16	6	12	6	21	6	19	4	26	10	31	0	25	0	39	9	49	3	
L.G.	Bon Novis ..	144	11	2	11	0	13	8	20	10	15	8	27	10	25	2	34	10	43	3	34	9	56	3	70	0	
L.G.	Bons ..	111‡	9	2	10	2	12	8	17	8	13	4	23	0	20	8	28	10	34	0	27	3	44	0	54	6	
L.G.	Bons ..	101‡	2	10	2	10	3	4	3	8	2	10	3	8	3	8	4	8	4	9	4	0	5	0	5	9	
L.G.	Bons ..	99	8	2	9	8	11	8	16	6	12	6	21	2	19	2	26	6	30	3	24	3	38	9	48	3	
L.G.	Berrillock	225‡	14	8	13	6	16	6	28	6	21	6	39	0	35	2	48	10	61	3	49	0	80	6	102	0	
L.G.	Berrybank (See page 95)	94‡	8	0	9	8	11	8	15	10	12	0	20	8	18	8	25	10	29	0	23	3	37	6	46	3	
L.G.	Berwick ..	28	3	0	3	10	4	8	5	6	4	2	6	8	6	0	8	4	9	9	8	0	11	9	14	3	
L.G.	Bet Bet ..	121	9	8	10	6	12	10	18	6	14	0	24	6	22	2	30	8	36	9	29	0	47	9	59	0	

* Not including loading and unloading.
 † Including loading and unloading.
 ‡ Not including transfer charges. See page 87.
 § Arden-street is open for trucks. Goods in truck loads, account Lloyd, Bros. and Maginnis, W. Haughton and Coy., T. Brunton and Coy., Eureka Tilo Coy., M. T. Gleeson Fidelity Storage Coy. or warehouse of this Company, and for bags, poles, timber, firewood, bark, and coal for any consignee.

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.		* Spl. A.P.		* A.		* R.		* 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.
G.	BU	Beulah ..	238½	15	2	8	10	10	8	29	6	22	4	36	4	50	6	64	3	51	6	84	3	107	0
L.G.	BEV	Beveridge ..	26	2	10	3	8	4	4	5	6	4	2	6	8	8	4	9	3	7	6	10	9	13	3
G.	BP	Birchip ..	214½	14	4	13	2	16	2	27	8	20	10	34	2	47	4	59	0	47	3	77	3	97	9
L.G.	BG	Birregulla ..	43	7	6	8	10	10	8	14	0	10	6	18	2	22	10	26	0	21	0	33	0	41	0
L.G.	BTT	Bittern ..	43	4	2	5	6	6	8	8	0	6	0	9	10	8	10	12	4	14	0	11	3	17	6
L.G.	BLK	Blackburn ..	11½	2	10	2	10	3	4	3	8	2	10	3	8	4	8	5	0	4	0	5	3	6	6
(c) Stone out-wards		Black's Siding ..	26																						
L.G.	BLW	Blowhard ..	85	7	8	10	10	8	14	0	10	6	18	2	22	10	26	3	21	0	33	9	41	6	6
L.G.	BGT	Bongpeat ..	232½	15	0	13	8	16	8	29	0	21	10	39	8	49	8	62	6	50	0	82	6	104	9
L.G.	BOK	Bonka ..	332	18	8	15	6	19	0	36	6	27	6	49	8	62	2	75	0	60	0	103	3	135	0
L.G.	BOI	Boisdale ..	139½	11	0	11	0	13	8	20	6	15	6	27	4	34	2	42	8	34	0	54	9	88	0
L.G.	BOL	Bokya ..	207½	13	10	12	10	15	10	27	2	20	6	37	2	53	6	66	6	57	3	75	3	98	3
L.G.	BIN	Bokinda ..	35	3	6	4	8	5	8	6	8	5	0	8	6	7	8	10	8	11	9	9	6	14	6
(b)	BGL	Bonepilla ..	194½	13	2	12	8	15	6	26	10	19	6	35	6	46	6	54	6	43	9	71	3	89	9
G.	BI	Bonnie Doon ..	118	9	6	10	8	12	10	18	2	13	8	24	0	30	0	35	9	28	9	46	3	57	3
G.	BOO	Boolarra ..	102	8	6	9	8	12	0	16	8	12	6	21	8	19	6	27	2	31	3	25	0	40	0
L.G.	BOR	Booran ..	131½	10	4	10	10	13	2	19	8	14	10	26	0	32	6	39	9	32	0	51	6	64	3
G.	BZ	Boort ..	169	12	4	11	10	14	6	23	6	17	8	31	10	38	8	46	0	39	3	64	3	80	0
(a) Out. L.G. In account Borthwick and Son	BFS	Borthwick's Freezing Co.'s Siding (See pages 101 and 113)	8½	2	6	2	6	3	0	3	0	2	6	3	6	3	2	4	0	4	0	3	6	4	6
L.G.	BNG	Borong ..	166	11	10	11	8	14	4	22	0	16	6	29	8	37	2	46	3	37	0	60	3	75	3
L.G.	BOW	Bourman ..	169	12	4	11	10	14	6	23	6	17	8	31	10	38	8	46	0	39	3	64	3	80	0
L.G.	BOX	Box Hill ..	104	2	10	2	10	3	4	3	8	2	10	3	8	4	8	4	9	4	0	5	0	5	9
L.G.	BOY	Boys (See page 95)	98½	8	2	9	8	11	8	16	6	12	6	21	2	26	6	30	3	24	3	38	9	48	3
(b)	BR	Bradford ..	95½	8	2	9	8	11	8	15	10	12	0	20	8	25	10	29	6	23	9	37	9	46	9
(b)	BCK	Bradshaw ..	52	4	10	6	4	7	8	9	2	7	0	11	8	10	6	14	8	16	6	21	0	25	0
L.G.	BX	Braunholme ..	213½	14	4	13	2	16	2	27	8	20	10	37	10	44	2	53	9	47	0	77	0	97	6
L.G.	BAV	Braunston ..	69½	6	6	7	8	9	4	12	2	9	2	15	2	13	8	19	0	21	9	17	6	27	9
G.	BRI	Brigolong ..	144½	11	2	11	4	13	10	21	0	15	10	28	2	35	4	43	6	35	0	56	9	70	6
G.	BDG	Bridgewater ..	126½	10	2	10	10	13	2	19	2	14	6	25	6	32	0	38	3	30	9	49	9	61	9
G.	BT	Bright ..	196	13	4	12	8	16	6	26	0	19	6	35	10	44	10	54	9	44	0	71	9	90	6

L.G.	Brighton	8 1/2	2 6	2 6	3 0	3 0	3 0	2 6	3 6	3 6	3 2	4 0	4 0	3 6	4 6	5 0
G.	Brim	229	14 10	13 6	16 6	28 8	21 6	39 4	35 6	49 2	61 9	49 6	81 6	103 3		
(a)	Brianniss	44	4 4	5 6	6 8	8 0	6 0	10 4	9 4	13 0	14 6	11 9	18 0	21 9		
..	British Imperial Oil Co.'s Spot-wood Wharf Siding (See page 103)	7														
..	British Imperial Oil Co.'s Works Siding (See page 103)	6 1/2														
G.	Broadford	46 1/2	4 6	5 10	7 0	8 6	6 6	11 0	10 0	13 10	15 3	12 3	19 0	23 3		
L.G.	Broadmeadows	10 1/2	2 10	2 10	3 4	3 8	2 10	3 8	3 8	4 8	4 9	4 0	5 0	5 9		
(b)	Brookfield	164 1/2	12 2	11 10	14 6	23 0	17 4	31 2	28 2	39 0	48 3	38 9	62 9	78 6		
(c) Out's L.G. In	Brooklyn	9 1/2	2 6	2 6	3 0	3 0	2 6	3 6	3 2	4 0	4 0	3 6	4 6	5 0		
account S. Willis	Broomfield	89	7 8	9 2	11 0	14 8	11 0	19 6	17 8	24 6	27 3	22 0	35 3	43 6		
Bros. and Franch.	Brunswick	4 1/2	2 0	2 0	2 6	3 0	2 4	3 6	3 2	4 0	4 0	3 6	4 6	5 0		
City Council	Brunthorn	190 1/2	13 2	12 8	15 6	25 8	19 4	35 0	31 6	43 10	54 0	43 3	70 6	88 9		
(a) In and Out	Buangor	116 1/2	9 6	10 6	12 10	18 2	13 8	23 10	21 6	29 10	35 6	28 6	45 9	56 9		
L.G. out	Buckley	64 1/2	6 0	7 2	8 8	11 0	8 4	14 8	13 2	18 4	20 6	16 6	26 0	32 0		
L.G.	Buckrabanyule	165	12 2	11 10	14 6	23 0	17 4	31 2	28 2	39 0	48 3	38 9	62 9	78 6		
L.G.	Buffalo	95 1/2	8 2	9 8	11 8	15 10	12 0	20 8	18 8	25 10	29 6	23 9	37 9	46 9		
L.G.	Bullabul	134 1/2	10 8	11 0	13 8	20 0	15 0	26 8	24 0	33 4	40 6	32 6	53 0	65 6		
L.G.	Bullitok	217	14 6	13 2	16 2	27 10	21 0	38 2	34 4	47 10	59 6	47 9	78 0	98 9		
L.G.	Bullarto	69 1/2	6 6	7 8	9 4	12 2	9 2	15 2	13 8	19 0	21 9	17 6	27 9	34 3		
G.	Buln	67 1/2	6 4	7 6	9 0	11 8	8 8	15 2	13 8	19 0	21 9	17 6	27 9	34 3		
L.G.	Buln Buln	183 1/2	12 10	12 2	14 10	24 10	18 8	34 0	30 8	42 6	52 3	42 0	68 3	86 0		
L.G.	Bamberrah	64	5 10	7 2	8 8	11 0	8 4	14 8	13 2	18 4	20 6	16 6	26 0	32 0		
G.	Bungaree	119 1/2	9 6	10 6	12 10	18 2	13 8	23 10	21 6	29 10	35 6	28 6	45 9	56 9		
L.G.	Bung Bung	80 1/2	7 6	8 6	10 4	13 6	10 2	17 8	16 0	22 4	25 0	20 0	32 0	39 6		
G.	Bunmyong	49 1/2	4 8	6 2	7 4	9 2	7 0	11 8	10 6	14 8	16 0	13 0	20 3	24 9		
L.G.	Bunyip	3 1/2	2 0	2 0	2 6	3 0	2 4	3 6	3 2	4 0	4 0	3 6	4 6	5 0		
(a)	Burley (See page 95)	190 1/2	13 2	12 8	15 6	25 8	19 4	35 0	31 6	43 10	54 0	43 3	70 6	88 9		
L.G.	Burrun	86 1/2	7 8	9 2	11 0	14 8	11 0	19 6	17 8	24 6	27 3	22 0	35 3	43 6		
L.G.	Burrumbest (See page 96)	9	2 6	2 6	3 0	3 0	2 6	3 6	3 2	4 0	4 0	3 6	4 6	5 0		
(g) In and Out	Burwood (See page 96)	141	11 0	11 0	13 8	20 6	15 6	27 6	24 10	34 6	42 6	34 0	55 0	68 3		
L.G.	Bushy Park	38 1/2	3 10	5 0	6 0	7 4	5 6	9 2	8 4	11 6	13 0	10 6	15 9	19 3		
L.G.	Bylands	113	9 2	10 2	12 8	17 8	13 4	23 2	20 10	29 0	34 3	27 6	44 3	55 0		
L.G.	Byrneside	48 1/2	4 6	5 10	7 0	8 6	6 6	11 0	10 0	13 10	15 3	12 3	19 0	23 3		
L.G.	Caldermeade	104 1/2	8 8	10 0	12 2	16 10	12 8	22 0	19 10	27 6	32 0	25 9	41 3	51 0		
L.G.	California Gully (See page 90)	..	..	..	..	..	..	..	..	..	..	..	..	..

* 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.	Spd. A.P.	A.	A. 25%	B.	R. 10%	B. 25%	C.	C. 25%	1	2
(a) L.G.	CLV	Canter	150 1/2	11 8	13 10	21 8	16	4 129	0 26	2 36	4 45	3 36	3 59	0 73	3 3
	CL	Camberwell (See page 96)	6 1/2	2 4	2 4	2 8	3 0	2 4	3 6	3 2	4 0	4 0	3 6	4 6	5 0
L.G.	CAM	Campbell	80 1/2	7 6	8 6	10 4	13	6 17	8 16	0 22	4 25	0 20	0 32	0 39	6 3
G.	CD	Camperdown	129 1/2	10 0	10 6	12 10	14	2 24	10 22	4 31	2 27	6 30	0 48	0 60	3 3
L.G.	CAN	Canadian	75 1/2	7 0	8 4	10 0	12	10 9	8 16	6 14	10 20	8 23	9 19	0 30	3 37
L.G.	CIE	Carnie	198 1/2	13 6	12 8	15 6	20	0 36	4 32	8 45	6 55	3 44	3 72	9 91	9 9
(a) L.G.	CBY	Canterbury	7 1/2	2 4	2 4	2 8	3 0	2 4	3 6	3 2	4 0	4 0	3 6	4 6	5 0
L.G.	CPE	Carapooze	162 1/2	11 10	11 4	13 10	21	10 16	6 29	4 26	6 36	8 45	9 36	9 59	6 73
L.G.	CNA	Carina	361 1/2	19 6	16 0	19 6	38	10 29	2 52	10 47	8 66	2 78	3 62	9 109	0 143
G.	CB	Carisbrook	107 1/2	8 10	10 0	12 2	17	2 13	0 22	6 20	4 28	2 32	9 26	3 42	6 52
L.G.	CRU	Carlsruhe	53	5 0	6 4	7 8	9	2 7	0 12	2 11	0 15	4 16	9 13	6 21	3 26
L.G.	CAR	Carrum	22 1/2	2 10	3 4	4 0	4	10 3	8 6	2 5	8 7	10 8	3 6	9 9	11 9
L.G.	CWP	Carwarp (See page 90)	332	18 8	15 6	19 0	36	6 27	6 49	8 44	8 62	2 66	3 53	0 72	9 85
G.	CN	Casterton	245 1/2	15 6	13 10	16 10	30	0 22	6 41	0 37	0 51	4 65	6 52	6 86	3 109
G.	C	Castlemaine	78	7 2	8 6	10 4	13	6 10	2 17	0 15	4 21	4 24	3 19	6 31	0 38
L.G.	CTH	Cathkin	93 1/2	8 0	9 4	11 2	15	10 12	0 20	0 18	0 25	0 28	9 23	0 37	3 45
L.G.	CTD	Caulfield	71 1/2	2 4	2 4	2 8	3 0	2 4	3 6	3 2	4 0	4 0	3 6	4 6	5 0
L.G.	CJV	Cavendish	213 1/2	14 4	13 2	16 2	27	8 20	10 37	10 34	2 47	4 58	9 47	0 77	0 97
G.	CA	Charlton	173 1/2	12 6	11 10	14 6	23	10 18	0 32	6 29	2 40	8 50	3 40	3 65	6 82
(a) Account Cheetham Salt Coy.	CSS	Cheetham's Salt Siding (See page 115)	48 1/2	4 8	6 2	7 4	8	6 6	6 11	0 10	0 13	10 15	9 12	9 20	0 24
L.G.	CSA	Chelsea	21	2 10	3 4	4 0	4	4 3	4 5	6 5	0 7	0 7	9 6	3 9	0 10
L.G.	CJ	Cheltenham	14 1/2	2 10	2 10	3 4	3	8 2	10 4	4 4	0 5	6 5	9 4	9 6	9 7
L.G.	CHA	Chesney	127 1/2	10 2	10 10	13 2	19	2 14	6 25	6 23	0 32	0 38	6 31	0 50	3 62
G.	CF	Chevelot	83 1/2	7 6	8 10	10 8	14	0 10	6 18	2 16	4 22	10 26	0 21	0 33	0 41
G.	CI	Chewton	74 1/2	7 0	8 4	10 0	12	10 9	8 16	6 14	10 20	8 23	3 18	9 29	0 36
L.G.	CHL	Chillingollah	241 1/2	15 4	13 10	16 10	23	8 22	4 40	8 36	8 60	10 64	9 52	0 85	0 108
G.	CH	Chiltern	168 1/2	12 4	11 10	14 6	23	6 17	8 31	10 28	8 39	10 49	0 39	3 64	3 80
L.G.	CNK	Chinacopool	249 1/2	15 8	13 10	16 10	30	4 22	8 41	4 37	2 51	8 66	3 53	0 87	6 111
L.G.	CLA	Clayton	13	2 10	2 10	3 4	3	8 2	10 3	8 3	8 4	8 5	3 4	3 5	9 7
L.G.	CU	Clunes	96 1/2	3 2	4 2	5 0	6	2 4	8 8	0 7	2 10	0 10	9 8	9 13	3 16
L.G.	CLY	Clyde	31 1/2	3 4	4 2	5 0	6	2 4	8 8	0 7	2 10	0 10	9 8	9 13	3 16
L.G.	CV	Coastville	36 1/2	7 8	9 2	11 0	14	8 11	0 18	10 17	0 23	8 26	9 21	6 34	3 42

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%.		R.		R. less 10%.		R. plus 25%.		C.		C. less 20%.		I		I	
				s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
(a)	DBG	Dahlen	209	14	0	12	10	15	10	27	2	20	6	37	4	33	8	46	8	57	6	46	0	75	9	95	6
L.G.	DME	Dalmore	381	3	10	5	0	6	0	7	4	5	6	9	2	8	4	11	6	13	0	10	6	15	9	19	3
L.G.	DAY	Dalyston (See page 97)	831	7	6	8	10	10	8	14	0	10	6	18	2	16	4	23	10	26	0	21	0	33	0	41	0
G.	DG	Dandenong (See page 97)	191	2	10	3	0	3	8	4	3	4	5	6	5	0	7	0	7	6	6	0	8	6	10	3	
L.G.	DNY	Danyo	360	19	4	15	10	19	4	38	0	28	6	51	8	46	6	64	8	77	0	61	9	107	0	140	6
L.G.	DYS	Derbysire	224	14	8	13	6	16	6	28	6	21	6	38	10	35	0	48	8	60	9	48	9	80	0	101	6
L.G.	DLA	Dartimur	106	8	10	10	12	2	17	2	13	0	22	4	20	2	28	0	32	6	26	0	42	3	52	0	
(a)	DLG	Daring	8	2	4	2	4	2	8	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	5	0
G.	DJU	Darwin	661	6	2	7	6	9	0	11	8	8	14	8	13	2	18	4	21	0	17	0	26	9	32	9	
L.G.	DTM	Darwinoor	261	16	2	14	2	17	4	31	2	23	6	42	8	38	6	53	4	67	6	54	0	89	9	114	9
(b) Cream, dairy produce and pigs		Dartid	85																								
L.G.	DS	Dawson	118	9	6	10	6	12	10	18	2	13	8	24	0	21	6	30	0	35	9	28	9	46	3	57	3
L.G.	D	Daylesford	751	7	0	8	4	10	0	12	10	9	8	16	6	14	10	20	8	23	9	19	0	30	3	37	3
L.G.	DM	Deen Marsh	901	7	10	9	4	11	2	15	2	11	6	19	6	17	8	27	6	27	9	22	3	36	0	44	3
L.G.	DPL	Deep Lead	154	11	10	11	8	14	4	22	0	16	6	29	8	26	8	37	2	46	0	37	0	60	0	74	6
L.G.	DP	Deer Park	11	2	10	2	10	3	4	3	8	2	10	3	8	3	8	4	8	4	9	4	0	5	0	5	9
G.	DEN	Denilquin (See page 97)	169	12	4	11	10	14	6	23	6	17	8	31	10	28	8	39	10	49	0	39	3	64	3	80	0
L.G.	DR	Derby	121	9	10	10	6	12	10	18	8	14	0	24	8	22	2	30	10	37	0	29	9	48	0	59	6
L.G.	DLL	Derrinal	781	7	4	8	6	10	4	13	6	10	2	17	0	15	4	21	4	24	6	19	9	31	6	38	6
L.G.	DER	Derrinallum	109	9	0	10	2	12	8	17	6	13	2	22	10	20	8	28	8	33	3	26	9	43	3	53	9
L.G.	DEP	Detpa	255	15	10	14	0	17	2	30	10	23	2	42	0	37	10	52	6	67	0	53	9	88	9	113	0
L.G.	DV	Devonish	137	10	10	11	0	13	8	20	2	15	2	27	0	24	4	33	10	41	6	33	3	54	0	67	0
L.G.	DCK	Diamond Creek	201	2	10	3	4	4	0	4	4	3	4	5	6	5	0	7	0	7	9	6	3	9	0	10	6
G.	DW	Diapur	239	16	0	14	0	17	2	31	0	23	4	42	4	38	2	53	0	67	3	54	0	89	6	114	3
L.G.	DT	Diggers Rest	201	2	10	3	4	4	0	4	4	3	4	5	6	5	0	7	0	7	9	6	3	9	0	10	6
G.	DA	Dimboola	224	14	8	13	6	16	6	28	6	21	6	38	10	35	0	48	8	60	9	48	9	80	0	101	6
L.G.	DE	Dingee	131	10	4	10	10	13	2	19	8	14	10	26	0	23	6	32	6	39	9	32	0	51	6	64	3
L.G.	DMT	Dimmond	121	10	4	10	6	12	10	18	8	14	0	24	8	22	2	30	10	37	0	29	9	48	0	59	6
L.G.	DCY	Duchley	124	10	0	10	10	13	2	19	0	14	4	25	0	22	6	31	4	37	9	30	3	49	0	60	9
L.G.	DB	Dobie	125	10	0	10	10	13	2	19	0	14	4	25	2	22	8	31	6	38	0	30	6	49	3	61	3

Doc'tor †	12	0	11	8	14	4	22	2	16	8	30	0	27	0	37	6	46	9	37	6	160	9	76	0	
D.O.C	157½	12	10	12	2	14	10	24	10	18	8	33	10	30	6	42	4	52	0	41	9	68	0	86	3
D.O	66½	6	2	7	6	9	0	11	8	8	14	8	13	2	18	4	21	0	17	0	26	9	32	9	
D.Z	20½	2	10	3	4	0	4	4	3	4	5	6	5	0	7	0	7	9	6	3	9	0	10	6	
D.F	198½	13	6	12	8	15	6	26	6	20	0	36	4	32	8	45	6	55	3	44	3	72	9	91	9
D.H	130	10	4	10	10	13	2	19	6	14	8	25	10	23	2	32	4	39	3	31	6	51	0	63	0
D.I	57½	5	6	7	0	8	4	10	4	7	10	12	10	11	8	16	2	18	6	15	0	23	3	28	6
D.J	57½	13	8	12	10	15	10	26	8	20	0	36	6	32	10	45	8	56	0	45	0	73	3	92	6
D.Q	200½	11	2	11	0	13	8	20	8	15	6	27	8	25	0	34	8	42	9	34	3	55	9	68	9
D.O.A	141½	6	4	7	6	9	0	11	8	8	15	2	13	8	19	0	21	3	17	0	27	0	33	3	
D.K	67½	10	0	10	10	13	2	19	0	14	4	25	2	22	8	31	6	38	0	30	6	49	3	61	3
D.K	125½	7	10	9	2	11	0	15	2	11	6	19	6	17	8	24	6	27	6	22	0	35	6	43	9
D.U.N	89½	5	6	7	0	8	4	10	4	7	10	13	6	12	2	17	0	18	9	15	0	23	9	29	0
D.C	58½	8	10	10	0	12	2	17	0	12	10	22	2	20	0	27	10	32	3	26	0	42	0	51	6
D.Y	105½	6	2	7	6	9	0	11	8	8	14	8	13	2	18	4	21	0	17	0	26	9	32	9	
D.V.R	66½	14	6	13	2	16	2	27	10	21	0	38	2	34	4	47	10	59	6	47	9	78	0	98	9
D.S.A	217	13	4	12	8	15	6	26	0	19	6	35	10	32	4	44	10	54	9	44	0	71	9	90	6
E.A	195½	11	2	11	4	13	10	21	0	15	10	28	2	25	4	35	4	43	6	35	0	56	9	70	6
E.M	145	5	10	7	2	8	11	0	8	4	14	0	12	8	17	6	20	0	16	0	25	0	31	0	
E.N.T	62½	12	4	11	10	14	6	23	2	17	6	31	6	28	4	39	6	49	0	39	3	63	6	79	6
E.B	167½	7	2	8	4	10	0	12	10	9	8	17	0	15	4	21	4	24	0	19	3	30	6	37	9
E	76½	11	0	11	0	13	8	20	6	15	6	27	6	24	10	34	6	42	6	34	0	55	0	68	3
E.C	140½	15	10	14	0	17	2	30	10	23	2	42	0	37	10	52	6	67	0	53	9	88	9	112	9
E.D	255	11	2	11	4	13	10	21	0	15	10	28	2	25	4	35	4	43	6	35	0	56	9	70	6
E.L	144½	10	4	10	10	13	2	19	4	14	6	25	8	23	2	32	2	38	9	31	0	50	6	62	6
E.L	128½	6	6	7	8	9	4	12	2	9	2	15	10	14	4	19	10	22	0	17	9	28	3	34	9
E.P	70½	2	4	2	4	2	8	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	5	0
E.S	7	2	10	3	0	3	8	4	4	3	4	4	10	4	4	6	2	7	0	5	9	7	9	9	3
E.L.T	17½	6	6	7	8	9	4	12	2	9	2	15	2	13	8	19	0	21	9	17	6	27	9	34	3
E.N	69½	3	4	4	2	5	0	6	2	4	8	0	7	2	10	0	11	0	9	0	13	6	16	3	
E.M.D	33	11	4	11	4	13	10	21	0	15	10	28	2	25	4	35	4	43	9	35	0	57	0	71	0
E.U	145½	2	10	2	10	3	4	3	8	1	2	10	4	4	0	5	6	5	6	4	6	6	6	7	6
E.Q	14	2	10	2	10	3	4	3	8	1	2	10	4	4	0	5	6	5	6	4	6	6	6	7	6

† Not including transfer charges. See page 87.

* Not including loading and unloading.

(a) In and Out. L.G. Out. Empty returns in any quantity use in

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.		B.		B. less 10%		B. plus 25%		C.		C. less 20%		I		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.
L.G.	ET	Epsom (See page 114)	105½	8	10	10	0	12	2	17	0	12	10	22	2	20	0	27	10	32	3	26	0	42	0	51	6	
G	ERA	Ericat	99½	8	4	9	8	12	0	16	6	13	6	30	6	24	6	30	6	30	6	24	6	39	6	48	9	
L.G.	EW	Erwen	109	9	0	10	0	12	2	17	4	13	0	23	8	20	6	28	4	33	0	26	6	43	0	53	3	
L.G.	ESS	Essendon	5	2	0	2	0	2	6	3	0	9	4	3	6	3	4	0	4	0	3	6	4	6	5	0	5	0
L.G.	EK	Eureka (See page 98)	74½	7	0	8	4	10	0	12	10	9	8	16	6	14	10	20	8	23	3	18	9	29	9	36	9	
G	ER	Euroa	93½	8	0	9	4	11	2	15	10	12	0	20	0	18	0	25	9	28	9	23	0	37	3	45	9	
L.G.	EI	Eurobin	187½	13	0	12	6	15	4	25	4	19	0	34	8	31	2	43	4	53	3	42	9	69	6	87	6	
L.G.	EY	Evelyn	28½	3	0	3	10	4	8	5	6	4	2	7	4	6	8	9	2	10	0	8	0	12	3	14	9	
L.G.	EY	Eversley	147½	11	6	11	4	13	10	21	2	16	0	28	6	25	8	35	8	44	3	35	6	57	9	71	9	
L.G.	EF	Everton	161	12	0	11	8	14	4	22	8	17	0	30	6	27	6	38	2	47	9	38	3	61	9	77	0	
(e) In and Out	FP	Fairfield Park	6	2	0	2	0	2	6	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	5	0	
L.G. Out	FA	Fairley	184½	13	0	12	6	15	4	25	0	18	10	34	2	30	10	42	10	52	6	42	0	68	6	86	3	
L.G.	FV	Fairview	186½	13	0	12	6	15	4	25	2	19	0	34	6	31	2	43	2	53	3	42	9	69	0	87	3	
L.G.	FR	Ferguson†	127½	10	2	10	10	13	2	19	2	14	6	25	6	23	0	32	0	38	6	31	0	50	3	62	3	
L.G.	FK	Fernbank	153½	11	10	11	4	13	10	21	10	16	6	29	6	26	8	37	0	45	9	36	9	59	9	74	3	
G	FH	Fern Hill	59½	5	6	7	0	8	4	10	6	7	10	13	6	12	2	17	0	19	0	15	3	24	0	29	6	
L.G.	FC	Fish Creek	100½	8	4	9	8	12	0	16	6	12	6	21	6	19	4	26	10	31	0	25	0	39	9	49	3	
(a)	FY	Fitzroy	6	2	0	2	0	2	6	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	5	0	
(a)	FL	Flynn	107	8	10	10	0	12	2	17	2	13	0	22	4	20	2	28	0	32	6	26	0	42	3	52	0	
L.G.	FL	Footscray	3½	2	0	2	0	2	6	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	5	0	
G	FO	Forest	103½	8	8	9	8	12	0	16	10	12	8	21	10	19	8	27	4	31	9	25	6	41	0	50	9	
L.G.	FS	Foster	108½	9	0	10	0	12	2	17	4	13	0	22	8	20	6	28	4	33	0	26	6	43	0	53	3	
L.G.	FN	Frankston	27½	3	0	3	10	4	8	5	6	4	2	6	8	6	0	8	4	9	9	8	0	11	9	14	0	
L.G.	FM	Fulham	124½	10	0	10	10	13	2	19	0	14	4	25	0	22	6	31	4	37	9	30	3	49	0	60	9	
(e) Account Fut- cher only	FU	Futcher's Siding	148½	11	8	11	4	13	10	21	4	16	0	28	8	25	10	35	10	44	9	36	0	58	6	72	6	
L.G.	GAH	Galah	298	17	4	14	8	18	0	34	0	25	6	46	2	41	8	57	10	71	3	57	0	96	6	125	3	
L.G.	GAL	Galaquill	234½	15	0	13	8	16	8	29	2	22	0	40	0	36	0	50	0	63	0	50	6	83	3	105	9	
L.G.	GAM	Gama	253½	15	8	14	0	17	2	30	8	23	0	41	10	37	8	52	4	66	9	53	6	88	3	112	6	
L.G.	GAR	Garfield	46½	4	6	5	10	7	0	8	6	6	11	0	10	0	13	10	15	3	12	3	19	0	23	3		
L.G.	GAV	Garros	144½	11	2	11	4	13	10	21	0	15	10	28	2	25	4	35	4	43	6	35	0	66	9	70	6	

L.G.		G		L.G.		L.G.		L.G.		L.G.		L.G.		L.G.	
Geelong (See pages 90 and 98)	45	4	4	4	10	2	12	8	17	8	13	4	23	2	20
Gellibrand†	1121	9	2	10	13	2	19	6	14	8	26	0	23	6	32
Gelliondale	1301	10	4	0	5	4	0	6	0	9	10	8	10	12	4
Gembrook†	412	15	0	13	8	16	8	29	2	22	0	40	0	36	0
Gerang	2351	8	4	9	12	0	16	6	12	6	21	2	19	2	26
Gerangamete	991	4	10	6	4	7	8	9	2	17	0	11	8	10	6
Gerangmap	511	8	4	10	6	4	7	8	9	2	17	0	11	8	10
Gigarre	1181	9	6	6	12	10	18	4	13	10	24	2	21	0	36
GISBORNE	40	3	10	5	4	6	4	7	5	6	9	2	4	11	6
Glenadlyn	1391	11	0	11	0	13	8	20	6	15	6	27	4	24	8
Glen Forbes	691	6	6	7	8	9	4	12	2	9	2	15	2	13	8
Glenfyne	1421	11	2	11	0	13	20	10	15	8	27	10	25	2	34
Gleny	1041	8	8	10	0	12	16	10	12	8	22	0	19	10	27
Glen Huntly	81	2	6	2	6	3	0	3	0	2	6	3	2	4	0
Glenloch	183	12	10	12	2	14	10	18	8	33	10	30	6	42	8
Glenorchy	1621	12	2	11	8	14	4	22	10	17	2	30	10	27	10
Glenroyan	136	10	8	11	0	13	8	20	0	15	0	26	8	24	0
Glenroy	9	2	6	2	6	3	0	3	0	2	6	3	2	4	0
Glen Thompson	1671	12	4	11	10	14	6	23	2	17	6	31	6	28	4
GNarkeet	991	8	4	9	8	12	0	16	6	12	6	21	2	19	2
Golden Square (See page 90)	991	8	4	9	8	12	0	16	6	12	6	21	2	19	2
Goldborough	1291	10	4	10	10	13	2	19	6	14	8	25	10	23	2
Goorambat	1311	10	4	10	10	13	2	19	6	14	8	25	10	23	2
Goornong	118	9	6	10	6	12	10	18	2	13	8	24	0	21	6
Gorac	2461	15	6	13	10	16	10	30	2	22	8	41	2	37	2
Gordon	561	15	4	7	0	8	4	9	10	7	6	12	10	11	8
Goroike	2451	5	6	13	10	16	10	30	0	22	6	41	0	37	0
Goulburn Valley Industries Co.*	1121	9	2	10	2	12	8	17	8	13	4	23	2	20	10
Gould†	911	8	0	9	4	11	2	15	2	11	6	20	0	18	0
Govan	2261	14	10	13	6	16	6	28	8	21	6	39	2	35	4
Goyara	249	15	6	13	10	16	10	30	2	22	8	41	4	37	2
Graham (See Port Melbourne).	2221	14	8	13	6	16	6	28	4	21	4	38	8	34	10
Grassdale	1411	11	2	11	0	13	8	20	8	16	6	27	8	25	0
Great Western	90	7	10	9	2	11	0	15	2	11	6	19	6	17	8
Great Morwell Brown Coal															
Py Sdg.															
Gredgiva	1801	12	10	12	2	14	10	24	8	18	6	33	8	30	4
Green Hill	641	6	0	7	2	8	8	11	0	8	4	14	8	13	2
Greenborough	141	2	10	2	10	3	4	3	8	2	10	4	4	4	4
Greenwald	254	15	8	14	0	17	2	30	8	23	0	41	10	37	8

* Not including transfer charges. See page 87.

* 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%.	B.	B. 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.	GQ	Griffith	215½	14 4	13 2	16 2	27 8	20 10	38 0	34 2	47 6	59 3	47 6	177 9	98 3
L.G.	GU	Guildford	84½	7 8	8 10	10 8	14 0	10 6	18 2	16 4	22 10	26 3	21 0	33 9	41 6
L.G.	GWN	Gmbower	172	12 6	11 8	14 6	23 8	17 10	32 2	29 0	40 4	49 9	40 0	65 0	81 6
L.G.	GN	Gymbowen	238½	15 2	13 8	16 8	29 6	22 2	40 4	36 4	50 6	64 3	51 6	84 3	107 0
L.G.	GYH	Gwyther	82	7 6	8 6	10 4	14 0	10 6	17 8	16 0	22 4	25 6	20 6	32 6	40 0
L.G.	HN	Haddon	84½	7 8	8 10	10 8	14 0	10 6	18 2	16 4	22 10	26 3	21 0	33 9	41 6
L.G.	HR	Haddon	23½	2 10	3 8	4 4	4 10	3 8	6 2	5 8	7 10	8 6	7 0	10 0	12 3
G.	H	Hamilton	187½	13 6	12 8	15 6	26 4	19 10	36 0	32 6	45 0	55 3	44 3	72 6	91 0
L.G.	HAM	Hammond	96½	8 2	9 8	11 8	15 10	12 0	20 8	18 8	25 10	29 9	24 0	38 3	47 6
L.G.	HT	Harcourt	82½	7 6	8 10	10 8	14 0	10 6	18 2	16 4	22 10	25 9	20 9	32 9	40 6
G.	H	Harcourt	7½	2 4	2 4	2 8	3 0	2 4	3 6	3 2	4 0	4 0	3 6	4 6	5 0
(e) Ont. L.G. In account A. H. Haell	HSG	Haell & Siding	..	..	..	..	..	..	..	..	..	..	..	..	..
L.G.	HS	Hastings	40½	4 0	5 4	6 4	7 4	5 6	9 10	8 10	12 4	13 6	11 0	16 6	20 6
L.G.	HAT	Hattah (See page 90)	310½	17 10	15 0	18 6	35 0	26 4	47 8	43 0	59 8	72 3	58 0	80 9	95 3
L.G.	HAK	Havelock	118½	9 6	10 6	12 10	18 4	13 10	24 2	21 10	30 4	36 0	29 0	46 9	57 9
L.G.	HW	Hawesdale	189½	13 2	12 6	15 4	25 6	19 2	34 10	31 4	43 8	53 9	43 0	70 3	88 3
(a) In and Out. L.G. Out	HA	Hawthorn	4½	2 0	2 0	2 6	3 0	2 4	3 6	3 2	4 0	4 0	3 6	4 6	5 0
L.G.	HZ	Hazelwood	93½	8 0	9 4	11 2	15 10	12 0	20 0	18 0	25 0	28 9	23 0	37 3	45 9
L.G.	HE	Healesville	40	3 10	5 4	6 4	7 4	5 6	9 2	8 4	11 6	13 3	10 9	16 3	20 0
G.	HC	Heathcote	73½	6 10	8 0	9 6	12 10	9 8	16 6	14 10	20 8	23 0	18 6	29 6	36 6
..	..	Heathcote Chemical Co.'s Siding (See page 99)	2	..	..	..	..	..	..	..	..	..	..	..	..
L.G.	HMR	Heathmere	241½	15 4	13 10	16 10	29 8	22 4	40 8	36 8	50 10	64 9	52 0	85 0	108 3
L.G.	HF	Hedley	124½	10 0	10 10	13 2	19 0	14 4	25 0	22 6	31 4	37 9	30 3	49 9	60 9
L.G.	HB	Heidelberg	9	2 6	2 6	3 0	3 0	2 6	3 6	3 2	4 0	4 0	3 6	4 6	5 0
L.G.	HJ	Henry	236½	15 2	13 8	16 8	29 4	22 0	40 2	36 2	50 4	63 3	50 9	83 9	106 3
L.G.	HD	Heyfield	121½	9 10	10 6	12 10	18 8	14 0	24 8	22 2	30 10	37 0	29 9	48 0	59 6
G.	HQ	Heywood	235½	15 0	13 8	16 8	29 2	22 0	40 0	36 0	50 0	63 3	50 9	83 6	106 0
L.G.	HCP	High Camp	51½	4 10	6 4	7 8	9 2	7 0	11 8	10 6	14 8	16 6	13 3	21 0	25 9
(a)	HI	Highett	121½	2 10	2 10	3 4	3 8	2 10	3 8	3 8	4 8	5 8	4 4	5 3	6 9

Station	12	21	11	8	14	4	22	10	17	2	31	0	28	0	38	10	48	3	38	9	62	6	78	3	
Hillside	164	8	8	9	8	12	0	16	10	12	8	21	10	19	8	27	4	31	9	25	6	41	0	50	9
Hodde Range	103	10	0	10	6	12	10	18	10	14	2	24	10	22	4	31	2	37	6	30	0	48	0	60	3
Hornbush	123	7	0	8	4	10	0	12	10	9	8	16	6	14	10	20	8	23	3	18	9	29	9	36	9
Homeood	74	15	10	14	0	17	2	30	10	23	2	42	0	37	0	53	9	88	9	53	9	88	9	112	9
Hopetoun	254	13	8	12	10	15	10	26	10	20	2	36	10	33	2	46	2	56	6	45	3	74	0	93	6
Horsham (See page 99)	203	10	8	11	0	13	8	20	0	15	0	26	8	24	0	33	4	41	0	33	0	53	6	66	0
Hunter	135	10	8	11	0	13	8	20	0	15	0	26	8	24	0	33	4	41	0	33	0	53	6	66	0
Hunter (See page 114)	108	8	10	10	0	12	2	17	2	13	0	22	6	20	4	28	2	32	9	26	3	42	6	52	6
Hurstbridge	23	2	10	3	8	4	4	4	10	3	8	6	2	5	8	7	10	8	6	7	0	10	0	12	3
Huon	201	13	8	12	10	15	10	26	8	20	0	36	6	32	10	45	8	56	0	45	0	73	3	92	6
Ilbarook	100	8	4	9	8	12	0	16	6	12	6	21	2	19	2	26	6	30	6	24	6	39	6	48	9
Illova	172	12	6	11	10	14	6	23	8	17	10	32	2	29	0	40	4	49	9	40	0	65	0	81	6
Ingham (See page 99)	131	10	4	10	10	13	2	19	6	14	8	26	0	23	6	32	6	39	6	31	9	51	3	63	6
Ingleswood	45	4	4	5	6	6	8	8	0	6	0	10	4	9	4	13	0	14	9	12	0	18	3	22	0
Ingliston	62	5	10	7	2	8	8	11	0	8	4	14	0	12	8	17	6	20	0	16	0	25	0	31	0
Inverleigh	91	8	0	9	4	11	2	15	2	11	6	20	0	18	0	25	0	28	3	22	9	36	6	45	0
Irrewarra	141	11	2	11	0	13	8	20	8	15	6	27	8	25	0	34	8	42	9	34	3	55	9	68	9
Irene's Siding	347	19	2	15	8	19	2	37	8	28	4	48	0	43	2	57	9	57	9	48	0	63	3	72	9
Irymple (See page 90)	72	2	4	2	4	2	5	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	5	0
Ivanhoe	180	12	10	12	2	14	10	24	8	18	6	33	8	30	4	42	2	51	6	41	3	67	6	84	9
Jackson	230	14	10	13	8	16	8	29	0	21	10	39	6	35	8	49	6	62	3	50	0	82	0	104	0
Jalumba	62	15	10	7	2	8	8	11	0	8	4	14	0	12	8	17	6	20	0	16	0	25	0	31	0
Jeetho	247	15	6	13	10	16	10	30	2	22	8	41	2	37	2	51	6	65	9	52	9	86	9	110	9
Jeparit	154	11	10	11	8	14	4	22	0	16	6	29	8	26	8	37	2	46	0	37	0	60	0	74	6
Joel	95	8	2	9	8	11	8	15	10	12	0	20	8	18	8	25	10	29	6	23	9	37	9	46	9
Joyce's Creek	74	6	10	8	0	9	6	12	10	9	8	16	6	14	10	20	8	23	0	18	6	29	6	36	6
Jumbunna	75	7	0	8	4	10	0	12	10	9	8	16	6	14	10	20	8	23	0	18	6	29	6	36	6
Jumbunna Coal Co.'s Siding	192	13	2	12	8	15	6	25	8	19	4	35	2	31	8	44	0	54	0	43	3	70	9	89	0
Jung	217	14	6	13	2	16	2	27	10	21	0	38	2	34	4	47	10	59	6	47	9	78	0	98	9
Kaneira	97	8	2	9	8	11	8	16	6	12	6	21	2	19	2	26	6	30	0	24	0	38	6	48	0
Kangaroo Flat	272	16	6	14	4	17	8	32	0	24	0	43	10	39	6	54	10	68	6	55	0	82	0	118	0
Kaniva	101	8	6	9	8	12	0	16	8	12	6	21	8	19	6	27	2	31	3	25	0	40	0	49	6
Kanumbra	72	6	8	8	0	9	6	12	2	9	2	15	10	14	4	19	10	22	9	18	3	29	0	35	9
Kardella	72	6	8	8	0	9	6	12	2	9	2	15	10	14	4	19	10	22	9	18	3	29	0	35	9

* Not including loading and unloading.

* Not including transfer charges. See page 87.

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.		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.	KAR	Karn	128½	10	4	10	10	13	2	19	4	14	6	25	8	23	2	32	2	38	9	31	0	50	6	62	6
L.G.	KRK	Karook	110½	9	0	10	2	12	8	17	6	13	2	23	0	20	8	28	10	33	9	27	0	43	6	54	0
L.G.	KVE	Kyrie	221	14	6	13	6	16	6	28	2	21	2	38	6	24	8	48	2	60	3	48	3	79	0	100	3
L.G.	KT	Kaanatite	147	11	4	11	4	13	10	21	2	16	0	23	6	25	8	35	8	44	0	35	3	57	3	71	3
G.	KFW	Kawanga	140½	11	0	11	0	13	8	20	6	15	6	27	6	24	10	34	6	42	6	34	0	55	0	68	3
L.G.	KKE	Kearra	108½	9	0	10	0	12	2	17	4	13	0	22	8	20	6	28	4	33	0	26	6	43	0	53	3
L.G.	KKE	Keely	181½	12	10	12	2	14	10	24	8	18	6	33	8	30	4	42	2	51	9	41	6	67	9	85	0
G.	KG	Kensington (See page 99)	179½	12	10	12	2	14	10	24	6	18	6	33	4	30	0	41	8	51	3	41	0	67	3	84	3
L.G.	KH	Kerang (See page 99)	66½	6	2	7	6	9	0	11	8	8	8	14	8	13	2	18	4	21	0	17	0	26	9	32	9
L.G.	KD	Kerrisdale	68½	6	4	7	6	9	0	11	8	8	15	2	13	8	19	0	21	6	17	3	27	3	33	9	
(c) L.G. Out	KW	Kew	5½	2	0	2	0	2	6	3	0	2	4	3	3	4	0	4	0	4	0	3	6	4	6	5	0
L.G.	KAB	Kiamak (See page 90)	294	17	2	14	8	18	0	33	8	25	4	45	10	41	4	57	4	71	0	57	0	87	6	103	3
G.	KI	Kiata	240	15	4	13	8	16	8	29	6	22	2	40	4	36	4	60	6	64	3	51	6	84	6	107	3
L.G.	KIL	Killara	35½	3	8	4	8	5	8	6	5	0	8	6	7	8	10	8	12	3	10	0	14	9	18	0	
L.G.	KLD	Kilwanda	80½	7	6	8	6	10	4	13	6	10	2	17	8	16	0	20	0	22	0	32	0	39	6	48	6
L.G.	KLM	Kilmany	120½	9	8	10	6	12	10	18	6	14	0	24	6	22	2	30	8	36	9	29	6	47	9	59	0
L.G.	KST	Kilmany Park Steam Tram	121½	9	10	10	6	12	10	18	8	14	0	24	8	22	2	30	10	37	0	29	9	48	0	59	6
G.	KR	Kilmore	42½	4	2	5	6	6	8	8	0	6	0	9	10	8	10	12	4	14	0	11	3	17	6	21	3
L.G.	KE	Kilmore East	39½	3	10	5	4	6	4	7	4	5	6	9	2	8	4	11	6	13	3	10	9	16	3	20	0
Timber Out. L.G.	KK	Kincaid's Siding†	131	10	4	10	10	13	2	19	6	14	8	26	0	23	6	32	6	39	6	31	9	51	3	63	6
In account J. Kincaid only																											
G.	KJ	Kingston	92½	8	0	9	4	11	2	15	2	11	6	20	0	18	0	25	0	28	6	23	0	36	9	45	3
L.G.	KVS	King Valley†	171½	12	6	11	10	14	6	23	8	17	10	32	2	29	0	40	4	49	9	40	0	65	0	81	6
L.G.	KBA	Kinnabulla	224½	14	8	13	6	16	6	28	6	21	6	38	10	35	0	48	8	60	9	48	9	80	0	101	6
L.G.	KL	Kirkatall	179	12	8	12	2	14	10	24	6	18	6	33	2	29	10	41	6	51	3	41	0	67	0	84	0
L.G. Account.	KTT	Knott's Siding†	101	8	4	9	8	12	0	16	6	12	6	21	6	19	4	26	10	31	0	25	0	39	9	49	3
Knott	KN	Knowsley	83	7	6	8	10	10	8	14	0	10	6	18	2	16	4	22	10	25	9	20	9	32	9	40	6
L.G.	KTG	Koedong	229	14	10	13	6	16	6	28	8	21	6	39	4	35	6	49	2	61	9	49	6	81	6	103	3

L.G.	KU	Koo-wee-rup ..	84	7	6	8	10	10	8	14	0	10	6	18	2	16	4	22	10	26	0	21	0	33	0	41	0
L.G.	KP	Koo-wee-rup ..	42	4	0	5	4	6	4	8	0	6	0	9	10	8	10	12	4	13	9	11	0	16	9	20	9
L.G.	KOR	Koralla ..	97	8	2	9	8	11	8	16	6	12	6	21	2	19	2	26	6	30	0	24	0	38	6	48	0
L.G.	KS	Korait ..	175	12	8	12	2	14	10	21	0	18	0	22	0	29	6	41	2	50	9	40	9	66	0	82	9
G.	KV	Korung Vale ..	151	11	6	11	4	13	10	21	8	16	4	29	0	26	2	36	4	46	3	36	3	59	0	73	3
G.	KM	Korumburra ..	694	6	6	7	8	9	4	12	2	9	2	15	2	13	8	19	0	21	9	17	6	27	9	34	3
L.G.	KTA	Kotta ..	152	11	10	11	4	13	10	21	10	16	6	29	4	26	6	36	8	45	9	36	9	59	6	73	9
L.G.	KQ	Kopya ..	135	10	8	11	0	13	8	20	0	15	0	26	8	24	0	33	4	40	6	32	6	53	0	65	6
L.G.	KZ	Kwring ..	135	10	8	11	0	13	8	20	0	15	0	26	8	24	0	33	4	40	6	32	6	53	0	65	6
G.	KY	Kyabram ..	124	10	0	10	6	12	10	18	10	14	2	24	10	22	4	31	2	37	6	30	0	48	9	60	3
L.G.	KYM	Kyemery ..	157	12	0	11	8	14	4	22	2	16	8	30	0	27	0	37	6	46	9	37	6	60	9	76	0
G.	K	Kyneton ..	57	5	4	7	0	8	4	9	10	7	6	12	10	11	8	16	2	18	3	14	9	22	9	27	9
L.G.	KYV	Kyup ..	309	14	0	12	10	15	10	27	2	20	6	37	4	33	8	46	8	57	6	46	0	75	9	95	6
L.G.	L AH	Lak ..	225	14	8	13	6	16	6	28	6	21	6	39	0	35	2	48	10	61	3	49	0	80	6	102	0
G.	LB	Lake Bogs ..	205	13	10	12	10	15	10	26	10	20	2	36	10	33	2	46	2	56	9	45	6	74	3	94	3
L.G.	LBK	Lake Buloke ..	187	13	0	12	6	15	4	25	4	19	0	34	8	31	2	43	4	53	3	42	9	69	6	87	6
L.G.	LC	Lake Charm ..	190	13	2	12	8	15	6	25	8	19	4	35	0	31	6	43	10	54	0	43	3	70	6	88	9
L.G.	LBT	Lalbert ..	205	13	10	12	10	15	10	27	0	20	4	37	0	33	4	46	4	57	0	45	9	74	6	94	6
L.G.	LAL	Lal Lal ..	78	7	4	8	6	10	4	13	6	10	2	17	0	15	4	21	4	24	6	19	9	31	6	38	6
G.	LD	Lancefield ..	46	4	6	5	10	7	0	8	6	6	10	4	9	4	13	0	15	0	12	0	18	9	22	9	
L.G.	LJN	Lancefield Junction ..	31	3	4	4	2	5	0	6	2	4	8	8	0	7	2	10	0	10	9	8	9	13	3	16	0
L.G.	LDB	Landsborough ..	158	12	0	11	8	14	4	22	4	16	10	30	2	27	2	37	10	47	0	37	9	61	3	76	3
L.G.	LNG	Lang Lang ..	48	4	8	6	2	7	4	8	6	6	11	0	10	0	13	10	15	9	12	9	20	0	24	3	
L.G.	LJL	Lang Loigan (See page 99) ..	136	10	10	11	0	13	8	20	2	15	2	26	10	24	2	33	8	41	3	33	0	53	9	66	9
L.G.	LGN	Langwarrin ..	30	3	2	4	2	5	0	6	2	4	8	7	4	6	8	9	2	10	6	8	6	13	0	16	6
L.G.	LV	Lara (See page 99) ..	35	3	8	4	8	5	8	6	8	5	0	8	6	7	8	10	8	12	3	10	0	14	9	18	0
L.G.	LP	Larpet ..	100	8	4	9	8	12	0	16	6	12	6	21	6	19	4	26	10	31	0	25	0	39	9	49	3
L.G.	LAS	Lascelles ..	248	15	6	13	10	16	10	30	2	23	8	41	4	37	2	51	8	66	0	53	0	87	3	111	0
G.	LAP	Lausching Place ..	42	4	0	5	4	6	4	8	0	6	0	9	10	8	10	12	4	13	9	11	0	16	9	20	9
L.G.	LAU	Laurie ..	132	10	6	10	10	13	2	19	10	15	0	26	4	23	8	33	0	40	0	32	0	52	0	64	9
L.G.	L VH	Laver's Hill ..	137	10	10	11	0	13	8	20	2	15	2	27	0	24	4	33	10	41	6	33	3	54	0	67	0
L.G.	LAV	Laverton ..	13	2	10	2	10	3	4	3	8	2	10	3	8	3	8	4	8	5	3	4	3	5	9	7	0
L.G.	LM	Learnmonth ..	88	7	8	9	2	11	0	14	8	11	0	19	6	17	8	24	6	27	3	23	0	35	3	43	6
L.G.	LK	Leicaville ..	117	9	6	10	6	12	10	18	2	13	8	24	0	21	6	30	0	35	9	28	9	46	3	57	3
L.G.	LLE	Leitchville ..	177	12	8	12	2	14	10	24	2	18	2	33	0	29	8	41	4	50	9	40	9	66	3	83	3
L.G.	LH	Leonard ..	82	7	6	8	10	10	8	14	0	10	6	18	2	16	4	22	10	25	9	20	9	32	9	40	6
G.	LG	Leongatha ..	79	7	4	8	6	10	4	13	6	10	2	17	0	15	4	21	4	24	6	19	9	31	6	38	6
L.G.	LEO	Leopold ..	52	4	10	6	4	7	8	9	2	7	0	11	8	10	6	14	8	16	6	13	3	21	0	25	9
L.G.	LES	Leslie ..	35	3	8	4	8	1	5	8	6	8	5	0	8	7	8	10	8	12	3	10	0	14	9	18	0

* Not including loading and unloading. † Not including transfer charges. See page 87.

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.		R.		B.		C.		I		2								
				a.	d.	a.	d.	a.	d.	a.	d.	a.	d.	a.	d.	a.	d.	a.	d.	a.	d.	a.	d.					
G.	LEG	Leithbridge	61½	5	8	7	2	8	8	11	0	8	4	14	0	12	8	17	6	19	6	15	9	24	9	30	6	
L.G.	LIL	Lilloo	65½	6	2	7	2	8	8	11	8	8	8	14	8	13	2	18	4	20	9	16	9	26	3	32	3	
G.	LJ	Lillimar	273½	16	8	14	4	17	8	32	8	24	6	44	4	40	0	55	6	69	6	55	9	93	3	119	9	
L.G.	LT	Lillyput	165	12	2	11	10	14	6	23	0	17	4	31	2	28	2	39	0	48	3	38	9	62	9	78	6	
G.	L	Lilydale	24½	2	10	3	8	4	4	10	3	8	6	2	5	8	7	10	9	0	7	3	10	6	12	9		
L.G.	LMA	Lima	136½	10	8	11	0	13	8	20	8	15	0	26	8	24	0	33	4	41	0	33	0	53	6	66	0	
G.	LW	Lindenow	160½	12	0	11	8	14	4	22	8	17	0	30	6	27	6	38	2	47	9	38	3	61	9	77	0	
L.G.	LQA	Lings	328½	18	6	15	4	18	8	36	2	27	2	49	2	44	4	61	6	74	3	59	6	102	6	133	9	
G.	LN	Linton	93½	8	2	9	8	11	8	16	6	12	6	21	2	19	2	26	6	30	3	24	3	38	9	48	3	
L.G.	LS	Lismore	103½	8	8	9	8	12	0	16	10	12	8	21	10	19	8	27	4	31	9	25	6	41	0	50	9	
L.G.	LF	Litchfield	192½	13	2	12	8	15	6	25	8	19	4	35	2	31	8	44	0	54	0	43	3	70	9	89	0	
L.G.	LR	Little River	29½	3	0	3	10	4	8	6	2	4	8	7	4	6	8	8	9	2	10	3	8	3	12	6	15	0
(a) Out	LN Y	Llandoko	53½	5	2	6	8	8	0	9	10	7	6	12	2	11	0	15	4	17	3	14	0	21	6	26	6	
L.G.	LA	Llanelly	133½	11	0	11	0	13	8	20	4	15	4	27	2	24	6	34	0	42	0	33	9	54	6	67	6	
L.G.	LOX	Loch	60	5	6	7	0	8	4	10	4	7	10	13	6	12	2	17	0	19	0	15	3	24	0	29	6	
L.G.	LON	Lookaley	79½	7	4	8	6	10	4	13	6	10	2	17	8	16	0	22	4	24	9	20	0	31	9	39	3	
L.G.	LON	Londrigan	152½	11	10	11	4	13	10	21	10	16	6	29	4	26	6	36	8	45	9	36	9	59	6	73	9	
L.G.	LJA	Longlea	93	8	0	9	4	11	2	15	2	11	6	20	0	18	0	25	0	28	6	23	0	36	9	45	3	
G.	LY	Longwarry	52	4	10	6	4	7	8	9	2	7	0	11	8	10	6	14	8	16	6	13	3	21	0	25	9	
L.G.	LO	Longwood	84½	7	8	10	10	8	14	0	10	6	18	2	16	4	22	10	26	3	21	0	33	9	41	6		
L.G.	LOR	Lorquon	261½	16	2	14	2	17	4	31	2	23	6	42	8	38	6	54	4	67	6	54	0	89	9	114	9	
L.G.	LVT	Lewitt	111	9	0	10	2	12	8	17	6	13	2	23	0	20	8	28	10	33	9	27	0	43	6	54	0	
L.G.	LX	Lower Ferris Gully	22½	2	10	3	4	4	0	4	10	3	8	6	2	5	8	7	10	8	3	6	9	9	9	11	9	
L.G.	LZ	Loy Yang	102½	8	6	9	8	12	0	16	8	12	6	21	10	19	8	27	4	31	6	25	3	40	6	50	3	
L.G.	LU	Lubeck	175	12	8	12	2	14	9	24	0	18	0	32	8	29	6	40	10	50	6	40	6	65	9	82	6	
L.G.	LYN	Lyndhurst	24	2	10	3	8	4	4	4	10	3	8	6	2	5	8	7	10	8	7	0	10	0	12	3		
L.G.	LNS	Lyns	248	15	6	13	10	16	10	30	2	22	8	41	2	37	2	51	6	65	9	52	9	86	9	110	9	
G.	LQ	Lyonville	67½	6	4	7	6	9	0	11	8	8	8	15	2	13	8	19	0	21	3	17	0	27	0	33	3	
G.	MDN	Macedon	43½	6	4	5	6	6	8	0	6	0	0	10	4	9	13	0	14	6	11	9	18	0	21	9		
L.G. In and Out account G. W. Knott	MKT	Macknott	135½	10	8	11	0	13	8	20	0	15	0	26	8	24	0	33	4	41	0	33	0	53	6	66	0	

Code	Station Name	12	2	11	10	14	6	23	0	17	4	31	2	28	2	39	0	48	6	39	0	63	0	79	0	
MA	Macorna	1651																								
	Macjocant's Siding	1411																								
G.	Madra	1321	10	6	10	10	13	2	19	10	15	0	26	4	23	8	33	0	40	0	32	0	52	0	64	9
G.	Madamp	1221	9	10	6	12	10	18	8	14	0	24	10	22	4	31	2	37	3	30	0	48	3	59	9	
G.	Maldon	89	7	8	9	2	11	0	14	8	11	0	19	6	17	8	24	6	27	3	22	0	35	3	43	6
G.	Malem	1361	10	10	11	0	13	8	20	2	15	2	26	10	24	3	33	8	41	3	33	0	53	9	68	9
G.	Malmabury	631	5	10	7	2	8	8	11	0	8	4	14	0	12	8	17	6	20	3	16	3	25	9	31	0
In and Out	Malvern	61	2	4	2	4	2	4	3	3	6	3	2	4	0	4	0	4	0	3	6	4	6	5	0	0
L.G.	Managatang	2591	16	0	14	0	17	2	31	0	23	4	32	4	38	2	53	0	67	3	54	0	89	6	114	3
L.G.	Mangalore	68	6	4	7	6	9	0	11	8	8	15	2	13	8	19	0	21	3	17	0	27	0	33	3	
L.G.	Manan	61	5	8	7	0	8	4	10	4	7	10	13	6	12	2	17	0	19	3	15	6	24	6	30	0
L.G.	Manor	241	2	10	3	8	4	4	10	3	8	6	2	5	8	7	10	9	0	7	3	10	6	12	9	
G.	Manfield	1311	10	4	10	10	13	2	19	8	14	10	26	0	23	6	32	6	39	9	32	0	51	6	64	3
L.G.	Maroo	200	13	6	12	8	15	6	26	6	20	0	36	4	32	8	45	6	55	9	44	9	73	0	92	0
L.G.	Marong	1121	9	2	10	2	12	8	17	8	13	4	23	2	20	10	29	0	34	3	27	6	44	3	55	0
L.G.	Marona	1441	11	2	11	4	13	10	21	0	15	10	28	2	25	4	43	6	35	4	35	0	56	9	70	6
L.G.	Marshall	491	4	8	6	2	7	4	9	2	7	0	11	8	10	6	14	8	16	0	13	0	20	3	24	9
G.	Maryborough	112	9	2	10	2	12	8	17	8	13	4	23	0	20	8	28	10	34	0	27	3	44	0	54	6
L.G.	Masey	1971	13	6	12	8	15	6	26	4	19	10	36	0	32	6	46	0	56	3	44	3	72	6	91	0
L.G.	McColl	1441	11	2	11	4	13	10	21	0	15	10	28	2	25	4	35	4	43	6	35	0	56	9	70	6
L.G.	McDowgall (See page 96)	48	4	8	5	10	7	0	8	6	6	6	11	0	10	0	13	10	15	6	12	6	19	3	23	9
L.G.	McDowgall (See page 105)	631	5	10	7	2	8	8	11	0	8	4	14	0	12	8	17	6	20	3	16	3	25	9	31	6
(e) In and Out account Malvor Timber Com- pany																										
MHS	McKenzie and Holland's Siding	71	2	4	2	4	2	8	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	5	0
MET	Menzies	2121	14	4	13	2	16	2	27	6	20	8	37	8	34	0	47	2	58	9	47	0	76	9	97	0
MEX	Meenyan	89	7	8	9	2	11	0	14	8	11	0	19	6	17	8	24	6	27	3	22	0	35	3	43	6
MEL	Melbourne (See page 100)	2121	14	4	13	2	16	2	27	6	20	8	37	8	34	0	47	2	58	9	47	0	76	9	97	0
MEN	Melton	231	2	10	3	8	4	4	4	10	3	8	6	2	5	8	7	10	8	6	7	0	10	0	12	3
MEN	Mentone	151	2	10	2	10	3	4	3	8	2	10	4	4	4	0	5	6	6	6	5	3	7	3	8	3
MRE	Merbein (See page 90)	3581	19	4	15	10	19	4	38	8	29	0	52	4	47	2	62	9	62	9	62	9	68	9	79	9
MH	Mercedith	71	6	6	7	8	9	4	12	2	9	2	15	10	14	4	19	10	22	0	17	9	28	3	34	9
MNO	Merino	2311	15	0	13	8	16	8	29	0	21	10	39	8	35	8	49	8	62	6	50	0	82	3	104	6
MNA	Mernda	21	2	10	3	4	4	0	4	4	3	4	5	6	5	0	7	0	7	9	6	3	9	0	10	6

† Not including transfer charges. See page 87.

* 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.		Spol. A.P.		A.		A. less 25%.		B.		B. less 10%.		B. plus 25%.		G.		G. 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.	MER	Merrigum ..	117½	9	6	10	6	12	10	18	2	13	8	24	0	21	6	130	0	35	9	28	9	46	3	57	3
L.G.	MFN	Merton ..	109½	9	0	10	0	12	2	17	4	13	0	22	8	20	6	28	4	33	0	26	6	43	0	53	3
L.G.	MID	Midas ..	82½	7	6	8	10	10	8	14	0	10	6	18	2	16	4	22	10	25	9	20	9	32	9	40	6
(a) In and Out.	MBM	Middle Brighton ..	91	2	6	2	6	3	0	3	0	2	6	3	6	3	2	4	0	4	0	3	6	4	6	6	0
L.G.	MCK	Middle Creek ..	112½	9	2	10	2	12	8	17	8	13	4	23	2	20	10	29	0	34	3	27	6	44	3	55	0
G.	MDA	Mildura (See page 90) ..	35½	19	4	15	10	19	4	38	0	28	6	48	0	43	2	57	9	57	9	48	0	63	3	73	9
L.G.	MLL	Milbrook ..	53½	5	6	7	0	8	4	10	4	7	10	13	6	12	2	17	0	18	9	15	0	23	9	29	0
L.G.	MGV	Millgrove ..	46½	4	6	5	10	7	0	8	6	6	11	0	10	0	13	10	15	3	12	3	19	0	23	3	
L.G.	MLM	Milltown ..	227½	14	10	13	6	16	6	28	8	21	6	39	2	35	4	49	0	61	9	49	6	81	0	102	9
L.G.	MC	Mincha ..	150½	13	0	11	8	14	4	22	6	17	0	30	4	27	4	38	0	47	6	38	0	61	6	76	9
L.G.	MLH	Mindamite ..	198½	13	6	12	8	15	6	26	2	19	8	36	0	32	6	45	0	55	0	44	0	72	3	90	9
L.G.	MIN	Minsiera ..	138½	11	0	11	0	13	8	20	4	16	4	27	2	24	6	34	0	42	0	33	9	54	6	67	6
G.	MI	Minyip ..	193½	13	6	12	8	15	6	26	2	20	0	36	4	32	8	45	6	55	3	44	3	72	9	91	9
L.G.	MRL	Miralie ..	238	15	2	13	8	16	8	29	6	22	2	40	2	36	2	50	4	63	6	51	0	81	0	106	9
G.	MV.	Miram ..	266½	16	4	14	2	17	4	31	8	23	10	43	2	38	10	54	0	68	7	54	6	90	9	116	6
L.G.	MCH	Mitcham ..	141	2	10	2	10	3	4	3	8	2	10	4	4	0	5	6	5	9	4	9	6	9	7	9	9
G.	MIT	Mitiamo ..	142½	11	2	11	0	13	8	20	10	15	8	27	10	25	2	34	10	43	0	34	6	56	0	69	6
L.G.	MLK	Mitre Lake ..	227½	14	10	13	6	16	6	28	8	21	6	39	2	35	4	49	0	61	9	49	6	81	0	102	9
G.	MO	Moe ..	81½	7	6	8	6	10	4	14	0	10	6	17	8	16	0	22	4	25	6	20	6	32	6	40	0
L.G.	MWH	Molesworth ..	90½	7	10	9	4	11	2	15	2	11	6	19	6	17	8	24	6	27	9	22	3	36	0	44	3
L.G.	MOL	Mologa ..	147	11	4	11	4	13	10	21	2	16	0	28	6	25	8	35	8	44	0	35	3	57	3	71	3
L.G.	MEA	Monca ..	73½	7	0	8	4	10	0	12	10	9	8	16	6	14	10	20	8	23	9	19	0	30	3	37	3
L.G.	MON	Monetta ..	36½	3	8	5	0	6	0	6	8	5	0	8	6	7	8	10	8	12	6	10	0	15	3	18	6
L.G.	MOU	Monometh ..	44	4	4	5	6	6	8	8	0	6	0	10	4	9	4	13	0	14	6	11	9	18	0	21	9
L.G.	MTO	Montgomery ..	134½	10	8	11	0	13	8	20	0	15	0	26	8	24	0	33	4	40	6	32	6	53	0	65	6
L.G.	MTPK	Mont Park (See page 99) ..	132½	2	10	2	10	3	4	3	8	2	10	3	8	3	8	4	8	5	3	4	3	5	9	7	0
L.G. Account Pub- lic Works De- partment and Hospital for Insane only.	MLT	Moorort ..	100½	8	4	9	8	12	0	16	6	12	6	21	6	19	4	26	10	31	0	25	0	39	9	49	3
L.G.	MND	Moondarra ..	96	8	2	9	8	11	8	15	10	12	0	20	8	18	8	25	10	29	6	23	9	37	9	46	9

L.G.	M.B.N.	Moorsabbn ..	114	2 10	2 10	3 4	3 8	2 10	3 8	3 5	4 8	5 0	4 0	5 3	6 6
L.G.	M.B.L.	Moorsbool ..	481	4 8	6 2	7 4	8 6	6 6	6 6	11 0	10 10	15 9	12 9	20 0	24 3
G.	M.D.C.	Moorsbooc ..	351	3 8	4 8	5 5	6 8	5 0	8 6	7 8	10 8	12 3	10 0	14 9	18 0
L.G.	M.B.K.	Moorsbooc ..	214	2 10	3 4	4 4	4 10	3 8	5 6	5 6	8 0	6 6	9 6	11 0	15 0
L.G.	M.P.	Moorsbooc ..	110	9 0	10 2	12 8	17 6	13 2	22 10	20 8	28 8	33 3	26 9	43 3	53 9
L.G.	M.O.R.	Moorsbooc ..	491	4 8	6 2	7 4	9 2	7 0	11 8	10 6	14 8	16 0	13 0	20 3	24 9
L.G.	M.X.	Moorsbooc ..	171	2 10	3 0	3 8	4 4	3 4	4 10	4 4	6 2	7 0	5 9	7 9	9 3
(a)	M.L.D.	Moorsbooc ..	51	2 0	2 0	2 6	3 0	2 4	3 6	3 2	4 0	4 0	3 6	4 6	6 0
L.G.	M.R.C.	Moorsbooc ..	60	5 6	7 0	8 4	10 4	7 10	13 6	12 2	17 0	19 0	15 3	24 0	29 6
L.G.	M.Q.	Moorsbooc ..	401	4 0	5 4	6 4	7 4	5 6	9 10	8 10	12 4	13 8	11 0	16 6	20 6
L.G.	M.J.	Moorsbooc ..	321	3 4	4 2	5 0	6 2	4 8	8 0	7 2	10 0	11 0	9 0	13 6	16 3
L.G.	M.T.	Moorsbooc ..	1501	11 8	11 4	13 10	21 8	16 4	29 0	26 2	36 4	45 3	36 3	59 0	73 3
L.G.	M.P.N.	Moorsbooc ..	2074	13 10	12 10	15 10	27 2	20 6	37 2	33 6	46 6	57 3	46 0	75 3	95 3
L.G.	M.Z.	Moorsbooc ..	190	7 10	9 2	11 0	15 2	11 6	19 6	17 8	24 6	27 6	22 0	35 6	43 9
L.G.	M.S.F.	Moorsbooc ..	1881	13 0	12 6	15 4	25 6	19 2	34 10	31 4	43 8	53 6	43 0	70 0	87 9
L.G.	M.J.P.	Moorsbooc ..	1841	13 0	12 6	15 4	25 6	19 2	34 10	31 4	43 8	53 6	43 0	70 0	87 9
L.G.	M.H.U.	Moorsbooc ..	1611	12 2	11 8	14 4	22 8	17 0	30 8	27 8	38 4	47 9	38 3	62 0	77 3
L.G.	M.O.Y.	Moorsbooc ..	1811	12 10	12 2	14 10	24 8	18 6	33 8	30 4	42 2	51 9	41 6	67 9	85 0
L.G.	M.U.K.	Moorsbooc ..	841	7 8	8 10	10 8	14 0	10 6	18 2	16 4	22 10	26 3	21 0	33 9	41 6
L.G.	M.R.O.	Moorsbooc ..	1451	11 4	11 4	13 10	21 0	15 10	28 2	25 4	35 4	43 9	35 0	57 0	71 0
L.G.	M.U.	Moorsbooc ..	931	8 0	9 4	11 2	15 10	12 0	20 0	18 0	25 0	28 9	23 0	37 3	45 9
L.G.	M.U.E.	Moorsbooc ..	911	8 0	9 4	11 2	15 10	12 0	20 0	18 0	25 0	28 9	23 0	37 3	45 9
(a)	M.L.G.	Moorsbooc ..	57	5 4	7 0	8 4	9 10	7 6	12 10	11 8	16 2	18 3	14 9	22 9	27 9
L.G.	M.V.L.	Moorsbooc ..	3561	19 4	15 10	19 4	38 4	28 10	52 2	47 0	65 4	77 9	62 3	108 3	142 3
L.G.	M.U.R.	Moorsbooc ..	951	8 2	9 8	11 8	15 10	12 0	20 8	18 8	25 10	29 6	23 9	37 9	46 9
(a)	M.U.B.	Moorsbooc ..	91	2 6	2 6	3 0	3 0	2 6	3 6	3 2	4 0	4 0	3 6	4 6	5 0
L.G.	M.R.	Moorsbooc ..	1831	13 0	12 6	15 4	25 6	19 2	34 10	31 4	43 8	53 6	43 0	70 0	87 9
L.G.	M.S.K.	Moorsbooc ..	721	6 8	8 0	9 6	12 2	9 2	15 10	14 4	19 10	22 9	18 3	29 0	35 9
L.G.	M.Y.N.	Moorsbooc ..	2241	14 8	13 6	16 6	28 6	21 6	38 10	35 0	48 8	60 9	48 9	80 0	101 6
G.	M.L.	Moorsbooc ..	1771	12 8	12 2	14 10	24 2	18 2	33 0	29 8	41 4	51 0	41 0	66 9	83 9
L.G.	M.S.	Moorsbooc ..	1601	12 0	11 8	14 4	22 8	17 0	30 6	27 6	38 2	47 9	38 3	61 9	77 0
L.G.	M.K.	Moorsbooc ..	1961	13 6	12 8	15 6	26 2	19 8	36 0	32 6	45 0	55 0	44 0	72 3	90 9
L.G.	M.Y.E.	Moorsbooc ..	150	11 8	11 4	13 10	21 6	16 2	28 10	26 0	36 2	45 0	36 0	68 9	72 9
L.G.	N.A.	Moorsbooc ..	781	7 4	8 6	10 4	13 6	10 2	17 0	15 4	21 4	24 6	19 9	31 6	38 6
L.G.	N.N.	Moorsbooc ..	2551	15 10	14 0	17 2	30 10	23 2	42 0	37 10	52 6	67 0	53 9	88 9	113 0
L.G.	N.N.G.	Moorsbooc ..	41	4 0	5 4	6 4	7 4	5 6	9 10	8 10	12 4	13 6	11 0	16 6	20 6
L.G.	N.G.	Moorsbooc ..	1311	10 4	10 10	13 2	19 8	14 10	26 0	23 6	32 6	39 9	32 0	51 6	64 3

* Not including transfer charges. See page 87.

† 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.		Spt. A.P.		A. less 25%		R		R. less 10%		R. Plus 25%		C.		C. less 25%		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.	NR	Narracan ..	88½	7	8	9	2	11	0	14	8	11	0	19	6	17	8	24	6	27	3	22	0	35	3	43	6	
L.G.	NW	Narre Warren ..	25½	2	10	3	8	4	4	5	6	4	2	6	8	6	0	8	4	9	3	7	6	10	9	13	3	
G.	NH	Nathalia ..	147½	11	6	11	4	13	10	21	2	16	0	28	6	25	8	35	8	44	3	35	6	57	9	71	9	
G.	NT	Nathamak ..	218½	14	6	13	2	16	2	28	0	21	0	38	4	24	6	48	0	59	9	48	0	78	6	99	3	
G.	NV	Navarre ..	168½	12	4	11	10	14	6	23	2	17	6	31	6	28	4	38	6	48	9	39	0	63	3	79	3	
L.G.	NYK	Nayocot ..	88½	7	6	8	10	10	8	14	0	10	6	18	2	16	4	22	10	26	0	21	0	33	0	41	0	
L.G.	NRM	Neerim ..	80½	7	6	8	6	10	4	13	6	10	2	17	8	16	0	22	4	25	0	20	0	32	0	39	6	
G.	NS	Neerim South ..	75½	7	6	8	4	10	0	12	10	9	8	16	6	14	10	20	8	23	9	19	0	30	3	37	3	
L.G.	NNR	Nerrin-Nerrin ..	126½	10	2	10	10	13	2	19	2	14	6	25	6	23	0	32	0	38	3	30	9	49	9	61	9	
L.G.	NBY	Netherby ..	267½	16	4	14	2	17	4	31	8	23	10	43	2	38	10	54	0	68	0	54	6	90	9	116	9	
L.G.	NZ	Newlyn ..	30½	7	10	9	4	11	2	15	2	11	6	19	6	17	8	24	6	27	9	22	3	36	0	44	3	
L.G.	NEW	Newmarket (See page 100)	2½	2	0	2	0	2	6	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	6	6	0
(a) In and Out L.G. In and Out account Dalgety and Co. only. Empty live stock crates In	NP	Newport (See page 101)	6½	2	4	2	4	2	8	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	5	0	
G.	ND	Newstead ..	92½	8	0	9	4	11	2	15	2	11	6	20	0	18	0	25	0	28	6	23	0	36	9	45	3	
G.	NE	Newtown ..	92½	8	0	9	4	11	2	15	2	11	6	20	0	18	0	25	0	28	6	23	0	36	9	45	3	
G.	NH	Nhill (See page 101)	248½	15	6	13	10	16	10	30	2	22	8	41	4	37	2	51	8	66	0	53	0	87	3	111	0	
L.G.	NIC	Nicholson ..	177½	12	8	12	2	14	10	24	2	18	2	33	0	29	8	41	4	51	0	41	0	66	9	83	9	
L.G.	NLA	Nilma ..	64½	6	0	7	2	8	8	11	0	8	4	14	8	13	2	18	4	20	9	16	6	26	0	32	0	
L.G.	NNA	Ninda ..	244½	15	6	13	10	16	10	30	0	22	6	41	0	37	0	51	4	65	3	52	3	86	0	109	3	
L.G.	NPK	Noble Park ..	17½	2	10	3	0	3	8	4	4	3	4	4	10	4	4	6	2	7	0	5	9	7	9	9	3	
L.G.	NI	Nooramunga ..	134½	10	8	11	0	13	8	20	0	15	0	26	8	24	0	33	4	40	6	32	6	53	0	65	6	
L.G.	NX	Noradynka ..	223½	14	8	13	6	16	6	28	4	21	4	38	10	35	0	48	8	60	9	48	9	79	9	101	3	
(c)	NJ	North Carlton ..	4½	2	0	2	0	2	6	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	5	0	
L.G.	NCE	Northcote ..	5½	2	0	2	0	2	6	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	5	0	
L.G.	NC	North Creswick ..	66½	7	8	9	2	11	0	14	8	11	0	18	10	17	0	23	8	26	9	21	6	34	3	42	6	
L.G.	NF	North Fitzroy ..	5	2	0	2	0	2	6	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	5	0	

L.G.	Account J.	North Geelong and 96)	See pages 90	43 1/2	4	4	5	6	6	8	8	0	6	0	9	0	9	0	10	0	10	0	10	0	11	0	13	9
L.G.	Account J.	North Geelong and 96)	See pages 90	43 1/2	7	10	9	2	11	0	15	2	11	6	19	6	17	8	24	6	27	6	22	0	35	6	43	9
L.G.	Spears only	North Learmonth	..	89 1/2	9	10	10	2	12	8	17	6	13	2	22	10	20	8	28	8	33	3	26	9	43	3	53	9
L.G.	(b)	North Mirboo	..	38 1/2	3	0	5	0	6	0	7	4	5	6	9	2	8	4	11	6	13	0	10	6	15	9	19	3
L.G.	(c)	North Monegezza	..	71 1/2	2	4	2	4	2	8	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	5	0
L.G.	(a)	North Shore (See page 101)	..	208 1/2	14	0	12	10	15	10	27	2	20	6	37	4	33	8	46	8	57	6	46	0	75	9	95	6
L.G.		North Williamstown	..	322 1/2	18	4	15	4	18	8	35	10	27	0	48	10	44	0	61	2	68	9	55	0	76	6	89	6
L.G.		Nowa Nowa	..	207 1/2	13	8	12	10	15	10	26	10	20	6	37	0	33	4	46	4	57	0	45	9	75	0	94	9
L.G.		Nominat (See page 90)	..	133 1/2	10	8	10	10	13	2	19	10	15	0	26	6	23	10	33	2	40	3	32	3	52	6	65	3
L.G.		Nunawort	..	284	16	10	14	6	17	10	32	10	24	8	44	10	40	4	56	2	70	0	56	0	94	3	121	0
L.G.		Nurcoung	..	232 1/2	15	0	13	8	16	8	29	0	21	10	39	8	35	8	49	8	62	6	50	0	82	6	104	9
L.G.		Nyah	..	312 1/2	18	0	15	0	18	6	35	0	26	4	47	10	43	2	59	10	73	0	58	6	99	9	129	6
L.G.		Nyarran	..	250	15	8	13	10	16	10	30	4	22	8	41	4	37	2	51	8	66	3	53	0	87	6	111	6
L.G.		Nyora	..	56 1/2	5	4	7	0	8	4	9	10	7	6	12	10	11	8	16	2	18	3	14	9	22	9	27	9
L.G.		Oakleigh	..	101	2	10	2	10	3	4	3	8	2	10	3	8	3	8	4	8	4	9	4	0	5	0	5	9
L.G.		Oakvale	..	185 1/2	13	0	12	6	15	4	25	0	18	10	34	2	30	10	42	10	53	0	42	6	68	9	86	9
L.G.		Officer	..	32	3	4	4	2	5	0	6	2	4	8	8	0	7	2	10	0	10	9	8	9	13	3	16	0
L.G.		Oradit	..	96 1/2	8	2	9	8	11	8	15	10	12	0	20	8	18	8	25	10	29	9	24	0	38	2	47	6
L.G.		Orbost	..	231 1/2	15	0	13	8	16	8	29	0	21	10	39	8	35	8	49	8	62	6	50	0	82	3	104	6
L.G.		Ormond	..	91	2	6	2	6	3	0	3	0	2	6	3	6	3	2	4	0	4	0	3	6	4	6	5	0
L.G.		Ouerrin	..	761	7	2	2	4	10	0	12	10	9	8	17	0	15	4	21	4	24	0	19	3	30	6	37	9
L.G.		Ouyen (See page 90)	..	288 1/2	17	0	14	6	17	10	33	2	25	0	45	4	40	10	56	8	70	6	56	6	89	3	105	9
L.G.		Ovens	..	180 1/2	12	10	12	2	14	10	24	8	18	6	33	8	30	4	42	2	51	6	41	3	67	6	84	9
L.G.		Ozley	..	152	11	10	11	4	13	10	21	8	16	4	29	2	26	4	36	6	45	6	36	6	59	3	73	6
L.G.		Paimonick	..	130 1/2	10	4	10	10	13	2	19	6	14	8	26	0	23	6	32	6	39	6	31	9	51	3	63	6
L.G.		Pakenham	..	26 1/2	3	8	5	0	6	0	6	8	5	0	8	6	7	8	10	8	12	6	10	0	15	3	18	6
L.G.		Palmerston	..	173 1/2	12	6	11	10	14	6	23	10	18	0	32	6	29	2	40	8	50	3	40	3	65	6	82	0
L.G.		Panmure	..	368	19	6	16	0	19	6	39	2	29	6	53	4	48	0	66	8	78	9	63	0	110	3	145	6
L.G.		Paradise	..	150 1/2	11	8	11	4	13	10	21	8	16	4	29	0	26	2	36	4	45	3	36	3	59	0	73	3
L.G.		Parwan	..	32	3	4	4	2	5	0	6	2	4	8	8	0	7	2	10	0	10	9	8	9	13	3	16	0
L.G.		Parwan	..	291	3	0	3	10	4	8	6	2	4	8	7	4	6	8	9	2	10	3	8	3	12	6	15	0
L.G.		Pathe	..	165 1/2	12	2	11	10	14	6	23	0	17	4	31	2	28	0	48	6	39	0	48	6	39	0	63	0
L.G.		Pennyroyal	..	93	8	0	9	4	11	2	15	2	11	6	20	0	18	0	25	0	28	6	23	0	36	9	45	3
L.G.		Penshurst	..	208 1/2	14	0	12	10	15	10	27	2	20	6	37	4	33	8	46	8	57	6	46	0	75	9	95	6

* Not including transfer charges. See page 87.

* Not including loading or 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.		Spcl. A.P.		A.		B.		R.		C.		D.		E.		F.		G.		H.		I.		J.	
				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.
L.G.	PTV	Pattavil	56½	5	4	7	0	8	4	9	10	7	6	12	10	11	8	16	2	18	3	14	9	22	9	27	9	27	9	27	9
L.G.	PNG	Pianell	242	15	4	13	10	16	10	29	8	22	4	40	8	36	8	50	10	64	9	52	0	85	0	108	3	108	3	108	3
G	PI	Picola	154½	11	10	11	8	14	4	22	0	16	6	29	8	26	8	37	2	46	0	37	0	60	0	74	6	74	6	74	6
L.G. In account Pettit Bros. (a) Out Piles and Timber	PLS	Pine Siding †	130½	10	4	10	10	13	2	19	6	14	8	26	0	23	6	32	6	39	6	31	9	51	3	63	6	63	6	63	6
L.G.	PO	Pimplio	213½	14	4	13	2	16	2	27	8	20	10	37	10	34	2	47	4	58	9	47	0	77	0	97	6	97	6	97	6
L.G.	PL	Pine Lodge	121	9	8	10	6	12	10	18	6	14	0	24	6	22	2	30	8	36	9	29	6	47	9	59	0	59	0	59	0
L.G.	PRA	Pra	227½	14	10	13	6	16	6	28	8	21	6	39	2	35	4	49	0	61	9	49	6	81	0	102	9	102	9	102	9
L.G.	PY	Pirron Yallock	104½	8	8	10	0	12	2	16	10	12	8	22	0	19	10	27	6	32	0	25	9	41	3	51	0	51	0	51	0
L.G.	PC	Pisgah	81½	7	6	8	6	10	4	14	0	10	6	17	8	16	0	22	4	25	6	20	6	32	6	40	0	40	0	40	0
L.G.	PIT	Pitong	104½	8	8	10	0	12	2	16	10	12	8	22	0	19	10	27	6	32	0	25	9	41	3	51	0	51	0	51	0
L.G.	PZ	Platina (See page 105)†	103½	8	8	9	8	12	0	16	10	12	8	21	10	19	8	27	4	31	9	25	6	41	0	50	9	50	9	50	9
L.G.	PB	Pombornet	113½	9	4	10	2	12	8	17	10	13	4	23	6	21	2	29	6	34	6	27	9	44	9	55	3	55	3	55	3
L.G.	POR	Poorneet	79½	7	4	8	6	10	4	13	6	10	2	17	8	16	0	22	4	24	9	20	0	31	9	39	2	39	2	39	2
G.	PU	Porepunkah	192½	13	2	12	8	15	6	25	10	19	6	35	4	31	10	44	2	54	3	43	6	71	0	89	6	89	6	89	6
G.	PA	Port Albert	137½	10	10	11	0	13	8	20	2	15	2	27	0	24	4	33	10	41	6	33	3	54	0	67	0	67	0	67	0
G.	PF	Port Fairy (See page 102)	186½	13	0	12	6	15	4	25	2	19	0	34	6	31	2	43	2	53	3	42	9	69	0	87	3	87	3	87	3
G.	P	Portland (See page 102)	251½	15	8	14	0	17	2	30	6	23	0	41	8	37	6	52	2	66	9	53	6	88	0	112	0	112	0	112	0
L.G.	PLM	Portland North	254½	15	8	14	0	17	2	30	6	23	0	41	8	37	6	52	2	66	9	53	6	88	0	112	0	112	0	112	0
(c) In and Out, and L.G. to or from steamers	PM	Port Melbourne and (See page 102)	3½	2	0	2	0	2	6	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	5	5	0	5	0	
(c) Foot only out L.G.	PE	Port Melbourne Pier (See p. 133)	3½	2	0	2	0	2	6	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	5	5	0	5	0	
(c) In and Out and L.G. In account Western and Murray District Co-operative Bacon Co. only L.G.	PRO	Powerscourt Prairie Prosser (See page 101)	135½ 136½ 9½	10	10	11	0	13	8	20	2	15	2	26	10	24	2	33	8	41	3	33	0	53	9	68	9	68	9	68	9
	PUL	Pullat	259	15	10	14	0	17	2	31	0	23	4	42	4	38	2	53	0	67	3	54	0	89	8	114	6	114	6	114	6

L.G.	P.P.	121	9	10	10	6	12	10	18	8	14	0	24	8	22	2	30	10	37	0	29	9	148	0	89	0	
L.G.	P.D.	201	13	8	12	10	15	10	26	8	20	0	36	8	33	0	45	10	56	3	45	0	73	6	83	0	
L.G.	P.G.	56	5	4	7	0	8	4	9	10	7	6	12	10	11	8	16	2	18	3	14	9	22	9	27	9	
G.	P.H.	156	11	10	11	8	14	4	22	0	16	6	29	8	26	8	37	2	46	0	37	0	60	0	74	6	
G.	Q.K.	191	13	2	12	8	15	6	25	8	19	4	35	0	31	6	43	10	54	0	43	3	70	6	88	9	
L.G.	Q.G.	214	14	4	13	2	16	2	27	8	20	10	37	10	34	2	47	4	58	9	47	0	77	0	97	6	
G.	Q.	67	6	4	7	6	9	0	11	8	8	8	15	2	13	8	19	0	21	3	17	0	27	0	33	3	
G.	R.B.W.	260	16	4	14	2	17	4	31	8	23	10	43	2	38	10	54	0	68	0	54	6	90	9	116	6	
L.G.	R.A.	90	7	10	9	4	11	2	15	2	11	6	19	6	17	8	24	6	27	9	22	3	36	0	44	3	
L.G.	R.V.	120	9	6	10	6	12	10	18	6	14	0	24	2	21	10	30	4	36	6	29	3	47	0	58	6	
L.G.	R.E.	70	7	2	8	4	10	0	12	10	9	8	17	0	15	4	21	4	24	0	19	3	30	6	37	9	
G.	R.E.J.	60	5	6	7	0	8	4	10	4	7	10	13	6	12	2	17	0	19	0	15	3	24	0	29	6	
L.G.	R.E.M.	208	13	10	12	10	15	10	27	2	20	6	37	2	33	6	46	6	57	3	46	0	75	3	95	3	
L.G.	R.E.S.	91	2	6	2	6	3	0	3	0	2	6	3	6	3	2	4	0	4	0	3	6	4	6	5	0	
L.G.	R.C.	35	3	8	4	8	5	8	6	8	5	0	8	6	7	8	10	8	12	3	10	0	14	9	18	0	
L.G.	R.D.	16	2	10	3	0	3	8	3	8	3	0	4	10	4	6	2	6	9	5	6	7	6	9	0	9	0
L.G.	R.G.	6	2	4	2	4	2	8	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	5	0	
G.	R.O.	181	11	0	11	0	13	8	20	4	15	4	27	2	24	6	34	0	42	0	33	9	54	6	67	6	
L.G.	R.K.	18	2	10	3	0	3	8	4	4	3	4	4	10	4	4	6	2	7	3	6	0	8	3	9	9	
L.G.	R.O.C.	86	7	8	9	2	11	0	14	8	11	0	18	10	17	0	23	8	26	9	21	6	34	3	42	6	
L.G.	R.B.	70	6	6	7	8	9	4	12	2	9	2	15	10	14	4	19	10	22	0	17	9	28	3	34	9	
L.G.	R.F.	95	8	0	9	8	11	8	15	10	12	0	20	8	18	8	25	10	29	0	23	3	37	6	46	3	
G.	R.M.	40	4	4	0	5	4	6	4	7	4	5	6	9	10	8	10	12	4	13	6	11	0	16	6	20	6
G.	R.Y.	246	15	6	13	10	16	10	30	0	22	6	41	0	37	0	51	4	65	6	52	6	86	3	109	9	
L.G.	R.S.	112	9	2	10	2	12	8	17	8	13	4	23	2	20	10	29	0	34	3	27	6	44	3	55	0	
L.G.	R.W.	34	3	6	4	8	5	8	6	8	5	0	8	6	7	8	10	9	11	9	9	6	14	6	17	6	
L.G.	R.U.	75	7	0	8	4	10	0	12	10	9	8	16	6	14	10	20	8	23	9	19	0	30	3	37	3	
G.	R.P.	184	13	0	12	6	15	4	25	0	18	10	34	2	30	10	42	10	52	6	42	0	68	6	86	3	
G.	R.H.	104	8	8	10	0	12	2	16	10	12	8	22	0	19	10	27	6	32	0	25	9	41	3	51	0	
L.G. In account E. Willis Bros.	R.S.G.	8	2	4	2	4	2	4	2	8	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	
G.	R.	169	12	6	11	10	14	6	23	6	17	8	31	10	28	8	39	10	49	3	39	6	64	6	80	6	
L.G.	SAI	80	7	6	8	6	10	4	13	6	10	2	17	8	16	0	22	4	25	0	20	0	32	0	39	6	
G.	S.B.	128	10	4	10	10	13	2	19	4	14	6	25	8	23	2	32	2	38	9	31	0	50	6	62	6	
..	S.B.W.	129	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

* Not including loading and unloading. † The Riverdale rates are computed on the basis of the Cumberland mileage.

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. 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.	SAL	Salsbury	242½	15	4	13	10	16	10	29	10	22	6	40	8	36	8	50	10	65	0	52	0	85	3	108	6
L.G.	SAN	Sandford	242½	15	4	13	10	16	10	29	10	22	6	40	8	36	8	50	10	65	0	52	0	85	3	108	6
L.G.	SHE	Shandringham	121	2	10	2	10	3	4	3	8	2	10	3	8	3	8	4	8	5	3	4	3	5	9	7	0
L.G.	SDE	Seavale	90½	7	10	9	4	11	2	15	2	11	6	19	6	17	8	24	6	27	9	22	3	36	0	44	3
L.G.	SFO	Seaford	24½	2	10	3	8	4	4	4	10	3	8	6	2	5	8	7	10	9	0	7	3	10	6	12	9
G.	SL	Sea Lake	238	15	2	13	8	16	8	29	6	22	2	40	2	36	2	50	4	63	6	51	0	84	0	108	9
L.G.	SE	Sebastian	116	9	4	10	6	12	10	18	0	13	6	23	8	21	4	29	8	35	3	28	3	45	0	56	6
(6)	SEY	Sebyrt	28½	3	0	3	10	4	8	5	6	4	2	7	4	6	8	9	2	10	0	8	0	12	3	14	9
G.	SN	Serviceton	237	17	0	14	6	17	10	33	2	25	0	45	2	40	8	56	6	70	3	56	3	94	9	122	3
L.G.	SEV	Serville	33½	3	6	4	2	5	0	6	8	5	0	8	0	7	2	10	0	11	3	9	0	14	9	16	9
G.	S	Seymour	61½	5	8	7	2	8	8	11	0	8	4	14	0	12	8	17	6	19	6	15	9	24	9	30	6
G.	SHP	Sheepshills	206½	13	10	12	10	15	10	27	2	20	6	37	0	33	4	46	4	57	0	45	9	75	0	94	9
G.	SLB	Shelbourne	99½	8	4	9	8	12	0	16	6	12	6	21	2	19	2	26	6	30	6	24	6	39	6	48	9
L.G.	SHY	Shelley	235½	15	0	13	8	16	8	29	2	22	0	40	0	36	0	50	0	63	3	50	9	83	6	106	0
G.	SP	Shepparton	113	9	2	10	2	12	8	17	8	13	4	23	2	20	10	29	0	34	3	27	6	44	3	55	0
L.G.	SKT	Skipton	111½	7	8	9	2	10	2	12	8	13	4	23	0	20	8	28	10	34	0	27	3	44	0	54	6
L.G.	SMT	Smythesdale	88½	7	8	9	2	11	0	14	8	11	0	19	6	17	8	24	6	27	3	22	0	35	3	43	6
L.G.	SM	Somerton	13½	2	10	2	10	3	4	3	8	2	10	4	4	0	5	6	6	5	6	4	6	6	0	7	6
G.	SV	Somerville	35	3	6	4	8	5	8	6	8	5	0	8	6	7	8	10	8	11	9	9	9	14	6	17	6
L.G.	SOB	South Brunswick	4	2	0	2	0	2	6	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	5	0
L.G.	SG	South Geelong (See page 90)	46½	4	6	5	10	7	0	8	6	6	6	10	0	9	0	11	0	11	0	10	0	12	3	15	0
..	SKN	South Kensington (See page 103)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
L.G.	SKG	South Kerang	174½	12	8	12	2	14	10	24	0	18	0	32	8	29	6	40	10	50	6	40	6	65	9	82	6
L.G.	SMG	South Morang	17½	2	10	3	0	3	8	4	4	3	4	4	10	4	4	6	2	7	0	5	9	7	9	9	3
(a) In and Out.	SCL	Southern Cross Co.'s Siding (See pages 96 and 112).	146½	11	4	11	4	13	10	21	2	16	0	28	6	25	8	35	8	44	0	35	3	57	3	71	3
L.G.	SPE	Speed	264½	16	2	14	2	17	4	31	0	23	8	43	0	38	8	53	10	67	9	54	3	90	3	115	6
..	SPD	Spotswood	5½	2	0	2	0	2	6	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	5	0
L.G.	ST	Springhurst	160	12	0	11	8	14	4	22	6	17	0	30	4	27	4	38	0	47	6	38	0	61	6	76	9
L.G.	SR	Spring Vale (See page 104)	15½	2	10	2	10	3	4	3	8	2	10	4	4	0	5	6	6	6	5	3	7	3	8	3	
L.G.	STA	St. Albans	11½	2	10	2	10	3	4	3	8	2	10	3	8	3	8	4	8	5	0	4	0	5	3	6	6
L.G.	STL	Stalker†	134½	10	8	11	0	13	8	20	0	15	0	26	8	24	0	33	4	40	6	32	6	53	0	65	6

L.G.	STH	Stanhope	9	4	10	6	12	10	18	0	13	6	23	8	21	4	29	8	35	3	28	3	45	6	56	6		
G.	SA	St. Arnaud	158½	12	0	11	8	14	4	22	4	16	10	30	2	27	2	37	10	47	0	37	9	61	3	76	3	
†	SME	State Mine	36½	7	8	9	2	11	0	14	8	11	0	18	10	17	0	23	8	26	9	21	6	34	3	42	6	
(e) In and Out.	STN	Strathgordon Siding	26½	2	10	3	10	4	8	5	6	4	2	6	8	6	0	8	4	9	6	7	9	11	0	13	3	
L.G.	SVY	Stavelly	162	12	2	11	8	14	4	22	8	17	0	30	8	27	8	38	4	47	9	38	3	62	0	77	3	
G.	SW	Stowell (See page 104)	150	11	8	11	4	13	10	21	6	15	6	27	10	26	0	36	2	45	0	36	0	58	9	72	9	
G.	SJ	St. James	141½	11	2	11	0	13	8	20	8	15	6	27	8	25	0	34	8	42	9	34	3	55	9	68	9	
(e) In and Out.	STK	St. Kilda	4½	2	0	2	0	2	6	3	0	2	4	3	6	3	2	4	0	4	0	4	0	3	6	4	5	0
L.G. Out	SD	Stoneyford	111	9	0	10	2	12	8	17	6	13	2	23	0	20	8	28	10	33	9	27	0	43	6	54	0	
L.G.	SC	Stony Creek	91	7	10	9	4	11	2	15	2	11	6	19	6	17	8	24	6	27	9	22	3	36	0	44	3	
L.G.	SO	Stony Point (See page 91)	46½	4	6	5	10	7	0	8	6	6	6	11	0	10	0	13	10	15	3	12	3	19	0	23	3	
(b)	STR	Strathguy (See page 104)	138½	11	0	11	0	13	8	20	4	15	4	27	2	24	6	34	0	42	0	33	9	54	6	67	6	
G.	STD	Stratford	146½	11	4	11	4	13	10	21	2	16	0	28	6	25	8	35	8	44	0	35	3	57	3	71	3	
(c)	SHL	Strathkellar	192	13	2	12	8	15	6	25	8	19	4	35	2	31	8	44	0	54	0	43	3	70	9	89	0	
L.G.	SXR	Strathkellar	146	11	4	11	4	13	10	21	0	15	10	28	2	25	4	35	4	43	9	35	0	57	0	71	0	
G.	SX	Strathmerton	80½	7	6	8	6	10	4	13	6	10	2	17	8	16	0	22	4	25	0	20	0	32	0	39	6	
L.G.	SK	Sulley	23½	2	10	3	8	4	4	4	10	3	8	6	2	5	8	7	10	8	6	7	0	10	0	12	3	
L.G.	SI	Sunbury	7½	2	4	2	4	2	8	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	5	0	
L.G.	SUN	Sunshine (See page 104)	81	2	4	2	6	2	6	3	0	2	6	3	6	3	2	4	0	4	0	3	6	4	6	5	0	
L.G.	SZ	Surrey Hills	165½	12	2	11	10	14	6	23	0	17	4	31	2	28	2	39	0	48	6	39	0	63	0	79	0	
L.G.	SU	Sutherland	214½	14	4	13	2	16	2	27	8	20	10	37	10	34	2	47	4	59	0	47	3	77	3	97	9	
G.	SH	Swan Hill	170½	12	6	11	10	14	6	23	8	17	10	32	0	28	10	40	0	49	6	39	9	64	9	81	0	
L.G.	SQ	Swanwater	15	2	10	2	10	3	4	3	8	2	10	4	4	4	0	5	6	5	9	4	9	6	9	7	9	
L.G.	SY	Sydenham	74	6	10	8	0	9	6	12	10	9	8	16	6	14	10	20	8	23	0	18	6	29	6	36	6	
L.G.	TK	Tabile	210	14	0	12	10	15	10	27	4	20	6	37	4	33	8	46	8	57	6	46	0	76	0	95	9	
L.G.	TO	Tabor	107½	8	10	10	0	12	2	17	2	13	0	22	6	20	4	28	2	32	9	26	3	43	6	52	6	
G.	TQ	Talbot	212½	14	4	13	2	16	2	27	6	20	8	37	8	34	0	47	2	58	9	47	0	76	9	97	0	
G.	TA	Tallangatta	56	5	4	7	0	8	4	9	10	7	6	12	10	11	8	16	2	18	0	14	6	22	3	27	6	
G.	TL	Tallaroak	123½	10	0	10	6	12	10	18	10	14	2	24	10	22	4	31	2	37	6	30	0	48	9	60	3	
G.	TLP	Tallygaroppna	127	10	2	10	10	13	2	19	2	14	6	25	6	23	0	32	0	38	3	30	9	49	9	61	9	
L.G.	TD	Tendara	67½	6	4	7	6	9	0	11	8	8	15	2	13	8	19	0	21	3	17	0	27	0	33	3		
L.G.	TDL	Taradale	136½	10	10	11	0	13	8	20	2	15	2	26	10	24	2	33	8	41	3	33	0	53	9	66	9	
G.	TG	Tarnagulla	255½	15	10	14	0	17	2	30	10	23	2	42	0	37	10	52	6	67	0	53	9	88	9	113	0	
L.G.	TIN	Tarranginnie	115½	12	0	11	8	14	4	22	4	16	10	30	2	27	2	37	10	47	0	37	9	61	3	76	3	

* Not including loading and unloading. † Open for goods s/c the State mine only. ‡ Not including transfer charges. See page 87.
 † Spotswood is open for—(e) In and out account Metropolitan Board of Works, Leanon and Coy., Melbourne Glass Bottle Works, Vite. Ammonia Co., British Imperial Oil Co., and T. Robinson and Co.
 (e) In account H. V. Lesgo and William James, Barwise and Co. c/o Melbourne Glass Bottle Works.
 L.G. Out, account T. Robinson and Co.

LIST OF STATIONS AND UNVITTED 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%.	R.	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.	TYK	Tarrasgark...	242	15 4	13 10	16 10	29 8	22 4	40 8	36 8	50 10	64 9	52 0	85 0	108 3
L.G.	TAR	Tarravara	35	3 6	4 8	5 8	6 8	7 8	8 6	7 8	10 8	11 9	9 9	14 6	17 6
L.G.	TWG	Tarawingae	157 1/2	12 0	11 8	14 4	22 2	16 8	30 0	27 0	37 6	46 9	37 6	60 9	76 0
L.G.	TWN	Tarwin	37 1/2	7 8	9 2	11 0	14 8	11 0	18 10	17 0	23 8	27 0	21 9	34 9	43 0
L.G.	TAT	Tatong	139 1/2	11 0	11 0	13 8	20 6	15 6	27 4	24 8	34 2	42 3	34 0	54 9	68 0
G.	TU	Tatura	110	9 0	10 2	12 8	17 6	13 2	22 10	20 8	28 8	33 3	26 9	43 3	53 9
L.G.	TYO	Tatyoan	144 1/2	11 2	11 4	13 10	21 0	15 10	28 2	25 4	35 4	43 6	35 0	56 9	70 6
L.G.	TED	Teddyvaddy	178 1/2	12 8	12 2	14 10	24 6	18 6	33 2	29 10	41 6	51 3	41 0	67 0	84 0
L.G.	TEF	Telford	154 1/2	11 10	11 8	14 4	22 0	16 6	29 8	26 8	37 2	46 0	37 0	60 0	74 6
(c) In and Out.	TMY	Tempy	268 1/2	16 4	14 2	17 4	31 10	24 0	43 4	39 0	54 2	63 3	54 9	91 0	117 0
L.G. In	TNG	Terang	137 1/2	10 10	11 0	13 8	20 2	15 2	27 0	24 4	33 10	41 6	33 3	54 0	67 0
L.G.	TSN	Thomasston	12	2 10	2 10	3 4	3 8	2 10	3 8	3 8	4 8	5 0	4 0	5 3	6 6
(c) In and Out.	TMS	Thomas's Mill Siding	7	2 4	2 4	2 8	3 0	2 4	3 6	3 2	4 0	4 0	3 6	4 6	6 0
L.G. In account of W. C. Thomas and Son	TH	Thorpdale	92 1/2	8 0	9 4	11 2	15 2	11 6	20 0	18 0	25 0	28 6	23 0	36 9	45 3
L.G.	TIE	Tiega	295 1/2	17 4	14 8	18 0	33 10	25 6	46 0	41 6	57 6	71 3	57 0	96 3	124 9
L.G.	TIM	Timboon	149 1/2	11 8	11 4	13 10	21 6	16 2	28 10	26 0	36 2	45 0	36 0	58 9	72 9
L.G.	TI	Tinamba	127 1/2	10 2	10 10	13 2	19 2	14 6	25 6	23 0	32 0	38 6	31 0	50 3	62 3
G.	TOC	Toconval (See page 104)	156 1/2	11 10	11 8	14 4	22 2	16 8	30 0	27 0	37 6	46 9	37 6	60 6	75 9
L.G.	TJ	Tongala	130 1/2	10 4	10 10	13 2	19 6	14 8	26 0	23 6	32 6	39 6	31 9	51 3	63 6
L.G.	TBC	Tooborac (See page 104)	62 1/2	5 10	7 2	8 8	11 0	8 4	14 0	12 8	17 6	20 0	16 0	25 0	31 0
G.	TLLA	Toolamba	103 1/2	8 8	9 12	0 16	10 12	8 21	10 19	8 27	4 31	9 25	6 41	0 50	9 9
L.G.	TOO	Tooolando	234 1/2	15 0	13 8	16 8	29 2	22 0	40 0	36 0	50 0	63 0	50 6	83 3	105 9
G.	TBA	Tooyabbie	109 1/2	9 0	10 2	12 8	17 6	13 2	22 10	20 8	28 8	33 3	26 9	43 3	53 9
G.	TOA	Toora	114 1/2	9 4	10 6	12 10	18 0	13 6	23 8	21 4	29 8	34 9	28 0	45 3	56 0
L.G.	TDN	Tooradin	36 1/2	3 8	5 0	6 0	6 8	5 0	8 6	7 8	10 8	12 6	10 0	15 3	18 6
L.G.	TOK	Toorak	51	2 0	2 0	2 6	3 0	2 4	3 6	3 2	4 0	4 0	3 6	4 6	5 0
L.G.	TGA	Tooronga	61	2 4	2 4	2 8	3 0	2 4	3 6	3 2	4 0	4 0	3 6	4 6	5 0
L.G.	TST	Tosterec	214 1/2	14 4	13 2	16 2	27 8	20 10	37 10	34 2	47 4	59 0	47 3	77 3	97 9
L.G.	TLO	Tourello	93	8 0	9 4	11 2	15 2	11 6	20 0	18 0	25 0	28 6	23 0	36 9	45 3

L.G.	TW	Trafalgar	75	7	0	8	4	10	0	12	10	9	8	16	6	14	10	20	8	23	3	18	9	29	9	36	9
L.G.	TRG	Tragowel	1704	12	6	11	10	14	6	23	8	17	10	32	0	28	10	40	0	49	6	39	9	64	9	81	0
G.	TN	Traragon	984	8	2	9	8	11	8	16	6	12	6	21	2	19	2	26	6	30	2	38	3	38	3	48	3
L.G.	TR	Trawalla	974	8	2	9	8	11	8	16	6	12	6	21	2	19	2	26	6	30	0	24	0	38	6	48	0
L.G.	TRA	Trawool	63	5	10	7	2	8	8	11	0	8	4	14	0	12	8	17	6	20	0	16	0	25	0	31	0
G.	TN	Trentham	634	5	10	7	2	8	8	11	0	8	4	14	0	12	8	17	6	20	3	16	3	25	9	31	6
L.G.	TSO	Treaco	204	13	8	12	10	15	10	26	8	20	0	36	8	33	0	45	10	56	3	45	0	73	6	93	0
L.G.	TUL	Tulkara	1634	12	2	11	8	14	4	22	10	17	2	31	0	28	0	38	10	48	3	38	9	62	6	78	3
G.	T	Tungamah	1494	11	8	11	4	13	10	21	6	16	2	28	10	26	0	36	2	45	0	36	0	58	9	72	9
(b)	TS	Tunzall	134	2	10	2	10	3	4	3	8	2	10	4	4	0	5	6	5	6	4	6	6	6	6	6	6
L.G.	TRF	Turriff	2604	16	0	14	2	17	4	31	2	23	6	42	6	38	4	53	2	67	6	54	0	89	9	114	6
L.G.	TT	Tyabe	339	18	10	15	6	19	0	37	0	27	10	50	4	45	4	63	0	75	9	60	9	104	9	137	0
L.G.	TV	Tyabb	374	3	10	5	0	6	0	7	4	5	6	9	2	8	4	11	6	12	9	10	3	15	6	19	0
L.G.	TY	Tylden	564	5	4	7	0	8	4	9	10	7	6	12	10	11	8	16	2	18	3	14	9	22	9	27	9
L.G.	TZ	Tynong	444	4	4	5	6	6	8	8	0	6	0	10	4	9	4	13	0	14	9	12	0	18	3	22	0
G.	UL	Ultima	224	14	8	13	6	16	6	28	2	21	2	38	8	34	10	48	4	60	3	48	3	79	3	100	6
L.G.	UB	Underbool	3194	18	2	15	0	18	6	35	8	26	10	48	6	43	8	60	8	73	6	59	0	101	0	131	6
L.G.	UG	Upper Fern Tree Gully (See page 105)	234	2	10	3	8	4	4	4	10	3	8	6	2	5	8	7	10	8	6	7	0	10	0	12	3
(b)	UP	Upwey	254	2	10	3	8	4	4	5	6	4	2	6	8	6	0	8	4	9	3	7	6	10	9	13	3
L.G.	V	Vectis	214	14	2	13	2	16	2	27	6	20	8	37	8	34	0	47	2	58	6	47	0	76	6	96	6
G.	VK	Victoria Dock (See page 100)	34	2	0	2	0	2	6	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	5	0
G.	VT	Victoria Park	1054	8	10	10	0	12	2	17	0	12	10	22	2	20	0	27	10	32	3	26	0	42	0	51	6
L.G.	VV	Violet Town	1154	9	4	10	6	12	10	18	0	13	6	23	8	21	4	29	8	36	3	23	3	45	6	56	6
L.G.	VV	Vitz Vitz	1154	9	4	10	6	12	10	18	0	13	6	23	8	21	4	29	8	36	3	23	3	45	6	56	6
L.G.	WA	Waata	1404	11	0	11	0	13	8	20	6	15	6	27	6	24	10	34	6	42	6	34	0	55	0	68	3
G.	WG	Wahgunyah	174	12	6	11	10	14	6	23	10	18	0	32	6	29	2	40	8	50	3	40	3	65	6	82	0
G.	WQ	Wairing	344	7	8	8	10	10	8	14	0	10	6	18	2	16	4	22	10	26	3	21	0	33	9	41	6
L.G.	WAI	Wait	2194	14	6	13	2	16	2	28	0	21	0	38	4	34	6	48	0	60	0	48	0	78	9	100	0
L.G.	WIE	Waitchie	2334	15	0	13	8	16	8	29	2	22	0	39	10	35	10	49	8	62	9	50	3	82	9	105	3
L.G.	WLA	Walhalla (See page 105)†	1074	8	10	10	0	12	2	17	2	13	0	22	6	20	4	28	2	32	9	26	3	42	6	52	6
L.G.	WC	Wallace	614	5	8	7	2	8	8	11	0	8	4	14	0	12	8	17	6	19	6	15	9	24	9	30	6
L.G.	WK	Wallen	294	3	0	3	10	4	8	6	2	4	8	7	4	6	8	9	2	10	3	8	3	12	6	15	0
L.G.	WLP	Walpeup	3074	17	8	14	10	18	4	34	8	26	0	47	4	42	8	59	2	72	6	58	0	98	9	128	3
L.G.	WAL	Walcot	169	12	4	11	10	14	6	23	6	17	8	31	10	28	8	39	10	49	0	39	3	64	3	80	0
L.G.	WLT	Wanalta	1124	9	2	10	2	12	8	17	8	13	4	23	2	20	10	29	0	34	3	27	6	44	3	55	0

† Not including transfer charges. See page 87.

† Not including loading and unloading.

LAST OF STATIONS AND UNVENTED 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.		B.		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.	WAN	Wandin	31½	3	4	4	2	5	0	6	2	4	8	8	0	7	2	10	0	10	9	8	9	13	3	16	0
L.G.	WJ	Wandong	34½	3	6	4	8	5	8	6	8	5	0	8	6	7	8	10	8	11	9	9	6	14	6	17	6
G.	W	Wangaratta	145½	11	4	11	4	13	10	21	0	15	10	28	2	25	4	35	4	43	9	35	0	57	0	71	0
L.G.	WV	Wannon	210½	14	0	13	2	16	2	27	6	20	8	37	6	33	10	47	0	57	9	46	3	76	3	96	3
L.G.	WX	Waranga	99½	8	4	9	8	12	0	16	6	12	6	21	2	19	2	26	6	30	6	24	6	39	6	48	9
L.G.	WAR	Warburton (See page 105)	48½	4	8	6	2	7	4	8	6	6	11	0	10	0	13	10	15	9	12	9	20	0	24	3	
L.G.	WAK	Warracoot	37	7	8	9	2	11	0	14	8	11	0	18	10	17	0	23	8	26	9	21	6	34	3	42	6
G.	WL	Warracknabeal	216½	14	6	13	2	16	2	27	10	21	0	38	2	34	4	47	10	59	6	47	9	78	0	98	9
G.	WI	Warragul	62½	5	10	7	2	8	8	11	0	8	4	14	0	12	8	17	6	20	0	16	0	25	0	31	0
L.G.	WYN	Warra Yadin	136	10	8	11	0	13	8	20	0	15	0	25	8	24	0	33	4	41	0	33	0	53	6	66	0
L.G.	WRN	Warne	213	14	4	13	2	16	2	27	6	20	8	37	8	34	0	47	2	58	9	47	0	76	9	97	0
L.G.	WRG	Warragamba	140½	11	0	11	0	13	8	20	6	15	6	27	6	24	10	34	6	42	6	34	0	55	0	68	3
L.G.	WHP	Warrenheip	69½	6	6	7	8	9	4	12	2	9	2	15	2	13	8	19	0	21	9	17	6	27	9	34	3
G.	WB	Warmambool (See page 105)	166	12	2	11	10	14	6	23	0	17	4	31	2	28	2	39	0	48	6	39	0	63	0	79	0
L.G.	WNG	Warrong	179	12	8	12	2	14	10	24	6	18	6	33	2	29	10	41	6	51	3	41	0	67	0	84	0
G.	WCH	Watchem	202½	13	8	12	10	15	10	26	10	20	2	36	8	33	0	45	10	56	3	45	0	73	9	93	3
L.G.	WHA	Wathuppa	234½	15	0	13	8	16	8	29	2	22	0	40	0	36	0	50	0	63	0	50	6	83	3	105	9
(G)	WTN	Watson	97½	8	2	9	8	11	8	16	6	12	6	21	2	19	2	26	6	30	0	24	0	38	6	48	0
L.G.	WAI	Watre	98½	8	2	9	8	11	8	15	10	12	0	20	8	18	8	25	10	29	6	23	9	37	6	48	9
L.G.	WYG	Wagbara	222½	14	8	13	6	16	6	28	4	21	4	38	8	34	10	48	4	60	6	48	6	79	6	101	0
L.G.	WED	Wedderburn	151	11	8	11	4	13	10	21	8	16	4	29	0	26	4	36	4	45	3	36	3	59	0	73	3
L.G.	WJN	Wedderburn Junction	146	11	4	11	4	13	10	21	0	15	10	28	2	25	4	35	4	43	9	35	0	57	0	71	0
L.G.	WEA	Weaprootah	129½	10	4	10	10	13	2	19	6	14	8	25	10	23	2	32	4	39	3	31	6	51	0	63	0
L.G.	WER	Werric	117½	9	6	10	6	12	10	18	2	13	8	24	0	21	6	30	0	35	9	28	9	46	3	57	3
L.G.	WLF	Wellsford	115½	9	4	10	6	12	10	18	0	13	6	23	8	21	4	29	8	35	3	28	3	45	6	56	6
L.G.	WPL	Welshpool	120½	9	8	10	6	12	10	18	6	14	0	24	6	22	2	30	8	36	9	29	6	47	9	59	0
L.G.	WRJ	Welshpool Jetty (See page 106)	90½	7	10	9	4	11	2	15	2	11	6	19	6	17	8	24	6	27	9	22	3	36	0	44	3
G.	WRH	Wernah	19½	2	10	3	0	3	8	4	4	3	4	5	6	5	0	7	0	7	6	6	0	8	6	10	3
L.G.	WRB	Werrabee	132½	10	6	10	10	13	2	19	10	15	0	26	4	23	8	33	0	40	0	32	0	52	0	64	9
L.G.	WSM	Westmere	4½	2	0	2	0	2	6	3	2	4	0	4	0	3	2	4	0	4	0	3	6	4	6	5	0
L.G.	WFY	West Footscray (See page 106)	45½	4	6	5	10	7	0	8	6	6	10	4	9	4	13	0	15	0	12	0	18	9	22	9	
L.G.	WES	West Warburton	67½	6	4	7	6	9	0	11	8	8	8	15	2	13	8	19	0	21	3	17	0	27	0	33	3
L.G.	WLW	Whitlow	67½	6	4	7	6	9	0	11	8	8	8	15	2	13	8	19	0	21	3	17	0	27	0	33	3

Fruits and Vegetables outwards only		White Hills Siding													103‡											
G.	WFD	12	8	12	2	14	10	24	0	18	0	32	10	29	6	41	2	50	9	40	9	66	0	82	9	
L.G.	WS	2	10	3	10	4	8	5	6	4	2	6	8	6	0	8	4	9	6	7	9	11	0	13	6	
L.G.	WHL	7	8	9	2	11	0	14	8	11	0	18	10	17	0	23	8	27	0	21	9	34	9	43	0	
L.G.	WIL	11	10	11	8	14	4	22	0	16	6	29	8	26	8	37	2	46	0	37	0	60	0	74	0	
L.G.	WV	4	6	5	10	7	0	8	6	6	6	10	4	9	4	13	0	15	0	12	0	18	9	22	9	
L.G.	WVN	9	6	10	6	12	10	18	4	13	10	24	2	21	10	30	4	36	0	29	0	46	9	57	9	
(b)	WMB	6	6	7	8	9	4	12	2	9	2	15	10	14	4	19	10	22	0	17	9	28	3	34	9	
L.G.	WH	7	6	8	10	8	14	0	10	6	18	2	16	4	22	10	26	0	21	0	33	0	41	0		
L.G.	WT	2	0	2	0	2	6	3	0	2	4	3	6	3	2	4	0	4	0	3	6	4	6	5	0	
(c) In and Out	WIN	6	10	8	0	9	6	12	10	9	8	16	6	14	10	20	8	23	0	18	6	29	6	36	6	
L.G.	WGI	15	10	14	0	17	2	31	0	23	4	42	2	38	0	52	10	67	3	54	0	89	3	113	9	
L.G.	WNP	12	7	13	0	10	13	2	19	2	14	6	25	6	23	0	32	0	38	6	31	0	50	3	62	3
L.G.	WN	13	0	12	6	15	4	25	2	19	0	34	6	31	2	43	2	53	3	42	9	69	0	87	3	
L.G.	WD	7	8	8	10	10	8	14	0	10	6	18	2	16	4	22	10	26	3	21	0	33	9	41	6	
L.G.	WM	7	8	9	2	11	0	14	8	11	0	18	10	17	0	23	8	27	0	21	9	34	9	43	0	
L.G.	WON	7	4	8	6	10	4	13	6	10	2	17	0	15	4	21	4	24	6	19	9	31	6	38	6	
L.G.	WOD	4	8	6	2	7	4	8	6	6	6	11	0	10	0	13	10	15	9	12	9	20	0	24	3	
L.G.	WE	9	4	10	6	12	10	18	0	13	6	23	8	21	4	29	8	34	9	28	0	45	3	56	0	
L.G.	WF	5	10	7	2	8	8	11	0	8	4	14	0	12	8	17	6	20	3	16	3	25	9	31	6	
L.G.	WDL	9	2	10	2	12	8	17	8	13	4	23	0	20	8	28	10	34	0	27	3	44	0	54	6	
(b)	WVE	6	10	8	0	9	6	12	10	9	8	16	6	14	10	20	8	23	0	18	6	29	6	36	6	
L.G.	WLM	13	0	12	6	15	4	25	0	18	10	34	2	30	10	42	0	52	6	42	0	68	6	86	3	
L.G.	WSP	15	4	13	10	16	10	29	8	22	4	40	8	36	8	50	10	64	9	52	0	85	0	108	0	
L.G.	WMG	12	8	12	2	14	10	24	6	18	6	33	2	29	10	41	6	51	3	41	0	67	0	84	0	
L.G.	WO	3	10	5	0	6	0	7	4	5	6	9	2	8	4	11	6	13	0	10	6	15	9	19	3	
L.G.	WYK	14	3	13	6	16	6	28	2	21	2	38	8	34	10	48	4	60	3	48	3	79	3	100	6	
L.G.	WNN	10	4	10	10	13	2	19	6	14	8	25	10	23	2	32	4	39	3	31	6	51	0	63	0	
L.G.	WU	13	2	12	8	15	6	25	8	19	4	35	0	31	6	43	10	54	0	43	3	70	6	88	9	
G.	WY	12	0	11	8	14	4	22	6	17	0	30	4	27	4	38	0	47	6	38	0	61	6	76	9	
L.G.	WZ	10	6	10	10	13	2	19	10	15	0	26	4	23	8	33	0	40	0	32	0	52	0	64	9	
L.G.	WYL	16	8	14	4	17	8	32	4	24	4	44	2	39	10	55	4	69	0	55	3	92	9	119	3	
L.G.	YT	11	0	11	0	13	8	20	4	15	4	27	2	24	6	34	0	42	0	33	9	64	6	87	6	
L.G.	YN	138‡																								

‡ Not including loading and unloading. † Not including transfer charges. See page 87. § (c) In and Out, also goods in any quantities account Footcary Quarries Pty. Ltd., and L.G. Out, account T. Mitchell and Co.

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 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.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.			s. d.
L.G. G.	YS	Yabbs South	133½	10 8	10 10	13 2	19 10	15 0	26 6	23 10	33 2	40 3	32 3	52 6	65 3									
L.G.	YA	Yackandandah	184	12 10	12 2	14 10	18 8	34 0	30 8	42 6	52 3	42 0	68 3	86 0										
L.G.	YB	Yanac	279½	16 8	14 4	17 8	32 8	24 6	44 4	40 0	55 6	69 6	55 9	93 3	120 0									
L.G.	YE	Yan Yean	23	2 10	3 4	4 0	4 10	3 8	6 2	5 8	7 10	8 3	8 9	11 9										
L.G. G.	YK	Yarck	97	8 2	9 8	11 8	15 10	12 0	20 8	18 2	25 10	29 9	24 0	38 3	47 6									
	YL	Yara Glen	31½	3 4	4 2	5 0	6 2	4 8	8 0	7 2	10 0	10 9	8 9	13 3	16 0									
L.G. G.	YO	Yaragon	70	6 6	7 8	9 4	12 2	9 2	15 2	13 8	19 0	21 9	17 6	27 9	34 3									
L.G. G.	YJT	Yarra Junction	43½	4 4	5 6	6 8	8 0	6 0	10 4	9 4	13 0	14 6	11 9	18 0	21 9									
§§ G.	YV	Yaraville	41	2 0	2 0	2 6	3 0	2 4	3 6	3 2	4 0	4 0	3 6	4 6	5 0									
L.G.	YH	Yarawonga	161½	12 2	11 8	14 4	22 8	17 0	30 8	27 8	38 4	47 9	38 3	62 0	77 3									
L.G.	YV	Yarroweysa	160½	11 8	11 4	13 10	21 8	16 4	29 0	26 2	36 4	45 3	36 3	59 0	73 3									
L.G.	YC	Yatchaw	204½	13 10	12 15	15 10	26 10	20 2	36 10	33 2	46 2	56 9	45 6	74 3	94 3									
L.G.	YU	Yatpool (See page 90)	338½	18 10	15 6	19 0	37 0	27 10	50 4	45 4	63 0	64 0	51 3	70 0	81 9									
L.G.	YU	Yatpool	338½	18 10	15 6	19 0	37 0	27 10	50 4	45 4	63 0	64 0	51 3	70 0	81 9									
L.G. G.	Y	Yather	102½	8 6	9 8	12 0	16 8	12 6	21 10	19 8	27 4	31 6	25 3	40 6	50 3									
L.G. G.	Y	Yea	79½	7 4	8 6	10 4	13 6	10 2	17 8	16 0	22 4	24 9	20 0	31 9	39 3									
L.G.	YD	Yendon	75	7 0	8 4	10 0	12 10	9 8	16 6	14 10	20 8	23 3	18 9	29 9	36 9									
L.G.	YI	Yering	29½	3 0	3 10	4 8	6 2	4 8	7 4	6 8	9 2	10 3	8 3	12 6	15 0									
L.G.	YR	Yinnar	97½	8 2	9 8	11 8	16 6	12 6	21 2	19 2	26 6	30 0	24 0	38 6	48 0									
L.G.	YM	Younanite	142	11 2	11 0	13 8	20 8	15 6	27 8	25 0	34 8	42 9	34 3	55 9	68 9									

* Not including loading and unloading.
 † † (a) In and Out. L.G. Out, and R.R. cases, jars, bags, &c., in, account Colonial Sugar Co., Cumming Smith and Co., Wischer and Co., Mount Lyell Mining and Rail Coy., and Jacques Fischer and Co.

In witness whereof the Common Seal of the Victorian Railways Commissioners was affixed hereto this 20th day of December in the year of our Lord One thousand nine hundred and seventeen, in the presence of—

(Sd.) C. E. NORMAN, {
E. B. JONES, { Victorian
Railways
Commissioners.

Confirmed by the Governor in Council,
8th January, 1918.

(Sd.) F. W. MABBOTT,
Clerk of the Executive Council.

By Authority: ALBERT J. MULLETT, Government Printer, Melbourne.